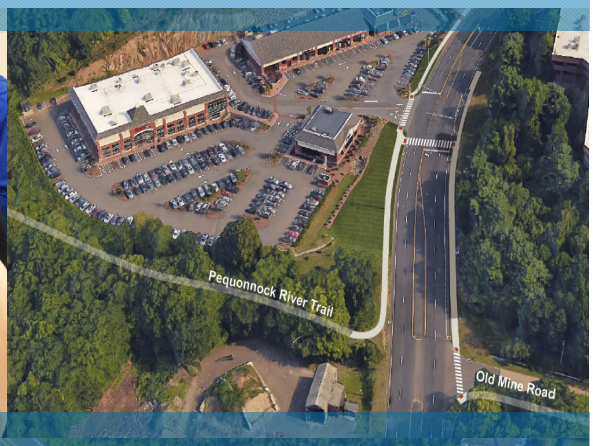








METROCOG
Connecticut Metropolitan Council of Governments

CONNECTICUT DEPARTMENT OF TRANSPORTATION

TOWN OF MONROE 1823 CONNECTICUT

SEAL TOWN OF TRUMBULL CONNECTICUT INCORPORATED 1797

Tighe&Bond

Engineering Planning Study for
Route 25 and Route 111
Monroe & Trumbull, CT

Final Report

Connecticut Metropolitan Council of Governments and the
Towns of Monroe & Trumbull

July 2019

Executive Summary

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Section 1
Introduction

The Engineering Planning Study for Route 25 and Route 111 (Study) was conducted by the Connecticut Metropolitan Council of Governments (METROCOG) on behalf of the Towns of Monroe and Trumbull (Towns). METROCOG was awarded funding to conduct this Study for the Towns under the State of Connecticut's Local Transportation Capital Improvement Program (LOTCIP) which is administered by the Connecticut Department of Transportation (CTDOT).

The purpose of the Study was to develop a comprehensive transportation improvement plan for Routes 25 and 111 within the study area and provide a planning document for the Towns, Region, and State to guide the implementation of transportation system improvements to meet expected future development, local and regional transportation needs, and economic development goals.

The goals and objectives of the plan were identified by the project Technical Advisory Committee (TAC). The TAC included members from the following agencies and organizations:

- **Towns of Monroe and Trumbull Staff from Various Departments**
- **First Selectman of Monroe**
- **First Selectman of Trumbull**
- **Connecticut Metropolitan Council of Governments Planning Staff**
- **Connecticut Department of Transportation Policy and Planning Staff**

In addition to the TAC, a Community Advisory Committee (CAC) also advised the Study Team. The CAC included representatives from area businesses and stakeholder groups as well as the members of the TAC.

The Study goals and objectives were identified at the onset of the study through meetings and public input. The goals and objectives include the following:

- Develop cost effective physical transportation system solutions that improve operations to mitigate congestion, address identified safety concerns, and provide guidance on access control issues while accommodating future land use expansion opportunities

- Improve transportation system opportunities and mobility for alternative travel modes including sidewalk and bicycle infrastructure, improve pedestrian accommodations at intersections, enhance access and connectivity to the Pequonnock River Trail system, and improve transit amenities to provide a complete transportation system for all travelers

- Develop a comprehensive transportation improvement plan that facilitates the prioritization and implementation time frames to enable the programming and funding of improvements to meet both current and future corridor needs

The study process included five primary work tasks that are included in the overall scope of the project.

Task 1 - Data Collection

Task 2 - Analysis of Existing Conditions

Task 3 - Analysis of Future Conditions

Task 4 - Identification and Analysis of Improvement Alternatives

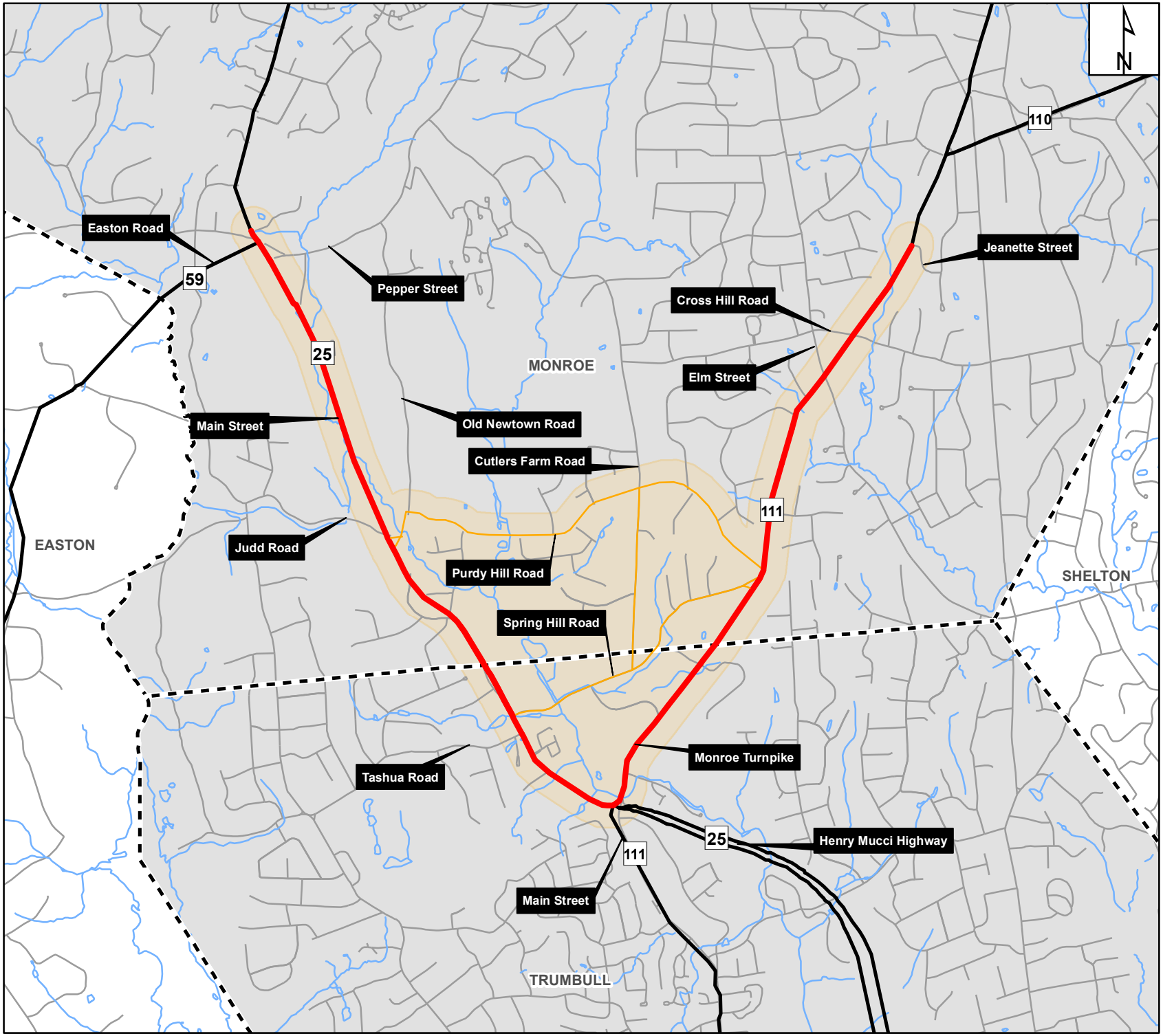
Task 5 - Final Improvement Plan

In addition to these work tasks, a comprehensive Public Outreach program was conducted throughout the study process to involve and obtain input from the public. The public involvement program included meetings with the Technical Advisory Committee, the Community Advisory Committee, and Public Information Meetings conducted during key points in the study process. The Public Outreach program is described in more detail in Section 1.4.

1.1 Study Area

The study area includes approximately 3.2 miles of Route 25 and approximately 2.9 miles of Route 111 in the Towns of Monroe and Trumbull as well as the commercial area bound by the corridors to the south and Purdy Hill Road to the north. The study area begins at the south end at the intersection of Route 25 (Main Street) and Route 111 (Monroe Turnpike) and extends north on Route 25 to the intersection with Route 59 (Easton Road) and north on Route 111 to the intersection with Jeanette Street. The study area includes several signalized and unsignalized intersections described in Section 2.2. The study area is illustrated in Figure 1-1 on the following page.

In addition to reviewing the transportation system, the Study also conducted an analysis of existing and future land use. Overall, the study area includes a diverse mix of land uses currently developed and/or zoned for development. Current land uses include residential, retail, commercial, office parks, and light industrial. The assessment of current land use and forecasted development growth trends are provided in subsequent sections of this report.



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Study Area
- Study Area State Route
- Study Area Local Road
- State Route
- Local Road

0 1,500 3,000
Feet
1 " = 3,000 '

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

October 2016

STUDY AREA

FIGURE 1-1

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1.2 Study Team

The study team included representatives from the Towns of Monroe and Trumbull, METROCOG, and CTDOT in addition to the consultant team. The consulting team included Tighe & Bond, the prime consultant, and Fitzgerald & Halliday, a subconsultant. Tighe & Bond provided overall project management, traffic and transportation engineering, and lead the public involvement process. Fitzgerald & Halliday was responsible for assessing the existing natural resources and reviewing current transportation infrastructure relative to accommodations for bicycles and pedestrians to provide recommendations for future enhancements to better accommodate all modes of travel in the study area. They also assisted in the public involvement process.

The Towns of Monroe and Trumbull were represented by staff from the following entities:

- **Engineering Department**
- **Planning & Zoning Department**
- **Public Works Department**
- **Police Department**
- **Emergency Medical Services (EMS)**

CTDOT staff from the Bureau of Policy and Planning were actively involved in the study through their participation on the Technical Advisory and Community Advisory Committees. Additionally, CTDOT staff from various other design and review units were involved in the review of the study findings and recommendations to ensure that the Department's policies and vision was reflected in the final results.

METROCOG is the Council of Governments for the Towns of Monroe and Trumbull and was the overall project manager for the Study. METROCOG staff actively participated in the public outreach initiatives in cooperation with the Towns. METROCOG staff were also members on the Technical Advisory and Community Advisory Committees. Additionally, METROCOG hosted the project website.

In total, the Study Team was comprised of parties at the State, Regional, and Local levels to ensure that the planning activities conducted under this Study fit within the overall planning goals at all levels of government.

1.3 Study Process

The Study followed a process developed by METROCOG. The key elements of the Study included:

- Conducting technical analyses and observations of the study corridors to assess existing conditions and identify deficiencies and needs
- Forecasting future travel demand, analyzing future traffic conditions, and identifying potential future areas of concern within the 20-year Study horizon
- Identifying economic development opportunities within the study corridors and assessing their effect on the transportation system
- Identifying feasible improvement alternatives to mitigate the effects of future traffic on the corridors
- Seeking opportunities to enhance the overall transportation system to better accommodate all modes of travel
- Conducting stakeholder meetings to obtain input on the study results at key milestones throughout the study process
- Conducting a comprehensive public outreach program involving meetings and a project website to obtain public comments

This Final Study Report summarizes the comprehensive analysis of existing and future conditions and describes the transportation system improvement recommendations needed to mitigate the forecasted growth in traffic and development locally and in the region.

The Study included both an assessment of existing conditions detailing the current study area needs, deficiencies, and opportunities as well as a future conditions analysis conducted to assess the impact of local and regional growth on the Route 25 and 111 corridors during the 20-year study horizon. An Existing and Future Conditions Technical Memorandum was prepared that provided a detailed summary of the following tasks:

- Assessing the existing transportation system and identifying needs and deficiencies
- Observing traffic volumes, vehicle classifications, and travel speeds within the study area and developing 2016 Existing traffic volumes
- Analyzing traffic safety for all travel modes
- Analyzing traffic operations during the periods of peak travel demand on the roadways for the weekday morning, weekday afternoon, and Saturday mid-day peak periods
- Reviewing current multi-modal transportation services and facilities
- Screening the natural and environmental resources to identify existing resources that may limit the scope and extent of physical improvements

- Forecasting 2040 background traffic volumes that include both regional travel demand growth plus approved local development generated traffic

- Reviewing potential development/redevelopment within the 20-year study horizon along the corridors and assessing the impacts of the developments on the existing transportation infrastructure

- Conducting an analysis of traffic conditions under the 2040 traffic conditions

- Identifying future areas of concern which formed the basis for the development of physical improvements to mitigate the deficiencies

The assessment of existing and future conditions provided the basis for the development of a series of improvement alternatives for the study area transportation system. The improvements were developed to provide acceptable intersection operations, mitigate the effects of projected traffic growth, address identified safety concerns, enhance bicycle and pedestrian accommodations, improve connectivity of the Pequonnock River Trail system, and increase multi-modal access in the study area. The recommended improvement plans are presented in Section 4 of this report with the complete engineering concept plans presented in Appendix C. Finally, Section 5 of the report presents an implementation plan prioritizing recommended improvements by need and complexity to help guide future decision making.

1.4 Public Involvement and Outreach Initiatives

Community involvement and public outreach were important initiatives of this study scope. A variety of techniques and methods were used to inform the public of study findings and to obtain feedback from project stakeholders throughout the study process. Residents and businesses in the study area had ample opportunities to monitor the progress of the study and offer input to the Study Team to help inform the decisions and recommendations of the Study. Throughout the Study, a comprehensive public Outreach Program was conducted by the Study Team in cooperation with the State and Local agencies. The goals of the community involvement and public outreach program included:

- Obtaining input from the public and project stakeholders on study area issues and concerns to help identify and frame the study goals and objectives

- Advising the public on the study findings

- Educating the Study Team with local knowledge

- Involving stakeholders and the public in the development and refinement of recommendations that fit the character and future vision of the Towns

- Facilitating reviews by the Town Councils, Boards, and Commissions as well as Businesses and Residents leading to a Final Improvement Plan that is endorsed by the Towns and Region to help guide future transportation system improvements and enhancements

In order to meet these public Involvement and Outreach goals, the project committees outlined in the following section were formed.

1.4.1 Project Committees

The study effort was guided through oversight provided by the Towns of Monroe and Trumbull, METROCOG, and CTDOT. The public outreach initiatives were facilitated through a Technical Advisory Committee and a Community Advisory Committee. The following section describes the groups responsible for providing oversight and guidance throughout the development of the Study.

1.4.1.1 Technical Advisory Committee (TAC)

This committee provided consistent input and oversight throughout the study process. The committee was comprised of:

- **Town Representatives**: Staff from the engineering, planning and zoning, public works, and police departments were included on the Committee
- **METROCOG Representatives:** Staff from METROCOG participated in the TAC to ensure that the planning activities taking place along the Study corridors also met regional goals and objectives
- **CTDOT Representatives:** CTDOT Staff from the Division of Policy and Planning represented the Department on this project and served as a liaison between the Study and other Department units

TAC meetings were conducted at key milestones during the study process to provide an update on the Study and obtain guidance on the results, findings, and recommendations.

1.4.1.2 Community Advisory Committee (CAC)

This committee was comprised of key members of the Technical Advisory Committee from the Towns of Monroe and Trumbull as well as METROCOG in order to facilitate a cohesive public outreach process. In addition, the CAC included project stakeholders that were directly impacted by operations in the study area. The CAC included members from area businesses and other key stakeholders that lived and/or operated businesses in the study area. The CAC meetings provided a forum for the CAC members to provide their perspectives on the study goals and objectives and help vet study findings and recommendations.

1.4.2 Public Information Meetings

In addition to the guidance provided by the TAC and CAC, general public information meetings were conducted to meet the public Involvement and Outreach goals. The public information meetings were held at key junctures in the planning study process: one in the initial project investigation and existing analysis phase, one following the identification and analysis of improvement alternatives, and one to review the improvement plan before it was finalized.

1.4.3 Summary of Outreach Activities

The Public Outreach initiatives were fundamental to the progression of the Study from initiation through the meetings with the TAC, CAC, the Towns, and CTDOT as well as with key stakeholders and the public. The following meetings took place during the progression of the Study:

Project Kickoff Meeting:	February 22, 2016
Public Info Meeting #1:	April 6, 2016
TAC Meeting #1:	August 9, 2016
Economic Development Meeting with Towns #1:	October 26, 2016
Economic Development Meeting with Towns #2:	December 19, 2016
TAC Meeting #2:	April 17, 2017
CTDOT Review Meeting:	April 18, 2017
CAC Meeting #1:	April 25, 2017
Public Info Meeting #2:	April 27, 2017
First Selectman Review Meetings:	January 8 & 10, 2018
CTDOT Concepts Review Meeting:	February 27, 2018
Trumbull Stakeholder Meeting:	April 30, 2018
Monroe Stakeholder Meeting:	May 1, 2018
CAC Meeting #2:	May 23, 2018
Public Info Meeting #3:	June 13, 2018



These meetings were a key component of acquiring information and feedback on the various work tasks conducted throughout the Study.

1.4.4 Project Website

METROCOG developed a project website that provides information on the Route 25 and 111 Engineering Planning Study. The website can be found at the following link:

http://www.ctmetro.org/projects/transportation/roads-highways/routes-25-111/#.V88S52f2aUk

The website provides Study information, meeting information and dates, and access to Study Publications as they become available.

Section 2
Assessment of Existing Conditions

The assessment of existing conditions included an extensive data collection process to establish the current condition of the transportation system in the study area. The purpose of the existing condition assessment was to discover existing needs and deficiencies and begin the process of identifying opportunities for improvements to the transportation system. This section describes the assessment of the study area transportation system as it existed in 2016.

2.1 Roadway Network

The primary roadways in the study area, shown in Figure 2-1 on the following page, were reviewed in the field by the study team to observe the condition of the roadway network and identify any deficiencies. These roadways are classified as either Urban Expressways, Urban Principal/Minor Arterials, Urban Collectors, or Urban Local Roadways by the Connecticut Department of Transportation (CTDOT) in its functional classification system. Based on the classifications of the study area roadways, a review of roadway characteristics was conducted to determine if deficiencies exist. The following sections summarize the results of the observations for each of the roadways that were reviewed as part of the study scope.

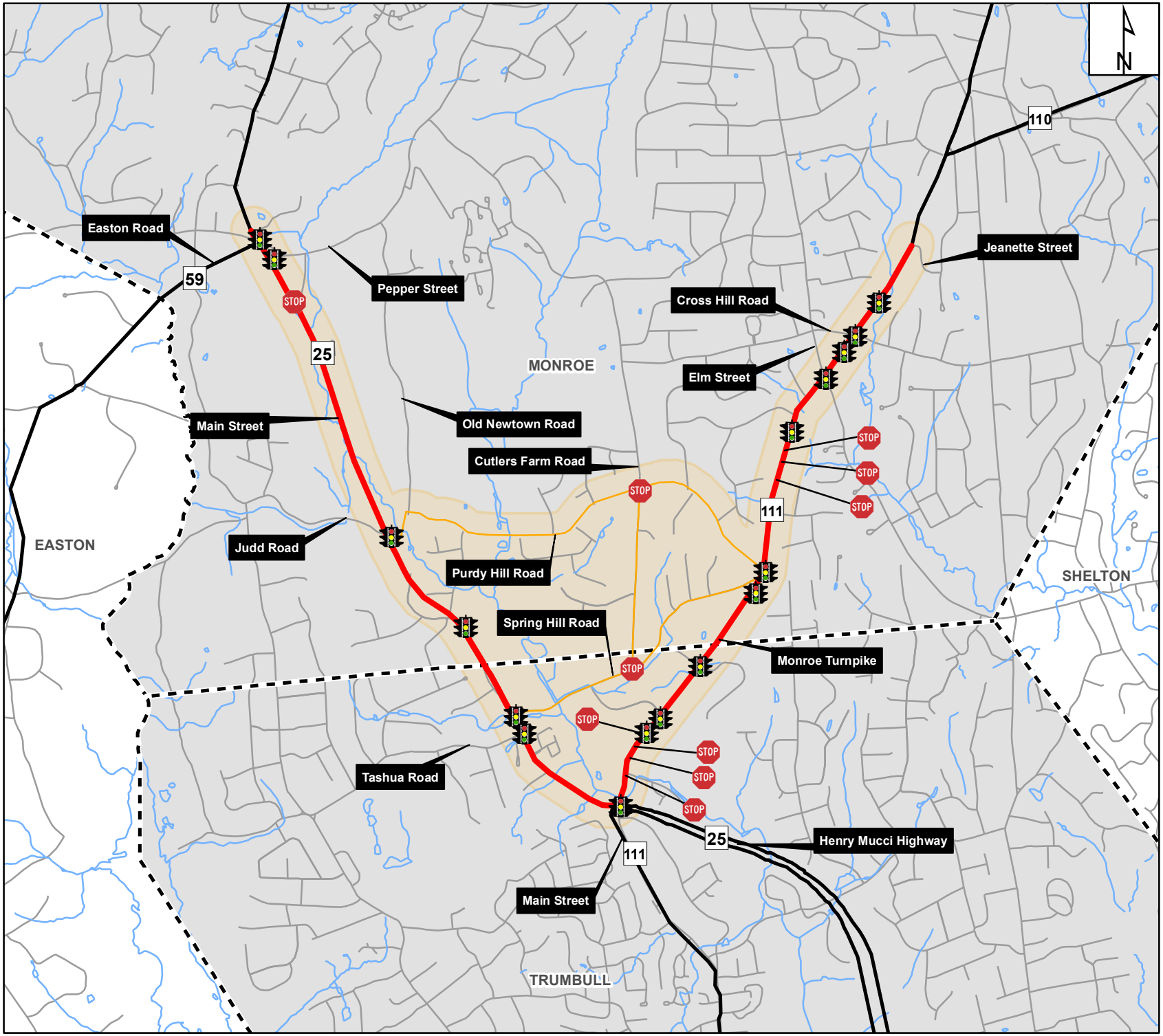
2.1.1 State Route 25 (Main Street)

Main Street, designated as Connecticut State Route 25, is classified by CTDOT as an urban principal arterial north of Route 111. South of Route 111, it is classified as an Urban Expressway and becomes Henry Mucci Highway. Route 25 runs south-north through the center of Trumbull and along the west side of Monroe within the study area. Route 25 begins in Bridgeport at the interchange with Interstate 95 and terminates in Brookfield at the intersection with Route 202 near Route 7.

Route 25 provides regional, commercial, and local access within the study area. Northbound, it is utilized by many drivers to access Interstate 84 at exits 10 and 11 in Newtown. Southbound, Route 25 becomes an expressway that terminates in Bridgeport at the interchange with Interstate 95. As it passes through Trumbull, it also intersects with the Merritt Parkway (Route 15) and Route 8. All three of these highways, as well as the Route 25 expressway itself, provide significant regional access to the towns surrounding the study area. Additionally, numerous commercial properties front Route 25 in the study area and northward into Newtown. The intersection of Route 25 and Route 111, as well as the adjoining local roads, are also used by drivers to



Route 25 Looking North Towards Green Street



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Traffic Signal Control
- Stop Sign Control
- Study Area
- Study Area State Route
- Study Area Local Road
- State Route
- Local Road

0 1,500 3,000
Feet
1 " = 3,000 '

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

October 2016

STUDY AREA INTERSECTIONS AND TRAFFIC CONTROL

FIGURE 2-1

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C-1106

travel between the commercial properties along both roadways. Many local roads and collectors, which are summarized in subsequent sections, intersect Route 25 and provide access to residences.

The section of Route 25 within the study area is approximately 3 miles long. The roadway cross-section typically consists of two lanes, one in each direction, and widens to three or four lanes at intersections to provide exclusive left and/or right turn lanes. At the intersection with Route 111 where the expressway begins, Route 25 widens to six total lanes with a raised concrete median on both approaches. All other medians between the northbound and southbound traffic are painted. Within the study area, Route 25 contains seven signalized intersections which are further described in Section 2.2. The posted speed limit on Route 25 within the study area is 40 miles per hour north of the intersection with Route 111. The expressway portion of Route 25 south of the intersection has a posted speed limit of 55 miles per hour.

2.1.2 State Route 111 (Main Street/Monroe Turnpike)

Main Street/Monroe Turnpike, designated as Connecticut State Route 111, is classified as an urban minor arterial by CTDOT. Route 111 runs south-north through Trumbull and along the east side of Monroe within the study area. The roadway begins at the Exit 48 interchange with the Merritt Parkway (Route 15) in Trumbull south of the study area and terminates at the intersection with Route 34 in Monroe to the north of the study area.

Similar to Route 25, Route 111 provides regional, commercial, and residential access within the study area. Route 111 intersects Route 25 to the south at the busiest intersection in the Study area. The Route 111 connections to Merritt Parkway, Route 25, and Route 34 result in the roadway being utilized by a significant number of drivers for regional access.

Within the study area, Route 111 is fronted by a large number of retail, general office, medical office, and industrial properties. As such, the roadway attracts significant local commercial traffic which mixes with the regional through traffic. As mentioned in the previous section, several collector and local roadways connect the Route 25 and Route 111 corridors and include access to many residential neighborhoods to the north and industrial and commercial centers to the south.



Route 111 Looking North Towards Route 25 Intersection

The study area contains approximately 2.8 miles of Route 111 starting just south of Route 25 and ending at the intersection with Jeanette Street to the north. The roadway cross-section varies within the study area. From the Route 25 intersection to just north of the intersection with Purdy Hill Road, Route 111 is four lanes wide with two 11-foot travel lanes in each direction and narrow shoulders of 2-5 feet. North of Purdy Hill Road, Route 111 narrows to one travel lane in each direction with narrow shoulders of 2-5 feet. Along both sections of Route 111, the roadway widens at key intersections for additional, exclusive left and right turn lanes.

Within the study area, Route 111 contains 11 signalized intersections which are further described in Section 2.2. The posted speed limit on Route 111 varies between 35 and 40 miles per hour. South of the intersection with Route 25, the speed limit is 40 miles per hour. Between Route 25 and Trefoil Drive, the speed limit is reduced to 35 miles per hour. The speed limit is 40 miles per hour from Trefoil Drive to Ryegate Terrace where it is again reduced to 35 miles per hour through the intersection with Cross Hill Road. North of Cross Hill Road through the remainder of the study area, Route 111 has a speed limit of 40 miles per hour.

2.1.3 Tashua Road

Tashua Road is classified by CTDOT as an urban collector road. It runs from the west and terminates at Route 25 at a signalized intersection. It is typically 22 feet wide with two 11-foot travel lanes. At the intersection with Route 25, it provides designated left and right turn lanes as well as a 10-foot wide painted median with an interior vegetated strip. The speed limit on Tashua Road is 25 miles per hour. Tashua Road provides mostly residential access to adjoining local roads and also connects to Madison Avenue; another collector roadway to the west.



Route 25 at Tashua Road Looking North

2.1.4 Spring Hill Road

Spring Hill Road, classified as a local road by CTDOT, connects Route 25 on its west end to Route 111 on its east end. The roadway is approximately 23 feet wide with 11 to 12-foot travel lanes. The only shoulders are 2 feet wide and are located on the approach to Route 25. The intersection with Route 25 is signalized and Spring Hill Road widens to provide an exclusive left turn and an exclusive right turn lane. The intersection with Route 111 is also signalized and Spring Hill Road remains one lane. Eastbound, the speed limit is 30 miles per hour until it drops to 25 just north of the Trumbull town line. Westbound, the speed limit is 25 miles per hour until it increases to 30 after Cutler's Farm Road.

Spring Hill Road services mainly residential properties to the northeast and commercial and industrial uses to the southwest. The industrial uses include the Trumbull transfer station and the Trumbull school bus depot. The Pequonnock River Trail also crosses Spring Hill Road in the area of the bus depot on the southwest end of the roadway.

Spring Hill Road acts as an important cut-through roadway between Route 25 and Route 111. Cutler's Farm Road intersects Spring Hill Road at the approximate midpoint of the roadway connecting to Purdy Hill Road to the north and facilitating additional access for cut-through traffic bypassing the more congested state routes.

2.1.5 Victoria Drive

Victoria Drive is a private roadway that provides access to commercial and manufacturing properties east of Route 25. Current development on the site includes Victorinox Swiss Army Inc. and new construction on manufacturing space. The road intersects Route 25 at a signalized intersection located approximately 0.5 miles north of Spring Hill Road. Victoria Drive contains a crossing for the Pequonnock River Trail on the east end.

The posted speed limit is 15 miles per hour and the roadway is approximately 36 feet wide with a single travel lane in each direction and no painted shoulders. At the intersection with Route 25, the roadway widens westbound to provide exclusive left and right turn lanes as well as an 8' planted median.



Route 25 at Victoria Drive Looking North

2.1.6 Judd Road

Judd Road, classified as an urban collector roadway by CTDOT, intersects Route 25 opposite Purdy Hill Road at a signalized intersection. Judd Road begins at the intersection with Hattertown Road to the northwest of the study area and runs south to the intersection with Route 59 where it turns east towards its termination at the intersection with Route 25. Judd Road serves as a collector for several residential neighborhoods along its length and funnels traffic to the Route 25 and 59 corridors.

Judd Road is generally 24 feet wide with a travel lane in each direction and no shoulders. At the intersection with Route 25, Judd Road widens to provide an exclusive left turn lane and a shared through-right lane. The posted speed limit on Judd Road is 25 miles per hour.



Route 25 at Judd Road & Purdy Hill Road Looking North

2.1.7 Purdy Hill Road

Purdy Hill Road is classified as an urban collector by CTDOT. The roadway runs east to west in the study area intersecting Route 25 to the west and Route 111 to the east. To the west, Purdy Hill overlaps with Old Newtown Road and shares a signalized intersection with Route 25 with Judd Road on the western side of the intersection. To the east, Purdy Hill Road continues past the Route 111 corridor to the intersection with Elm Street.

Purdy Hill Road serves as a collector for mainly residential properties between the Route 25 and Route 111 corridors. Some commercial development exists on either end proximate to the Route 25 and 111 corridors. Of note are the Monroe Public Works Department, Benedicts Home & Garden, 500 Purdy Hill Road center, and Chucks Corner on the west end and Walgreens, the U.S. Post Office, and Goodwill on the east end. Purdy Hill Road also provides access to Great Hollow Lake at Wolfe Park where Purdy Hill overlaps with the Pequonnock River Trail for a short distance from Maple Drive to the Wolfe Park driveway.

Purdy Hill Road is approximately 26 feet wide with a travel lane in each direction and narrow shoulders. At the intersections with Route 25 and Route 111, the road widens to provide an exclusive left turn lane along with a through-right lane for the westbound approach to Route 25 and both the eastbound and westbound approaches to Route 111.

At Route 25, the stop bar is set back from the intersection to provide room for an exit driveway from Chuck's Corner Plaza. About 0.05 miles south of the intersection, Route 25 intersects Old Newtown Road which is one-way northbound along the Tuscany Pizza Deli and Duchess Restaurant parking lots. Purdy Hill and Old Newtown overlap for a tenth of a mile as they head north to a three-way stop controlled intersection where Old Newtown continues north to Pepper Street and Purdy Hill turns east towards Route 111.

The speed limit on Purdy Hill Road is 25 miles per hour from the intersection with Route 25 to Maple Drive where it raises to 30 miles per hour to the Route 111 intersection. East of Route 111, the speed limit is 25 miles per hour. The roadway is abutted by numerous residential roads through this segment. Near the middle, it comes to a four-way stop controlled intersection with Cutler's Farm Road. At this point, Cutler's Farm transitions from a Local Road to the south into an Urban Collector to the north. East of Route 111, the speed limit on Purdy Hill Road drops back down to 25 miles per hour. It accesses several more residential roads before coming to a stop where the road terminates at the Minor Arterial Elm Street.

Similar to Spring Hill Road, Purdy Hill Road is another important roadway acting as a cut-through route between the Route 25 and 111 corridors. Purdy Hill Road is also intersected by Cutler's Farm Road providing access to Spring Hill Road to the south and Cross Hill Road and Pepper Street to the north.

2.1.8 Brook Street

Brook Street is a 0.25-mile roadway classified by CTDOT as an urban local roadway connecting Route 25 to the south to Pepper Street to the north. The roadway serves as a short bypass route for traffic traveling between Route 25 south of Green Street and Pepper Street. Brook Street is approximately 18 feet wide along the majority of its length, but widens at either end to provide a double yellow centerline and stop bar at the intersections with Route 25 and Pepper Street. The intersections to Route 25 and Pepper Street are unsignalized with stop control on the Brook Street approach. Brook Street was formerly one-way northbound, but was revised to the current two-way traffic pattern by a recent State construction project. The posted speed limit on Brook Street is 25 miles per hour.



Route 25 at Brook Street Looking North

Brook Street provides access to the rear driveway of a small, two business building to the south and a single-family residence to the north.

2.1.9 Green Street/Pepper Street

Green Street is a short 0.05-mile segment that runs east from the signalized intersection with Route 25 to the junction with Pepper Street to the east. Within the study area, both Green Street and Pepper Street are classified as Minor Arterials by CTDOT. Green Street is approximately 37 feet wide with three 11-foot lanes: one entering lane eastbound and an exclusive left turn and shared through-right turn westbound with 2-foot shoulders. Green Street provides access to the Country Plaza on the southeast corner of the Route 25 intersection.

At the junction with Green Street, Pepper Street splits off and runs north and intersects Route 25 just before the intersection with Route 59. The Pepper Street segment is two-way, but does not have an entrance from Route 25 at the north end. Pepper Street continues northeast from the intersection with Green Street intersecting Old Newtown Road and Cutler's Farm before connecting back to Route 25 north of the study area. Along its length, Pepper Street is approximately 24 feet wide with a travel lane in each direction and narrow shoulders. The posted speed limit is 25 miles per hour.



Green Street at Pepper Street Looking West

Pepper Street provides access to mainly residential neighborhoods to the south and industrial and commercial uses to the north outside of the study area. Similar to Spring Hill Road and Purdy Hill Road, the Pequonnock River Trail intersects Pepper Street just north of Cutler's Farm Road and travels along the roadway before crossing to the west side just north of Northbrook Drive and traveling parallel to Pepper Street before crossing the roadway once again near Cambridge Drive.

Due to the fact that Pepper Street connects to Route 25 in the north and south, it is commonly used as a cut-through route to bypass the Route 25 corridor.

2.1.10 Route 59 (Easton Road)

Easton Road, designated as Connecticut Route 59, is classified by CTDOT as an urban collector roadway in the vicinity of the study area. Easton Road runs east-west beginning at the intersection with Route 25 and runs 0.5 miles west to the Easton Town Line where it becomes Stepney Road and continues southwest through Easton to the intersection with Route 136 (Westport Road) and Sport Hill Road. Easton Road is approximately 30 to 33 feet wide providing a single travel lane in each direction and moderate shoulders. Approaching the Route 25 intersection, the roadway widens to provide an exclusive left, a shared through-left, and an exclusive right turn lane along with a single westbound lane. The posted speed limit is 40 miles per hour.

Easton Road, and Stepney Road to the west, provide access to mainly residential neighborhoods. The Lakewood-Stepney YMCA facility is located approximately 0.25 miles west of Route 25 along Easton Road.

Immediately west of the intersection with Route 25, Hattertown Road, an urban collector road, splits off of Easton Road and heads northwest into Newtown. Hattertown Road accommodates one-way traffic westbound until the intersection with Stanley Road where traffic operations transition to two-way traffic. The posted speed limit is 25 miles per hour along Hattertown Road within the study area. Hattertown Road mainly provides access to residential neighborhoods around the study area.



Route 25 at Route 59 Looking North

2.1.11 Old Mine Road

Old Mine Road is a local road that intersects Route 111 from the east. The roadway has no outlet and only provides access to one small residential neighborhood and Old Mine Park. Old Mine Road is approximately 28 feet wide with a single travel lane in each direction. The Old Mine Road corridor also carries the Pequonnock River Trail on the south side along its length. Old Mine Road intersects Route 111 at an unsignalized intersection with stop control on the Old Mine Road approach only. The Pequonnock River Trail crosses Route 111 on the south leg of this intersection via a painted crosswalk, median island, and pedestrian activated flashing beacons present at the intersection. The posted speed limit on Old Mine Road is 20 miles per hour.



Route 111 at Old Mine Road Looking North

2.1.12 Trefoil Plaza/Woodland Hills/Tennis Club Driveways

Trefoil Plaza, the Woodland Hills Condominium complex, and the Tennis Club of Trumbull driveways intersect Route 111 at unsignalized intersections from the west. The intersections are stop controlled on the driveway approaches only and free flow on Route 111. The Trefoil Plaza driveway curb cut is wide with an exclusive left turn lane and an exclusive right turn lane exiting and a single lane entering. This plaza contains approximately 80,000 square feet of commercial space including two restaurants, a gym, and a pet supply store. The Woodland Hills driveway, located approximately 250 feet north of the Trefoil Plaza driveway, provides a single lane in each direction and is restricted to right in entering and right out exiting traffic only. The posted speed limit along the driveway is 10 mph. The Tennis Club of Trumbull driveway, located 300 feet north of the Woodland Hills driveway, is a single lane in each direction.



Route 111 at Woodland Hills Drive Looking South

2.1.13 United Healthcare Driveway

The driveway to the United Healthcare property intersects Route 111 at a signalized driveway located approximately 150 feet north of the Tennis Club of Trumbull driveway. The driveway provides an exclusive left turn and exclusive right turn lane exiting the site and one entering lane. Route 111 widens at the driveway to provide a southbound left turn lane into the site. The approximately 240,000 square foot development is currently vacant.

2.1.14 Trefoil Drive/Home Depot Driveway

Trefoil Drive and the driveway to Home Depot intersect Route 111 at a fully signalized intersection. Trefoil Drive is classified as a local road by CTDOT and connects to Spring Hill Road to the west. Trefoil Drive is approximately 36 feet wide with a travel lane in each direction and moderate shoulders. At the intersection with Route 111, Trefoil Drive widens to provide an exclusive left turn lane and shared through-right lane along with a single westbound lane. The speed limit is 25 miles per hour. Trefoil Drive provides access to Trefoil Industrial Park and the industrial properties on Spring Hill Road to the west.

The Home Depot Driveway provides an exclusive left turn and shared through-right lane exiting along with a single entering travel lane. The driveway serves an approximately 150,000 square foot plaza anchored by Home Depot.

2.1.15 Technology Drive/Corporate Drive

Technology Drive and Corporate Drive are local roadways intersecting Route 111 opposite one another approximately 0.3 miles north of the intersection with Trefoil Drive. The intersection is signalized with left turn lanes on both approaches on Route 111 and an exclusive left turn and shared left-through-right lane on the Technology Drive and Corporate Drive approaches. Technology Drive is a single lane in each direction providing access to the approximately 120,000 square foot Trumbull Professional Center development comprised of office and medical office space. Corporate Drive provides a single lane in each direction providing access to the Trefoil Corporate Center including 625,000 square feet of development including office, medical office, warehouse, and manufacturing space.



Route 111 at Technology Drive & Corporate Drive Looking South

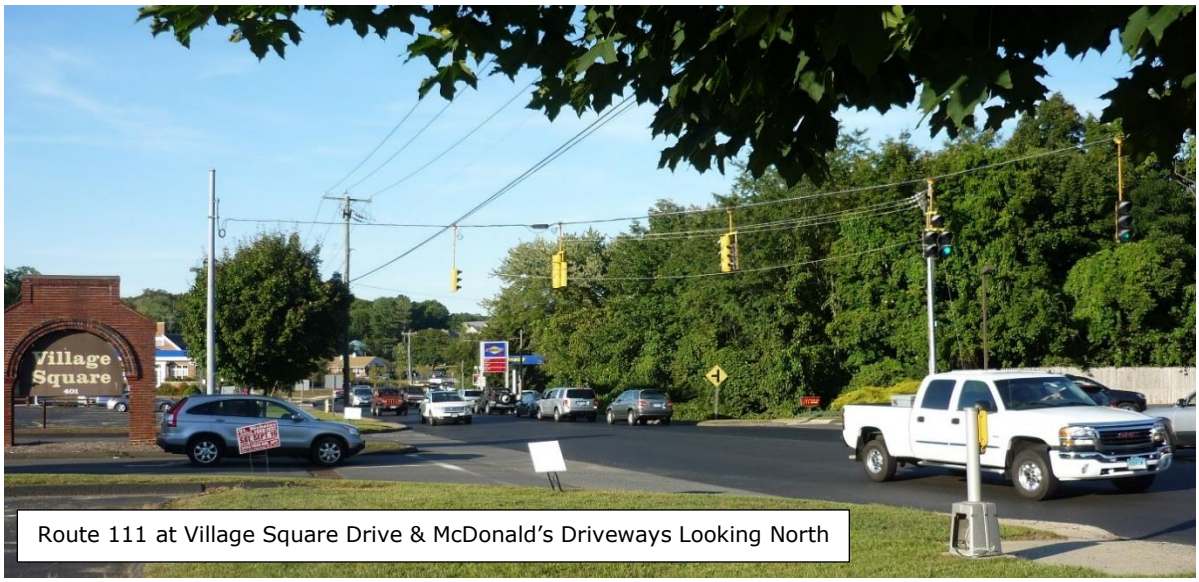
2.1.16 Monroe Elementary School Driveways


Route 111 at Monroe Elementary School Driveways Looking North

Monroe Elementary School is located on the west side of Route 111 approximately 0.5 miles north of the Purdy Hill Road intersection. The school has three driveways along Route 111 at the southern, central, and northern part of the site that are unsignalized with stop control on the school driveway approaches. The southern driveway is a single lane in each direction leading to the rear parking area and allows full access in and out. The center driveway accesses the small parking area in the front of the building on the south end. It allows full access out and restricts northbound left turn traffic to only allow southbound right turns in. The northern driveway is enter-only and also accesses a small parking area in the front of the school and is a one-way access driveway to the parking area in front of the south end of the building. Across and slightly offset from the northern driveway is the driveway for Center One Eleven, a commercial shopping plaza, which provides an exclusive left turn, an exclusive right turn, and single entering lane.

2.1.17 Village Square/McDonald's Driveways

The Village Square and McDonald's driveways intersect Route 111 at a signalized intersection approximately 0.25 miles south of the intersection with Elm Street. The Village Square driveway provides a shared through-left and an exclusive right turn lane and two entering lanes and provides access to the approximately 50,000 square foot development. Across from Village Square is the driveway to McDonald's. The McDonald's driveway provides a shared through-left lane and an exclusive right turn lane with a single entering lane and only serves the McDonald's restaurant.



Route 111 at Village Square Drive & McDonald's Driveways Looking North

2.1.18 Elm Street

Elm Street is classified by CTDOT as an urban minor arterial. The roadway begins to the north of the study area at the intersection with Fan Hill Road and continues south traversing Cross Hill Road and the Route 111 corridor towards the Shelton town line where it becomes Mohegan Road. The roadway is a single lane in each direction with shoulders of varying width for the majority of its length. At the intersection with Route 111, Elm Street widens to provide exclusive right turn lanes along with a shared through-left lane on both the eastbound and westbound approaches. The roadway serves residential neighborhoods almost exclusively with the exception of the area near Route 111 and Good Shepard Church just south of Lovers Lane north of the study area. The posted speed limit is 30 miles per hour.



Route 111 at Elm Street Looking East

2.1.19 Monroe/Comaro Plaza Driveways

The Monroe Plaza and Comaro Plaza driveways intersect Route 111 at a signalized intersection approximately 0.1 miles south of the intersection with Cross Hill Road. The Monroe Plaza driveway is the main driveway to the approximately 80,000 square foot shopping center and provides a shared through-left lane and an exclusive right turn lane exiting and a single entering lane. Opposite the Monroe Plaza Driveway is Comaro Plaza: a smaller shopping center of approximately 33,000 square feet. The Comaro Plaza driveway provides an exclusive left and right turn lane exiting and a single lane entering.

2.1.20 Cross Hill Road

Cross Hill Road is classified as an urban collector by CTDOT. The roadway begins at the intersection with Cutler's Farm Road to the west, crossing Elm Street and Route 111, and continuing east to the intersection with Wheeler Road. The roadway is a single lane in each direction with narrow shoulders of varying width for the majority of its length. At the intersection with Route 111, Cross Hill Road widens to provide exclusive left turn lanes along with a shared through-right lane on both the eastbound and westbound approaches. The roadway serves residential neighborhoods almost exclusively with the exception of the retail and commercial developments along Route 111 and Beardsley Field east of Moose Hill Road east of the study area. The posted speed limit is 30 miles per hour on Cross Hill Road with the exception of the section between Elm Street and Route 111 where it is reduced to 25 miles per hour.



Route 111 at Cross Hill Road Looking North

2.1.21 Century Plaza Driveway

The Century Plaza driveway intersects Route 111 approximately 0.2 miles north of the intersection with Cross Hill Road. The intersection is signalized with the Century Plaza driveway providing exclusive left and right turn lanes, a median, and a single entering lane. Route 111 widens approaching the driveway to provide a northbound left turn lane into the plaza. The plaza contains approximately 85,000 square feet of retail space.

2.1.22 Cutler's Farm Road

Cutler's Farm Road is a north-south roadway located in the study area between the Route 25 and Route 111 corridors. The roadway is classified by CTDOT as an urban local road south of Purdy Hill Road and as an urban collector to the north. Cutler's Farm Road is an important roadway in the network as it connects with several of the cut-through routes between the corridors including where it begins at Pepper Street to the north, Cross Hill Road, Purdy Hill Road, and Spring Hill Road where it ends in the south. Cutler's Farm Road is a single lane in each direction with narrow shoulders along its entire length. The roadway provides access to mainly residential traffic with the exception of some commercial development to the south near the intersection with Spring Hill Road and to the north near Monroe Senior Center and Wolfe Park. The Pequonnock River Trail intersects Cutler's Farm Road at an unsignalized mid-block crossing 150 feet south of the intersection with Pepper Street. The posted speed limit on Cutler's Farm Road is 25 miles per hour.

2.2 Intersection Traffic Control

Within the study area, Route 25 and 111 intersection traffic control is generally signalized at major intersecting roadways and large plaza driveways. Minor roadways and smaller commercial driveways are typically unsignalized with stop control on the minor side-street approaches. The study area features 17 signalized intersections and 10 key unsignalized intersections which are illustrated in Figure 2-1 following page 2-1 and in Table 2-1 in Appendix B.

The majority of the traffic control signals along Routes 25 and 111 operate in one of three time based coordination systems owned and operated by CTDOT. Each system functions to provide coordination between several intersections to promote efficient traffic operations along the corridors. One system includes the intersections of Route 25 with Green Street and Route 59 (Easton Road). Another coordinates the Route 111 intersections with the United Healthcare Driveway, Trefoil Drive/Home Depot, Technology/Corporate Drive, Spring Hill Road, and Purdy Hill Road. The third system controls the intersections of Route 111 with Village Square/McDonald's, Elm Street, Monroe/Comaro Plazas, Cross Hill Road, and Century Plaza.

The Route 25 intersections with Route 111, Tashua Road, Spring Hill Road, Victoria Drive, and Judd/Purdy Hill Road operate with uncoordinated traffic signals. However, the Tashua and Spring Hill Road signals operate with one traffic signal controller in a cluster intersection configuration. The cluster intersection operation allows for coordination of side street and main line movements for closely spaced intersections that would not allow efficient progression under separate coordinated operation.

Traffic signal control settings including coordination system signal settings related to cycle lengths, time of day signal patterns, and traffic control signal phasing information was obtained from CTDOT. These settings were utilized in the traffic model to analyze existing traffic control signal operations. The results of the analysis are summarized in Section 2.7 – Existing Traffic Operations. Copies of the traffic signal plans for each of the 17 signalized intersections are provided in Appendix D.

Currently, no intersections within the Route 25 and 111 corridors provide a pedestrian push button actuated exclusive pedestrian phase. Instead, all of the signals are equipped with pedestrian push buttons to actuate the minor street (side street) pedestrian clearance time to allow pedestrians to cross concurrently with side street vehicular traffic. Opportunities to improve access and accommodations for pedestrians along the corridors were identified as part of this study. Further detail on the existing pedestrian accommodations within the study area is provided in Section 2.9 – Alternative Travel Modes.

The unsignalized intersections along Route 25 and Route 111 within the study area and the Spring Hill Road intersection with Cutler's Farm Road are two-way stop controlled. Two-way stop controlled intersections have stop control on the side street or minor approaches while the main line remains uncontrolled. The Purdy Hill Road at Cutler's Farm Road is all-way stop where vehicles on all approaches are required to stop before proceeding through the intersection.

2.3 Traffic Sign Inventory

A traffic sign inventory was collected along Route 25 and Route 111 to record the traffic control signage along the corridors and conduct an assessment of the condition of the signs including a qualitative assessment of the effectiveness of the signage with respect to visibility for motorists. A comprehensive signage inventory was compiled and delivered in geographic information system (GIS) format. Signs located along the expressway portion of Route 25 were not included in the inventory as there was an ongoing project (#0144-0193) to update the signing in that area. Additionally, signage on Route 111 in the vicinity of Ryegate Terrace was not inventoried due to an ongoing bridge replacement project (State Project No. 0084-0106) which replaced existing signage.

The majority of the signage was observed to be in satisfactory condition with good retroreflectivity. This was based on visual observations only. The signs that were observed to be in poor condition or those with obscured views were noted in the GIS database. The following provides a brief summary on some of the deficiencies:

- Regulatory and directional signage including intersection warning, speed limit, passing zone, lane merge, and Route 25/111 directional signage in areas that have not be recently reconstructed

- Lane use signs approaching several intersections focused on areas that have not been recently improved

- Driveway do not enter, stop, and turn restriction signage at select driveway locations (particularly for older developments)

- Street name signs along both corridors have text height below standards and are in poor condition

Due to the fact that Routes 25 and 111 are State Routes, signage along these roadways, as well as on Route 59, is owned and maintained by CTDOT. Signage on the local roadways is owned and maintained by the towns in which they are located. Key roadways such as Old Mine Road, Trefoil Drive, Technology Drive, Corporate Drive, and the western portion of Spring Hill Road are overseen by the Town of Trumbull. The Town of Monroe maintains signage on Victoria Drive, Judd Road, Purdy Hill Road, Brook Street, Green Street, Cross Hill Road, Elm Street, and the eastern portion of Spring Hill Road. Signage on the private driveways, including Trefoil Plaza, Woodland Hills Drive, Tennis Club of Trumbull, United Healthcare, Home Depot, Monroe Elementary School, Village Square, McDonald's, Monroe Plaza, Comaro Plaza, and Century Plaza is owned and maintained by the property owners.

2.4 Traffic Volumes

2.4.1 Historic and Current Traffic Volumes

Available historic traffic volume data was obtained from CTDOT. In addition, an extensive traffic counting program was conducted to supplement the available data. Data sources included:

- CTDOT triennial 24-hour continuous automatic traffic recorder (ATR) data between 1998 and 2013. The most recent count year for the Towns was 2013 with most stations utilized to collect data. CTDOT did not conduct these regularly scheduled counts in Monroe and Trumbull in 2016.
- Manual turning movement counts at the 27 study area intersections in April and May 2016 as part of the Study data collection effort. Raw data is included in Appendix E.
- ATR counts at 4 locations along Route 25, 3 locations along Route 111, and 5 locations on the connecting side streets in April 2016 as part of the Study data collection effort. Raw data is included in Appendix E.

A review of the historic average daily traffic (ADT) volume data collected indicates daily traffic volumes along Routes 25 and 111 peaked around 2008 before the economic recession and began to decline. In some cases, this decline was significant. Route 111 started to recover in 2010 while Route 25 traffic volumes began to increase again in 2013. Volumes have since returned to their approximate levels prior to the recession. The ADT information is summarized in Figures 2-2 through 2-5 can be found in Appendix A. Figures 2-2 and 2-3 show the change in average daily traffic at multiple count locations in the study area. Figure 2-4 illustrates the daily traffic volume recorded along various side street study area roadways during the 2016 study data collection phase. Figure 2-5 illustrates the 2016 Average Daily Traffic Volumes at count locations throughout the study area.

Table 2-2 in Appendix B summarizes the weekday and Saturday ADT data at select locations along the Route 25 and 111 corridors and the connecting side roads. The previously referenced Figure 2-5 depicts much of this ADT data on a diagram of the overall study area. The table provides the average daily traffic at each location. Additionally, it shows peak hour traffic with directional distributions and the peak hour "K" factor for the morning, afternoon, and Saturday midday peaks. The "K" factor is calculated by determining the percentage of the total ADT that occurs during the peak hour period and is used to indicate the relative intensity of the peak hour volume with respect to the balance of the average daily traffic.

A review of Table 2-2 indicates that Route 25 typically has more weekday ADT than Route 111. The largest ADT in the study area, over 37,000 vehicles per day, occurs on the Route 25 expressway just south of the intersection with Route 111. North of the Route 111 intersection, the Route 25 the ADT drops to approximately 26,500 vehicles per day and continuously decreases to about 19,000 vehicles per day total southeast of Green Street. Past the Route 59 intersection, volumes on Route 25 rise to just above 20,000 vehicles per day. The "K" factors of 7-9% suggest that commuter traffic volume is consistent with regional travel routes. The directional distribution along the Route 25 corridor is typically 0-6% higher southbound in the morning and northbound in the afternoon. Saturday volumes are similar to the weekday volumes north of Route 111 with more even directional distributions.

The largest ADT on Route 111 occurs just north of the intersection with Route 25. The volume of 25,700 vehicles per day is over 12,000 higher than that south of the Route 25 intersection as the Route 25 expressway draws a significant portion of the traffic volume. ADT steadily declines traveling north through the corridor to approximately 14,500 vehicles north of the study area. Similar to Route 25, "K" factors for the corridor are between 7-9% during all three peaks showing an amount of commuter traffic consistent for regional routes. Directional distribution is skewed 5-10% along the corridor with more southbound traffic in the morning and northbound traffic in the afternoon representing the commuter trips during the peaks.

In addition to the Route 25/111 corridors, ADT data was also collected for Spring Hill Road, Purdy Hill Road, and Cutler's Farm Road. Stations were placed near the outlets onto Routes 25 and 111 for Spring and Purdy Hill Road and on the northern part of Cutler's Farm Road north of its intersection with Purdy Hill road. ADT volumes for the roadways were around 4,000-5,000 at all locations with the exception of Spring Hill Road west of Route 111 where it was approximately 1,300. "K" factors were 8-11% suggesting a consistent amount of commuter traffic for local roadways. Directional distribution shows volumes mainly focused on accessing the Route 25/11 corridors in the morning and departing them in the afternoon. The exception is Spring Hill Road where the distribution is closer to even with commuters traveling to the industrial/commercial uses along the roadway. Saturday volumes are similar to the weekday values with more balanced directional distributions suggesting more retail/commercial trips.

2.4.2 2016 Existing Traffic Volumes

In order to establish the 2016 Existing Traffic Volumes, the intersection turning movement data was analyzed and balanced between the study area intersections utilizing the ATR data for each of the three peak periods. The balanced peak hour traffic volumes are illustrated on Figures 2-6 through 2-10 in Appendix A for the weekday morning, weekday afternoon, and Saturday peak periods.

2.4.3 Regional Traffic Patterns

A detailed review of the existing travel patterns along the Route 25/111 corridors provided in the previous sections reveals that in addition to the heavy regional traffic flow, the corridors also receive significant traffic volume from the intersecting roadways accessing points to the west. Spring Hill Road, Trefoil Drive, Purdy Hill Road, Elm Street, Cross Hill Road, Pepper Street, and the other roadways that connect them provide significant opportunity to bypass the main line Route 25 and 111 corridors during congested periods.

In order to quantify the volume of cut-through traffic currently using the side streets to travel between the Route 25 and 111 corridors, an origin and destination (O&D) survey was conducted. The O&D survey recorded vehicle license plates and tracked them between the two corridors at key points to determine the volume of traffic using these streets as a cut-through route. The O&D survey was conducted during the weekday morning peak from 7:00 to 9:00 AM and the afternoon peak from 4:00 PM to 6:00 PM. Figures 2-11 to 2-14 in Appendix A highlight the key cut-through traffic paths and volumes observed in the O&D study by peak hour and direction. The full O&D data set, including volumes between all observation points, is included in Appendix E.

As shown in Figures 2-11 to 2-14, a significant amount of traffic travels between the Route 25 and 111 corridors during the peak periods. In the morning peak hour, vehicles traveling eastbound from Route 25 to Route 111 account for 56%, 60%, and 72% of the total traffic

on Purdy Hill Road, Spring Hill Road, and Pepper Street, respectively. In the afternoon peak hour, the percentages for Spring Hill Road and Purdy Hill Road increase to approximately 75% and the percentage entering Pepper Street is reduced to approximately 43%. Reviewing vehicles entering the Route 111 corridor shows that 25-44% of the total volume of the side streets in the morning peak hour and 35-60% in the afternoon peak hour originate from Route 111 depending on the route.

Reviewing the westbound vehicles traveling from Route 111 to Route 25 via the side streets reveals similar patterns to the eastbound routes. In the morning peak hour, 48%, 69%, and 61% of the traffic on Spring Hill, Purdy Hill and Cross Hill are destined for Route 25, respectively. In the afternoon peak hour, 52%, 58%, and 42% of the traffic on these routes departing from Route 111 are destined for Route 25. Reviewing vehicles entering the Route 25 corridor shows that 56-74% of the total volume on the side streets in the morning peak hour and 29-58% in the afternoon peak hour originate from Route 111 depending on the route.

The trends from the O&D study show that a significant portion of traffic within the study area utilizes the side streets to bypass the state highways. Vehicles traveling between the corridors utilize the side streets for faster travel times, shorter travel distances, and to avoid congestion along the main lines. This information was considered in later phases of the project when discussing the potential for improvements to the main lines to reduce traffic congestion and become more attractive to travelers or when considering improvements to specific side streets to facilitate safer and more efficient travel between the corridors and focusing traffic away from sensitive areas and neighborhoods.

2.5 Vehicle Travel Time

A vehicle travel time study was conducted along Routes 25 and 111 in order to measure the average travel time to traverse the study corridors during the weekday morning peak (7:00 – 9:00 AM), weekday afternoon peak (4:00 – 6:00 PM), and Saturday midday peak (11:00 AM – 1:00 PM). Travel time data was recorded three times per travel direction during each of the three peak periods in June 2016. The average travel time between intersections, traffic signal related delay at each intersection, and average travel speed per segment are presented graphically in Figures 2-15 through 2-18 in Appendix A and summarized in tabular format in Appendix F.

The travel time study revealed that the greatest delays occurred for Route 25 northbound traffic during the morning peak and southbound traffic during the afternoon peak. Northbound traffic in the morning peak hour experienced travel times of nearly 13 minutes to traverse the study area with average speeds of 17 miles per hour. The most significant delay occurred between the intersection of Purdy Hill Road/Judd Road and Green Street due to a significant queue resulting from the Green Street signal. In the afternoon peak hour, travel time for southbound traffic was approximately 10 minutes with average speeds of 19 miles per hour. The most significant delay occurred entering the study area from the north at the Route 59 intersection. Saturday peak travel times were significantly shorter at approximately 8 minutes with speeds of 27 and 29 mph for the northbound and southbound traffic, respectively.

A review of the Route 25 time-space diagram indicates good progression for the majority of the corridor with the exception of the segment from Purdy Hill Road/Judd Road through the end of the study area at Route 59. Good progression is illustrated by the plotted line having a steep vertical orientation representing a higher travel speed.

The Route 111 travel time study showed the largest delays for northbound traffic occurred in the afternoon peak and for southbound traffic during the Saturday peak. Travel time for Route 111 northbound traffic was consistent across the peak hours with travel times of 9-10 minutes and average travel speeds of 18-19 miles per hour. The most significant delays occurred at the Route 111 and Elm Street intersection. For southbound traffic, travel times in the morning and afternoon peak hours were 10 minutes and 11 minutes with average speeds of 17.5 and 15 miles per hour, respectively. During the Saturday peak hour, significant delays were present for southbound traffic approaching the Route 25 intersection caused by long queues for the single shared through-right lane.

Similar to Route 25, a review of the Route 111 time-space diagrams indicates good progression for the majority of the corridor with the exception of the delay to traverse the Route 25 intersection.

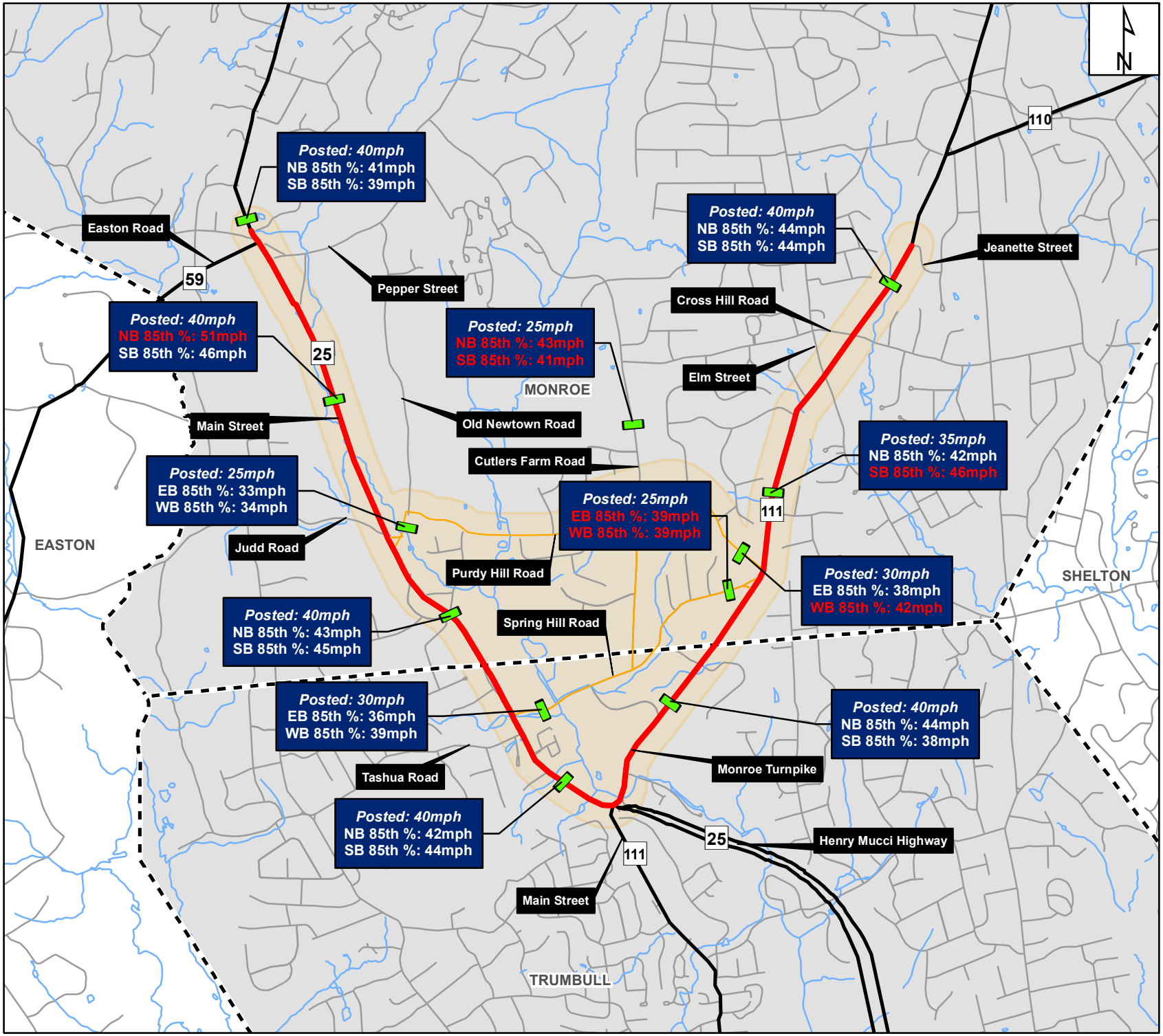
2.6 Travel Speed

Travel speed data was collected along Routes 25 and 111 in the study area using Automatic Traffic Recorders (ATRs). The data was recorded during April and May 2016. Figure 2-19 on the following page and Table 2-3 in Appendix B summarize the results of the speed observations within the study area with operating speeds and/or 85th percentile speeds that exceed the posted speed limit by 10 miles per hour or more highlighted in red. Raw speed data is provided with the ATR data included in Appendix E.

Along Route 25, average travel speeds were less than the posted speed limit of 40 miles per hour by up to 6 mph with the exception of the segment between Stepney Plaza and Brook Street. Along this segment, higher average speeds occur due to the fact that there is limited development and no traffic signals allowing for higher operating speeds without congestion or friction from driveways. The 85th percentile speed, also known as the operating speed and the speed at which 85% of all traffic is travelling at or below, was within 6 miles per hour of the posted speed with the exception of the same Stepney Plaza and Brook Street segment where the northbound 85th speed is 51 miles per hour.

Average speeds along Route 111 were generally at or below the posted speed limit of 35 or 40 miles per hour. The average speed was a maximum of 6 miles per hour over the speed limit of 35 miles per hour for southbound traffic just south of Monroe Elementary School due to the straight geometry of the roadway and limited development in the area. Similarly, the 85th speed along Route 111 was within 4 miles per hour of the speed limit with the exception of the school area with speeds of 42 and 46 miles per hour northbound and southbound, respectively, in the 35 mile per hour zone.

Speed data was also collected for Spring Hill Road, Purdy Hill Road, and Cutler's Farm Road. Along Spring Hill Road, average and 85th percentile speeds on the west end were 2-4 miles per hour and 6-9 miles per hour over the speed limit of 30 miles per hour, respectively. Speeds were significantly higher on the east end where average travel speeds were 10 miles per hour over and 85th speeds were 14 over the speed limit of 25 miles per hour in both directions. The discrepancy is due to the roadway geometry which is straighter on the east end and the intensity of commercial development which is focused on the west end. On Purdy Hill Road, average and 85th speeds were within 8 miles per hour of the 25-30 mile per hour speed limit with the exception of westbound traffic on the east end which was 12 miles per hour over the 30 mile per hour limit. Speeds on Cutler's Farm Road were significantly higher than the posted speed limit of 25 miles per hour with



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- Observation Location
- Study Area
- Study Area State Route
- Study Area Local Road
- State Route
- Local Road

Red Text indicates 85th Percentile Speed exceeds Posted Speed Limit by ≥ 10mph

Source:
Speed Data by Tighe & Bond, April-May 2016

0 1,500 3,000
Feet
1 " = 3,000 '

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

October 2016

TRAVEL SPEED OBERVATIONS

FIGURE 2-19

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C-1106

average travel speeds of 39 and 37 miles per hour and 85th speeds of 43 and 41 miles per hour for northbound and southbound traffic, respectively. The speed discrepancy is due to the straight geometry, mainly residential developments, and low speed limit of 25 miles per hour.

2.7 Existing Traffic Operations

Traffic operations were evaluated for the study area intersections during the weekday morning, weekday afternoon, and Saturday midday peak hours. Capacity and queue analyses were conducted using Trafficware's *Synchro plus SimTraffic 9 – Traffic Signal Coordination Software,* based on the *2010 Highway Capacity Manual (HCM)* methodology.

An intersection's qualitative operational condition is described by the HCM in terms of average control delay per vehicle and volume to capacity (v/c) ratio. Average control delay is measured in seconds of delay that occurs at an intersection per vehicle due to the traffic control. The v/c ratio is a measurement of the volume of particular traffic movement or approach in comparison with the capacity of the movement/approach. A v/c ratio closer to zero represents that the approach has significant capacity remaining while approaches with v/c values approaching or exceeding 1.0 indicate that the approach is near or at capacity and not able to accommodate the traffic flow.

Together, the average control delay and v/c ratio are combined to assign a Level of Service (LOS) to a particular intersection or intersection approach movement. LOS is defined by HCM using average control delay and v/c to assign letter grades A through F to indicate the efficiency of the traffic control at an intersection. The definitions of the letter grades in terms of average control delay and v/c are provided in the table below.

Level of Service	**Signalized Intersection Criteria** Average Control Delay (Seconds per Vehicle)	**Unsignalized Intersection Criteria** Average Control Delay (Seconds per Vehicle)	**V/C Ratio >1.00[a]**
A	≤10	≤10	F
B	>10 and ≤20	>10 and ≤15	F
C	>20 and ≤35	>15 and ≤25	F
D	>35 and ≤55	>25 and ≤35	F
E	>55 and ≤80	>35 and ≤50	F
F	>80	>50	F

Note: [a]For approach-based and intersection-wide assessments, LOS is defined solely by control delay.

Source: *HCM2010: Highway Capacity Manual.* Washington, D.C.: Transportation Research Board, 2010. Pages 18-6 and 19-2.

In general, intersections that exhibit LOS A or B are considered to have excellent to good operating conditions with little congestion or delay. LOS C indicates an intersection with acceptable operations. LOS D indicates an intersection that has tolerable operations with average delays approaching one minute. Intersections with Levels of Service E and F are operating with poor or failing conditions and typically warrant a more thorough review and possible improvement to mitigate the capacity issues. Improvements can include geometric, lane use, timing modifications, or a different form of traffic control to mitigate the operational issues and reduce average delay. In the context of this planning process,

during the analyses of both existing and future conditions, intersections exhibiting LOS E and F were identified for further analysis and potential improvements to mitigate poor or failing operations.

In addition to LOS, the HCM methodology also allows for the calculation of queues. Queues are the expected length of vehicles waiting at an intersection due to the delay incurred by the traffic control. The 50th percentile queues, or average queues, are the average length of vehicle queues expected on an approach at any given time. The 95th percentile, or design queues, are the maximum expected queues on a given approach.

Figure 2-20 on the following page presents a visual representation of the overall signalized intersection LOS and unsignalized approach LOS results on a study area map with the LOS color coded by letter while Tables 2-4 to 2-7 in Appendix B summarize the intersection operations in terms of LOS, v/c ratio, and queues at the study area intersections for the 2016 Existing Conditions. Within the tables, intersections, approaches, and/or movements operating at LOS E and LOS F have been highlighted yellow and red, respectively. Existing Conditions capacity analysis worksheets are included in Appendix G.

2.7.1 2016 Weekday Morning Peak Hour Operations

During the morning peak hour, the study area intersections operate at overall LOS D or better with the exception of the Route 25 at Route 59 intersection which operates at LOS E. As observed in the field and observed in the travel time study, the most significant delays are focused on the Route 25 intersections with Route 111, Judd Road/Purdy Hill Road, and Route 59. Throughout the corridors, longer delays occur on the side streets as vehicles are trying to access the corridors for regional travel.

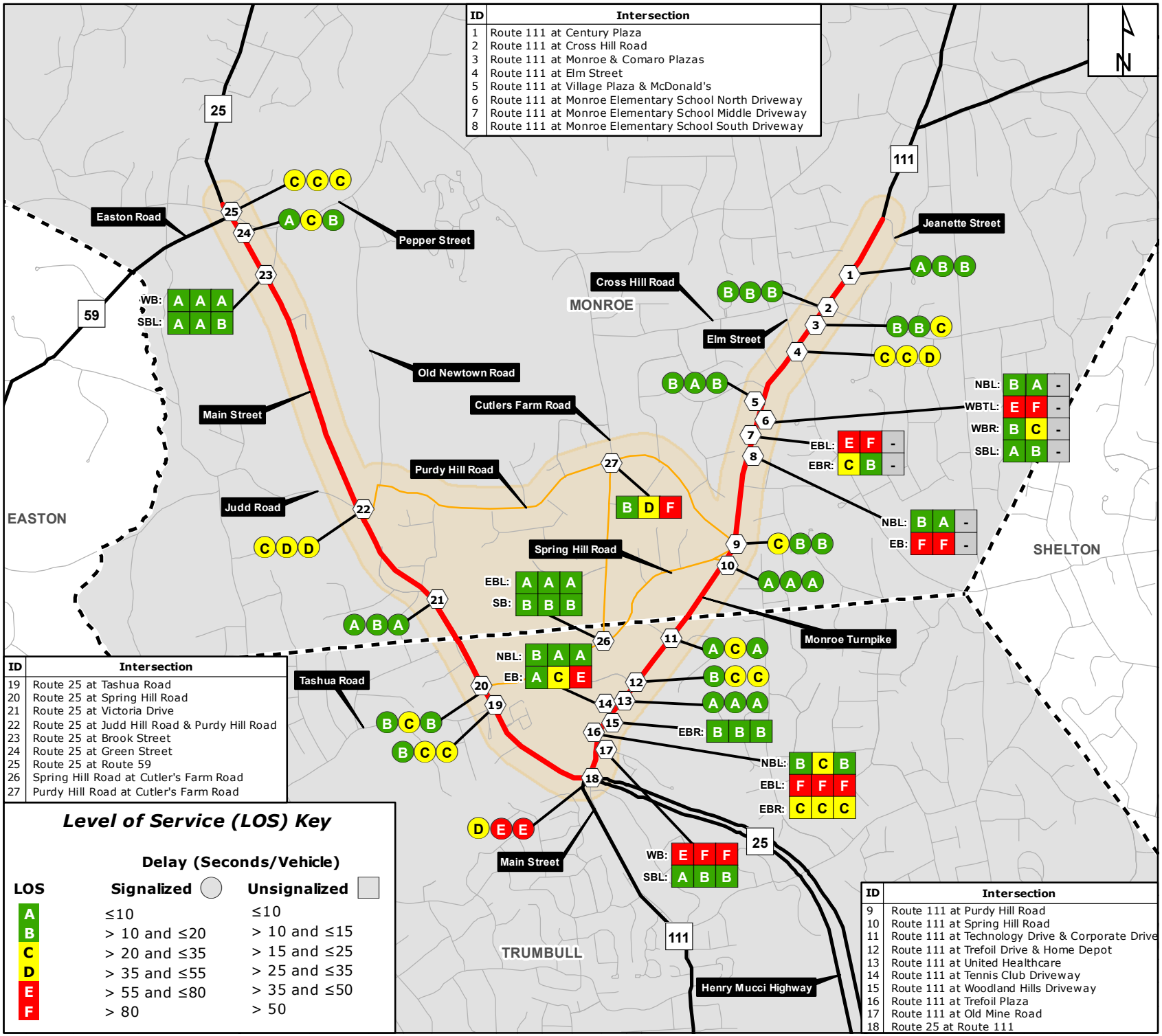
2.7.2 2016 Weekday Afternoon Peak Hour Operations

Similar to the weekday morning peak hour, the afternoon peak hour's most significant delays are focused along Route 25 at the intersections with Route 111, Judd Road/Purdy Hill Road, and Route 59. Route 111 operations have select approaches which operate over capacity that are mainly focused on the side street movements accessing the corridor for regional travel.

2.7.3 2016 Saturday Midday Peak Hour Operations

During the Saturday midday peak hour, the study area intersections operate at LOS D or better with the exception of the LOS F operation at the Route 25 and Route 111 intersection. The most significant delays occur at the Route 25/111 intersection as well as at shopping centers along the corridor which attract Saturday retail traffic.

During the peak periods, the overall LOS computed by the analysis software is slightly better than the actual field-observed conditions as delays from the over-capacity intersections propagate through the network. The congestion created by vehicle queues extended beyond available storage and blocking main line through movements results in additional delay higher than that reported by the capacity analysis.


ID | Intersection
1 | Route 111 at Century Plaza
2 | Route 111 at Cross Hill Road
3 | Route 111 at Monroe & Comaro Plazas
4 | Route 111 at Elm Street
5 | Route 111 at Village Plaza & McDonald's
6 | Route 111 at Monroe Elementary School North Driveway
7 | Route 111 at Monroe Elementary School Middle Driveway
8 | Route 111 at Monroe Elementary School South Driveway
N
25
111
59
Easton Road
Pepper Street
Jeanette Street
Cross Hill Road
Elm Street
MONROE
Old Newtown Road
Main Street
Cutlers Farm Road
Purdy Hill Road
Judd Road
EASTON
Spring Hill Road
SHELTON
Monroe Turnpike
Tashua Road
TRUMBULL
Main Street
Henry Mucci Highway
WB: A A A
SBL: A A B
C C C
A C B
B B B
A B B
B B C
C C D
B A B
NBL: B A -
WBTL: E F -
WBR: B C -
SBL: A B -
EBL: E F -
EBR: C B -
B D F
C D D
NBL: B A -
EB: F F -
C B B
A A A
EBL: A A A
SB: B B B
A B A
NBL: B A A
EB: A C E
A C A
B C C
A A A
EBR: B B B
NBL: B C B
EBL: F F F
EBR: C C C
B C B
B C C
D E E
WB: E F F
SBL: A B B
ID | Intersection
19 | Route 25 at Tashua Road
20 | Route 25 at Spring Hill Road
21 | Route 25 at Victoria Drive
22 | Route 25 at Judd Hill Road & Purdy Hill Road
23 | Route 25 at Brook Street
24 | Route 25 at Green Street
25 | Route 25 at Route 59
26 | Spring Hill Road at Cutler's Farm Road
27 | Purdy Hill Road at Cutler's Farm Road
ID | Intersection
9 | Route 111 at Purdy Hill Road
10 | Route 111 at Spring Hill Road
11 | Route 111 at Technology Drive & Corporate Drive
12 | Route 111 at Trefoil Drive & Home Depot
13 | Route 111 at United Healthcare
14 | Route 111 at Tennis Club Driveway
15 | Route 111 at Woodland Hills Driveway
16 | Route 111 at Trefoil Plaza
17 | Route 111 at Old Mine Road
18 | Route 25 at Route 111
Level of Service (LOS) Key
Delay (Seconds/Vehicle)
LOS | Signalized | Unsignalized
A | ≤10 | ≤10
B | > 10 and ≤20 | > 10 and ≤15
C | > 20 and ≤35 | > 15 and ≤25
D | > 35 and ≤55 | > 25 and ≤35
E | > 55 and ≤80 | > 35 and ≤50
F | > 80 | > 50
V:\Projects\C\C1106\MXDs\LOS_Existing.mxd
Tighe&Bond
Engineers | Environmental Specialists
LEGEND
Study Area
Study Area State Route
Study Area Local Road
State Route
Local Road
1 Intersection ID Number
AM PM SAT Signalized LOS
AM PM SAT Unsignalized LOS
0 1,500 3,000
Feet
1 " = 3,000 '
Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut
August 2017
2016 EXISTING TRAFFIC OPERATIONS
FIGURE 2-20
C-1106

2.8 Traffic Safety

Motor vehicle collision history data for the Route 25 and 111 corridors was collected from CTDOT and the Monroe and Trumbull Police Departments for the latest six-year period of available data between January 1, 2009 and December 31, 2014. Figure 2-21 on the following page shows a graphical summary of the collisions along the corridors and at the study area intersections. Further details for each corridor and select intersections with high collision rates are provided in the following sections. Tables 2-8 through 2-15 referenced in this section can be found in Appendix B. Summaries and detailed collision history at each individual intersection are included in Appendix H.

2.8.1 Route 25

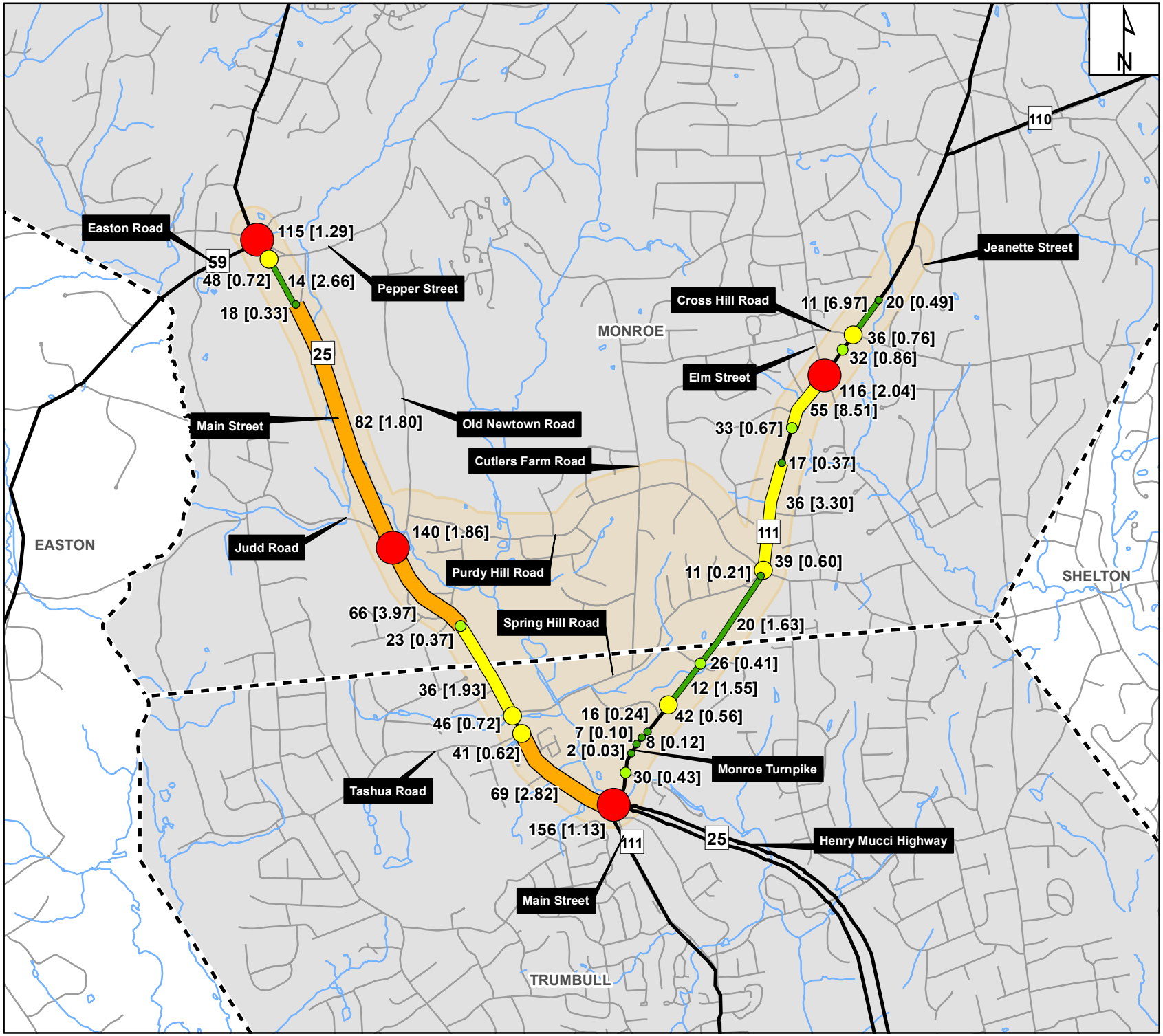
Table 2-8 summarizes the number and type of collisions recorded along Route 25 within the study area from 2009 through 2014. During this six-year period, 854 crashes were reported. Rear-end type collisions were the most common type of collision with 554 crashes accounting for almost two-thirds of the total (65%) recorded. The second most common type of collision was turning - intersecting paths with 62 crashes (7%). Following that was turning – opposite directions with 52 crashes (6%) and fixed object with 48 crashes (6%). The remaining collision types accounted for 5% or less of the total number of crashes.

The most common contributing factor was drivers following too closely accounting for well over half of collisions with 524 crashes (61%) recorded over the six-year period. The second most common contributing factor was drivers failing to grant right of way (ROW) with 96 crashes (11%). The remaining contributing factors accounted for 6% or less of the total collisions. Table 2-9 summarizes the contributing factors for the Route 25 collisions.

One fatality occurred resulting from a vehicle colliding with the median divider caused by a sideswipe collision at the Route 25 intersection with Route 111. A total of 227 crashes (27%) reported injuries while the remaining 626 collisions (73%) were categorized as Property Damage Only. Table 2-10 summarizes the collision severity data along Route 25.

Table 2-11 summarizes the Route 25 collisions by intersection. As shown, the intersections with Route 111, Judd Road/Purdy Hill Road, and Route 59 experienced the most collisions with 156 crashes (approx. 26 per year), 140 crashes (approx. 23 per year), and 115 crashes (approx. 19 per year), respectively. The remaining study area intersections experienced rates of less than 8 collisions per year. Crashes occurring at the Route 111, Judd/Purdy Hill Road, and Route 59 intersections are depicted graphically on collision diagrams in Appendix A shown in Figures 2-22 to 2-24, respectively. The collision diagrams facilitate the identification of collision patterns that are occurring at a given location.

As shown in Figure 2-22, the Route 25 and Route 111 intersection experienced a significant amount of rear-end collisions. A total of 109 rear-end collisions, 70% of the total, were reported with the majority occurring on the Route 25 expressway approach. High rear-end collision rates are common at signalized intersections with significant traffic congestion such as the Route 25 and 111 intersection and the transition from expressway to secondary roadway further exacerbates the likelihood of rear-end collisions. Sideswipe collisions were the second most common type at the intersection and were again focused on the Route 25 expressway approach totaling 15 crashes (10%) at the intersection. These sideswipes were likely caused by vehicles changing lanes as Route 25 widens to provide



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Intersection Number of Accidents

- 0 - 20 Accidents
- 21 - 35 Accidents
- 36 - 55 Accidents
- 56 - 85 Accidents
- 86 - 160 Accidents

Segment Number of Accidents

- 0 - 20 Accidents
- 21 - 35 Accidents
- 36 - 55 Accidents
- 56 - 85 Accidents
- 86 - 160 Accidents

[#.##] Collisions [Intersection/ Segment Collision Rate]

- Study Area
- State Route
- Local Road

Source:
CTDOT Vehicle Collision Data, 2009-2014

0 1,500 3,000
Feet
1 " = 3,000 '

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

March 2017

VEHICLE COLLISION HISTORY (2009 - 2014)

FIGURE 2-21

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C-1106

exclusive left and right turn lanes. Additionally, some sideswipes are noted on the west leg of the intersection for westbound vehicles where the two travel lanes merge into one. Turning movement collisions, including those with intersecting paths, same direction turns, and opposite direction turns, accounted for 18 crashes (12%). Among the 156 crashes, there was one fatality and 35 injuries (22%) with the remainder being property damage only.

The Route 25 intersection with Judd Road and Purdy Hill Road also experienced a high rate of rear-end collisions at 93 of the 138 collisions (67%) as shown in Figure 2-23. The vast majority of these were along Route 25 and likely occurred due to congestion. The second most common type of collision involved turning vehicles: namely vehicles with intersecting paths and opposite direction turns. Turning collisions totaled 27 crashes (19% of the total crashes at the intersection). As shown in the collision diagram, these turning movement collisions can be attributed to the commercial driveway proximate to the intersection and the skewed geometry of the Judd Road and Purdy Hill Road approaches. Sideswipes were the third most common type of collision accounting for 10 (7%) of crashes. No fatalities occurred at this intersection, but there were 30 injuries (22%).

Figure 2-24 illustrates the 115 collisions that occurred at the Route 25 and Route 59 intersection. In total, 65 of 115 crashes (57%) were classified as rear-ends and occurred on all major intersection approaches focused on Route 25 northbound and southbound. High turning volumes at this intersection resulted in 30 turning type collisions (26% of total intersection crashes). Sideswipes were the third most common collision with 8 crashes (7%). Most occurred between northbound vehicles traveling the same direction where Route 25 widens into three lanes before the intersection. The majority of the collisions at the intersection were property damage only with 29 collisions involving injuries (25%) and no fatalities.

2.8.2 Route 111

Table 2-12 summarizes the number and type of collisions recorded within the study area along the Route 111 corridor. During this six-year period from 2009 to 2014, 726 collisions were reported. It is important to note that incidents that occurred at the Route 25 and 111 intersection were included in the results for each corridor.

The most common type of collision along the Route 111 corridor was rear-end type accounting for over half of the total with 421 crashes (58%) recorded. The second most common type of collision was turning - intersecting paths with 79 crashes (11%). Following that was sideswipe – same direction with 55 crashes (8%) and turning – opposite direction with 45 crashes (6%). All other types of collisions accounted for less than 5% of the total number of crashes each.

Following too closely was the most common contributing factor to collisions. It contributed to over half of collisions at 398 crashes (55%) recorded over the six-year period. The second most common contributing factor was drivers failing to grant ROW with 87 crashes (12%). Each of the remaining contributing factors did not exceed 7% of the total collisions. Table 2-13 summarizes the contributing factors.

Two fatal crashes were recorded amongst the collisions on the Route 111 corridor. As stated in the Route 25 section, one of the fatalities occurred at the Route 25 at Route 111 intersection due to a sideswipe collision. The second fatality occurred in the area of the Route 111 at Northwood Road intersection due to a head-on collision between a

northbound and southbound vehicle caused by one of the drivers losing control. A total of 183 crashes (25%) reported injuries while the remaining 540 collisions (75%) were categorized as property damage only. Table 2-14 summarizes the collision severity data along Route 111.

Table 2-15 summarizes the Route 111 collisions by intersection. As previously stated, the Route 25 intersection experienced the highest collision rate with 156 crashes (approx. 26 per year). The second highest amount of collisions occurred at the Elm Street intersection with 116 crashes (approx. 19 per year). Crashes occurring at the Route 111 and Elm Street intersection were depicted graphically on collision diagrams shown in Figure 2-25 in Appendix A to identify collision patterns. The Route 25 at Route 111 intersection collision diagram was summarized in the previous section.

As shown in Figure 2-25, all approaches of the Route 111 intersection with Elm Street experienced a large number of rear-end collisions at 74 of the 109 total intersection crashes (68%). Turning type collisions, particularly those involving intersecting paths and opposite direction turns, accounted for the second most common collision with 22 crashes (20%). Sideswipes and angle type collisions occurred 5 times each (5%) and were the third most common collision type. The majority of the collisions at the intersection were property damage only with 23 collisions involving injuries (21%) and no fatalities reported.

In summary, the collision data for both corridors indicates that the Route 25 intersections with Route 111, Judd Road/Purdy Hill Road, and Route 59 and the Route 111 intersection with Elm Street should be evaluated with respect to identifying opportunities to improve traffic safety.

2.8.3 Local Roadway Intersections

In addition to a review of the traffic collision data along Route 25 and Route 111, similar data was reviewed for the two local roadway intersections included within the study area. As shown in Table 2-16 in Appendix B, the Cutler's Farm Road intersections with Purdy Hill Road and Spring Hill Road experienced limited crash history with 1 crash and 3 crashes in the six-year period, respectively. No fatalities or significant injuries were reported as a result of these crashes.

2.8.4 Bicycle and Pedestrian Crash History

The crash data from the study area was reviewed for crashes caused by or involving bicyclists and/or pedestrians. The data, summarized in Tables 2-17 and 2-18 in Appendix B, revealed that 4 direct collisions with pedestrians and 5 crashes between vehicles waiting for pedestrians/cyclists occurred within the study area. There were no direct collisions reported involving bicyclists during the reporting period.

Due to the limited number of incidents, no significant pattern exists that would suggest a safety deficiency with respect to bicyclists and pedestrians at a particular location within the study area. The most common location for incidents was at the Pequonnock River Trail crossing on Route 111 by Old Mine Road. This area sees the most pedestrian traffic and a large amount of vehicular traffic as well. Further investigation to improve bicycle and pedestrian facilities at the crossing as well as along both study corridors was a focus of the corridor improvement plan.

2.8.5 Community Safety Concern Areas

In addition to reviewing collision data to identify areas exhibiting safety issues, discussions with the Technical Advisory Committee and the public during the Public Information Meetings identified two additional areas where safety was a concern. The areas included the unsignalized driveway intersection for Regency Meadows with Route 25 and the Trefoil Plaza/Woodland Hills driveway intersections with Route 111. Collision data and existing roadway conditions for these locations were reviewed in further detail to investigate potential traffic safety issues.

Members of the community stated that traffic operations at the Regency Meadows driveway on Route 25 presented safety concerns due to high travel speeds along Route 25 combined with poor intersection sight distance. A review of the traffic speed data shows that the operating speed of the roadway was within 5 mph of the posted 40 miles per hour speed limit. A review of roadway geometry confirmed that the intersection sight distance looking south (left) from the site driveway was obstructed by the horizontal curvature of Route 25, a stone wall within the driveway median island, as well as landscaping and other vegetation along the roadside to the south. Conducting a more detailed review of the crash data at this location revealed that a total of nine collisions were reported at the intersection during the 6 years of data. Of the collisions, 7 were rear-ends due to vehicles following too closely or traveling too fast for conditions and 2 were turning movement collisions caused by the exiting vehicle failing to grant the right of way.

At the Trefoil Plaza and Woodland Hills driveways on Route 111, the community stated that there were excessively long delays at the driveways for vehicles attempting to exit due to high traffic volumes on Route 111 and high travel speeds in this area. Additionally, although left turns into and out of the Woodland Hills driveway are prohibited, vehicles were observed making those maneuvers causing potential safety concerns. To review recent traffic collision data, additional data was collected from the Town of Trumbull Police Department as Trefoil Plaza opened in early 2013; largely outside of the available data reviewed in the previous section of the study. The data was collected for the three most recent years of available data from early 2013 through the most currently available data from July 2016. The data showed a total of 4 collisions reported in the vicinity of the driveways: 3 involving vehicles turning from the Trefoil Plaza driveway and 1 involving a vehicle turning from Woodland Hills Drive. These crashes all involved southbound traffic on Route 111. One collision occurred between two vehicles immediately after exiting the plaza driveway southbound.

2.9 Alternative Travel Modes

The study area is typical of a low to mid density suburban setting. The study corridors lack sidewalks with pedestrians walking in the shoulder of the roadway or on lawns. Cyclists ride on the shoulder of the roadway as on-street bicycle facilities are not available for their use.

The lack of bicycle and pedestrian facilities within the study area acts to discourage, rather than encourage, non-motorized travel. Additionally, both the Route 25 and Route 111 corridors are generally hostile to pedestrians whether they are walking along or attempting to cross the corridor due to the lack of sidewalks, ramps, and exclusive pedestrian phases in the traffic signal programs.

The primary bicycle or pedestrian facility within the study area is the Pequonnock River Trail, formerly known as the Housatonic Railroad Trail, "Rails to Trails." The built-out bicycle and pedestrian section of the pathway within the study area is 1.5 miles long. It extends from the Route 111 at Old Mine Road intersection in Trumbull to Maple Drive in Monroe with a spur that connects to the Regency Meadows development in Trumbull. The existing pathway extends south beyond the study area to the intersection of State Routes 127 and 734 in Trumbull Center and is planned to extend south into Bridgeport and north to the Newtown town line. Various segments of this pathway are already complete or are routed on local streets.

2.9.1 Pedestrian & Sidewalk Infrastructure

Given the suburban setting and low to mid density land uses, few pedestrians were observed in the study area during site visits. A contributing factor to these observations is the lack of sidewalks along a majority of the study area's roadways.



Typical section of Route 25. No pedestrian facilities are present.

Approximately 16% of the roadside along Route 25 and Route 111 has public sidewalks (2.1 miles of sidewalk out of 12.9 miles of roadside within the study area). Most of these facilities are located on Route 111 in vicinity of the Elm Street and Cross Hill Road intersections.

Pedestrian movements across Routes 25 and 111 are accommodated at the signalized study area intersections with pedestrian pushbuttons activating the side street green phase. Marked crosswalks across Routes 25 and 111 are limited. Route 25 has no marked crosswalks and Route 111 has four marked crosswalks either across the roadway or across intersecting roadways (not including driveways) at the following locations:

- Route 111 at Old Mine Road: This crosswalk serves the Pequonnock River Trail. There are pedestrian actuated flashing yellow lights and a pedestrian refuge island at this location.
- Route 111 at Village Square Shopping Center and McDonald's: This crosswalk extends across Route 111 and has curb ramps on both sides. There is a green light push button on both sides of the road that allows pedestrians to cross with the green light.



Crosswalk across Route 111 at Old Mine Road

- Route 111 at Gay Bower Road: Crosswalk extends across Gay Bower Road and is flanked by curb ramps with tactile warning strips on both sides of the road. Gay Bower Road is stop controlled and pedestrians cross in the absence of turning traffic.

- Route 111 at Elm Street: The crosswalk extends across Elm Street on the east side of the intersection. The crosswalk has curb ramps with tactile warning strips on both sides. There is a green light push button on both sides of the road that allows pedestrians to cross with the green light.

2.9.2 Bicycle Facilities

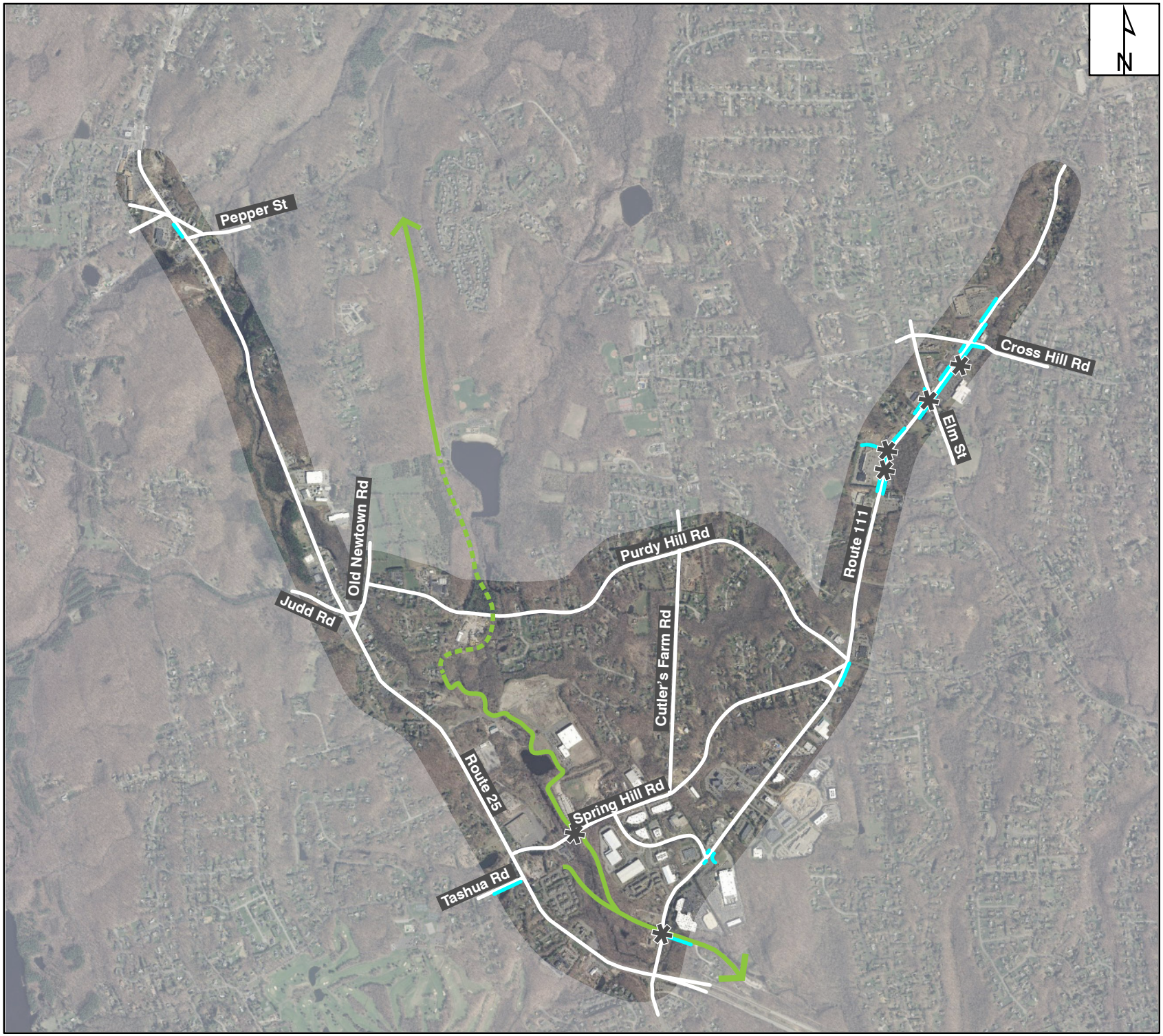
There are no on-street bicycle facilities within the study area. The Pequonnock River Trail, a shared-use pathway, is the only bicycle facility within the study area. As previously noted, the greenway extends south to Bridgeport and North to the Newtown town line. Approximately 1.5 miles of the greenway within the study area is built-out. Other sections of the greenway are routed on local streets.



The 2015-2040 Regional Transportation Plan (Greater Bridgeport Regional Council/ METROCOG) identifies only Purdy Hill Road as a proposed on-road bicycle route in the study area. Routes 25 and 111 are not identified as proposed bicycle routes. Existing bicycle and pedestrian accommodations are shown graphically in Figure 2-26 on the following page.



Pequonnock River Trail Crossing Route 111 at Old Mine Road



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LEGEND

- Crosswalk
- Public Sidewalk
- Existing Pequonnock River Trail
- Planned Pequonnock River Trail

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Miles
1 " = 0.5 miles

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

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BICYCLE AND PEDESTRIAN ACCOMMODATIONS

FIGURE 2-26

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2.9.3 Pequonnock River Trail Usage

Ridership counts on the trail were conducted by METROCOG for a seven-day period from June 12th to 19th, 2013 west of Route 111. A total of 526 users, both bicyclists and pedestrians, were counted during that period. The weekend daily counts were significantly higher than weekday counts with an average of 159 users per weekend day and 42 users per weekday. Weekday usage was spread throughout the day whereas peak weekend usage was concentrated in the late morning and early afternoon.

Ridership counts conducted during the same period of time at the Route 111 crossing were relatively consistent with counts west of Route 111. A total of 547 users were counted at the crossing during this same seven-day period. The higher count total at this location is likely attributable to the use of the trail crossing as a crosswalk for local pedestrian traffic.

Trail usage was evenly split between bicyclists and pedestrians. Of the 526 users, 274 (52%) were pedestrians and 252 (48%) were bicyclists. Counts were conducted by METROCOG in June 2013 and are shown graphically in Figure 2-27 in Appendix A.

2.9.4 Transit Facilities

Greater Bridgeport Transit (GBT) Routes 14, 19x, and 20 serve the study area, however, service on Routes 14 and 20 have been suspended as of November 5, 2017 due to funding constraints and lack of ridership. Routes 14 and 19x share the same routing in both Trumbull and Monroe travelling north and south on Route 111 and returning via a loop at Cross Hill Road and Elm Street. At their southern end, Route 14 provides service to the Westfield Mall in Trumbull and Route 19x provides service to Downtown Bridgeport. Route 20 travels on Route 111, Trefoil Drive, Spring Hill Road, and Route 25. Route 20 bus service provides connections between the Westfield Mall in Trumbull and Stepney Village in Monroe.

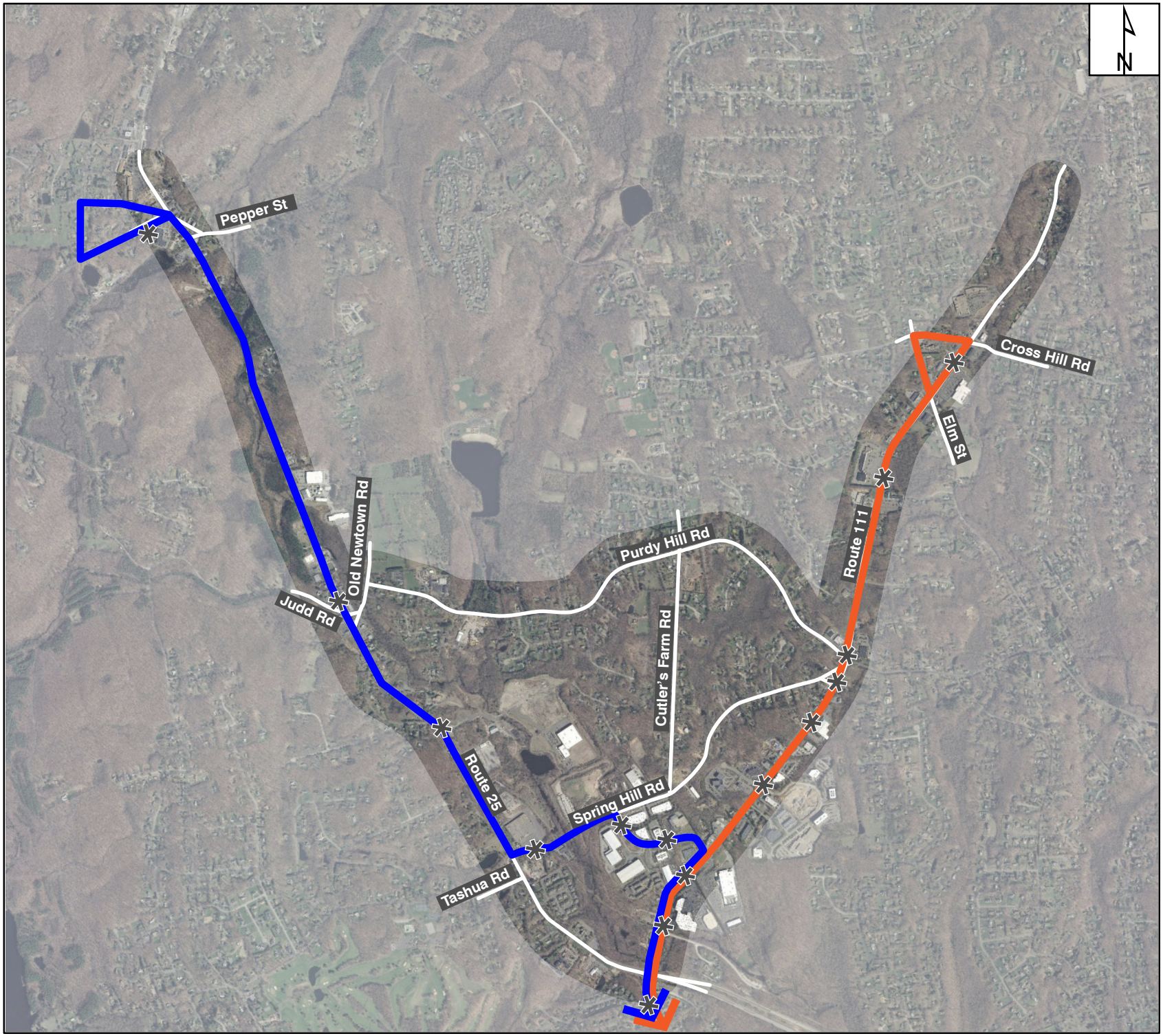


GBT Route 20 Bus Stop

Trip frequency and hours of operation are as follows:

- Route 14: 4 trips per weekday operating between 8:59 am and 3:32 pm
- Route 19x: 4 trips per weekday operating between 6:30 am and 6:42 pm
- Route 20: 4 trips per weekday operating between 7:09 am and 5:22 pm

Multiple bus stops, denoted with GBT signs, are located along each route with the distance between each stop averaging within a range of 0.25 miles to 0.5 miles apart. Amenities are noticeably lacking at bus stops with no shelters or benches observed in the study area. Most stops also lack sidewalks and paved waiting areas. The existing transit accommodations are shown in Figure 2-28 on the following page.



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LEGEND

- Bus Stop
- GBT Route 20*
- GBT Route 14* & 19x

***Routes 14 and 20 have been suspended as of November 5, 2017.**

0 0.25 0.5
Miles
1 " = 0.5 miles

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

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TRANSIT ACCOMMODATIONS

FIGURE 2-28

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C-1106

2.9.5 Transit Ridership

Transit ridership on the three routes that serve the study area is light. Ridership data was obtained from Greater Bridgeport Transit for two typical weekdays: Thursday April 2, 2015 and Monday April 27, 2015. The total combined boardings on these two days were 32 and the combined alightings (passengers dropped off by bus) were 25 within the study area. This equates to an average of 16 boardings and almost 13 alightings per weekday within the study area.

The most popular locations for boardings include Route 25 at Route 59 and Route 111 at the Monroe McDonald's. The most popular locations for alightings include Route 25 at Judd Road/Purdy Hill Road and Route 111 at the Monroe McDonald's. Multiple locations had no boardings nor alightings including:

- Route 25 at Victoria Drive
- Route 25 at Spring Hill Road
- Trefoil Drive at 4 Trefoil Drive
- Route 111 at Purdy Hill Road
- Route 111 at Spring Hill Road

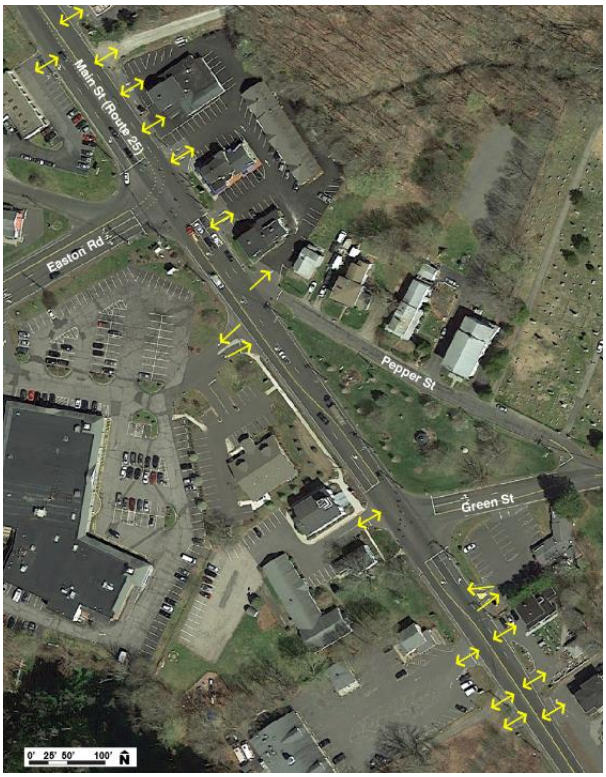
Table 2-19 in Appendix B summarizes the transit usage within the study area. Day to day ridership and bus stop usage could vary. This analysis was limited to two days and only provides a "snap shot" of typical usage based on GBT's surveying techniques.

2.10 Access Management

Access management is the process of overseeing access to land development while simultaneously preserving the flow of traffic on the surrounding roadway system in terms of safety and capacity. Access management focuses on safety of travel and minimizing conflict points (locations where vehicles can cross paths) to maintain the smooth flow of traffic along a roadway. Maintaining smooth traffic flow can in turn reduce the need for roadway widening induced by growing congestion. Access design characteristics of a roadway that directly impact traffic flow and safety include the location, spacing, and design of access drives entering the roadway as well as the location of signals, medians, and turn lanes.

Both Route 25 and Route 111 have numerous areas where there are multiple access points located within close proximity. Figure 2-29 on the following page shows an access point summary for the corridors. The disadvantages of multiple, uncoordinated, closely spaced access points include:

- Multiple points of conflict and increased potential for collisions
- Disruption to traffic flow and increased congestion
- Conflicts with existing or potential sidewalk network and/or bicycle lanes

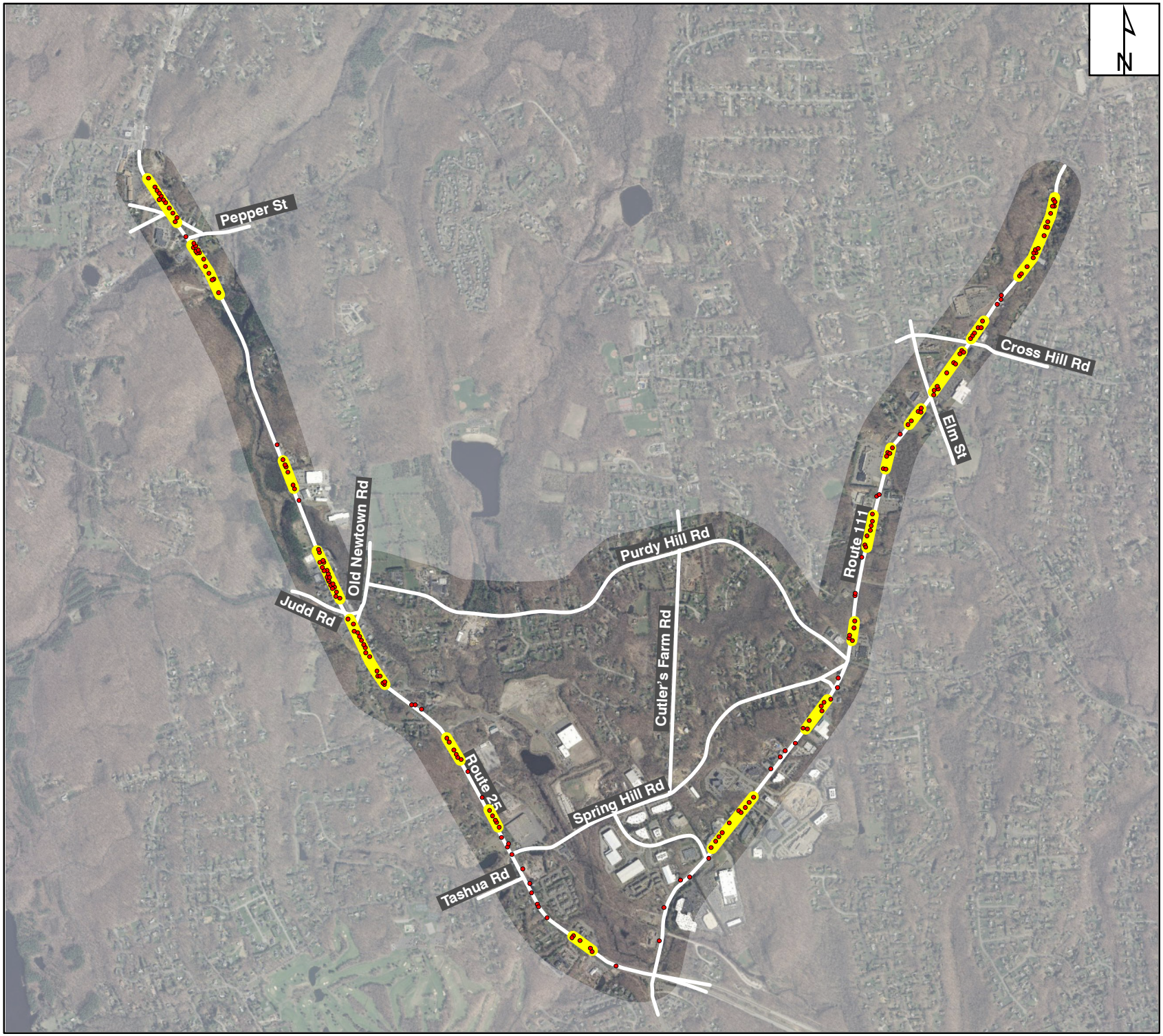




View north on Main Street (Route 25) showing multiple access points.

Main Street (Route 25) in Monroe at Green Street and Easton Road.

Multiple access points are located in proximity of signalized intersections.



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- Driveway or Parking Access
- High Access Areas (five or more curb cuts per 500')

0 0.25 0.5
Miles
1 " = 0.5 miles

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

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ACCESS MANAGEMENT SUMMARY

FIGURE 2-29

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The study area is characterized by a mixture of land uses including residential, institutional, office, retail, restaurant, service, and industrial. Most of the uses have direct access from Route 25 and Route 111 by way of an exclusive or shared driveway or parking areas that directly abut either roadway. In total, there are 195 access points along the two corridors with 102 of those located on Route 25 and 93 located on Route 111. On average, there are 30 access points per mile of roadway. Many of these access points are clustered in groups. Figure 2-29 highlights areas where there are five or more access points per 500 feet of roadway. Within the study area, approximately 45% of Route 25 and 43% of Route 111 travel through an area that has a high density of access points (five or more per 500 feet).

2.10.1 Existing Access Regulations

Both Monroe and Trumbull regulate the construction of new driveways and access points through provisions of their respective zoning regulations. Excerpts of this regulatory language is provided below:

Town of Trumbull Zoning Regulations

Article XV Special Permits, Section 4.4

"No driveway onto a public street shall exceed thirty (30') feet in width, excluding the radius fillets at the point of intersection with the street, and no proposed driveway shall be closer than one hundred (100') feet to any other existing or proposed driveway, unless the site is of such width that compliance with this requirement would preclude access, in which case the separating distance between driveways shall be the maximum feasible for the site. In the interests of public safety, the number of driveways onto public streets shall be minimized, and, in non-residential zones, access to adjacent sites shall be by common driveways wherever feasible. The Commission may require that any driveway be designed, and easements to adjacent properties be conveyed, in order to facilitate present or future sharing of such driveways."

Town of Monroe Zoning Regulations

§5.1.7 Design Standards, Section G

Site design in the LOR district must address the following access management provisions:

1. No driveways/curb cuts may be located closer than one-hundred (100) feet from any intersection of public streets.
2. Driveways/curb cuts within a single property must be separated at least one-hundred – twenty (120) feet from one another.
3. Shared access between adjacent parking lots should be provided when possible and wherever practicable. The Commission may require a paved driveway to the property line to allow for potential future shared access between adjacent properties.

These zoning regulations are applicable to new developments as well as redevelopment of existing properties. Existing properties are otherwise not subject to these regulations as driveways that are non-conforming to these standards are "grandfathered" in and allowed to continue to function in the current configuration. The establishment of an access management program that identifies non-conforming driveways and develops a clear strategy for improving, limiting, controlling, and restricting access is further described in Section 4.1.8.

2.11 Transportation System Condition

During data collection, the Study Team conducted observations of the existing roadway network seeking to identify deficiencies or areas of concern that warranted a more detailed review during future phases of the project. The major observations are described below with additional information presented graphically in Figure 2-30 on the following page.

- Arterial capacity issues occur due to spot widening at intersections creating an inconsistent and varying roadway cross-section. Roadway width and lane geometry variations cause significant congestion and queueing along the Route 25 corridor and along Route 111 focused mainly on retail areas between Village Square and Century Plaza.

- Congested operations occur due to normal peak traffic flows at the following locations:
    - Route 111 at Monroe Elementary school during pickup and drop off operations
    - Route 25 at St. Stephen's Church during Sunday services which are currently controlled by police officers
    - Route 25 at Spring Hill Road due to transfer station operations during peak Saturday periods

- High travel speeds exist along Route 25 and Route 111 corridors as well as on the side streets.

- High collision rates occur at the following intersections:
    - Route 25 at Route 111
    - Route 25 at Judd Road/Purdy Hill Road
    - Route 25 at Route 59
    - Route 111 at Elm Street

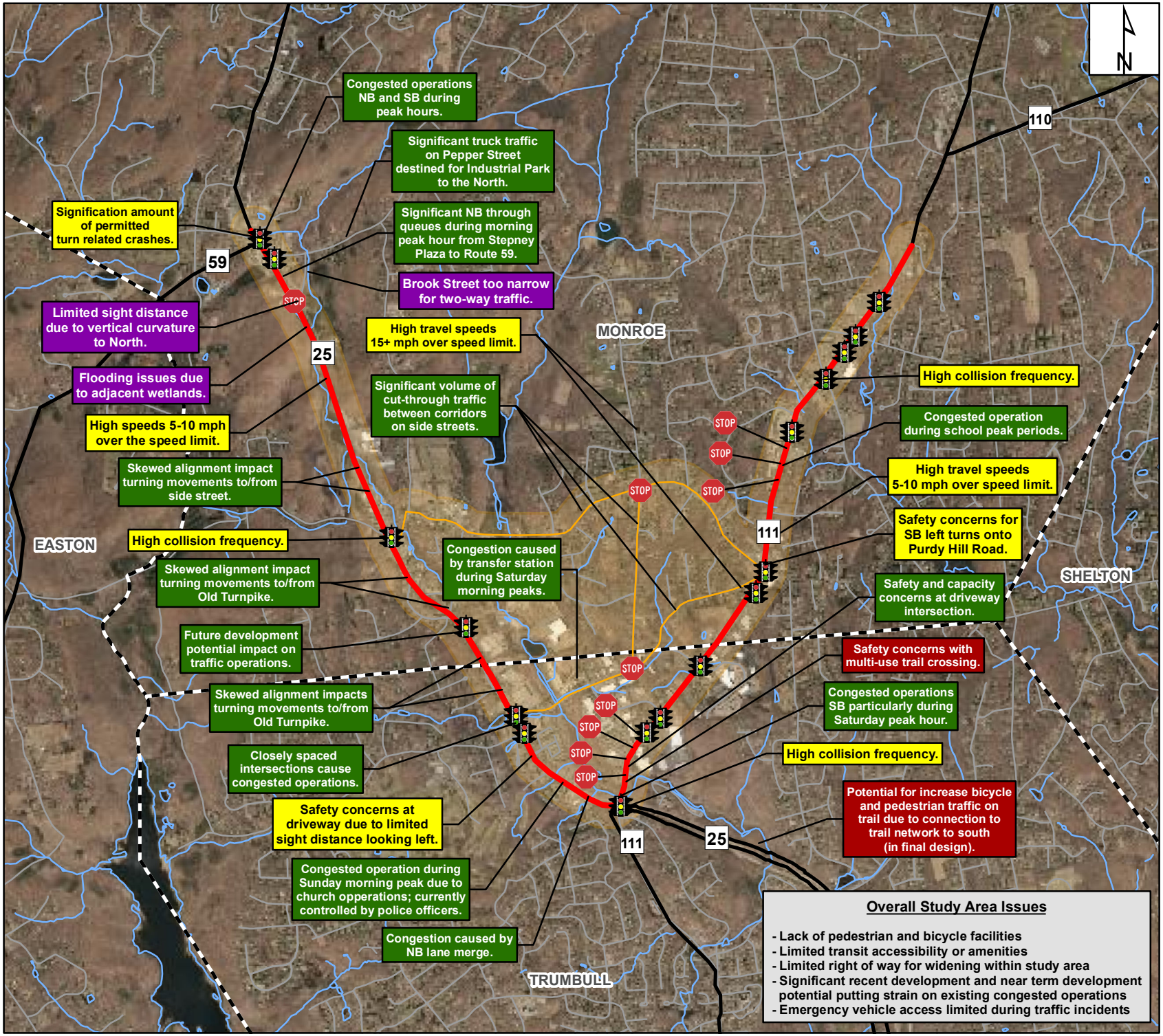
- Safety concerns at the Pequonnock River Trail Crossing on Route 111 due to high travel speeds and congestion; particularly with the potential for increased pedestrian and bicycle traffic as the Pequonnock River Trail expands to the north and south.

- Emergency vehicle access is limited during traffic incidents as vehicles cannot bypass the incidents due to the existing narrow roadway width and lack of wider roadway shoulders.

- Skewed alignments of Crescent Place and Old Turnpike Road impact turning movements to and from Route 25 causing safety concerns.

- Flooding issues present on Route 25 north of Stepney Plaza due adjacent wetlands.

- Significant recent and anticipated near-term development which will generate additional traffic volume within the study area and put strain on existing congested operations.



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- Geometric Concerns
- Alternative Mode Concerns
- Operational Concerns
- Safety Concerns
- Traffic Signal Control
- Stop Sign Control
- Study
- Study Area State
- Study Area Local
- State Route
- Local Road

0 1,500 3,000
Feet
1 " = 3,000 '

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut
March 2017

TRANSPORTATION SYSTEM CONDITIONS SUMMARY

FIGURE 2-30

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- Limited right of way available for widening and/or improvements on Route 25 and Route 111 within the study area, including closely located parking areas for many developments, would result in impacts to private property.

- Significant cut-through traffic utilizing east-west local roadway network to avoid congestion on the Route 25 and Route 111 main lines and to shorten overall travel distances between the two major corridors.

- Limited transit usage, accessibility, and amenities exist within the study area. Transit service is only available on weekdays with limited service of 4 trips per day per GBT route.

- Lack of pedestrian and bicycle accommodations throughout the study area. Sidewalks are sparse, and narrow shoulders discourage bicycling and walking.

2.12 Environmental and Natural Resources

The study area was screened for the following natural and cultural resources and physical environment features:

- **Surface Water Resources**
- **Ground Water Resources**
- **Floodplains**
- **Wetlands**
- **Threatened and Endangered Species and Critical Habitats**
- **Historic Register Properties**
- **Section 4(f) and 6(f) Properties**
- **Sensitive Noise Receivers**
- **Hazardous Risk Sites**

In addition to reviewing aerial images of the study area, current Geographic Information Systems (GIS) data from the Connecticut Department of Energy and Environmental Protection (CTDEEP), METROCOG, and the Towns of Monroe and Trumbull were obtained and reviewed during this screening analysis.

2.12.1 Surface Water Resources

Surface water resources within the study area include the Pequonnock River, West Branch Pequonnock River, North Farrars Brook, and various ponds and lakes associated with the Pequonnock River including Great Hollow Lake in Monroe. The study area rests entirely within the Pequonnock River Watershed.

The water quality of the Pequonnock River and West Branch of Pequonnock River is classified by CTDEEP as Class A, which is a default classification for water bodies that are not specifically classified. The 2011 Pequonnock River Watershed Based Plan finds that

the water quality of the Pequonnock River and West Branch of the Pequonnock River within the study area is fully supportive of recreation and fish consumption, but no assessment was made for aquatic life.

It is important to note that the water quality of the Pequonnock River outside of the study area both upstream and downstream is impaired. North of the study area, the water quality of the Pequonnock River does not support recreation, south of the study area, the water quality supports recreation but does not support aquatic life.

According to the 2011 Pequonnock River Watershed Based Plan, the study area falls within an area identified as having "Highest Restoration Potential." Multiple restoration recommendations for the study area are identified in the watershed plan including stream and stream buffer restoration and stormwater retrofits.

2.12.2 Groundwater Resources

Most of the groundwater in the study area is classified by CTDEEP as Class GA or GAA.

Class GAA designated uses are existing or potential public supplies of water suitable for drinking without treatment and baseflow for hydraulically-connected surface water bodies. Class GA designated uses are existing private and potential public or private supplies of water suitable for drinking without treatment and baseflow for hydraulically-connected surface water bodies. All groundwaters not specifically classified are considered Class GA.

2.12.3 Wetlands

According to the U.S. Army Corps of Engineers (ACOE) 1987 Wetlands Delineation Manual, federal wetlands can generally be defined as areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil. The State of Connecticut defines wetlands as land, including submerged land, which consists of any of the soil types designated as poorly drained, very poorly drained, alluvial, and floodplain by the Natural Resources Conservation Services (NRCS).

Based on a review of CTDEEP GIS mapping shown in Figure 2-31 in Appendix A, poorly drained and very poorly drained soils are located throughout the study area. Additionally, alluvial and floodplain soils are located within the study area. These areas indicate potential for the presence of wetlands, but do not represent delineated wetland areas.

2.12.4 Floodplains

Floodplains are low-lying areas adjacent to rivers or streams that are inundated periodically by floodwaters. A 100-year floodplain is an area that has a one percent chance of being inundated by floodwaters in a given year whereas a 500-year floodplain is an area that has a one-five hundredth chance (0.2%) of being inundated by floodwaters in a given year. Floodways are located within floodplains and consist of the river or stream channel plus any portion of the 100-year floodplain which carries stream flows during flood events. Floodplains and floodways are important for storing floodwaters so that adjacent properties and downstream areas are not damaged during flood events.

There are 100-year floodplains (Zones A and AE) and 500-year floodplains (Zone X) within the study area. They are primarily associated with the Pequonnock River and North Farrars Brook. These can be seen in Figure 2-32 in Appendix A.

2.12.5 Threatened and Endangered Species and Critical Habitats

Rare, threatened, and endangered species are protected by federal and state legislation. Information on species designated (listed) as threatened and endangered at the state and federal levels is compiled and made available through CTDEEP's Natural Diversity Data Base (NDDB).

The CTDEEP NDDB GIS data layer was consulted to determine if there were any records in the study area. Due to the sensitivity of the information, the GIS data layer only depicts approximate locations of protected species, their habitats, and/or significant natural communities. The GIS data review revealed an NDDB listed "Significant Natural Community Area" in proximity of the Route 25 and 111 intersection.

2.12.6 Historic Properties

There are two properties listed on the National Register of Historic Places within the project study area. This includes the Thomas Hawley House, which is located at 514 Purdy Hill Road in Monroe, and Old Mine Park in Trumbull, which is located in proximity of the Route 25 and 111 intersection. Additional historic resources are identified below as potential 4(f) properties.



Thomas Hawley House

2.12.7 Section 4(f) and Section 6(f) Properties

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 prohibits USDOT agencies from using land from publicly owned parks, recreation areas (including recreational trails), wildlife and water fowl refuges, or public and private historic properties listed or eligible for listing on the National Register of Historic Places for transportation projects (unless there is no feasible and prudent alternative to that use and the action includes all possible planning to minimize harm to the property resulting from such a use). There are six potential 4(f) properties within or in proximity to the Route 25 and 111 study area. These include:

- The National Register-listed Thomas Hawley House at 514 Purdy Hill Road in Monroe
- Old Mine Park at 121 Old Mine Road in Trumbull.
- Recreational facilities at the Monroe Elementary School at 375 Monroe Turnpike.
- Ruins of the Barnum Curtis Mills site are located at 14 Maple Drive in Monroe. This site is potentially archeologically significant.
- Gregory's Four Corners Burial Grounds on the north side of Spring Hill Road, 600 feet east of Route 25 in Trumbull.
- Birdsey's Plain/Stepney Cemetery on the north side of Pepper Street at Green Street in Monroe.

Section 6(f) of the Land and Water Conservation Fund Act (LWCF) of 1965 requires that all properties acquired or developed, either partially or wholly, with LWCF funds must be maintained as such in perpetuity. There are no Section 6(f) properties in the within the Route 25 and 111 project area.

2.12.8 Sensitive Noise Receivers

The Federal Highway Administration's Noise Abatement Criteria (NAC) documented in 23 CFR 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, is based on Land Use Activity Categories. Land uses considered most sensitive to highway/roadway noise are designated as either Land Use Activity Category A or B. Land Use Activity Category A includes lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such uses include outdoor amphitheaters, outdoor concert pavilions, and National Historic Landmarks with significant outdoor use. The only potential Category A use in the study area is Old Mine Park given its historic significance and passive recreational use.

Land Use Activity Category B includes picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals. The study area possesses multiple properties that qualify as Category B sensitive noise receivers.

2.12.9 Hazardous Risk Sites

Data sources that were reviewed to identify potential hazardous materials and environmental risk sites within the study area include the Environmental Protection Agency's (EPA) Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) GIS database, CTDEEP's List of Contaminated or Potentially Contaminated Sites, CT DEEP's Brownfields Inventory, and CTDEEP's Landfill Leachate and Wastewater Discharges GIS data.

CTDEEP's List of Contaminated or Potentially Contaminated Sites (Dated 7/27/16) identified 29 sites within the study area. The sites within Monroe include:

- 10 Main Street
- 40-44 Main Street
- 133 Main Street
- 172 Main Street
- 178 Main Street
- 256 Main Street
- 450 Main Street
- 455 Main Street
- 456 Main Street
- 270 Monroe Turnpike
- 396 Monroe Turnpike
- 405 Monroe Turnpike
- 447 Monroe Turnpike
- 470 Monroe Turnpike
- 483 Monroe Turnpike
- 505 Monroe Turnpike
- 508/509 Monroe Turnpike/ 220 Cross Hill Road
- 515 Monroe Turnpike
- 528 Monroe Turnpike
- 536 Monroe Turnpike
- 574 Monroe Turnpike
- 445/447 Purdy Hill Road

CT DEEP's List of Contaminated or Potentially Contaminated Sites within Trumbull include:

- 1 Trefoil Drive
- 6 Trefoil Drive
- 20 Trefoil Drive
- 30 Trefoil Drive
- 101 Monroe Turnpike
- 111 Monroe Turnpike
- 205 Spring Hill Road

The EPA CERCLIS database revealed only one site within or proximate to the study area. This site is located at 786 Main Street (Route 25) in Monroe and is the site of the former Nite Brite Sign Company. The site was classified as a superfund site.

There are no sites within the study area identified in CTDEEP's Brownfields Inventory. Additionally, there are no listed CTDEEP Landfill Leachate and Wastewater Discharges in the study area.

2.13 Land Use and Economic Development

In addition to the transportation and environmental analysis, land use, zoning, and development planning impacts on the study area were evaluated. A review of planning documents will help develop a clear understanding of existing land use and economic conditions in the study area in order to facilitate an understanding of how future development will occur in the study area. This section documents demographics, Plans of Conservation and Development for the Towns and the Region including land use and zoning, as well as existing major traffic generators within the study area.

2.13.1 Demographics

Basic demographic data including population, age, median household income, median home price, and household size is shown in Table 2-20 in Appendix B for Monroe, Trumbull, Fairfield County, and the State of Connecticut. Data is presented for both the 2010 Census and current estimates from 2013 or 2014.

The data shows that Monroe is growing at a faster rate than Fairfield County which is growing faster than the State of Connecticut as a whole. The current population is estimated to be 19,744 which is a 2.2% increase over the 2010 Census. Monroe residents are, on average, older than those in the County and State with a mean age of 43.0 years compared to 39.7 and 40.2, respectively. Average age in Monroe increased by 2.8% since 2010 which again exceeds County and State trends of 1.5% and 0.5%.

Monroe residents' current median household income is estimated at $108,688 while the County and State medians are $82,283 and $69,461, respectively. The household income in Monroe has decreased by 0.9% since 2010; a time period over which both the County and State have grown by 1.2% and 2.5%, respectively.

Median housing prices have dropped significantly by 9.5% and 5.9% in both Fairfield County and the State of Connecticut since 2010. The value of Monroe housing, at $390,700, lies below the County median of $432,100, but above that of the State at $278,900. However, the median housing value in Monroe has decreased more significantly than the County and the State at a rate of 11% since 2010.

Median household size in Monroe is currently 2.99 people and has grown by 0.3% since 2010. This is greater than the median household size in the County and the State at 2.82 and 2.68, respectively.

Similar to Monroe, Trumbull is growing at a faster rate than Fairfield County and the State of Connecticut as well. The current population is estimated at 36,444 with an increase of 1.2% since 2010. Median age of residents in Trumbull has remained steady since 2010 at an average of 43.4 years; older than residents in the County and the State.

Trumbull residents have a similar median household income to those of Monroe at $108,554; higher than both the County and State values. Since 2010, the median household income in Trumbull has grown by 6.4%. This is noticeably larger than the trends in the County and State.

The largest drop in median housing price for the regions in question occurred in Trumbull with a substantial decrease of 14.6% since 2010. The current value is estimated at $399,700 which is less than Fairfield County, but more than the State median.

Trumbull's median household size of 3.02 people is slightly larger than the County and State levels. However, its growth rate of 1.3% since 2010 falls closely in line with County and State trends.

2.13.2 Plans of Conservation and Development

The Plan of Conservation and Development (POCD) for most towns and regions within Connecticut outlines goals and objectives for future land use and development. The Towns of Monroe and Trumbull POCD's and the METROCOG Regional POCD were reviewed with a focus on development goals affecting the Route 25 and 111 corridors. The plans recognize that the growth in the region requires goals and policies aimed at sustaining and managing development over the next several years. Key goals and policies from both of the plans specifically related to the objectives of this Study are briefly summarized with excerpts from the POCD's.

Monroe POCD:

- Coordinate Roadway, Infrastructure, and Village District Improvements with CTDOT in Conjunction with Proposed Plans for Routes 25 and 111
- Manage future growth along Routes 25, 111, and 34 to promote measured and attractive economic development
- Alleviate traffic congestion and mitigate the impact of future development through Transportation Demand Management (TDM) and Access Management

- Expand the multi-modal transportation system by promoting sidewalk and bicycle lane construction, conducting sidewalk and bicycle network studies, and increasing the trail networks to improve mobility

- Improve the public transportation network by expanding existing services and studying the feasibility of additional transit services by focusing on the denser Village Districts

Trumbull POCD:

- Expand the range of transportation choices in Trumbull while continuing to provide a safe and efficient road network

- Make more provision for bicyclists and pedestrians as part of the overall transportation network by promoting and encouraging sidewalk improvements/extensions, connections between developments/community nodes/trail facilities, bicycle and pedestrian infrastructure, and facilities for bicycle parking

- Require access management for all new developments to improve safety and access in business areas

- Enhance bus service within Trumbull and the region in order to make transportation and mobility available

- Ensure that roadway upgrades and improvements achieve goals for Town character, water quality, and provide for bicyclists and pedestrians

METROCOG POCD:

The METROCOG POCD, titled "Reconnect 1 Region" core/guiding principles are reconnect, revitalize, and resilient. The overall goal for the METROCOG POCD related to transportation and mobility is "maintain and modernize the Region's established regional transportation network while improving access to all modes of transportation including transit users, bicyclists, and pedestrians.

To achieve the transportation and mobility goal and follow the core principles, the following objective areas were identified:

- Congestion Mitigation – work to reduce roadway congestion, especially along I-95, Route 15, Route 8, and Route 25, and other important regional roadways

- Transit Usage – balance public transit ridership and coverage goals and increase transit usage by making it a safe, reliable, and efficient method of transportation of any need

- Economic Competitiveness – recognize the connection between safe and efficient transportation infrastructure and economic growth and support major investments that can strengthen the economic competitiveness of the Region

- Transit-Oriented Development – leverage key transit nodes in existing downtowns and town centers to create walkable, high density, mixed-use districts that can serve as "transit hubs" for different transportation networks

- Equity - ensure that transportation infrastructure provides access to essential services and is accessible to all, including low income communities and those with disabilities

- Walkability & Bikeability – leverage key transit nodes in existing downtowns and town centers to create walkable, high-density, mixed-use districts that can serve as "transit hubs" for different transportation networks

Full versions of the POCD's summarized are available on the Town of Monroe, Town of Trumbull, and METROCOG websites.

2.13.3 Zoning Regulations and Land Use

Town zoning regulations dictate where specific land uses can occur and how developments are built. These regulations are generally developed with the focus of achieving the goals and objectives of the POCD. The zoning regulations for Monroe and Trumbull were reviewed to identify existing zoning and land uses within the study area. This information will inform future growth forecasts in subsequent study phases and help identify the potential build-out locations in the corridor that are likely to occur within the next 20 years.

Figures 2-33 and 2-34 in Appendix A display the current zoning and land use for the study area. As shown on the zoning map, there are 10 specific zones that encompass the study area in Monroe and 8 district zones in Trumbull. Table 2-21, included in Appendix B, summarizes the specific zoning designations, the size of each designation within the study area, and major developments located within the designations in the study area.

The land use is simplified into residential, industrial, and commercial categories per the METROCOG GIS data. Table 2-22, included in Appendix B, summarizes the land use within these categories by Town and total within the study area. As shown in the table, 65.3%, 18.5%, and 16.2% of the study area falls within the residential, industrial, and commercial categories, respectively.

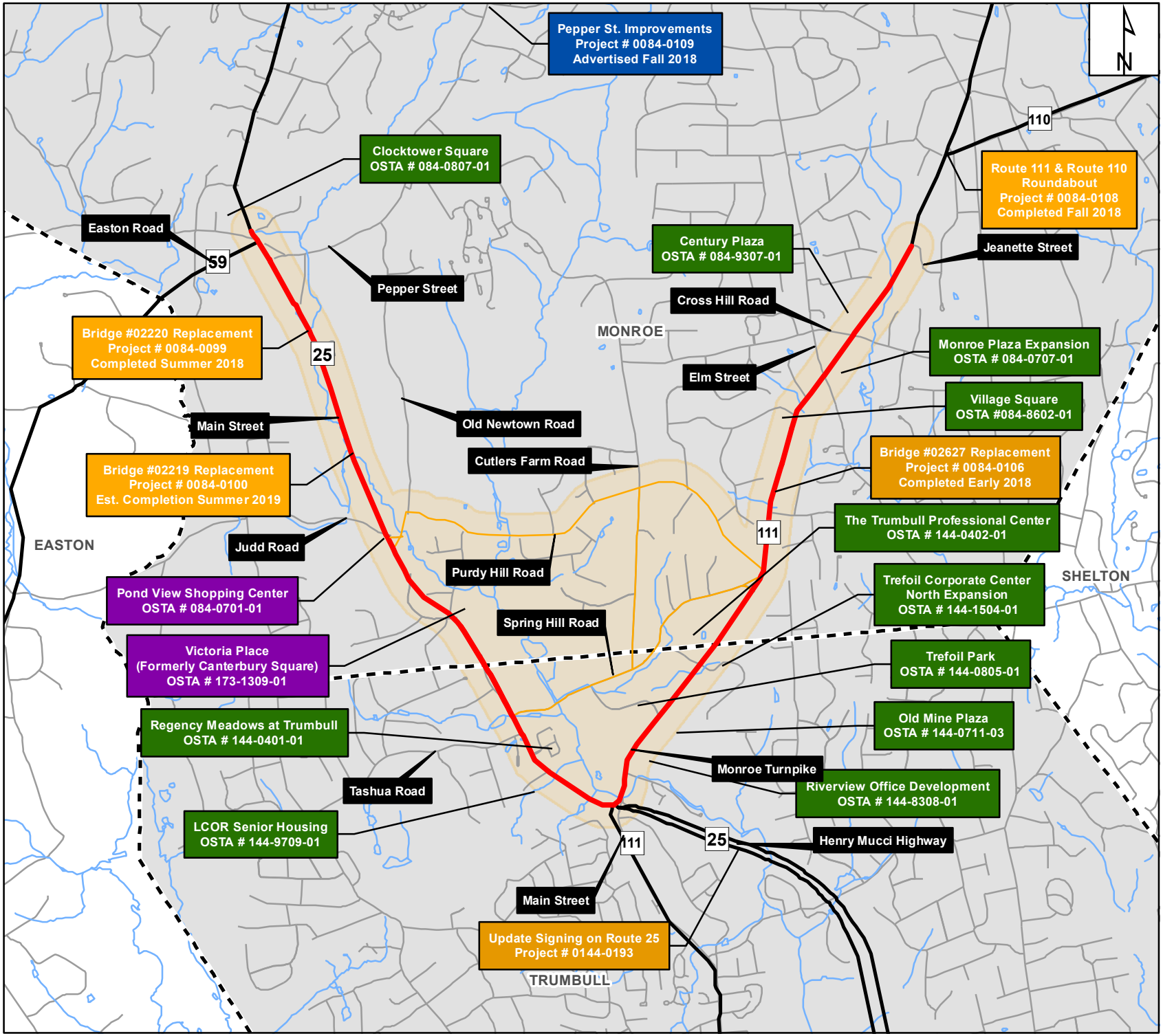
The future land use plans for Monroe and Trumbull from the POCD's are provided in Figures 2-35 and 2-36 in Appendix A. As stated in the POCD's, the future land use plan is intended to guide future development, provide the planning framework for future zoning changes and the plan only delineates broad categories of land use, but not site-specific zoning districts.

2.13.4 Major Traffic Generators & Roadway Improvements

According to Connecticut State Statutes, a Major Traffic Generator (MTG) is defined as any development of 100,000 square feet or more of gross floor area or 200 or more parking spaces. MTG's are regulated by the CTDOT Office of State Traffic Administration (OSTA) to ensure that their traffic impact on the state highway system is appropriately mitigated.

Within or adjacent to the study area are 13 major traffic generators certified by OSTA which are illustrated in Figure 2-37 on the following page and summarized in Table 2-23 in Appendix B. The developments within the study area include assisted living, senior housing, retail/shopping centers, general office, medical office, and warehousing/manufacturing uses. The OSTA certificates for these MTG's area are included in Appendix I.

Also shown in Figure 2-37 are State improvement projects that are currently planned, under construction, or recently completed. There are two recently completed bridge replacement projects: one on Route 25 where construction was completed in Summer 2018 and one on Route 111 where construction was completed in early 2018. There is a third bridge project located on Route 25 with an estimated completion date of Summer 2019. Proximate to the study area, two roadway improvements are being advanced: one project including improvements to Pepper Street north of the study area that was advertised in Fall 2018 and one for the construction of a modern roundabout at the intersection of Route 111 and Route 110 north of the study area in Monroe which was completed in the Fall of 2018.



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Major Traffic Generator
- Planned Improvement
- Planned Development
- Under Construction/ Recently Completed
- Study Area
- Study Area State
- Study Area Local
- State Route
- Local Road

Source:
CTDOT OSTA Records

0 1,500 3,000
Feet
1 " = 3,000 '

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut
January 2019

MAJOR TRAFFIC GENERATORS, PLANNED INFRASTRUCTURE IMPROVEMENTS & DEVELOPMENTS

FIGURE 2-37

V:\Projects\C\C1106\MXDs\TrafficGenerators.mxd

C-1106

Section 3
Assessment of Future Conditions

The assessment of future conditions conducts an analysis of the Route 25 and 111 study area under existing geometric and operational conditions utilizing 2040 Background and 2040 Future Traffic volumes. Planned intersection and roadway improvements that will be complete by the 2040 study year were incorporated into the traffic model. Plans for these improvements can be found in Appendix J. This process identifies deterioration of operational efficiency from existing conditions and helps identify areas of concern that develop in the future under a scenario where no improvements are made to the transportation system.

The future conditions analysis includes traffic projections based on the methodology described below to expand the 2016 Existing traffic volumes to the 2040 Background traffic volumes. The Route 25 and 111 study area intersections were analyzed under two scenarios: a Background and a Background-Optimized condition. The 2040 Background analysis utilizes existing geometry and existing traffic signal settings to facilitate a direct comparison between existing and future conditions. The 2040 Background-Optimized analysis utilizes existing geometry, but modifies intersection signal timings and settings to provide the most efficient operations for future conditions. This optimization analysis determines if future needs can be mitigated through low-cost adjustments to signal operations or if additional physical improvement are needed to provide measurable improvements. These Background analyses provide the basis for generating roadway improvement plans to accommodate anticipated traffic growth for each of the corridors.

In addition to the background traffic growth, this section identifies the projected travel demand generated by the potential future development into the traffic volume projections. This additional travel demand was added to the 2040 Background traffic volumes to estimate 2040 Future traffic volumes. These volumes were then analyzed under the existing geometric and operational conditions. The Future traffic volume projections and analyses are provided for the Towns and METROCOG to illustrate the impact of additional future development above the significant traffic volume increases already projected under the Background projections. The Future traffic volume analysis will allow the Towns to guide the planning of future improvement projects directly related to development traffic in addition to the recommended roadway improvement plan generated by the Route 25 and 111 Study when these longer-term developments come closer to fruition.

This section concludes with future areas of concern based on the results of the traffic analyses. These areas are the focus of planning and traffic analyses with the goal of generating a set of physical improvements to accommodate projected travel demand in addition to addressing the other safety, multi-modal, and operational goals on the Route 25 and 111 corridors.

3.1 Background Traffic Forecasts

Background traffic forecasts for the study area were generated by the Connecticut Department of Transportation (CTDOT) transportation model for the region. The model utilizes historical traffic volume trends, pending/approved and yet to be constructed developments, and expected near-term future development based on information provided from local municipalities to forecast future traffic volumes for the region. Based on this methodology, the 2016 Existing Traffic Volumes shown in Figures 2-6 through 2-10 were projected to 2040 Background Traffic Volumes shown in Figures 3-1 through 3-5. All figures can be found in Appendix A.

Comparing the 2016 Existing Traffic Volumes to the 2040 Background volumes reveals that there is significant anticipated development along the Route 25 and 111 corridors within the 20-year study horizon. Table 3-1 in Appendix B shows that total traffic growth along Route 25 ranges from 35 to 75% and equates to approximately 1.5 to 2.9% average annual growth. The most significant traffic volume increases along Route 25 are focused around the Victoria Drive intersection as significant development is expected in this area. Route 111 is expected to experience slightly lower growth than Route 25 with highest overall growth south of Trefoil Drive ranging from 35 to 40% and representing average annual growth rates of 1.5 to 1.75%. To the north, growth along Route 111 is relatively consistent at 20 to 30% or average annual growth rates of 0.9 to 1.3%.

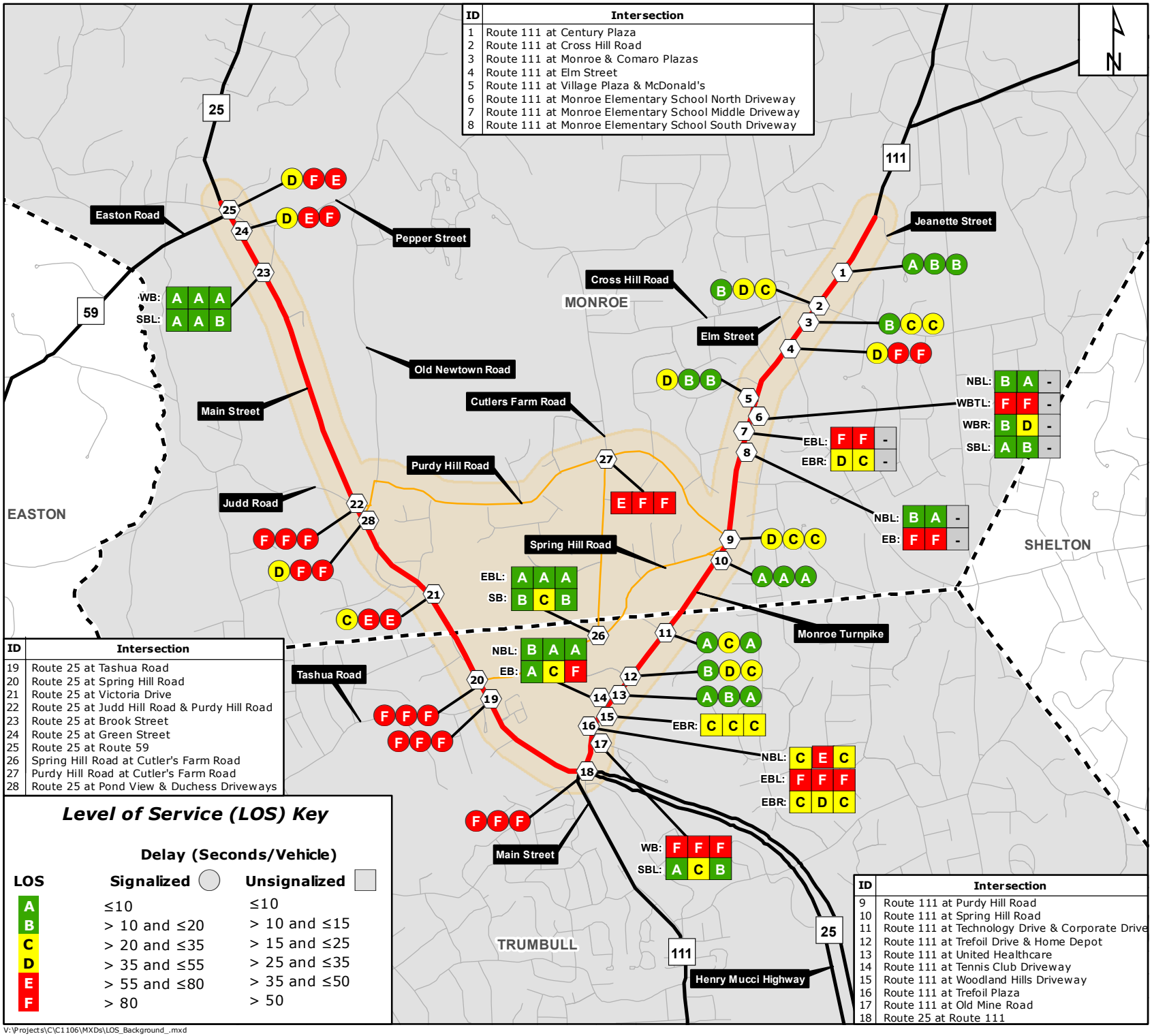
3.2 Background Traffic Operations

Utilizing the existing geometry and traffic signal settings established under the 2016 Existing Traffic analyses, traffic operations for the 2040 Background Traffic Volumes were evaluated for the study area intersections using Trafficware's *Synchro plus SimTraffic 9 – Traffic Signal Coordination Software,* based on the *2010 Highway Capacity Manual (HCM)* methodology.

Figure 3-6 on the following page and Tables 3-2 through 3-5 in Appendix B summarize the expected traffic operations of the corridor in each of the peak periods. Figure 3-6 presents a visual representation of the overall signalized intersection LOS and unsignalized approach LOS results on a study area map with the LOS color coded by letter. Within Tables 3-2 through 3-5, intersections, approaches, and/or movements with significant delays (LOS E) and failing operations (LOS F) have been highlighted yellow and red, respectively. Capacity analysis worksheets for the 2040 Background traffic operations are included in Appendix K.

The background traffic growth further exacerbates existing capacity issues along the Route 25/111 corridors at the study area intersections during the peak hours. Select approaches experience significant delays and reduction in LOS due to the increased traffic volumes. Queueing along many of the approaches within the study area is significantly increased and extends beyond available storage and through adjacent intersections which causes residual delays in excess of those shown by the LOS results.

Traffic operations along Route 25 are significantly impacted with overall intersection LOS E and F operation during the peak hours due to the significant amount of traffic growth expected along the corridor as described in Section 3.1. Traffic operations along Route 111 realize some deterioration, albeit to a lesser extent than on Route 25, with select approaches and overall intersection LOS dropping to LOS E and F.


ID | Intersection
1 | Route 111 at Century Plaza
2 | Route 111 at Cross Hill Road
3 | Route 111 at Monroe & Comaro Plazas
4 | Route 111 at Elm Street
5 | Route 111 at Village Plaza & McDonald's
6 | Route 111 at Monroe Elementary School North Driveway
7 | Route 111 at Monroe Elementary School Middle Driveway
8 | Route 111 at Monroe Elementary School South Driveway
N
25
111
59
Easton Road
Pepper Street
Jeanette Street
Cross Hill Road
Elm Street
MONROE
Old Newtown Road
Main Street
Cutlers Farm Road
Purdy Hill Road
Judd Road
EASTON
Spring Hill Road
SHELTON
Monroe Turnpike
Tashua Road
TRUMBULL
Main Street
Henry Mucci Highway
WB: A A A
SBL: A A B
B D C
B C C
D F F
D B B
NBL: B A -
WBTL: F F -
WBR: B D -
SBL: A B -
EBL: F F -
EBR: D C -
E F F
NBL: B A -
EB: F F -
D C C
A A A
EBL: A A A
SB: B C B
C E E
NBL: B A A
EB: A C F
A C A
B D C
A B A
EBR: C C C
F F F
F F F
C E C
EBL: F F F
EBR: C D C
F F F
WB: F F F
SBL: A C B
ID | Intersection
19 | Route 25 at Tashua Road
20 | Route 25 at Spring Hill Road
21 | Route 25 at Victoria Drive
22 | Route 25 at Judd Hill Road & Purdy Hill Road
23 | Route 25 at Brook Street
24 | Route 25 at Green Street
25 | Route 25 at Route 59
26 | Spring Hill Road at Cutler's Farm Road
27 | Purdy Hill Road at Cutler's Farm Road
28 | Route 25 at Pond View & Duchess Driveways
ID | Intersection
9 | Route 111 at Purdy Hill Road
10 | Route 111 at Spring Hill Road
11 | Route 111 at Technology Drive & Corporate Drive
12 | Route 111 at Trefoil Drive & Home Depot
13 | Route 111 at United Healthcare
14 | Route 111 at Tennis Club Driveway
15 | Route 111 at Woodland Hills Driveway
16 | Route 111 at Trefoil Plaza
17 | Route 111 at Old Mine Road
18 | Route 25 at Route 111
Level of Service (LOS) Key
Delay (Seconds/Vehicle)
LOS | Signalized | Unsignalized
A | ≤10 | ≤10
B | > 10 and ≤20 | > 10 and ≤15
C | > 20 and ≤35 | > 15 and ≤25
D | > 35 and ≤55 | > 25 and ≤35
E | > 55 and ≤80 | > 35 and ≤50
F | > 80 | > 50
Tighe&Bond
Engineers | Environmental Specialists
LEGEND
Study Area
Study Area State Route
Study Area Local Road
State Route
Local Road
1 Intersection ID Number
AM PM SAT Signalized LOS
AM PM SAT Unsignalized LOS
0 1,500 3,000
Feet
1 " = 3,000 '
Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut
August 2017
2040 BACKGROUND TRAFFIC OPERATIONS
FIGURE 3-6
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3.3 Background-Optimized Traffic Operations

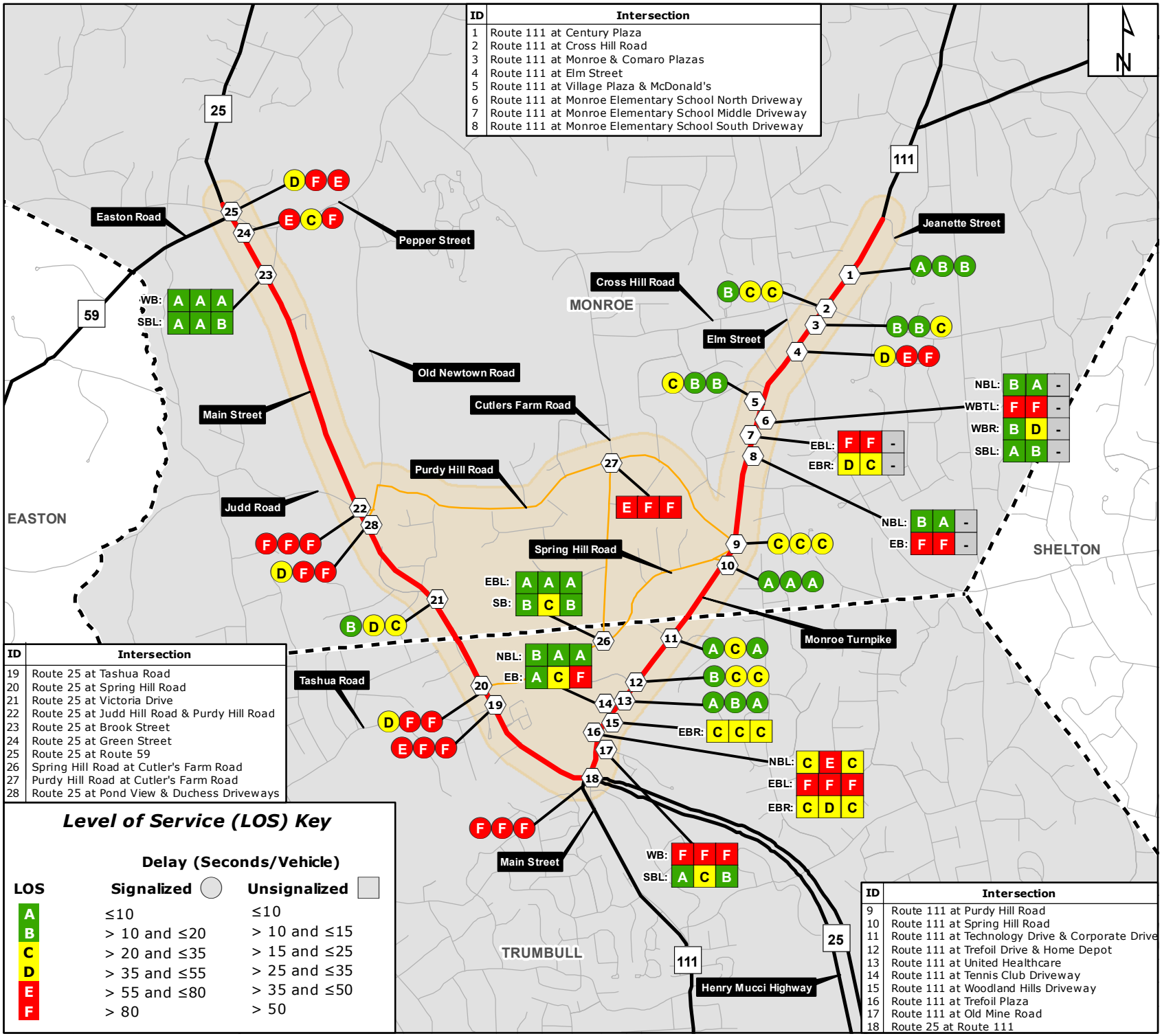
The 2040 Background Traffic Volumes were also analyzed with an optimized traffic network where the lane geometry remained unchanged, but traffic signal timings were optimized and additional coordination was added along the corridors. The purpose of the 2040 Background-Optimized traffic analysis is to determine how the existing signalization along the corridor would process expected traffic without any significant physical improvements.

The optimization process included a review of the coordinated systems on the corridors, the coordinated system cycle lengths, and signal phase timing splits to balance delays on the intersection approaches to increase the efficiency of traffic operations. It also included modifications to the closed loop signal timing offsets that impact the progression of vehicles through the corridor. The optimization process was similar to those employed by CTDOT that monitor state-maintained closed loop systems and periodically modifies the signal timing based on current volumes to maintain operational efficiency. The optimization of the traffic signal operation included the following:

- Expansion of the existing closed loop coordination system on Route 25 to include all intersections from Spring Hill Road to Route 59 (Easton Road)
- Combination of the two existing closed loop coordination systems along Route 111 into one system
- Optimization of the study area intersection splits within existing minimums
- Optimization of the network offsets

A summary of the expected traffic operations with the signal optimization is provided in Figure 3-7 on the following page and Tables 3-6 through 3-9 in Appendix B. Figure 3-7 summarizes the overall signalized intersection LOS and unsignalized intersection approach LOS on the study area map with the LOS color coded by letter. Within Tables 3-6 through 3-9, intersections, approaches, and/or movements with significant delays (LOS E) and failing operations (LOS F) have been highlighted yellow and red, respectively. Capacity analysis worksheets for the 2040 Background-Optimized traffic network are included in Appendix L.

The traffic signal optimization mitigates some of the delay caused by the additional background traffic growth. Overall intersection LOS at select intersections during certain peak periods is improved to acceptable levels. However, many remain at failing LOS E and F conditions. Several intersection approaches continue to operate at failing levels with queues well beyond available storage and extending up to and beyond adjacent intersections.


ID | Intersection
1 | Route 111 at Century Plaza
2 | Route 111 at Cross Hill Road
3 | Route 111 at Monroe & Comaro Plazas
4 | Route 111 at Elm Street
5 | Route 111 at Village Plaza & McDonald's
6 | Route 111 at Monroe Elementary School North Driveway
7 | Route 111 at Monroe Elementary School Middle Driveway
8 | Route 111 at Monroe Elementary School South Driveway
N
25
111
59
Easton Road
Pepper Street
Jeanette Street
Cross Hill Road
Elm Street
MONROE
Old Newtown Road
Main Street
Cutlers Farm Road
Purdy Hill Road
Judd Road
EASTON
Spring Hill Road
SHELTON
Monroe Turnpike
Tashua Road
TRUMBULL
Main Street
Henry Mucci Highway
WB: A A A
SBL: A A B
B C C
B B C
D E F
C B B
NBL: B A -
WBTL: F F -
WBR: B D -
SBL: A B -
EBL: F F -
EBR: D C -
E F F
NBL: B A -
EB: F F -
C C C
A A A
EBL: A A A
SB: B C B
B D C
NBL: B A A
EB: A C F
A C A
B C C
A B A
EBR: C C C
NBL: C E C
EBL: F F F
EBR: C D C
F F F
E F F
D F E
E C F
F F F
D F F
D F F
E F F
WB: F F F
SBL: A C B
A B B
ID | Intersection
19 | Route 25 at Tashua Road
20 | Route 25 at Spring Hill Road
21 | Route 25 at Victoria Drive
22 | Route 25 at Judd Hill Road & Purdy Hill Road
23 | Route 25 at Brook Street
24 | Route 25 at Green Street
25 | Route 25 at Route 59
26 | Spring Hill Road at Cutler's Farm Road
27 | Purdy Hill Road at Cutler's Farm Road
28 | Route 25 at Pond View & Duchess Driveways
ID | Intersection
9 | Route 111 at Purdy Hill Road
10 | Route 111 at Spring Hill Road
11 | Route 111 at Technology Drive & Corporate Drive
12 | Route 111 at Trefoil Drive & Home Depot
13 | Route 111 at United Healthcare
14 | Route 111 at Tennis Club Driveway
15 | Route 111 at Woodland Hills Driveway
16 | Route 111 at Trefoil Plaza
17 | Route 111 at Old Mine Road
18 | Route 25 at Route 111
Level of Service (LOS) Key
Delay (Seconds/Vehicle)
LOS | Signalized | Unsignalized
A | ≤10 | ≤10
B | > 10 and ≤20 | > 10 and ≤15
C | > 20 and ≤35 | > 15 and ≤25
D | > 35 and ≤55 | > 25 and ≤35
E | > 55 and ≤80 | > 35 and ≤50
F | > 80 | > 50
Tighe&Bond
Engineers | Environmental Specialists
LEGEND
Study Area
Study Area State Route
Study Area Local Road
State Route
Local Road
1 Intersection ID Number
AM PM SAT Signalized LOS
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1 " = 3,000 '
Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut
August 2017
2040 BACKGROUND-OPTIMIZED TRAFFIC OPERATIONS
FIGURE 3-7
V:\Projects\C\C1106\MXDs\LOS_BackgroundOptimized.mxd
C-1106

3.4 Future Traffic Forecast

In order to forecast additional traffic associated with the additional potential development and redevelopment that may occur along the corridor within the study time horizon, the study team conducted an analysis of the existing parcels available for development and parcels subject to redevelopment. This review identified available parcels and underutilized parcels, existing adjacent land uses, and potential for zoning changes based on discussions with the Towns and METROCOG staff.

Following the identification of potential development locations, a screening process was conducted to identify the areas most likely to develop and that would generate a material increase to future traffic volumes on the study area roadways. Approved developments and other locations that were determined to be included in the CTDOT model projections (Background Traffic Volumes), parcels unlikely to develop, small sites, or sites that would generate negligible additional future traffic based on the type of development were screened out of the future development projections. The development review resulted in the identification the following five major potential development areas along with the potential development land uses:

Area 1 Route 25 South: Large scale shopping center - mixed-use and light industrial development

Area 2 Route 25 Middle: Small scale standalone retail and shopping center development

Area 3 Route 25 North: Small scale standalone retail and commercial development

Area 4 Route 111 South: Medium to large scale shopping center - medical office and light industrial development

Area 5 Route 111 North: Small to medium scale standalone retail and shopping center development

These potential development areas are shown in Figure 3-8 in Appendix A. Area 1 has the highest potential for future development with significant available, developable land capable of supporting large shopping center, mixed-use, and light industrial developments. Areas 3 and 5 on the north ends of the Route 25 and 111 corridors, respectively, are expected to see less significant additional development within the study horizon.

Based on the potential development plan outlined above, potential site generated traffic was estimated for each development area based on the future development potential and uses. This potential development site generated traffic was assigned to the roadway system at the likely point of connection and distributed to the roadway network based on the regional traffic distribution shown in Figure 3-9 and added to the 2040 Background Traffic Volumes to generate the 2040 Future Traffic Volumes shown in Figures 3-10 through 3-14. Figures 3-9 through 3-14 can all be found in Appendix A.

3.5 2040 Future Traffic Operations

Similar to the Background-Optimized Conditions, the Future Condition analyses were conducted utilizing an optimized traffic network where the lane geometry remained unchanged, but traffic signal timings, including the coordination along the corridors, were optimized. Figure 3-15 on the following page and Tables 3-10 through 3-13 in Appendix B summarize the expected traffic operations of the corridor in each of the peak periods. Figure 3-15 summarizes the overall signalized intersection LOS and unsignalized intersection approach LOS on the study area map with LOS color coded by letter. Within Tables 3-10 through 3-13, intersections, approaches, and/or movements with significant delays (LOS E) and failing operations (LOS F) have been highlighted yellow and red, respectively. Capacity analysis worksheets for the 2040 Future traffic operations are included in Appendix M.

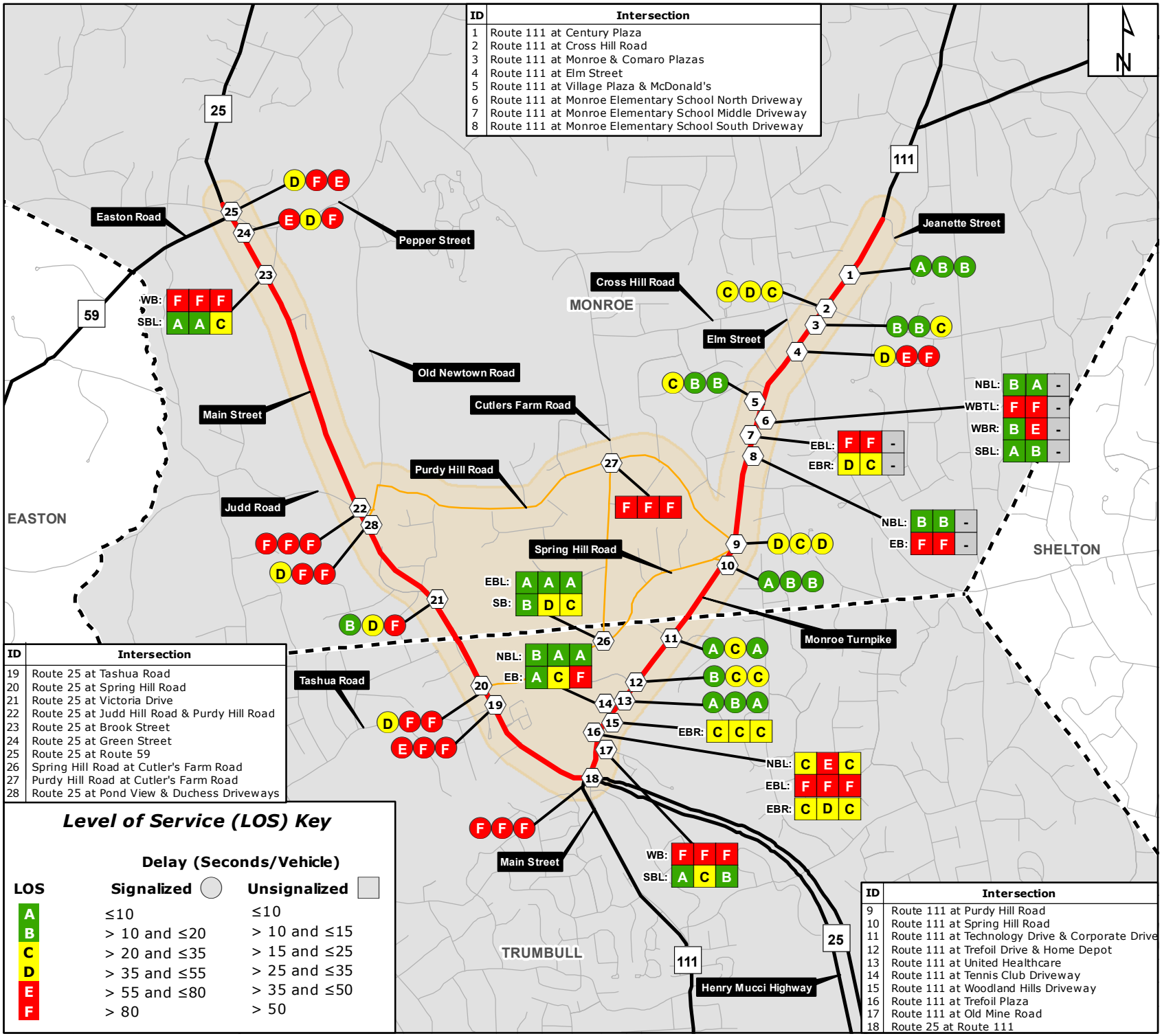
The additional traffic volume from the future potential development and redevelopment results in further degradation of traffic operations from the 2040 Background conditions. Additional intersection approaches deteriorate to failing operations and approaches with failing operations in the Background Condition experience significant increases in delays and queues as a result of the additional traffic. Similar to the 2040 Background and 2040 Background-Optimized conditions, delays on Route 25 are extensive and areas of Route 111 experience overall failing operations at several intersections and on several intersection approaches during select peak hours.

3.6 Future Areas of Concern

As identified in the traffic analyses, the poor traffic operations that were identified under the assessment of existing conditions become significantly worse under future travel demand. The study roadways exhibit extensive poor traffic operations along both the Route 25 and 111 corridors due to the amount of background traffic growth projected within the 20-year study horizon. The areas outlined below will be the focus of efforts to plan roadway improvements to accommodate projected travel demand on both corridors.

Route 25 Corridor

- **Route 25 at Route 111 -** Overall LOS F operation and LOS E/F operation on all approaches during all peak hours
- **Route 25 at Tashua Road and Spring Hill Road –** Overall LOS F operation in all peak hours with significant delays for Route 25 through vehicles and LOS E operation on Spring Hill Road during the weekday afternoon and Saturday peaks
- **Route 25 at Victoria Drive –** Overall LOS F operation in all peak hours with significant delays for Route 25 northbound and southbound vehicles and LOS E/F operation for Victoria drive in the weekday afternoon and Saturday peaks
- **Route 25 at Judd Road/Purdy Hill Road –** Overall LOS F operation in all peak hours and LOS E/F operation on all approaches
- **Route 25 at Green Street –** Overall LOS E/F operation in all peak hours with significant delays for Route 25 northbound and southbound vehicles
- **Route 25 at Route 59 -** Overall LOS F operation and LOS E/F operation on all approaches during all peak hours


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1 | Route 111 at Century Plaza
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3 | Route 111 at Monroe & Comaro Plazas
4 | Route 111 at Elm Street
5 | Route 111 at Village Plaza & McDonald's
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7 | Route 111 at Monroe Elementary School Middle Driveway
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Pepper Street
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Elm Street
Old Newtown Road
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Cutlers Farm Road
Purdy Hill Road
Judd Road
EASTON
Spring Hill Road
SHELTON
Monroe Turnpike
Tashua Road
TRUMBULL
Main Street
Henry Mucci Highway
WB: F F F
SBL: A A C
NBL: B A -
WBTL: F F -
WBR: B E -
SBL: A B -
EBL: F F -
EBR: D C -
NBL: B B -
EB: F F -
EBL: A A A
SB: B D C
NBL: B A A
EB: A C F
EBR: C C C
NBL: C E C
EBL: F F F
EBR: C D C
WB: F F F
SBL: A C B
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21 | Route 25 at Victoria Drive
22 | Route 25 at Judd Hill Road & Purdy Hill Road
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24 | Route 25 at Green Street
25 | Route 25 at Route 59
26 | Spring Hill Road at Cutler's Farm Road
27 | Purdy Hill Road at Cutler's Farm Road
28 | Route 25 at Pond View & Duchess Driveways
ID | Intersection
9 | Route 111 at Purdy Hill Road
10 | Route 111 at Spring Hill Road
11 | Route 111 at Technology Drive & Corporate Drive
12 | Route 111 at Trefoil Drive & Home Depot
13 | Route 111 at United Healthcare
14 | Route 111 at Tennis Club Driveway
15 | Route 111 at Woodland Hills Driveway
16 | Route 111 at Trefoil Plaza
17 | Route 111 at Old Mine Road
18 | Route 25 at Route 111
Level of Service (LOS) Key
Delay (Seconds/Vehicle)
LOS | Signalized | Unsignalized
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B | > 10 and ≤20 | > 10 and ≤15
C | > 20 and ≤35 | > 15 and ≤25
D | > 35 and ≤55 | > 25 and ≤35
E | > 55 and ≤80 | > 35 and ≤50
F | > 80 | > 50
Tighe&Bond
Engineers | Environmental Specialists
LEGEND
Study Area
Study Area State Route
Study Area Local Road
State Route
Local Road
Intersection ID Number
AM PM SAT Signalized LOS
AM PM SAT Unsignalized LOS
0 1,500 3,000
Feet
1 " = 3,000 '
Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut
August 2017
2040 FUTURE TRAFFIC OPERATIONS
FIGURE 3-15
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C-1106

Route 111 Corridor

- **Route 25 at Route 111 -** Overall LOS F operation and LOS E/F operation on all approaches during all peak hours
- **Route 111 at Trefoil Drive/Home Depot Driveway –** LOS E/F operation on the Route 111 northbound and southbound left turn approaches and the Home Depot approach during select peak hours
- **Route 111 at Technology Drive/Corporate Drive –** LOS F operation on the Corporate Drive approach during the afternoon peak hour
- **Route 111 at Purdy Hill Road –** Overall LOS E operation in the morning peak hour and LOS F operation for Purdy Hill left turning traffic during all peak hours
- **Route 111 at Village Square/McDonald's Driveway –** LOS E operation for through and left turning vehicles from Village Plaza during the weekday afternoon and Saturday peak hours
- **Route 111 at Elm Street –** Overall LOS E and F operation in the weekday afternoon and Saturday peak hours, respectively, with LOS E/F on the Elm Street approaches during all peak hours
- **Route 111 at Monroe/Comaro Plaza Driveways -** LOS E operation for through and left turning vehicles from Comaro Plaza during the weekday afternoon and Saturday peak hours
- **Route 111 at Cross Hill Road –** LOS E operation for Cross Hill Road eastbound left turning vehicles in the weekday afternoon and Saturday peak hours and LOS F operation for Route 111 southbound left turning traffic in the weekday afternoon peak hour
- **Unsignalized Intersections along Route 111**
    - LOS F operation for vehicles exiting Old Mine Road and Trefoil Plaza during all peak hours and for vehicles exiting the Tennis Club of Trumbull driveway during the Saturday peak hour
    - LOS F operation for vehicles exiting the Monroe Elementary School south driveway and the Center One Eleven driveway during the weekday morning and afternoon peak hours

Cut-Through Routes

- **Purdy Hill Road at Cutler's Farm Road –** Overall LOS E/F operation in all peak hours with LOS F operations on select approaches during select peak hours

In addition to the impact from the significant traffic volume projected in background conditions, additional future potential development and redevelopment will exacerbate background capacity issues. As mentioned, the Future traffic volume projections and analyses are provided to allow the Towns to understand the impact of significant, additional future development above the traffic volume increases already included in the Background projections. These future analyses will allow the Towns to guide the planning of future improvement projects in addition to the recommended roadway improvement plan generated by the Route 25/111 study when these potential longer-term developments come closer to fruition.

Section 4
Recommendations

This section details the study recommendations for transportation system improvements and enhancements. The recommendations address both existing issues and those resulting from the forecasted travel demand and potential development growth that is expected to occur in the Towns of Monroe and Trumbull as well as the surrounding region by the year 2040. The recommendations were developed cooperatively with the Technical and Community Advisory Committees, CTDOT, and METROCOG and were refined through a public engagement process to address the goals and objectives outlined in the Study Mission Statement.

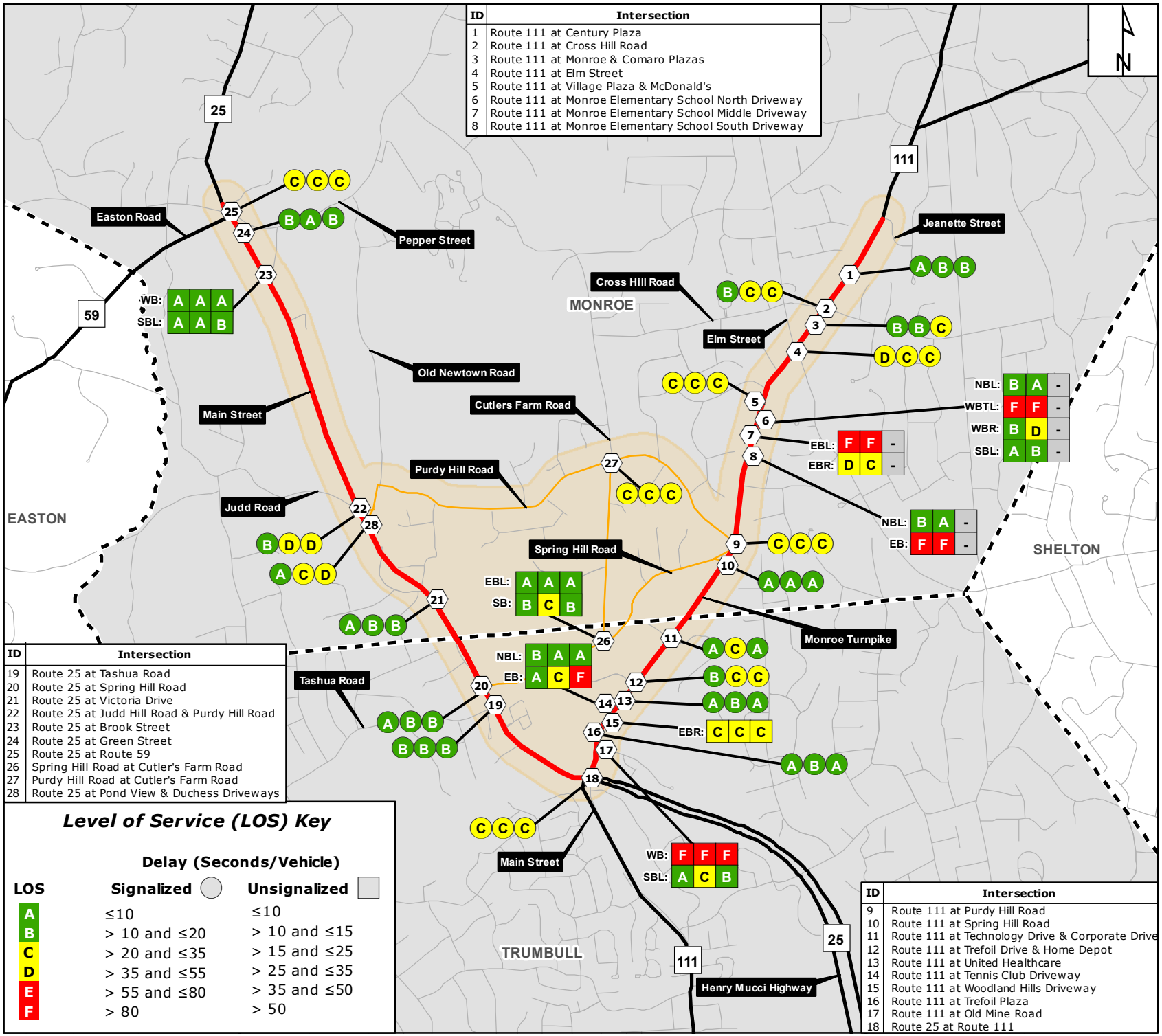
The proposed improvements on Route 25 are predominately corridor wide operational improvements that can be implemented through a phased approach whereas those on Route 111 and the local roadways are generally spot improvements. Additionally, comprehensive multimodal and access management concepts for the network were developed to address existing deficiencies and future transportation needs. All improvements are intended to provide mitigation for current and future areas of concern identified in Section 3.6 and address future traffic growth, improve safety, increase accessibility, and promote alternative modes of travel. The recommendations are presented by location from south to north along the Route 25 and 111 corridors. Although many of the recommendations address transportation issues related to motor vehicles, a series of alternative mode enhancement recommendations were developed to address pedestrian, transit, cyclist, and recreational usage of the transportation system.

The development and refinement of the preferred improvements was guided by the Towns of Monroe and Trumbull as well as METROCOG's desire to identify implementable solutions that adequately meet study goals by addressing both the existing deficiencies and potential future operational issues identified and described in the previous sections of this report.

4.1 Summary of Recommendations

The following sections present the recommended improvements for the areas of concern. The sections include a description of the improvement, illustrations of the concepts, renderings and roadway cross-sections, as well as a summary of the expected traffic operations following implementation of the improvements when compared to the no-build 2040 background-optimized condition. Concept drawings for each of the recommendations are included in Appendix C.

Figure 4-1 on the following page and Tables 4-1 through 4-4 in Appendix B summarize traffic operations following implementation of the recommendations. Tables 4-5 and 4-6 in Appendix B provide a full summary of the traffic operations for each of the scenarios analyzed for comparison purposes. Capacity analysis worksheets for the 2040 Improved traffic operations are included in Appendix N.


ID | Intersection
1 | Route 111 at Century Plaza
2 | Route 111 at Cross Hill Road
3 | Route 111 at Monroe & Comaro Plazas
4 | Route 111 at Elm Street
5 | Route 111 at Village Plaza & McDonald's
6 | Route 111 at Monroe Elementary School North Driveway
7 | Route 111 at Monroe Elementary School Middle Driveway
8 | Route 111 at Monroe Elementary School South Driveway
N
25
111
59
Easton Road
Pepper Street
Jeanette Street
Cross Hill Road
MONROE
Elm Street
Old Newtown Road
Main Street
Cutlers Farm Road
Purdy Hill Road
Judd Road
EASTON
Spring Hill Road
SHELTON
Monroe Turnpike
Tashua Road
TRUMBULL
Main Street
Henry Mucci Highway
WB: A A A
SBL: A A B
NBL: B A -
WBTL: F F -
WBR: B D -
SBL: A B -
EBL: F F -
EBR: D C -
NBL: B A -
EB: F F -
EBL: A A A
SB: B C B
NBL: B A A
EB: A C F
EBR: C C C
WB: F F F
SBL: A C B
ID | Intersection
19 | Route 25 at Tashua Road
20 | Route 25 at Spring Hill Road
21 | Route 25 at Victoria Drive
22 | Route 25 at Judd Hill Road & Purdy Hill Road
23 | Route 25 at Brook Street
24 | Route 25 at Green Street
25 | Route 25 at Route 59
26 | Spring Hill Road at Cutler's Farm Road
27 | Purdy Hill Road at Cutler's Farm Road
28 | Route 25 at Pond View & Duchess Driveways
ID | Intersection
9 | Route 111 at Purdy Hill Road
10 | Route 111 at Spring Hill Road
11 | Route 111 at Technology Drive & Corporate Drive
12 | Route 111 at Trefoil Drive & Home Depot
13 | Route 111 at United Healthcare
14 | Route 111 at Tennis Club Driveway
15 | Route 111 at Woodland Hills Driveway
16 | Route 111 at Trefoil Plaza
17 | Route 111 at Old Mine Road
18 | Route 25 at Route 111
Level of Service (LOS) Key
Delay (Seconds/Vehicle)
LOS | Signalized | Unsignalized
A | ≤10 | ≤10
B | > 10 and ≤20 | > 10 and ≤15
C | > 20 and ≤35 | > 15 and ≤25
D | > 35 and ≤55 | > 25 and ≤35
E | > 55 and ≤80 | > 35 and ≤50
F | > 80 | > 50
Tighe&Bond
Engineers | Environmental Specialists
LEGEND
Study Area
Study Area State Route
Study Area Local Road
State Route
Local Road
Intersection ID Number
AM PM SAT Signalized LOS
AM PM SAT Unsignalized LOS
0 1,500 3,000
Feet
1 " = 3,000 '
Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut
May 2018
2040 IMPROVED TRAFFIC OPERATIONS
FIGURE 4-1
V:\Projects\C\C1106\MXDs\LOS_Improved.mxd
C-1106

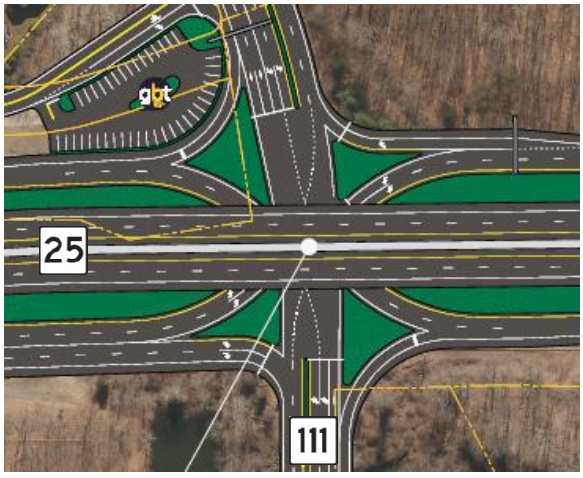
4.1.1 Route 25 at Route 111: Plans 1 and 2

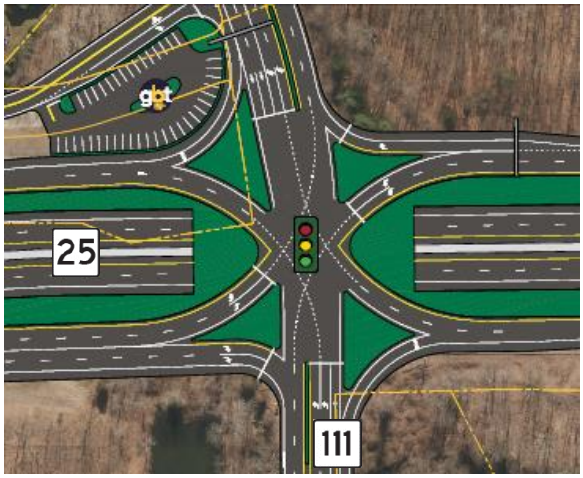
Plans 1 & 2 present improvements alternative for the Route 25 at Route 111 intersection to address congestion and traffic safety concerns. The intersection experienced the highest number of collisions within the study area, 156 in a 6-year period, and the heavy existing traffic volume and future traffic projections are expected to exacerbate both existing traffic congestion and safety issues. Numerous traditional and non-traditional improvements were assessed and two are presented as potential options to mitigate existing and future deficiencies. Plans 1 and 2 are not traditional solutions, although both have been constructed in the northeast and provide sufficient capacity to accommodate future traffic projections. The following sections discuss the concepts in more detail.

Quadrant Roadway – Plan 1: This concept presents a new quadrant roadway southwest of the intersection connecting to Route 25 and Route 111 approximately 500 feet from the physical Route 25 and Route 111 intersection. Under a Quadrant Roadway, left turn movements are prohibited at the physical Route 25 and Route 111 intersection as these connections are accommodated by the quadrant roadway. The removal of the left turns from the Route 25 and 111 intersection and the additional capacity provided by the adjacent coordinated intersections with the quadrant roadway provide improved operations when compared to standard widening or a grade separated diamond interchange. The quadrant roadway concept either replaces left turn movements with free-flowing right turns that do not incur any delay or relocates left turns to the adjacent intersections that have more capacity as there are fewer conflicting movements. The concept also improves safety with safer right turns replacing existing left turns. The quadrant roadway is more pedestrian friendly given the smaller physical intersection area needed to accommodate the traffic movements. Due to the fact that a quadrant intersection concept is an uncommon operational configuration in the northeast, there are concerns with driver expectancy as all left turn movements must use the quadrant roadway with a longer travel distance and multiple turns as opposed to the single left turn at the main intersection. As shown on the concept, significant directional signage will be required to direct vehicles into the appropriate lanes and movements in advance of the physical intersection. The concept plan contains a link to a video showing the proposed operations of a quadrant roadway concept courtesy of the Virginia Department of Transportation.



Single Point Urban Interchange – Plan 2: This concept presents a single point urban interchange (SPUI): an interchange configuration that provides significant capacity for intersections between major roadways with high volumes of turns. As shown on the concept, Route 25 will be grade-separated and travel over Route 111. The ramps between the two routes will be controlled by a single intersection, or single point, located under the overpass. The SPUI increases capacity by allowing left turn movements between the routes to be completed in a single movement as opposed to passing through two signalized intersections as is typically found in a conventional interchange configuration. The concept plan provides a link to a video showing the proposed operations of a SPUI courtesy of HNTB. The analyses show that the SPUI accommodates traffic projections as well as provides excess capacity to accommodate additional traffic growth in the future. The concept also improves safety at the intersection by significantly reducing the number of conflict points between vehicles. Finally, drivers in the area are familiar with SPUI operations as one is in operation on Route 111 approximately 4 miles south of the study area at the intersection with the Merritt Parkway. Should a SPUI be constructed, the existing commuter lot southeast of the current intersection will have to be reconfigured with reduced capacity. The new configuration should be based on the lot's usage as well as the ability of surrounding commuter lots to absorb additional vehicles. Historic commuter lot count data provided by METROCOG from 2006 to 2015 is shown on Figure 4-2 in Appendix A and in Table 4-7 in Appendix B.





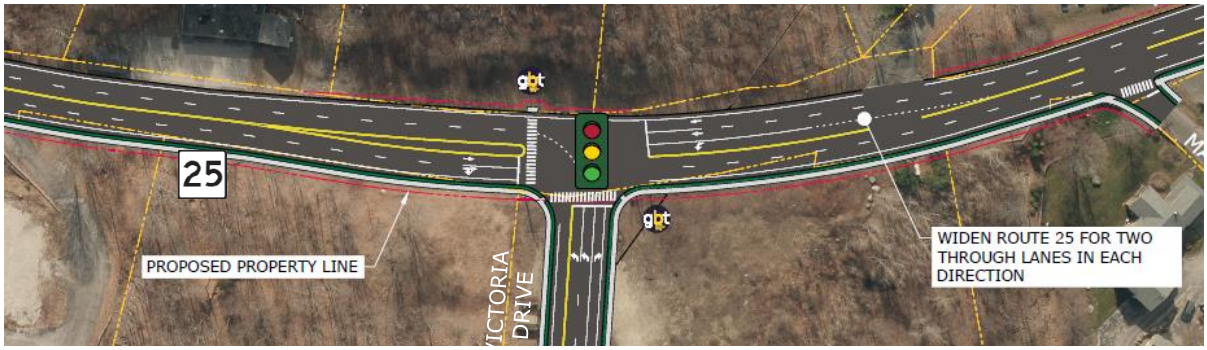
4.1.2 Route 25 Corridor: Plans 3 through 13

The Route 25 corridor serves as a major commuter route for regional traffic as well as a commercial destination for area residents. It carries high traffic volumes and experiences moderate congestion under existing conditions. The potential for significant development along the corridor exacerbates these issues and leads to significant congestion in the future. Due to the high travel demand, the recommended improvement proposes to widen Route 25 to a four-lane cross-section with supplemental turn lanes at major intersections to accommodate the expected traffic growth. The widening starts to the south (Plan 3), connecting to the Route 25 and Route 111 intersection alternatives, and continues north providing the four-lane cross-section to just south of Stepney Plaza (Plan 9) where the adjacent wetlands limit the ability to widen the roadway. Between Stepney Plaza and Brook Street (Plans 10 and 11), the corridor remains as existing with a single travel lane in each direction with wide shoulders. North of Brook Street (Plan 12), the roadway is widened to the four-lane cross section through the end of the study area, past the Route 59 intersection (Plan 13). The concepts also present the bicycle, pedestrian, and transit accommodation improvements envisioned along the corridor. The Route 25 corridor includes the following four key areas where significant improvements are required to accommodate the forecast travel demand and economic development:

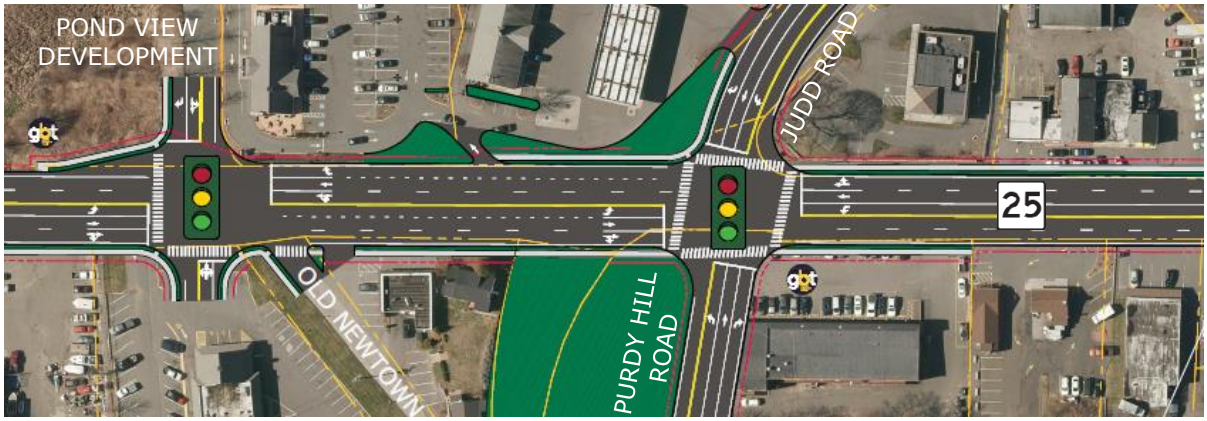
Tashua Road and Spring Hill Road Area – Plan 4: This concept widens Route 25 to four-lanes while maintaining the Route 25 exclusive left turn lanes at both intersections and the two-lane approaches on Tashua Road and Spring Hill Road. The concept relocates the existing commercial driveway 125 feet to the south opposite Tashua Road to consolidate turning movements and provide signalization for the driveway approach. The concept accommodates projected traffic volumes, although the close spacing of the intersections does limit the efficiency of Route 25 through movements. However, this is mitigated by the additional through capacity. Options to realign the closely spaced roadways to a single intersection were evaluated, but not pursued due to the significant property impacts.



Victoria Drive - Plan 6: Victoria Drive provides access to a significant development area that is expected to be constructed within the study time horizon. If retail development of the area occurs, an additional Route 25 northbound through lane at minimum is anticipated to be necessary Plan 6 presents this widening with to a four-lane cross-section of Route 25 along with widening Victoria Drive to provide two exclusive left turn lanes and a right turn lane.



Judd Road and Purdy Hill Road – Plan 8: Judd Road and Purdy Hill Road serve as major collector and cut-through routes between the Route 25 and 111 corridors and other regional routes. The high travel demand accessing Route 25 at this location, combined with heavy commuter traffic on Route 25 and the skew of the intersection, causes congestion and safety issues. In addition, this area includes the Pond View development which is expected to be constructed within the study time horizon. If retail development of the area occurs, an additional Route 25 northbound through lane at minimum is anticipated to be necessary along with a potential signalized intersection controlling access to Pond View across from a relocated Duchess driveway approximately 400 feet south of the Judd and Purdy Hill intersection. Plan 8 accommodates the additional traffic demand by providing the four-lane cross-section on Route 25 with exclusive left turn lanes to Judd Road and Purdy Hill Road and three lanes exiting Judd Road and Purdy Hill Road for exclusive left, through, and right turn lanes. The concept also proposes realigning Judd Road and Purdy Hill Road to a more perpendicular alignment allowing for safer turning movements, more efficient turning operations, and provides additional storage space between the intersection and the potential signalized intersection for the Pond View and relocated Duchess driveways. Potential improvements at this location will result in significant commercial property impacts along the east side of Route 25 in addition to smaller property impacts along the side streets and west side of Route 25 to accommodate the required roadway width and pedestrian facilities.



Green Street and Route 59 – Plan 13: Similar to Judd Road and Purdy Hill Road, Green Street and Route 59 are major collector roadways that carry significant commuter and retail traffic. The concept improvements in this area (Plan 13) accommodate the projected traffic with the widening of Route 25 to the four-lane cross-section, adding a double left turn lane from Route 25 northbound to Route 59, and maintaining the existing turn lanes to and from the side streets aside from the right turn lane from Route 25 northbound to Green Street. The concept also incorporates recently constructed improvements on Route 111 north of Route 59 for the Cumberland Farms and Cross Road Center developments and aligns with the lane arrangements at the adjacent Clock Tower Plaza intersection which will enable signal and lane use modifications at this intersection to address southbound capacity issues experienced north of the study area. See Section 4.1.9 for details on the anticipated scope of improvements required to mitigate congestion at Clock Tower Plaza as well as for other locations not included in the study area.



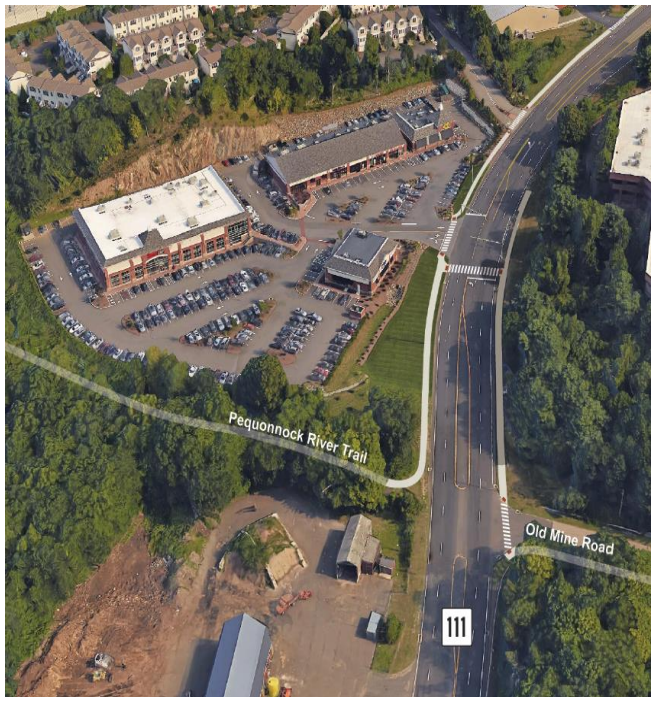
4.1.3 Route 111 at Old Mine Road, Pequonnock River Trail Crossing, Trefoil Plaza, & Woodland Hills: Plans 14 and 15

The southern portion of Route 111, approaching Route 25, is characterized by high travel speeds and associated traffic operation and safety concerns with the Pequonnock River Trail crossing and unsignalized intersections with side street and development driveways.

Pequonnock River Trail Crossing – Plan 14: This plan presents improvements to mitigate the safety concerns at the existing trail crossing at Old Mine Road. The concept fully mitigates the trail crossing concern by relocating the trail off-road to a tunnel under the Route 111 bridge over the Pequonnock River and removing the Route 111 crossing. It is envisioned that the trail can be relocated concurrently with the implementation of improvements associated with the Route 25 and Route 111 intersection (Plan 1 or 2) that will require modifications to the bridge. However, the bridge modifications to provide the additional tunnel bay for the trail by adding a fourth box culvert to convey the trail under Route 111 can be considered separately as funding allows.



Trefoil Plaza & Woodland Hills – Plan 15: This plan presents improvements to the Trefoil Plaza and Woodland Hills driveways which currently intersect Route 111 at unsignalized intersections. As shown on the concept, the Trefoil Plaza driveway would be signalized to accommodate safer turning movements in and out of the busy development. In addition, if the Pequonnock River Trail crossing illustrated in Plan 14 is not yet constructed, this concept shows the ability to relocate the trail north to the new signalized intersection providing trail users with a signalized crossing of Route 111. The concept also includes a Route 111 northbound left turn lane into Woodland Hills and removes the left turn prohibitions to address the illegal and unsafe turning movements observed at the intersection. The Town of Trumbull and METROCOG are currently pursuing a grant under the CTDOT Local Transportation Capital Improvement Program to fund this project.



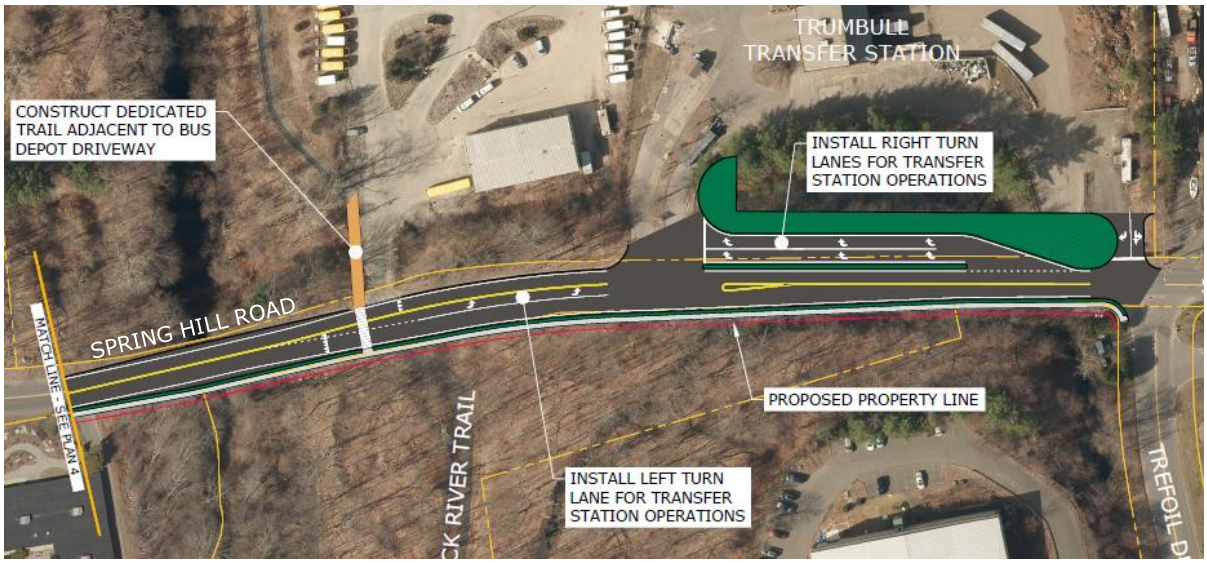
4.1.4 Route 111 Corridor: Plans 16 through 18

The plans 16 through 18 concepts illustrate "spot improvements" along the Route 111 corridor to address capacity and/or safety issues at key intersections. Each of the concepts increase road capacity by providing additional turn lanes at the intersections through restriping the pavement markings and/or minor roadway widening. The concepts also incorporate the bicycle, pedestrian, and transit enhancements at these key intersections along the Route 111 corridor. Further details are shown on the concept plans.



4.1.5 Local Roadway Network Improvements: Plans 19 through 25

Plans 19 through 25 present improvements to address operational and safety concerns on local roadways located within the study area between the Route 25 and Route 111 corridors. Plan 19 includes traffic signalization (when determined to be warranted through an engineering study) of the existing 4-way stop control at the intersection of Cutler's Farm Road and Purdy Hill Road to address expected future traffic operation concerns. Plans 20, 22/23, 24, and 25 modify traffic controls and/or traffic flow to address safety concerns due to sight line issues and skewed geometry or reduce access points to the Route 25 corridor. Finally, Plan 21 focuses on improving operations along Spring Hill Road at the Trumbull Transfer station that cause traffic congestion and safety concerns during the Saturday morning period in particular. Further details are shown on the concept plans.



4.1.6 Bicycle and Pedestrian Accommodations: Plan B&P

While the study area is rural/suburban in character, there is a significant population within walking distance of both Route 25 and Route 111. Additionally, there are multiple businesses, jobs, goods and services, and other destinations such as parks and schools along and adjacent to both corridors. These complimentary uses create demand for alternative modes of transportation such as bicycling and walking. In response, bicycle and pedestrian enhancements are recommended within, and extending beyond, the study area. These following sections summarize the following recommended enhancements, shown on Plan B&P in Appendix C:

- Sidewalk Installation and Extensions
- Crosswalks, Refuge Islands, & Actuated Pedestrian Crossing Signals
- Pequonnock River Trail Improvements
    - Network In-fill & Trailhead/Sidewalk Connections
    - Trail Surface & Drainage
    - Crossing Safety
- Bicycle Safety Enhancements

Sidewalk Installation & Extensions

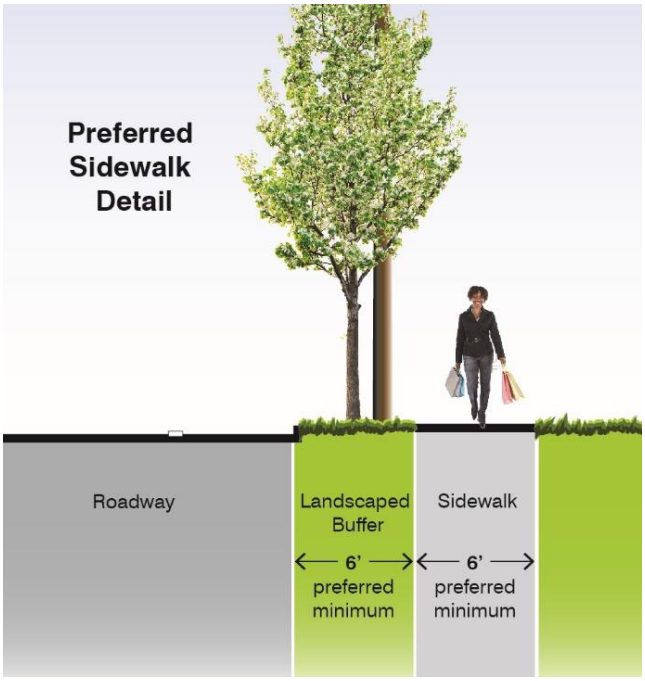
Sidewalks are limited within the study area with most located on Route 111 in Monroe. General trends within transportation planning favor a "complete streets" approach to roadways by providing facilities for all user types. Local residents participating in the project workshops expressed strong support for expanding sidewalk infrastructure in the study area with very few attendees opposing that concept. Looking beyond Trumbull and Monroe, research indicates that sidewalks are generally preferred by residents of communities throughout the U.S. A survey conducted by the Urban Land Institute (ULI) in 2015 supports this statement even though sidewalks are absent from many communities. According to ULI's "American in 2015" report:

> *Despite the desire to be close to amenities, and the fact that walkability is desired by half the country, walking is not a realistic option for many people where they live. More than half of Americans (54 percent) say it is too far to walk to shopping and entertainment in their communities, particularly those in rural areas, where this is true for 80 percent of people...Half of all people believe that their communities need more bike lanes.*
>
> *Just over half of Americans (52 percent) agree that they would like to live in a place where they do not need to use a car very often. Less reliance on a car appeals especially to millennials and renters, almost two-thirds of whom (63 percent and 64 percent, respectively) would prefer to live in this kind of "car-optional" place.*

According to a 2012 study by the Metropolitan Policy Program at Brookings, more walkable places perform better economically. From the study, "Walk this Way: The Economic Promise of Walkable Places in Metropolitan Washington, D.C.:"

> *Based on our sample of places within metropolitan Washington, a neighborhood's walkability score relates positively to several key economic indicators. Higher walkability, as measured by a place's IMI score, is related to higher economic performance, controlling for a place's household income. Specifically, considering the magnitude of influence that walkability has on economic performance, a one-level (or approximately 20 pt) increase in walkability (out of a range of 94 points) translates into a $8.88 value premium in office rents, a $6.92 premium in retail rents, an 80 percent increase in retail sales, a $301.76/square foot premium in residential rents, and a $81.54/square foot premium in residential housing values.*
>
> *While the relationship between walkability and economic performance is continuous (increases in the former relate to increases in the latter), the economic value of walkability is perhaps best illustrated by the impact of moving from one level of walkability, holding housing values constant. For example:*
>
> *Places with higher walkability perform better commercially. A place with good walkability, on*
>
> *average, commands $8.88/sq. ft. per year more in office rents and $6.92/sq. ft. per year higher retail rents, and generates 80 percent more in retail sales as compared to the place with fair walkability, holding household income levels constant.*
>
> *Places with higher walkability have higher housing values. For example, a place with good walkability, on average, commands $301.76 per month more in residential rents and has for-sale residential property values of $81.54/sq. ft. more relative to the place with fair walkability, holding household income levels constant.*

A total of approximately six (6) miles of sidewalks are recommended for the study area. Sidewalks are recommended for at least one side of the roadway for the entire length of Route 111 between Old Mine Road and north of Cross Hill Road. Recommended sidewalks along Route 25 extend from St. Stephen Church to the Judd and Old Newtown Road area. Additional sidewalks are recommended along Route 25 in proximity of the Route 59 and Pepper Street intersection. Sidewalks are also recommended on Spring Hill Road and Trefoil Drive.



Typical Elevation View: Preferred Sidewalk Detail

Sidewalks should be a minimum of 5-feet wide, with a preferred width of 6-feet where space allows. Given the traffic speed and traffic volume on Routes 25 and 111, sidewalks should be offset from the edge of the roadway to the greatest extent possible, preferably 6 feet or more where space allows. This separation removes pedestrians from exposure to large vehicle wind gusts, roadway noise, and water spray from wet payment. The separation area also provides space for snow storage and landscaping when appropriate.

Crosswalks, Refuge Islands, & Actuated Pedestrian Crossing Signals

Crosswalks (that cross a public roadway) within the study area are present at six locations, most of those are located on Route 111 in Monroe. Crosswalk facilities should be expanded as pedestrian infrastructure is expanded in the study area. The recommended locations for new crosswalks, based upon the proposed sidewalk network, include the following locations shown in Plan B&P in Appendix C:

- Route 25 at Tashua Road
- Route 25 at Spring Hill Road
- Route 25 at Victoria Drive
- Route 25 at Maple Drive
- Route 25 at Old Newtown Road
- Route 25 at Judd Road
- Route 25 at Green Street
- Route 25 at Route 59
- Green Street at Pepper Street
- Spring Hill Road
- Route 111 at Trefoil Drive
- Route 111 at Spring Hill Road
- Route 111 at Purdy Hill Road
- Route 111 at Elm Street

These locations would require the installation of crosswalk pavement markings, ADA accessible curb ramps, and pedestrian actuated buttons and signal heads. Additionally, existing crosswalks should be upgraded via construction of curb ramps leading to signal buttons and installation of pedestrian signal heads.

Crosswalk markings and pedestrian crossing signalization may precede longitudinal sidewalk construction in areas where intersections are improved. The potential impact of crosswalk installation is minimal, with pedestrian crossing times at signalized intersection causing a slight delay to traffic and only when signal heads are actuated by pedestrians.

Due to the current traffic volumes and speeds in much of the study area, the location and treatment options of additional crosswalks should be evaluated for durability, visibility and their consistency with the streetscape of the surrounding area. Longitudinal (continental style) crosswalk markings are recommended for use at sidewalk and trail crosswalk locations that have high auto traffic volumes in the study area. These crosswalks provide the best visibility for drivers and pedestrians. This crosswalk marking type is preferred over decorative treatments due to superior visibility and lower maintenance cost on high volume roadways.

The use of decorative pavement markings in lieu of retro-reflective pavement markings should be reserved for low speed areas and are generally most appropriate in a downtown or village center district when combined with complementary streetscape amenities or enhancements. Decorative pavement materials are susceptible to deterioration when exposed to high traffic volumes and high turning movements.



Trail Crosswalk with Longitudinal Markings, Cady Way Trail, Orange County, FL.
Photo Credit: americantrails.org

Pequonnock River Trail Improvements

The Pequonnock River Trail provides an alternative route through the study area for bicyclists and pedestrians. The trail parallels Route 25 and currently extends from Old Mine Park to Maple Drive. The condition of the pathway varies along the route with areas that are unpaved and drainage issues in some locations. Multiple improvements are recommended to make this facility more useable for recreation and a more viable alternative to Route 25 for bicycle and pedestrian transportation trips. These recommendations include:

- Network Completion & Trailhead/Sidewalk Connections – Completion of the Trail Network Previously Planned & New Trailhead/Sidewalk Connections to Local Developments
- Trail Surface & Drainage Improvements – Pavement of unpaved areas, pavement restoration, and drainage modifications
- Crossing Safety Improvements at Route 111 – Options include a tunnel below Route 111 or relocation of the crossing to a signalized intersection.

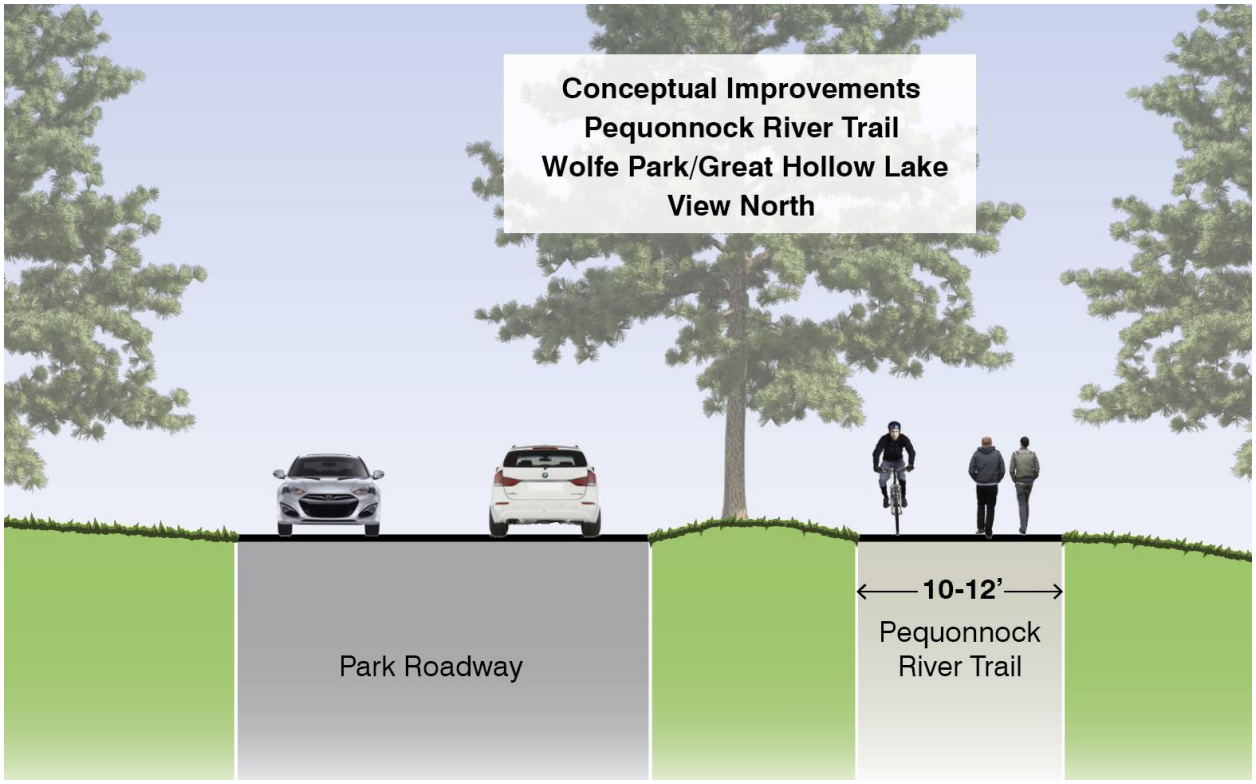
Network Completion & Trailhead/Sidewalk Connections

A major improvement to complete the Pequonnock River Trail system network is the construction of the previously planned, off-roadway trail extension between Maple Drive through Wolfe Park. The connection would provide a continuous off-roadway trail network from the Pequonnock River Valley State Park in southern Trumbull to Wolfe Park and the Housatonic Valley Rail Trail and Great Hollow Lake Pathway to the north into Newtown.

In addition to this extension, trail connections to local developments and Route 25 sidewalks once constructed should be considered wherever feasible by development of existing vacant property and redevelopment of property. As shown in Plan B&P, trailhead connections are recommended to the proposed Route 25 sidewalk in the area of Tashua Road and Victoria Drive along with providing sidewalks along Spring Hill Road to connect the trail to Route 25 at Spring Hill and to Trefoil Corporate Park to the east.

Trail Surface & Drainage Improvements

A bituminous paved trail is recommended for the entire length of the Pequonnock River Trail. The trail should be a minimum of 10 feet to 12 feet wide, although 8 feet is an acceptable width for limited distances in constrained locations. When located adjacent to a roadway, a separation of 6 feet or more between the roadway and trail is preferred. This separation provides a buffer from large vehicle wind gusts, roadway noise, and water spray from wet payment. The buffer area also provides space for snow storage. Drainage improvements including the installation of additional drainage facilities and overland drainage swales should also be considered to ensure that the trail is not adversely affected by storm events. More details are provided in the Green Infrastructure and Landscaping Plan provided in Section 5.2.2.2.



Typical Elevation: Proposed Pequonnock Trail at Wolfe Park

Crossing Safety Improvements at Route 111

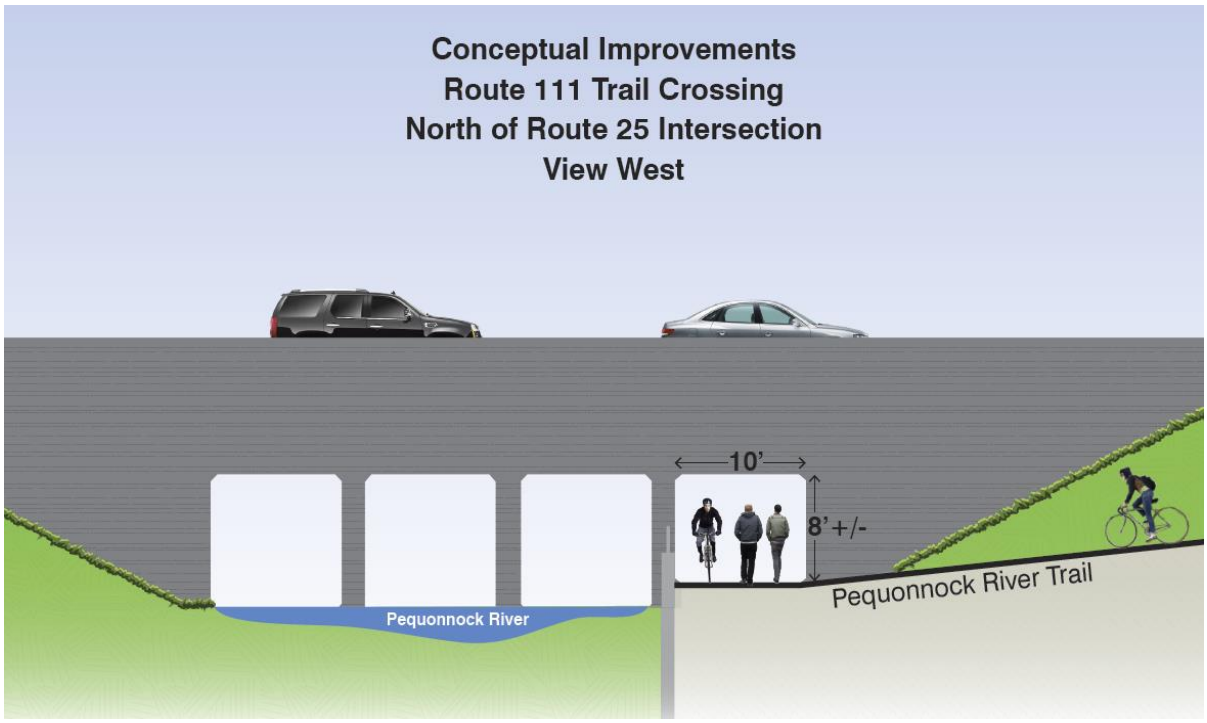
As detailed in Existing Conditions Section 2.9, the Pequonnock River Trail crosses Route 111 via an unsignalized crossing at Old Mine Road within a high volume/high speed segment of Route 111 and there have been several public safety complaints. Two options are included within the project recommendations to eliminate/relocate this crossing to improve the safety for trail users. Plan 14 in Appendix C recommends the relocation of the trail from the unsignalized Old Mine Road intersection to the north as a new signalized intersection at Trefoil Plaza. The traffic signal, proposed for capacity and safety concerns at the Trefoil Plaza driveway (See Section 4.1.3 for more details), would include an exclusive pedestrian phase to facilitate bike/pedestrian movements across Route 111 for trail users. The Town of Trumbull and METROCOG are currently pursuing a grant under the CTDOT Local Transportation Capital Improvement Program to fund this project.

The second option, shown on Plan 15 and referenced in Plan B&P in Appendix C, includes a relocation of the trail to a grade separated tunnel under Route 111. The crossing would require the construction of a tunnel below the existing Route 111 bridge near Old Mine Road. The bridge is currently comprised of three box culvert structures for the passage of water; a fourth box structure could be constructed on the north side of the Pequonnock River to convey the trail under Route 111.

The tunnel will require that the trail be constructed to ADA accessible ramp guidelines on the approaches from either side. Adequate lighting and good visibility will also be critical to ensure security and perceptions of safety. This will require the installation of lighting within and approaching the tunnel and thinning of vegetation so as to open up views of the pathway from Route 111.

According to the American National Standards Institute (ANSI), underpasses require adequate lighting for security purposes. Facial recognition below bridge structures is a primary concern because of the limited options for retreat from a hostile individual. These spaces are often challenged by luminaire mounting restrictions that could create problems by causing obstructions/hazards to pedestrians as well making glare control from the luminaires more difficult. Underpasses or pedestrian tunnels may also have daytime lighting needs. The illuminance recommendations for the pedestrian areas of the underpass are provided in the table below.

The recommended illuminance values vary between 5 and 10 footcandles during the day, and 2 and 4 footcandles during the night (a footcandle is defined by the amount of light received by 1 square foot of a surface that is 1 foot from a point source of light.). Typical light levels range from 1,000 footcandles in full daylight to 0.1 footcandles under a full moon.



Elevation View: Proposed Tunnel Crossing at Route 111



Bicycle and Pedestrian Pathway Tunnel, Dublin, Ohio
Photo credit: American Structure Point Inc.

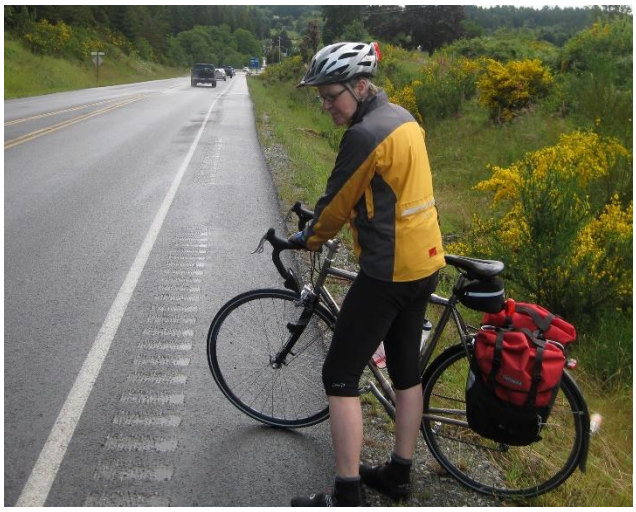
Bicycle Safety Enhancements

Both Route 25 and Route 111 have traffic conditions that are generally unfavorable to bicyclists. High traffic volume and vehicular travel speed makes the roadway an unsuitable environment for most bicyclists. Improvements to the Pequonnock River Trail are intended to provide an alternative north/south route for bicyclists. The inclusion of five-foot wide paved shoulders on all proposed roadway enhancements should also be considered as a means of providing operating space for bicyclists. This type of accommodation will likely only be used by more advanced riders, whether daily commuters or longer distance recreational riders.

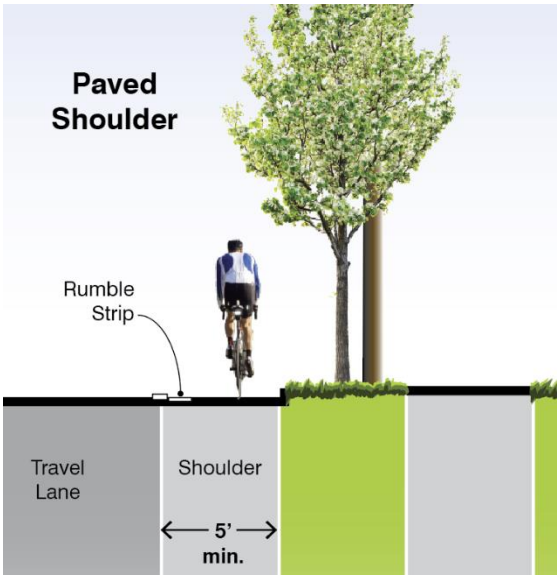
A five-foot wide paved shoulder has limitations which will deter other riders such as: proximity to traffic, wind gusts from large vehicles, lack of physical protection such as curbing, and lack of intersection treatments such as bike pockets and bike boxes. Shoulders could also be coupled with rumble strips as a means of warning drivers who are drifting into the shoulder and warning cyclists of a potential threat. If used, rumble strips should be placed immediately to the right of the travel lane edge pavement marking. Breaks in the rumble strip should be provided at least every fifty feet and should be ten

feet long to allow bicyclists to exit the shoulder without traversing the rumble strip. Rumble strips should not be continued across areas where drainage structures are present within the shoulder area.

Less advanced riders who have a desire, or need, to use Route 25 or Route 111 for trips will likely find sidewalks to be a more attractive alternative. Given the low pedestrian and bicyclist volumes in the study area, the use of sidewalks by bicyclists is unlikely to introduce significant conflict between the user groups. Potential use of sidewalks by bicyclists places more emphasis on the need to develop continuous sidewalks along both Routes 25 and 111. Neither Monroe or Trumbull have municipal ordinances that prohibit the use of sidewalks by bicyclists.



Paved shoulder with rumble strip.
Photo credit: Washington Bikes



Typical Elevation:
Paved Shoulder with Rumble Strip

4.1.7 Transit Enhancements: Plan T

Plan T summarizes recommended improvements to the existing Greater Bridgeport Transit (GBT) service in the area. These recommendations are also shown in more detail on the Route 25 and Route 111 concepts where applicable. As noted on the concept, GBT Routes 14 and 19x has been suspended due to reduced funding and low ridership. These Routes are key to providing service to the Route 111 corridor and should be considered for reactivation as funding and ridership demand supports. The following sections summarize the recommended improvements including:

- Potential Extension of Routes 14 and 19x
- Sidewalks Connecting to Bus Stop Locations
- Relocation of Bus Stop Locations Coordinating with Roadway Improvements
- Installation of New Bus Stop Locations
- Installation of Bus Shelters and Waiting Areas

Potential Extension of Routes 14 and 19x

GBT should consider extending Route 19x and Route 14 (upon reinstatement of service) to the intersection of Route 111 and Route 110 in Monroe Center. The construction of a roundabout at this intersection allows for a convenient turn-around point for the buses; extension into this area would provide access to Monroe Center including Town Hall and Edith Wheeler Library. The route is only three-quarters of a mile north of the existing turn-around point at Cross Hill Road and will be more convenient as a turn-around given that the existing bus route turns left onto Cross Hill Road and left again onto Elm Street before turning right onto Route 111 to resume its route.

Sidewalks Connecting to Bus Stop Locations

Sidewalk construction is recommended for both Route 25 and Route 111, which would greatly improve pedestrian mobility from all bus stops along those routes. Where sidewalks only serve one side of the roadway, crosswalks are recommended at signalized intersections to access bus stops on the opposite side of the roadway. Expansion of the sidewalk network would connect bus stops to residences, places of employment, and goods and services.

Relocation of Bus Stop Locations during Roadway Improvements

Roadway improvements associated with the recommendations of this report will impact eight (8) existing bus stops. This includes bus stops at the following locations:

- Route 59
- Route 25 near Judd Road and Victoria Drive
- The intersection of Routes 25 and 111
- Route 111 at Spring Hill and Purdy Roads

Installation of New Bus Stop Locations

Fifteen (15) new bus stops are recommended along the two study corridors. These new stops replace stops that are impacted by recommended roadway improvements and are intended to provide service to areas along the corridors that are not currently served by stops. Suggested new bus stop locations include:

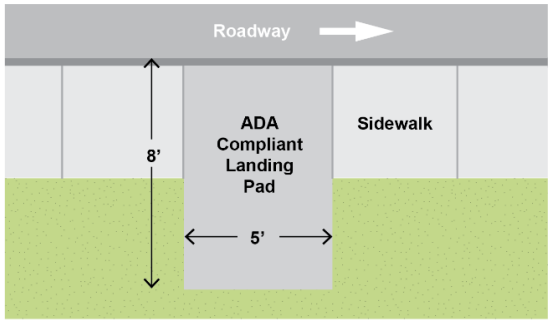
- Route 59
- Route 25 near Judd Road and Victoria Drive
- Spring Hill Road
- The intersection of Routes 25 and 111
- Route 111 at Old Mine Road, Trefoil Drive, Spring Hill and Purdy Roads
- Route 111 at Route 110 (if service is expanded to this area)

Bus Shelters and Waiting Areas

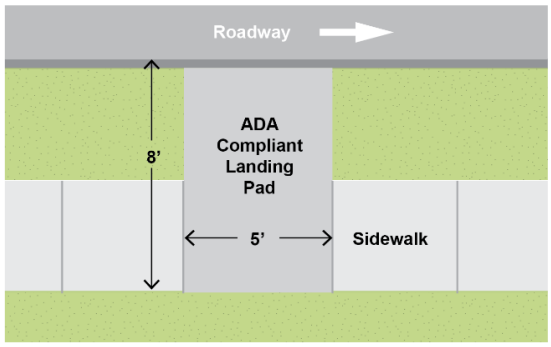
Paved bus waiting areas of sufficient size to accommodate an ADA compliant landing pad (required for operation of wheel chair lifts) are recommended at all bus stop locations. Bus shelters and benches are also recommended where space and sight-lines (shelters should not obstruct critical sight-lines at intersections) permit. Bus shelter designs should be selected in coordination with both towns, to ensure that shelters are architecturally suitable for each community.

The preferred surface for the ADA compliant landing pad is concrete. The pad must be a minimum of 5 feet wide by 8 feet deep without obstruction within that area. When accompanied by a shelter, the landing pad may extend into the shelter, providing there are no obstructions such as shelter posts or benches.

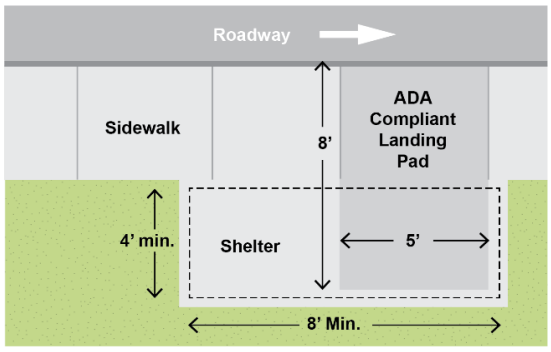
Shelters typically range in depth from a minimum of 4 feet to 6 feet and range in length from 8 feet to 18 feet. Benches are only provided if the shelter is large enough to accommodate without obstructing with the ADA landing pad area if that area falls within the shelter.



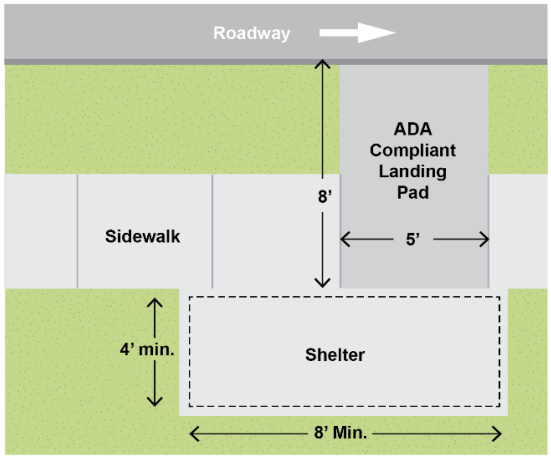
ADA Compliant Bus Landing Pad: Sidewalk Adjacent to Curb



ADA Compliant Bus Landing Pad: Sidewalk Offset from Curb



Bus Shelter and ADA Compliant Bus Landing Pad: Sidewalk Adjacent to Curb



Bus Shelter and ADA Compliant Bus Landing Pad: Sidewalk offset from curb

Bus Shelter and Waiting Area Layout

The installation of shelters and benches will require the establishment of a maintenance agreement between the Towns, CTDOT, and GBT.





Bus Shelter Examples

4.1.8 Plans AM-1 through AM-18: Access Management

Access management is the practice of regulating access to land to facilitate safe and adequate access while preserving safe and efficient traffic flow on the surrounding roadway system. Access management focuses on ensuring the safety of travel and minimizing potential conflict points (locations where vehicles can cross paths) which in turn helps to maintain the smooth flow of traffic along a roadway. Maintaining smooth traffic flow can reduce the need for roadway widening induced by growing congestion.

Access design characteristics of a roadway that directly impact traffic flow and safety include the location, spacing, and design of driveways as well as the location of signals, medians and turn lanes. Planning and regulatory tools that can manage access include the plan of conservation and development, transportation plans, zoning regulations, subdivision regulations, and specific local ordinances adopted to control driveway location and construction.

The following sections summarize the benefits, typical design guidelines, implementation procedures including zoning regulation recommendations and access management guidelines/tools to assist both municipalities to enact access management principles along both Route 25 and Route 111. The final section includes a discussion of specific access management treatments along the existing corridors or for planned developments that can be progressed where possible as development and redevelopment occurs.

Benefits

Access management has the following benefits:

- Ensure that traffic can access land uses safely and efficiently and that traffic generated by local development will not create congestion or induce accidents. Access management can, by limiting the number and location of curb cuts, help ensure that potential conflicts between vehicles and pedestrians can be minimized.
- Can improve or protect the quality of the pedestrian environment. The fewer driveway openings with cars and trucks that a pedestrian needs to navigate along the sidewalk, the safer and more inviting the walking experience will be.
- Can help improve access to local roads which also serves economic development goals.
- Access management can help maintain the safety and capacity of roadways relative to the functions they are expected to serve.

Typical Design Guidelines/Standards

The following are typical design guidelines/standards that might be adopted to facilitate proper access management:

- Driveways should/shall intersect public streets at an angle greater than or equal to 60 degrees
- Corner Lot driveways should/shall be located as far from the intersection of the street lines of the lot as is practical, but a driveway shall not be located within 50 feet of such intersection.
- Access drives should/shall not be located within the functional area of an intersection unless they are incorporated into the intersection operation.
- Driveways serving the same lot should/shall be at least 150 feet apart (measured centerline to centerline), unless they are one-way driveways.
- All curb cuts and/or roadway intersections on opposite sides of the roadway should/shall be aligned directly opposite one another
- Sight Distance – Apply CTDOT Highway Design Manual criteria based on measured travel speed.
- Maximum Driveway Widths:
    - 26-30 (varies by Town) feet maximum driveway width, measured at and parallel to the street line, except for non-residential drives with a raised median divider.
    - 40-44 feet (varies by Town) maximum width of a non-residential driveway with a median divider, measured at and parallel to the street line.
    - *Driveways in excess of the maximum width may be allowed if there is a demonstrated need to accommodate multiple traffic queuing lanes or the turning movements of long-wheelbase vehicles such as tractor-trailers.*

- Minimum Driveway Widths:
    - 20 feet minimum width for two-way non-residential driveways.
    - 12 feet minimum width for one-way non-residential driveways.

Implementation Procedures

The recommended strategy for implementing access management within the study area is to integrate access management design guidelines or standards within the zoning codes of Trumbull and Monroe. This can take the form of an access management overlay zone or can be applied to all zones within the community. Access management provisions can be prescriptive (required by zoning) or can be in the form of guidelines (non-mandatory advisory recommendations).

The Towns of Trumbull and Monroe should consider integrating access management guidelines or standards as recommended above. The Town of Monroe has limited provisions in place via its zoning regulations. These should be expanded to provide additional guidance regarding location of driveways relative to intersections and driveway width. Specific recommendations for the Town of Monroe are as follows:

Town of Monroe Chapter 117 Code of the Town of Monroe Zoning Regulations	**Recommended Section Number**	**Recommended Regulations**
New Recommended Section: § 6.1.18. Access Management.	A.	All curb cuts and/or roadway intersections on opposite sides of the roadway should be aligned directly opposite one another.
	B.	Maximum Driveway Widths: 26 feet maximum driveway width, measured at and parallel to the street line, except for non-residential drives with a raised median divider. 40 feet maximum width of a non-residential driveway with a median divider, measured at and parallel to the street line. *Driveways in excess of the maximum width may be allowed if there is a demonstrated need to accommodate multiple traffic queuing lanes or the turning movements of long-wheelbase vehicles such as tractor-trailers.*
	C.	Minimum Driveway Widths: 20 feet minimum width for two-way non-residential driveways. 12 feet minimum width for one-way non-residential driveways.

The Town of Trumbull has limited regulations regarding site access. The following access standards are recommended for addition to Article IV Garages, Parking Spaces, and Loading Areas.

Town of Trumbull Zoning Regulations	Recommended Section Number	Recommended Regulations
Article IV-Garages, Parking Spaces and Loading Areas	5.	Title: "Site Access Standards"
	5.1	Driveways shall intersect public streets at an angle greater than or equal to 60 degrees.
	5.2	For corner lots, driveways shall be located as far from the intersection of the street lines of the lot as is practical, but a driveway shall not be located within 50 feet of such intersection.
	5.3	Access drives should not be located within the functional area of an intersection.
	5.4	Driveways serving the same lot shall be at least 150 feet apart (measured centerline to centerline), unless they are one-way driveways.
	5.5	All curb cuts and/or roadway intersections on opposite sides of the roadway should be aligned directly opposite one another.
	5.6	Maximum Driveway Widths: 30 feet - maximum driveway width, measured at and parallel to the street line, except for non-residential drives with a raised median divider. 44 feet - maximum width of a non-residential driveway with a median divider, measured at and parallel to the street line. *Driveways in excess of the maximum width may be allowed if there is a demonstrated need to accommodate multiple traffic queuing lanes or the turning movements of long-wheelbase vehicles such as tractor-trailers.*
	5.7	Minimum Driveway Widths: 20 feet minimum width for two-way non-residential driveways. 12 feet minimum width for one-way non-residential driveways.

Access Management Tools

In addition to zoning code provisions, multiple tools can be used to encourage the implementation of access management. This includes:

1. The requirement of a Traffic Impact Analysis and Third Party Review for all proposed developments
2. Addressing non-conforming accessways/driveways
3. The provision of incentives

1. Traffic Impact Analysis and Third Party Review

A Traffic Impact Analysis (TIA) may be required by a planning and zoning commission for new development and redevelopment projects particularly under the following conditions:

- When the access point is on a State road or major arterial
- When the access point could create traffic impacts that affect intersecting state roads or major arterials or their intersections
- Where the access point results in traffic impacts that, based on P&Z review, are considered to be potentially significant enough to warrant a detailed engineering evaluation

A TIA should conform to standard accepted traffic engineering practices and generally include the site driveway(s) and potentially impacted intersections. Standard elements of a TIA should include:

- Existing and future traffic estimation
- Review of crash data and a safety analysis
- Trip generation and distribution analysis
- Capacity analysis (for both site access and adjacent roadway network)
- Engineering design review including sight distance analysis
- Internal site circulation review
- Identification of improvements necessary to accommodate the development
- Coordination preview with Town Engineer, Town Planner or P&Z Administrator, and P&Z Commission.

In cases where a full TIA is not warranted, but some questions arise during the preliminary application review relating to safety and operations potentially resulting from a proposed new driveway or system of access design, the P&Z Commission may elect to require the applicant to prepare an engineering analysis of the proposed access point(s).

The engineering analysis may be 'tiered' to include some, or all, of the elements listed above for the TIA; however, the analysis may be limited to the access point(s) in question and may not take into account the surrounding roadway network. The tiered analysis approach is intended to answer only those questions regarding site access design that require further investigation and to streamline the approval process. The determination of which components of a TIA analysis will be required to be completed will be based on:

- Aspects of site access in question
- Professional judgment of the Town Engineer and Town Planner
- Professionally accepted engineering practices

A Third Party Review of the TIA and other related application materials may also be required for developments in the study area as a means of providing an objective review of a proposed development's impacts with respect to access management and traffic operations.

2. Addressing Nonconforming Accessways/Driveways

The following sample language could be incorporated into zoning regulations to assist with addressing nonconforming accessways and driveways (language provided below that is redundant with other sections of the code should be omitted):

Nonconforming access features are those access points or driveways in existence and lawful at the time of adoption of this section of the zoning regulations, but which would be prohibited, regulated or restricted under the provisions of this section. Such nonconforming access features are considered incompatible with the intent and purposes of this section. It is the intent of these regulations to permit these nonconforming access features to continue until they are removed or until any substantial change to an existing use is approved on the lot where the nonconforming access feature exists. After the effective date of adoption of this section of the zoning regulations, no nonconforming access feature may be moved, extended, or enlarged unless the result will be to bring the access into closer compliance with these Access Management Regulations.

Substantial Change to an Existing Use: The provisions of this section shall apply to any Substantial Change to an Existing Use. The provisions of this section shall also apply to any Change to an Existing Use requiring site plan approval or modification of an existing approved site plan, as defined in Section ___ of these regulations. A substantial change" is one which involves (1) a change in use from residential to any commercial or industrial use, (2) a __% or greater increase in gross floor area or required parking spaces of any non-residential land use, (3) a ___square foot or greater increase in gross floor area, (4) a ___ space or greater increase in the required or provided parking spaces. Notwithstanding the above, the Commission may determine that the character of a Change to an Existing Use will not have an impact on adjacent properties and/or surrounding neighborhood such that this requirement does not apply.

3. Provision of Incentives

Incentives could be used to improve access management. Under an incentive-based policy, an increase in the intensity of a proposed development could be granted by the Planning and Zoning Commission where a development plan complies with all required access management provisions and provides one or more of the following additional benefits to the community:

- Improvement of the Level of Service on existing intersections in the vicinity of the proposed project
- Reduction in the number of existing access points onto a public street, or would result in fewer access points than would otherwise be permitted
- Provides shared access connections between adjoining uses to eliminate or reduce curb cuts and the demand for turning movements onto or from a public street to or from those properties
- Provides shared access in the form of access easements for adjoining properties which are not otherwise required or obtains access through an easement across adjoining property which is not otherwise required.
- Provides expanded pedestrian and transit circulation improvements which enhance the movement of travelers within the site and/or the community

Such density bonuses may include a reduction in parking space requirements, a modification of signage requirements, an increase in floor area ratios, an increase in allowable building coverage, or other similar incentive.

Access Management Plan for Routes 25 and 111

The Access Management Plan (Plans AM-1 through AM-18) illustrates a number of improvements that could establish improved property access, while also enhancing traffic flow, traffic safety, and the quality of the pedestrian environment where sidewalks are present. Specific recommendations include:

- Closure of driveways (where other means of access are present or could be provided)
- Reduction of driveway width
- Establishment of interconnections between adjacent parcels
- Construction of new driveways (to replace driveways that are recommended for closure so as to maintain site access)
- Restriction of driveways to exit or enter only

4.1.9 Other Improvements

In addition to the recommended improvements outlined in the previous sections, there are locations adjacent to the study area that were identified to likely require mitigating improvements due to existing and future congestion. Although capacity analyses were not conducted at these locations, the need for improvements is based on empirical observations of corridor operations and feedback from members of the public. The following improvements should be investigated when planning for adjacent projects or as the need arises from deteriorating traffic operations:

Route 25 at Clock Tower Plaza

The northernmost limit of the Route 25 study area is the intersection with Route 59 (Easton Road). However, issues with congestion extend farther north through the signalized intersection with the Clock Tower Plaza driveway, located approximately 800' north of Route 59. There are existing issues with queueing between the two closely spaced intersections resulting in blocking and lengthy delays. This is likely to be exacerbated by the addition of background traffic growth and future development volumes. Therefore, it is recommended that the existing southbound right turn lane on Route 25 be converted into a shared through-right lane. It is anticipated that the existing driveway and northbound Route 25 configurations will be sufficient to accommodate 2040 traffic volumes. It appears that ROW impacts will be reasonable with minimal impacts on the surrounding properties. This work should be conducted in conjunction with Plans 14 & 15 (Project 4) in order to coordinate the widening of the corridor and address all the operational issues along that segment of Route 25.

Cross Hill Road at Elm Street

The intersection of Cross Hill Road and Elm Street currently operates under all-way stop control. It was observed that issues with traffic congestion exist there today and are expected to worsen over time. Similar to the intersection of Cutler's Farm Road and Purdy Hill Road, this intersection should be monitored for deteriorating operations. The installation of a traffic signal should be considered once volumes meet traffic control signal warrants. Signalization appears to be achievable with minimal impacts to the surrounding properties. Additionally, pedestrian accommodations should be implemented into the signal design in order to facilitate the existing sidewalks, ramps, and painted crosswalks; especially if it is determined that turn lanes will be required.

Section 5
Implementation Plan

The implementation plan identifies and prioritizes recommended improvements that can be planned, programmed, and built as funding becomes available and project need is realized. The implementation plan includes the overall project costs, complexity, and benefit. This section of the report seeks to provide the Towns of Monroe and Trumbull, CTDOT, and METROCOG a menu of projects with guidance for implementation over time based on a series of qualitative and quantitative metrics.

5.1 Transportation Improvement Program

The Transportation Improvement Program (TIP) includes 17 improvement projects that address the roadway network, transit system, and pedestrian and bicycle mobility and safety needs in the study area. The TIP recommends physical roadway improvements and identifies numerous improvements to enhance pedestrian, bicycle, and transit access to the roadway system through construction of new and improved facilities for alternative mode travelers. These alternative transportation mode recommendations are shown on the concept plans (Plans 1 through 25 in Appendix C), where applicable. Additionally, the alternative mode enhancements are shown collectively in Plans B&P and T in Appendix C.

5.1.1 Project Categorization

The TIP classifies projects as small, medium, and large based on project size, complexity, and project cost. The projects are also prioritized as short-term, mid-term, and long-term to represent when implementation of the project is anticipated to be necessary. A short-term project prioritization indicates an immediate need for the project to address an existing deficiency or operational concern. Conversely, a project prioritized as long-term is intended to address an anticipated future issue or need such as operational issues that are expected to occur due to future traffic growth. Table 5.1 provides additional information related to the project type categorization metric utilized in the TIP.

TABLE 5-1

Project Type Characteristics

Project Type	Implementation Time	Complexity	Approximate Project Cost
Small	Less than 3 years	Low	Less than $1 million
Medium	Between 3-6 years	Moderate	$1 million - $2 million
Large	More than 6 years	High	More than $2 million

Implementation time refers to the time frame required to initiate a project, conduct the remaining planning and engineering design work required to prepare the project for construction, and to initiate constructing the improvement assuming that funding for all phases of the project is available. Section 5.2.1 identifies potential funding sources to support the implementation of each project. Implementation time is not intended to indicate the priority or a relative timeframe with respect to the completion of this Study, but rather to provide planners and decision makers with a measurement of the potential total time to implement the improvements from the date of initiation.

The complexity of each project has been established based on the overall effort to plan, design, and construct the improvement. Several metrics were considered in the establishment of each project's relative complexity. Projects are categorized into Low, Moderate, and High Complexity based on the qualitative metrics described in Table 5-2.

TABLE 5-2

Summary of Project Complexity Characteristics

Complexity Level	Project Characteristics
Low Complexity	• Little to no additional planning needed - concept planning sufficient to proceed into design • Design effort is limited and typical • None to minor right of way action • Environmental resource impacts and permitting requirements are very low • Utility impacts are considered minor or not anticipated • Project has broad support by both policymakers and the public
Moderate Complexity	• Additional planning required to define comprehensive project scope • Detailed design effort needed to define construction and impacts • Right of way impacts and acquisitions anticipated • Environmental impacts and permitting expected • Comprehensive environmental documentation under CEPA/NEPA not anticipated • Potential for utility impacts and relocations • Project costs require additional planning to identify funding well in advance of project initiation
High Complexity	• Significant planning still required to define project • Environmental documentation to meet CEPA/NEPA regulations is likely required prior to initiation of the design phase • Detailed design effort following planning is required • Significant right of way actions and acquisitions needed – private ownership coordination • Major environmental impacts, significant State & Federal permitting process, and agency involvement at all levels of government • Major utility relocations and design efforts to coordinate Project costs require additional planning to identify funding well in advance of project initiation

Project costs have been estimated following the guidelines published by the Connecticut Department of Transportation and are presented in 2018 dollars. Project costs may require inflation factors looking out into the future to determine actual funding needs for funding programming. The "Preliminary Cost Estimating Guidelines" provide unit costs and percentage based lump sum costs to facilitate the estimation of project costs at the Preliminary Engineering level of project development. The approximate project costs presented in this Study are limited to the construction item costs and exclude costs related to rights of way actions and environmental remediation and engineering. The estimates include contingency (25%) and incidentals (25%) in the total opinion of probable costs for each project.

5.1.2 Project Prioritization

The priority for each of the recommended improvement projects has been established based on two primary criteria: project necessity and local interest for implementation. Project necessity is based on the urgent need to mitigate an existing deficiency within the overall transportation system. Projects are deemed to have a higher priority when they address an identified safety deficiency, address accessibility, or mitigate a current mobility or operational issue. The project priority categories are defined at Short-Term, Mid-Term, and Long-Term based on the criteria described in Table 5-3.

TABLE 5-3

Summary of Project Need Priority Metrics

Project Priority	Project Characteristics
Short-Term	• Project addresses an urgent safety issue • Project is intended to address an existing operational deficiency • Project addressed a deficiency in accessibility that has been identified as a local concern
Mid-Term	• Project scope provides operational and mobility benefits that are currently an issue, but traffic operations are not poor or failing • Local stakeholders have expressed interest in implementing the improvement to enhance the transportation system
Long-Term	• Project does not address an identified safety concern • Project addresses future travel demand and traffic operations • Project may have mobility, accessibility, or multi-modal benefits

In addition to the priority assigned to the project based on project need, input from the Towns and METROCOG was obtained for each of the projects to determine their relative importance from a local and regional planning and policy perspective. The overall priority presented for each of the projects is predominately based on transportation need. However, in cases where the Towns or METROCOG has indicated that a project is a higher priority to address local interests, adjustments have been made to factor local input into the prioritization process.

5.1.3 Recommended Projects Summary

The following section outlines each of the recommended proposed improvement projects and describes them in terms of the scope of the improvements, project type, priority, estimated project cost, and required development and construction permits (See Section 5.2.2.3 for Additional Permitting and Compliance). It should be noted that some priorities described in this report are subjective and founded in the policies and goals of the Towns, METROCOG, and project stakeholders at the time of implementation. The local and regional priorities should continue to be reviewed and evaluated to determine if changes to the priorities of the recommendations are needed to remain current with local and state trends, policies, and priorities as well as the conditions within the study area.

Project 1 (At-Grade): Route 25 (Main Street) from Route 111 (Monroe Turnpike) to Spring Hill Road Improvements and Relocate Pequonnock River Trail Crossing (Plans 1, 3, 4, 5, & 14)			
Project Goals:	Improve Route 25/111 intersection operations by increasing capacity and safety; implement Route 25 four-lane cross-section north of 25/111 intersection area; improve safety by restricting left turns along Route 25; improve trail safety by eliminating Route 111 crossing	**Project Type:**	Large
		Project Complexity:	High
		Project Priority:	Short-Term
		Project Cost:	$22 Million

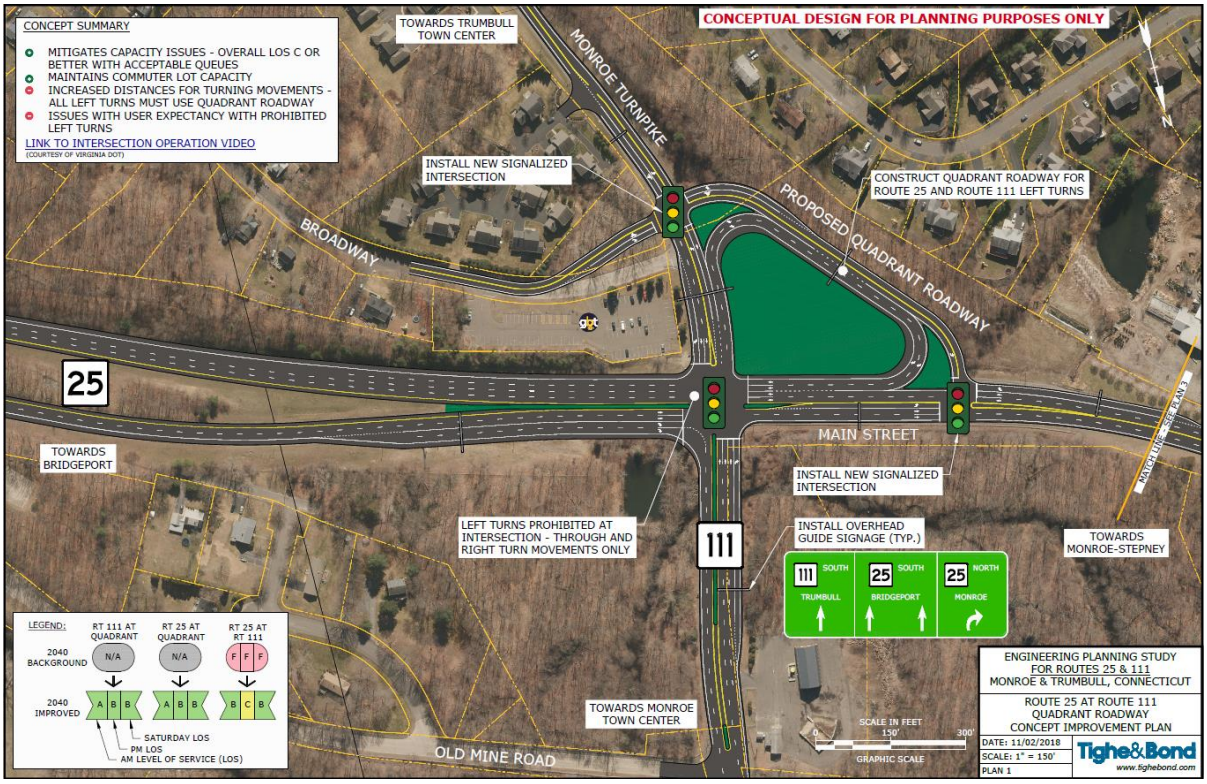
Major Project Elements:

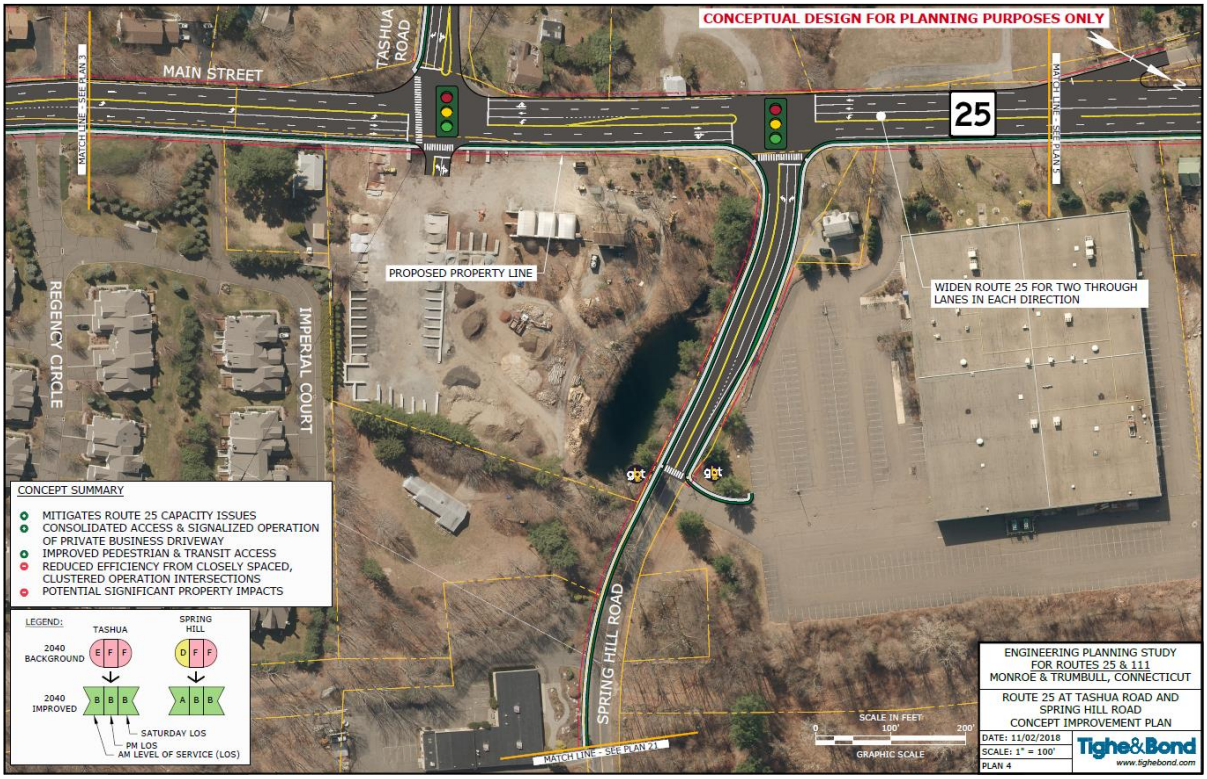
- Construct Route 25 at Route 111 Quadrant intersection:
  - Prohibit left turns at the Route 25 and 111 intersection and widen both roadways to provide additional through capacity
  - Construct quadrant roadway southwest of the intersection to accommodate left turn movements restricted at the main intersection
  - Signalize intersections at both ends of the quadrant roadway with free flow right turns onto and off of the quadrant roadway
  - Realign Broadway across from the quadrant roadway intersection on Route 111
  - Provide overhead guide signage on all approaches to direct turning traffic
- Widen Route 25 north of Route 25 at Route 111 Intersection:
  - Widen Route 25 to four lanes (two travel lanes in each direction)
  - Remove landscaping and vegetation at Regency Meadows Driveway
  - Improve safety by installing raised median between Route 111 and Tashua Road to restrict left turns into and out of properties – provide median breaks for select left turns or U-turns as needed
  - Relocate commercial driveway directly across from Tashua Road and incorporate into traffic signal
- Relocate Pequonnock River Trail to new alignment under new Route 111 bridge
- Provide bicycle, pedestrian, and transit accommodations

Permits:

- Town roadway construction permits for construction within Town right-of-way
- CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way
- Environmental permitting requirements







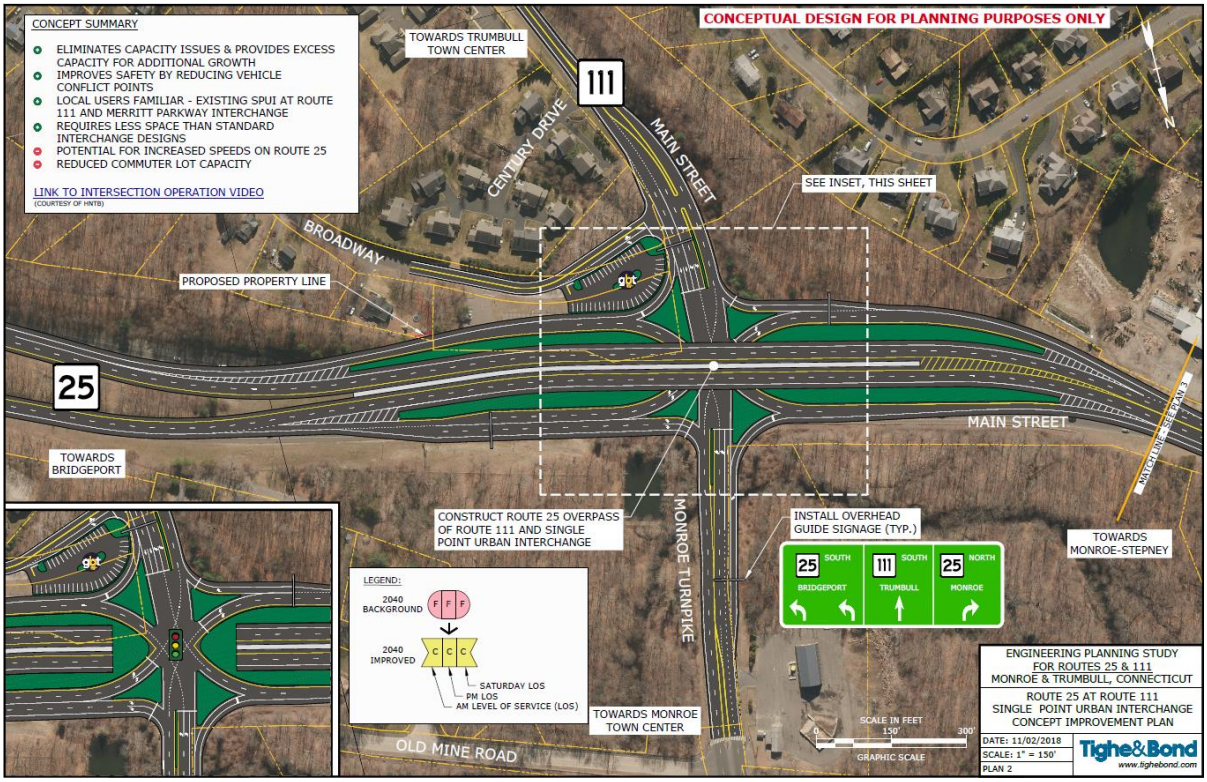
Note: Project 1 requires implementation of Plan 4, however Plan 4 can be implemented as a standalone project

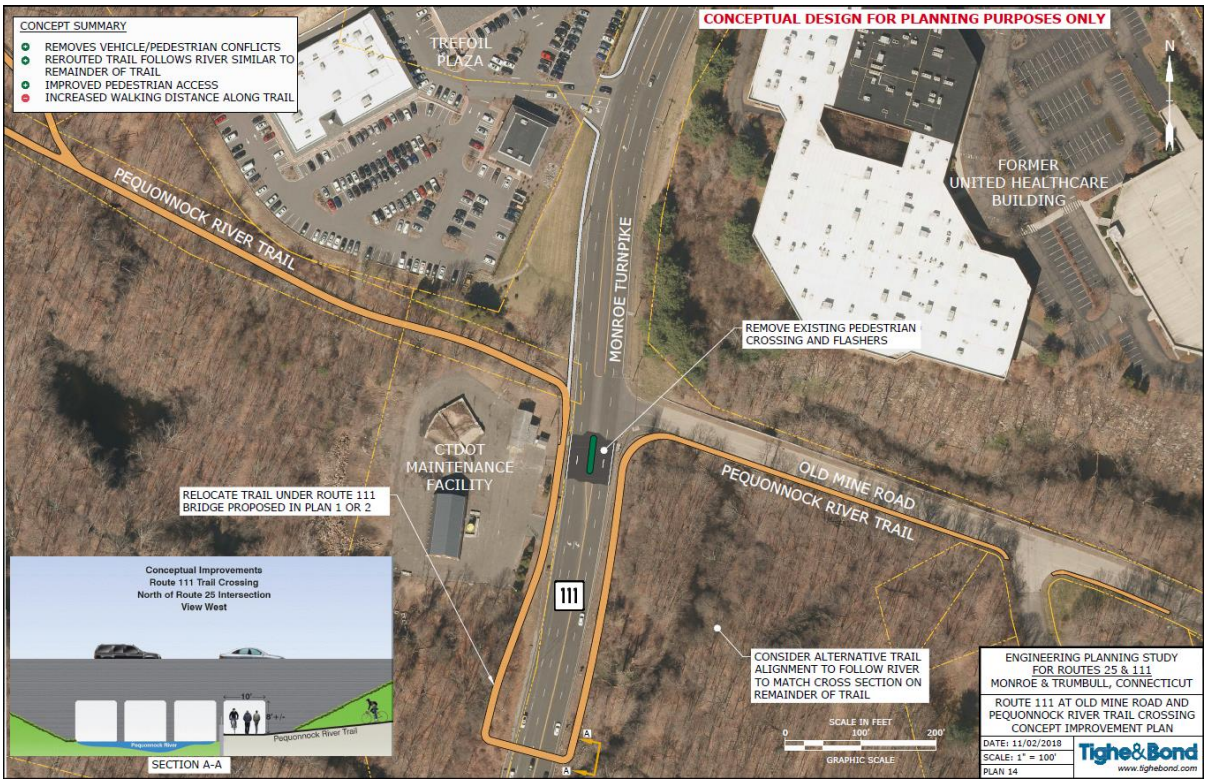
Project 1 (Grade Separated): Route 25 (Main Street) from Route 111 (Monroe Turnpike) to Spring Hill Road Improvements and Relocated Pequonnock River Trail Crossing (Plans 2, 3, 4, 5, & 14)			
Project Goals:	Improve Route 25/111 intersection operations by increasing capacity and safety; implement Route 25 four-lane cross-section north of 25/111 intersection area; improve safety by restricting left turns along Route 25; improve trail safety by eliminating Route 111 crossing	**Project Type:**	Large
		Project Complexity:	High
		Project Priority:	Short-Term
		Project Cost:	$45 Million

Major Project Elements:	• Construct Single Point Urban Interchange:
	  ○ Grade separate Route 25 over Route 111
	  ○ Create one signalized intersection to process all vehicles through interchange
	  ○ Realign Broadway to the south
	  ○ Reconfigure existing commuter lot
	  ○ Widen and restripe Route 111
	• North of Route 25 at Route 111 Intersection:
	  ○ Widen Route 25 to four lanes (two travel lanes in each direction)
	  ○ Remove landscaping and vegetation at Regency Meadows Driveway
	  ○ Install raised median between Route 111 and Tashua Road to restrict left turns into and out of properties – provide median breaks for select left turns or U-turns as needed
	  ○ Relocate landscaping business driveway across from Tashua Road and incorporate into signal
	• Relocate Pequonnock River Trail to new alignment under new Route 111 bridge
	• Provide bicycle, pedestrian, and transit accommodations		

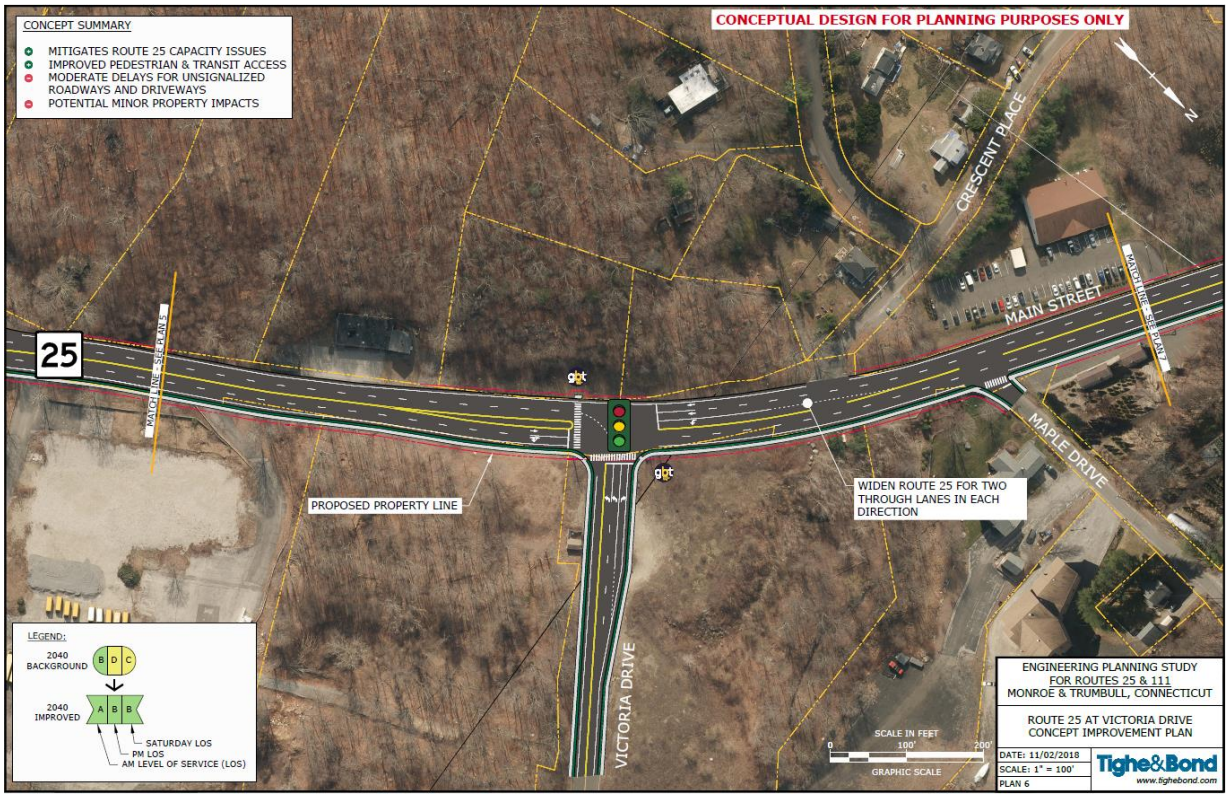
Permits:	• Town roadway construction permits for construction within Town right-of-way • CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way • Environmental permitting requirements		



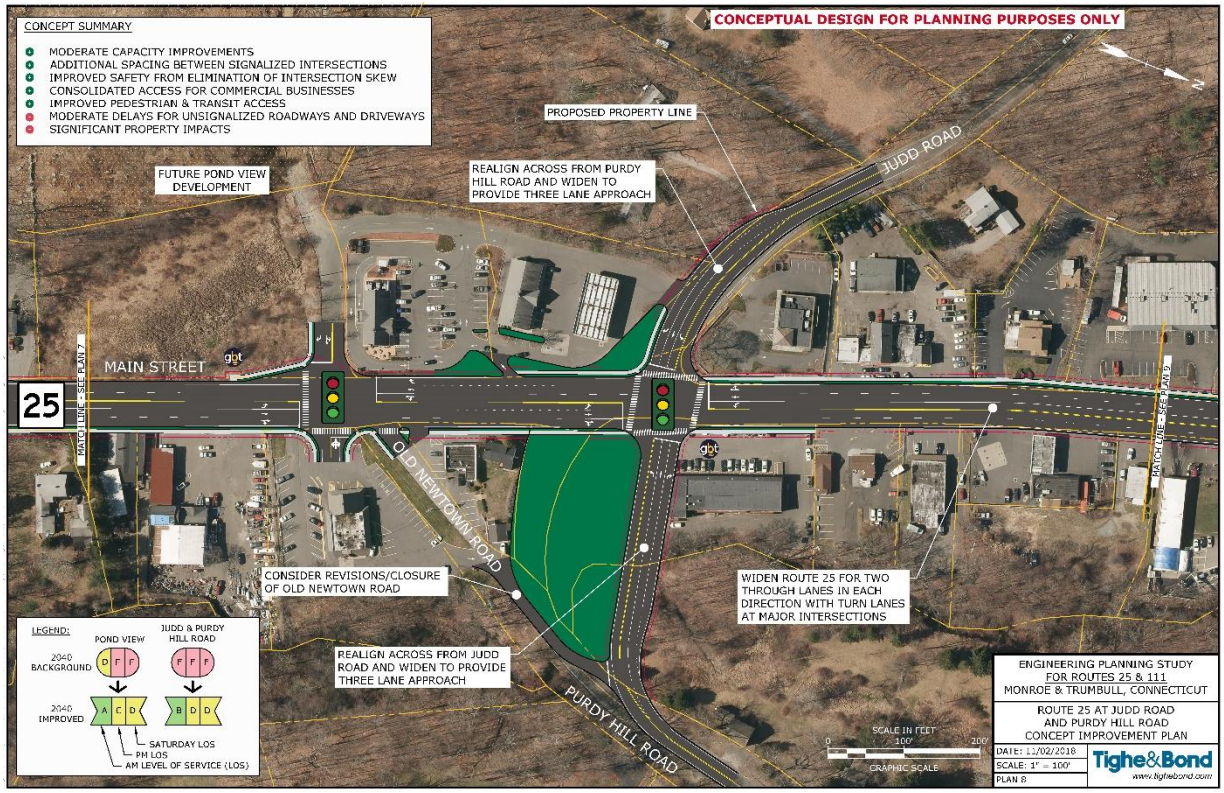

CONCEPT SUMMARY
ELIMINATES CAPACITY ISSUES & PROVIDES EXCESS CAPACITY FOR ADDITIONAL GROWTH
IMPROVES SAFETY BY REDUCING VEHICLE CONFLICT POINTS
LOCAL USERS FAMILIAR - EXISTING SPUI AT ROUTE 111 AND MERRITT PARKWAY INTERCHANGE
REQUIRES LESS SPACE THAN STANDARD INTERCHANGE DESIGNS
POTENTIAL FOR INCREASED SPEEDS ON ROUTE 25
REDUCED COMMUTER LOT CAPACITY
LINK TO INTERSECTION OPERATION VIDEO
(COURTESY OF HNTB)
CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY
TOWARDS TRUMBULL TOWN CENTER
111
CENTURY DRIVE
MAIN STREET
SEE INSET, THIS SHEET
BROADWAY
PROPOSED PROPERTY LINE
25
MAIN STREET
TOWARDS BRIDGEPORT
CONSTRUCT ROUTE 25 OVERPASS OF ROUTE 111 AND SINGLE POINT URBAN INTERCHANGE
MONROE TURNPIKE
INSTALL OVERHEAD GUIDE SIGNAGE (TYP.)
25 SOUTH BRIDGEPORT
111 SOUTH TRUMBULL
25 NORTH MONROE
TOWARDS MONROE-STEPNEY
LEGEND:
2040 BACKGROUND
F F F
2040 IMPROVED
C C C
SATURDAY LOS
PM LOS
AM LEVEL OF SERVICE (LOS)
TOWARDS MONROE TOWN CENTER
OLD MINE ROAD
SCALE IN FEET
0
150'
300'
GRAPHIC SCALE
ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT
ROUTE 25 AT ROUTE 111
SINGLE POINT URBAN INTERCHANGE
CONCEPT IMPROVEMENT PLAN
DATE: 11/02/2018
SCALE: 1" = 150'
PLAN 2
Tighe&Bond
www.tighebond.com


CONCEPT SUMMARY
REMOVES VEHICLE/PEDESTRIAN CONFLICTS
REROUTED TRAIL FOLLOWS RIVER SIMILAR TO REMAINDER OF TRAIL
IMPROVED PEDESTRIAN ACCESS
INCREASED WALKING DISTANCE ALONG TRAIL
CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY
TREFOIL PLAZA
PEQUONNOCK RIVER TRAIL
MONROE TURNPIKE
FORMER UNITED HEALTHCARE BUILDING
REMOVE EXISTING PEDESTRIAN CROSSING AND FLASHERS
CTDOT MAINTENANCE FACILITY
OLD MINE ROAD
PEQUONNOCK RIVER TRAIL
RELOCATE TRAIL UNDER ROUTE 111 BRIDGE PROPOSED IN PLAN 1 OR 2
111
Conceptual Improvements
Route 111 Trail Crossing
North of Route 25 Intersection
View West
10'
8'+/-
Pequonnock River
Pequonnock River Trail
SECTION A-A
CONSIDER ALTERNATIVE TRAIL ALIGNMENT TO FOLLOW RIVER TO MATCH CROSS SECTION ON REMAINDER OF TRAIL
SCALE IN FEET
0
100'
200'
GRAPHIC SCALE
ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT
ROUTE 111 AT OLD MINE ROAD AND PEQUONNOCK RIVER TRAIL CROSSING
CONCEPT IMPROVEMENT PLAN
DATE: 11/02/2018
SCALE: 1" = 100'
PLAN 14
Tighe&Bond
www.tighebond.com

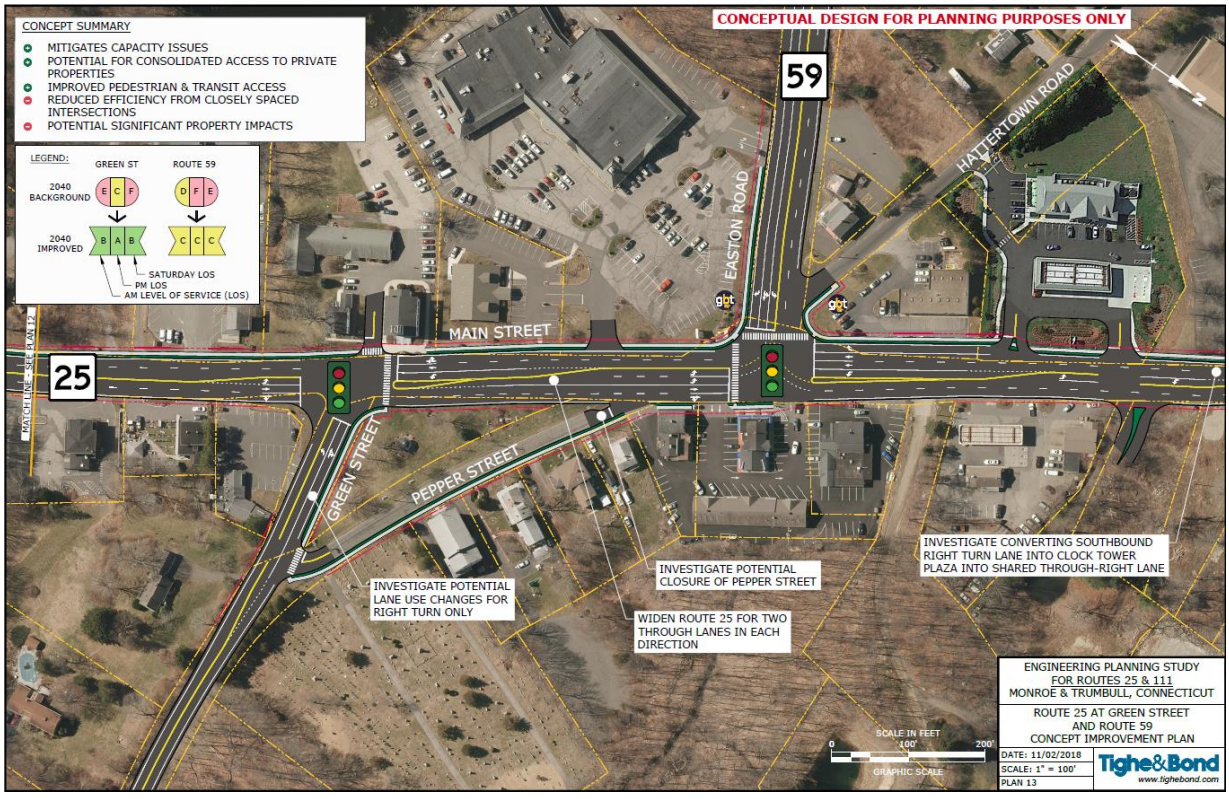
Project 2: Route 25 (Main Street) Corridor and Victoria Drive Intersection Area Improvements (Plan 6)			
Project Goals:	Improve Route 25 mainline capacity; improve intersection operations to mitigate future development and regional traffic growth; improve pedestrian mobility and access to transit	**Project Type:**	Medium
		Project Complexity:	High
		Project Priority:	Mid-Term
		Project Cost:	$2,500,000
Major Project Elements:	• Widen Route 25 to four lanes (two travel lanes in each direction) • Provide double-left turn lanes and an exclusive right turn lane out of Victoria Drive • Improve bicycle, pedestrian, and transit access, amenities, and mobility • Rights of Way actions		
Permits:	• Revised Office of the State Traffic Administration (OSTA) approval for the Victoria Drive development • Town roadway construction permits for construction within Town right-of-way • CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way		



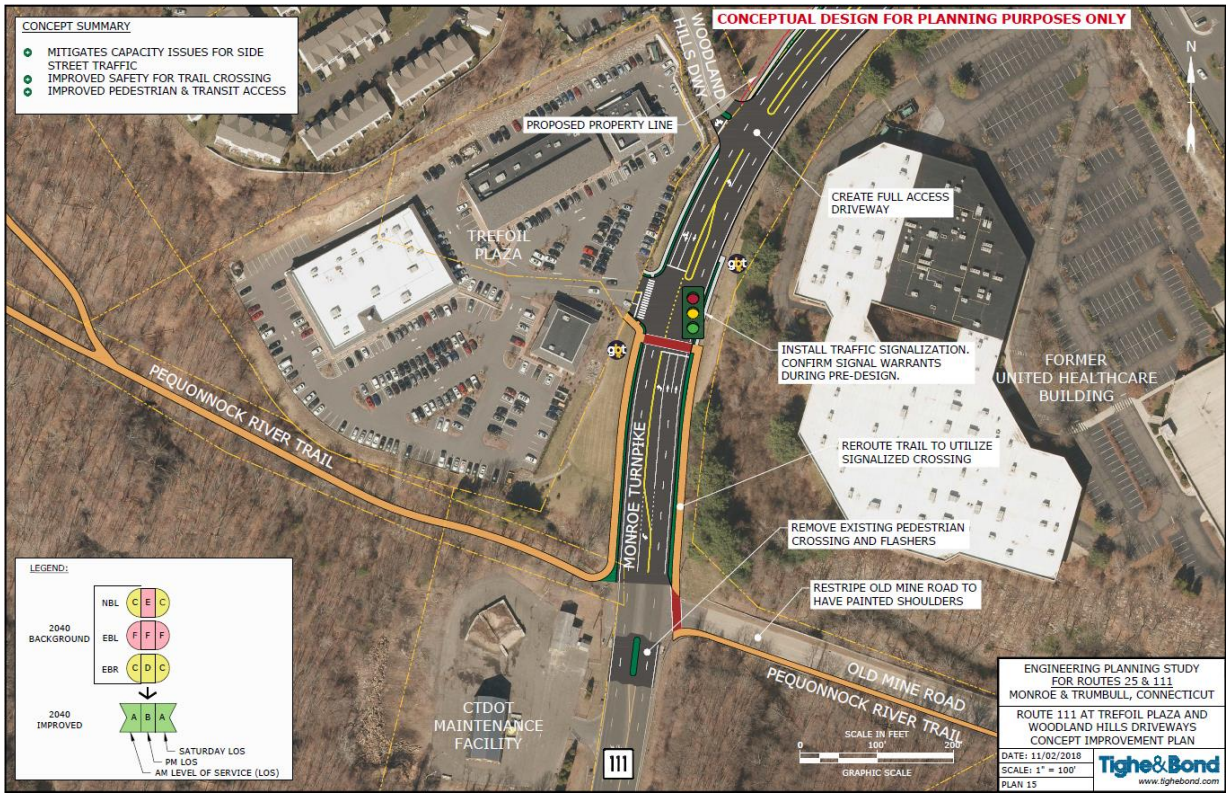
Project 3: Route 25 (Main Street) Corridor and Pond View Driveway / Judd Road & Purdy Hill Road Intersection Improvements (Plans 7, 8, & 9)			
Project Goals:	Improve Route 25 mainline capacity with four lane cross-section; improve intersection operations to mitigate future development and regional traffic growth; improve safety and intersection operational efficiency by realigning skewed intersection geometry; improve alternative mode mobility and access	**Project Type:**	Large
		Project Complexity:	High
		Project Priority:	Short-Term
		Project Cost:	$8,600,000
Major Project Elements:	• Widen Route 25 to four lanes (two travel lanes in each direction) • Widen Judd Road and Purdy Hill Road to include exclusive right turn lanes • Realign Judd Road and Purdy Hill Road with more conventional geometry farther north of the current intersection and consider revisions to Old Newtown Road • Remove frontage road adjacent to the west side of Route 25 and consolidate and extend parcel driveways to Route 25 • Improve bicycle, pedestrian, and transit access, amenities, and mobility • Significant Right of Way actions; the realignment of Purdy Hill Road would include the full taking of the commercial parcel on the northeast corner of the intersection		
Permits:	• OSTA approval for the Pond View development • Town roadway construction permits for construction within Town right-of-way • CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way • Environmental permitting requirements		



Project 4: Route 25 (Main Street) Corridor from Brook Street to Route 59 (Easton Road) and Green Street and Route 59 Intersection Improvements (Plans 12 & 13)			
Project Goals:	Improve intersection operations by increasing capacity to mitigate congestion; continue the Route 25 four lane cross-section, and improve safety by realigning Brook Street; improve alternative mode access and mobility	**Project Type:**	Large
		Project Complexity:	High
		Project Priority:	Short-Term
		Project Cost:	$4,900,000
Major Project Elements:	• Widen Route 25 to four lanes (two travel lanes in each direction) north of Brook Street • Provide double left turn lanes from Route 25 North onto Route 59 • Realign Brook Street to be perpendicular to Route 25 and improve intersection sight distance by regrading and clearing vegetation • Investigate converting southbound right turn lane into Clock Tower Plaza into shared through-right lane • Improve bicycle, pedestrian, and transit access, amenities, and mobility • Right-of-way actions		
Permits:	• Town roadway construction permits for construction within Town right-of-way • CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way		

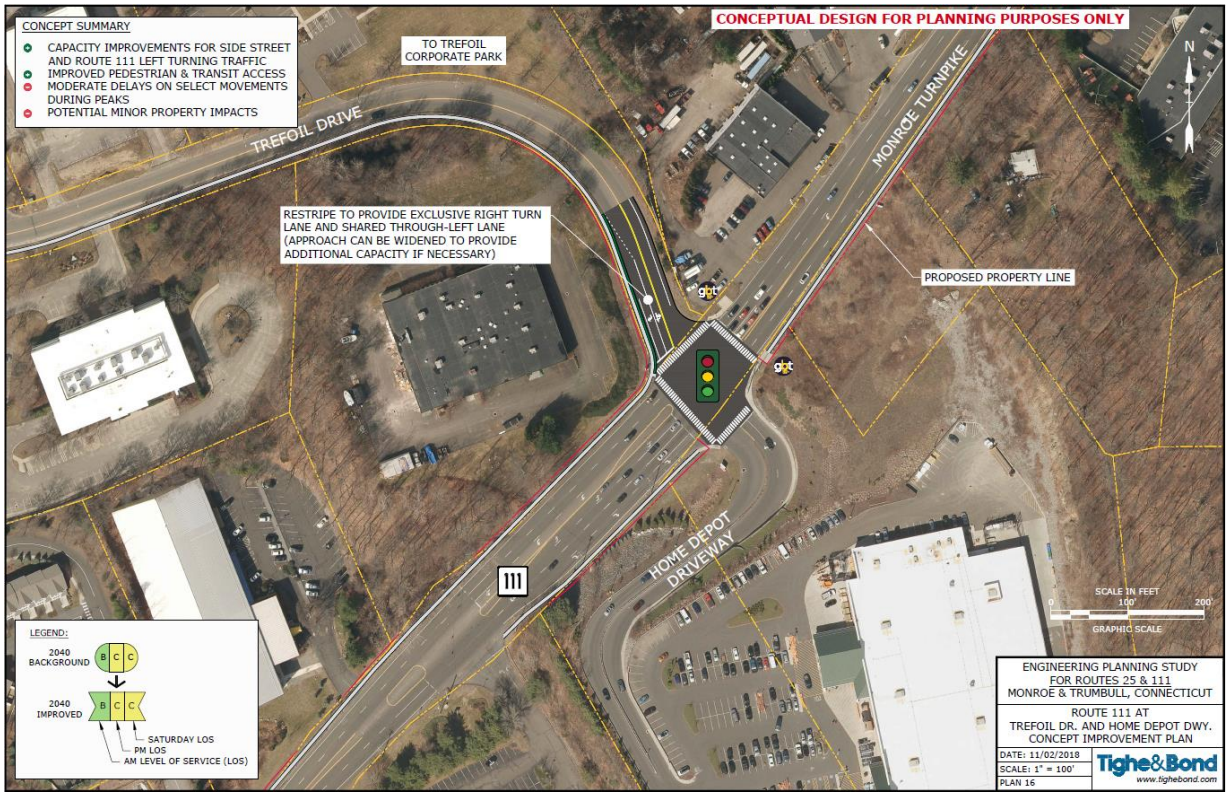


Project 5: Route 111 (Monroe Turnpike) at Trefoil Plaza and Woodland Hills Intersection Improvements (Plan 15)			
Project Goals:	Improve Trefoil Plaza driveway operations and safety through signalization; facilitate left turns into and out of Woodland Hills due to safety concerns arising from low compliance; improve trail safety; improve access and mobility for alternative travel modes	**Project Type:**	Medium
		Project Complexity:	Moderate
		Project Priority:	Short-Term
		Project Cost:	$1,500,000
Major Project Elements:	• Traffic control signalization of Trefoil Plaza driveway • Reroute Pequonnock River Trail to intersection and provide an exclusive pedestrian phase for crossing • Convert Woodland Hills driveway to unrestricted ingress/egress with a northbound left turn pocket on Route 111 • Restripe Old Mine Road to delineate shoulder width for bicyclists • Improve bicycle, pedestrian, and transit access, amenities, and mobility		
Permits:	• Revised OSTA approval for Trefoil Plaza development • CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way • Environmental permitting requirements		

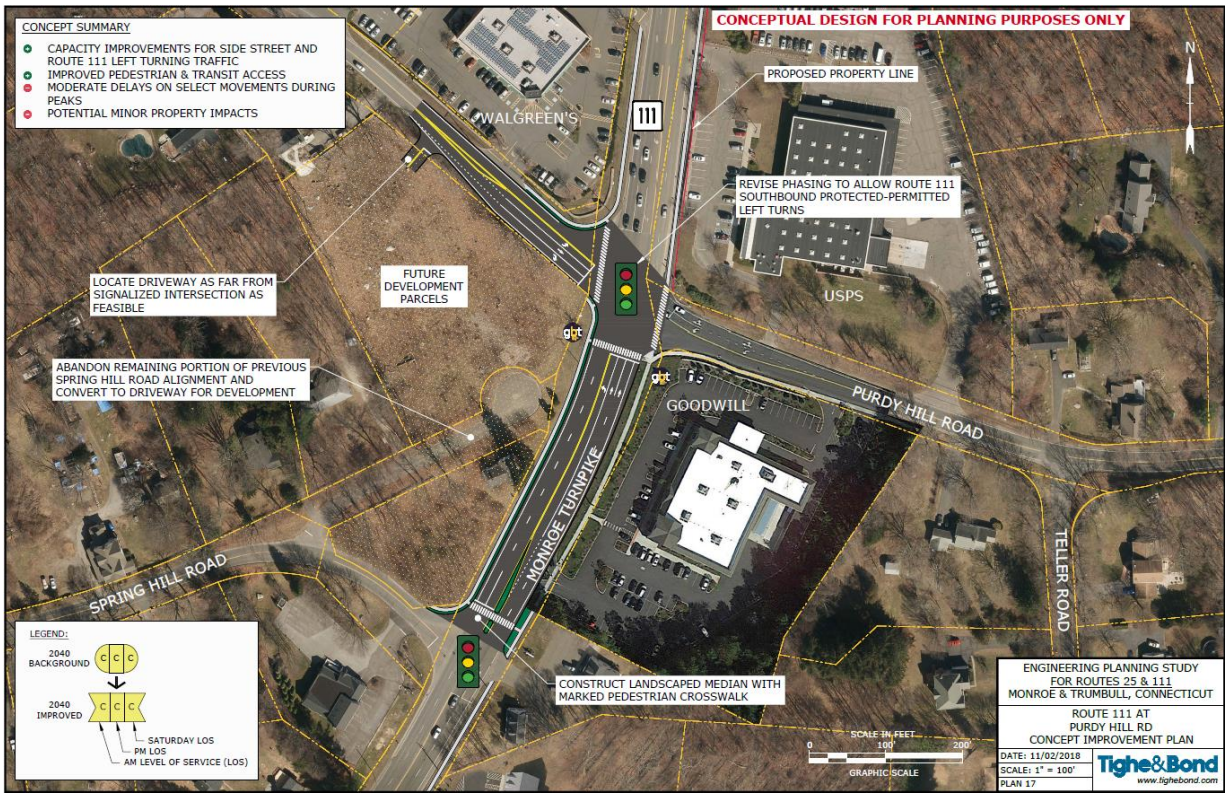


Note: The Town of Trumbull and METROCOG are currently pursuing a grant under the CTDOT Local Transportation Capital Improvement Program to fund this project.

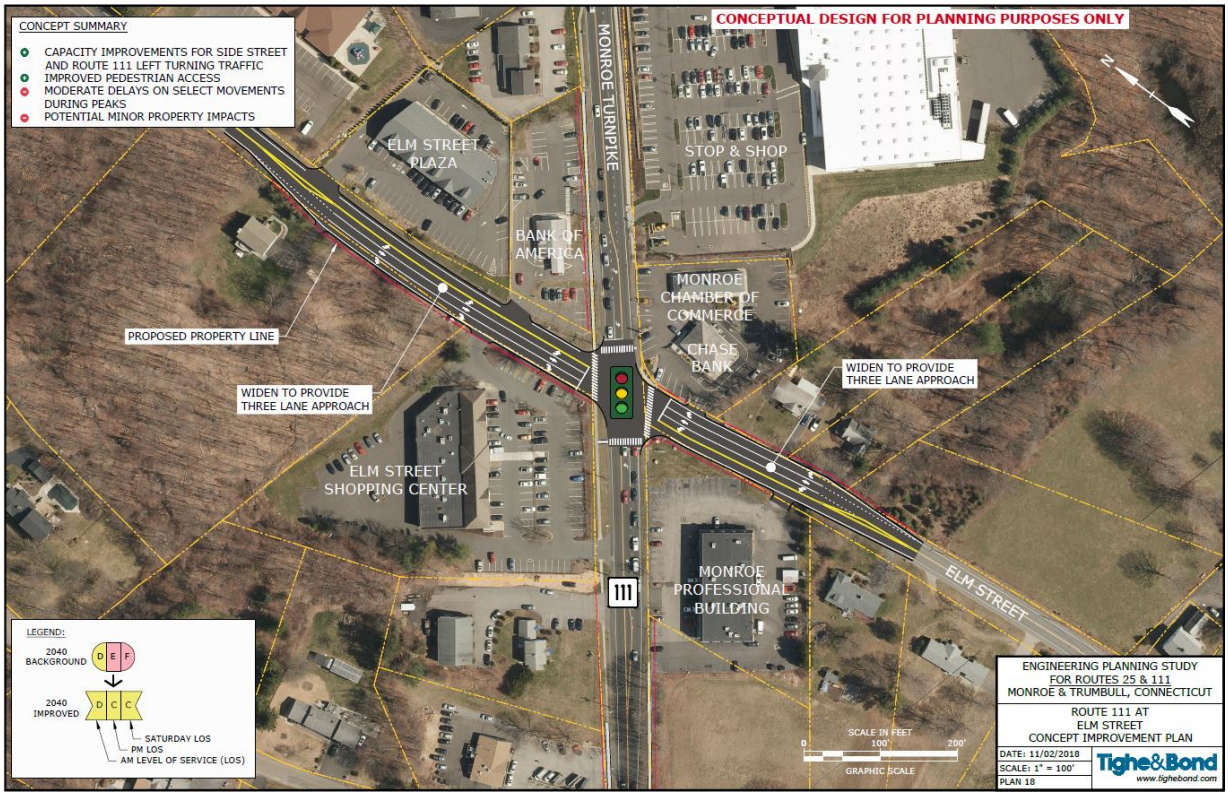
Project 6: Route 111 (Monroe Turnpike) at Trefoil Drive Intersection Improvements (Plan 16)			
Project Goals:	Improve intersection operations and capacity by modifying lane use	**Project Type:**	Small
		Project Complexity:	Low
		Project Priority:	Long-Term
		Project Cost:	$80,000
Major Project Elements:	• Restripe Trefoil Drive to provide eastbound right turn and through-left lanes (minor widening along approach to provide additional capacity if necessary) • Improve bicycle, pedestrian, and transit access, amenities, and mobility		
Permits:	• Town roadway construction permits for construction within Town right-of-way • CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way		



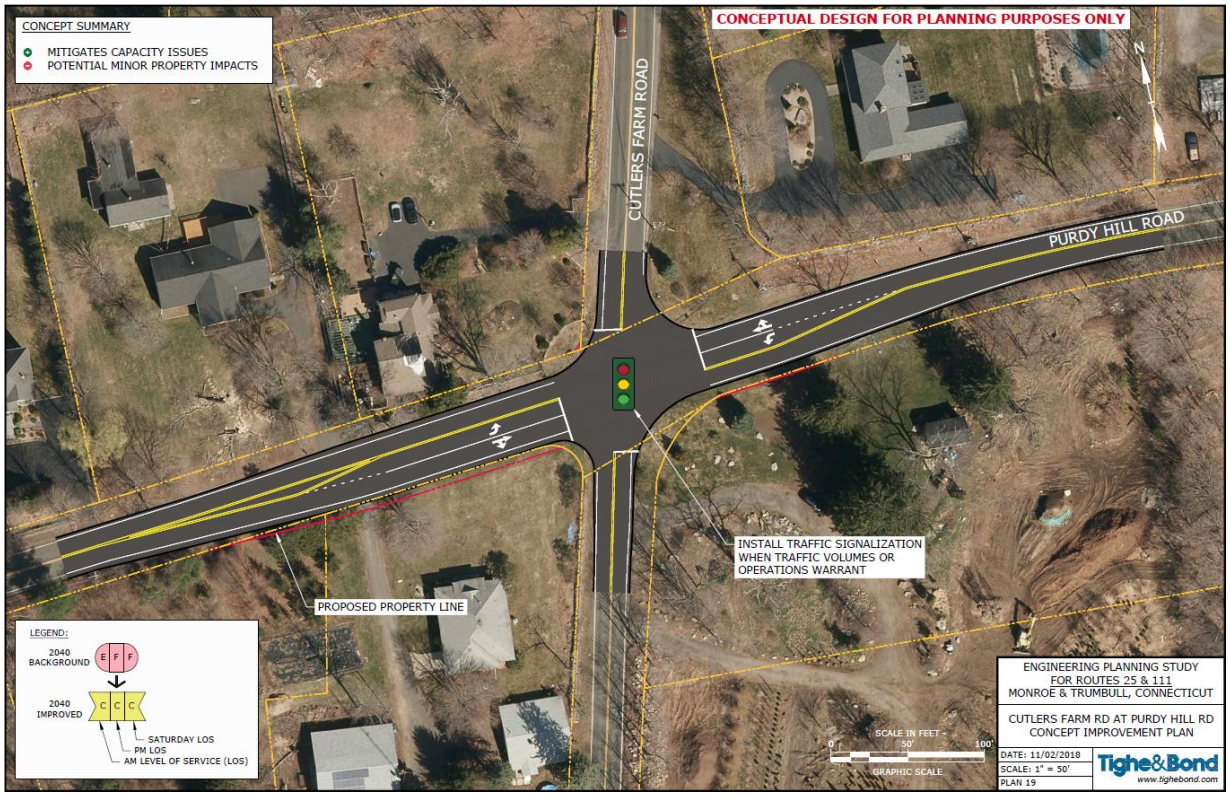
Project 7: Route 111 (Monroe Turnpike) at Purdy Hill Road Intersection Improvements (Plan 17)			
Project Goals:	Improve intersection operations by increasing side street capacity and storage length; improve safety by providing a protected left-turn phase for Route 111 South; provide improved pedestrian accommodations at Spring Hill Road	**Project Type:**	Small
		Project Complexity:	Low
		Project Priority:	Long-Term
		Project Cost:	$1,000,000
Major Project Elements:	• Provide eastbound right turn lane on Purdy Hill Road • Lengthen westbound left turn lane on Purdy Hill Road to accommodate design queues • Revise traffic signal phasing for protected-permitted left turns on Route 111 Southbound • Install landscaped median with marked crosswalk on north leg of intersection of Route 111 and Spring Hill Road • Improve bicycle, pedestrian, and transit access, amenities, and mobility		
Permits:	• Town roadway construction permits for construction within Town right-of-way • CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way		



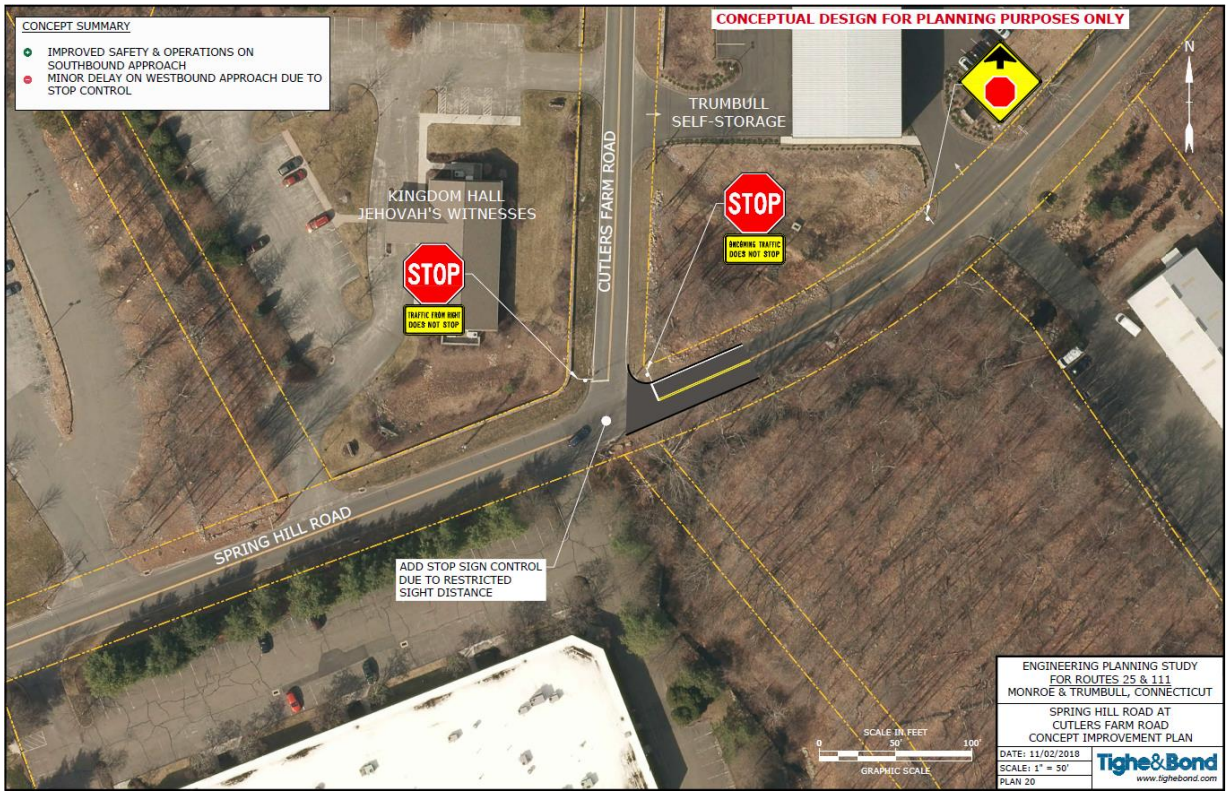
Project 8: Route 111 (Monroe Turnpike) at Elm Street Intersection Improvements (Plan 18)			
Project Goals:	Improve intersection operations by increasing side street capacity	**Project Type:**	Medium
		Project Complexity:	Moderate
		Project Priority:	Mid-Term
		Project Cost:	$1,350,000
Major Project Elements:	• Provide exclusive left-turn lanes on the eastbound and westbound Elm Street approaches • Improve bicycle, pedestrian, and transit access, amenities, and mobility		
Permits:	• Town roadway construction permits for construction within Town right-of-way • CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way		



Project 9: Purdy Hill Road at Cutler's Farm Road Intersection Improvements (Plan 19)			
Project Goals:	Improve intersection operations through signalization	**Project Type:**	Small
		Project Complexity:	Moderate
		Project Priority:	Long-Term
		Project Cost:	$1,100,000
Major Project Elements:	• Install traffic control signal • Provide left turn lanes on eastbound and westbound Purdy Hill Road approaches		
Permits:	• Town approval and/or roadway construction permits for construction within Town right-of-way		



Project 10: Spring Hill Road at Cutler's Farm Road Safety Improvements (Plan 20)			
Project Goals:	Improve intersection safety by installing a stop sign on the low visibility Spring Hill Road westbound approach	**Project Type:**	Small
		Project Complexity:	Low
		Project Priority:	Short-Term
		Project Cost:	<$5,000
Major Project Elements:	• Install stop sign and stop ahead sign on Spring Hill Road westbound approach • Install traffic from right/oncoming traffic does not stop plaques on intersection stop signs		
Permits:	• Town approval and/or roadway construction permits for construction within Town right-of-way		



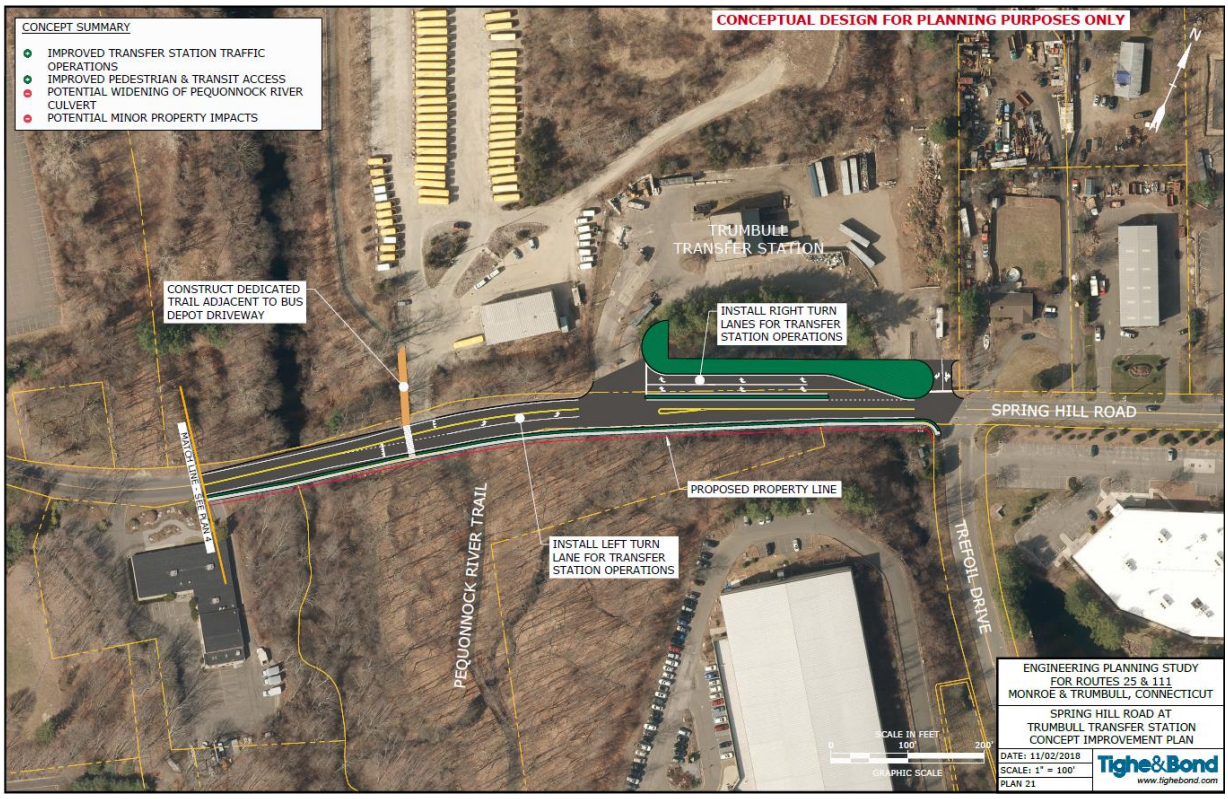
Project 11: Spring Hill Road at Trumbull Transfer Station Operational Improvements (Plan 21)			
Project Goals:	Improve Transfer Station traffic operations during peak traffic conditions by providing queueing space for vehicles on Spring Hill Road; improve trail access and safety by relocating segment on the bus depot driveway	**Project Type:**	Small
		Project Complexity:	Moderate
		Project Priority:	Short-Term
		Project Cost:	$1,200,000

Major Project Elements:

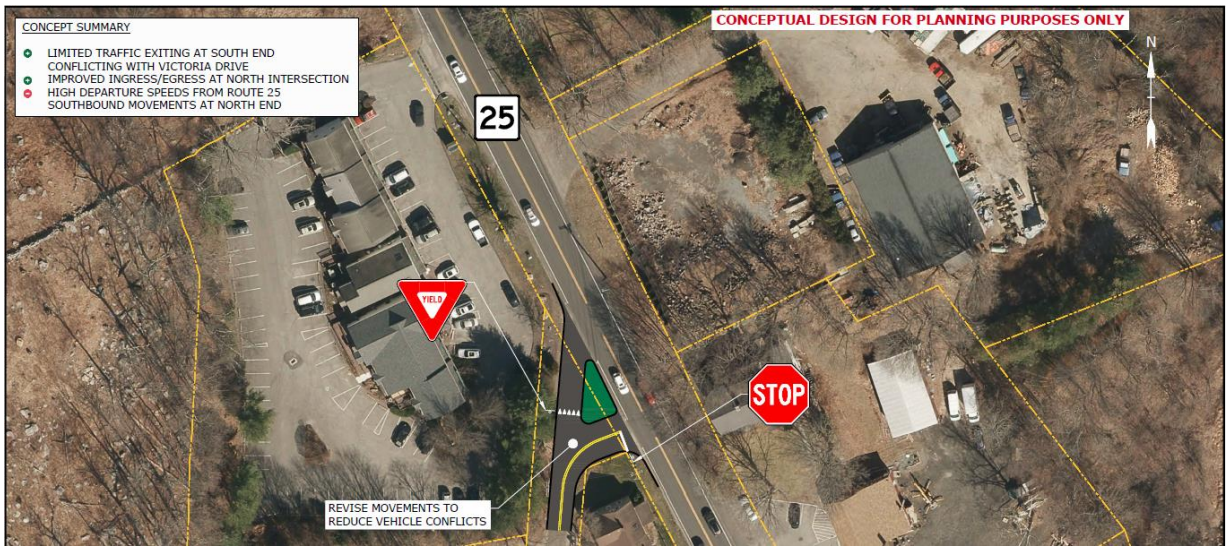
- Provide eastbound left turn lane into Transfer Station from Spring Hill Road
- Provide westbound stop controlled double right turn lanes into Transfer Station from Spring Hill Road
- Fill in existing open channel stream and wetland and replace with underground box culvert to convey the existing watercourse
- Relocate Transfer Station exit to the east across from Trefoil Drive
- Construct dedicated trail path adjacent to bus depot driveway
- Provide bicycle and pedestrian accommodations

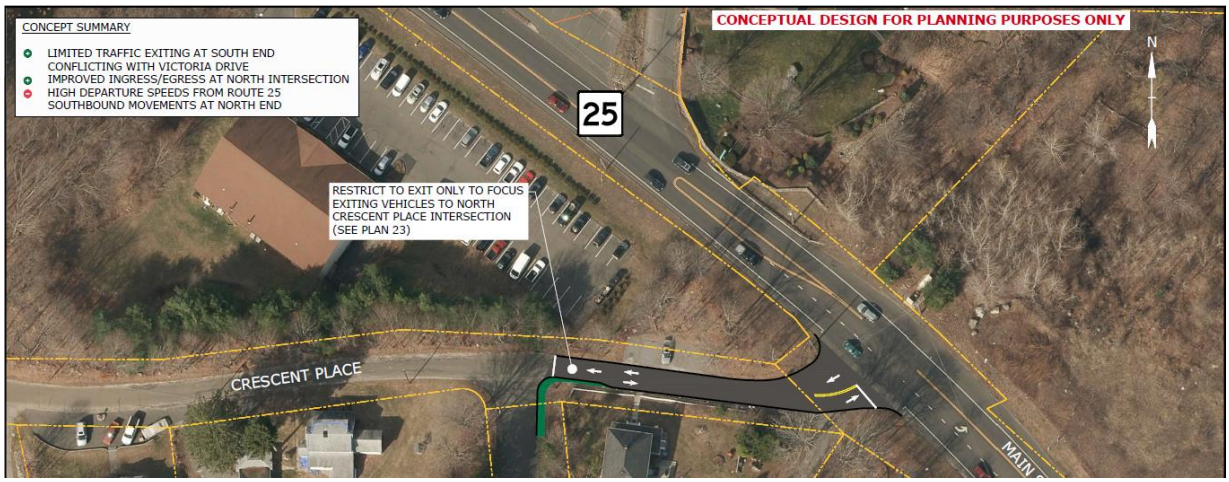
Permits:

- Town approval and/or construction permits for construction within Town right-of-way
- Environmental permitting requirements



Project 12: Crescent Place at Route 25 (Main Street) Intersection Improvements (Plans 22 & 23)			
Project Goals:	Improve intersection configurations to reduce number of access points along Route 25 and improve safety and ingress/egress to Crescent Place	**Project Type:**	Small
		Project Complexity:	Low
		Project Priority:	Long-Term
		Project Cost:	$50,000
Major Project Elements:	• Restrict eastbound access to portion of Crescent Place east of Autumn Drive • Maintain full access at the Crescent Place south junction with Route 25 • Convert the northern fork of the Crescent Place north junction with Route 25 to one-way yield-controlled ingress only • Widen southern fork of intersection to allow for easier full access turns		
Permits:	• Town roadway construction permits for construction within Town right-of-way • CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way		

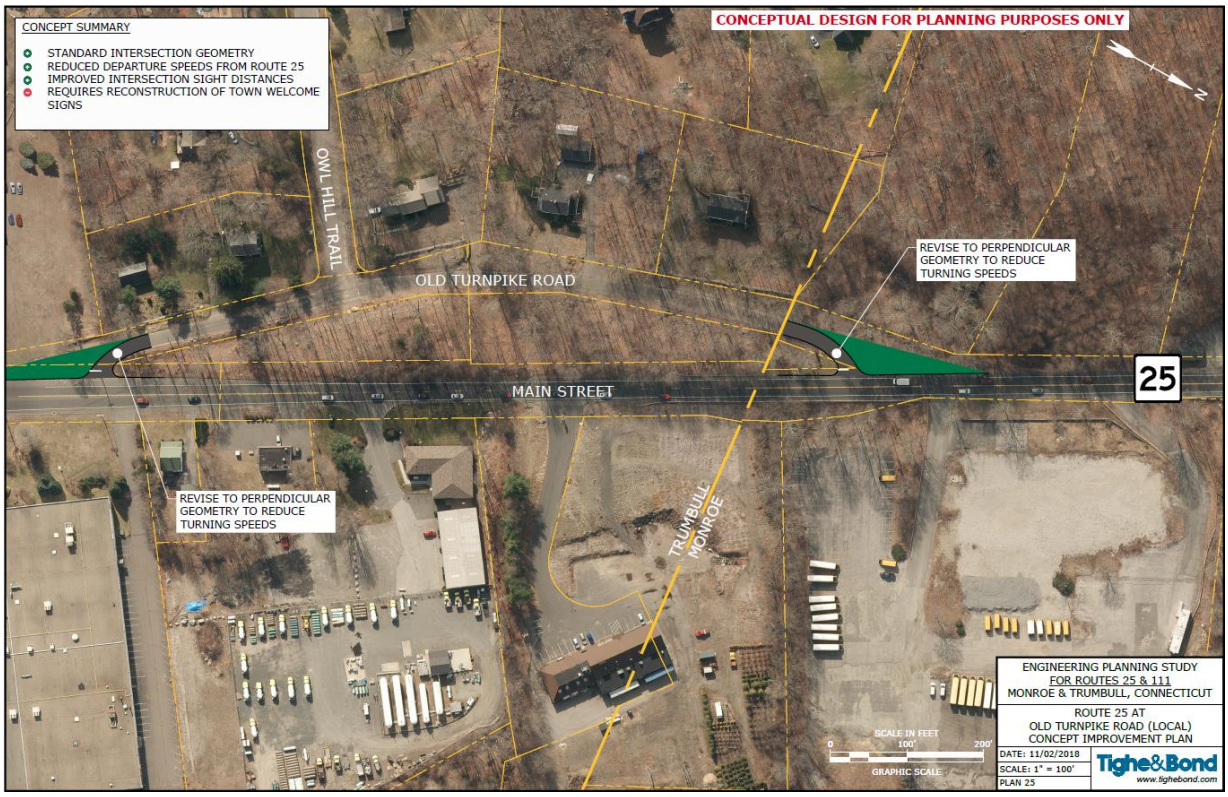




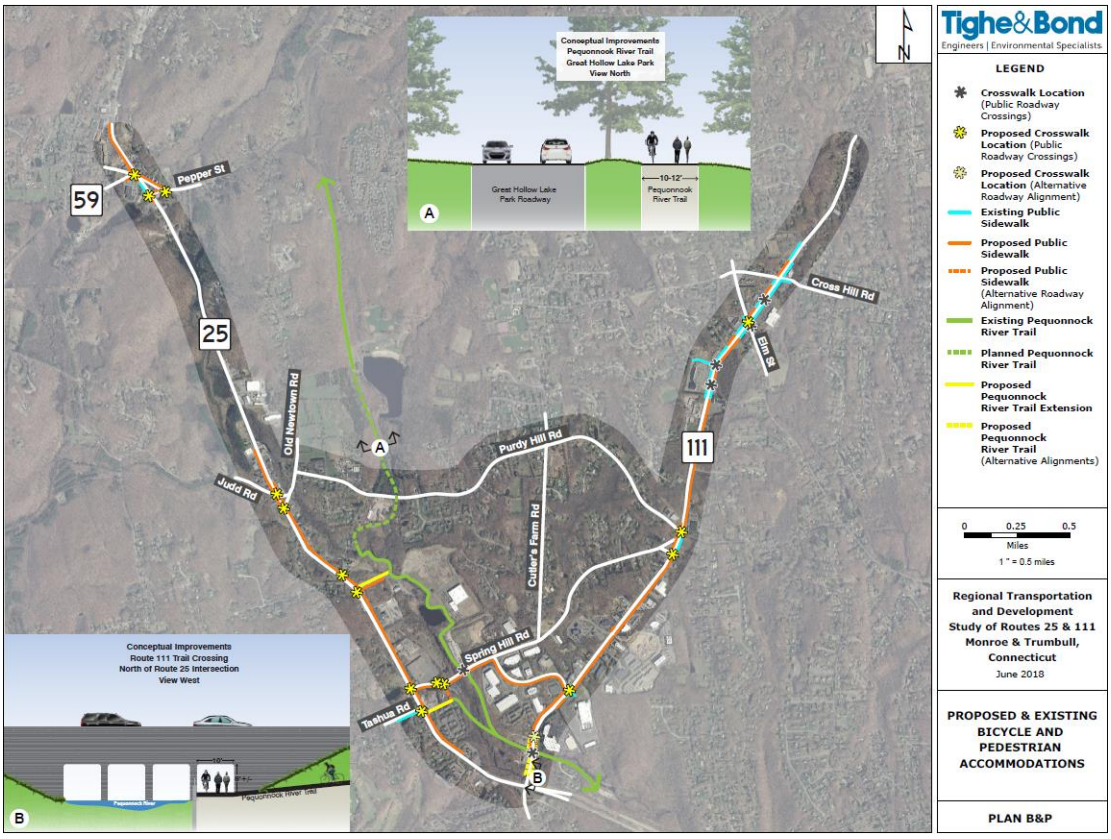
Project 13: Mill Street Operational Improvements (Plan 24)			
Project Goals:	Modify Mill Street directional operation to reduce number of access points along Route 25	**Project Type:**	Small
		Project Complexity:	Low
		Project Priority:	Long-Term
		Project Cost:	<$5,000
Major Project Elements:	• Convert Mill Street to one-way eastbound • Maintain full access to fire station		
Permits:	• Town roadway construction permits for construction within Town right-of-way • CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way		



Project 14: Old Turnpike at Route 25 (Main Street) Intersection Improvements (Plan 25)			
Project Goals:	Improve intersection configurations to improve safety and ingress/egress to Old Turnpike Road	**Project Type:**	Small
		Project Complexity:	Low
		Project Priority:	Long-Term
		Project Cost:	$200,000
Major Project Elements:	• Realign both ends of Old Turnpike Road to be perpendicular to Route 25		
Permits:	• Town roadway construction permits for construction within Town right-of-way CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way		



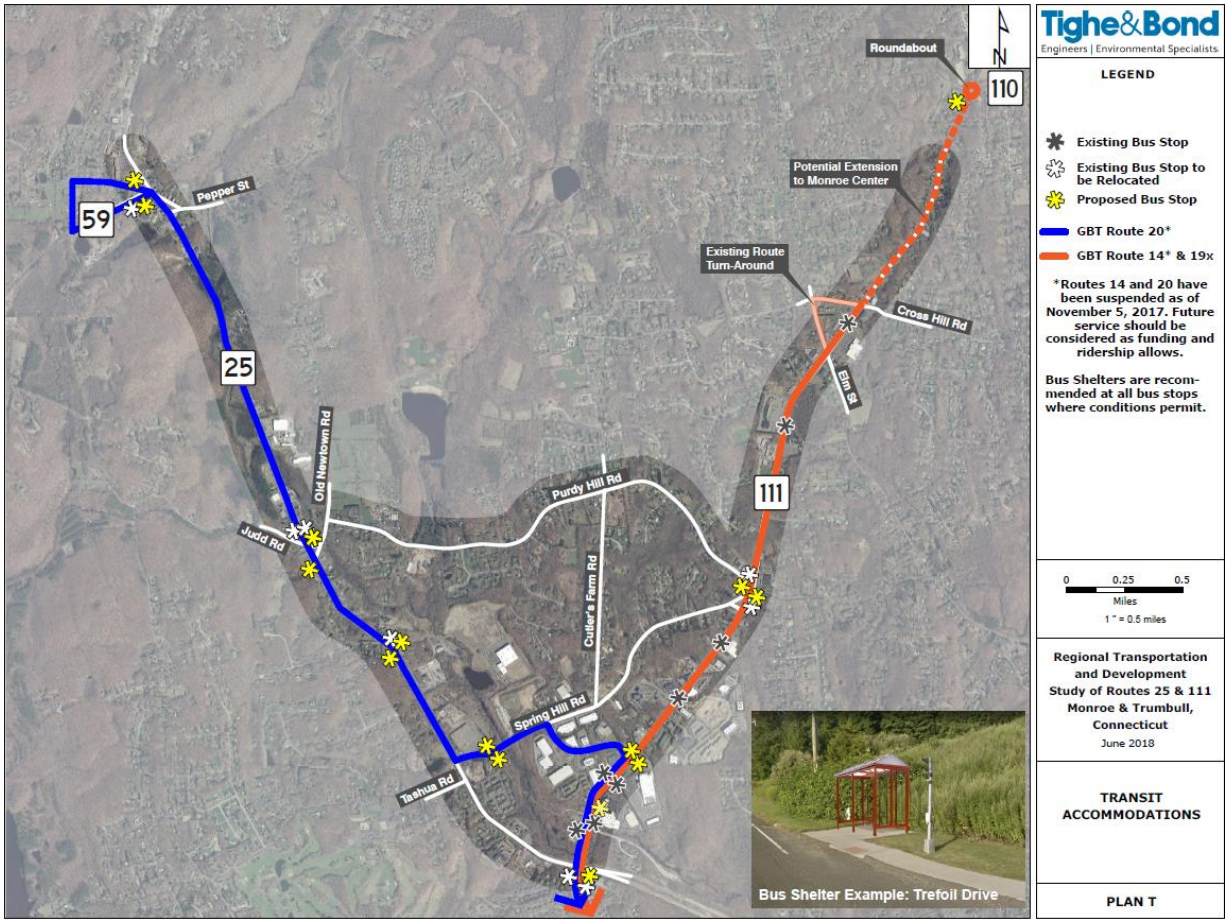
Project 15: Bicycle and Pedestrian Improvements[1] (Plan B&P)			
Project Goals:	Provide improved bicycle and pedestrian accommodations throughout the study to increase safety and promote alternative travel modes	**Project Type:**	Large
		Project Complexity:	Moderate
		Project Priority:	Short-Term
		Project Cost[2]:	See Individual Projects
Major Project Elements:	• Provide a connected sidewalk network along the Route 25 and 111 corridors • Provide painted crosswalks and sidewalk ramps at major intersections to facilitate safe crossings • Improve segments of the Pequonnock River Trail • Reroute the Route 111 trail crossing to a safer location		
Permits:	• Town roadway construction permits for construction within Town right-of-way • Encroachment permits for construction within CTDOT right-of-way		



[1]Project type, complexity, and priority pertain to completing the entirety of the pedestrian bicycle and pedestrian improvements plan under a single project. Separate projects have included bicycle, pedestrian, and transit improvements, where applicable, and have been ranked accordingly.

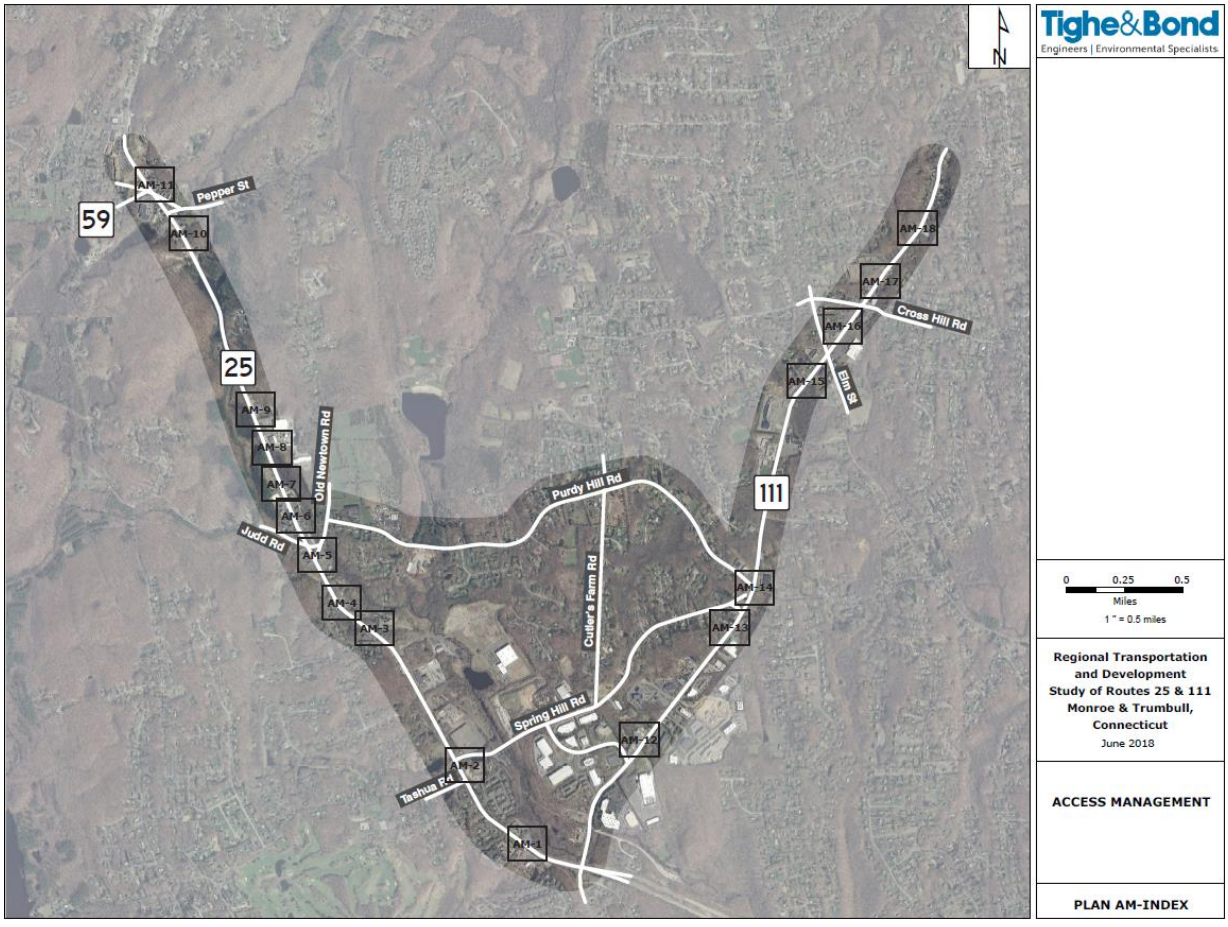
[2]Project costs included within separate, individual projects as their construction would facilitate completion of the bicycle and pedestrian improvement.

Project 16: Transit Improvements (Plan T)			
Project Goals:	Improve transit infrastructure and service to promote alternative travel modes	**Project Type:**	Small
		Project Complexity:	Low
		Project Priority:	Mid-Term
		Project Cost[1]:	$25,000 per stop location
Major Project Elements:	• Provide additional bus stop locations along GBT routes • Provide bus shelters at all bus stops • Extend GBT Routes 14 and 19x service to roundabout at Route 110 and Route 111 intersection		
Permits:	• Town roadway construction permits for construction within Town right-of-way • Encroachment permits for construction within CTDOT right-of-way		



[1]Cost includes sidewalk, landing pad, and ramps along with basic shelter amenities at bus stop locations only.

Project 17: Access Management (Plans AM-1 through AM-18)			
Project Goals:	Modify and coordinate driveway access to parcels along the corridor to minimize unnecessary curb cuts and improve safety and operations for entering and exiting traffic	**Project Type:**	Medium
		Project Complexity:	Moderate
		Project Priority:	Mid-Term
		Project Cost[1]:	N/A
Major Project Elements:	• Modify driveway ingress/egress restrictions as needed • Reduce select driveway widths • Close unnecessary driveway access to corridors • Provide interconnects between adjacent parcels when appropriate • Review and implement access management strategies into local regulations to ensure implementation during development and other regulatory activities		
Permits:	• OSTA approval for large developments • Town Planning and Zoning approvals for development • Encroachment permits for construction within CTDOT right-of-way		



[1]Project cost would be incurred by private development or public improvement project.

5.1.4 Implementation Plan Summary

Table 5-4 on the following page summarizes the implementation plan recommendations. Seven projects have been identified as Short-Term priorities, four projects as Mid-Term priorities, and six projects as Long-Term priorities. The projects prioritized as Short-Term indicate that funding sources should be sought to address the existing needs and deficiencies.

As shown in Table 5-4, the widening of Route 25 to a four-lane cross-section with associated improvements to the major intersections has been grouped into 4 separate projects based on their relatedness to one another and to provide planners with project scopes that can be funded, designed, permitted, and implemented. Grouping the plans as they are shown improves the ease of coordinating the improvements along the corridor. The worksheets used to develop the project costs can be found in Appendix O.

Project 1 includes the quadrant or single point interchange at the Route 25 and 111 intersection, the associated rerouted Pequonnock River Trail under the new Route 111 bridge, the raised median between Route 111 and Tashua Road, and standard corridor widening and intersection improvements at Tashua Road and Spring Hill Road. The improvements are grouped this way due to the potentially high operating speeds north of the Route 25 expressway necessitating the raised median up to Tashua Road. The improvements to the clustered intersections with Tashua Road and Spring Hill Road are therefore tied to these improvements as well. Project 1 is classified as a short-term priority due to the high levels of congestion along this segment as well as safety concerns for the driveways and local roadways north of the expressway. The project is complex in nature with a cost of $22 million for the quadrant roadway alternative and $45 million for the single point interchange alternative.

The remaining Route 25 widening is divided into Project 2 at Victoria Drive, Project 3 at the Pond View development driveway and Judd/Purdy Hill Road, and Project 4 at Green Street and Route 59 (Easton Road). These projects are all complex with costs of $2.5 million, $8.6 million, and $4.9 million, respectively. Higher costs and levels of congestion classify Projects 3 and 4 as short-term priority. Conversely, Project 2 is classified as a mid-term priority.

The signalization of the Trefoil Plaza Driveway with the rerouted and protected Pequonnock River Trail crossing and modified Woodland Hills access management is grouped under Project 5. This project is considered a short-term priority due to safety concerns with the driveway operations and existing trail crossing. It is only moderately complex and costs approximately $1.7 million.

Spot improvements are proposed along Route 111 at the intersections with Trefoil Drive (Project 6), Purdy Hill Road (Project 7), and Elm Street (Project 8). Projects 6 and 7 are classified as long-term priorities due to issues with traffic operations not being significant until the 2040 design year. Project 8, however, is a mid-term priority as operations are worse at the Elm Street intersection. The complexity of the improvements at Trefoil Drive and Purdy Hill Road are low and the projects are easily implementable. The improvements at Elm Street are moderate in complexity. The costs associated with Projects 6, 7, and 8 are $80,000, $1,000,000, and $1,350,000, respectively.

Project 9 is the signalization of the intersection of Purdy Hill Road at Cutler's Farm Road. It is a long-term priority as existing volumes would not meet the traffic signal warrants, but future volumes would. The project is moderately complex and comes at a cost of approximately $1,100,000.

The addition of westbound stop control to the intersection of Spring Hill Road at Cutler's Farm Road, Project 10, is a short-term priority due to the safety issue resulting from poor intersection sight distance. Additionally, the project is not complex and can be implemented at a very low cost of less than $5,000. This improvement can feasibly be made shortly after the conclusion of the Study.

The conceptual improvements to the Trumbull Transfer Station, Project 11, are classified as a short-term priority due to the severe operational issues on Saturdays that impact traffic on Spring Hill Road with issues extending onto Route 25. The project is only moderately complex with an associated cost of $1,200,000.

Projects 12, 13, and 14 involve reconfiguring local roadway access to Route 25 at Crescent Place, Mill Street, and Old Turnpike Road. They are all long-term priorities as the improvements are mostly necessitated by the widening of Route 25 to a four lane cross-section. They are low in both complexity and cost and can be easily implemented in conjunction with the adjacent Route 25 improvement concepts. The Projects are estimated to cost $50,000, less than $5,000, and $200,000, respectively. Although Project 13 could be easily implemented after the conclusion of the study and does not directly depend on the widening of Route 25, it would shift traffic exiting Mill Street to Maple Street which has issues with grade and sight lines. It is recommended that these issues be resolved as part of the Route 25 widening process and Project 13 be subsequently implemented.

Bicycle and pedestrian improvements are grouped under Project 15. Due to the lack of adequate existing infrastructure, this project is considered a short-term priority with moderate complexity. The construction of sidewalks along Route 25 is included within Projects 1 through 4 as their design will be directly impacted by the widening. However, sidewalks along Route 111 and the local roadways, as well as improvements to the Pequonnock River Trail, can be more readily implemented.

Project 16 encompasses improvements to the study area transit accommodations. It is classified as a mid-term priority due to the fact that GBT Routes 14 and 20 were suspended on November 5, 2017. The addition of bus shelters and extension of existing routes should be implemented pending the restoration of service as funding and ridership allow. The project is low in both complexity and cost with a short implementation time.

Access management to the properties along the Route 25 and 111 corridors constitutes the scope of Project 17. It is considered a mid-term priority as there are well known benefits to access management, but it is not critical to corridor operations. Project 17 has moderately complex elements and is somewhat tied to the conceptual corridor and sidewalk improvements.

Table 5-4
Summary of Projects in Implementation Plan

	Project Description	Project Priority	Project Complexity	Project Cost
1 (At-Grade)	Route 25 (Main Street) from Route 111 (Monroe Turnpike) to Spring Hill Road Improvements and Relocate Pequonnock River Trail Crossing	Short-Term	High	$22 Million
1 (Grade Separated)	Route 25 (Main Street) from Route 111 (Monroe Turnpike) to Spring Hill Road Improvements and Relocate Pequonnock River Trail Crossing	Short-Term	High	$45 Million
3	Route 25 (Main Street) at Pond View Driveway and Judd & Purdy Hill Road Corridor and Intersection improvements	Short-Term	High	$8.6 Million
4	Route 25 (Main Street) from Brook Street to Route 59 (Easton Road) Corridor and Intersection Improvements	Short-Term	High	$4.9 Million
5	Route 111 (Monroe Turnpike) at Trefoil Plaza and Woodland Hills Intersection Improvements	Short-Term	Moderate	$1.5 Million
10	Spring Hill Road at Cutler's Farm Road Safety Improvements	Short-Term	Low	<$5,000
11	Spring Hill Road at Trumbull Transfer Station Operational Improvements	Short-Term	Moderate	$1.2 Million
15	Bicycle and Pedestrian Improvements	Short-Term	Moderate	See Projects
2	Route 25 (Main Street) at Victoria Drive Corridor and Intersection Improvements	Mid-Term	High	$2.5 Million
8	Route 111 (Monroe Turnpike) at Elm Street Intersection Improvements	Mid-Term	Moderate	$1.35 Million
16	Transit Improvements	Mid-Term	Low	$25,000 /location
17	Access Management	Mid-Term	Moderate	N/A
6	Route 111 (Monroe Turnpike) at Trefoil Drive Intersection Improvements	Long-Term	Low	$80,000
7	Route 111 (Monroe Turnpike) at Purdy Hill Road Intersection Improvements	Long-Term	Low	$1.0 Million
9	Purdy Hill Road at Cutler's Farm Road Intersection Improvements	Long-Term	Moderate	$1.1 Million
12	Crescent Place at Route 25 (Main Street) Intersection Improvements	Long-Term	Low	$50,000
13	Mill Street Operational Improvements	Long-Term	Low	<$5,000
14	Old Turnpike at Route 25 (Main Street) Intersection Improvements	Long-Term	Low	$200,000

5.2 Project Implementation

The transition from project planning to implementation is the critical step forward in the project development process. Utilizing the ideas and plans developed under this Study, and with the help from METROCOG, CTDOT, and the Towns of Monroe and Trumbull projects have been identified for implementation to address the needs and future concerns in the study area. Once a project has been identified, the actual implementation will follow a well-defined process. The most critical hurdle for the projects is the identification of a funding source to support the engineering, right-of-way acquisition, utility modifications, and the ultimate construction of the improvements. Utilizing the concept plans and costs defined in this Study, funding through an appropriate funding source can be sought.

5.2.1 Project Initiation and Funding

The majority of the recommendations and improvements identified in this Study will be publicly funded through State and/or Federal Transportation Funding Programs as provided for in the Federal Transportation Legislation, through State funding made available in the State of Connecticut transportation budget, or through the State Bond Commission. However, there are other improvements that could be constructed by private entities as mitigation for proposed development in the study area. The Towns should rely on the recommendations of this Study to ensure that local regulatory approvals consider the recommendations of this Study when determining the appropriate level of mitigation to be included as a condition of approval of new development.

There are many current funding sources to support the recommendations presented in the Study. Current funding programs include:

- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Local Capital Improvement Program (LoCIP)
- Local Transportation Capital Improvement Program (LoTCIP)
- National Highway Performance Program (NHPP)
- Highway Safety Improvement Program (HSIP)
- Local Road Accident Reduction Program (LRARP)
- Recreational Trails Program
- Special Tax Obligation Bonds
- Surface Transportation Program (STP)
- Transportation Alternatives Program (TAP)

It is worth noting that with any program reliant on public funding, either by the Federal Government or State of Connecticut, priorities may change in the future along with available funding for transportation system improvements. In addition, there are several large construction projects currently underway and in design in the State of Connecticut that can constrain transportation spending looking forward as available funds are channeled to complete these projects. The State of Connecticut Department of Transportation published the "Transportation Infrastructure Capital Plan: 2017 – 2021" describing the state of available funds and programmed spending over the next few years.

However, the current fiscal constraints should not limit the identification and pursuit of projects and funding for the priority projects identified by the Study so that as funding becomes available, projects are ready.

5.2.2 Design, Permitting and Construction

5.2.2.1 Engineering Design

Following the initiation of a project and identification of a funding source, the remaining steps to implement an improvement will involve design and construction. Based on the complexity of a project, an initial Preliminary Engineering phase may be required to conduct a more detailed engineering study and refine the concept plans and project scope. A preliminary engineering study can help establish the potential impacts to environmental and natural resources, identify potential property and utility impacts, and help refine the expected costs in current dollars rather than forecasting based on estimates reported in this Study which are provided in current, 2018 dollars.

Once Preliminary Engineering is complete and the decision is made to move forward with a project, Final Design will take place to add detail to the plan, conduct a right-of-way acquisition process, address utility conflicts and possible relocations, and develop construction documentation to facilitate bidding and construction of the improvements. Generally, projects that are identified as having a low level of complexity can be designed within 12-18 months from initiation of the project. As complexity grows, so does the timeframe required to design improvements. Design phases can potentially last three years or more for highly complex projects.

5.2.2.2 Green Infrastructure and Landscaping

Corridor improvement should be accompanied by green infrastructure and landscaping including trees, median island plantings, and low impact design (LID) techniques that minimize stormwater runoff and mitigate against the expansion of impervious surface associated with roadway widening. The provision of landscaping with roadway improvements will also seek to preserve the rural character of the study area. The concepts are discussed in more detail in the following sections with the final section providing suggested applications within specific improvement projects identified by this study.

Tree Planting

Tree planting should accompany roadway improvements so as to improve air quality, aesthetics, and to provide a traffic calming effect. Trees should be located, and appropriate species should be selected, so as not to adversely impact traffic sight-lines, sidewalks, or utility infrastructure. Trees should be selected for drought and salt tolerance when located close to the roadway. Native species are preferred and invasive species such as Norway Maple should not be planted.

The tree species identified in the table below are recommended street trees by the University of Connecticut Department of Plant Science and Landscape Architecture. These species are recommended for use within the study area.

Latin Name	Common Name
Acer buergerianum 1	Trident Maple
Acer campestre	Hedge Maple
Acer rubrum 'Armstrong'	Armstrong Red Maple
Acer rubrum 'Columnare'	Columnar Red Maple
Acer rubrum 'Northwood'	Northwood Red Maple
Acer rubrum 'October Glory'	October Glory Red Maple
Acer rubrum 'Red Sunset'	Red Sunset Red Maple
Aesculus octandra flava	Yellow Buckeye
Aesculus x carnea	Red horsechestnut
Aesculux x carnea 'Briotii'	Briotii Red horsechestnut
Celtis occidentalis 2	Common Hackberry
Cercidiphyllum japonicum 3	Katsuratree
Corylus colurna	Turkish Filbert
Crataegus x lavallei	Lavalle Hawthorn
Crataegus x mordenensis 'Toba'	Toba Hawthorn
Crataegus phaenopyrum	Washington Hawthorn
Crataegus phaenopyrum 'Fastigiata'	Fastigiate Washington Hawthorn
Crataegus viridis 'Winter King'	Winter King Hawthorn
Fraxinus pennsylvanica 'Marshall's Sdls.'	Marshall's Seedless Green Ash
Fraxinus pennsylvanica 'Newport'	Newport Green Ash
Fraxinus pennsylvanica 'Patmore'	Patmore Green Ash
Fraxinus pennsylvanica 'Summit'	Summit Green Ash
Fraxinus pennsylvanica 'Urbanite'	Urbanite Green Ash
Ginkgo biloba	Ginkgo
Ginkgo biloba 'Fastigiata'	Fastigiate Ginkgo
Ginkgo biloba 'Sentry'	Sentry Ginkgo
Gleditsia triacanthos inermis	Thornless Honeylocust
Gleditsia tri. in. 'Halka'	Halka Honeylocust
Gleditsia tri. in. 'Moraine'	Moraine Honeylocust
Gleditsia tri. in. 'Shademaster'	Shademaster Honeylocust
Gleditsia tri. in. 'Skyline'	Skyline Honeylocust
Gleditsia tri. in. 'Sunburst'	Sunburst Honeylocust
Koelreuteria paniculata 3	Goldenrain Tree
Liquidambar styraciflua 1	Sweetgum
Maackia amurensis 3	Amur Maackia
Malus 'Adams'	Adams Crabapple
Malus x atrosanguinea	Carmine Crabapple
Malus baccata 'Jackii'	Jackii Crabapple
Malus baccata mandshurica	Manchurian Crabapple
Malus 'Baskatong'	Baskatong Crabapple
Malus 'Beverly'	Beverly Crabapple
Malus 'Bob White'	Bob White Crabapple
Malus 'Centurion'	Centurion Crabapple
Malus 'Donald Wyman'	Donald Wyman Crabapple
Malus 'Doubloons'	Doubloons Crabapple
Malus 'Evelyn'	Evelyn Crabapple
Malus floribunda	Japanese Flowering Crabapple

Latin Name	Common Name
Malus 'Harvest Gold'	Harvest Gold Crabapple
Malus hupehensis	Tea Crabapple
Malus 'Jewelberry'	Jewelberry Crabapple
Malus 'Katherine'	Katherine Crabapple
Malus 'Liset'	Liset Crabapple
Malus 'Prairifire'	Prairifire Crabapple
Malus 'Prince Georges'	Prince Georges Crabapple
Malus 'Professor Sprenger'	Professor Sprenger Crabapple
Malus 'Red Jade'	Red Jade Crabapple
Malus 'Robinson'	Robinson Crabapple
Malus 'Selkirk'	Selkirk Crabapple
Malus 'Sentinel'	Sentinel Crabapple
Malus sieboldii zumi 'Calocarpa'	Zumi Crabapple
Malus 'Snowdrift'	Snowdrift Crabapple
Malus tschonoskii	Tschonoski Crabapple
Malus 'White Angel'	White Angel Crabapple
Malus 'Zumirang'	Zumirang Crabapple
Ostrya virginiana	Hop Hornbeam
Phellodendron amurense	Amur Cork Tree
Platanus x acerifolia 'Bloodgood'	London Plane Tree
Pyrus calleryana 'Aristocrat'	Aristocrat Callery Pear
Pyrus calleryana 'Chanticleer'	Chanticleer Callery Pear
Pyrus calleryana 'Redspire'	Redspire Callery Pear
Quercus coccinea	Scarlet Oak
Quercus palustris	Pin Oak
Quercus robur	English Oak
Quercus robur 'Concordia'	Golden Leaved English Oak
Quercus robur 'Fastigiata'	Fastigiate English Oak
Quercus rubra	Red Oak
Quercus x shumardii	Shumard Oak
Sophora japonica	Japanese Scholar Tree
Sophora japonica 'Fastigiata'	Fastigiate Scholar Tree
Syringa reticulate	Japanese Tree Lilac
Tilia americana 'Redmond'	Redmond American Linden
Tilia cordata	Littleleaf Linden
Tilia cordata 'Chancellor'	Chancellor Littleleaf Linden
Tilia cordata 'Glenleven'	Glenleven Littleleaf Linden
Tilia cordata 'Greenspire'	Greenspire Littleleaf Linden
Tilia tomentosa	Silver Linden
Tilia x euchlora	Crimean Linden
Ulmus 'Homestead'	Homestead Elm
Ulmus 'Pioneer'	Pioneer Elm
Ulmus 'Urban Elm'	Urban Elm
Ulmus parvifolia	Lacebark Elm
Zelkova serrata	Zelkova
Zelkova serrata 'Halka'	Halka Zelkova
Zelkova serrata 'Village Green'	Village Green Zelkova

Median Island Plantings

Median islands can be comprised of a combination of plantings, sod, and hardscape elements. Given sight line and visibility concerns, small shrubs, perennials, grasses, and bulbs are recommended. Landscaped areas cost approximately $10 per square foot, sodded areas cost approximately $2 per square foot and hardscaped areas cost approximately $10 to $15 per square foot.

Plants used in landscaped medians should be drought resistant, low maintenance, and salt tolerant species. The use of native plants whenever possible is recommended. Below is a list of suitable species for use in landscaped medians.



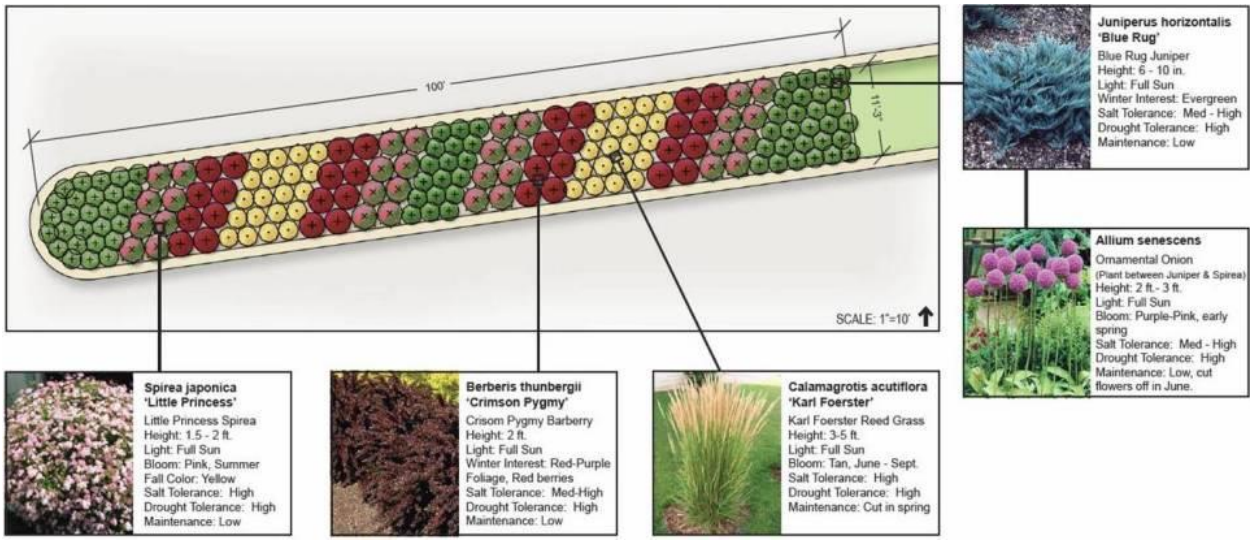
Curb-height median with plantings set back from the curb to allow for easier maintenance: Merrick Boulevard, Queens, New York. Source; NY DOT Street Design Manual

	Appearance								Tolerances			
Shrubs	Height	Spread	Characteristics						Drought-Flood		Light	Salt	High pH
Hydrangea paniculata 'DVPinky' Pinky Winky Hydrangea	6'-8'	5'-6'	JUL SEP							✓	☀►◑	◆	◆
Cornus sericea 'Farrow' Arctic Fire Red Twig Dogwood	3'-4'	3'-4'	MAY JUN			●	■			✓	☀►◑	◆	◆
Rosa 'Radcor' Rainbow Knock Out Rose		4'-5'	MAY NOV	●						✓	☀	◆	◆
Abelia x grandiflora 'Rose Creek' Rose Creek Glossy Abelia	<3'	3'-4'	MAY SEP					▲	✓		☀►●	◆	–
Caryopteris x clandonensis 'Dark Knight' Dark Knight Blue Mist Shrub		1.5'-2'	JUL SEP						✓		☀	◆	–
Juniperus chinensis var. sargentii 'Glauca' Blue Sargent Juniper		6'-9'		●				▲	✓	✓	☀	◆	◆
Lagerstroemia indica 'Gamad II' Razzle Dazzle Crepe Myrtle		3'-4'	JUL SEP			●			✓	✓	☀	◆	◆
Potentilla fruticosa Shrubby Cinquefoil		3'-4'	JUN NOV						✓	✓	☀	◆	◆
Rhus aromatica 'Gro Low' Gro Low Sumac		6'-8'	APR			●	■		✓	✓	☀►◑	◆	◆
Spiraea x bumalda 'Goldmound' Goldmound Spirea		3'-4'	MAY				●		✓	✓	☀►◑	◆	◆
Yucca filamentosa 'Color Guard' Color Guard Adam's Needle		2'-3'	JUN SEP					▲	✓	✓	☀	◆	◆
Perennials													
Liriope muscari 'Big Blue' Big Blue Lilyturf	1'-2'	1'-2'	AUG SEP					▲	✓	✓	☀►●	◆	◆
Nepeta x 'Walker's Low' Walker's Low Catmint	2'-2.5'	2.5'-3'	AUG SEP						✓	✓	☀	◆	◆
Perovskia atriplicifolia 'Little Spire' Little Spire Russian Sage	1.5'-2'	1.5'-2'	JUN NOV						✓	✓	☀	◆	◆
Echinacea purpurea Coneflower	2'-3'	1.5'-2'	JUN AUG	●					✓	✓	☀►◑	◆	◆
Grasses/Grass-like Plants													
Chionodoxa forbesii 'Pink Giant' Pink Giant Glory of the Snow	3'-5'	1.5'-2.5'	JUN FEB			●			✓	✓	☀	◆	◆
Bulbs													
Narcissus 'Improved King Alfred' Trumpet Daffodil	1'-2'	.5'-1'	APR MAY						✓	✓	☀►◑	◆	◆
Allium 'Globemaster' Globemaster Ornamental Onion	1.5'-2.5'	1'-1.5'	JUN						✓	✓	☀	◆	◆

* Fall Dig Hazard ^ ALB Host Species ● Bloom/Showy Flowers ● Showy Fruit ● Distinct Foliage ■ Fall Color ■ Distinctive Bark ▲ Evergreen

Source; NY DOT Street Design Manual

Typical Planting Schematic for Median Islands



Typical planting schematic of landscaped median, source; Pennsylvania Department of Transportation

Low Impact Design Options

This section provides an overview of landscaping and Low Impact Development (LID) techniques that can be considered for incorporation into improvement projects. Integrating LIDs will reduce the strain on the existing drainage system with the increased impervious surface area associated with the improvements. The LID options presented include the use of pervious pavements and bioswales. Sample landscaping options are also provided for use within the medians.

Bioswales

Bioswales are vegetated channels that provide treatment and retention as they move stormwater from one place to another. Vegetated swales slow, infiltrate, and filter stormwater flows. Bioswales are typically used as parking lot islands, in medians, as roadside swales, or as landscape buffers. Bioswales can offer the following benefits:

- Treat stormwater using vegetation, soil, and microbes
- Reduce the total volume of stormwater runoff
- Slow the velocity of runoff and reduce the peak discharge
- Increase infiltration and groundwater recharge
- Can be an aesthetic part of the landscape and increase biodiversity

Bioswales should be considered in areas with well drained soils. Areas with poorly drained sites will require an underdrain to remove overflow stormwater. Compacted soils, short runoff contact time, large storm events, and steep slopes reduce the effectiveness of bioswales.

Bioswales are inexpensive relative to traditional curb and gutter treatment or underground stormwater systems. Maintenance (seasonal trimming and removal of debris) is required more often but is much less expensive than that of traditional curb and gutter system

maintenance. Installation cost per square foot varies depending on drainage requirements and density of planting. Typical costs range from $5 to $10 per square foot.

Typical plant types used in bioswales include:

- Achillea millefolium, Common Yarro
- Aronia arbutifolia, Chokeberry
- Baptisia sphaerocarpa, Yellow Wild Indigo
- Echinacea, Coneflower
- Iris laevigata, Iris
- Kalimeris incisa, Japanese Aster
- Monarda, Bee Balm
- Phlox paniculata, Perennial Phlox
- Solidaga rugosa, Goldenrod
- Ilex verticillata, Winterberry
- Lindera Benzoin, Spicebush
- Panicum virgatum, Switch grass
- Schizachyrium scoparium, Little Bluestem

Bioswales should be planted with a mix of close growing vegetation that is water and salt tolerant. Plants should be selected for their nutrient uptake ability and appropriateness for the site. The use of native plants is recommended.



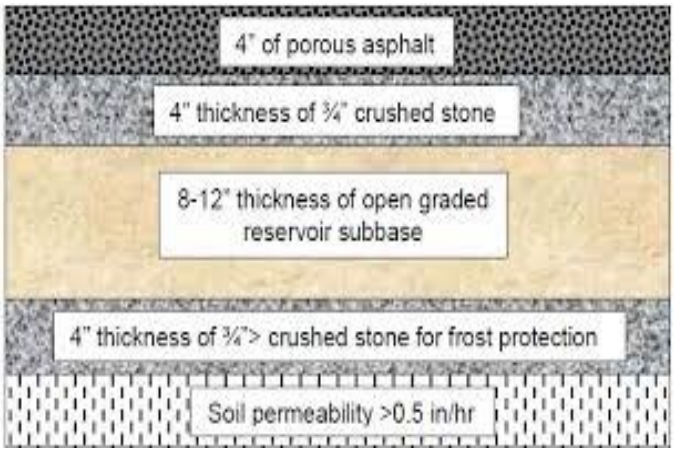
Bioswale Detail and Example

Pervious Asphalt

Pervious (or porous) asphalt is a mix that is designed to allow for onsite stormwater infiltration. This pavement type is not suitable for high traffic areas, but is suitable for pathways, sidewalks, and low traffic parking areas. Pervious asphalt has been shown to reduce slipping hazards by absorbing water from the surface in cold climates. It can be installed with the same equipment as traditional asphalt and is designed to have an equal lifespan. Installation involves less labor than is required with pervious concrete. Typical uses of this treatment include; parking lots, driveways, walkways.

Plowing and poor drainage can lessen the life span. Tight parking lots which cause many turning movements can cause spalling. This product is also prone to clogging, leaves and sand reduce the infiltration rates.

Pervious asphalt has been used in multiple locations at the University of Connecticut Storrs Campus. The product has held up well in these locations and the university is in the process of purchasing a maintenance vacuum.



Typical Pervious Pavement Section

(Source: Tompkins County Soil and Water Conservation Stormwater Program)

Installation costs approximately $5 a square foot. Required maintenance includes twice yearly truck vacuuming and special snowplow blades designed to not damage the surface. The implementation of this type of LID measure may be appropriate for shared use pathways but is not considered a feasible solution for roadway pavement.

Application to Routes 25 & 111

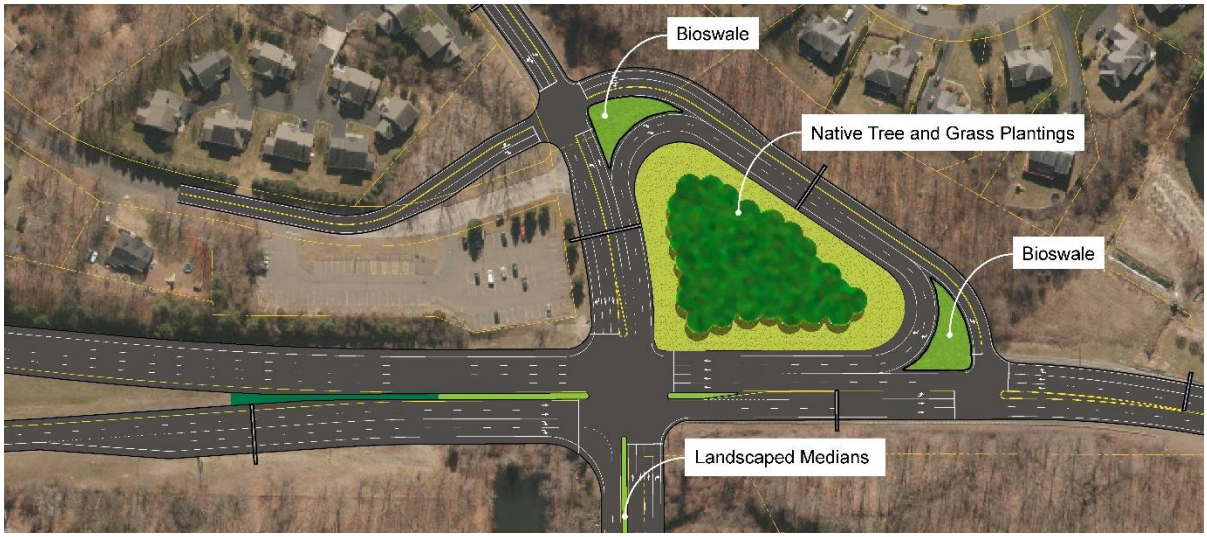
Street Trees: Street trees should be considered for all areas where adequate space exists within the right-of-way, or on private property through agreement with the private property owner. Trees should be spaced 25 feet to 30 feet apart and should be located at least 3 feet away from a sidewalk. If planted between the sidewalk and curb, the space between the curb face and sidewalk should be at least 6 feet. Tree planting should be considered as a short-term measure in areas that are unlikely to be impacted by expansion of the roadway. In areas where roadway or right-of-way expansion is recommended, tree planting should follow those improvements.

Median Island Plantings: Median islands are proposed at a number of locations in the study area, with the largest proposed island extending along the center of Route 25 at the southern extend of the study area. Planting of these island should be considered as a means of minimizing stormwater runoff and improving the aesthetics of the corridor.

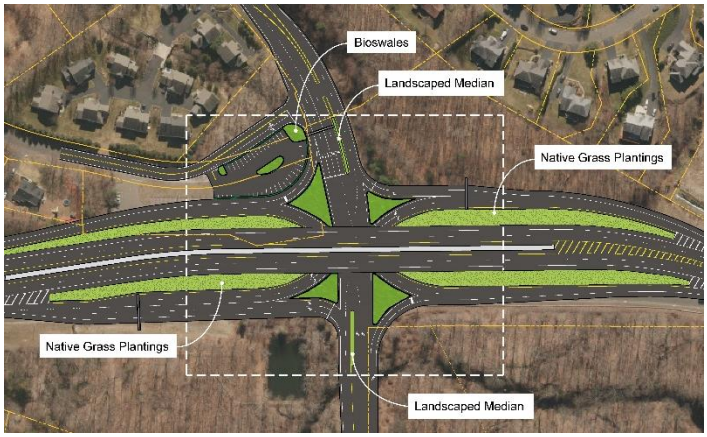
LID Measures: Lid measures should be considered and incorporated into the improvement designs to reduce the strain of the additional impervious area on the existing stormwater system. LID measures such as a bioswale could be integrated with new sidewalk construction. This would assist with capturing stormwater runoff as well as providing separation between pedestrians and vehicles.

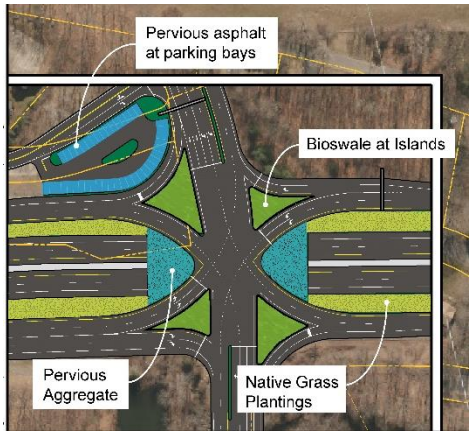
Route 25 at 111 Intersection Area (Plans 1 & 2)

The most significant opportunity for landscaping in Plan 1 is within the large island on the southwest corner of the Route 25/111 intersection. Native tree and grass planting are recommended at this location. The tree line should be kept offset from the edge of roadway so as not to obstruct traffic sight-lines. The smaller islands at either end of the new connection roadway could be constructed as bioswales with openings in the surrounding curb that would allow for infiltration of stormwater runoff from the roadway. Other opportunities for landscaping include decorative median plantings in the islands on the north, east, and west approaches to the intersection.



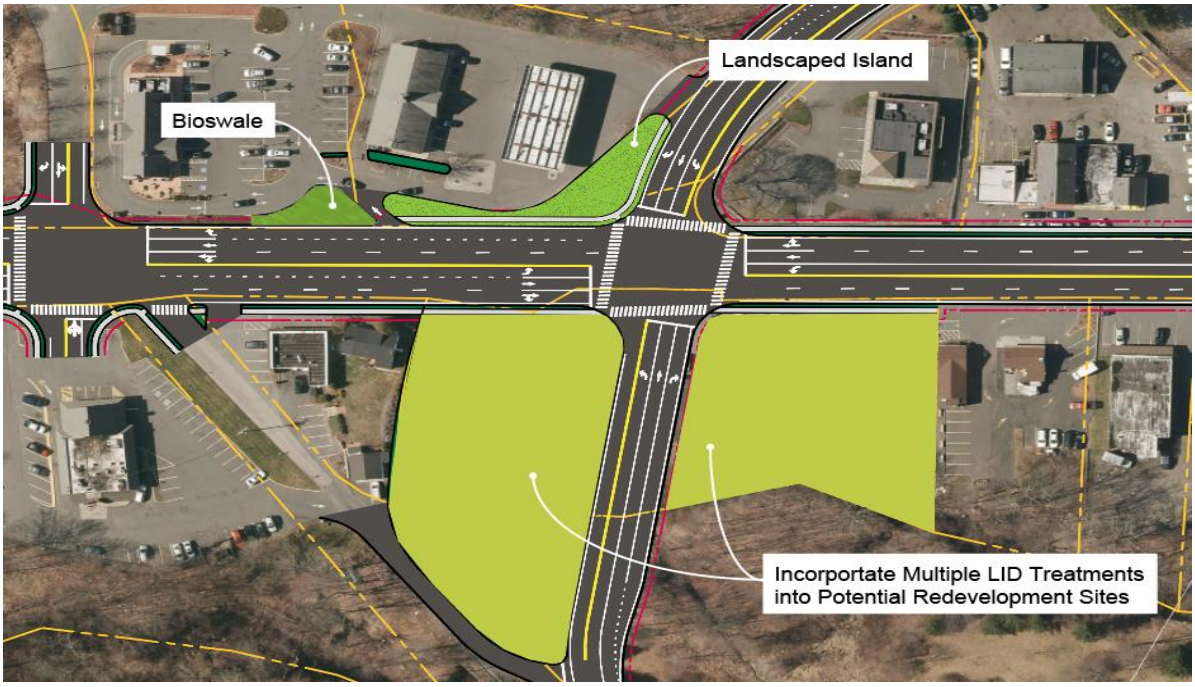
Plan 2 presents many opportunities for landscaping and LID treatments. The embankments of the elevated Route 25 roadway on either side of the Route 111 intersection could be planted with native grass plants. The interchange islands could be used as bioswales with openings in the surrounding curb to allow for infiltration of stormwater runoff. Islands at the modified commuter parking lot could also be constructed as bioswales. Pervious asphalt could be used in the commuter lot and is most appropriate for parking stalls where traffic is minimal. The landscaped medians on Route 111 could also be constructed to accommodate decorative median plantings.





Purdy Hill Road and Judd Road Intersection Area (Plan 8)

The reconstruction of Purdy Hill Road presents an opportunity for multiple LID treatments to be integrated into the redevelopment of two parcels on the east side of Route 25 that will be impacted/created by realignment of the roadway. On the west side or Route 25, the creation of an island at the southwest corner presents an opportunity for low level landscaping within the island and a limited number of trees provided they don't obscure sight-lines. The smaller island to the south of the driveway entrance would be suitable for a bioswale as there is not sidewalk at this location that would otherwise obstruct run-off from the roadway.



Pequonnock Trail Crossing Underpass (Plan 14)

The proposed pathway could be constructed of pervious asphalt between the existing trail surfaces. This would reduce stormwater runoff into the nearby Pequonnock River. The landscaped island on the south side of the Old Mine Road intersection could be landscaped with median plantings to provide an aesthetic gateway into the area.

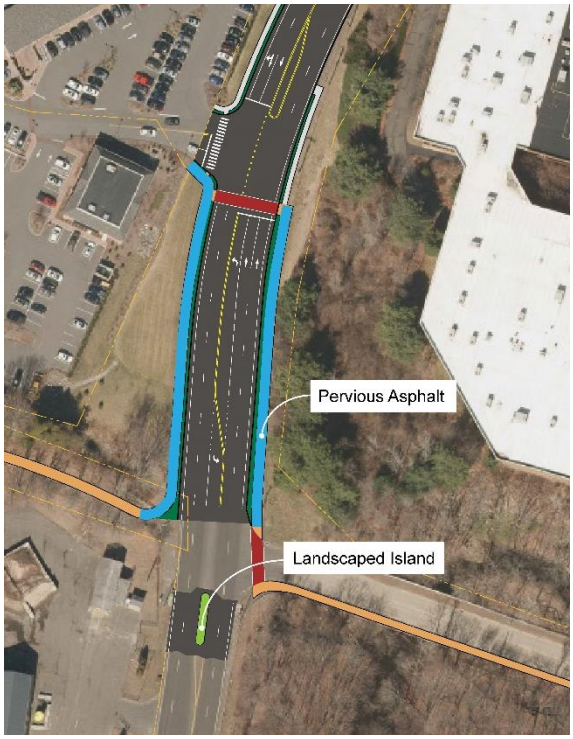


Pequonnock Trail Crossing Realignment (Plan 15)

The proposed pathway could be constructed of pervious asphalt between the existing trail surfaces. This would exclude curb ramps which would be constructed of concrete. The landscaped island on the south side of the Old Mine Road intersection could be landscaped with median plantings to provide an aesthetic gateway into the area.

Route 25 at Crescent Street – North End (Plan 23)

The island at the intersection of Route 25 and Crescent Place could be constructed as a bioswale with openings in the surrounding curb that would allow for infiltration of stormwater runoff from the roadway.





5.2.2.3 Permitting and Compliance

The following sections detail the various permitting and compliance activities that need to be considered as the Study recommendations move into the design and implementation stages. Each section describes the purpose and need for the permitting/compliance activity as well as the locations where they need to be considered. Included are sections on Environmental Permitting, Federal Funding and Preservation Compliance, Stormwater Permitting, and CTDOT Construction and Development Permitting.

Environmental Permitting

As noted in Section 2.12 of this report, there are numerous regulated natural resources within the study area. Resources of note include: Threatened and Endangered Species and Critical Habitats, Floodplains, and Wetlands. The Threatened and Endangered Species information is available through the CTDEEP Natural Diversity Data Base (NDDB). Within the study area, only one NDDB area was mapped; it is located in the vicinity of the intersection of Routes 111 and 25. Generally, the floodplains exist in the vicinity of the

Pequonnock River and Farmill River. The wetlands are generally mapped in the vicinity of the aforementioned rivers, and at smaller streams located throughout the study area. It is worth noting that natural resource mapping is based on statewide databases and from project development. More detailed investigations will better define the scope and nature of the resources that may be impacted by the projects. Project improvements planned within these mapped resource areas have been identified. Work proposed within these mapped resource areas would likely require obtaining permits from local, state, and federal regulatory entities. The environmental permits anticipated for each proposed concept are described in the following sections and summarized in Table 5-5. Funding sources also play a role in which environmental permits may be required for future work.

TABLE 5-5
Environmental Permitting Requirements by Concept

Location of Improvement	Anticipated Approvals	Comments
Route 25 at Route 111		
Plan 1	N, F, W	All within mapped resource areas
Plan 2	N, F, W	All within mapped resource areas
Route 25 at Spring Meadows and St. Stephen's		
Plan 3	F, W	Improvements located just outside of mapped wetland area, but there is a stream crossing and road widening. Located within mapped floodplains.
Route 25 at Tashua & Spring Hill Road		
Plan 4	F, W	Improvements located outside of mapped wetland area, but there is a stream crossing included. Located within mapped floodplains.
Route 25 at Crescent Place, Mill Street, and Maple Drive		
Plan 7	W	Within mapped wetlands
Route 25 at Pond View and Judd & Purdy Hill Road		
Plan 8	F, W	Within mapped wetlands and floodplains
Route 25 at North of Purdy Hill Road & Judd Road		
Plan 9	F, W	Within mapped wetlands and floodplains
Route 111 at Old Mine Road & Pequonnock River Trail Crossing		
Plan 14	N, F, W	All within mapped resource areas
Route 111 at Trefoil Plaza & Woodland Hills		
Plan 15	N, F, W	All within mapped resource areas
Trumbull Transfer Center on Spring Hill Road		
Plan 21	F, W	Improvements located outside of mapped wetland area but there is a stream crossing. Located within mapped floodplains.

N = NDDB coordination

F = Floodplains permit

W = Wetlands permit

Threatened and Endangered Species and Critical Habitats

There was one mapped NDDB area identified in the southeastern portion of the study area, along the Pequonnock River, near the intersection of Routes 111 and 25. Concepts with improvements proposed within the mapped NDDB areas will be required to coordinate with CTDEEP to determine what species may be affected by the project and any preventative or mitigative measures needed in the project design/schedule/approach. To request an NDDB state listed species review, the NDDB review request form package must be completed and submitted to CTDEEP. NDDB mapping is updated on an annual basis, so projects should be re-screened if they move forward in the future. The concepts that currently will require an NDDB review include:

- Route 25 Corridor (Plans 3 through 13)
- Route 25 at Route 111 (Plans 1 and 2)
- Route 111 at Old Mine Road & Pequonnock River Trail Crossing (Plan 14)
- Route 111 at Trefoil Plaza & Woodland Hills (Plan 15)

Preparation of the NDDB form submittal is estimated to take approximately two weeks, with an estimated agency review time of one to three months.

Floodplains

The Pequonnock River enters the study area in the northwest and crosses Route 25 twice before exiting the study area southeast of the Routes 111 and 25 intersection. The Farmill River enters the study area southeast of the intersection of Cross Hill Road and Route 111 and exits northwest of Mayfair Court in Monroe. There are floodway and 100-year floodplains mapped along these two rivers. There is also an unnamed stream with mapped 100-year floodplains and floodway located north of Tashua Road. There are also 500-year floodplains located just outside of the 100-year floodplains throughout the study area.

Concepts with improvements proposed within the mapped floodway and 100-year floodplains will be required to obtain a Flood Management Certification approval. Areas of 500-year floodplain also exist within the study area, and these will need to be considered during design and permitting. It is assumed that since the work is proposed on state roadways, that state funding would be used, and the applicant for permits would be CTDOT. Depending upon the impacts and extent of the work, this permit could be a CTDEEP Individual Flood Management Certification or CTDOT Flood Management General Certification (CTDOT applicant and minimal impacts). The concepts that would require a Flood Management Certification include:

- Route 25 at Route 111 (Plans 1 and 2)
- Route 25 at Spring Meadows and St. Stephens (Plan 3)
- Route 25 at Tashua and Spring Hill Road (Plan 4)
- Route 25 at Pond View and Judd & Purdy Hill Road (Plan 8)
- Route 25 at North of Purdy Hill Road & Judd Road (Plan 9)
- Route 111 at Old Mine Road & Pequonnock River Trail Crossing (Plan 14)
- Route 111 at Trefoil Plaza & Woodland Hills (Plan 15)
- Alternative Travel Modes (Plans B&P and T)
- Trumbull Transfer Center on Spring Hill Road (Plan 21)

Preparation of the Flood Management permit package is estimated to take approximately six weeks, with an estimated agency review time of four to six months.

If CTDOT is the permit applicant, there would be no municipal floodplains permits required.

Wetlands

There are mapped wetlands surrounding the Pequonnock and Farmill Rivers as described in the Floodplains section above. Wetlands are also mapped along smaller streams, ponds, and wet areas throughout the study area. There are mapped wetlands identified along both Routes 111 and 25. The mapped wetland areas are those comprised of poorly and very poorly drained soils, as well as alluvial and floodplain soils. In addition, both waterbodies and watercourses (intermittent and perennial) are regulated resources under the state Wetland Protection Act.

To determine if a project requires a wetlands permit, wetlands must be delineated in the field by a professional soil scientist, as well as waterbodies and watercourses. For purposes of this study, concepts within mapped wetland areas, waterbodies or watercourses have been identified as having the potential for wetland permitting needs.

Concepts with improvements proposed within the mapped wetland resource areas have the potential to be required to obtain an Inlands Wetlands and Watercourses permit through CTDEEP. If there are activities that alter or fill wetlands or watercourses, a United States Army Corps. of Engineers (USACE) Section 404 permit would be required. Generally, for USACE Section 404 approval, if impacts are less than 5,000 square feet (sf), then submitting a Self-Verification (SV) form to USACE would be needed. If impacts are greater than 5,000 sf and less than one acre, then a Pre-Construction Notification (PCN) would be needed. If the extent of the work within wetlands and watercourses causes greater impacts than one acre, an individual Section 404 permit would be required. Authorization would likely be through General Permit (GP) No. 18, however, if authorization under a different GP was required, then thresholds may be different than those outlined above.

In addition to the USACE Section 404 permit, a Water Quality Certification (WQC) approval under Section 401 of the Federal Clean Water Act would be needed. If authorization under GP 18 is sought, WQC approval would be granted as part of the SV approval process, if SV applies to the project. If the PCN is being sought and the project has under 0.5 acres of impact, the CTDEEP Connecticut Addendum Army Corps of Engineers General Permit State of CT (CT Addendum) would be required for the WQC. If impacts are over 0.5 acres, an individual WQC through CTDEEP would be required. If USACE Section 404 approval were through a GP other than GP 18, then Section 401 WQC thresholds may change. If a USACE Section 404 permit is needed, the CTDEEP General Permit for Water Resource Construction Activities will also apply as long as the project has under one acre of wetland and watercourse impacts.

If CTDOT is the permit applicant, there would be no municipal wetlands permits required, as CTDOT coordinates with the municipalities during the design process.

The concepts that may require a wetlands permit include:

- Route 25 at Route 111 (Plans 1 and 2)
- Route 25 at Spring Meadows and St. Stephens (Plan 3)
- Route 25 at Tashua and Spring Hill Road (Plan 4)
- Route 25 at Crescent Place, Mill Street, and Maple Drive (Plan 7)
- Route 25 at Pond View and Judd & Purdy Hill Road (Plan 8)
- Route 25 at North of Purdy Hill Road & Judd Road (Plan 9)
- Route 111 at Old Mine Road & Pequonnock River Trail Crossing (Plan 14)
- Route 111 at Trefoil Plaza & Woodland Hills (Plan 15)
- Alternative Travel Modes (Plans B&P and T)
- Trumbull Transfer Center on Spring Hill Road (Plan 21)

Preparation of the SV form submittal is estimated to take approximately two weeks, with no agency review time. Preparation of the PCN, General Permit for Water Resource Construction Activities permit, and/or CT Addendum packages are estimated to take approximately six weeks, with an estimated agency review time of four to six months. Preparation of Individual USACE and/or Individual WQC permit packages are estimated to take approximately twelve weeks, with an estimated agency review time of eight to twelve months.

Federal Funding and Preservation Compliance

Depending upon the funding source for projects, federal and/or state-level environmental documentation would be required. If federal funding is used, and if impacts are minimal, a Categorical Exclusion (CE) would likely satisfy the federal requirements. If the project has federal funding and greater impacts are anticipated, then the preparation of an Environmental Assessment (EA) may be necessary. If state funding is involved, to satisfy Connecticut Environmental Policy Act (CEPA) state environmental documentation requirements, a Post Scoping Notice or an Environmental Impact Evaluation (EIE) would be required. As the project advances into conceptual design and additional project details are known, a determination should be made about the applicability of NEPA and CEPA and the proper class of documentation. Opportunities for streamlining the environmental documentation process should be used, if available (e.g., preparation of a combined NEPA/CEPA document).

If federal funds are used for the improvements, the project would be subject to Section 4(f) of the US Department of Transportation Act. Given their locations and the recommended improvements a use under Section 4(f) of the following properties is unlikely: the Thomas Hawley House, Monroe Elementary School, Gregory's Four Corners Burial Ground, and Barnum Curtis Mills. However, there is the potential for a Section 4(f) use of the Old Mine Park and the Pequonnock River Trail. Improvements at Green Street in proximity to the Birdsey's Plain/Stepney Cemetery may also be subject to 4(f). As the project advances into conceptual design and additional project details are known an assessment should be undertaken to determine what documentation is required in order to comply with Section 4(f) of the US Department of Transportation Act.

Section 106 of the National Historic Preservation Act requires that federal agencies take into account the effects of their actions on properties listed in, or eligible for listing in, the National Register of Historic Places. Given the locations of the two historic properties and the nature of the improvements, adverse effects are unlikely. However, once the design has been advanced to the concept level, and if federal funds are used for the improvements, consultation should be undertaken with the CT State Historic Preservation Office. Similarly, consultation will have to be undertaken with the Connecticut State Historic Preservation Office regarding any potential effects to the state-listed Monroe Elementary School.

Stormwater Permitting

It is unknown which concepts and segments will be constructed together, however if the soil disturbance proposed for a project is over one acre, a CTDEEP General Permit for the Discharge of Stormwater and Dewatering Wastewaters from Construction Activities (Stormwater GP) would be required. With CTDOT as the applicant, this project would be classified as a locally exempt project. Any concepts that require the Stormwater GP, even if located outside of a mapped NDDB area, must also request the NDDB review and include the CTDEEP response in the stormwater permit package.

Preparation of the Stormwater GP package is estimated to take approximately six weeks. This permit filing must be submitted to CTDEEP 60 days before the start of construction if the soil disturbance area is between one (1) and twenty (20) acres. If the project's soil disturbance is greater than 20 acres, the permit should be submitted 90 days before the start of construction. CTDEEP has the 60- or 90-day timeframe to review the filing and provide any feedback to the applicant.

If CTDOT is the permit applicant, there would be no municipal stormwater permits required. If soil disturbance for the project is less than one acre, and a CTDEEP wetlands permit is required, no municipal stormwater permits would be needed.

CTDOT Improvement Construction & Development Permitting

In addition to the permitting for natural resources, CTDOT will require permits for developments and construction of improvements within the State right-of-way for Municipal roadway improvements and driveways to developments. The permits include encroachment permits and signal revision permits for the Municipal roadway and development driveway improvements and Office of State Traffic Administration (OSTA) permits for large developments that exceed the OSTA size limits. The permits required for the recommended improvement plan are summarized in the improvement matrices in Section 5.1.3. Depending on the scope of the work and the entity, the Municipality or a private developer performing the design, funding for the permits may come from public and/or private resources.

5.2.2.4 Construction

Following the completion of the design phase, the projects will begin the construction phase. The steps involved in a publicly funded project include advertisement for bids to contractors, collecting bids on the work and awarding the contract, and finally conducting the construction to build the improvement. Utility relocations typically take place during construction, but in some instances a utility company may relocate facilities in advance of a project taking place once a utility agreement is in place. Generally, smaller projects are completed within one construction season between March and November. Larger projects can span several construction seasons depending on the complexity of the work, the construction staging and phasing needed to facilitate the maintenance and protection of traffic operations during construction, and possibly the availability of funding. Projects identified as having Moderate Complexity can be expected to take up to two construction seasons and highly complex projects could take more than two construction seasons to build.

APPENDIX A
Figures

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FIGURE 2-2

Route 25 Historical Average Daily Traffic

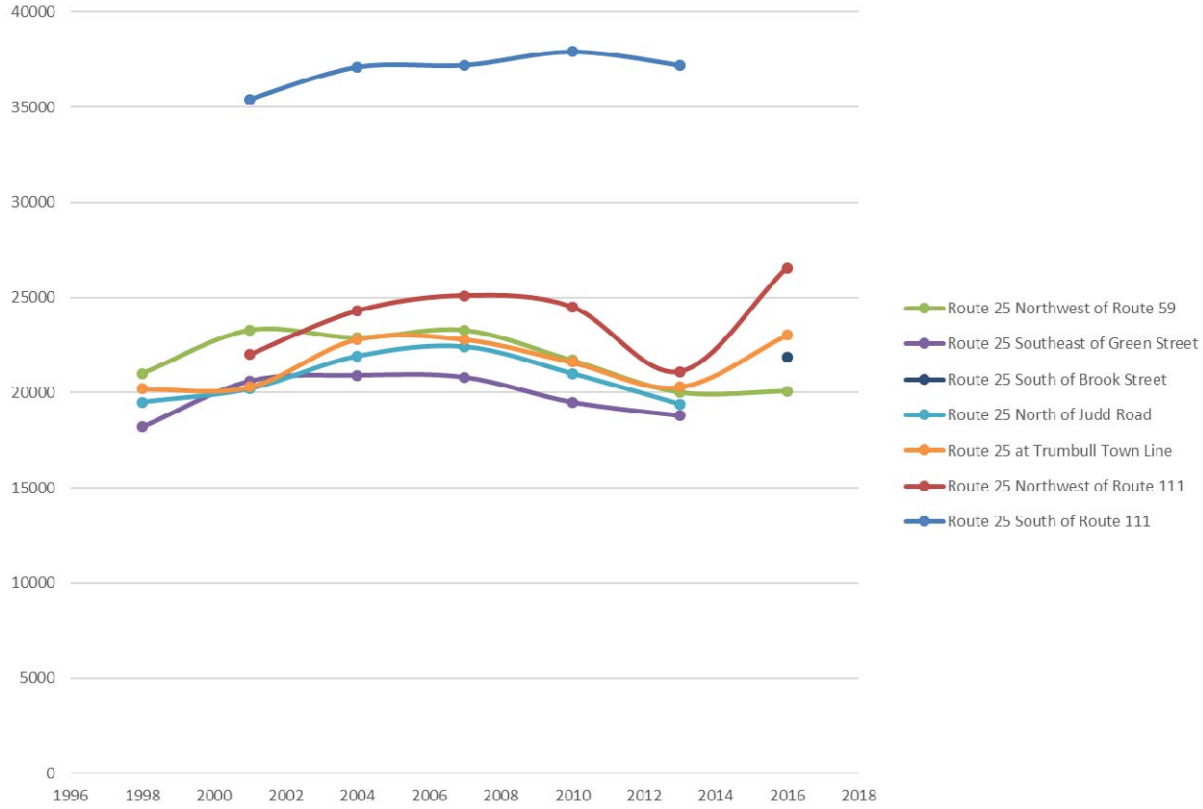


FIGURE 2-3

Route 111 Historical Average Daily Traffic

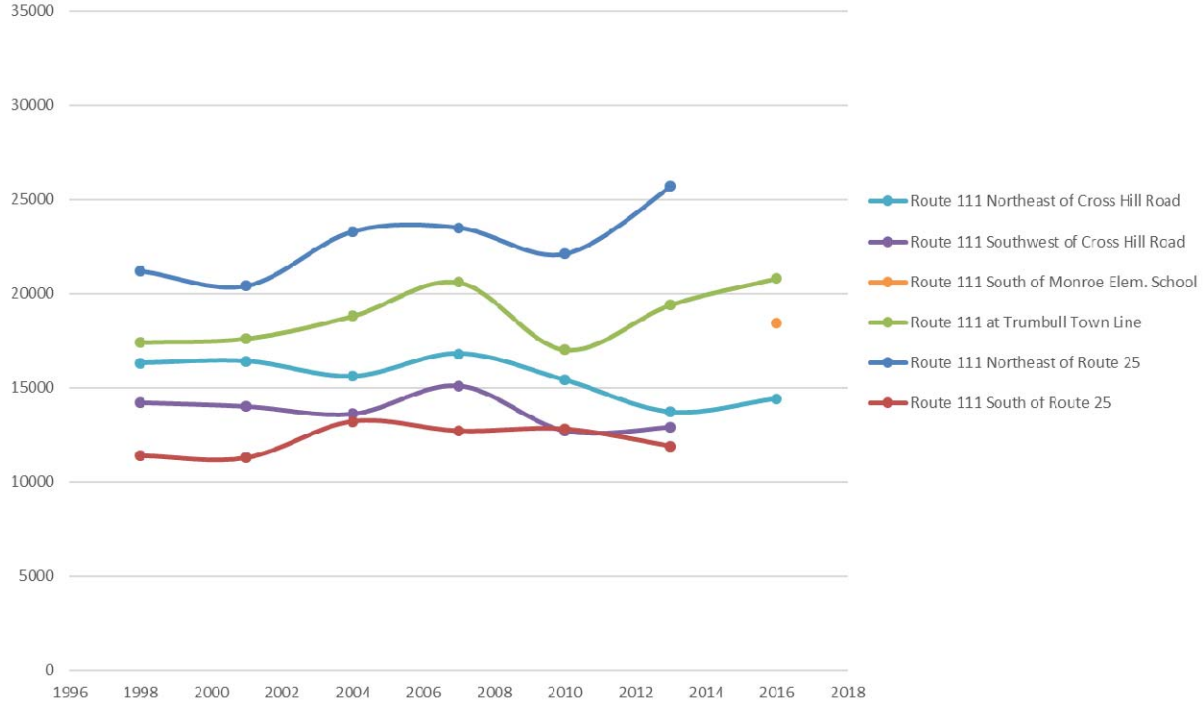
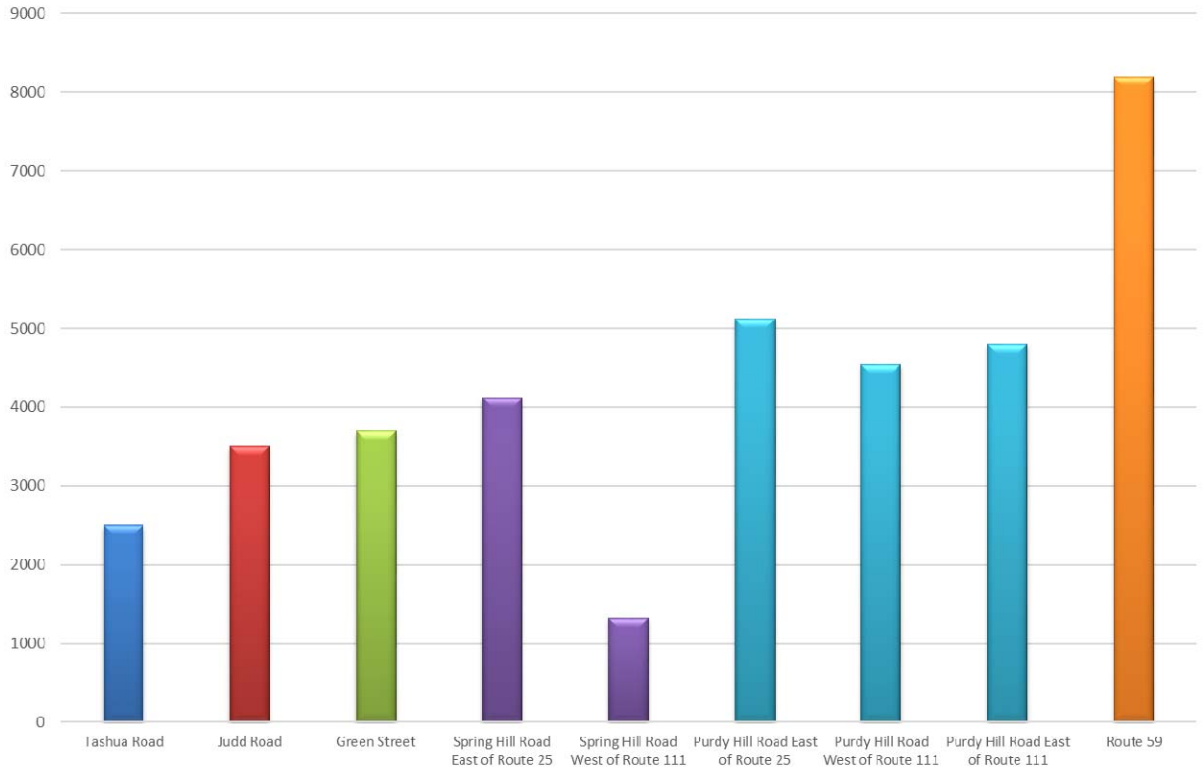
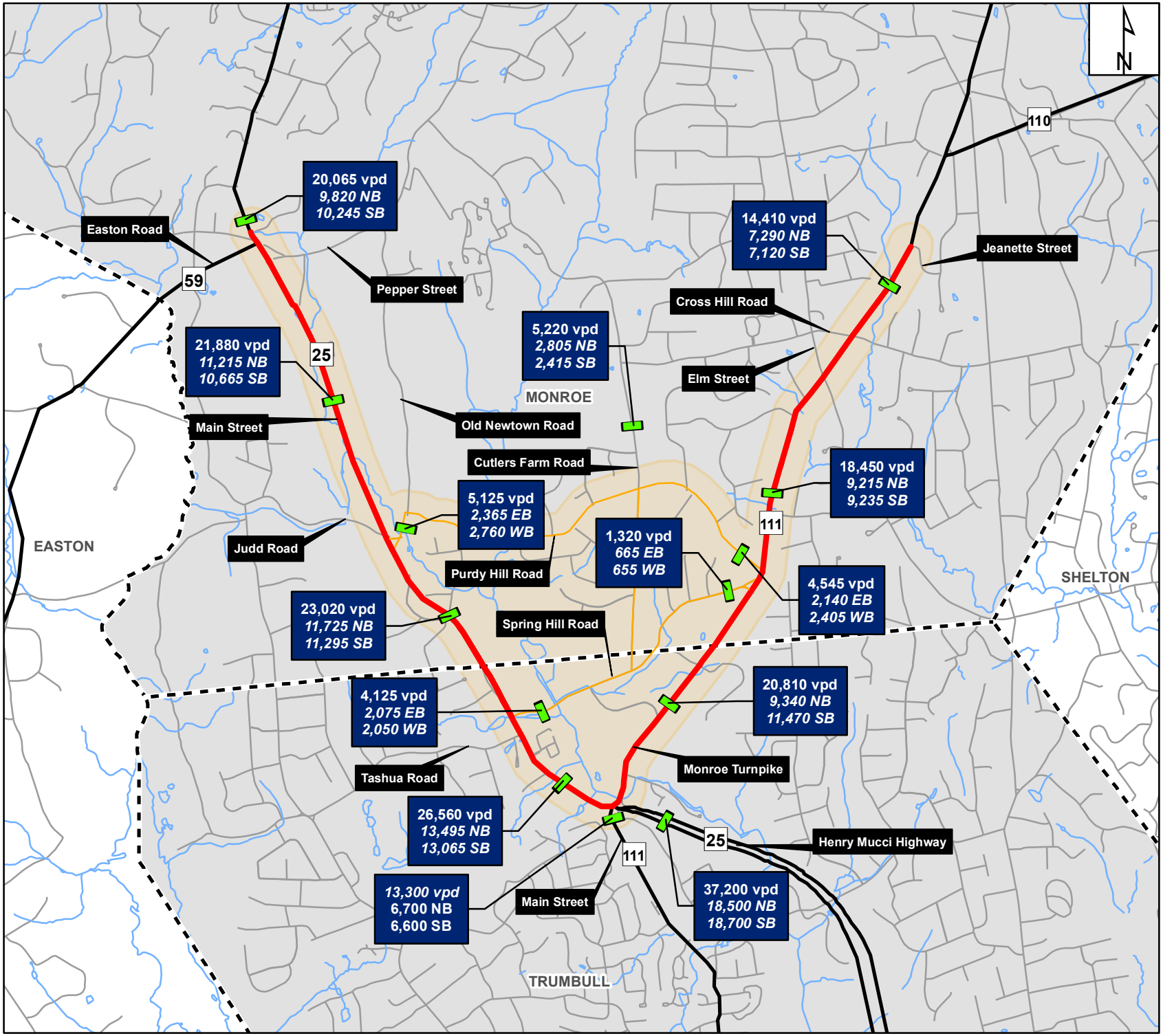


FIGURE 2-4

Side Street Average Daily Traffic (2016 Count Data)





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LEGEND

- Observation Location
- Study Area
- Study Area State Route
- Study Area Local Road
- State Route
- Local Road

Source:
CTDOT Triennial Traffic Counts, 2013
Traffic Counts by Tighe & Bond, April-May 2016

0 1,500 3,000
Feet
1 " = 3,000 '

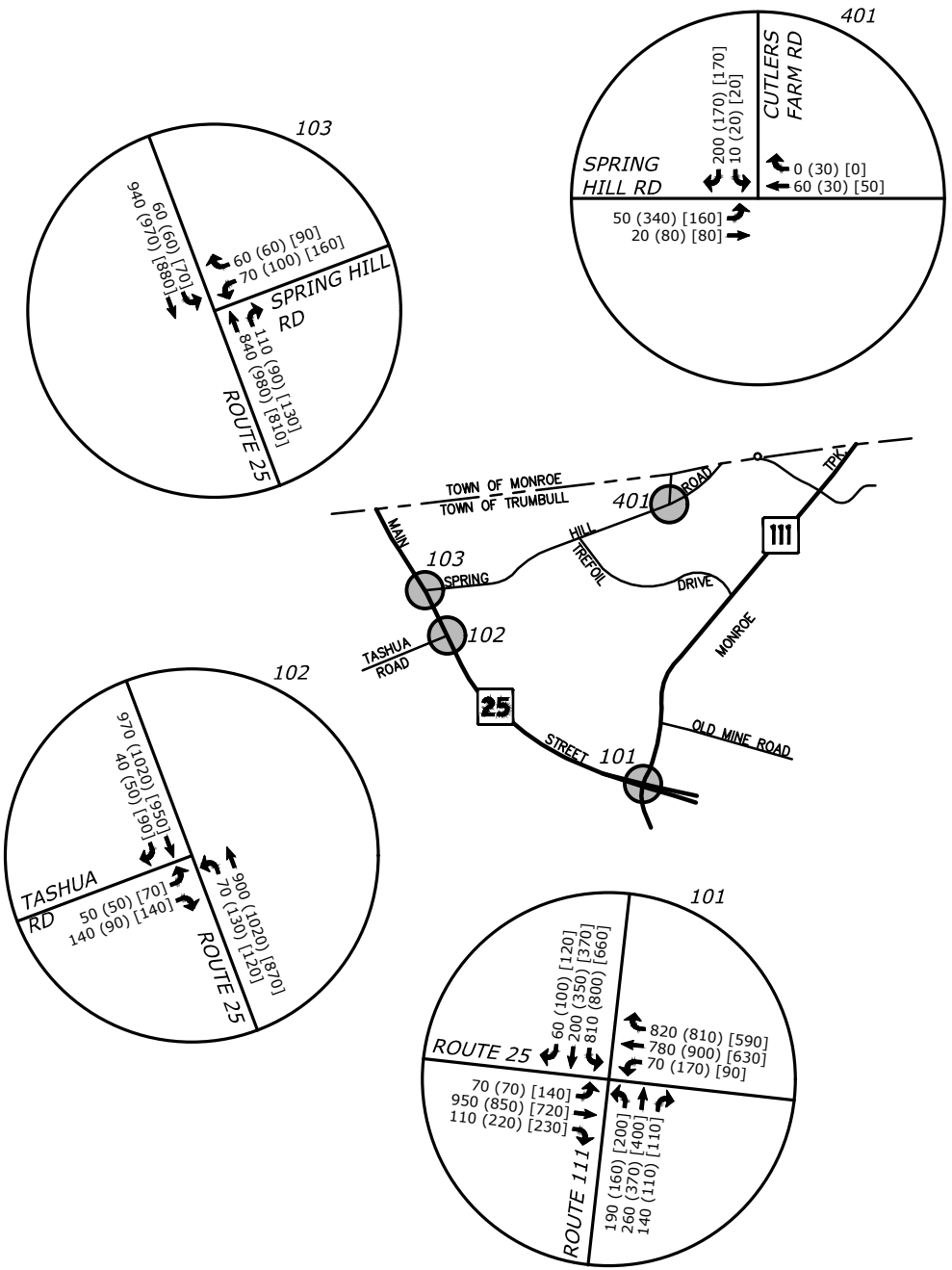
Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut
October 2016

AVERAGE DAILY TRAFFIC VOLUMES

FIGURE 2-5

V:\Projects\C\C1106\MXDs\TrafficVolume_.mxd

C-1106

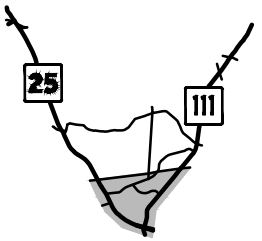


N

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LEGEND

VOLUMES: AM (PM) [SAT]



KEY PLAN

0 1,000 2,000
Feet
1"=2000'

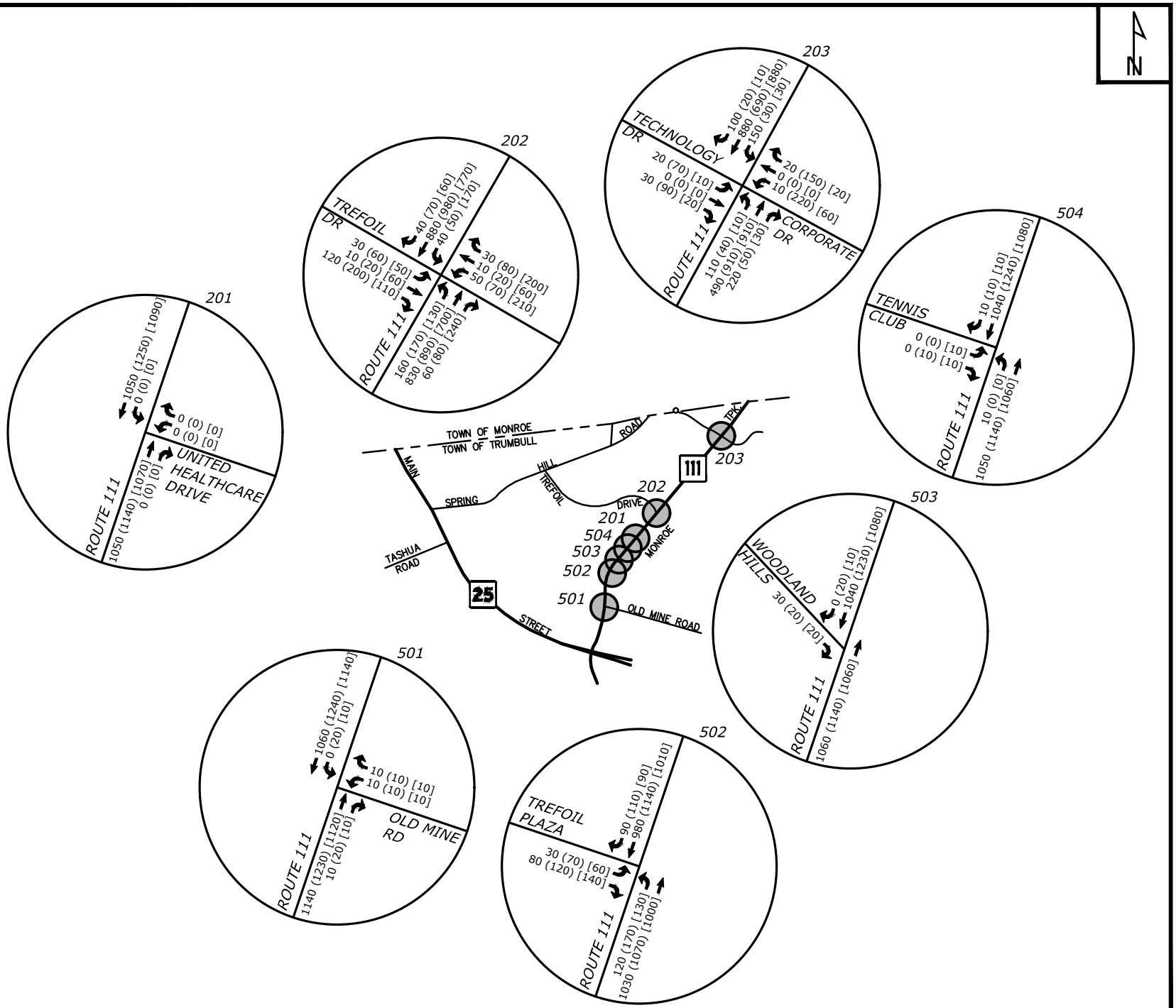
Engineering Planning Study
for Route 25 and Route 111
Monroe & Trumbull,
Connecticut

January 2017

2016 EXISTING TRAFFIC VOLUMES ROUTE 25 SOUTH END

FIGURE 2-6

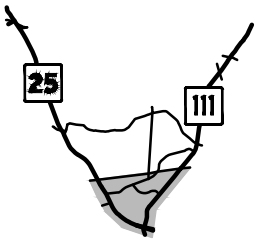
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LEGEND

VOLUMES: AM (PM) [SAT]



KEY PLAN

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Feet
1"=2000'

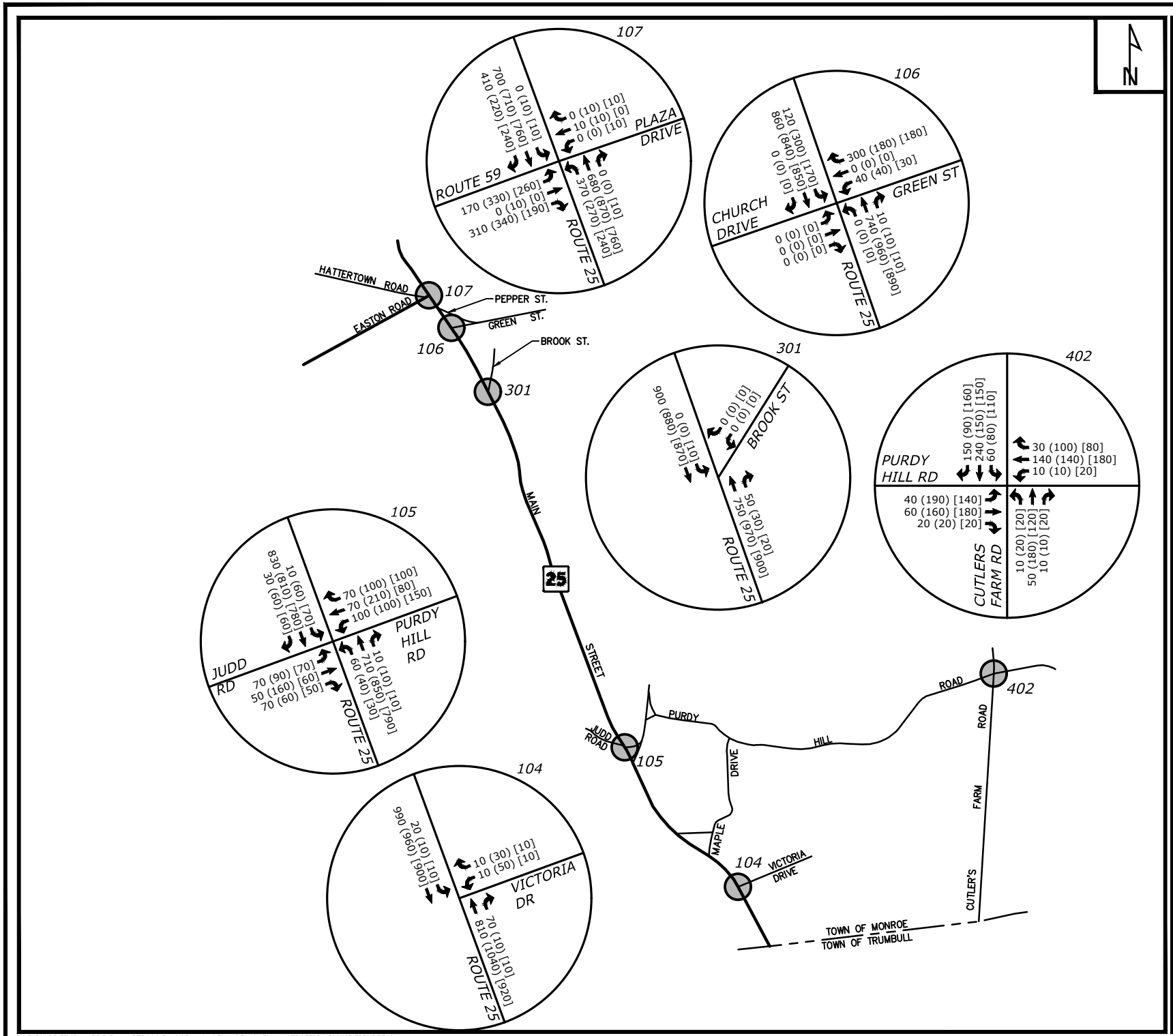
Engineering Planning Study
for Route 25 and Route 111
Monroe & Trumbull,
Connecticut

January 2017

2016 EXISTING TRAFFIC VOLUMES ROUTE 111 SOUTH END

FIGURE 2-7

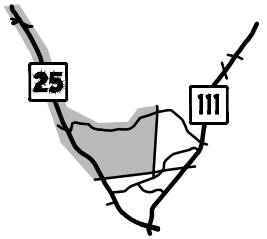
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LEGEND

VOLUMES: AM (PM) [SAT]



KEY PLAN

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Feet
1"=2000'

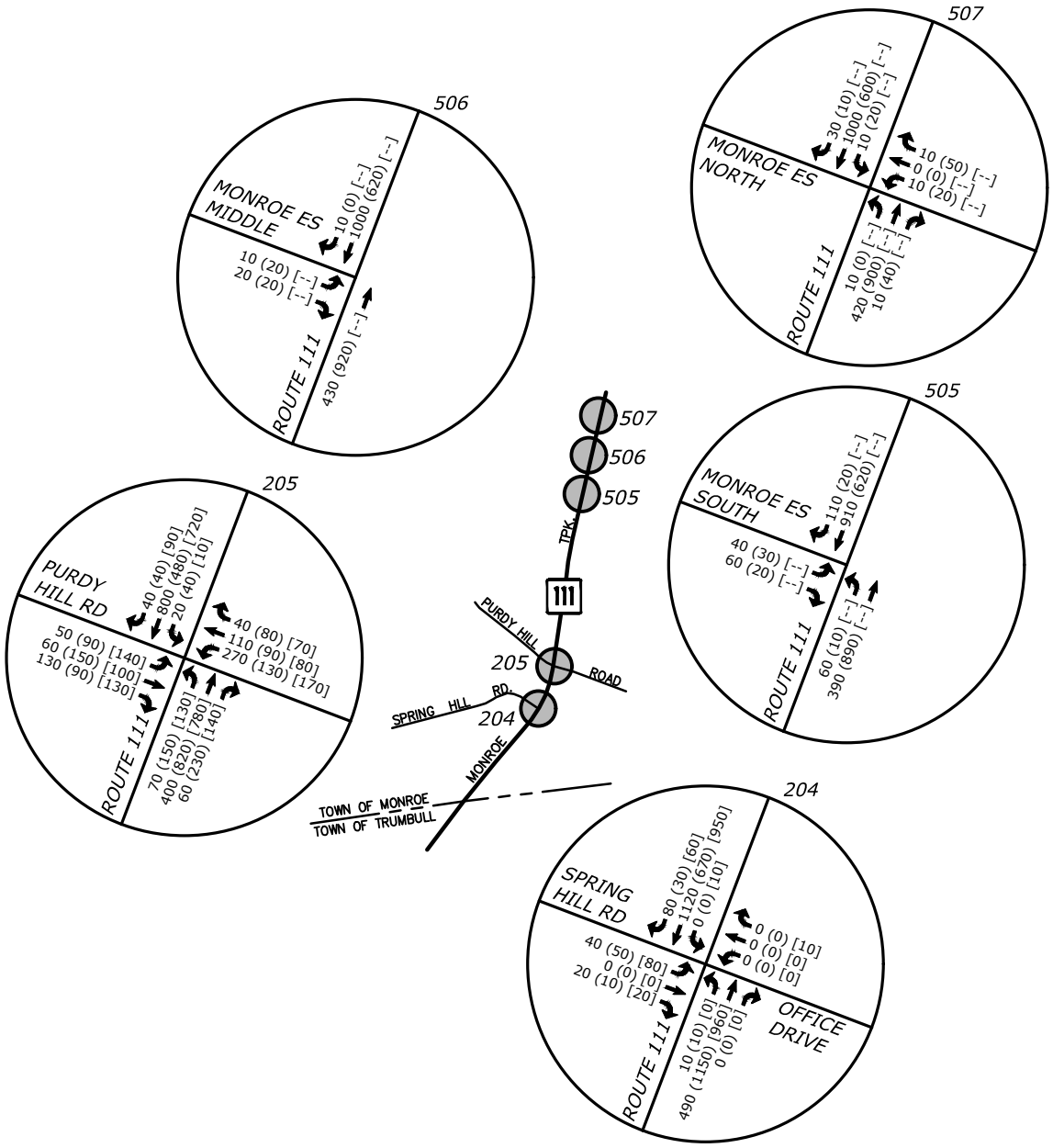
Engineering Planning Study for Route 25 and Route 111
Monroe & Trumbull, Connecticut

January 2017

2016 EXISTING TRAFFIC VOLUMES ROUTE 25 NORTHWEST END

FIGURE 2-8

J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Study Figures\TRAFFIC VOLUME FIGURES.dwg

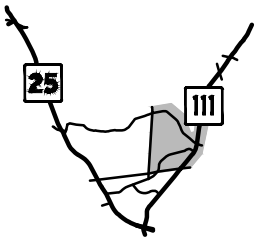


NOTE:
COUNTS AT MONROE ELEMENTARY SCHOOL DRIVES TAKEN ONLY DURING AM AND PM SCHOOL PEAKS

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LEGEND

VOLUMES: AM (PM) [SAT]



KEY PLAN

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Feet
1"=2000'

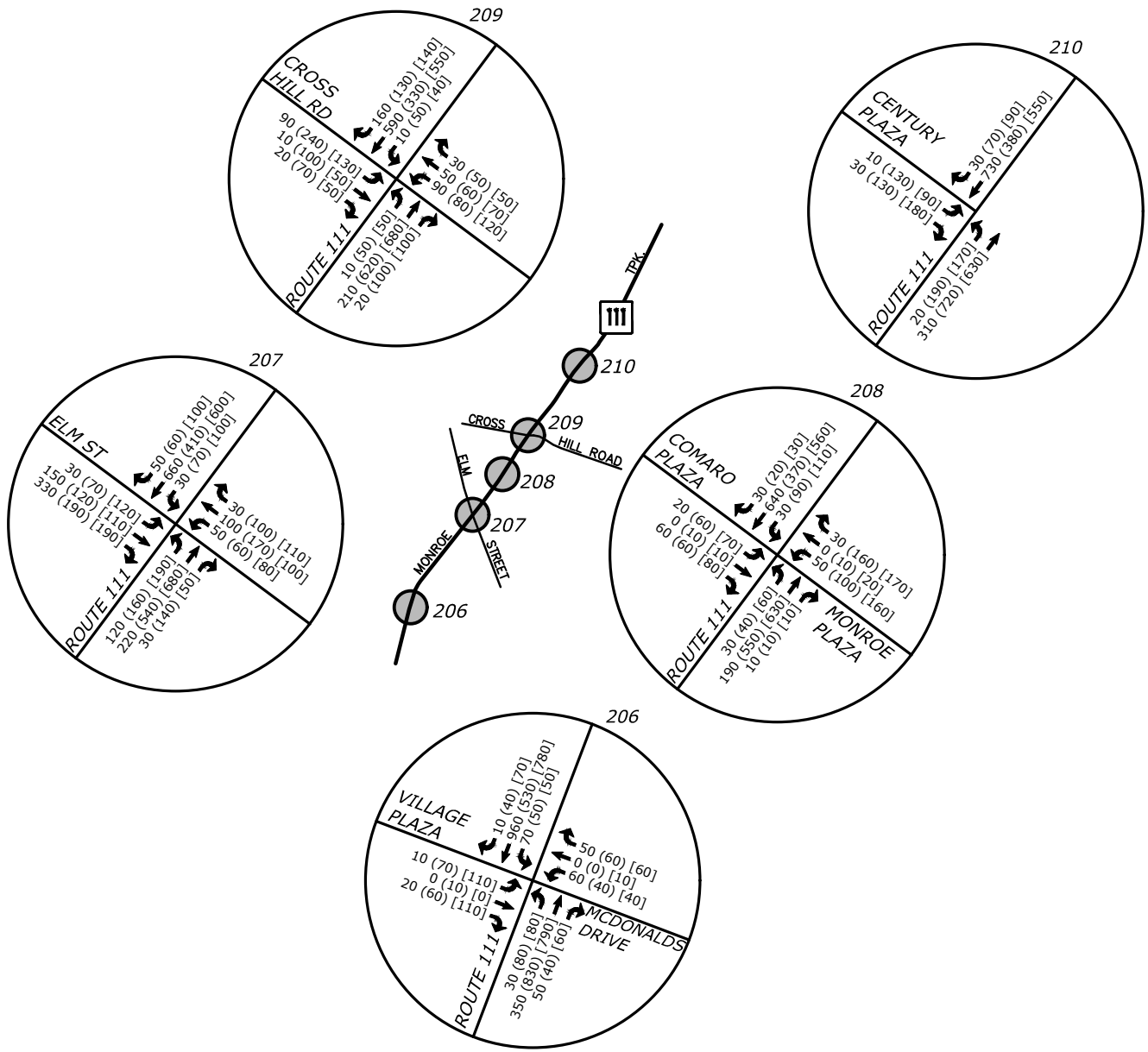
Engineering Planning Study for Route 25 and Route 111 Monroe & Trumbull, Connecticut

January 2017

2016 EXISTING TRAFFIC VOLUMES ROUTE 111 NORTHEAST END PART 1

FIGURE 2-9

J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Study Figures\TRAFFIC VOLUME FIGURES.dwg

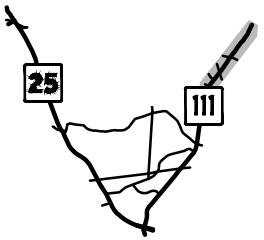


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LEGEND

VOLUMES: AM (PM) [SAT]



KEY PLAN

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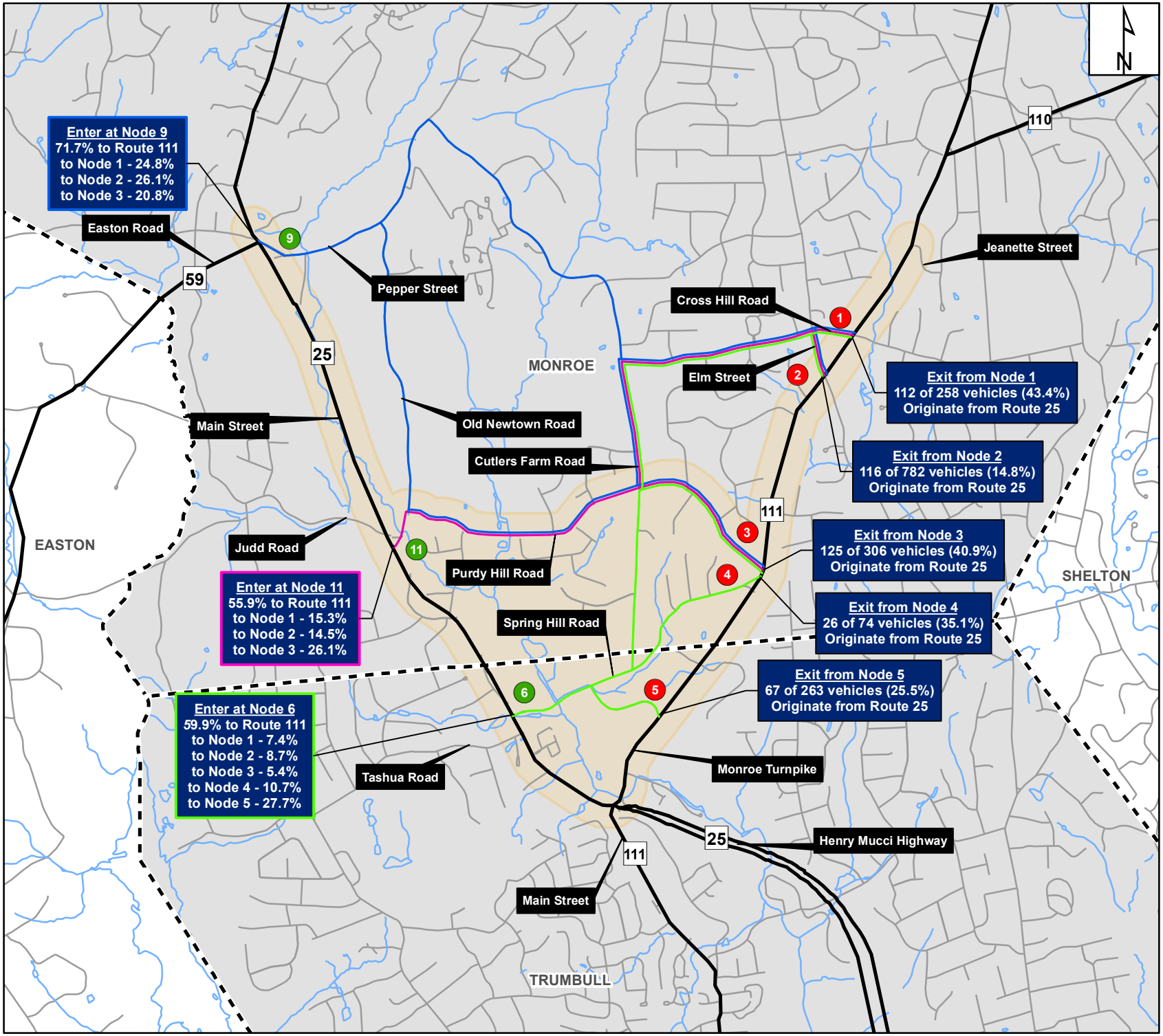
Engineering Planning Study
for Route 25 and Route 111
Monroe & Trumbull,
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January 2017

2016 EXISTING TRAFFIC VOLUMES ROUTE 111 NORTHEAST END PART 2

FIGURE 2-10

J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Study Figures\TRAFFIC VOLUME FIGURES.dwg



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LEGEND

Node Paths

- Node 6 Paths
- Node 9 Paths
- Node 11 Paths
- # Entering Node
- # Exiting Node

- Study Area
- State Route
- Local Road

Source:
Origin-Destination Survey,
Tighe & Bond, May 2016

0 1,500 3,000
Feet
1 " = 3,000 '

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

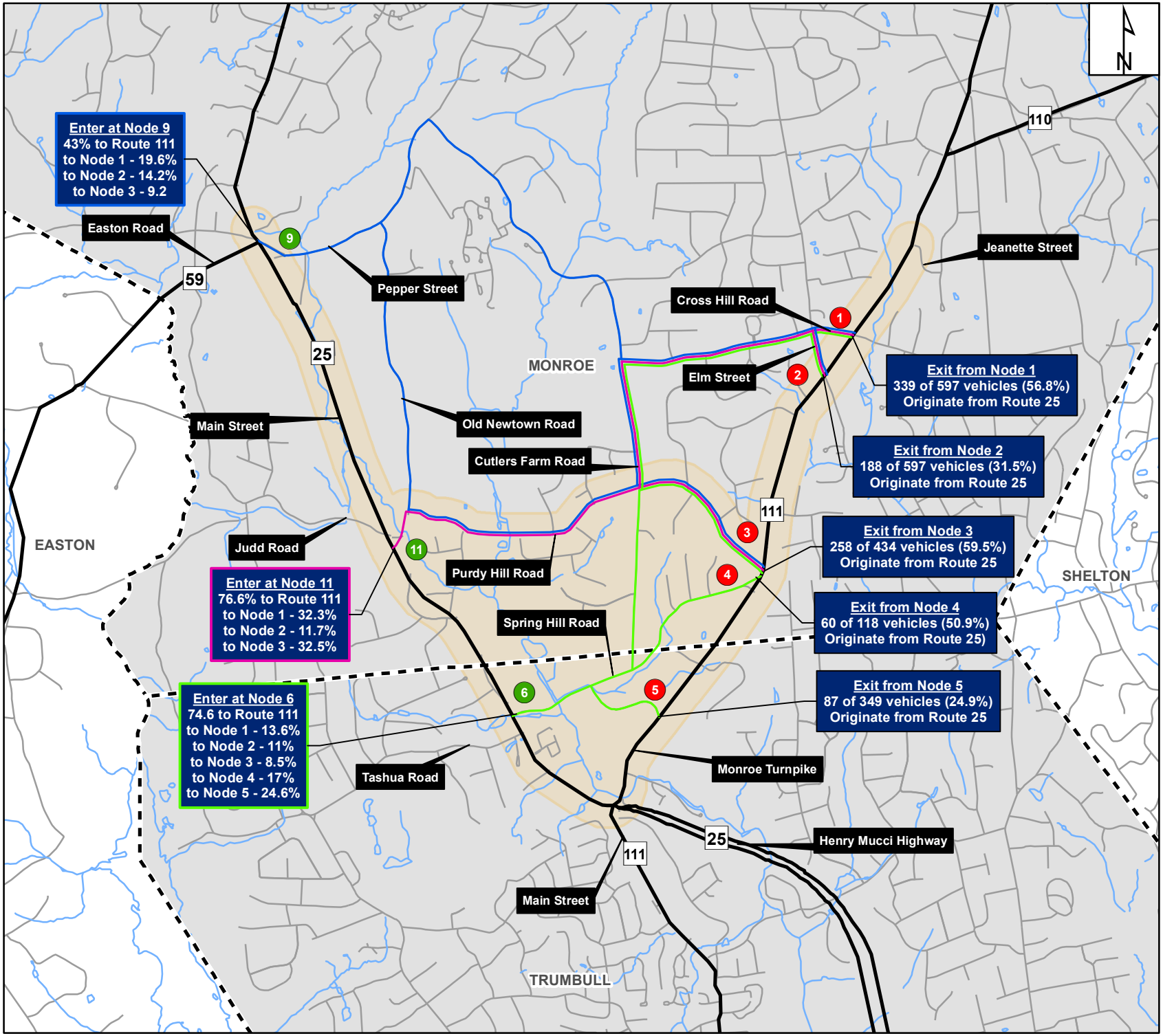
October 2016

ORIGIN-DESTINATION STUDY
MORNING PEAK HOUR (7:00 TO 9:00 AM)
EASTBOUND ROUTES

FIGURE 2-11

V:\Projects\C\C1106\MXDs\OD_AMEastbound_.mxd

C-1106



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LEGEND

Node Paths

- Node 6 Paths
- Node 9 Paths
- Node 11 Paths
- # Entering Node
- # Exiting Node

- Study Area
- State Route
- Local Road

Source:
Origin-Destination Survey,
Tighe & Bond, May 2016

0 1,500 3,000
Feet
1 " = 3,000 '

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

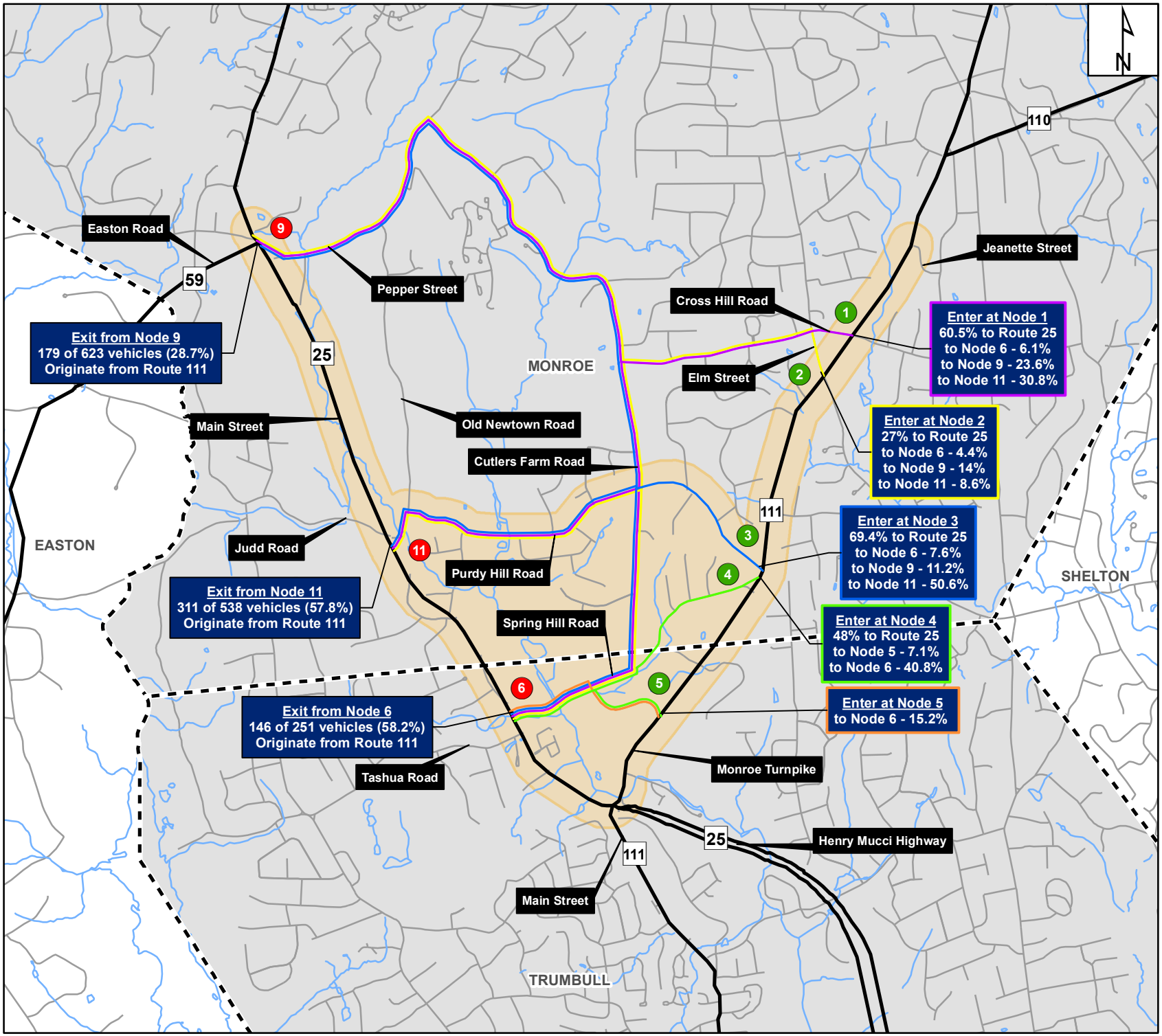
October 2016

ORIGIN-DESTINATION STUDY
AFTERNOON PEAK HOUR (4:00 TO 6:00 PM)
EASTBOUND ROUTES

FIGURE 2-12

V:\Projects\C\C1106\MXDs\OD_PMEastbound.mxd

C-1106



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LEGEND

Node Paths

- Node 1 Paths
- Node 2 Paths
- Node 3 Paths
- Node 4 Paths
- Node 5 Paths
- # Entering Node
- # Exiting Node

- Study Area
- State Route
- Local Road

Source:
Origin-Destination Survey,
Tighe & Bond, May 2016

0 1,500 3,000
Feet
1 " = 3,000 '

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

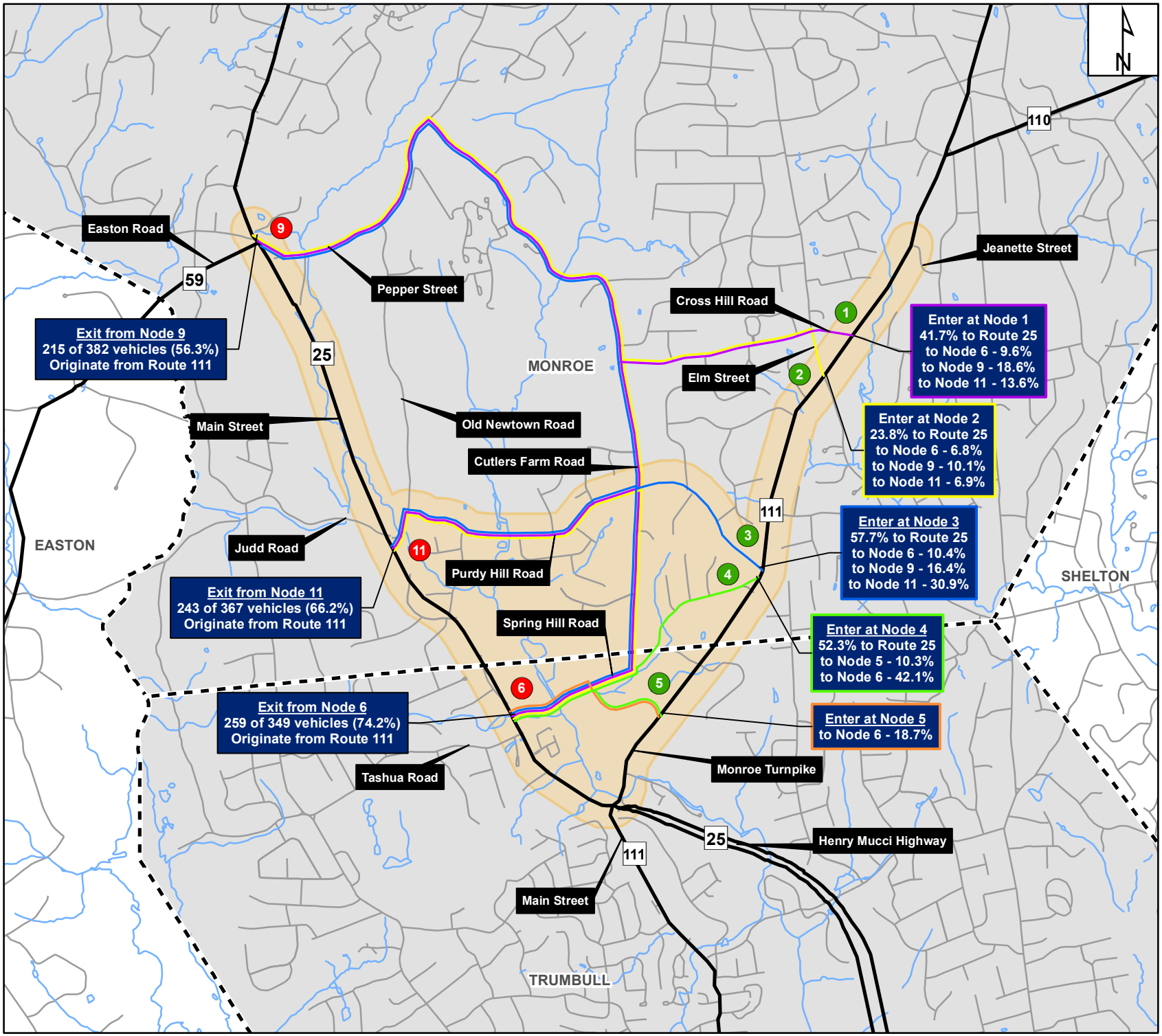
October 2016

ORIGIN-DESTINATION STUDY
MORNING PEAK HOUR (7:00 TO 9:00 AM)
WESTBOUND ROUTES

FIGURE 2-13

V:\Projects\C\C1106\MXDs\OD_AMWestbound.mxd

C-1106



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Engineers | Environmental Specialists

LEGEND

Node Paths

- Node 1 Paths
- Node 2 Paths
- Node 3 Paths
- Node 4 Paths
- Node 5 Paths
- # Entering Node
- # Exiting Node

- Study Area
- State Route
- Local Road

Source:
Origin-Destination Survey,
Tighe & Bond, May 2016

0 1,500 3,000
Feet
1 " = 3,000 '

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

October 2016

ORIGIN-DESTINATION STUDY
AFTERNOON PEAK HOUR (4:00 TO 6:00 PM)
WESTBOUND ROUTES

FIGURE 2-14

V:\Projects\C\C1106\MXDs\OD_PMWestbound.mxd

C-1106

FIGURE 2-15

Route 25 Travel Time Study – Northbound Direction

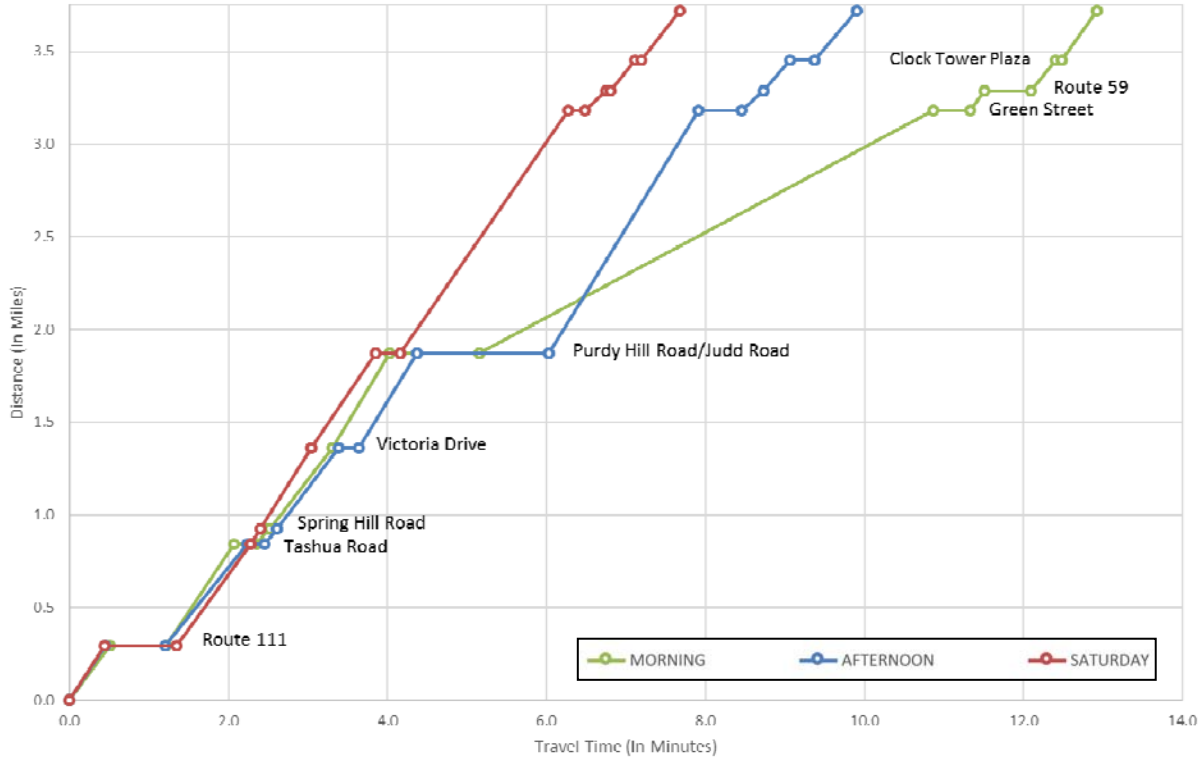


FIGURE 2-16

Route 25 Travel Time Study – Southbound Direction

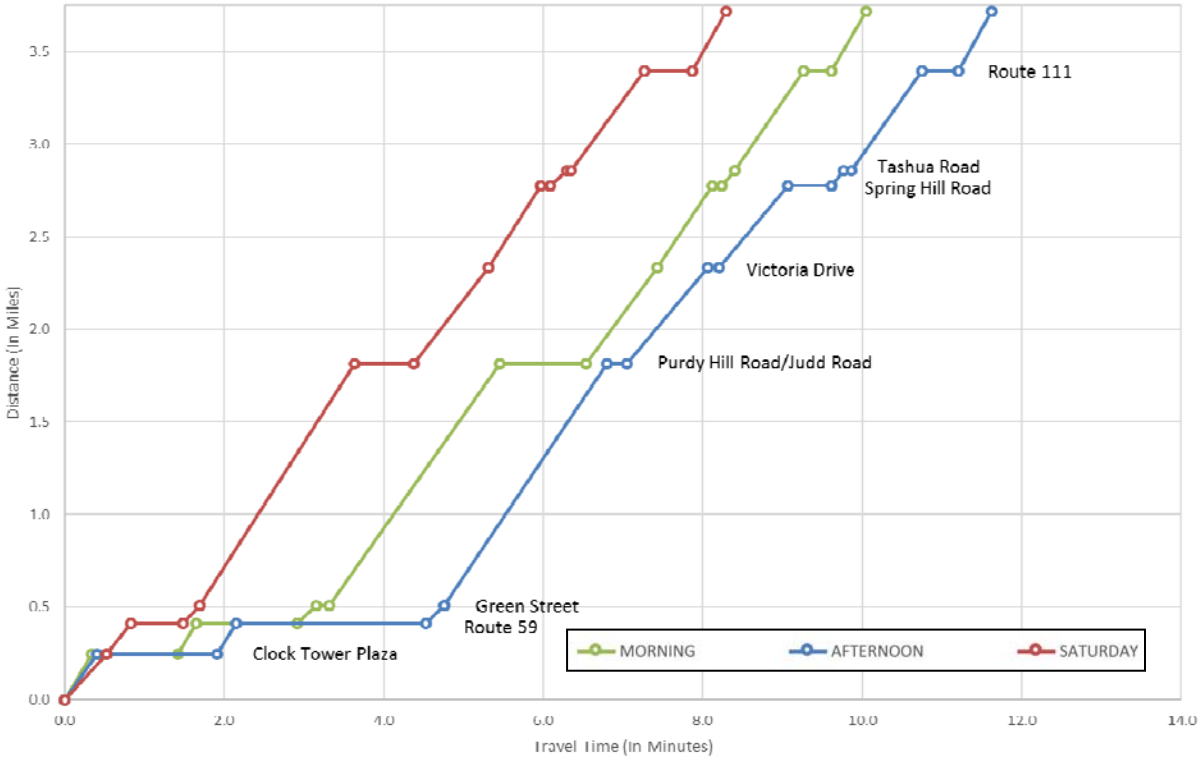


FIGURE 2-17

Route 111 Travel Time Study – Northbound Direction

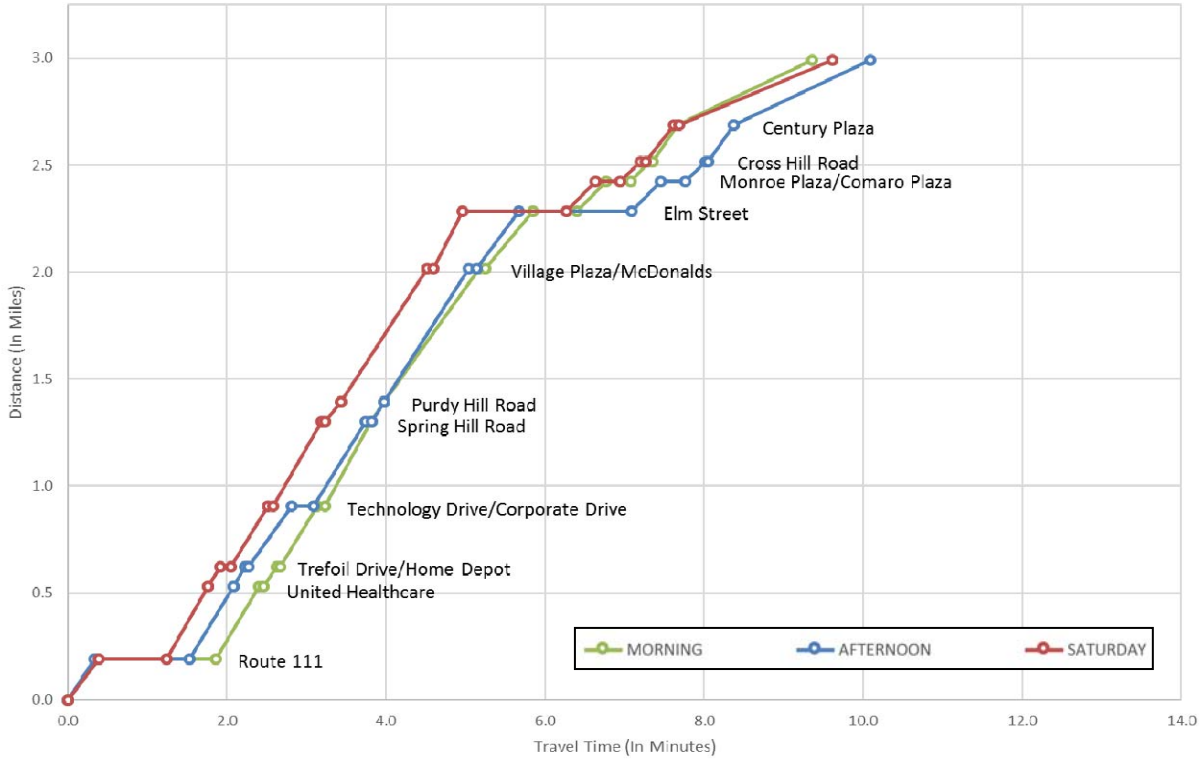
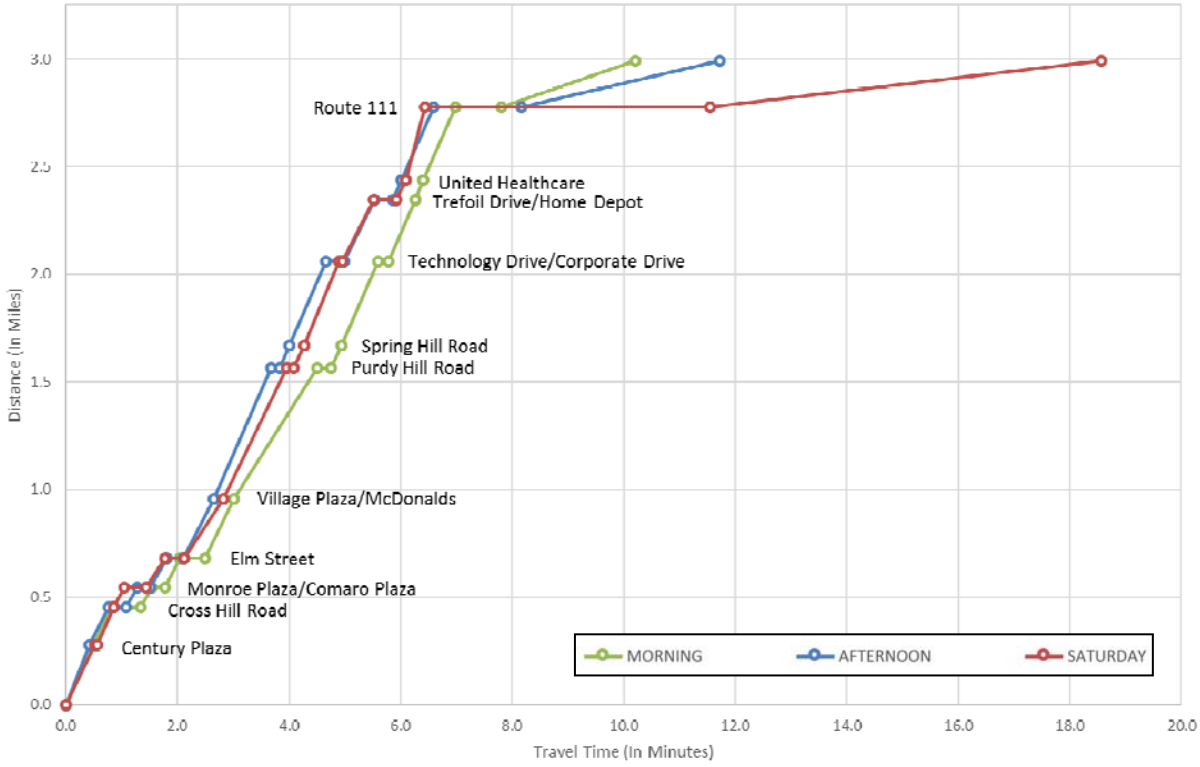
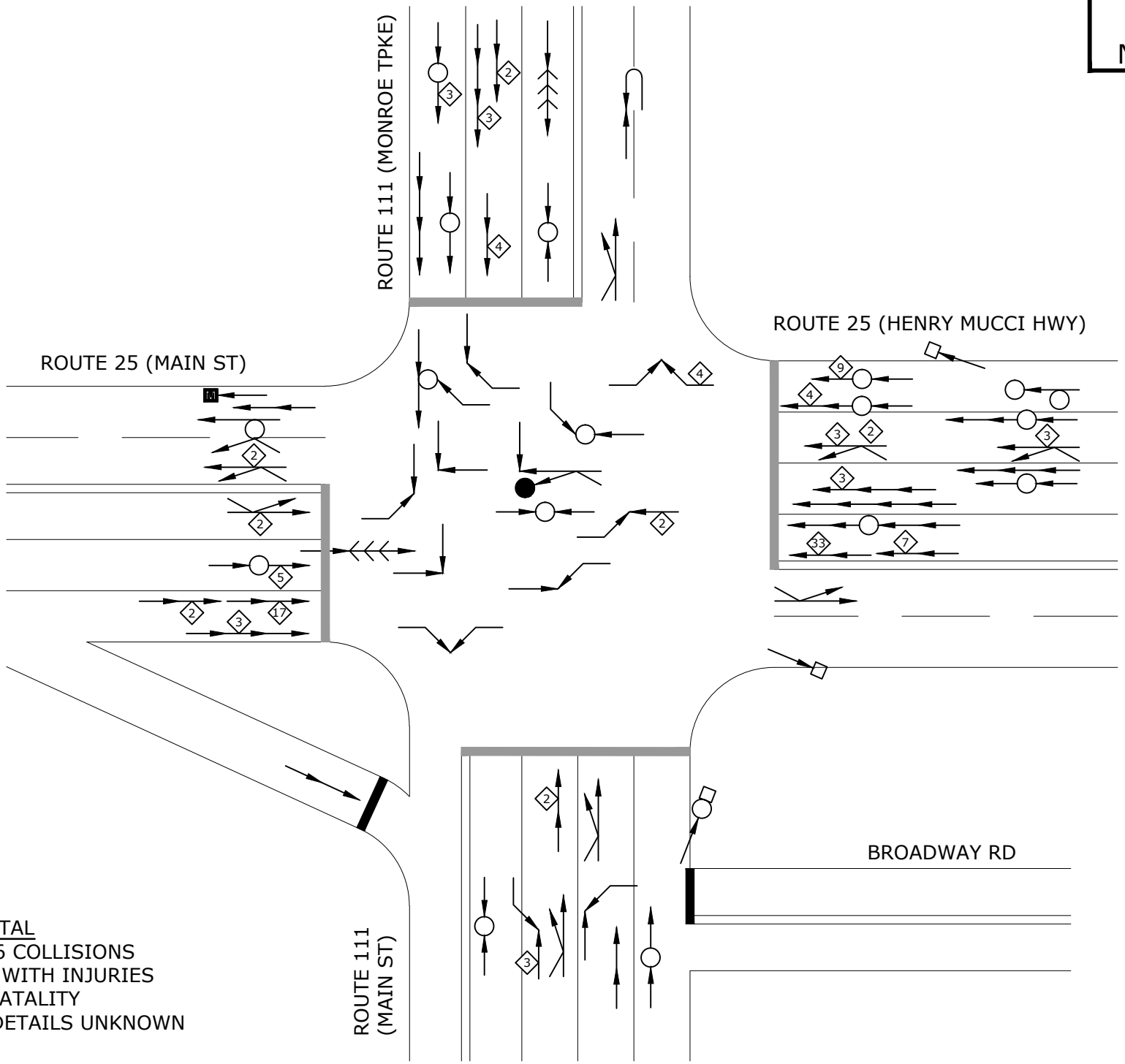


FIGURE 2-18

Route 111 Travel Time Study – Southbound Direction





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LEGEND

- FATAL ACCIDENT
- PERSONAL INJURY
- PROPERTY DAMAGE ONLY
- REAR END
- SIDESWIPE
- BACKING
- OUT OF CONTROL
- FIXED/MOVING OBJECT COLLISION
- OVERTURN/JACKNIFE
- MOTOR VEHICLE
- BICYCLE
- PEDESTRIAN
- NUMBER OF COLLISIONS

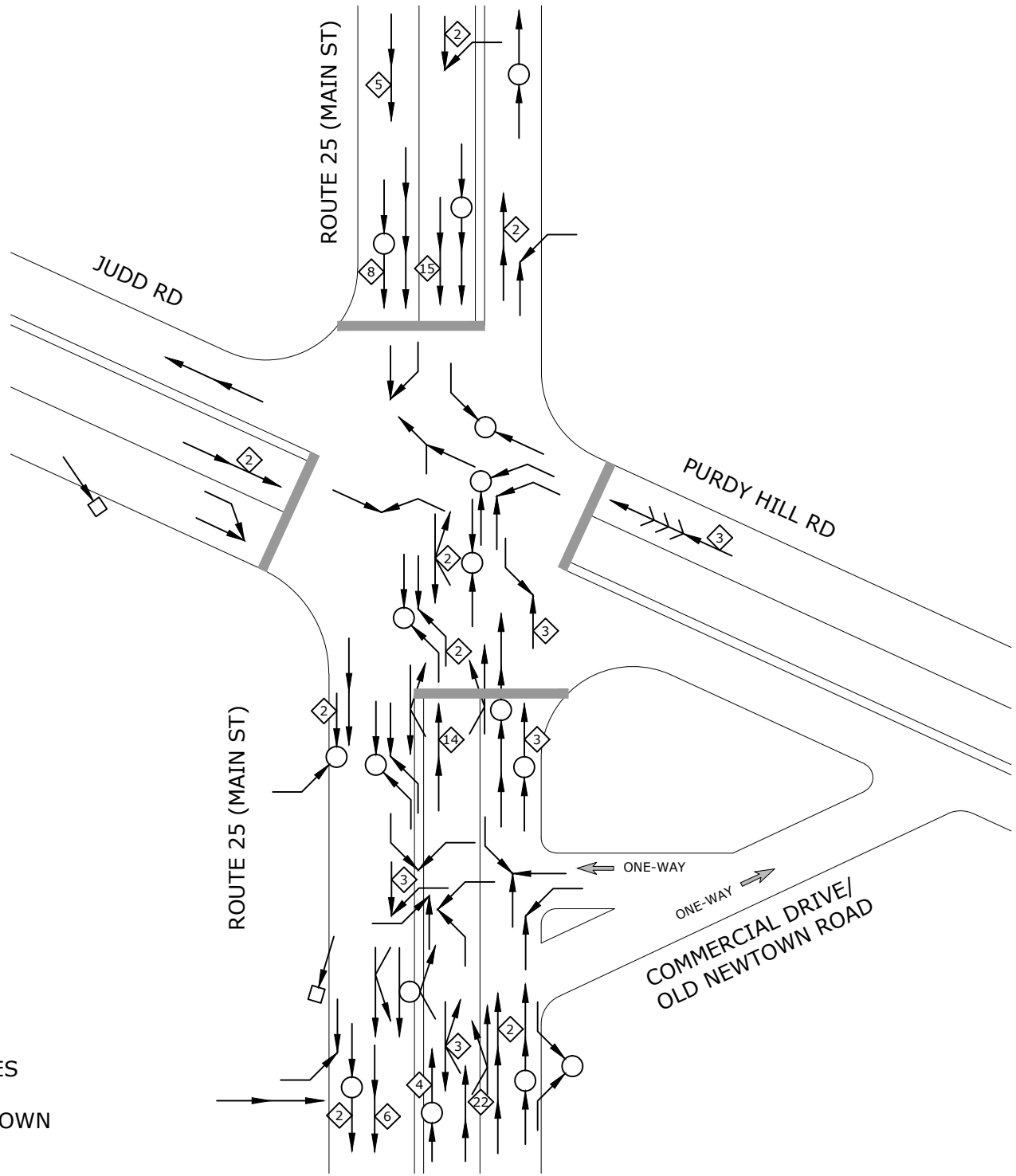
Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

August 2016

VEHICLE COLLISION DIAGRAM: ROUTE 25 AT ROUTE 111

FIGURE 2-22

J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\COLLISION DIAGRAMS.dwg



N

TOTAL
140 COLLISIONS
30 WITH INJURIES
0 FATALITIES
1 DETAILS UNKNOWN

Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- FATAL ACCIDENT
- PERSONAL INJURY
- PROPERTY DAMAGE ONLY
- REAR END
- SIDESWIPE
- BACKING
- OUT OF CONTROL
- FIXED/MOVING OBJECT COLLISION
- OVERTURN/JACKNIFE
- MOTOR VEHICLE
- BICYCLE
- PEDESTRIAN
- NUMBER OF COLLISIONS

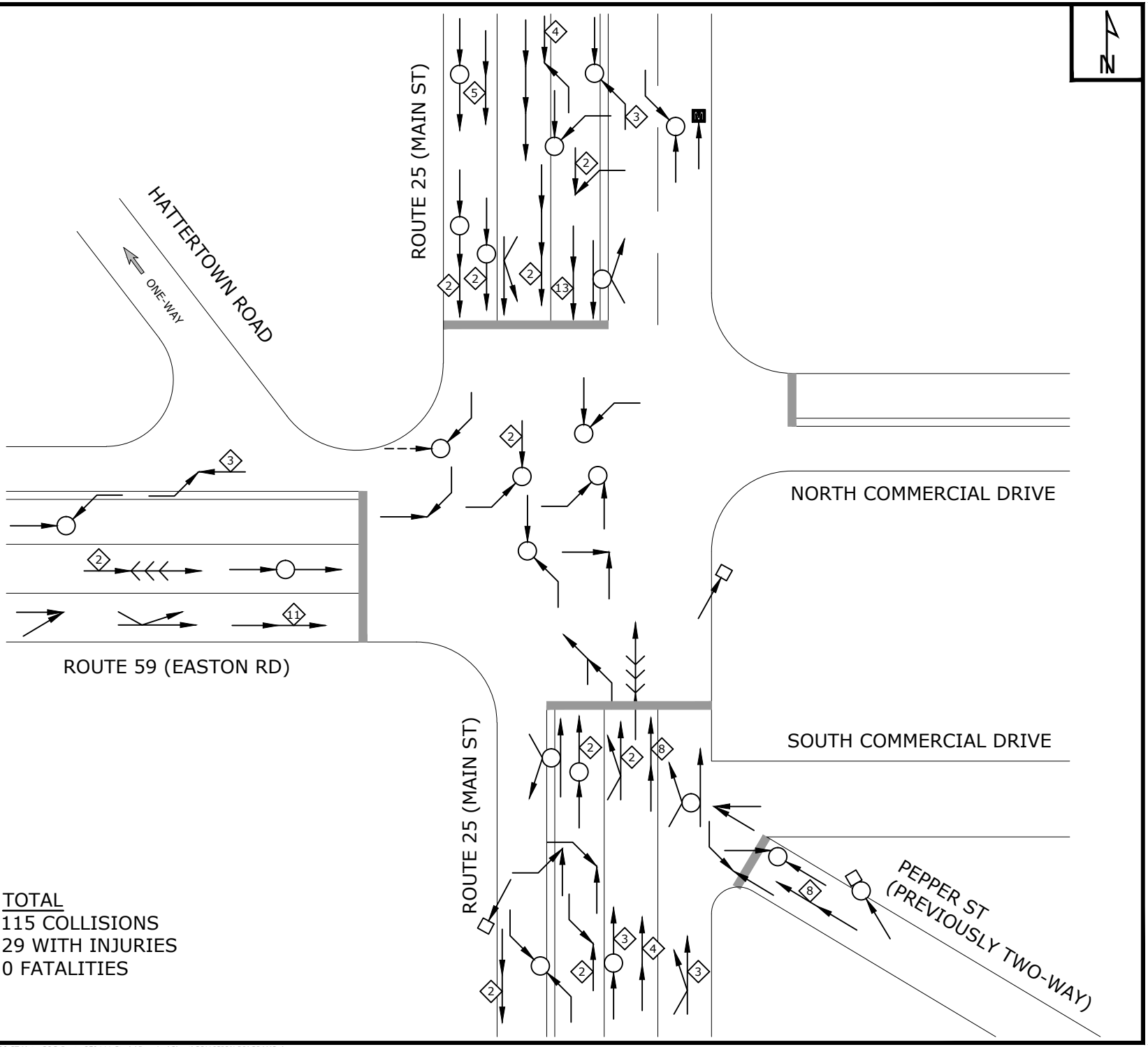
Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

August 2016

VEHICLE COLLISION DIAGRAM: ROUTE 25 AT JUDD ROAD AND PURDY HILL ROAD

FIGURE 2-23

J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\COLLISION DIAGRAMS.dwg



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- FATAL ACCIDENT
- PERSONAL INJURY
- PROPERTY DAMAGE ONLY
- REAR END
- SIDESWIPE
- BACKING
- OUT OF CONTROL
- FIXED/MOVING OBJECT COLLISION
- OVERTURN/JACKNIFE
- MOTOR VEHICLE
- BICYCLE
- PEDESTRIAN
- NUMBER OF COLLISIONS

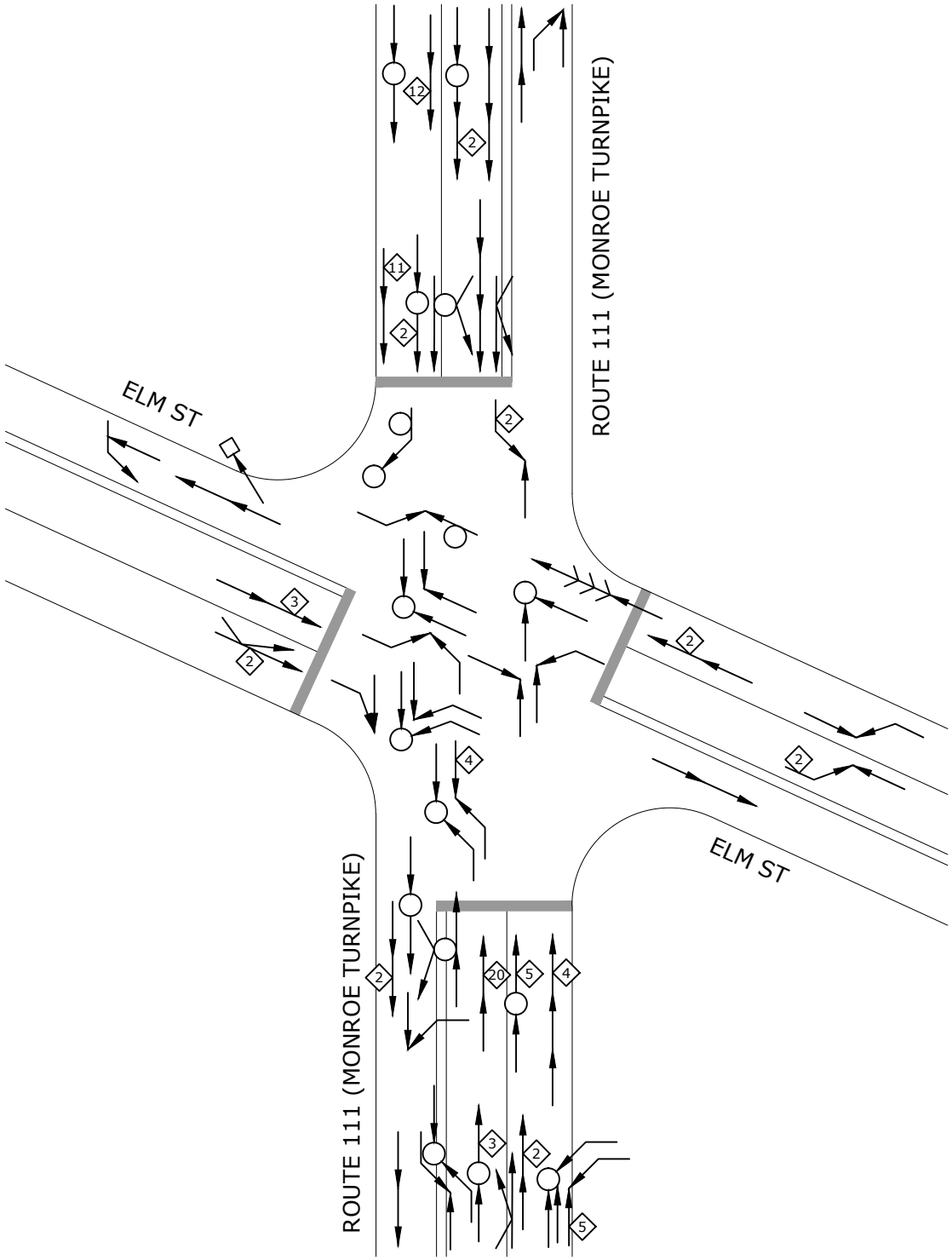
Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

August 2016

VEHICLE COLLISION DIAGRAM: ROUTE 25 AT ROUTE 59

FIGURE 2-24

J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\COLLISION DIAGRAMS.dwg



TOTAL
116 COLLISIONS
23 WITH INJURIES
0 FATALITIES

Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- FATAL ACCIDENT
- PERSONAL INJURY
- PROPERTY DAMAGE ONLY
- REAR END
- SIDESWIPE
- BACKING
- OUT OF CONTROL
- FIXED/MOVING OBJECT COLLISION
- OVERTURN/JACKNIFE
- MOTOR VEHICLE
- BICYCLE
- PEDESTRIAN
- NUMBER OF COLLISIONS

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

August 2016

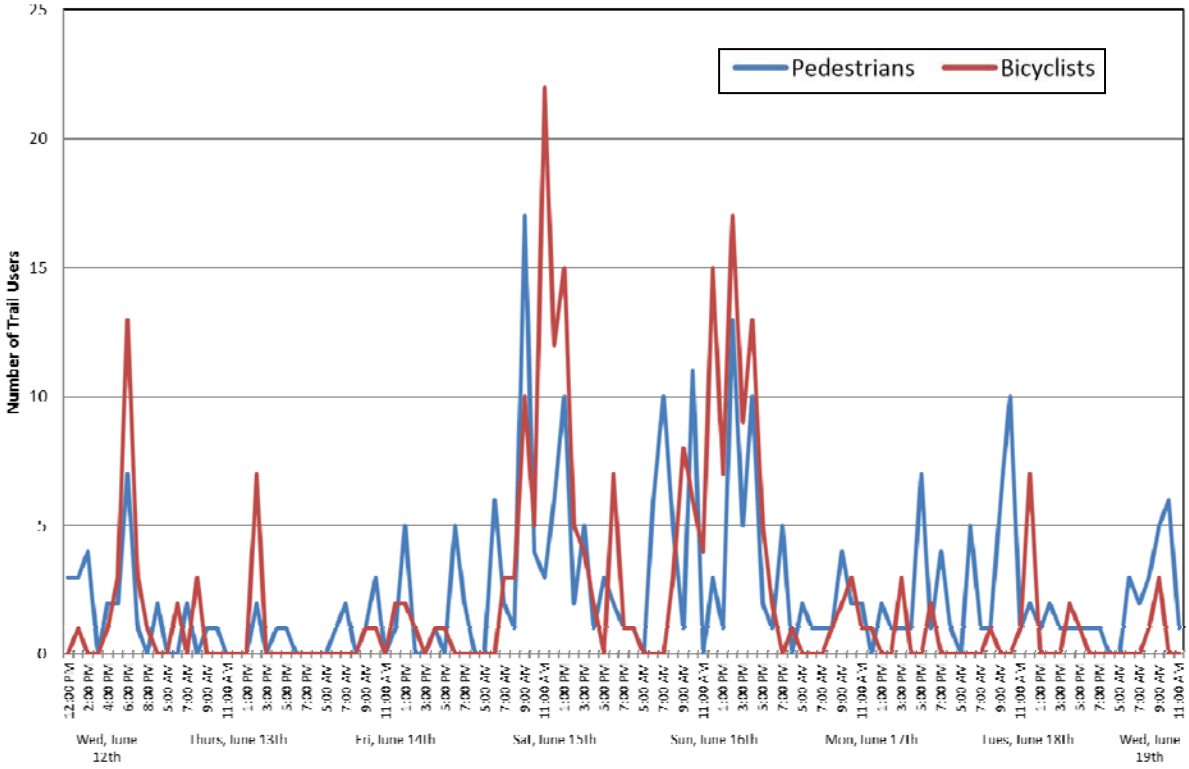
VEHICLE COLLISION DIAGRAM: ROUTE 111 AT ELM STREET

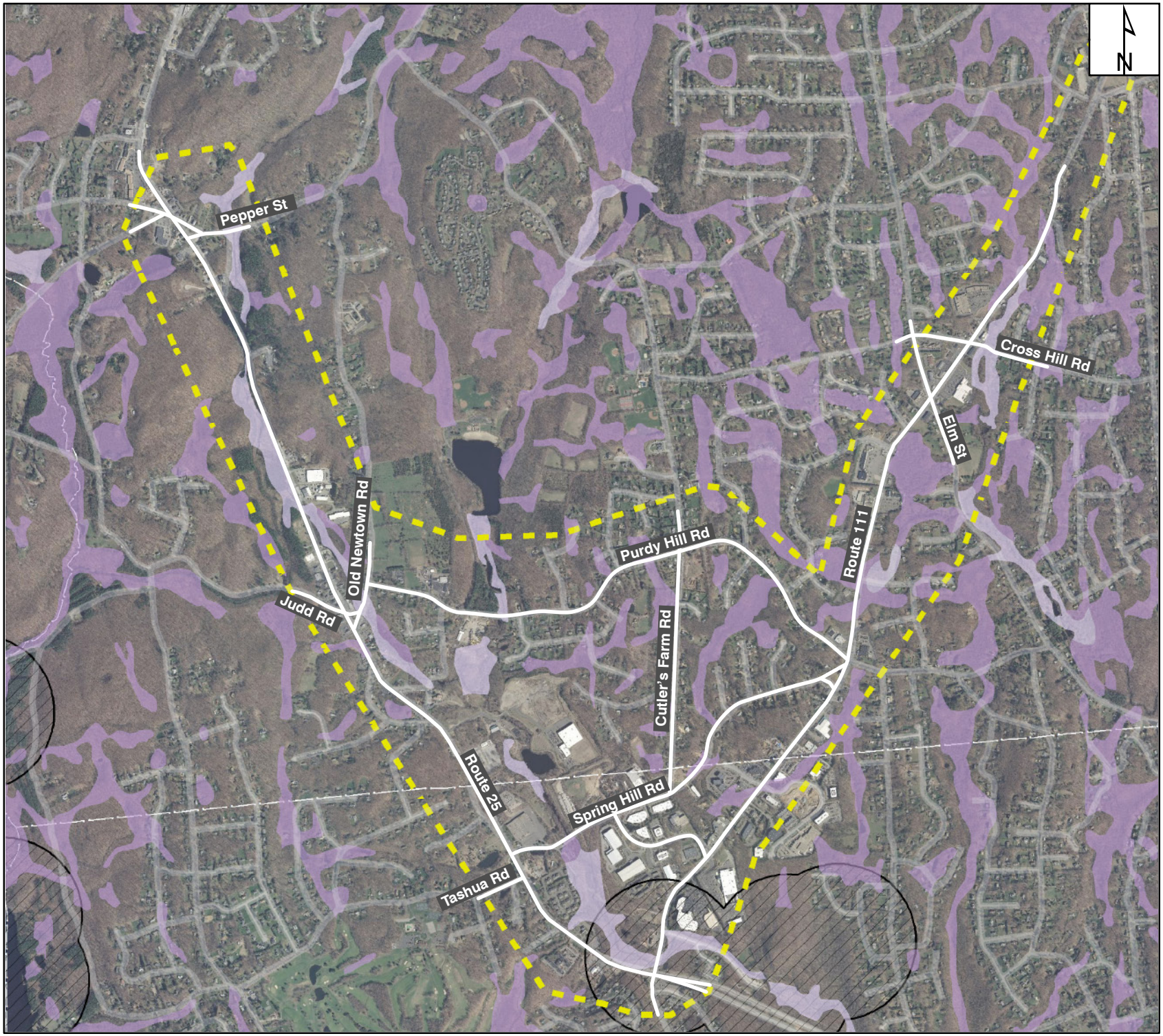
FIGURE 2-25

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FIGURE 2-27

Pequonnock River Trail Counts – West of Route 111 (counts by METROCOG – June 2013)





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LEGEND

- Study Area
- Poorly & Very Poorly Drained Soils
- Alluvial and Floodplain Soils
- Natural Diversity Database Area

0 0.25 0.5
Miles
1 " = 0.5 miles

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

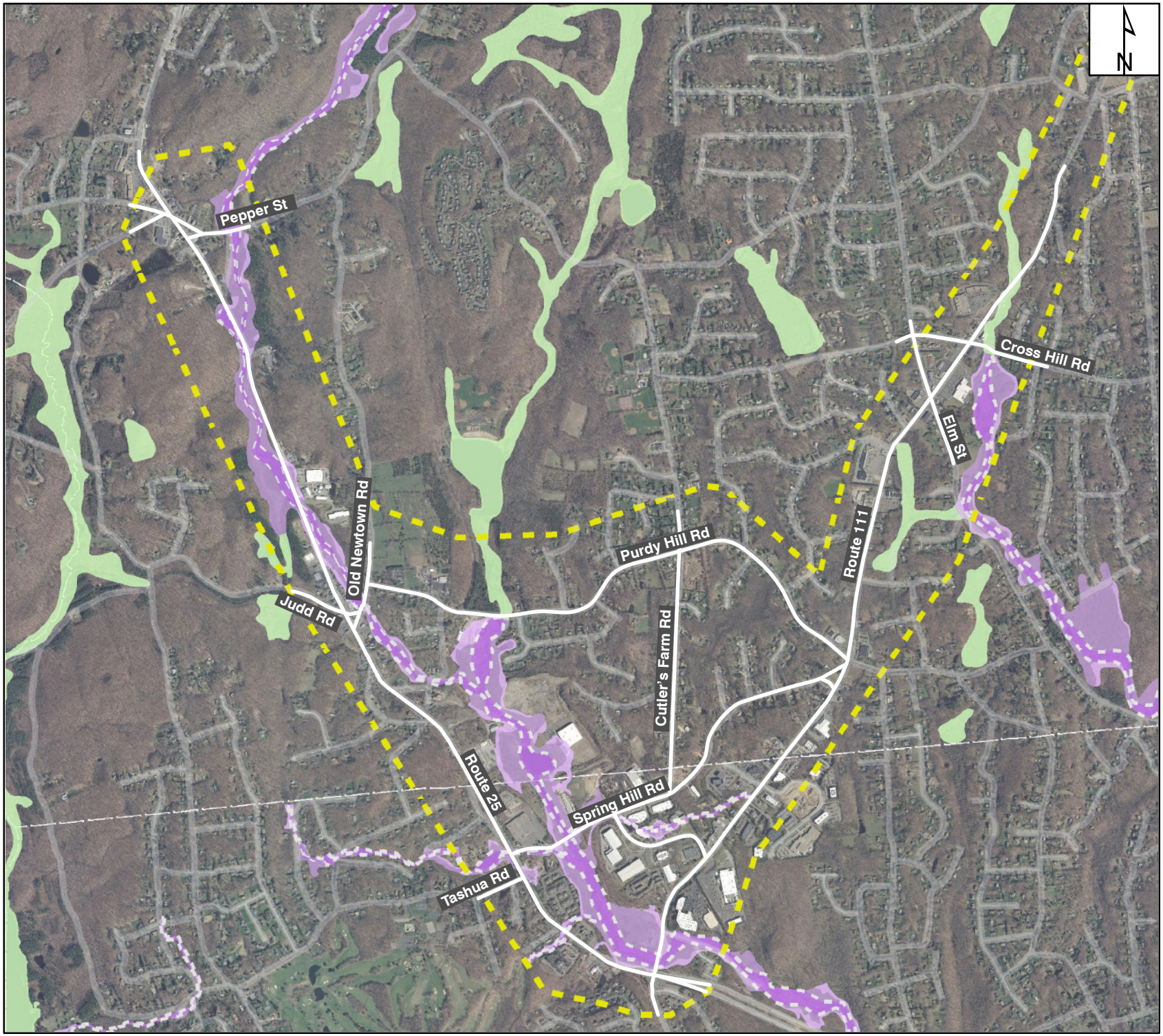
October 2016

WETLANDS SUMMARY

FIGURE 2-31

C:\Users\fgomes\Documents\FHI\P1352-Rt25-111\GIS\StudyArea_85X11_Working_103.mxd

C-1106



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LEGEND

- Study Area
- Zone A
- Zone X
- Zone AE
- Floodway in Zone AE

0 0.25 0.5
Miles
1 " = 0.5 miles

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

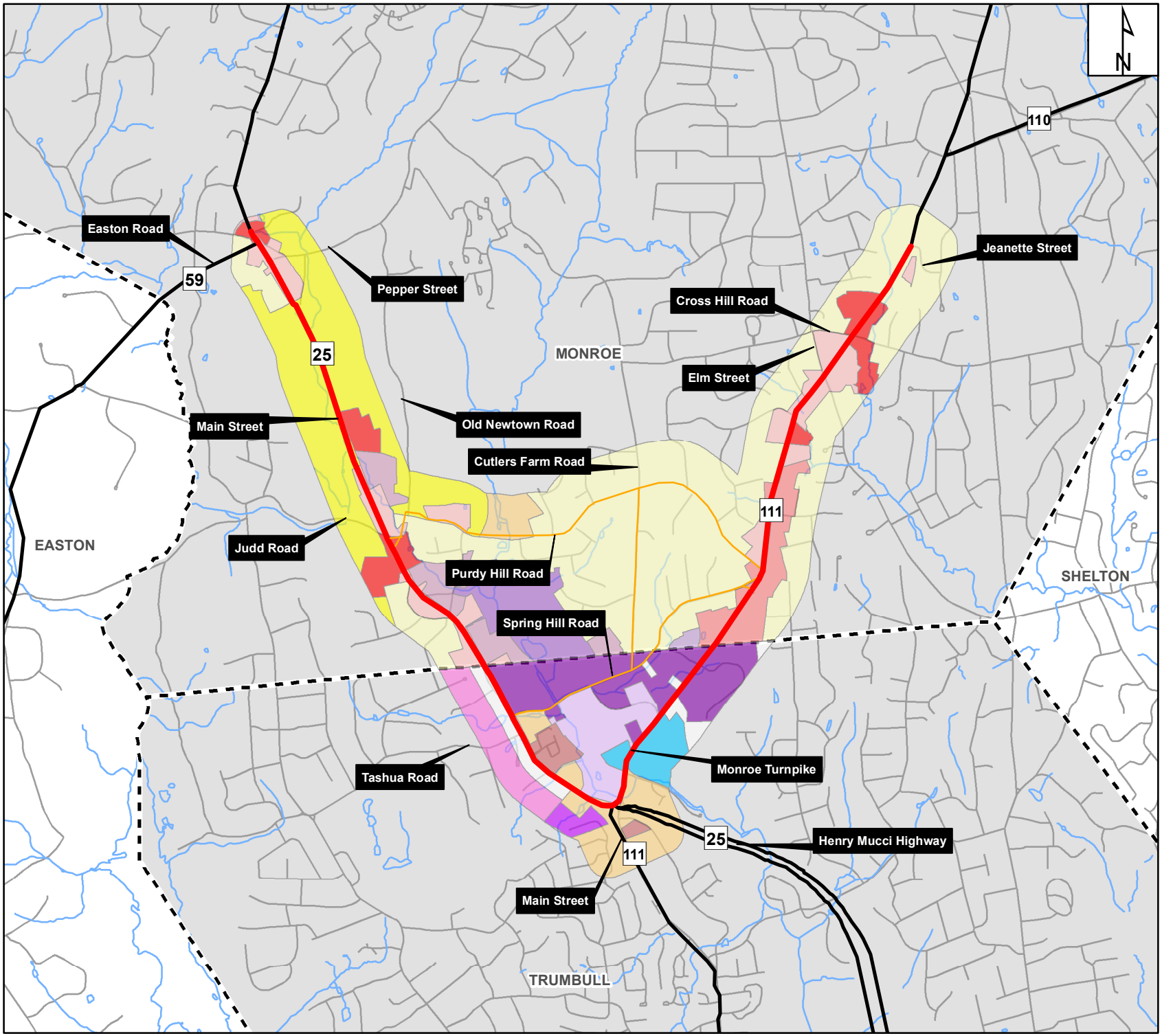
October 2016

FLOODPLAINS SUMMARY

FIGURE 2-32

C:\Users\fgomes\Documents\FHI\P1352-Rt25-111\GIS\StudyArea_85X11_Working_103.mxd

C-1106



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LEGEND

Zoning District

Monroe	Trumbull
B-1	A
B-2	AA
I-1	AAA
I-2	AREHZ
I-3	B-C
LOR	I-L
RF-1	I-L2
RF-2	PRCZ
RF-3	

Study Area State Route
Study Area Local Road
State Route
Local Road

Source:
Zoning data courtesy of METROCOG and the Towns of Monroe and Trumbull.

0 1,500 3,000
Feet
1 " = 3,000 '

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

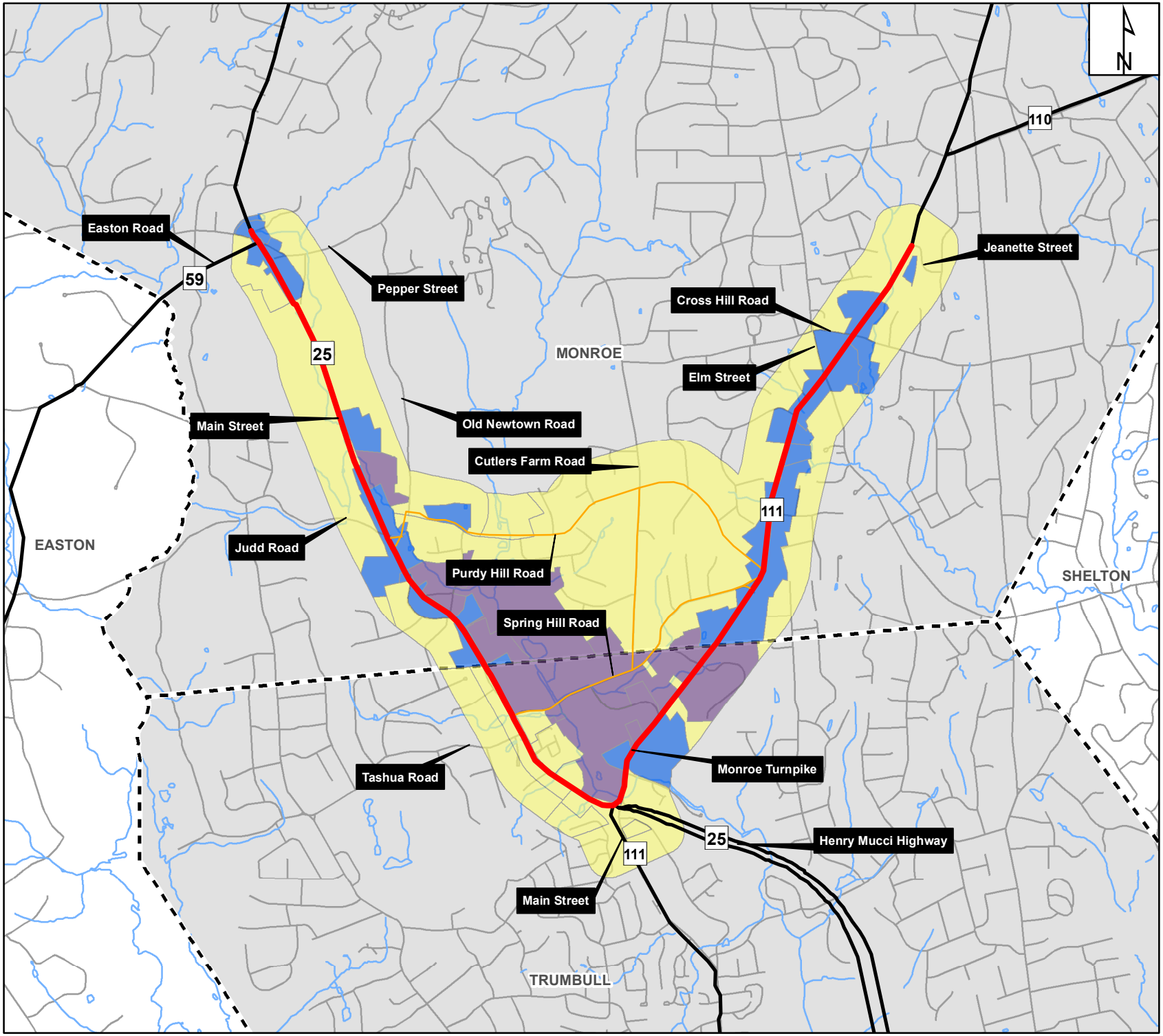
October 2016

EXISTING ZONING DISTRICTS

FIGURE 2-33

V:\Projects\C\C1106\MXDs\ZoningDistricts.mxd

C-1106



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LEGEND

Land Use

- Commercial
- Industrial
- Residential

- Study Area State Route
- Study Area Local Road
- State Route
- Local Road

Source:
Land Use data courtesy of METROCOG and the Towns of Monroe and Trumbull.

0 1,500 3,000
Feet
1 " = 3,000 '

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

October 2016

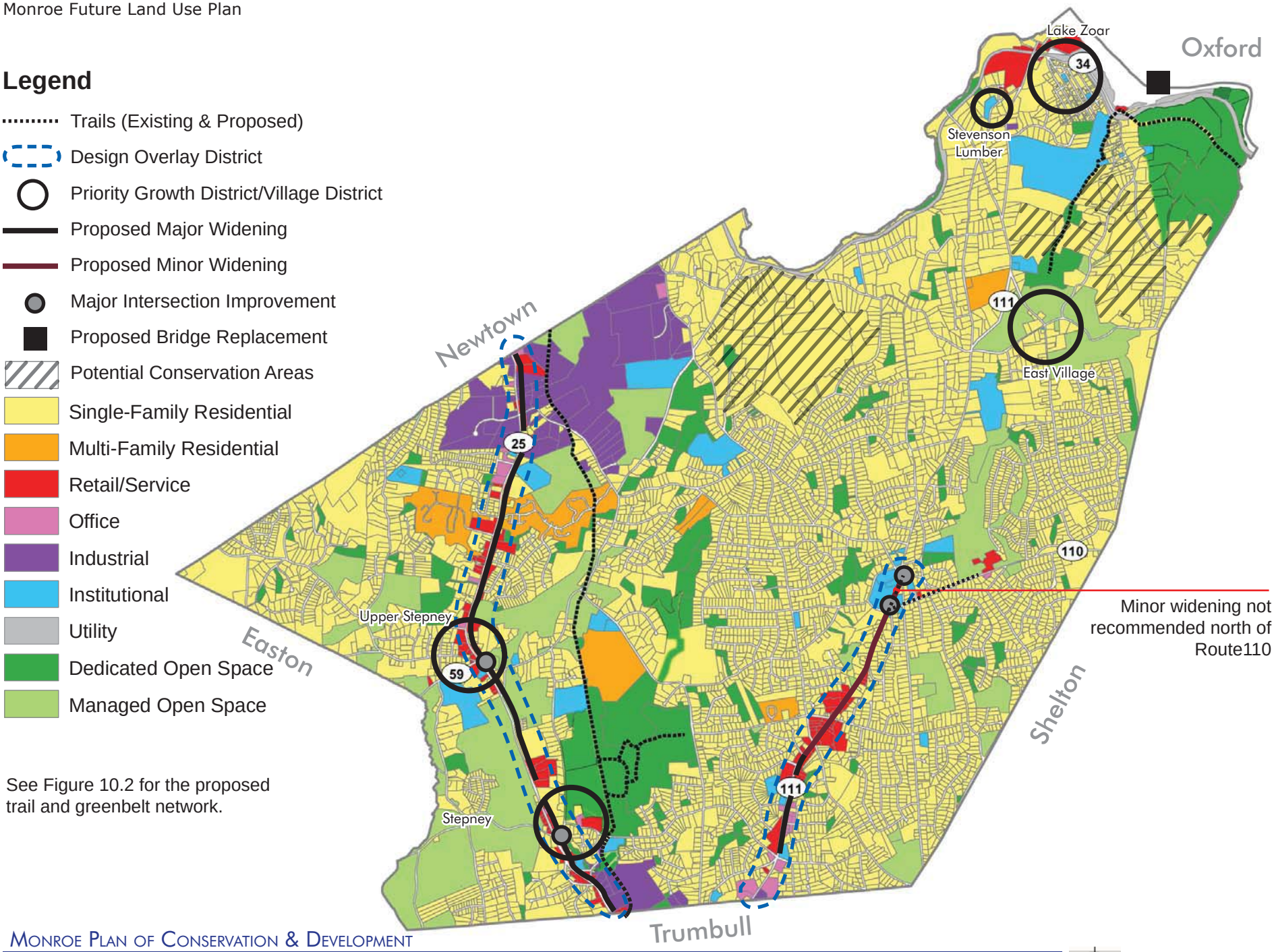
EXISTING LAND USE

FIGURE 2-34

V:\Projects\C\C1106\MXDs\LandUse.mxd

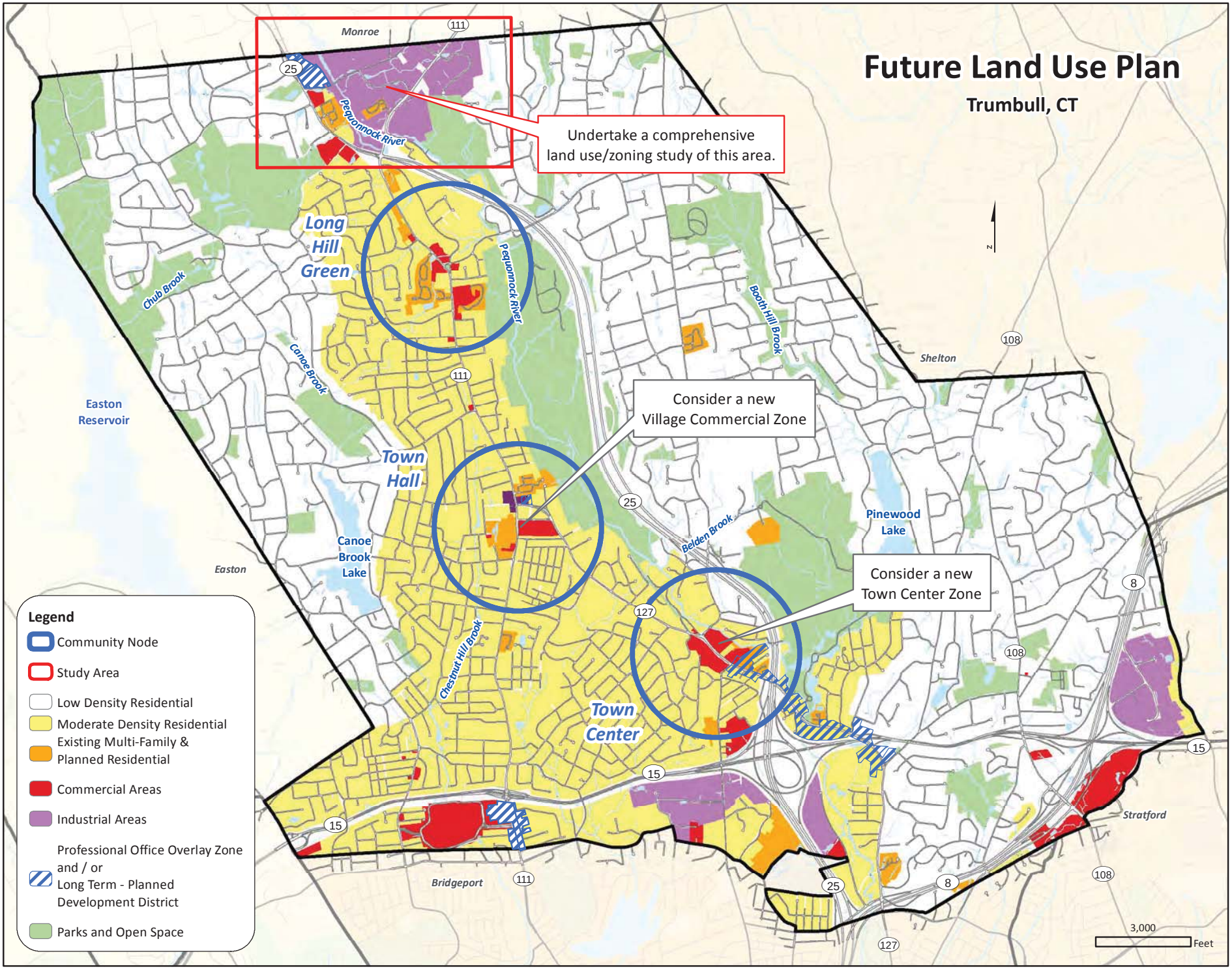
C-1106

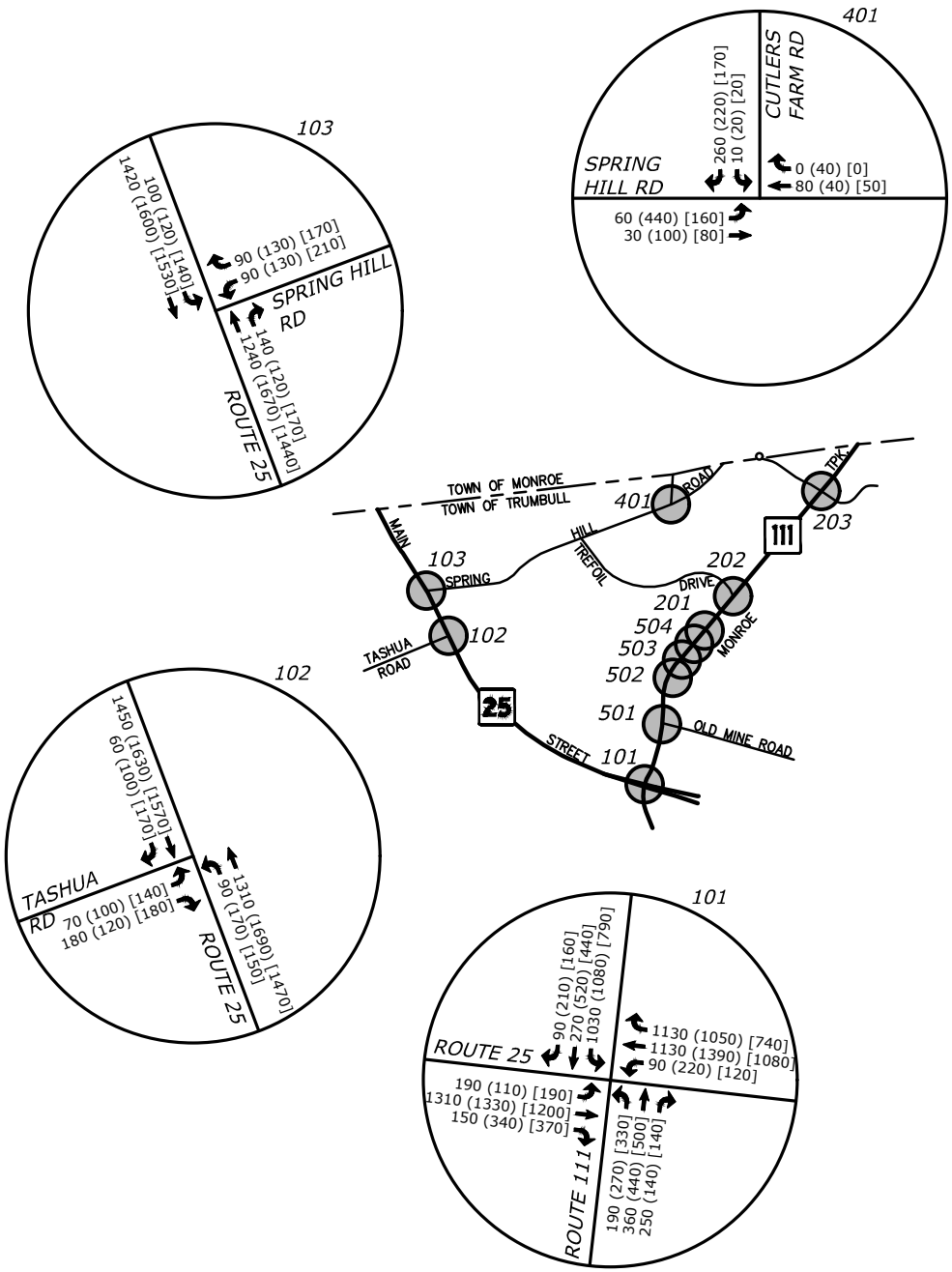
FIGURE 2-35
Monroe Future Land Use Plan



Note: Information shown on this map is approximate and should only be used for general planning purposes.

FIGURE 2-36
Trumbull Future Land Use Plan



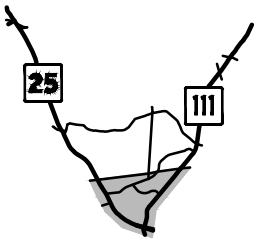


N

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LEGEND

VOLUMES: AM (PM) [SAT]



KEY PLAN

0 1,000 2,000
Feet
1"=2000'

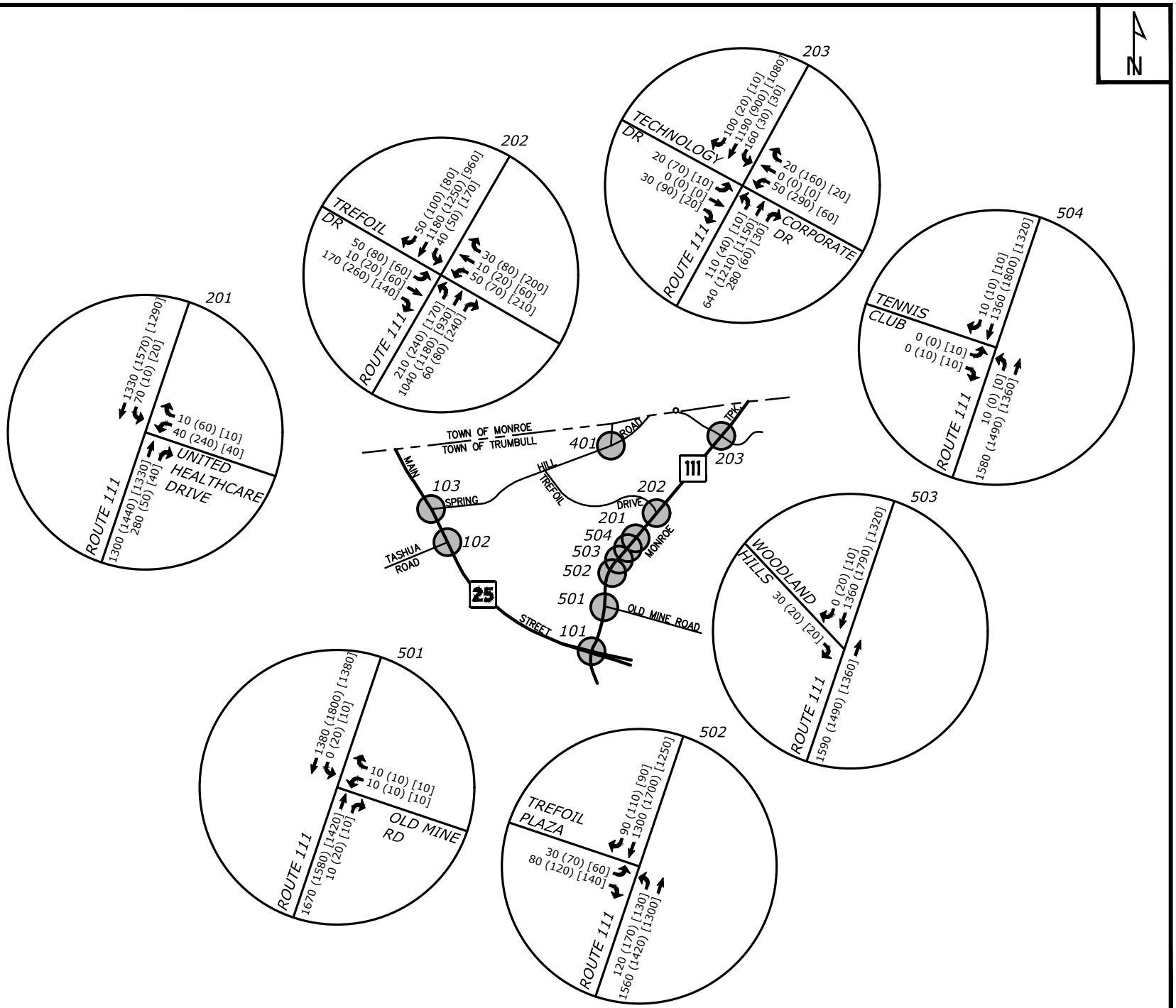
Engineering Planning Study for Route 25 and Route 111 Monroe & Trumbull, Connecticut

January 2017

2040 BACKGROUND TRAFFIC VOLUMES
ROUTE 25
SOUTH END

FIGURE 3-1

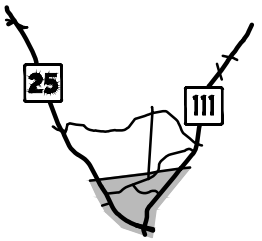
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LEGEND

VOLUMES: AM (PM) [SAT]



KEY PLAN

0 1,000 2,000
Feet
1"=2000'

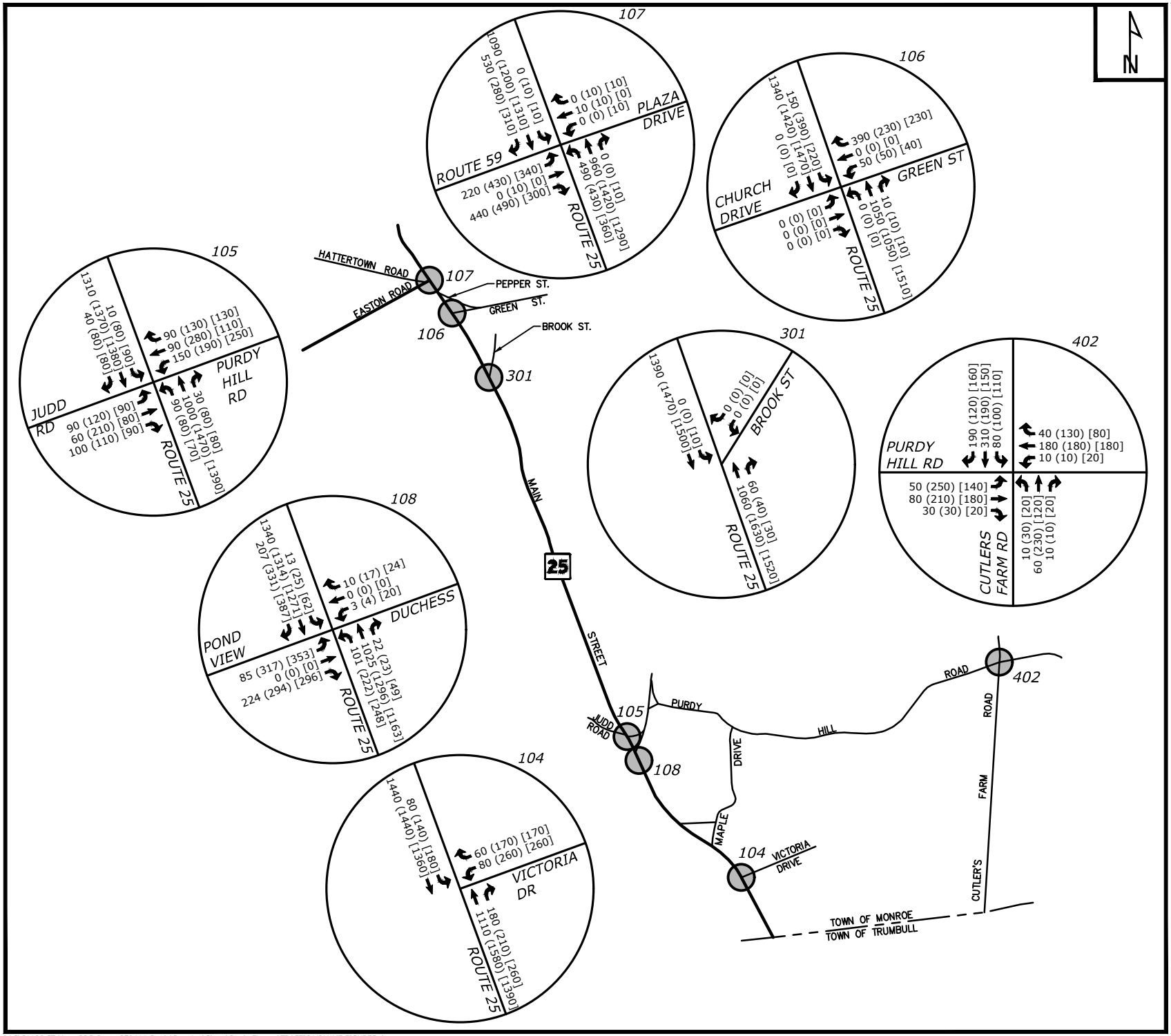
Engineering Planning Study for Route 25 and Route 111 Monroe & Trumbull, Connecticut

January 2017

2040 BACKGROUND TRAFFIC VOLUMES
ROUTE 111
SOUTH END

FIGURE 3-2

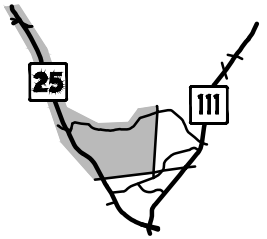
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LEGEND

VOLUMES: AM (PM) [SAT]



KEY PLAN

0 1,000 2,000
Feet
1"=2000'

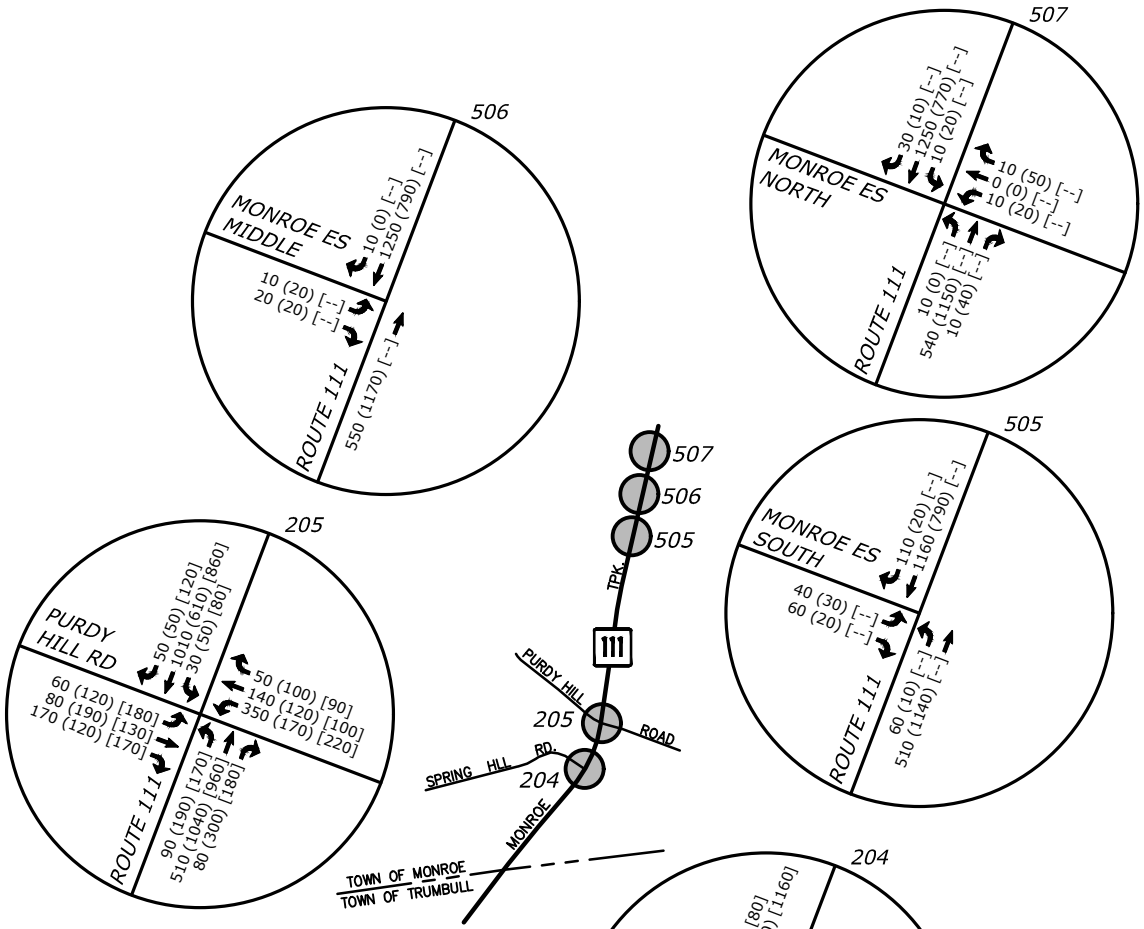
Engineering Planning Study
for Route 25 and Route 111
Monroe & Trumbull,
Connecticut

January 2017

2040 BACKGROUND TRAFFIC VOLUMES
ROUTE 25
NORTHWEST END

FIGURE 3-3

J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Study Figures\TRAFFIC VOLUME FIGURES.dwg

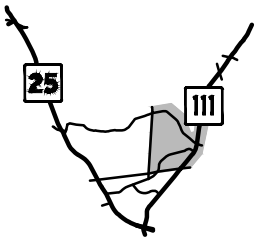


NOTE:
COUNTS AT MONROE ELEMENTARY SCHOOL DRIVES TAKEN ONLY DURING AM AND PM SCHOOL PEAKS

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LEGEND

VOLUMES: AM (PM) [SAT]



KEY PLAN

0 1,000 2,000
Feet
1"=2000'

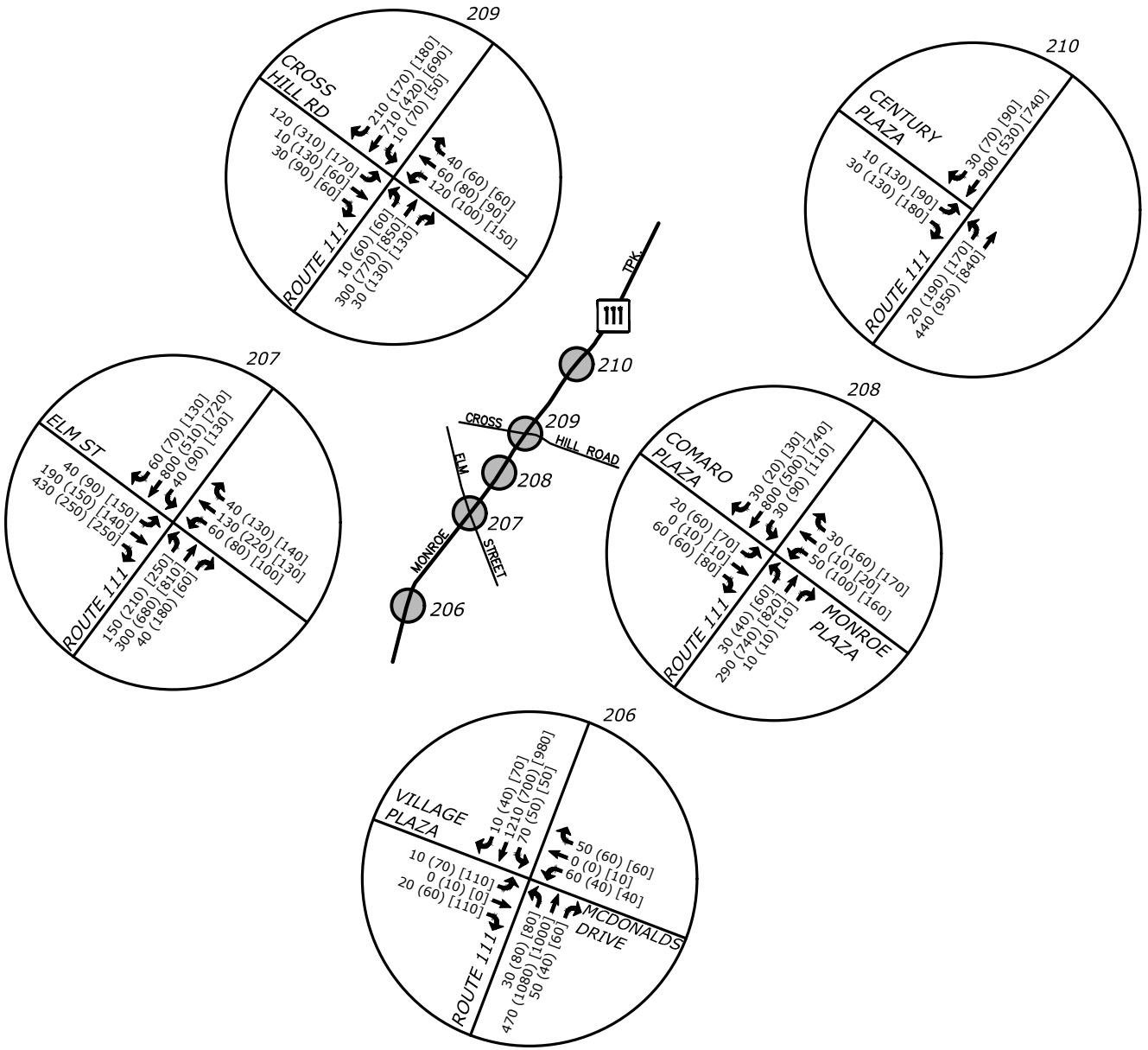
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January 2017

2040 BACKGROUND TRAFFIC VOLUMES ROUTE 111 NORTHEAST END PART 1

FIGURE 3-4

J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Study Figures\TRAFFIC VOLUME FIGURES.dwg

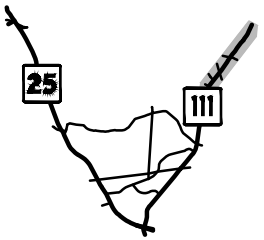


N

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LEGEND

VOLUMES: AM (PM) [SAT]



KEY PLAN

0 1,000 2,000
Feet
1"=2000'

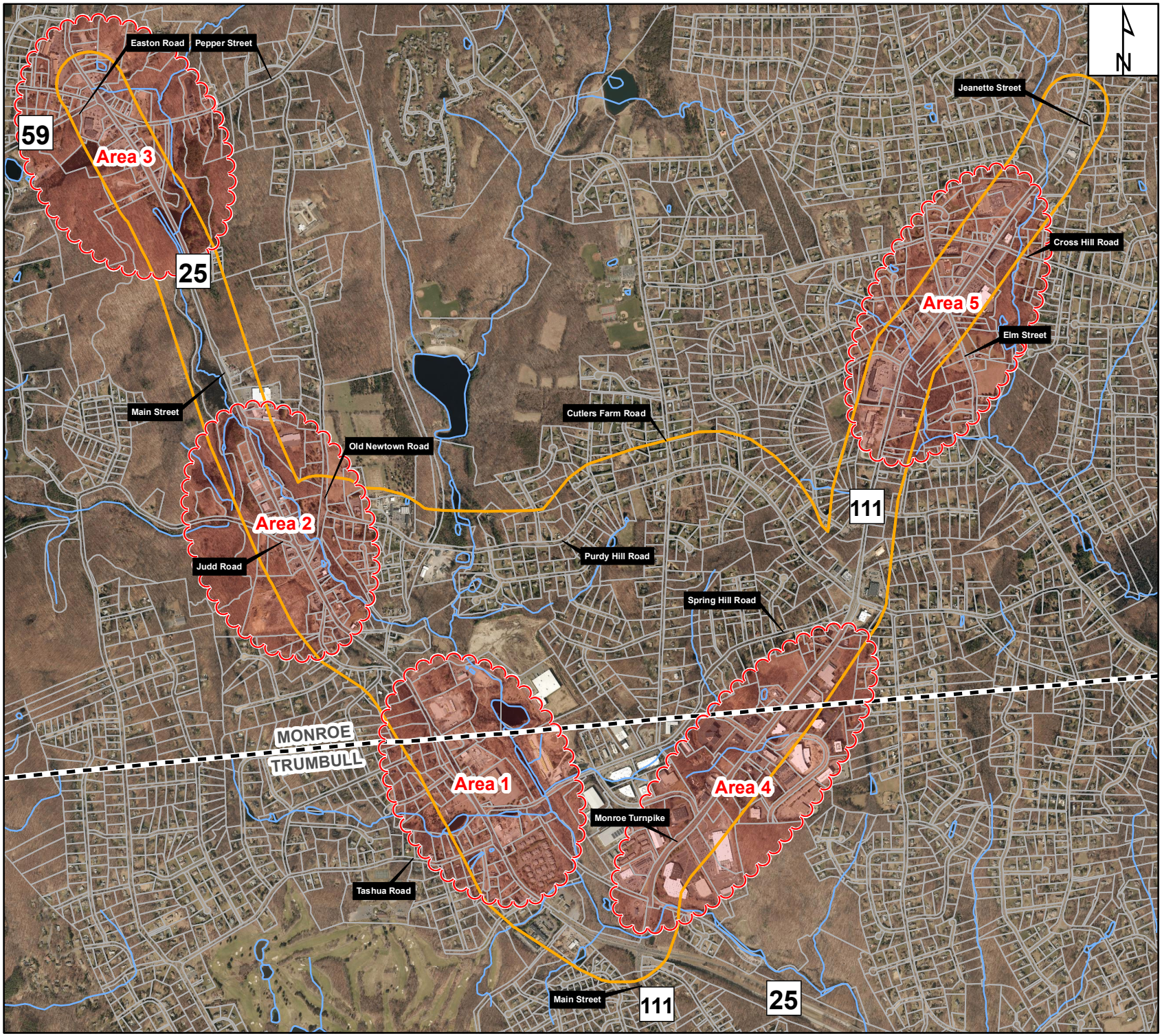
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January 2017

2040 BACKGROUND TRAFFIC VOLUMES
ROUTE 111
NORTHEAST END
PART 2

FIGURE 3-5

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LEGEND

- Development Area
- Study Area
- Parcel Boundary
- Municipal Boundary

0 1,000 2,000
Feet
1 " = 2,000 '

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

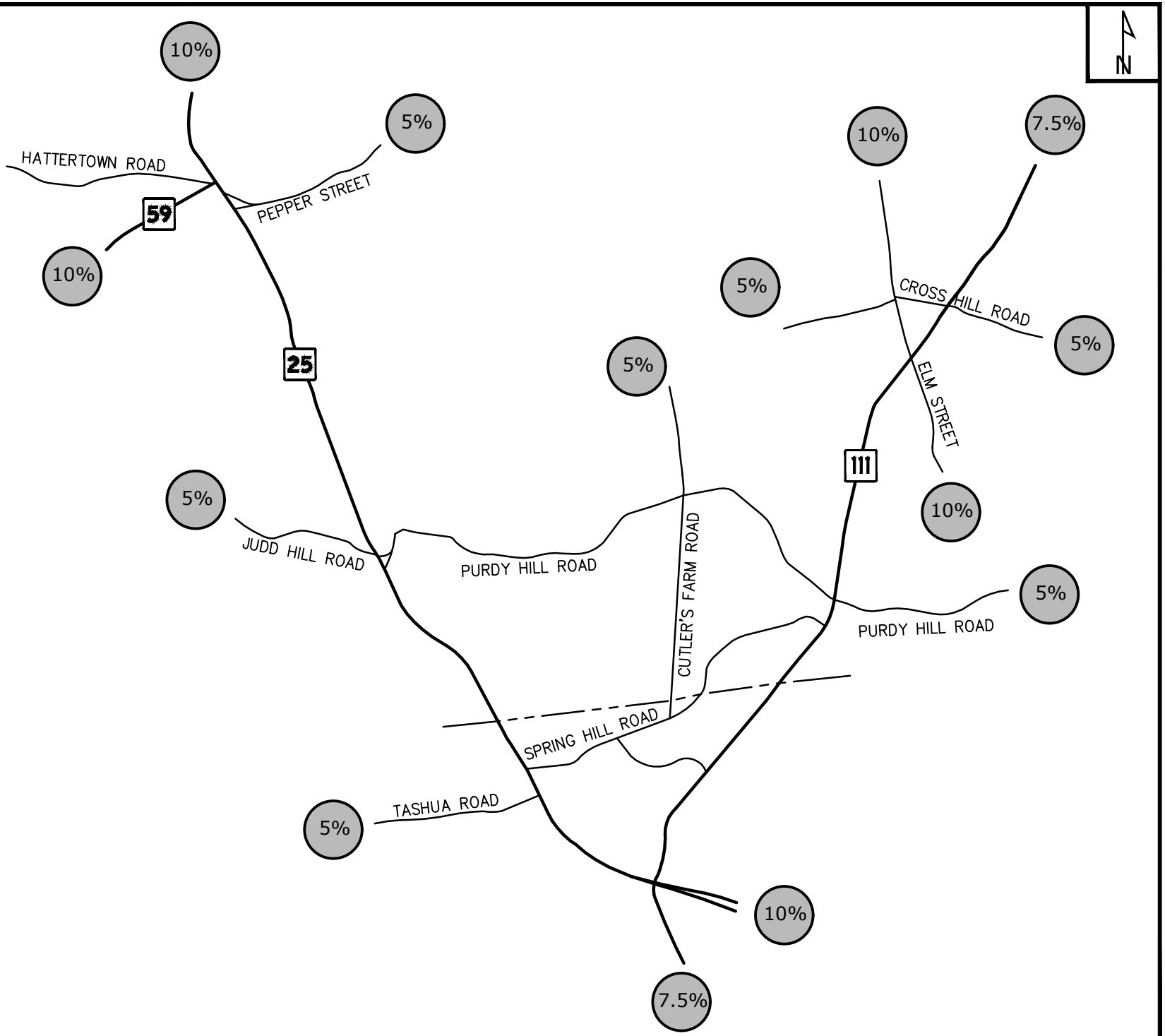
March 2017

POTENTIAL ECONOMIC DEVELOPMENT SUMMARY

FIGURE 3-8

V:\Projects\C\C1106\MXDs\PotentialDevelopmentOverview.mxd

C-1106



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0 1,000 2,000
Feet
1"=2000'

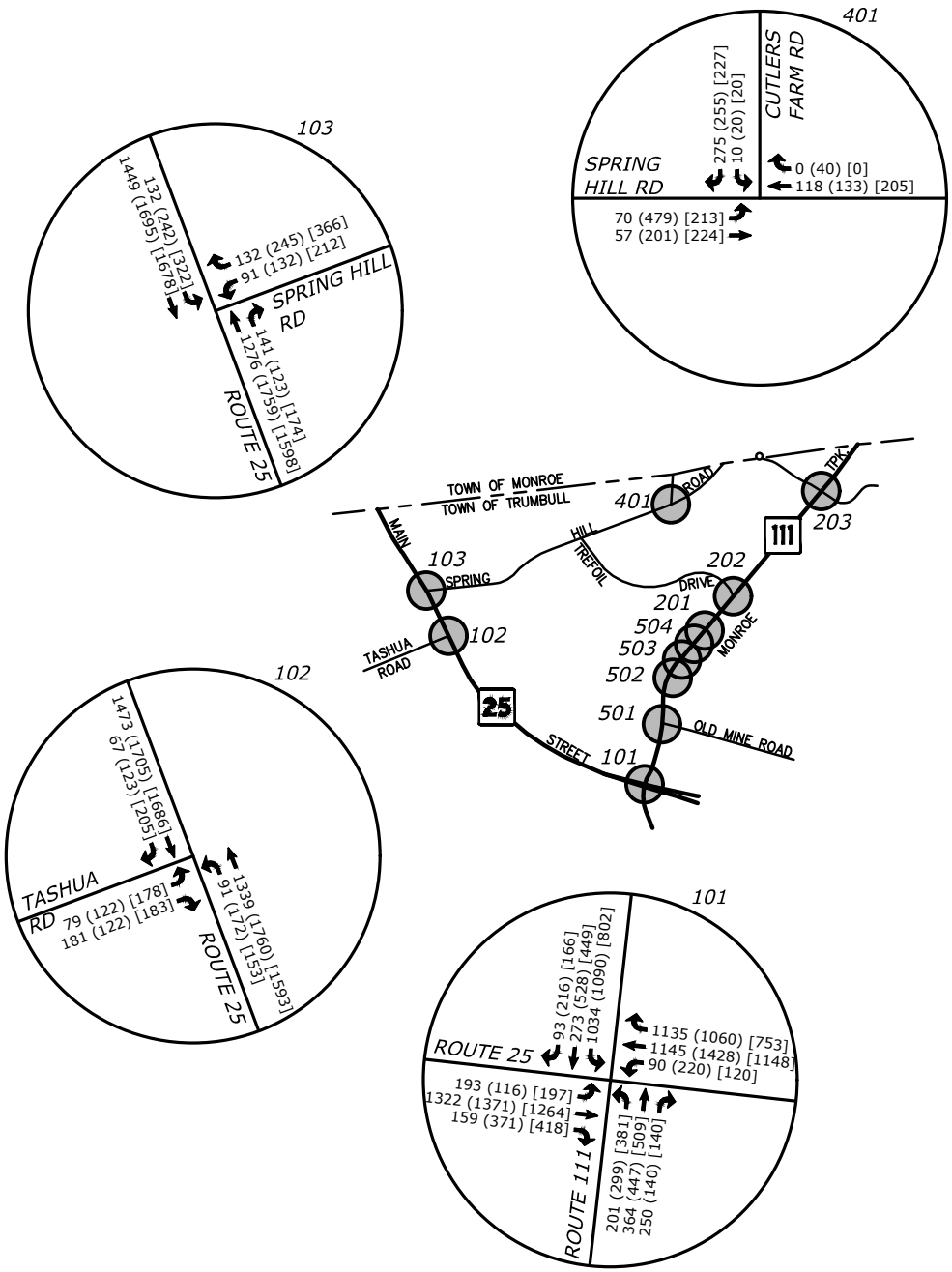
Engineering Planning Study
for Route 25 and Route 111
Monroe & Trumbull,
Connecticut

January 2017

REGIONAL ARRIVAL/DEPARTURE DISTRIBUTION

FIGURE 3-9

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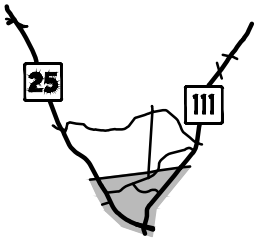


N

Tighe&Bond
Engineers | Environmental Specialists

LEGEND

VOLUMES: AM (PM) [SAT]



KEY PLAN

0 1,000 2,000
Feet
1"=2000'

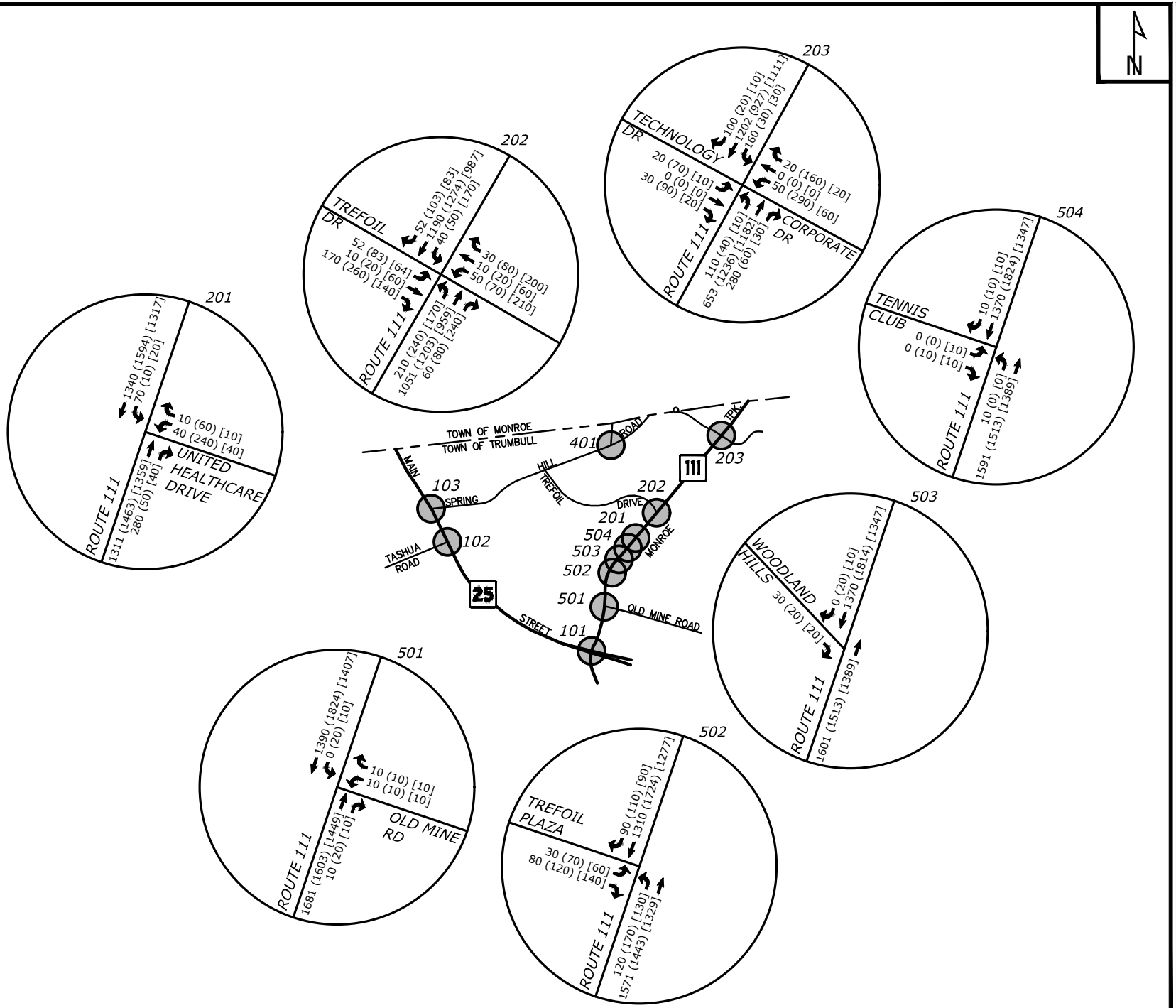
Engineering Planning Study for Route 25 and Route 111
Monroe & Trumbull, Connecticut

January 2017

2040 FUTURE TRAFFIC VOLUMES
ROUTE 25
SOUTH END

FIGURE 3-10

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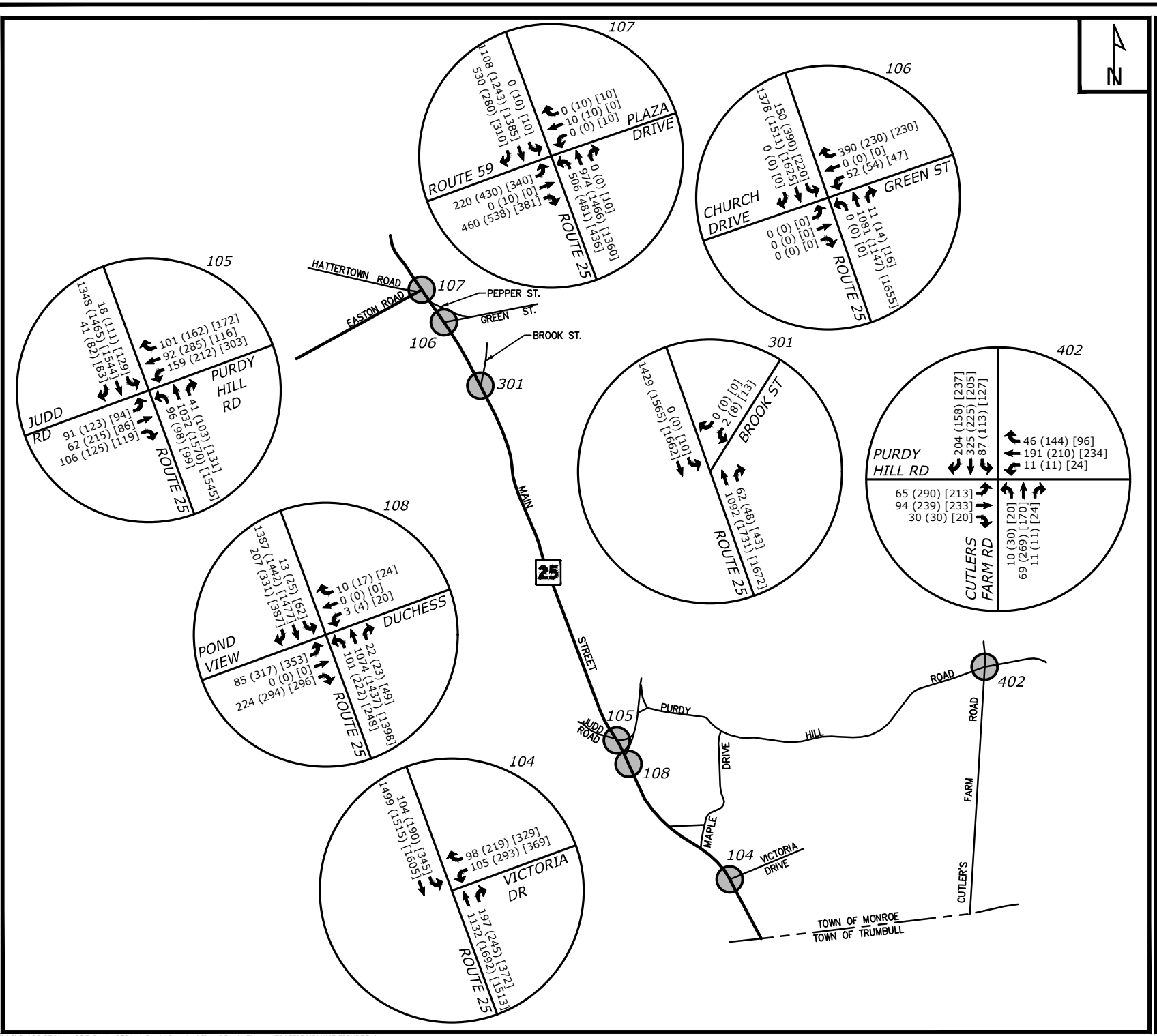
Engineering Planning Study for Route 25 and Route 111 Monroe & Trumbull, Connecticut

January 2017

2040 FUTURE TRAFFIC VOLUMES
ROUTE 111
SOUTH END

FIGURE 3-11

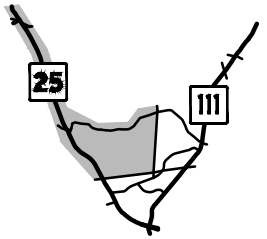
J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Study Figures\TRAFFIC VOLUME FIGURES.dwg



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

VOLUMES: AM (PM) [SAT]



KEY PLAN

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Feet
1"=2000'

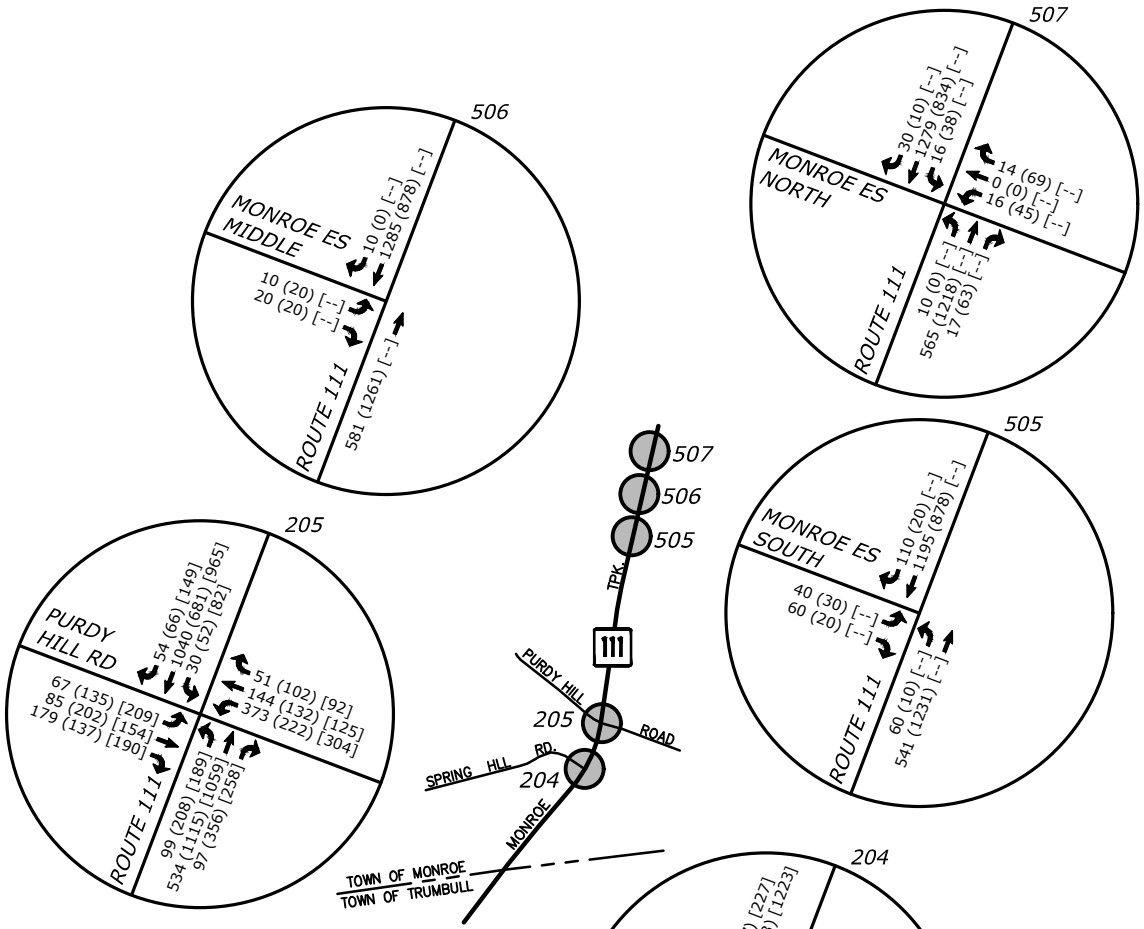
Engineering Planning Study
for Route 25 and Route 111
Monroe & Trumbull,
Connecticut

January 2017

2040 FUTURE TRAFFIC VOLUMES
ROUTE 25
NORTHWEST END

FIGURE 3-12

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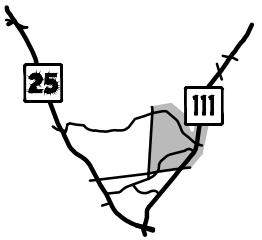


NOTE:
COUNTS AT MONROE ELEMENTARY SCHOOL DRIVES TAKEN ONLY DURING AM AND PM SCHOOL PEAKS

Tighe&Bond
Engineers | Environmental Specialists

LEGEND

VOLUMES: AM (PM) [SAT]



KEY PLAN

0 1,000 2,000
Feet
1"=2000'

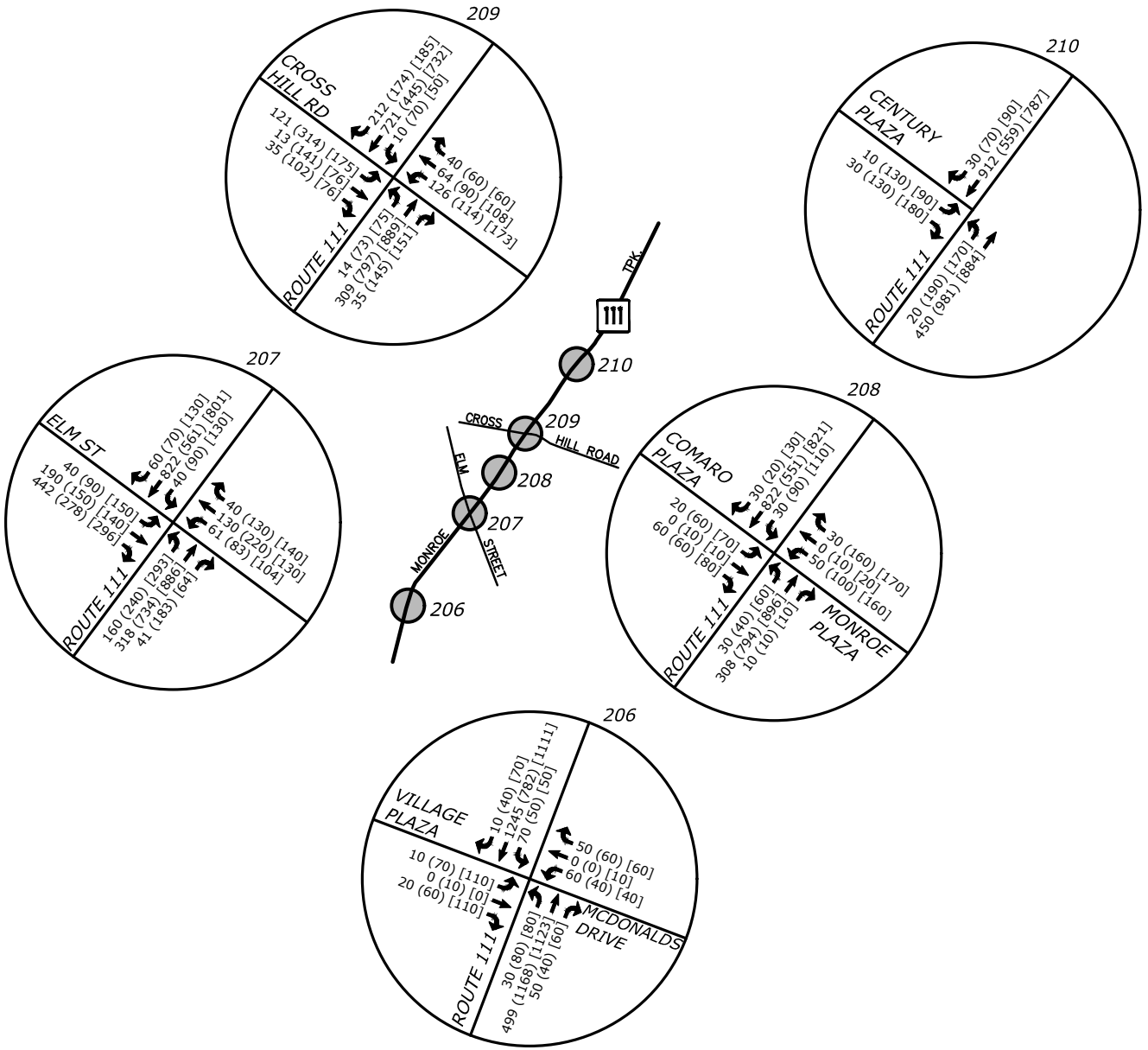
Engineering Planning Study for Route 25 and Route 111 Monroe & Trumbull, Connecticut

January 2017

2040 FUTURE TRAFFIC VOLUMES ROUTE 111 NORTHEAST END PART 1

FIGURE 3-13

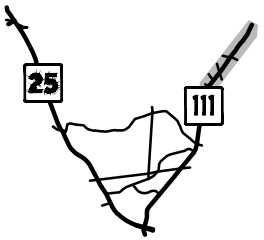
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Engineers | Environmental Specialists

LEGEND

VOLUMES: AM (PM) [SAT]



KEY PLAN

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Feet
1"=2000'

Engineering Planning Study for Route 25 and Route 111 Monroe & Trumbull, Connecticut

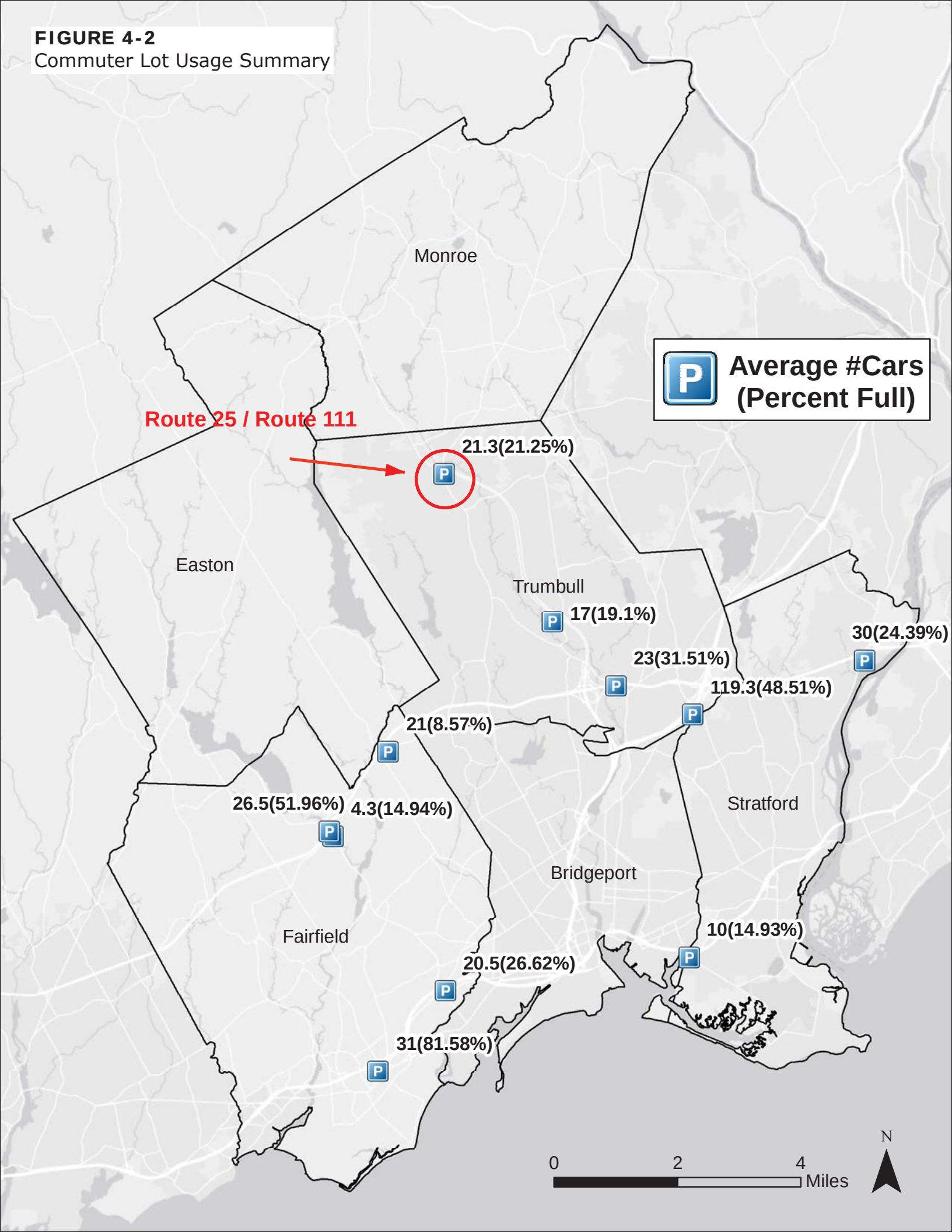
January 2017

2040 FUTURE TRAFFIC VOLUMES ROUTE 111 NORTHEAST END PART 2

FIGURE 3-14

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FIGURE 4-2
Commuter Lot Usage Summary



APPENDIX B
Tables

Tighe&Bond

TABLE 2-1
Study Area Intersections Traffic Control Devices

Intersection	Traffic Control
Route 25 (Main Street) at Route 111 (Monroe Turnpike/Main Street)	Traffic Signal
Route 25 (Main Street) at Tashua Road [1]	Traffic Signal
Route 25 (Main Street) at Spring Hill Road [1]	Traffic Signal
Route 25 (Main Street) at Victoria Drive	Traffic Signal
Route 25 (Main Street) at Judd Road and Purdy Hill Road	Traffic Signal
Route 25 (Main Street) at Brook Street	Two-Way Stop
Route 25 (Main Street) at Green Street [2]	Traffic Signal
Route 25 (Main Street) at Route 59 (Easton Road) and Hattertown Road [2]	Traffic Signal
Route 111 (Main Street) at Old Mine Road [3]	Two-Way Stop
Route 111 (Main Street) at Trefoil Plaza Driveway	Two-Way Stop
Route 111 (Main Street) at Woodland Hills Driveway	Two-Way Stop
Route 111 (Main Street) at Tennis Club of Trumbull Driveway	Two-Way Stop
Route 111 (Monroe Turnpike) at United Healthcare Driveway [4]	Traffic Signal
Route 111 (Monroe Turnpike) at Trefoil Drive and Home Depot Driveway [4]	Traffic Signal
Route 111 (Monroe Turnpike) at Technology Drive and Corporate Drive [4]	Traffic Signal
Route 111 (Monroe Turnpike) at Spring Hill Road/Office Driveway [4]	Traffic Signal
Route 111 (Monroe Turnpike) at Purdy Hill Road [4]	Traffic Signal
Route 111 (Main Street) at Monroe Elementary School (3 Locations)	Two-Way Stop
Route 111 (Monroe Turnpike) at Village Square Shopping Center / McDonalds Driveway [5]	Traffic Signal
Route 111 (Monroe Turnpike) at Elm Street [5]	Traffic Signal
Route 111 (Monroe Turnpike) at Monroe Plaza Driveway / Comaro Shopping Plaza Driveway [5]	Traffic Signal
Route 111 (Monroe Turnpike) at Cross Hill Road [5]	Traffic Signal
Route 111 (Monroe Turnpike) at Century Plaza Shopping Center Driveway [5]	Traffic Signal
Spring Hill Road at Cutler's Farm Road	Two-Way Stop
Purdy Hill Road at Cutler's Farm Road	All-Way Stop

[1] Intersections operate under one traffic signal controller in a cluster intersection configuration
[2] Intersections operating in a time-based coordination system on Route 25
[3] Intersection includes pedestrian-activated flashing beacon for crosswalk
[4] Intersections operating in a time-based coordination system on the south end of Route 111
[5] Intersections operating in a time-based coordination system on the north end of Route 111

TABLE 2-2

Existing Average Daily Traffic Summary (2013 - 2016 Data)

Location	Weekday ADT	Morning Peak Hour			Afternoon Peak Hour		
		Vehicles Per Hour	Dist.	"K" Factor	Vehicles Per Hour	Dist.	"K" Factor
Route 25 (Main Street)							
South of Route 111*	37,200	3,513	53% SB	9.44%	3,337	51% NB	8.97%
North of Route 111	26,560	1,999	50% NB	7.53%	2,070	50% NB	7.79%
North of Victoria Drive	23,020	1,851	50% SB	8.04%	1,707	53% NB	7.42%
South of Brook Street	21,880	1,601	54% SB	7.32%	1,673	53% NB	7.65%
Southeast of Green Street*	18,800	1,575	54% SB	8.38%	1,663	54% NB	8.85%
North of Route 59	20,065	1,420	56% SB	7.08%	1,373	50% NB	6.84%
Route 111 (Monroe Turnpike)							
South of Route 25*	13,300	1,006	60% NB	7.56%	1,218	56% SB	9.16%
Northeast of Route 25*	25,700	2,229	55% NB	8.67%	2,425	50% SB	9.44%
South of Corporate Drive	20,810	1,531	56% SB	7.36%	1,647	57% SB	7.91%
South of Monroe School Drives	18,450	1,317	66% SB	7.14%	1,486	60% NB	8.05%
North of Big Y Drive	14,410	1,035	71% SB	7.18%	1,255	65% NB	8.71%
Side Streets between Route 25 & Route 111							
Spring Hill Road East of Route 25	4,125	374	53% EB	9.07%	360	56% WB	8.73%
Purdy Hill Road East of Route 25	5,125	456	73% WB	8.90%	485	55% EB	9.46%
Cutler's Farm Road North of Parkview Drive	5,220	419	69% SB	8.03%	596	63% NB	11.42%
Spring Hill Road West of Route 111	1,320	118	53% WB	8.94%	125	54% EB	9.47%
Purdy Hill Road West of Route 111	4,545	361	55% EB	7.94%	456	52% WB	10.03%

Note: Dist. = Directional Distribution

*Denotes 2013 Connecticut Department of Transportation Data

TABLE 2-2 (Continued)

Existing Average Daily Traffic Summary (2013 – 2016 Data)

Location	Saturday ADT	Saturday Peak Hour		
		Vehicles Per Hour	Dist.	"K" Factor
Route 25 (Main Street)				
South of Route 111*	--	--	--	--
North of Route 111	25,620	1,918	50% SB	7.49%
North of Victoria Drive	22,275	1,630	51% SB	7.32%
South of Brook Street	21,005	1,562	51% NB	7.44%
Southeast of Green Street*	--	--	--	--
North of Route 59	20,895	1,484	51% SB	7.10%
Route 111 (Monroe Turnpike)				
South of Route 25*	--	--	--	--
Northeast of Route 25*	--	--	--	--
South of Corporate Drive	17,670	1,544	54% SB	8.74%
South of Monroe School Drives	18,145	1,650	50% NB	9.09%
North of Big Y Drive	14,595	1,262	52% NB	8.65%
Side Streets between Route 25 & Route 111				
Spring Hill Road East of Route 25	4,005	472	54% WB	11.79%
Purdy Hill Road East of Route 25	5,280	506	51% EB	9.58%
Cutler's Farm Road North of Parkview Drive	5,195	502	51% NB	9.66%
Spring Hill Road West of Route 111	1,355	143	58% EB	10.55%
Purdy Hill Road West of Route 111	5,080	510	54% WB	10.04%

Note: Dist. = Directional Distribution

*Denotes 2013 Connecticut Department of Transportation Data – Saturday Midday Data Not Available

TABLE 2-3
Travel Speed Observations (MPH)

Location	Posted Limit	Average Speed		85th Percentile Speed	
		NB/EB	SB/WB	NB/EB	SB/WB
Route 25 (Main Street)					
North of Route 111	40	34	38	42	44
North of Victoria Drive	40	37	39	43	45
South of Brook Street	40	46	42	**51**	46
North of Route 59	40	34	31	41	39
Route 111 (Monroe Turnpike)					
South of Corporate Drive	40	38	32	44	38
South of Monroe E.S. Drives	35	35	41	42	**46**
North of Century Plaza Drive	40	41	39	44	44
Spring Hill Road					
East of Route 25	30	32	34	36	39
West of Route 111	25	**35**	**35**	**39**	**39**
Purdy Hill Road					
East of Route 25	25	29	31	33	34
West of Route 111	30	34	37	38	**42**
Cutler's Farm Road					
North of Parkview Drive	25	**39**	**37**	**43**	**41**

TABLE 2-4
Study Area Signalized Intersection Operational Summary - 2016 Existing - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Avg. Delay (s/veh)	v/c	Weekday Afternoon Peak Hour LOS	Avg. Delay (s/veh)	v/c	Saturday Midday Peak Hour LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Route 25 (Main Street) at Route 111 (Main St/Monroe Tpke)										
Overall		**D**	**44.8**	**1.00**	**E**	**61.6**	**1.13**	**E**	**55.1**	**1.16**
Route 25	EBL	F	99.4	0.77	E	73.4	0.60	F	97.5	0.89
	EBT	D	51.3	0.93	D	48.2	0.86	D	40.9	0.75
	EBR	A	3.4	0.15	A	9.9	0.30	A	6.6	0.30
	WBL	F	94.8	0.73	F	140.1	1.07	E	78.6	0.70
	WBT	D	37.0	0.69	D	41.1	0.80	D	39.2	0.66
	WBR	B	18.6	0.80	B	18.4	0.81	B	17.1	0.68
Route 111	NBL	F	111.7	1.00	F	96.0	0.91	F	104.2	0.96
	NBT	E	63.3	0.76	F	92.4	0.99	E	56.9	0.74
	NBR	B	12.0	0.50	A	6.1	0.38	A	3.7	0.30
	SBL	D	51.0	0.88	F	84.6	1.05	E	58.3	0.91
	SBTR	D	39.9	0.59	F	120.0	1.13	F	129.0	1.16
Traffic Signal - Route 25 (Main Street) at Tashua Road										
Overall		**B**	**15.5**	**0.87**	**C**	**26.3**	**0.98**	**C**	**24.4**	**0.98**
Tashua Road	EBL	D	41.0	0.30	D	40.6	0.29	D	40.9	0.33
	EBR	B	11.7	0.37	A	8.9	0.25	B	11.2	0.32
Route 25	NBL	A	5.5	0.30	C	28.5	0.63	C	26.6	0.60
	NBT	B	18.3	0.81	C	23.6	0.87	B	17.9	0.78
	SB	B	12.7	0.87	C	29.5	0.98	C	30.1	0.98
Traffic Signal - Route 25 (Main Street) at Spring Hill Road										
Overall		**B**	**15.2**	**0.85**	**C**	**20.6**	**0.92**	**B**	**20.0**	**0.84**
Spring Hill Road	WBL	D	45.8	0.46	D	50.9	0.60	E	58.5	0.74
	WBR	B	12.8	0.31	B	12.2	0.29	B	11.1	0.32
Route 25	NBT	A	8.2	0.78	A	9.6	0.81	A	7.6	0.73
	NBR	A	0.9	0.12	A	1.2	0.09	A	0.9	0.13
	SBL	A	4.0	0.19	A	4.8	0.22	A	4.5	0.21
	SBT	C	22.0	0.85	C	30.6	0.92	C	29.4	0.84
Traffic Signal - Route 25 (Main Street) at Victoria Drive										
Overall		**A**	**7.7**	**0.70**	**B**	**11.9**	**0.79**	**A**	**6.3**	**0.64**
Victoria Drive	WBL	C	34.8	0.06	D	38.6	0.31	C	34.1	0.05
	WBR	B	14.1	0.05	A	9.8	0.10	B	14.4	0.04
Route 25	NB	B	10.7	0.70	B	15.9	0.79	A	8.7	0.64
	SBL	A	1.8	0.05	A	2.1	0.04	A	1.6	0.03
	SBT	A	4.4	0.63	A	6.3	0.67	A	3.4	0.55
Traffic Signal - Route 25 (Main Street) at Judd Road/Purdy Hill Road										
Overall		**C**	**29.2**	**0.89**	**D**	**44.8**	**0.95**	**D**	**36.3**	**0.90**
Judd Road	EBL	D	48.7	0.49	F	81.0	0.78	D	36.1	0.42
	EBTR	C	30.6	0.46	D	41.3	0.56	C	20.7	0.32
Purdy Hill Road	WBL	D	54.1	0.60	D	51.6	0.55	D	50.0	0.74
	WBTR	D	47.7	0.57	E	56.7	0.80	D	40.5	0.66
Route 25	NBL	D	54.0	0.42	E	59.8	0.37	D	42.8	0.25
	NBTR	B	13.8	0.65	D	44.9	0.95	D	35.5	0.90
	SBL	D	51.7	0.09	E	61.1	0.46	D	50.4	0.51
	SBTR	C	32.1	0.89	C	34.4	0.89	C	33.9	0.90
Traffic Signal - Route 25 (Main Street) at Green Street										
Overall		**A**	**9.3**	**0.67**	**C**	**22.0**	**0.95**	**B**	**12.8**	**0.79**
Church Driveway	EB	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
Green Street	WBL	D	53.2	0.40	D	52.7	0.37	D	45.6	0.29
	WBTR	A	4.7	0.61	A	1.6	0.34	A	1.9	0.38
Route 25	NBL	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	NBT	B	13.5	0.67	C	27.1	0.89	B	17.6	0.79
	NBR	A	0.0	0.01	A	0.0	0.01	A	0.0	0.01
	SBL	A	2.7	0.28	E	56.7	0.95	B	12.4	0.52
	SBTR	A	6.0	0.64	A	6.9	0.60	A	9.4	0.67

TABLE 2-4 (Continued)
Study Area Signalized Intersection Operational Summary - 2016 Existing - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Avg. Delay (s/veh)	v/c	Weekday Afternoon Peak Hour LOS	Avg. Delay (s/veh)	v/c	Saturday Midday Peak Hour LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)										
Overall		**C**	**23.8**	**1.00**	**C**	**25.8**	**0.87**	**C**	**23.4**	**0.87**
Route 59	EBL	E	56.5	0.59	E	68.3	0.81	D	53.7	0.69
	EBLT	E	56.5	0.59	E	70.0	0.83	D	53.7	0.69
North Commercial Drive	EBR	A	6.0	0.52	A	4.6	0.49	A	3.6	0.34
	WB	D	47.4	0.13	D	49.7	0.25	D	43.3	0.22
Route 25	NBL	E	77.4	1.00	D	53.9	0.87	D	49.7	0.85
	NBTR	A	2.6	0.28	A	3.8	0.40	A	3.6	0.33
	SBL	A	0.0	0.00	B	19.3	0.04	B	16.7	0.03
	SBT	C	28.9	0.81	D	38.2	0.87	D	35.2	0.87
	SBR	A	1.7	0.38	A	1.6	0.21	A	1.5	0.22
Traffic Signal - Route 111 (Main St / Monroe Tpke) at United Healthcare Driveway										
Overall		**A**	**0.2**	**0.33**	**A**	**0.3**	**0.42**	**A**	**0.2**	**0.34**
United Healthcare Drive	WBL	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WBR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
Route 111	NBTR	A	0.3	0.33	A	0.3	0.33	A	0.3	0.34
	SBL	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SBT	A	0.2	0.33	A	0.3	0.42	A	0.2	0.33
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Trefoil Drive / Home Depot Driveway										
Overall		**B**	**14.3**	**0.77**	**C**	**23.7**	**1.16**	**C**	**21.9**	**0.88**
Trefoil Drive	EBL	C	29.5	0.22	C	28.0	0.34	C	24.8	0.32
	EBTR	B	11.0	0.47	A	8.9	0.54	B	10.6	0.39
Home Depot Driveway	WBL	D	39.8	0.48	E	78.3	0.83	E	58.8	0.88
	WBTR	B	14.2	0.20	A	9.9	0.33	A	8.5	0.46
	NBL	D	52.1	0.77	F	150.2	1.16	E	65.5	0.81
	NBT	A	8.5	0.41	B	12.1	0.50	B	19.0	0.52
Route 111	NBR	A	1.5	0.06	A	0.9	0.09	A	3.9	0.32
	SBL	D	47.3	0.27	D	41.7	0.33	C	32.7	0.67
	SBTR	B	10.7	0.54	B	14.5	0.65	B	18.0	0.55
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Technology Drive / Corporate Drive										
Overall		**A**	**7.6**	**0.46**	**C**	**20.3**	**0.90**	**A**	**8.5**	**0.45**
Technology Drive	EBL	C	33.9	0.18	D	39.4	0.48	C	32.5	0.10
	EBLTR	A	1.1	0.15	A	5.9	0.39	A	0.7	0.10
Corporate Drive	WBL	D	35.4	0.28	E	66.0	0.90	D	35.7	0.33
	WBLTR	A	0.9	0.12	B	12.8	0.56	A	1.1	0.15
	NBL	A	4.3	0.30	A	3.4	0.12	A	2.8	0.02
Route 111	NBTR	A	6.3	0.40	B	13.5	0.60	A	4.9	0.45
	SBL	A	5.4	0.31	B	12.1	0.12	A	8.9	0.08
	SBTR	A	8.3	0.46	B	19.2	0.47	B	11.5	0.37
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Spring Hill Road / Office Driveway										
Overall		**A**	**3.8**	**0.45**	**A**	**3.1**	**0.49**	**A**	**4.6**	**0.54**
Spring Hill Road	EB	B	18.2	0.37	B	18.4	0.38	C	25.6	0.54
Office Driveway	WB	A	0.0	0.00	A	0.0	0.00	A	0.3	0.05
Route 111	NB	A	1.4	0.22	A	2.7	0.49	A	3.6	0.45
	SB	A	4.1	0.45	A	2.2	0.28	A	3.3	0.42
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Purdy Hill Road										
Overall		**C**	**23.9**	**0.92**	**B**	**18.2**	**0.91**	**B**	**18.2**	**0.90**
Purdy Hill Road	EBL	C	21.5	0.16	C	28.0	0.45	C	29.7	0.55
	EBTR	B	11.0	0.36	C	28.3	0.67	B	18.2	0.54
	WBL	E	61.7	0.92	E	78.6	0.91	E	69.3	0.90
	WBTR	B	19.4	0.29	B	17.5	0.44	B	14.9	0.35
	NBL	D	40.6	0.44	D	52.4	0.67	D	49.0	0.58
Route 111	NBTR	A	8.5	0.27	A	2.7	0.53	A	1.6	0.44
	SBL	B	17.2	0.07	C	22.4	0.27	C	21.7	0.28
	SBTR	C	22.8	0.66	B	17.1	0.42	B	19.0	0.56
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Village Plaza / McDonald's Driveway										
Overall		**B**	**12.5**	**0.87**	**A**	**10.0**	**0.67**	**B**	**13.7**	**0.83**
Village Plaza Driveway	EBLT	D	37.4	0.10	E	60.7	0.67	E	78.9	0.83
	EBR	A	0.8	0.10	A	9.8	0.29	B	12.1	0.43
McDonald's Driveway	WBLT	D	47.2	0.46	D	41.9	0.31	D	47.8	0.45
	WBR	A	6.8	0.25	A	8.6	0.26	A	9.2	0.27
	NBL	A	3.4	0.15	A	2.8	0.15	A	3.9	0.24
Route 111	NBTR	A	2.7	0.31	A	6.3	0.64	A	6.7	0.65
	SBL	A	4.0	0.13	A	5.3	0.16	A	6.3	0.16
	SBTR	B	15.4	0.87	A	6.4	0.50	B	11.4	0.72

TABLE 2-4 (Continued)
Study Area Signalized Intersection Operational Summary - 2016 Existing - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Avg. Delay (s/veh)	v/c	Weekday Afternoon Peak Hour LOS	Avg. Delay (s/veh)	v/c	Saturday Midday Peak Hour LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Elm Street										
Overall		**C**	**24.2**	**0.84**	**C**	**29.8**	**0.98**	**D**	**35.3**	**0.98**
Elm Street	EBLT	D	49.6	0.74	F	89.9	0.98	F	85.7	0.98
	EBR	A	9.5	0.67	A	6.7	0.45	A	6.3	0.40
	WBLT	E	65.4	0.84	D	51.2	0.80	E	57.9	0.83
	WBR	A	5.1	0.08	A	4.4	0.18	A	6.6	0.21
Route 111	NBL	B	10.1	0.39	A	8.8	0.38	C	20.4	0.65
	NBTR	B	10.5	0.28	C	26.2	0.84	C	30.3	0.87
	SBL	A	4.1	0.05	B	10.8	0.29	B	11.6	0.41
	SBTR	C	25.1	0.73	C	23.4	0.58	D	37.0	0.88
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Monroe/Comaro Plaza Driveways										
Overall		**B**	**13.5**	**0.60**	**B**	**18.0**	**0.61**	**C**	**21.9**	**0.72**
Comaro Plaza Driveway	EBLT	D	46.1	0.27	E	58.8	0.61	E	71.6	0.72
	EBR	A	2.2	0.26	A	1.3	0.20	A	1.9	0.26
Monroe Plaza Driveway	WBLT	C	32.9	0.29	C	34.7	0.46	D	43.9	0.69
	WBR	A	0.3	0.08	A	4.3	0.28	A	4.1	0.27
	NBL	B	10.0	0.08	A	4.7	0.07	A	5.7	0.16
Route 111	NBTR	B	16.3	0.21	B	19.5	0.60	C	22.6	0.72
	SBL	A	4.4	0.04	A	8.3	0.24	A	8.6	0.33
	SBTR	B	12.3	0.60	B	15.7	0.41	B	19.7	0.63
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Cross Hill Road										
Overall		**B**	**14.1**	**0.65**	**B**	**19.5**	**0.81**	**B**	**15.5**	**0.72**
Cross Hill Road	EBL	D	47.8	0.61	D	48.2	0.81	D	49.8	0.72
	EBTR	B	16.5	0.14	C	20.5	0.37	B	16.7	0.32
	WBL	D	42.8	0.54	C	26.4	0.31	D	39.4	0.57
	WBTR	C	23.5	0.33	B	15.0	0.25	C	22.4	0.38
	NBL	A	1.8	0.03	A	5.9	0.13	A	4.3	0.15
Route 111	NBTR	A	2.3	0.21	B	17.1	0.72	A	8.2	0.70
	SBL	A	4.8	0.02	B	11.4	0.23	A	9.8	0.15
	SBTR	A	8.0	0.65	A	9.9	0.49	B	10.4	0.60
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Century Plaza Driveway										
Overall		**A**	**5.9**	**0.55**	**B**	**11.1**	**0.66**	**B**	**10.8**	**0.63**
Century Plaza Driveway	EBL	D	38.1	0.08	D	48.7	0.66	D	46.1	0.51
	EBR	B	15.4	0.20	A	9.4	0.44	B	11.8	0.56
	NBL	A	1.4	0.05	A	3.8	0.31	A	3.1	0.34
Route 111	NBT	A	2.0	0.24	A	5.2	0.56	A	3.0	0.45
	SB	A	7.0	0.55	B	11.4	0.43	B	14.8	0.63

TABLE 2-5
Study Area Unsignalized Intersection Operational Summary - 2016 Existing - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Avg. Delay (s/veh)	v/c	Weekday Afternoon Peak Hour LOS	Avg. Delay (s/veh)	v/c	Saturday Midday Peak Hour LOS	Avg. Delay (s/veh)	v/c
Unsignalized TWSC - Route 25 (Main Street) at Brook Street										
Brook Street	WB	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
Route 25	SBL	A	0.0	0.00	A	0.0	0.00	B	10.2	0.02
Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road										
Spring Hill Road	EBL	A	7.5	0.04	A	8.2	0.26	A	7.6	0.12
Cutler's Farm Road	SB	B	10.1	0.27	B	12.4	0.33	B	10.5	0.27
Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road										
Overall		**B**	**14.6**	**0.68**	**D**	**31.5**	**0.89**	**F**	**63.2**	**1.11**
Cutler's Farm Road	NB	A	9.7	0.14	C	21.1	0.57	C	20.8	0.51
Purdy Hill Road	EB	B	10.6	0.23	E	47.9	0.89	F	56.9	0.97
	WB	B	11.6	0.34	C	21.9	0.62	D	35.0	0.81
Cutler's Farm Road	SB	C	18.0	0.68	D	26.5	0.70	F	103.3	1.11
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Old Mine Road										
Old Mine Road	WB	E	43.1	0.21	F	105.0	0.42	F	50.8	0.24
Route 111	SBL	A	0.0	0.00	B	13.2	0.05	B	11.4	0.02
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Trefoil Plaza Driveway										
Route 111	NBL	B	13.1	0.23	C	16.4	0.39	B	13.0	0.24
Trefoil Plaza Driveway	EBL	F	225.3	0.79	F	1656.4	3.80	F	562.3	1.74
	EBR	C	15.2	0.20	C	18.1	0.32	C	17.8	0.39
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Woodland Hills Drive										
Woodland Hills Drive	EBR	B	13.3	0.08	B	14.7	0.06	B	13.2	0.05
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Tennis Club Driveway										
Route 111	NBL	B	11.2	0.02	A	0.0	0.00	A	0.0	0.00
Tennis Club Driveway	EB	A	0.0	0.00	C	15.3	0.04	E	40.5	0.20
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES South Driveway										
Route 111	NBL	B	11.1	0.10	A	9.1	0.01	--	--	--
Monroe ES South Drive	EB	F	94.0	0.88	F	53.6	0.51	--	--	--
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES Middle Driveway										
Monroe ES Middle Drive	EBL	E	37.5	0.12	F	58.5	0.32	--	--	--
	EBR	C	20.0	0.11	B	13.8	0.07	--	--	--
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES North Driveway										
Route 111	NBL	B	11.0	0.02	A	0.0	0.00	--	--	--
Center One Eleven Drive	WBTL	E	46.6	0.13	F	95.6	0.40	--	--	--
	WBR	B	11.6	0.02	C	22.1	0.23	--	--	--
Route 111	SBL	A	8.5	0.01	B	10.8	0.03	--	--	--

TABLE 2-6
Study Area Signalized Intersection Operational Summary - 2016 Existing Conditions - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues	Saturday Midday Peak Hour Avg. Queues	Saturday Midday Peak Hour Design Queues
Traffic Signal - Route 25 (Main Street) at Route 111 (Main St / Monroe Tpke)								
Route 25	EBL	225	59	151	57	107	116	254
	EBT		403	561	336	418	278	358
	EBR	875	0	31	49	101	29	80
	WBL	175	55	139	164	318	72	134
	WBT		278	364	364	469	232	295
	WBR	500	370	587	374	661	251	358
Route 111	NBL	430	181	337	144	268	158	330
	NBT		116	164	180	275	163	283
	NBR	100	0	51	0	19	0	14
	SBL	500	315	398	432	489	281	351
	SBTR		168	255	502	636	505	720
Traffic Signal - Route 25 (Main Street) at Tashua Road								
Tashua Road	EBL		32	66	34	66	43	88
	EBR	185	21	59	7	36	21	67
	NBL	385	7	19	29	93	28	86
Route 25	NBT		362	730	477	895	393	614
	SB		106	247	138	271	170	1002
Traffic Signal - Route 25 (Main Street) at Spring Hill Road								
Spring Hill Road	WBL	235	47	86	71	115	100	193
	WBR		0	30	0	30	0	45
	NBT		86	138	88	136	91	141
Route 25	NBR	175	0	2	1	1	1	2
	SBL	160	6	16	7	17	9	19
	SBT		361	821	502	917	426	777
Traffic Signal - Route 25 (Main Street) at Victoria Drive								
Victoria Drive	WBL		6	20	31	60	4	21
	WBR	140	0	12	0	19	0	13
	NB		145	561	401	761	0	606
Route 25	SBL	250	1	5	1	3	0	3
	SBT		0	316	180	302	0	232
Traffic Signal - Route 25 (Main Street) at Judd Road / Purdy Hill Road								
Judd Road	EBL	120	51	94	71	180	35	76
	EBTR		55	103	152	245	33	77
Purdy Hill Road	WBL	125	66	133	71	151	89	145
	WBTR		92	170	236	422	104	160
	NBL	140	40	91	30	67	16	46
Route 25	NBTR		199	574	566	909	409	756
	SBL	75	6	26	43	88	39	87
	SBTR		436	886	545	878	445	833
Traffic Signal - Route 25 (Main Street) at Green Street								
Church Driveway	EB	75	0	0	0	0	0	0
Green Street	WBL	115	30	59	27	60	19	46
	WBTR		0	0	0	0	0	0
	NBL	40	0	0	0	0	0	0
	NBT		255	507	498	888	332	573
Route 25	NBR	175	0	0	0	0	0	0
	SBL	100	7	20	138	223	11	73
	SBTR		95	282	86	278	80	348

TABLE 2-6 (Continued)
Study Area Signalized Intersection Operational Summary - 2016 Existing Conditions - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues	Saturday Midday Peak Hour Avg. Queues	Saturday Midday Peak Hour Design Queues
Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)								
	EBL	375	69	109	120	206	86	142
Route 59	EBLT		69	109	123	212	86	142
	EBR	370	18	43	11	51	0	31
North Commercial Drive	WB	85	8	24	16	38	14	34
	NBL	250	186	402	142	172	89	168
	NBTR		28	53	35	68	27	60
Route 25	SBL	130	0	0	3	17	3	16
	SBT		360	758	394	819	333	795
	SBR	200	0	34	0	29	0	28
Traffic Signal - Route 111 (Main St / Monroe Tpke) at United Healthcare Driveway								
United Healthcare Drive	WBL		0	0	0	0	0	0
	WBR	60	0	0	0	0	0	0
	NBTR		0	0	0	0	0	0
Route 111	SBL	225	0	0	0	0	0	0
	SBT		0	0	0	0	0	0
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Trefoil Drive / Home Depot Driveway								
Trefoil Drive	EBL		15	34	29	50	21	46
	EBTR	130	5	38	9	44	26	60
Home Depot Driveway	WBL	90	26	51	37	67	87	196
	WBTR		5	26	9	35	20	74
	NBL	250	74	164	103	209	59	149
	NBT		101	179	140	245	133	193
Route 111	NBR	250	0	11	0	6	0	45
	SBL	200	20	42	27	48	83	78
	SBTR		197	297	220	342	176	253
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Technology Drive / Corporate Drive								
Technology Drive	EBL		9	27	33	64	5	18
	EBLTR	115	0	0	0	12	0	0
Corporate Drive	WBL		15	41	108	194	21	49
	WBLTR	125	0	0	12	53	0	0
	NBL	150	1	23	2	3	1	2
Route 111	NBTR		119	186	177	353	36	72
	SBL	325	17	30	3	20	6	17
	SBTR		66	197	126	224	111	253
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Spring Hill Road / Office Driveway								
Spring Hill Road	EB		8	35	8	36	29	60
Office Driveway	WB	50	0	0	0	0	0	0
	NB		3	6	16	37	51	8
Route 111	SB		82	134	37	47	60	111
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Purdy Hill Road								
	EBL		21	48	39	72	58	107
Purdy Hill Road	EBTR	130	32	77	94	142	59	115
	WBL	110	143	310	61	139	74	179
	WBTR		53	106	46	90	34	79
	NBL	350	37	77	66	125	51	111
Route 111	NBTR		56	82	22	39	16	9
	SBL	125	7	23	14	42	19	55
	SBTR		187	272	98	145	155	227
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Village Plaza / McDonald's Driveway								
Village Plaza Driveway	EBLT	80	7	21	54	100	70	159
	EBR	80	0	0	0	23	0	47
McDonald's Driveway	WBLT		41	73	25	55	33	65
	WBR	35	0	15	0	25	0	23
	NBL	120	3	8	8	16	8	17
Route 111	NBTR		43	77	165	257	171	268
	SBL	125	7	17	5	15	10	11
	SBTR		626	839	65	132	233	158

TABLE 2-6 (Continued)
Study Area Signalized Intersection Operational Summary - 2016 Existing Conditions - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues	Saturday Midday Peak Hour Avg. Queues	Saturday Midday Peak Hour Design Queues
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Elm Street								
Elm Street	EBLT		112	163	128	225	144	297
	EBR	125	0	59	0	37	0	52
	WBLT	100	97	147	131	243	120	202
	WBR		0	14	0	31	13	36
Route 111	NBL	160	21	57	34	77	46	102
	NBTR		75	138	235	609	256	628
	SBL	95	4	8	28	29	33	25
	SBTR		406	656	306	343	427	652
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Monroe / Comaro Plaza Driveways								
Comaro Plaza Driveway	EBLT	35	14	34	42	87	48	116
	EBR	35	0	0	0	0	0	0
Monroe Plaza Driveway	WBLT	175	29	55	54	100	93	162
	WBR	175	0	0	0	38	0	40
	NBL	450	8	29	3	14	10	17
Route 111	NBTR		80	160	309	422	341	457
	SBL	145	4	9	21	46	20	41
	SBTR		228	347	183	206	220	285
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Cross Hill Road								
Cross Hill Road	EBL	90	61	92	136	211	87	118
	EBTR		6	26	63	109	30	56
	WBL		60	90	42	70	78	105
	WBTR	95	32	60	34	62	52	78
	NBL	90	1	3	9	13	5	11
Route 111	NBTR		15	30	423	595	74	146
	SBL	45	2	3	11	28	6	21
	SBTR		176	147	94	147	111	266
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Century Plaza Driveway								
Century Plaza Driveway	EBL	120	7	22	89	126	55	101
	EBR	120	0	24	0	36	0	59
	NBL	280	5	1	13	45	2	29
Route 111	NBT		85	6	95	231	8	148
	SB		141	340	122	244	206	428

TABLE 2-7
Study Area Unsignalized Intersection Operational Summary - 2016 Existing Conditions - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Design Queues	Saturday Midday Peak Hour Design Queues
Unsignalized TWSC - Route 25 (Main Street) at Brook Street					
Brook Street	WB		0	0	0
Route 25	SBL		0	0	0
Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road					
Spring Hill Road	EBL		3	25	10
Cutler's Farm Road	SB		28	35	28
Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road					
Cutler's Farm Road	NB		13	88	65
Purdy Hill Road	EB		23	260	265
	WB		38	102	165
Cutler's Farm Road	SB		135	135	440
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Old Mine Road					
Old Mine Road	WB		20	40	23
Route 111	SBL		0	3	3
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Trefoil Plaza Driveway					
Route 111	NBL	95	23	45	23
Trefoil Plaza Driveway	EBL	145	75	248	193
	EBR	25	18	35	45
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Woodland Hills Drive					
Woodland Hills Drive	EBR		0	0	0
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Tennis Club Driveway					
Route 111	NBL		3	0	0
Tennis Club Driveway	EB	100	0	3	18
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES South Driveway					
Route 111	NBL		8	0	--
Monroe ES South Drive	EB	200	160	60	--
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES Middle Driveway					
Monroe ES Middle Drive	EBL	25	10	5	--
	EBR	25	0	0	--
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES North Driveway					
Route 111	NBL		3	0	--
Stop & Shop Plaza Drive	WBTL	60	10	38	--
	WBR	60	3	23	--
Route 111	SBL		0	3	--

TABLE 2-8

Route 25 Collisions – Type

Collision Type	Number of Collisions							% of Total Collisions
	2009	2010	2011	2012	2013	2014	Total	
Rear-end	90	106	99	72	93	94	**554**	**65%**
Turning - Intersecting Paths	14	13	8	7	11	9	**62**	**7%**
Turning - Opp. Direction	12	10	11	6	8	5	**52**	**6%**
Fixed Object	7	6	15	5	4	11	**48**	**6%**
Sideswipe - Same Direction	12	2	8	8	7	4	**41**	**5%**
Moving Object	3	3	3	7	4	6	**26**	**3%**
Sideswipe - Opp. Direction	5	3	4	3	5	3	**23**	**3%**
Turning - Same Direction	2	2	2	1	3	1	**11**	**1%**
Backing	1	1	2	3	1	2	**10**	**1%**
Angle	1	1	2	2	0	2	**8**	**1%**
Head-on	0	0	1	1	2	2	**6**	**1%**
Unknown	1	0	2	1	0	1	**5**	**1%**
Overturn	1	1	0	0	1	0	**3**	**0%**
Misc - Non-Collision	0	0	0	1	1	0	**2**	**0%**
Jackknife	0	0	0	1	0	0	**1**	**0%**
Parking	0	0	1	0	0	0	**1**	**0%**
Pedestrian	0	0	0	1	0	0	**1**	**0%**
Total	**149**	**148**	**158**	**119**	**140**	**140**	**854**	**100%**

TABLE 2-9

Route 25 Collisions – Contributing Factors

Contributing Factor	Number of Collisions							% of Total Collisions
	2009	2010	2011	2012	2013	2014	Total	
Following Too Closely	80	100	93	70	89	92	**524**	**61%**
Failed to Grant ROW	19	19	20	13	13	12	**96**	**11%**
Driver Lost Control	10	9	8	5	9	7	**48**	**6%**
Animal/Foreign Object in Rd	3	3	8	7	4	5	**30**	**4%**
Speed Too Fast for Conditions	8	3	2	3	3	5	**24**	**3%**
Improper Turning Maneuver	3	2	6	7	4	3	**25**	**3%**
Violated Traffic Control	3	6	5	0	2	3	**19**	**2%**
Unknown	4	2	5	2	1	0	**14**	**2%**
Fell Asleep	1	1	4	1	1	5	**13**	**2%**
Improper Passing Maneuver	3	0	0	1	6	2	**12**	**1%**
Under the Influence	4	2	3	1	1	0	**11**	**1%**
Improper Lane Change	5	1	1	2	1	0	**10**	**1%**
Unsafe Backing	1	0	1	2	1	2	**7**	**1%**
Driving on Wrong Side of Rd	0	0	1	1	2	1	**5**	**1%**
Defective Equipment	1	0	0	1	1	1	**4**	**0%**
Driver Illness	0	0	0	1	2	0	**3**	**0%**
Driver's View Obstructed	1	0	1	0	0	1	**3**	**0%**
Unsafe Right Turn On Red	2	0	0	0	0	1	**3**	**0%**
Slippery Surface	1	0	0	1	0	0	**2**	**0%**
Unsafe Use of Highway by Ped	0	0	0	1	0	0	**1**	**0%**
Total	**149**	**148**	**158**	**119**	**140**	**140**	**854**	**100%**

TABLE 2-10

Route 25 Collisions – Severity

Severity	Number of Collisions							% of Total Collisions
	2009	2010	2011	2012	2013	2014	Total	
Fatal	0	0	0	0	1	0	**1**	**0%**
Injury	40	37	46	29	42	33	**227**	**27%**
Property Damage Only (PDO)	109	111	112	90	97	107	**626**	**73%**
Total	**149**	**148**	**158**	**119**	**140**	**140**	**854**	**100%**

TABLE 2-11

Route 25 Collisions – Study Area Summary

Intersection / Location	Number of Collisions							% of Total Collisions
	2009	2010	2011	2012	2013	2014	Total	
Route 111 (Main Street/Monroe Turnpike)	27	24	30	23	31	21	**156**	**27%**
Judd Road & Purdy Hill Road	19	27	24	21	26	23	**140**	**24%**
Route 59 (Easton Road)	18	18	29	22	8	20	**115**	**20%**
Green Street	7	17	8	5	5	6	**48**	**8%**
Spring Hill Road	4	10	11	5	7	9	**46**	**8%**
Tashua Road	9	6	4	6	7	9	**41**	**7%**
Victoria Drive	3	2	3	5	4	6	**23**	**4%**
Brook Street	3	3	3	3	1	5	**18**	**3%**
Total	**90**	**107**	**112**	**90**	**89**	**99**	**587**	**100%**

TABLE 2-12

Route 111 Collisions – Type

Collision Type	Number of Collisions							% of Total Collisions
	2009	2010	2011	2012	2013	2014	Total	
Rear-end	65	72	73	77	69	65	**421**	**58%**
Turning - Intersecting Paths	18	17	9	13	6	16	**79**	**11%**
Sideswipe - Same Direction	9	4	15	12	8	7	**55**	**8%**
Turning - Opp. Direction	11	12	6	10	2	4	**45**	**6%**
Fixed Object	4	6	7	8	4	4	**33**	**4%**
Moving Object	3	1	4	6	5	1	**20**	**3%**
Angle	5	3	3	4	5	4	**24**	**3%**
Turning - Same Direction	4	3	4	0	2	2	**15**	**2%**
Sideswipe - Opp. Direction	2	1	2	0	3	4	**12**	**2%**
Backing	1	3	1	1	1	0	**7**	**1%**
Head-on	0	0	1	1	2	1	**5**	**1%**
Overturn	1	0	0	0	1	2	**4**	**1%**
Unknown	0	0	2	1	0	0	**3**	**0%**
Misc - Non-Collision	0	0	0	0	1	0	**1**	**0%**
Pedestrian	0	0	0	1	0	0	**1**	**0%**
Total	**123**	**122**	**127**	**134**	**109**	**110**	**725**	**100%**

TABLE 2-13

Route 111 Collisions – Contributing Factors

Contributing Factor	Number of Collisions							% of Total Collisions
	2009	2010	2011	2012	2013	2014	Total	
Following Too Closely	58	71	70	73	65	61	**398**	**55%**
Failed to Grant ROW	19	19	19	15	6	9	**87**	**12%**
Violated Traffic Control	7	11	7	9	5	9	**48**	**7%**
Driver Lost Control	5	8	6	10	10	5	**44**	**6%**
Improper Lane Change	6	2	4	5	3	3	**23**	**3%**
Animal/Foreign Object in Rd	4	1	4	5	7	1	**22**	**3%**
Improper Passing Maneuver	5	2	0	3	3	9	**22**	**3%**
Improper Turning Maneuver	4	2	3	2	3	5	**19**	**3%**
Speed Too Fast for Conditions	3	2	1	3	3	4	**16**	**2%**
Unknown	0	0	5	3	1	0	**9**	**1%**
Under the Influence	3	0	4	0	0	0	**7**	**1%**
Unsafe Backing	1	1	1	1	1	0	**5**	**1%**
Defective Equipment	1	1	0	1	0	1	**4**	**1%**
Driving on Wrong Side of Rd	1	0	0	0	1	1	**3**	**0%**
Fell Asleep	2	0	1	0	0	0	**3**	**0%**
Driver Illness	0	1	0	0	1	1	**3**	**0%**
Unsafe Right Turn On Red	2	0	0	0	0	1	**3**	**0%**
Unsafe Tires	1	0	0	1	0	0	**2**	**0%**
Slippery Surface	0	0	1	0	0	0	**1**	**0%**
Abnormal Road Condition	0	0	0	1	0	0	**1**	**0%**
Roadway Width Restricted	0	1	0	0	0	0	**1**	**0%**
Unsafe Use of Highway by Ped	0	0	0	1	0	0	**1**	**0%**
Vehicle Without Lights	0	0	0	1	0	0	**1**	**0%**
Proper Turn Signal Not Displayed	1	0	0	0	0	0	**1**	**0%**
Driver's View Obstructed	0	0	1	0	0	0	**1**	**0%**
Total	**123**	**122**	**127**	**134**	**109**	**110**	**725**	**100%**

TABLE 2-14
Route 111 Collisions – Severity

Severity	Number of Collisions							% of Total Collisions
	2009	2010	2011	2012	2013	2014	Total	
Fatal	0	0	0	0	2	0	**2**	**0%**
Injury	37	35	28	32	26	25	**183**	**25%**
Property Damage Only (PDO)	86	87	99	102	81	85	**540**	**74%**
Total	**123**	**122**	**127**	**134**	**109**	**110**	**725**	**100%**

TABLE 2-15
Route 111 Collisions – Study Area Summary

Intersection / Location	Number of Collisions							% of Total Collisions
	2009	2010	2011	2012	2013	2014	Total	
Route 25 (Main Street)	27	24	30	23	31	21	**156**	**26%**
Elm Street	14	23	16	24	15	24	**116**	**20%**
Trefoil Drive & Home Depot Driveway	2	7	11	10	6	6	**42**	**7%**
Purdy Hill Road	10	10	6	7	1	5	**39**	**7%**
Cross Hill Road	11	5	3	9	4	4	**36**	**6%**
Village Square & McDonalds Driveway	4	4	8	9	4	4	**33**	**6%**
Monroe Plaza & Comaro Plaza	7	5	1	8	7	4	**32**	**5%**
Old Mine Road	0	3	11	8	5	3	**30**	**5%**
Technology Drive & Corporate Drive	3	3	3	6	4	7	**26**	**4%**
Century Plaza	5	5	3	3	1	3	**20**	**3%**
Monroe Elementary School Driveways	0	3	4	2	4	4	**17**	**3%**
United Healthcare Driveway	4	2	4	4	1	1	**16**	**3%**
Spring Hill Road	4	5	1	0	1	0	**11**	**2%**
Tennis Club Driveway	0	2	2	3	0	1	**8**	**1%**
Woodland Hills Drive	0	0	2	2	1	2	**7**	**1%**
Trefoil Plaza	0	0	0	0	1	1	**2**	**0%**
Total	**91**	**101**	**105**	**118**	**86**	**90**	**591**	**100%**

TABLE 2-16

Local Roadway Intersection Collisions – Study Area Summary

Intersection/Location	Number of Collisions						
	2009	2010	2011	2012	2013	2014	Total
Cutler's Farm Road at Purdy Hill Road	0	1	0	0	0	0	**1**
Cutler's Farm Road at Spring Hill Road	0	1	1	1	0	0	**3**

TABLE 2-17

Pedestrians and Bicyclists Collisions Summary

Date	Type	Location	Contributing Factor	Injury
4/30/2009	Pedestrian (2)	Route 25 at Victoria Place	Driver Lost Control	Incapacitating Injury (2)
3/19/2012	Pedestrian	Route 25 at Route 59	Unsafe Use of Highway by Pedestrian	Possible Injury
7/5/2012	Pedestrian (Rear-End)	Route 111 at Village Square / McDonalds	Following Too Closely	None
12/7/2012	Pedestrian	Route 111 at Village Square / McDonalds	Unknown	Possible Injury

TABLE 2-18

Collisions Caused by Vehicles Waiting for Pedestrians and Bicyclists Summary

Date	Type	Location	Contributing Factor	Injury
6/3/2011	Rear-End (Pedestrian)	Route 111 at Monroe Elementary School	Following Too Closely	None
6/6/2011	Rear-End (Pedestrian)	Route 111 at Trefoil Drive / Home Depot	Following Too Closely	None
3/22/2012	Rear-End (2) (Bicycle)	Route 111 at Old Mine Road (Ped Crossing)	Following Too Closely	None
5/5/2012	Rear-End (2) (Bicycle)	Route 111 at Old Mine Road (Ped Crossing)	Following Too Closely	None
8/14/2013	Rear-End (Pedestrian)	Route 111 at Old Mine Road (Ped Crossing)	Following Too Closely	Non-Incapacitating Injury

TABLE 2-19

GBT Boardings and Alightings Summary (April 2nd and 27th, 2015)

Route	Stop	Boardings	Alightings	Total
20	Route 25 at Easton Road	9	2	11
20	Route 25 at Judd Road	2	0	2
20	Route 25 at Purdy Hill Road	0	4	4
20	Route 25 at Victoria Drive	0	0	0
20	Route 25 at Spring Hill Road	0	0	0
20	Trefoil Drive at Spring Hill Road	0	0	0
20	Trefoil Drive at 4 Trefoil Drive	0	0	0
20	Trefoil Drive at 20 Trefoil Drive	2	1	3
14/19x	Route 111 at Monroe McDonald's	8	6	14
14/19x	Route 111 at Purdy Hill Road	0	0	0
14/19x	Route 111 at Monroe Goodwill	1	3	4
14/19x	Route 111 at Spring Hill Road	0	0	0
14/19x	Route 111 at 220 Monroe Turnpike	1	0	1
14/19x	Route 111 at Corporate Drive	0	2	2
14/19x	Route 111 at Technology Drive	2	0	2
14/19x	Route 111 at 48 Monroe Turnpike	4	3	7
14/19x/20	Route 111 at Old Mine Road	3	4	7
	Two Day Total	**32**	**25**	**57**

TABLE 2-20

Demographic Profile – Monroe, Trumbull, Fairfield County, and State of Connecticut

	Town of Monroe			Town of Trumbull		
	2010	**Current**	**% Change**	**2010**	**Current**	**% Change**
Residents	19,316	19,744	2.2%	35,495	36,444	1.2%
Age	41.8	43.0	2.8%	43.4	43.4	0.0%
Median Household Income	$109,727	$108,688	-0.9%	$102,059	$108,554	6.4%
Median Housing Price*	$439,000	$390,700	-11%	$468,100	$399,700	-14.6%
Household Size*	2.98	2.99	0.3%	2.98	3.02	1.3%

	Fairfield County			State of Connecticut		
	2010	**Current**	**% Change**	**2010**	**Current**	**% Change**
Residents	916,829	926,233	1.0%	3,574,097	3,596,677	0.6%
Age	39.1	39.7	1.5%	40.0	40.2	0.5%
Median Household Income	$81,268	$82,283	1.2%	$67,740	$69,461	2.5%
Median Housing Price*	$477,700	$432,100	-9.5%	$296,500	$278,900	-5.9%
Household Size*	2.78	2.82	1.4%	2.65	2.68	1.1%

***** *Owner-occupied units*

Source: US Census Bureau; American Factfinder – Current Estimates are 2013 or 2014

TABLE 2-21

Zoning Districts in Route 25/111 Study Area - Monroe

Zone Designation	Acreage	Percent	Major Developments
Business District 1 (B-1)	146.69	9.31%	Stepney Baptist Church Stepney Crossing Benedicts Home & Garden Walgreens Center One Eleven Village Square Monroe Professional Building Monroe Plaza Comaro Shopping Center
Business District 2 (B-2)	79.48	5.04%	Stepney Plaza Maltose Express Sippin Fuel McDonalds Century Plaza
Industrial District 1 (I-1)	66.05	4.19%	200 Main Street Plaza
Industrial District 2 (I-2)	4.97	0.32%	Trumbull Professional Center
Industrial District 3 (I-3)	85.46	5.42%	Victorinox Swiss Army Walmart (Future)
Limited Office Retail (LOR)	71.30	4.52%	Pella Window and Door U.S. Post Office
Residential & Farming District 1 (RF-1)	807.33	51.22%	Monroe Public Works Department Monroe Elementary School
Residential & Farming District 2 (RF-2)	289.60	18.37%	Single Family Homes Open Space/Farming
Residential & Farming District 3 (RF-3)	25.20	1.60%	William Wolfe Park

TABLE 2-21 (Continued)

Zoning Districts in Route 25/111 Study Area - Trumbull

Zone Designation	Acreage	Percent	Major Developments
Single Family Residence Zone A (A)	98.18	19.57%	St. Stephen's Church Earth First Nursery Pond Spring Nursery
Single Family Residence Zone AA (AA)	45.37	9.04%	Spring Meadows
Single Family Residence Zone (AAA)	58.12	11.58%	Single Family Homes
Age-Restricted Housing Zone (AREHZ)	20.16	4.02%	Regency Meadows
Commercial (B/C)	39.27	7.83%	Trefoil Plaza United Healthcare Home Depot Plaza
Light Industry (I-L)	73.52	14.65%	Woodland Hills Trefoil Industrial Park
Light Industry – 2 aces (I-L2)	153.28	30.55%	Trumbull Transfer Station Trefoil Industrial Park Trumbull Professional Center Trefoil Corporate Center
Planned Residential Conservation Zone (PRCZ)	13.86	2.76%	Single Family Homes

TABLE 2-22
Land Use in Route 25/111 Study Area

Land Use Type	Monroe		Trumbull		Total	
	Acreage	Percent	Acreage	Percent	Acreage	Percent
Commercial	297.46	18.87%	39.27	7.83%	336.74	16.21%
Industrial	156.48	9.93%	226.80	45.20%	383.28	18.45%
Residential	1,122.13	71.20%	235.69	46.97%	1,357.82	65.35%
Total	**1,576.07**		**501.76**		**2,077.83**	

TABLE 2-23

Major Traffic Generators in Route 25/111 Study Area

Development	Land Uses	Size (sf/units)	Parking Supply	Status
LCOR Senior Housing (Spring Meadows)	Assisted Living	164,460	90	Constructed
Regency Meadows at Trumbull	Residential	49	225	Constructed
Victoria Place (Canterbury Square)	Mixed Use	244,126	459	Pending
Pond View Shopping Center	Shopping Center	~124,000 (TBD)	496 (TBD)	Pending
Clocktower Square	Shopping Center	75,340	403	Constructed
Riverview Office Development	Office	238,496	979	Constructed
Old Mine Plaza	Retail	149,589	606	Constructed
Trefoil Park	Mixed Use	590,193	1,382	Constructed
Trefoil Corporate Center	Office Medical Warehouse Manufacturing	467,975 77,037 68,425 10,216	1,718	Constructed
The Trumbull Professional Center	Office	121,100	524	Constructed
Village Square	Shopping Center	51,800	457	Constructed
Monroe Plaza Expansion	Shopping Center	77,912	347	Constructed
Century Plaza	Shopping Center	85,000	348	Constructed

TABLE 3-1

Peak Hour Traffic Volume Growth Summary

Location	Weekday Morning Peak Volume				Weekday Afternoon Peak Volume			
	2016 Exist.	2040 Bkgd.	Net Change	%	2016 Exist.	2040 Bkgd.	Net Change	%
Route 25 (Main Street)								
South of Route 111	3,620	4,940	+1,320	36.5%	3,640	5,210	+1,570	43.1%
From Route 111 to Tashua Road	2,110	3,060	+950	45.0%	2,300	3,650	+1,350	58.7%
From Tashua Road to Spring Hill Road	1,960	2,890	+930	47.4%	2,140	3,520	+1,380	64.5%
From Spring Hill Road to Victoria Drive	1,900	2,850	+950	50.0%	2,070	3,520	+1,450	70.0%
From Victoria Drive to Purdy/Judd Hill Road	1,830	2,690	+860	47.0%	2,040	3,330	+1,290	63.2%
From Purdy/Judd Hill Road to Green Street	1,720	2,540	+820	47.7%	1,970	3,250	+1,280	65.0%
From Green Street to Route 59	2,060	2,980	+920	44.7%	2,280	3,660	+1,380	60.5%
North of Route 59	1,960	2,800	+840	42.9%	2,150	3,350	+1,200	55.8%
Route 111 (Monroe Turnpike)								
South of Route 25	970	1,310	+340	35.1%	1,380	1,930	+550	39.9%
From Route 25 to United Healthcare	2,220	3,070	+850	38.3%	2,500	3,410	+910	36.4%
From United Healthcare to Trefoil Drive/Home Depot	2,100	2,710	+610	29.0%	2,390	3,080	+690	28.9%
From Trefoil Drive/Home Depot to Technology/Corporate Drive	1,850	2,390	+540	29.2%	2,130	2,740	+610	28.6%
From Technology/Corporate Drive to Spring Hill Road	1,660	2,130	+470	28.3%	1,870	2,390	+520	27.8%
From Spring Hill Road to Purdy Hill Road	1,730	2,210	+480	27.7%	1,900	2,430	+530	27.9%
From Purdy Hill Road to Village Plaza/McDonald's	1,470	1,840	+370	25.2%	1,580	2,000	+420	26.6%
From Village Plaza/McDonald's to Elm Street	1,450	1,820	+370	25.5%	1,580	2,000	+420	26.6%
From Elm Street to Monroe/Comaro Plazas	1,020	1,280	+260	25.5%	1,250	1,570	+320	25.6%
From Monroe/Comaro Plazas to Cross Hill Road	940	1,200	+260	27.7%	1,250	1,570	+320	25.6%
From Cross Hill Road to Century Plaza	1,090	1,390	+300	27.5%	1,420	1,800	+380	26.8%
North of Century Plaza	1,080	1,380	+300	27.8%	1,300	1,680	+380	29.2%

TABLE 3-1 (Continued)

Peak Hour Traffic Volume Growth Summary

Location	Saturday Midday Peak Vol.			
	2016 Exist.	2040 Bkgd.	Net Change	%
Route 25 (Main Street)				
South of Route 111	2,800	4,070	+1,270	45.4%
From Route 111 to Tashua Road	2,080	3,370	+1,290	62.0%
From Tashua Road to Spring Hill Road	1,980	3,350	+1,370	69.2%
From Spring Hill Road to Victoria Drive	1,850	3,280	+1,430	77.3%
From Victoria Drive to Purdy/Judd Hill Road	1,840	3,100	+1,260	68.5%
From Purdy/Judd Hill Road to Green Street	1,870	3,160	+1,290	69.0%
From Green Street to Route 59	2,090	3,430	+1,340	64.1%
North of Route 59	2,040	3,270	+1,230	60.3%
Route 111 (Monroe Turnpike)				
South of Route 25	1,400	1,900	+500	35.7%
From Route 25 to United Healthcare	2,280	2,820	+540	23.7%
From United Healthcare to Trefoil Drive/Home Depot	2,160	2,650	+490	22.7%
From Trefoil Drive/Home Depot to Technology/Corporate Drive	1,950	2,400	+450	23.1%
From Technology/Corporate Drive to Spring Hill Road	1,940	2,400	+460	23.7%
From Spring Hill Road to Purdy Hill Road	2,070	2,560	+490	23.7%
From Purdy Hill Road to Village Plaza/McDonald's	1,860	2,290	+430	23.1%
From Village Plaza/McDonald's to Elm Street	1,860	2,270	+410	22.0%
From Elm Street to Monroe/Comaro Plazas	1,710	2,080	+370	21.6%
From Monroe/Comaro Plazas to Cross Hill Road	1,570	1,940	+370	23.6%
From Cross Hill Road to Century Plaza	1,590	2,000	+410	25.8%
North of Century Plaza	1,360	1,760	+400	29.4%

TABLE 3-2
Study Area Signalized Intersection Operational Summary - 2040 Background - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Weekday Morning Peak Hour Avg. Delay (s/veh)	Weekday Morning Peak Hour v/c	Weekday Afternoon Peak Hour LOS	Weekday Afternoon Peak Hour Avg. Delay (s/veh)	Weekday Afternoon Peak Hour v/c	Saturday Midday Peak Hour LOS	Saturday Midday Peak Hour Avg. Delay (s/veh)	Saturday Midday Peak Hour v/c
Traffic Signal - Route 25 (Main Street) at Route 111 (Main St/Monroe Tpke)										
Overall		**F**	**116.2**	**2.18**	**F**	**194.1**	**1.92**	**F**	**118.0**	**1.69**
Route 25	EBL	F	589.4	2.18	F	87.5	0.78	F	194.9	1.24
	EBT	F	180.5	1.31	F	155.4	1.25	F	114.7	1.15
	EBR	A	4.7	0.20	B	15.0	0.44	B	16.6	0.49
Route 111	WBL	F	141.3	0.97	F	267.8	1.44	F	93.7	0.84
	WBT	E	73.5	1.02	F	163.7	1.27	E	67.8	1.00
	WBR	F	80.7	1.10	F	81.9	1.10	C	20.7	0.78
Route 25	NBL	F	138.3	1.09	F	305.1	1.55	F	366.0	1.69
	NBT	F	96.1	0.99	F	163.2	1.22	F	171.2	1.24
	NBR	D	47.0	0.87	B	11.9	0.49	A	8.9	0.44
	SBL	F	83.8	1.05	F	248.6	1.46	E	79.9	1.02
	SBTR	D	45.1	0.71	F	449.7	1.92	F	270.6	1.50
Traffic Signal - Route 25 (Main Street) at Tashua Road										
Overall		**F**	**132.7**	**1.33**	**F**	**258.3**	**1.62**	**F**	**245.3**	**1.68**
Tashua Road	EBL	D	41.4	0.35	D	47.1	0.53	D	49.2	0.60
	EBR	C	28.6	0.52	C	26.2	0.35	C	28.8	0.45
	NBL	B	19.0	0.49	D	42.7	0.77	D	37.1	0.72
Route 25	NBT	F	128.3	1.22	F	272.7	1.55	F	219.6	1.43
	SB	F	163.3	1.33	F	297.8	1.62	F	323.5	1.68
Traffic Signal - Route 25 (Main Street) at Spring Hill Road										
Overall		**F**	**118.8**	**1.31**	**F**	**222.8**	**1.56**	**F**	**188.5**	**1.50**
Spring Hill Road	WBL	D	45.8	0.50	E	58.1	0.72	E	77.1	0.89
	WBR	B	11.1	0.37	B	10.9	0.46	B	10.2	0.47
	NBT	F	101.8	1.19	F	234.0	1.48	F	195.8	1.40
Route 25	NBR	A	2.0	0.15	A	2.7	0.12	A	2.6	0.19
	SBL	C	21.2	0.53	C	28.6	0.62	C	34.3	0.70
	SBT	F	167.9	1.31	F	277.1	1.56	F	251.1	1.50
Traffic Signal - Route 25 (Main Street) at Victoria Drive										
Overall		**C**	**29.8**	**1.04**	**E**	**78.5**	**1.22**	**E**	**56.1**	**1.10**
Victoria Drive	WBL	C	34.9	0.41	D	47.1	0.79	D	46.9	0.77
	WBR	B	15.5	0.18	B	20.0	0.34	B	18.9	0.31
	NBTR	B	11.7	0.67	E	55.6	1.04	D	49.8	1.02
Route 25	SBL	A	5.6	0.30	C	21.7	0.59	C	26.8	0.66
	SBT	D	49.3	1.04	F	125.8	1.22	E	75.0	1.10
Traffic Signal - Route 25 (Main Street) at Pond View/Duchess Driveways										
		D	**40.3**	**1.09**	**F**	**99.9**	**1.40**	**F**	**140.4**	**1.57**
Pond View Driveway	EBLT	F	124.5	0.88	F	227.9	1.36	F	303.1	1.55
	EBR	F	86.8	1.01	D	40.9	0.77	D	42.9	0.79
Duchess Driveway	WB	A	1.0	0.09	A	3.1	0.09	C	23.0	0.38
	NBL	F	148.5	1.09	F	246.2	1.40	F	315.0	1.57
Route 25	NBTR	A	3.1	0.40	B	11.5	0.57	B	10.1	0.52
	SBLT	D	53.4	1.02	F	168.7	1.33	F	244.1	1.49
	SBR	A	1.6	0.18	A	5.2	0.35	A	8.3	0.42
Traffic Signal - Route 25 (Main Street) at Judd Road/Purdy Hill Road										
Overall		**F**	**91.4**	**1.28**	**F**	**156.7**	**1.99**	**F**	**137.0**	**1.59**
Judd Road	EBL	F	109.7	0.87	F	520.3	1.99	F	119.7	0.90
	EBTR	D	54.5	0.60	E	65.3	0.75	D	48.0	0.48
Purdy Hill Road	WBL	F	226.9	1.28	F	350.6	1.62	F	328.7	1.59
	WBTR	E	71.5	0.69	F	89.3	0.97	E	76.1	0.82
	NBL	F	233.8	1.26	F	230.8	1.26	F	179.6	1.09
Route 25	NBTR	B	11.5	0.47	D	41.8	0.90	C	31.6	0.79
	SBL	E	78.5	0.19	F	118.0	0.81	F	104.5	0.78
	SBTR	F	135.6	1.22	F	262.4	1.51	F	227.4	1.43
Traffic Signal - Route 25 (Main Street) at Green Street										
Overall		**D**	**42.4**	**1.02**	**E**	**72.0**	**1.45**	**F**	**130.0**	**1.36**
Church Driveway	EB	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
Green Street	WBL	D	48.5	0.39	D	53.6	0.43	D	46.7	0.36
	WBTR	B	13.4	0.79	A	2.4	0.43	A	3.2	0.48
	NBL	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	NBT	D	54.5	0.99	F	81.9	0.99	F	189.7	1.36
Route 25	NBR	A	0.0	0.01	A	0.0	0.01	A	0.0	0.01
	SBL	D	37.8	0.72	F	229.6	1.45	E	78.7	1.06
	SBTR	D	42.7	1.02	C	34.0	1.02	F	103.8	1.18

TABLE 3-2 (Continued)
Study Area Signalized Intersection Operational Summary - 2040 Background - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Avg. Delay (s/veh)	v/c	Weekday Afternoon Peak Hour LOS	Avg. Delay (s/veh)	v/c	Saturday Midday Peak Hour LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)										
Overall		**D**	**41.2**	**1.38**	**F**	**106.8**	**1.32**	**E**	**73.0**	**1.19**
Route 59	EBL	D	54.3	0.64	E	76.3	0.90	D	53.7	0.75
	EBLT	D	54.3	0.64	E	76.9	0.90	D	53.7	0.75
	EBR	B	15.6	0.72	B	12.7	0.68	A	4.2	0.46
North Commercial Drive	WB	D	47.4	0.13	D	49.7	0.25	D	43.2	0.22
	NBL	F	207.5	1.38	F	193.7	1.32	F	121.5	1.19
Route 25	NBTR	A	9.5	0.78	F	141.9	1.27	E	59.9	1.09
	SBLT	C	22.7	0.70	F	108.8	1.16	F	111.8	1.17
	SBR	A	3.5	0.49	A	2.2	0.27	A	1.8	0.28
Traffic Signal - Route 111 (Main St / Monroe Tpke) at United Healthcare Driveway										
Overall		**A**	**9.1**	**0.73**	**B**	**14.2**	**0.81**	**A**	**5.4**	**0.56**
United Healthcare Drive	WBL	C	32.2	0.26	D	37.4	0.76	C	32.2	0.26
	WBR	B	15.8	0.07	A	8.9	0.19	B	15.8	0.07
	NBTR	B	13.1	0.73	B	14.6	0.71	A	7.1	0.56
Route 111	SBL	C	34.0	0.42	C	34.8	0.09	C	28.2	0.16
	SBT	A	2.1	0.49	B	10.1	0.81	A	2.2	0.46
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Trefoil Drive / Home Depot Driveway										
Overall		**B**	**17.2**	**0.95**	**D**	**41.1**	**1.63**	**C**	**25.9**	**1.05**
Trefoil Drive	EBL	C	30.9	0.34	C	27.8	0.40	C	25.1	0.34
	EBTR	B	10.1	0.54	B	13.7	0.65	A	9.7	0.42
Home Depot Driveway	WBL	D	50.6	0.60	E	77.5	0.83	E	69.7	0.93
	WBTR	B	13.2	0.18	A	8.9	0.30	A	8.2	0.45
	NBL	E	78.0	0.95	F	334.2	1.63	F	117.1	1.05
	NBT	A	5.9	0.52	B	12.1	0.69	B	17.8	0.72
Route 111	NBR	A	1.1	0.07	A	1.0	0.10	A	2.6	0.33
	SBL	D	45.5	0.27	D	40.2	0.33	C	31.2	0.67
	SBTR	B	15.3	0.75	C	24.1	0.88	C	22.2	0.72
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Technology Drive / Corporate Drive										
Overall		**A**	**9.1**	**0.60**	**C**	**27.7**	**1.06**	**A**	**8.9**	**0.56**
Technology Drive	EBL	C	33.9	0.18	D	39.4	0.48	C	32.5	0.10
	EBLTR	A	1.1	0.15	A	5.9	0.39	A	0.7	0.10
Corporate Drive	WBL	D	36.3	0.32	F	102.4	1.06	D	35.7	0.33
	WBLTR	A	1.1	0.14	B	19.9	0.68	A	1.1	0.15
	NBL	B	14.3	0.42	A	3.6	0.16	A	2.5	0.03
Route 111	NBTR	A	5.7	0.52	B	17.5	0.80	A	5.6	0.56
	SBL	A	9.4	0.42	B	14.3	0.14	A	8.7	0.11
	SBTR	B	10.4	0.60	C	25.3	0.62	B	12.0	0.45
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Spring Hill Road / Office Driveway										
Overall		**A**	**5.2**	**0.59**	**A**	**4.3**	**0.63**	**A**	**7.4**	**0.63**
Spring Hill Road	EB	C	22.3	0.46	C	20.4	0.42	C	28.5	0.62
Office Driveway	WB	A	0.0	0.00	A	0.0	0.00	A	0.3	0.04
Route 111	NB	A	1.4	0.29	A	4.7	0.63	A	7.2	0.63
	SB	A	5.9	0.59	A	2.2	0.36	A	5.1	0.57
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Purdy Hill Road										
Overall		**D**	**54.4**	**1.48**	**C**	**25.0**	**1.13**	**C**	**31.4**	**1.27**
Purdy Hill Road	EBL	C	22.9	0.21	C	29.7	0.54	D	35.8	0.68
	EBTR	B	15.2	0.48	C	27.9	0.70	C	21.6	0.63
	WBL	F	260.1	1.48	F	138.6	1.13	F	183.7	1.27
	WBTR	C	21.3	0.36	B	18.9	0.47	B	16.2	0.39
	NBL	D	42.9	0.52	D	53.5	0.78	D	51.8	0.69
Route 111	NBTR	A	9.2	0.34	A	6.5	0.74	A	3.5	0.58
	SBL	B	18.4	0.12	D	46.0	0.56	D	38.2	0.56
	SBTR	C	29.9	0.85	C	22.6	0.64	C	29.0	0.84
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Village Plaza / McDonald's Driveway										
Overall		**D**	**42.4**	**1.10**	**B**	**12.0**	**0.82**	**B**	**15.5**	**0.89**
Village Plaza Driveway	EBLT	D	37.4	0.10	E	60.7	0.67	E	78.9	0.83
	EBR	A	0.8	0.10	A	9.8	0.29	B	12.1	0.43
McDonald's Driveway	WBLT	D	47.2	0.46	D	41.9	0.31	D	47.8	0.45
	WBR	A	6.8	0.25	A	8.6	0.26	A	9.2	0.27
	NBL	A	5.4	0.22	A	3.3	0.20	A	8.3	0.41
Route 111	NBTR	A	3.3	0.40	B	11.8	0.82	B	11.7	0.81
	SBL	A	4.5	0.15	A	7.6	0.31	A	5.3	0.29
	SBTR	E	64.2	1.10	A	6.2	0.65	B	12.3	0.89

TABLE 3-2 (Continued)
Study Area Signalized Intersection Operational Summary - 2040 Background - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Avg. Delay (s/veh)	v/c	Weekday Afternoon Peak Hour LOS	Avg. Delay (s/veh)	v/c	Saturday Midday Peak Hour LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Elm Street										
Overall		**D**	**41.9**	**1.00**	**F**	**83.0**	**1.53**	**F**	**100.1**	**1.54**
Elm Street	EBLT	E	62.3	0.88	F	289.0	1.53	F	292.4	1.54
	EBR	C	20.9	0.82	A	6.6	0.51	A	6.5	0.48
	WBLT	F	94.4	1.00	F	148.4	1.19	F	235.4	1.40
	WBR	A	6.0	0.09	A	8.8	0.23	B	11.8	0.27
Route 111	NBL	C	30.0	0.70	B	15.6	0.65	C	31.7	0.82
	NBTR	B	15.9	0.42	F	90.2	1.12	E	70.7	1.06
	SBL	A	5.4	0.07	B	16.9	0.49	C	20.1	0.59
	SBTR	D	52.7	0.99	C	32.8	0.81	F	94.6	1.13
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Monroe/Comaro Plaza Driveways										
Overall		**B**	**17.1**	**0.75**	**C**	**24.1**	**0.81**	**C**	**34.5**	**0.93**
Comaro Plaza Driveway	EBLT	D	46.1	0.27	E	58.6	0.61	E	71.4	0.72
	EBR	A	2.2	0.26	A	1.3	0.20	A	1.9	0.26
Monroe Plaza Driveway	WBLT	C	32.8	0.29	C	34.7	0.46	D	43.8	0.69
	WBR	A	0.3	0.08	A	7.2	0.29	A	9.8	0.30
	NBL	A	9.9	0.12	A	6.2	0.09	A	6.3	0.24
Route 111	NBTR	B	18.8	0.31	C	34.9	0.81	D	47.8	0.93
	SBL	A	4.8	0.05	A	8.6	0.36	B	19.4	0.56
	SBTR	B	17.1	0.75	B	14.1	0.54	C	27.4	0.82
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Cross Hill Road										
Overall		**B**	**19.9**	**0.84**	**D**	**35.6**	**1.00**	**C**	**27.2**	**0.95**
Cross Hill Road	EBL	D	47.9	0.68	E	60.3	0.92	D	52.6	0.81
	EBTR	B	12.8	0.15	C	20.5	0.41	B	15.6	0.31
	WBL	D	41.4	0.59	C	25.6	0.36	D	35.6	0.59
	WBTR	C	22.0	0.35	B	16.2	0.27	C	21.7	0.39
	NBL	A	2.1	0.06	A	6.8	0.25	A	8.7	0.37
Route 111	NBTR	A	2.3	0.32	D	44.5	1.00	C	25.6	0.95
	SBL	A	7.5	0.02	F	121.3	1.00	D	48.5	0.66
	SBTR	B	19.5	0.84	B	14.9	0.69	C	24.4	0.83
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Century Plaza Driveway										
Overall		**A**	**7.0**	**0.67**	**B**	**12.3**	**0.73**	**B**	**14.2**	**0.81**
Century Plaza Driveway	EBL	D	38.1	0.08	D	48.7	0.66	D	46.1	0.51
	EBR	B	15.4	0.20	A	9.4	0.44	B	11.8	0.56
	NBL	A	0.8	0.06	A	3.9	0.39	A	6.9	0.48
Route 111	NBT	A	1.1	0.34	A	6.5	0.73	A	3.9	0.61
	SB	A	9.7	0.67	B	15.4	0.59	C	22.5	0.81

TABLE 3-3
Study Area Unsignalized Intersection Operational Summary - 2040 Background - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Weekday Morning Peak Hour Avg. Delay (s/veh)	Weekday Morning Peak Hour v/c	Weekday Afternoon Peak Hour LOS	Weekday Afternoon Peak Hour Avg. Delay (s/veh)	Weekday Afternoon Peak Hour v/c	Saturday Midday Peak Hour LOS	Saturday Midday Peak Hour Avg. Delay (s/veh)	Saturday Midday Peak Hour v/c
Unsignalized TWSC - Route 25 (Main Street) at Brook Street										
Brook Street	WB	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
Route 25	SBL	A	0.0	0.00	A	0.0	0.00	B	14.5	0.03
Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road										
Spring Hill Road	EBL	A	7.6	0.05	A	8.7	0.34	A	7.6	0.12
Cutler's Farm Road	SB	B	11.0	0.36	C	15.8	0.48	B	10.6	0.27
Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road										
Overall		**E**	**36.3**	**0.97**	**F**	**147.2**	**1.56**	**F**	**63.2**	**1.11**
Cutler's Farm Road	NB	B	11.4	0.19	F	61.6	1.05	C	20.8	0.51
Purdy Hill Road	EB	B	13.5	0.35	F	271.9	1.56	F	56.9	0.97
	WB	C	15.9	0.50	F	74.2	1.14	D	35.0	0.81
Cutler's Farm Road	SB	F	55.8	0.97	F	107.8	1.25	F	103.3	1.11
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Old Mine Road										
Old Mine Road	WB	F	198.6	0.64	F	926.7	1.79	F	183.3	0.61
Route 111	SBL	A	0.0	0.00	C	17.0	0.07	B	13.5	0.03
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Trefoil Plaza Driveway										
Route 111	NBL	C	17.6	0.31	E	37.5	0.66	C	15.8	0.30
Trefoil Plaza Driveway	EBL	F	1182.8	2.38	F	13300.4	25.36	F	1632.4	3.75
	EBR	C	19.6	0.27	D	32.8	0.51	C	22.8	0.47
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Woodland Hills Drive										
Woodland Hills Drive	EBR	C	16.1	0.10	C	20.9	0.10	C	15.1	0.07
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Tennis Club Driveway										
Route 111	NBL	B	13.5	0.03	A	0.0	0.00	A	0.0	0.00
Tennis Club Driveway	EB	A	0.0	0.00	C	22.4	0.06	F	87.7	0.37
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES South Driveway										
Route 111	NBL	B	12.8	0.13	A	9.9	0.02	--	--	--
Monroe ES South Drive	EB	F	340.3	1.49	F	184.8	0.95	--	--	--
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES Middle Driveway										
Monroe ES Middle Drive	EBL	F	109.1	0.31	F	161.4	0.63	--	--	--
	EBR	D	27.6	0.16	C	16.5	0.09	--	--	--
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES North Driveway										
Route 111	NBL	B	12.7	0.03	A	0.0	0.00	--	--	--
Center One Eleven Drive	WBTL	F	94.9	0.24	F	170.0	0.58	--	--	--
	WBR	B	12.9	0.03	D	34.1	0.34	--	--	--
Route 111	SBL	A	8.9	0.01	B	12.5	0.04	--	--	--

TABLE 3-4
Study Area Signalized Intersection Operational Summary - 2040 Background Conditions - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues	Saturday Midday Peak Hour Avg. Queues	Saturday Midday Peak Hour Design Queues
Traffic Signal - Route 25 (Main Street) at Route 111 (Main St / Monroe Tpke)								
	EBL	225	264	420	90	175	205	361
	EBT		767	906	724	863	654	793
Route 25	EBR	875	10	48	117	195	148	237
	WBL	175	75	185	259	424	101	201
	WBT		514	650	816	955	481	637
	WBR	500	1028	1292	1021	1284	382	575
	NBL	430	191	337	348	499	398	586
	NBT		172	270	260	348	267	382
Route 111	NBR	100	91	235	0	50	0	43
	SBL	500	475	607	732	757	396	484
	SBTR		253	370	1081	1179	761	936
Traffic Signal - Route 25 (Main Street) at Tashua Road								
Tashua Road	EBL		46	86	73	115	93	158
	EBR	185	89	142	62	101	90	155
	NBL	385	12	60	57	158	46	130
Route 25	NBT		1112	1438	1593	1883	1368	1643
	SB		1243	239	1732	256	1776	1077
Traffic Signal - Route 25 (Main Street) at Spring Hill Road								
Spring Hill Road	WBL	235	63	106	98	146	141	280
	WBR		0	35	0	39	0	59
	NBT		1050	817	1475	774	1319	791
Route 25	NBR	175	2	2	2	1	4	2
	SBL	160	13	63	28	86	40	105
	SBT		1179	1498	1575	1837	1468	1729
Traffic Signal - Route 25 (Main Street) at Victoria Drive								
Victoria Drive	WBL		43	77	164	238	157	246
	WBR	140	17	40	78	113	70	112
	NBTR		223	335	580	811	562	806
Route 25	SBL	250	7	20	27	88	47	120
	SBT		808	1146	1072	1406	921	1264
Traffic Signal - Route 25 (Main Street) at Pond View / Duchess Driveways								
Pond View Driveway	EBLT		99	197	478	634	569	725
	EBR		125	278	172	266	178	272
Duchess Driveway	WB		0	0	0	5	2	42
	NBL	150	72	205	255	434	318	507
Route 25	NBTR		105	124	304	356	262	307
	SBLT		1434	271	1744	251	1960	1093
	SBR	220	4	0	26	1	50	18
Traffic Signal - Route 25 (Main Street) at Judd Road / Purdy Hill Road								
Judd Road	EBL	120	109	190	204	344	94	213
	EBTR		138	192	310	428	131	213
Purdy Hill Road	WBL	125	206	362	286	454	414	554
	WBTR		186	279	430	652	270	365
	NBL	220	119	234	99	180	81	152
Route 25	NBTR		247	366	782	791	703	680
	SBL	130	10	32	80	176	95	182
	SBTR		1670	1938	2007	2273	2096	2360
Traffic Signal - Route 25 (Main Street) at Green Street								
Church Driveway	EB	75	0	0	0	0	0	0
Green Street	WBL	115	37	65	34	71	25	56
	WBTR		0	37	0	0	0	0
	NBL	40	0	0	0	0	0	0
	NBT		628	1159	641	1036	1199	1490
Route 25	NBR	175	0	0	0	0	0	0
	SBL		59	116	313	320	118	120
	SBTR		474	1293	537	623	1113	782

TABLE 3-4 (Continued)
Study Area Signalized Intersection Operational Summary - 2040 Background Conditions - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues	Saturday Midday Peak Hour Avg. Queues	Saturday Midday Peak Hour Design Queues
Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)								
	EBL	375	88	130	156	298	109	178
Route 59	EBLT		88	130	158	302	109	178
	EBR	370	120	131	104	167	8	43
North Commercial Drive	WB	85	8	24	16	38	14	34
	NBL	250	385	483	337	448	199	146
Route 25	NBTR		101	213	1206	1493	191	645
	SBLT		277	514	494	738	467	735
	SBR	170	27	101	5	42	2	35
Traffic Signal - Route 111 (Main St / Monroe Tpke) at United Healthcare Driveway								
United Healthcare Drive	WBL		20	43	120	160	20	43
	WBR	60	0	13	5	26	0	13
	NBTR		281	523	194	504	105	308
Route 111	SBL	225	36	53	5	7	9	14
	SBT		11	133	104	222	7	135
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Trefoil Drive / Home Depot Driveway								
Trefoil Drive	EBL		25	48	38	62	25	52
	EBTR	130	5	40	38	75	26	62
Home Depot Driveway	WBL	90	26	52	37	70	90	210
	WBTR		5	25	9	35	20	74
	NBL	250	112	191	187	299	73	213
	NBT		41	90	66	404	194	226
Route 111	NBR	250	0	2	0	3	29	14
	SBL	200	19	32	27	38	70	96
	SBTR		313	422	387	491	248	338
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Technology Drive / Corporate Drive								
Technology Drive	EBL		9	27	33	64	5	18
	EBLTR	115	0	0	0	12	0	0
Corporate Drive	WBL		18	45	149	248	21	49
	WBLTR	125	0	0	35	86	0	0
	NBL	150	1	44	1	2	1	1
Route 111	NBTR		0	237	174	536	41	76
	SBL	325	18	58	7	22	7	12
	SBTR		127	400	222	313	157	213
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Spring Hill Road / Office Driveway								
Spring Hill Road	EB		19	48	13	42	44	77
Office Driveway	WB	50	0	0	0	0	0	0
	NB		4	6	26	123	62	396
Route 111	SB		125	231	38	63	87	143
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Purdy Hill Road								
	EBL		26	56	52	97	79	159
Purdy Hill Road	EBTR	130	63	122	125	191	93	164
	WBL	110	277	454	100	208	136	265
	WBTR		72	134	66	124	49	103
	NBL	350	47	94	78	177	71	137
Route 111	NBTR		77	108	21	132	13	100
	SBL	125	10	31	21	71	29	93
	SBTR		268	415	145	191	210	327
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Village Plaza / McDonald's Driveway								
Village Plaza Driveway	EBLT	80	7	21	54	100	70	159
	EBR	80	0	0	0	23	0	47
McDonald's Driveway	WBLT		41	73	25	55	33	65
	WBR	35	0	15	0	25	0	23
	NBL	120	3	8	8	16	8	17
Route 111	NBTR		64	114	303	528	293	506
	SBL	125	10	15	6	13	6	9
	SBTR		954	1089	101	168	143	164

TABLE 3-4 (Continued)
Study Area Signalized Intersection Operational Summary - 2040 Background Conditions - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues	Saturday Midday Peak Hour Avg. Queues	Saturday Midday Peak Hour Design Queues
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Elm Street								
Elm Street	EBLT		141	236	238	344	260	423
	EBR	125	58	169	0	40	0	59
	WBLT	100	122	227	229	393	221	321
	WBR		0	19	21	55	40	64
Route 111	NBL	160	60	104	70	83	91	128
	NBTR		134	222	615	896	551	851
	SBL	95	7	9	23	41	20	34
	SBTR		568	897	342	552	603	856
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Monroe / Comaro Plaza Driveways								
Comaro Plaza Driveway	EBLT	35	14	34	42	87	48	116
	EBR	35	0	0	0	0	0	0
Monroe Plaza Driveway	WBLT	175	29	55	54	100	93	162
	WBR	175	0	0	15	55	28	72
	NBL	450	12	28	10	10	14	13
Route 111	NBTR		152	239	475	434	536	498
	SBL	145	3	8	17	33	24	50
	SBTR		233	693	158	255	345	622
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Cross Hill Road								
Cross Hill Road	EBL	90	80	111	178	338	112	148
	EBTR		6	26	82	146	39	64
	WBL		79	108	49	87	93	123
	WBTR	95	41	68	47	84	67	93
	NBL	90	1	2	6	11	6	10
Route 111	NBTR		20	30	604	800	111	796
	SBL	45	2	4	48	116	9	46
	SBTR		135	780	111	259	147	724
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Century Plaza Driveway								
Century Plaza Driveway	EBL	120	7	22	89	126	55	101
	EBR	120	0	24	0	36	0	59
	NBL	280	0	1	19	31	12	23
Route 111	NBT		7	9	218	287	94	167
	SB		211	538	190	404	336	746

TABLE 3-5
Study Area Unsignalized Intersection Operational Summary - 2040 Background Conditions - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Design Queues	Saturday Midday Peak Hour Design Queues
Unsignalized TWSC - Route 25 (Main Street) at Brook Street					
Brook Street	WB		0	0	0
Route 25	SBL		0	0	3
Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road					
Spring Hill Road	EBL		5	38	10
Cutler's Farm Road	SB		43	65	28
Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road					
Cutler's Farm Road	NB		18	208	65
Purdy Hill Road	EB		40	770	265
	WB		70	253	165
Cutler's Farm Road	SB		375	345	440
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Old Mine Road					
Old Mine Road	WB		57	95	55
Route 111	SBL		0	5	3
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Trefoil Plaza Driveway					
Route 111	NBL	95	33	110	30
Trefoil Plaza Driveway	EBL	145	123	290	245
	EBR	25	25	68	60
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Woodland Hills Drive					
Woodland Hills Drive	EBR		0	0	0
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Tennis Club Driveway					
Route 111	NBL		3	0	0
Tennis Club Driveway	EB	100	0	5	35
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES South Driveway					
Route 111	NBL		10	0	--
Monroe ES South Drive	EB	200	285	125	--
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES Middle Driveway					
Monroe ES Middle Drive	EBL	25	15	8	--
	EBR	25	0	0	--
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES North Driveway					
Route 111	NBL		3	0	--
Stop & Shop Plaza Drive	WBTL	60	20	53	--
	WBR	60	3	35	--
Route 111	SBL		0	3	--

TABLE 3-6
Study Area Signalized Intersection Operational Summary - 2040 Background-Optimized - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Avg. Delay (s/veh)	v/c	Weekday Afternoon Peak Hour LOS	Avg. Delay (s/veh)	v/c	Saturday Midday Peak Hour LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Route 25 (Main Street) at Route 111 (Main St/Monroe Tpke)										
Overall		**F**	**91.5**	**1.39**	**F**	**192.2**	**1.59**	**F**	**111.3**	**1.36**
Route 25	EBL	F	177.6	1.17	F	238.0	1.27	F	228.8	1.31
	EBT	E	77.5	1.04	F	197.6	1.33	F	134.7	1.18
	EBR	A	3.6	0.18	B	18.5	0.46	B	18.6	0.48
	WBL	F	292.2	1.39	F	307.0	1.52	F	229.4	1.26
	WBT	E	67.4	0.97	F	158.5	1.25	F	114.3	1.12
	WBR	F	81.5	1.10	F	106.8	1.15	C	29.4	0.82
	NBL	F	114.3	0.96	F	291.7	1.50	F	188.6	1.25
	NBT	F	177.2	1.22	E	64.2	0.75	E	71.6	0.83
Route 111	NBR	E	63.6	0.94	A	7.9	0.37	B	12.4	0.38
	SBL	F	104.3	1.09	F	293.4	1.56	E	75.5	0.97
	SBTR	E	70.5	0.85	F	307.2	1.59	F	212.0	1.36
Traffic Signal - Route 25 (Main Street) at Tashua Road										
Overall		**E**	**57.5**	**1.05**	**F**	**143.8**	**1.39**	**F**	**139.7**	**1.39**
Tashua Road	EBL	F	104.8	0.75	F	125.2	0.92	F	115.9	0.92
	EBR	E	56.4	0.79	D	45.8	0.54	D	54.8	0.67
	NBL	F	109.0	0.95	F	247.1	1.39	F	251.2	1.39
Route 25	NBT	E	55.8	1.00	F	134.9	1.24	F	98.6	1.15
	SB	D	53.3	1.05	F	151.5	1.30	F	175.5	1.35
Traffic Signal - Route 25 (Main Street) at Spring Hill Road										
Overall		**D**	**35.5**	**1.05**	**F**	**115.2**	**1.25**	**F**	**100.1**	**1.37**
Spring Hill Road	WBL	F	164.3	1.05	F	215.3	1.25	F	248.3	1.37
	WBR	C	21.6	0.55	D	46.0	0.75	D	37.4	0.70
	NBT	C	30.4	0.98	F	99.1	1.19	E	73.0	1.13
Route 25	NBR	A	0.5	0.13	A	0.9	0.10	A	1.2	0.15
	SBL	D	40.0	0.82	F	150.7	1.25	F	185.7	1.30
	SBT	C	34.9	1.04	F	133.2	1.25	F	115.5	1.20
Traffic Signal - Route 25 (Main Street) at Victoria Drive										
Overall		**B**	**12.8**	**0.95**	**D**	**35.1**	**1.08**	**C**	**20.8**	**0.99**
Victoria Drive	WBL	F	111.8	0.82	F	122.1	1.05	F	98.8	0.95
	WBR	B	14.2	0.27	D	40.8	0.46	C	35.0	0.39
	NBTR	A	7.1	0.56	A	6.4	0.79	A	7.8	0.81
Route 25	SBL	A	1.0	0.30	D	38.6	0.84	D	49.2	0.89
	SBT	B	12.5	0.95	D	49.5	1.08	B	14.6	0.99
Traffic Signal - Route 25 (Main Street) at Pond View/Duchess Driveways										
		D	**43.3**	**1.09**	**F**	**104.2**	**1.40**	**F**	**144.1**	**1.57**
Pond View Driveway	EBLT	F	124.5	0.88	F	227.9	1.36	F	303.6	1.55
	EBR	F	86.8	1.01	D	40.9	0.77	D	42.9	0.79
Duchess Driveway	WB	A	1.0	0.09	A	3.1	0.09	C	22.8	0.38
	NBL	F	141.8	1.09	F	233.4	1.40	F	303.4	1.57
Route 25	NBTR	A	4.5	0.40	C	20.1	0.57	B	20.0	0.52
	SBLT	E	59.4	1.02	F	174.6	1.33	F	247.2	1.49
	SBR	A	2.9	0.18	A	6.2	0.35	B	11.0	0.42
Traffic Signal - Route 25 (Main Street) at Judd Road/Purdy Hill Road										
Overall		**F**	**88.7**	**1.28**	**F**	**147.1**	**1.99**	**F**	**127.4**	**1.59**
Judd Road	EBL	F	109.7	0.87	F	520.3	1.99	F	119.7	0.90
	EBTR	E	66.9	0.60	E	58.6	0.75	D	46.8	0.48
Purdy Hill Road	WBL	F	232.7	1.28	F	346.9	1.62	F	324.6	1.59
	WBTR	E	71.5	0.69	F	89.3	0.97	E	76.1	0.82
	NBL	F	235.2	1.26	F	238.0	1.26	F	185.0	1.09
Route 25	NBTR	B	14.4	0.47	B	18.9	0.90	A	8.9	0.79
	SBL	E	75.1	0.19	F	88.8	0.81	E	77.3	0.78
	SBTR	F	124.3	1.22	F	262.3	1.51	F	226.7	1.43
Traffic Signal - Route 25 (Main Street) at Green Street										
Overall		**E**	**73.0**	**1.29**	**C**	**29.6**	**1.07**	**F**	**93.7**	**1.34**
Church Driveway	EB	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
Green Street	WBL	E	62.6	0.27	F	134.2	0.81	F	93.3	0.55
	WBTR	F	180.9	1.29	B	14.0	0.66	F	125.9	1.13
	NBL	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	NBT	C	33.7	0.92	B	17.8	0.94	F	96.7	1.17
Route 25	NBR	A	0.0	0.01	A	0.0	0.01	A	0.0	0.01
	SBL	E	60.2	0.84	F	100.4	1.07	F	220.6	1.34
	SBTR	E	72.1	1.01	B	18.2	0.93	E	67.4	1.07

TABLE 3-6 (Continued)
Study Area Signalized Intersection Operational Summary - 2040 Background-Optimized - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Weekday Morning Peak Hour Avg. Delay (s/veh)	Weekday Morning Peak Hour v/c	Weekday Afternoon Peak Hour LOS	Weekday Afternoon Peak Hour Avg. Delay (s/veh)	Weekday Afternoon Peak Hour v/c	Saturday Midday Peak Hour LOS	Saturday Midday Peak Hour Avg. Delay (s/veh)	Saturday Midday Peak Hour v/c
Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)										
Overall		**D**	**41.8**	**0.93**	**F**	**87.5**	**1.31**	**E**	**57.4**	**1.19**
Route 59	EBL	F	98.9	0.81	F	180.3	1.20	F	131.0	1.01
	EBLT	F	98.9	0.81	F	181.5	1.20	F	131.0	1.01
North Commercial Drive	EBR	C	33.1	0.74	F	104.4	1.02	E	59.6	0.77
	WB	E	78.6	0.21	F	95.8	0.46	F	120.6	0.60
Route 25	NBL	D	51.2	0.93	F	188.0	1.31	F	121.9	1.19
	NBTR	D	42.4	0.72	F	81.4	1.13	E	59.8	0.96
	SBLT	D	40.8	0.78	D	37.9	0.91	C	30.1	0.84
	SBR	B	15.6	0.60	A	3.2	0.26	A	1.1	0.26
Traffic Signal - Route 111 (Main St / Monroe Tpke) at United Healthcare Driveway										
Overall		**A**	**8.3**	**0.66**	**B**	**12.7**	**0.82**	**A**	**4.2**	**0.53**
United Healthcare Drive	WBL	E	57.0	0.41	E	57.5	0.82	D	43.0	0.34
	WBR	C	23.8	0.11	B	18.9	0.21	B	19.6	0.09
Route 111	NBTR	A	8.8	0.66	B	12.1	0.64	A	4.9	0.53
	SBL	D	47.2	0.57	E	57.6	0.15	D	37.0	0.22
	SBT	A	3.8	0.48	A	5.4	0.74	A	1.4	0.45
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Trefoil Drive / Home Depot Driveway										
Overall		**B**	**14.3**	**0.90**	**C**	**27.4**	**1.04**	**C**	**27.0**	**0.94**
Trefoil Drive	EBL	D	45.9	0.36	D	39.0	0.38	C	28.5	0.35
	EBTR	B	12.2	0.56	B	13.4	0.59	B	12.5	0.43
Home Depot Driveway	WBL	F	127.8	0.90	F	150.9	1.04	E	77.7	0.94
	WBTR	B	18.2	0.20	B	11.5	0.27	A	9.2	0.44
	NBL	E	65.2	0.80	F	88.4	0.93	E	61.7	0.78
Route 111	NBT	A	2.2	0.46	B	10.7	0.65	B	18.1	0.64
	NBR	A	0.3	0.06	A	1.4	0.10	A	2.4	0.31
	SBL	E	57.8	0.41	E	63.0	0.46	D	54.7	0.77
	SBTR	A	8.6	0.69	C	28.0	0.95	C	27.9	0.73
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Technology Drive / Corporate Drive										
Overall		**A**	**6.8**	**0.56**	**C**	**24.1**	**0.88**	**A**	**3.7**	**0.53**
Technology Drive	EBL	E	55.1	0.26	E	76.7	0.68	D	40.8	0.12
	EBLTR	A	2.5	0.21	C	20.6	0.56	A	1.0	0.12
Corporate Drive	WBL	E	60.6	0.43	E	67.1	0.88	D	47.0	0.40
	WBLTR	A	2.3	0.20	C	27.7	0.67	A	1.6	0.18
	NBL	B	12.2	0.42	B	12.7	0.16	A	1.2	0.03
Route 111	NBTR	A	6.9	0.45	B	19.5	0.74	A	3.1	0.53
	SBL	A	4.0	0.41	A	9.5	0.20	A	1.5	0.11
	SBTR	A	4.4	0.56	B	14.6	0.54	A	2.3	0.42
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Spring Hill Road / Office Driveway										
Overall		**A**	**5.0**	**0.59**	**A**	**4.3**	**0.59**	**A**	**6.3**	**0.68**
Spring Hill Road	EB	D	43.9	0.59	D	41.4	0.55	D	39.1	0.68
Office Driveway	WB	A	0.0	0.00	A	0.0	0.00	A	0.3	0.05
Route 111	NB	A	4.1	0.28	A	2.9	0.59	A	4.3	0.60
	SB	A	2.9	0.57	A	3.3	0.34	A	4.4	0.54
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Purdy Hill Road										
Overall		**C**	**33.0**	**0.98**	**C**	**26.2**	**1.01**	**C**	**26.6**	**0.98**
Purdy Hill Road	EBL	B	18.4	0.15	C	34.7	0.50	C	29.2	0.57
	EBTR	B	11.9	0.38	C	32.6	0.64	B	19.7	0.55
	WBL	E	72.4	0.98	F	103.9	1.01	F	80.7	0.98
	WBTR	B	17.5	0.27	C	24.9	0.43	B	15.6	0.33
	NBL	F	122.6	0.90	F	93.2	0.93	F	102.2	0.98
Route 111	NBTR	A	7.3	0.41	A	6.5	0.74	A	4.3	0.62
	SBL	B	17.0	0.13	E	61.4	0.69	D	45.9	0.61
	SBTR	D	36.3	0.95	B	19.3	0.55	C	29.0	0.78
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Village Plaza / McDonald's Driveway										
Overall		**C**	**25.5**	**1.03**	**B**	**10.4**	**0.80**	**B**	**15.1**	**0.90**
Village Plaza Driveway	EBLT	D	47.3	0.12	E	66.9	0.67	F	82.2	0.85
	EBR	A	1.3	0.13	B	13.0	0.31	B	12.2	0.44
McDonald's Driveway	WBLT	E	64.6	0.58	D	48.6	0.33	D	46.6	0.45
	WBR	B	11.8	0.30	B	11.7	0.28	A	8.0	0.27
	NBL	B	10.8	0.26	A	2.4	0.19	A	8.6	0.42
Route 111	NBTR	A	2.7	0.39	A	8.3	0.80	B	11.5	0.81
	SBL	A	3.5	0.14	A	5.6	0.28	A	4.5	0.30
	SBTR	D	35.5	1.03	A	5.1	0.63	B	11.3	0.90

TABLE 3-6 (Continued)
Study Area Signalized Intersection Operational Summary - 2040 Background-Optimized - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Avg. Delay (s/veh)	v/c	Weekday Afternoon Peak Hour LOS	Avg. Delay (s/veh)	v/c	Saturday Midday Peak Hour LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Elm Street										
Overall		**D**	**41.5**	**0.97**	**E**	**58.1**	**1.11**	**F**	**84.6**	**1.20**
Elm Street	EBLT	D	48.0	0.73	F	123.0	1.11	F	148.6	1.20
	EBR	E	55.5	0.97	A	6.5	0.47	A	8.6	0.47
	WBLT	E	56.7	0.79	E	63.3	0.90	F	101.7	1.05
	WBR	A	6.8	0.09	A	4.3	0.21	A	8.9	0.26
Route 111	NBL	D	54.1	0.88	C	25.0	0.77	E	76.9	1.04
	NBTR	B	15.8	0.42	F	91.2	1.11	F	89.2	1.12
	SBL	A	8.0	0.08	D	42.1	0.68	C	32.4	0.73
	SBTR	D	40.8	0.96	C	28.3	0.80	F	100.2	1.15
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Monroe/Comaro Plaza Driveways										
Overall		**B**	**10.7**	**0.68**	**B**	**15.1**	**0.74**	**C**	**22.4**	**0.88**
Comaro Plaza Driveway	EBLT	E	57.6	0.31	E	74.6	0.68	F	80.5	0.78
	EBR	A	8.2	0.38	A	3.5	0.26	A	4.2	0.30
Monroe Plaza Driveway	WBLT	D	49.2	0.41	D	45.2	0.52	E	70.8	0.88
	WBR	B	11.1	0.11	A	5.6	0.30	A	8.0	0.32
	NBL	A	2.0	0.10	A	3.1	0.09	A	3.3	0.21
Route 111	NBTR	A	3.7	0.28	B	12.4	0.74	B	17.3	0.86
	SBL	A	2.6	0.04	A	6.9	0.32	A	9.0	0.49
	SBTR	B	10.5	0.68	B	11.3	0.51	B	18.5	0.77
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Cross Hill Road										
Overall		**B**	**19.5**	**0.81**	**C**	**33.5**	**1.00**	**C**	**22.1**	**0.93**
Cross Hill Road	EBL	E	71.7	0.81	F	86.9	1.00	E	77.0	0.93
	EBTR	B	16.7	0.17	C	26.9	0.43	B	19.4	0.35
	WBL	D	54.9	0.67	C	32.9	0.40	D	42.8	0.67
	WBTR	C	32.2	0.40	C	22.2	0.29	C	25.5	0.43
	NBL	A	3.0	0.05	A	9.9	0.22	A	6.5	0.32
Route 111	NBTR	A	3.1	0.30	C	29.8	0.94	B	18.3	0.92
	SBL	A	1.4	0.02	F	97.0	0.93	B	15.6	0.49
	SBTR	B	11.0	0.79	B	11.2	0.65	B	10.2	0.80
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Century Plaza Driveway										
Overall		**A**	**6.2**	**0.65**	**B**	**12.3**	**0.72**	**B**	**12.4**	**0.77**
Century Plaza Driveway	EBL	D	45.9	0.09	E	61.3	0.72	D	48.5	0.55
	EBR	B	18.0	0.23	B	10.8	0.47	B	12.9	0.58
	NBL	A	1.5	0.06	A	3.5	0.37	A	5.0	0.50
Route 111	NBT	A	1.7	0.34	A	6.4	0.71	A	5.5	0.60
	SB	A	7.8	0.65	B	12.2	0.54	B	16.4	0.77

TABLE 3-7
Study Area Unsignalized Intersection Operational Summary - 2040 Background-Optimized - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Avg. Delay (s/veh)	v/c	Weekday Afternoon Peak Hour LOS	Avg. Delay (s/veh)	v/c	Saturday Midday Peak Hour LOS	Avg. Delay (s/veh)	v/c
Unsignalized TWSC - Route 25 (Main Street) at Brook Street										
Brook Street	WB	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
Route 25	SBL	A	0.0	0.00	A	0.0	0.00	B	14.5	0.03
Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road										
Spring Hill Road	EBL	A	7.6	0.05	A	8.7	0.34	A	7.6	0.12
Cutler's Farm Road	SB	B	11.0	0.36	C	15.8	0.48	B	10.5	0.27
Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road										
Overall		**E**	**36.3**	**0.97**	**F**	**147.2**	**1.56**	**F**	**63.2**	**1.11**
Cutler's Farm Road	NB	B	11.4	0.19	F	61.6	1.05	C	20.8	0.51
Purdy Hill Road	EB	B	13.5	0.35	F	271.9	1.56	F	56.9	0.97
	WB	C	15.9	0.50	F	74.2	1.14	D	35.0	0.81
Cutler's Farm Road	SB	F	55.8	0.97	F	107.8	1.25	F	103.3	1.11
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Old Mine Road										
Old Mine Road	WB	F	198.6	0.64	F	403.6	1.00	F	183.3	0.61
Route 111	SBL	A	0.0	0.00	C	17.0	0.07	B	13.5	0.03
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Trefoil Plaza Driveway										
Route 111	NBL	C	17.6	0.31	E	37.5	0.66	C	15.8	0.30
Trefoil Plaza Driveway	EBL	F	1182.8	2.38	F	13300.4	25.36	F	1632.4	3.75
	EBR	C	19.6	0.27	D	32.8	0.51	C	22.8	0.47
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Woodland Hills Drive										
Woodland Hills Drive	EBR	C	16.1	0.10	C	20.9	0.10	C	15.1	0.07
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Tennis Club Driveway										
Route 111	NBL	B	13.5	0.03	A	0.0	0.00	A	0.0	0.00
Tennis Club Driveway	EB	A	0.0	0.00	C	22.4	0.06	F	87.7	0.37
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES South Driveway										
Route 111	NBL	B	12.8	0.13	A	9.9	0.02	--	--	--
Monroe ES South Drive	EB	F	340.3	1.49	F	184.8	0.95	--	--	--
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES Middle Driveway										
Monroe ES Middle Drive	EBL	F	68.1	0.21	F	161.4	0.63	--	--	--
	EBR	D	27.6	0.16	C	16.5	0.09	--	--	--
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES North Driveway										
Route 111	NBL	B	12.7	0.03	A	0.0	0.00	--	--	--
Center One Eleven Drive	WBTL	F	94.9	0.24	F	170.0	0.58	--	--	--
	WBR	B	12.9	0.03	D	34.1	0.34	--	--	--
Route 111	SBL	A	8.9	0.01	B	12.5	0.04	--	--	--

TABLE 3-8
Study Area Signalized Intersection Operational Summary - 2040 Background-Optimized Conditions - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues	Saturday Midday Peak Hour Avg. Queues	Saturday Midday Peak Hour Design Queues
Traffic Signal - Route 25 (Main Street) at Route 111 (Main St / Monroe Tpke)								
	EBL	225	242	413	143	279	262	361
	EBT		797	936	934	1075	811	793
Route 25	EBR	875	10	43	145	233	184	237
	WBL	175	121	244	329	507	158	201
	WBT		590	741	975	1115	685	637
	WBR	500	1259	1529	1308	1578	540	575
	NBL	430	213	366	425	585	419	586
	NBT		257	357	251	301	262	382
Route 111	NBR	100	113	282	0	44	7	43
	SBL	500	605	741	934	936	458	484
	SBTR		343	517	1236	1312	889	936
Traffic Signal - Route 25 (Main Street) at Tashua Road								
Tashua Road	EBL		82	151	124	210	155	158
	EBR	185	120	203	89	140	138	155
	NBL	385	48	171	182	345	161	130
Route 25	NBT		1183	1724	2156	2416	1837	1643
	SB		290	116	2356	288	2447	1077
Traffic Signal - Route 25 (Main Street) at Spring Hill Road								
Spring Hill Road	WBL	235	120	213	198	299	291	280
	WBR		0	44	54	109	56	59
	NBT		193	234	1986	331	1771	791
Route 25	NBR	175	1	1	2	1	7	2
	SBL	160	32	37	108	91	138	105
	SBT		1551	1711	2121	1889	1977	1729
Traffic Signal - Route 25 (Main Street) at Victoria Drive								
Victoria Drive	WBL		98	169	343	447	299	246
	WBR	140	0	36	139	189	118	112
	NBTR		317	331	347	252	404	806
Route 25	SBL	250	4	4	53	32	96	120
	SBT		1461	1438	1715	712	1357	1264
Traffic Signal - Route 25 (Main Street) at Pond View / Duchess Driveways								
Pond View Driveway	EBLT		99	197	478	634	569	725
	EBR		125	278	172	266	178	272
Duchess Driveway	WB		0	0	0	5	2	42
	NBL	150	75	209	255	364	318	507
Route 25	NBTR		132	187	536	634	514	307
	SBLT		1434	499	1769	887	1982	1093
	SBR	220	14	8	47	23	100	18
Traffic Signal - Route 25 (Main Street) at Judd Road / Purdy Hill Road								
Judd Road	EBL	120	109	190	204	344	94	213
	EBTR		138	192	310	428	131	213
Purdy Hill Road	WBL	125	206	362	286	454	414	554
	WBTR		186	279	430	652	270	365
	NBL	220	118	236	101	182	83	152
Route 25	NBTR		253	443	264	285	174	680
	SBL	130	10	10	80	89	94	182
	SBTR		1671	1640	2028	2234	2107	2360
Traffic Signal - Route 25 (Main Street) at Green Street								
Church Driveway	EB	75	0	0	0	0	0	0
Green Street	WBL	115	54	93	53	139	45	56
	WBTR		413	547	0	12	135	0
	NBL	40	0	0	0	0	0	0
	NBT		531	931	1142	1244	1863	1490
Route 25	NBR	175	0	0	0	0	0	0
	SBL		56	136	364	426	270	120
	SBTR		1475	1776	207	303	1793	782

TABLE 3-8 (Continued)
Study Area Signalized Intersection Operational Summary - 2040 Background-Optimized Conditions - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues	Saturday Midday Peak Hour Avg. Queues	Saturday Midday Peak Hour Design Queues
Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)								
	EBL	375	137	194	295	483	200	178
Route 59	EBLT		137	194	298	488	200	178
	EBR	370	343	348	441	501	211	43
North Commercial Drive	WB	85	13	33	26	54	26	34
	NBL	250	430	426	479	615	307	146
Route 25	NBTR		456	650	1801	2026	503	645
	SBLT		518	677	618	810	567	735
	SBR	170	221	385	36	67	3	35
Traffic Signal - Route 111 (Main St / Monroe Tpke) at United Healthcare Driveway								
United Healthcare Drive	WBL		33	63	193	235	26	43
	WBR	60	0	16	20	46	0	13
	NBTR		303	390	254	491	105	308
Route 111	SBL	225	55	81	9	10	12	14
	SBT		137	200	92	122	54	135
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Trefoil Drive / Home Depot Driveway								
Trefoil Drive	EBL		39	67	56	95	31	52
	EBTR	130	8	49	43	94	42	62
Home Depot Driveway	WBL	90	42	86	59	137	111	210
	WBTR		8	33	13	47	28	74
	NBL	250	134	207	182	326	76	213
	NBT		10	74	153	155	227	226
Route 111	NBR	250	0	2	0	9	28	14
	SBL	200	32	59	41	72	76	96
	SBTR		100	137	236	624	323	338
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Technology Drive / Corporate Drive								
Technology Drive	EBL		15	37	53	96	6	18
	EBLTR	115	0	0	4	48	0	0
Corporate Drive	WBL		29	63	198	256	26	49
	WBLTR	125	0	0	87	143	0	0
	NBL	150	16	64	10	25	1	1
Route 111	NBTR		92	133	186	350	35	76
	SBL	325	7	12	7	18	0	12
	SBTR		110	128	235	383	23	213
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Spring Hill Road / Office Driveway								
Spring Hill Road	EB		42	78	34	68	60	77
Office Driveway	WB	50	0	0	0	0	0	0
Route 111	NB		75	98	10	23	8	396
	SB		76	110	79	113	90	143
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Purdy Hill Road								
	EBL		28	53	76	125	87	159
Purdy Hill Road	EBTR	130	68	114	188	256	106	164
	WBL	110	252	447	127	258	122	265
	WBTR		78	128	106	168	55	103
	NBL	350	58	177	129	279	83	137
Route 111	NBTR		38	55	56	76	29	100
	SBL	125	12	15	32	80	37	93
	SBTR		374	374	188	227	253	327
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Village Plaza / McDonald's Driveway								
Village Plaza Driveway	EBLT	80	8	24	64	105	67	159
	EBR	80	0	0	0	31	0	47
McDonald's Driveway	WBLT		49	86	29	61	31	65
	WBR	35	0	22	0	32	0	23
	NBL	120	2	21	4	11	8	17
Route 111	NBTR		44	102	165	185	268	506
	SBL	125	13	13	7	8	5	9
	SBTR		1024	1143	110	101	100	164

TABLE 3-8 (Continued)
Study Area Signalized Intersection Operational Summary - 2040 Background-Optimized Conditions - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues	Saturday Midday Peak Hour Avg. Queues	Saturday Midday Peak Hour Design Queues
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Elm Street								
Elm Street	EBLT		159	242	228	338	212	423
	EBR	125	205	386	6	45	20	59
	WBLT	100	135	230	211	381	170	321
	WBR		0	22	1	38	26	64
Route 111	NBL	160	81	159	71	108	99	128
	NBTR		202	249	745	980	557	851
	SBL	95	5	20	24	92	34	34
	SBTR		514	846	317	341	537	856
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Monroe / Comaro Plaza Driveways								
Comaro Plaza Driveway	EBLT	35	16	39	50	107	46	116
	EBR	35	0	5	0	7	0	0
Monroe Plaza Driveway	WBLT	175	36	69	67	119	93	162
	WBR	175	0	22	0	47	15	72
	NBL	450	2	5	5	4	6	13
Route 111	NBTR		34	41	187	129	173	498
	SBL	145	3	5	16	36	10	50
	SBTR		216	412	179	297	195	622
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Cross Hill Road								
Cross Hill Road	EBL	90	96	144	228	416	110	148
	EBTR		7	33	108	181	41	64
	WBL		93	138	63	107	91	123
	WBTR	95	56	94	64	107	67	93
	NBL	90	1	4	6	26	6	10
Route 111	NBTR		22	57	285	850	97	796
	SBL	45	1	0	44	145	2	46
	SBTR		108	323	98	155	33	724
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Century Plaza Driveway								
Century Plaza Driveway	EBL	120	8	24	106	149	52	101
	EBR	120	0	26	0	39	0	59
	NBL	280	2	4	18	30	19	23
Route 111	NBT		41	54	198	334	175	167
	SB		211	482	197	351	293	746

TABLE 3-9

Study Area Unsignalized Intersection Operational Summary - 2040 Background-Optimized Conditions - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Design Queues	Saturday Midday Peak Hour Design Queues
Unsignalized TWSC - Route 25 (Main Street) at Brook Street					
Brook Street	WB		0	0	0
Route 25	SBL		0	0	3
Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road					
Spring Hill Road	EBL		5	38	10
Cutler's Farm Road	SB		43	65	28
Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road					
Cutler's Farm Road	NB		18	208	65
Purdy Hill Road	EB		40	770	265
	WB		70	253	165
Cutler's Farm Road	SB		375	345	440
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Old Mine Road					
Old Mine Road	WB		57	78	55
Route 111	SBL		0	5	3
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Trefoil Plaza Driveway					
Route 111	NBL	95	33	110	30
Trefoil Plaza Driveway	EBL	145	123	290	245
	EBR	25	25	68	60
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Woodland Hills Drive					
Woodland Hills Drive	EBR		0	0	0
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Tennis Club Driveway					
Route 111	NBL		3	0	0
Tennis Club Driveway	EB	100	0	5	35
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES South Driveway					
Route 111	NBL		10	0	--
Monroe ES South Drive	EB	200	285	125	--
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES Middle Driveway					
Monroe ES Middle Drive	EBL	25	15	8	--
	EBR	25	0	0	--
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES North Driveway					
Route 111	NBL		3	0	--
Stop & Shop Plaza Drive	WBTL	60	20	53	--
	WBR	60	3	35	--
Route 111	SBL		0	3	--

TABLE 3-10
Study Area Signalized Intersection Operational Summary - 2040 Future - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Weekday Morning Peak Hour Avg. Delay (s/veh)	Weekday Morning Peak Hour v/c	Weekday Afternoon Peak Hour LOS	Weekday Afternoon Peak Hour Avg. Delay (s/veh)	Weekday Afternoon Peak Hour v/c	Saturday Midday Peak Hour LOS	Saturday Midday Peak Hour Avg. Delay (s/veh)	Saturday Midday Peak Hour v/c
Traffic Signal - Route 25 (Main Street) at Route 111 (Main St/Monroe Tpke)										
Overall		**F**	**93.8**	**1.39**	**F**	**211.1**	**1.65**	**F**	**128.0**	**1.45**
Route 25	EBL	F	182.9	1.19	F	260.3	1.34	F	244.7	1.36
	EBT	F	80.3	1.05	F	227.6	1.41	F	159.4	1.24
	EBR	A	3.4	0.18	B	19.7	0.49	B	19.6	0.53
	WBL	F	292.2	1.39	F	307.0	1.52	F	229.4	1.26
	WBT	E	69.9	0.98	F	182.9	1.30	F	140.2	1.19
	WBR	F	83.3	1.10	F	121.4	1.19	C	30.3	0.84
Route 111	NBL	F	112.7	0.97	F	290.9	1.51	F	218.2	1.34
	NBT	F	182.4	1.24	E	61.0	0.71	E	73.7	0.85
	NBR	E	63.6	0.94	A	7.5	0.36	B	12.4	0.38
	SBL	F	105.6	1.09	F	318.3	1.61	E	76.9	0.98
	SBTR	E	76.4	0.89	F	334.2	1.65	F	252.9	1.45
Traffic Signal - Route 25 (Main Street) at Tashua Road										
Overall		**E**	**66.4**	**1.09**	**F**	**189.0**	**1.40**	**F**	**211.7**	**1.48**
Tashua Road	EBL	F	113.3	0.85	F	147.6	1.03	F	155.0	1.10
	EBR	D	54.6	0.79	D	48.9	0.54	E	59.3	0.69
	NBL	E	78.8	0.85	F	253.6	1.40	F	267.5	1.43
Route 25	NBT	E	74.8	1.05	F	195.8	1.37	F	202.4	1.38
	SB	E	56.7	1.09	F	190.7	1.39	F	235.6	1.48
Traffic Signal - Route 25 (Main Street) at Spring Hill Road										
Overall		**D**	**52.9**	**1.09**	**F**	**174.3**	**1.53**	**F**	**185.0**	**1.52**
Spring Hill Road	WBL	F	161.1	1.06	F	185.4	1.17	F	219.5	1.30
	WBR	C	31.1	0.71	F	211.9	1.34	F	206.1	1.34
	NBT	D	48.8	1.03	F	166.1	1.33	F	193.0	1.39
Route 25	NBR	A	0.6	0.13	A	1.7	0.11	A	3.0	0.17
	SBL	F	83.9	1.09	F	273.6	1.53	F	268.2	1.52
	SBT	D	53.5	1.08	F	172.3	1.33	F	171.5	1.33
Traffic Signal - Route 25 (Main Street) at Victoria Drive										
Overall		**B**	**18.3**	**1.01**	**D**	**53.1**	**1.15**	**F**	**83.4**	**1.27**
Victoria Drive	WBL	F	127.6	0.96	F	145.1	1.13	F	176.2	1.23
	WBR	B	12.3	0.36	D	45.9	0.55	D	43.3	0.62
	NBTR	A	0.8	0.59	B	11.5	0.89	D	38.0	1.04
Route 25	SBL	A	2.2	0.42	F	120.9	1.15	F	168.5	1.27
	SBT	C	27.9	1.01	E	75.7	1.14	F	105.6	1.19
Traffic Signal - Route 25 (Main Street) at Pond View/Duchess Driveways										
		D	**41.8**	**1.07**	**F**	**122.5**	**1.50**	**F**	**179.7**	**1.72**
Pond View Driveway	EBLT	F	124.8	0.91	F	268.1	1.45	F	352.9	1.66
	EBR	F	96.1	1.04	D	51.2	0.84	D	53.3	0.85
Duchess Driveway	WB	A	1.0	0.09	A	3.6	0.10	C	26.3	0.41
	NBL	F	107.0	0.98	F	269.9	1.50	F	298.9	1.57
Route 25	NBTR	A	4.5	0.42	B	18.4	0.62	A	8.9	0.61
	SBLT	E	58.1	1.07	F	213.3	1.42	F	348.6	1.72
	SBR	A	1.5	0.18	A	6.3	0.34	B	10.8	0.41
Traffic Signal - Route 25 (Main Street) at Judd Road/Purdy Hill Road										
Overall		**F**	**100.9**	**1.43**	**F**	**193.8**	**2.42**	**F**	**191.2**	**1.88**
Judd Road	EBL	F	120.5	0.93	F	713.1	2.42	F	150.8	1.02
	EBTR	D	47.2	0.63	E	57.6	0.76	D	44.1	0.51
Purdy Hill Road	WBL	F	272.2	1.43	F	425.0	1.81	F	446.3	1.88
	WBTR	E	70.4	0.75	F	97.0	1.01	E	79.5	0.88
	NBL	F	219.9	1.20	F	333.2	1.55	F	245.4	1.33
Route 25	NBTR	A	5.3	0.50	E	57.0	1.00	D	40.6	0.96
	SBL	E	57.9	0.28	F	137.1	1.10	F	83.4	0.98
	SBTR	F	159.7	1.29	F	323.4	1.65	F	338.8	1.69
Traffic Signal - Route 25 (Main Street) at Green Street										
Overall		**E**	**73.5**	**1.32**	**D**	**51.1**	**1.26**	**F**	**133.9**	**1.52**
Church Driveway	EB	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
Green Street	WBL	E	58.5	0.30	F	192.3	1.02	F	91.8	0.57
	WBTR	F	193.0	1.32	E	76.7	0.75	F	160.3	1.22
	NBL	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	NBT	C	32.4	0.95	B	18.2	0.99	F	142.1	1.27
Route 25	NBR	A	0.0	0.01	A	0.0	0.01	A	0.0	0.01
	SBL	F	91.7	1.00	F	169.2	1.26	F	282.4	1.52
	SBTR	E	68.1	1.05	D	38.0	0.99	F	104.7	1.19

TABLE 3-10 (Continued)
Study Area Signalized Intersection Operational Summary - 2040 Future - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Avg. Delay (s/veh)	v/c	Weekday Afternoon Peak Hour LOS	Avg. Delay (s/veh)	v/c	Saturday Midday Peak Hour LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)										
Overall		**D**	**39.2**	**0.98**	**F**	**102.3**	**1.40**	**E**	**79.9**	**1.29**
Route 59	EBL	F	97.8	0.84	F	180.3	1.20	F	150.6	1.08
	EBLT	F	97.8	0.84	F	181.5	1.20	F	150.6	1.08
North Commercial Drive	EBR	C	32.6	0.77	F	109.0	1.06	F	109.9	0.88
	WB	E	69.5	0.19	F	95.8	0.46	F	120.6	0.60
Route 25	NBL	D	44.4	0.98	F	225.5	1.40	F	172.6	1.29
	NBTR	D	37.7	0.74	F	97.5	1.16	E	56.3	1.00
	SBLT	D	39.6	0.81	D	52.7	0.98	E	64.2	1.03
	SBR	B	15.3	0.61	A	4.4	0.27	A	2.5	0.28
Traffic Signal - Route 111 (Main St / Monroe Tpke) at United Healthcare Driveway										
Overall		**A**	**8.8**	**0.66**	**B**	**13.1**	**0.83**	**A**	**5.0**	**0.55**
United Healthcare Drive	WBL	E	57.4	0.39	E	60.2	0.83	D	54.0	0.37
	WBR	C	23.8	0.10	C	20.2	0.21	C	22.8	0.10
Route 111	NBTR	A	9.1	0.66	B	12.3	0.64	A	5.5	0.55
	SBL	D	49.5	0.59	E	59.9	0.16	D	44.6	0.23
	SBT	A	4.4	0.48	A	5.7	0.75	A	2.0	0.47
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Trefoil Drive / Home Depot Driveway										
Overall		**B**	**14.5**	**0.94**	**C**	**27.3**	**0.99**	**C**	**29.2**	**0.97**
Trefoil Drive	EBL	D	48.2	0.38	D	40.7	0.38	C	34.8	0.39
	EBTR	B	12.4	0.56	B	13.9	0.58	B	17.2	0.43
Home Depot Driveway	WBL	F	142.2	0.94	F	136.8	0.99	F	90.2	0.97
	WBTR	B	18.7	0.20	B	11.9	0.26	B	13.6	0.46
	NBL	E	66.0	0.81	F	89.9	0.93	E	69.2	0.80
	NBT	A	2.5	0.47	B	10.5	0.66	C	20.0	0.61
Route 111	NBR	A	0.5	0.06	A	0.9	0.09	A	3.4	0.29
	SBL	E	62.8	0.43	E	66.5	0.48	E	77.2	0.79
	SBTR	A	7.7	0.69	C	28.3	0.97	C	23.1	0.70
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Technology Drive / Corporate Drive										
Overall		**A**	**7.1**	**0.55**	**C**	**25.1**	**0.89**	**A**	**5.6**	**0.52**
Technology Drive	EBL	E	58.3	0.27	F	83.2	0.71	D	52.1	0.15
	EBLTR	A	2.8	0.22	C	22.7	0.58	A	1.6	0.14
Corporate Drive	WBL	E	64.5	0.45	E	69.9	0.89	E	59.0	0.44
	WBLTR	A	2.5	0.21	C	30.2	0.68	A	2.2	0.21
	NBL	B	12.0	0.42	B	12.7	0.17	A	2.8	0.03
Route 111	NBTR	A	6.3	0.45	B	19.5	0.74	A	5.1	0.52
	SBL	A	3.9	0.41	B	10.5	0.20	A	1.6	0.11
	SBTR	A	5.3	0.55	B	15.9	0.56	A	3.8	0.41
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Spring Hill Road / Office Driveway										
Overall		**A**	**7.2**	**0.70**	**B**	**10.9**	**0.82**	**B**	**14.5**	**0.89**
Spring Hill Road	EB	E	58.8	0.70	E	65.8	0.82	E	60.0	0.89
Office Driveway	WB	D	38.0	0.00	C	33.5	0.01	B	14.9	0.04
Route 111	NB	A	4.9	0.30	A	7.7	0.72	A	9.1	0.75
	SB	A	4.0	0.61	A	5.3	0.46	A	9.7	0.75
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Purdy Hill Road										
Overall		**D**	**39.7**	**1.06**	**C**	**34.8**	**1.00**	**D**	**50.5**	**1.31**
Purdy Hill Road	EBL	B	19.0	0.17	C	28.8	0.44	C	34.4	0.62
	EBTR	B	13.1	0.39	C	27.1	0.57	C	24.2	0.57
	WBL	F	92.4	1.06	F	88.0	0.99	F	194.4	1.31
	WBTR	B	17.9	0.27	C	21.4	0.38	C	20.2	0.34
	NBL	F	153.9	1.04	F	102.1	1.00	F	177.6	1.22
Route 111	NBTR	A	7.3	0.44	C	23.0	0.92	B	12.2	0.75
	SBL	B	18.2	0.14	F	118.3	0.92	F	185.5	1.15
	SBTR	D	42.8	0.99	C	26.9	0.75	D	41.0	0.90
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Village Plaza / McDonald's Driveway										
Overall		**C**	**28.6**	**1.04**	**B**	**11.3**	**0.86**	**B**	**17.9**	**0.95**
Village Plaza Driveway	EBLT	D	50.2	0.13	E	74.8	0.71	F	96.9	0.88
	EBR	A	1.4	0.13	B	14.4	0.32	B	13.3	0.45
McDonald's Driveway	WBLT	E	70.0	0.60	D	53.2	0.36	E	61.3	0.53
	WBR	B	13.6	0.31	B	13.6	0.29	B	12.9	0.29
	NBL	B	13.6	0.27	A	2.0	0.22	C	26.0	0.59
Route 111	NBTR	A	2.4	0.40	B	10.0	0.86	B	16.2	0.89
	SBL	A	2.8	0.14	A	6.8	0.36	A	4.8	0.42
	SBTR	D	40.4	1.04	A	4.7	0.68	B	10.2	0.95

TABLE 3-10 (Continued)
Study Area Signalized Intersection Operational Summary - 2040 Future - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Avg. Delay (s/veh)	v/c	Weekday Afternoon Peak Hour LOS	Avg. Delay (s/veh)	v/c	Saturday Midday Peak Hour LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Elm Street										
Overall		**D**	**45.6**	**0.99**	**E**	**71.2**	**1.18**	**F**	**101.4**	**1.29**
Elm Street	EBLT	D	49.5	0.72	F	149.6	1.18	F	188.5	1.29
	EBR	E	60.3	0.98	A	7.4	0.52	B	14.6	0.56
	WBLT	E	58.2	0.78	E	78.5	0.96	F	137.8	1.15
	WBR	A	2.2	0.08	A	5.8	0.21	B	11.0	0.27
Route 111	NBL	E	71.3	0.91	D	45.6	0.91	F	142.7	1.22
	NBTR	A	9.7	0.44	F	108.1	1.15	F	84.9	1.10
	SBL	A	7.4	0.08	D	46.0	0.72	E	61.8	0.91
	SBTR	D	49.0	0.99	D	39.5	0.91	F	116.7	1.18
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Monroe / Comaro Plaza Driveways										
Overall		**B**	**11.2**	**0.68**	**B**	**15.6**	**0.77**	**C**	**26.9**	**0.87**
Comaro Plaza Driveway	EBLT	E	61.8	0.33	E	79.7	0.70	F	94.8	0.81
	EBR	A	9.5	0.39	A	4.1	0.27	A	7.4	0.34
Monroe Plaza Driveway	WBLT	D	53.2	0.44	D	48.8	0.54	E	75.8	0.87
	WBR	B	11.9	0.12	A	6.1	0.31	B	10.2	0.34
	NBL	A	2.5	0.10	A	2.9	0.09	A	3.6	0.24
Route 111	NBTR	A	4.4	0.29	B	12.2	0.77	C	21.8	0.87
	SBL	A	2.6	0.04	A	7.2	0.35	B	10.6	0.55
	SBTR	B	10.6	0.68	B	12.2	0.54	C	24.3	0.79
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Cross Hill Road										
Overall		**C**	**20.7**	**0.83**	**D**	**39.8**	**1.11**	**C**	**34.6**	**0.98**
Cross Hill Road	EBL	E	77.2	0.83	F	122.1	1.11	F	91.0	0.96
	EBTR	B	16.9	0.20	C	31.0	0.50	C	27.6	0.41
	WBL	E	58.9	0.70	D	40.8	0.53	E	63.3	0.82
	WBTR	D	35.1	0.41	C	26.2	0.33	C	32.2	0.45
	NBL	A	3.1	0.07	A	10.0	0.28	B	11.6	0.48
Route 111	NBTR	A	3.6	0.31	C	31.4	0.95	C	32.8	0.98
	SBL	A	1.7	0.02	F	123.9	1.01	E	62.6	0.78
	SBTR	B	11.3	0.80	B	10.8	0.66	B	19.3	0.84
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Century Plaza Driveway										
Overall		**A**	**6.3**	**0.66**	**B**	**12.6**	**0.73**	**B**	**12.7**	**0.76**
Century Plaza Driveway	EBL	D	48.6	0.10	E	64.4	0.73	E	59.4	0.59
	EBR	B	18.9	0.24	B	11.0	0.47	B	14.0	0.59
	NBL	A	0.8	0.06	A	3.4	0.38	A	4.3	0.50
Route 111	NBT	A	0.9	0.34	A	6.5	0.73	A	5.4	0.61
	SB	A	8.4	0.66	B	12.5	0.55	B	16.0	0.76

TABLE 3-11
Study Area Unsignalized Intersection Operational Summary - 2040 Future - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Avg. Delay (s/veh)	v/c	Weekday Afternoon Peak Hour LOS	Avg. Delay (s/veh)	v/c	Saturday Midday Peak Hour LOS	Avg. Delay (s/veh)	v/c
Unsignalized TWSC - Route 25 (Main Street) at Brook Street										
Brook Street	WB	F	221.3	0.13	F	1198.7	1.43	--	--	0.00
Route 25	SBL	A	0.0	0.00	A	0.0	0.00	C	16.2	0.03
Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road										
Spring Hill Road	EBL	A	7.7	0.06	A	9.5	0.41	A	8.4	0.18
Cutler's Farm Road	SB	B	11.9	0.41	D	32.2	0.74	C	15.6	0.48
Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road										
Overall		**F**	**50.5**	**1.08**	**F**	**241.9**	**2.08**	**F**	**228.7**	**1.92**
Cutler's Farm Road	NB	B	12.2	0.22	F	106.0	1.47	E	44.3	1.00
Purdy Hill Road	EB	C	15.2	0.44	F	405.1	2.08	F	247.1	1.75
	WB	C	17.9	0.57	F	134.6	1.57	F	110.1	1.45
Cutler's Farm Road	SB	F	82.7	1.08	F	221.7	1.75	F	356.8	1.92
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Old Mine Road										
Old Mine Road	WB	F	198.6	0.64	F	458.5	1.09	F	225.9	0.69
Route 111	SBL	A	0.0	0.00	C	17.4	0.07	B	13.8	0.03
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Trefoil Plaza Driveway										
Route 111	NBL	C	17.8	0.32	E	39.2	0.68	C	16.2	0.31
Trefoil Plaza Driveway	EBL	F	1299.7	2.56	F	13300.4	25.36	F	1738.7	3.95
	EBR	C	19.8	0.27	D	33.9	0.52	C	23.5	0.48
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Woodland Hills Drive										
Woodland Hills Drive	EBR	C	16.2	0.10	C	21.2	0.10	C	15.3	0.07
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Tennis Club Driveway										
Route 111	NBL	B	13.6	0.03	A	0.0	0.00	A	0.0	0.00
Tennis Club Driveway	EB	A	0.0	0.00	C	22.9	0.06	F	93.5	0.39
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES South Driveway										
Route 111	NBL	B	13.1	0.13	B	10.3	0.02	--	--	--
Monroe ES South Drive	EB	F	424.1	1.67	F	328.8	1.27	--	--	--
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES Middle Driveway										
Monroe ES Middle Drive	EBL	F	76.8	0.24	F	258.9	0.83	--	--	--
	EBR	D	29.1	0.17	C	18.4	0.10	--	--	--
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES North Driveway										
Route 111	NBL	B	12.9	0.03	A	0.0	0.00	--	--	--
Center One Eleven Drive	WBTL	F	142.4	0.46	F	731.8	1.94	--	--	--
	WBR	B	13.4	0.04	E	49.0	0.53	--	--	--
Route 111	SBL	A	9.1	0.02	B	13.6	0.09	--	--	--

TABLE 3-12
Study Area Signalized Intersection Operational Summary - 2040 Future Conditions - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues	Saturday Midday Peak Hour Avg. Queues	Saturday Midday Peak Hour Design Queues
Traffic Signal - Route 25 (Main Street) at Route 111 (Main St / Monroe Tpke)								
	EBL	225	249	419	155	293	276	432
	EBT		811	951	992	1132	886	952
Route 25	EBR	875	10	43	170	265	222	275
	WBL	175	121	244	329	507	158	300
	WBT		601	757	1032	1171	763	825
	WBR	500	1270	1539	1351	1620	561	762
	NBL	430	225	384	471	634	504	621
	NBT		263	364	251	301	268	349
Route 111	NBR	100	113	282	0	44	7	71
	SBL	500	609	745	958	960	468	543
	SBTR		354	541	1282	1356	948	1064
Traffic Signal - Route 25 (Main Street) at Tashua Road								
Tashua Road	EBL		84	167	160	259	221	293
	EBR	185	115	197	99	150	154	228
	NBL	385	37	148	186	348	170	318
Route 25	NBT		1400	1666	2391	2649	2243	2101
	SB		329	116	2585	286	2801	1753
Traffic Signal - Route 25 (Main Street) at Spring Hill Road								
Spring Hill Road	WBL	235	109	200	191	292	284	465
	WBR		19	68	291	397	368	145
	NBT		1341	219	2256	465	2256	721
Route 25	NBR	175	1	1	5	2	14	4
	SBL	160	86	86	280	257	427	151
	SBT		1470	1462	2346	1925	2321	2048
Traffic Signal - Route 25 (Main Street) at Victoria Drive								
Victoria Drive	WBL		117	207	414	515	523	439
	WBR	140	2	43	204	258	296	179
	NBTR		18	34	570	258	1122	333
Route 25	SBL	250	12	11	187	118	392	60
	SBT		1503	1391	1897	186	2012	110
Traffic Signal - Route 25 (Main Street) at Pond View / Duchess Driveways								
Pond View Driveway	EBLT		88	185	496	652	587	725
	EBR		131	275	198	314	202	272
Duchess Driveway	WB		0	0	0	5	2	42
	NBL	150	48	176	266	337	315	452
Route 25	NBTR		148	193	572	641	390	610
	SBLT		1428	173	2011	884	2442	1110
	SBR	220	2	0	43	18	67	44
Traffic Signal - Route 25 (Main Street) at Judd Road / Purdy Hill Road								
Judd Road	EBL	120	100	187	222	312	103	213
	EBTR		128	182	327	450	152	213
Purdy Hill Road	WBL	125	209	362	334	511	537	554
	WBTR		180	295	482	718	327	365
	NBL	220	110	228	140	232	133	156
Route 25	NBTR		43	347	910	731	828	207
	SBL	130	16	16	124	130	139	94
	SBTR		1600	1505	2247	2290	2540	1945
Traffic Signal - Route 25 (Main Street) at Green Street								
Church Driveway	EB	75	0	0	0	0	0	0
Green Street	WBL	115	51	90	60	159	52	93
	WBTR		375	510	0	56	182	300
	NBL	40	0	0	0	0	0	0
	NBT		899	735	199	186	2171	2136
Route 25	NBR	175	0	0	0	0	0	0
	SBL		72	142	449	447	294	382
	SBTR		1402	1707	318	293	2202	2031

TABLE 3-12 (Continued)
Study Area Signalized Intersection Operational Summary - 2040 Future Conditions - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues	Saturday Midday Peak Hour Avg. Queues	Saturday Midday Peak Hour Design Queues
Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)								
	EBL	375	124	197	295	483	217	370
Route 59	EBLT		124	197	298	488	217	370
	EBR	370	334	341	538	823	304	317
North Commercial Drive	WB	85	11	31	26	54	26	66
	NBL	250	403	429	605	709	464	223
Route 25	NBTR		410	543	1907	2037	1070	427
	SBLT		468	635	756	895	834	690
	SBR	170	199	364	48	86	23	25
Traffic Signal - Route 111 (Main St / Monroe Tpke) at United Healthcare Driveway								
United Healthcare Drive	WBL		34	65	203	245	33	53
	WBR	60	0	17	21	48	0	15
	NBTR		314	425	270	512	114	248
Route 111	SBL	225	56	86	9	11	15	18
	SBT		159	240	101	140	73	74
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Trefoil Drive / Home Depot Driveway								
Trefoil Drive	EBL		42	72	61	101	42	59
	EBTR	130	8	50	47	99	66	78
Home Depot Driveway	WBL	90	45	92	62	141	143	236
	WBTR		8	34	14	48	54	86
	NBL	250	132	218	185	338	114	179
	NBT		30	102	217	141	278	287
Route 111	NBR	250	0	3	0	7	29	20
	SBL	200	33	61	41	71	131	181
	SBTR		93	125	221	664	168	390
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Technology Drive / Corporate Drive								
Technology Drive	EBL		15	38	56	106	8	21
	EBLTR	115	0	0	6	51	0	0
Corporate Drive	WBL		31	65	209	268	33	58
	WBLTR	125	0	0	97	152	0	0
	NBL	150	16	58	10	26	1	1
Route 111	NBTR		105	124	201	357	110	48
	SBL	325	10	10	9	21	2	1
	SBTR		136	165	159	299	116	161
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Spring Hill Road / Office Driveway								
Spring Hill Road	EB		80	119	143	189	212	98
Office Driveway	WB	50	1	5	3	12	3	0
Route 111	NB		74	95	41	695	155	12
	SB		102	155	114	157	200	159
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Purdy Hill Road								
	EBL		33	60	82	131	130	148
Purdy Hill Road	EBTR	130	83	130	200	266	171	173
	WBL	110	325	510	175	327	293	267
	WBTR		84	136	110	170	92	108
	NBL	350	67	200	163	309	162	218
Route 111	NBTR		42	52	85	155	108	50
	SBL	125	13	16	37	92	67	111
	SBTR		412	405	237	303	375	334
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Village Plaza / McDonald's Driveway								
Village Plaza Driveway	EBLT	80	9	26	67	113	84	159
	EBR	80	0	0	0	34	0	46
McDonald's Driveway	WBLT		52	90	31	65	39	62
	WBR	35	0	26	0	37	0	20
	NBL	120	2	20	3	7	9	16
Route 111	NBTR		55	57	78	121	444	477
	SBL	125	7	9	5	7	5	6
	SBTR		1121	1186	92	97	128	104

TABLE 3-12 (Continued)
Study Area Signalized Intersection Operational Summary - 2040 Future Conditions - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues	Saturday Midday Peak Hour Avg. Queues	Saturday Midday Peak Hour Design Queues
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Elm Street								
	EBLT		169	254	251	361	277	370
Elm Street	EBR	125	232	423	12	52	57	82
	WBLT	100	145	246	230	415	232	269
	WBR		0	9	7	46	34	54
	NBL	160	66	179	118	188	201	169
	NBTR		204	183	845	1094	745	787
Route 111	SBL	95	4	19	26	103	46	56
	SBTR		557	902	397	678	775	760
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Monroe / Comaro Plaza Driveways								
Comaro Plaza Driveway	EBLT	35	17	41	52	114	58	124
	EBR	35	0	8	0	9	0	11
Monroe Plaza Driveway	WBLT	175	38	72	71	126	117	221
	WBR	175	0	23	0	49	21	61
	NBL	450	4	4	6	4	8	6
	NBTR		63	45	201	119	212	151
Route 111	SBL	145	3	5	16	39	16	21
	SBTR		244	436	214	365	294	452
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Cross Hill Road								
	EBL	90	102	153	280	461	145	197
Cross Hill Road	EBTR		9	37	134	217	79	77
	WBL		103	151	80	133	137	140
	WBTR	95	64	103	80	126	104	109
	NBL	90	1	5	7	32	8	11
	NBTR		23	50	296	924	369	721
Route 111	SBL	45	1	0	57	152	19	5
	SBTR		112	516	98	155	440	160
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Century Plaza Driveway								
Century Plaza Driveway	EBL	120	9	26	112	154	65	107
	EBR	120	0	26	0	39	0	61
	NBL	280	1	2	19	30	21	22
Route 111	NBT		14	23	233	363	215	236
	SB		327	490	217	385	349	494

TABLE 3-13
Study Area Unsignalized Intersection Operational Summary - 2040 Future Conditions - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Design Queues	Saturday Midday Peak Hour Design Queues
Unsignalized TWSC - Route 25 (Main Street) at Brook Street					
Brook Street	WB		0	53	0
Route 25	SBL		0	0	3
Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road					
Spring Hill Road	EBL		5	38	10
Cutler's Farm Road	SB		43	65	28
Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road					
Cutler's Farm Road	NB		18	208	65
Purdy Hill Road	EB		40	770	265
	WB		70	253	165
Cutler's Farm Road	SB		375	345	440
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Old Mine Road					
Old Mine Road	WB		57	78	55
Route 111	SBL		0	5	3
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Trefoil Plaza Driveway					
Route 111	NBL	95	33	110	30
Trefoil Plaza Driveway	EBL	145	123	290	245
	EBR	25	25	68	60
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Woodland Hills Drive					
Woodland Hills Drive	EBR		0	0	0
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Tennis Club Driveway					
Route 111	NBL		3	0	0
Tennis Club Driveway	EB	100	0	5	35
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES South Driveway					
Route 111	NBL		10	0	--
Monroe ES South Drive	EB	200	285	125	--
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES Middle Driveway					
Monroe ES Middle Drive	EBL	25	15	8	--
	EBR	25	0	0	--
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES North Driveway					
Route 111	NBL		3	0	--
Stop & Shop Plaza Drive	WBTL	60	20	53	--
	WBR	60	3	35	--
Route 111	SBL		0	3	--

TABLE 4-1
Study Area Signalized Intersection Operational Summary - 2040 Improved - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Weekday Morning Peak Hour Avg. Delay (s/veh)	Weekday Morning Peak Hour v/c	Weekday Afternoon Peak Hour LOS	Weekday Afternoon Peak Hour Avg. Delay (s/veh)	Weekday Afternoon Peak Hour v/c	Saturday Midday Peak Hour LOS	Saturday Midday Peak Hour Avg. Delay (s/veh)	Saturday Midday Peak Hour v/c
Traffic Signal - Quadrant - Route 25 (Main Street) at Route 111 (Monroe Turnpike)										
Overall		**B**	**14.7**	**0.90**	**C**	**29.1**	**1.03**	**B**	**13.3**	**0.84**
Route 25	EB	A	4.0	0.75	A	4.2	0.82	A	4.7	0.68
	WBT	B	12.8	0.66	D	49.8	1.03	B	15.2	0.73
	WBR	B	16.7	0.78	C	23.9	0.85	B	12.9	0.57
Route 111	NBT	B	17.7	0.60	B	13.7	0.49	B	14.7	0.61
	NBR	C	20.7	0.61	B	12.3	0.28	B	11.8	0.28
	SBT	C	31.9	0.90	D	53.6	1.03	C	23.9	0.84
	SBR	B	18.1	0.20	B	19.4	0.44	B	17.0	0.35
Traffic Signal - Quadrant - Route 111 (Monroe Turnpike) at Quadrant Roadway/Broadway										
Overall		**A**	**8.6**	**0.63**	**B**	**11.1**	**1.01**	**B**	**12.2**	**0.96**
Quadrant Roadway	EBTL	C	34.8	0.63	C	20.6	0.29	C	31.0	0.61
	EBR	B	16.8	0.44	B	14.9	0.69	B	11.0	0.59
Broadway	WBTL	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WBR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
Route 111	NBL	A	5.1	0.29	B	11.2	0.51	A	9.2	0.53
	NBTR	A	8.4	0.55	A	9.8	0.54	A	8.6	0.58
	SBL	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SBT	A	1.0	0.35	C	23.8	1.01	C	32.6	0.96
	SBR	A	4.6	0.41	A	2.8	0.42	A	1.1	0.31
Traffic Signal - Quadrant - Route 25 (Main Street) at Quadrant Roadway										
Overall		**A**	**8.9**	**0.74**	**B**	**14.5**	**0.84**	**B**	**12.8**	**0.83**
Route 25	EBT	B	14.9	0.74	C	21.6	0.84	B	19.6	0.79
	EBR	A	0.7	0.27	A	2.6	0.39	A	0.9	0.30
	WBL	B	14.8	0.38	C	28.9	0.80	B	16.2	0.47
	WBT	A	7.7	0.57	B	14.3	0.76	A	9.4	0.71
Quadrant Roadway	NBL	C	33.3	0.68	D	45.7	0.80	D	43.4	0.83
	NBR	A	0.4	0.41	A	0.4	0.42	A	0.3	0.31
Traffic Signal - Single Point Urban Interchange - Route 111 (Monroe Turnpike) at Route 25 Ramps										
Overall		**C**	**30.4**	**0.74**	**C**	**34.8**	**0.92**	**C**	**33.6**	**0.93**
Route 111	NBL	D	45.0	0.60	D	47.7	0.73	D	35.5	0.69
	NBT	D	43.0	0.72	D	48.7	0.83	C	31.5	0.71
	NBR	A	0.3	0.19	A	0.1	0.11	A	0.1	0.10
	SBL	C	24.1	0.74	C	34.7	0.92	D	41.8	0.93
	SBT	B	14.3	0.32	C	24.4	0.73	C	31.4	0.79
	SBR	A	0.1	0.06	A	0.2	0.17	A	0.2	0.12
Route 25 Southbound Off-Ramp	EBL	D	46.6	0.61	D	40.3	0.33	C	32.2	0.47
	EBR	A	3.0	0.40	C	27.2	0.82	B	17.0	0.77
Route 25 Northbound Off-Ramp	WBL	D	39.7	0.27	D	50.0	0.69	C	29.6	0.29
	WBR	D	42.9	0.96	D	42.3	0.96	D	49.4	0.96

TABLE 4-1 (Continued)
Study Area Signalized Intersection Operational Summary - 2040 Improved - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Avg. Delay (s/veh)	v/c	Weekday Afternoon Peak Hour LOS	Avg. Delay (s/veh)	v/c	Saturday Midday Peak Hour LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Route 25 (Main Street) at Tashua Road										
Overall		**B**	**10.2**	**0.70**	**B**	**14.6**	**0.87**	**B**	**19.9**	**0.91**
Tashua Road	EBL	D	37.2	0.36	D	40.0	0.52	D	42.6	0.49
	EBR	C	26.7	0.53	C	23.0	0.36	C	28.6	0.43
	NBL	B	10.7	0.43	D	42.9	0.81	D	50.2	0.80
Route 25	NBT	B	11.8	0.65	B	16.4	0.83	B	19.8	0.77
	SBTR	A	4.9	0.70	A	7.9	0.87	B	14.7	0.91
Traffic Signal - Route 25 (Main Street) at Spring Hill Road										
Overall		**A**	**8.0**	**0.72**	**B**	**13.6**	**0.86**	**B**	**16.6**	**0.86**
Spring Hill Road	WBL	D	41.7	0.50	D	50.9	0.71	D	53.8	0.73
	WBR	B	10.5	0.37	B	15.9	0.51	B	10.4	0.43
	NBTR	A	5.4	0.72	A	8.1	0.86	B	11.0	0.86
Route 25	SBL	B	11.1	0.43	C	29.4	0.66	D	47.8	0.76
	SBT	A	7.7	0.70	B	14.4	0.84	B	15.3	0.80
Traffic Signal - Route 25 (Main Street) at Victoria Drive										
Overall		**A**	**4.1**	**0.74**	**B**	**10.6**	**0.92**	**B**	**10.7**	**0.87**
Victoria Drive	WBL	D	40.2	0.34	D	50.9	0.80	D	54.0	0.71
	WBR	A	9.8	0.15	C	22.8	0.41	C	25.2	0.36
	NBTR	A	4.2	0.74	A	8.9	0.92	A	6.9	0.87
Route 25	SBL	A	4.7	0.20	C	21.4	0.48	C	32.2	0.58
	SBT	A	1.2	0.51	A	1.3	0.56	A	1.4	0.50
Traffic Signal - Route 25 (Main Street) at Pond View / Duchess Driveways										
		A	**7.0**	**0.77**	**C**	**32.7**	**1.02**	**D**	**50.3**	**1.17**
Pond View Driveway	EBLT	D	42.0	0.52	E	76.0	0.99	F	102.1	1.07
	EBR	C	31.6	0.77	B	15.8	0.61	B	18.7	0.61
Duchess Driveway	WB	A	0.4	0.05	A	0.2	0.05	A	5.2	0.15
	NBL	A	9.9	0.44	E	71.8	1.00	F	126.3	1.17
Route 25	NBTR	A	1.1	0.46	A	8.6	0.70	B	13.2	0.61
	SBLT	A	5.6	0.68	D	50.6	1.02	E	77.8	1.12
	SBR	A	0.3	0.21	A	2.8	0.41	A	1.8	0.45
Traffic Signal - Route 25 (Main Street) at Judd Road / Purdy Hill Road										
Overall		**B**	**16.7**	**0.80**	**D**	**45.9**	**1.02**	**D**	**45.2**	**0.96**
	EBL	D	40.1	0.53	E	62.0	0.80	C	34.8	0.32
Judd Road	EBT	C	30.4	0.23	C	31.2	0.54	C	31.4	0.19
	EBR	A	1.9	0.29	A	5.9	0.27	A	7.0	0.21
	WBL	D	55.0	0.76	E	75.9	0.92	E	76.4	0.94
Purdy Hill Road	WBT	C	32.2	0.32	D	37.8	0.71	C	33.2	0.29
	WBR	D	35.2	0.40	C	29.4	0.40	D	36.6	0.40
	NBL	E	60.9	0.57	D	52.1	0.57	E	74.3	0.64
Route 25	NBTR	A	4.1	0.51	D	48.9	1.02	D	39.3	0.96
	SBL	D	46.7	0.11	E	69.3	0.68	E	62.8	0.70
	SBTR	B	15.1	0.80	D	44.2	0.97	D	48.3	0.90
Traffic Signal - Route 25 (Main Street) at Green Street										
Overall		**B**	**15.0**	**0.97**	**A**	**8.2**	**0.78**	**B**	**11.9**	**0.80**
Church Driveway	EB	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
Green Street	WBL	C	30.9	0.20	D	51.2	0.48	D	53.7	0.37
	WBTR	D	52.0	0.97	A	3.9	0.51	C	28.0	0.80
	NBL	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
Route 25	NBT	B	12.8	0.63	A	6.1	0.64	A	5.3	0.73
	SBL	B	14.2	0.52	C	29.8	0.78	C	31.5	0.77
	SBTR	A	4.1	0.62	A	3.1	0.55	B	11.5	0.60

TABLE 4-1 (Continued)
Study Area Signalized Intersection Operational Summary - 2040 Improved - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Avg. Delay (s/veh)	v/c	Weekday Afternoon Peak Hour LOS	Avg. Delay (s/veh)	v/c	Saturday Midday Peak Hour LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)										
Overall		**C**	**22.5**	**0.90**	**C**	**30.1**	**0.97**	**C**	**24.0**	**0.86**
Route 59	EBL	D	43.4	0.57	D	53.0	0.81	D	55.0	0.71
	EBLT	D	43.4	0.57	D	53.2	0.81	D	55.0	0.71
	EBR	C	24.4	0.88	B	15.1	0.80	A	9.6	0.63
North Commercial Drive	WB	D	40.5	0.12	D	41.4	0.24	E	58.8	0.32
	NBL	D	52.3	0.90	D	52.6	0.87	D	54.7	0.75
	NBTR	A	5.5	0.43	B	13.8	0.71	A	4.1	0.57
Route 25	SBL	A	0.0	0.00	C	23.7	0.12	C	23.3	0.06
	SBT	C	25.9	0.78	D	45.3	0.97	C	34.1	0.86
	SBR	A	7.2	0.55	A	2.8	0.29	A	2.2	0.29
Traffic Signal - Route 111 (Main St/Monroe Tpke) at United Healthcare Driveway										
Overall		**A**	**7.2**	**0.66**	**B**	**11.1**	**0.82**	**A**	**3.9**	**0.52**
United Healthcare Drive	WBL	E	57.4	0.39	E	55.8	0.82	D	45.2	0.34
	WBR	C	23.8	0.10	B	17.7	0.21	C	20.2	0.09
	NBTR	A	6.8	0.66	A	9.6	0.64	A	4.0	0.52
Route 111	SBL	D	51.5	0.59	E	58.7	0.14	D	41.0	0.23
	SBT	A	3.5	0.48	A	4.5	0.75	A	1.5	0.45
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Trefoil Drive/Home Depot Driveway										
Overall		**B**	**12.8**	**0.79**	**C**	**21.7**	**0.85**	**C**	**27.0**	**0.87**
Trefoil Drive	EBLT	E	61.9	0.55	E	79.5	0.82	D	49.6	0.71
	EBR	B	14.5	0.62	B	15.5	0.70	A	6.4	0.36
Home Depot Driveway	WBL	E	60.0	0.50	E	60.1	0.62	E	64.2	0.87
	WBTR	C	22.0	0.25	B	15.9	0.40	B	13.8	0.52
	NBL	E	68.5	0.79	E	71.2	0.85	E	58.2	0.74
	NBT	A	1.4	0.44	A	6.8	0.57	B	14.6	0.57
Route 111	NBR	A	0.1	0.06	A	1.4	0.08	A	2.1	0.28
	SBL	E	58.9	0.43	D	51.6	0.44	D	45.8	0.73
	SBTR	A	6.7	0.65	C	21.1	0.83	C	31.4	0.66
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Technology Drive/Corporate Drive										
Overall		**A**	**7.1**	**0.55**	**C**	**24.4**	**0.88**	**A**	**4.0**	**0.52**
Technology Drive	EBL	E	58.3	0.27	E	73.6	0.68	D	43.7	0.13
	EBLTR	A	2.8	0.22	B	18.0	0.54	A	1.2	0.12
Corporate Drive	WBL	E	62.7	0.43	E	65.2	0.88	D	50.8	0.42
	WBLTR	A	2.4	0.21	C	25.6	0.66	A	1.8	0.19
	NBL	A	9.4	0.42	B	13.9	0.16	A	2.7	0.03
Route 111	NBTR	A	6.7	0.44	C	24.5	0.76	A	4.2	0.52
	SBL	A	3.7	0.41	A	8.8	0.20	A	1.3	0.11
	SBTR	A	5.3	0.55	B	10.2	0.55	A	1.6	0.41
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Spring Hill Road/Office Driveway										
Overall		**A**	**6.1**	**0.61**	**A**	**3.6**	**0.59**	**A**	**6.9**	**0.70**
Spring Hill Road	EB	D	46.8	0.61	D	38.3	0.54	D	42.4	0.70
Office Driveway	WB	A	0.0	0.00	A	0.0	0.00	A	0.3	0.05
Route 111	NB	A	4.9	0.28	A	3.0	0.59	A	4.8	0.59
	SB	A	4.0	0.56	A	1.5	0.34	A	4.7	0.54
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Purdy Hill Road										
Overall		**C**	**27.2**	**0.82**	**C**	**33.6**	**0.90**	**C**	**23.5**	**0.77**
	EBL	C	23.0	0.18	D	54.4	0.74	D	40.8	0.72
	EBT	D	46.5	0.37	E	62.5	0.81	D	46.1	0.59
Purdy Hill Road	EBR	B	14.0	0.54	A	9.8	0.40	B	10.3	0.51
	WBL	D	39.7	0.77	E	75.0	0.90	D	38.3	0.71
	WBTR	E	67.6	0.82	E	62.2	0.86	D	48.9	0.77
	NBL	C	21.7	0.50	B	11.8	0.51	C	20.2	0.58
Route 111	NBTR	B	12.5	0.45	C	34.3	0.85	B	14.4	0.77
	SBL	A	8.3	0.09	A	8.7	0.29	B	11.5	0.32
	SBTR	C	25.8	0.77	B	11.9	0.43	C	22.6	0.66
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Village Plaza/McDonald's Driveway										
Overall		**C**	**29.5**	**1.04**	**C**	**27.8**	**0.90**	**C**	**29.9**	**1.04**
Village Plaza Driveway	EBLT	D	50.4	0.13	F	96.5	0.84	F	112.9	0.96
	EBR	A	1.4	0.13	B	14.0	0.35	B	13.7	0.47
McDonald's Driveway	WBLT	E	70.3	0.61	E	55.4	0.42	E	58.4	0.55
	WBR	B	13.7	0.31	B	12.6	0.32	B	10.2	0.30
	NBL	B	12.6	0.21	A	3.3	0.15	A	6.7	0.25
Route 111	NBTR	A	3.0	0.38	B	18.1	0.79	A	9.9	0.80
	SBL	A	2.8	0.14	B	18.3	0.25	A	8.1	0.26
	SBTR	D	41.5	1.04	D	37.7	0.90	D	46.2	1.04

TABLE 4-1 (Continued)
Study Area Signalized Intersection Operational Summary - 2040 Improved - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Avg. Delay (s/veh)	v/c	Weekday Afternoon Peak Hour LOS	Avg. Delay (s/veh)	v/c	Saturday Midday Peak Hour LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Elm Street										
Overall		**D**	**37.7**	**0.97**	**C**	**28.7**	**0.97**	**C**	**30.5**	**0.94**
Elm Street	EBL	C	33.1	0.17	F	116.7	0.97	F	92.0	0.94
	EBT	D	40.5	0.53	D	44.9	0.63	D	41.2	0.54
	EBR	E	56.4	0.97	A	9.9	0.61	A	9.7	0.58
Route 111	WBL	D	37.5	0.32	D	47.7	0.55	D	54.8	0.68
	WBT	D	35.7	0.34	D	52.8	0.77	D	40.2	0.52
	WBR	A	2.2	0.09	A	5.8	0.27	A	6.5	0.32
	NBL	E	70.9	0.85	A	8.3	0.51	C	32.9	0.83
	NBTR	A	6.6	0.41	C	31.6	0.92	C	25.5	0.85
	SBL	A	6.5	0.08	B	13.5	0.48	B	11.9	0.52
	SBTR	D	38.2	0.94	B	16.7	0.63	C	30.3	0.91
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Monroe/Comaro Plaza Driveways										
Overall		**B**	**10.6**	**0.67**	**B**	**18.8**	**0.75**	**C**	**23.4**	**0.85**
Comaro Plaza Driveway	EBLT	E	61.8	0.33	E	72.8	0.68	F	80.9	0.78
	EBR	A	9.5	0.39	A	2.7	0.25	A	4.9	0.31
Monroe Plaza Driveway	WBLT	D	53.2	0.44	D	42.6	0.51	E	61.9	0.83
	WBR	B	11.9	0.12	A	5.6	0.30	A	8.0	0.31
	NBL	A	2.4	0.09	A	5.1	0.09	A	4.6	0.21
Route 111	NBTR	A	4.3	0.27	C	23.0	0.75	C	20.3	0.85
	SBL	A	2.1	0.04	A	6.5	0.34	A	9.4	0.49
	SBTR	A	9.4	0.67	B	10.0	0.52	C	20.2	0.77
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Cross Hill Road										
Overall		**B**	**18.6**	**0.81**	**C**	**32.2**	**1.00**	**C**	**21.2**	**0.92**
Cross Hill Road	EBL	E	73.4	0.81	F	85.7	1.00	E	75.9	0.91
	EBTR	B	16.8	0.17	C	25.8	0.43	C	20.3	0.35
	WBL	E	55.9	0.66	C	31.8	0.40	D	43.4	0.67
	WBTR	C	33.5	0.39	C	21.2	0.29	C	26.5	0.43
	NBL	A	4.1	0.05	A	8.9	0.22	A	7.0	0.32
Route 111	NBTR	A	4.8	0.30	C	31.2	0.94	B	18.3	0.92
	SBL	A	1.3	0.02	F	92.7	0.95	B	11.4	0.48
	SBTR	A	8.1	0.79	A	6.0	0.65	A	7.2	0.79
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Century Plaza Driveway										
Overall		**A**	**9.9**	**0.73**	**B**	**19.2**	**0.80**	**B**	**18.8**	**0.90**
Century Plaza Driveway	EBL	D	48.6	0.10	E	70.3	0.80	D	53.6	0.58
	EBR	B	18.9	0.24	B	11.9	0.49	B	13.8	0.59
	NBL	A	1.4	0.06	A	4.0	0.31	A	6.7	0.42
Route 111	NBT	A	1.5	0.33	A	8.8	0.70	A	5.2	0.59
	SB	B	13.8	0.73	C	29.5	0.75	C	31.4	0.90
Traffic Signal - Purdy Hill Road at Cutler's Farm Road										
Overall		**C**	**20.4**	**0.81**	**C**	**24.5**	**0.83**	**C**	**20.9**	**20.90**
Purdy Hill Road	EBL	B	13.4	0.16	C	26.8	0.74	B	16.5	0.47
	EBTR	B	11.3	0.22	B	12.8	0.36	B	13.4	0.36
	WB	C	28.9	0.65	D	37.6	0.83	C	30.4	0.74
Cutler's Farm Road	NB	A	8.1	0.14	B	18.3	0.57	B	12.0	0.31
	SB	C	21.1	0.81	C	23.9	0.76	C	23.0	0.79
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Trefoil Plaza Driveway										
Overall		**A**	**5.3**	**0.64**	**B**	**11.2**	**0.89**	**A**	**6.9**	**0.67**
Trefoil Plaza Driveway	EBL	D	51.3	0.23	D	52.6	0.46	D	42.5	0.38
	EBR	B	15.3	0.39	B	13.4	0.46	B	11.0	0.49
	NBL	A	7.7	0.47	D	47.8	0.81	A	9.0	0.48
Route 111	NBT	A	3.8	0.58	A	4.8	0.61	A	4.8	0.53
	SB	A	5.1	0.64	B	11.2	0.89	A	6.4	0.67

TABLE 4-2
Study Area Unsignalized Intersection Operational Summary - 2040 Improved - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Weekday Morning Peak Hour Avg. Delay (s/veh)	Weekday Morning Peak Hour v/c	Weekday Afternoon Peak Hour LOS	Weekday Afternoon Peak Hour Avg. Delay (s/veh)	Weekday Afternoon Peak Hour v/c	Saturday Midday Peak Hour LOS	Saturday Midday Peak Hour Avg. Delay (s/veh)	Saturday Midday Peak Hour v/c
Unsignalized TWSC - Route 25 (Main Street) at Brook Street										
Brook Street	WB	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
Route 25	SBL	A	0.0	0.00	A	0.0	0.00	B	14.5	0.03
Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Old Mine Road										
Old Mine Road	WB	F	198.6	0.64	F	403.6	1.00	F	183.3	0.61
Route 111	SBL	A	0.0	0.00	C	17.0	0.07	B	13.5	0.03
Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Woodland Hills Drive										
Woodland Hills Drive	EBR	C	16.1	0.10	C	20.9	0.10	C	15.1	0.07
Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Tennis Club Driveway										
Route 111	NBL	B	13.5	0.03	A	0.0	0.00	A	0.0	0.00
Tennis Club Driveway	EB	A	0.0	0.00	C	22.4	0.06	F	87.7	0.37
Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES South Driveway										
Route 111	NBL	B	12.8	0.13	A	9.9	0.02	--	--	--
Monroe ES South Drive	EB	F	340.3	1.49	F	184.8	0.95	--	--	--
Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES Middle Driveway										
Monroe ES Middle Drive	EBL	F	68.1	0.21	F	161.4	0.63	--	--	--
	EBR	D	27.6	0.16	C	16.5	0.09	--	--	--
Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES North Driveway										
Route 111	NBL	B	12.7	0.03	A	0.0	0.00	--	--	--
Center One Eleven Drive	WBTL	F	94.9	0.24	F	170.0	0.58	--	--	--
	WBR	B	12.9	0.03	D	34.1	0.34	--	--	--
Route 111	SBL	A	8.9	0.01	B	12.5	0.04	--	--	--

TABLE 4-3
Study Area Signalized Intersection Operational Summary - 2040 Improved - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues	Saturday Midday Peak Hour Avg. Queues	Saturday Midday Peak Hour Design Queues
Traffic Signal - Quadrant - Route 25 (Main Street) at Route 111 (Monroe Turnpike)								
	EB	380	18	47	15	53	29	70
Route 25	WBT	500+	173	237	410	569	185	259
	WBR	500+	192	282	233	376	109	164
	NBT	140	94	120	73	96	86	121
Route 111	NBR	140	82	133	28	53	25	46
	SBT	370	184	265	338	363	167	204
	SBR	370	27	59	81	125	48	88
Traffic Signal - Quadrant - Route 111 (Monroe Turnpike) at Quadrant Roadway/Broadway								
Quadrant Roadway	EBTL	200	79	166	40	67	65	143
	EBR	200	76	131	200	299	112	181
Broadway	WBTL	145	0	0	0	0	0	0
	WBR	145	0	0	0	0	0	0
	NBL	220	26	42	46	115	44	111
	NBTR	220	125	183	136	215	120	200
Route 111	SBL	280	0	0	0	0	0	0
	SBT	280	2	3	6	3	1	243
	SBR	500+	97	102	34	23	11	17
Traffic Signal - Quadrant - Route 25 (Main Street) at Quadrant Roadway								
	EBT	400	225	310	273	372	215	342
Route 25	EBR	400	0	10	28	51	2	14
	WBL	255	16	39	82	86	20	44
	WBT	255	84	174	255	254	114	193
Quadrant Roadway	NBL	500+	93	161	143	243	137	247
	NBR	500+	0	0	0	0	0	0
Traffic Signal - Single Point Urban Interchange - Route 111 (Monroe Turnpike) at Route 25 Ramps								
	NBL	220	61	94	89	124	73	111
	NBT	220	117	164	149	212	110	161
Route 111	NBR	220	0	0	0	0	0	0
	SBL	390	246	322	343	376	195	284
	SBT	390	87	145	271	354	192	331
	SBR	390	0	0	0	0	0	0
Route 25 Southbound	EBL	200	59	95	32	58	43	74
Off-Ramp	EBR	200	0	1	48	183	25	141
Route 25 Northbound	WBL	400	25	49	70	118	26	50
Off-Ramp	WBR	500+	344	506	342	500	189	311

TABLE 4-3 (Continued)
Study Area Signalized Intersection Operational Summary - 2040 Improved - Queues

			Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Saturday Midday Peak Hour	
	Lane Use	Available Storage	Avg. Queues	Design Queues	Avg. Queues	Design Queues	Avg. Queues	Design Queues
Traffic Signal - Route 25 (Main Street) at Tashua Road								
Tashua Road	EBL		41	76	58	96	94	150
	EBR	185	78	130	51	87	97	153
	NBL	450	11	32	37	145	58	167
Route 25	NBT		243	330	335	446	408	555
	SBTR		66	71	62	147	138	815
Traffic Signal - Route 25 (Main Street) at Spring Hill Road								
Spring Hill Road	WBL	235	56	94	78	123	143	218
	WBR		0	33	16	55	9	66
	NBLT		68	77	82	128	104	179
Route 25	SBL	565	7	41	21	83	44	141
	SBT		107	206	250	565	430	538
Traffic Signal - Route 25 (Main Street) at Victoria Drive								
Victoria Drive	WBL		26	44	82	113	102	139
	WBR	140	8	31	74	115	83	136
	NBTR		18	30	30	580	35	58
Route 25	SBL	150	1	9	32	41	89	93
	SBT		21	51	32	51	53	55
Traffic Signal - Route 25 (Main Street) at Pond View / Duchess Driveways								
Pond View Driveway	EBLT		50	88	185	327	309	455
	EBR		61	126	60	130	83	160
Duchess Driveway	WB		0	0	0	0	0	16
	NBL	400	2	9	77	113	160	228
Route 25	NBTR		5	7	71	105	371	388
	SBLT		55	86	163	418	581	697
	SBR	220	0	0	9	11	0	0
Traffic Signal - Route 25 (Main Street) at Judd Road / Purdy Hill Road								
	EBL	200	55	90	62	151	53	101
Judd Road	EBT		34	61	101	167	45	86
	EBR	200	0	0	0	34	0	38
	WBL	315	85	149	97	219	194	315
Purdy Hill Road	WBT		47	87	135	219	70	113
	WBR	220	48	90	58	109	87	136
	NBL	220	56	99	42	57	49	74
Route 25	NBTR		44	117	500	608	574	678
	SBL	700	5	9	44	95	59	108
	SBTR		371	531	469	568	595	700
Traffic Signal - Route 25 (Main Street) at Green Street								
Church Driveway	EB	75	0	0	0	0	0	0
Green Street	WBL	225	27	56	27	69	30	63
	WBTR		119	257	0	0	20	98
	NBL	40	0	0	0	0	0	0
Route 25	NBTR		264	320	52	52	10	358
	SBL	170	10	37	128	168	123	169
	SBTR		57	82	33	57	262	438

TABLE 4-3 (Continued)
Study Area Signalized Intersection Operational Summary - 2040 Improved - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues	Saturday Midday Peak Hour Avg. Queues	Saturday Midday Peak Hour Design Queues
Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)								
	EBL	375	70	114	117	228	128	189
Route 59	EBLT		70	114	120	231	128	189
	EBR	370	40	116	23	174	0	68
North Commercial Drive	WB	85	7	22	13	33	17	41
	NBL	315	145	217	128	203	105	152
	NBTR		57	162	211	297	84	177
Route 25	SBL	200	0	0	3	18	4	19
	SBT		280	493	314	569	461	740
	SBR	225	75	212	9	48	10	44
Traffic Signal - Route 111 (Main St / Monroe Tpke) at United Healthcare Driveway								
United Healthcare Drive	WBL		34	65	182	228	28	55
	WBR	60	0	17	18	44	0	15
	NBTR		214	237	177	206	96	197
Route 111	SBL	225	56	87	8	10	12	21
	SBT		121	192	78	110	46	76
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Trefoil Drive / Home Depot Driveway								
Trefoil Drive	EBLT		52	85	76	138	77	121
	EBR	130	0	43	15	65	0	33
Home Depot Driveway	WBL	90	43	74	53	92	120	223
	WBTR		9	36	14	51	43	111
	NBL	250	152	205	191	275	78	159
	NBT		8	10	100	153	182	238
Route 111	NBR	250	0	0	0	10	16	17
	SBL	200	32	61	39	67	104	179
	SBTR		77	136	326	365	262	406
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Technology Drive / Corporate Drive								
Technology Drive	EBL		15	38	50	96	7	22
	EBLTR	115	0	0	0	43	0	0
Corporate Drive	WBL		31	65	188	247	28	62
	WBLTR	125	0	0	77	133	0	0
	NBL	150	16	49	12	27	1	2
Route 111	NBTR		91	136	334	486	76	98
	SBL	325	10	10	6	17	0	1
	SBTR		137	182	137	183	10	124
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Spring Hill Road / Office Driveway								
Spring Hill Road	EB		45	83	31	65	66	104
Office Driveway	WB	50	0	0	0	0	0	0
Route 111	NB		75	111	15	41	93	117
	SB		120	174	27	44	81	126
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Purdy Hill Road								
	EBL	150	32	58	72	126	92	145
	EBT		61	103	140	205	80	133
Purdy Hill Road	EBR	150	12	62	0	42	0	51
	WBL	110	216	311	100	207	110	176
	WBTR		136	239	135	243	92	182
	NBL	350	7	47	51	80	14	92
Route 111	NBTR		168	203	509	596	74	246
	SBL	125	8	10	6	7	19	38
	SBTR		381	383	173	172	238	318
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Village Plaza / McDonald's Driveway								
Village Plaza Driveway	EBLT	80	9	26	63	134	72	175
	EBR	80	0	0	0	30	0	48
McDonald's Driveway	WBLT		52	91	29	63	34	69
	WBR	35	0	26	0	31	0	24
	NBL	120	3	24	12	14	7	32
Route 111	NBTR		36	48	590	792	249	432
	SBL	125	7	9	19	48	7	11
	SBTR		1092	1239	441	699	661	828

TABLE 4-3 (Continued)
Study Area Signalized Intersection Operational Summary - 2040 Improved - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues	Saturday Midday Peak Hour Avg. Queues	Saturday Midday Peak Hour Design Queues
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Elm Street								
Elm Street	EBL	400	25	55	63	144	94	214
	EBT		131	199	98	148	81	143
	EBR	400	212	395	0	45	0	68
	WBL	250	40	78	46	98	67	114
	WBT		86	138	132	243	85	129
	WBR	250	0	9	0	42	4	36
Route 111	NBL	160	85	168	36	60	86	129
	NBTR		63	74	444	753	378	660
	SBL	95	3	15	14	32	21	39
	SBTR		511	865	233	350	273	697
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Monroe / Comaro Plaza Driveways								
Comaro Plaza Driveway	EBLT	35	17	41	47	108	49	126
	EBR	35	0	8	0	4	0	15
Monroe Plaza Driveway	WBLT	175	38	72	63	115	98	209
	WBR	175	0	23	0	46	15	62
	NBL	450	2	7	7	17	8	11
Route 111	NBTR		58	50	360	527	269	469
	SBL	145	3	5	10	33	17	25
	SBTR		196	377	143	264	241	469
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Cross Hill Road								
Cross Hill Road	EBL	90	101	148	217	401	116	202
	EBTR		8	33	103	174	44	81
	WBL		98	142	60	102	96	146
	WBTR	95	60	97	61	103	72	114
	NBL	90	1	5	6	24	6	13
Route 111	NBTR		29	89	539	817	106	775
	SBL	45	1	0	52	96	2	5
	SBTR		123	19	34	33	34	71
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Century Plaza Driveway								
Century Plaza Driveway	EBL	120	9	26	101	160	55	118
	EBR	120	0	26	0	40	0	63
	NBL	280	1	4	31	31	23	28
Route 111	NBT		23	58	340	364	192	246
	SB		423	634	343	543	428	714
Traffic Signal - Purdy Hill Road at Cutler's Farm Road								
Purdy Hill Road	EBL	140	13	32	66	137	39	66
	EBTR		21	52	62	115	58	91
	WB		85	169	113	242	107	171
Cutler's Farm Road	NB		16	33	91	134	42	70
	SB		160	337	117	212	133	196
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Trefoil Plaza Driveway								
Trefoil Plaza Driveway	EBL		22	54	47	93	41	71
	EBR		0	49	0	55	0	39
	NBL	180	11	24	75	160	13	40
Route 111	NBT		158	203	161	180	115	186
	SBTR		141	227	192	246	112	148

TABLE 4-4
Study Area Unsignalized Intersection Operational Summary - 2040 Improved - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Design Queues	Saturday Midday Peak Hour Design Queues
Unsignalized TWSC - Route 25 (Main Street) at Brook Street					
Brook Street	WB		0	0	0
Route 25	SBL		0	0	3
Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Old Mine Road					
Old Mine Road	WB		57	78	55
Route 111	SBL		0	5	3
Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Woodland Hills Drive					
Woodland Hills Drive	EBR		0	0	0
Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Tennis Club Driveway					
Route 111	NBL		3	0	0
Tennis Club Driveway	EB	100	0	5	35
Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES South Driveway					
Route 111	NBL		10	0	--
Monroe ES South Drive	EB	200	285	125	--
Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES Middle Driveway					
Monroe ES Middle Drive	EBL	25	15	8	--
	EBR	25	0	0	--
Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES North Driveway					
Route 111	NBL		3	0	--
Stop & Shop Plaza Drive	WBTL	60	20	53	--
	WBR	60	3	35	--
Route 111	SBL		0	3	--

TABLE 4-5
Intersection Operation Summary - Vehicular Levels of Service / Average Delay (sec/veh)

		Weekday Morning Peak Hour					Weekday Afternoon Peak Hour					Saturday Midday Peak Hour				
	Lane Use	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved
Traffic Signal - Route 25 (Main Street) at Route 111 (Main St/Monroe Tpke)																
Overall		**D / 44.8**	**F / 116.2**	**F / 91.5**	**F / 93.8**		**E / 61.6**	**F / 194.1**	**F / 192.2**	**F / 211.1**		**E / 55.1**	**F / 118.0**	**F / 111.3**	**F / 128.0**	
Route 25	EBL	F / 99.4	F / 589.4	F / 177.6	F / 182.9		E / 73.4	F / 87.5	F / 238.0	F / 260.3		F / 97.5	F / 194.9	F / 228.8	F / 244.7	
	EBT	D / 51.3	F / 180.5	E / 77.5	F / 80.3		D / 48.2	F / 155.4	F / 197.6	F / 227.6		D / 40.9	F / 114.7	F / 134.7	F / 159.4	
	EBR	A / 3.4	A / 4.7	A / 3.6	A / 3.4		A / 9.9	B / 15.0	B / 18.5	B / 19.7		A / 6.6	B / 16.6	B / 18.6	B / 19.6	
	WBL	F / 94.8	F / 141.3	F / 292.2	F / 292.2		F / 140.1	F / 267.8	F / 307.0	F / 307.0		E / 78.6	F / 93.7	F / 229.4	F / 229.4	
	WBT	D / 37.0	E / 73.5	E / 67.4	E / 69.9		D / 41.1	F / 163.7	F / 158.5	F / 182.9		D / 39.2	E / 67.8	F / 114.3	F / 140.2	
	WBR	B / 18.6	F / 80.7	F / 81.5	F / 83.3		B / 18.4	F / 81.9	F / 106.8	F / 121.4		B / 17.1	C / 20.7	C / 29.4	C / 30.3	
	NBL	F / 111.7	F / 138.3	F / 114.3	F / 112.7		F / 96.0	F / 305.1	F / 291.7	F / 290.9		F / 104.2	F / 366.0	F / 188.6	F / 218.2	
	NBT	E / 63.3	F / 96.1	F / 177.2	F / 182.4		F / 92.4	F / 163.2	E / 64.2	E / 61.0		E / 56.9	F / 171.2	E / 71.6	E / 73.7	
Route 111	NBR	B / 12.0	D / 47.0	E / 63.6	E / 63.6		A / 6.1	B / 11.9	A / 7.9	A / 7.5		A / 3.7	A / 8.9	B / 12.4	B / 12.4	
	SBL	D / 51.0	F / 83.8	F / 104.3	F / 105.6		F / 84.6	F / 248.6	F / 293.4	F / 318.3		E / 58.3	E / 79.9	E / 75.5	E / 76.9	
	SBTR	D / 39.9	D / 45.1	E / 70.5	E / 76.4		F / 120.0	F / 449.7	F / 307.2	F / 334.2		F / 129.0	F / 270.6	F / 212.0	F / 252.9	
Traffic Signal - Route 25 (Main Street) at Tashua Road																
Overall		**B / 15.5**	**F / 132.7**	**E / 57.5**	**E / 66.4**	**B / 10.2**	**C / 26.3**	**F / 258.3**	**F / 143.8**	**F / 189.0**	**B / 14.6**	**C / 24.4**	**F / 245.3**	**F / 139.7**	**F / 211.7**	**B / 19.9**
Tashua Road	EBL	D / 41.0	D / 41.4	F / 104.8	F / 113.3	D / 37.2	D / 40.6	D / 47.1	F / 125.2	F / 147.6	D / 40.0	D / 40.9	D / 49.2	F / 115.9	F / 155.0	D / 42.6
	EBR	B / 11.7	C / 28.6	E / 56.4	D / 54.6	C / 26.7	A / 8.9	C / 26.2	D / 45.8	D / 48.9	C / 23.0	B / 11.2	C / 28.8	D / 54.8	E / 59.3	C / 28.6
	NBL	A / 5.5	B / 19.0	F / 109.0	E / 78.8	B / 10.7	C / 28.5	D / 42.7	F / 247.1	F / 253.6	D / 42.9	C / 26.6	D / 37.1	F / 251.2	F / 267.5	D / 50.2
Route 25	NBT	B / 18.3	F / 128.3	E / 55.8	E / 74.8	B / 11.8	C / 23.6	F / 272.7	F / 134.9	F / 195.8	B / 16.4	B / 17.9	F / 219.6	F / 98.6	F / 202.4	B / 19.8
	SBTR	B / 12.7	F / 163.3	D / 53.3	E / 56.7	A / 4.9	C / 29.5	F / 297.8	F / 151.5	F / 190.7	A / 7.9	C / 30.1	F / 323.5	F / 175.5	F / 235.6	B / 14.7
Traffic Signal - Route 25 (Main Street) at Spring Hill Road																
Overall		**B / 15.2**	**F / 118.8**	**D / 35.5**	**D / 52.9**	**A / 8.0**	**C / 20.6**	**F / 222.8**	**F / 115.2**	**F / 174.3**	**B / 13.6**	**B / 20.0**	**F / 188.5**	**F / 100.1**	**F / 185.0**	**B / 16.6**
Spring Hill Road	WBL	D / 45.8	D / 45.8	F / 164.3	F / 161.1	D / 41.7	D / 50.9	E / 58.1	F / 215.3	F / 185.4	D / 50.9	E / 58.5	E / 77.1	F / 248.3	F / 219.5	D / 53.8
	WBR	B / 12.8	B / 11.1	C / 21.6	C / 31.1	B / 10.5	B / 12.2	B / 10.9	D / 46.0	F / 211.9	B / 15.9	B / 11.1	B / 10.2	D / 37.4	F / 206.1	B / 10.4
	NBT	A / 8.2	F / 101.8	C / 30.4	D / 48.8	A / 5.4	A / 9.6	F / 234.0	F / 99.1	F / 166.1	A / 8.1	A / 7.6	F / 195.8	E / 73.0	F / 193.0	B / 11.0
Route 25	NBR	A / 0.9	A / 2.0	A / 0.5	A / 0.6	--	A / 1.2	A / 2.7	A / 0.9	A / 1.7	--	A / 0.9	A / 2.6	A / 1.2	A / 3.0	--
	SBL	A / 4.0	C / 21.2	D / 40.0	F / 83.9	B / 11.1	A / 4.8	C / 28.6	F / 150.7	F / 273.6	C / 29.4	A / 4.5	C / 34.3	F / 185.7	F / 268.2	D / 47.8
	SBT	C / 22.0	F / 167.9	C / 34.9	D / 53.5	A / 7.7	C / 30.6	F / 277.1	F / 133.2	F / 172.3	B / 14.4	C / 29.4	F / 251.1	F / 115.5	F / 171.5	B / 15.3
Traffic Signal - Route 25 (Main Street) at Victoria Drive																
Overall		**A / 7.7**	**C / 29.8**	**B / 12.8**	**B / 18.3**	**A / 4.1**	**B / 11.9**	**E / 78.5**	**D / 35.1**	**D / 53.1**	**B / 10.6**	**A / 6.3**	**E / 56.1**	**C / 20.8**	**F / 83.4**	**B / 10.7**
Victoria Drive	WBL	C / 34.8	C / 34.9	F / 111.8	F / 127.6	D / 40.2	D / 38.6	D / 47.1	F / 122.1	F / 145.1	D / 50.9	C / 34.1	D / 46.9	F / 98.8	F / 176.2	D / 54.0
	WBR	B / 14.1	B / 15.5	B / 14.2	B / 12.3	A / 9.8	A / 9.8	B / 20.0	D / 40.8	D / 45.9	C / 22.8	B / 14.4	B / 18.9	C / 35.0	D / 43.3	C / 25.2
	NBTR	B / 10.7	B / 11.7	A / 7.1	A / 0.8	A / 4.2	B / 15.9	E / 55.6	A / 6.4	B / 11.5	A / 8.9	A / 8.7	D / 49.8	A / 7.8	D / 38.0	A / 6.9
Route 25	SBL	A / 1.8	A / 5.6	A / 1.0	A / 2.2	A / 4.7	A / 2.1	C / 21.7	D / 38.6	F / 120.9	C / 21.4	A / 1.6	C / 26.8	D / 49.2	F / 168.5	C / 32.2
	SBT	A / 4.4	D / 49.3	B / 12.5	C / 27.9	A / 1.2	A / 6.3	F / 125.8	D / 49.5	E / 75.7	A / 1.3	A / 3.4	E / 75.0	B / 14.6	F / 105.6	A / 1.4
Traffic Signal - Route 25 (Main Street) at Pond View/Duchess Driveways																
		--	**D / 40.3**	**D / 43.3**	**D / 41.8**	**A / 7.0**	**--**	**F / 99.9**	**F / 104.2**	**F / 122.5**	**C / 32.7**	**--**	**F / 140.4**	**F / 144.1**	**F / 179.7**	**D / 50.3**
Pond View Driveway	EBLT	--	F / 124.5	F / 124.5	F / 124.8	D / 42.0	--	F / 227.9	F / 227.9	F / 268.1	E / 76.0	--	F / 303.1	F / 303.6	F / 352.9	F / 102.1
	EBR	--	F / 86.8	F / 86.8	F / 96.1	C / 31.6	--	D / 40.9	D / 40.9	D / 51.2	B / 15.8	--	D / 42.9	D / 42.9	D / 53.3	B / 18.7
Duchess Driveway	WB	--	A / 1.0	A / 1.0	A / 1.0	A / 0.4	--	A / 3.1	A / 3.1	A / 3.6	A / 0.2	--	C / 23.0	C / 22.8	C / 26.3	A / 5.2
	NBL	--	F / 148.5	F / 141.8	F / 107.0	A / 9.9	--	F / 246.2	F / 233.4	F / 269.9	E / 71.8	--	F / 315.0	F / 303.4	F / 298.9	F / 126.3
Route 25	NBTR	--	A / 3.1	A / 4.5	A / 4.5	A / 1.1	--	B / 11.5	C / 20.1	B / 18.4	A / 8.6	--	B / 10.1	B / 20.0	A / 8.9	B / 13.2
	SBLT	--	D / 53.4	E / 59.4	E / 58.1	A / 5.6	--	F / 168.7	F / 174.6	F / 213.3	D / 50.6	--	F / 244.1	F / 247.2	F / 348.6	E / 77.8
	SBR	--	A / 1.6	A / 2.9	A / 1.5	A / 0.3	--	A / 5.2	A / 6.2	A / 6.3	A / 2.8	--	A / 8.3	B / 11.0	B / 10.8	A / 1.8
Traffic Signal - Route 25 (Main Street) at Judd Road/Purdy Hill Road																
Overall		**C / 29.2**	**F / 91.4**	**F / 88.7**	**F / 100.9**	**B / 16.7**	**D / 44.8**	**F / 156.7**	**F / 147.1**	**F / 193.8**	**D / 45.9**	**D / 36.3**	**F / 137.0**	**F / 127.4**	**F / 191.2**	**D / 45.2**
Judd Road	EBL	D / 48.7	F / 109.7	F / 109.7	F / 120.5	D / 40.1	F / 81.0	F / 520.3	F / 520.3	F / 713.1	E / 62.0	D / 36.1	F / 119.7	F / 119.7	F / 150.8	C / 34.8
	EBT	C / 30.6	D / 54.5	E / 66.9	D / 47.2	C / 30.4	D / 41.3	E / 65.3	E / 58.6	E / 57.6	C / 31.2	C / 20.7	D / 48.0	D / 46.8	D / 44.1	C / 31.4
	EBR	--	--	--	--	A / 1.9	--	--	--	--	A / 5.9	--	--	--	--	A / 7.0
	WBL	D / 54.1	F / 226.9	F / 232.7	F / 272.2	D / 55.0	D / 51.6	F / 350.6	F / 346.9	F / 425.0	E / 75.9	D / 50.0	F / 328.7	F / 324.6	F / 446.3	E / 76.4
Purdy Hill Road	WBT	D / 47.7	E / 71.5	E / 71.5	E / 70.4	C / 32.2	E / 56.7	F / 89.3	F / 89.3	F / 97.0	D / 37.8	D / 40.5	E / 76.1	E / 76.1	E / 79.5	C / 33.2
	WBR	--	--	--	--	D / 35.2	--	--	--	--	C / 29.4	--	--	--	--	D / 36.6
	NBL	D / 54.0	F / 233.8	F / 235.2	F / 219.9	E / 60.9	E / 59.8	F / 230.8	F / 238.0	F / 333.2	D / 52.1	D / 42.8	F / 179.6	F / 185.0	F / 245.4	E / 74.3
	NBTR	B / 13.8	B / 11.5	B / 14.4	A / 5.3	A / 4.1	D / 44.9	D / 41.8	B / 18.9	E / 57.0	D / 48.9	D / 35.5	C / 31.6	A / 8.9	D / 40.6	D / 39.3
Route 25	SBL	D / 51.7	E / 78.5	E / 75.1	E / 57.9	D / 46.7	E / 61.1	F / 118.0	F / 88.8	F / 137.1	E / 69.3	D / 50.4	F / 104.5	E / 77.3	F / 83.4	E / 62.8
	SBTR	C / 32.1	F / 135.6	F / 124.3	F / 159.7	B / 15.1	C / 34.4	F / 262.4	F / 262.3	F / 323.4	D / 44.2	C / 33.9	F / 227.4	F / 226.7	F / 338.8	D / 48.3
Traffic Signal - Route 25 (Main Street) at Green Street																
Overall		**A / 9.3**	**D / 42.4**	**E / 73.0**	**E / 73.5**	**B / 15.0**	**C / 22.0**	**E / 72.0**	**C / 29.6**	**D / 51.1**	**A / 8.2**	**B / 12.8**	**F / 130.0**	**F / 93.7**	**F / 133.9**	**B / 11.9**
Church Driveway	EB	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0
Green Street	WBL	D / 53.2	D / 48.5	E / 62.6	E / 58.5	C / 30.9	D / 52.7	D / 53.6	F / 134.2	F / 192.3	D / 51.2	D / 45.6	D / 46.7	F / 93.3	F / 91.8	D / 53.7
	WBTR	A / 4.7	B / 13.4	F / 180.9	F / 193.0	D / 52.0	A / 1.6	A / 2.4	B / 14.0	E / 76.7	A / 3.9	A / 1.9	A / 3.2	F / 125.9	F / 160.3	C / 28.0
	NBL	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0
	NBT	B / 13.5	D / 54.5	C / 33.7	C / 32.4	B / 12.8	C / 27.1	F / 81.9	B / 17.8	B / 18.2	A / 6.1	B / 17.6	F / 189.7	F / 96.7	F / 142.1	A / 5.3
Route 25	NBR	A / 0.0	A / 0.0	A / 0.0	A / 0.0	--	A / 0.0	A / 0.0	A / 0.0	A / 0.0	--	A / 0.0	A / 0.0	A / 0.0	A / 0.0	--
	SBL	A / 2.7	D / 37.8	E / 60.2	F / 91.7	B / 14.2	E / 56.7	F / 229.6	F / 100.4	F / 169.2	C / 29.8	B / 12.4	E / 78.7	F / 220.6	F / 282.4	C / 31.5
	SBTR	A / 6.0	D / 42.7	E / 72.1	E / 68.1	A / 4.1	A / 6.9	C / 34.0	B / 18.2	D / 38.0	A / 3.1	A / 9.4	F / 103.8	E / 67.4	F / 104.7	B / 11.5

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TABLE 4-5 (Continued)
Intersection Operation Summary - Vehicular Levels of Service / Average Delay (sec/veh)

		Weekday Morning Peak Hour					Weekday Afternoon Peak Hour					Saturday Midday Peak Hour				
	Lane Use	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved
Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)																
Overall		**C / 23.8**	**D / 41.2**	**D / 41.8**	**D / 39.2**	**C / 22.5**	**C / 25.8**	**F / 106.8**	**F / 87.5**	**F / 102.3**	**C / 30.1**	**C / 23.4**	**E / 73.0**	**E / 57.4**	**E / 79.9**	**C / 24.0**
Route 59	EBL	E / 56.5	D / 54.3	F / 98.9	F / 97.8	D / 43.4	E / 68.3	E / 76.3	F / 180.3	F / 180.3	D / 53.0	D / 53.7	D / 53.7	F / 131.0	F / 150.6	D / 55.0
	EBLT	E / 56.5	D / 54.3	F / 98.9	F / 97.8	D / 43.4	E / 70.0	E / 76.9	F / 181.5	F / 181.5	D / 53.2	D / 53.7	D / 53.7	F / 131.0	F / 150.6	D / 55.0
	EBR	A / 6.0	B / 15.6	C / 33.1	C / 32.6	C / 24.4	A / 4.6	B / 12.7	F / 104.4	F / 109.0	B / 15.1	A / 3.6	A / 4.2	E / 59.6	F / 109.9	A / 9.6
North Commercial Drive	WB	D / 47.4	D / 47.4	E / 78.6	E / 69.5	D / 40.5	D / 49.7	D / 49.7	F / 95.8	F / 95.8	D / 41.4	D / 43.3	D / 43.2	F / 120.6	F / 120.6	E / 58.8
	NBL	E / 77.4	F / 207.5	D / 51.2	D / 44.4	D / 52.3	D / 53.9	F / 193.7	F / 188.0	F / 225.5	D / 52.6	D / 49.7	F / 121.5	F / 121.9	F / 172.6	D / 54.7
	NBTR	A / 2.6	A / 9.5	D / 42.4	D / 37.7	A / 5.5	A / 3.8	F / 141.9	F / 81.4	F / 97.5	B / 13.8	A / 3.6	E / 59.9	E / 59.8	E / 56.3	A / 4.1
Route 25	SBL	A / 0.0	--	--	--	A / 0.0	B / 19.3	--	--	--	C / 23.7	B / 16.7	--	--	--	C / 23.3
	SBT	C / 28.9	C / 22.7	D / 40.8	D / 39.6	C / 25.9	D / 38.2	F / 108.8	D / 37.9	D / 52.7	D / 45.3	D / 35.2	F / 111.8	C / 30.1	E / 64.2	C / 34.1
	SBR	A / 1.7	A / 3.5	B / 15.6	B / 15.3	A / 7.2	A / 1.6	A / 2.2	A / 3.2	A / 4.4	A / 2.8	A / 1.5	A / 1.8	A / 1.1	A / 2.5	A / 2.2
Traffic Signal - Route 111 (Main St / Monroe Tpke) at United Healthcare Driveway																
Overall		**A / 0.2**	**A / 9.1**	**A / 8.3**	**A / 8.8**	**A / 7.2**	**A / 0.3**	**B / 14.2**	**B / 12.7**	**B / 13.1**	**B / 11.1**	**A / 0.2**	**A / 5.4**	**A / 4.2**	**A / 5.0**	**A / 3.9**
United Healthcare Drive	WBL	A / 0.0	C / 32.2	E / 57.0	E / 57.4	E / 57.4	A / 0.0	D / 37.4	E / 57.5	E / 60.2	E / 55.8	A / 0.0	C / 32.2	D / 43.0	D / 54.0	D / 45.2
	WBR	A / 0.0	B / 15.8	C / 23.8	C / 23.8	C / 23.8	A / 0.0	A / 8.9	B / 18.9	C / 20.2	B / 17.7	A / 0.0	B / 15.8	B / 19.6	C / 22.8	C / 20.2
	NBTR	A / 0.3	B / 13.1	A / 8.8	A / 9.1	A / 6.8	A / 0.3	B / 14.6	B / 12.1	B / 12.3	A / 9.6	A / 0.3	A / 7.1	A / 4.9	A / 5.5	A / 4.0
Route 111	SBL	A / 0.0	C / 34.0	D / 47.2	D / 49.5	D / 51.5	A / 0.0	C / 34.8	E / 57.6	E / 59.9	E / 58.7	A / 0.0	C / 28.2	D / 37.0	D / 44.6	D / 41.0
	SBT	A / 0.2	A / 2.1	A / 3.8	A / 4.4	A / 3.5	A / 0.3	B / 10.1	A / 5.4	A / 5.7	A / 4.5	A / 0.2	A / 2.2	A / 1.4	A / 2.0	A / 1.5
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Trefoil Drive / Home Depot Driveway																
Overall		**B / 14.3**	**B / 17.2**	**B / 14.3**	**B / 14.5**	**B / 12.8**	**C / 23.7**	**D / 41.1**	**C / 27.4**	**C / 27.3**	**C / 21.7**	**C / 21.9**	**C / 25.9**	**C / 27.0**	**C / 29.2**	**C / 27.0**
Trefoil Drive	EBL	C / 29.5	C / 30.9	D / 45.9	D / 48.2	-- / --	C / 28.0	C / 27.8	D / 39.0	D / 40.7	-- / --	C / 24.8	C / 25.1	C / 28.5	C / 34.8	-- / --
	EBT	B / 11.0	B / 10.1	B / 12.2	B / 12.4	E / 61.9	A / 8.9	B / 13.7	B / 13.4	B / 13.9	E / 79.5	B / 10.6	A / 9.7	B / 12.5	B / 17.2	D / 49.6
	EBR	--	--	--	--	B / 14.5	--	--	--	--	B / 15.5	--	--	--	--	A / 6.4
Home Depot Driveway	WBL	D / 39.8	D / 50.6	F / 127.8	F / 142.2	E / 60.0	E / 78.3	E / 77.5	F / 150.9	F / 136.8	E / 60.1	E / 58.8	E / 69.7	E / 77.7	F / 90.2	E / 64.2
	WBTR	B / 14.2	B / 13.2	B / 18.2	B / 18.7	C / 22.0	A / 9.9	A / 8.9	B / 11.5	B / 11.9	B / 15.9	A / 8.5	A / 8.2	A / 9.2	B / 13.6	B / 13.8
	NBL	D / 52.1	E / 78.0	E / 65.2	E / 66.0	E / 68.5	F / 150.2	F / 334.2	F / 88.4	F / 89.9	E / 71.2	E / 65.5	F / 117.1	E / 61.7	E / 69.2	E / 58.2
	NBT	A / 8.5	A / 5.9	A / 2.2	A / 2.5	A / 1.4	B / 12.1	B / 12.1	B / 10.7	B / 10.5	A / 6.8	B / 19.0	B / 17.8	B / 18.1	C / 20.0	B / 14.6
Route 111	NBR	A / 1.5	A / 1.1	A / 0.3	A / 0.5	A / 0.1	A / 0.9	A / 1.0	A / 1.4	A / 0.9	A / 1.4	A / 3.9	A / 2.6	A / 2.4	A / 3.4	A / 2.1
	SBL	D / 47.3	D / 45.5	E / 57.8	E / 62.8	E / 58.9	D / 41.7	D / 40.2	E / 63.0	E / 66.5	D / 51.6	C / 32.7	C / 31.2	D / 54.7	E / 77.2	D / 45.8
	SBTR	B / 10.7	B / 15.3	A / 8.6	A / 7.7	A / 6.7	B / 14.5	C / 24.1	C / 28.0	C / 28.3	C / 21.1	B / 18.0	C / 22.2	C / 27.9	C / 23.1	C / 31.4
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Technology Drive / Corporate Drive																
Overall		**A / 7.6**	**A / 9.1**	**A / 6.8**	**A / 7.1**	**A / 7.1**	**C / 20.3**	**C / 27.7**	**C / 24.1**	**C / 25.1**	**C / 24.4**	**A / 8.5**	**A / 8.9**	**A / 3.7**	**A / 5.6**	**A / 4.0**
Technology Drive	EBL	C / 33.9	C / 33.9	E / 55.1	E / 58.3	E / 58.3	D / 39.4	D / 39.4	E / 76.7	F / 83.2	E / 73.6	C / 32.5	C / 32.5	D / 40.8	D / 52.1	D / 43.7
	EBLTR	A / 1.1	A / 1.1	A / 2.5	A / 2.8	A / 2.8	A / 5.9	A / 5.9	C / 20.6	C / 22.7	B / 18.0	A / 0.7	A / 0.7	A / 1.0	A / 1.6	A / 1.2
Corporate Drive	WBL	D / 35.4	D / 36.3	E / 60.6	E / 64.5	E / 62.7	E / 66.0	F / 102.4	E / 67.1	E / 69.9	E / 65.2	D / 35.7	D / 35.7	D / 47.0	E / 59.0	D / 50.8
	WBLTR	A / 0.9	A / 1.1	A / 2.3	A / 2.5	A / 2.4	B / 12.8	B / 19.9	C / 27.7	C / 30.2	C / 25.6	A / 1.1	A / 1.1	A / 1.6	A / 2.2	A / 1.8
	NBL	A / 4.3	B / 14.3	B / 12.2	B / 12.0	A / 9.4	A / 3.4	A / 3.6	B / 12.7	B / 12.7	B / 13.9	A / 2.8	A / 2.5	A / 1.2	A / 2.8	A / 2.7
	NBTR	A / 6.3	A / 5.7	A / 6.9	A / 6.3	A / 6.7	B / 13.5	B / 17.5	B / 19.5	B / 19.5	C / 24.5	A / 4.9	A / 5.6	A / 3.1	A / 5.1	A / 4.2
Route 111	SBL	A / 5.4	A / 9.4	A / 4.0	A / 3.9	A / 3.7	B / 12.1	B / 14.3	A / 9.5	B / 10.5	A / 8.8	A / 8.9	A / 8.7	A / 1.5	A / 1.6	A / 1.3
	SBTR	A / 8.3	B / 10.4	A / 4.4	A / 5.3	A / 5.3	B / 19.2	C / 25.3	B / 14.6	B / 15.9	B / 10.2	B / 11.5	B / 12.0	A / 2.3	A / 3.8	A / 1.6
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Spring Hill Road / Office Driveway																
Overall		**A / 3.8**	**A / 5.2**	**A / 5.0**	**A / 7.2**	**A / 6.1**	**A / 3.1**	**A / 4.3**	**A / 4.3**	**B / 10.9**	**A / 3.6**	**A / 4.6**	**A / 7.4**	**A / 6.3**	**B / 14.5**	**A / 6.9**
Spring Hill Road	EB	B / 18.2	C / 22.3	D / 43.9	E / 58.8	D / 46.8	B / 18.4	C / 20.4	D / 41.4	E / 65.8	D / 38.3	C / 25.6	C / 28.5	D / 39.1	E / 60.0	D / 42.4
Office Driveway	WB	A / 0.0	A / 0.0	A / 0.0	D / 38.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	C / 33.5	A / 0.0	A / 0.3	A / 0.3	A / 0.3	B / 14.9	A / 0.3
Route 111	NB	A / 1.4	A / 1.4	A / 4.1	A / 4.9	A / 4.9	A / 2.7	A / 4.7	A / 2.9	A / 7.7	A / 3.0	A / 3.6	A / 7.2	A / 4.3	A / 9.1	A / 4.8
	SB	A / 4.1	A / 5.9	A / 2.9	A / 4.0	A / 4.0	A / 2.2	A / 2.2	A / 3.3	A / 5.3	A / 1.5	A / 3.3	A / 5.1	A / 4.4	A / 9.7	A / 4.7
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Purdy Hill Road																
Overall		**C / 23.9**	**D / 54.4**	**C / 33.0**	**D / 39.7**	**C / 27.2**	**B / 18.2**	**C / 25.0**	**C / 26.2**	**C / 34.8**	**C / 33.6**	**B / 18.2**	**C / 31.4**	**C / 26.6**	**D / 50.5**	**C / 23.5**
	EBL	C / 21.5	C / 22.9	B / 18.4	B / 19.0	C / 23.0	C / 28.0	C / 29.7	C / 34.7	C / 28.8	D / 54.4	C / 29.7	D / 35.8	C / 29.2	C / 34.4	D / 40.8
	EBT	B / 11.0	B / 15.2	B / 11.9	B / 13.1	D / 46.5	C / 28.3	C / 27.9	C / 32.6	C / 27.1	E / 62.5	B / 18.2	C / 21.6	B / 19.7	C / 24.2	D / 46.1
Purdy Hill Road	EBR	--	--	--	--	B / 14.0	--	--	--	--	A / 9.8	--	--	--	--	B / 10.3
	WBL	E / 61.7	F / 260.1	E / 72.4	F / 92.4	D / 39.7	E / 78.6	F / 138.6	F / 103.9	F / 88.0	E / 75.0	E / 69.3	F / 183.7	F / 80.7	F / 194.4	D / 38.3
	WBTR	B / 19.4	C / 21.3	B / 17.5	B / 17.9	E / 67.6	B / 17.5	B / 18.9	C / 24.9	C / 21.4	E / 62.2	B / 14.9	B / 16.2	B / 15.6	C / 20.2	D / 48.9
	NBL	D / 40.6	D / 42.9	F / 122.6	F / 153.9	C / 21.7	D / 52.4	D / 53.5	F / 93.2	F / 102.1	B / 11.8	D / 49.0	D / 51.8	F / 102.2	F / 177.6	C / 20.2
	NBTR	A / 8.5	A / 9.2	A / 7.3	A / 7.3	B / 12.5	A / 2.7	A / 6.5	A / 6.5	C / 23.0	C / 34.3	A / 1.6	A / 3.5	A / 4.3	B / 12.2	B / 14.4
Route 111	SBL	B / 17.2	B / 18.4	B / 17.0	B / 18.2	A / 8.3	C / 22.4	D / 46.0	E / 61.4	F / 118.3	A / 8.7	C / 21.7	D / 38.2	D / 45.9	F / 185.5	B / 11.5
	SBTR	C / 22.8	C / 29.9	D / 36.3	D / 42.8	C / 25.8	B / 17.1	C / 22.6	B / 19.3	C / 26.9	B / 11.9	B / 19.0	C / 29.0	C / 29.0	D / 41.0	C / 22.6
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Village Plaza / McDonald's Driveway																
Overall		**B / 12.5**	**D / 42.4**	**C / 25.5**	**C / 28.6**	**C / 29.5**	**A / 10.0**	**B / 12.0**	**B / 10.4**	**B / 11.3**	**C / 27.8**	**B / 13.7**	**B / 15.5**	**B / 15.1**	**B / 17.9**	**C / 29.9**
Village Plaza Driveway	EBLT	D / 37.4	D / 37.4	D / 47.3	D / 50.2	D / 50.4	E / 60.7	E / 60.7	E / 66.9	E / 74.8	F / 96.5	E / 78.9	E / 78.9	F / 82.2	F / 96.9	F / 112.9
	EBR	A / 0.8	A / 0.8	A / 1.3	A / 1.4	A / 1.4	A / 9.8	A / 9.8	B / 13.0	B / 14.4	B / 14.0	B / 12.1	B / 12.1	B / 12.2	B / 13.3	B / 13.7
McDonald's Driveway	WBLT	D / 47.2	D / 47.2	E / 64.6	E / 70.0	E / 70.3	D / 41.9	D / 41.9	D / 48.6	D / 53.2	E / 55.4	D / 47.8	D / 47.8	D / 46.6	E / 61.3	E / 58.4
	WBR	A / 6.8	A / 6.8	B / 11.8	B / 13.6	B / 13.7	A / 8.6	A / 8.6	B / 11.7	B / 13.6	B / 12.6	A / 9.2	A / 9.2	A / 8.0	B / 12.9	B / 10.2
	NBL	A / 3.4	A / 5.4	B / 10.8	B / 13.6	B / 12.6	A / 2.8	A / 3.3	A / 2.4	A / 2.0	A / 3.3	A / 3.9	A / 8.3	A / 8.6	C / 26.0	A / 6.7
Route 111	NBTR	A / 2.7	A / 3.3	A / 2.7	A / 2.4	A / 3.0	A / 6.3	B / 11.8	A / 8.3	B / 10.0	B / 18.1	A / 6.7	B / 11.7	B / 11.5	B / 16.2	A / 9.9
	SBL	A / 4.0	A / 4.5	A / 3.5	A / 2.8	A / 2.8	A / 5.3	A / 7.6	A / 5.6	A / 6.8	B / 18.3	A / 6.3	A / 5.3	A / 4.5	A / 4.8	A / 8.1
	SBTR	B / 15.4	E / 64.2	D / 35.5	D / 40.4	D / 41.5	A / 6.4	A / 6.2	A / 5.1	A / 4.7	D / 37.7	B / 11.4	B / 12.3	B / 11.3	B / 10.2	D / 46.2

TABLE 4-5 (Continued)
Intersection Operation Summary - Vehicular Levels of Service / Average Delay (sec/veh)

		Weekday Morning Peak Hour					Weekday Afternoon Peak Hour					Saturday Midday Peak Hour				
	Lane Use	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Elm Street																
Overall		**C / 24.2**	**D / 41.9**	**D / 41.5**	**D / 45.6**	**D / 37.7**	**C / 29.8**	**F / 83.0**	**E / 58.1**	**E / 71.2**	**C / 28.7**	**D / 35.3**	**F / 100.1**	**F / 84.6**	**F / 101.4**	**C / 30.5**
Elm Street	EBL	--	--	--	--	C / 33.1	--	--	--	--	F / 116.7	--	--	--	--	F / 92.0
	EBT	D / 49.6	E / 62.3	D / 48.0	D / 49.5	D / 40.5	F / 89.9	F / 289.0	F / 123.0	F / 149.6	D / 44.9	F / 85.7	F / 292.4	F / 148.6	F / 188.5	D / 41.2
	EBR	A / 9.5	C / 20.9	E / 55.5	E / 60.3	E / 56.4	A / 6.7	A / 6.6	A / 6.5	A / 7.4	A / 9.9	A / 6.3	A / 6.5	A / 8.6	B / 14.6	A / 9.7
Route 111	WBL	--	--	--	--	D / 37.5	--	--	--	--	D / 47.7	--	--	--	--	D / 54.8
	WBT	E / 65.4	F / 94.4	E / 56.7	E / 58.2	D / 35.7	D / 51.2	F / 148.4	E / 63.3	E / 78.5	D / 52.8	E / 57.9	F / 235.4	F / 101.7	F / 137.8	D / 40.2
	WBR	A / 5.1	A / 6.0	A / 6.8	A / 2.2	A / 2.2	A / 4.4	A / 8.8	A / 4.3	A / 5.8	A / 5.8	A / 6.6	B / 11.8	A / 8.9	B / 11.0	A / 6.5
	NBL	B / 10.1	C / 30.0	D / 54.1	E / 71.3	E / 70.9	A / 8.8	B / 15.6	C / 25.0	D / 45.6	A / 8.3	C / 20.4	C / 31.7	E / 76.9	F / 142.7	C / 32.9
	NBTR	B / 10.5	B / 15.9	B / 15.8	A / 9.7	A / 6.6	C / 26.2	F / 90.2	F / 91.2	F / 108.1	C / 31.6	C / 30.3	E / 70.7	F / 89.2	F / 84.9	C / 25.5
	SBL	A / 4.1	A / 5.4	A / 8.0	A / 7.4	A / 6.5	B / 10.8	B / 16.9	D / 42.1	D / 46.0	B / 13.5	B / 11.6	C / 20.1	C / 32.4	E / 61.8	B / 11.9
	SBTR	C / 25.1	D / 52.7	D / 40.8	D / 49.0	D / 38.2	C / 23.4	C / 32.8	C / 28.3	D / 39.5	B / 16.7	D / 37.0	F / 94.6	F / 100.2	F / 116.7	C / 30.3
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Monroe / Comaro Plaza Driveways																
Overall		**B / 13.5**	**B / 17.1**	**B / 10.7**	**B / 11.2**	**B / 10.6**	**B / 18.0**	**C / 24.1**	**B / 15.1**	**B / 15.6**	**B / 18.8**	**C / 21.9**	**C / 34.5**	**C / 22.4**	**C / 26.9**	**C / 23.4**
Comaro Plaza Driveway	EBLT	D / 46.1	D / 46.1	E / 57.6	E / 61.8	E / 61.8	E / 58.8	E / 58.6	E / 74.6	E / 79.7	E / 72.8	E / 71.6	E / 71.4	F / 80.5	F / 94.8	F / 80.9
	EBR	A / 2.2	A / 2.2	A / 8.2	A / 9.5	A / 9.5	A / 1.3	A / 1.3	A / 3.5	A / 4.1	A / 2.7	A / 1.9	A / 1.9	A / 4.2	A / 7.4	A / 4.9
Monroe Plaza Driveway	WBLT	C / 32.9	C / 32.8	D / 49.2	D / 53.2	D / 53.2	C / 34.7	C / 34.7	D / 45.2	D / 48.8	D / 42.6	D / 43.9	D / 43.8	E / 70.8	E / 75.8	E / 61.9
	WBR	A / 0.3	A / 0.3	B / 11.1	B / 11.9	B / 11.9	A / 4.3	A / 7.2	A / 5.6	A / 6.1	A / 5.6	A / 4.1	A / 9.8	A / 8.0	B / 10.2	A / 8.0
	NBL	B / 10.0	A / 9.9	A / 2.0	A / 2.5	A / 2.4	A / 4.7	A / 6.2	A / 3.1	A / 2.9	A / 5.1	A / 5.7	A / 6.3	A / 3.3	A / 3.6	A / 4.6
Route 111	NBTR	B / 16.3	B / 18.8	A / 3.7	A / 4.4	A / 4.3	B / 19.5	C / 34.9	B / 12.4	B / 12.2	C / 23.0	C / 22.6	D / 47.8	B / 17.3	C / 21.8	C / 20.3
	SBL	A / 4.4	A / 4.8	A / 2.6	A / 2.6	A / 2.1	A / 8.3	A / 8.6	A / 6.9	A / 7.2	A / 6.5	A / 8.6	B / 19.4	A / 9.0	B / 10.6	A / 9.4
	SBTR	B / 12.3	B / 17.1	B / 10.5	B / 10.6	A / 9.4	B / 15.7	B / 14.1	B / 11.3	B / 12.2	B / 10.0	B / 19.7	C / 27.4	B / 18.5	C / 24.3	C / 20.2
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Cross Hill Road																
Overall		**B / 14.1**	**B / 19.9**	**B / 19.5**	**C / 20.7**	**B / 18.6**	**B / 19.5**	**D / 35.6**	**C / 33.5**	**D / 39.8**	**C / 32.2**	**B / 15.5**	**C / 27.2**	**C / 22.1**	**C / 34.6**	**C / 21.2**
Cross Hill Road	EBL	D / 47.8	D / 47.9	E / 71.7	E / 77.2	E / 73.4	D / 48.2	E / 60.3	F / 86.9	F / 122.1	F / 85.7	D / 49.8	D / 52.6	E / 77.0	F / 91.0	E / 75.9
	EBTR	B / 16.5	B / 12.8	B / 16.7	B / 16.9	B / 16.8	C / 20.5	C / 20.5	C / 26.9	C / 31.0	C / 25.8	B / 16.7	B / 15.6	B / 19.4	C / 27.6	C / 20.3
	WBL	D / 42.8	D / 41.4	D / 54.9	E / 58.9	E / 55.9	C / 26.4	C / 25.6	C / 32.9	D / 40.8	C / 31.8	D / 39.4	D / 35.6	D / 42.8	E / 63.3	D / 43.4
	WBTR	C / 23.5	C / 22.0	C / 32.2	D / 35.1	C / 33.5	B / 15.0	B / 16.2	C / 22.2	C / 26.2	C / 21.2	C / 22.4	C / 21.7	C / 25.5	C / 32.2	C / 26.5
	NBL	A / 1.8	A / 2.1	A / 3.0	A / 3.1	A / 4.1	A / 5.9	A / 6.8	A / 9.9	A / 10.0	A / 8.9	A / 4.3	A / 8.7	A / 6.5	B / 11.6	A / 7.0
Route 111	NBTR	A / 2.3	A / 2.3	A / 3.1	A / 3.6	A / 4.8	B / 17.1	D / 44.5	C / 29.8	C / 31.4	C / 31.2	A / 8.2	C / 25.6	B / 18.3	C / 32.8	B / 18.3
	SBL	A / 4.8	A / 7.5	A / 1.4	A / 1.7	A / 1.3	B / 11.4	F / 121.3	F / 97.0	F / 123.9	F / 92.7	A / 9.8	D / 48.5	B / 15.6	E / 62.6	B / 11.4
	SBTR	A / 8.0	B / 19.5	B / 11.0	B / 11.3	A / 8.1	A / 9.9	B / 14.9	B / 11.2	B / 10.8	A / 6.0	B / 10.4	C / 24.4	B / 10.2	B / 19.3	A / 7.2
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Century Plaza Driveway																
Overall		**A / 5.9**	**A / 7.0**	**A / 6.2**	**A / 6.3**	**A / 9.9**	**B / 11.1**	**B / 12.3**	**B / 12.3**	**B / 12.6**	**B / 19.2**	**B / 10.8**	**B / 14.2**	**B / 12.4**	**B / 12.7**	**B / 18.8**
Century Plaza Driveway	EBL	D / 38.1	D / 38.1	D / 45.9	D / 48.6	D / 48.6	D / 48.7	D / 48.7	E / 61.3	E / 64.4	E / 70.3	D / 46.1	D / 46.1	D / 48.5	E / 59.4	D / 53.6
	EBR	B / 15.4	B / 15.4	B / 18.0	B / 18.9	B / 18.9	A / 9.4	A / 9.4	B / 10.8	B / 11.0	B / 11.9	B / 11.8	B / 11.8	B / 12.9	B / 14.0	B / 13.8
	NBL	A / 1.4	A / 0.8	A / 1.5	A / 0.8	A / 1.4	A / 3.8	A / 3.9	A / 3.5	A / 3.4	A / 4.0	A / 3.1	A / 6.9	A / 5.0	A / 4.3	A / 6.7
Route 111	NBT	A / 2.0	A / 1.1	A / 1.7	A / 0.9	A / 1.5	A / 5.2	A / 6.5	A / 6.4	A / 6.5	A / 8.8	A / 3.0	A / 3.9	A / 5.5	A / 5.4	A / 5.2
	SB	A / 7.0	A / 9.7	A / 7.8	A / 8.4	B / 13.8	B / 11.4	B / 15.4	B / 12.2	B / 12.5	C / 29.5	B / 14.8	C / 22.5	B / 16.4	B / 16.0	C / 31.4
Traffic Signal - Purdy Hill Road at Cutler's Farm Road																
Overall		**--**	**--**	**--**	**--**	**C / 20.4**	**--**	**--**	**--**	**--**	**C / 24.5**	**--**	**--**	**--**	**--**	**C / 20.9**
Purdy Hill Road	EBL	--	--	--	--	B / 13.4	--	--	--	--	C / 26.8	--	--	--	--	B / 16.5
	EBTR	--	--	--	--	B / 11.3	--	--	--	--	B / 12.8	--	--	--	--	B / 13.4
	WB	--	--	--	--	C / 28.9	--	--	--	--	D / 37.6	--	--	--	--	C / 30.4
Cutler's Farm Road	NB	--	--	--	--	A / 8.1	--	--	--	--	B / 18.3	--	--	--	--	B / 12.0
	SB	--	--	--	--	C / 21.1	--	--	--	--	C / 23.9	--	--	--	--	C / 23.0
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Trefoil Plaza Driveway																
Overall		**--**	**--**	**--**	**--**	**A / 5.3**	**--**	**--**	**--**	**--**	**B / 11.2**	**--**	**--**	**--**	**--**	**A / 6.9**
Trefoil Plaza Driveway	EBL	--	--	--	--	D / 51.3	--	--	--	--	D / 52.6	--	--	--	--	D / 42.5
	EBR	--	--	--	--	B / 15.3	--	--	--	--	B / 13.4	--	--	--	--	B / 11.0
	NBL	--	--	--	--	A / 7.7	--	--	--	--	D / 47.8	--	--	--	--	A / 9.0
Route 111	NBT	--	--	--	--	A / 3.8	--	--	--	--	A / 4.8	--	--	--	--	A / 4.8
	SB	--	--	--	--	A / 5.1	--	--	--	--	B / 11.2	--	--	--	--	A / 6.4

TABLE 4-5 (Continued)
Intersection Operation Summary - Vehicular Levels of Service / Average Delay (sec/veh)

		Weekday Morning Peak Hour					Weekday Afternoon Peak Hour					Saturday Midday Peak Hour				
	Lane Use	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved
Unsignalized TWSC - Route 25 (Main Street) at Brook Street																
Brook Street	WB	A / 0.0	A / 0.0	A / 0.0	F / 221.3	A / 0.0	A / 0.0	A / 0.0	A / 0.0	F / 1198.7	A / 0.0	A / 0.0	A / 0.0	A / 0.0	F / 2500+	A / 0.0
Route 25	SBL	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	B / 10.2	B / 14.5	B / 14.5	C / 16.2	B / 14.5
Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road																
Spring Hill Road	EBL	A / 7.5	A / 7.6	A / 7.6	A / 7.7	--	A / 8.2	A / 8.7	A / 8.7	A / 9.5	--	A / 7.6	A / 7.6	A / 7.6	A / 8.4	--
Cutler's Farm Road	SB	B / 10.1	B / 11.0	B / 11.0	B / 11.9	--	B / 12.4	C / 15.8	C / 15.8	D / 32.2	--	B / 10.5	B / 10.6	B / 10.5	C / 15.6	--
Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road																
Overall		**B / 14.6**	**E / 36.3**	**E / 36.3**	**F / 50.5**	See Previous Page	**D / 31.5**	**F / 147.2**	**F / 147.2**	**F / 241.9**	See Previous Page	**F / 63.2**	**F / 63.2**	**F / 63.2**	**F / 228.7**	See Previous Page
Cutler's Farm Road	NB	A / 9.7	B / 11.4	B / 11.4	B / 12.2		C / 21.1	F / 61.6	F / 61.6	F / 106.0		C / 20.8	C / 20.8	C / 20.8	E / 44.3	
Purdy Hill Road	EB	B / 10.6	B / 13.5	B / 13.5	C / 15.2		E / 47.9	F / 271.9	F / 271.9	F / 405.1		F / 56.9	F / 56.9	F / 56.9	F / 247.1	
Cutler's Farm Road	WB	B / 11.6	C / 15.9	C / 15.9	C / 17.9		C / 21.9	F / 74.2	F / 74.2	F / 134.6		D / 35.0	D / 35.0	D / 35.0	F / 110.1	
Purdy Hill Road	SB	C / 18.0	F / 55.8	F / 55.8	F / 82.7		D / 26.5	F / 107.8	F / 107.8	F / 221.7		F / 103.3	F / 103.3	F / 103.3	F / 356.8	
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Old Mine Road																
Old Mine Road	WB	E / 43.1	F / 198.6	F / 198.6	F / 198.6	F / 198.6	F / 105.0	F / 926.7	F / 403.6	F / 458.5	F / 403.6	F / 50.8	F / 183.3	F / 183.3	F / 225.9	F / 183.3
Route 111	SBL	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	B / 13.2	C / 17.0	C / 17.0	C / 17.4	C / 17.0	B / 11.4	B / 13.5	B / 13.5	B / 13.8	B / 13.5
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Trefoil Plaza Driveway																
Route 111	NBL	B / 13.1	C / 17.6	C / 17.6	C / 17.8	See Previous Page	C / 16.4	E / 37.5	E / 37.5	E / 39.2	See Previous Page	B / 13.0	C / 15.8	C / 15.8	C / 16.2	See Previous Page
Trefoil Plaza	EBL	F / 225.3	F / 1182.8	F / 1182.8	F / 1299.7		F / 1656.4	F / 13300.4	F / 13300.4	F / 13300.4		F / 562.3	F / 1632.4	F / 1632.4	F / 1738.7	
	EBR	C / 15.2	C / 19.6	C / 19.6	C / 19.8		C / 18.1	D / 32.8	D / 32.8	D / 33.9		C / 17.8	C / 22.8	C / 22.8	C / 23.5	
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Woodland Hills Drive																
Woodland Hills Drive	EBR	B / 13.3	C / 16.1	C / 16.1	C / 16.2	C / 16.1	B / 14.7	C / 20.9	C / 20.9	C / 21.2	C / 20.9	B / 13.2	C / 15.1	C / 15.1	C / 15.3	C / 15.1
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Tennis Club Driveway																
Route 111	NBL	B / 11.2	B / 13.5	B / 13.5	B / 13.6	B / 13.5	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0
Tennis Club Driveway	EB	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	C / 15.3	C / 22.4	C / 22.4	C / 22.9	C / 22.4	E / 40.5	F / 87.7	F / 87.7	F / 93.5	F / 87.7
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES South Driveway																
Route 111	NBL	B / 11.1	B / 12.8	B / 12.8	B / 13.1	B / 12.8	A / 9.1	A / 9.9	A / 9.9	B / 10.3	A / 9.9	--	--	--	--	--
Monroe ES South Drive	EB	F / 94.0	F / 340.3	F / 340.3	F / 424.1	F / 340.3	F / 53.6	F / 184.8	F / 184.8	F / 328.8	F / 184.8	--	--	--	--	--
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES Middle Driveway																
Monroe ES South Drive	EBL	E / 37.5	F / 109.1	F / 68.1	F / 76.8	F / 68.1	F / 58.5	F / 161.4	F / 161.4	F / 258.9	F / 161.4	--	--	--	--	--
	EBR	C / 20.0	D / 27.6	D / 27.6	D / 29.1	D / 27.6	B / 13.8	C / 16.5	C / 16.5	C / 18.4	C / 16.5	--	--	--	--	--
Unsignalized TWSC - Route 111 (Main St / Monroe Tpke) at Monroe ES North Driveway																
Route 111	NBL	B / 11.0	B / 12.7	B / 12.7	B / 12.9	B / 12.7	A / 0.0	A / 0.0	A / 0.0	A / 0.0	A / 0.0	--	--	--	--	--
Center One Eleven Drive	WBTL	E / 46.6	F / 94.9	F / 94.9	F / 142.4	F / 94.9	F / 95.6	F / 170.0	F / 170.0	F / 731.8	F / 170.0	--	--	--	--	--
	WBR	B / 11.6	B / 12.9	B / 12.9	B / 13.4	B / 12.9	C / 22.1	D / 34.1	D / 34.1	E / 49.0	D / 34.1	--	--	--	--	--
Route 111	SBL	A / 8.5	A / 8.9	A / 8.9	A / 9.1	A / 8.9	B / 10.8	B / 12.5	B / 12.5	B / 13.6	B / 12.5	--	--	--	--	--

TABLE 4-5 (Continued)
Intersection Operation Summary - Vehicular Levels of Service / Average Delay (sec/veh)

	Lane Use	Weekday Morning Peak Hour 2040 Improved	Weekday Afternoon Peak Hour 2040 Improved	Saturday Midday Peak Hour 2040 Improved
Quadrant - Route 25 (Main Street) at Route 111 (Monroe Turnpike)				
Overall		**B / 14.7**	**C / 29.1**	**B / 13.3**
Route 25	EB	A / 4.0	A / 4.2	A / 4.7
	WBT	B / 12.8	D / 49.8	B / 15.2
	WBR	B / 16.7	C / 23.9	B / 12.9
Route 111	NBT	B / 17.7	B / 13.7	B / 14.7
	NBR	C / 20.7	B / 12.3	B / 11.8
	SBT	C / 31.9	D / 53.6	C / 23.9
	SBR	B / 18.1	B / 19.4	B / 17.0
Quadrant - Route 111 (Monroe Turnpike) at Quadrant Roadway / Broadway				
Overall		**A / 8.6**	**B / 11.1**	**B / 12.2**
Quadrant Roadway	EBTL	C / 34.8	C / 20.6	C / 31.0
	EBR	B / 16.8	B / 14.9	B / 11.0
Broadway	WBTL	A / 0.0	A / 0.0	A / 0.0
	WBR	A / 0.0	A / 0.0	A / 0.0
Route 111	NBL	A / 5.1	B / 11.2	A / 9.2
	NBTR	A / 8.4	A / 9.8	A / 8.6
	SBL	A / 0.0	A / 0.0	A / 0.0
	SBT	A / 1.0	C / 23.8	C / 32.6
	SBR	A / 4.6	A / 2.8	A / 1.1
Quadrant - Route 25 (Main Street) at Quadrant Roadway				
Overall		**A / 8.9**	**B / 14.5**	**B / 12.8**
Route 25	EBT	B / 14.9	C / 21.6	B / 19.6
	EBR	A / 0.7	A / 2.6	A / 0.9
	WBL	B / 14.8	C / 28.9	B / 16.2
	WBT	A / 7.7	B / 14.3	A / 9.4
Quadrant Roadway	NBL	C / 33.3	D / 45.7	D / 43.4
	NBR	A / 0.4	A / 0.4	A / 0.3
Single Point Urban Interchange - Route 111 (Monroe Turnpike) at Route 25 Ramps				
Overall		**C / 30.4**	**C / 34.8**	**C / 33.6**
Route 111	NBL	D / 45.0	D / 47.7	D / 35.5
	NBT	D / 43.0	D / 48.7	C / 31.5
	NBR	A / 0.3	A / 0.1	A / 0.1
	SBL	C / 24.1	C / 34.7	D / 41.8
	SBT	B / 14.3	C / 24.4	C / 31.4
	SBR	A / 0.1	A / 0.2	A / 0.2
Route 25 Southbound Off-Ramp	EBL	D / 46.6	D / 40.3	C / 32.2
	EBR	A / 3.0	C / 27.2	B / 17.0
Route 25 Northbound Off-Ramp	WBL	D / 39.7	D / 50.0	C / 29.6
	WBR	D / 42.9	D / 42.3	D / 49.4

TABLE 4-6

Intersection Operation Summary - Vehicular 50th / 95th Percentile Queue (In Feet)

			Weekday Morning Peak Hour					Weekday Afternoon Peak Hour					Saturday Midday Peak Hour				
	Lane Use	Available Storage	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved
Traffic Signal - Route 25 (Main Street) at Route 111 (Main St / Monroe Tpke)																	
	EBL	225	59 / 151	264 / 420	242 / 413	249 / 419		57 / 107	90 / 175	143 / 279	155 / 293		116 / 254	205 / 361	262 / 432	276 / 449	
	EBT		403 / 561	767 / 906	797 / 936	811 / 951		336 / 418	724 / 863	934 / 1075	992 / 1132		278 / 358	654 / 793	811 / 952	886 / 1026	
Route 25	EBR	877	0 / 31	10 / 48	10 / 43	10 / 43		49 / 101	117 / 195	145 / 233	170 / 265		29 / 80	148 / 237	184 / 275	222 / 324	
	WBL	175	55 / 139	75 / 185	121 / 244	121 / 244		164 / 318	259 / 424	329 / 507	329 / 507		72 / 134	101 / 201	158 / 300	158 / 300	
	WBT		278 / 364	514 / 650	590 / 741	601 / 757		364 / 469	816 / 955	975 / 1115	1032 / 1171		232 / 295	481 / 637	685 / 825	763 / 903	
	WBR	500	370 / 587	1028 / 1292	1259 / 1529	1270 / 1539		374 / 661	1021 / 1284	1308 / 1578	1351 / 1620		251 / 358	382 / 575	540 / 762	561 / 792	
	NBL	430	181 / 337	191 / 337	213 / 366	225 / 384		144 / 268	348 / 499	425 / 585	471 / 634		158 / 330	398 / 586	419 / 621	504 / 717	
	NBT		116 / 164	172 / 270	257 / 357	263 / 364		180 / 275	260 / 348	251 / 301	251 / 301		163 / 283	267 / 382	262 / 349	268 / 358	
Route 111	NBR	100	0 / 51	91 / 235	113 / 282	113 / 282		0 / 19	0 / 50	0 / 44	0 / 44		0 / 14	0 / 43	7 / 71	7 / 71	
	SBL	500	315 / 398	475 / 607	605 / 741	609 / 745		432 / 489	732 / 757	934 / 936	958 / 960		281 / 351	396 / 484	458 / 543	468 / 557	
	SBTR		168 / 255	253 / 370	343 / 517	354 / 541		502 / 636	1081 / 1179	1236 / 1312	1282 / 1356		505 / 720	761 / 936	889 / 1064	948 / 1122	
Traffic Signal - Route 25 (Main Street) at Tashua Road																	
	EBL		32 / 66	46 / 86	82 / 151	84 / 167	41 / 76	34 / 66	73 / 115	124 / 210	160 / 259	58 / 96	43 / 88	93 / 158	155 / 293	221 / 381	94 / 150
Tashua Road	EBR	185	21 / 59	89 / 142	120 / 203	115 / 197	78 / 130	7 / 36	62 / 101	89 / 140	99 / 150	51 / 87	21 / 67	90 / 155	138 / 228	154 / 246	97 / 153
	NBL	385	7 / 19	12 / 60	48 / 171	37 / 148	11 / 32	29 / 93	57 / 158	182 / 345	186 / 348	37 / 145	28 / 86	46 / 130	161 / 318	170 / 328	58 / 167
Route 25	NBT		362 / 730	1112 / 1438	1183 / 1724	1400 / 1666	243 / 330	477 / 895	1593 / 1883	2156 / 2416	2391 / 2649	335 / 446	393 / 614	1368 / 1643	1837 / 2101	2243 / 2503	408 / 555
	SBTR		106 / 247	1243 / 239	290 / 116	329 / 116	66 / 71	138 / 271	1732 / 256	2356 / 288	2585 / 286	62 / 147	170 / 1002	1776 / 1077	2447 / 1753	2801 / 1772	138 / 815
Traffic Signal - Route 25 (Main Street) at Spring Hill Road																	
Spring Hill Road	WBL	235	47 / 86	63 / 106	120 / 213	109 / 200	56 / 94	71 / 115	98 / 146	198 / 299	191 / 292	78 / 123	100 / 193	141 / 280	291 / 465	284 / 460	143 / 218
	WBR		0 / 30	0 / 35	0 / 44	19 / 68	0 / 33	0 / 30	0 / 39	54 / 109	291 / 397	16 / 55	0 / 45	0 / 59	56 / 145	368 / 584	9 / 66
	NBT		86 / 138	1050 / 817	193 / 234	1341 / 219	68 / 77	88 / 136	1475 / 774	1986 / 331	2256 / 465	82 / 128	91 / 141	1319 / 791	1771 / 721	2256 / 1338	104 / 179
Route 25	NBR	175	0 / 2	2 / 2	1 / 1	1 / 1	--	1 / 1	2 / 1	2 / 1	5 / 2	--	1 / 2	4 / 2	7 / 4	14 / 7	--
	SBL	160	6 / 16	13 / 63	32 / 37	86 / 86	7 / 41	7 / 17	28 / 86	108 / 91	280 / 257	21 / 83	9 / 19	40 / 105	138 / 151	427 / 317	44 / 141
	SBT		361 / 821	1179 / 1498	1551 / 1711	1470 / 1462	107 / 206	502 / 917	1575 / 1837	2121 / 1889	2346 / 1925	250 / 565	426 / 777	1468 / 1729	1977 / 2048	2321 / 1715	430 / 538
Traffic Signal - Route 25 (Main Street) at Victoria Drive																	
Victoria Drive	WBL		6 / 20	43 / 77	98 / 169	117 / 207	26 / 44	31 / 60	164 / 238	343 / 447	414 / 515	82 / 113	4 / 21	157 / 246	299 / 439	523 / 681	102 / 139
	WBR	140	0 / 12	17 / 40	0 / 36	2 / 43	8 / 31	0 / 19	78 / 113	139 / 189	204 / 258	74 / 115	0 / 13	70 / 112	118 / 179	296 / 381	83 / 136
	NBTR		145 / 561	223 / 335	317 / 331	18 / 34	18 / 30	401 / 761	580 / 811	347 / 252	570 / 258	30 / 580	0 / 606	562 / 806	404 / 333	1122 / 367	35 / 58
Route 25	SBL	250	1 / 5	7 / 20	4 / 4	12 / 11	1 / 9	1 / 3	27 / 88	53 / 32	187 / 118	32 / 41	0 / 3	47 / 120	96 / 60	392 / 193	89 / 93
	SBT		0 / 316	808 / 1146	1461 / 1438	1503 / 1391	21 / 51	180 / 302	1072 / 1406	1715 / 712	1897 / 186	32 / 51	0 / 232	921 / 1264	1357 / 110	2012 / 507	53 / 55
Traffic Signal - Route 25 (Main Street) at Pond View / Duchess Driveways																	
Pond View Driveway	EBLT		--	99 / 197	99 / 197	88 / 185	50 / 88	--	478 / 634	478 / 634	496 / 652	185 / 327	--	569 / 725	569 / 725	587 / 744	309 / 455
	EBR		--	125 / 278	125 / 278	131 / 275	61 / 126	--	172 / 266	172 / 266	198 / 314	60 / 130	--	178 / 272	178 / 272	202 / 320	83 / 160
Duchess Driveway	WB		--	0 / 0	0 / 0	0 / 0	0 / 0	--	0 / 5	0 / 5	0 / 5	0 / 0	--	2 / 42	2 / 42	2 / 43	0 / 16
	NBL	150	--	72 / 205	75 / 209	48 / 176	2 / 9	--	255 / 434	255 / 364	266 / 337	77 / 113	--	318 / 507	318 / 452	315 / 335	160 / 228
Route 25	NBTR		--	105 / 124	132 / 187	148 / 193	5 / 7	--	304 / 356	536 / 634	572 / 641	71 / 105	--	262 / 307	514 / 610	390 / 374	371 / 388
	SBLT		--	1434 / 271	1434 / 499	1428 / 173	55 / 86	--	1744 / 251	1769 / 887	2011 / 884	163 / 418	--	1960 / 1093	1982 / 1110	2442 / 1103	581 / 697
	SBR	220	--	4 / 0	14 / 8	2 / 0	0 / 0	--	26 / 1	47 / 23	43 / 18	9 / 11	--	50 / 18	100 / 44	67 / 24	0 / 0
Traffic Signal - Route 25 (Main Street) at Judd Road / Purdy Hill Road																	
	EBL	120	51 / 94	109 / 190	109 / 190	100 / 187	55 / 90	71 / 180	204 / 344	204 / 344	222 / 312	62 / 151	35 / 76	94 / 213	94 / 213	103 / 233	53 / 101
Judd Road	EBT		55 / 103	138 / 192	138 / 192	128 / 182	34 / 61	152 / 245	310 / 428	310 / 428	327 / 450	101 / 167	33 / 77	131 / 213	131 / 213	152 / 240	45 / 86
	EBR		--	--	--	--	0 / 0	--	--	--	--	0 / 34	--	--	--	--	0 / 38
	WBL	125	66 / 133	206 / 362	206 / 362	209 / 362	85 / 149	71 / 151	286 / 454	286 / 454	334 / 511	97 / 219	89 / 145	414 / 554	414 / 554	537 / 681	194 / 315
Purdy Hill Road	WBT		92 / 170	186 / 279	186 / 279	180 / 295	47 / 87	236 / 422	430 / 652	430 / 652	482 / 718	135 / 219	104 / 160	270 / 365	270 / 365	327 / 443	70 / 113
	WBR		--	--	--	--	48 / 90	--	--	--	--	58 / 109	--	--	--	--	87 / 136
	NBL	220	40 / 91	119 / 234	118 / 236	110 / 228	56 / 99	30 / 67	99 / 180	101 / 182	140 / 232	42 / 57	16 / 46	81 / 152	83 / 156	133 / 219	49 / 74
	NBTR		199 / 574	247 / 366	253 / 443	43 / 347	44 / 117	566 / 909	782 / 791	264 / 285	910 / 731	500 / 608	409 / 756	703 / 680	174 / 207	828 / 511	574 / 678
Route 25	SBL	130	6 / 26	10 / 32	10 / 10	16 / 16	5 / 9	43 / 88	80 / 176	80 / 89	124 / 130	44 / 95	39 / 87	95 / 182	94 / 94	139 / 126	59 / 108
	SBTR		436 / 886	1670 / 1938	1671 / 1640	1600 / 1505	371 / 531	545 / 878	2007 / 2273	2028 / 2234	2247 / 2290	469 / 568	445 / 833	2096 / 2360	2107 / 1945	2540 / 2055	595 / 700
Traffic Signal - Route 25 (Main Street) at Green Street																	
Church Driveway	EB	75	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Green Street	WBL	115	30 / 59	37 / 65	54 / 93	51 / 90	27 / 56	27 / 60	34 / 71	53 / 139	60 / 159	27 / 69	19 / 46	25 / 56	45 / 93	52 / 101	30 / 63
	WBTR		0 / 0	0 / 37	413 / 547	375 / 510	119 / 257	0 / 0	0 / 0	0 / 12	0 / 56	0 / 0	0 / 0	0 / 0	135 / 300	182 / 347	20 / 98
	NBL	40	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
	NBT		255 / 507	628 / 1159	531 / 931	899 / 735	264 / 320	498 / 888	641 / 1036	1142 / 1244	199 / 186	52 / 52	332 / 573	1199 / 1490	1863 / 2136	2171 / 2325	10 / 358
Route 25	NBR	175	0 / 0	0 / 0	0 / 0	0 / 0	--	0 / 0	0 / 0	0 / 0	0 / 0	--	0 / 0	0 / 0	0 / 0	0 / 0	--
	SBL		7 / 20	59 / 116	56 / 136	72 / 142	10 / 37	138 / 223	313 / 320	364 / 426	449 / 447	128 / 168	11 / 73	118 / 120	270 / 382	294 / 310	123 / 169
	SBTR		95 / 282	474 / 1293	1475 / 1776	1402 / 1707	57 / 82	86 / 278	537 / 623	207 / 303	318 / 293	33 / 57	80 / 348	1113 / 782	1793 / 2031	2202 / 2186	262 / 438
Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)																	
	EBL	375	69 / 109	88 / 130	137 / 194	124 / 197	70 / 114	120 / 206	156 / 298	295 / 483	295 / 483	117 / 228	86 / 142	109 / 178	200 / 370	217 / 384	128 / 189
Route 59	EBLT		69 / 109	88 / 130	137 / 194	124 / 197	70 / 114	123 / 212	158 / 302	298 / 488	298 / 488	120 / 231	86 / 142	109 / 178	200 / 370	217 / 384	128 / 189
	EBR	370	18 / 43	120 / 131	343 / 348	334 / 341	40 / 116	11 / 51	104 / 167	441 / 501	538 / 823	23 / 174	0 / 31	8 / 43	211 / 317	304 / 516	0 / 68
North Commercial Drive	WB	85	8 / 24	8 / 24	13 / 33	11 / 31	7 / 22	16 / 38	16 / 38	26 / 54	26 / 54	13 / 33	14 / 34	14 / 34	26 / 66	26 / 66	17 / 41
	NBL	250	186 / 402	385 / 483	430 / 426	403 / 429	145 / 217	142 / 172	337 / 448	479 / 615	605 / 709	128 / 203	89 / 168	199 / 146	307 / 223	464 / 272	105 / 152
	NBTR		28 / 53	101 / 213	456 / 650	410 / 543	57 / 162	35 / 68	1206 / 1493	1801 / 2026	1907 / 2037	211 / 297	27 / 60	191 / 645	503 / 427	1070 / 285	84 / 177
Route 25	SBL	130	0 / 0	--	--	--	0 / 0	3 / 17	--	--	--	3 / 18	3 / 16	--	--	--	4 / 19
	SBT		360 / 758	277 / 514	518 / 677	468 / 635	280 / 493	394 / 819	494 / 738	618 / 810	756 / 895	314 / 569	333 / 795	467 / 735	567 / 690	834 / 974	461 / 740
	SBR	170	0 / 34	27 / 101	221 / 385	199 / 364	75 / 212	0 / 29	5 / 42	36 / 67	48 / 86	9 / 48	0 / 28	2 / 35	3 / 25	23 / 53	10 / 44

See Last Page

TABLE 4-6 (Continued)
Intersection Operation Summary - Vehicular 50th / 95th Percentile Queue (In Feet)

			Weekday Morning Peak Hour					Weekday Afternoon Peak Hour					Saturday Midday Peak Hour				
	Lane Use	Available Storage	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved
Traffic Signal - Route 111 (Main St / Monroe Tpke) at United Healthcare Driveway																	
United Healthcare Drive	WBL		0 / 0	20 / 43	33 / 63	34 / 65	34 / 65	0 / 0	120 / 160	193 / 235	203 / 245	182 / 228	0 / 0	20 / 43	26 / 53	33 / 62	28 / 55
	WBR	60	0 / 0	0 / 13	0 / 16	0 / 17	0 / 17	0 / 0	5 / 26	20 / 46	21 / 48	18 / 44	0 / 0	0 / 13	0 / 15	0 / 16	0 / 15
	NBTR		0 / 0	281 / 523	303 / 390	314 / 425	214 / 237	0 / 0	194 / 504	254 / 491	270 / 512	177 / 206	0 / 0	105 / 308	105 / 248	114 / 297	96 / 197
Route 111	SBL	225	0 / 0	36 / 53	55 / 81	56 / 86	56 / 87	0 / 0	5 / 7	9 / 10	9 / 11	8 / 10	0 / 0	9 / 14	12 / 18	15 / 23	12 / 21
	SBT		0 / 0	11 / 133	137 / 200	159 / 240	121 / 192	0 / 0	104 / 222	92 / 122	101 / 140	78 / 110	0 / 0	7 / 135	54 / 74	73 / 98	46 / 76
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Trefoil Drive / Home Depot Driveway																	
	EBL		15 / 34	25 / 48	39 / 67	42 / 72	--	29 / 50	38 / 62	56 / 95	61 / 101	--	21 / 46	25 / 52	31 / 59	42 / 73	--
Trefoil Drive	EBT	130	5 / 38	5 / 40	8 / 49	8 / 50	52 / 85	9 / 44	38 / 75	43 / 94	47 / 99	76 / 138	26 / 60	26 / 62	42 / 78	66 / 106	77 / 121
	EBR		--	--	--	--	0 / 43	--	--	--	--	15 / 65	--	--	--	--	0 / 33
Home Depot Driveway	WBL	90	26 / 51	26 / 52	42 / 86	45 / 92	43 / 74	37 / 67	37 / 70	59 / 137	62 / 141	53 / 92	87 / 196	90 / 210	111 / 236	143 / 272	120 / 223
	WBTR		5 / 26	5 / 25	8 / 33	8 / 34	9 / 36	9 / 35	9 / 35	13 / 47	14 / 48	14 / 51	20 / 74	20 / 74	28 / 86	54 / 121	43 / 111
	NBL	250	74 / 164	112 / 191	134 / 207	132 / 218	152 / 205	103 / 209	187 / 299	182 / 326	185 / 338	191 / 275	59 / 149	73 / 213	76 / 179	114 / 208	78 / 159
	NBT		101 / 179	41 / 90	10 / 74	30 / 102	8 / 10	140 / 245	66 / 404	153 / 155	217 / 141	100 / 153	133 / 193	194 / 226	227 / 287	278 / 370	182 / 238
Route 111	NBR	250	0 / 11	0 / 2	0 / 2	0 / 3	0 / 0	0 / 6	0 / 3	0 / 9	0 / 7	0 / 10	0 / 45	29 / 14	28 / 20	29 / 48	16 / 17
	SBL	200	20 / 42	19 / 32	32 / 59	33 / 61	32 / 61	27 / 48	27 / 38	41 / 72	41 / 71	39 / 67	83 / 78	70 / 96	76 / 181	131 / 222	104 / 179
	SBTR		197 / 297	313 / 422	100 / 137	93 / 125	77 / 136	220 / 342	387 / 491	236 / 624	221 / 664	326 / 365	176 / 253	248 / 338	323 / 390	168 / 281	262 / 406
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Technology Drive / Corporate Drive																	
Technology Drive	EBL		9 / 27	9 / 27	15 / 37	15 / 38	15 / 38	33 / 64	33 / 64	53 / 96	56 / 106	50 / 96	5 / 18	5 / 18	6 / 21	8 / 25	7 / 22
	EBLTR	115	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 12	0 / 12	4 / 48	6 / 51	0 / 43	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Corporate Drive	WBL		15 / 41	18 / 45	29 / 63	31 / 65	31 / 65	108 / 194	149 / 248	198 / 256	209 / 268	188 / 247	21 / 49	21 / 49	26 / 58	33 / 69	28 / 62
	WBLTR	125	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	12 / 53	35 / 86	87 / 143	97 / 152	77 / 133	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
	NBL	150	1 / 23	1 / 44	16 / 64	16 / 58	16 / 49	2 / 3	1 / 2	10 / 25	10 / 26	12 / 27	1 / 2	1 / 1	1 / 1	1 / 2	1 / 2
Route 111	NBTR		119 / 186	0 / 237	92 / 133	105 / 124	91 / 136	177 / 353	174 / 536	186 / 350	201 / 357	334 / 486	36 / 72	41 / 76	35 / 48	110 / 138	76 / 98
	SBL	325	17 / 30	18 / 58	7 / 12	10 / 10	10 / 10	3 / 20	7 / 22	7 / 18	9 / 21	6 / 17	6 / 17	7 / 12	0 / 1	2 / 3	0 / 1
	SBTR		66 / 197	127 / 400	110 / 128	136 / 165	137 / 182	126 / 224	222 / 313	235 / 383	159 / 299	137 / 183	111 / 253	157 / 213	23 / 161	116 / 310	10 / 124
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Spring Hill Road / Office Driveway																	
Spring Hill Road	EB		8 / 35	19 / 48	42 / 78	80 / 119	45 / 83	8 / 36	13 / 42	34 / 68	143 / 189	31 / 65	29 / 60	44 / 77	60 / 98	212 / 265	66 / 104
Office Driveway	WB	50	0 / 0	0 / 0	0 / 0	1 / 5	0 / 0	0 / 0	0 / 0	0 / 0	3 / 12	0 / 0	0 / 0	0 / 0	0 / 0	3 / 17	0 / 0
Route 111	NB		3 / 6	4 / 6	75 / 98	74 / 95	75 / 111	16 / 37	26 / 123	10 / 23	41 / 695	15 / 41	51 / 8	62 / 396	8 / 12	155 / 176	93 / 117
	SB		82 / 134	125 / 231	76 / 110	102 / 155	120 / 174	37 / 47	38 / 63	79 / 113	114 / 157	27 / 44	60 / 111	87 / 143	90 / 159	200 / 213	81 / 126
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Purdy Hill Road																	
	EBL		21 / 48	26 / 56	28 / 53	33 / 60	32 / 58	39 / 72	52 / 97	76 / 125	82 / 131	72 / 126	58 / 107	79 / 159	87 / 148	130 / 206	92 / 145
	EBT	130	32 / 77	63 / 122	68 / 114	83 / 130	61 / 103	94 / 142	125 / 191	188 / 256	200 / 266	140 / 205	59 / 115	93 / 164	106 / 173	171 / 250	80 / 133
Purdy Hill Road	EBR		--	--	--	--	12 / 62	--	--	--	--	0 / 42	--	--	--	--	0 / 51
	WBL	110	143 / 310	277 / 454	252 / 447	325 / 510	216 / 311	61 / 139	100 / 208	127 / 258	175 / 327	100 / 207	74 / 179	136 / 265	122 / 267	293 / 470	110 / 176
	WBTR		53 / 106	72 / 134	78 / 128	84 / 136	136 / 239	46 / 90	66 / 124	106 / 168	110 / 170	135 / 243	34 / 79	49 / 103	55 / 108	92 / 155	92 / 182
	NBL	350	37 / 77	47 / 94	58 / 177	67 / 200	7 / 47	66 / 125	78 / 177	129 / 279	163 / 309	51 / 80	51 / 111	71 / 137	83 / 218	162 / 267	14 / 92
	NBTR		56 / 82	77 / 108	38 / 55	42 / 52	168 / 203	22 / 39	21 / 132	56 / 76	85 / 155	509 / 596	16 / 9	13 / 100	29 / 50	108 / 208	74 / 246
Route 111	SBL	125	7 / 23	10 / 31	12 / 15	13 / 16	8 / 10	14 / 42	21 / 71	32 / 80	37 / 92	6 / 7	19 / 55	29 / 93	37 / 111	67 / 168	19 / 38
	SBTR		187 / 272	268 / 415	374 / 374	412 / 405	381 / 383	98 / 145	145 / 191	188 / 227	237 / 303	173 / 172	155 / 227	210 / 327	253 / 334	375 / 506	238 / 318
Traffic Signal - Route 111 (Main St / Monroe Tpke) at Village Plaza / McDonald's Driveway																	
Village Plaza Driveway	EBLT	80	7 / 21	7 / 21	8 / 24	9 / 26	9 / 26	54 / 100	54 / 100	64 / 105	67 / 113	63 / 134	70 / 159	70 / 159	67 / 159	84 / 185	72 / 175
	EBR	80	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 23	0 / 23	0 / 31	0 / 34	0 / 30	0 / 47	0 / 47	0 / 46	0 / 51	0 / 48
McDonald's Driveway	WBLT		41 / 73	41 / 73	49 / 86	52 / 90	52 / 91	25 / 55	25 / 55	29 / 61	31 / 65	29 / 63	33 / 65	33 / 65	31 / 62	39 / 74	34 / 69
	WBR	35	0 / 15	0 / 15	0 / 22	0 / 26	0 / 26	0 / 25	0 / 25	0 / 32	0 / 37	0 / 31	0 / 23	0 / 23	0 / 20	0 / 32	0 / 24
	NBL	120	3 / 8	3 / 8	2 / 21	2 / 20	3 / 24	8 / 16	8 / 16	4 / 11	3 / 7	12 / 14	8 / 17	8 / 17	8 / 16	9 / 60	7 / 32
	NBTR		43 / 77	64 / 114	44 / 102	55 / 57	36 / 48	165 / 257	303 / 528	165 / 185	78 / 121	590 / 792	171 / 268	293 / 506	268 / 477	444 / 879	249 / 432
Route 111	SBL	125	7 / 17	10 / 15	13 / 13	7 / 9	7 / 9	5 / 15	6 / 13	7 / 8	5 / 7	19 / 48	10 / 11	6 / 9	5 / 6	5 / 7	7 / 11
	SBTR		626 / 839	954 / 1089	1024 / 1143	1121 / 1186	1092 / 1239	65 / 132	101 / 168	110 / 101	92 / 97	441 / 699	233 / 158	143 / 164	100 / 104	128 / 152	661 / 828

TABLE 4-6 (Continued)
Intersection Operation Summary - Vehicular 50th / 95th Percentile Queue (In Feet)

			Weekday Morning Peak Hour					Weekday Afternoon Peak Hour					Saturday Midday Peak Hour				
	Lane Use	Available Storage	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Elm Street																	
	EBL		--	--	--	--	25 / 55	--	--	--	--	63 / 144	--	--	--	--	94 / 214
	EBT		112 / 163	141 / 236	159 / 242	169 / 254	131 / 199	128 / 225	238 / 344	228 / 338	251 / 361	98 / 148	144 / 297	260 / 423	212 / 370	277 / 449	81 / 143
Elm Street	EBR	125	0 / 59	58 / 169	205 / 386	232 / 423	212 / 395	0 / 37	0 / 40	6 / 45	12 / 52	0 / 45	0 / 52	0 / 59	20 / 82	57 / 149	0 / 68
	WBL		--	--	--	--	40 / 78	--	--	--	--	46 / 98	--	--	--	--	67 / 114
	WBT	100	97 / 147	122 / 227	135 / 230	145 / 246	86 / 138	131 / 243	229 / 393	211 / 381	230 / 415	132 / 243	120 / 202	221 / 321	170 / 269	232 / 334	85 / 129
	WBR		0 / 14	0 / 19	0 / 22	0 / 9	0 / 9	0 / 31	21 / 55	1 / 38	7 / 46	0 / 42	13 / 36	40 / 64	26 / 54	34 / 65	4 / 36
	NBL	160	21 / 57	60 / 104	81 / 159	66 / 179	85 / 168	34 / 77	70 / 83	71 / 108	118 / 188	36 / 60	46 / 102	91 / 128	99 / 169	201 / 263	86 / 129
Route 111	NBTR		75 / 138	134 / 222	202 / 249	204 / 183	63 / 74	235 / 609	615 / 896	745 / 980	845 / 1094	444 / 753	256 / 628	551 / 851	557 / 787	745 / 941	378 / 660
	SBL	95	4 / 8	7 / 9	5 / 20	4 / 19	3 / 15	28 / 29	23 / 41	24 / 92	26 / 103	14 / 32	33 / 25	20 / 34	34 / 56	46 / 85	21 / 39
	SBTR		406 / 656	568 / 897	514 / 846	557 / 902	511 / 865	306 / 343	342 / 552	317 / 341	397 / 678	233 / 350	427 / 652	603 / 856	537 / 760	775 / 1016	273 / 697
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Monroe/Comaro Plaza Driveways																	
Comaro Plaza Driveway	EBLT	35	14 / 34	14 / 34	16 / 39	17 / 41	17 / 41	42 / 87	42 / 87	50 / 107	52 / 114	47 / 108	48 / 116	48 / 116	46 / 124	58 / 143	49 / 126
	EBR	35	0 / 0	0 / 0	0 / 5	0 / 8	0 / 8	0 / 0	0 / 0	0 / 7	0 / 9	0 / 4	0 / 0	0 / 0	0 / 11	0 / 26	0 / 15
Monroe Plaza Driveway	WBLT	175	29 / 55	29 / 55	36 / 69	38 / 72	38 / 72	54 / 100	54 / 100	67 / 119	71 / 126	63 / 115	93 / 162	93 / 162	93 / 221	117 / 246	98 / 209
	WBR	175	0 / 0	0 / 0	0 / 22	0 / 23	0 / 23	0 / 38	15 / 55	0 / 47	0 / 49	0 / 46	0 / 40	28 / 72	15 / 61	21 / 75	15 / 62
	NBL	450	8 / 29	12 / 28	2 / 5	4 / 4	2 / 7	3 / 14	10 / 10	5 / 4	6 / 4	7 / 17	10 / 17	14 / 13	6 / 6	8 / 8	8 / 11
Route 111	NBTR		80 / 160	152 / 239	34 / 41	63 / 45	58 / 50	309 / 422	475 / 434	187 / 129	201 / 119	360 / 527	341 / 457	536 / 498	173 / 151	212 / 164	269 / 469
	SBL	145	4 / 9	3 / 8	3 / 5	3 / 5	3 / 5	21 / 46	17 / 33	16 / 36	16 / 39	10 / 33	20 / 41	24 / 50	10 / 21	16 / 25	17 / 25
	SBTR		228 / 347	233 / 693	216 / 412	244 / 436	196 / 377	183 / 206	158 / 255	179 / 297	214 / 365	143 / 264	220 / 285	345 / 622	195 / 452	294 / 602	241 / 469
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Cross Hill Road																	
	EBL	90	61 / 92	80 / 111	96 / 144	102 / 153	101 / 148	136 / 211	178 / 338	228 / 416	280 / 461	217 / 401	87 / 118	112 / 148	110 / 197	145 / 246	116 / 202
Cross Hill Road	EBTR		6 / 26	6 / 26	7 / 33	9 / 37	8 / 33	63 / 109	82 / 146	108 / 181	134 / 217	103 / 174	30 / 56	39 / 64	41 / 77	79 / 124	44 / 81
	WBL		60 / 90	79 / 108	93 / 138	103 / 151	98 / 142	42 / 70	49 / 87	63 / 107	80 / 133	60 / 102	78 / 105	93 / 123	91 / 140	137 / 217	96 / 146
	WBTR	95	32 / 60	41 / 68	56 / 94	64 / 103	60 / 97	34 / 62	47 / 84	64 / 107	80 / 126	61 / 103	52 / 78	67 / 93	67 / 109	104 / 150	72 / 114
	NBL	90	1 / 3	1 / 2	1 / 4	1 / 5	1 / 5	9 / 13	6 / 11	6 / 26	7 / 32	6 / 24	5 / 11	6 / 10	6 / 11	8 / 17	6 / 13
Route 111	NBTR		15 / 30	20 / 30	22 / 57	23 / 50	29 / 89	423 / 595	604 / 800	285 / 850	296 / 924	539 / 817	74 / 146	111 / 796	97 / 721	369 / 977	106 / 775
	SBL	45	2 / 3	2 / 4	1 / 0	1 / 0	1 / 0	11 / 28	48 / 116	44 / 145	57 / 152	52 / 96	6 / 21	9 / 46	2 / 5	19 / 53	2 / 5
	SBTR		176 / 147	135 / 780	108 / 323	112 / 516	123 / 19	94 / 147	111 / 259	98 / 155	98 / 155	34 / 33	111 / 266	147 / 724	33 / 160	440 / 339	34 / 71
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Century Plaza Driveway																	
Century Plaza Driveway	EBL	120	7 / 22	7 / 22	8 / 24	9 / 26	9 / 26	89 / 126	89 / 126	106 / 149	112 / 154	101 / 160	55 / 101	55 / 101	52 / 107	65 / 118	55 / 118
	EBR	120	0 / 24	0 / 24	0 / 26	0 / 26	0 / 26	0 / 36	0 / 36	0 / 39	0 / 39	0 / 40	0 / 59	0 / 59	0 / 61	0 / 66	0 / 63
	NBL	280	5 / 1	0 / 1	2 / 4	1 / 2	1 / 4	13 / 45	19 / 31	18 / 30	19 / 30	31 / 31	2 / 29	12 / 23	19 / 22	21 / 25	23 / 28
Route 111	NBT		85 / 6	7 / 9	41 / 54	14 / 23	23 / 58	95 / 231	218 / 287	198 / 334	233 / 363	340 / 364	8 / 148	94 / 167	175 / 236	215 / 231	192 / 246
	SB		141 / 340	211 / 538	211 / 482	327 / 490	423 / 634	122 / 244	190 / 404	197 / 351	217 / 385	343 / 543	206 / 428	336 / 746	293 / 494	349 / 627	428 / 714
Traffic Signal - Purdy Hill Road at Cutler's Farm Road																	
	EBL		--	--	--	--	13 / 32	--	--	--	--	66 / 137	--	--	--	--	39 / 66
Purdy Hill Road	EBTR		--	--	--	--	21 / 52	--	--	--	--	62 / 115	--	--	--	--	58 / 91
	WB		--	--	--	--	85 / 169	--	--	--	--	113 / 242	--	--	--	--	107 / 171
	NB		--	--	--	--	16 / 33	--	--	--	--	91 / 134	--	--	--	--	42 / 70
Cutler's Farm Road	SB		--	--	--	--	160 / 337	--	--	--	--	117 / 212	--	--	--	--	133 / 196
Traffic Signal - Route 111 (Main St/Monroe Tpke) at Trefoil Plaza Driveway																	
Trefoil Plaza Driveway	EBL		--	--	--	--	22 / 54	--	--	--	--	47 / 93	--	--	--	--	41 / 71
	EBR		--	--	--	--	0 / 49	--	--	--	--	0 / 55	--	--	--	--	0 / 39
	NBL		--	--	--	--	11 / 24	--	--	--	--	75 / 160	--	--	--	--	13 / 40
Route 111	NBT		--	--	--	--	158 / 203	--	--	--	--	161 / 180	--	--	--	--	115 / 186
	SBTR		--	--	--	--	141 / 227	--	--	--	--	192 / 246	--	--	--	--	112 / 148

TABLE 4-6 (Continued)
Intersection Operation Summary - Vehicular 50th / 95th Percentile Queue (In Feet)

			Weekday Morning Peak Hour					Weekday Afternoon Peak Hour					Saturday Midday Peak Hour				
	Lane Use	Available Storage	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved	2016 Existing	2040 Background	2040 Optimized	2040 Future	2040 Improved
Unsignalized TWSC - Route 25 (Main Street) at Brook Street																	
Brook Street	WB		0	0	0	10	0	0	0	0	53	0	0	0	0	0	0
Route 25	SBL		0	0	0	0	0	0	0	0	0	0	0	3	3	3	3
Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road																	
Spring Hill Road	EBL		3	5	5	5	--	25	38	38	50	--	10	10	10	18	--
Cutler's Farm Road	SB		28	43	43	50	--	35	65	65	155	--	28	28	28	65	--
Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road																	
Cutler's Farm Road	NB		13	18	18	20	See Previous Page	88	208	208	265	See Previous Page	65	65	65	123	See Previous Page
Purdy Hill Road	EB		23	40	40	50		260	770	770	943		265	265	265	625	
Cutler's Farm Road	WB		38	70	70	83		102	253	253	330		165	165	165	310	
Purdy Hill Road	SB		135	375	375	480		135	345	345	523		440	440	440	953	
Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Old Mine Road																	
Old Mine Road	WB		20	57	57	57	57	40	95	78	80	78	23	55	55	63	55
Route 111	SBL		0	0	0	0	0	3	5	5	5	5	3	3	3	3	3
Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Trefoil Plaza Driveway																	
Route 111	NBL		23	33	33	33	See Previous Page	45	110	110	113	See Previous Page	23	30	30	33	See Previous Page
Trefoil Plaza	EBL		75	123	123	125		248	290	290	290		193	245	245	248	
	EBR		18	25	25	28		35	68	68	68		45	60	60	63	
Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Woodland Hills Drive																	
Woodland Hills Drive	EBR		8	8	8	8	8	5	8	8	8	8	5	5	5	5	5
Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Tennis Club Driveway																	
Route 111	NBL		3	3	3	3	3	0	0	0	0	0	0	0	0	0	0
Tennis Club Driveway	EB		0	0	0	0	0	3	5	5	5	5	18	35	35	38	35
Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES South Driveway																	
Route 111	NBL		8	10	10	10	10	0	0	0	0	0	--	--	--	--	--
Monroe ES South Drive	EB		160	285	285	310	285	60	125	125	158	125	--	--	--	--	--
Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES Middle Driveway																	
Monroe ES South Drive	EBL		10	28	18	20	18	30	60	60	75	60	--	--	--	--	--
	EBR		10	15	15	15	15	5	8	8	8	8	--	--	--	--	--
Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES North Driveway																	
Route 111	NBL		3	3	3	3	3	0	0	0	0	0	--	--	--	--	--
Center One Eleven Drive	WBTL		10	20	20	40	20	38	53	53	165	53	--	--	--	--	--
	WBR		3	3	3	3	3	23	35	35	65	35	--	--	--	--	--
Route 111	SBL		0	0	0	3	0	3	3	3	8	3	--	--	--	--	--

TABLE 4-6 (Continued)

Intersection Operation Summary - Vehicular 50th / 95th Percentile Queue (In Feet)

	Lane Use	Available Storage	Weekday Morning Peak Hour 2040 Improved	Weekday Afternoon Peak Hour 2040 Improved	Saturday Midday Peak Hour 2040 Improved
Quadrant - Route 25 (Main Street) at Route 111 (Monroe Turnpike)					
	EB	380	18 / 47	15 / 53	29 / 70
Route 25	WBT	500+	173 / 237	410 / 569	185 / 259
	WBR	500+	192 / 282	233 / 376	109 / 164
	NBT	140	94 / 120	73 / 96	86 / 121
Route 111	NBR	140	82 / 133	28 / 53	25 / 46
	SBT	370	184 / 265	338 / 363	167 / 204
	SBR	370	27 / 59	81 / 125	48 / 88
Quadrant - Route 111 (Monroe Turnpike) at Quadrant Roadway/Broadway					
Quadrant Roadway	EBTL	200	79 / 166	40 / 67	65 / 143
	EBR	200	76 / 131	200 / 299	112 / 181
Broadway	WBTL	145	0 / 0	0 / 0	0 / 0
	WBR	145	0 / 0	0 / 0	0 / 0
	NBL	220	26 / 42	46 / 115	44 / 111
	NBTR	220	125 / 183	136 / 215	120 / 200
Route 111	SBL	280	0 / 0	0 / 0	0 / 0
	SBT	280	2 / 3	6 / 3	1 / 243
	SBR	500+	97 / 102	34 / 23	11 / 17
Quadrant - Route 25 (Main Street) at Quadrant Roadway					
	EBT	400	225 / 310	273 / 372	215 / 342
Route 25	EBR	400	0 / 10	28 / 51	2 / 14
	WBL	255	16 / 39	82 / 86	20 / 44
	WBT	255	84 / 174	255 / 254	114 / 193
Quadrant Roadway	NBL	500+	93 / 161	143 / 243	137 / 247
	NBR	500+	0 / 0	0 / 0	0 / 0
Single Point Urban Interchange - Route 111 (Monroe Turnpike) at Route 25 Ramps					
	NBL	220	61 / 94	89 / 124	73 / 111
	NBT	220	117 / 164	149 / 212	110 / 161
Route 111	NBR	220	0 / 0	0 / 0	0 / 0
	SBL	390	246 / 322	343 / 376	195 / 284
	SBT	390	87 / 145	271 / 354	192 / 331
	SBR	390	0 / 0	0 / 0	0 / 0
Route 25 Southbound	EBL	200	59 / 95	32 / 58	43 / 74
Off-Ramp	EBR	200	0 / 1	48 / 183	25 / 141
Route 25 Northbound	WBL	400	25 / 49	70 / 118	26 / 50
Off-Ramp	WBR	500+	344 / 506	342 / 500	189 / 311

Table 4-7

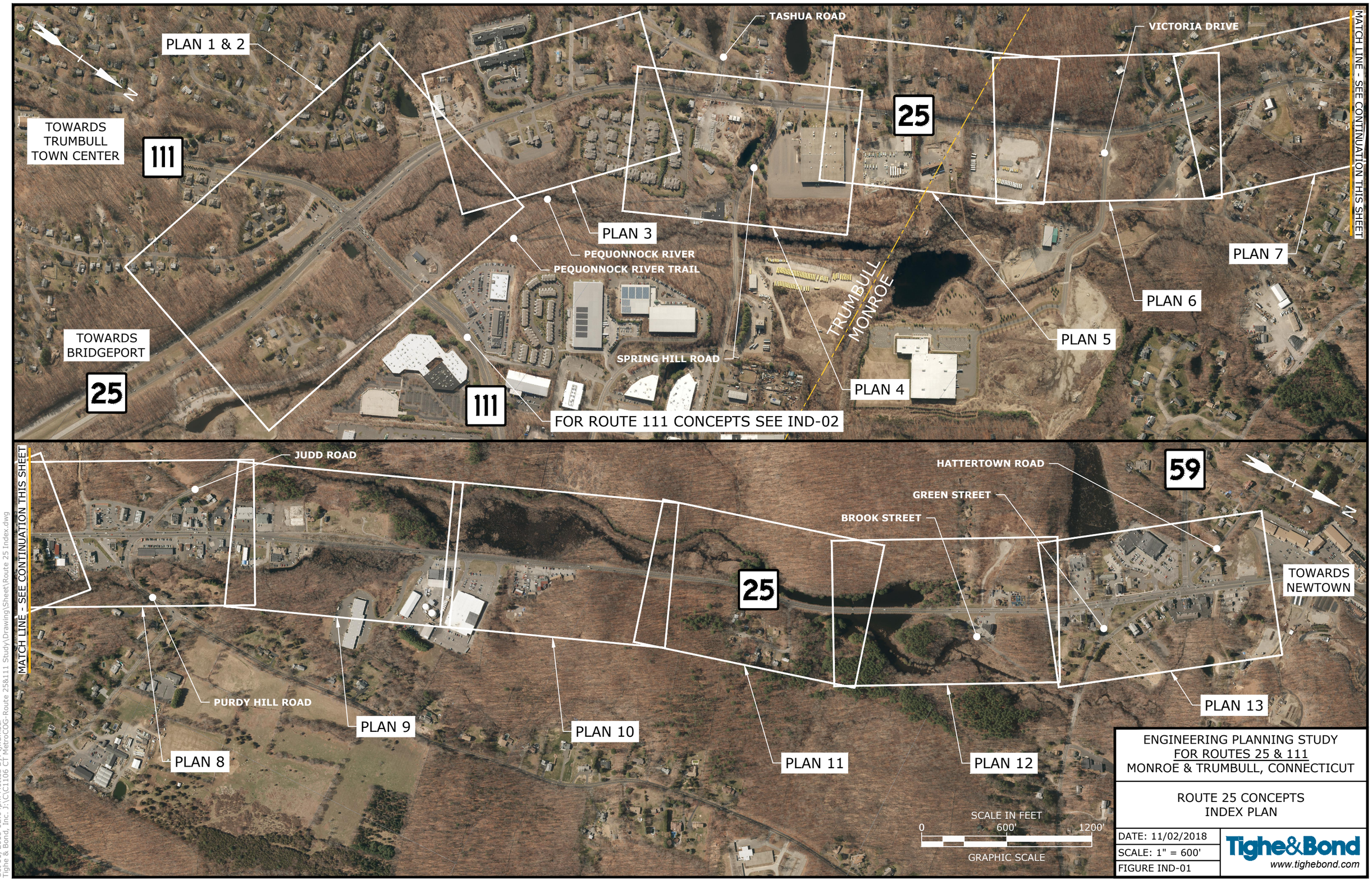
Commuter Lot Usage Summary

Town	Commuter Lot	Count Method	Count	Capacity	Percent Full	Date
Trumbull	Route 25 @ Route 111	Historic Aerial Imagery	20	100	20.00	12/20/2006
Trumbull	Route 25 @ Route 111	Historic Aerial Imagery	20	100	20.00	4/1/2013
Trumbull	Route 25 @ Route 111	Historic Aerial Imagery	24	100	24.00	4/2/2013
Trumbull	Route 25 @ Route 111	Historic Aerial Imagery	21	100	21.00	4/6/2015
	Average		**21.25**	**100**	**21.25**	
Trumbull	Route 15 @ Route 127	Historic Aerial Imagery	23	73	31.51	4/2/2013
	Average		**23**	**73**	**31.51**	
Trumbull	Route 25 @ Daniels Farm Rd.	Historic Aerial Imagery	11	89	12.36	12/13/2006
	Route 25 @ Daniels Farm Rd.	Historic Aerial Imagery	13	89	14.61	12/20/2013
	Route 25 @ Daniels Farm Rd.	Historic Aerial Imagery	13	89	14.61	4/2/2013
	Route 25 @ Daniels Farm Rd.	Historic Aerial Imagery	34	89	38.20	4/6/2015
	Route 25 @ Daniels Farm Rd.	Historic Aerial Imagery	14	89	15.73	4/22/2015
	Average		**17**	**89**	**19.10**	
Trumbull	Rt. 8 @ Rt. 108, Penny Ln	Historic Aerial Imagery	155	246	63.01	12/6/2006
Trumbull	Rt. 8 @ Rt. 108, Penny Ln	Historic Aerial Imagery	96	246	39.02	12/7/2006
Trumbull	Rt. 8 @ Rt. 108, Penny Ln	Historic Aerial Imagery	107	246	43.50	4/1/2013
	Average		**119.3333333**	**246**	**48.51**	
Fairfield	I-95 @ Johnson Dr	Historic Aerial Imagery	16	77	20.78	12/11/2006
Fairfield	I-95 @ Johnson Dr	Historic Aerial Imagery	17	77	22.08	4/1/2013
Fairfield	I-95 @ Johnson Dr	Historic Aerial Imagery	20	77	25.97	4/6/2015
Fairfield	I-95 @ Johnson Dr	In-Field Inspection	29	77	37.66	9/28/16 11:24 AM
	Average		**20.5**	**77**	**26.62**	
Fairfield	I95 @ Roundhill Rd	Historic Aerial Imagery	25	38	65.79	4/6/2015
Fairfield	I-95 @ Roundhill Rd	Historic Aerial Imagery	36	38	94.74	12/7/2006
Fairfield	I-95 @ Roundhill Rd	Historic Aerial Imagery	36	38	94.74	4/2/2013
Fairfield	I-95 @ Roundhill Rd	In-Field Inspection	27	38	71.05	9/28/16 11:34 AM
	Average		**31**	**38**	**81.58**	
Fairfield	Routes 15 & 58 E. Lot	Historic Aerial Imagery	24	51	47.06	12/19/2006
Fairfield	Routes 15 & 58 E. Lot	Historic Aerial Imagery	24	51	47.06	4/2/2013
Fairfield	Routes 15 & 58 E. Lot	Historic Aerial Imagery	32	51	62.75	4/6/2015
Fairfield	Routes 15 & 58 E. Lot	In-Field Inspection	26	51	50.98	9/28/16 11:37 AM
	Average		**26.5**	**51**	**51.96**	
Fairfield	Routes 15 & 58 W. Lot	Historic Aerial Imagery	6	29	20.69	12/20/2006
Fairfield	Routes 15 & 58 W. Lot	Historic Aerial Imagery	5	29	17.24	4/1/2013
Fairfield	Routes 15 & 58 W. Lot	In-Field Inspection	2	29	6.90	9/28/16 11:31 AM
	Average		**4.333333333**	**29**	**14.94**	
Fairfield	Routes 15 & 59	Historic Aerial Imagery	20	257	7.78	4/20/2006
Fairfield	Routes 15 & 59	Historic Aerial Imagery	26	257	10.12	4/1/2013
Fairfield	Routes 15 & 59	In-Field Inspection	17	257	6.61	9/28/16 11:31 AM
	Average		**21**	**257**	**8.17**	
Stratford	I-95 @ Route 113	Historic Aerial Imagery	15	67	22.39	12/11/2006
Stratford	I-95 @ Route 113	Historic Aerial Imagery	11	67	16.42	4/1/2013
Stratford	I-95 @ Route 113	Historic Aerial Imagery	4	67	5.97	4/6/2015
	Average		**10**	**67**	**14.93**	
Stratford	Route 15 @ Route 110	Historic Aerial Imagery	30	123	24.39	12/11/2006
Stratford	Route 15 @ Route 110	Historic Aerial Imagery	30	123	24.39	4/1/2013
	Average		**30**	**123**	**24.39**	

APPENDIX C

Concept Improvement Plans
& Renderings

Tighe&Bond



ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 25 CONCEPTS
INDEX PLAN

DATE: 11/02/2018
SCALE: 1" = 600'
FIGURE IND-01

Tighe&Bond
www.tighebond.com

Oct 11, 2018-12:04pm Plotted By: tjwamser
Tighe & Bond, Inc. J:\CVC1106 CT MetroCOG-Route 258\111 Study\Drawing\Sheet\Route 25 Index.dwg

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

CONCEPT SUMMARY

- ⊕ MITIGATES CAPACITY ISSUES - OVERALL LOS C OR BETTER WITH ACCEPTABLE QUEUES
- ⊕ MAINTAINS COMMUTER LOT CAPACITY
- ⊖ INCREASED DISTANCES FOR TURNING MOVEMENTS - ALL LEFT TURNS MUST USE QUADRANT ROADWAY
- ⊖ ISSUES WITH USER EXPECTANCY WITH PROHIBITED LEFT TURNS

LINK TO INTERSECTION OPERATION VIDEO
(COURTESY OF VIRGINIA DOT)

TOWARDS TRUMBULL TOWN CENTER

MONROE TURNPIKE

INSTALL NEW SIGNALIZED INTERSECTION

CONSTRUCT QUADRANT ROADWAY FOR ROUTE 25 AND ROUTE 111 LEFT TURNS

PROPOSED QUADRANT ROADWAY

BROADWAY

N

25

MAIN STREET

MATCH LINE - SEE PLAN 3

TOWARDS BRIDGEPORT

INSTALL NEW SIGNALIZED INTERSECTION

LEFT TURNS PROHIBITED AT INTERSECTION - THROUGH AND RIGHT TURN MOVEMENTS ONLY

111

INSTALL OVERHEAD GUIDE SIGNAGE (TYP.)

111 SOUTH	25 SOUTH	25 NORTH
TRUMBULL	BRIDGEPORT	MONROE

TOWARDS MONROE-STEPNEY

LEGEND:

	RT 111 AT QUADRANT	RT 25 AT QUADRANT	RT 25 AT RT 111
2040 BACKGROUND	N/A	N/A	F F F
2040 IMPROVED	A B B	A B B	B C B

SATURDAY LOS
PM LOS
AM LEVEL OF SERVICE (LOS)

TOWARDS MONROE TOWN CENTER

OLD MINE ROAD

SCALE IN FEET
0 150' 300'
GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 25 AT ROUTE 111
QUADRANT ROADWAY
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 150'
PLAN 1

Tighe&Bond
www.tighebond.com

Oct 11, 2018-12:04pm Plotted By: tjwamser
Tighe & Bond, Inc. J:\CVC1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Plan 1 - Route 25-111 Quadrant.dwg


111
Broadway
25
Old Mine Road
Google Earth

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

CONCEPT SUMMARY

- ELIMINATES CAPACITY ISSUES & PROVIDES EXCESS CAPACITY FOR ADDITIONAL GROWTH
- IMPROVES SAFETY BY REDUCING VEHICLE CONFLICT POINTS
- LOCAL USERS FAMILIAR - EXISTING SPUI AT ROUTE 111 AND MERRITT PARKWAY INTERCHANGE
- REQUIRES LESS SPACE THAN STANDARD INTERCHANGE DESIGNS
- POTENTIAL FOR INCREASED SPEEDS ON ROUTE 25
- REDUCED COMMUTER LOT CAPACITY

LINK TO INTERSECTION OPERATION VIDEO
(COURTESY OF HNTB)

TOWARDS TRUMBULL TOWN CENTER

111

CENTURY DRIVE

MAIN STREET

N

SEE INSET, THIS SHEET

BROADWAY

PROPOSED PROPERTY LINE

25

MAIN STREET

MATCH LINE - SEE PLAN 3

TOWARDS BRIDGEPORT

CONSTRUCT ROUTE 25 OVERPASS OF ROUTE 111 AND SINGLE POINT URBAN INTERCHANGE

MONROE TURNPIKE

INSTALL OVERHEAD GUIDE SIGNAGE (TYP.)

25 SOUTH	111 SOUTH	25 NORTH
BRIDGEPORT	TRUMBULL	MONROE

TOWARDS MONROE-STEPNEY

LEGEND:

2040 BACKGROUND: F F F

2040 IMPROVED: C C C

- SATURDAY LOS
- PM LOS
- AM LEVEL OF SERVICE (LOS)

TOWARDS MONROE TOWN CENTER

OLD MINE ROAD

SCALE IN FEET
0 150' 300'
GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 25 AT ROUTE 111
SINGLE POINT URBAN INTERCHANGE
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018	Tighe&Bond
SCALE: 1" = 150'	www.tighebond.com
PLAN 2	

Oct 11, 2018-12:04pm Plotted By: tjwamser
Tighe & Bond, Inc. J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Plan 2 - Route 25-111 SPUI.dwg


111
Broadway
25
Old Mine Road
Google Earth

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

CONCEPT SUMMARY

- ⊕ MITIGATES ROUTE 25 CAPACITY ISSUES
- ⊕ MEDIAN PROVIDES SAFETY BENEFITS BY CONSOLIDATING ACCESS POINTS
- ⊕ ADDRESSES REGENCY MEADOWS DRIVEWAY SAFETY CONCERN
- ⊕ IMPROVED PEDESTRIAN ACCESS
- ⊖ RESTRICTED ACCESS TO PROPERTIES DUE TO MEDIAN
- ⊖ POTENTIAL MINOR PROPERTY IMPACTS

SPRING MEADOWS

CEDAR HILL DRIVE

N

PROPOSED PROPERTY LINE

MAIN STREET

25

MATCH LINE - SEE PLAN 1 TO PLAN 2

MATCH LINE - SEE PLAN 4

ST. STEPHEN'S CHURCH

REMOVE LANDSCAPING/VEGETATION AND POTENTIALLY REGRADE TO IMPROVE INTERSECTION SIGHT DISTANCE

INSTALL 8' RAISED MEDIAN TO RESTRICT LEFT TURNS ONTO ROUTE 25 AND PROVIDE BREAKS FOR LEFT TURNS AND U-TURNS AS NEEDED

REGENCY CIRCLE

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 25 AT SPRING MEADOWS AND ST. STEPHEN'S CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018	Tighe&Bond www.tighebond.com
SCALE: 1" = 100'	
PLAN 3	

Oct 11, 2018-12:05pm Plotted By: tiwamser
Tighe & Bond, Inc. J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Plan 3 - Route 25 at Spring Meadows & St Stephens - MEDIAN.dwg

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

MAIN STREET

MATCH LINE - SEE PLAN 3

TASHUA ROAD

25

MATCH LINE - SEE PLAN 5

PROPOSED PROPERTY LINE

WIDEN ROUTE 25 FOR TWO THROUGH LANES IN EACH DIRECTION

REGENCY CIRCLE

IMPERIAL COURT

SPRING HILL ROAD

MATCH LINE - SEE PLAN 21

gbt

gbt

CONCEPT SUMMARY

- MITIGATES ROUTE 25 CAPACITY ISSUES
- CONSOLIDATED ACCESS & SIGNALIZED OPERATION OF PRIVATE BUSINESS DRIVEWAY
- IMPROVED PEDESTRIAN & TRANSIT ACCESS
- REDUCED EFFICIENCY FROM CLOSELY SPACED, CLUSTERED OPERATION INTERSECTIONS
- POTENTIAL SIGNIFICANT PROPERTY IMPACTS

LEGEND:

	TASHUA	SPRING HILL
2040 BACKGROUND	E F F	D F F
2040 IMPROVED	B B B	A B B

SATURDAY LOS
PM LOS
AM LEVEL OF SERVICE (LOS)

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 25 AT TASHUA ROAD AND
SPRING HILL ROAD
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 100'
PLAN 4

Tighe&Bond
www.tighebond.com

Oct 11, 2018-12:05pm Plotted By: tjwamser
Tighe & Bond, Inc. J:\CVC1106 CT MetroCOG-Route 25\111 Study\Drawing\Sheet\Plan 4 - Route 25 at Tashua & Spring Hill.dwg


25
Spring Hill Road

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

CONCEPT SUMMARY

- ⊕ MITIGATES ROUTE 25 CAPACITY ISSUES
- ⊕ IMPROVED PEDESTRIAN ACCESS
- ⊖ MODERATE DELAYS FOR UNSIGNALIZED ROADWAYS AND DRIVEWAYS
- ⊖ POTENTIAL MINOR PROPERTY IMPACTS

OWL HILL TRAIL

OLD TURNPIKE ROAD

MAIN STREET

25

MATCH LINE - SEE PLAN 4

MATCH LINE - SEE PLAN 6

WIDEN ROUTE 25 FOR TWO THROUGH LANES IN EACH DIRECTION

TRUMBULL

MONROE

PROPOSED PROPERTY LINE

N

SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 25 AT
OLD TURNPIKE ROAD
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 100'
PLAN 5

Tighe&Bond
www.tighebond.com

Oct 11, 2018-12:05pm Plotted By: tjwamser
Tighe & Bond, Inc. J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Plan 5 - Route 25 at Old Turnpike.dwg

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

CONCEPT SUMMARY

- ⊕ MITIGATES ROUTE 25 CAPACITY ISSUES
- ⊕ IMPROVED PEDESTRIAN & TRANSIT ACCESS
- ⊖ MODERATE DELAYS FOR UNSIGNALIZED ROADWAYS AND DRIVEWAYS
- ⊖ POTENTIAL MINOR PROPERTY IMPACTS

N

CRESCENT PLACE

MAIN STREET

MATCH LINE - SEE PLAN 5

MATCH LINE - SEE PLAN 7

25

MAPLE DRIVE

PROPOSED PROPERTY LINE

WIDEN ROUTE 25 FOR TWO THROUGH LANES IN EACH DIRECTION

VICTORIA DRIVE

LEGEND:

2040 BACKGROUND: B D C

2040 IMPROVED: A B B

- SATURDAY LOS
- PM LOS
- AM LEVEL OF SERVICE (LOS)

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 25 AT VICTORIA DRIVE
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 100'
PLAN 6

Tighe&Bond
www.tighebond.com

Oct 11, 2018-12:05pm Plotted By: tjwamser
Tighe & Bond, Inc J:\CVC1106 CT MetroCOG-Route 258111 Study\Drawing\Sheet\Plan 6 - Route 25 at Victoria.dwg

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

CONCEPT SUMMARY

- ⊕ MITIGATES ROUTE 25 CAPACITY ISSUES
- ⊕ IMPROVED PEDESTRIAN ACCESS
- ⊖ MODERATE DELAYS FOR UNSIGNALIZED ROADWAYS AND DRIVEWAYS
- ⊖ POTENTIAL MODERATE PROPERTY IMPACTS

PROPOSED PROPERTY LINE

MAIN STREET

CRESCENT PLACE

MILL STREET

MAPLE DRIVE

WIDEN ROUTE 25 FOR TWO THROUGH LANES IN EACH DIRECTION

MATCH LINE - SEE PLAN 6

MATCH LINE - SEE PLAN 8

25

N

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 25 AT CRESCENT PLACE,
MILL STREET, AND MAPLE DRIVE
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 100'
PLAN 7

Tighe&Bond
www.tighebond.com

Oct 11, 2018- 12:05pm Plotted By: tjwamser
Tighe & Bond, Inc. J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Plan 7 - Route 25 at Crescent.dwg

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

CONCEPT SUMMARY

- ⊕ MODERATE CAPACITY IMPROVEMENTS
- ⊕ ADDITIONAL SPACING BETWEEN SIGNALIZED INTERSECTIONS
- ⊕ IMPROVED SAFETY FROM ELIMINATION OF INTERSECTION SKEW
- ⊕ CONSOLIDATED ACCESS FOR COMMERCIAL BUSINESSES
- ⊕ IMPROVED PEDESTRIAN & TRANSIT ACCESS
- ⊖ MODERATE DELAYS FOR UNSIGNALIZED ROADWAYS AND DRIVEWAYS
- ⊖ SIGNIFICANT PROPERTY IMPACTS

PROPOSED PROPERTY LINE

JUDD ROAD

FUTURE POND VIEW DEVELOPMENT

REALIGN ACROSS FROM PURDY HILL ROAD AND WIDEN TO PROVIDE THREE LANE APPROACH

MAIN STREET

25

MATCH LINE - SEE PLAN 7

MATCH LINE - SEE PLAN 9

OLD NEWTOWN ROAD

CONSIDER REVISIONS/CLOSURE OF OLD NEWTOWN ROAD

WIDEN ROUTE 25 FOR TWO THROUGH LANES IN EACH DIRECTION WITH TURN LANES AT MAJOR INTERSECTIONS

REALIGN ACROSS FROM JUDD ROAD AND WIDEN TO PROVIDE THREE LANE APPROACH

PURDY HILL ROAD

LEGEND:

	POND VIEW	JUDD & PURDY HILL ROAD
2040 BACKGROUND	D F F	F F F
2040 IMPROVED	A C D	B D D

SATURDAY LOS
PM LOS
AM LEVEL OF SERVICE (LOS)

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 25 AT JUDD ROAD
AND PURDY HILL ROAD
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 100'
PLAN 8

Tighe&Bond
www.tighebond.com

Mar 14, 2019-11:10am Plotted By: CDY
Tighe & Bond, Inc. J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Plan 8 - Route 25 at Judd and Purdy - Realigned.dwg

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

CONCEPT SUMMARY

- ⊕ MITIGATES ROUTE 25 CAPACITY ISSUES
- ⊕ REMOVAL OF SKEWED INTERSECTIONS & CONSOLIDATED ACCESS TO PRIVATE PROPERTIES
- ⊕ IMPROVED PEDESTRIAN ACCESS
- ⊖ MODERATE DELAYS FOR UNSIGNALIZED ROADWAYS AND DRIVEWAYS
- ⊖ POTENTIAL MINOR PROPERTY IMPACTS

FUTURE DEVELOPMENT PARCELS

EXTEND DRIVEWAYS TO ROUTE 25 MAIN LINE & COORDINATE/CONSOLIDATE ACCESS POINTS WITH ADJACENT PARCELS

MATCH LINE - SEE PLAN 8

MAIN STREET

25

MATCH LINE - SEE PLAN 10

PROPOSED PROPERTY LINE

CULVERT TO BE REPLACED UNDER CTDOT PROJ. NO. 084-100

WIDEN ROUTE 25 FOR TWO THROUGH LANES IN EACH DIRECTION

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 25 NORTH OF PURDY HILL RD. AND JUDD RD.
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 100'
PLAN 9

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Oct 11, 2018-12:06pm Plotted By: tiwamser
Tighe & Bond, Inc. J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Plan 9 - Route 25 North of Purdy.dwg

NO IMPROVEMENTS PROPOSED

N

MATCH LINE - SEE PLAN 9

MAIN STREET

25

MATCH LINE - SEE PLAN 11

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 25 AT
STEPNEY PLAZA
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 100'
PLAN 10

Tighe&Bond
www.tighebond.com

Oct 11, 2018-12:06pm Plotted By: tjwamser
Tighe & Bond, Inc. J:\CVC1106 CT MetroCOG-Route 258\111 Study\Drawing\Sheet\Plan 10 - Route 25 at Stepney Plaza.dwg

NO IMPROVEMENTS PROPOSED

N

MATCH LINE - SEE PLAN 10

MAIN STREET

25

MATCH LINE - SEE PLAN 12

KNOLLWOOD STREET

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 25 AT
KNOLLWOOD STREET
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 100'
PLAN 11

Tighe&Bond
www.tighebond.com

Oct 11, 2018-12:06pm Plotted By: tjwamser
Tighe & Bond, Inc. J:\CVC1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Plan 11 - Route 25 at Knollwood St.dwg

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

CONCEPT SUMMARY

- ⊕ MITIGATES ROUTE 25 CAPACITY ISSUES
- ⊕ IMPROVED INTERSECTION GEOMETRY AND SIGHT DISTANCES
- ⊖ MODERATE DELAYS FOR UNSIGNALIZED ROADWAYS AND DRIVEWAYS

CULVERT TO BE REPLACED UNDER CTDOT PROJ. NO. 084-099

MATCH LINE - SEE PLAN 11

25

MAIN STREET

MATCH LINE - SEE PLAN 13

WIDEN ROUTE 25 FOR TWO THROUGH LANES IN EACH DIRECTION

PROPOSED PROPERTY LINE

REALIGN AND REGRADE INTERSECTION TO IMPROVE SIGHT DISTANCE AND GEOMETRY

BROOK STREET

N

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 25 AT
BROOK STREET
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018	Tighe&Bond
SCALE: 1" = 100'	www.tighebond.com
PLAN 12	

Oct 11, 2018-12:06pm Plotted By: tjwamser
Tighe & Bond, Inc. J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Plan 12 - Route 25 at Brook.dwg

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

CONCEPT SUMMARY

- ⊕ MITIGATES CAPACITY ISSUES
- ⊕ POTENTIAL FOR CONSOLIDATED ACCESS TO PRIVATE PROPERTIES
- ⊕ IMPROVED PEDESTRIAN & TRANSIT ACCESS
- ⊖ REDUCED EFFICIENCY FROM CLOSELY SPACED INTERSECTIONS
- ⊖ POTENTIAL SIGNIFICANT PROPERTY IMPACTS

LEGEND:

	GREEN ST	ROUTE 59
2040 BACKGROUND	E C F	D F E
2040 IMPROVED	B A B	C C C

- SATURDAY LOS
- PM LOS
- AM LEVEL OF SERVICE (LOS)

MAIN STREET

EASTON ROAD

59

HATTERTOWN ROAD

N

25

MATCH LINE - SEE PLAN 12

GREEN STREET

PEPPER STREET

INVESTIGATE POTENTIAL LANE USE CHANGES FOR RIGHT TURN ONLY

INVESTIGATE POTENTIAL CLOSURE OF PEPPER STREET

WIDEN ROUTE 25 FOR TWO THROUGH LANES IN EACH DIRECTION

INVESTIGATE CONVERTING SOUTHBOUND RIGHT TURN LANE INTO CLOCK TOWER PLAZA INTO SHARED THROUGH-RIGHT LANE

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 25 AT GREEN STREET
AND ROUTE 59
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 100'
PLAN 13

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Oct 11, 2018-12:06pm Plotted By: tjwamser
Tighe & Bond, Inc. J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Plan 13 - Route 25 at Green and Route 59.dwg


59
Easton Road
Hattertown Road
25
Green Street
Pepper Street



ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 111 CONCEPTS
INDEX PLAN

DATE: 11/02/2018
SCALE: 1" = 600'
FIGURE IND-02

Tighe&Bond
www.tighebond.com

Jul 02, 2019-1:54pm Plotted By: TJWamser
Tighe & Bond, Inc. J:\CVC1106 CT MetroCOG-Route 258111 Study\Drawing\Sheet\Route 111 Index.dwg

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

CONCEPT SUMMARY

- REMOVES VEHICLE/PEDESTRIAN CONFLICTS
- REROUTED TRAIL FOLLOWS RIVER SIMILAR TO REMAINDER OF TRAIL
- IMPROVED PEDESTRIAN ACCESS
- INCREASED WALKING DISTANCE ALONG TRAIL

TREFOIL PLAZA

PEQUONNOCK RIVER TRAIL

MONROE TURNPIKE

FORMER UNITED HEALTHCARE BUILDING

N

REMOVE EXISTING PEDESTRIAN CROSSING AND FLASHERS

CTDOT MAINTENANCE FACILITY

RELOCATE TRAIL UNDER ROUTE 111 BRIDGE PROPOSED IN PLAN 1 OR 2

OLD MINE ROAD

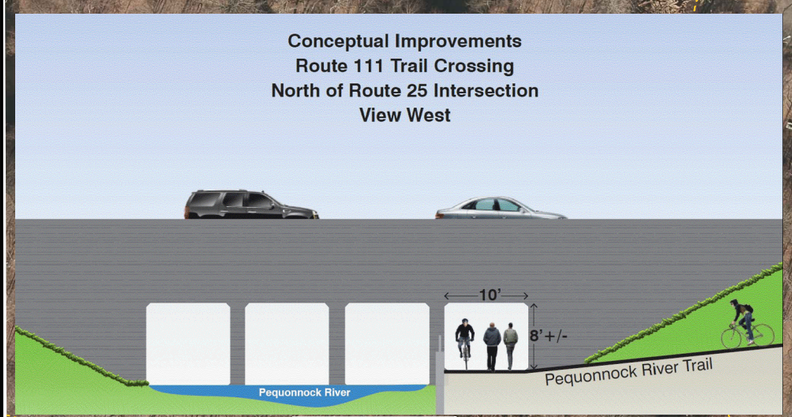
PEQUONNOCK RIVER TRAIL

111

CONSIDER ALTERNATIVE TRAIL ALIGNMENT TO FOLLOW RIVER TO MATCH CROSS SECTION ON REMAINDER OF TRAIL

A

A



SECTION A-A

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 111 AT OLD MINE ROAD AND PEQUONNOCK RIVER TRAIL CROSSING
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 100'
PLAN 14

Tighe&Bond
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Oct 11, 2018-12:07pm Plotted By: tjwamser
Tighe & Bond, Inc. J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Plan 14 - Route 111 at Old Mine Road - Trail.dwg

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

CONCEPT SUMMARY

- MITIGATES CAPACITY ISSUES FOR SIDE STREET TRAFFIC
- IMPROVED SAFETY FOR TRAIL CROSSING
- IMPROVED PEDESTRIAN & TRANSIT ACCESS

PROPOSED PROPERTY LINE

CREATE FULL ACCESS DRIVEWAY

INSTALL TRAFFIC SIGNALIZATION. CONFIRM SIGNAL WARRANTS DURING PRE-DESIGN.

REROUTE TRAIL TO UTILIZE SIGNALIZED CROSSING

REMOVE EXISTING PEDESTRIAN CROSSING AND FLASHERS

RESTRIPE OLD MINE ROAD TO HAVE PAINTED SHOULDERS

TREFOIL PLAZA

FORMER UNITED HEALTHCARE BUILDING

CTDOT MAINTENANCE FACILITY

WOODLAND HILLS DWY

MONROE TURNPIKE

PEQUONNOCK RIVER TRAIL

OLD MINE ROAD

111

N

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

LEGEND:

2040 BACKGROUND	NBL	C	E	C
	EBL	F	F	F
	EBR	C	D	C
2040 IMPROVED		A	B	A

SATURDAY LOS
PM LOS
AM LEVEL OF SERVICE (LOS)

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 111 AT TREFOIL PLAZA AND WOODLAND HILLS DRIVEWAYS
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 100'
PLAN 15

Tighe&Bond
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Oct 11, 2018-12:07pm Plotted By: tjwarnser
Tighe & Bond, Inc. J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Plan 15 - Route 111 at Old Mine Road - Trail w. Signal at Plaza.dwg


Pequonnock River Trail
Old Mine Road
111

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

CONCEPT SUMMARY

- ⊕ CAPACITY IMPROVEMENTS FOR SIDE STREET AND ROUTE 111 LEFT TURNING TRAFFIC
- ⊕ IMPROVED PEDESTRIAN & TRANSIT ACCESS
- ⊖ MODERATE DELAYS ON SELECT MOVEMENTS DURING PEAKS
- ⊖ POTENTIAL MINOR PROPERTY IMPACTS

TO TREFOIL CORPORATE PARK

TREFOIL DRIVE

MONROE TURNPIKE

RESTRIPE TO PROVIDE EXCLUSIVE RIGHT TURN LANE AND SHARED THROUGH-LEFT LANE (APPROACH CAN BE WIDENED TO PROVIDE ADDITIONAL CAPACITY IF NECESSARY)

PROPOSED PROPERTY LINE

HOME DEPOT DRIVEWAY

111

N

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

LEGEND:

2040 BACKGROUND: B C C

2040 IMPROVED: B C C

- SATURDAY LOS
- PM LOS
- AM LEVEL OF SERVICE (LOS)

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 111 AT
TREFOIL DR. AND HOME DEPOT DWY.
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018	Tighe&Bond
SCALE: 1" = 100'	www.tighebond.com
PLAN 16	

Oct 11, 2018-12:07pm Plotted By: tjwamser
Tighe & Bond, Inc. J:\CV\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Plan 16 - Route 111 at Trefoil & Home Depot.dwg

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

CONCEPT SUMMARY

- ⊕ CAPACITY IMPROVEMENTS FOR SIDE STREET AND ROUTE 111 LEFT TURNING TRAFFIC
- ⊕ IMPROVED PEDESTRIAN & TRANSIT ACCESS
- ⊖ MODERATE DELAYS ON SELECT MOVEMENTS DURING PEAKS
- ⊖ POTENTIAL MINOR PROPERTY IMPACTS

N

WALGREEN'S

111

PROPOSED PROPERTY LINE

REVISE PHASING TO ALLOW ROUTE 111 SOUTHBOUND PROTECTED-PERMITTED LEFT TURNS

USPS

LOCATE DRIVEWAY AS FAR FROM SIGNALIZED INTERSECTION AS FEASIBLE

FUTURE DEVELOPMENT PARCELS

ABANDON REMAINING PORTION OF PREVIOUS SPRING HILL ROAD ALIGNMENT AND CONVERT TO DRIVEWAY FOR DEVELOPMENT

GOODWILL

PURDY HILL ROAD

MONROE TURNPIKE

SPRING HILL ROAD

TELLER ROAD

CONSTRUCT LANDSCAPED MEDIAN WITH MARKED PEDESTRIAN CROSSWALK

LEGEND:

2040 BACKGROUND — C C C

2040 IMPROVED — C C C

SATURDAY LOS
PM LOS
AM LEVEL OF SERVICE (LOS)

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 111 AT
PURDY HILL RD
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 100'
PLAN 17

Tighe&Bond
www.tighebond.com

Oct 11, 2018-12:07pm Plotted By: tjwarmser
Tighe & Bond, Inc. J:\C\C1106 CT MetroCOG-Route 258111 Study\Drawing\Sheet\Plan 17 - Route 111 at Purdy Hill.dwg

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

CONCEPT SUMMARY

- ⊕ CAPACITY IMPROVEMENTS FOR SIDE STREET AND ROUTE 111 LEFT TURNING TRAFFIC
- ⊕ IMPROVED PEDESTRIAN ACCESS
- ⊖ MODERATE DELAYS ON SELECT MOVEMENTS DURING PEAKS
- ⊖ POTENTIAL MINOR PROPERTY IMPACTS

N

ELM STREET PLAZA

BANK OF AMERICA

MONROE TURNPIKE

STOP & SHOP

MONROE CHAMBER OF COMMERCE

CHASE BANK

WIDEN TO PROVIDE THREE LANE APPROACH

RELOCATE REMOVED PARKING SPACES TO NEW ISLE BEHIND BUILDING

WIDEN TO PROVIDE THREE LANE APPROACH

PROPOSED PROPERTY LINE

ELM STREET SHOPPING CENTER

CONVERT PARKING STALLS TO PROVIDE 3 HANDICAP SPACES

REMOVE EXISTING PARKING ISLE

111

MONROE PROFESSIONAL BUILDING

ELM STREET

LEGEND:

2040 BACKGROUND: D E F

2040 IMPROVED: D C C

- SATURDAY LOS
- PM LOS
- AM LEVEL OF SERVICE (LOS)

SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 111 AT
ELM STREET
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 100'
PLAN 18

Tighe&Bond
www.tighebond.com

Jul 05, 2019-2:13pm Plotted By: TJWamser
Tighe & Bond, Inc. J:\CVC1106 CT MetroCOG-Route 258\111 Study\Drawing\Sheet\Plan 18 - Route 111 at Elm St.dwg


111
Elm Street
Google Earth

LOCAL ROADWAY CONCEPT IMPROVEMENT PLANS

Tighe&Bond

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

CONCEPT SUMMARY

- MITIGATES CAPACITY ISSUES
- POTENTIAL MINOR PROPERTY IMPACTS

CUTLERS FARM ROAD

PURDY HILL ROAD

N

INSTALL TRAFFIC SIGNALIZATION WHEN TRAFFIC VOLUMES OR OPERATIONS WARRANT

PROPOSED PROPERTY LINE

LEGEND:

2040 BACKGROUND: E F F

2040 IMPROVED: C C C

SATURDAY LOS

PM LOS

AM LEVEL OF SERVICE (LOS)

SCALE IN FEET

0 50' 100'

GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

CUTLERS FARM RD AT PURDY HILL RD
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 50'
PLAN 19

Tighe&Bond
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Oct 11, 2018-12:08pm Plotted By: tjwamser
Tighe & Bond, Inc. J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Plan 19 - Cutlers Farm at Purdy Hill Signal.dwg

CONCEPT SUMMARY

- IMPROVED SAFETY & OPERATIONS ON SOUTHBOUND APPROACH
- MINOR DELAY ON WESTBOUND APPROACH DUE TO STOP CONTROL

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

KINGDOM HALL
JEHOVAH'S WITNESSES

CUTLERS FARM ROAD

TRUMBULL
SELF-STORAGE

STOP
TRAFFIC FROM RIGHT DOES NOT STOP

STOP
ONCOMING TRAFFIC DOES NOT STOP

SPRING HILL ROAD

ADD STOP SIGN CONTROL DUE TO RESTRICTED SIGHT DISTANCE

N

SCALE IN FEET
0 50' 100'
GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

SPRING HILL ROAD AT
CUTLERS FARM ROAD
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 50'
PLAN 20

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Oct 11, 2018-12:08pm Plotted By: tjwamser
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CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

CONCEPT SUMMARY

- ⊕ IMPROVED TRANSFER STATION TRAFFIC OPERATIONS
- ⊕ IMPROVED PEDESTRIAN & TRANSIT ACCESS
- ⊖ POTENTIAL WIDENING OF PEQUONNOCK RIVER CULVERT
- ⊖ POTENTIAL MINOR PROPERTY IMPACTS

TRUMBULL TRANSFER STATION

CONSTRUCT DEDICATED TRAIL ADJACENT TO BUS DEPOT DRIVEWAY

INSTALL RIGHT TURN LANES FOR TRANSFER STATION OPERATIONS

SPRING HILL ROAD

MATCH LINE - SEE PLAN 4

PROPOSED PROPERTY LINE

INSTALL LEFT TURN LANE FOR TRANSFER STATION OPERATIONS

PEQUONNOCK RIVER TRAIL

TREFOIL DRIVE

N

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

SPRING HILL ROAD AT
TRUMBULL TRANSFER STATION
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 100'
PLAN 21

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Oct 11, 2018-12:08pm Plotted By: tjwamser
Tighe & Bond, Inc. J:\CVC1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Plan 21 - Transfer Station Concept.dwg

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

CONCEPT SUMMARY

- ⊕ LIMITED TRAFFIC EXITING AT SOUTH END CONFLICTING WITH VICTORIA DRIVE
- ⊕ IMPROVED INGRESS/EGRESS AT NORTH INTERSECTION
- ⊖ HIGH DEPARTURE SPEEDS FROM ROUTE 25 SOUTHBOUND MOVEMENTS AT NORTH END

RESTRICT TO EXIT ONLY TO FOCUS EXITING VEHICLES TO NORTH CRESCENT PLACE INTERSECTION (SEE PLAN 23)

25

CRESCENT PLACE

LAUREL DRIVE

MAIN STREET

N

SCALE IN FEET
0 50' 100'
GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 25 AT CRESCENT PL. SOUTH END
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 50'
PLAN 22

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Oct 11, 2018-12:08pm Plotted By: tjwamser
Tighe & Bond, Inc. J:\C\C1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Plan 22 - Crescent Place One-Way In South End.dwg

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

CONCEPT SUMMARY

- ⊕ LIMITED TRAFFIC EXITING AT SOUTH END CONFLICTING WITH VICTORIA DRIVE
- ⊕ IMPROVED INGRESS/EGRESS AT NORTH INTERSECTION
- ⊖ HIGH DEPARTURE SPEEDS FROM ROUTE 25 SOUTHBOUND MOVEMENTS AT NORTH END

25

YIELD

STOP

REVISE MOVEMENTS TO REDUCE VEHICLE CONFLICTS

CRESCENT PLACE

MAIN STREET

N

SCALE IN FEET
0 50' 100'
GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 25 AT CRESCENT PL. NORTH END
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 50'
PLAN 23

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Oct 11, 2018-12:09pm Plotted By: tjwamser
Tighe & Bond, Inc. J:\C\C1106 CT MetroCOG-Route 258\111 Study\Drawing\Sheet\Plan 23 - Crescent Place North End.dwg

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

REVISE TO ONE-WAY TO REDUCE EXITING VEHICLE LOCATIONS ON ROUTE 25

STEPNEY VOLUNTEER FIRE DEPT.

MILL STREET

ONE-WAY

SEVEN MAPLES GIFTS & GARDEN

MAIN STREET

25

MAPLE STREET

N

SCALE IN FEET
0 50' 100'
GRAPHIC SCALE

CONCEPT SUMMARY

- CONSOLIDATE TRAFFIC ACCESSING ROUTE 25 TO SINGLE LOCATION
- HIGH DEPARTURE SPEED FROM ROUTE 25 SOUTHBOUND ONTO MILL STREET
- TRAVEL PATTERN MODIFICATIONS FOR COMMERCIAL BUSINESS AND FIRE STATION

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 25 AT MILL STREET
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018
SCALE: 1" = 50'
PLAN 24

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Oct 11, 2018-12:09pm Plotted By: tjwamser
Tighe & Bond, Inc. J:\CVC1106 CT MetroCOG-Route 25&111 Study\Drawing\Sheet\Plan 24 - Mill Street One-Way Eastbound.dwg

CONCEPT SUMMARY

- ⊕ STANDARD INTERSECTION GEOMETRY
- ⊕ REDUCED DEPARTURE SPEEDS FROM ROUTE 25
- ⊕ IMPROVED INTERSECTION SIGHT DISTANCES
- ⊖ REQUIRES RECONSTRUCTION OF TOWN WELCOME SIGNS

CONCEPTUAL DESIGN FOR PLANNING PURPOSES ONLY

OWL HILL TRAIL

OLD TURNPIKE ROAD

REVISE TO PERPENDICULAR GEOMETRY TO REDUCE TURNING SPEEDS

MAIN STREET

25

REVISE TO PERPENDICULAR GEOMETRY TO REDUCE TURNING SPEEDS

TRUMBULL

MONROE

SCALE IN FEET

0 100' 200'

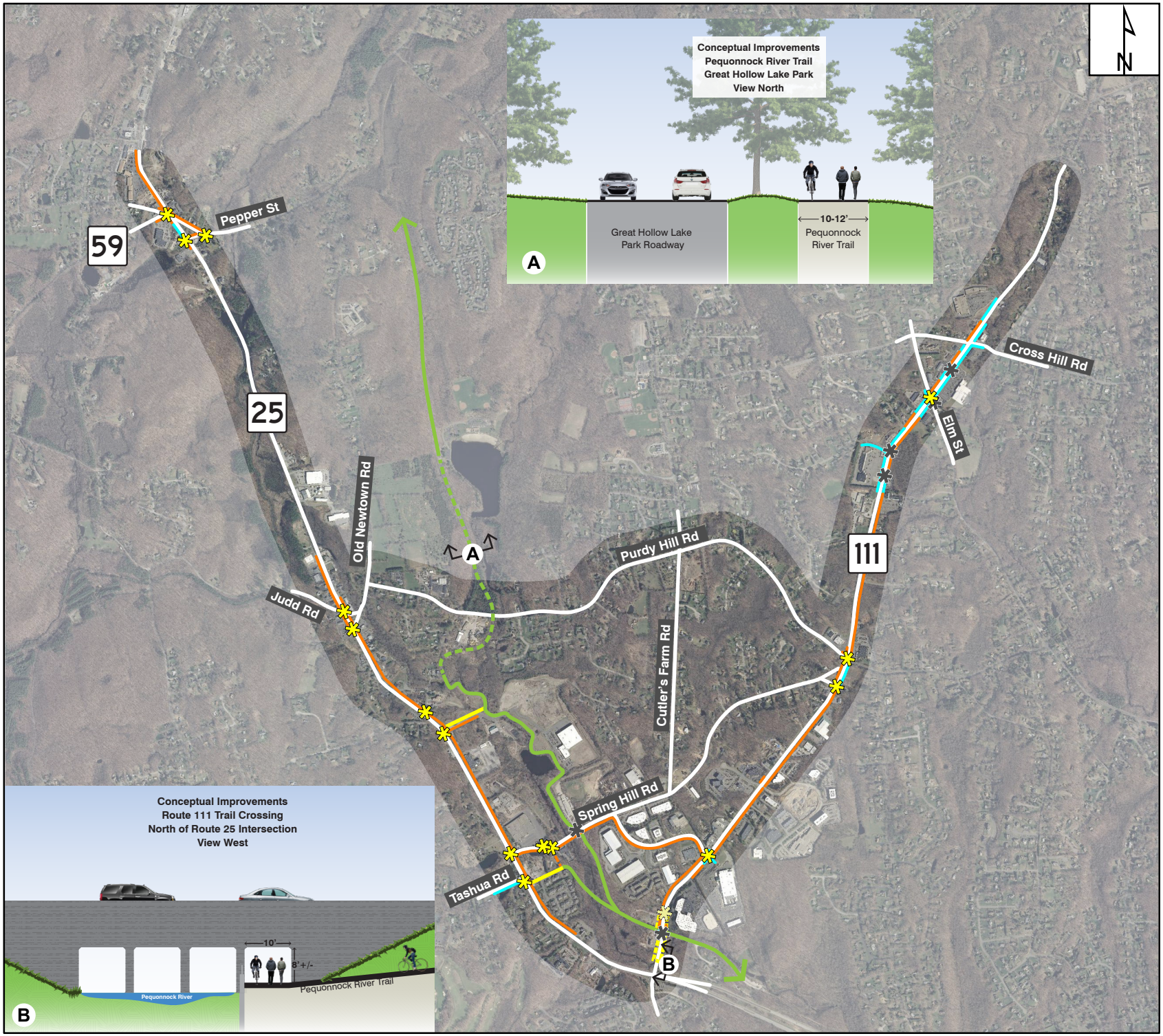
GRAPHIC SCALE

ENGINEERING PLANNING STUDY
FOR ROUTES 25 & 111
MONROE & TRUMBULL, CONNECTICUT

ROUTE 25 AT
OLD TURNPIKE ROAD (LOCAL)
CONCEPT IMPROVEMENT PLAN

DATE: 11/02/2018	Tighe&Bond www.tighebond.com
SCALE: 1" = 100'	
PLAN 25	

Dec 31, 2018-3:18pm Plotted By: tjwamser
Tighe & Bond, Inc. J:\CVC1106 CT MetroCOG-Route 258111 Study\Drawing\Sheet\Plan 25 - Old Turnpike Road Realignment.dwg



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Engineers | Environmental Specialists

LEGEND

- **Crosswalk Location** (Public Roadway Crossings)
- **Proposed Crosswalk Location** (Public Roadway Crossings)
- **Proposed Crosswalk Location** (Alternative Roadway Alignment)
- **Existing Public Sidewalk**
- **Proposed Public Sidewalk**
- **Proposed Public Sidewalk** (Alternative Roadway Alignment)
- **Existing Pequonnock River Trail**
- **Planned Pequonnock River Trail**
- **Proposed Pequonnock River Trail Extension**
- **Proposed Pequonnock River Trail** (Alternative Alignments)

0 0.25 0.5
Miles
1 " = 0.5 miles

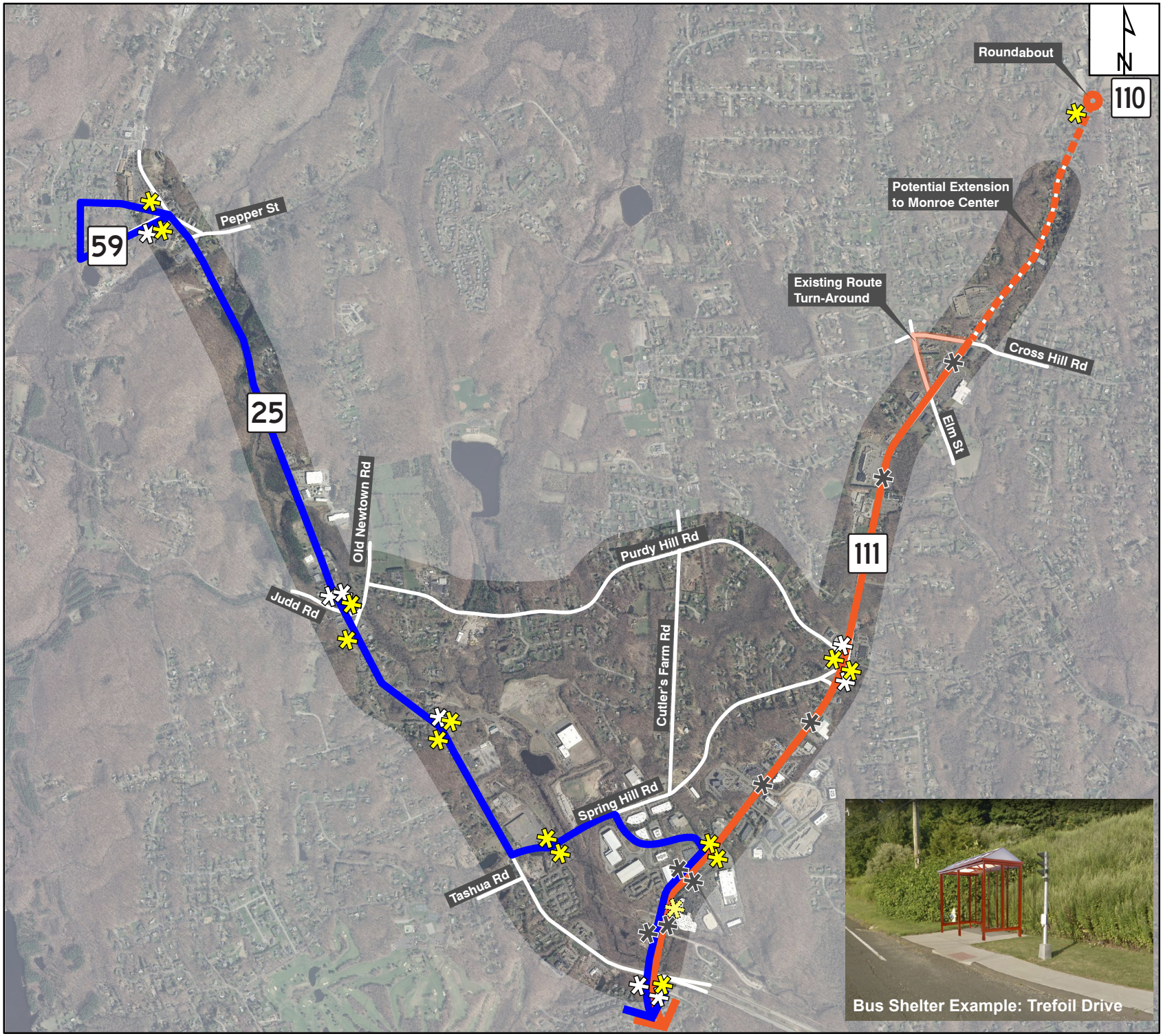
Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

June 2018

PROPOSED & EXISTING BICYCLE AND PEDESTRIAN ACCOMMODATIONS

PLAN B&P

C-1106



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Engineers | Environmental Specialists

LEGEND

- Existing Bus Stop
- Existing Bus Stop to be Relocated
- Proposed Bus Stop
- GBT Route 20*
- GBT Route 14* & 19x

***Routes 14 and 20 have been suspended as of November 5, 2017. Future service should be considered as funding and ridership allows.**

Bus Shelters are recommended at all bus stops where conditions permit.

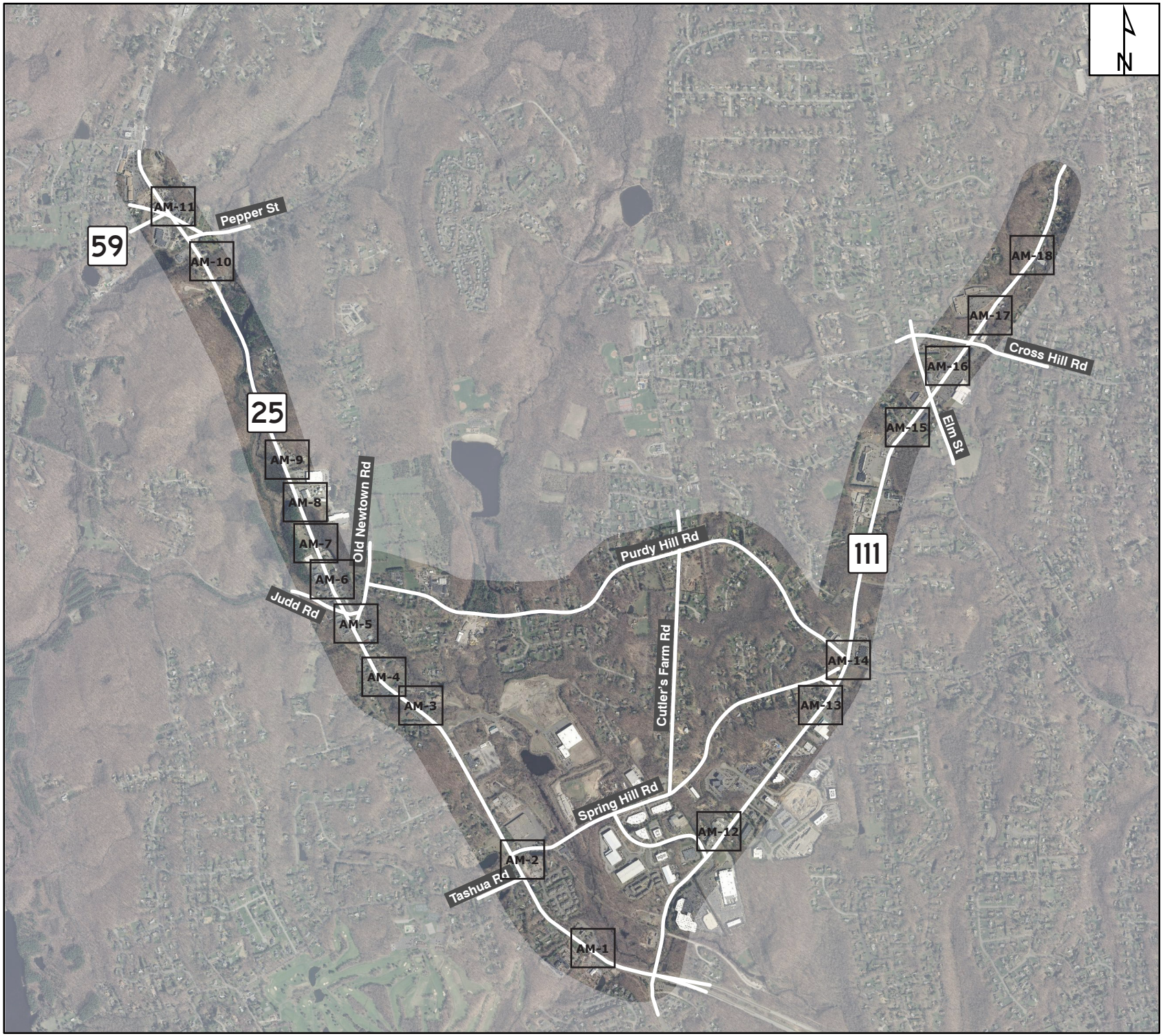
0 0.25 0.5
Miles
1 " = 0.5 miles

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut
June 2018

TRANSIT ACCOMMODATIONS

PLAN T

C-1106



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0 0.25 0.5
Miles
1 " = 0.5 miles

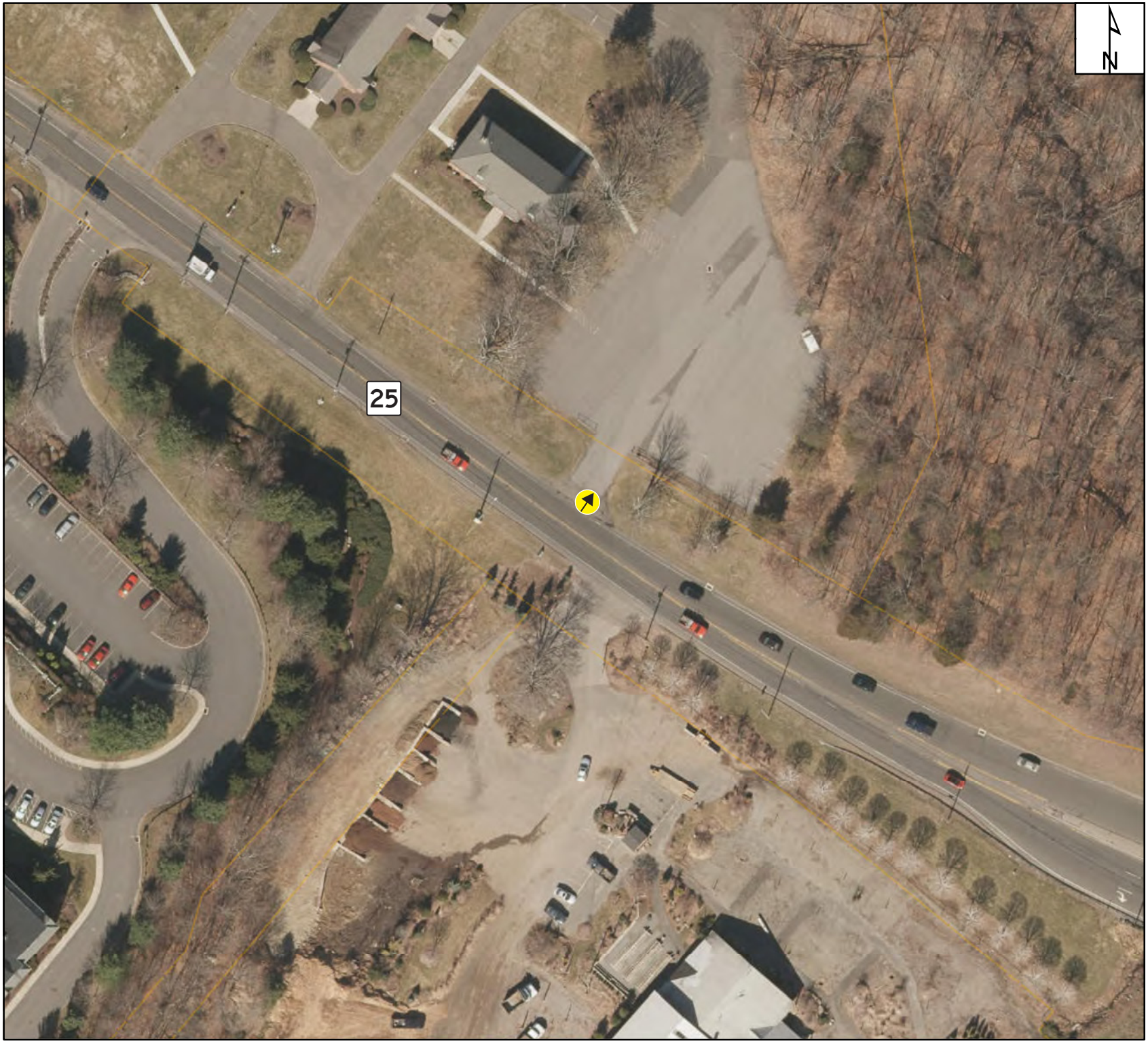
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June 2018

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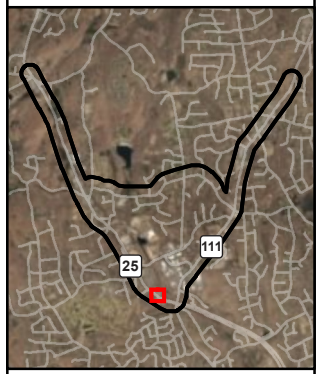
PLAN AM-INDEX

C-1106



Tighe&Bond
Engineers | Environmental Specialists

- Exit Only
- Enter Only
- New Driveway
- Interconnect
- Reduce Driveway Width
- Close Driveway
- Parcels
- Study Area



0 6,000 12,000 Feet

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

April 2018

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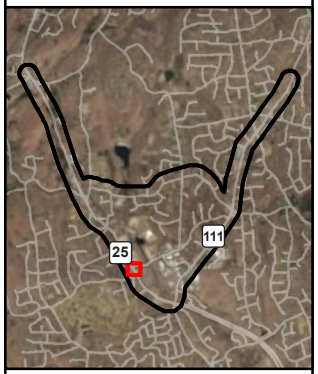
Route 25 at
Spring Meadows

PLAN AM-1



Tighe&Bond
Engineers | Environmental Specialists

- Exit Only
- Enter Only
- New Driveway
- Interconnect
- Reduce Driveway Width
- Close Driveway
- Parcels
- Study Area



0 6,000 12,000 Feet

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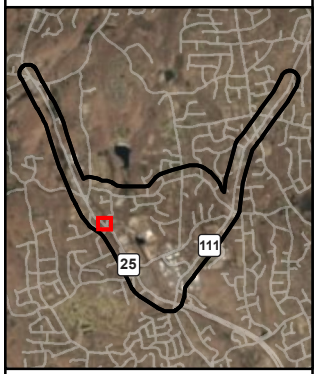
Route 25 at Spring Hill Road and Tashua Road

PLAN AM-2



Tighe&Bond
Engineers | Environmental Specialists

- Exit Only
- Enter Only
- New Driveway
- Interconnect
- Reduce Driveway Width
- Close Driveway
- Parcels
- Study Area



0 6,000 12,000 Feet

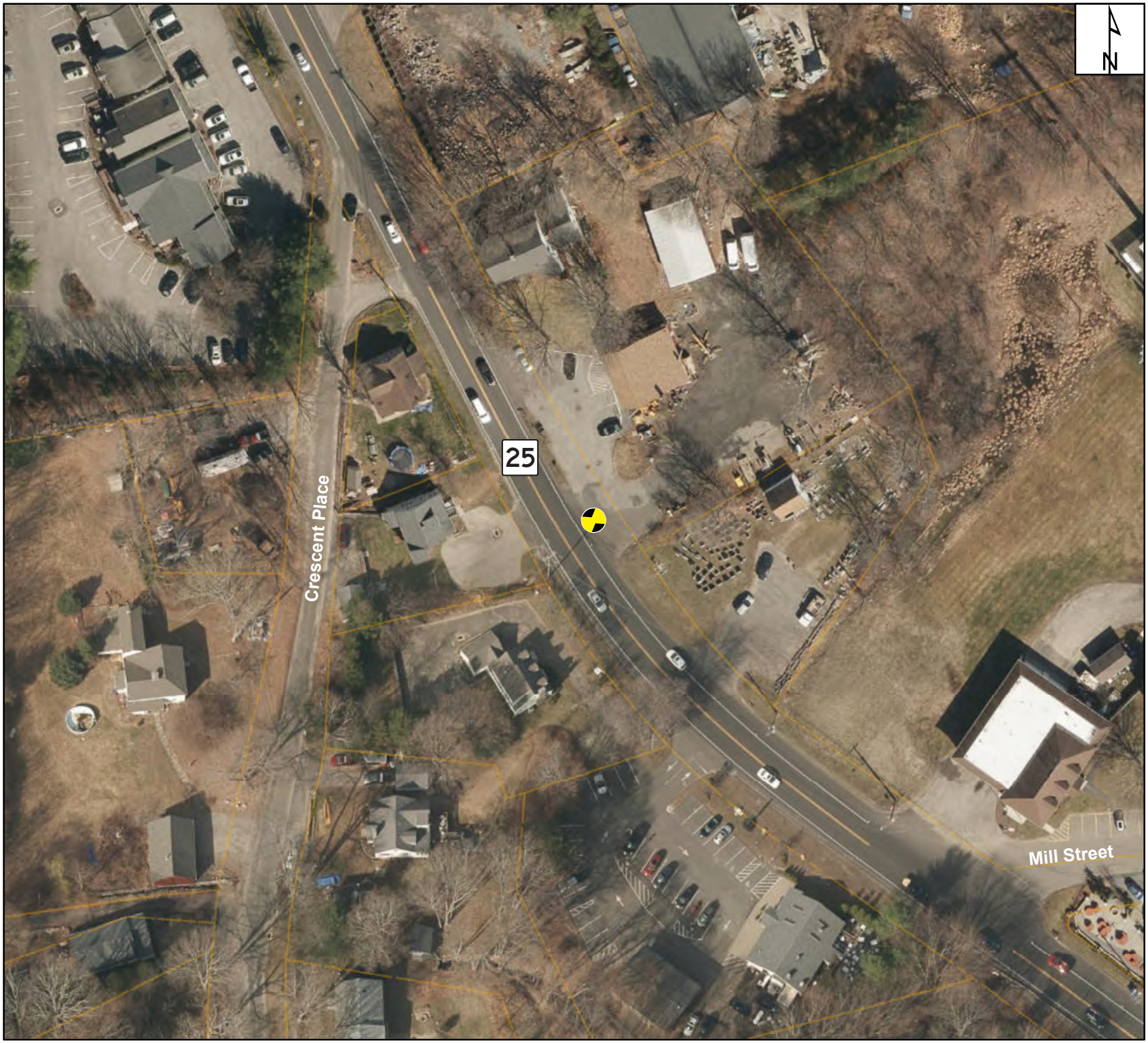
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April 2018

ACCESS MANAGEMENT

Route 25 at Maple Drive

PLAN AM-3



Tighe&Bond
Engineers | Environmental Specialists

- Exit Only
- Enter Only
- New Driveway
- Interconnect
- Reduce Driveway Width
- Close Driveway
- Parcels
- Study Area



0 6,000 12,000 Feet

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April 2018

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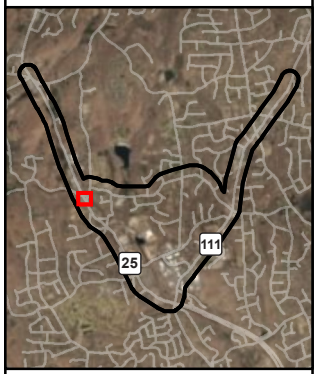
Route 25 at Crescent Place

PLAN AM-4



Tighe&Bond
Engineers | Environmental Specialists

- Exit Only
- Enter Only
- New Driveway
- Interconnect
- Reduce Driveway Width
- Close Driveway
- Parcels
- Study Area



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April 2018

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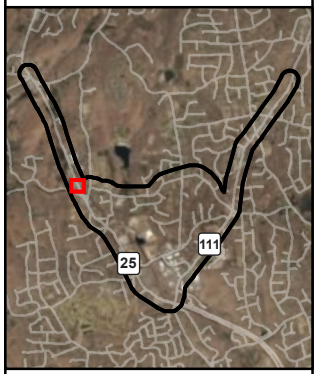
Route 25 at Judd Road and Purdy Hill Road

PLAN AM-5



Tighe&Bond
Engineers | Environmental Specialists

- Exit Only
- Enter Only
- New Driveway
- Interconnect
- Reduce Driveway Width
- Close Driveway
- Parcels
- Study Area



0 6,000 12,000 Feet

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April 2018

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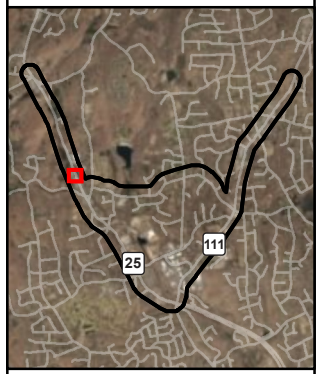
Route 25 north of Judd Road

PLAN AM-6



Tighe&Bond
Engineers | Environmental Specialists

- Exit Only
- Enter Only
- New Driveway
- Interconnect
- Reduce Driveway Width
- Close Driveway
- Parcels
- Study Area



0 6,000 12,000 Feet

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April 2018

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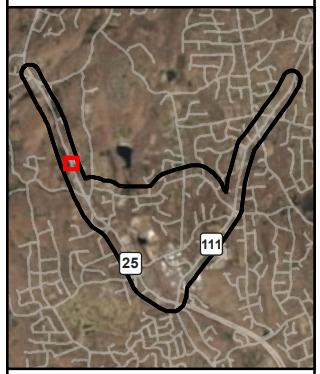
Route 25 at
188 Main Street

PLAN AM-7



Tighe&Bond
Engineers | Environmental Specialists

- Exit Only
- Enter Only
- New Driveway
- Interconnect
- Reduce Driveway Width
- Close Driveway
- Parcels
- Study Area



0 6,000 12,000 Feet

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

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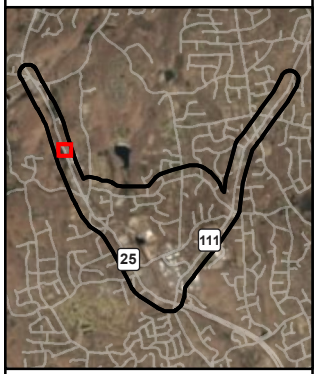
Route 25 at Sippin Energy

PLAN AM-8



Tighe&Bond
Engineers | Environmental Specialists

- Exit Only
- Enter Only
- New Driveway
- Interconnect
- Reduce Driveway Width
- Close Driveway
- Parcels
- Study Area



0 6,000 12,000 Feet

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

April 2018

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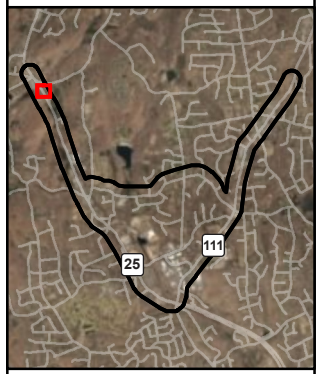
Route 25 at Stepney Plaza

PLAN AM-9



Tighe&Bond
Engineers | Environmental Specialists

- Exit Only
- Enter Only
- New Driveway
- Interconnect
- Reduce Driveway Width
- Close Driveway
- Parcels
- Study Area



0 6,000 12,000 Feet

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

April 2018

ACCESS MANAGEMENT

Route 25 south of Pepper Street

PLAN AM-10



Tighe&Bond
Engineers | Environmental Specialists

- Exit Only
- Enter Only
- New Driveway
- Interconnect
- Reduce Driveway Width
- Close Driveway
- Parcels
- Study Area



0 6,000 12,000 Feet

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

April 2018

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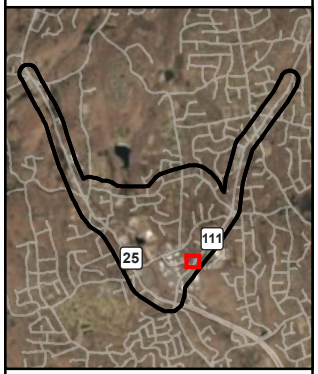
Route 25 at Route 59

PLAN AM-11



Tighe&Bond
Engineers | Environmental Specialists

- Exit Only
- Enter Only
- New Driveway
- Interconnect
- Reduce Driveway Width
- Close Driveway
- Parcels
- Study Area



0 6,000 12,000 Feet

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

April 2018

ACCESS MANAGEMENT

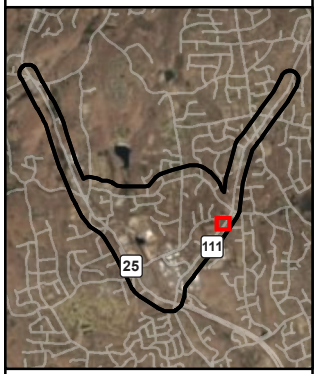
Route 111 at Trefoil Drive

PLAN AM-12



Tighe&Bond
Engineers | Environmental Specialists

- Exit Only
- Enter Only
- New Driveway
- Interconnect
- Reduce Driveway Width
- Close Driveway
- Parcels
- Study Area



0 6,000 12,000
Feet

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

April 2018

ACCESS MANAGEMENT

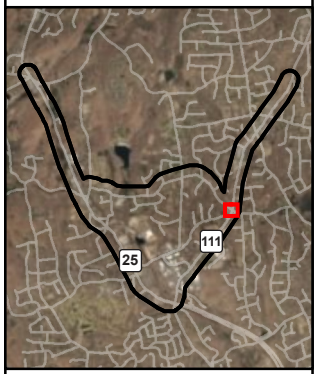
Route 111 at
227 Monroe Turnpike

PLAN AM-13



Tighe&Bond
Engineers | Environmental Specialists

- Exit Only
- Enter Only
- New Driveway
- Interconnect
- Reduce Driveway Width
- Close Driveway
- Parcels
- Study Area



0 6,000 12,000 Feet

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

April 2018

ACCESS MANAGEMENT

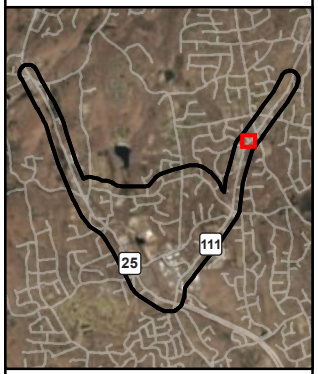
Route 111 at Purdy Hill Road

PLAN AM-14



Tighe&Bond
Engineers | Environmental Specialists

- Exit Only
- Enter Only
- New Driveway
- Interconnect
- Reduce Driveway Width
- Close Driveway
- Parcels
- Study Area



0 6,000 12,000 Feet

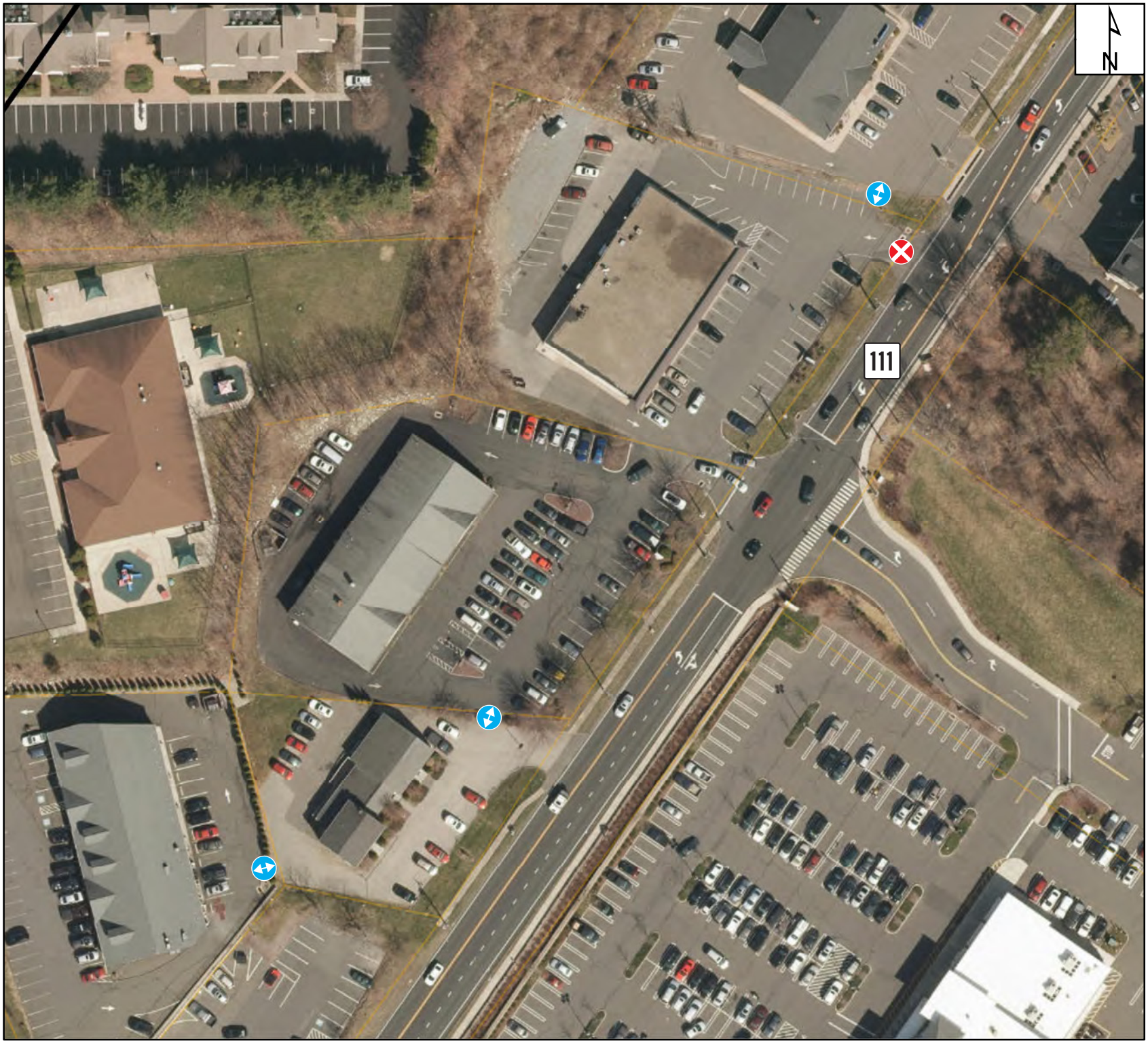
Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

April 2018

ACCESS MANAGEMENT

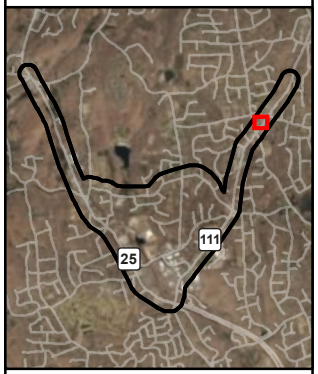
Route 111 at Northwood Road

PLAN AM-15



Tighe&Bond
Engineers | Environmental Specialists

- Exit Only
- Enter Only
- New Driveway
- Interconnect
- Reduce Driveway Width
- Close Driveway
- Parcels
- Study Area



0 6,000 12,000 Feet

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

April 2018

ACCESS MANAGEMENT

Route 111 at
Stop n' Shop Plaza

PLAN AM-16



Tighe&Bond
Engineers | Environmental Specialists

- Exit Only
- Enter Only
- New Driveway
- Interconnect
- Reduce Driveway Width
- Close Driveway
- Parcels
- Study Area



0 6,000 12,000
Feet

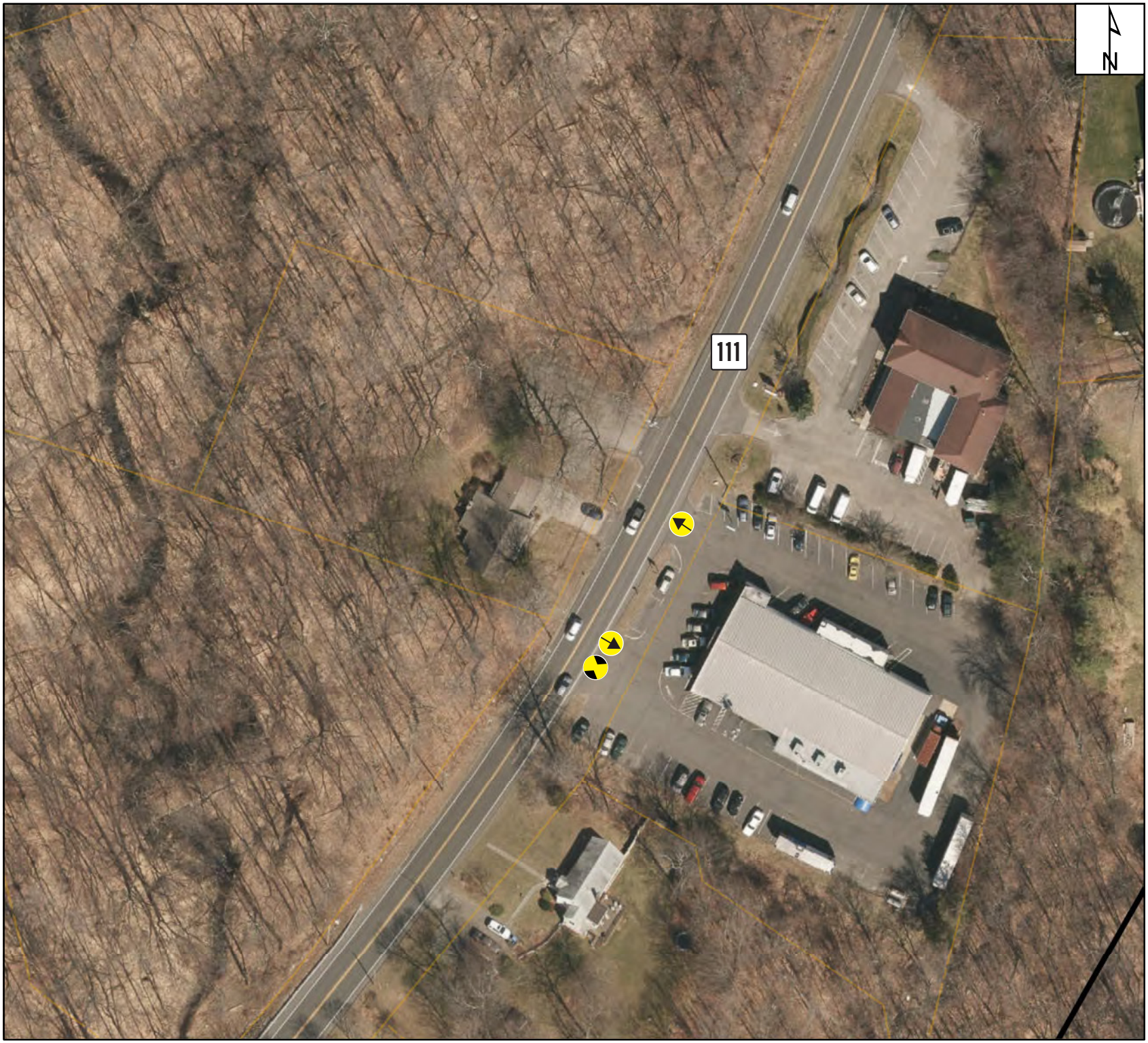
Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

April 2018

ACCESS MANAGEMENT

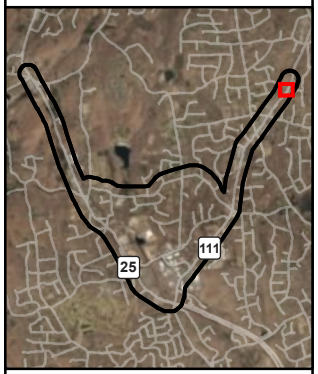
Route 111 at Century Plaza

PLAN AM-17



Tighe&Bond
Engineers | Environmental Specialists

- Exit Only
- Enter Only
- New Driveway
- Interconnect
- Reduce Driveway Width
- Close Driveway
- Parcels
- Study Area



0 6,000 12,000
Feet

Regional Transportation and Development Study of Routes 25 & 111 Monroe & Trumbull, Connecticut

April 2018

ACCESS MANAGEMENT

Route 111 at
588 Monroe Turnpike

PLAN AM-18

TECHNICAL APPENDICES

Tighe&Bond

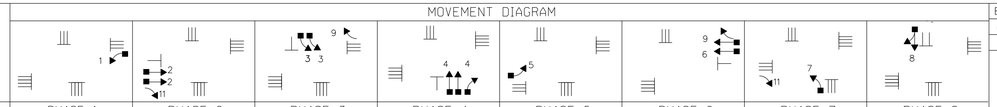
APPENDIX D

Existing Study Area Intersection
Traffic Signal Control Plans

Tighe&Bond

MOVEMENT DIAGRAM

NONE



NTOR		PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
FACE # 1	R	←	←Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
2	Y	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
3	R	R	R	R	R	R	R	←	←Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
4	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R
5	R	R	R	R	R	R	R	R	R	R	R	R	R	←	←Y	R	R	R	R	R	R	R	R	R	R
6	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R
7	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←	←Y	R	R	R	R
8	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R
9	Y	R	R	R	R	R	R	R→	R→	R	R	R	R	R	R	R	G	Y ③	R ④	R	R	R	R	R	R
10	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	G	Y	R
11	R	R	R	R	G	Y ①	R ②	R	R	R	R	R	R	R	R	R	R	R	R	R→	R Y→	R	R	R	R
FL.SIGN	OFF	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	OFF	ON	ON	ON	ON	ON	ON	ON	ON

INTERVALS	PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
MIN GRN	5			15			7			7			5			15			7			7		
WALK										27												27		
PED CLR										1												1		
VEH EXT	1			2.5			2			2			1			2.5			2			2		
MAX 1	12			40			32			15			12			40			15			15		
MAX 2	7			40			37			15			7			40			15			15		
YELLOW		3			5			3			4			3			5			3			4	
RED			2			2			2			2			2			2			2			2
ADD INIT				1.0												1.0								
MAX INIT				25												25								
TBR																								
TTR																								
MIN GAP				2.5												2.5								
MODE	NON-LOCK			MIN-RECALL			LOCK			LOCK			NON-LOCK			MIN-RECALL			LOCK			LOCK		
INT START				THIS PHASE												THIS PHASE								

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 6'	3	PRESENCE
D2,D2A	6' x 6'	4	PRESENCE
D2B,D2C	6' x 6'	4	PRESENCE
D3,D3A	6' x 6'	3	PRESENCE
D4,D4A,D4B	6' x 6'	4	PRESENCE
D5	6' x 6'	3	PRESENCE
D6,D6A	6' x 6'	4	PRESENCE
D6B,D6C	6' x 6'	4	PRESENCE
D7	6' x 6'	4	PRESENCE
D8	8' x 6'	3	PRESENCE

PROGRAM

FUNCTION	T I M E	DAYS
FLASH	FUTURE	
MAX 1	ALL OTHER TIMES	
MAX 2	0630 - 0900	M-F

COORDINATION TYPENONE

CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS .01	.02	.03	.04	.05	.06	.07	.08	SEC/ % .01	SEC

PERMIS PERIOD

.01	SEC

SYSTEM LOC

MASTER

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY

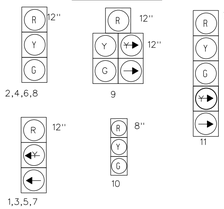
① TO BE Y→ IF PHASE 7 IS NEXT.
② TO BE R→ IF PHASE 7 IS NEXT.
③ TO BE Y→ IF PHASE 3 IS NEXT.
④ TO BE R→ IF PHASE 3 IS NEXT.

ENERGY BY- STATE | METER #68937947
MAINT LEVEL 1 | SERVICE POLE- UI 4151

INTERSECTION # 144-216

METERED SERVICE

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS

FACES 1, 3, 5, & 7 HAVE TUNNEL VISORS AND ⅋, 5 VANE CUT OFF RIGHT LOUVERS ON RED INDICATIONS

FACE 10 HAS TUNNEL VISORS AND ⅋, 5 VANE CUT OFF LEFT LOUVERS ON ALL INDICATIONS

FACE 11 HAS TUNNEL VISORS AND ⅋, 5 VANE CUT OFF LEFT LOUVERS ON R, Y, G INDICATIONS

OFFICE RECORD

REVISION •
STC # 144-0812-01 SM # N/A
SIGNAL REVISED:
ADDED RIGHT TURN LANE ON NORTHBOUND RT. 111.
ADDED TECHNICAL NOTES FOR PHASE 6.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

TOWN OF TRUMBULL
ROUTE 25 AT ROUTE 111
(MAIN ST. & MONROE TPKE.)

REV #	TRAFFIC DATE	ELECTRICAL DATE
ENGINEER		
DRAFTER	MILONE & MACBROOM	2/4/09
CHECKED BY		
SUBMITTED BY		
APPROVED BY		
DATE		

LEGEND:
R RED
Y YELLOW
G GREEN
◀R RED ARROW
◀Y YELLOW ARROW
◀ GREEN ARROW
W WALK/ PED. CLR
D.W. DONT WALK
FL. FLASHING

CONSTRUCTION NOTES

ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE FOLLOWING CURRENT DOT DOCUMENTS:

A. STANDARD SPECIFICATIONS FOR ROADS, BRIDGES AND INCIDENTAL CONSTRUCTION (FORM 816).
B. SUPPLEMENTAL SPECIFICATIONS TO FORM 816.
C. SPECIAL PROVISIONS TO FORM 816 MAY BE MODIFIED AS NEEDEED FOR THIS PROJECT.
D. TYPICAL INSTALLATION DETAILS.

ALL TRAFFIC SIGNAL EQUIPMENT IS EXISTING EXCEPT AS NOTED.

INSTALL NEW D4, D4A, D4B, AND D7 LOOP DETECTORS CENTERED IN LANE AND WIRE TO CONTROLLER.

TRAFFIC SIGNAL FACES 2 & 5 SHALL HAVE NEW WIRING TO CONTROLLER.

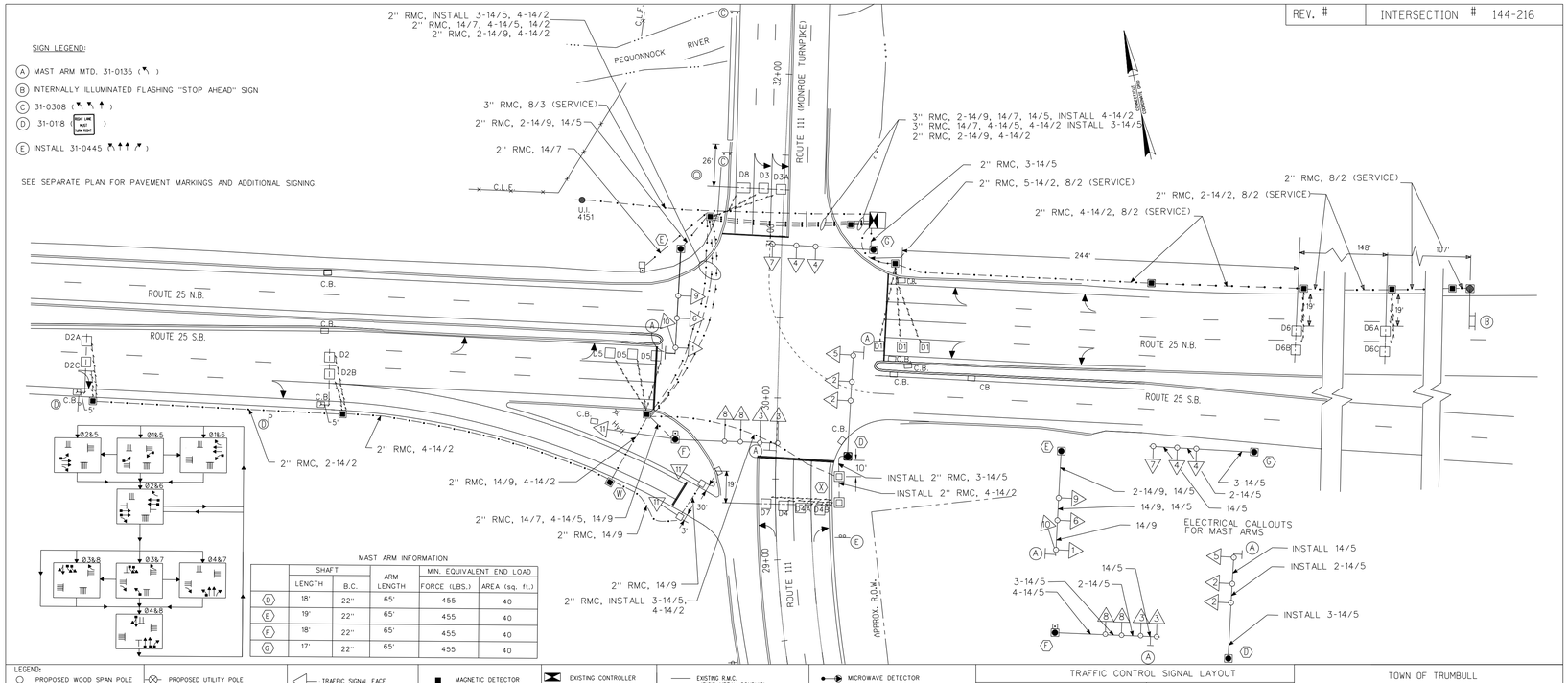
INSTALL NEW HANDHOLES APPROX. 1 FOOT BEHIND CURB OR EDGE OF ROAD UNLESS OTHERWISE SPECIFIED.

REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT INCLUDING, BUT NOT LIMITED TO HANDHOLES AND CABLE.

(W) 30" X 30" CONCRETE HANDHOLE ALL OTHER HANDHOLES TO BE TYPE II HANDHOLES.

(X) LOCATE 2" RMC AND EXTEND IT TO NEW HANDHOLE LOCATION. REMOVE EXISTING HANDHOLE.

REV. # | INTERSECTION # 144-216



MAST ARM INFORMATION

	SHAFT LENGTH	SHAFT B.C.	ARM LENGTH	MIN. EQUIVALENT END LOAD FORCE (LBS.)	MIN. EQUIVALENT END LOAD AREA (sq. ft.)
(D)	18'	22"	65'	455	40
(E)	19'	22"	65'	455	40
(F)	18'	22"	65'	455	40
(G)	17'	22"	65'	455	40

LEGEND:
○ PROPOSED WOOD SPAN POLE
● EXISTING WOOD SPAN POLE
□ PROPOSED STEEL SPAN POLE
◉ EXISTING STEEL SPAN POLE
⊗ PROPOSED UTILITY POLE
● EXISTING UTILITY POLE
□ PEDESTAL MOUNTING
⊡ PEDESTRIAN PUSH BUTTON & SIGN
TRAFFIC SIGNAL FACE
P PEDESTRIAN SIGNAL HEAD
AUDIBLE PEDESTRIAN SIGNAL
LOOP DETECTOR
■ MAGNETIC DETECTOR
SD SYSTEM DETECTOR
OPTICAL DETECTOR
PROPOSED CONTROLLER
EXISTING CONTROLLER
PROPOSED HANDHOLE
EXISTING HANDHOLE
PROPOSED R.M.C. (RIGID METAL CONDUIT)
EXISTING R.M.C. (RIGID METAL CONDUIT)
CABLE CLOSURE
DET. LEADS IN SAW CUT
MICROWAVE DETECTOR
STRAIN INSULATOR
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET

TRAFFIC CONTROL SIGNAL LAYOUT
CADD FILE NAME: 144018102 3.TCS | SCALE - 1"=40'
DATE PLOTTED:

TOWN OF TRUMBULL
ROUTE 25 AT ROUTE 111
(MAIN ST. & MONROE TPKE.)

NO.	DATE	INIT.	DESCRIPTION
REVISIONS			

CONNECTICUT DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: INTERSECTION IMPROVEMENTS ALONG ROUTE 25

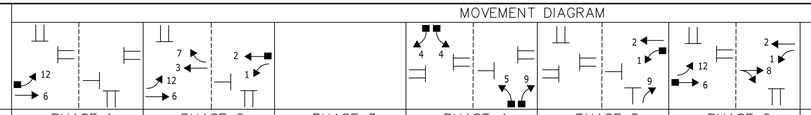
TRAFFIC CONTROL SIGNAL PLAN

TOWN: TRUMBULL
DRAWING TITLE: TRAFFIC SIGNAL PLAN SHEET
PROJECT NO.:
DRAWING NO.: TCS-002
SHEET NO.:

REV. • | INTERSECTION • 144-216

MOVEMENT DIAGRAM

NONE



NTOR		PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
FACE # 1	Y	R	R	R	G	Y	R				R	R	R	← G	←Y G	G	G	Y	R						
2	Y	R	R	R	G	Y	R				R	R	R	G	G	G	G	Y	R						
3	Y	R	R	R	G	Y	R				R	R	R	R	R	R	R	R	R						
4	R	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R						
5	R	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R						
6	Y	G	G	G	G	Y	R				R	R	R	R	R	R	G	Y	R						
7	Y	R	R	R	G	Y	R				R	R	R	R	R	R	R	R	R						
8	Y	R	R	R	R	R	R				R	R	R	R	R	R	G	Y	R						
9	R	R	R	R	R	R	R				G	Y→①R→②		R →	R ¥→		R	R	R						
10	R	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R						
11	R	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R						
12	Y	← G	←Y G	G	G	Y	R				R	R	R	R	R	R	G	Y	R						
INTERVALS																									
MIN GRN		5			18						7			5			18								
WALK											15														
PED CLR											1														
VEH EXT		2			3						3			2			3								
MAX 1		10			60						15			10			60								
MAX 2		10			60						15			10			60								
YELLOW			3.0			4.3						3.0			3.0			4.3							
RED				1.0			1.4						1.0			1.0			1.4						
ADD INIT					3												3								
MAX INIT					42												42								
TBR																									
TTR					3																				
MIN GAP																	3								
MODE		NON-LOCK			MIN RECALL			OFF			NON-LOCK			NON-LOCK			MIN RECALL			OFF			OFF		
INT START		THIS PHASE															THIS PHASE								

ENERGY BY— TOWN | METER # —
MAINT LEVEL 5 | SERVICE POLE— SNET #350

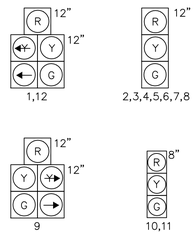
METERED SERVICE

INTERSECTION # 144-250

OFFICE RECORD

STC # 144-0711-01 SM #
SIGNAL IN OPERATION: 8-19-08
SIGNAL INSTALLED UNDER STATE PROJECT #144-181
AS BUILT PLAN DRAWN: 9-08
REVISION #1
STC# N/A SM# 91016
TRAFFIC DESIGN:JPO ELECT. DESIGN: N/A
SIGNAL REVISED: 3-9-11
INSTALLED SPAN MTD. "ONCOMING TRAFFIC HAS EXTENDED GREEN" SIGN FOR RTE. 25 N.B. AT TASHUA ROAD.
REVISION #2
TIR #N/A SM #100152
TRAFFIC DES :KAL ELECT DES :RAJ
SIGNAL REVISED :8/18/15
REVISED PHASING AND TIMINGS, AND REVISED FACES #7 & #12.

SIGNAL FACES



ALL INDICATIONS TO HAVE LED LAMPS.

FACES 10&11 HAVE TUNNEL VISORS AND 7° , 5 VANE LEFT CUTOFF LOUVERS ON ALL INDICATIONS.

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	6'X6'	3	PRESENCE
D1A	6'X6'	4	PRESENCE
D2A,B	6'X6'	6	PRESENCE
D2C,D,E	6'X6'	5	PRESENCE
D2F,G	6'X6'	4	PRESENCE
D4A	23'X6'	3	DELAY 8"
D4B	18'X6'	3	DELAY 8"
D4C	12'X6'	3	DELAY 8"
D4D	6'X6'	3	DELAY 8"
D4,D5	6'X6'	3	PRESENCE
D5A	20'X6'	3	DELAY 8"
D5B	15'X6'	3	DELAY 8"
D5C	10'X6'	3	DELAY 8"

PROGRAM

FUNCTION	TIME	DAYS
FLASH	0000-0500	DAILY
MAX 1	ALL OTHER TIMES	DAILY
MAX 2	FUTURE	

COORDINATION TYPE— NONE

CYCLE	OFFSET SEC	OFFSET %	ØØ1	ØØ2	ØØ3	ØØ4	PHASE SPLITS ØØ5	ØØ6	ØØ7	ØØ8	SEC/% Ø	SEC/% SEC

PERMIS PERIOD | SYSTEM LOC MASTER

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
① TO BE Y IF PHASE 5 IS SKIPPED.
② TO BE R IF PHASE 5 IS SKIPPED.
PHASE 2 ON TO OMIT PHASE 1.
PHASE 6 ON TO OMIT PHASE 5.
PHASES 1 & 5 TO DRIVE FACES 1 & 12 ◄¥ AND ← ONLY.
PHASES 2 & 6 TO DRIVE FACES 1 & 12 R, Y, G.

LEGEND:
R RED | ◄R RED ARROW | WØ WALK/ PED. CLR
Y YELLOW | ◄¥ YELLOW ARROW | D.W. DON'T WALK
G GREEN | ← GREEN ARROW | FL. FLASHING

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

TOWN OF TRUMBULL
ROUTE 25 AT TASHUA ROAD
AND SPRING HILL ROAD

REV #	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAFTER				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
DATE				

MILONE & MACBROOM®
99 Realty Drive
Cheshire, Connecticut 06410
(203) 271-1773 Fax (203) 272-9733
mmc-ct@worldnet.att.net

CONSTRUCTION NOTES FOR SERVICE MEMO NO.100152

ALL TRAFFIC SIGNAL EQUIPMENT IS EXISTING EXCEPT AS NOTED.

(G) REPLACE SIGNAL HEAD #6 (3 SECTION) WITH SIGNAL HEAD #12 (DOGHOUSE). REMOVE EXISTING 14/5 CABLE AND INSTALL 14/9 CABLE FROM SIGNAL HEAD #12 TO CABLE CLOSURE.

(H) REPLACE SIGNAL HEAD #7 (DOGHOUSE) WITH SIGNAL HEAD #7 (3-SECTION). RE-USE EXISTING 14/9 CABLE TO CONNECT SIGNAL HEAD #7 AND TAPE THE UNUSED CONDUCTORS.

INSTALL LOOP DETECTORS D1A CENTERED IN LANE AND 8 FEET APART.

SERIES SPLICE SEGMENTED LOOPS PER LANE.

INSTALL 14/2 CABLE FROM HANDHOLE (R) TO THE SPAN POLE USING THE SPARE CONDUIT. RUN THE 14/2 CABLE TO THE CONTROLLER CONTINUOUSLY.

MODIFY PHASING AND TIMINGS.

MODIFY CONTROLLER TO ACCOMODATE SIGNAL HEAD AND LOOP DETECTOR CHANGES.

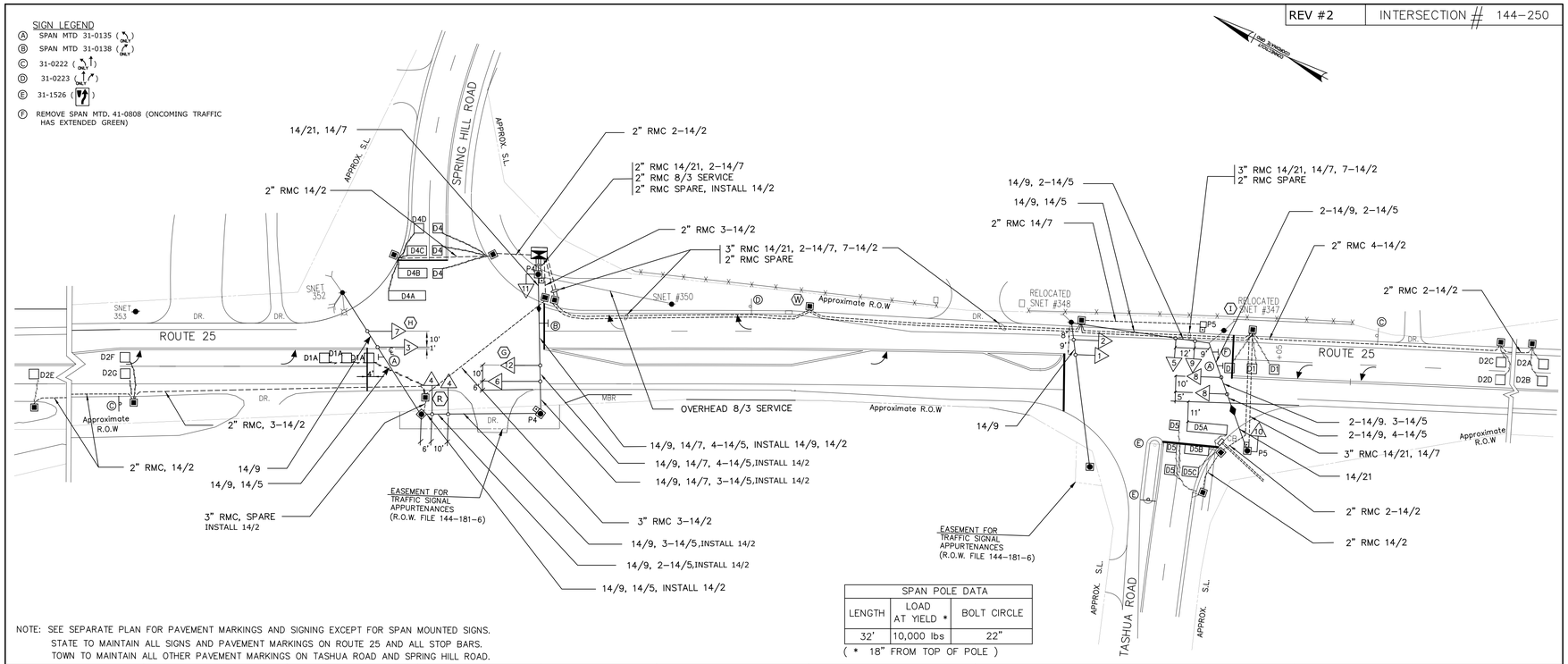
MODIFY EXISTING CABINET WIRING DIAGRAM TO REFLECT THE SIGNAL HEAD AND LOOP DETECTOR CHANGES.

REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT.

(I) REMOVE SPAN MOUNTED 41-0803 (ONCOMING TRAFFIC HAS EXTENDED GREEN).

REV #2 | INTERSECTION # 144-250

SIGN LEGEND
(A) SPAN MTD 31-0135 (ONLY)
(B) SPAN MTD 31-0138 (ONLY)
(C) 31-0222 (ONLY)
(D) 31-0223 (ONLY)
(E) 31-1526
(F) REMOVE SPAN MTD. 41-0808 (ONCOMING TRAFFIC HAS EXTENDED GREEN)



SPAN POLE DATA		
LENGTH	LOAD AT YIELD *	BOLT CIRCLE
32'	10,000 lbs	22"

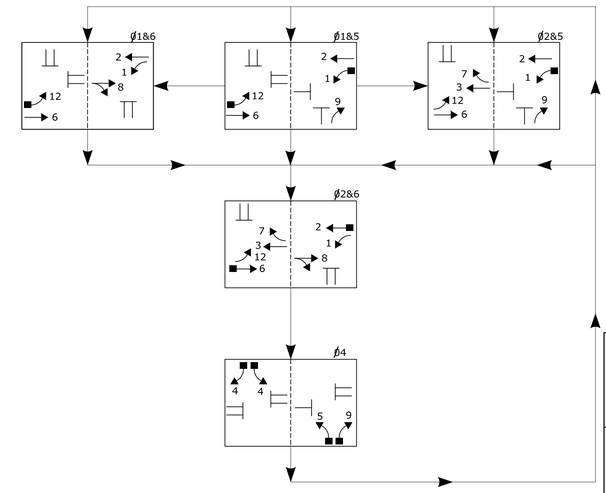
(* 18" FROM TOP OF POLE)

NOTE: SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND SIGNING EXCEPT FOR SPAN MOUNTED SIGNS.
STATE TO MAINTAIN ALL SIGNS AND PAVEMENT MARKINGS ON ROUTE 25 AND ALL STOP BARS.
TOWN TO MAINTAIN ALL OTHER PAVEMENT MARKINGS ON TASHUA ROAD AND SPRING HILL ROAD.

LEGEND:
- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTAL MOUNTING
- PEDESTRIAN PUSH BUTTON & SIGN
- TRAFFIC SIGNAL FACE
- PEDESTRIAN SIGNAL HEAD
- AUDIBLE PEDESTRIAN SIGNAL
- LOOP DETECTOR
- MAGNETIC DETECTOR
- SD SYSTEM DETECTOR
- OPTICAL DETECTOR
- PROPOSED CONTROLLER
- EXISTING CONTROLLER
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- PROPOSED R.M.C. (RIGID METAL CONDUIT)
- EXISTING R.M.C. (RIGID METAL CONDUIT)
- CABLE CLOSURE
- DET. LEADS IN SAW CUT
- MICROWAVE DETECTOR
- STRAIN INSULATOR
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET

TRAFFIC CONTROL SIGNAL LAYOUT
CADD FILE NAME: P:/PROJECTS/144..0181/TR_MSH_TCS..144..250..000.dgn
DATE PLOTTED:
SCALE - 1"=40'

TOWN OF TRUMBULL
ROUTE 25 AT TASHUA ROAD
AND SPRING HILL ROAD



REV #2 | INTERSECTION # 144-250

NO.	DATE	INIT.	DESCRIPTION

REVISIONS

OFFICE OF ENGINEERING

TOWN: TOWN OF TRUMBULL

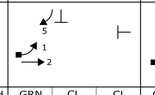
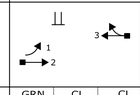
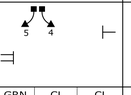
DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN

PROJECT NO. 173-0383

DRAWING NO.

SHEET NO.

MOVEMENT DIAGRAM

NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
NONE									

		FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
FACE #	1	Y	←G	←Y	G	G	Y	R				R	R	R												
	2	Y	G	G	G	G	Y	R				R	R	R												
	3	Y	R	R	R	G	Y	R				R	R	R												
	4	R	R	R	R	R	R	R				G	Y	R												
	5	R	R→	R Y→	R	R	R	R				G	①Y→	②R→												
	6	R	R	R	R	R	R	R				G	Y	R												
INTERVALS	MIN GRN		5			15						9														
	WALK											14														
	PED CLR											1														
	VEH EXT		1.5			5						1.5														
	MAX 1		10			55						15														
	MAX 2		15			55						20														
	YELLOW			3.0			4.2						3.0													
	RED				1.0			1.3						1.0												
	ADD INIT					1.5																				
	MAX INIT					31																				
	TBR																									
	TTR																									
	MIN GAP					5																				
MODE			NON-LOCK			MIN RECALL			OFF			NON-LOCK			OFF			OFF			OFF					
INT START						THIS PHASE																				

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 6'	3	PRESENCE
D2	6' x 6'	4	PRESENCE
D2A	6' x 10'	4	PRESENCE
D4	6' x 6'	3	PRESENCE
D4A	6' x 6'	3	8" DELAY
D4B	10' x 6'	3	8" DELAY

SYSTEM LOC
MASTER

COORDINATION TYPE: NONE

PROGRAM			CYCLE	OFFSET	
FUNCTION	TIME	DAYS		SEC	%
FLASH	2200 - 0600	DAILY			
MAX 1	ALL OTHER TIMES	M-F			
MAX 2	0700 - 0900				
	1600 - 1800				

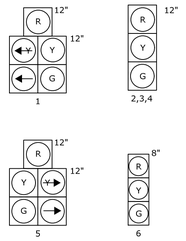
TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
PHASE 2 ON TO OMIT PHASE 1
① TO BE "Y" IF PHASE 2 IS NEXT.
② TO BE "R" IF PHASE 2 IS NEXT.

OFFICE RECORD

REV # 1 TIR # N/A SM # 100810 SIGNAL REVISED: 11/4/2016
REVISED TIMINGS UNDER PROJECT #173-454

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.

ALL INDICATIONS HAVE TUNNEL VISORS.

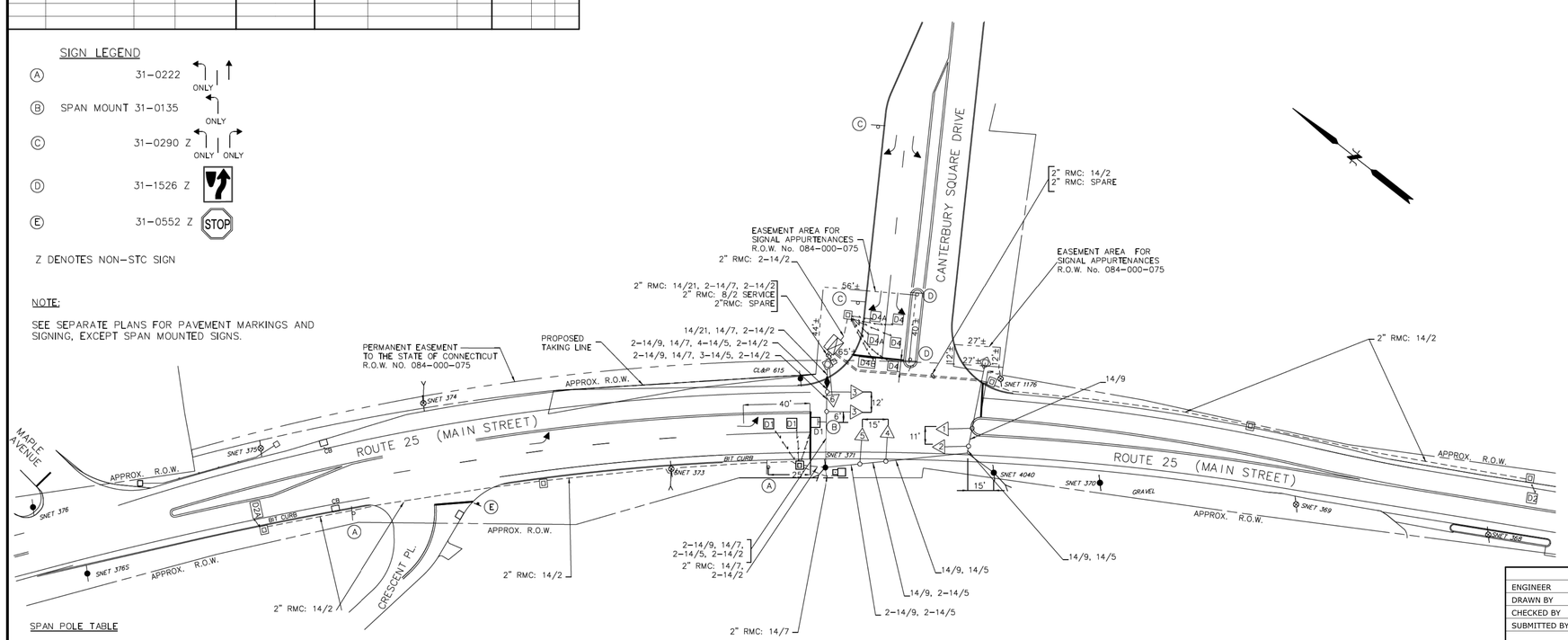
SIGN LEGEND

Ⓐ 31-0222 ONLY
Ⓑ SPAN MOUNT 31-0135 ONLY
Ⓒ 31-0290 Z ONLY ONLY
Ⓓ 31-1526 Z
Ⓔ 31-0552 Z STOP

Z DENOTES NON-STC SIGN

NOTE:

SEE SEPARATE PLANS FOR PAVEMENT MARKINGS AND SIGNING, EXCEPT SPAN MOUNTED SIGNS.



SPAN POLE TABLE

LENGTH 30 FT., B.C. 20", LOAD AT YIELD 7,800 lbs

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R RED
Y YELLOW
G GREEN
◄R RED ARROW
◄Y YELLOW ARROW
◄ GREEN ARROW
W/Ø WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

○ PROPOSED WOOD SPAN POLE
● EXISTING WOOD SPAN POLE
○ PROPOSED STEEL SPAN POLE
◉ EXISTING STEEL SPAN POLE
◇ PROPOSED UTILITY POLE
◆ EXISTING UTILITY POLE
□ PEDESTAL MOUNTING
⊡ PEDESTRIAN PUSH BUTTON & SIGN
⊡→ DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTION ZONE

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
MAGNETIC DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

SIDEWALK RAMP
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

DATE PLOTTED : 12/29/2016 \\DOT-SDCENG07V\CTDOT_Projects$\0173-0454\Traffic\3 - FINAL DESIGN\84 - Monroe\Microstation\TR_TCS_084_220_001.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 25 (MAIN ST.) AT
CANTERBURY SQUARE DRIVE

SCALE 1" = 40'

BETA ENGINEERING SUCCESS TOGETHER

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV #1 INTERSECTION # 084-220

ENERGY BY - DEVELOPER
MAINT LEVEL 5 SERVICE POLE - CL&P 615
UNMETERED SERVICE

TOWN: **MONROE**
PROJECT NO. 173-454
DRAWING NO.
SHEET NO.

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

MOVEMENT DIAGRAM

	NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
		1	2		4 4 7 7	5	6			
	FLASH	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL
FACE # 1	◄R ◄Y ◄R	◄R ◄R ◄R		◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R			
2	Y R R	G Y R		R R R	R R R	R R R	R R R			
3	R R R	R R R		G Y R	R R R	R R R	R R R			
4	R R R	R R R		G Y R	R R R	R R R	R R R			
5	◄R ◄R ◄R	◄R ◄R ◄R		◄R ◄R ◄R	◄R ◄R ◄R	◄Y ◄R	◄R ◄R ◄R			
6	Y R R	R R R		R R R	R R R	R R R	G Y R			
7	R R R	R R R		G Y R	R R R	R R R	R R R			
8	R R R	R R R		G Y R	R R R	R R R	R R R			
INTERVALS MIN GRN	5	25		5	5	25				
WALK				13						
PED CLR				1						
VEH EXT	1.5	2.5		2.0	1.5	2.5				
MAX 1	8	40		23	8	40				
MAX 2	12	60		25	12	60				
YELLOW	3.0	4.2		3.3	3.0	4.2				
RED	3.8	1.8		3.1	3.8	1.8				
ADD INIT		1.0				1.0				
MAX INIT		25				25				
TBR										
TTR										
MIN GAP		2.5				2.5				
MODE	NON-LOCK	MIN RECALL	OFF	NON-LOCK	NON-LOCK	MIN RECALL	OFF	OFF		
INT START		THIS PHASE				THIS PHASE				

TECHNICAL NOTES

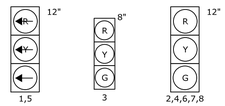
STANDARD OVERLAP SKIP FEATURES APPLY

OFFICE RECORD

REV # 9 TIR # N/A SM # 100810 SIGNAL REVISED: 11/4/2016

REVISED TIMINGS UNDER PROJECT #173-454

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.

ALL INDICATIONS HAVE TUNNEL VISORS.

FACE 3 HAS STRAIGHT VANE LOUVERS.

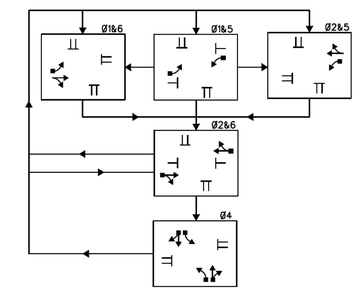
DETECTORS			
IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 6'	3	PRESENCE
D2	6' x 6'	4	PRESENCE
D2A	6' x 6'	3	PRESENCE
D4	6' x 6'	3	PRESENCE
D4A	6' x 6'	3	PRESENCE
D4B	6' x 6'	3	PRESENCE
D4C	6' x 6'	3	PRESENCE
D5	6' x 6'	3	PRESENCE
D6	6' x 6'	5	PRESENCE
D6A	6' x 6'	5	PRESENCE

SYSTEM LOC
MASTER

COORDINATION TYPE: NONE

PROGRAM		
FUNCTION	TIME	DAYS
FLASH	FUTURE	
MAX 1	ALL OTHER TIMES	DAILY
MAX 2	0600-0900, 1500-1800	M - F

CYCLE	OFFSET	
	SEC	%



SIGN LEGEND

- (A) SPAN MOUNTED 31-0842 (LEFT TURN SIGNAL)
- (B) EXIST. 31-0282Z ( )
- (C) SPAN MOUNTED 31-0824 (NTOR)
- (D) EXIST. 31-0282 ( )
- (E) EXIST. 41-0836 ( )
- (F) EXIST. 31-1109Z (DO NOT ENTER)
- (G) EXIST. 31-1188Z ONE WAY ←
- (H) EXIST. 31-1177Z ONE WAY →
- (I) EXIST. 31-0552Z (STOP)
- (J) EXIST. 31-1526Z (KEEP RIGHT)
- (K) EXIST. 31-1620 (NO LEFT TURN) 31-1619
- (L) EXIST. 31-1526 (KEEP RIGHT)
- (M) EXIST. 31-0802 (STOP HERE ON RED ↙)

SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND SIGNS.

SPAN POLE DATA

30' LENGTH, 20" B.C., 7800 LBS LOAD AT YIELD, YEAR INSTALLED 2012

BETA ENGINEERING SUCCESS TOGETHER

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV #9 INTERSECTION # 084-203

ENERGY BY - TOWN

MAINT LEVEL 1

SERVICE POLE - SNET #394

UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R RED
Y YELLOW
G GREEN
◄R RED ARROW
◄Y YELLOW ARROW
◄— GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTAL MOUNTING
- PEDESTRIAN PUSH BUTTON & SIGN
- DIRECTIONAL ARW. FOR PUSH BUTTON
- TRAFFIC SIGNAL FACE
- PEDESTRIAN SIGNAL FACE
- DET. LEADS IN SAW CUT
- PROPOSED RMC (RIGID METAL CONDUIT)
- EXISTING RMC (RIGID METAL CONDUIT)
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- VIDEO DETECTION ZONE
- PROPOSED CONTROLLER
- EXISTING CONTROLLER
- LOOP DETECTOR
- SD SYSTEM DETECTOR
- MAGNETIC DETECTOR
- OPTICAL DETECTOR
- VIDEO DETECTOR
- AUDIO DETECTOR
- SIDEWALK RAMP
- CABLE CLOSURE
- WIRELESS SENSOR
- WIRELESS RECEIVER
- WIRELESS TRANSMITTER
- GUY WIRE
- PROPOSED HANDHOLE
- EXISTING HANDHOLE

DATE PLOTTED : 12/29/2016 \\DOT-SDCENG07V\CTDOT_Projects$\0173-0454\Traffic\3 - FINAL DESIGN\84 - Monroe\Mlcrostation\TR_TCS_084_203_009.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

SCALE 1" = 40'

ROUTE 25 (MAIN ST.) AT
JUDD ROAD AND
PURDY HILL ROAD

TOWN: **MONROE**

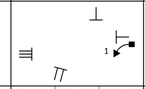
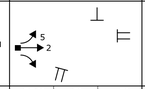
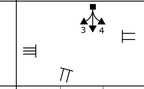
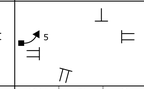
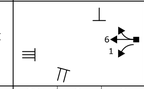
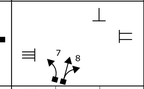
PROJECT NO. 173-454

DRAWING NO.

SHEET NO.

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

MOVEMENT DIAGRAM

NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
NONE									

		FLASH	PHASE 1 GRN	PHASE 1 CL	PHASE 1 CL	PHASE 2 GRN	PHASE 2 CL	PHASE 2 CL	PHASE 3 GRN	PHASE 3 CL	PHASE 3 CL	PHASE 4 GRN	PHASE 4 CL	PHASE 4 CL	PHASE 5 GRN	PHASE 5 CL	PHASE 5 CL	PHASE 6 GRN	PHASE 6 CL	PHASE 6 CL	PHASE 7 GRN	PHASE 7 CL	PHASE 7 CL	PHASE 8 GRN	PHASE 8 CL	PHASE 8 CL	GRN	CL	CL
FACE #	1	Y	◄R	◄Y R	R	R	R	R				R	R	R	R	R	R	G	Y	R	R	R	R						
	2	Y	R	R	R	G	Y	R				R	R	R	R	R	R	R	R	R	R	R	R						
	3	R	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R	R	R	R						
	4	R	R	R	R	R	R	R				◄G	Y	R	R	R	R	R	R	R	R	R	R						
	5	Y	R	R	R	G	Y	R				R	R	R	◄R	◄Y R	R	R	R	R	R	R	R						
	6	Y	R	R	R	R	R	R				R	R	R	R	R	R	G	Y	R	R	R	R						
	7	R	R	R	R	R	R	R				R	R	R	R	R	R	R	R	R	◄G	Y	R						
	8	R	R	R	R	R	R	R				R	R	R	R	R	R	R	R	R	G	Y	R						
	9	R	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R	R	R	R						
						◄ YIELD PT.												◄ YIELD PT.											
INTERVALS	MIN GRN		5			25						5			5			25			5								
	WALK											17																	
	PED CLR											1																	
	VEH EXT		1.5			2.5						1.5			1.5			2.5			1.5								
	MAX 1		8			30						15			8			30			15								
	MAX 2		12			30						15			12			30			20								
	YELLOW			3.0			3.9						3.0			3.0			3.9			3.3							
	RED				1.0			2.9						1.6			1.0			2.9			2.2						
	ADD INIT																												
	MAX INIT																												
	TBR																												
	TTR																												
	MIN GAP																												
MODE			NON-LOCK			MIN RECALL			OFF			NON-LOCK			NON-LOCK			MIN RECALL			NON-LOCK			OFF					
INT START						THIS PHASE												THIS PHASE											

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	6' X 6'	3	PRESENCE
D2	6' X 6'	4	PRESENCE
D2A	8' X 6'	3	PRESENCE
D4	6' X 6'	3	PRESENCE
D4A	8' X 6'	3	PRESENCE
D5	6' X 6'	3	2" DELAY
D6	6' X 6'	5	PRESENCE
D6A	8' X 6'	4	PRESENCE
D7	6' X 6'	3	PRESENCE
D7A	6' X 6'	3	PRESENCE

SYSTEM LOC
MASTER 084-201
084-218

COORDINATION TYPE: TC/TBC

PROGRAM FUNCTION	PROGRAM TIME	PROGRAM DAYS	CYCLE	OFFSET SEC	OFFSET %
FLASH	FUTURE				
MAX 1	ALL OTHER TIMES				
MAX 2	1600 - 1800	M - F			
FREE	2300 - 0500	DAILY			
PATTERN 1	ALL OTHER TIMES		90"	0	0
PATTERN 2	0600 - 0900	M - F	100"	0	0
	1600 - 1800				
FREE	FUTURE				

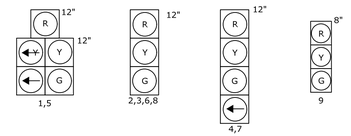
TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
PHASE 1&5 TO DRIVE FACES 1 & 5 ◄Y- AND ◄—ONLY.
PHASE 2&6 TO DRIVE FACES 1 & 5 R,Y,G.
PEDESTRIAN ACTUATION MAY CAUSE THE SIGNAL TO DOUBLE CYCLE.

OFFICE RECORD

REV # 2 TIR # N/A SM # 100810 SIGNAL REVISED: 11/4/2016
REVISED TIMINGS UNDER PROJECT #173-454

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.

FACE 9 HAS TUNNEL VISORS

SIGN LEGEND

Ⓐ SPAN MOUNTED 31-0135 ( )
Ⓑ EXIST. 31-0536Z (STOP)
Ⓒ EXIST. 31-0302 ( )
Ⓓ EXIST. 31-0282Z ( )
Ⓔ EXIST. 31-0803 (DO NOT BLOCK DRIVEWAY)
Ⓕ EXIST. 31-1109Z (DO NOT ENTER)
Ⓖ EXIST. 31-1620Z (NO LEFT TURN)
Ⓗ EXIST. 31-0282 ( )
Ⓦ 30" x 30" HANDHOLE

NOTES:
SEE SEPARATE SHEET FOR PAVEMENT MARKINGS AND SIGNS.

SPAN POLE DATA			
LENGTH	LOAD AT YIELD 18" FROM TOP	BOLT CIRCLE	YEAR INSTALLED
30'	7,800 lbs.	20"	2012

ELECTRICAL CALLOUTS FOR SPAN

BETA ENGINEERING SUCCESS TOGETHER

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV #2 INTERSECTION # 084-218

ENERGY BY - TOWN
MAINT LEVEL 2
SERVICE POLE - SNET 451
UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R RED
Y YELLOW
G GREEN
◄R RED ARROW
◄Y YELLOW ARROW
◄— GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTION ZONE

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
MAGNETIC DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

SIDEWALK RAMP
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

DATE PLOTTED : 12/29/2016 \\DOT-SDCENG07V\CTDOT_Projects\0173-0454\Traffic\3 - FINAL DESIGN\84 - Monroe\Microstation\TR_TCS_084_218_002.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

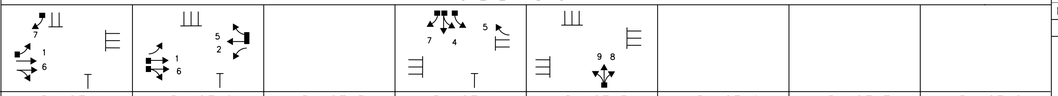
ROUTE 25 (MAIN ST.) AT
GREEN STREET AND CHURCH DR.

SCALE 1" = 40'

TOWN: MONROE
PROJECT NO. 173-454
DRAWING NO.
SHEET NO.

DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN

MOVEMENT DIAGRAM



CONTROLLER	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
FLASH	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL
FACE # 1	Y	← G	◄Y G	G	G	Y	R	R	R	R	R	R
2	Y	R	R	R	G	Y	R	R	R	R	R	R
3	R	R	R	R	R	R	R	R	R	G	Y	R
4	R	R	R	R	R	R	R	← G	Y	R	R	R
5	Y	R	R	R	G	Y	R	R →	R Y→ ③	R ③	R	R
6	Y	G	G	G	G	Y	R	R	R	R	R	R
7	R	R→	R Y→	R	R	R	R	G	Y ①	R ②	R	R
8	R	R	R	R	R	R	R	R	R	G	Y	R
9	R	R	R	R	R	R	R	R	R	R	G ←	Y R
10	R	R	R	R	R	R	R	R	R	G	Y	R
			← YIELD									

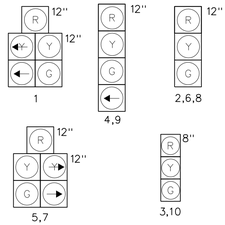
INTERVALS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MIN GRN	5	20		10	5			
WALK					18			
PED CLR					1			
VEH EXT	2	2.5		1.5	2			
MAX 1	12	20		20	13			
MAX 2	17	25		20	13			
YELLOW	3	4.1		4.4	3			
RED	2.5	2.4		4.2	1.3			
ADD INIT		1.0						
MAX INIT		25						
TBR								
TTR								
MIN GAP		2.5						
MODE	NON LOCK	MIN RECALL	OFF	NON LOCK	NON LOCK	OFF	OFF	OFF
INT START		THIS PHASE						

ENERGY BY– STATE | METER # – | INTERSECTION # 84-201

MAINT LEVEL 2 | SERVICE POLE– SNET •455

UNMETERED SERVICE

SIGNAL FACES



ALL INDICATIONS HAVE L.E.D. LAMPS.
SIGNAL HEADS #1,3,7 HAVE TUNNEL VISORS

SIGNAL HEAD #10 TO HAVE STRAIGHT VANE LOUVERS.

OFFICE RECORD

REVISION •15

STC # SM #

SIGNAL REVISED: 9/14/12

SIGNAL REVISED UNDER STATE PROJECT •84-102

ADDED ADDITIONAL LANES FOR ALL APPROACHES.

AS-BUILT PLAN DRAWN: 12/12

REVISION •16

OSTA# N/A SM# N/A

TRAFFIC DESIGN: PJC ELECT. DESIGN: N/A

SIGNAL REVISED: 10/14/12

REVISED SIGNAL TIMINGS AND ADDED AM PEAK HOURS TO MAX 2 UNDER PROJECT No. 84-102.

REVISION #17

OSTA# N/A SM #90980

TRAFFIC DESIGN: KAL ELECT. DESIGN: ABB

SIGNAL REVISED: 4-5-13

ADDED SIGNAL FACE 10 AND REMOVED RIGHT TURN OVERLAP FOR FACE 5 DURING PHASE 2 YELLOW & RED CLEARANCES.

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	6'X6'	3	PRESENCE
D2	12'X6'	4	PRESENCE
D2A,D2B	6'X6'	4	PRESENCE
D4,D4A	6'X6'	3	PRESENCE
D4B	6'X6'	3	8" DELAY
D5	6'X12'	3	PRESENCE
D6	6'X6'	4	PRESENCE
D6A,D6B	6'X6'	4	PRESENCE

PROGRAM

FUNCTION	TIME	DAYS
FLASH	FUTURE	
MAX 1	ALL OTHER TIMES	
MAX 2	0600-0900 1500-1800	M-F
FREE	2300-0500	DAILY

COORDINATION TYPE- TC/TBC

CYCLE	OFFSET SEC	OFFSET %	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	SEC/ %
90	0										
100	0										

PERMIS PERIOD	Ø	SEC

SYSTEM LOC	MASTER
084-201	
084-218	

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY

ARTERY DETECTORS TO BE NON-ACTUATING DURING COORDINATION

① TO BE " Y → " IF PHASE 1 IS NEXT

② TO BE " R → " IF PHASE 1 IS NEXT

③ TO BE " R → " IF PHASE 2 IS NEXT

PEDESTRIAN ACTUATION MAY CAUSE THE SIGNAL TO DOUBLE CYCLE.

LEGEND:
R RED | ◄R RED ARROW | WØ WALK/ PED. CLR
Y YELLOW | ◄Y YELLOW ARROW | D.W. DON'T WALK
G GREEN | ◄G GREEN ARROW | FL. FLASHING

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

TOWN OF MONROE
ROUTE 25 (MAIN ST.) AT
ROUTE 59 (STEPNEY RD.)

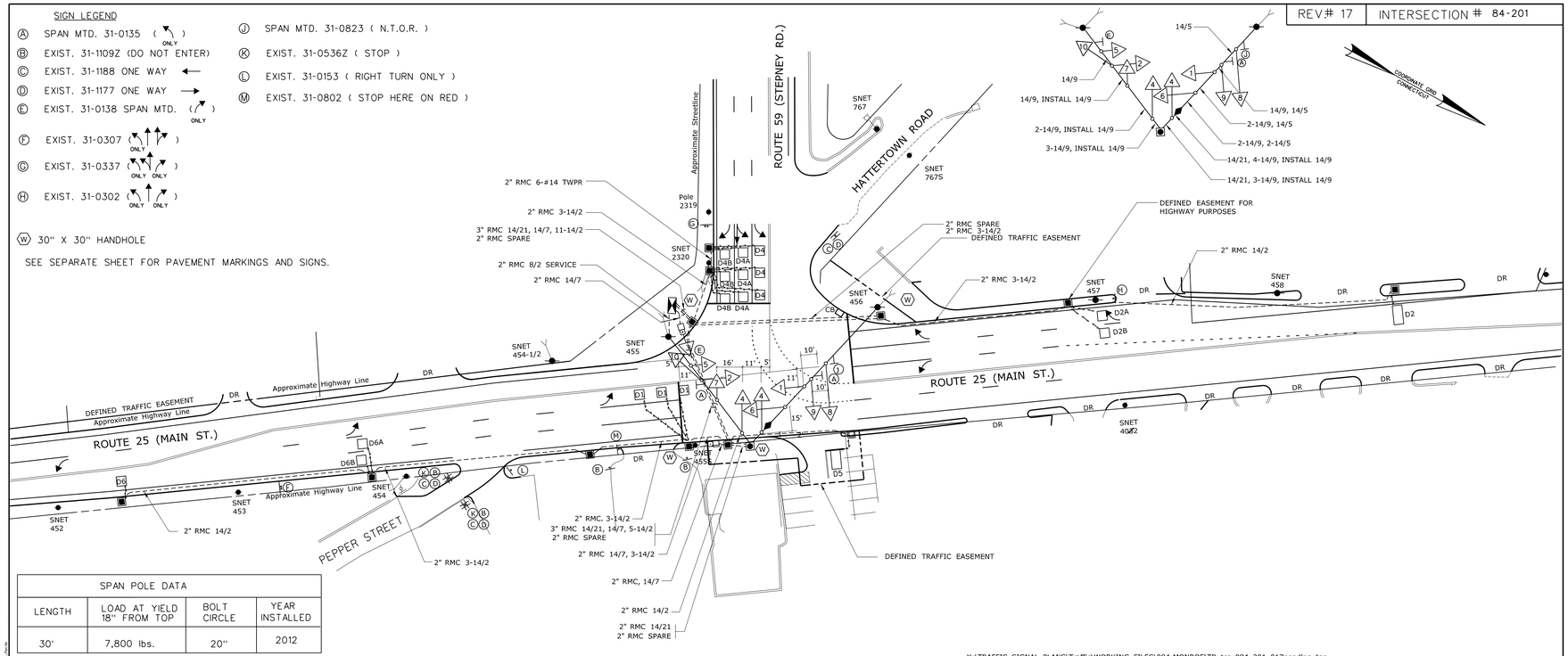
REV # 15	TRAFFIC DATE	ELECTRICAL DATE
ENGINEER		
DRAFTER	MILONE & MACBROOM®	4/26/10
CHECKED BY		
SUBMITTED BY		
APPROVED BY		
DATE		

SIGN LEGEND

Ⓐ SPAN MTD. 31-0135 (ONLY)
Ⓑ EXIST. 31-1109Z (DO NOT ENTER)
Ⓒ EXIST. 31-1188 ONE WAY ←
Ⓓ EXIST. 31-1177 ONE WAY →
Ⓔ EXIST. 31-0138 SPAN MTD. (ONLY)
Ⓕ EXIST. 31-0307 (ONLY)
Ⓖ EXIST. 31-0337 (ONLY ONLY)
Ⓗ EXIST. 31-0302 (ONLY ONLY)
Ⓙ SPAN MTD. 31-0823 (N.T.O.R.)
Ⓚ EXIST. 31-0536Z (STOP)
Ⓛ EXIST. 31-0153 (RIGHT TURN ONLY)
Ⓜ EXIST. 31-0802 (STOP HERE ON RED)
Ⓦ 30" X 30" HANDHOLE

SEE SEPARATE SHEET FOR PAVEMENT MARKINGS AND SIGNS.

REV# 17 | INTERSECTION # 84-201



SPAN POLE DATA			
LENGTH	LOAD AT YIELD 18" FROM TOP	BOLT CIRCLE	YEAR INSTALLED
30'	7,800 lbs.	20"	2012

LEGEND:
PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL HEAD
AUDIBLE PEDESTRIAN SIGNAL
LOOP DETECTOR
MAGNETIC DETECTOR
SD SYSTEM DETECTOR
OPTICAL DETECTOR
PROPOSED CONTROLLER
EXISTING CONTROLLER
PROPOSED HANDHOLE
EXISTING HANDHOLE
PROPOSED R.M.C. (RIGID METAL CONDUIT)
EXISTING R.M.C. (RIGID METAL CONDUIT)
CABLE CLOSURE
DET. LEADS IN SAW CUT
MICROWAVE DETECTOR
STRAIN INSULATOR
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET

X:\TRAFFIC..SIGNAL..PLANS\Traffic\WORKING..FILES\084-MONROE\TR..tcs..084..201..017pending.dgn

TRAFFIC CONTROL SIGNAL LAYOUT

CADD FILE NAME: TR_tcs_084_201_015.dgn

DATE PLOTTED: 5/21/2013

SCALE - 1"=40'

TOWN OF MONROE
ROUTE 25 (MAIN ST.) AT
ROUTE 59 (STEPNEY RD.)

NONE

NTOR

MOVEMENT DIAGRAM

FACE #	PHASE 1 GRN	PHASE 1 CL	PHASE 1 CL	PHASE 2 GRN	PHASE 2 CL	PHASE 2 CL	PHASE 3 GRN	PHASE 3 CL	PHASE 3 CL	PHASE 4 GRN	PHASE 4 CL	PHASE 4 CL	PHASE 5 GRN	PHASE 5 CL	PHASE 5 CL	PHASE 6 GRN	PHASE 6 CL	PHASE 6 CL	PHASE 7 GRN	PHASE 7 CL	PHASE 7 CL	PHASE 8 GRN	PHASE 8 CL	PHASE 8 CL
1	←	Y	R	R	R	R				R	R	R												
2	G	G	G	G	Y	R				R	R	R												
3	R	R	R	G	Y	R				R	R	R												
4	R	R	R	R	R	R				G	Y	R												
5	R	R	R	R	R	R				G	Y	R												

← YIELD

INTERVALS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MIN GRN	5	15		7				
WALK				23				
PED CLR				1				
VEH EXT	2			2				
MAX 1	10	30		20				
MAX 2	10	30		20				
YELLOW	3	4.4		3				
RED	1.0	1.5		0.5				
ADD INI								
MAX INT								
TBR								
TTR								
MIN GAP								
MODE	NON-LOCK	MAX RECALL	OFF	NON-LOCK				
INI START		THIS PHASE						

FLASHING OPERATION

RYYRR

MAINTLVLS

ENERGY BY- DEVELOPER
SERVICE POLE- SNET #751
PREVIOUS OFFICE RECORD SEE REV. #1
REVISION #2

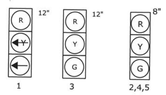
JOB # SM # N/A
SIGNAL REVISED UNDER PROJECT #144-159
SIGNAL REVISED 11/9/94
REVISION #3

JOB# SM#
ENG DESIGN: BARKAN & MESS ASSOC
SIGNAL REVISED
ADDED RIGHT TURN LANE

Revision #4
Installed RED LEDS 10-6-00

REV #5 9-19-01
GRN, YEL LED

SIGNAL FACES



ALL INDICATIONS LED.

INTERSECTION #144-237

METERED SERVICE

METER NO. ~~93-849-122~~ 16004525
REVISION #6 7pp
STC # N/A SM # N/A
TRAFFIC & ELEC. DESIGN: DIST 3 ELECT
SIGNAL REVISED: 2-9-07
REVISED FLASHING OPERATION FROM 2200- 0700 TO 2200 - 0600
REVISION #7
STC # N/A SM # N/A
TRAFFIC & ELEC. DESIGN: DIST 3 ELECT.
SIGNAL REVISED: 8-10-09
INSTALLED TIME CLOCK AND REMOVED TIME CLOCK NOTE (CROSS 170-2245), REVISED OFFSET 1 AND 2 FROM 0" TO 14"
REVISION # 8
OSTA # N/A SM # 90617
TRAFFIC DES :KAL ELECT DES :N/A
SIGNAL REVISED : 9-4-13
REVISED TIMINGS AND PHASE 2 MODE; UPDATED PLAN TO REFLECT FIELD CONDITIONS.

LEGEND

- R RED
- Y YELLOW
- G GREEN
- ←R RED ARROW
- ←Y YELLOW ARROW
- ← GREEN ARROW
- WD WALK/FL DW
- DW DON'T WALK
- FL FLASHING
- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTAL MOUNTING
- PEDESTRIAN PUSH BUTTON AND SIGN
- TRAFFIC SIGNAL FACE
- PEDESTRIAN SIGNAL FACE
- LOOP DETECTOR
- MAGNETIC DETECTOR
- SD SYSTEM DETECTOR
- CONTROLLER
- HANDHOLE
- (RMC) RIGID METAL CONDUIT
- STRAIN INSULATOR
- MAGNETOMETER PROBES
- CABLE CLOSURE
- DET. LEADS IN SAW CUT
- AUXILIARY TERMINATION CABINET
- RADIO ANTENNA

DETECTORS

IDENT	SIZE	TURNS	MODE
D1	6'x6'	3	PRES.
D2	6'x6'	3	PRES.
D3	6'x6'	3	8" DELAY
D4	10'x6'	3	8" DELAY
D5	20'x6'	3	8" DELAY

PROGRAM

FUNCTION	TIME	DAYS
FLASH	2200-0600	M - F
	ALL DAY	S - S
PATTERN 1	ALL OTHER TIMES	
PATTERN 2	0700-0900	M - F
PATTERN 3	FUTURE	
MAX 1	ALL OTHER TIMES	
MAX 2	FUTURE	
FREE	FUTURE	

COORDINATION TC/TBC

CYCLE	OFFSET #/SEC	YIELD PT %	PERMIS PERIOD	FORCE OFF % Ø	Ø	Ø	Ø
70	1 | 1						
70	2 | 1						

SYSTEM LOC

MASTER
144-238
144-237
144-239
84-202
84-315

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY

STATE OF CONNECTICUT
DEPT. OF TRANSPORTATION
BUREAU OF HIGHWAYS
DIV. OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

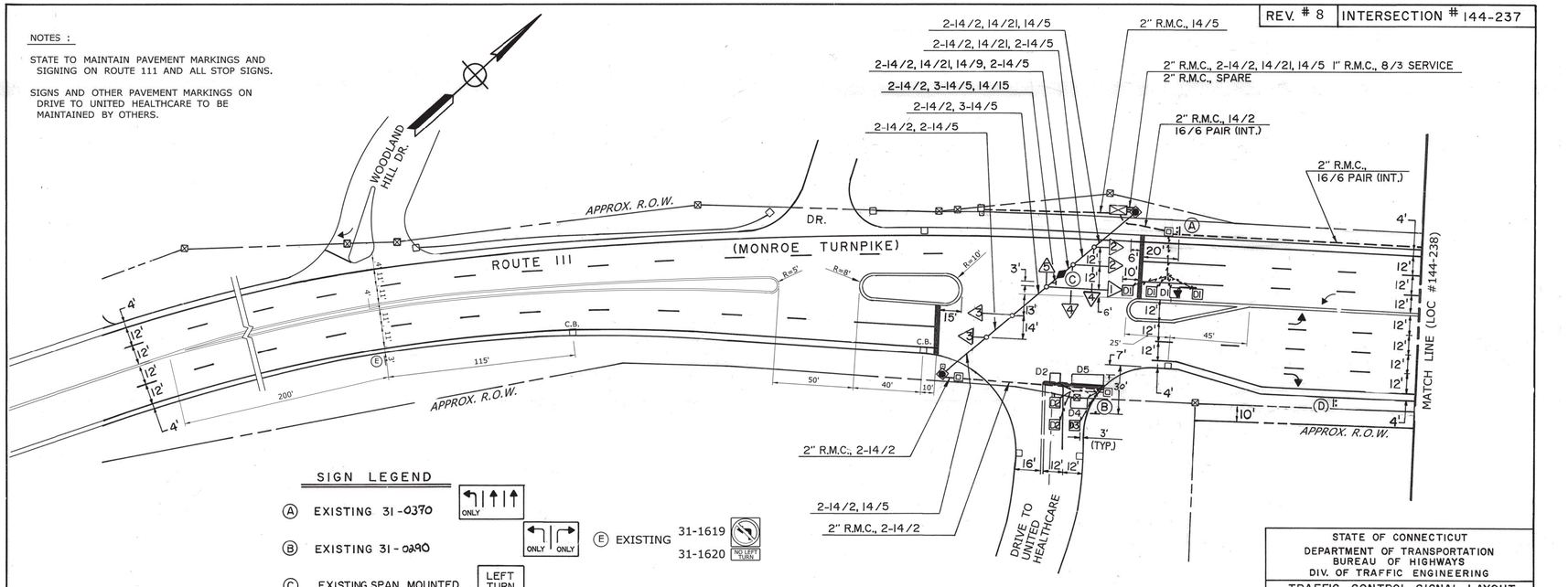
TOWN OF TRUMBULL
ROUTE 111 (MONROE TURNPIKE) AT DRIVE TO UNITED HEALTHCARE

REV. #2	TRAFFIC	DATE	ELECTRICAL	DATE
FIELD SURVEY	KASPER	4/91	KASPER	4/91
ENGINEER	ASSOC.	"	ASSOC.	"
DRAFTER	"	"	"	"
CHECKED BY	"	"	"	"
SUBMITTED BY	"	"	"	"
APPROVED BY				
DATE				

NOTES :

1. STATE TO MAINTAIN PAVEMENT MARKINGS AND SIGNING ON ROUTE 111 AND ALL STOP SIGNS.
2. SIGNS AND OTHER PAVEMENT MARKINGS ON DRIVE TO UNITED HEALTHCARE TO BE MAINTAINED BY OTHERS.

REV. # 8 | INTERSECTION # 144-237



SIGN LEGEND

- (A) EXISTING 31-0370 — ONLY
- (B) EXISTING 31-0890 — ONLY ONLY
- (C) EXISTING SPAN MOUNTED 31-0841 — LEFT TURN SIGNAL
- (D) EXISTING 31-0445 — ONLY ONLY
- (E) EXISTING 31-1619, 31-1620 — NO LEFT TURN

SPAN POLE INFORMATION
32', 22" B.C., 10,000 lbs. MIN. LOAD AT YIELD

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
DIV. OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL LAYOUT

TOWN OF TRUMBULL
ROUTE 111 (MONROE TURNPIKE) AT DRIVE TO UNITED HEALTHCARE

SCALE: 1" = 40'

144-159

459-02

NONE

MOVEMENT DIAGRAM



NTOR		PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	R	←	←Y	R	R	R	R				R	R	R	R	R	R	R	R	R						
2	Y	R	R	R	G	Y	R				R	R	R	R	R	R	R	R	R						
3	R	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R						
4	R	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R						
5	R	R	R	R	R	R	R				R	R	R	←	←Y	R	R	R	R						
6	Y	R	R	R	R	R	R				R	R	R	R	R	R	G	Y	R						
7	R	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R						
					←YIELD PT												←YIELD PT								

INTERVALS	PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
MIN GRN	5			15						7			5			15								
WALK										23														
PED CLR										1														
VEH EXT	2									2			2											
MAX 1	7			25						20			13			25								
MAX 2	10			30						16			10			30								
YELLOW		3.0			4.4						3.0			3.0			4.4								
RED			1.1			0.5						1.8			1.1			0.5							
ADD INIT																								
MAX INIT																								
TBR																								
TTR																								
MIN GAP																								
MODE	NON-LOCK			MAX RECALL			OFF			NON-LOCK			NON-LOCK			MAX RECALL			OFF			OFF		
INT START				THIS PHASE												THIS PHASE								

DETECTORS			
IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 6'	3	PRESENCE
D3	6' x 6'	3	PRESENCE
D3A	20' x 6'	3	8" DELAY
D3B	15' x 6'	3	PRESENCE
D3C	10' x 6'	3	PRESENCE
D3D	8' x 6'	3	PRESENCE
D4	6' x 6'	3	PRESENCE
D4A	9' x 6'	3	PRESENCE
D5	6' x 6'	3	PRESENCE

PROGRAM		
FUNCTION	T I M E	DAYS
FLASH	2200-0600	DAILY
MAX 1	ALL OTHER TIMES	DAILY
MAX 2	0700-0900	M-F
PATTERN 1	ALL OTHER TIMES	
PATTERN 2	0700-0900	M-F
PATTERN 3	FUTURE	
FREE	FUTURE	

COORDINATION TYPE - TC/TBC														PERMIS PERIOD	
CYCLE	OFFSET		PHASE SPLITS				SEC / %								
	SEC	%	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8				Ø	SEC
70"	1	1													
70"	1	1													

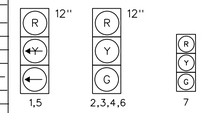
SYSTEM LOC
MASTER
144-238
144-237
144-239
84-202
84-215

TECHNICAL NOTES
STANDARD OVERLAP SKIP FEATURES APPLY

ENERGY BY - DEVELOPER | ADDRESS #
MAINT LEVEL - 5 | SERVICE POLE - SNET #754
UNMETERED SERVICE

INTERSECTION 144-238

SIGNAL FACES



SIGNAL FACES 1 & 5 HAVE TUNNEL VISORS AND 7°, 5 VANE CUT-OFF RIGHT LOUVERS ON RED INDICATIONS.

ALL INDICATIONS HAVE LED LAMPS.

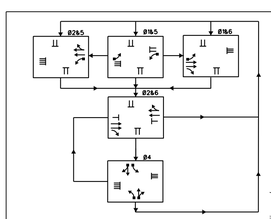
OFFICE RECORD
REVISION # 5
STC # 144-0811-01 SM # N/A
SIGNAL REVISED: 12-2-2010
ADDED OLD MINE PLAZA DRIVEWAY, RTE. 111 SOUTHBOUND LEFT TURN LANE AND RTE. 111 NORTHBOUND RIGHT TURN LANE.
REVISED SEQUENCE AND TIMING. RE-STRIPED TREFOIL DRIVE AND ADDED NEW LOOP DETECTORS.
AS-BUILT PLAN DRAWN: 12-16-2010.
REVISION #6
OSTA #N/A SM #90617
TRAFFIC DES :KAL ELECT DES :N/A
SIGNAL REVISED :9-4-13
REVISED TIMINGS.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & HWY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

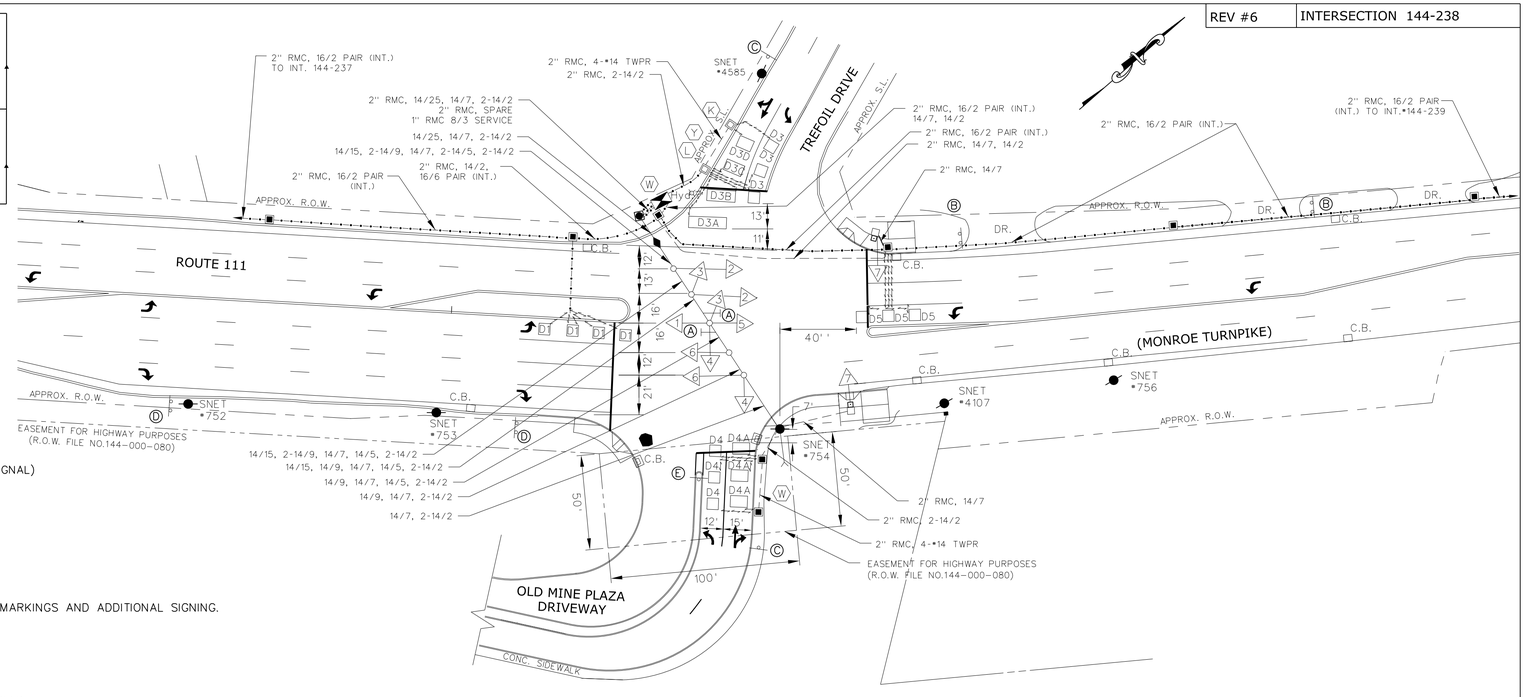
TOWN OF TRUMBULL
ROUTE 111 (MONROE TURNPIKE) AT
TREFOIL DRIVE AND OLD MINE PLAZA DRIVEWAY

REV #5	TRAFFIC		ELECTRICAL	
		DATE		DATE
ENGINEER				
DRAWN BY	MILONE & MACBROOM			2/13/09
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
DATE				

LEGEND:
R RED | ◄R RED ARROW | WØ WALK/ PED. CLR
Y YELLOW | ◄Y YELLOW ARROW | D.W. DON'T WALK
G GREEN | ◄ GREEN ARROW | FL. FLASHING



REV #6 | INTERSECTION 144-238



SIGN LEGEND

- (A) SPAN MTD. 31-0841 (LEFT TURN SIGNAL)
- (B) 31-0307 (↖↑↑↗)
- (C) 31-0282Z (↖↑↗)
- (D) 31-0445 (↖↑↑↗)
- (E) 31-1526Z (KEEP RIGHT)

NOTES:

SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND ADDITIONAL SIGNING.

SPAN POLE INFORMATION:

32' 22" B.C., 10,000 LBS. LOAD AT YIELD

SCALE 1" = 40'

X:\TRAFFIC_SIGNAL_PLANS\Traffic\Traffic Signal Plan Microstation\144-TRUMBULL\TR_tcs_144_238_006_PEN.dgn DATE PLOTTED 10/22/2013

- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTRIAN SIGNAL FACE
- AUDIBLE PEDESTRIAN SIGNAL
- PROPOSED CONTROLLER
- TRAFFIC SIGNAL FACE
- PEDESTRIAN PUSH BUTTON & SIGN
- PEDESTAL MOUNTING
- PROPOSED R.M.C. (RIGID METAL CONDUIT)
- EXISTING R.M.C. (RIGID METAL CONDUIT)
- DET. LEADS IN SAW CUT
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- OPTICAL DETECTOR
- SD SYSTEM DETECTOR
- EXISTING CONTROLLER
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- SIDEWALK RAMP
- SONIC DETECTOR
- GUY WIRE
- LOOP DETECTOR
- MAGNETIC DETECTOR
- CABLE CLOSURE

DRAWN BY :

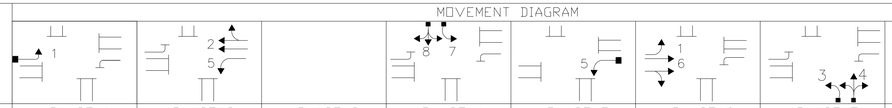
DESIGNED BY :

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TOWN OF TRUMBULL
ROUTE 111 (MONROE TURNPIKE) AT
TREFOIL DRIVE AND OLD MINE PLAZA DRIVEWAY

MOVEMENT DIAGRAM

NONE



NTOR	PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
FLASH	GRN	CL	CL	GRN	CL	CL				GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1 Y	←R	←Y	R	R	R	R				R	R	R	R	R	R	G	Y	R	R	R	R			
2 Y	R	R	R	G	Y	R				R	R	R	R	R	R	R	R	R	R	R	R			
3 R	R	R	R	R	R	R				R	R	R	R	R	R	R	R	R	←G	Y	R			
4 R	R	R	R	R	R	R				R	R	R	R	R	R	R	R	R	←G	Y	R			
5 Y	R	R	R	G	Y	R				←R	←Y	R	R	R	R	R	R	R	R	R	R			
6 Y	R	R	R	R	R	R				R	R	R	R	R	R	G	Y	R	R	R	R			
7 R	R	R	R	R	R	R				←G	Y	R	R	R	R	R	R	R	R	R	R			
8 R	R	R	R	R	R	R				←G	Y	R	R	R	R	R	R	R	R	R	R			
9 R	R	R	R	R	R	R				R	R	R	R	R	R	R	R	R	G	Y	R			
10 R	R	R	R	R	R	R				R	R	R	R	R	R	R	R	R	G	Y	R			
				◄YIELD												◄YIELD								

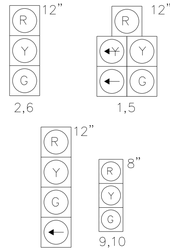
INTERVALS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MIN GRN	5	15		5	5	15	5	
WALK							20	
PED CLR							1.0	
VEH EXT	1.5			1.0	1.5		1.0	
MAX 1	6	25		10	6	25	12	
MAX 2	11	30		7	11	30	7	
YELLOW	3	4.4		3	3	4.4	3	
RED	1.0	1.4		1.7	1.0	1.4	1.2	
ADD INIT								
MAX INIT								
TBR								
TTR								
MIN GAP								
MODE	NON-LOCK	MAX. RECALL	OFF	NON-LOCK	NON LOCK	MAX. RECALL	NON-LOCK	OFF
INT START		THIS PHASE				THIS PHASE		

ENERGY BY- DEVELOPER | METER # - 93-317-651

MAINT LEVEL- 5 | SERVICE POLE- SNET #5123

METERED SERVICE

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.

SIGNAL HEAD #9 HAS TUNNEL VISORS, AND 7 CUT OFF RIGHT LOUVERS. SIGNAL HEAD #10 HAS TUNNEL VISORS

INTERSECTION #144-239

FOR PREVIOUS OFFICE RECORD SEE REV #4

REVISION #5

STC # 144-0402-01 SM # N/A

SIGNAL REVISED: 5-5-05

INSTALLED LEFT TURN LANE FOR NB ROUTE 111 APPROACH. REVISED TIMINGS. INSTALLED NEW CONTROLLER. REVISED PHASING TO QUAD-SEQUENTIAL. AS BUILT PLAN DRAWN 6-05

REVISION #6

OSTA No. N/A SM No. 91392

TRAFFIC DESIGN: ASM ELECT. DESIGN: N/A

SIGNAL REVISED:1-24-13

ELIMINATED TECH NOTES " PHASE 2 ON TO OMIT PHASE 5" AND "PHASE 6 ON TO OMIT PHASE 1"; REVISED PLAN TO REFLECT FIELD CONDITIONS.

REVISION #7

OSTA #N/A SM #90617

TRAFFIC DES :KAL ELECT DES :N/A

SIGNAL REVISED : 9-4-13

REVISED TIMINGS.

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	6'x6'	3	PRES.
D2	6'x6'	3	PRES.
D3	6'x6'	3	PRES.
D4	10'x6'	3	PRES.
D5	20'x6'	3	PRES.
D6	6'x6'	3	PRES.
D7	6'x6'	3	PRES.
D8	10'x6'	3	PRES.
D9	6'x6'	3	PRES.

PROGRAM

FUNCTION	TIME	DAYS
FLASH	2200-0700	M-F
	ALL DAY	S-S
CYCLE 1	ALL OTHER TIMES	
CYCLE 2	0700-0900	M-F
MAX 1	ALL OTHER TIMES	
MAX 2	0700-0900	M-F
FREE	FUTURE	

COORDINATION TYPE- TBC

CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS SEC/% Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
70 SEC	32	46								
70 SEC	32	46								

PERMISSIVE PERIOD: Ø SEC

SYSTEM LOC

MASTER	STANDARD OVERLAP SKIP FEATURES APPLY
144-238	PHASES 1 AND 5 TO DRIVE FACES 1 AND 5 ◄Y- & ←- ONLY
144-237	PHASES 2 AND 6 TO DRIVE FACES 1 AND 5 R,Y,G INDICATIONS
144-239	SIGNAL MAY DOUBLE CYCLE IF PED BUTTON IS ACTUATED
84-202	
84-215	

TECHNICAL NOTES

LEGEND:

R RED | Y YELLOW | G GREEN | ◄R- RED ARROW | ◄Y- YELLOW ARROW | ←- GREEN ARROW | WØ WALK/ PED CLR | D.W. DON'T WALK | FL. FLASHING

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

TOWN OF TRUMBULL
ROUTE 111 (MONROE TURNPIKE) AT
CORPORATE DRIVE & TECHNOLOGY DRIVE

REV #5	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER	ROSE	10-04-04	ROSE	10-04-04
DRAFTER	TISO	10-04-04	TISO	10-04-04
CHECKED BY	& CO	10-04-04	& CO	10-04-04
SUBMITTED BY	"	10-04-04	"	10-04-04
APPROVED BY				
DATE				

CONSTRUCTION NOTES

SIGN LEGEND

(A) EXIST. 31-0307 (ONLY)

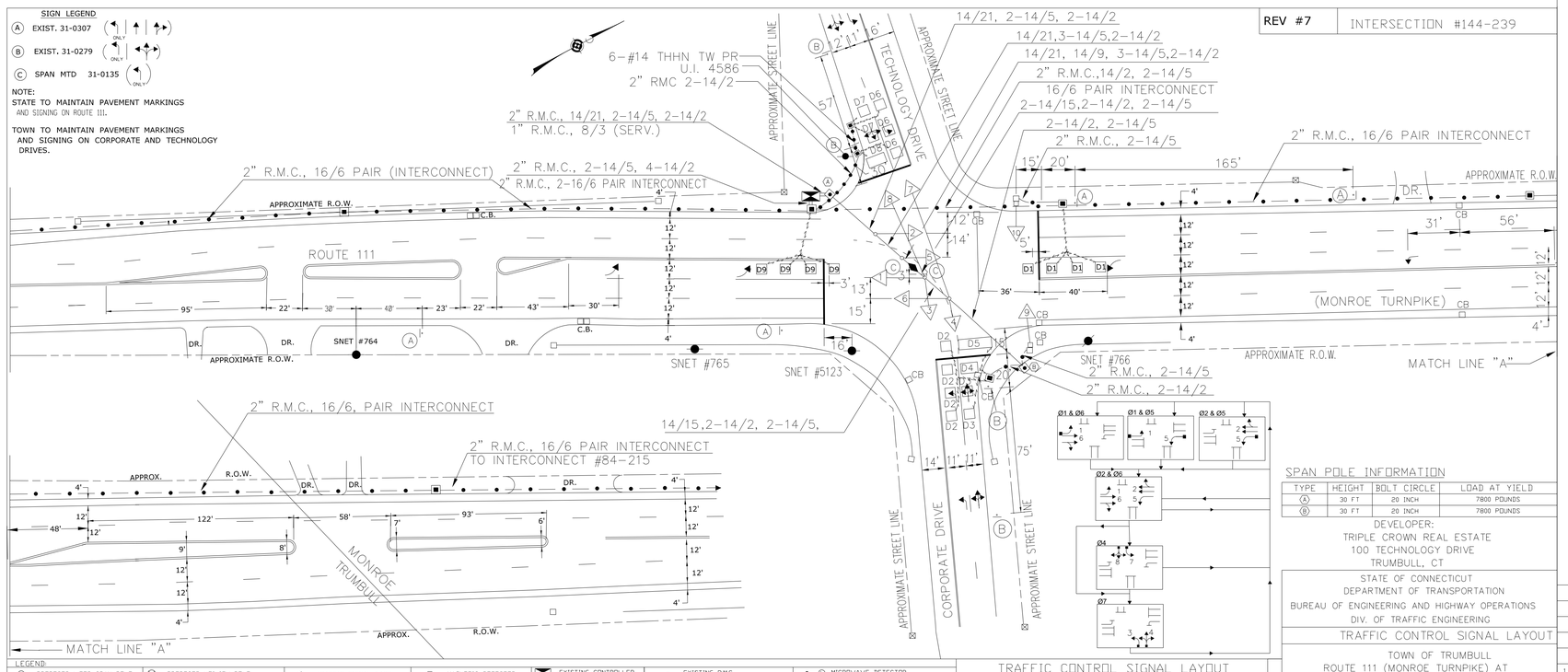
(B) EXIST. 31-0279 (ONLY)

(C) SPAN MTD 31-0135 (ONLY)

NOTE:
STATE TO MAINTAIN PAVEMENT MARKINGS AND SIGNING ON ROUTE 111.

TOWN TO MAINTAIN PAVEMENT MARKINGS AND SIGNING ON CORPORATE AND TECHNOLOGY DRIVES.

REV #7 | INTERSECTION #144-239



SPAN POLE INFORMATION

TYPE	HEIGHT	BOLT CIRCLE	LOAD AT YIELD
(A)	30 FT	20 INCH	7800 POUNDS
(B)	30 FT	20 INCH	7800 POUNDS

DEVELOPER:
TRIPLE CROWN REAL ESTATE
100 TECHNOLOGY DRIVE
TRUMBULL, CT

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING AND HIGHWAY OPERATIONS
DIV. OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL LAYOUT

TOWN OF TRUMBULL
ROUTE 111 (MONROE TURNPIKE) AT
CORPORATE DRIVE & TECHNOLOGY DRIVE

SCALE: 1"=40'

LEGEND:

- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTAL MOUNTING
- PEDESTRIAN PUSH BUTTON & SIGN
- TRAFFIC SIGNAL FACE
- PEDESTRIAN SIGNAL
- AUDIBLE PEDESTRIAN SIGNAL
- LOOP DETECTOR
- MAGNETIC DETECTOR
- SD SYSTEM DETECTOR
- OPTICAL DETECTOR
- PROPOSED CONTROLLER
- EXISTING CONTROLLER
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- PROPOSED R.M.C. (RIGID METAL CONDUIT)
- EXISTING R.M.C. (RIGID METAL CONDUIT)
- CABLE CLOSURE
- DET. LEADS IN SAW CUT
- MICROWAVE DETECTOR
- STRAIN INSULATOR
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET

TRAFFIC CONTROL SIGNAL LAYOUT

CADD FILE NAME:

DATE PLOTTED:

SCALE - 1"=40'

ALL DIMENSIONS IN FEET UNLESS OTHERWISE NOTED.

NO.	DATE	INIT.	DESCRIPTION
1.	12-23-04	MJS	ENGINEERING & ELEC. COMMENTS

REVISIONS

CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: NEW ROUTE 111 NB LEFT TURN LANE

TOWN: TRUMBULL

PROJECT NO.: 0173 -

DRAWING NO.: SIGNAL

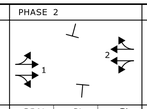
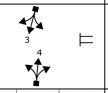
DRAWING TITLE: TRAFFIC SIGNAL PLAN SHEET

SHEET NO.: 1 OF 1

REV #7

INTERSECTION 144-239

MOVEMENT DIAGRAM

	NTOR	PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8			
	NONE																									
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	Y				G	Y	R				R	R	R														
2	Y				G	Y	R				R	R	R														
3	R				R	R	R				G	Y	R														
4	R				R	R	R				G	Y	R														
FACE #					← YIELD PT.																						
MIN GRN					15						7																
WALK											18																
PED CLR											1																
VEH EXT											2																
MAX 1					35						22																
MAX 2					35						12																
YELLOW						4.4						3.0															
RED							2.1						1.7														
ADD INIT																											
MAX INIT																											
TBR																											
TTR																											
MIN GAP																											
MODE		OFF			MAX RECALL			OFF			NON-LOCK			OFF			OFF			OFF			OFF				
INT START					THIS PHASE																						

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	8' x 6'	3	PRESENCE
D2	16' x 6'	3	PRESENCE
D3	6' x 6'	3	PRESENCE
D4A	6' x 6'	3	PRESENCE
D4B	6' x 6'	3	PRESENCE
D4C	6' x 6'	3	PRESENCE

SYSTEM LOC

MASTER 144-238

144-237					
144-239					
084-202					
084-215					

COORDINATION TYPE: TC/TBC

PROGRAM			CYCLE	OFFSET	
FUNCTION	TIME	DAYS		SEC	%
FLASH	FUTURE				
MAX 1	ALL OTHER TIMES				
MAX 2	0700 - 0900	M - F			
PATTERN 1	ALL OTHER TIMES		70"	14	20
PATTERN 2	0700 - 0900	M - F	70"	14	20
PATTERN 3	FUTURE				
FREE	FUTURE				

TECHNICAL NOTES

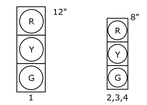
STANDARD OVERLAP SKIP FEATURES APPLY

OFFICE RECORD

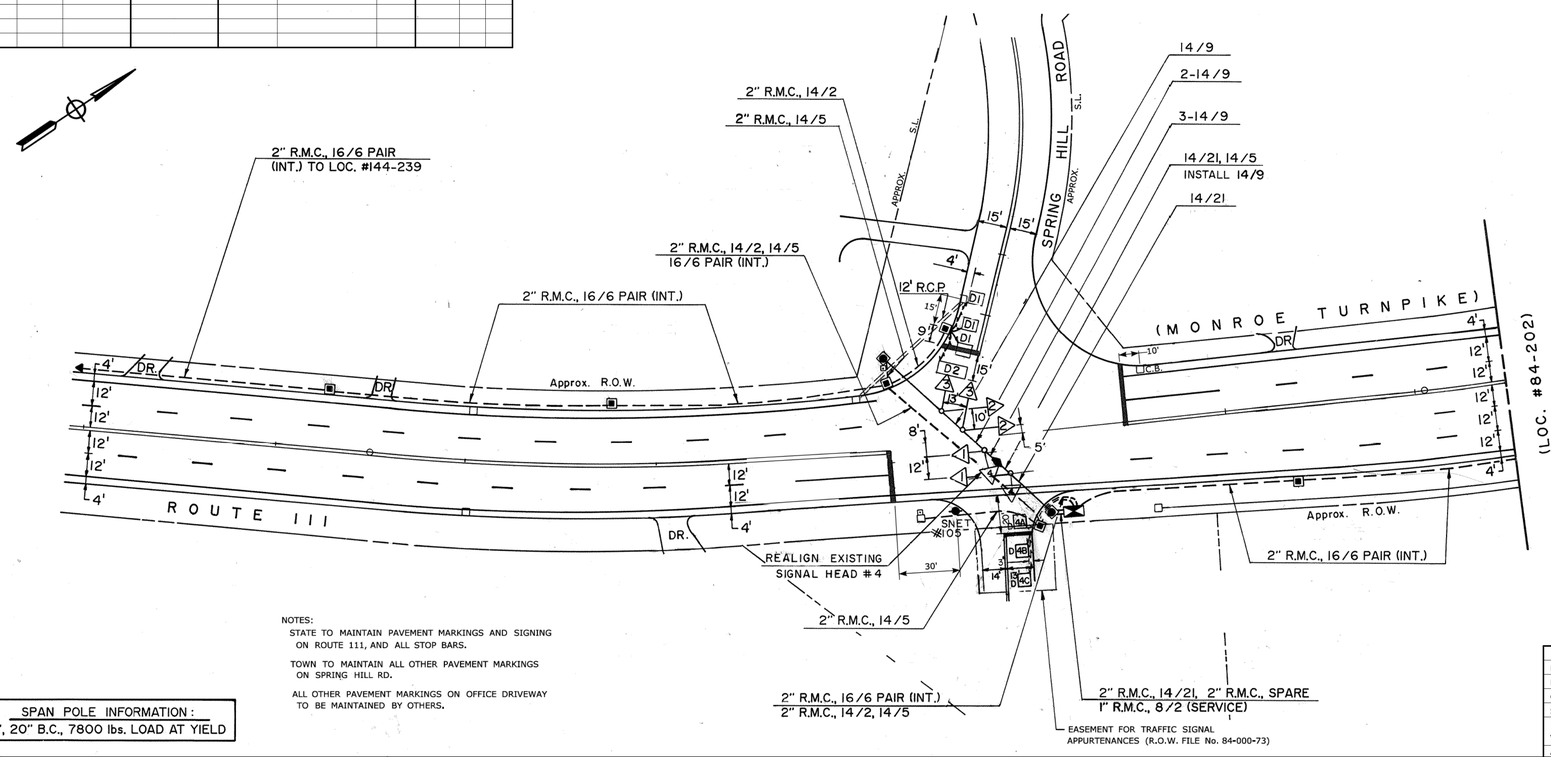
REV # 4 TIR # N/A SM # 100810 SIGNAL REVISED: 11/17/2016

REVISED TIMINGS UNDER PROJECT #173-454

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.



NOTES:

STATE TO MAINTAIN PAVEMENT MARKINGS AND SIGNING ON ROUTE 111, AND ALL STOP BARS.

TOWN TO MAINTAIN ALL OTHER PAVEMENT MARKINGS ON SPRING HILL RD.

ALL OTHER PAVEMENT MARKINGS ON OFFICE DRIVEWAY TO BE MAINTAINED BY OTHERS.

SPAN POLE INFORMATION :
30', 20" B.C., 7800 lbs. LOAD AT YIELD

BETA ENGINEERING SUCCESS TOGETHER

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV #4 INTERSECTION # 084-215

ENERGY BY - TOWN

MAINT LEVEL 5 SERVICE POLE - SNET #105

UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:

R RED
Y YELLOW
G GREEN
R RED ARROW
Y YELLOW ARROW
GREEN ARROW
W/Ø WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTION ZONE

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
MAGNETIC DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

SIDEWALK RAMP
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

DATE PLOTTED : 12/29/2016 \\DOT-SDCENG07V\CTDOT_Projects$\0173-0454\Traffic\3 - FINAL DESIGN\84 - Monroe\Microstation\TR_TCS_084_215_004.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 111 (MONROE TURNPIKE) AT SPRING HILL RD & OFFICE DRIVEWAY

SCALE 1" = 40'

TOWN: **MONROE**

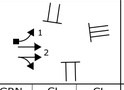
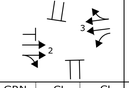
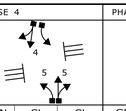
PROJECT NO. 173-454

DRAWING NO.

SHEET NO.

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

MOVEMENT DIAGRAM

	NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
	NONE									

FACE #	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	~~R~~	~~←~~	~~Y~~	~~R~~	~~R~~	~~Y~~	~~R~~				~~R~~	~~R~~	~~R~~												
2	Y	G	G	G	G	Y	R				R	R	R												
3	Y	R	R	R	G	Y	R				R	R	R												
4	R	R	R	R	R	R	R				G	Y	R												
5	R	R	R	R	R	R	R				G	Y	R												
6	R	R	R	R	R	R	R				G	Y	R												
					YIELD																				

INTERVALS																								
	MIN GRN	5			15						8														
	WALK										20														
	PED CLR										1														
	VEH EXT	2									2														
	MAX 1	12			30						20														
	MAX 2	12			30						25														
	YELLOW		3			4.4						3.6													
	RED			1.0			1.7						1.5												
	ADD INIT																								
	MAX INIT																								
	TBR																								
	TTR																								
	MIN GAP																								
	MODE	NON-LOCK			MAX RECALL			OFF			NON-LOCK														
	INT START				THIS PHASE																				

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	8 X 6	3	PRESENCE
D4	6 X 6	3	PRESENCE
D4A	6 X 6	3	PRESENCE
D4B	9 X 6	3	PRESENCE
D5	6 X 6	3	PRESENCE

SYSTEM LOC

MASTER 144-238
144-237
144-239
84-202
84-215

COORDINATION TYPE: TC/TBC

PROGRAM FUNCTION	PROGRAM TIME	PROGRAM DAYS
FLASH	FUTURE	
PATTERN 1	ALL OTHER TIMES	
PATTERN 2	FUTURE	
PATTERN 3	FUTURE	
MAX 1	ALL OTHER TIMES	
MAX 2	0600 - 0900	DAILY
FREE	0600 - 0900	DAILY

CYCLE	OFFSET SEC	OFFSET %
70	7	10

TECHNICAL NOTES

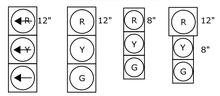
STANDARD OVERLAP SKIP FEATURES APPLY

OFFICE RECORD

REV # TIR # N/A SM # N/A SIGNAL REVISED:

SIGNAL REVISED:
REVISED GEOMETRY OF EAST LEG OF PURDY HILL ROAD, RELOCATED PEDESTAL IN SOUTHEAST CORNER, AND REVISED LANE USE ON WEST LEG OF PURDY HILL ROAD.

SIGNAL FACES



ALL INDICATIONS HAVE L.E.D. LAMPS.
FACE 6 HAS TUNNEL VISORS.

CONSTRUCTION NOTES:

ALL SIGNAL EQUIPMENT IS EXISTING EXCEPT AS NOTED.

STAKE ALL R.O.W. PRIOR TO EXCAVATION.

ALL MATERIAL AND CONSTRUCTION METHODS SHALL CONFORM TO THE FOLLOWING CURRENT D.O.T. DOCUMENTS WHICH CAN BE ACCESSED ON THE D.O.T. WEBSITE
* SUPPLEMENTAL SPECIFICATIONS TO FORM 816.
* SPECIAL PROVISIONS TO FORM 816.
* STANDARD INSTALLATION AND GUIDE DETAIL SHEETS.

REFER TO ROADWAY IMPROVEMENT PLAN FOR ADDITIONAL INFORMATION.

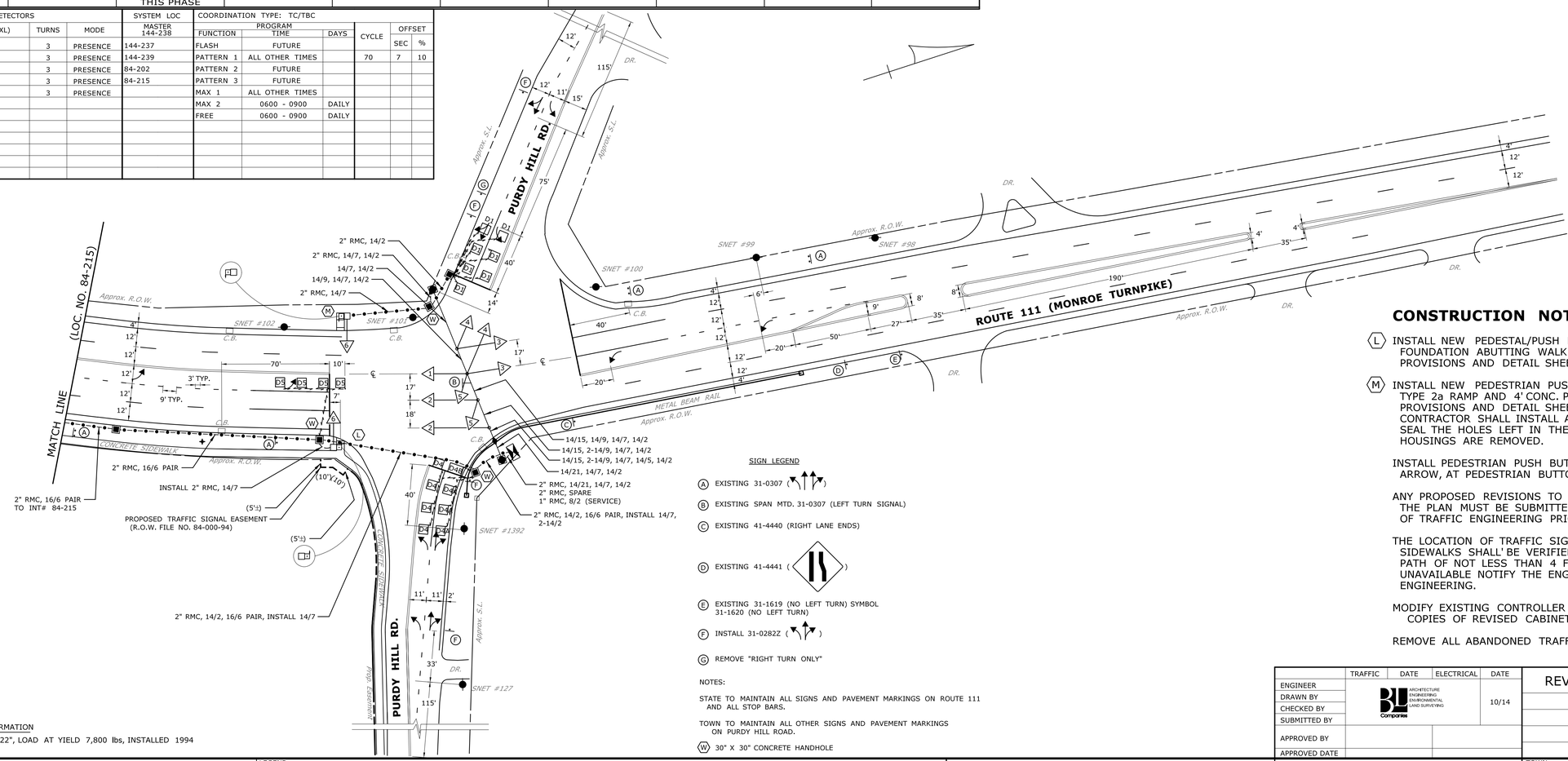
PAINT NEW MARKINGS ON BOTH LEGS OF PURDY HILL ROAD. ERADICATE CONFLICTING MARKINGS.

CONTRACTOR TO VERIFY OPERATION OF DETECTORS D1 AND D5 PRIOR TO START OF CONSTRUCTION.

INSTALL DETECTORS D4, D4A AND D4B. DETECTORS TO BE IN CENTER OF LANE AND 8' APART. PROVIDE ONE NEW AMPLIFIER.

SERIES SPLICE SEGMENTED LOOPS PER LANE.

CLEAN EXISTING CONDUITS AND HANDHOLE TO BE REUSED.



SIGN LEGEND

(A) EXISTING 31-0307 ()

(B) EXISTING SPAN MTD. 31-0307 (LEFT TURN SIGNAL)

(C) EXISTING 41-4440 (RIGHT LANE ENDS)

(D) EXISTING 41-4441 ()

(E) EXISTING 31-1619 (NO LEFT TURN) SYMBOL 31-1620 (NO LEFT TURN)

(F) INSTALL 31-0282Z ()

(G) REMOVE "RIGHT TURN ONLY"

NOTES:

STATE TO MAINTAIN ALL SIGNS AND PAVEMENT MARKINGS ON ROUTE 111 AND ALL STOP BARS.

TOWN TO MAINTAIN ALL OTHER SIGNS AND PAVEMENT MARKINGS ON PURDY HILL ROAD.

(W) 30" X 30" CONCRETE HANDHOLE

CONSTRUCTION NOTES (CONT.):

(L) INSTALL NEW PEDESTAL/PUSH BUTTON AND SIGNAL HEAD #6 ON NEW FOUNDATION ABUTTING WALK AND CONSTRUCT TYPE 2a RAMP, PER SPECIAL PROVISIONS AND DETAIL SHEETS.

(M) INSTALL NEW PEDESTRIAN PUSH BUTTON ON EXISTING PEDESTAL. CONSTRUCT TYPE 2a RAMP AND 4' CONC. PAD ADJACENT TO EXISTING PEDESTAL, PER SPECIAL PROVISIONS AND DETAIL SHEETS. REMOVE EXISTING PUSH BUTTON AND SIGN. CONTRACTOR SHALL INSTALL A TOGGLE BOLT WITH A WASHER TO EFFECTIVELY SEAL THE HOLES LEFT IN THE PEDESTAL WHERE PEDESTRIAN PUSH BUTTON HOUSINGS ARE REMOVED.

INSTALL PEDESTRIAN PUSH BUTTON AND SIGN NO. 31-0833, WITH APPROPRIATE ARROW, AT PEDESTRIAN BUTTON LOCATIONS.

ANY PROPOSED REVISIONS TO THE LOCATION OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE DIVISION OF TRAFFIC ENGINEERING PRIOR TO INSTALLATION.

THE LOCATION OF TRAFFIC SIGNAL FOUNDATIONS WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE VERIFIED PRIOR TO INSTALLATION TO PROVIDE A FREE PATH OF NOT LESS THAN 4 FEET. IF A MINIMUM 4 FOOT FREE PATH IS UNAVAILABLE NOTIFY THE ENGINEER AND CONTACT THE DIVISION OF TRAFFIC ENGINEERING.

MODIFY EXISTING CONTROLLER TO ACCOMMODATE CHANGES. SUPPLY 4 COPIES OF REVISED CABINET WIRING DIAGRAMS.

REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT PER SPECIAL PROVISIONS.

SPAN POLE INFORMATION

HEIGHT 30', B.C. 22", LOAD AT YIELD 7,800 lbs, INSTALLED 1994

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R RED
Y YELLOW
G GREEN
◄R RED ARROW
◄Y YELLOW ARROW
◄G GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTAL MOUNTING
- PEDESTRIAN PUSH BUTTON & SIGN
- DIRECTIONAL ARW. FOR PUSH BUTTON
- TRAFFIC SIGNAL FACE
- PEDESTRIAN SIGNAL FACE
- DET. LEADS IN SAW CUT
- PROPOSED RMC (RIGID METAL CONDUIT)
- EXISTING RMC (RIGID METAL CONDUIT)
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- VIDEO DETECTION ZONE
- PROPOSED CONTROLLER
- EXISTING CONTROLLER
- LOOP DETECTOR
- SD SYSTEM DETECTOR
- MAGNETIC DETECTOR
- OPTICAL DETECTOR
- VIDEO DETECTOR
- AUDIO DETECTOR
- SIDEWALK RAMP
- CABLE CLOSURE
- WIRELESS SENSOR
- WIRELESS RECEIVER
- WIRELESS TRANSMITTER
- GUY WIRE
- PROPOSED HANDHOLE
- EXISTING HANDHOLE

DATE PLOTTED : 6/7/2016 G:\JOBS14\14D\14D2389\DGN\Traffic\TR_MSH_TCS_084202.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 111 (MONROE TURNPIKE) AT PURDY HILL ROAD

SCALE 1" = 40'

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				10/14
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

BL Companies — ARCHITECTURE ENGINEERING ENVIRONMENTAL LAND SURVEYING

REV # INTERSECTION #084-202

ENERGY BY - TOWN	ADDRESS #
MAINT LEVEL 5	SNET #1392
	UNMETERED SERVICE

TOWN: **MONROE**

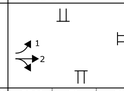
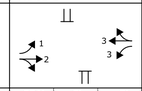
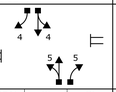
PROJECT NO. XXXX-XXXX

DRAWING NO. TCS-01

SHEET NO.

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

MOVEMENT DIAGRAM

NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
NONE									

		FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
FACE #	1	Y	← G	Y G	G	G	Y	R				R	R	R												
	2	Y	G	G	G	G	Y	R				R	R	R												
	3	Y	R	R	R	G	Y	R				R	R	R												
	4	R	R	R	R	R	R	R				G	Y	R												
	5	R	R	R	R	R	R	R				G	Y	R												
						← YIELD PT.																				
INTERVALS	MIN GRN		4			36						9														
	WALK											12														
	PED CLR											1														
	VEH EXT											2														
	MAX 1		4			36						11														
	MAX 2		4			36						11														
	YELLOW			3.0			4.2						3.0													
	RED				1.0			2.1						1.1												
	ADD INIT																									
	MAX INIT																									
	TBR																									
	TTR																									
	MIN GAP																									
MODE			MAX RECALL			MIN RECALL			OFF			NON-LOCK			OFF			OFF			OFF					
INT START						THIS PHASE																				

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 20'	3	2" DELAY
D2	6' x 20'	3	PRESENCE
D3	6' x 6'	3	PRESENCE
D4	6' x 6'	3	2" DELAY
D5	6' x 6'	3	PRESENCE
D6	6' x 6'	3	10" DELAY

SYSTEM LOC

MASTER 084-204
084-208
084-211
084-216
084-221

COORDINATION TYPE: TC/TBC

PROGRAM			CYCLE	OFFSET	
FUNCTION	TIME	DAYS		SEC	%
FLASH	2200 - 0700	DAILY			
MAX 1	ALL OTHER TIMES				
MAX 2	FUTURE				
PATTERN 1	0700 - 2000	DAILY	90"	61	68
PATTERN 2	FUTURE				
PATTERN 3	FUTURE				
FREE	ALL OTHER TIMES				

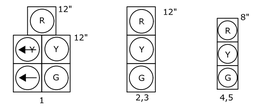
TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
PHASE 1 TO ALWAYS PRECEDE PHASE 2
PHASE 2 ON TO OMIT PHASE 1.

OFFICE RECORD

REV # 7 TIR # N/A SM # 100810 SIGNAL REVISED: 11/17/2016
REVISED TIMINGS UNDER PROJECT #173-454

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.

BETA ENGINEERING SUCCESS TOGETHER

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV #7 INTERSECTION # 084-211

ENERGY BY - DEVELOPER
MAINT LEVEL 5
SERVICE POLE - SNET # 73
UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R RED
Y YELLOW
G GREEN
◄R RED ARROW
◄Y YELLOW ARROW
◄ GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTION ZONE

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
MAGNETIC DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

SIDEWALK RAMP
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

DATE PLOTTED : 12/29/2016 \\DOT-SDCENG07V\CTDOT_Projects$\0173-0454\Traffic\3 - FINAL DESIGN\84 - Monroe\Microstation\TR_TCS_084_211_007.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 111 (MONROE TURNPIKE) AT VILLAGE SQUARE AND McDONALDS DRIVE

SCALE 1" = 40'

TOWN: **MONROE**

PROJECT NO. 173-454

DRAWING NO.

SHEET NO.

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

MOVEMENT DIAGRAM

NTOR		PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8					
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	Y	← R	↚ Y	R	R	R	R				R	R	R	R	R	R	G	Y	R									
2	Y	R	R	R	G	Y	R				R	R	R	R	R	R	R	R	R									
3	R	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R									
4	R	R	R	R	R	R	R				G	Y ①	R ②	R →	R ↛	R	◄ R	◄ Y ↛	R									
5	Y	R	R	R	G	Y	R				R	R	R	◄ R	◄ Y R	R	R	R	R									
6	Y	R	R	R	R	R	R				R	R	R	R	R	R	G	Y	R									
7	R	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R									
					← YIELD PT.												← YIELD PT.											

INTERVALS	PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8					
MIN GRN	5			15						5			5			15											
WALK										13																	
PED CLR										1																	
VEH EXT	1.5			2.5						2			1.5			2.5											
MAX 1	15			60						24			15			60											
MAX 2	15			60						24			15			60											
YELLOW		3.2			4.2						3.7			3.2			4.2										
RED			1.0			2.4						1.2			1.0			2.4										
ADD INIT																												
MAX INIT																												
TBR																												
TTR																												
MIN GAP																												
MODE	NON-LOCK			MIN RECALL			OFF			NON-LOCK			NON-LOCK			MIN RECALL			OFF			OFF					
INT START				THIS PHASE												THIS PHASE											

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 6'	3	PRESENCE
D2	6' x 6'	3	PRESENCE
D2A	6' x 6'	4	PRESENCE
D4A	6' x 6'	3	PRESENCE
D4B	6' x 6'	3	DELAY 2"
D4C	6' x 6'	3	PRESENCE
D4D	6' x 6'	3	DELAY 2"
D5	6' x 6'	3	PRESENCE
D6,D6A	6' x 6'	3	PRESENCE

SYSTEM LOC

MASTER 084-204

COORDINATION TYPE: TC/TBC

PROGRAM FUNCTION	PROGRAM TIME	PROGRAM DAYS	CYCLE	OFFSET SEC	OFFSET %
FLASH	2300 - 0600	DAILY			
MAX 1	ALL OTHER TIMES				
MAX 2	FUTURE				
PATTERN 1	0700 - 2000	DAILY	90"	29	32
PATTERN 2	FUTURE				
PATTERN 3	FUTURE				
FREE	ALL OTHER TIMES				

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY

ARTERIAL DETECTORS TO BE NON-ACTUATING DURING COORDINATION.

PHASES 1&5 TO DRIVE FACES 1&5 ◄Y↛ AND ◄— ONLY.

PHASES 2&6 TO DRIVE FACES 1&5 R,Y & G.

① TO BE Y → IF PHASE 5 IS NEXT.

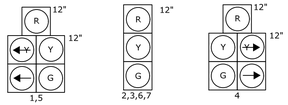
② TO BE R → IF PHASE 5 IS NEXT.

OFFICE RECORD

REV # 10 TIR # N/A SM # 100810 SIGNAL REVISED: 11/17/2016

REVISED TIMINGS UNDER PROJECT #173-454

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS

ALL HEADS HAVE TUNNEL VISORS

SIGN LEGEND

(A) EXIST 31-0283Z

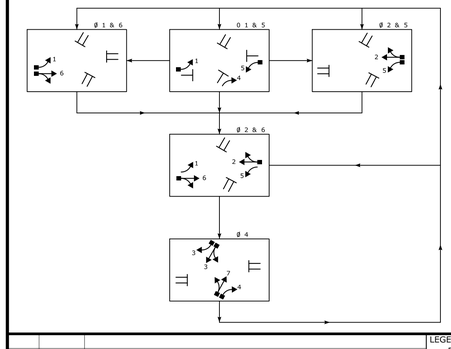
(A) EXIST 31-0282

NOTES

STATE TO MAINTAIN ALL SIGNS AND PAVEMENT MARKINGS ON ROUTE 111 AND ALL STOP BARS.

TOWN OF MONROE TO MAINTAIN ALL SIGNS AND OTHER PAVEMENT MARKINGS ON ELM ST.

(T) BAR TYPE CROSSWALK (16" - 16" X 8' MIN.) - TOWN MAINTAINED



BETA ENGINEERING SUCCESS TOGETHER

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV #10 INTERSECTION # 084-208

ENERGY BY - TOWN

MAINT LEVEL 5

SERVICE POLE - SNET # 63

UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:

R RED; Y YELLOW; G GREEN; ◄R RED ARROW; ◄Y YELLOW ARROW; ◄— GREEN ARROW; W WALK/ PED. CLR; D.W. DON'T WALK; FL. FLASHING

PROPOSED WOOD SPAN POLE; EXISTING WOOD SPAN POLE; PROPOSED STEEL SPAN POLE; EXISTING STEEL SPAN POLE; PROPOSED UTILITY POLE; EXISTING UTILITY POLE; PEDESTAL MOUNTING; PEDESTRIAN PUSH BUTTON & SIGN; DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE; PEDESTRIAN SIGNAL FACE; DET. LEADS IN SAW CUT; PROPOSED RMC (RIGID METAL CONDUIT); EXISTING RMC (RIGID METAL CONDUIT); AUXILIARY TERMINATION CABINET; AUXILIARY EQUIPMENT CABINET; VIDEO DETECTION ZONE

PROPOSED CONTROLLER; EXISTING CONTROLLER; LOOP DETECTOR; SD SYSTEM DETECTOR; MAGNETIC DETECTOR; OPTICAL DETECTOR; VIDEO DETECTOR; AUDIO DETECTOR

SIDEWALK RAMP; CABLE CLOSURE; WIRELESS SENSOR; WIRELESS RECEIVER; WIRELESS TRANSMITTER; GUY WIRE; PROPOSED HANDHOLE; EXISTING HANDHOLE

DATE PLOTTED : 12/29/2016 \\DOT-SDCENG07V\CTDOT_Projects$\0173-0454\Traffic\3 - FINAL DESIGN\84 - Monroe\Microstation\TR_TCS_084_208_010.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 111 (MONROE TURNPIKE) AT ELM STREET

SCALE 1" = 40'

TOWN: **MONROE**

PROJECT NO. 173-454

DRAWING NO.

SHEET NO.

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

MOVEMENT DIAGRAM

		NTOR	PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8					
			NONE																										
		FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
FACE #	1	Y	← R	Y R	R	R	R	R				R	R	R	R	R	R	G	Y	R				R	R	R			
	2	Y	R	R	R	G	Y	R				R	R	R	R	R	R	R	R	R				R	R	R			
	3	R	R	R	R	R	R	R				R	R	R	R	R	R	R	R	R				G	Y	R			
	4	R	R	R	R	R	R	R				G	G (1)	G (2)	R →	R Y	R	R	R	R				G	Y	R			
	5	Y	R	R	R	G	Y	R				R	R	R	← R	Y R	R	R	R	R				R	R	R			
	6	Y	R	R	R	R	R	R				R	R	R	R	R	R	G	Y	R				R	R	R			
	7	R	R	R	R	R	R	R				← G	Y G (1)	G (2)	R	R	R	R	R	R				G	Y	R			
						← YIELD PT.												← YIELD PT.											
INTERVALS	MIN GRN		5			15						5			5			15						5					
	WALK																							13					
	PED CLR																							1					
	VEH EXT		1.5			2.5						2			1.5			2.5						2					
	MAX 1		14			60						8			8			60						11					
	MAX 2		14			60						8			8			60						11					
	YELLOW			3.0			4.2						3.0			3.0			4.2						3.0				
	RED				1.0			2.2						1.0			1.0			2.2						1.3			
	ADD INIT																												
	MAX INIT																												
	TBR																												
	TTR																												
	MIN GAP																												
	MODE		NON-LOCK			MIN RECALL			OFF			NON-LOCK			NON-LOCK			MIN RECALL			OFF			NON-LOCK					
	INT START					THIS PHASE												THIS PHASE											

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 6'	3	PRESENCE
D2,D6	6' x 6'	3	PRESENCE
D2A,D6A	6' x 6'	4	PRESENCE
D4	6' x 6'	3	PRESENCE
D4A	10' x 6'	3	PRESENCE
D4B	18' x 6'	3	PRESENCE
D5	6' x 6'	3	PRESENCE
D7	6' x 6'	3	PRESENCE
D8	6' x 6'	3	PRESENCE
D8A	12' x 6'	3	PRESENCE

SYSTEM LOC
MASTER 084-204

COORDINATION TYPE: TC/TBC

PROGRAM FUNCTION	PROGRAM TIME	PROGRAM DAYS	CYCLE	OFFSET SEC	OFFSET %
FLASH	2300 - 0600	DAILY			
MAX 1	ALL OTHER TIMES				
MAX 2	FUTURE				
PATTERN 1	0700 - 2000	DAILY	90"	82	91
PATTERN 2	FUTURE				
PATTERN 3	FUTURE				
FREE	ALL OTHER TIMES				

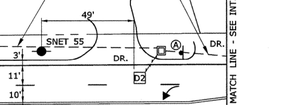
TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
PHASE 2 ON TO OMIT PHASE 1
PHASE 6 ON TO OMIT PHASE 5
(1) TO BE Y IF PHASE 8 SKIPPED.
(2) TO BE R IF PHASE 8 SKIPPED.
PHASE 1&5 TO DRIVE FACES 1&5 ◀Y AND ← ONLY.
PHASE 2&6 TO DRIVE FACES 1&5 R,Y & G

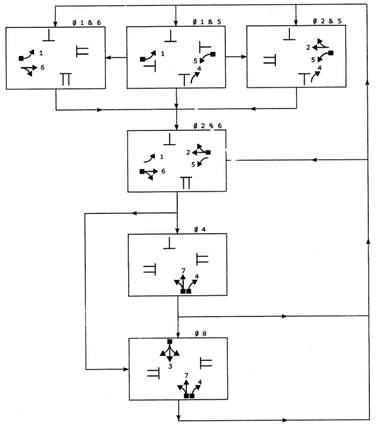
OFFICE RECORD

REV # 1 TIR # N/A SM # 100810 SIGNAL REVISED: 11/17/2016
REVISED TIMINGS UNDER PROJECT #173-454

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.



SIGN LEGEND:

(A) 31-0282 (ONLY)
(B) 31-0283Z (ONLY)
(C) SPAN MOUNTED 31-0135 (ONLY)

NOTES:

STATE TO MAINTAIN ALL SIGNS AND PAVEMENT MARKINGS ON U.S. ROUTE 111.

DEVELOPER TO MAINTAIN ALL SIGNS AND PAVEMENT MARKINGS ON SITE DRIVEWAY.

(U) BAR TYPE CROSSWALK (16" - 16" X 8' MIN.) - PRIVATELY MAINTAINED

POLE DATA:

26', 20" B.C., 6,100 LBS. LOAD AT YIELD

BETA ENGINEERING SUCCESS TOGETHER

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV #1 INTERSECTION # 084-221

ENERGY BY - DEVELOPER
MAINT LEVEL 3
SERVICE POLE -SNET 3926
UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R RED
Y YELLOW
G GREEN
◀R RED ARROW
◀Y YELLOW ARROW
◀ GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTION ZONE

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
MAGNETIC DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

SIDEWALK RAMP
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

DATE PLOTTED : 12/29/2016 \\DOT-SDCENG07V\CTDOT_Projects$\0173-0454\Traffic\3 - FINAL DESIGN\84 - Monroe\Mlcrostation\TR_TCS_084_221_001.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 111 (MONROE TURNPIKE) AT MONROE PLAZA DRIVEWAY AND REDA CENTER DRIVE

SCALE 1" = 40'

TOWN: **MONROE**
PROJECT NO. 173-454
DRAWING NO.
SHEET NO.

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

MOVEMENT DIAGRAM

NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
NONE									

FACE #	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	Y				G	Y	R				R	R	R															
2	R				R	R	R				G	Y	R															
					← YIELD PT.																							

INTERVALS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
MIN GRN		20		7					
WALK				12					
PED CLR				1					
VEH EXT		2.5		3					
MAX 1		58		32					
MAX 2		58		32					
YELLOW		4.2		3.7					
RED		1.8		1.9					
ADD INIT									
MAX INIT									
TBR									
TTR									
MIN GAP									
MODE	OFF	MIN RECALL	OFF	NON-LOCK	OFF	OFF	OFF	OFF	
INT START		THIS PHASE							

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1,D1B	6' x 6'	3	PRESENCE
D1A,D1C	6' x 6'	4	PRESENCE
D2A	6' x 6'	3	PRESENCE
D2B	6' x 6'	3	PRESENCE
D2C	6' x 12'	3	PRESENCE
D2D	6' x 24'	3	PRESENCE
D2E	6' x 6'	3	PRESENCE
D2F	6' x 6'	3	PRESENCE

SYSTEM LOC
MASTER 084-204

COORDINATION TYPE: TC/TBC

PROGRAM FUNCTION	PROGRAM TIME	PROGRAM DAYS	CYCLE	OFFSET SEC	OFFSET %
FLASH	2300 - 0700	DAILY			
MAX 1	ALL OTHER TIMES				
MAX 2	FUTURE				
PATTERN 1	0700 - 2000	DAILY	90"	1	1
PATTERN 2	FUTURE				
PATTERN 3	FUTURE				
FREE	ALL OTHER TIMES				

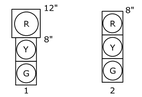
TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
ARTERY DETECTORS TO BE NON-ACTUATING DURING COORDINATION.

OFFICE RECORD

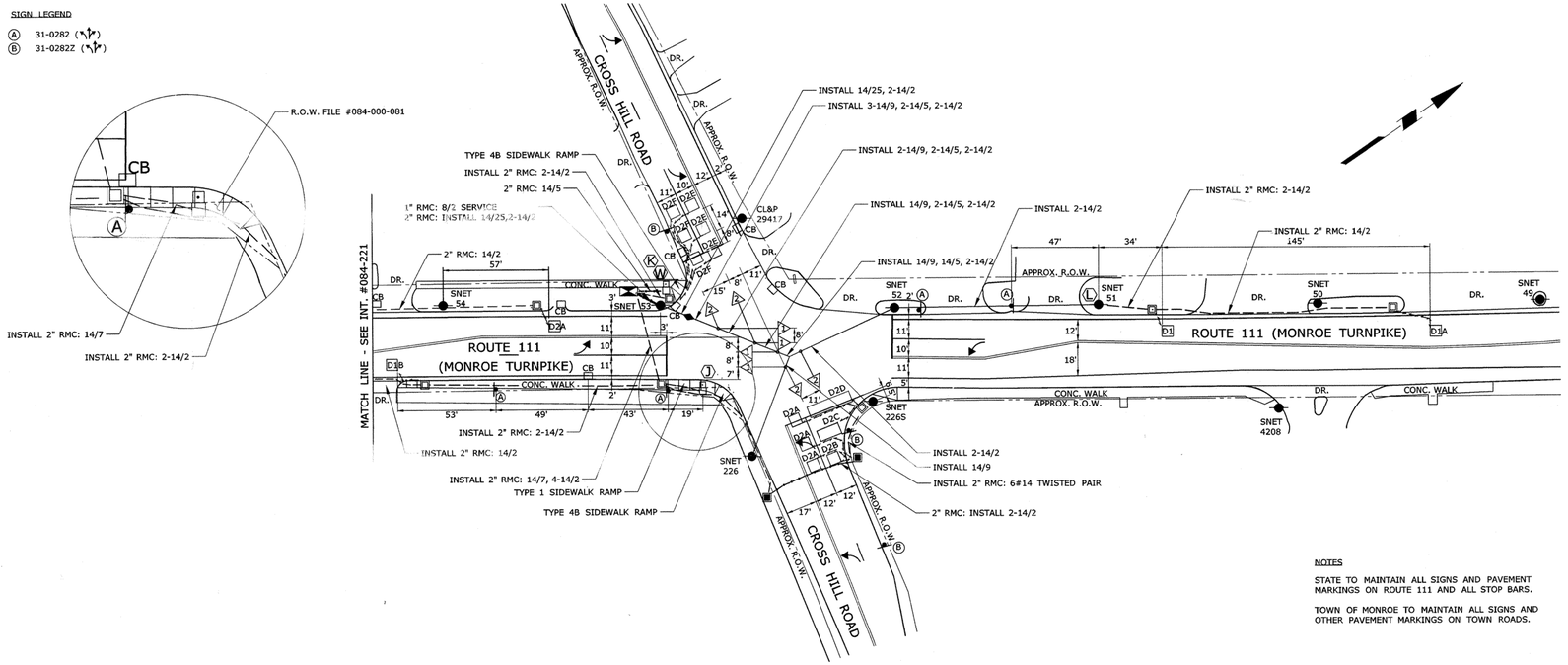
REV # 7 TIR # N/A SM # 100810 SIGNAL REVISED: 11/17/2016
REVISED TIMINGS UNDER PROJECT #173-454

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS

SIGN LEGEND
(A) 31-0282 (↖↗)
(B) 31-0282Z (↖↗)



NOTES

STATE TO MAINTAIN ALL SIGNS AND PAVEMENT MARKINGS ON ROUTE 111 AND ALL STOP BARS.

TOWN OF MONROE TO MAINTAIN ALL SIGNS AND OTHER PAVEMENT MARKINGS ON TOWN ROADS.

BETA ENGINEERING SUCCESS TOGETHER

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV #7 INTERSECTION # 084-204

ENERGY BY - TOWN
MAINT LEVEL 2 SERVICE POLE - SNET 53
UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R RED
Y YELLOW
G GREEN
◄R RED ARROW
◄Y YELLOW ARROW
◄G GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTION ZONE

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
MAGNETIC DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

SIDEWALK RAMP
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

DATE PLOTTED : 12/29/2016 \\DOT-SDCENG07V\CTDOT_Projects$\0173-0454\Traffic\3 - FINAL DESIGN\84 - Monroe\Microstation\TR_TCS_084_204_007.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 111 (MONROE TURNPIKE) AT CROSS HILL ROAD

SCALE 1" = 40'

TOWN: **MONROE**

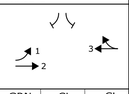
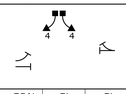
PROJECT NO. 173-454

DRAWING NO.

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

SHEET NO.

MOVEMENT DIAGRAM

	NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
	NONE									

		FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
FACE #	1	Y	◀G	◀Y	G	G	Y	R				R	R	R															
	2	Y	G	G	G	G	Y	R				R	R	R															
	3	Y	R	R	R	G	Y	R				R	R	R															
	4	R	R	R	R	R	R	R				G	Y	R															
	5	R	R	R	R	R	R	R				G	Y	R															
						← YIELD PT.																							

INTERVALS																												
	MIN GRN	3			15						9																	
	WALK										12																	
	PED CLR										1																	
	VEH EXT	1									2																	
	MAX 1	16			35						15																	
	MAX 2	19			30						19																	
	YELLOW		3.0			4.2							3.0															
	RED			1.0			2.8							1.0														
	ADD INIT																											
	MAX INIT																											
	TBR																											
	TTR																											
	MIN GAP																											
	MODE	NON-LOCK			MAX RECALL			OFF			NON-LOCK			OFF			OFF			OFF			OFF					
	INT START				THIS PHASE																							

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 6'	4	PRESENCE
D4	6' x 6'	4	PRESENCE
D4A	6' x 6'	4	8" DELAY
D4B	10' x 6'	4	8" DELAY

SYSTEM LOC

MASTER 084-204

	084-208
	084-221
	084-211

COORDINATION TYPE: TC/TBC

PROGRAM			CYCLE	OFFSET	
FUNCTION	TIME	DAYS		SEC	%
FLASH	2300 - 0700	DAILY			
MAX 1	ALL OTHER TIMES				
MAX 2	1500 - 1900	M - F			
MAX 2	1000 - 1400	SA&SU			
PATTERN 1	0700 - 2000	DAILY	90"	4	4
PATTERN 2	FUTURE				
PATTERN 3	FUTURE				
FREE	ALL OTHER TIMES				

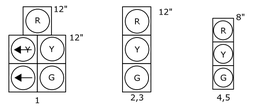
TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
PHASE 1 MUST PRECEDE PHASE 2
PHASE 2 ON TO OMIT PHASE 1.

OFFICE RECORD

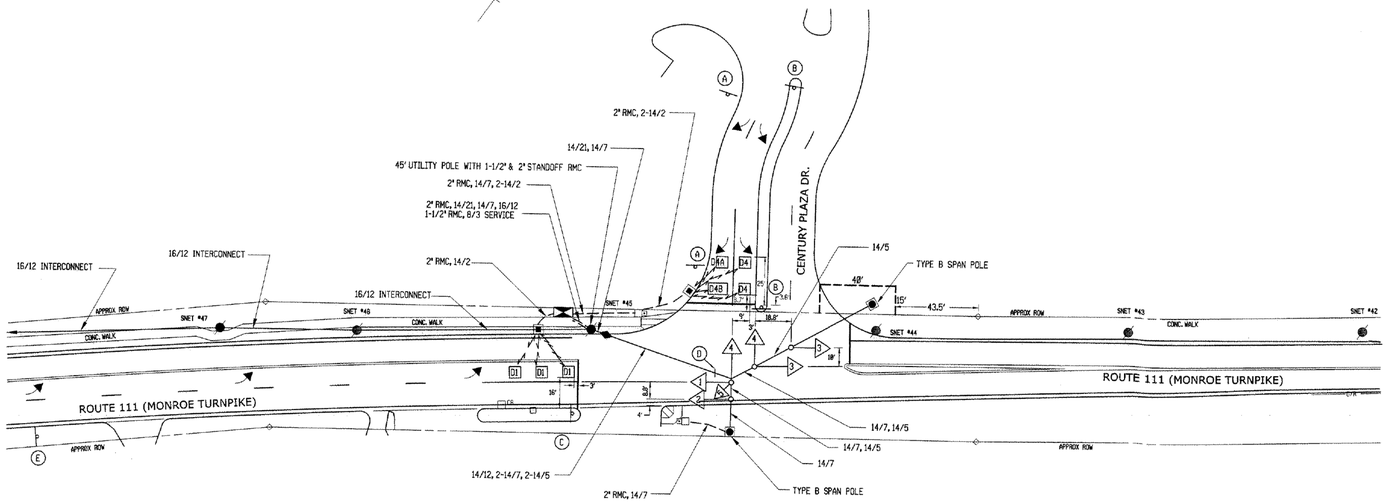
REV # 6 TIR # N/A SM # 100810 SIGNAL REVISED: 11/17/2016
REVISED TIMINGS UNDER PROJECT #173-454

SIGNAL FACES



FACES 4 & 5 HAVE TUNNEL VISORS.

ALL INDICATIONS HAVE LED LAMPS.



SIGN LEGEND — SEE SEPARATE PLAN FOR SIGNING & PAVEMENT MARKINGS

A	ONLY ONLY	31-B25B(2)
B		31-1526
C	STOP HERE ON RED	31-B002
D	ONLY	SPAN MTD. 31-2183
E	ONLY	31-B222

SPAN POLE REQUIREMENTS			
POLE TYPE	LENGTH	LOAD AT YIELD	BOLT CIR.
B	30'	7,800 LBS	20"

NO.	DATE	REVISION DESCRIPTION

LEGEND:

R RED
Y YELLOW
G GREEN
◀R RED ARROW
◀Y YELLOW ARROW
◀ GREEN ARROW
W@ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTAL MOUNTING
- PEDESTRIAN PUSH BUTTON & SIGN
- DIRECTIONAL ARW. FOR PUSH BUTTON
- TRAFFIC SIGNAL FACE
- PEDESTRIAN SIGNAL FACE
- DET. LEADS IN SAW CUT
- PROPOSED RMC (RIGID METAL CONDUIT)
- EXISTING RMC (RIGID METAL CONDUIT)
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- VIDEO DETECTION ZONE
- PROPOSED CONTROLLER
- EXISTING CONTROLLER
- LOOP DETECTOR
- SD SYSTEM DETECTOR
- MAGNETIC DETECTOR
- OPTICAL DETECTOR
- VIDEO DETECTOR
- AUDIO DETECTOR
- SIDEWALK RAMP
- CABLE CLOSURE
- WIRELESS SENSOR
- WIRELESS RECEIVER
- WIRELESS TRANSMITTER
- GUY WIRE
- PROPOSED HANDHOLE
- EXISTING HANDHOLE

DATE PLOTTED : 12/29/2016 \\DOT-SDCENG07V\CTDOT_Projects$\0173-0454\Traffic\3 - FINAL DESIGN\84 - Monroe\Microstation\TR_TCS_084_216_006.dgn

BETA ENGINEERING SUCCESS TOGETHER

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 111 (MONROE TURNPIKE) AT CENTURY PLAZA DRIVE

SCALE 1" = 40'

REV #6 INTERSECTION # 084-216

ENERGY BY - DEVELOPER
MAINT LEVEL 5
SERVICE POLE - SNET # 45
UNMETERED SERVICE

TOWN: **MONROE**

PROJECT NO. 173-454

DRAWING NO.

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

SHEET NO.

APPENDIX E

Raw Traffic Volume and
Origin-Destination Survey Data

Tighe&Bond

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 111 at Route 25
Monroe/Trumbull, Connecticut

File Name : 14230
Site Code : 14230
Start Date : 4/26/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

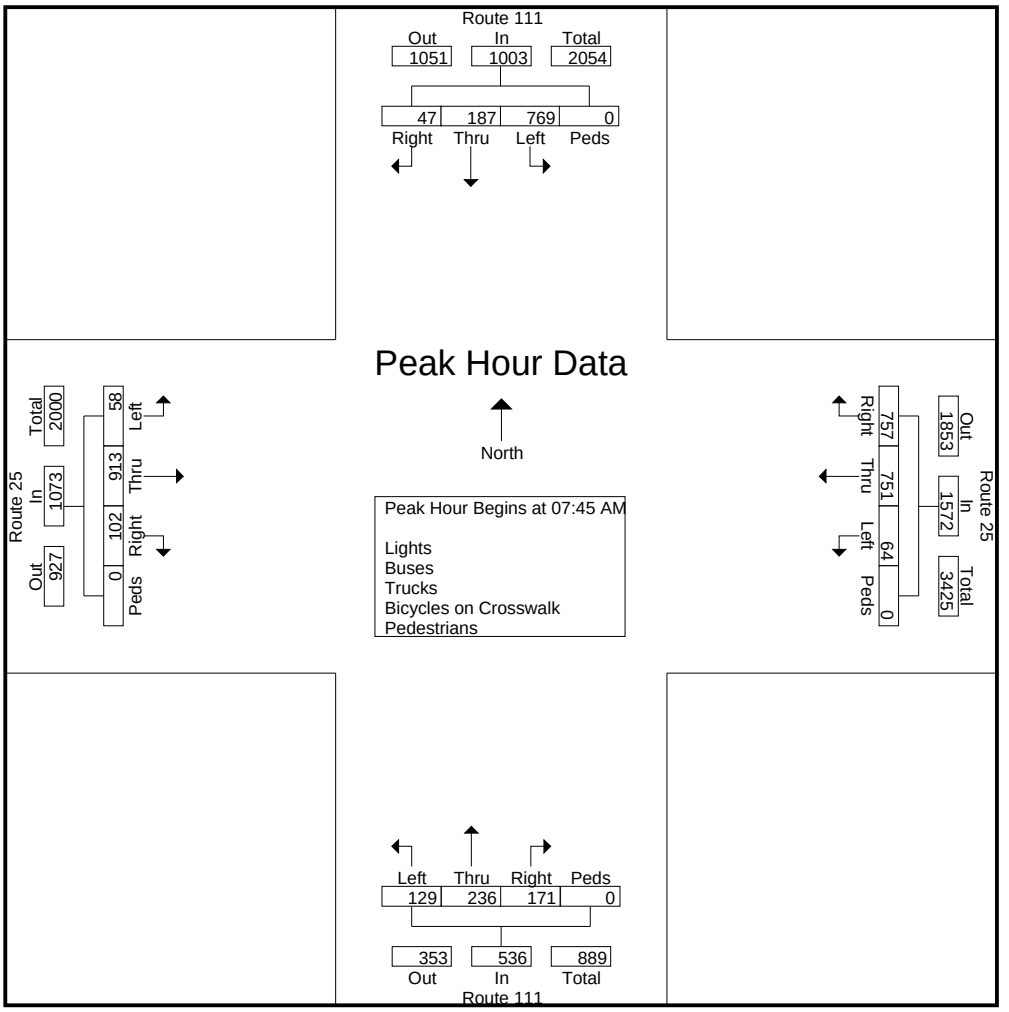
	Route 111 From North					Route 25 From East					Route 111 From South					Route 25 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	10	40	161	0	211	98	162	24	0	284	55	27	35	0	117	15	187	10	0	212	824
07:15 AM	5	56	166	0	227	137	198	15	0	350	43	31	33	0	107	16	213	7	0	236	920
07:30 AM	8	41	205	0	254	147	193	14	0	354	69	41	27	0	137	24	246	10	0	280	1025
07:45 AM	15	42	204	0	261	206	175	17	0	398	62	59	31	0	152	24	232	10	0	266	1077
Total	38	179	736	0	953	588	728	70	0	1386	229	158	126	0	513	79	878	37	0	994	3846
08:00 AM	8	44	206	0	258	173	191	20	0	384	37	44	28	0	109	19	215	13	0	247	998
08:15 AM	14	46	187	0	247	184	210	10	0	404	23	69	38	0	130	37	241	18	0	296	1077
08:30 AM	10	55	172	0	237	194	175	17	0	386	49	64	32	0	145	22	225	17	0	264	1032
08:45 AM	13	36	138	0	187	188	182	25	0	395	37	77	33	0	147	30	211	20	0	261	990
Total	45	181	703	0	929	739	758	72	0	1569	146	254	131	0	531	108	892	68	0	1068	4097
Grand Total	83	360	1439	0	1882	1327	1486	142	0	2955	375	412	257	0	1044	187	1770	105	0	2062	7943
Apprch %	4.4	19.1	76.5	0		44.9	50.3	4.8	0		35.9	39.5	24.6	0		9.1	85.8	5.1	0		
Total %	1	4.5	18.1	0	23.7	16.7	18.7	1.8	0	37.2	4.7	5.2	3.2	0	13.1	2.4	22.3	1.3	0	26	
Lights	82	348	1419			1297	1380										1681				
% Lights	98.8	96.7	98.6	0	98.2	97.7	92.9	94.4	0	95.1	95.7	97.8	95.3	0	96.5	89.3	95	96.2	0	94.5	95.9
Buses	0	4	3	0	7	1	18	2	0	21	5	6	8	0	19	7	14	0	0	21	68
% Buses	0	1.1	0.2	0	0.4	0.1	1.2	1.4	0	0.7	1.3	1.5	3.1	0	1.8	3.7	0.8	0	0	1	0.9
Trucks	1	8	17	0	26	29	88	6	0	123	11	3	4	0	18	13	75	4	0	92	259
% Trucks	1.2	2.2	1.2	0	1.4	2.2	5.9	4.2	0	4.2	2.9	0.7	1.6	0	1.7	7	4.2	3.8	0	4.5	3.3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14230
Site Code : 14230
Start Date : 4/26/2016
Page No : 2

	Route 111 From North					Route 25 From East					Route 111 From South					Route 25 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**15**	42	204	0	**261**	**206**	175	17	0	398	**62**	59	31	0	**152**	24	232	10	0	266	**1077**
08:00 AM	8	44	**206**	0	258	173	191	**20**	0	384	37	44	28	0	109	19	215	13	0	247	998
08:15 AM	14	46	187	0	247	184	**210**	10	0	**404**	23	**69**	**38**	0	130	**37**	**241**	**18**	0	**296**	1077
08:30 AM	10	**55**	172	0	237	194	175	17	0	386	49	64	32	0	145	22	225	17	0	264	1032
Total Volume	47	187	769	0	1003	757	751	64	0	1572	171	236	129	0	536	102	913	58	0	1073	4184
% App. Total	4.7	18.6	76.7	0		48.2	47.8	4.1	0		31.9	44	24.1	0		9.5	85.1	5.4	0		
PHF	.783	.850	.933	.000	.961	.919	.894	.800	.000	.973	.690	.855	.849	.000	.882	.689	.947	.806	.000	.906	.971

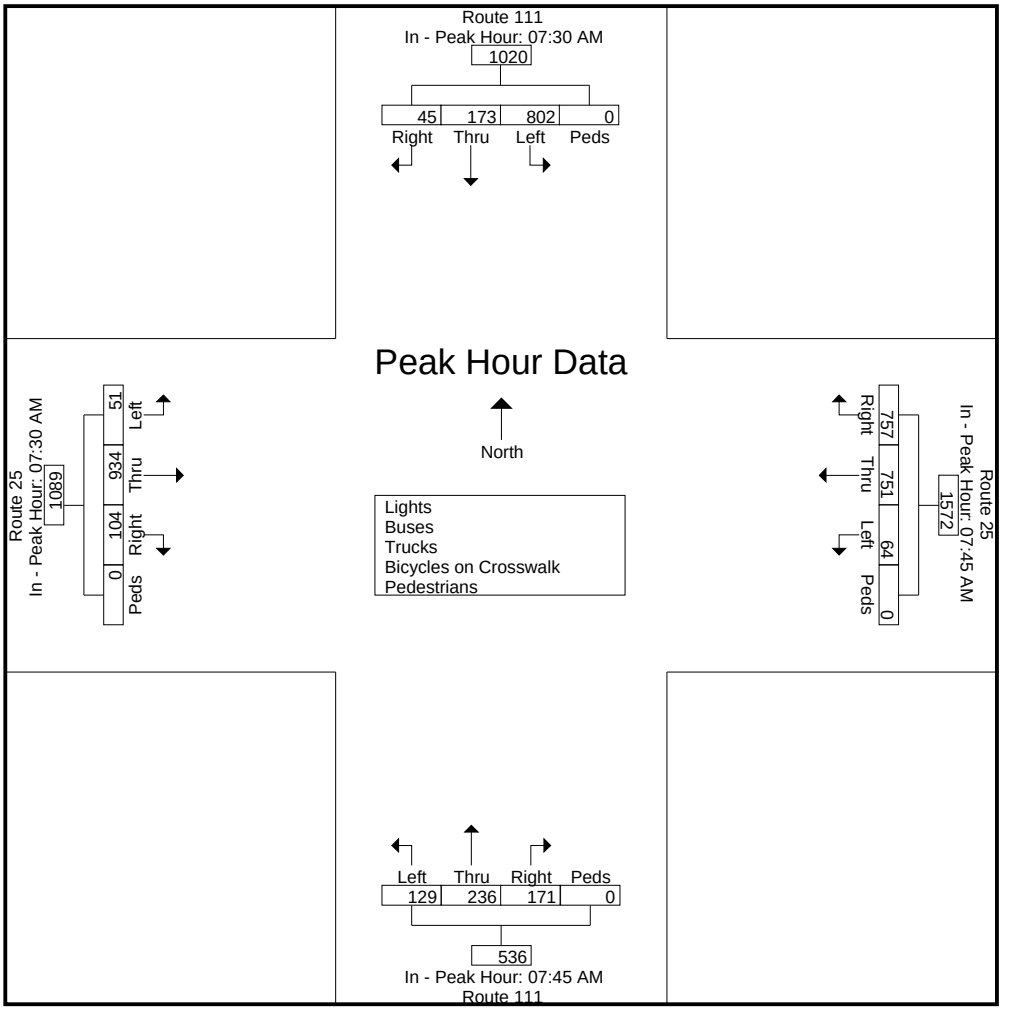


Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 14230
Site Code : 14230
Start Date : 4/26/2016
Page No : 3

	Route 111 From North					Route 25 From East					Route 111 From South					Route 25 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:45 AM					07:45 AM					07:30 AM					
+0 mins.	8	41	205	0	254	**206**	175	17	0	398	**62**	59	31	0	**152**	24	**246**	10	0	280	
+15 mins.	**15**	42	204	0	**261**	173	191	**20**	0	384	37	44	28	0	109	24	232	10	0	266	
+30 mins.	8	44	**206**	0	258	184	**210**	10	0	**404**	23	**69**	**38**	0	130	19	215	13	0	247	
+45 mins.	14	**46**	187	0	247	194	175	17	0	386	49	64	32	0	145	**37**	241	**18**	0	**296**	
Total Volume	45	173	802	0	1020	757	751	64	0	1572	171	236	129	0	536	104	934	51	0	1089	
% App. Total	4.4	17	78.6	0		48.2	47.8	4.1	0		31.9	44	24.1	0		9.6	85.8	4.7	0		
PHF	.750	.940	.973	.000	.977	.919	.894	.800	.000	.973	.690	.855	.849	.000	.882	.703	.949	.708	.000	.920	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 111 at Route 25
Monroe, Trumbull, Connecticut

File Name : 14231
Site Code : 14231
Start Date : 4/26/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

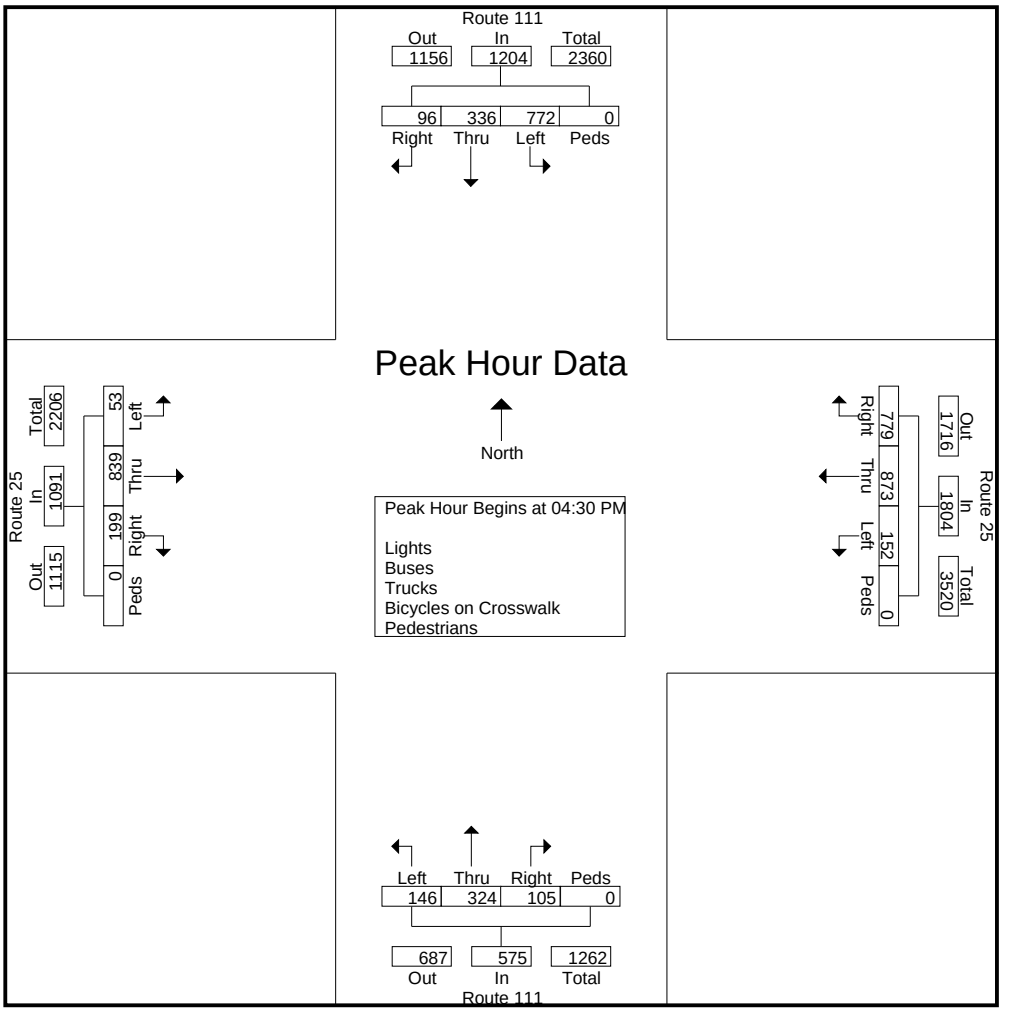
	Route 111 From North					Route 25 From East					Route 111 From South					Route 25 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	20	79	172	0	271	188	197	27	0	412	27	80	29	0	136	45	172	18	0	235	1054
04:15 PM	14	64	150	0	228	188	209	31	0	428	33	73	23	0	129	41	197	13	0	251	1036
04:30 PM	26	87	206	0	319	169	196	36	0	401	31	86	51	0	168	43	229	14	0	286	1174
04:45 PM	23	75	158	0	256	195	225	41	0	461	24	58	37	0	119	61	188	7	0	256	1092
Total	83	305	686	0	1074	740	827	135	0	1702	115	297	140	0	552	190	786	52	0	1028	4356
05:00 PM	20	111	236	0	367	190	224	31	0	445	22	81	23	0	126	37	223	12	0	272	1210
05:15 PM	27	63	172	0	262	225	228	44	0	497	28	99	35	0	162	58	199	20	0	277	1198
05:30 PM	18	89	182	0	289	195	189	36	0	420	27	77	37	0	141	38	214	16	0	268	1118
05:45 PM	15	84	153	0	252	210	202	37	0	449	32	67	30	0	129	53	192	21	0	266	1096
Total	80	347	743	0	1170	820	843	148	0	1811	109	324	125	0	558	186	828	69	0	1083	4622
Grand Total	163	652	1429	0	2244	1560	1670	283	0	3513	224	621	265	0	1110	376	1614	121	0	2111	8978
Apprch %	7.3	29.1	63.7	0		44.4	47.5	8.1	0		20.2	55.9	23.9	0		17.8	76.5	5.7	0		
Total %	1.8	7.3	15.9	0	25	17.4	18.6	3.2	0	39.1	2.5	6.9	3	0	12.4	4.2	18	1.3	0	23.5	
Lights	162	648	1418			1542	1645										1564				
% Lights	99.4	99.4	99.2	0	99.3	98.8	98.5	98.6	0	98.7	98.2	99	98.5	0	98.7	98.1	96.9	97.5	0	97.2	98.5
Buses	0	4	0	0	4	2	1	1	0	4	1	1	1	0	3	1	5	0	0	6	17
% Buses	0	0.6	0	0	0.2	0.1	0.1	0.4	0	0.1	0.4	0.2	0.4	0	0.3	0.3	0.3	0	0	0.3	0.2
Trucks	1	0	11	0	12	16	24	3	0	43	3	5	3	0	11	6	45	3	0	54	120
% Trucks	0.6	0	0.8	0	0.5	1	1.4	1.1	0	1.2	1.3	0.8	1.1	0	1	1.6	2.8	2.5	0	2.6	1.3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14231
Site Code : 14231
Start Date : 4/26/2016
Page No : 2

	Route 111 From North					Route 25 From East					Route 111 From South					Route 25 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	26	87	206	0	319	169	196	36	0	401	**31**	86	**51**	0	**168**	43	**229**	14	0	**286**	1174
04:45 PM	23	75	158	0	256	195	225	41	0	461	24	58	37	0	119	**61**	188	7	0	256	1092
05:00 PM	20	**111**	**236**	0	**367**	190	224	31	0	445	22	81	23	0	126	37	223	12	0	272	**1210**
05:15 PM	**27**	63	172	0	262	**225**	**228**	**44**	0	**497**	28	**99**	35	0	162	58	199	**20**	0	277	1198
Total Volume	96	336	772	0	1204	779	873	152	0	1804	105	324	146	0	575	199	839	53	0	1091	4674
% App. Total	8	27.9	64.1	0		43.2	48.4	8.4	0		18.3	56.3	25.4	0		18.2	76.9	4.9	0		
PHF	.889	.757	.818	.000	.820	.866	.957	.864	.000	.907	.847	.818	.716	.000	.856	.816	.916	.663	.000	.954	.966

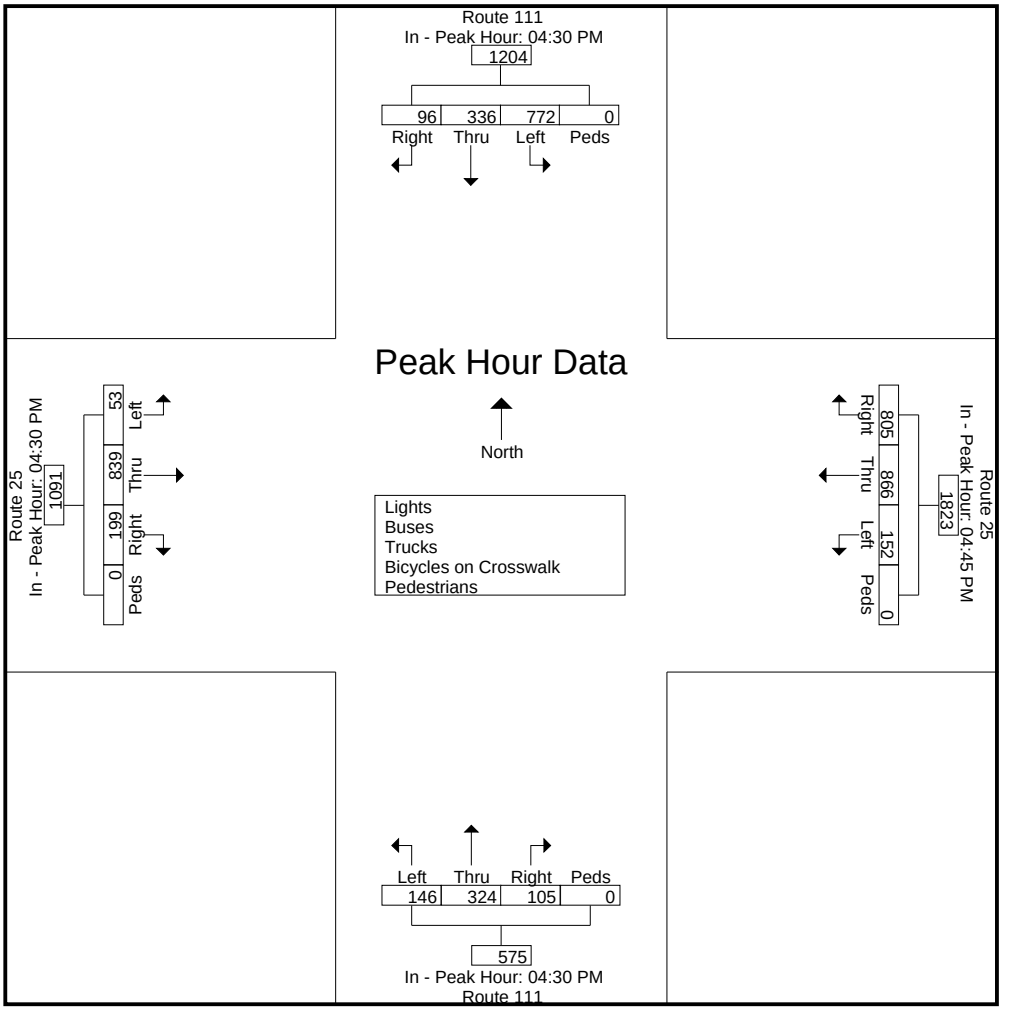


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File Name : 14231
Site Code : 14231
Start Date : 4/26/2016
Page No : 3

	Route 111 From North					Route 25 From East					Route 111 From South					Route 25 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:45 PM					04:30 PM					04:30 PM					
+0 mins.	26	87	206	0	319	195	225	41	0	461	**31**	86	**51**	0	**168**	43	**229**	14	0	**286**	
+15 mins.	23	75	158	0	256	190	224	31	0	445	24	58	37	0	119	**61**	188	7	0	256	
+30 mins.	20	**111**	**236**	0	**367**	**225**	**228**	**44**	0	**497**	22	81	23	0	126	37	223	12	0	272	
+45 mins.	**27**	63	172	0	262	195	189	36	0	420	28	**99**	35	0	162	58	199	**20**	0	277	
Total Volume	96	336	772	0	1204	805	866	152	0	1823	105	324	146	0	575	199	839	53	0	1091	
% App. Total	8	27.9	64.1	0		44.2	47.5	8.3	0		18.3	56.3	25.4	0		18.2	76.9	4.9	0		
PHF	.889	.757	.818	.000	.820	.894	.950	.864	.000	.917	.847	.818	.716	.000	.856	.816	.916	.663	.000	.954	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 111 at Route 25
Monroe/Trumbull, Connecticut

File Name : 14232
Site Code : 14232
Start Date : 5/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

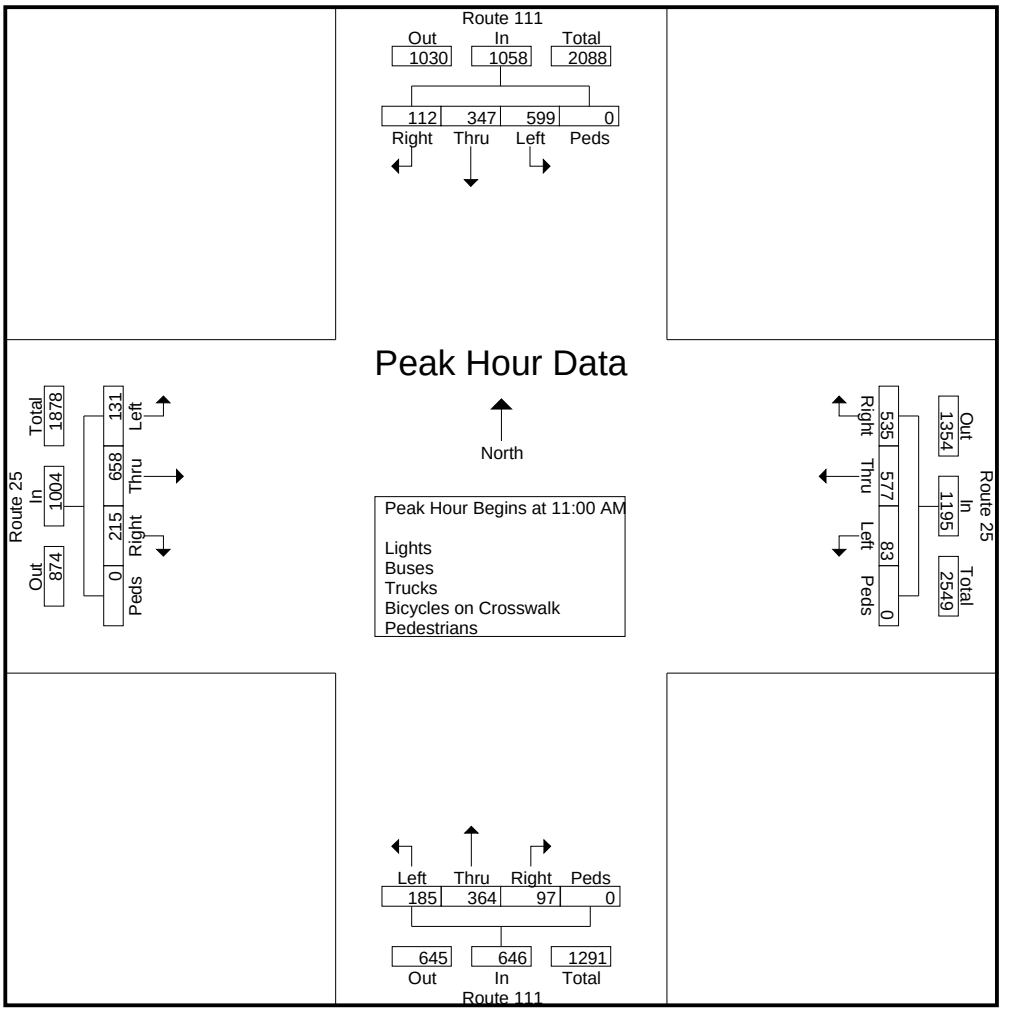
	Route 111 From North					Route 25 From East					Route 111 From South					Route 25 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	42	95	171	0	308	161	139	20	0	320	21	101	44	0	166	49	165	26	0	240	1034
11:15 AM	17	80	125	0	222	144	137	27	0	308	22	87	46	0	155	47	167	38	0	252	937
11:30 AM	24	95	161	0	280	117	146	19	0	282	29	90	50	0	169	51	150	35	0	236	967
11:45 AM	29	77	142	0	248	113	155	17	0	285	25	86	45	0	156	68	176	32	0	276	965
Total	112	347	599	0	1058	535	577	83	0	1195	97	364	185	0	646	215	658	131	0	1004	3903
12:00 PM	38	77	171	0	286	103	133	19	0	255	27	69	38	0	134	49	171	22	0	242	917
12:15 PM	23	89	175	0	287	138	135	23	0	296	29	57	40	0	126	54	167	28	0	249	958
12:30 PM	27	89	154	0	270	139	158	21	0	318	37	68	37	0	142	41	184	38	0	263	993
12:45 PM	27	61	130	0	218	134	139	28	0	301	42	86	37	0	165	39	159	31	0	229	913
Total	115	316	630	0	1061	514	565	91	0	1170	135	280	152	0	567	183	681	119	0	983	3781
Grand Total	227	663	1229	0	2119	1049	1142	174	0	2365	232	644	337	0	1213	398	1339	250	0	1987	7684
Apprch %	10.7	31.3	58	0		44.4	48.3	7.4	0		19.1	53.1	27.8	0		20	67.4	12.6	0		
Total %	3	8.6	16	0	27.6	13.7	14.9	2.3	0	30.8	3	8.4	4.4	0	15.8	5.2	17.4	3.3	0	25.9	
Lights	222	656	1217			1036	1117										1301				
% Lights	97.8	98.9	99	0	98.9	98.8	97.8	96	0	98.1	98.7	98.6	97.9	0	98.4	97.5	97.2	98.8	0	97.4	98.2
Buses	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	8
% Buses	0	0	0.1	0	0	0	0.2	0	0	0.1	0	0	0	0	0	0	0.4	0	0	0.3	0.1
Trucks	5	7	11	0	23	13	23	7	0	43	3	9	7	0	19	10	33	3	0	46	131
% Trucks	2.2	1.1	0.9	0	1.1	1.2	2	4	0	1.8	1.3	1.4	2.1	0	1.6	2.5	2.5	1.2	0	2.3	1.7
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14232
Site Code : 14232
Start Date : 5/14/2016
Page No : 2

	Route 111 From North					Route 25 From East					Route 111 From South					Route 25 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	**42**	**95**	**171**	0	**308**	**161**	139	20	0	**320**	21	**101**	44	0	166	49	165	26	0	240	**1034**
11:15 AM	17	80	125	0	222	144	137	**27**	0	308	22	87	46	0	155	47	167	**38**	0	252	937
11:30 AM	24	95	161	0	280	117	146	19	0	282	**29**	90	**50**	0	**169**	51	150	35	0	236	967
11:45 AM	29	77	142	0	248	113	**155**	17	0	285	25	86	45	0	156	**68**	**176**	32	0	**276**	965
Total Volume	112	347	599	0	1058	535	577	83	0	1195	97	364	185	0	646	215	658	131	0	1004	3903
% App. Total	10.6	32.8	56.6	0		44.8	48.3	6.9	0		15	56.3	28.6	0		21.4	65.5	13	0		
PHF	.667	.913	.876	.000	.859	.831	.931	.769	.000	.934	.836	.901	.925	.000	.956	.790	.935	.862	.000	.909	.944

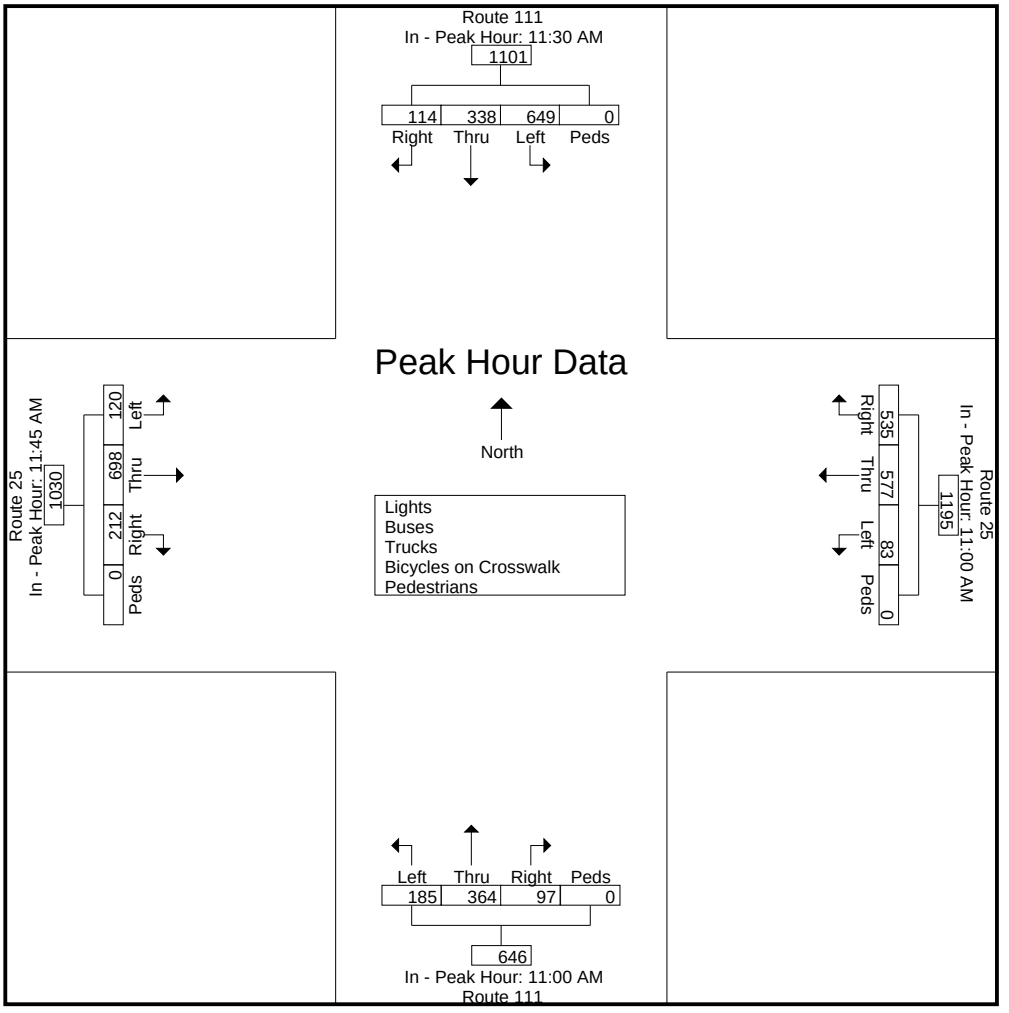


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14232
Site Code : 14232
Start Date : 5/14/2016
Page No : 3

	Route 111 From North					Route 25 From East					Route 111 From South					Route 25 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:30 AM					11:00 AM					11:00 AM					11:45 AM					
+0 mins.	24	**95**	161	0	280	**161**	139	20	0	**320**	21	**101**	44	0	166	**68**	176	32	0	**276**	
+15 mins.	29	77	142	0	248	144	137	**27**	0	308	22	87	46	0	155	49	171	22	0	242	
+30 mins.	**38**	77	171	0	286	117	146	19	0	282	**29**	90	**50**	0	**169**	54	167	28	0	249	
+45 mins.	23	89	**175**	0	**287**	113	**155**	17	0	285	25	86	45	0	156	41	**184**	**38**	0	263	
Total Volume	114	338	649	0	1101	535	577	83	0	1195	97	364	185	0	646	212	698	120	0	1030	
% App. Total	10.4	30.7	58.9	0		44.8	48.3	6.9	0		15	56.3	28.6	0		20.6	67.8	11.7	0		
PHF	.750	.889	.927	.000	.959	.831	.931	.769	.000	.934	.836	.901	.925	.000	.956	.779	.948	.789	.000	.933	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 25 at Tashua Road
Monroe/Trumbull, Connecticut

File Name : 14370
Site Code : 14370
Start Date : 4/26/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

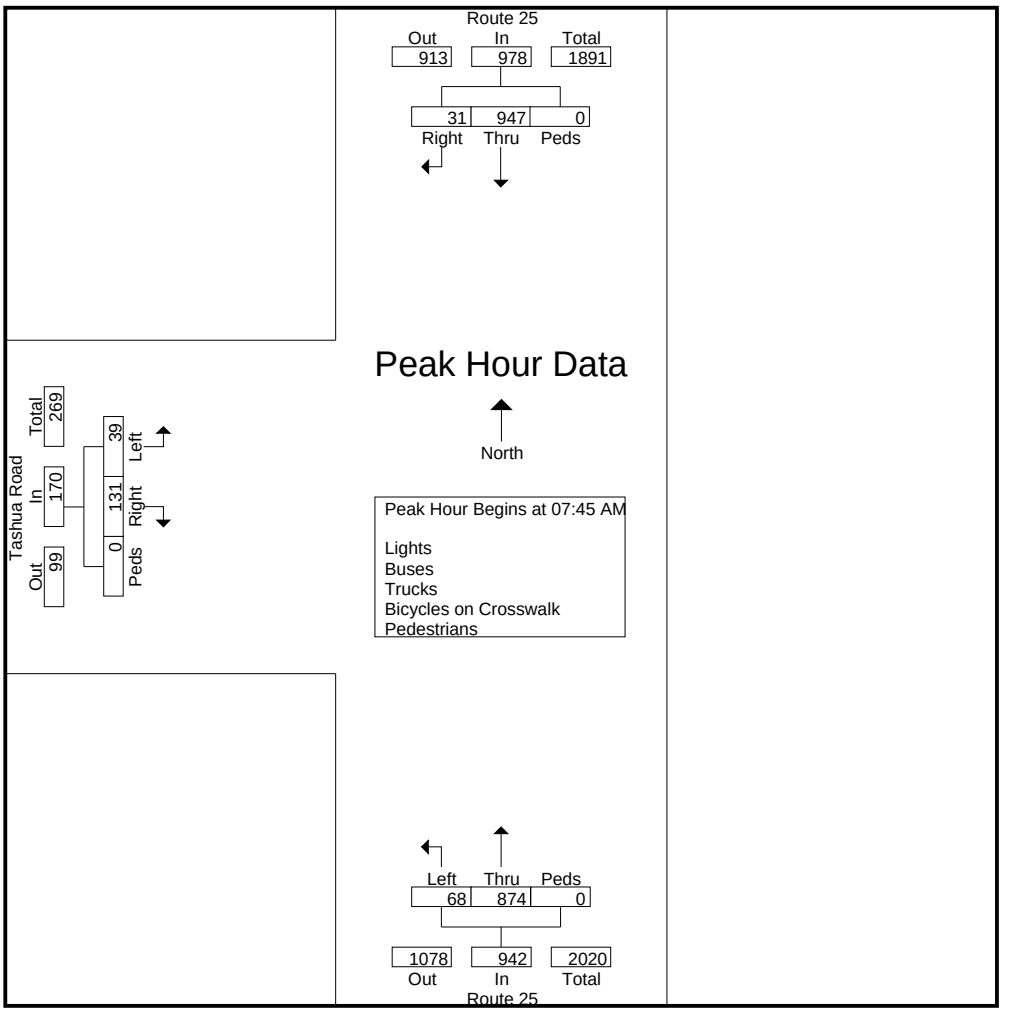
	Route 25 From North				Route 25 From South				Tashua Road From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	5	191	0	196	219	8	0	227	25	4	0	29	452
07:15 AM	5	248	0	253	230	12	0	242	26	7	0	33	528
07:30 AM	2	221	0	223	224	15	0	239	40	6	0	46	508
07:45 AM	9	239	0	248	213	18	0	231	31	6	0	37	516
Total	21	899	0	920	886	53	0	939	122	23	0	145	2004
08:00 AM	8	228	0	236	210	15	0	225	33	5	0	38	499
08:15 AM	8	244	0	252	240	19	0	259	36	15	0	51	562
08:30 AM	6	236	0	242	211	16	0	227	31	13	0	44	513
08:45 AM	7	223	0	230	198	11	0	209	29	6	0	35	474
Total	29	931	0	960	859	61	0	920	129	39	0	168	2048
Grand Total	50	1830	0	1880	1745	114	0	1859	251	62	0	313	4052
Apprch %	2.7	97.3	0		93.9	6.1	0		80.2	19.8	0		
Total %	1.2	45.2	0	46.4	43.1	2.8	0	45.9	6.2	1.5	0	7.7	
Lights	44	1723	0	1767	1618	109	0	1727	249	57	0	306	3800
% Lights	88	94.2	0	94	92.7	95.6	0	92.9	99.2	91.9	0	97.8	93.8
Buses	2	21	0	23	28	0	0	28	1	1	0	2	53
% Buses	4	1.1	0	1.2	1.6	0	0	1.5	0.4	1.6	0	0.6	1.3
Trucks	4	86	0	90	99	5	0	104	1	4	0	5	199
% Trucks	8	4.7	0	4.8	5.7	4.4	0	5.6	0.4	6.5	0	1.6	4.9
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14370
Site Code : 14370
Start Date : 4/26/2016
Page No : 2

	Route 25 From North				Route 25 From South				Tashua Road From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	**9**	239	0	248	213	18	0	231	31	6	0	37	516
08:00 AM	8	228	0	236	210	15	0	225	33	5	0	38	499
08:15 AM	8	**244**	0	**252**	**240**	**19**	0	**259**	**36**	**15**	0	**51**	**562**
08:30 AM	6	236	0	242	211	16	0	227	31	13	0	44	513
Total Volume	31	947	0	978	874	68	0	942	131	39	0	170	2090
% App. Total	3.2	96.8	0		92.8	7.2	0		77.1	22.9	0		
PHF	.861	.970	.000	.970	.910	.895	.000	.909	.910	.650	.000	.833	.930

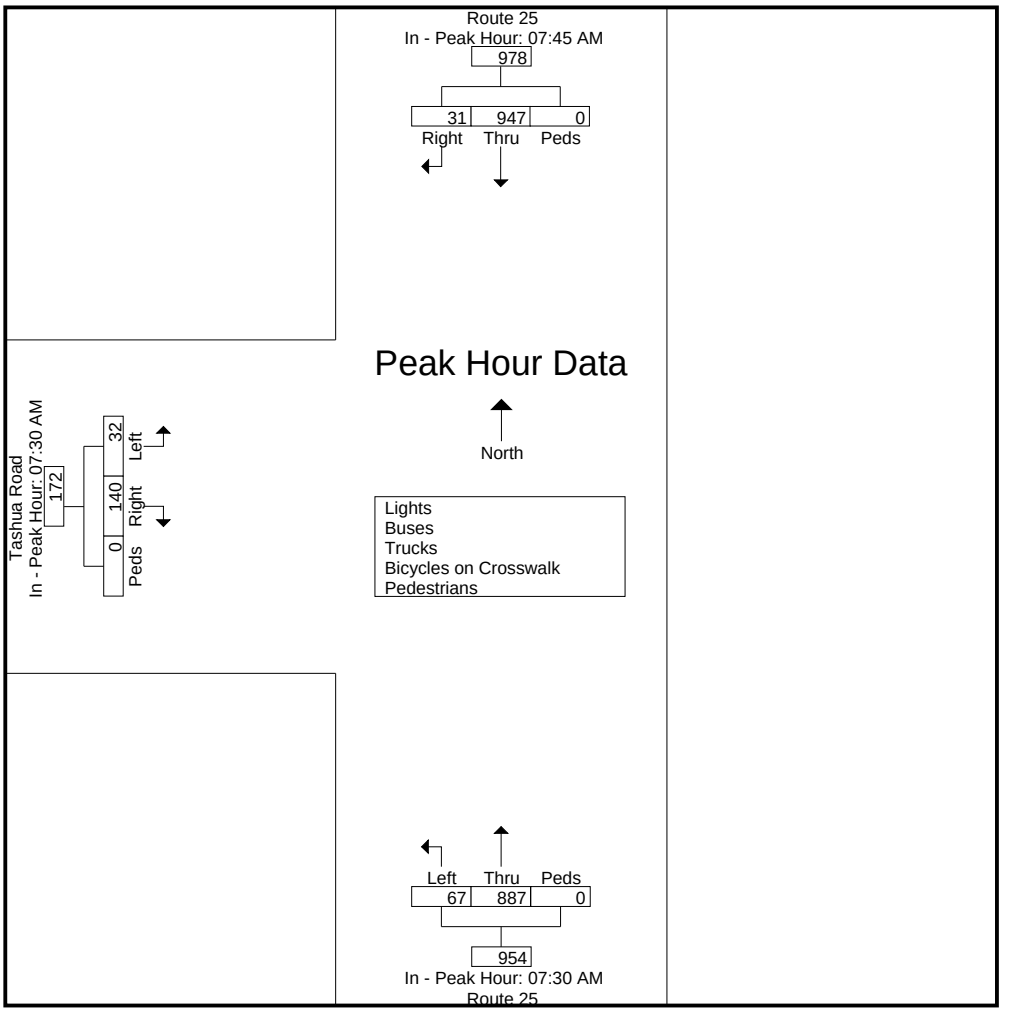


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14370
Site Code : 14370
Start Date : 4/26/2016
Page No : 3

	Route 25 From North				Route 25 From South				Tashua Road From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:45 AM				07:30 AM				07:30 AM				
+0 mins.	**9**	239	0	248	224	15	0	239	**40**	6	0	46	
+15 mins.	8	228	0	236	213	18	0	231	31	6	0	37	
+30 mins.	8	**244**	0	**252**	210	15	0	225	33	5	0	38	
+45 mins.	6	236	0	242	**240**	**19**	0	**259**	36	**15**	0	**51**	
Total Volume	31	947	0	978	887	67	0	954	140	32	0	172	
% App. Total	3.2	96.8	0		93	7	0		81.4	18.6	0		
PHF	.861	.970	.000	.970	.924	.882	.000	.921	.875	.533	.000	.843	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 25 at Tashua Road
Monroe/Trumbull, Connecticut

File Name : 14371
Site Code : 14371
Start Date : 4/26/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

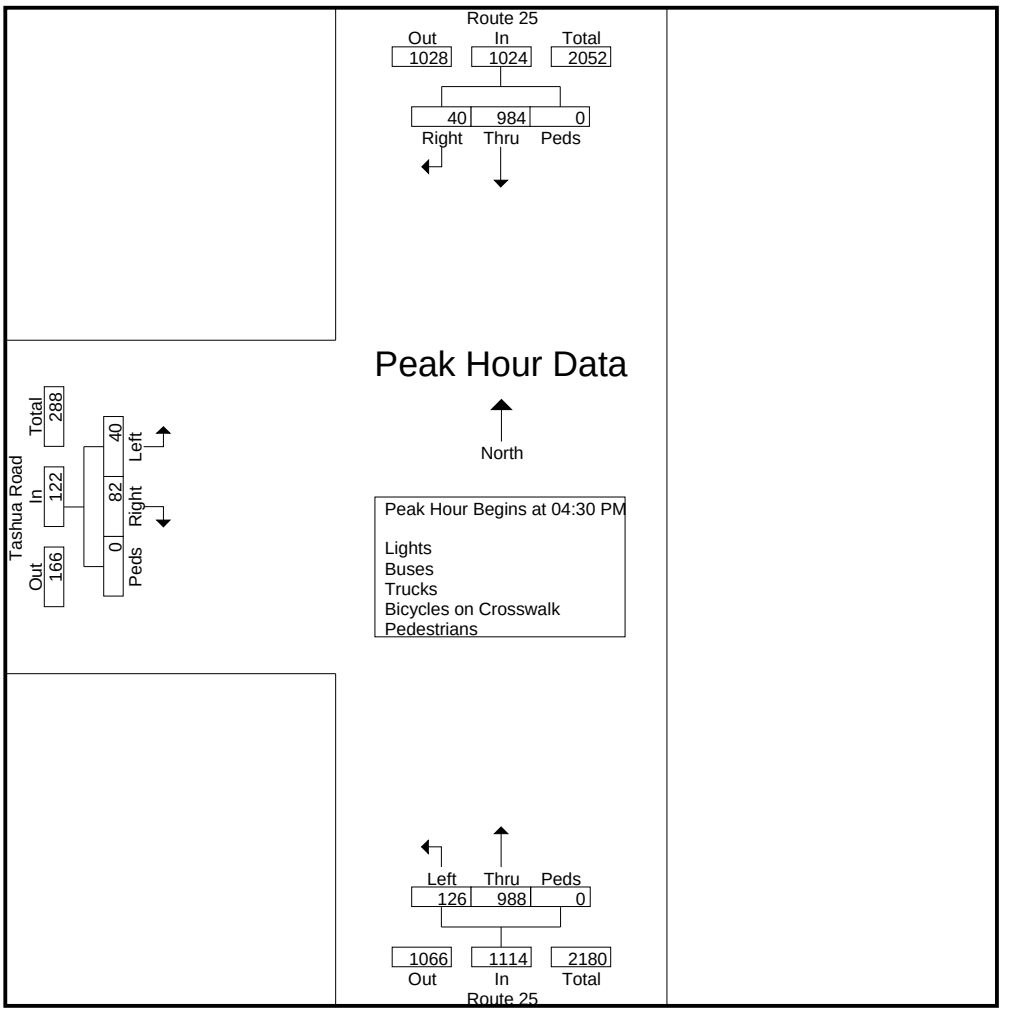
	Route 25 From North				Route 25 From South				Tashua Road From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	12	211	0	223	214	25	0	239	19	11	0	30	492
04:15 PM	11	243	0	254	215	29	0	244	18	7	0	25	523
04:30 PM	5	267	0	272	252	24	0	276	26	8	0	34	582
04:45 PM	9	232	0	241	243	32	0	275	17	10	0	27	543
Total	37	953	0	990	924	110	0	1034	80	36	0	116	2140
05:00 PM	11	268	0	279	251	41	0	292	18	5	0	23	594
05:15 PM	15	217	0	232	242	29	0	271	21	17	0	38	541
05:30 PM	13	230	0	243	225	33	0	258	34	20	0	54	555
05:45 PM	15	227	0	242	239	37	0	276	28	11	0	39	557
Total	54	942	0	996	957	140	0	1097	101	53	0	154	2247
Grand Total	91	1895	0	1986	1881	250	0	2131	181	89	0	270	4387
Apprch %	4.6	95.4	0		88.3	11.7	0		67	33	0		
Total %	2.1	43.2	0	45.3	42.9	5.7	0	48.6	4.1	2	0	6.2	
Lights	90	1842	0	1932	1852	250	0	2102	179	88	0	267	4301
% Lights	98.9	97.2	0	97.3	98.5	100	0	98.6	98.9	98.9	0	98.9	98
Buses	0	4	0	4	2	0	0	2	2	1	0	3	9
% Buses	0	0.2	0	0.2	0.1	0	0	0.1	1.1	1.1	0	1.1	0.2
Trucks	1	49	0	50	27	0	0	27	0	0	0	0	77
% Trucks	1.1	2.6	0	2.5	1.4	0	0	1.3	0	0	0	0	1.8
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14371
Site Code : 14371
Start Date : 4/26/2016
Page No : 2

	Route 25 From North				Route 25 From South				Tashua Road From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	5	267	0	272	**252**	24	0	276	**26**	8	0	34	582
04:45 PM	9	232	0	241	243	32	0	275	17	10	0	27	543
05:00 PM	11	**268**	0	**279**	251	**41**	0	**292**	18	5	0	23	**594**
05:15 PM	**15**	217	0	232	242	29	0	271	21	**17**	0	**38**	541
Total Volume	40	984	0	1024	988	126	0	1114	82	40	0	122	2260
% App. Total	3.9	96.1	0		88.7	11.3	0		67.2	32.8	0		
PHF	.667	.918	.000	.918	.980	.768	.000	.954	.788	.588	.000	.803	.951

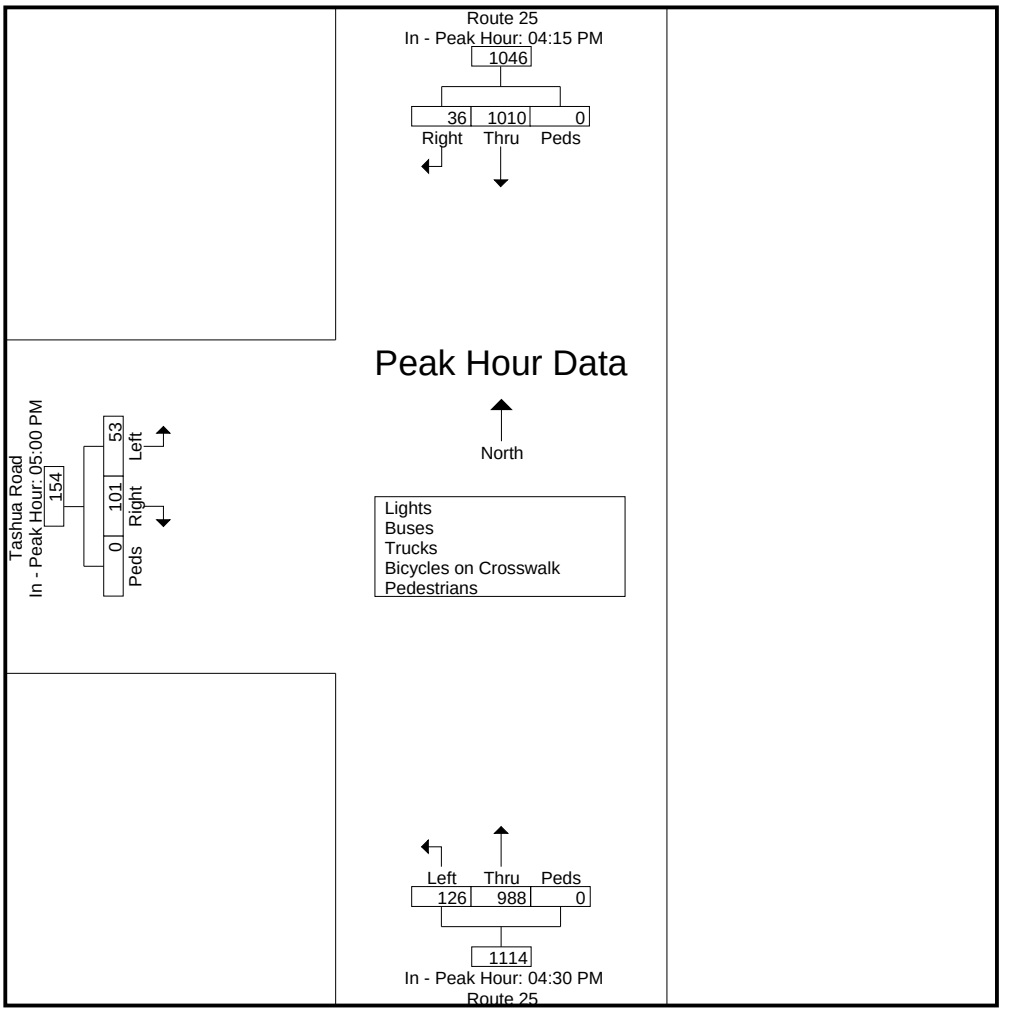


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14371
Site Code : 14371
Start Date : 4/26/2016
Page No : 3

	Route 25 From North				Route 25 From South				Tashua Road From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:15 PM				04:30 PM				05:00 PM				
+0 mins.	**11**	243	0	254	**252**	24	0	276	18	5	0	23	
+15 mins.	5	267	0	272	243	32	0	275	21	17	0	38	
+30 mins.	9	232	0	241	251	**41**	0	**292**	**34**	**20**	0	**54**	
+45 mins.	11	**268**	0	**279**	242	29	0	271	28	11	0	39	
Total Volume	36	1010	0	1046	988	126	0	1114	101	53	0	154	
% App. Total	3.4	96.6	0		88.7	11.3	0		65.6	34.4	0		
PHF	.818	.942	.000	.937	.980	.768	.000	.954	.743	.663	.000	.713	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 25 at Tashua Road
Monroe/Trumbull, Connecticut

File Name : 14372
Site Code : 14372
Start Date : 5/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

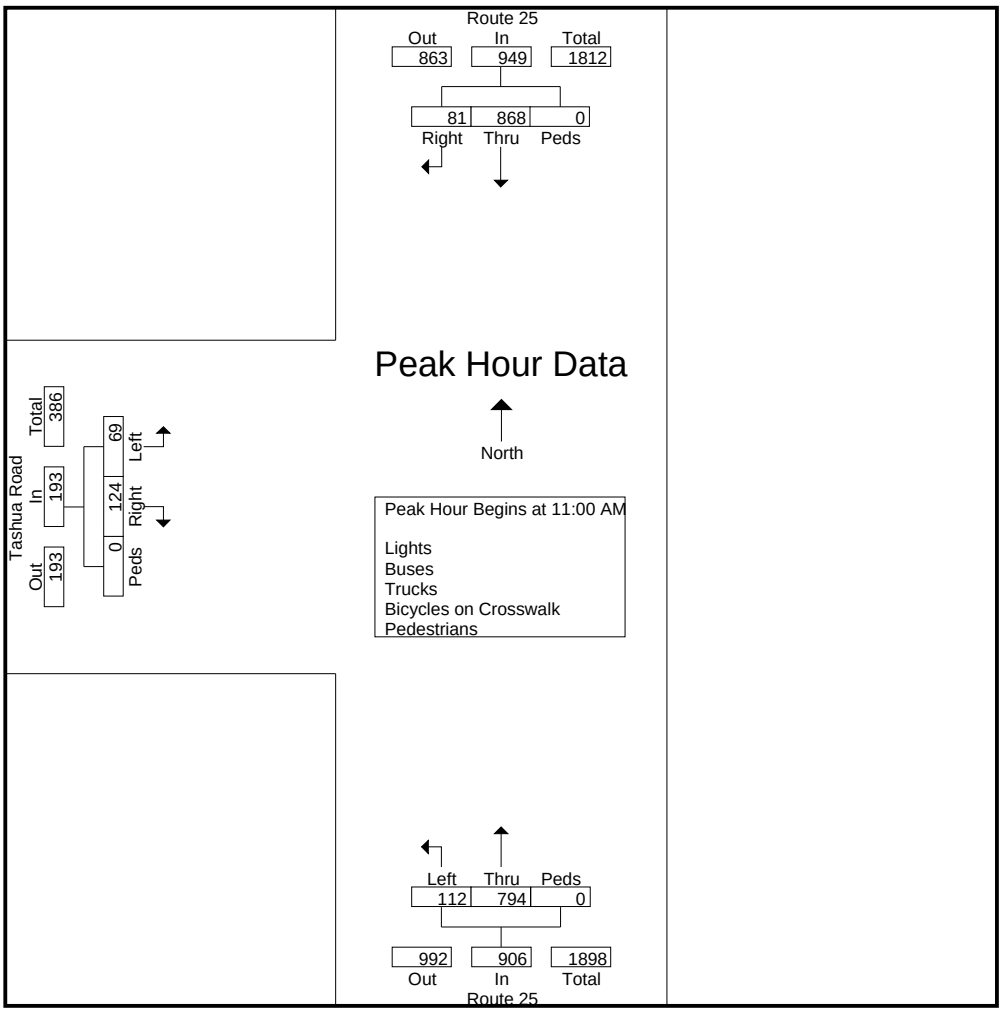
	Route 25 From North				Route 25 From South				Tashua Road From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
11:00 AM	20	240	0	260	201	23	0	224	24	17	0	41	525
11:15 AM	23	192	0	215	186	26	0	212	31	20	0	51	478
11:30 AM	22	217	0	239	191	33	0	224	31	16	0	47	510
11:45 AM	16	219	0	235	216	30	0	246	38	16	0	54	535
Total	81	868	0	949	794	112	0	906	124	69	0	193	2048
12:00 PM	14	188	0	202	189	30	0	219	38	11	0	49	470
12:15 PM	13	206	0	219	176	23	0	199	41	18	0	59	477
12:30 PM	12	215	0	227	208	30	0	238	44	18	0	62	527
12:45 PM	15	197	0	212	207	19	0	226	30	14	0	44	482
Total	54	806	0	860	780	102	0	882	153	61	0	214	1956
Grand Total	135	1674	0	1809	1574	214	0	1788	277	130	0	407	4004
Apprch %	7.5	92.5	0		88	12	0		68.1	31.9	0		
Total %	3.4	41.8	0	45.2	39.3	5.3	0	44.7	6.9	3.2	0	10.2	
Lights	133	1628	0	1761	1540	211	0	1751	275	127	0	402	3914
% Lights	98.5	97.3	0	97.3	97.8	98.6	0	97.9	99.3	97.7	0	98.8	97.8
Buses	1	7	0	8	3	0	0	3	1	0	0	1	12
% Buses	0.7	0.4	0	0.4	0.2	0	0	0.2	0.4	0	0	0.2	0.3
Trucks	1	39	0	40	31	3	0	34	1	3	0	4	78
% Trucks	0.7	2.3	0	2.2	2	1.4	0	1.9	0.4	2.3	0	1	1.9
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14372
Site Code : 14372
Start Date : 5/14/2016
Page No : 2

	Route 25 From North				Route 25 From South				Tashua Road From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:00 AM													
11:00 AM	20	**240**	0	**260**	201	23	0	224	24	17	0	41	525
11:15 AM	**23**	192	0	215	186	26	0	212	31	**20**	0	51	478
11:30 AM	22	217	0	239	191	**33**	0	224	31	16	0	47	510
11:45 AM	16	219	0	235	**216**	30	0	**246**	**38**	16	0	**54**	**535**
Total Volume	81	868	0	949	794	112	0	906	124	69	0	193	2048
% App. Total	8.5	91.5	0		87.6	12.4	0		64.2	35.8	0		
PHF	.880	.904	.000	.913	.919	.848	.000	.921	.816	.863	.000	.894	.957

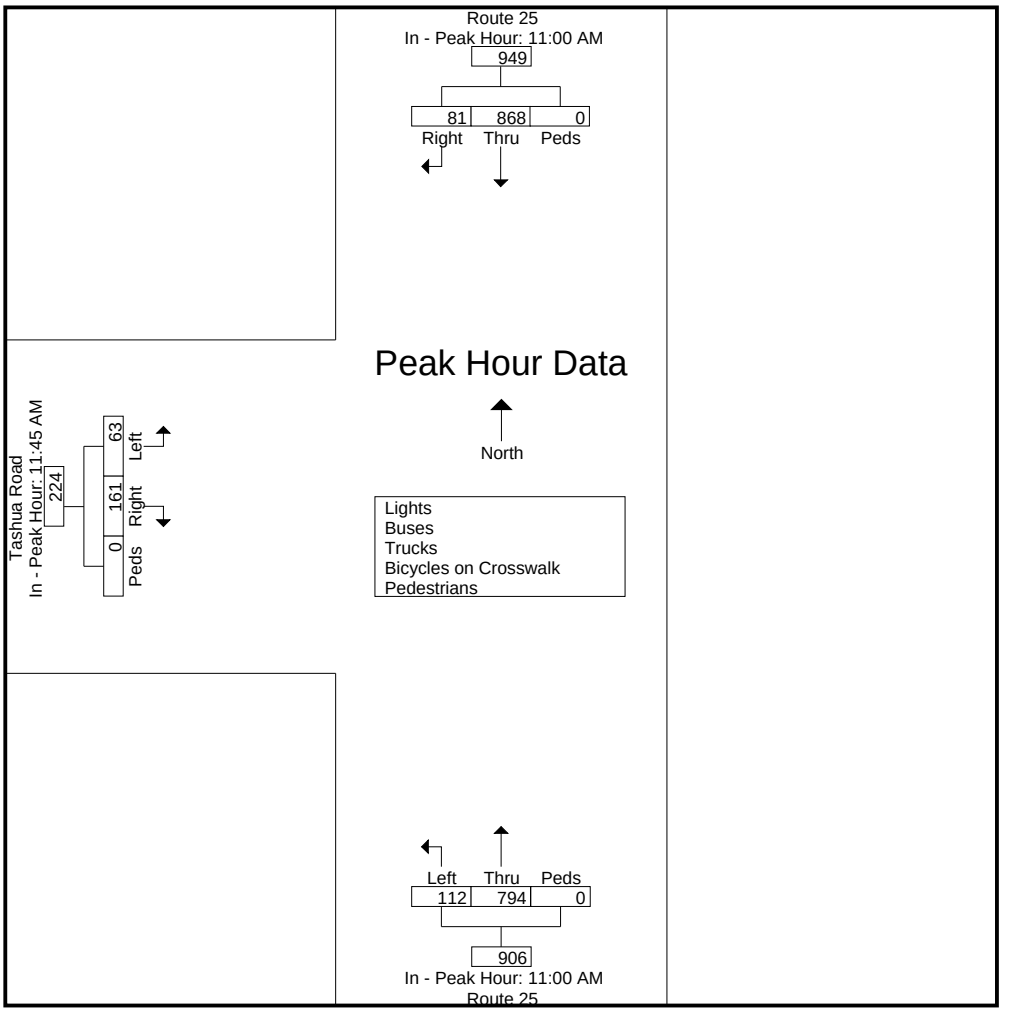


Connecticut Counts LLC

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(860) 828-1693

File Name : 14372
Site Code : 14372
Start Date : 5/14/2016
Page No : 3

	Route 25 From North				Route 25 From South				Tashua Road From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	11:00 AM				11:00 AM				11:45 AM				
+0 mins.	20	**240**	0	**260**	201	23	0	224	38	16	0	54	
+15 mins.	**23**	192	0	215	186	26	0	212	38	11	0	49	
+30 mins.	22	217	0	239	191	**33**	0	224	41	**18**	0	59	
+45 mins.	16	219	0	235	**216**	30	0	**246**	**44**	18	0	**62**	
Total Volume	81	868	0	949	794	112	0	906	161	63	0	224	
% App. Total	8.5	91.5	0		87.6	12.4	0		71.9	28.1	0		
PHF	.880	.904	.000	.913	.919	.848	.000	.921	.915	.875	.000	.903	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 25 at Spring Hill Road
Monroe/Trumbull, Connecticut

File Name : 14367
Site Code : 14367
Start Date : 4/26/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

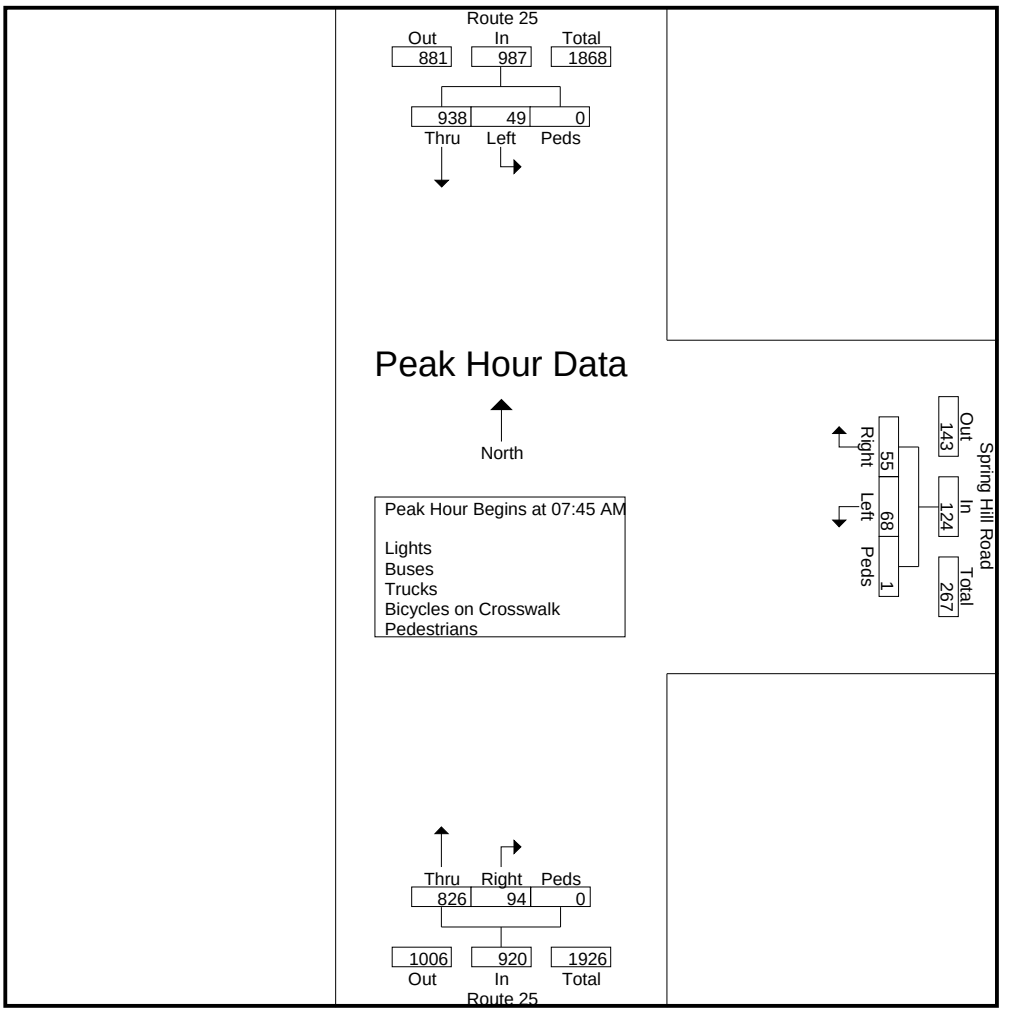
	Route 25 From North				Spring Hill Road From East				Route 25 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	189	6	0	195	11	6	0	17	19	197	0	216	428
07:15 AM	239	4	0	243	10	15	0	25	17	220	0	237	505
07:30 AM	206	7	0	213	12	20	0	32	13	216	0	229	474
07:45 AM	228	13	0	241	17	24	0	41	19	201	0	220	502
Total	862	30	0	892	50	65	0	115	68	834	0	902	1909
08:00 AM	230	9	0	239	13	11	1	25	15	200	0	215	479
08:15 AM	242	14	0	256	16	19	0	35	32	227	0	259	550
08:30 AM	238	13	0	251	9	14	0	23	28	198	0	226	500
08:45 AM	205	13	0	218	24	25	0	49	22	186	0	208	475
Total	915	49	0	964	62	69	1	132	97	811	0	908	2004
Grand Total	1777	79	0	1856	112	134	1	247	165	1645	0	1810	3913
Apprch %	95.7	4.3	0		45.3	54.3	0.4		9.1	90.9	0		
Total %	45.4	2	0	47.4	2.9	3.4	0	6.3	4.2	42	0	46.3	
Lights	1674	75	0	1749	101	113	0	214	141	1544	0	1685	3648
% Lights	94.2	94.9	0	94.2	90.2	84.3	0	86.6	85.5	93.9	0	93.1	93.2
Buses	10	2	0	12	4	12	0	16	19	7	0	26	54
% Buses	0.6	2.5	0	0.6	3.6	9	0	6.5	11.5	0.4	0	1.4	1.4
Trucks	93	2	0	95	7	9	0	16	5	94	0	99	210
% Trucks	5.2	2.5	0	5.1	6.2	6.7	0	6.5	3	5.7	0	5.5	5.4
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	1	1	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	100	0.4	0	0	0	0	0

Connecticut Counts LLC

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File Name : 14367
Site Code : 14367
Start Date : 4/26/2016
Page No : 2

	Route 25 From North				Spring Hill Road From East				Route 25 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	228	13	0	241	**17**	**24**	0	**41**	19	201	0	220	502
08:00 AM	230	9	0	239	13	11	**1**	25	15	200	0	215	479
08:15 AM	**242**	**14**	0	**256**	16	19	0	35	**32**	**227**	0	**259**	**550**
08:30 AM	238	13	0	251	9	14	0	23	28	198	0	226	500
Total Volume	938	49	0	987	55	68	1	124	94	826	0	920	2031
% App. Total	95	5	0		44.4	54.8	0.8		10.2	89.8	0		
PHF	.969	.875	.000	.964	.809	.708	.250	.756	.734	.910	.000	.888	.923

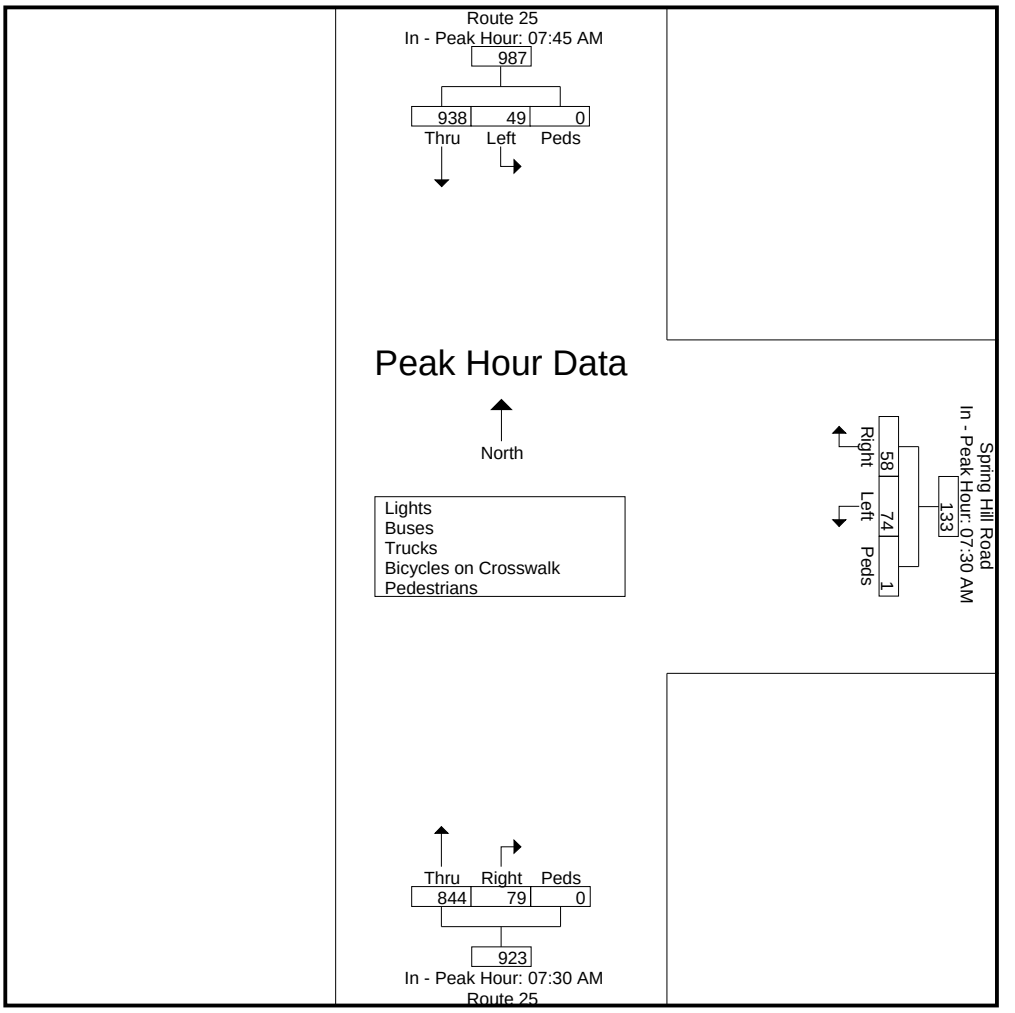


Connecticut Counts LLC

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(860) 828-1693

File Name : 14367
Site Code : 14367
Start Date : 4/26/2016
Page No : 3

	Route 25 From North				Spring Hill Road From East				Route 25 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:45 AM				07:30 AM				07:30 AM				
+0 mins.	228	13	0	241	12	20	0	32	13	216	0	229	
+15 mins.	230	9	0	239	**17**	**24**	0	**41**	19	201	0	220	
+30 mins.	**242**	**14**	0	**256**	13	11	**1**	25	15	200	0	215	
+45 mins.	238	13	0	251	16	19	0	35	**32**	**227**	0	**259**	
Total Volume	938	49	0	987	58	74	1	133	79	844	0	923	
% App. Total	95	5	0		43.6	55.6	0.8		8.6	91.4	0		
PHF	.969	.875	.000	.964	.853	.771	.250	.811	.617	.930	.000	.891	



Connecticut Counts LLC

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Route 25 at Spring Hill Road
Monroe/Trumbull, Connecticut

File Name : 14368
Site Code : 14368
Start Date : 4/26/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

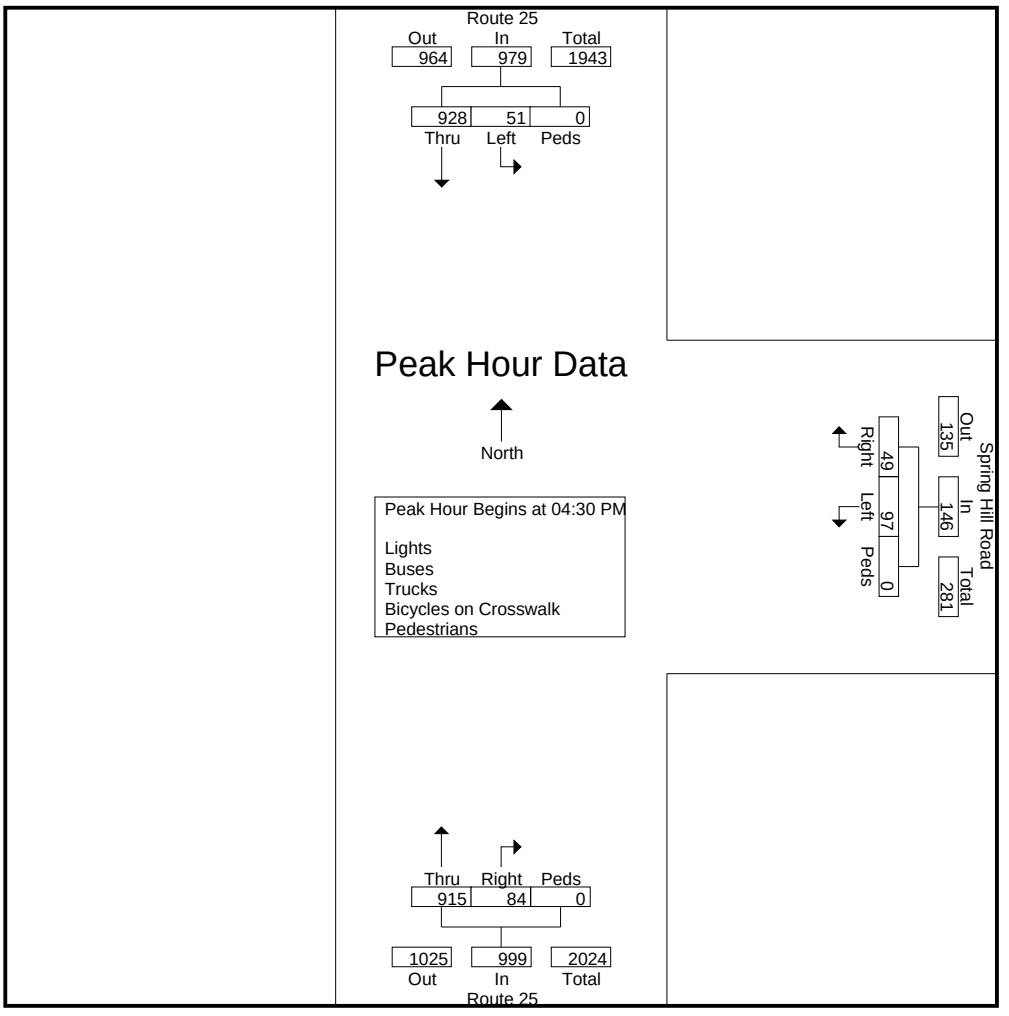
	Route 25 From North				Spring Hill Road From East				Route 25 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	201	15	0	216	17	29	0	46	19	207	0	226	488
04:15 PM	227	15	0	242	23	18	0	41	10	210	0	220	503
04:30 PM	255	10	0	265	17	18	0	35	19	224	0	243	543
04:45 PM	223	16	0	239	5	19	0	24	17	235	0	252	515
Total	906	56	0	962	62	84	0	146	65	876	0	941	2049
05:00 PM	249	12	0	261	13	27	0	40	22	230	0	252	553
05:15 PM	201	13	0	214	14	33	0	47	26	226	0	252	513
05:30 PM	222	3	0	225	13	22	0	35	26	228	0	254	514
05:45 PM	232	6	0	238	8	14	0	22	29	216	0	245	505
Total	904	34	0	938	48	96	0	144	103	900	0	1003	2085
Grand Total	1810	90	0	1900	110	180	0	290	168	1776	0	1944	4134
Apprch %	95.3	4.7	0		37.9	62.1	0		8.6	91.4	0		
Total %	43.8	2.2	0	46	2.7	4.4	0	7	4.1	43	0	47	
Lights	1755	81	0	1836	91	178	0	269	167	1742	0	1909	4014
% Lights	97	90	0	96.6	82.7	98.9	0	92.8	99.4	98.1	0	98.2	97.1
Buses	2	2	0	4	16	0	0	16	0	1	0	1	21
% Buses	0.1	2.2	0	0.2	14.5	0	0	5.5	0	0.1	0	0.1	0.5
Trucks	53	7	0	60	3	2	0	5	1	33	0	34	99
% Trucks	2.9	7.8	0	3.2	2.7	1.1	0	1.7	0.6	1.9	0	1.7	2.4
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14368
Site Code : 14368
Start Date : 4/26/2016
Page No : 2

	Route 25 From North				Spring Hill Road From East				Route 25 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	**255**	10	0	**265**	**17**	18	0	35	19	224	0	243	543
04:45 PM	223	**16**	0	239	5	19	0	24	17	**235**	0	**252**	515
05:00 PM	249	12	0	261	13	27	0	40	22	230	0	252	**553**
05:15 PM	201	13	0	214	14	**33**	0	**47**	**26**	226	0	252	513
Total Volume	928	51	0	979	49	97	0	146	84	915	0	999	2124
% App. Total	94.8	5.2	0		33.6	66.4	0		8.4	91.6	0		
PHF	.910	.797	.000	.924	.721	.735	.000	.777	.808	.973	.000	.991	.960

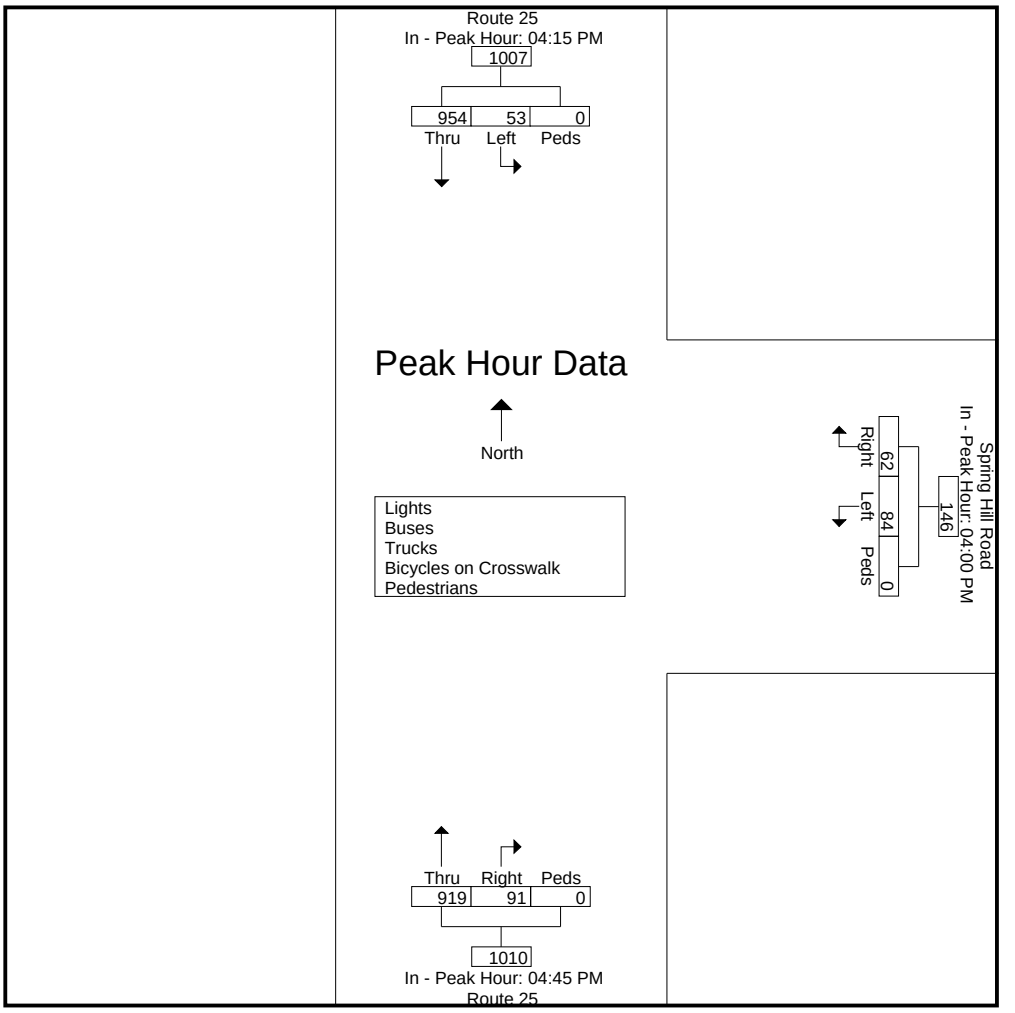


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File Name : 14368
Site Code : 14368
Start Date : 4/26/2016
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	Route 25 From North				Spring Hill Road From East				Route 25 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:15 PM				04:00 PM				04:45 PM				
+0 mins.	227	15	0	242	17	**29**	0	**46**	17	**235**	0	252	
+15 mins.	**255**	10	0	**265**	**23**	18	0	41	22	230	0	252	
+30 mins.	223	**16**	0	239	17	18	0	35	**26**	226	0	252	
+45 mins.	249	12	0	261	5	19	0	24	26	228	0	**254**	
Total Volume	954	53	0	1007	62	84	0	146	91	919	0	1010	
% App. Total	94.7	5.3	0		42.5	57.5	0		9	91	0		
PHF	.935	.828	.000	.950	.674	.724	.000	.793	.875	.978	.000	.994	



Connecticut Counts LLC

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Route 25 at Spring Hill Road
Monroe/Trumbull, Connecticut

File Name : 14369
Site Code : 14369
Start Date : 5/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

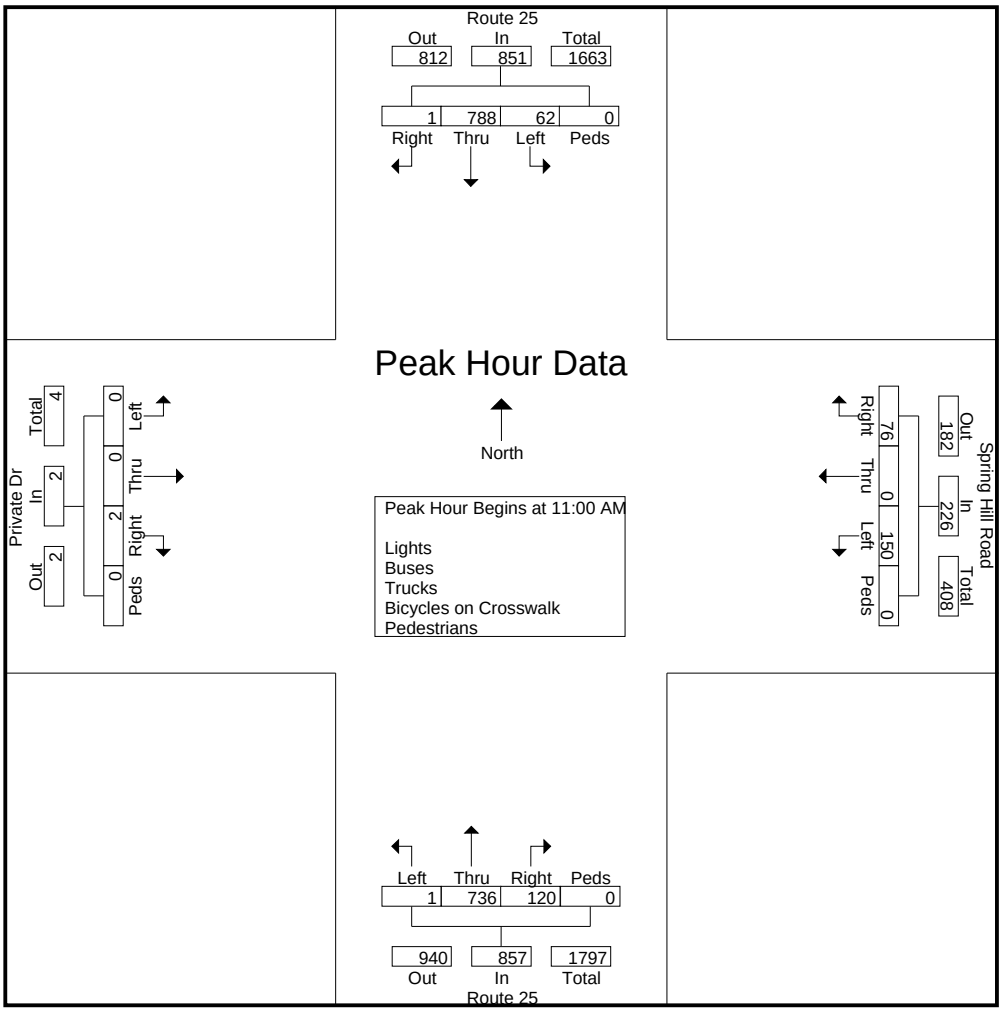
	Route 25 From North					Spring Hill Road From East					Route 25 From South					Private Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	214	18	0	232	21	0	40	0	61	35	182	0	0	217	0	0	0	0	0	510
11:15 AM	0	179	13	0	192	23	0	36	0	59	40	162	0	0	202	0	0	0	0	0	453
11:30 AM	1	200	16	0	217	14	0	38	0	52	27	178	0	0	205	0	0	0	0	0	474
11:45 AM	0	195	15	0	210	18	0	36	0	54	18	214	1	0	233	2	0	0	0	2	499
Total	1	788	62	0	851	76	0	150	0	226	120	736	1	0	857	2	0	0	0	2	1936
12:00 PM	0	183	13	0	196	19	0	25	0	44	20	180	1	0	201	0	0	0	0	0	441
12:15 PM	1	199	15	0	215	9	0	19	0	28	19	177	0	0	196	0	0	0	0	0	439
12:30 PM	1	202	14	0	217	21	0	26	0	47	22	204	0	0	226	0	0	0	0	0	490
12:45 PM	0	184	12	0	196	17	0	21	0	38	10	209	1	0	220	0	0	1	0	1	455
Total	2	768	54	0	824	66	0	91	0	157	71	770	2	0	843	0	0	1	0	1	1825
Grand Total	3	1556	116	0	1675	142	0	241	0	383	191	1506	3	0	1700	2	0	1	0	3	3761
Apprch %	0.2	92.9	6.9	0		37.1	0	62.9	0		11.2	88.6	0.2	0		66.7	0	33.3	0		
Total %	0.1	41.4	3.1	0	44.5	3.8	0	6.4	0	10.2	5.1	40	0.1	0	45.2	0.1	0	0	0	0.1	
Lights	3	1511										1469									
% Lights	100	97.1	98.3	0	97.2	100	0	98.8	0	99.2	99.5	97.5	100	0	97.8	100	0	100	0	100	97.7
Buses	0	3	0	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	7
% Buses	0	0.2	0	0	0.2	0	0	0.4	0	0.3	0	0.2	0	0	0.2	0	0	0	0	0	0.2
Trucks	0	42	2	0	44	0	0	2	0	2	1	34	0	0	35	0	0	0	0	0	81
% Trucks	0	2.7	1.7	0	2.6	0	0	0.8	0	0.5	0.5	2.3	0	0	2.1	0	0	0	0	0	2.2
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 14369
Site Code : 14369
Start Date : 5/14/2016
Page No : 2

	Route 25 From North					Spring Hill Road From East					Route 25 From South					Private Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	**214**	**18**	0	**232**	21	0	**40**	0	**61**	35	182	0	0	217	0	0	0	0	0	**510**
11:15 AM	0	179	13	0	192	**23**	0	36	0	59	**40**	162	0	0	202	0	0	0	0	0	453
11:30 AM	**1**	200	16	0	217	14	0	38	0	52	27	178	0	0	205	0	0	0	0	0	474
11:45 AM	0	195	15	0	210	18	0	36	0	54	18	**214**	**1**	0	**233**	**2**	0	0	0	**2**	499
Total Volume	1	788	62	0	851	76	0	150	0	226	120	736	1	0	857	2	0	0	0	2	1936
% App. Total	0.1	92.6	7.3	0		33.6	0	66.4	0		14	85.9	0.1	0		100	0	0	0		
PHF	.250	.921	.861	.000	.917	.826	.000	.938	.000	.926	.750	.860	.250	.000	.920	.250	.000	.000	.000	.250	.949

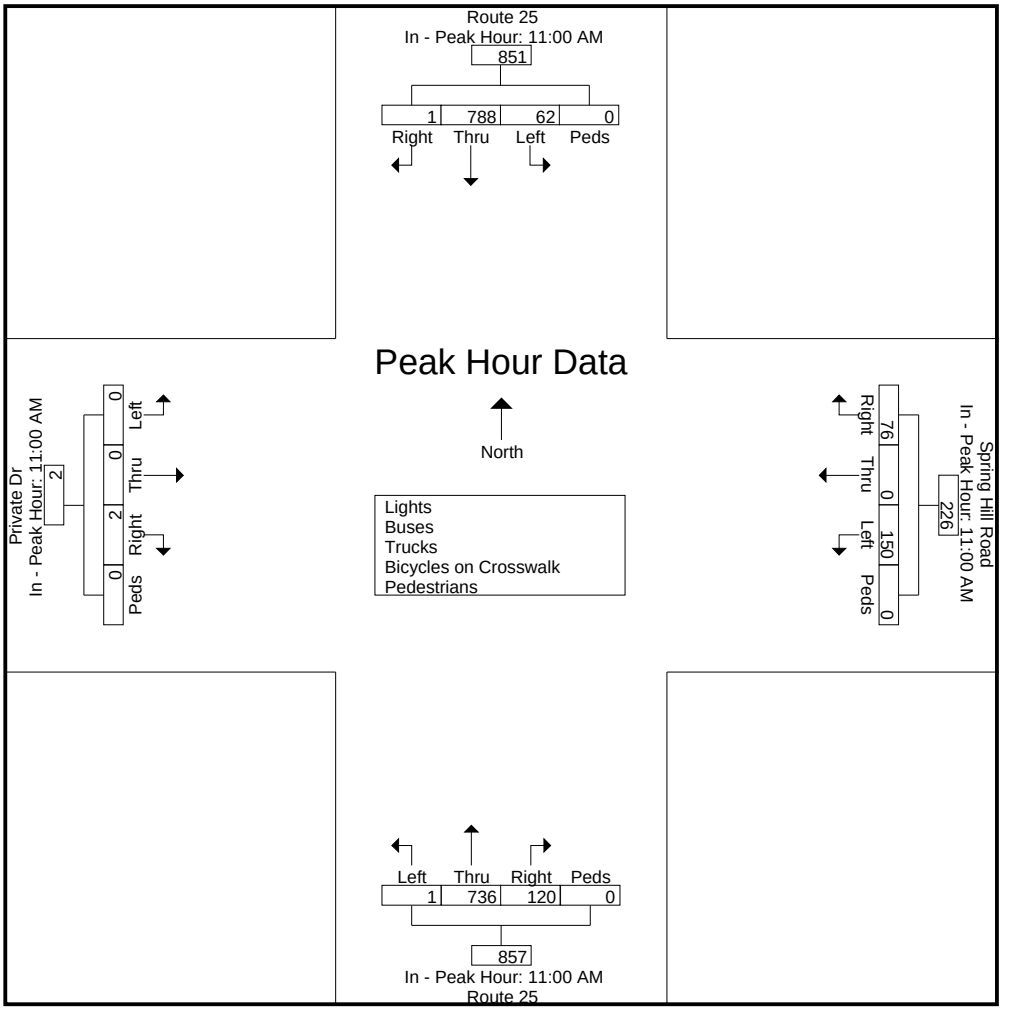


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14369
Site Code : 14369
Start Date : 5/14/2016
Page No : 3

	Route 25 From North					Spring Hill Road From East					Route 25 From South					Private Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00 AM					11:00 AM					11:00 AM					11:00 AM					
+0 mins.	0	**214**	**18**	0	**232**	21	0	**40**	0	**61**	35	182	0	0	217	0	0	0	0	0	
+15 mins.	0	179	13	0	192	**23**	0	36	0	59	**40**	162	0	0	202	0	0	0	0	0	
+30 mins.	**1**	200	16	0	217	14	0	38	0	52	27	178	0	0	205	0	0	0	0	0	
+45 mins.	0	195	15	0	210	18	0	36	0	54	18	**214**	**1**	0	**233**	**2**	0	0	0	**2**	
Total Volume	1	788	62	0	851	76	0	150	0	226	120	736	1	0	857	2	0	0	0	2	
% App. Total	0.1	92.6	7.3	0		33.6	0	66.4	0		14	85.9	0.1	0		100	0	0	0		
PHF	.250	.921	.861	.000	.917	.826	.000	.938	.000	.926	.750	.860	.250	.000	.920	.250	.000	.000	.000	.250	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 25 at Victoria Drive
Monroe/Trumbull, Connecticut

File Name : 14364
Site Code : 14364
Start Date : 4/26/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

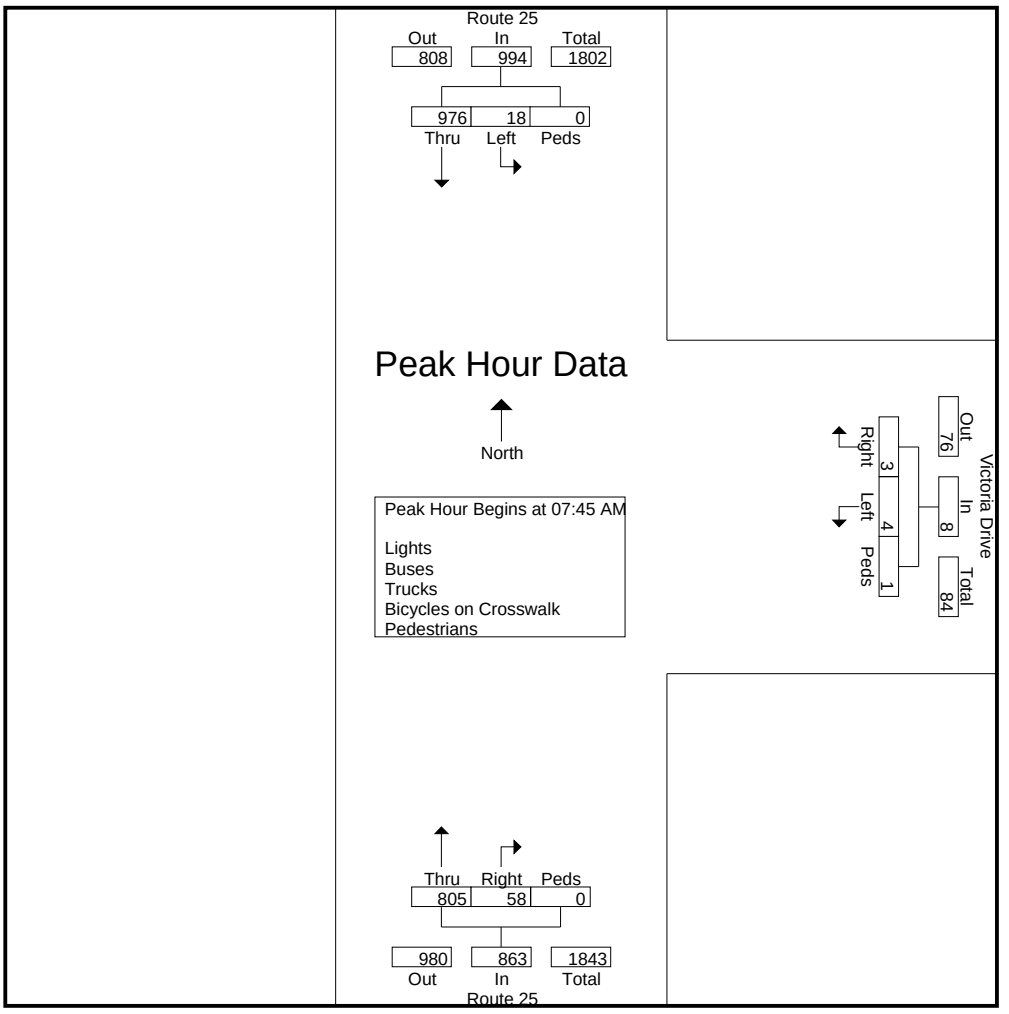
	Route 25 From North				Victoria Drive From East				Route 25 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	196	2	0	198	1	0	0	1	14	188	0	202	401
07:15 AM	240	4	0	244	1	0	0	1	19	215	0	234	479
07:30 AM	212	1	0	213	0	2	0	2	5	228	0	233	448
07:45 AM	243	3	0	246	0	0	0	0	6	208	0	214	460
Total	891	10	0	901	2	2	0	4	44	839	0	883	1788
08:00 AM	235	2	0	237	0	2	1	3	13	180	0	193	433
08:15 AM	257	7	0	264	3	1	0	4	28	223	0	251	519
08:30 AM	241	6	0	247	0	1	0	1	11	194	0	205	453
08:45 AM	226	1	0	227	1	0	0	1	6	211	0	217	445
Total	959	16	0	975	4	4	1	9	58	808	0	866	1850
Grand Total	1850	26	0	1876	6	6	1	13	102	1647	0	1749	3638
Apprch %	98.6	1.4	0		46.2	46.2	7.7		5.8	94.2	0		
Total %	50.9	0.7	0	51.6	0.2	0.2	0	0.4	2.8	45.3	0	48.1	
Lights	1730	26	0	1756	6	5	0	11	99	1522	0	1621	3388
% Lights	93.5	100	0	93.6	100	83.3	0	84.6	97.1	92.4	0	92.7	93.1
Buses	23	0	0	23	0	0	0	0	0	16	0	16	39
% Buses	1.2	0	0	1.2	0	0	0	0	0	1	0	0.9	1.1
Trucks	97	0	0	97	0	1	0	1	3	109	0	112	210
% Trucks	5.2	0	0	5.2	0	16.7	0	7.7	2.9	6.6	0	6.4	5.8
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	1	1	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	100	7.7	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 14364
Site Code : 14364
Start Date : 4/26/2016
Page No : 2

	Route 25 From North				Victoria Drive From East				Route 25 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	243	3	0	246	0	0	0	0	6	208	0	214	460
08:00 AM	235	2	0	237	0	**2**	**1**	3	13	180	0	193	433
08:15 AM	**257**	**7**	0	**264**	**3**	1	0	**4**	**28**	**223**	0	**251**	**519**
08:30 AM	241	6	0	247	0	1	0	1	11	194	0	205	453
Total Volume	976	18	0	994	3	4	1	8	58	805	0	863	1865
% App. Total	98.2	1.8	0		37.5	50	12.5		6.7	93.3	0		
PHF	.949	.643	.000	.941	.250	.500	.250	.500	.518	.902	.000	.860	.898

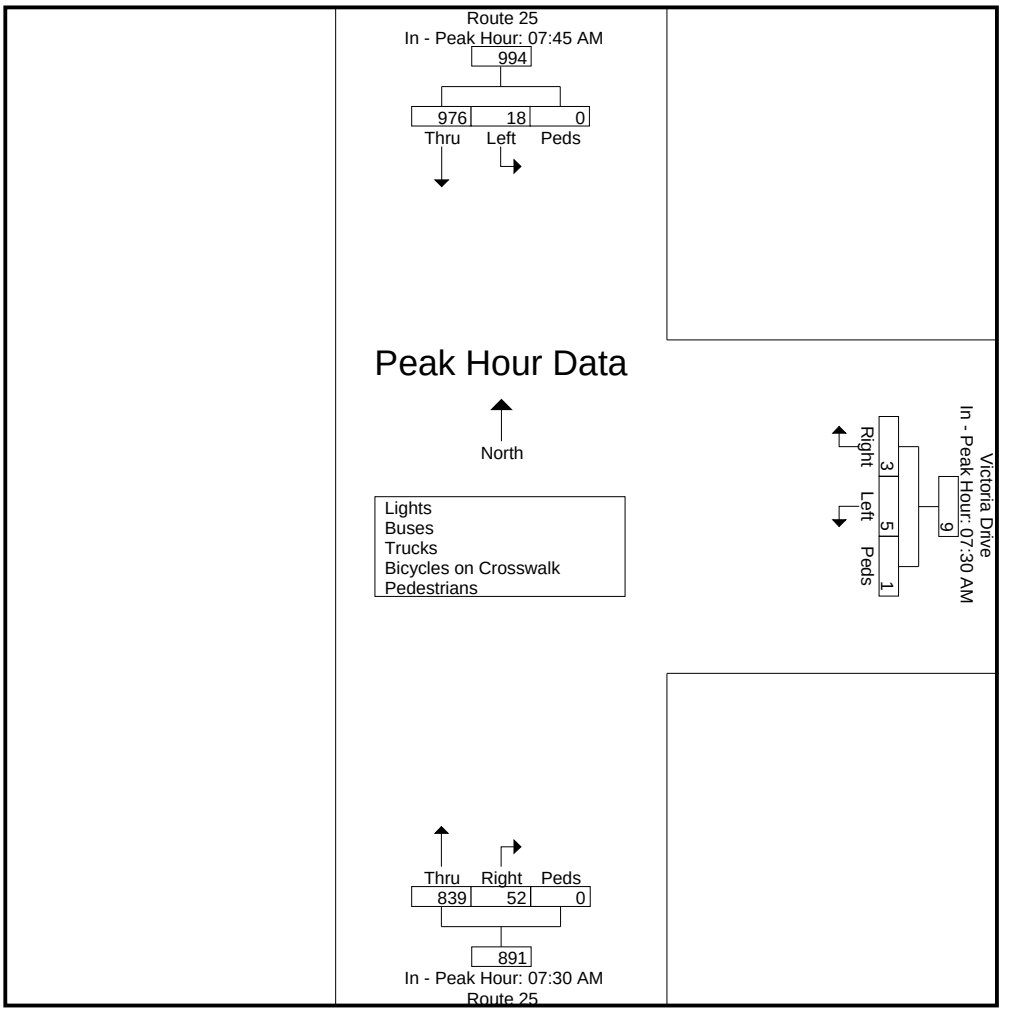


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14364
Site Code : 14364
Start Date : 4/26/2016
Page No : 3

	Route 25 From North				Victoria Drive From East				Route 25 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:45 AM				07:30 AM				07:30 AM				
+0 mins.	243	3	0	246	0	**2**	0	2	5	**228**	0	233	
+15 mins.	235	2	0	237	0	0	0	0	6	208	0	214	
+30 mins.	**257**	**7**	0	**264**	0	2	**1**	3	13	180	0	193	
+45 mins.	241	6	0	247	**3**	1	0	**4**	**28**	223	0	**251**	
Total Volume	976	18	0	994	3	5	1	9	52	839	0	891	
% App. Total	98.2	1.8	0		33.3	55.6	11.1		5.8	94.2	0		
PHF	.949	.643	.000	.941	.250	.625	.250	.563	.464	.920	.000	.887	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 25 at Victoria Drive
Monroe/Trumbull, Connecticut

File Name : 14365
Site Code : 14365
Start Date : 4/26/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

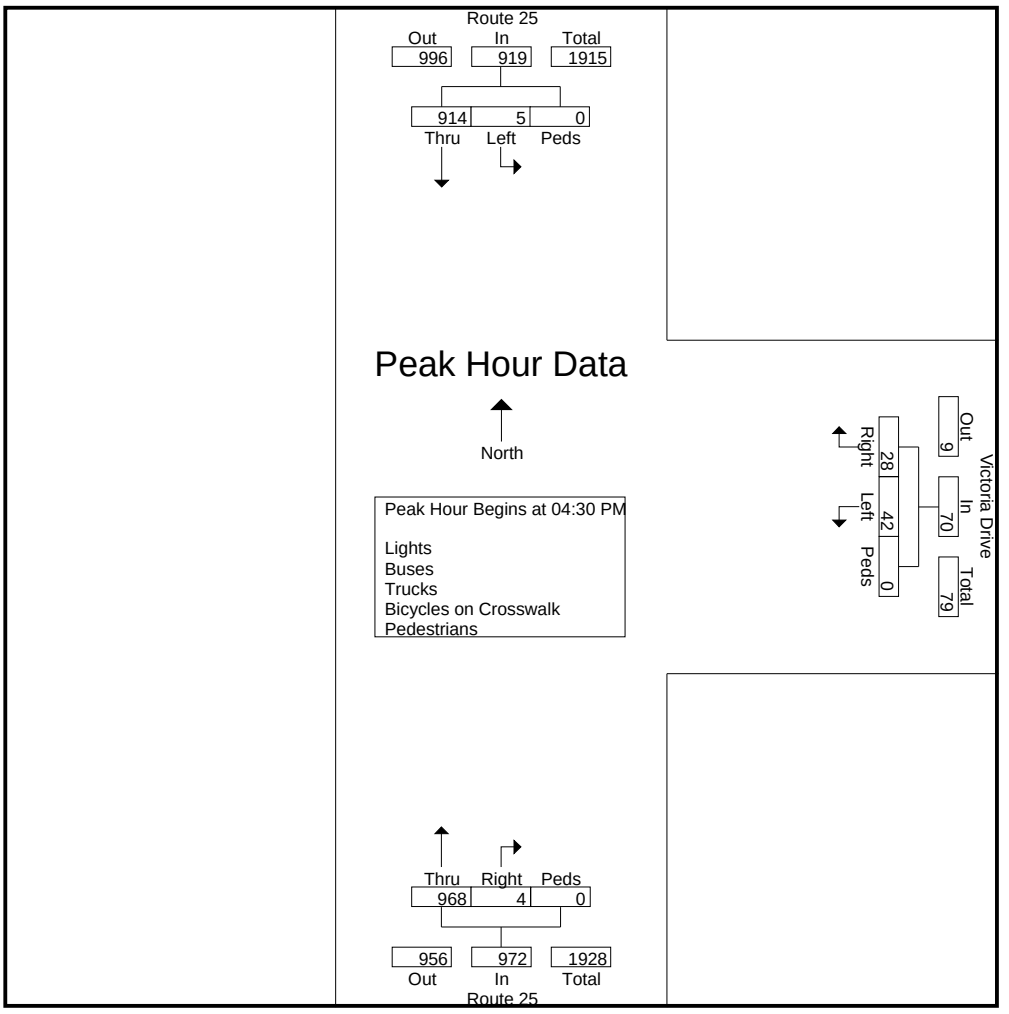
	Route 25 From North				Victoria Drive From East				Route 25 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	201	1	0	202	13	31	0	44	4	223	0	227	473
04:15 PM	215	1	0	216	4	8	0	12	0	232	0	232	460
04:30 PM	243	4	0	247	5	10	0	15	2	243	0	245	507
04:45 PM	233	1	0	234	1	3	0	4	0	241	0	241	479
Total	892	7	0	899	23	52	0	75	6	939	0	945	1919
05:00 PM	223	0	0	223	14	22	0	36	0	247	0	247	506
05:15 PM	215	0	0	215	8	7	0	15	2	237	0	239	469
05:30 PM	198	0	0	198	6	9	0	15	0	242	0	242	455
05:45 PM	225	0	0	225	0	4	0	4	3	237	0	240	469
Total	861	0	0	861	28	42	0	70	5	963	0	968	1899
Grand Total	1753	7	0	1760	51	94	0	145	11	1902	0	1913	3818
Apprch %	99.6	0.4	0		35.2	64.8	0		0.6	99.4	0		
Total %	45.9	0.2	0	46.1	1.3	2.5	0	3.8	0.3	49.8	0	50.1	
Lights	1677	6	0	1683	51	92	0	143	8	1872	0	1880	3706
% Lights	95.7	85.7	0	95.6	100	97.9	0	98.6	72.7	98.4	0	98.3	97.1
Buses	18	0	0	18	0	1	0	1	1	2	0	3	22
% Buses	1	0	0	1	0	1.1	0	0.7	9.1	0.1	0	0.2	0.6
Trucks	58	1	0	59	0	1	0	1	2	28	0	30	90
% Trucks	3.3	14.3	0	3.4	0	1.1	0	0.7	18.2	1.5	0	1.6	2.4
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14365
Site Code : 14365
Start Date : 4/26/2016
Page No : 2

	Route 25 From North				Victoria Drive From East				Route 25 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	**243**	**4**	0	**247**	5	10	0	15	**2**	243	0	245	**507**
04:45 PM	233	1	0	234	1	3	0	4	0	241	0	241	479
05:00 PM	223	0	0	223	**14**	**22**	0	**36**	0	**247**	0	**247**	506
05:15 PM	215	0	0	215	8	7	0	15	2	237	0	239	469
Total Volume	914	5	0	919	28	42	0	70	4	968	0	972	1961
% App. Total	99.5	0.5	0		40	60	0		0.4	99.6	0		
PHF	.940	.313	.000	.930	.500	.477	.000	.486	.500	.980	.000	.984	.967

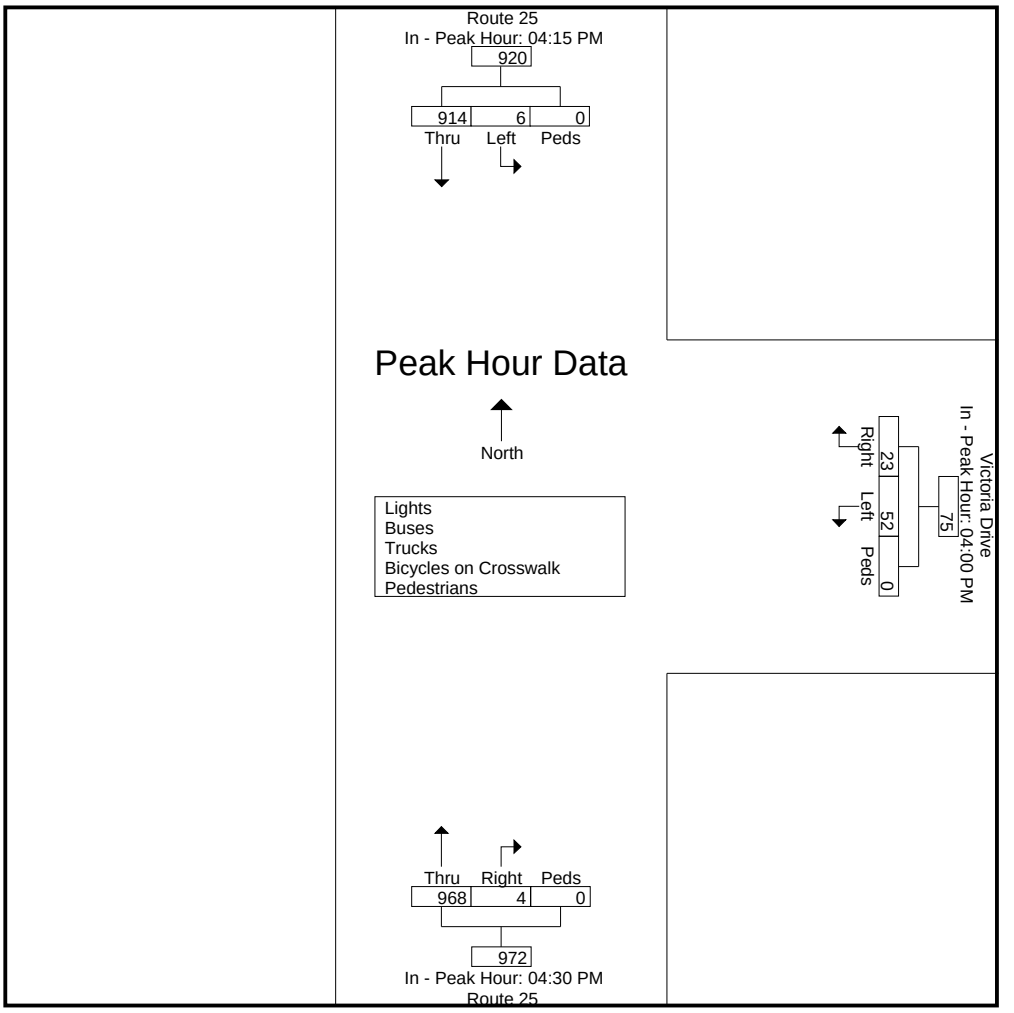


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14365
Site Code : 14365
Start Date : 4/26/2016
Page No : 3

	Route 25 From North				Victoria Drive From East				Route 25 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:15 PM				04:00 PM				04:30 PM				
+0 mins.	215	1	0	216	**13**	**31**	0	**44**	**2**	243	0	245	
+15 mins.	**243**	**4**	0	**247**	4	8	0	12	0	241	0	241	
+30 mins.	233	1	0	234	5	10	0	15	0	**247**	0	**247**	
+45 mins.	223	0	0	223	1	3	0	4	2	237	0	239	
Total Volume	914	6	0	920	23	52	0	75	4	968	0	972	
% App. Total	99.3	0.7	0		30.7	69.3	0		0.4	99.6	0		
PHF	.940	.375	.000	.931	.442	.419	.000	.426	.500	.980	.000	.984	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 25 at Victoria Drive
Monroe/Trumbull, Connecticut

File Name : 14366
Site Code : 14366
Start Date : 5/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

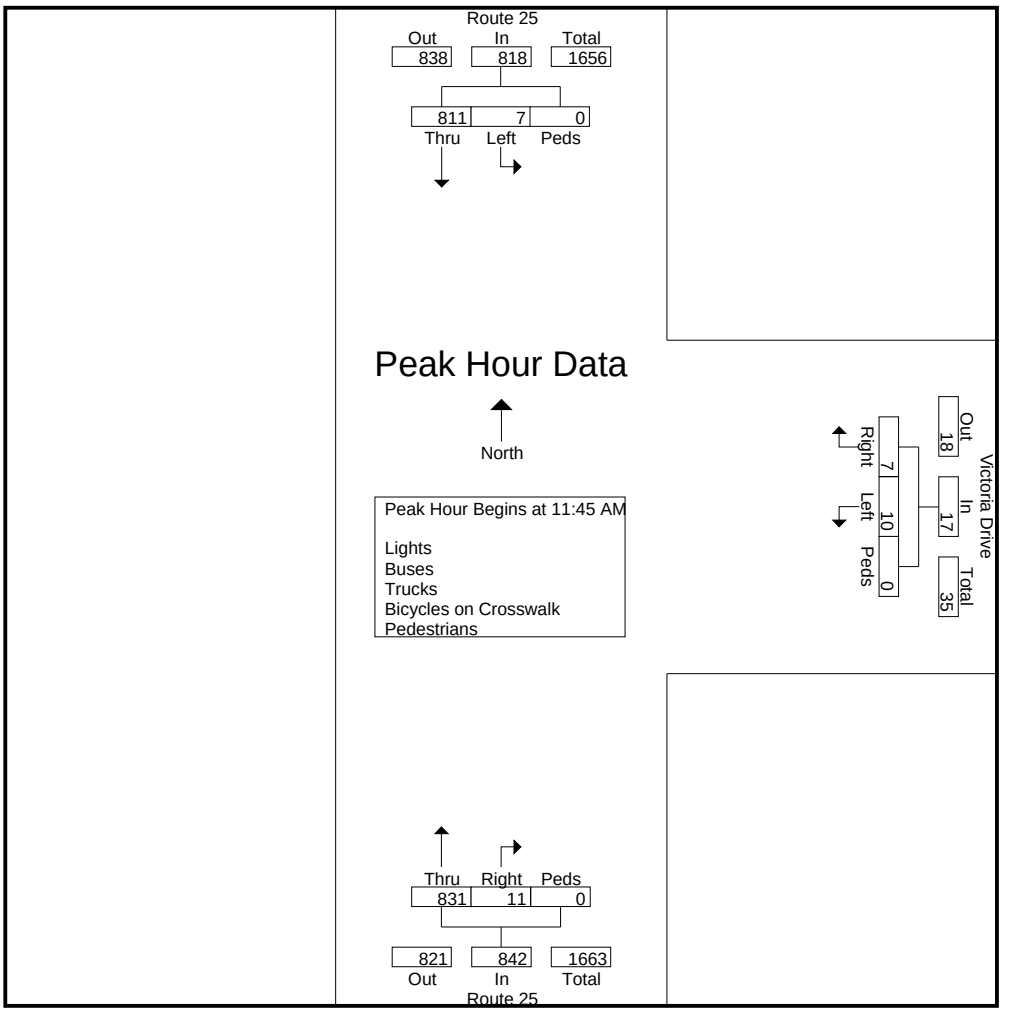
	Route 25 From North				Victoria Drive From East				Route 25 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
11:00 AM	214	0	0	214	0	2	0	2	2	204	0	206	422
11:15 AM	192	1	0	193	0	2	0	2	5	187	0	192	387
11:30 AM	218	0	0	218	2	0	0	2	1	185	0	186	406
11:45 AM	183	1	0	184	2	3	0	5	3	225	0	228	417
Total	807	2	0	809	4	7	0	11	11	801	0	812	1632
12:00 PM	200	3	0	203	2	3	0	5	1	202	0	203	411
12:15 PM	215	1	0	216	0	3	0	3	1	186	0	187	406
12:30 PM	213	2	0	215	3	1	0	4	6	218	0	224	443
12:45 PM	183	3	0	186	1	3	0	4	0	226	0	226	416
Total	811	9	0	820	6	10	0	16	8	832	0	840	1676
Grand Total	1618	11	0	1629	10	17	0	27	19	1633	0	1652	3308
Apprch %	99.3	0.7	0		37	63	0		1.2	98.8	0		
Total %	48.9	0.3	0	49.2	0.3	0.5	0	0.8	0.6	49.4	0	49.9	
Lights	1576	11	0	1587	10	17	0	27	19	1606	0	1625	3239
% Lights	97.4	100	0	97.4	100	100	0	100	100	98.3	0	98.4	97.9
Buses	3	0	0	3	0	0	0	0	0	3	0	3	6
% Buses	0.2	0	0	0.2	0	0	0	0	0	0.2	0	0.2	0.2
Trucks	39	0	0	39	0	0	0	0	0	24	0	24	63
% Trucks	2.4	0	0	2.4	0	0	0	0	0	1.5	0	1.5	1.9
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14366
Site Code : 14366
Start Date : 5/14/2016
Page No : 2

	Route 25 From North				Victoria Drive From East				Route 25 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:45 AM													
11:45 AM	183	1	0	184	2	**3**	0	**5**	3	**225**	0	**228**	417
12:00 PM	200	**3**	0	203	2	3	0	5	1	202	0	203	411
12:15 PM	**215**	1	0	**216**	0	3	0	3	1	186	0	187	406
12:30 PM	213	2	0	215	**3**	1	0	4	**6**	218	0	224	**443**
Total Volume	811	7	0	818	7	10	0	17	11	831	0	842	1677
% App. Total	99.1	0.9	0		41.2	58.8	0		1.3	98.7	0		
PHF	.943	.583	.000	.947	.583	.833	.000	.850	.458	.923	.000	.923	.946

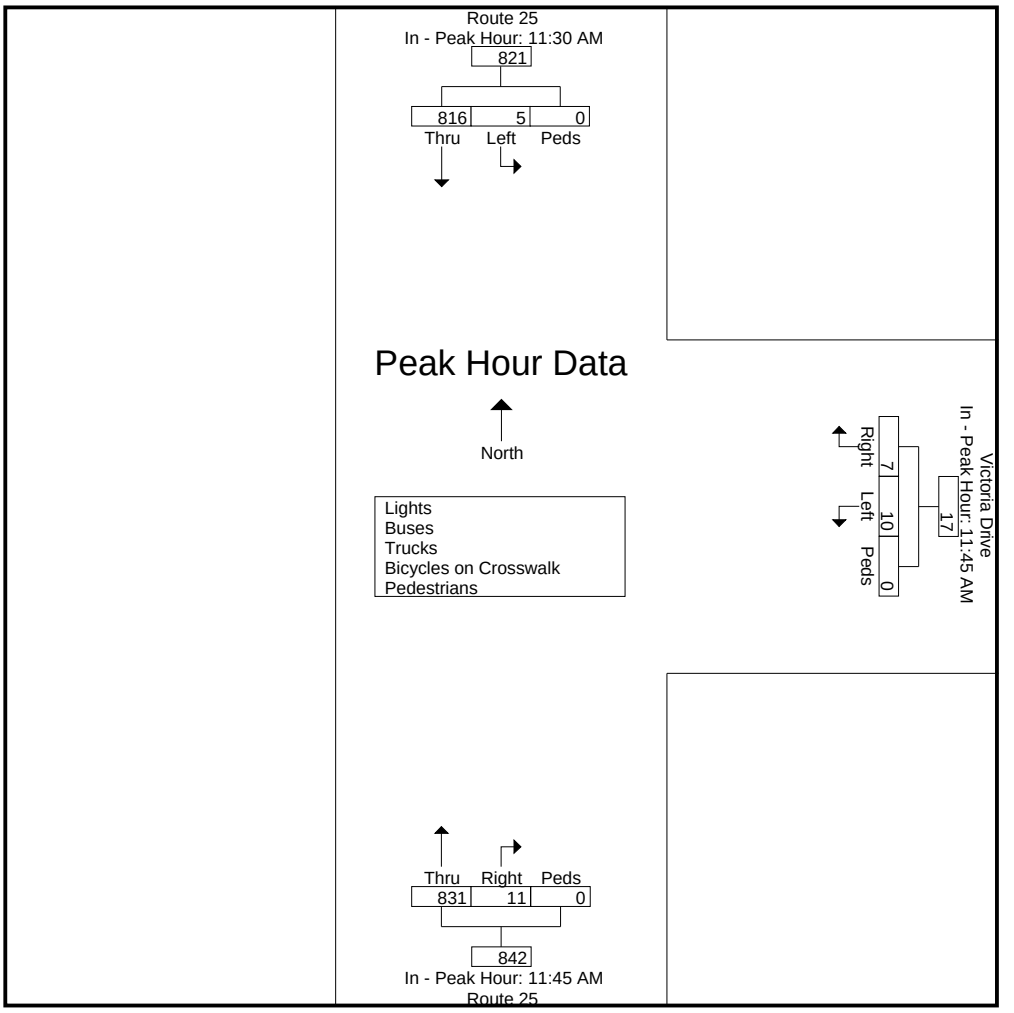


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14366
Site Code : 14366
Start Date : 5/14/2016
Page No : 3

	Route 25 From North				Victoria Drive From East				Route 25 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	11:30 AM				11:45 AM				11:45 AM				
+0 mins.	**218**	0	0	**218**	2	**3**	0	**5**	3	**225**	0	**228**	
+15 mins.	183	1	0	184	2	3	0	5	1	202	0	203	
+30 mins.	200	**3**	0	203	0	3	0	3	1	186	0	187	
+45 mins.	215	1	0	216	**3**	1	0	4	**6**	218	0	224	
Total Volume	816	5	0	821	7	10	0	17	11	831	0	842	
% App. Total	99.4	0.6	0		41.2	58.8	0		1.3	98.7	0		
PHF	.936	.417	.000	.942	.583	.833	.000	.850	.458	.923	.000	.923	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 25 at Judd Rd/Old Newtown Rd
Monroe/Trumbull, Connecticut

File Name : 14361
Site Code : 14361
Start Date : 5/11/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

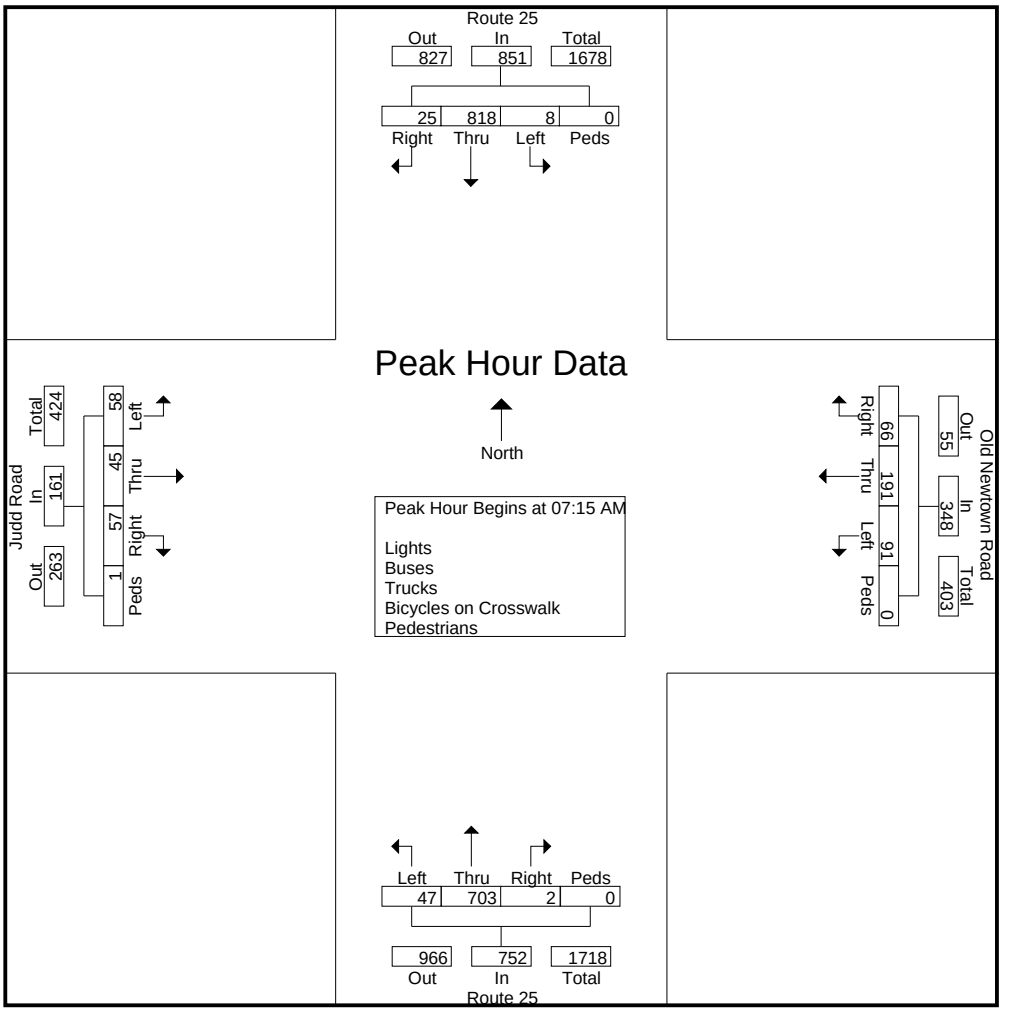
	Route 25 From North					Old Newtown Road From East					Route 25 From South					Judd Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	201	2	0	209	10	42	21	0	73	0	170	8	0	178	5	13	13	0	31	491
07:15 AM	2	216	0	0	218	14	61	22	0	97	0	198	5	0	203	8	6	23	0	37	555
07:30 AM	10	191	0	0	201	14	46	25	0	85	1	176	11	0	188	9	9	12	1	31	505
07:45 AM	6	204	3	0	213	18	41	19	0	78	0	165	17	0	182	18	9	14	0	41	514
Total	24	812	5	0	841	56	190	87	0	333	1	709	41	0	751	40	37	62	1	140	2065
08:00 AM	7	207	5	0	219	20	43	25	0	88	1	164	14	0	179	22	21	9	0	52	538
08:15 AM	12	220	9	0	241	8	30	24	0	62	1	172	11	0	184	15	12	17	0	44	531
08:30 AM	9	201	8	0	218	16	27	18	0	61	1	138	7	0	146	17	14	20	0	51	476
08:45 AM	5	179	11	0	195	15	20	33	0	68	2	153	14	0	169	11	16	11	0	38	470
Total	33	807	33	0	873	59	120	100	0	279	5	627	46	0	678	65	63	57	0	185	2015
Grand Total	57	1619	38	0	1714	115	310	187	0	612	6	1336	87	0	1429	105	100	119	1	325	4080
Apprch %	3.3	94.5	2.2	0		18.8	50.7	30.6	0		0.4	93.5	6.1	0		32.3	30.8	36.6	0.3		
Total %	1.4	39.7	0.9	0	42	2.8	7.6	4.6	0	15	0.1	32.7	2.1	0	35	2.6	2.5	2.9	0	8	
Lights	52	1523										1233									
% Lights	91.2	94.1	84.2	0	93.8	91.3	95.8	90.9	0	93.5	66.7	92.3	93.1	0	92.2	96.2	91	97.5	0	94.8	93.3
Buses	0	8	1	0	9	1	1	11	0	13	0	5	0	0	5	1	5	2	0	8	35
% Buses	0	0.5	2.6	0	0.5	0.9	0.3	5.9	0	2.1	0	0.4	0	0	0.3	1	5	1.7	0	2.5	0.9
Trucks	5	88	5	0	98	9	12	6	0	27	2	98	6	0	106	3	4	1	0	8	239
% Trucks	8.8	5.4	13.2	0	5.7	7.8	3.9	3.2	0	4.4	33.3	7.3	6.9	0	7.4	2.9	4	0.8	0	2.5	5.9
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.3	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14361
Site Code : 14361
Start Date : 5/11/2016
Page No : 2

	Route 25 From North					Old Newtown Road From East					Route 25 From South					Judd Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	2	**216**	0	0	218	14	**61**	22	0	**97**	0	**198**	5	0	**203**	8	6	**23**	0	37	**555**
07:30 AM	**10**	191	0	0	201	14	46	**25**	0	85	**1**	176	11	0	188	9	9	12	**1**	31	505
07:45 AM	6	204	3	0	213	18	41	19	0	78	0	165	**17**	0	182	18	9	14	0	41	514
08:00 AM	7	207	**5**	0	**219**	**20**	43	25	0	88	1	164	14	0	179	**22**	**21**	9	0	**52**	538
Total Volume	25	818	8	0	851	66	191	91	0	348	2	703	47	0	752	57	45	58	1	161	2112
% App. Total	2.9	96.1	0.9	0		19	54.9	26.1	0		0.3	93.5	6.2	0		35.4	28	36	0.6		
PHF	.625	.947	.400	.000	.971	.825	.783	.910	.000	.897	.500	.888	.691	.000	.926	.648	.536	.630	.250	.774	.951

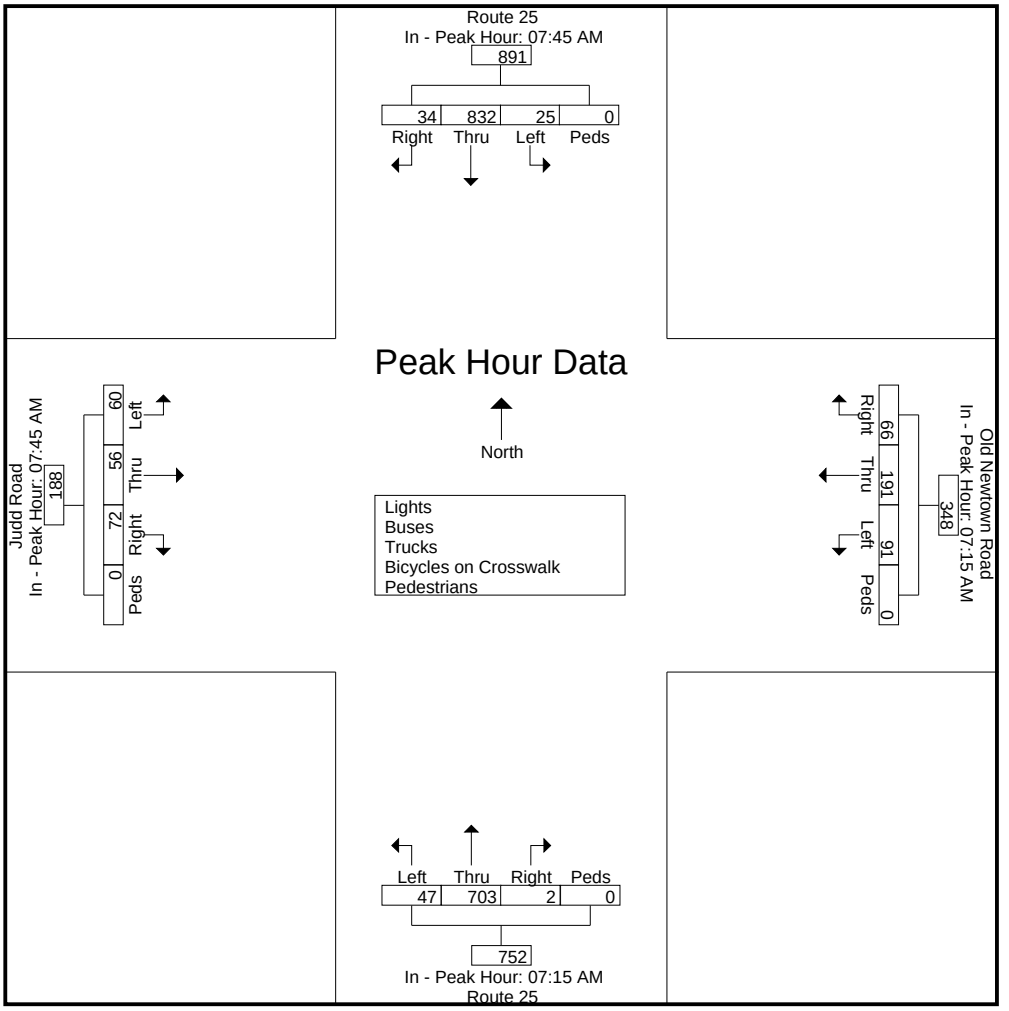


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14361
Site Code : 14361
Start Date : 5/11/2016
Page No : 3

	Route 25 From North					Old Newtown Road From East					Route 25 From South					Judd Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					07:15 AM					07:15 AM					07:45 AM					
+0 mins.	6	204	3	0	213	14	**61**	22	0	**97**	0	**198**	5	0	**203**	18	9	14	0	41	
+15 mins.	7	207	5	0	219	14	46	**25**	0	85	**1**	176	11	0	188	**22**	**21**	9	0	**52**	
+30 mins.	**12**	**220**	**9**	0	**241**	18	41	19	0	78	0	165	**17**	0	182	15	12	17	0	44	
+45 mins.	9	201	8	0	218	**20**	43	25	0	88	1	164	14	0	179	17	14	**20**	0	51	
Total Volume	34	832	25	0	891	66	191	91	0	348	2	703	47	0	752	72	56	60	0	188	
% App. Total	3.8	93.4	2.8	0		19	54.9	26.1	0		0.3	93.5	6.2	0		38.3	29.8	31.9	0		
PHF	.708	.945	.694	.000	.924	.825	.783	.910	.000	.897	.500	.888	.691	.000	.926	.818	.667	.750	.000	.904	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 25 at Judd Rd/Old Newtown Rd
Monroe/Trumbull, Connecticut

File Name : 14362
Site Code : 14362
Start Date : 5/10/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

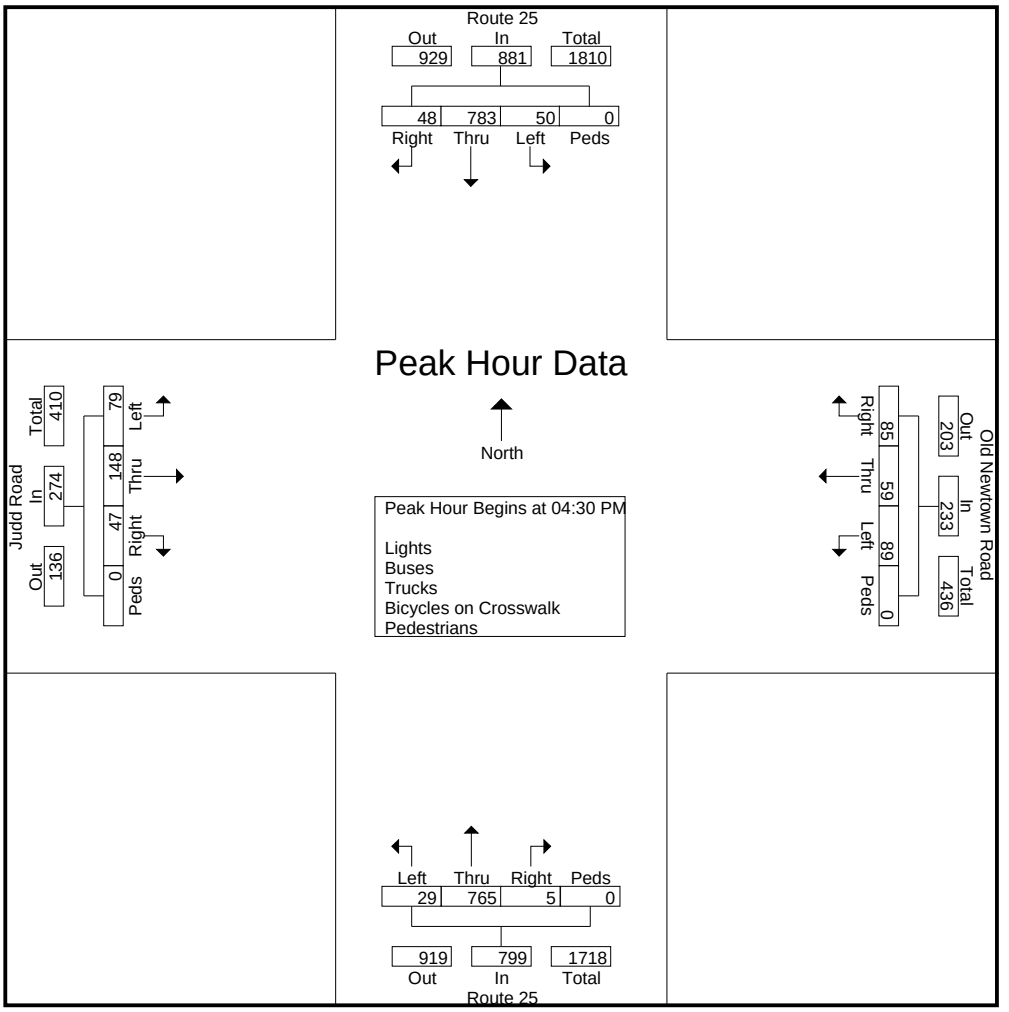
	Route 25 From North					Old Newtown Road From East					Route 25 From South					Judd Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	210	13	0	229	19	14	25	0	58	3	178	15	0	196	11	38	11	0	60	543
04:15 PM	8	205	16	0	229	18	12	14	0	44	0	160	5	0	165	16	26	12	0	54	492
04:30 PM	14	189	10	0	213	12	18	33	0	63	1	187	8	0	196	9	36	26	0	71	543
04:45 PM	9	207	10	0	226	22	6	19	0	47	2	197	9	0	208	12	27	26	0	65	546
Total	37	811	49	0	897	71	50	91	0	212	6	722	37	0	765	48	127	75	0	250	2124
05:00 PM	12	199	14	0	225	23	18	22	0	63	0	195	5	0	200	12	47	18	0	77	565
05:15 PM	13	188	16	0	217	28	17	15	0	60	2	186	7	0	195	14	38	9	0	61	533
05:30 PM	10	182	12	0	204	24	18	18	0	60	0	197	6	0	203	18	32	13	0	63	530
05:45 PM	7	183	11	0	201	20	13	17	0	50	1	182	11	0	194	14	31	18	0	63	508
Total	42	752	53	0	847	95	66	72	0	233	3	760	29	0	792	58	148	58	0	264	2136
Grand Total	79	1563	102	0	1744	166	116	163	0	445	9	1482	66	0	1557	106	275	133	0	514	4260
Apprch %	4.5	89.6	5.8	0		37.3	26.1	36.6	0		0.6	95.2	4.2	0		20.6	53.5	25.9	0		
Total %	1.9	36.7	2.4	0	40.9	3.9	2.7	3.8	0	10.4	0.2	34.8	1.5	0	36.5	2.5	6.5	3.1	0	12.1	
Lights	78	1502										1427									
% Lights	98.7	96.1	98	0	96.3	95.2	100	95.1	0	96.4	88.9	96.3	97	0	96.3	96.2	97.5	99.2	0	97.7	96.5
Buses	0	13	0	0	13	0	0	6	0	6	0	3	1	0	4	2	1	0	0	3	26
% Buses	0	0.8	0	0	0.7	0	0	3.7	0	1.3	0	0.2	1.5	0	0.3	1.9	0.4	0	0	0.6	0.6
Trucks	1	48	2	0	51	8	0	2	0	10	1	52	1	0	54	2	6	1	0	9	124
% Trucks	1.3	3.1	2	0	2.9	4.8	0	1.2	0	2.2	11.1	3.5	1.5	0	3.5	1.9	2.2	0.8	0	1.8	2.9
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14362
Site Code : 14362
Start Date : 5/10/2016
Page No : 2

	Route 25 From North					Old Newtown Road From East					Route 25 From South					Judd Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**14**	189	10	0	213	12	**18**	**33**	0	**63**	1	187	8	0	196	9	36	**26**	0	71	543
04:45 PM	9	**207**	10	0	**226**	22	6	19	0	47	**2**	**197**	**9**	0	**208**	12	27	26	0	65	546
05:00 PM	12	199	14	0	225	23	18	22	0	63	0	195	5	0	200	12	**47**	18	0	**77**	**565**
05:15 PM	13	188	**16**	0	217	**28**	17	15	0	60	2	186	7	0	195	**14**	38	9	0	61	533
Total Volume	48	783	50	0	881	85	59	89	0	233	5	765	29	0	799	47	148	79	0	274	2187
% App. Total	5.4	88.9	5.7	0		36.5	25.3	38.2	0		0.6	95.7	3.6	0		17.2	54	28.8	0		
PHF	.857	.946	.781	.000	.975	.759	.819	.674	.000	.925	.625	.971	.806	.000	.960	.839	.787	.760	.000	.890	.968

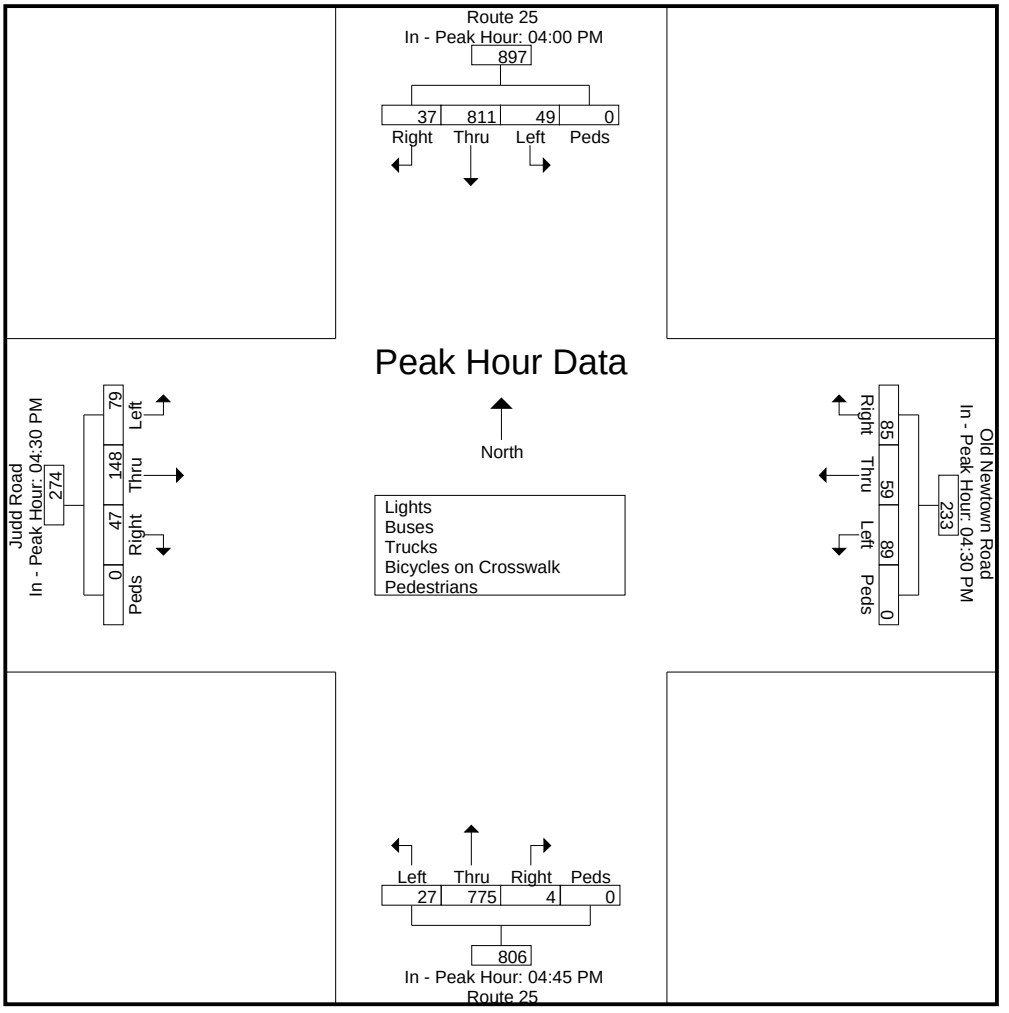


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14362
Site Code : 14362
Start Date : 5/10/2016
Page No : 3

	Route 25 From North					Old Newtown Road From East					Route 25 From South					Judd Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:00 PM					04:30 PM					04:45 PM					04:30 PM					
+0 mins.	6	**210**	13	0	**229**	12	**18**	**33**	0	**63**	**2**	**197**	**9**	0	**208**	9	36	**26**	0	71	
+15 mins.	8	205	**16**	0	229	22	6	19	0	47	0	195	5	0	200	12	27	26	0	65	
+30 mins.	**14**	189	10	0	213	23	18	22	0	63	2	186	7	0	195	12	**47**	18	0	**77**	
+45 mins.	9	207	10	0	226	**28**	17	15	0	60	0	197	6	0	203	**14**	38	9	0	61	
Total Volume	37	811	49	0	897	85	59	89	0	233	4	775	27	0	806	47	148	79	0	274	
% App. Total	4.1	90.4	5.5	0		36.5	25.3	38.2	0		0.5	96.2	3.3	0		17.2	54	28.8	0		
PHF	.661	.965	.766	.000	.979	.759	.819	.674	.000	.925	.500	.984	.750	.000	.969	.839	.787	.760	.000	.890	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 25 at Judd Rd/Old Newtown Rd
Monroe/Trumbull, Connecticut

File Name : 14363
Site Code : 14363
Start Date : 5/21/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

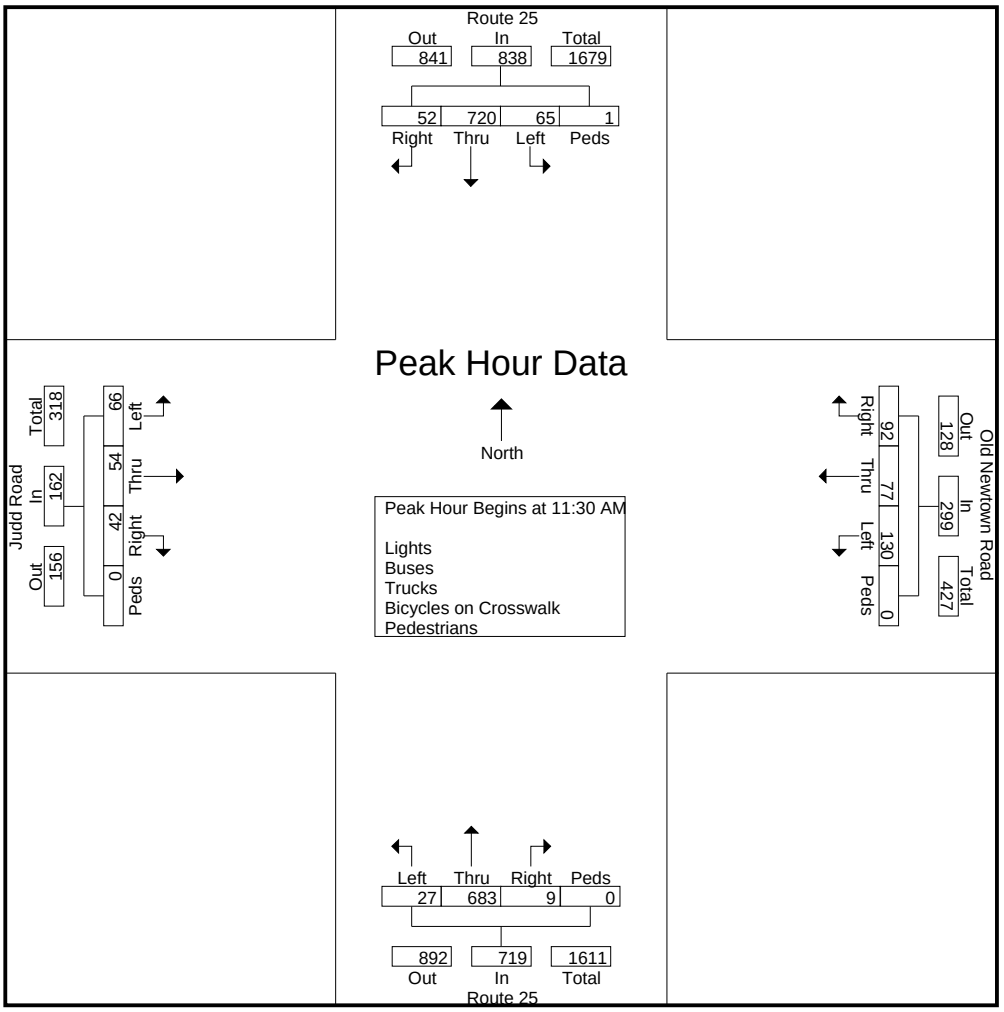
	Route 25 From North					Old Newtown Road From East					Route 25 From South					Judd Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	9	173	15	0	197	21	17	38	0	76	3	162	0	0	165	10	19	12	0	41	479
11:15 AM	10	175	16	1	202	35	13	32	0	80	3	165	8	0	176	15	22	16	1	54	512
11:30 AM	14	170	11	0	195	23	13	36	0	72	5	177	10	0	192	8	16	16	0	40	499
11:45 AM	16	181	14	1	212	33	22	34	0	89	2	170	6	0	178	10	16	18	0	44	523
Total	49	699	56	2	806	112	65	140	0	317	13	674	24	0	711	43	73	62	1	179	2013
12:00 PM	9	179	14	0	202	17	20	34	0	71	1	164	4	0	169	10	11	15	0	36	478
12:15 PM	13	190	26	0	229	19	22	26	0	67	1	172	7	0	180	14	11	17	0	42	518
12:30 PM	13	169	23	0	205	29	19	20	0	68	1	158	10	0	169	11	14	18	0	43	485
12:45 PM	13	165	18	0	196	23	11	24	0	58	4	177	5	0	186	13	9	10	0	32	472
Total	48	703	81	0	832	88	72	104	0	264	7	671	26	0	704	48	45	60	0	153	1953
Grand Total	97	1402	137	2	1638	200	137	244	0	581	20	1345	50	0	1415	91	118	122	1	332	3966
Apprch %	5.9	85.6	8.4	0.1		34.4	23.6	42	0		1.4	95.1	3.5	0		27.4	35.5	36.7	0.3		
Total %	2.4	35.4	3.5	0.1	41.3	5	3.5	6.2	0	14.6	0.5	33.9	1.3	0	35.7	2.3	3	3.1	0	8.4	
Lights	96	1359										1311									
% Lights	99	96.9	99.3	0	97.1	99.5	97.1	100	0	99.1	100	97.5	94	0	97.4	100	98.3	98.4	0	98.5	97.6
Buses	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Buses	1	0.1	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	0	41	1	0	42	1	4	0	0	5	0	34	3	0	37	0	2	2	0	4	88
% Trucks	0	2.9	0.7	0	2.6	0.5	2.9	0	0	0.9	0	2.5	6	0	2.6	0	1.7	1.6	0	1.2	2.2
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
% Pedestrians	0	0	0	100	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.3	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14363
Site Code : 14363
Start Date : 5/21/2016
Page No : 2

	Route 25 From North					Old Newtown Road From East					Route 25 From South					Judd Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	14	170	11	0	195	23	13	**36**	0	72	**5**	**177**	**10**	0	**192**	8	**16**	16	0	40	499
11:45 AM	**16**	181	14	**1**	212	**33**	**22**	34	0	**89**	2	170	6	0	178	10	16	**18**	0	**44**	**523**
12:00 PM	9	179	14	0	202	17	20	34	0	71	1	164	4	0	169	10	11	15	0	36	478
12:15 PM	13	**190**	**26**	0	**229**	19	22	26	0	67	1	172	7	0	180	**14**	11	17	0	42	518
Total Volume	52	720	65	1	838	92	77	130	0	299	9	683	27	0	719	42	54	66	0	162	2018
% App. Total	6.2	85.9	7.8	0.1		30.8	25.8	43.5	0		1.3	95	3.8	0		25.9	33.3	40.7	0		
PHF	.813	.947	.625	.250	.915	.697	.875	.903	.000	.840	.450	.965	.675	.000	.936	.750	.844	.917	.000	.920	.965

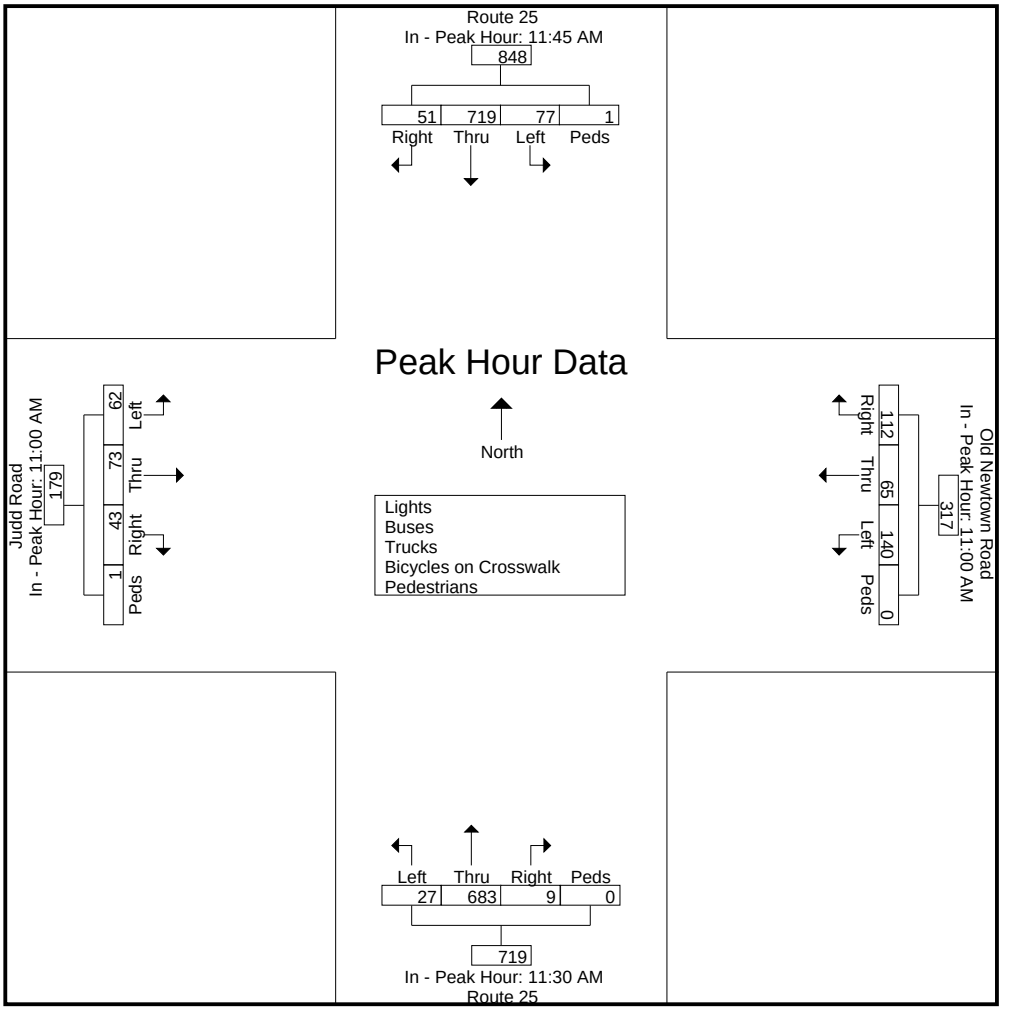


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14363
Site Code : 14363
Start Date : 5/21/2016
Page No : 3

	Route 25 From North					Old Newtown Road From East					Route 25 From South					Judd Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:45 AM					11:00 AM					11:30 AM					11:00 AM					
+0 mins.	**16**	181	14	**1**	212	21	17	**38**	0	76	**5**	**177**	**10**	0	**192**	10	19	12	0	41	
+15 mins.	9	179	14	0	202	**35**	13	32	0	80	2	170	6	0	178	**15**	**22**	16	**1**	**54**	
+30 mins.	13	**190**	**26**	0	**229**	23	13	36	0	72	1	164	4	0	169	8	16	16	0	40	
+45 mins.	13	169	23	0	205	33	**22**	34	0	**89**	1	172	7	0	180	10	16	**18**	0	44	
Total Volume	51	719	77	1	848	112	65	140	0	317	9	683	27	0	719	43	73	62	1	179	
% App. Total	6	84.8	9.1	0.1		35.3	20.5	44.2	0		1.3	95	3.8	0		24	40.8	34.6	0.6		
PHF	.797	.946	.740	.250	.926	.800	.739	.921	.000	.890	.450	.965	.675	.000	.936	.717	.830	.861	.250	.829	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 25 at Pepper Street
Monroe/Trumbull, Connecticut

File Name : 14355
Site Code : 14355
Start Date : 4/26/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

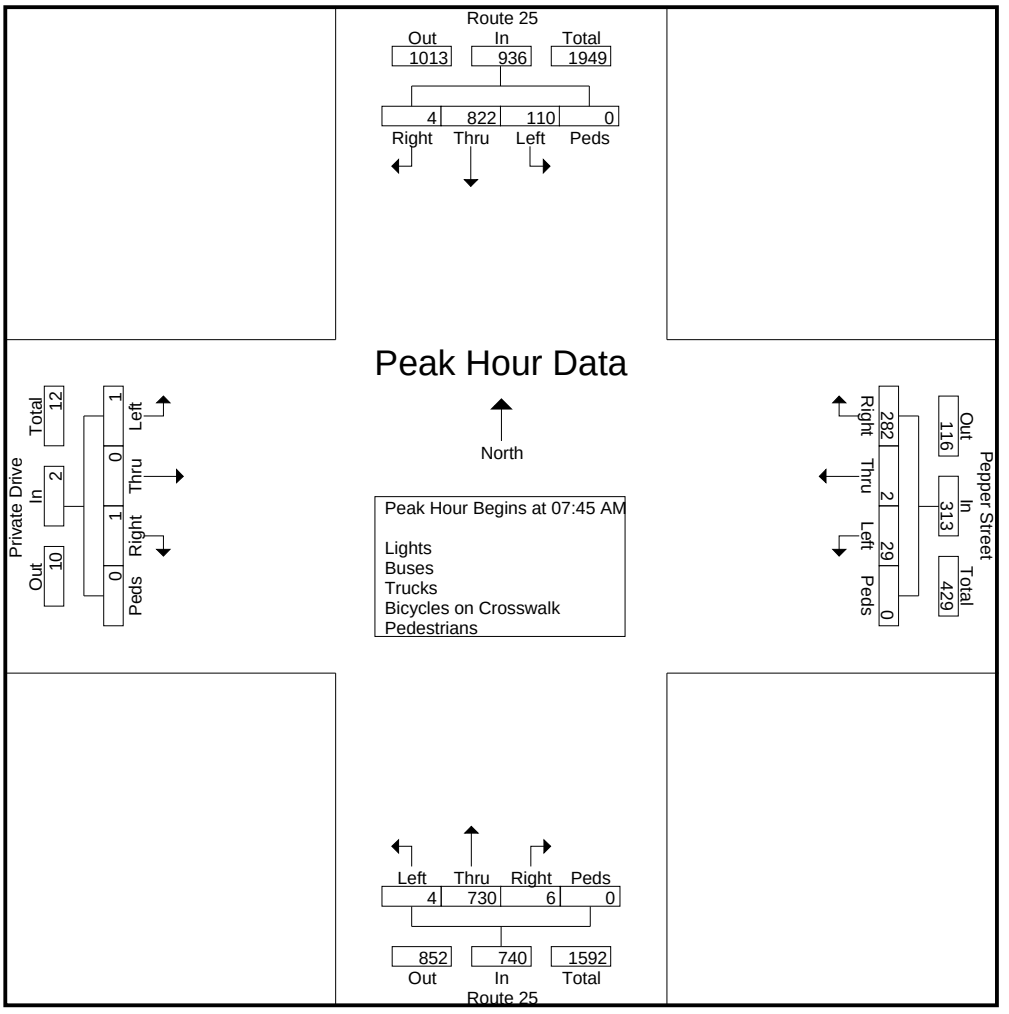
	Route 25 From North					Pepper Street From East					Route 25 From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	198	18	0	216	77	0	7	0	84	1	178	0	0	179	1	0	1	0	2	481
07:15 AM	0	201	11	0	212	88	1	4	0	93	1	168	0	0	169	1	0	0	0	1	475
07:30 AM	1	205	20	0	226	68	0	6	0	74	0	148	0	0	148	0	0	0	0	0	448
07:45 AM	0	186	51	0	237	79	0	7	0	86	2	172	0	0	174	0	0	0	0	0	497
Total	1	790	100	0	891	312	1	24	0	337	4	666	0	0	670	2	0	1	0	3	1901
08:00 AM	1	200	14	0	215	84	0	10	0	94	3	159	1	0	163	0	0	0	0	0	472
08:15 AM	1	213	22	0	236	64	1	9	0	74	1	202	2	0	205	1	0	0	0	1	516
08:30 AM	2	223	23	0	248	55	1	3	0	59	0	197	1	0	198	0	0	1	0	1	506
08:45 AM	2	198	42	0	242	52	12	6	0	70	2	160	4	0	166	0	0	0	0	0	478
Total	6	834	101	0	941	255	14	28	0	297	6	718	8	0	732	1	0	1	0	2	1972
Grand Total	7	1624	201	0	1832	567	15	52	0	634	10	1384	8	0	1402	3	0	2	0	5	3873
Apprch %	0.4	88.6	11	0		89.4	2.4	8.2	0		0.7	98.7	0.6	0		60	0	40	0		
Total %	0.2	41.9	5.2	0	47.3	14.6	0.4	1.3	0	16.4	0.3	35.7	0.2	0	36.2	0.1	0	0.1	0	0.1	
Lights	7	1531										1281									
% Lights	100	94.3	94	0	94.3	98.2	100	92.3	0	97.8	90	92.6	100	0	92.6	100	0	100	0	100	94.2
Buses	0	12	7	0	19	4	0	0	0	4	0	9	0	0	9	0	0	0	0	0	32
% Buses	0	0.7	3.5	0	1	0.7	0	0	0	0.6	0	0.7	0	0	0.6	0	0	0	0	0	0.8
Trucks	0	81	5	0	86	6	0	4	0	10	1	94	0	0	95	0	0	0	0	0	191
% Trucks	0	5	2.5	0	4.7	1.1	0	7.7	0	1.6	10	6.8	0	0	6.8	0	0	0	0	0	4.9
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14355
Site Code : 14355
Start Date : 4/26/2016
Page No : 2

	Route 25 From North					Pepper Street From East					Route 25 From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	186	**51**	0	237	79	0	7	0	86	2	172	0	0	174	0	0	0	0	0	497
08:00 AM	1	200	14	0	215	**84**	0	**10**	0	**94**	**3**	159	1	0	163	0	0	0	0	0	472
08:15 AM	1	213	22	0	236	64	**1**	9	0	74	1	**202**	**2**	0	**205**	**1**	0	0	0	**1**	**516**
08:30 AM	**2**	**223**	23	0	**248**	55	1	3	0	59	0	197	1	0	198	0	0	**1**	0	1	506
Total Volume	4	822	110	0	936	282	2	29	0	313	6	730	4	0	740	1	0	1	0	2	1991
% App. Total	0.4	87.8	11.8	0		90.1	0.6	9.3	0		0.8	98.6	0.5	0		50	0	50	0		
PHF	.500	.922	.539	.000	.944	.839	.500	.725	.000	.832	.500	.903	.500	.000	.902	.250	.000	.250	.000	.500	.965

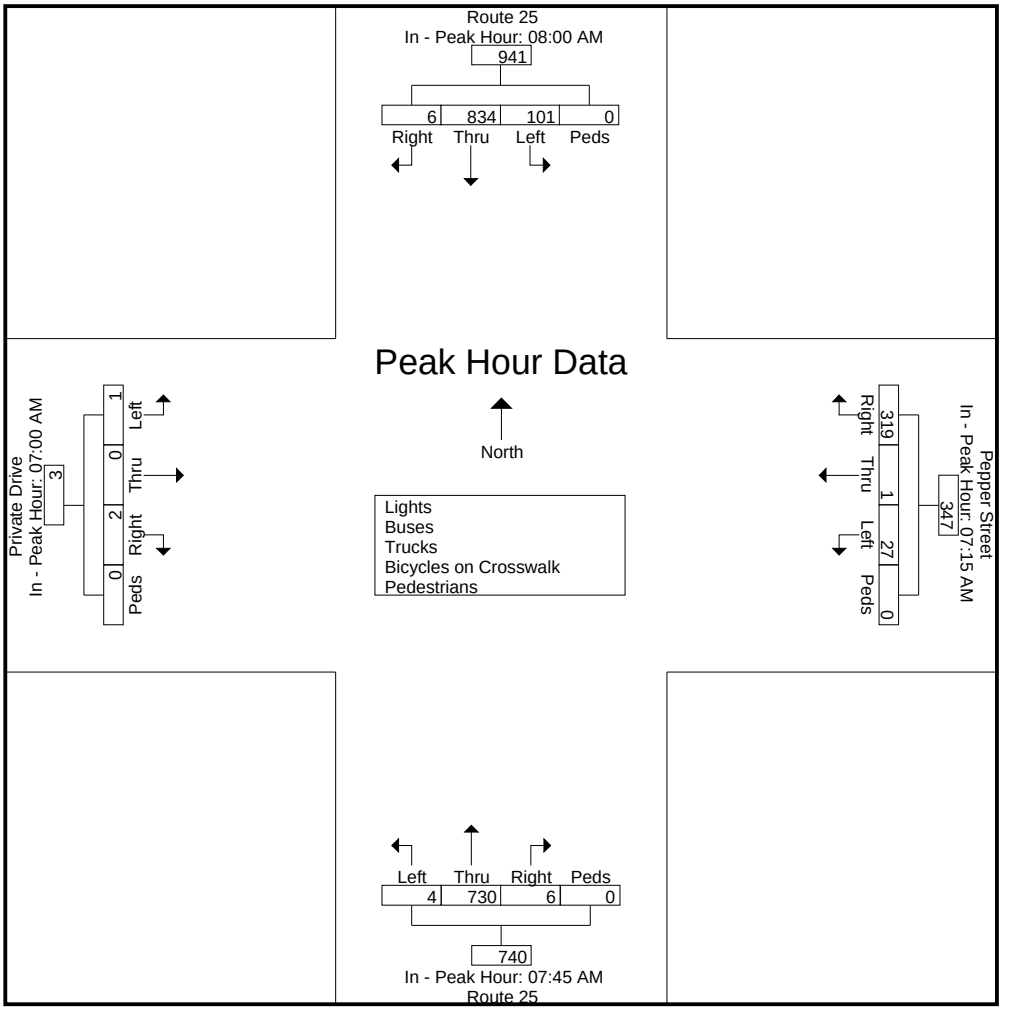


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14355
Site Code : 14355
Start Date : 4/26/2016
Page No : 3

	Route 25 From North					Pepper Street From East					Route 25 From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:00 AM					07:15 AM					07:45 AM					07:00 AM					
+0 mins.	1	200	14	0	215	**88**	**1**	4	0	93	2	172	0	0	174	**1**	0	**1**	0	**2**	
+15 mins.	1	213	22	0	236	68	0	6	0	74	**3**	159	1	0	163	1	0	0	0	1	
+30 mins.	**2**	**223**	23	0	**248**	79	0	7	0	86	1	**202**	**2**	0	**205**	0	0	0	0	0	
+45 mins.	2	198	**42**	0	242	84	0	**10**	0	**94**	0	197	1	0	198	0	0	0	0	0	
Total Volume	6	834	101	0	941	319	1	27	0	347	6	730	4	0	740	2	0	1	0	3	
% App. Total	0.6	88.6	10.7	0		91.9	0.3	7.8	0		0.8	98.6	0.5	0		66.7	0	33.3	0		
PHF	.750	.935	.601	.000	.949	.906	.250	.675	.000	.923	.500	.903	.500	.000	.902	.500	.000	.250	.000	.375	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 25 at Pepper Street
Monroe/Trumbull, Connecticut

File Name : 14356
Site Code : 14356
Start Date : 4/26/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

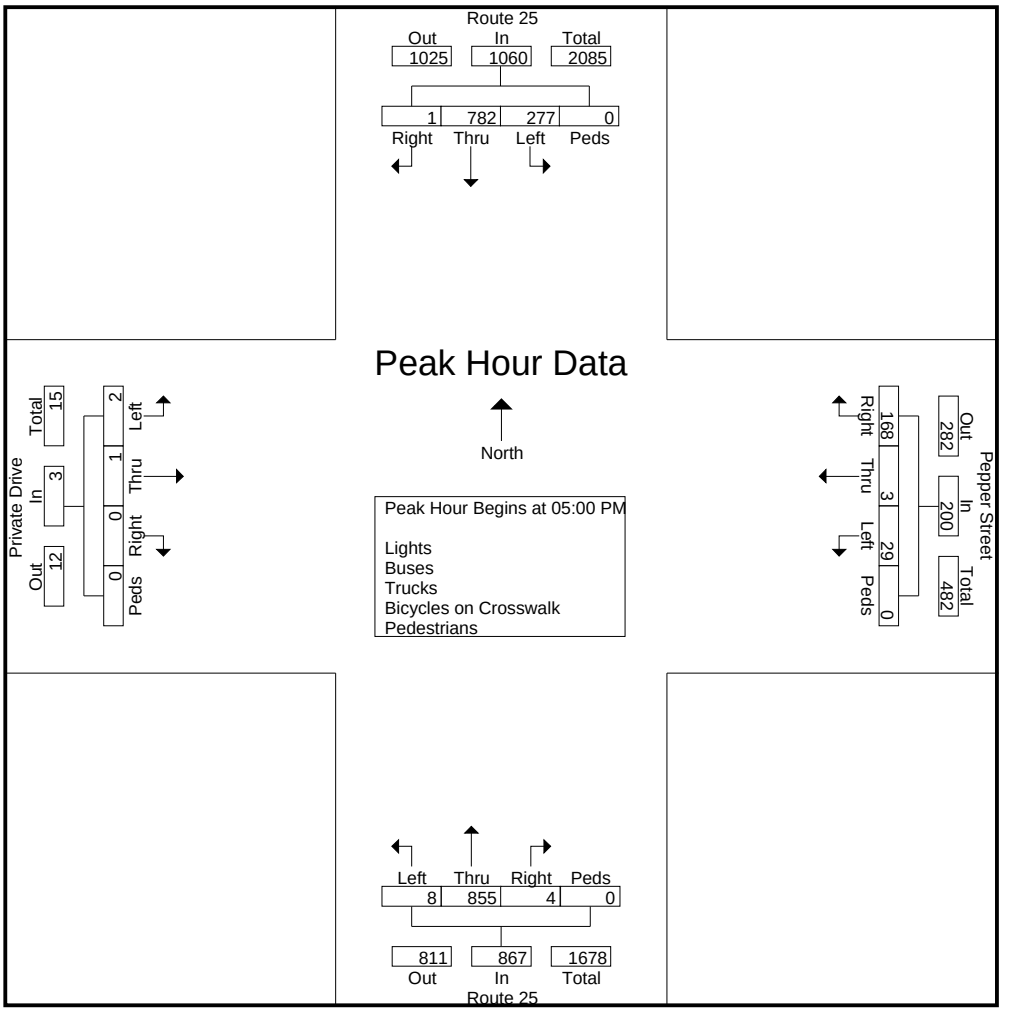
	Route 25 From North					Pepper Street From East					Route 25 From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	177	58	0	236	26	0	7	0	33	1	192	0	0	193	1	0	0	0	1	463
04:15 PM	0	216	52	0	268	32	1	3	0	36	5	200	1	0	206	1	0	0	0	1	511
04:30 PM	0	211	66	0	277	44	0	6	0	50	2	196	0	0	198	0	0	0	0	0	525
04:45 PM	1	174	64	0	239	47	0	9	0	56	2	222	1	0	225	0	0	0	0	0	520
Total	2	778	240	0	1020	149	1	25	0	175	10	810	2	0	822	2	0	0	0	2	2019
05:00 PM	0	205	70	0	275	45	0	8	0	53	0	215	1	0	216	0	0	0	0	0	544
05:15 PM	0	177	67	0	244	41	0	6	0	47	0	200	0	0	200	0	1	1	0	2	493
05:30 PM	1	213	59	0	273	45	1	8	0	54	2	233	1	0	236	0	0	0	0	0	563
05:45 PM	0	187	81	0	268	37	2	7	0	46	2	207	6	0	215	0	0	1	0	1	530
Total	1	782	277	0	1060	168	3	29	0	200	4	855	8	0	867	0	1	2	0	3	2130
Grand Total	3	1560	517	0	2080	317	4	54	0	375	14	1665	10	0	1689	2	1	2	0	5	4149
Apprch %	0.1	75	24.9	0		84.5	1.1	14.4	0		0.8	98.6	0.6	0		40	20	40	0		
Total %	0.1	37.6	12.5	0	50.1	7.6	0.1	1.3	0	9	0.3	40.1	0.2	0	40.7	0	0	0	0	0.1	
Lights	3	1501										1635									
% Lights	100	96.2	99.6	0	97.1	99.4	100	85.2	0	97.3	92.9	98.2	100	0	98.2	100	100	100	0	100	97.5
Buses	0	10	0	0	10	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	14
% Buses	0	0.6	0	0	0.5	0	0	1.9	0	0.3	0	0.2	0	0	0.2	0	0	0	0	0	0.3
Trucks	0	49	2	0	51	2	0	7	0	9	1	27	0	0	28	0	0	0	0	0	88
% Trucks	0	3.1	0.4	0	2.5	0.6	0	13	0	2.4	7.1	1.6	0	0	1.7	0	0	0	0	0	2.1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14356
Site Code : 14356
Start Date : 4/26/2016
Page No : 2

	Route 25 From North					Pepper Street From East					Route 25 From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	205	70	0	**275**	**45**	0	**8**	0	53	0	215	1	0	216	0	0	0	0	0	544
05:15 PM	0	177	67	0	244	41	0	6	0	47	0	200	0	0	200	0	**1**	**1**	0	**2**	493
05:30 PM	**1**	**213**	59	0	273	45	1	8	0	**54**	**2**	**233**	1	0	**236**	0	0	0	0	0	**563**
05:45 PM	0	187	**81**	0	268	37	**2**	7	0	46	2	207	**6**	0	215	0	0	1	0	1	530
Total Volume	1	782	277	0	1060	168	3	29	0	200	4	855	8	0	867	0	1	2	0	3	2130
% App. Total	0.1	73.8	26.1	0		84	1.5	14.5	0		0.5	98.6	0.9	0		0	33.3	66.7	0		
PHF	.250	.918	.855	.000	.964	.933	.375	.906	.000	.926	.500	.917	.333	.000	.918	.000	.250	.500	.000	.375	.946

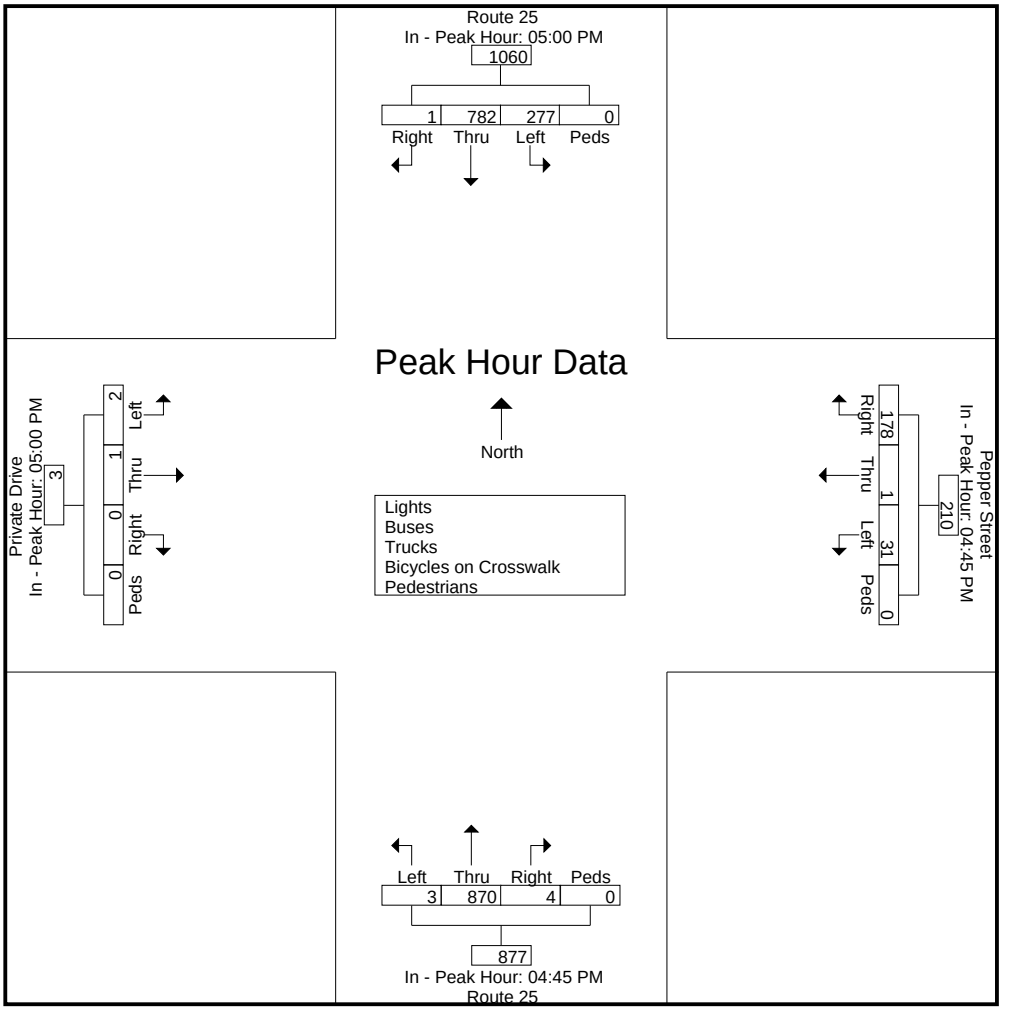


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14356
Site Code : 14356
Start Date : 4/26/2016
Page No : 3

	Route 25 From North					Pepper Street From East					Route 25 From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					04:45 PM					04:45 PM					05:00 PM					
+0 mins.	0	205	70	0	**275**	**47**	0	**9**	0	**56**	**2**	222	**1**	0	225	0	0	0	0	0	
+15 mins.	0	177	67	0	244	45	0	8	0	53	0	215	1	0	216	0	**1**	**1**	0	**2**	
+30 mins.	**1**	**213**	59	0	273	41	0	6	0	47	0	200	0	0	200	0	0	0	0	0	
+45 mins.	0	187	**81**	0	268	45	**1**	8	0	54	2	**233**	1	0	**236**	0	0	1	0	1	
Total Volume	1	782	277	0	1060	178	1	31	0	210	4	870	3	0	877	0	1	2	0	3	
% App. Total	0.1	73.8	26.1	0		84.8	0.5	14.8	0		0.5	99.2	0.3	0		0	33.3	66.7	0		
PHF	.250	.918	.855	.000	.964	.947	.250	.861	.000	.938	.500	.933	.750	.000	.929	.000	.250	.500	.000	.375	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 25 at Pepper Street
Monroe/Trumbull, Connecticut

File Name : 14357
Site Code : 14357
Start Date : 5/21/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

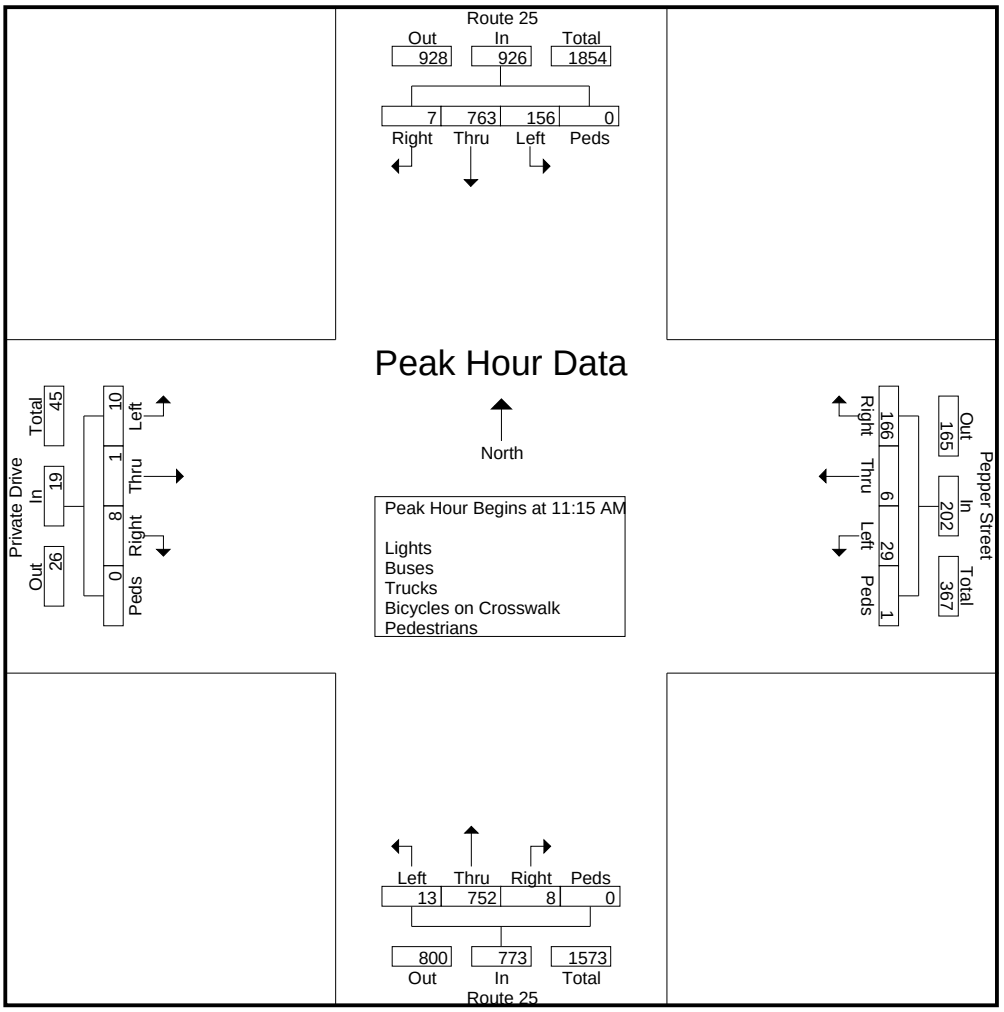
	Route 25 From North					Pepper Street From East					Route 25 From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	1	186	38	2	227	59	0	12	0	71	5	155	2	0	162	0	0	1	0	1	461
11:15 AM	1	206	54	0	261	39	0	9	0	48	3	200	0	0	203	1	0	2	0	3	515
11:30 AM	4	175	42	0	221	35	2	8	1	46	3	187	2	0	192	1	1	1	0	3	462
11:45 AM	2	203	26	0	231	48	3	7	0	58	2	178	6	0	186	4	0	2	0	6	481
Total	8	770	160	2	940	181	5	36	1	223	13	720	10	0	743	6	1	6	0	13	1919
12:00 PM	0	179	34	0	213	44	1	5	0	50	0	187	5	0	192	2	0	5	0	7	462
12:15 PM	1	196	54	0	251	32	0	2	0	34	1	206	0	0	207	2	0	0	0	2	494
12:30 PM	2	191	35	0	228	43	0	10	0	53	1	176	1	0	178	2	1	1	0	4	463
12:45 PM	3	187	43	0	233	36	0	6	0	42	1	212	1	0	214	1	0	1	0	2	491
Total	6	753	166	0	925	155	1	23	0	179	3	781	7	0	791	7	1	7	0	15	1910
Grand Total	14	1523	326	2	1865	336	6	59	1	402	16	1501	17	0	1534	13	2	13	0	28	3829
Apprch %	0.8	81.7	17.5	0.1		83.6	1.5	14.7	0.2		1	97.8	1.1	0		46.4	7.1	46.4	0		
Total %	0.4	39.8	8.5	0.1	48.7	8.8	0.2	1.5	0	10.5	0.4	39.2	0.4	0	40.1	0.3	0.1	0.3	0	0.7	
Lights	14	1474										1461									
% Lights	100	96.8	96.9	0	96.7	98.5	100	96.6	0	98	93.8	97.3	100	0	97.3	100	100	100	0	100	97.1
Buses	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	0	47	10	0	57	5	0	2	0	7	1	40	0	0	41	0	0	0	0	0	105
% Trucks	0	3.1	3.1	0	3.1	1.5	0	3.4	0	1.7	6.2	2.7	0	0	2.7	0	0	0	0	0	2.7
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	100	0.1	0	0	0	100	0.2	0	0	0	0	0	0	0	0	0	0	0.1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14357
Site Code : 14357
Start Date : 5/21/2016
Page No : 2

	Route 25 From North					Pepper Street From East					Route 25 From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	1	**206**	**54**	0	**261**	39	0	**9**	0	48	**3**	**200**	0	0	**203**	1	0	2	0	3	**515**
11:30 AM	**4**	175	42	0	221	35	2	8	**1**	46	3	187	2	0	192	1	**1**	1	0	3	462
11:45 AM	2	203	26	0	231	**48**	**3**	7	0	**58**	2	178	**6**	0	186	**4**	0	2	0	6	481
12:00 PM	0	179	34	0	213	44	1	5	0	50	0	187	5	0	192	2	0	**5**	0	**7**	462
Total Volume	7	763	156	0	926	166	6	29	1	202	8	752	13	0	773	8	1	10	0	19	1920
% App. Total	0.8	82.4	16.8	0		82.2	3	14.4	0.5		1	97.3	1.7	0		42.1	5.3	52.6	0		
PHF	.438	.926	.722	.000	.887	.865	.500	.806	.250	.871	.667	.940	.542	.000	.952	.500	.250	.500	.000	.679	.932

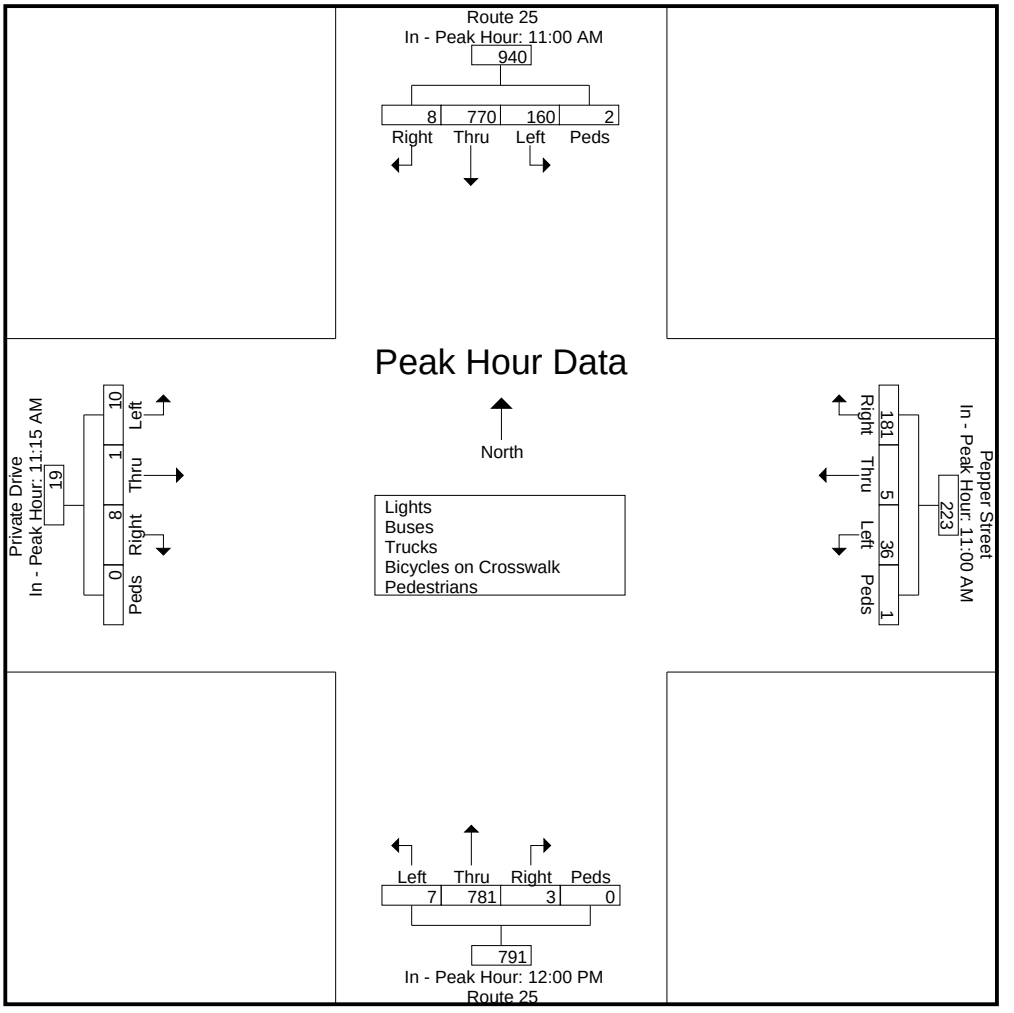


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14357
Site Code : 14357
Start Date : 5/21/2016
Page No : 3

	Route 25 From North					Pepper Street From East					Route 25 From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00 AM					11:00 AM					12:00 PM					11:15 AM					
+0 mins.	1	186	38	**2**	227	**59**	0	**12**	0	**71**	0	187	**5**	0	192	1	0	2	0	3	
+15 mins.	1	**206**	**54**	0	**261**	39	0	9	0	48	**1**	206	0	0	207	1	**1**	1	0	3	
+30 mins.	**4**	175	42	0	221	35	2	8	**1**	46	1	176	1	0	178	**4**	0	2	0	6	
+45 mins.	2	203	26	0	231	48	**3**	7	0	58	1	**212**	1	0	**214**	2	0	**5**	0	**7**	
Total Volume	8	770	160	2	940	181	5	36	1	223	3	781	7	0	791	8	1	10	0	19	
% App. Total	0.9	81.9	17	0.2		81.2	2.2	16.1	0.4		0.4	98.7	0.9	0		42.1	5.3	52.6	0		
PHF	.500	.934	.741	.250	.900	.767	.417	.750	.250	.785	.750	.921	.350	.000	.924	.500	.250	.500	.000	.679	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 25 at Easton Road
Monroe/Trumbull, Connecticut

File Name : 14352
Site Code : 14352
Start Date : 4/26/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

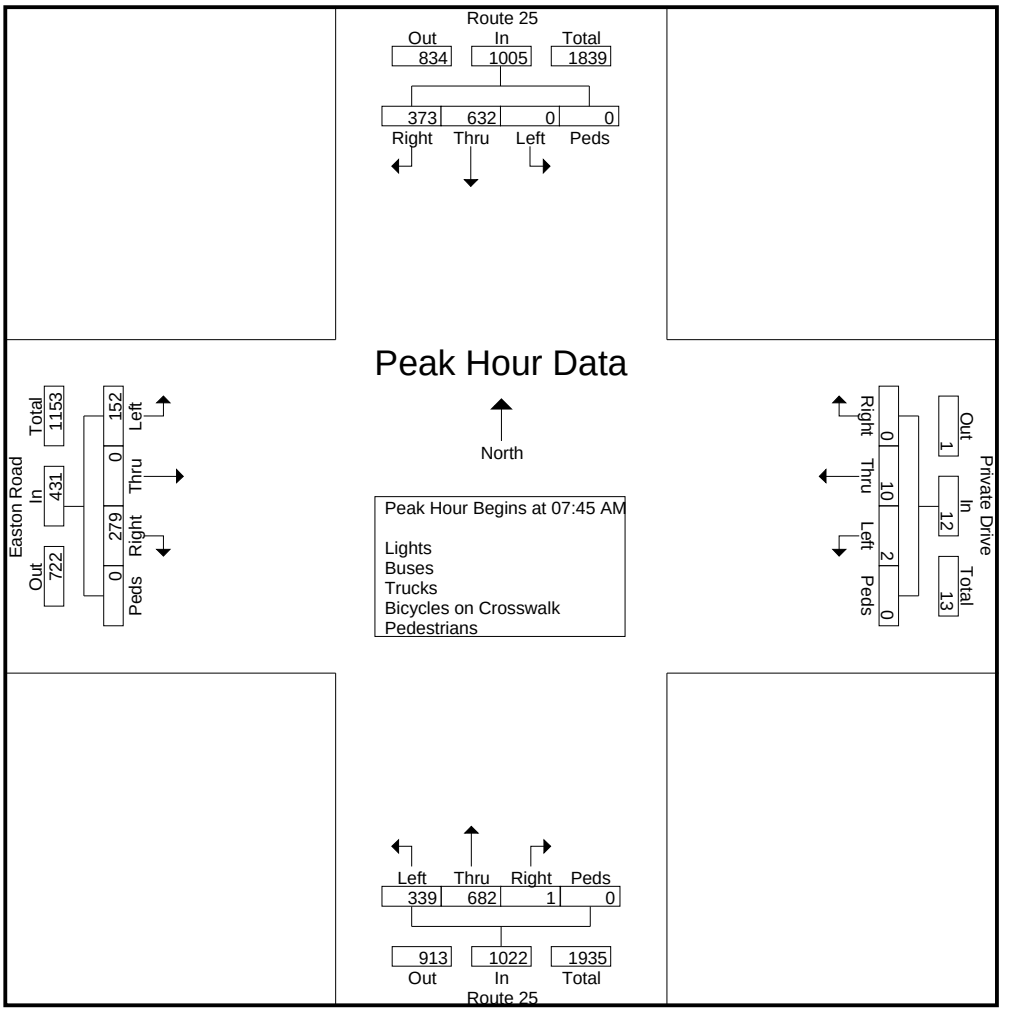
	Route 25 From North					Private Drive From East					Route 25 From South					Easton Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	75	163	0	0	238	0	1	0	0	1	0	161	89	0	250	53	0	27	0	80	569
07:15 AM	96	151	0	0	247	0	2	0	0	2	0	131	105	0	236	62	0	22	0	84	569
07:30 AM	73	146	0	0	219	1	10	0	0	11	1	131	91	0	223	75	0	28	0	103	556
07:45 AM	74	140	0	0	214	0	7	0	0	7	0	169	91	0	260	95	0	38	0	133	614
Total	318	600	0	0	918	1	20	0	0	21	1	592	376	0	969	285	0	115	0	400	2308
08:00 AM	103	150	0	0	253	0	2	0	0	2	0	142	93	0	235	60	0	44	0	104	594
08:15 AM	95	159	0	0	254	0	1	2	0	3	1	193	83	0	277	70	0	44	0	114	648
08:30 AM	101	183	0	0	284	0	0	0	0	0	0	178	72	0	250	54	0	26	0	80	614
08:45 AM	86	188	0	0	274	0	1	0	0	1	1	153	49	0	203	50	0	41	0	91	569
Total	385	680	0	0	1065	0	4	2	0	6	2	666	297	0	965	234	0	155	0	389	2425
Grand Total	703	1280	0	0	1983	1	24	2	0	27	3	1258	673	0	1934	519	0	270	0	789	4733
Apprch %	35.5	64.5	0	0		3.7	88.9	7.4	0		0.2	65	34.8	0		65.8	0	34.2	0		
Total %	14.9	27	0	0	41.9	0	0.5	0	0	0.6	0.1	26.6	14.2	0	40.9	11	0	5.7	0	16.7	
Lights	678	1200										1169									
% Lights	96.4	93.8	0	0	94.7	100	100	100	0	100	100	92.9	97.9	0	94.7	96.7	0	97	0	96.8	95.1
Buses	3	9	0	0	12	0	0	0	0	0	0	6	7	0	13	9	0	3	0	12	37
% Buses	0.4	0.7	0	0	0.6	0	0	0	0	0	0	0.5	1	0	0.7	1.7	0	1.1	0	1.5	0.8
Trucks	22	71	0	0	93	0	0	0	0	0	0	83	7	0	90	8	0	5	0	13	196
% Trucks	3.1	5.5	0	0	4.7	0	0	0	0	0	0	6.6	1	0	4.7	1.5	0	1.9	0	1.6	4.1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14352
Site Code : 14352
Start Date : 4/26/2016
Page No : 2

	Route 25 From North					Private Drive From East					Route 25 From South					Easton Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	74	140	0	0	214	0	**7**	0	0	**7**	0	169	91	0	260	**95**	0	38	0	**133**	614
08:00 AM	**103**	150	0	0	253	0	2	0	0	2	0	142	**93**	0	235	60	0	**44**	0	104	594
08:15 AM	95	159	0	0	254	0	1	**2**	0	3	**1**	**193**	83	0	**277**	70	0	44	0	114	**648**
08:30 AM	101	**183**	0	0	**284**	0	0	0	0	0	0	178	72	0	250	54	0	26	0	80	614
Total Volume	373	632	0	0	1005	0	10	2	0	12	1	682	339	0	1022	279	0	152	0	431	2470
% App. Total	37.1	62.9	0	0		0	83.3	16.7	0		0.1	66.7	33.2	0		64.7	0	35.3	0		
PHF	.905	.863	.000	.000	.885	.000	.357	.250	.000	.429	.250	.883	.911	.000	.922	.734	.000	.864	.000	.810	.953

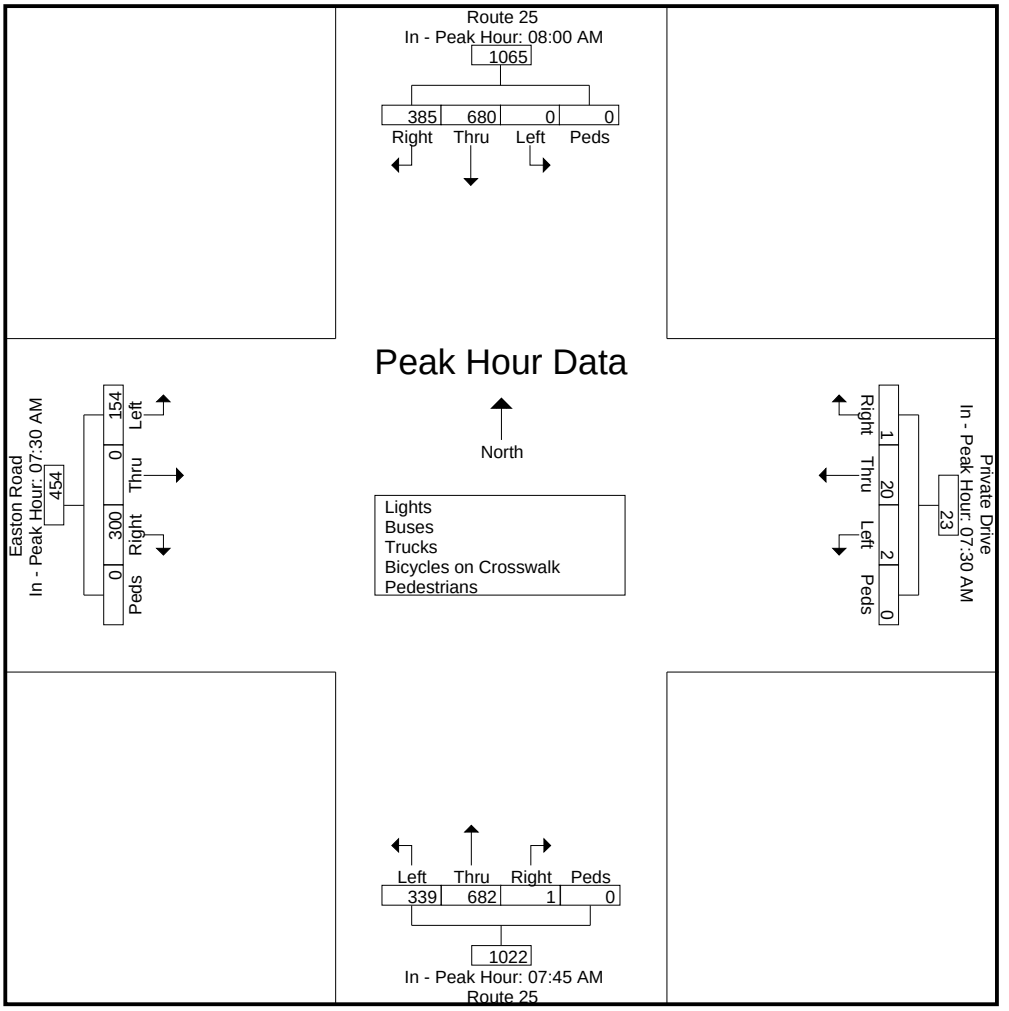


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14352
Site Code : 14352
Start Date : 4/26/2016
Page No : 3

	Route 25 From North					Private Drive From East					Route 25 From South					Easton Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:00 AM					07:30 AM					07:45 AM					07:30 AM					
+0 mins.	**103**	150	0	0	253	**1**	**10**	0	0	**11**	0	169	91	0	260	75	0	28	0	103	
+15 mins.	95	159	0	0	254	0	7	0	0	7	0	142	**93**	0	235	**95**	0	38	0	**133**	
+30 mins.	101	183	0	0	**284**	0	2	0	0	2	**1**	**193**	83	0	**277**	60	0	**44**	0	104	
+45 mins.	86	**188**	0	0	274	0	1	**2**	0	3	0	178	72	0	250	70	0	44	0	114	
Total Volume	385	680	0	0	1065	1	20	2	0	23	1	682	339	0	1022	300	0	154	0	454	
% App. Total	36.2	63.8	0	0		4.3	87	8.7	0		0.1	66.7	33.2	0		66.1	0	33.9	0		
PHF	.934	.904	.000	.000	.938	.250	.500	.250	.000	.523	.250	.883	.911	.000	.922	.789	.000	.875	.000	.853	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 25 at Easton Road
Monroe/Trumbull, Connecticut

File Name : 14353
Site Code : 14353
Start Date : 4/26/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

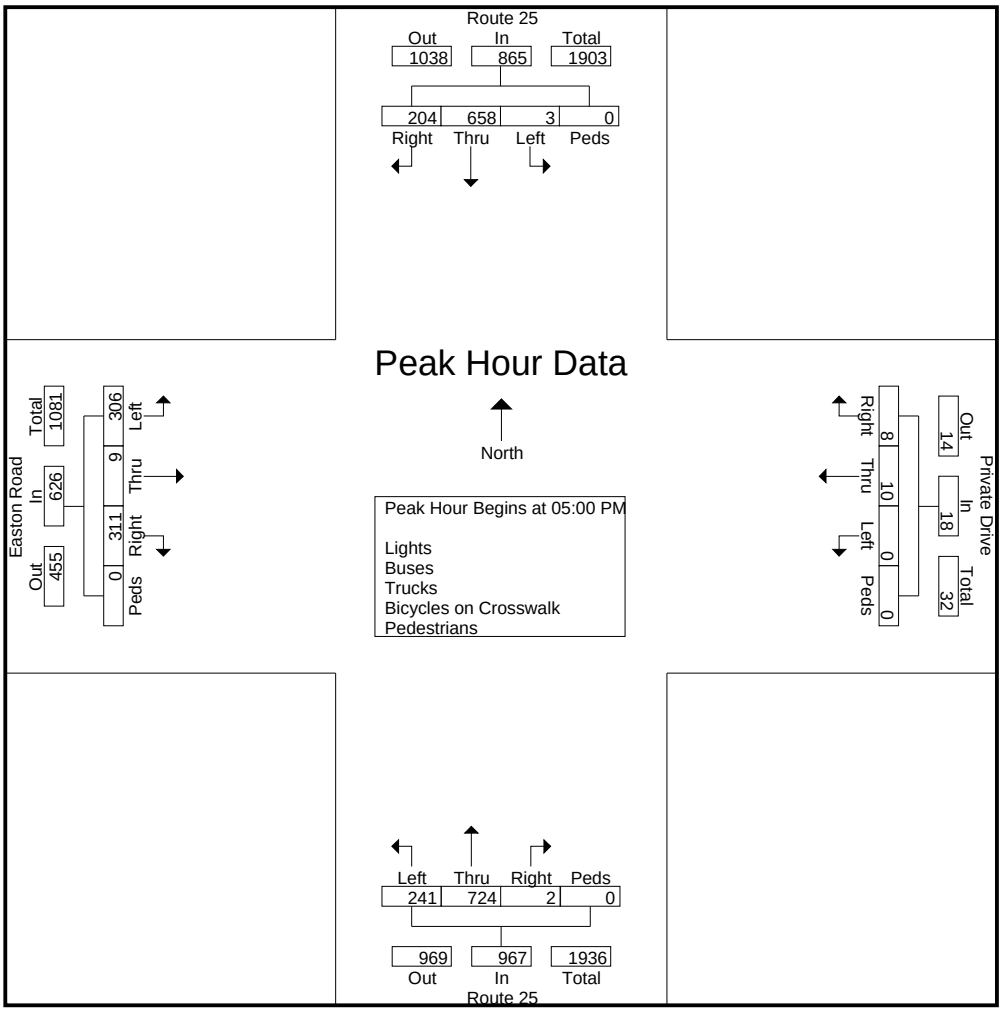
	Route 25 From North					Private Drive From East					Route 25 From South					Easton Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	30	177	0	0	207	1	2	0	0	3	0	162	45	0	207	60	0	56	0	116	533
04:15 PM	37	176	0	0	213	0	1	2	0	3	2	169	59	0	230	80	0	77	0	157	603
04:30 PM	47	169	0	1	217	2	0	2	0	4	0	158	57	0	215	74	0	80	0	154	590
04:45 PM	37	151	1	0	189	4	2	4	0	10	0	181	71	0	252	72	0	78	0	150	601
Total	151	673	1	1	826	7	5	8	0	20	2	670	232	0	904	286	0	291	0	577	2327
05:00 PM	55	182	0	0	237	1	3	0	0	4	2	183	60	0	245	80	3	67	0	150	636
05:15 PM	43	162	1	0	206	1	5	0	0	6	0	176	53	0	229	60	0	87	0	147	588
05:30 PM	54	154	1	0	209	3	1	0	0	4	0	195	71	0	266	88	4	79	0	171	650
05:45 PM	52	160	1	0	213	3	1	0	0	4	0	170	57	0	227	83	2	73	0	158	602
Total	204	658	3	0	865	8	10	0	0	18	2	724	241	0	967	311	9	306	0	626	2476
Grand Total	355	1331	4	1	1691	15	15	8	0	38	4	1394	473	0	1871	597	9	597	0	1203	4803
Apprch %	21	78.7	0.2	0.1		39.5	39.5	21.1	0		0.2	74.5	25.3	0		49.6	0.7	49.6	0		
Total %	7.4	27.7	0.1	0	35.2	0.3	0.3	0.2	0	0.8	0.1	29	9.8	0	39	12.4	0.2	12.4	0	25	
Lights	352	1287										1370									
% Lights	99.2	96.7	100	0	97.2	100	100	100	0	100	100	98.3	98.9	0	98.5	98.3	100	98.7	0	98.5	98
Buses	1	11	0	0	12	0	0	0	0	0	0	1	3	0	4	4	0	0	0	4	20
% Buses	0.3	0.8	0	0	0.7	0	0	0	0	0	0	0.1	0.6	0	0.2	0.7	0	0	0	0.3	0.4
Trucks	2	33	0	0	35	0	0	0	0	0	0	23	2	0	25	6	0	8	0	14	74
% Trucks	0.6	2.5	0	0	2.1	0	0	0	0	0	0	1.6	0.4	0	1.3	1	0	1.3	0	1.2	1.5
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	100	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14353
Site Code : 14353
Start Date : 4/26/2016
Page No : 2

	Route 25 From North					Private Drive From East					Route 25 From South					Easton Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**55**	**182**	0	0	**237**	1	3	0	0	4	**2**	183	60	0	245	80	3	67	0	150	636
05:15 PM	43	162	**1**	0	206	1	**5**	0	0	**6**	0	176	53	0	229	60	0	**87**	0	147	588
05:30 PM	54	154	1	0	209	**3**	1	0	0	4	0	**195**	**71**	0	**266**	**88**	**4**	79	0	**171**	**650**
05:45 PM	52	160	1	0	213	3	1	0	0	4	0	170	57	0	227	83	2	73	0	158	602
Total Volume	204	658	3	0	865	8	10	0	0	18	2	724	241	0	967	311	9	306	0	626	2476
% App. Total	23.6	76.1	0.3	0		44.4	55.6	0	0		0.2	74.9	24.9	0		49.7	1.4	48.9	0		
PHF	.927	.904	.750	.000	.912	.667	.500	.000	.000	.750	.250	.928	.849	.000	.909	.884	.563	.879	.000	.915	.952

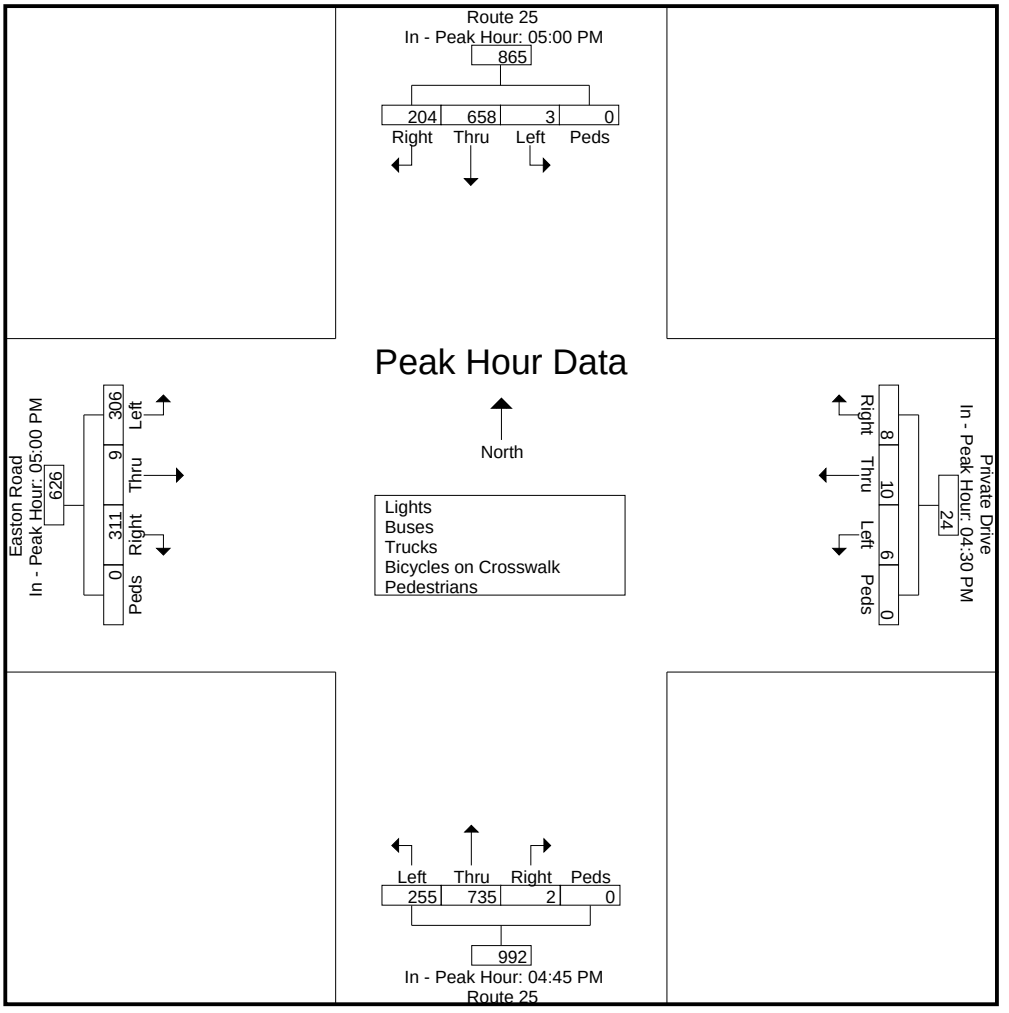


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14353
Site Code : 14353
Start Date : 4/26/2016
Page No : 3

	Route 25 From North					Private Drive From East					Route 25 From South					Easton Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					04:30 PM					04:45 PM					05:00 PM					
+0 mins.	**55**	**182**	0	0	**237**	2	0	2	0	4	0	181	**71**	0	252	80	3	67	0	150	
+15 mins.	43	162	**1**	0	206	**4**	2	**4**	0	**10**	**2**	183	60	0	245	60	0	**87**	0	147	
+30 mins.	54	154	1	0	209	1	3	0	0	4	0	176	53	0	229	**88**	**4**	79	0	**171**	
+45 mins.	52	160	1	0	213	1	**5**	0	0	6	0	**195**	71	0	**266**	83	2	73	0	158	
Total Volume	204	658	3	0	865	8	10	6	0	24	2	735	255	0	992	311	9	306	0	626	
% App. Total	23.6	76.1	0.3	0		33.3	41.7	25	0		0.2	74.1	25.7	0		49.7	1.4	48.9	0		
PHF	.927	.904	.750	.000	.912	.500	.500	.375	.000	.600	.250	.942	.898	.000	.932	.884	.563	.879	.000	.915	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 25 at Easton Road
Monroe/Trumbull, Connecticut

File Name : 14354
Site Code : 14354
Start Date : 5/21/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

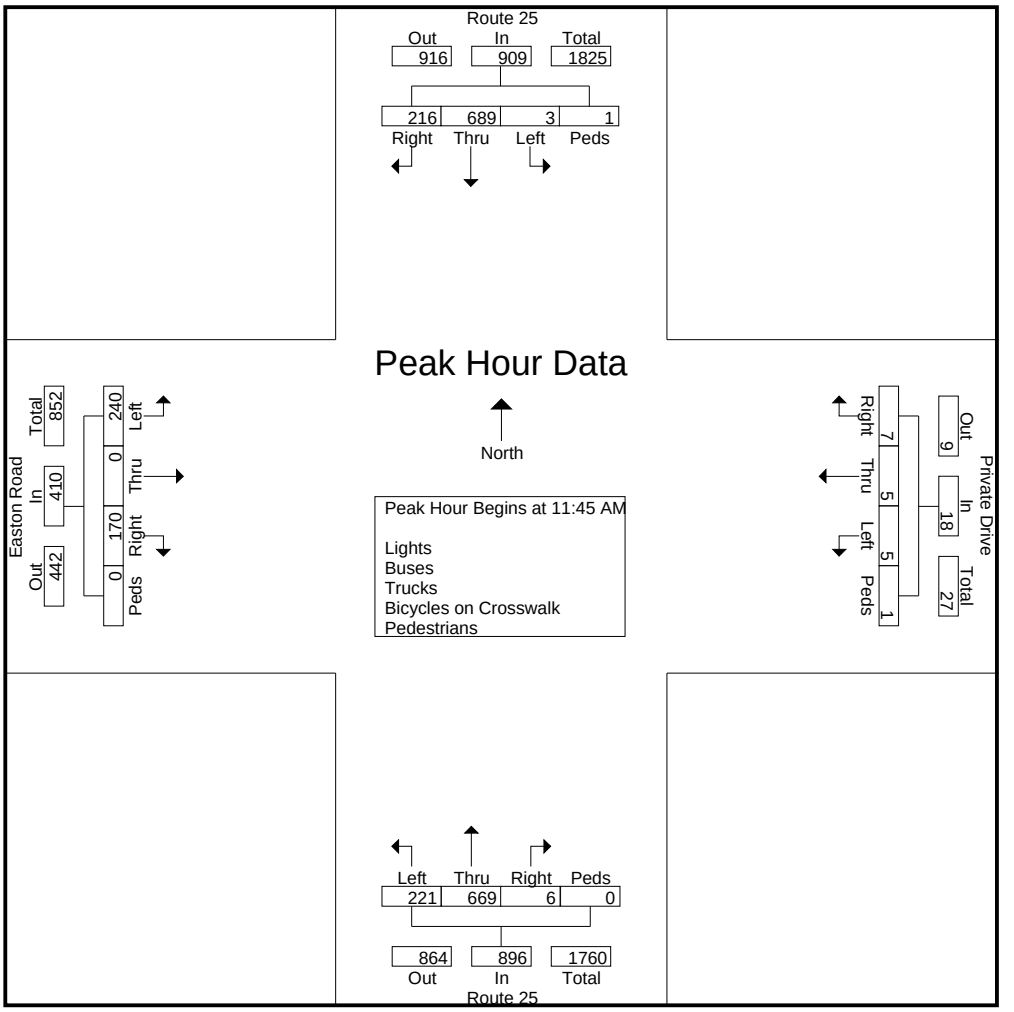
	Route 25 From North					Private Drive From East					Route 25 From South					Easton Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	44	157	1	0	202	4	1	2	0	7	1	185	44	0	230	62	1	51	0	114	553
11:15 AM	56	168	0	0	224	0	2	2	2	6	2	168	65	0	235	74	0	50	0	124	589
11:30 AM	49	154	1	0	204	0	3	4	0	7	0	162	51	1	214	38	1	43	0	82	507
11:45 AM	50	184	2	0	236	0	2	2	0	4	2	165	60	0	227	35	0	62	0	97	564
Total	199	663	4	0	866	4	8	10	2	24	5	680	220	1	906	209	2	206	0	417	2213
12:00 PM	51	156	0	1	208	4	3	0	0	7	2	166	58	0	226	39	0	60	0	99	540
12:15 PM	60	181	0	0	241	0	0	1	1	2	0	174	50	0	224	53	0	62	0	115	582
12:30 PM	55	168	1	0	224	3	0	2	0	5	2	164	53	0	219	43	0	56	0	99	547
12:45 PM	46	164	2	1	213	2	0	2	0	4	0	177	53	0	230	35	0	45	0	80	527
Total	212	669	3	2	886	9	3	5	1	18	4	681	214	0	899	170	0	223	0	393	2196
Grand Total	411	1332	7	2	1752	13	11	15	3	42	9	1361	434	1	1805	379	2	429	0	810	4409
Apprch %	23.5	76	0.4	0.1		31	26.2	35.7	7.1		0.5	75.4	24	0.1		46.8	0.2	53	0		
Total %	9.3	30.2	0.2	0	39.7	0.3	0.2	0.3	0.1	1	0.2	30.9	9.8	0	40.9	8.6	0	9.7	0	18.4	
Lights	399	1295										1335									
% Lights	97.1	97.2	100	0	97.1	100	100	93.3	0	90.5	100	98.1	97.9	0	98	95	100	99.3	0	97.3	97.4
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0.2	0	0.1	0.1
Trucks	12	36	0	0	48	0	0	1	0	1	0	25	9	0	34	19	0	2	0	21	104
% Trucks	2.9	2.7	0	0	2.7	0	0	6.7	0	2.4	0	1.8	2.1	0	1.9	5	0	0.5	0	2.6	2.4
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	50	0.1	0	0	0	0	0	0	0	0	100	0.1	0	0	0	0	0	0
Pedestrians	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	4
% Pedestrians	0	0	0	50	0.1	0	0	0	100	7.1	0	0	0	0	0	0	0	0	0	0	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14354
Site Code : 14354
Start Date : 5/21/2016
Page No : 2

	Route 25 From North					Private Drive From East					Route 25 From South					Easton Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	50	**184**	**2**	0	236	0	2	**2**	0	4	**2**	165	**60**	0	**227**	35	0	**62**	0	97	564
12:00 PM	51	156	0	**1**	208	**4**	**3**	0	0	**7**	2	166	58	0	226	39	0	60	0	99	540
12:15 PM	**60**	181	0	0	**241**	0	0	1	**1**	2	0	**174**	50	0	224	**53**	0	62	0	**115**	**582**
12:30 PM	55	168	1	0	224	3	0	2	0	5	2	164	53	0	219	43	0	56	0	99	547
Total Volume	216	689	3	1	909	7	5	5	1	18	6	669	221	0	896	170	0	240	0	410	2233
% App. Total	23.8	75.8	0.3	0.1		38.9	27.8	27.8	5.6		0.7	74.7	24.7	0		41.5	0	58.5	0		
PHF	.900	.936	.375	.250	.943	.438	.417	.625	.250	.643	.750	.961	.921	.000	.987	.802	.000	.968	.000	.891	.959

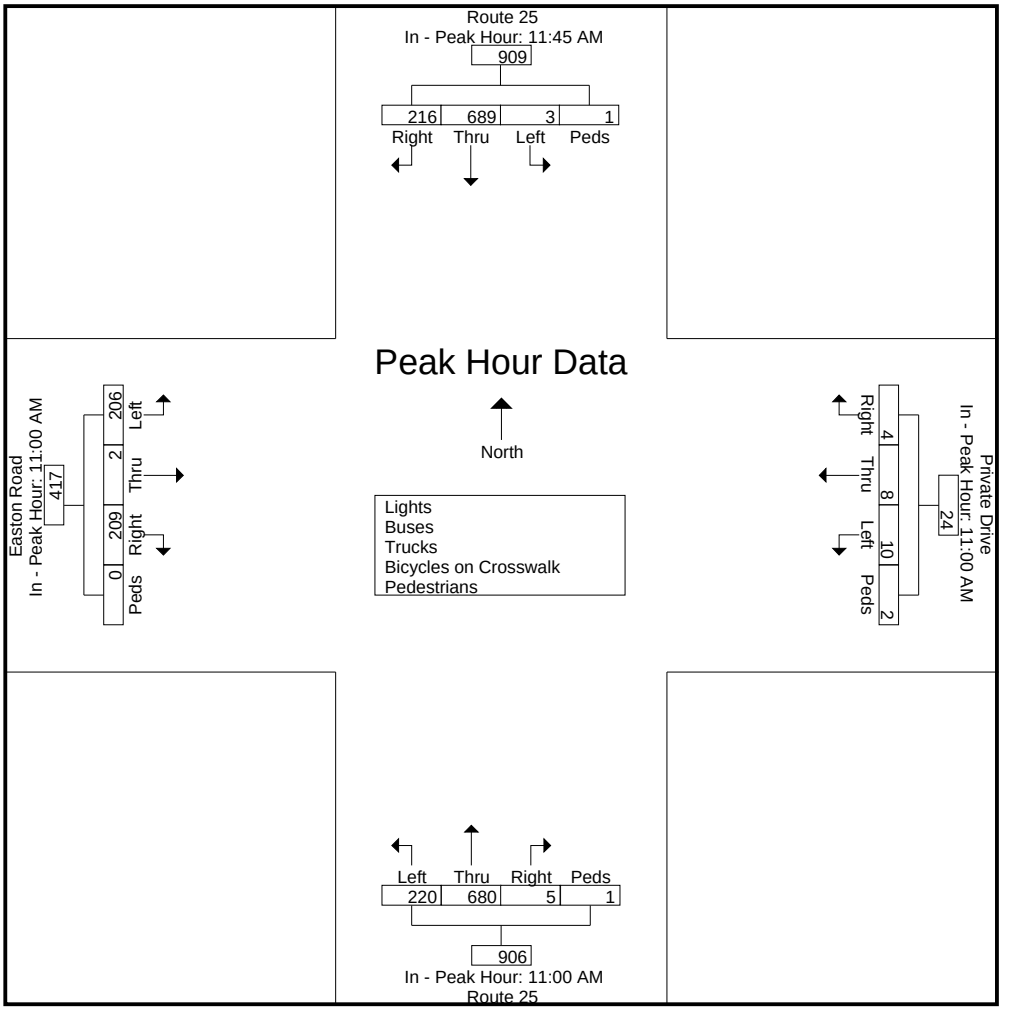


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14354
Site Code : 14354
Start Date : 5/21/2016
Page No : 3

	Route 25 From North					Private Drive From East					Route 25 From South					Easton Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:45 AM					11:00 AM					11:00 AM					11:00 AM					
+0 mins.	50	**184**	**2**	0	236	**4**	1	2	0	**7**	1	**185**	44	0	230	62	**1**	51	0	114	
+15 mins.	51	156	0	**1**	208	0	2	2	**2**	6	**2**	168	**65**	0	**235**	**74**	0	50	0	**124**	
+30 mins.	**60**	181	0	0	**241**	0	**3**	**4**	0	7	0	162	51	**1**	214	38	1	43	0	82	
+45 mins.	55	168	1	0	224	0	2	2	0	4	2	165	60	0	227	35	0	**62**	0	97	
Total Volume	216	689	3	1	909	4	8	10	2	24	5	680	220	1	906	209	2	206	0	417	
% App. Total	23.8	75.8	0.3	0.1		16.7	33.3	41.7	8.3		0.6	75.1	24.3	0.1		50.1	0.5	49.4	0		
PHF	.900	.936	.375	.250	.943	.250	.667	.625	.250	.857	.625	.919	.846	.250	.964	.706	.500	.831	.000	.841	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 111 at Tennis Club/United H. Dr
Monroe/Trumbull, Connecticut

File Name : 14242
Site Code : 14242
Start Date : 4/26/2016
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

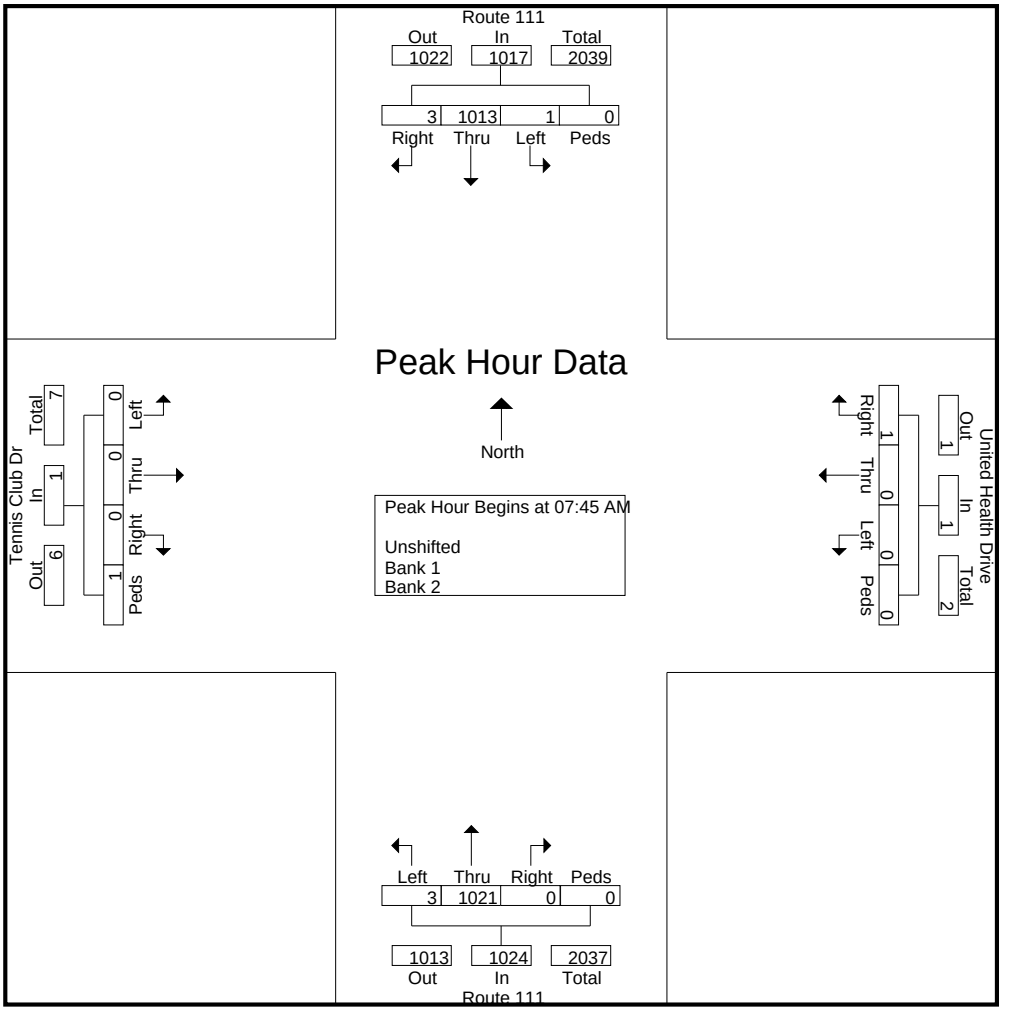
	Route 111 From North					United Health Drive From East					Route 111 From South					Tennis Club Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	195	0	0	195	0	0	0	0	0	0	124	0	0	124	0	0	0	0	0	319
07:15 AM	0	232	1	0	233	0	0	0	0	0	0	160	0	0	160	0	0	0	0	0	393
07:30 AM	0	269	0	0	269	0	0	0	0	0	0	204	0	0	204	0	0	0	0	0	473
07:45 AM	1	245	0	0	246	0	0	0	0	0	0	268	1	0	269	0	0	0	0	0	515
Total	1	941	1	0	943	0	0	0	0	0	0	756	1	0	757	0	0	0	0	0	1700
08:00 AM	0	283	0	0	283	0	0	0	0	0	0	211	0	0	211	0	0	0	0	0	494
08:15 AM	2	232	0	0	234	0	0	0	0	0	0	258	1	0	259	0	0	0	1	1	494
08:30 AM	0	253	1	0	254	1	0	0	0	1	0	284	1	0	285	0	0	0	0	0	540
08:45 AM	0	223	0	0	223	0	0	0	0	0	0	255	0	0	255	0	0	0	0	0	478
Total	2	991	1	0	994	1	0	0	0	1	0	1008	2	0	1010	0	0	0	1	1	2006
Grand Total	3	1932	2	0	1937	1	0	0	0	1	0	1764	3	0	1767	0	0	0	1	1	3706
Apprch %	0.2	99.7	0.1	0		100	0	0	0		0	99.8	0.2	0		0	0	0	100		
Total %	0.1	52.1	0.1	0	52.3	0	0	0	0	0	0	47.6	0.1	0	47.7	0	0	0	0	0	
Unshifted	3	1908										1732									
% Unshifted	100	98.8	100	0	98.8	100	0	0	0	100	0	98.2	100	0	98.2	0	0	0	100	100	98.5
Bank 1	0	17	0	0	17	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	42
% Bank 1	0	0.9	0	0	0.9	0	0	0	0	0	0	1.4	0	0	1.4	0	0	0	0	0	1.1
Bank 2	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
% Bank 2	0	0.4	0	0	0.4	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.4

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14242
Site Code : 14242
Start Date : 4/26/2016
Page No : 2

	Route 111 From North					United Health Drive From East					Route 111 From South					Tennis Club Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	245	0	0	246	0	0	0	0	0	0	268	**1**	0	269	0	0	0	0	0	515
08:00 AM	0	**283**	0	0	**283**	0	0	0	0	0	0	211	0	0	211	0	0	0	0	0	494
08:15 AM	**2**	232	0	0	234	0	0	0	0	0	0	258	1	0	259	0	0	0	**1**	**1**	494
08:30 AM	0	253	**1**	0	254	**1**	0	0	0	**1**	0	**284**	1	0	**285**	0	0	0	0	0	**540**
Total Volume	3	1013	1	0	1017	1	0	0	0	1	0	1021	3	0	1024	0	0	0	1	1	2043
% App. Total	0.3	99.6	0.1	0		100	0	0	0		0	99.7	0.3	0		0	0	0	100		
PHF	.375	.895	.250	.000	.898	.250	.000	.000	.000	.250	.000	.899	.750	.000	.898	.000	.000	.000	.250	.250	.946

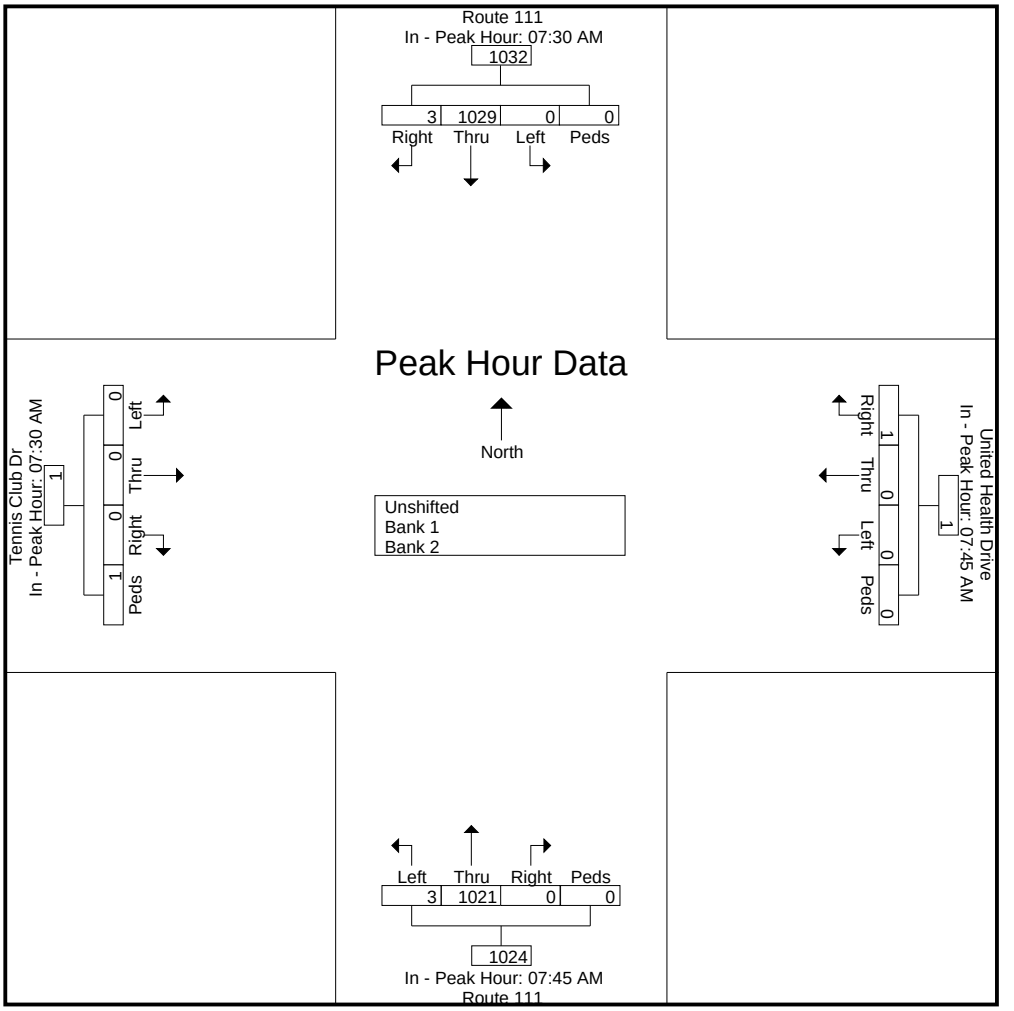


Connecticut Counts LLC

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(860) 828-1693

File Name : 14242
Site Code : 14242
Start Date : 4/26/2016
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	Route 111 From North					United Health Drive From East					Route 111 From South					Tennis Club Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:45 AM					07:45 AM					07:30 AM					
+0 mins.	0	269	0	0	269	0	0	0	0	0	0	268	**1**	0	269	0	0	0	0	0	
+15 mins.	1	245	0	0	246	0	0	0	0	0	0	211	0	0	211	0	0	0	0	0	
+30 mins.	0	**283**	0	0	**283**	0	0	0	0	0	0	258	1	0	259	0	0	0	0	0	
+45 mins.	**2**	232	0	0	234	**1**	0	0	0	**1**	0	**284**	1	0	**285**	0	0	0	**1**	**1**	
Total Volume	3	1029	0	0	1032	1	0	0	0	1	0	1021	3	0	1024	0	0	0	1	1	
% App. Total	0.3	99.7	0	0		100	0	0	0		0	99.7	0.3	0		0	0	0	100		
PHF	.375	.909	.000	.000	.912	.250	.000	.000	.000	.250	.000	.899	.750	.000	.898	.000	.000	.000	.250	.250	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 111 at Tennis Club/United H. Dr
Monroe/Trumbull, Connecticut

File Name : 14243
Site Code : 14243
Start Date : 4/26/2016
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

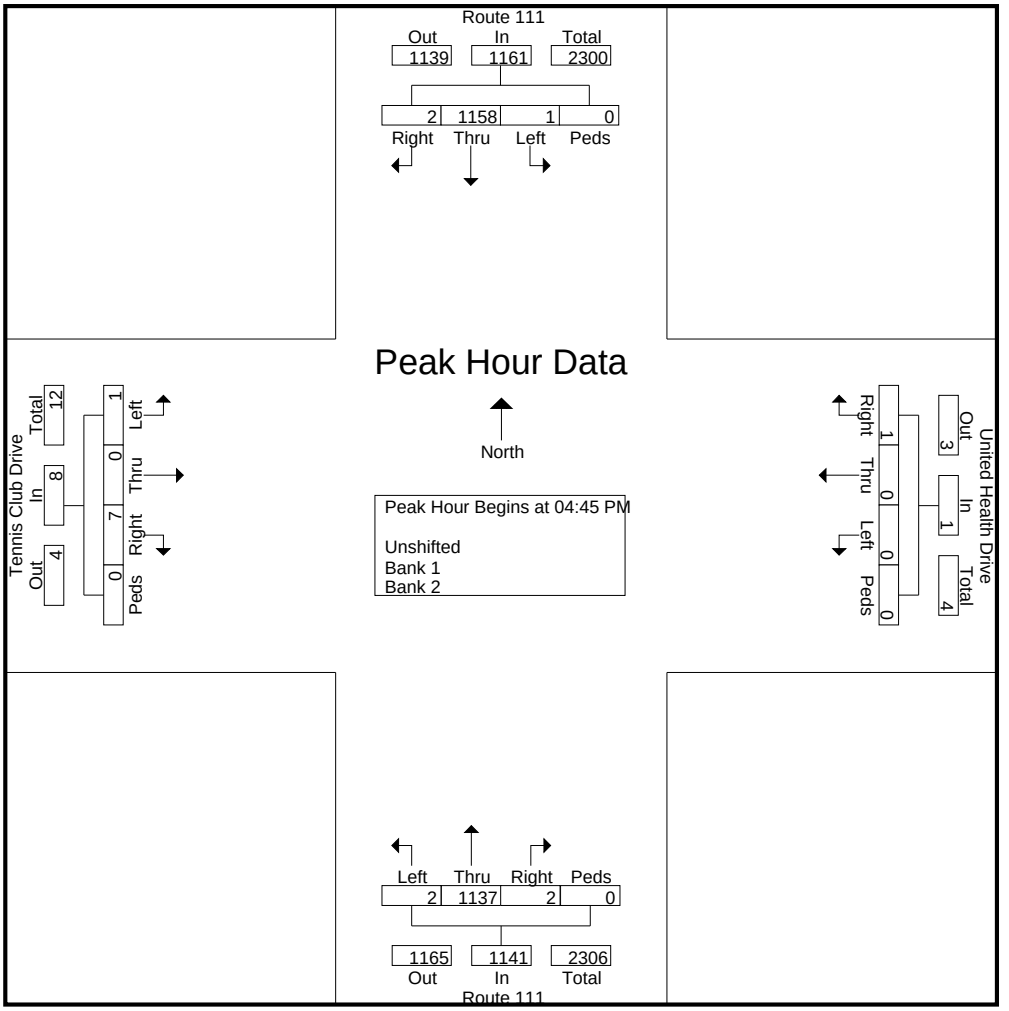
	Route 111 From North					United Health Drive From East					Route 111 From South					Tennis Club Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	247	2	0	249	1	0	0	0	1	1	246	1	0	248	0	0	1	0	1	499
04:15 PM	0	257	0	0	257	0	0	0	0	0	0	268	0	0	268	0	0	0	0	0	525
04:30 PM	0	299	0	0	299	1	0	0	0	1	1	229	1	0	231	0	0	0	0	0	531
04:45 PM	0	292	0	0	292	0	0	0	0	0	0	280	0	0	280	2	0	0	0	2	574
Total	0	1095	2	0	1097	2	0	0	0	2	2	1023	2	0	1027	2	0	1	0	3	2129
05:00 PM	1	340	0	0	341	0	0	0	0	0	1	287	1	0	289	2	0	1	0	3	633
05:15 PM	0	262	0	0	262	1	0	0	0	1	1	293	0	0	294	3	0	0	0	3	560
05:30 PM	1	264	1	0	266	0	0	0	0	0	0	277	1	0	278	0	0	0	0	0	544
05:45 PM	2	233	0	0	235	0	0	0	1	1	1	250	3	0	254	5	0	1	0	6	496
Total	4	1099	1	0	1104	1	0	0	1	2	3	1107	5	0	1115	10	0	2	0	12	2233
Grand Total	4	2194	3	0	2201	3	0	0	1	4	5	2130	7	0	2142	12	0	3	0	15	4362
Apprch %	0.2	99.7	0.1	0		75	0	0	25		0.2	99.4	0.3	0		80	0	20	0		
Total %	0.1	50.3	0.1	0	50.5	0.1	0	0	0	0.1	0.1	48.8	0.2	0	49.1	0.3	0	0.1	0	0.3	
Unshifted	4	2183										2115									
% Unshifted	100	99.5	100	0	99.5	100	0	0	100	100	100	99.3	100	0	99.3	100	0	100	0	100	99.4
Bank 1	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	17
% Bank 1	0	0.3	0	0	0.3	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0.4
Bank 2	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
% Bank 2	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14243
Site Code : 14243
Start Date : 4/26/2016
Page No : 2

	Route 111 From North					United Health Drive From East					Route 111 From South					Tennis Club Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	292	0	0	292	0	0	0	0	0	0	280	0	0	280	2	0	0	0	2	574
05:00 PM	**1**	**340**	0	0	**341**	0	0	0	0	0	**1**	287	**1**	0	289	2	0	**1**	0	**3**	**633**
05:15 PM	0	262	0	0	262	**1**	0	0	0	**1**	1	**293**	0	0	**294**	**3**	0	0	0	3	560
05:30 PM	1	264	**1**	0	266	0	0	0	0	0	0	277	1	0	278	0	0	0	0	0	544
Total Volume	2	1158	1	0	1161	1	0	0	0	1	2	1137	2	0	1141	7	0	1	0	8	2311
% App. Total	0.2	99.7	0.1	0		100	0	0	0		0.2	99.6	0.2	0		87.5	0	12.5	0		
PHF	.500	.851	.250	.000	.851	.250	.000	.000	.000	.250	.500	.970	.500	.000	.970	.583	.000	.250	.000	.667	.913

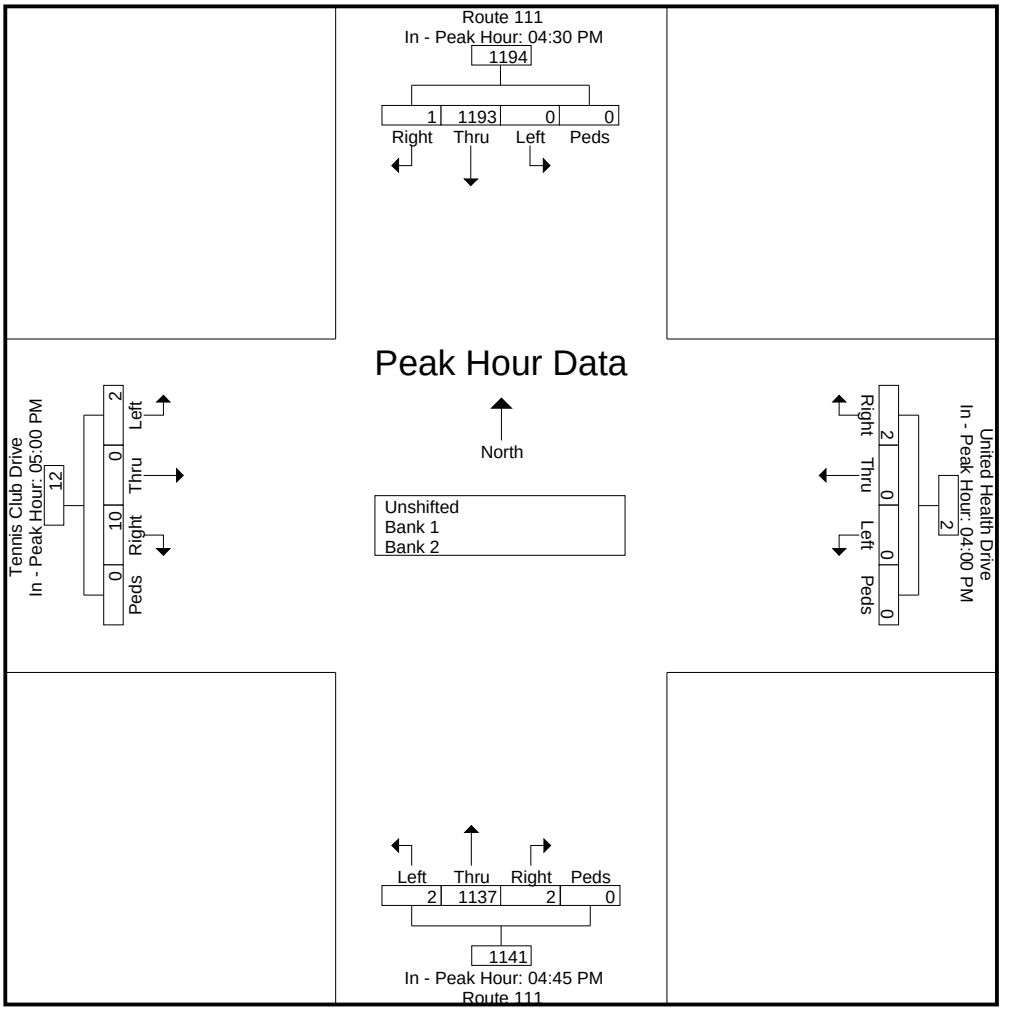


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14243
Site Code : 14243
Start Date : 4/26/2016
Page No : 3

Start Time	Route 111 From North					United Health Drive From East					Route 111 From South					Tennis Club Drive From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:00 PM					04:45 PM					05:00 PM					
+0 mins.	0	299	0	0	299	**1**	0	0	0	**1**	0	280	0	0	280	2	0	**1**	0	3	
+15 mins.	0	292	0	0	292	0	0	0	0	0	**1**	287	**1**	0	289	3	0	0	0	3	
+30 mins.	**1**	**340**	0	0	**341**	1	0	0	0	1	1	**293**	0	0	**294**	0	0	0	0	0	
+45 mins.	0	262	0	0	262	0	0	0	0	0	0	277	1	0	278	**5**	0	1	0	**6**	
Total Volume	1	1193	0	0	1194	2	0	0	0	2	2	1137	2	0	1141	10	0	2	0	12	
% App. Total	0.1	99.9	0	0		100	0	0	0		0.2	99.6	0.2	0		83.3	0	16.7	0		
PHF	.250	.877	.000	.000	.875	.500	.000	.000	.000	.500	.500	.970	.500	.000	.970	.500	.000	.500	.000	.500	



Connecticut Counts LLC

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Route 111 at Tennis Dr/United Health Dr
Monroe/Trumbull, Connecticut

File Name : 14244
Site Code : 14244
Start Date : 5/14/2016
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

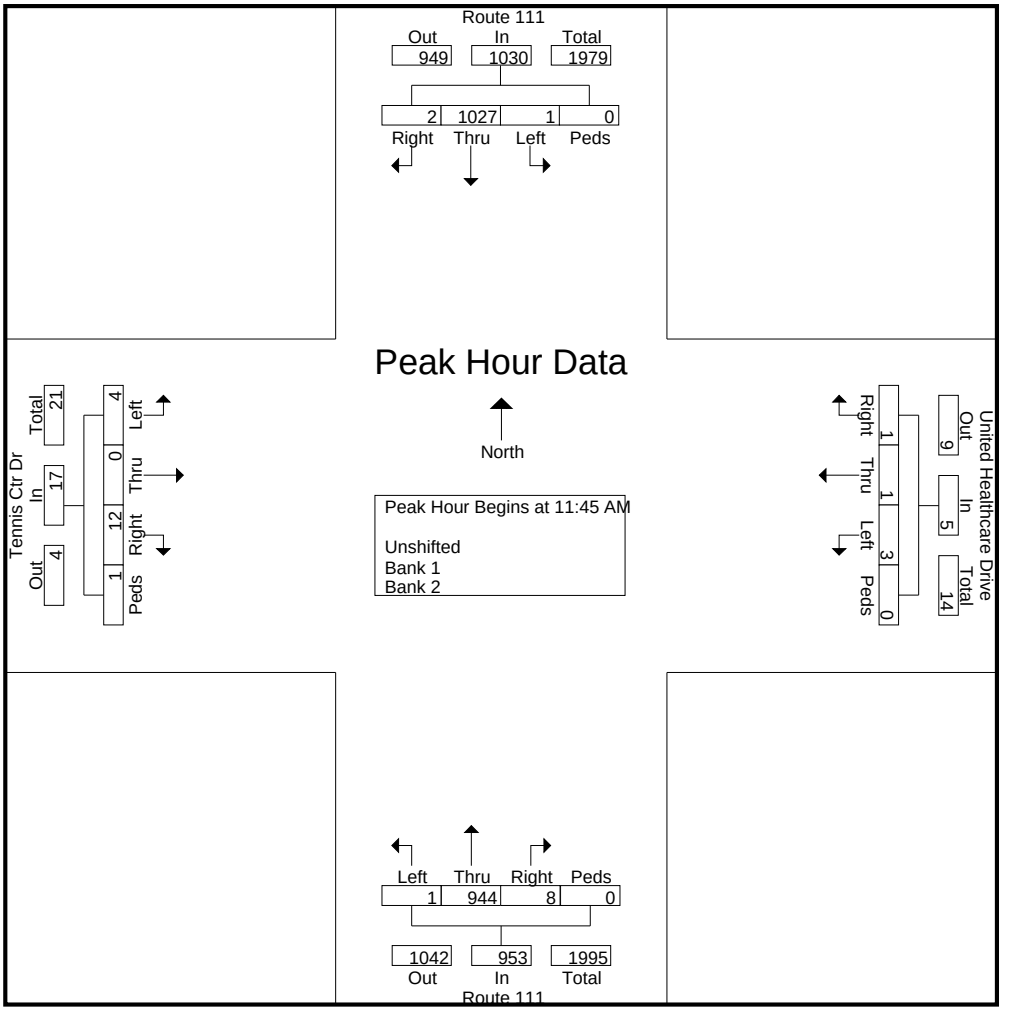
	Route 111 From North					United Healthcare Drive From East					Route 111 From South					Tennis Ctr Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	5	238	1	0	244	1	0	0	0	1	0	248	11	0	259	6	0	4	0	10	514
11:15 AM	1	231	0	0	232	1	0	0	0	1	1	213	0	0	214	1	0	0	0	1	448
11:30 AM	0	242	0	0	242	0	0	0	0	0	0	271	0	0	271	1	0	0	0	1	514
11:45 AM	1	278	0	0	279	0	0	1	0	1	1	227	0	0	228	0	0	1	0	1	509
Total	7	989	1	0	997	2	0	1	0	3	2	959	11	0	972	8	0	5	0	13	1985
12:00 PM	1	243	0	0	244	1	0	2	0	3	6	220	1	0	227	11	0	3	1	15	489
12:15 PM	0	240	0	0	240	0	1	0	0	1	0	227	0	0	227	1	0	0	0	1	469
12:30 PM	0	266	1	0	267	0	0	0	0	0	1	270	0	0	271	0	0	0	0	0	538
12:45 PM	0	261	0	0	261	0	0	0	0	0	0	243	1	0	244	0	0	0	0	0	505
Total	1	1010	1	0	1012	1	1	2	0	4	7	960	2	0	969	12	0	3	1	16	2001
Grand Total	8	1999	2	0	2009	3	1	3	0	7	9	1919	13	0	1941	20	0	8	1	29	3986
Apprch %	0.4	99.5	0.1	0		42.9	14.3	42.9	0		0.5	98.9	0.7	0		69	0	27.6	3.4		
Total %	0.2	50.2	0.1	0	50.4	0.1	0	0.1	0	0.2	0.2	48.1	0.3	0	48.7	0.5	0	0.2	0	0.7	
Unshifted	8	1989										1903									
% Unshifted	100	99.5	100	0	99.5	100	100	100	0	100	100	99.2	100	0	99.2	100	0	100	100	100	99.3
Bank 1	0	10	0	0	10	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	26
% Bank 1	0	0.5	0	0	0.5	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	0	0	0.7
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14244
Site Code : 14244
Start Date : 5/14/2016
Page No : 2

Start Time	Route 111 From North					United Healthcare Drive From East					Route 111 From South					Tennis Ctr Dr From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	**1**	**278**	0	0	**279**	0	0	1	0	1	1	227	0	0	228	0	0	1	0	1	509
12:00 PM	1	243	0	0	244	**1**	0	**2**	0	**3**	**6**	220	**1**	0	227	**11**	0	**3**	**1**	**15**	489
12:15 PM	0	240	0	0	240	0	**1**	0	0	1	0	227	0	0	227	1	0	0	0	1	469
12:30 PM	0	266	**1**	0	267	0	0	0	0	0	1	**270**	0	0	**271**	0	0	0	0	0	**538**
Total Volume	2	1027	1	0	1030	1	1	3	0	5	8	944	1	0	953	12	0	4	1	17	2005
% App. Total	0.2	99.7	0.1	0		20	20	60	0		0.8	99.1	0.1	0		70.6	0	23.5	5.9		
PHF	.500	.924	.250	.000	.923	.250	.250	.375	.000	.417	.333	.874	.250	.000	.879	.273	.000	.333	.250	.283	.932

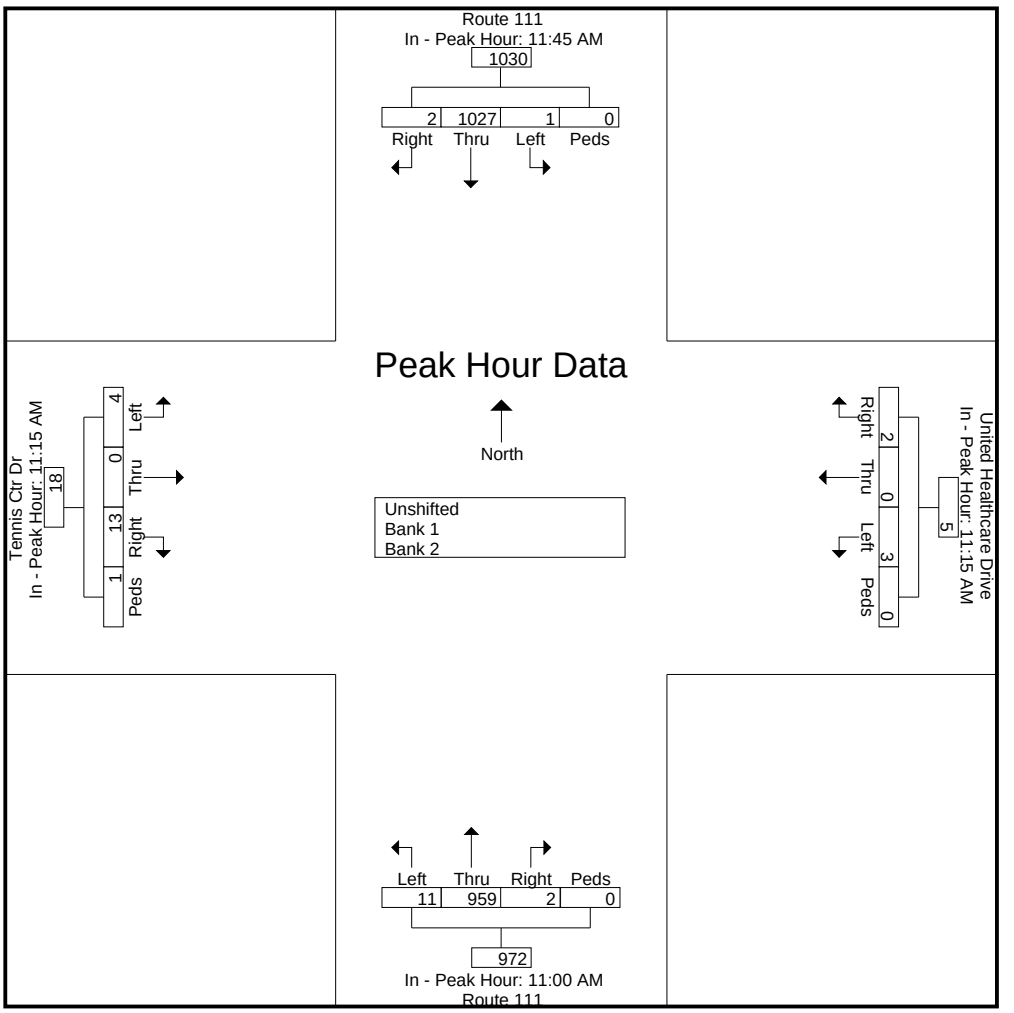


Connecticut Counts LLC

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File Name : 14244
Site Code : 14244
Start Date : 5/14/2016
Page No : 3

Start Time	Route 111 From North					United Healthcare Drive From East					Route 111 From South					Tennis Ctr Dr From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:45 AM					11:15 AM					11:00 AM					11:15 AM					
+0 mins.	**1**	**278**	0	0	**279**	**1**	0	0	0	1	0	248	**11**	0	259	1	0	0	0	1	
+15 mins.	1	243	0	0	244	0	0	0	0	0	**1**	213	0	0	214	1	0	0	0	1	
+30 mins.	0	240	0	0	240	0	0	1	0	1	0	**271**	0	0	**271**	0	0	1	0	1	
+45 mins.	0	266	**1**	0	267	1	0	**2**	0	**3**	1	227	0	0	228	**11**	0	**3**	**1**	**15**	
Total Volume	2	1027	1	0	1030	2	0	3	0	5	2	959	11	0	972	13	0	4	1	18	
% App. Total	0.2	99.7	0.1	0		40	0	60	0		0.2	98.7	1.1	0		72.2	0	22.2	5.6		
PHF	.500	.924	.250	.000	.923	.500	.000	.375	.000	.417	.500	.885	.250	.000	.897	.295	.000	.333	.250	.300	



Connecticut Counts LLC

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Route 111 at Home Depot/Trefoil Dr
Monroe/Trumbull, Connecticut

File Name : 14245
Site Code : 14245
Start Date : 4/27/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

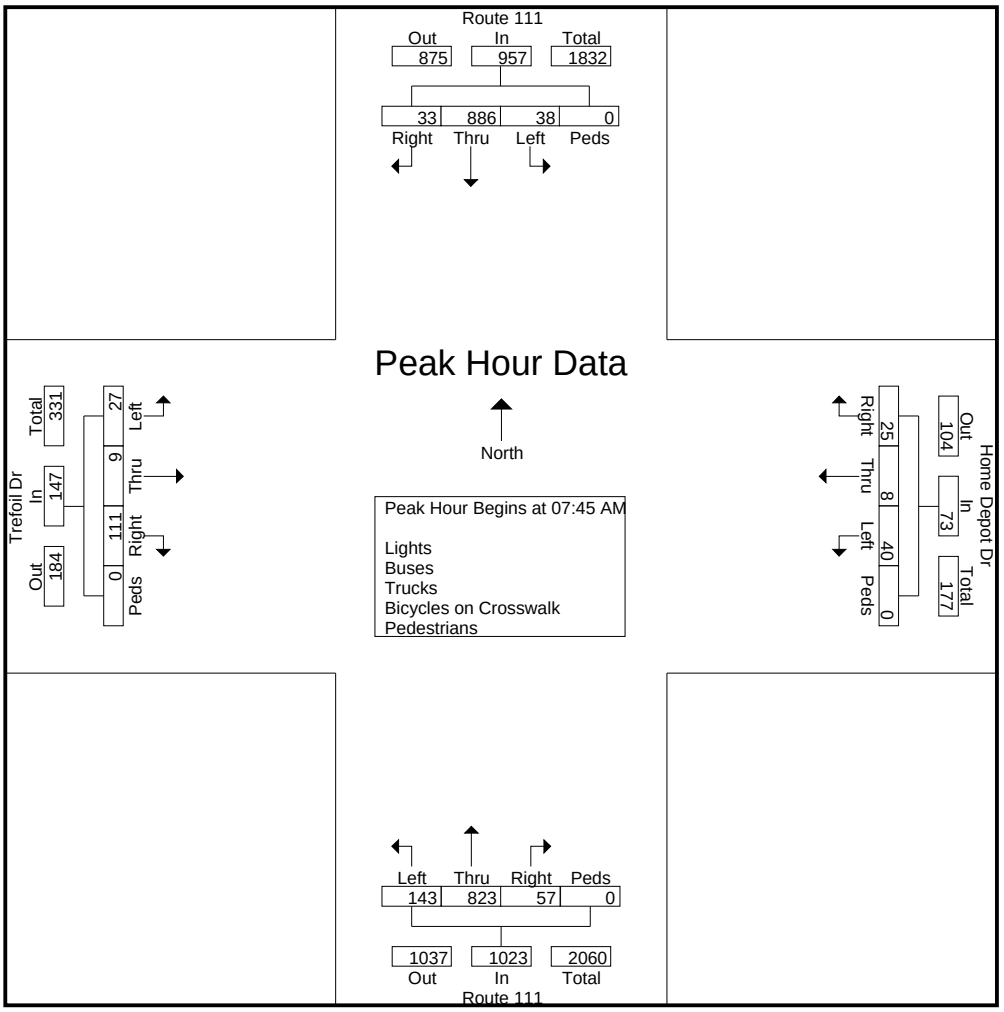
	Route 111 From North					Home Depot Dr From East					Route 111 From South					Trefoil Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	162	1	0	166	2	2	6	0	10	8	106	12	0	126	19	1	3	0	23	325
07:15 AM	9	210	7	0	226	3	2	4	0	9	8	147	20	0	175	22	0	2	0	24	434
07:30 AM	5	219	2	0	226	3	1	7	0	11	6	160	31	0	197	38	2	6	0	46	480
07:45 AM	11	250	6	0	267	3	1	4	0	8	18	220	36	0	274	22	1	8	0	31	580
Total	28	841	16	0	885	11	6	21	0	38	40	633	99	0	772	101	4	19	0	124	1819
08:00 AM	7	227	11	0	245	6	2	11	0	19	14	169	24	0	207	38	2	8	0	48	519
08:15 AM	10	209	12	0	231	10	2	14	0	26	13	211	38	0	262	19	1	5	0	25	544
08:30 AM	5	200	9	0	214	6	3	11	0	20	12	223	45	0	280	32	5	6	0	43	557
08:45 AM	9	202	11	0	222	11	3	10	0	24	17	223	39	0	279	30	6	5	0	41	566
Total	31	838	43	0	912	33	10	46	0	89	56	826	146	0	1028	119	14	24	0	157	2186
Grand Total	59	1679	59	0	1797	44	16	67	0	127	96	1459	245	0	1800	220	18	43	0	281	4005
Apprch %	3.3	93.4	3.3	0		34.6	12.6	52.8	0		5.3	81.1	13.6	0		78.3	6.4	15.3	0		
Total %	1.5	41.9	1.5	0	44.9	1.1	0.4	1.7	0	3.2	2.4	36.4	6.1	0	44.9	5.5	0.4	1.1	0	7	
Lights	55	1638										1424									
% Lights	93.2	97.6	98.3	0	97.4	97.7	100	97	0	97.6	96.9	97.6	92.7	0	96.9	97.3	94.4	95.3	0	96.8	97.2
Buses	0	4	0	0	4	0	0	0	0	0	0	4	12	0	16	3	0	0	0	3	23
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0.3	4.9	0	0.9	1.4	0	0	0	1.1	0.6
Trucks	4	37	1	0	42	1	0	2	0	3	3	31	6	0	40	3	1	2	0	6	91
% Trucks	6.8	2.2	1.7	0	2.3	2.3	0	3	0	2.4	3.1	2.1	2.4	0	2.2	1.4	5.6	4.7	0	2.1	2.3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14245
Site Code : 14245
Start Date : 4/27/2016
Page No : 2

	Route 111 From North					Home Depot Dr From East					Route 111 From South					Trefoil Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**11**	**250**	6	0	**267**	3	1	4	0	8	**18**	220	36	0	274	22	1	**8**	0	31	**580**
08:00 AM	7	227	11	0	245	6	2	11	0	19	14	169	24	0	207	**38**	2	8	0	**48**	519
08:15 AM	10	209	**12**	0	231	**10**	2	**14**	0	**26**	13	211	38	0	262	19	1	5	0	25	544
08:30 AM	5	200	9	0	214	6	**3**	11	0	20	12	**223**	**45**	0	**280**	32	**5**	6	0	43	557
Total Volume	33	886	38	0	957	25	8	40	0	73	57	823	143	0	1023	111	9	27	0	147	2200
% App. Total	3.4	92.6	4	0		34.2	11	54.8	0		5.6	80.4	14	0		75.5	6.1	18.4	0		
PHF	.750	.886	.792	.000	.896	.625	.667	.714	.000	.702	.792	.923	.794	.000	.913	.730	.450	.844	.000	.766	.948

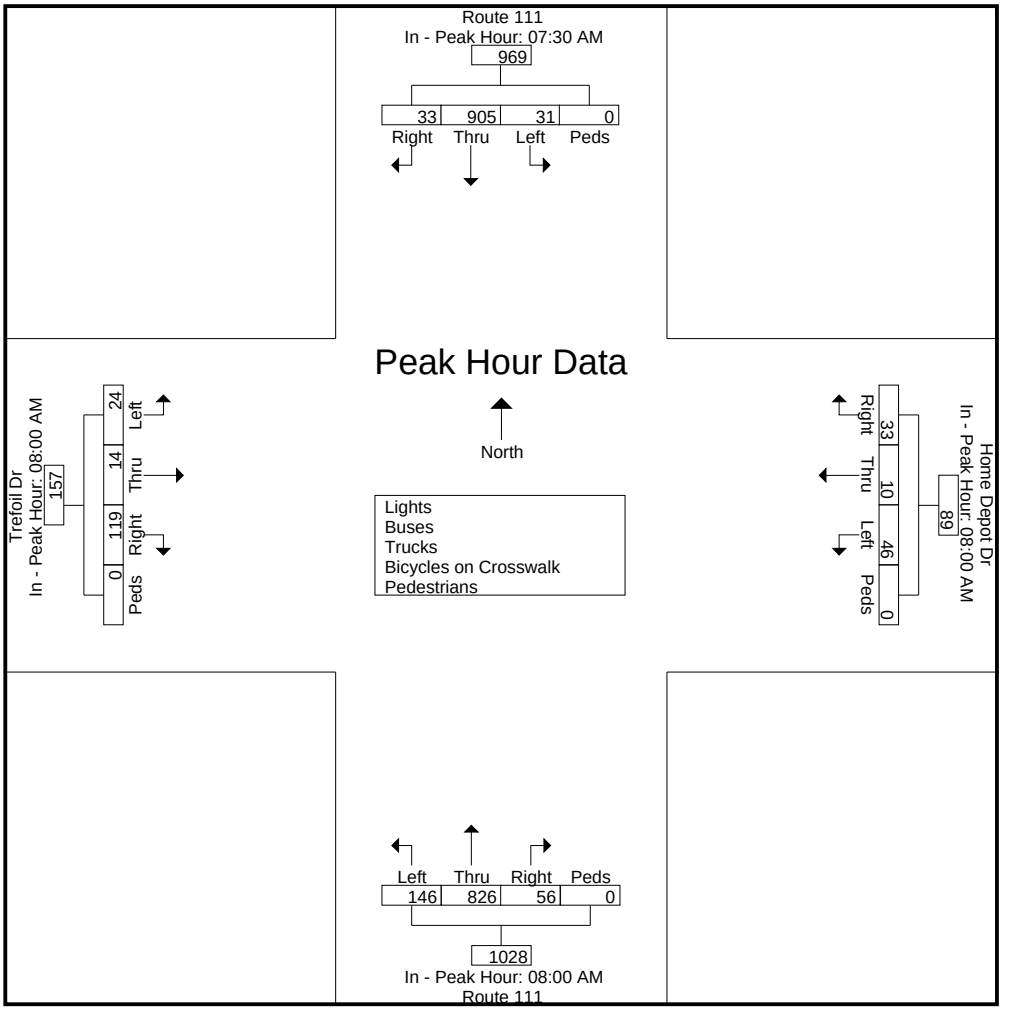


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14245
Site Code : 14245
Start Date : 4/27/2016
Page No : 3

	Route 111 From North					Home Depot Dr From East					Route 111 From South					Trefoil Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					08:00 AM					08:00 AM					08:00 AM					
+0 mins.	5	219	2	0	226	6	2	11	0	19	14	169	24	0	207	**38**	2	**8**	0	**48**	
+15 mins.	**11**	**250**	6	0	**267**	10	2	**14**	0	**26**	13	211	38	0	262	19	1	5	0	25	
+30 mins.	7	227	11	0	245	6	**3**	11	0	20	12	**223**	**45**	0	**280**	32	5	6	0	43	
+45 mins.	10	209	**12**	0	231	**11**	3	10	0	24	**17**	223	39	0	279	30	**6**	5	0	41	
Total Volume	33	905	31	0	969	33	10	46	0	89	56	826	146	0	1028	119	14	24	0	157	
% App. Total	3.4	93.4	3.2	0		37.1	11.2	51.7	0		5.4	80.4	14.2	0		75.8	8.9	15.3	0		
PHF	.750	.905	.646	.000	.907	.750	.833	.821	.000	.856	.824	.926	.811	.000	.918	.783	.583	.750	.000	.818	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 111 at Home Depot/Trefoil Dr
Monroe/Trumbull, Connecticut

File Name : 14246
Site Code : 14246
Start Date : 4/27/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

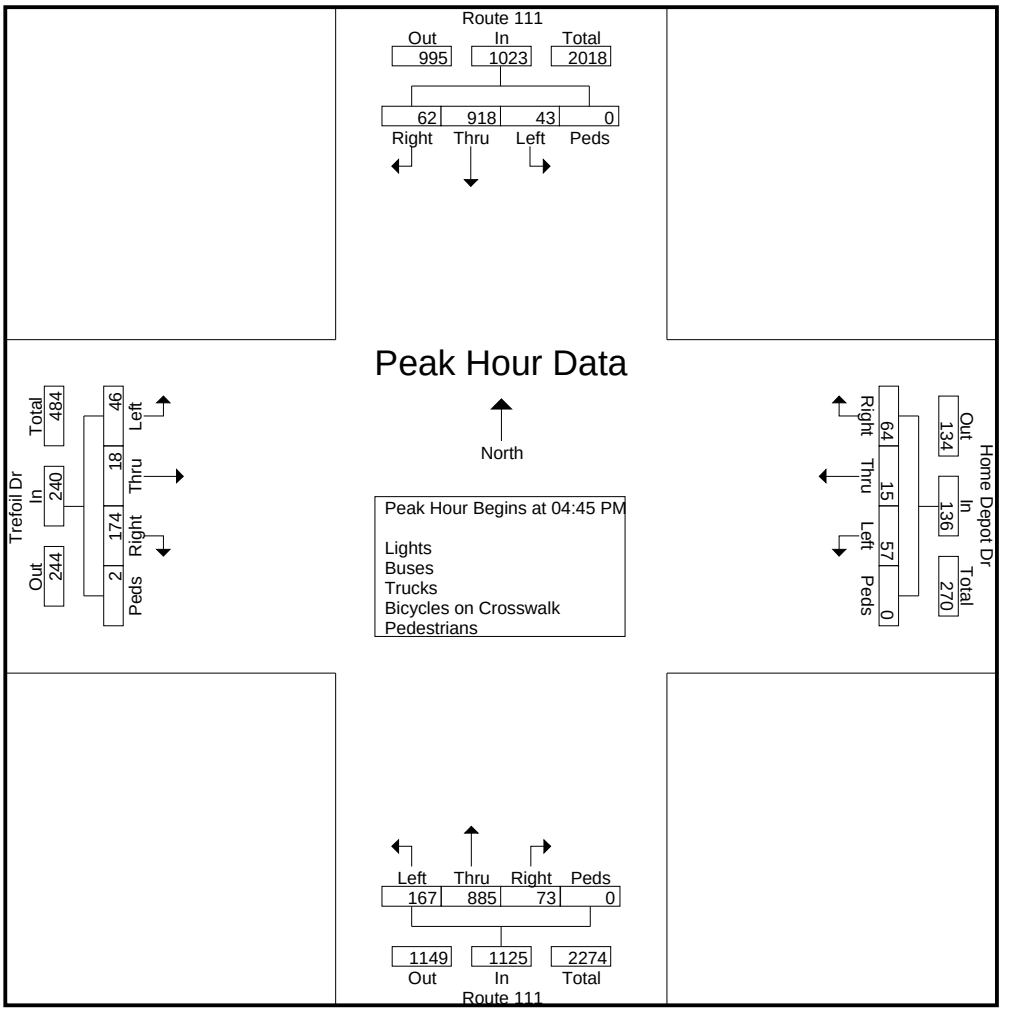
	Route 111 From North					Home Depot Dr From East					Route 111 From South					Trefoil Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	21	198	7	0	226	23	6	18	0	47	23	188	39	0	250	32	7	14	0	53	576
04:15 PM	13	184	12	0	209	21	4	18	0	43	17	200	20	0	237	29	2	8	0	39	528
04:30 PM	9	232	14	0	255	14	5	16	0	35	18	216	12	0	246	30	9	7	0	46	582
04:45 PM	11	193	11	0	215	18	4	14	0	36	24	214	32	0	270	27	3	8	0	38	559
Total	54	807	44	0	905	76	19	66	0	161	82	818	103	0	1003	118	21	37	0	176	2245
05:00 PM	20	264	12	0	296	20	7	17	0	44	13	207	40	0	260	39	8	6	1	54	654
05:15 PM	18	227	9	0	254	12	2	14	0	28	17	247	64	0	328	59	3	11	1	74	684
05:30 PM	13	234	11	0	258	14	2	12	0	28	19	217	31	0	267	49	4	21	0	74	627
05:45 PM	11	196	14	0	221	17	5	18	0	40	17	194	31	0	242	30	4	5	0	39	542
Total	62	921	46	0	1029	63	16	61	0	140	66	865	166	0	1097	177	19	43	2	241	2507
Grand Total	116	1728	90	0	1934	139	35	127	0	301	148	1683	269	0	2100	295	40	80	2	417	4752
Apprch %	6	89.3	4.7	0		46.2	11.6	42.2	0		7	80.1	12.8	0		70.7	9.6	19.2	0.5		
Total %	2.4	36.4	1.9	0	40.7	2.9	0.7	2.7	0	6.3	3.1	35.4	5.7	0	44.2	6.2	0.8	1.7	0	8.8	
Lights	110	1713										1664									
% Lights	94.8	99.1	100	0	98.9	100	100	100	0	100	98.6	98.9	97.4	0	98.7	97.6	100	90	0	95.9	98.6
Buses	1	3	0	0	4	0	0	0	0	0	0	3	4	0	7	3	0	1	0	4	15
% Buses	0.9	0.2	0	0	0.2	0	0	0	0	0	0	0.2	1.5	0	0.3	1	0	1.2	0	1	0.3
Trucks	5	12	0	0	17	0	0	0	0	0	2	16	3	0	21	4	0	7	0	11	49
% Trucks	4.3	0.7	0	0	0.9	0	0	0	0	0	1.4	1	1.1	0	1	1.4	0	8.8	0	2.6	1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.5	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14246
Site Code : 14246
Start Date : 4/27/2016
Page No : 2

	Route 111 From North					Home Depot Dr From East					Route 111 From South					Trefoil Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	11	193	11	0	215	18	4	14	0	36	**24**	214	32	0	270	27	3	8	0	38	559
05:00 PM	**20**	**264**	**12**	0	**296**	**20**	**7**	**17**	0	**44**	13	207	40	0	260	39	**8**	6	**1**	54	654
05:15 PM	18	227	9	0	254	12	2	14	0	28	17	**247**	**64**	0	**328**	**59**	3	11	1	**74**	**684**
05:30 PM	13	234	11	0	258	14	2	12	0	28	19	217	31	0	267	49	4	**21**	0	74	627
Total Volume	62	918	43	0	1023	64	15	57	0	136	73	885	167	0	1125	174	18	46	2	240	2524
% App. Total	6.1	89.7	4.2	0		47.1	11	41.9	0		6.5	78.7	14.8	0		72.5	7.5	19.2	0.8		
PHF	.775	.869	.896	.000	.864	.800	.536	.838	.000	.773	.760	.896	.652	.000	.857	.737	.563	.548	.500	.811	.923

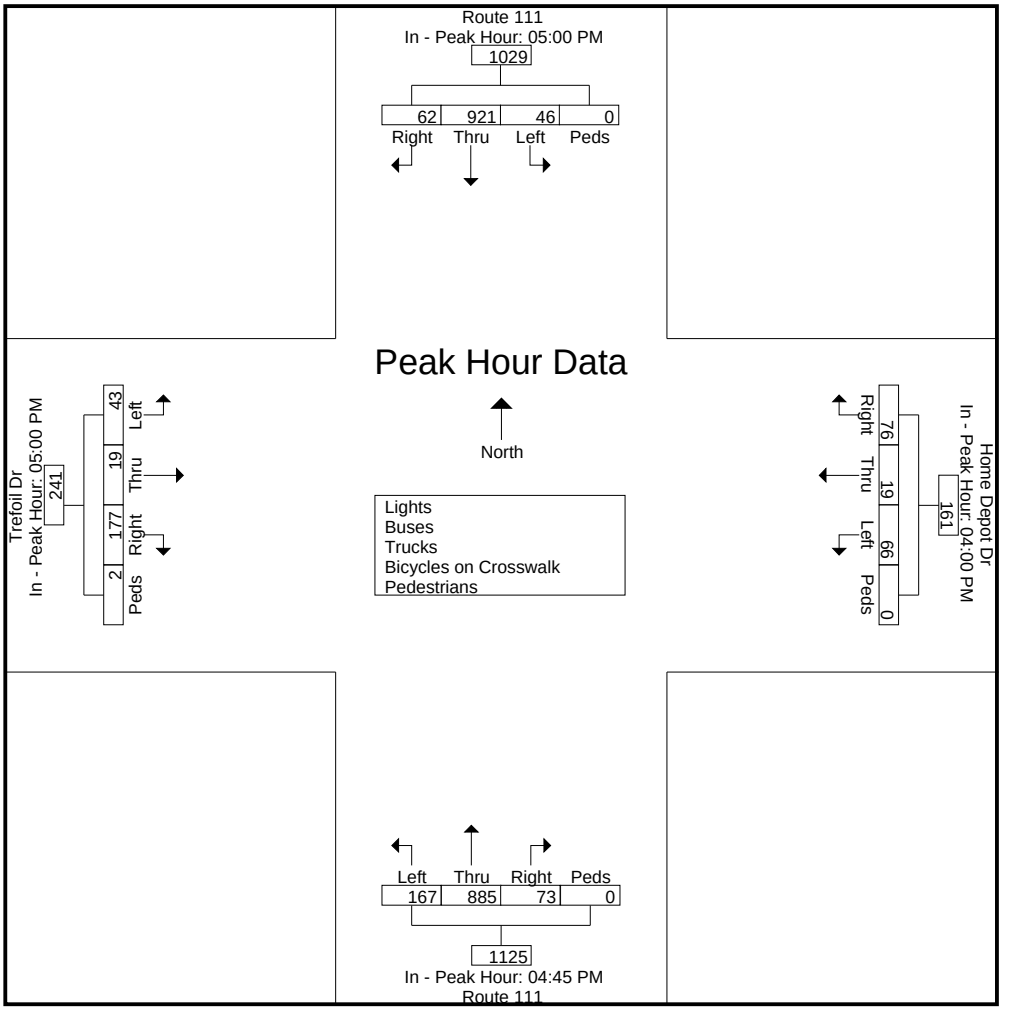


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14246
Site Code : 14246
Start Date : 4/27/2016
Page No : 3

	Route 111 From North					Home Depot Dr From East					Route 111 From South					Trefoil Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					04:00 PM					04:45 PM					05:00 PM					
+0 mins.	**20**	**264**	12	0	**296**	**23**	**6**	**18**	0	**47**	**24**	214	32	0	270	39	**8**	6	**1**	54	
+15 mins.	18	227	9	0	254	21	4	18	0	43	13	207	40	0	260	**59**	3	11	1	**74**	
+30 mins.	13	234	11	0	258	14	5	16	0	35	17	**247**	**64**	0	**328**	49	4	**21**	0	74	
+45 mins.	11	196	**14**	0	221	18	4	14	0	36	19	217	31	0	267	30	4	5	0	39	
Total Volume	62	921	46	0	1029	76	19	66	0	161	73	885	167	0	1125	177	19	43	2	241	
% App. Total	6	89.5	4.5	0		47.2	11.8	41	0		6.5	78.7	14.8	0		73.4	7.9	17.8	0.8		
PHF	.775	.872	.821	.000	.869	.826	.792	.917	.000	.856	.760	.896	.652	.000	.857	.750	.594	.512	.500	.814	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 111 at Trefoil/Home Depot Dr
Monroe/Trumbull, Connecticut

File Name : 14247
Site Code : 14247
Start Date : 5/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

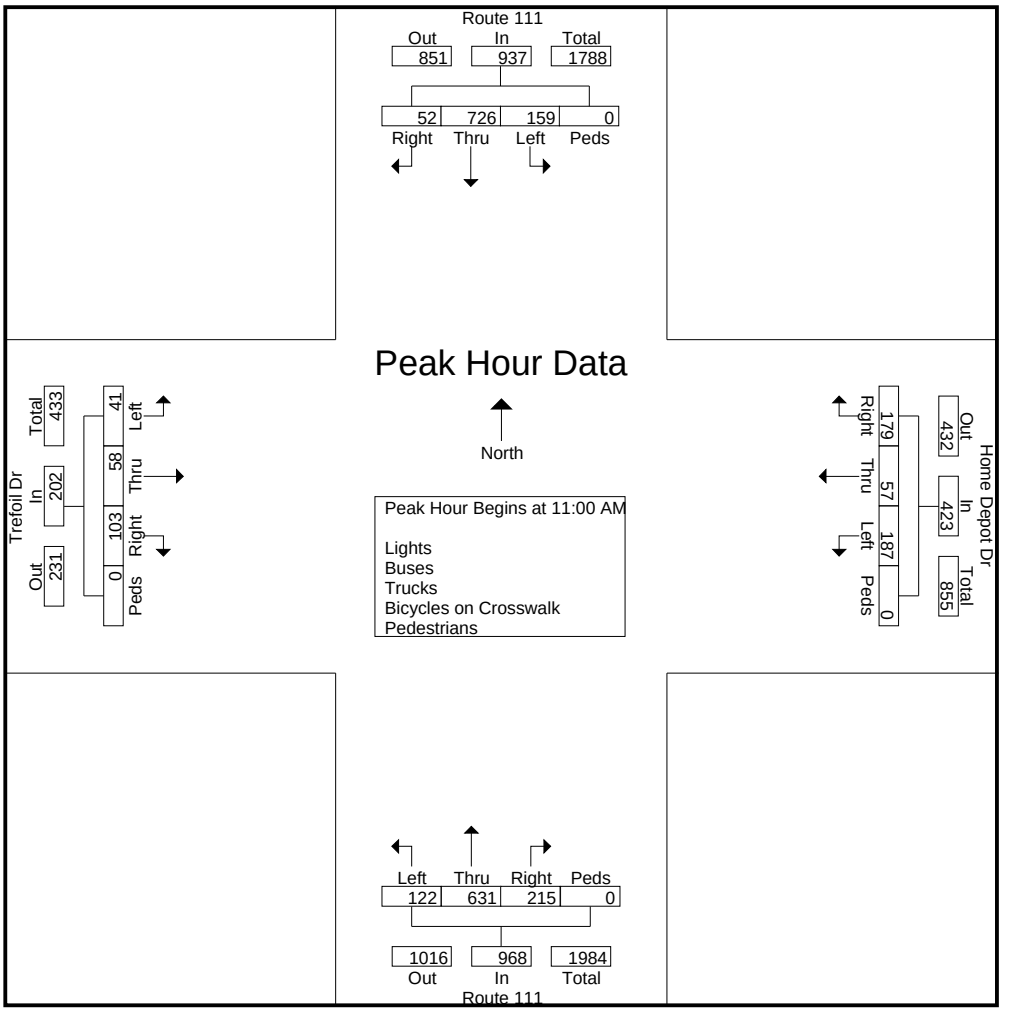
	Route 111 From North					Home Depot Dr From East					Route 111 From South					Trefoil Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	18	193	30	0	241	50	16	37	0	103	50	174	31	0	255	28	21	13	0	62	661
11:15 AM	11	158	40	0	209	43	10	53	0	106	51	166	37	0	254	16	7	2	0	25	594
11:30 AM	8	191	51	0	250	40	17	44	0	101	52	156	36	0	244	41	12	17	0	70	665
11:45 AM	15	184	38	0	237	46	14	53	0	113	62	135	18	0	215	18	18	9	0	45	610
Total	52	726	159	0	937	179	57	187	0	423	215	631	122	0	968	103	58	41	0	202	2530
12:00 PM	4	189	26	0	219	34	11	43	0	88	50	136	25	0	211	22	10	6	0	38	556
12:15 PM	11	175	31	0	217	38	13	48	0	99	49	170	21	0	240	14	11	2	0	27	583
12:30 PM	11	187	43	0	241	43	15	45	0	103	48	169	20	0	237	21	15	11	0	47	628
12:45 PM	7	95	25	0	127	12	4	20	0	36	23	118	13	0	154	15	6	5	0	26	343
Total	33	646	125	0	804	127	43	156	0	326	170	593	79	0	842	72	42	24	0	138	2110
Grand Total	85	1372	284	0	1741	306	100	343	0	749	385	1224	201	0	1810	175	100	65	0	340	4640
Apprch %	4.9	78.8	16.3	0		40.9	13.4	45.8	0		21.3	67.6	11.1	0		51.5	29.4	19.1	0		
Total %	1.8	29.6	6.1	0	37.5	6.6	2.2	7.4	0	16.1	8.3	26.4	4.3	0	39	3.8	2.2	1.4	0	7.3	
Lights	82	1353										1197									
% Lights	96.5	98.6	99.6	0	98.7	98.7	100	99.7	0	99.3	99.7	97.8	99	0	98.3	99.4	99	98.5	0	99.1	98.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	3	19	1	0	23	4	0	1	0	5	1	27	2	0	30	1	1	1	0	3	61
% Trucks	3.5	1.4	0.4	0	1.3	1.3	0	0.3	0	0.7	0.3	2.2	1	0	1.7	0.6	1	1.5	0	0.9	1.3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14247
Site Code : 14247
Start Date : 5/14/2016
Page No : 2

	Route 111 From North					Home Depot Dr From East					Route 111 From South					Trefoil Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	**18**	**193**	30	0	241	**50**	16	37	0	103	50	**174**	31	0	**255**	28	**21**	13	0	62	661
11:15 AM	11	158	40	0	209	43	10	**53**	0	106	51	166	**37**	0	254	16	7	2	0	25	594
11:30 AM	8	191	**51**	0	**250**	40	**17**	44	0	101	52	156	36	0	244	**41**	12	**17**	0	**70**	**665**
11:45 AM	15	184	38	0	237	46	14	53	0	**113**	**62**	135	18	0	215	18	18	9	0	45	610
Total Volume	52	726	159	0	937	179	57	187	0	423	215	631	122	0	968	103	58	41	0	202	2530
% App. Total	5.5	77.5	17	0		42.3	13.5	44.2	0		22.2	65.2	12.6	0		51	28.7	20.3	0		
PHF	.722	.940	.779	.000	.937	.895	.838	.882	.000	.936	.867	.907	.824	.000	.949	.628	.690	.603	.000	.721	.951

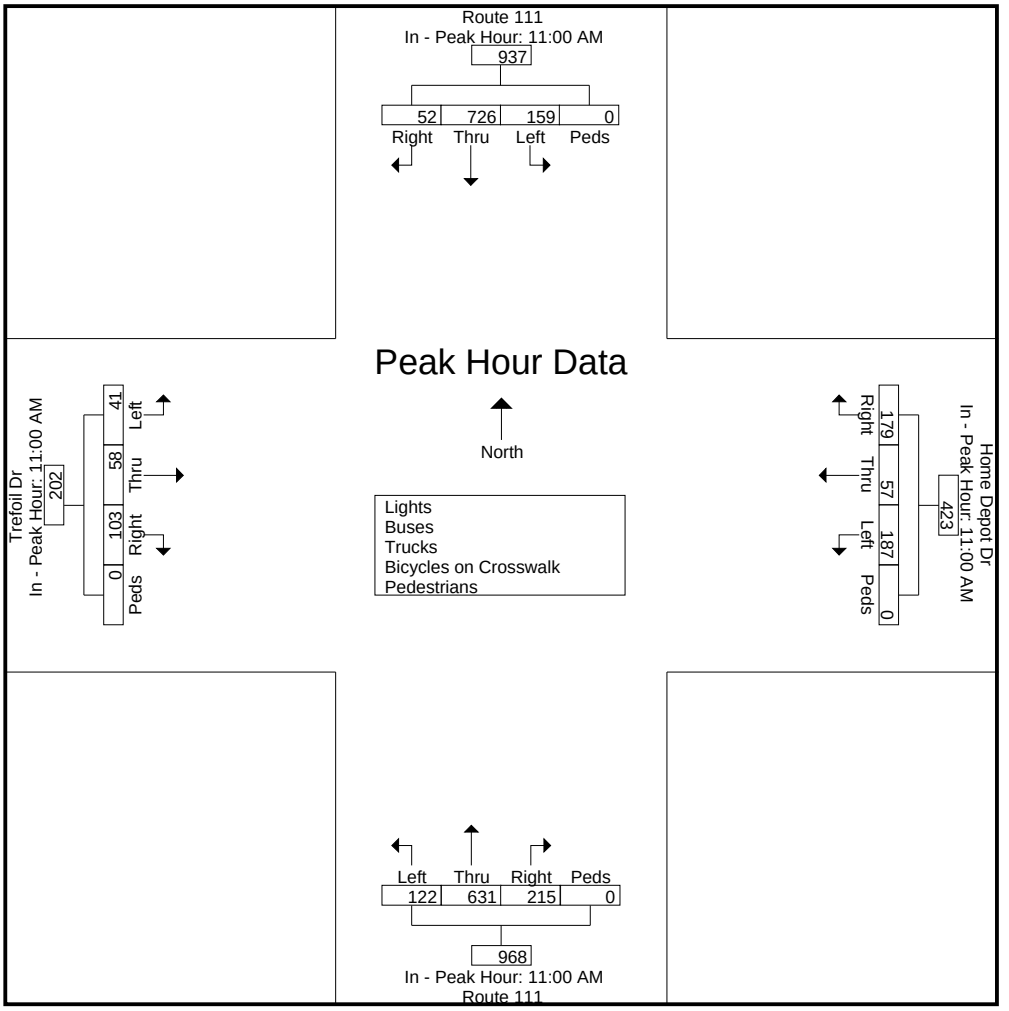


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14247
Site Code : 14247
Start Date : 5/14/2016
Page No : 3

	Route 111 From North					Home Depot Dr From East					Route 111 From South					Trefoil Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00 AM					11:00 AM					11:00 AM					11:00 AM					
+0 mins.	**18**	**193**	30	0	241	**50**	16	37	0	103	50	**174**	31	0	**255**	28	**21**	13	0	62	
+15 mins.	11	158	40	0	209	43	10	**53**	0	106	51	166	**37**	0	254	16	7	2	0	25	
+30 mins.	8	191	**51**	0	**250**	40	**17**	44	0	101	52	156	36	0	244	**41**	12	**17**	0	**70**	
+45 mins.	15	184	38	0	237	46	14	53	0	**113**	**62**	135	18	0	215	18	18	9	0	45	
Total Volume	52	726	159	0	937	179	57	187	0	423	215	631	122	0	968	103	58	41	0	202	
% App. Total	5.5	77.5	17	0		42.3	13.5	44.2	0		22.2	65.2	12.6	0		51	28.7	20.3	0		
PHF	.722	.940	.779	.000	.937	.895	.838	.882	.000	.936	.867	.907	.824	.000	.949	.628	.690	.603	.000	.721	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 111 at Tech Dr/Corporate Drive
Monroe/Trumbull, Connecticut

File Name : 14248
Site Code : 14248
Start Date : 4/27/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

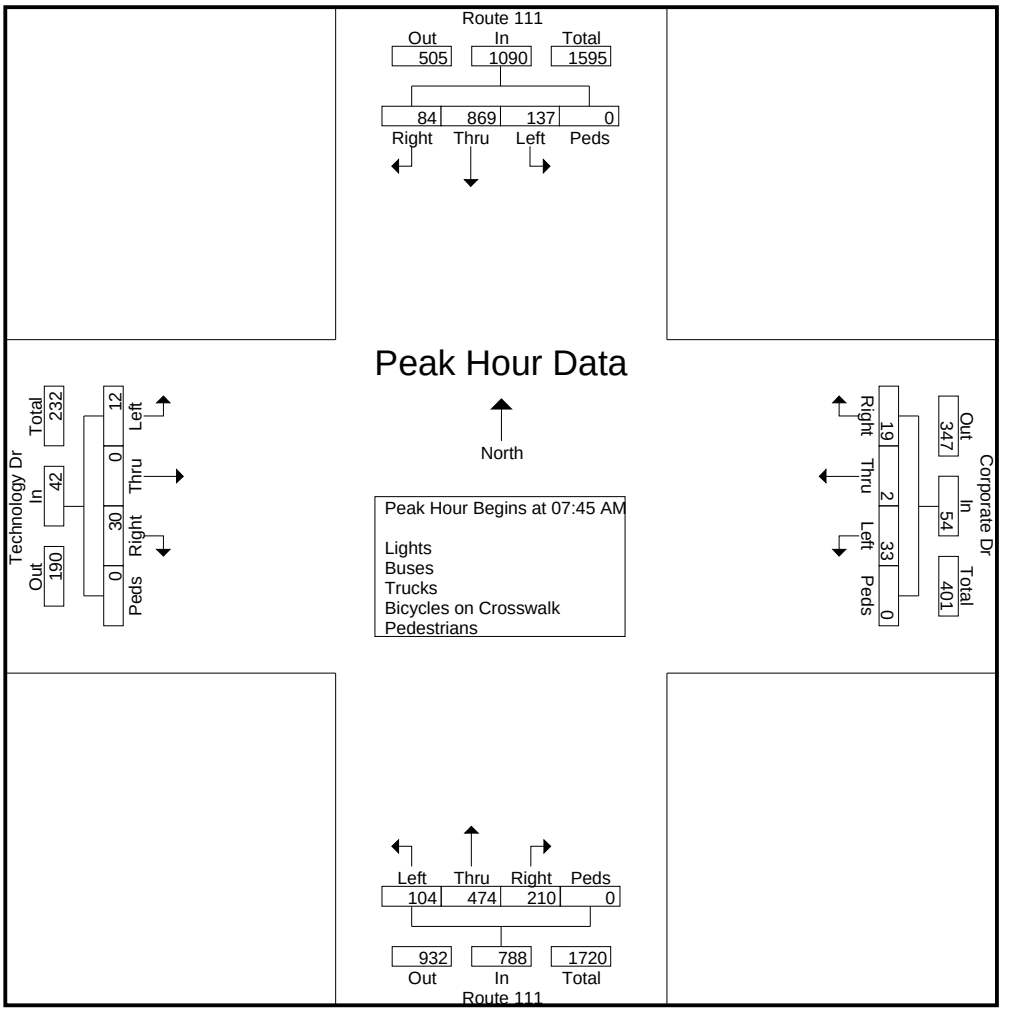
	Route 111 From North					Corporate Dr From East					Route 111 From South					Technology Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	188	13	0	207	1	0	0	0	1	17	82	9	0	108	1	0	0	0	1	317
07:15 AM	11	219	19	0	249	3	0	2	0	5	35	87	22	0	144	6	2	3	0	11	409
07:30 AM	16	240	20	0	276	3	0	7	0	10	28	105	21	0	154	11	0	2	0	13	453
07:45 AM	17	222	32	0	271	2	0	9	0	11	60	141	22	0	223	12	0	0	0	12	517
Total	50	869	84	0	1003	9	0	18	0	27	140	415	74	0	629	30	2	5	0	37	1696
08:00 AM	15	239	31	0	285	5	1	10	0	16	42	118	15	0	175	3	0	4	0	7	483
08:15 AM	29	193	42	0	264	9	0	5	0	14	51	102	37	0	190	6	0	4	0	10	478
08:30 AM	23	215	32	0	270	3	1	9	0	13	57	113	30	0	200	9	0	4	0	13	496
08:45 AM	25	193	22	0	240	8	0	12	0	20	65	109	33	0	207	8	1	8	0	17	484
Total	92	840	127	0	1059	25	2	36	0	63	215	442	115	0	772	26	1	20	0	47	1941
Grand Total	142	1709	211	0	2062	34	2	54	0	90	355	857	189	0	1401	56	3	25	0	84	3637
Apprch %	6.9	82.9	10.2	0		37.8	2.2	60	0		25.3	61.2	13.5	0		66.7	3.6	29.8	0		
Total %	3.9	47	5.8	0	56.7	0.9	0.1	1.5	0	2.5	9.8	23.6	5.2	0	38.5	1.5	0.1	0.7	0	2.3	
Lights	140	1667																			
% Lights	98.6	97.5	99.5	0	97.8	94.1	100	96.3	0	95.6	98.9	95.8	99.5	0	97.1	100	100	92	0	97.6	97.5
Buses	1	5	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	15
% Buses	0.7	0.3	0	0	0.3	0	0	0	0	0	0	0.8	0	0	0.5	0	0	8	0	2.4	0.4
Trucks	1	37	1	0	39	2	0	2	0	4	4	29	1	0	34	0	0	0	0	0	77
% Trucks	0.7	2.2	0.5	0	1.9	5.9	0	3.7	0	4.4	1.1	3.4	0.5	0	2.4	0	0	0	0	0	2.1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14248
Site Code : 14248
Start Date : 4/27/2016
Page No : 2

	Route 111 From North					Corporate Dr From East					Route 111 From South					Technology Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	17	222	32	0	271	2	0	9	0	11	**60**	**141**	22	0	**223**	**12**	0	0	0	12	**517**
08:00 AM	15	**239**	31	0	**285**	5	**1**	**10**	0	**16**	42	118	15	0	175	3	0	**4**	0	7	483
08:15 AM	**29**	193	**42**	0	264	**9**	0	5	0	14	51	102	**37**	0	190	6	0	4	0	10	478
08:30 AM	23	215	32	0	270	3	1	9	0	13	57	113	30	0	200	9	0	4	0	**13**	496
Total Volume	84	869	137	0	1090	19	2	33	0	54	210	474	104	0	788	30	0	12	0	42	1974
% App. Total	7.7	79.7	12.6	0		35.2	3.7	61.1	0		26.6	60.2	13.2	0		71.4	0	28.6	0		
PHF	.724	.909	.815	.000	.956	.528	.500	.825	.000	.844	.875	.840	.703	.000	.883	.625	.000	.750	.000	.808	.955

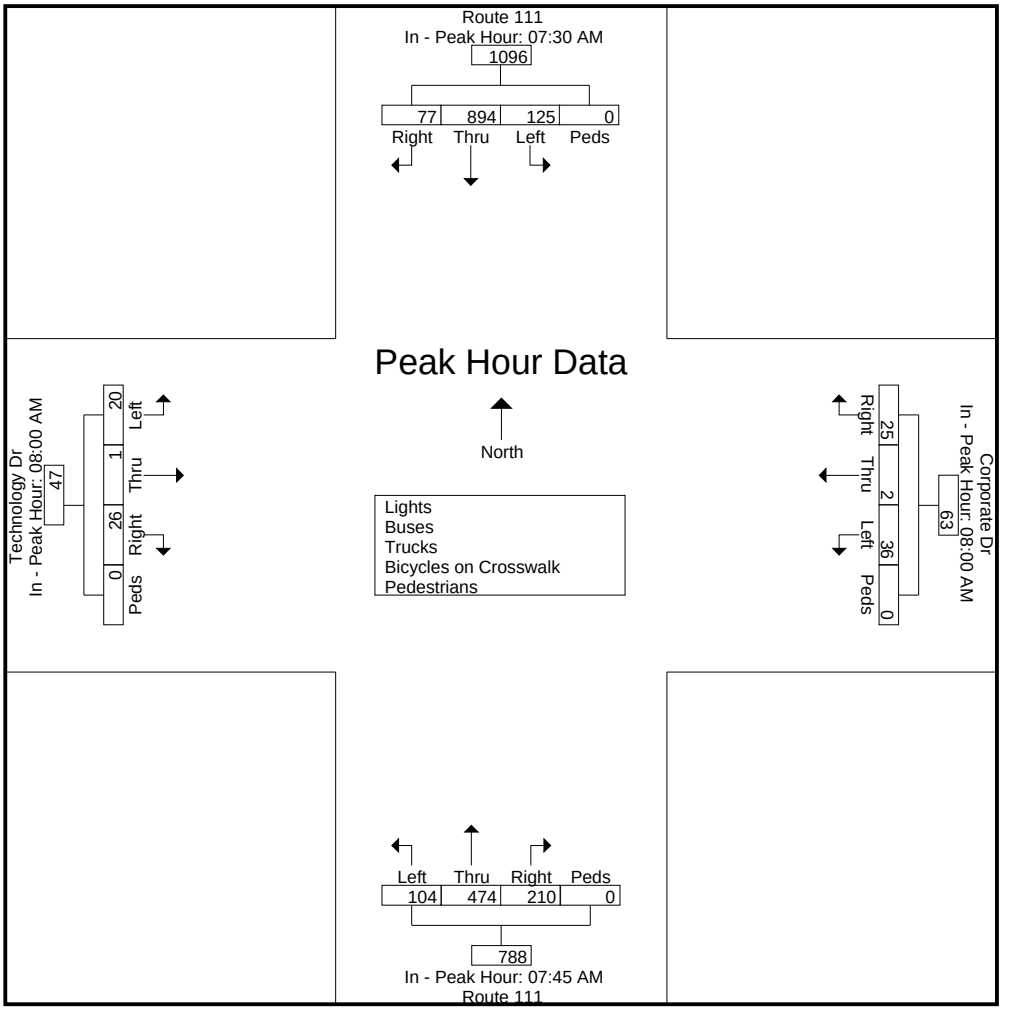


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Kensington, Connecticut 06037
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File Name : 14248
Site Code : 14248
Start Date : 4/27/2016
Page No : 3

	Route 111 From North					Corporate Dr From East					Route 111 From South					Technology Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					08:00 AM					07:45 AM					08:00 AM					
+0 mins.	16	**240**	20	0	276	5	**1**	10	0	16	**60**	**141**	22	0	**223**	3	0	4	0	7	
+15 mins.	17	222	32	0	271	**9**	0	5	0	14	42	118	15	0	175	6	0	4	0	10	
+30 mins.	15	239	31	0	**285**	3	1	9	0	13	51	102	**37**	0	190	**9**	0	4	0	13	
+45 mins.	**29**	193	**42**	0	264	8	0	**12**	0	**20**	57	113	30	0	200	8	**1**	**8**	0	**17**	
Total Volume	77	894	125	0	1096	25	2	36	0	63	210	474	104	0	788	26	1	20	0	47	
% App. Total	7	81.6	11.4	0		39.7	3.2	57.1	0		26.6	60.2	13.2	0		55.3	2.1	42.6	0		
PHF	.664	.931	.744	.000	.961	.694	.500	.750	.000	.788	.875	.840	.703	.000	.883	.722	.250	.625	.000	.691	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 111 at Tech Dr/Corporate Dr
Monroe/Trumbull, Connecticut

File Name : 14249
Site Code : 14249
Start Date : 4/27/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

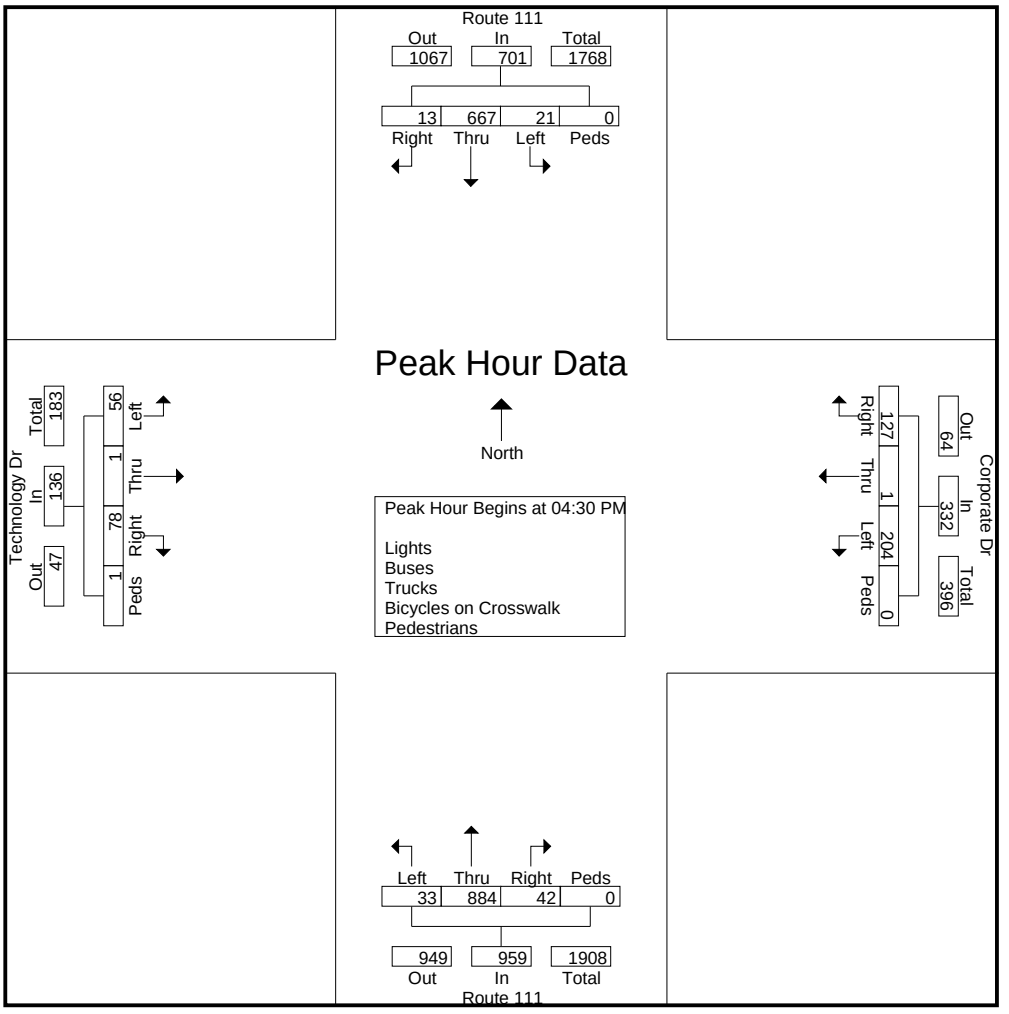
	Route 111 From North					Corporate Dr From East					Route 111 From South					Technology Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	161	3	0	169	21	1	37	0	59	11	208	11	0	230	23	4	14	0	41	499
04:15 PM	7	138	4	0	149	11	2	28	0	41	12	189	8	0	209	20	0	14	0	34	433
04:30 PM	3	179	7	0	189	29	0	43	0	72	15	211	6	0	232	26	0	16	0	42	535
04:45 PM	3	146	9	0	158	22	0	32	0	54	8	212	11	0	231	13	0	10	0	23	466
Total	18	624	23	0	665	83	3	140	0	226	46	820	36	0	902	82	4	54	0	140	1933
05:00 PM	4	187	3	0	194	50	0	74	0	124	11	215	7	0	233	23	1	18	0	42	593
05:15 PM	3	155	2	0	160	26	1	55	0	82	8	246	9	0	263	16	0	12	1	29	534
05:30 PM	2	161	1	0	164	26	0	43	0	69	4	219	6	0	229	29	0	7	0	36	498
05:45 PM	0	174	3	0	177	15	0	19	0	34	6	221	2	0	229	16	0	5	0	21	461
Total	9	677	9	0	695	117	1	191	0	309	29	901	24	0	954	84	1	42	1	128	2086
Grand Total	27	1301	32	0	1360	200	4	331	0	535	75	1721	60	0	1856	166	5	96	1	268	4019
Apprch %	2	95.7	2.4	0		37.4	0.7	61.9	0		4	92.7	3.2	0		61.9	1.9	35.8	0.4		
Total %	0.7	32.4	0.8	0	33.8	5	0.1	8.2	0	13.3	1.9	42.8	1.5	0	46.2	4.1	0.1	2.4	0	6.7	
Lights	25	1287										1697									
% Lights	92.6	98.9	100	0	98.8	99.5	100	99.7	0	99.6	96	98.6	100	0	98.5	98.2	100	100	0	98.5	98.8
Buses	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	9
% Buses	0	0.3	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	0.6	0	0	0	0.4	0.2
Trucks	2	10	0	0	12	1	0	1	0	2	3	20	0	0	23	2	0	0	0	2	39
% Trucks	7.4	0.8	0	0	0.9	0.5	0	0.3	0	0.4	4	1.2	0	0	1.2	1.2	0	0	0	0.7	1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.4	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14249
Site Code : 14249
Start Date : 4/27/2016
Page No : 2

	Route 111 From North					Corporate Dr From East					Route 111 From South					Technology Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	3	179	7	0	189	29	0	43	0	72	**15**	211	6	0	232	**26**	0	16	0	**42**	535
04:45 PM	3	146	**9**	0	158	22	0	32	0	54	8	212	**11**	0	231	13	0	10	0	23	466
05:00 PM	**4**	**187**	3	0	**194**	**50**	0	**74**	0	**124**	11	215	7	0	233	23	**1**	**18**	0	42	**593**
05:15 PM	3	155	2	0	160	26	**1**	55	0	82	8	**246**	9	0	**263**	16	0	12	**1**	29	534
Total Volume	13	667	21	0	701	127	1	204	0	332	42	884	33	0	959	78	1	56	1	136	2128
% App. Total	1.9	95.1	3	0		38.3	0.3	61.4	0		4.4	92.2	3.4	0		57.4	0.7	41.2	0.7		
PHF	.813	.892	.583	.000	.903	.635	.250	.689	.000	.669	.700	.898	.750	.000	.912	.750	.250	.778	.250	.810	.897

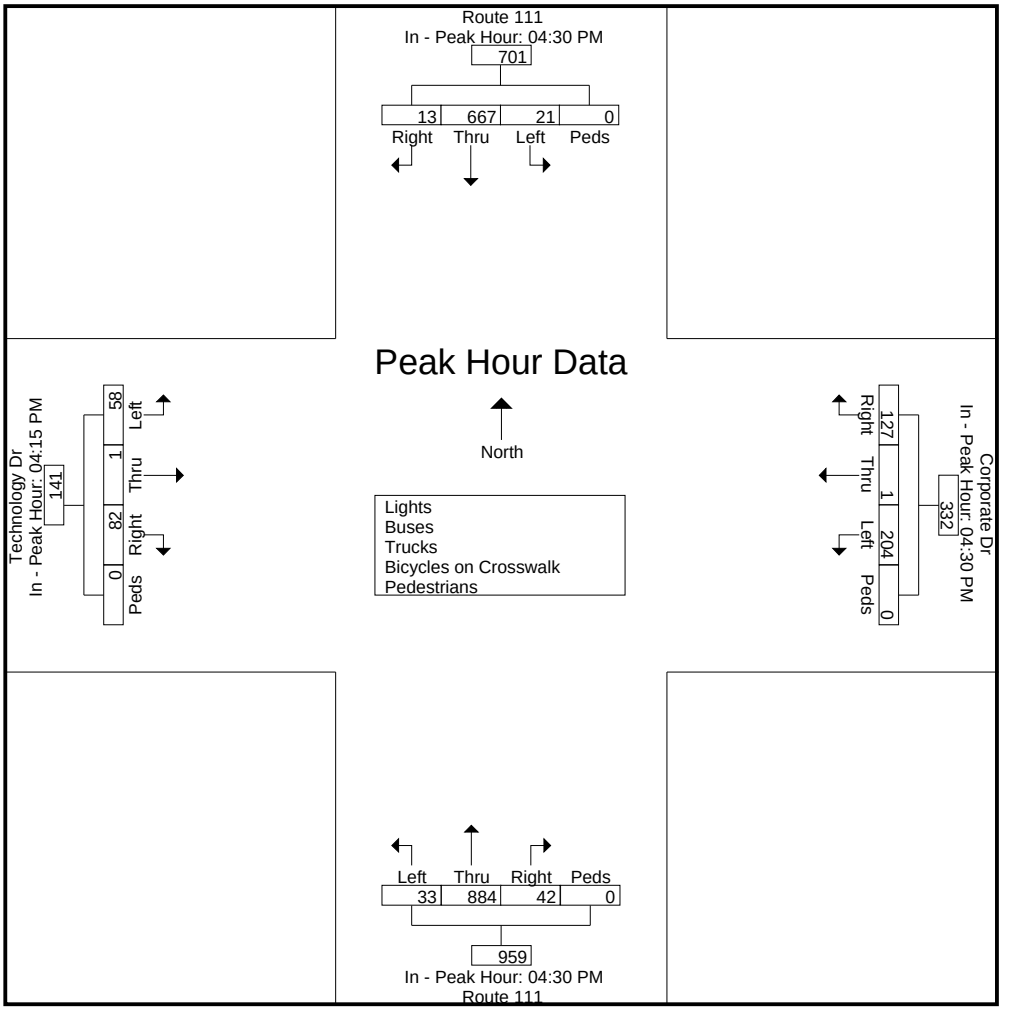


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14249
Site Code : 14249
Start Date : 4/27/2016
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	Route 111 From North					Corporate Dr From East					Route 111 From South					Technology Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:30 PM					04:30 PM					04:15 PM					
+0 mins.	3	179	7	0	189	29	0	43	0	72	**15**	211	6	0	232	20	0	14	0	34	
+15 mins.	3	146	**9**	0	158	22	0	32	0	54	8	212	**11**	0	231	**26**	0	16	0	**42**	
+30 mins.	**4**	**187**	3	0	**194**	**50**	0	**74**	0	**124**	11	215	7	0	233	13	0	10	0	23	
+45 mins.	3	155	2	0	160	26	**1**	55	0	82	8	**246**	9	0	**263**	23	**1**	**18**	0	42	
Total Volume	13	667	21	0	701	127	1	204	0	332	42	884	33	0	959	82	1	58	0	141	
% App. Total	1.9	95.1	3	0		38.3	0.3	61.4	0		4.4	92.2	3.4	0		58.2	0.7	41.1	0		
PHF	.813	.892	.583	.000	.903	.635	.250	.689	.000	.669	.700	.898	.750	.000	.912	.788	.250	.806	.000	.839	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 111 at Tech Dr/Corporate Dr
Monroe/Trumbull, Connecticut

File Name : 14250
Site Code : 14250
Start Date : 5/7/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

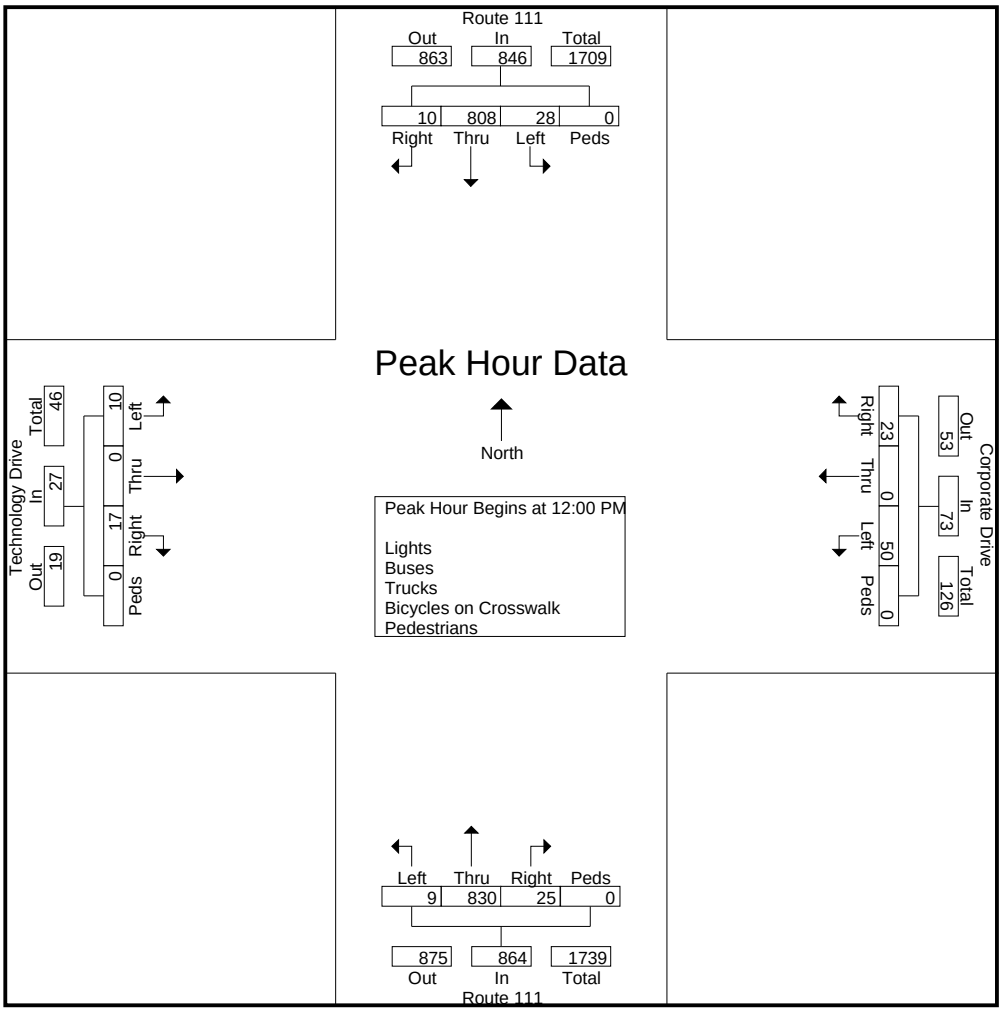
	Route 111 From North					Corporate Drive From East					Route 111 From South					Technology Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	4	217	10	0	231	8	1	12	0	21	12	201	2	0	215	4	0	0	0	4	471
11:15 AM	1	210	6	0	217	4	0	14	0	18	3	171	0	0	174	12	0	1	0	13	422
11:30 AM	2	209	2	0	213	6	0	7	0	13	10	201	4	0	215	4	0	4	0	8	449
11:45 AM	1	188	5	0	194	8	1	13	0	22	13	210	6	0	229	1	0	4	0	5	450
Total	8	824	23	0	855	26	2	46	0	74	38	783	12	0	833	21	0	9	0	30	1792
12:00 PM	2	209	8	0	219	13	0	8	0	21	4	206	2	0	212	7	0	2	0	9	461
12:15 PM	1	208	10	0	219	5	0	13	0	18	4	192	2	0	198	3	0	4	0	7	442
12:30 PM	3	193	3	0	199	1	0	19	0	20	8	199	2	0	209	3	0	1	0	4	432
12:45 PM	4	198	7	0	209	4	0	10	0	14	9	233	3	0	245	4	0	3	0	7	475
Total	10	808	28	0	846	23	0	50	0	73	25	830	9	0	864	17	0	10	0	27	1810
Grand Total	18	1632	51	0	1701	49	2	96	0	147	63	1613	21	0	1697	38	0	19	0	57	3602
Apprch %	1.1	95.9	3	0		33.3	1.4	65.3	0		3.7	95.1	1.2	0		66.7	0	33.3	0		
Total %	0.5	45.3	1.4	0	47.2	1.4	0.1	2.7	0	4.1	1.7	44.8	0.6	0	47.1	1.1	0	0.5	0	1.6	
Lights	18	1619										1597									
% Lights	100	99.2	100	0	99.2	100	100	99	0	99.3	96.8	99	100	0	98.9	100	0	100	0	100	99.1
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0
Trucks	0	13	0	0	13	0	0	1	0	1	2	15	0	0	17	0	0	0	0	0	31
% Trucks	0	0.8	0	0	0.8	0	0	1	0	0.7	3.2	0.9	0	0	1	0	0	0	0	0	0.9
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14250
Site Code : 14250
Start Date : 5/7/2016
Page No : 2

	Route 111 From North					Corporate Drive From East					Route 111 From South					Technology Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	2	**209**	8	0	**219**	**13**	0	8	0	**21**	4	206	2	0	212	**7**	0	2	0	**9**	461
12:15 PM	1	208	**10**	0	219	5	0	13	0	18	4	192	2	0	198	3	0	**4**	0	7	442
12:30 PM	3	193	3	0	199	1	0	**19**	0	20	8	199	2	0	209	3	0	1	0	4	432
12:45 PM	**4**	198	7	0	209	4	0	10	0	14	**9**	**233**	**3**	0	**245**	4	0	3	0	7	**475**
Total Volume	10	808	28	0	846	23	0	50	0	73	25	830	9	0	864	17	0	10	0	27	1810
% App. Total	1.2	95.5	3.3	0		31.5	0	68.5	0		2.9	96.1	1	0		63	0	37	0		
PHF	.625	.967	.700	.000	.966	.442	.000	.658	.000	.869	.694	.891	.750	.000	.882	.607	.000	.625	.000	.750	.953

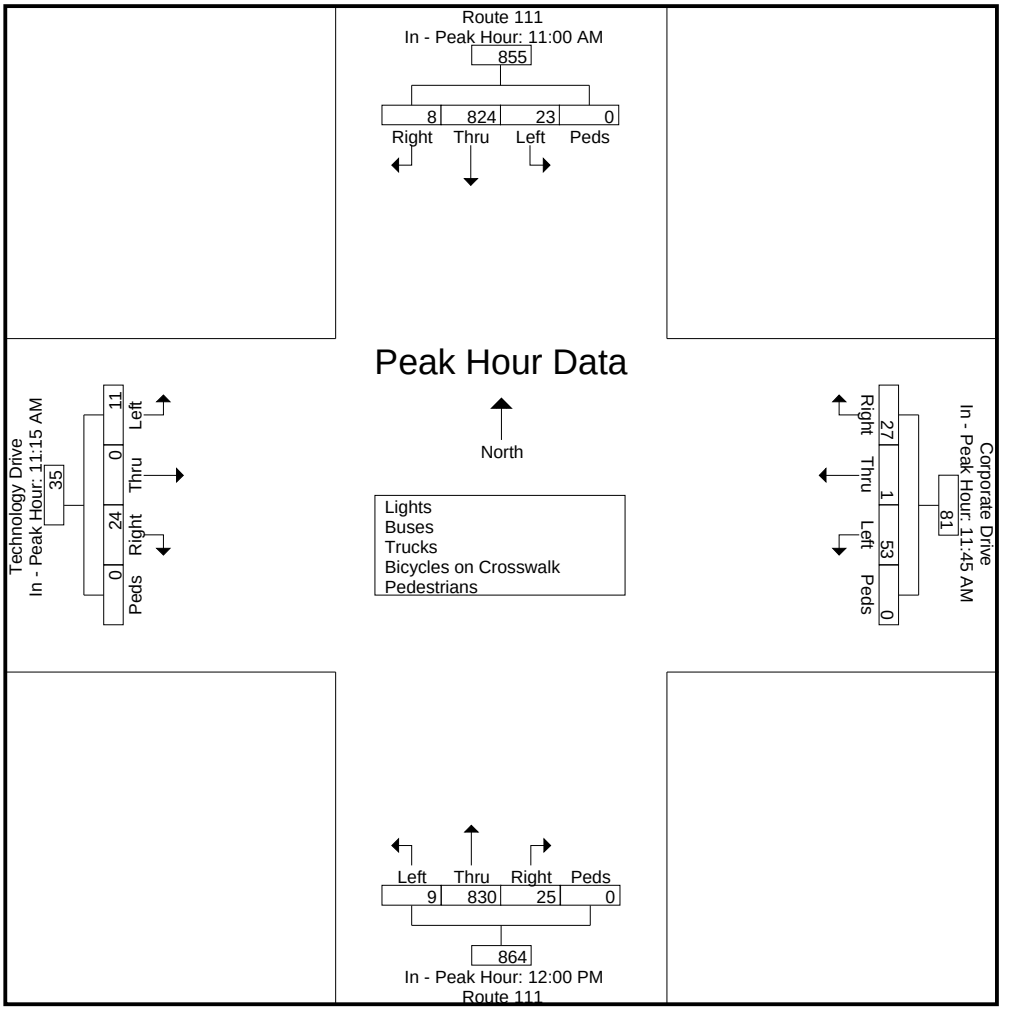


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14250
Site Code : 14250
Start Date : 5/7/2016
Page No : 3

	Route 111 From North					Corporate Drive From East					Route 111 From South					Technology Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00 AM					11:45 AM					12:00 PM					11:15 AM					
+0 mins.	**4**	**217**	**10**	0	**231**	8	**1**	13	0	**22**	4	206	2	0	212	**12**	0	1	0	**13**	
+15 mins.	1	210	6	0	217	**13**	0	8	0	21	4	192	2	0	198	4	0	**4**	0	8	
+30 mins.	2	209	2	0	213	5	0	13	0	18	8	199	2	0	209	1	0	4	0	5	
+45 mins.	1	188	5	0	194	1	0	**19**	0	20	**9**	**233**	**3**	0	**245**	7	0	2	0	9	
Total Volume	8	824	23	0	855	27	1	53	0	81	25	830	9	0	864	24	0	11	0	35	
% App. Total	0.9	96.4	2.7	0		33.3	1.2	65.4	0		2.9	96.1	1	0		68.6	0	31.4	0		
PHF	.500	.949	.575	.000	.925	.519	.250	.697	.000	.920	.694	.891	.750	.000	.882	.500	.000	.688	.000	.673	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 111 at Spring Hill Road
Monroe/Trumbull, Connecticut

File Name : 14251
Site Code : 14251
Start Date : 4/27/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

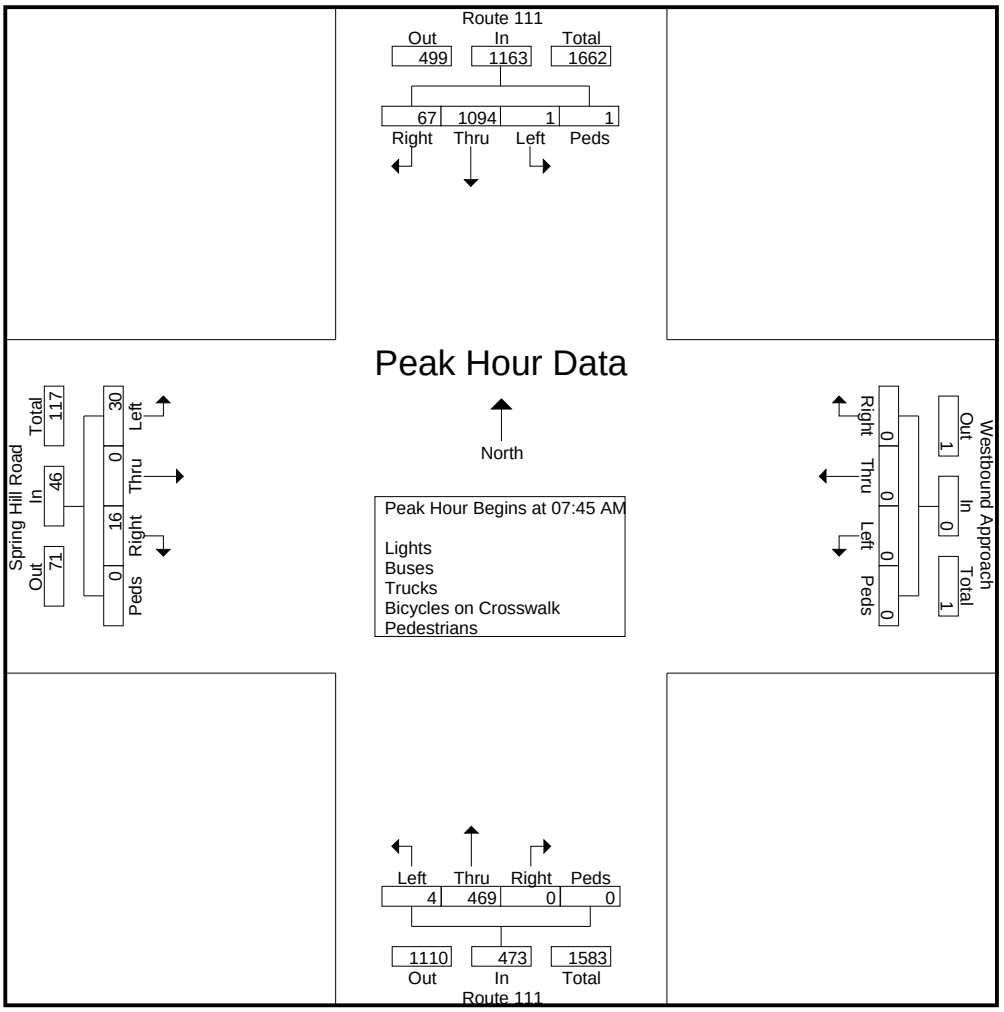
	Route 111 From North					Westbound Approach From East					Route 111 From South					Spring Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	12	193	0	0	205	0	0	0	0	0	0	67	0	0	67	3	0	4	0	7	279
07:15 AM	12	258	0	0	270	0	0	0	0	0	0	93	3	0	96	1	0	5	0	6	372
07:30 AM	7	278	1	0	286	0	0	0	0	0	0	97	1	0	98	5	0	8	0	13	397
07:45 AM	12	284	0	1	297	0	0	0	0	0	0	129	2	0	131	1	0	3	0	4	432
Total	43	1013	1	1	1058	0	0	0	0	0	0	386	6	0	392	10	0	20	0	30	1480
08:00 AM	16	282	0	0	298	0	0	0	0	0	0	111	0	0	111	3	0	8	0	11	420
08:15 AM	16	263	1	0	280	0	0	0	0	0	0	116	0	0	116	7	0	10	0	17	413
08:30 AM	23	265	0	0	288	0	0	0	0	0	0	113	2	0	115	5	0	9	0	14	417
08:45 AM	11	253	1	0	265	1	0	0	0	1	0	124	1	0	125	2	0	13	0	15	406
Total	66	1063	2	0	1131	1	0	0	0	1	0	464	3	0	467	17	0	40	0	57	1656
Grand Total	109	2076	3	1	2189	1	0	0	0	1	0	850	9	0	859	27	0	60	0	87	3136
Apprch %	5	94.8	0.1	0		100	0	0	0		0	99	1	0		31	0	69	0		
Total %	3.5	66.2	0.1	0	69.8	0	0	0	0	0	0	27.1	0.3	0	27.4	0.9	0	1.9	0	2.8	
Lights	85	2035																			
% Lights	78	98	100	0	97	100	0	0	0	100	0	94.7	77.8	0	94.5	81.5	0	81.7	0	81.6	95.9
Buses	18	5	0	0	23	0	0	0	0	0	0	3	1	0	4	1	0	2	0	3	30
% Buses	16.5	0.2	0	0	1.1	0	0	0	0	0	0	0.4	11.1	0	0.5	3.7	0	3.3	0	3.4	1
Trucks	6	36	0	0	42	0	0	0	0	0	0	42	1	0	43	4	0	9	0	13	98
% Trucks	5.5	1.7	0	0	1.9	0	0	0	0	0	0	4.9	11.1	0	5	14.8	0	15	0	14.9	3.1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14251
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	Route 111 From North					Westbound Approach From East					Route 111 From South					Spring Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	12	**284**	0	**1**	297	0	0	0	0	0	0	**129**	**2**	0	**131**	1	0	3	0	4	**432**
08:00 AM	16	282	0	0	**298**	0	0	0	0	0	0	111	0	0	111	3	0	8	0	11	420
08:15 AM	16	263	**1**	0	280	0	0	0	0	0	0	116	0	0	116	**7**	0	**10**	0	**17**	413
08:30 AM	**23**	265	0	0	288	0	0	0	0	0	0	113	2	0	115	5	0	9	0	14	417
Total Volume	67	1094	1	1	1163	0	0	0	0	0	0	469	4	0	473	16	0	30	0	46	1682
% App. Total	5.8	94.1	0.1	0.1		0	0	0	0		0	99.2	0.8	0		34.8	0	65.2	0		
PHF	.728	.963	.250	.250	.976	.000	.000	.000	.000	.000	.000	.909	.500	.000	.903	.571	.000	.750	.000	.676	.973

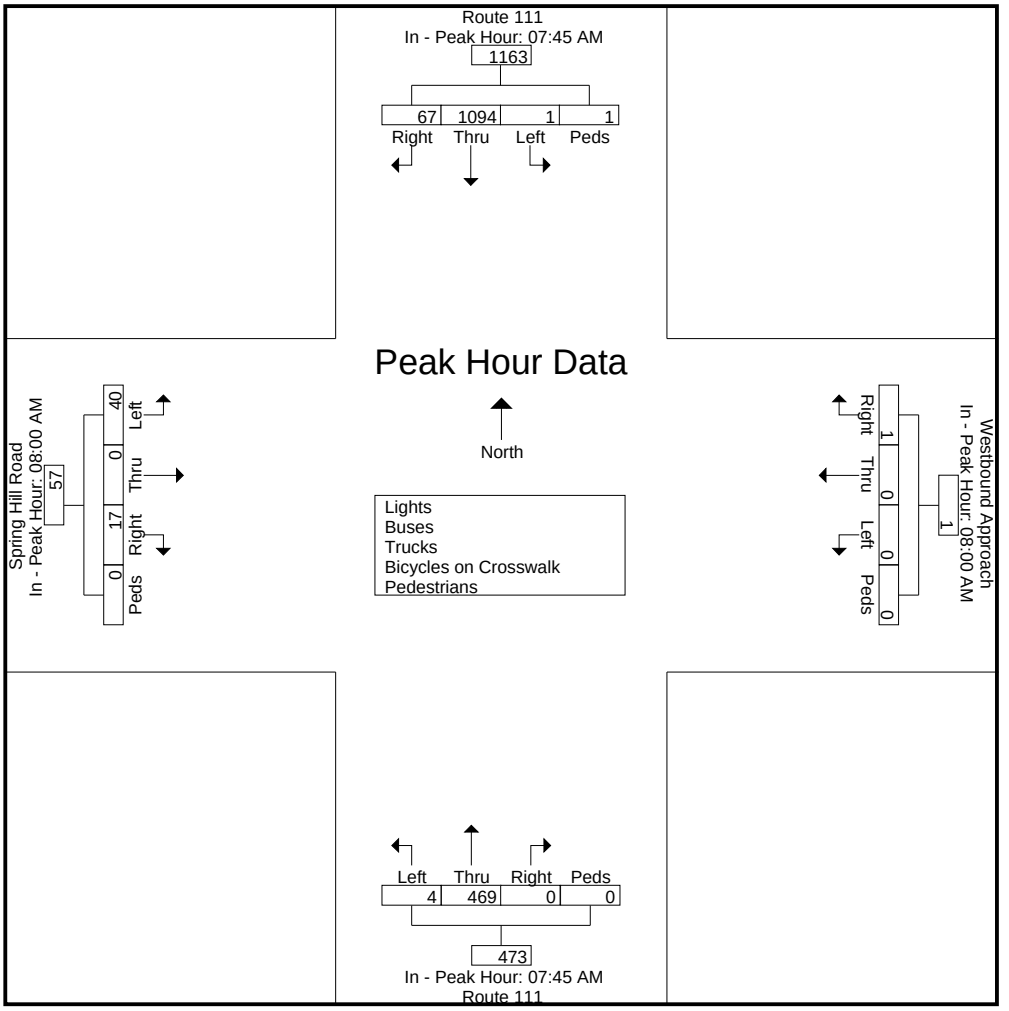


Connecticut Counts LLC

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File Name : 14251
Site Code : 14251
Start Date : 4/27/2016
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	Route 111 From North					Westbound Approach From East					Route 111 From South					Spring Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					08:00 AM					07:45 AM					08:00 AM					
+0 mins.	12	**284**	0	**1**	297	0	0	0	0	0	0	**129**	**2**	0	**131**	3	0	8	0	11	
+15 mins.	16	282	0	0	**298**	0	0	0	0	0	0	111	0	0	111	**7**	0	10	0	**17**	
+30 mins.	16	263	**1**	0	280	0	0	0	0	0	0	116	0	0	116	5	0	9	0	14	
+45 mins.	**23**	265	0	0	288	**1**	0	0	0	**1**	0	113	2	0	115	2	0	**13**	0	15	
Total Volume	67	1094	1	1	1163	1	0	0	0	1	0	469	4	0	473	17	0	40	0	57	
% App. Total	5.8	94.1	0.1	0.1		100	0	0	0		0	99.2	0.8	0		29.8	0	70.2	0		
PHF	.728	.963	.250	.250	.976	.250	.000	.000	.000	.250	.000	.909	.500	.000	.903	.607	.000	.769	.000	.838	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 111 at Spring Hill Road
Monroe/Trumbull, Connecticut

File Name : 14252
Site Code : 14252
Start Date : 4/27/2016
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Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

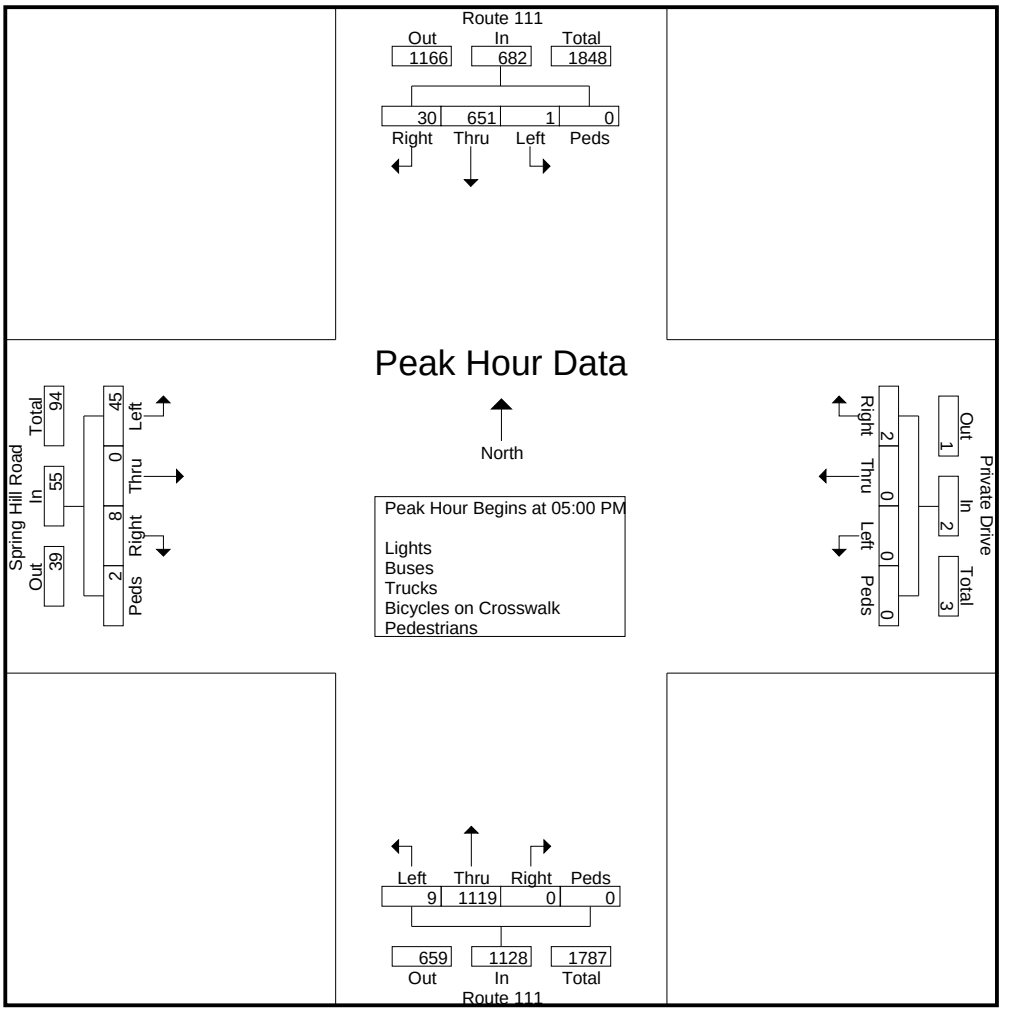
	Route 111 From North					Private Drive From East					Route 111 From South					Spring Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	9	163	1	0	173	1	0	0	0	1	1	236	2	0	239	4	0	23	0	27	440
04:15 PM	13	146	0	0	159	1	0	0	0	1	0	206	1	0	207	0	0	13	0	13	380
04:30 PM	6	165	1	0	172	1	0	0	0	1	0	243	2	0	245	4	0	14	0	18	436
04:45 PM	2	158	0	0	160	1	0	0	0	1	0	229	4	0	233	4	0	15	0	19	413
Total	30	632	2	0	664	4	0	0	0	4	1	914	9	0	924	12	0	65	0	77	1669
05:00 PM	7	180	1	0	188	0	0	0	0	0	0	312	2	0	314	6	0	14	0	20	522
05:15 PM	7	147	0	0	154	1	0	0	0	1	0	284	4	0	288	1	0	6	0	7	450
05:30 PM	11	153	0	0	164	1	0	0	0	1	0	281	3	0	284	1	0	10	2	13	462
05:45 PM	5	171	0	0	176	0	0	0	0	0	0	242	0	0	242	0	0	15	0	15	433
Total	30	651	1	0	682	2	0	0	0	2	0	1119	9	0	1128	8	0	45	2	55	1867
Grand Total	60	1283	3	0	1346	6	0	0	0	6	1	2033	18	0	2052	20	0	110	2	132	3536
Apprch %	4.5	95.3	0.2	0		100	0	0	0		0	99.1	0.9	0		15.2	0	83.3	1.5		
Total %	1.7	36.3	0.1	0	38.1	0.2	0	0	0	0.2	0	57.5	0.5	0	58	0.6	0	3.1	0.1	3.7	
Lights	45	1263										2013									
% Lights	75	98.4	100	0	97.4	100	0	0	0	100	100	99	94.4	0	99	100	0	98.2	0	97	98.3
Buses	12	2	0	0	14	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	17
% Buses	20	0.2	0	0	1	0	0	0	0	0	0	0.1	5.6	0	0.1	0	0	0	0	0	0.5
Trucks	3	18	0	0	21	0	0	0	0	0	0	18	0	0	18	0	0	2	0	2	41
% Trucks	5	1.4	0	0	1.6	0	0	0	0	0	0	0.9	0	0	0.9	0	0	1.8	0	1.5	1.2
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0.8	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0.8	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14252
Site Code : 14252
Start Date : 4/27/2016
Page No : 2

	Route 111 From North					Private Drive From East					Route 111 From South					Spring Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	7	**180**	**1**	0	**188**	0	0	0	0	0	0	**312**	2	0	**314**	**6**	0	14	0	**20**	**522**
05:15 PM	7	147	0	0	154	**1**	0	0	0	**1**	0	284	**4**	0	288	1	0	6	0	7	450
05:30 PM	**11**	153	0	0	164	1	0	0	0	1	0	281	3	0	284	1	0	10	**2**	13	462
05:45 PM	5	171	0	0	176	0	0	0	0	0	0	242	0	0	242	0	0	**15**	0	15	433
Total Volume	30	651	1	0	682	2	0	0	0	2	0	1119	9	0	1128	8	0	45	2	55	1867
% App. Total	4.4	95.5	0.1	0		100	0	0	0		0	99.2	0.8	0		14.5	0	81.8	3.6		
PHF	.682	.904	.250	.000	.907	.500	.000	.000	.000	.500	.000	.897	.563	.000	.898	.333	.000	.750	.250	.688	.894

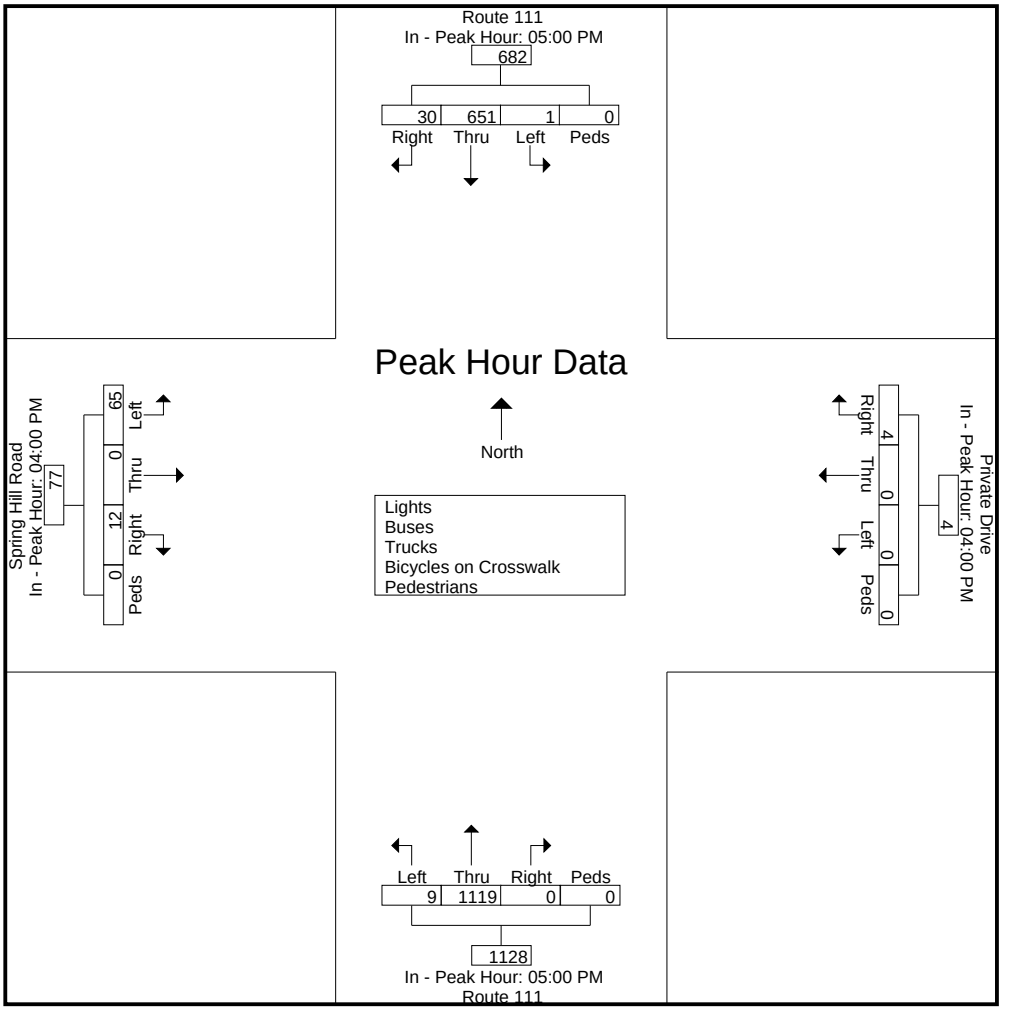


Connecticut Counts LLC

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File Name : 14252
Site Code : 14252
Start Date : 4/27/2016
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	Route 111 From North					Private Drive From East					Route 111 From South					Spring Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					04:00 PM					05:00 PM					04:00 PM					
+0 mins.	7	**180**	**1**	0	**188**	**1**	0	0	0	**1**	0	**312**	2	0	**314**	**4**	0	**23**	0	**27**	
+15 mins.	7	147	0	0	154	1	0	0	0	1	0	284	**4**	0	288	0	0	13	0	13	
+30 mins.	**11**	153	0	0	164	1	0	0	0	1	0	281	3	0	284	4	0	14	0	18	
+45 mins.	5	171	0	0	176	1	0	0	0	1	0	242	0	0	242	4	0	15	0	19	
Total Volume	30	651	1	0	682	4	0	0	0	4	0	1119	9	0	1128	12	0	65	0	77	
% App. Total	4.4	95.5	0.1	0		100	0	0	0		0	99.2	0.8	0		15.6	0	84.4	0		
PHF	.682	.904	.250	.000	.907	1.000	.000	.000	.000	1.000	.000	.897	.563	.000	.898	.750	.000	.707	.000	.713	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 111 at Spring Hill Road
Monroe/Trumbull, Connecticut

File Name : 14253
Site Code : 14253
Start Date : 5/7/2016
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

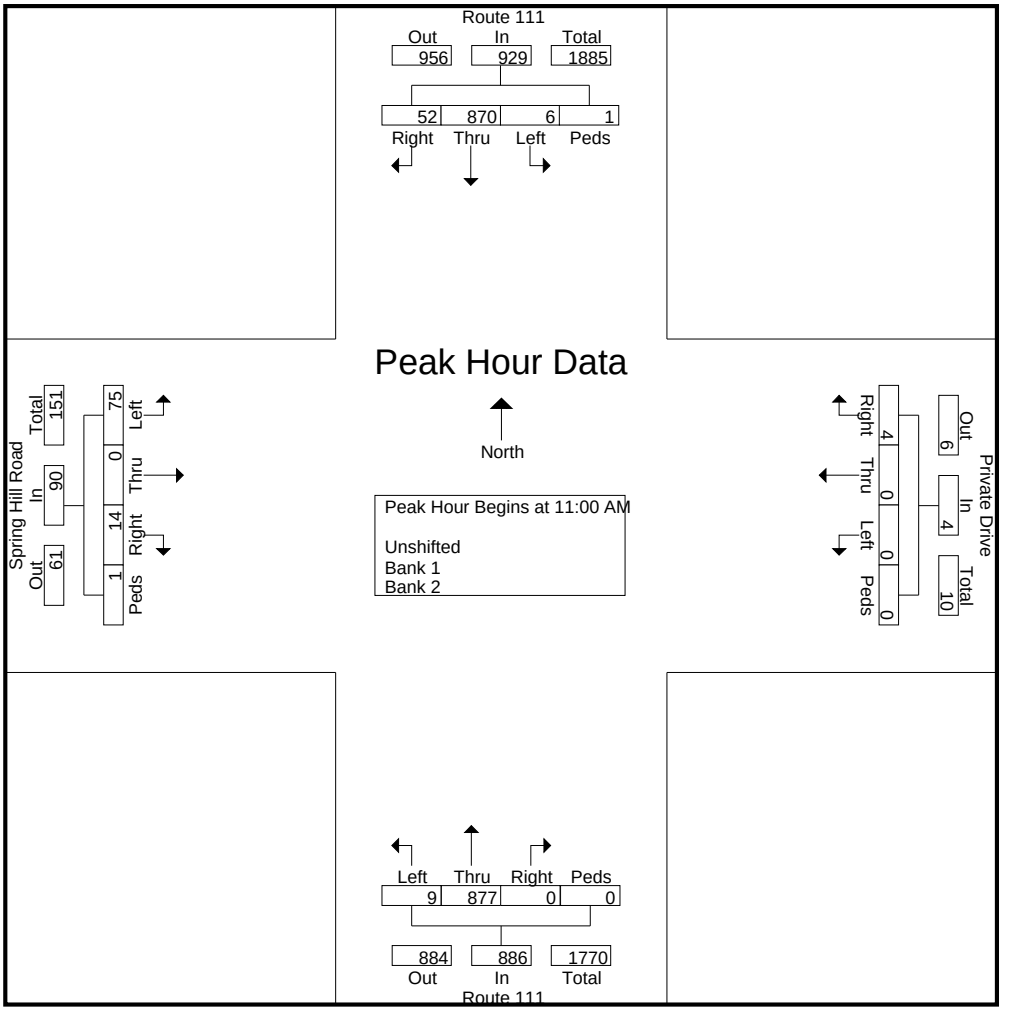
	Route 111 From North					Private Drive From East					Route 111 From South					Spring Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	14	227	1	1	243	1	0	0	0	1	0	215	1	0	216	6	0	14	1	21	481
11:15 AM	13	226	1	0	240	0	0	0	0	0	0	190	2	0	192	2	0	17	0	19	451
11:30 AM	16	223	4	0	243	3	0	0	0	3	0	210	5	0	215	1	0	29	0	30	491
11:45 AM	9	194	0	0	203	0	0	0	0	0	0	262	1	0	263	5	0	15	0	20	486
Total	52	870	6	1	929	4	0	0	0	4	0	877	9	0	886	14	0	75	1	90	1909
12:00 PM	9	221	0	0	230	1	2	0	0	3	0	216	3	0	219	3	1	13	0	17	469
12:15 PM	8	216	0	0	224	0	1	0	0	1	0	208	4	0	212	6	0	8	0	14	451
12:30 PM	8	207	0	0	215	0	0	0	0	0	0	203	5	0	208	6	0	12	0	18	441
12:45 PM	8	200	0	0	208	1	0	0	0	1	0	244	1	0	245	6	0	10	0	16	470
Total	33	844	0	0	877	2	3	0	0	5	0	871	13	0	884	21	1	43	0	65	1831
Grand Total	85	1714	6	1	1806	6	3	0	0	9	0	1748	22	0	1770	35	1	118	1	155	3740
Apprch %	4.7	94.9	0.3	0.1		66.7	33.3	0	0		0	98.8	1.2	0		22.6	0.6	76.1	0.6		
Total %	2.3	45.8	0.2	0	48.3	0.2	0.1	0	0	0.2	0	46.7	0.6	0	47.3	0.9	0	3.2	0	4.1	
Unshifted	85	1707										1737									
% Unshifted	100	99.6	100	100	99.6	100	100	0	0	100	0	99.4	100	0	99.4	100	100	99.2	100	99.4	99.5
Bank 1	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	18
% Bank 1	0	0.4	0	0	0.4	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0.8	0	0.6	0.5
Bank 2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14253
Site Code : 14253
Start Date : 5/7/2016
Page No : 2

Start Time	Route 111 From North					Private Drive From East					Route 111 From South					Spring Hill Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	14	**227**	1	**1**	**243**	1	0	0	0	1	0	215	1	0	216	**6**	0	14	**1**	21	481
11:15 AM	13	226	1	0	240	0	0	0	0	0	0	190	2	0	192	2	0	17	0	19	451
11:30 AM	**16**	223	**4**	0	243	**3**	0	0	0	**3**	0	210	**5**	0	215	1	0	**29**	0	**30**	**491**
11:45 AM	9	194	0	0	203	0	0	0	0	0	0	**262**	1	0	**263**	5	0	15	0	20	486
Total Volume	52	870	6	1	929	4	0	0	0	4	0	877	9	0	886	14	0	75	1	90	1909
% App. Total	5.6	93.6	0.6	0.1		100	0	0	0		0	99	1	0		15.6	0	83.3	1.1		
PHF	.813	.958	.375	.250	.956	.333	.000	.000	.000	.333	.000	.837	.450	.000	.842	.583	.000	.647	.250	.750	.972

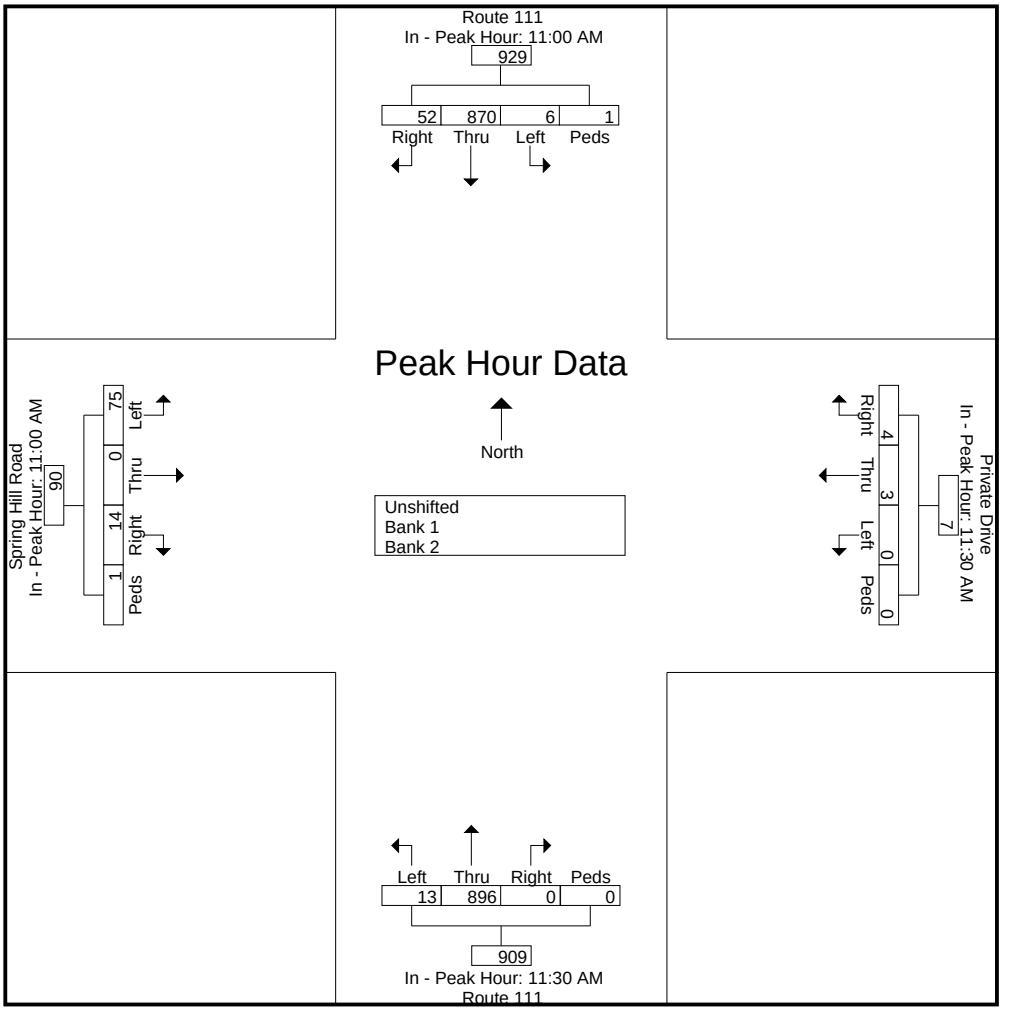


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14253
Site Code : 14253
Start Date : 5/7/2016
Page No : 3

	Route 111 From North					Private Drive From East					Route 111 From South					Spring Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00 AM					11:30 AM					11:30 AM					11:00 AM					
+0 mins.	14	**227**	1	**1**	**243**	**3**	0	0	0	**3**	0	210	**5**	0	215	**6**	0	14	**1**	21	
+15 mins.	13	226	1	0	240	0	0	0	0	0	0	**262**	1	0	**263**	2	0	17	0	19	
+30 mins.	**16**	223	**4**	0	243	1	**2**	0	0	3	0	216	3	0	219	1	0	**29**	0	**30**	
+45 mins.	9	194	0	0	203	0	1	0	0	1	0	208	4	0	212	5	0	15	0	20	
Total Volume	52	870	6	1	929	4	3	0	0	7	0	896	13	0	909	14	0	75	1	90	
% App. Total	5.6	93.6	0.6	0.1		57.1	42.9	0	0		0	98.6	1.4	0		15.6	0	83.3	1.1		
PHF	.813	.958	.375	.250	.956	.333	.375	.000	.000	.583	.000	.855	.650	.000	.864	.583	.000	.647	.250	.750	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 111 at Purdy Hill Road
Monroe/Trumbull, Connecticut

File Name : 14271
Site Code : 14271
Start Date : 4/27/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

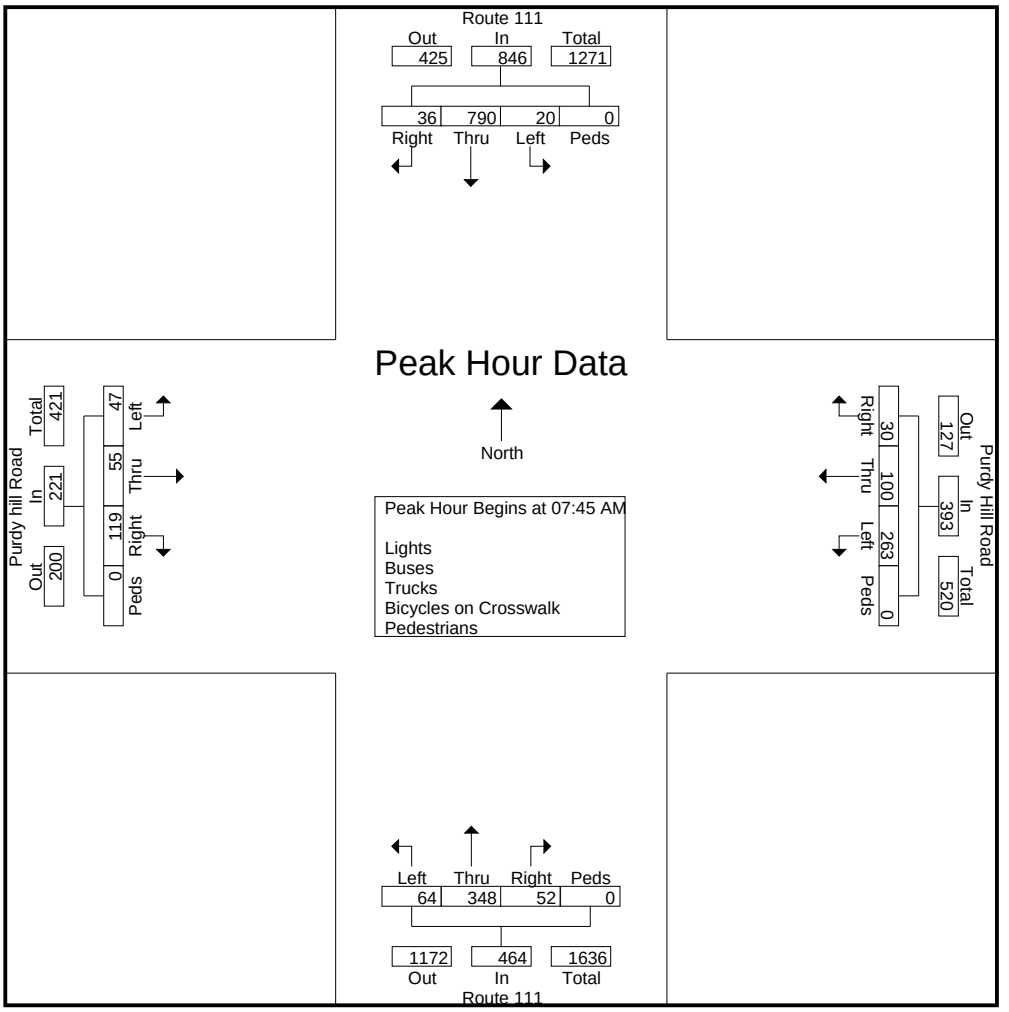
	Route 111 From North					Purdy Hill Road From East					Route 111 From South					Purdy hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	11	157	7	0	175	9	20	35	0	64	8	56	6	0	70	16	6	3	0	25	334
07:15 AM	10	199	7	0	216	6	25	52	0	83	19	67	9	0	95	22	10	4	0	36	430
07:30 AM	9	227	6	0	242	13	19	47	0	79	18	69	9	0	96	20	14	2	0	36	453
07:45 AM	7	214	3	0	224	4	34	62	0	100	12	102	15	0	129	25	12	10	0	47	500
Total	37	797	23	0	857	32	98	196	0	326	57	294	39	0	390	83	42	19	0	144	1717
08:00 AM	8	209	10	0	227	11	26	73	0	110	13	82	12	0	107	22	10	12	0	44	488
08:15 AM	9	187	5	0	201	8	20	62	0	90	15	81	25	0	121	31	21	11	0	63	475
08:30 AM	12	180	2	0	194	7	20	66	0	93	12	83	12	0	107	41	12	14	0	67	461
08:45 AM	8	185	3	0	196	19	24	38	0	81	27	103	8	0	138	40	14	14	0	68	483
Total	37	761	20	0	818	45	90	239	0	374	67	349	57	0	473	134	57	51	0	242	1907
Grand Total	74	1558	43	0	1675	77	188	435	0	700	124	643	96	0	863	217	99	70	0	386	3624
Apprch %	4.4	93	2.6	0		11	26.9	62.1	0		14.4	74.5	11.1	0		56.2	25.6	18.1	0		
Total %	2	43	1.2	0	46.2	2.1	5.2	12	0	19.3	3.4	17.7	2.6	0	23.8	6	2.7	1.9	0	10.7	
Lights	68	1523																			
% Lights	91.9	97.8	90.7	0	97.3	94.8	98.9	95.9	0	96.6	87.9	96.1	96.9	0	95	97.2	90.9	97.1	0	95.6	96.4
Buses	4	7	1	0	12	1	0	12	0	13	2	3	0	0	5	3	1	2	0	6	36
% Buses	5.4	0.4	2.3	0	0.7	1.3	0	2.8	0	1.9	1.6	0.5	0	0	0.6	1.4	1	2.9	0	1.6	1
Trucks	2	28	3	0	33	3	2	6	0	11	13	22	3	0	38	3	8	0	0	11	93
% Trucks	2.7	1.8	7	0	2	3.9	1.1	1.4	0	1.6	10.5	3.4	3.1	0	4.4	1.4	8.1	0	0	2.8	2.6
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14271
Site Code : 14271
Start Date : 4/27/2016
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	Route 111 From North					Purdy Hill Road From East					Route 111 From South					Purdy hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	7	**214**	3	0	224	4	**34**	62	0	100	12	**102**	15	0	**129**	25	12	10	0	47	**500**
08:00 AM	8	209	**10**	0	**227**	**11**	26	**73**	0	**110**	13	82	12	0	107	22	10	12	0	44	488
08:15 AM	9	187	5	0	201	8	20	62	0	90	**15**	81	**25**	0	121	31	**21**	11	0	63	475
08:30 AM	**12**	180	2	0	194	7	20	66	0	93	12	83	12	0	107	**41**	12	**14**	0	**67**	461
Total Volume	36	790	20	0	846	30	100	263	0	393	52	348	64	0	464	119	55	47	0	221	1924
% App. Total	4.3	93.4	2.4	0		7.6	25.4	66.9	0		11.2	75	13.8	0		53.8	24.9	21.3	0		
PHF	.750	.923	.500	.000	.932	.682	.735	.901	.000	.893	.867	.853	.640	.000	.899	.726	.655	.839	.000	.825	.962

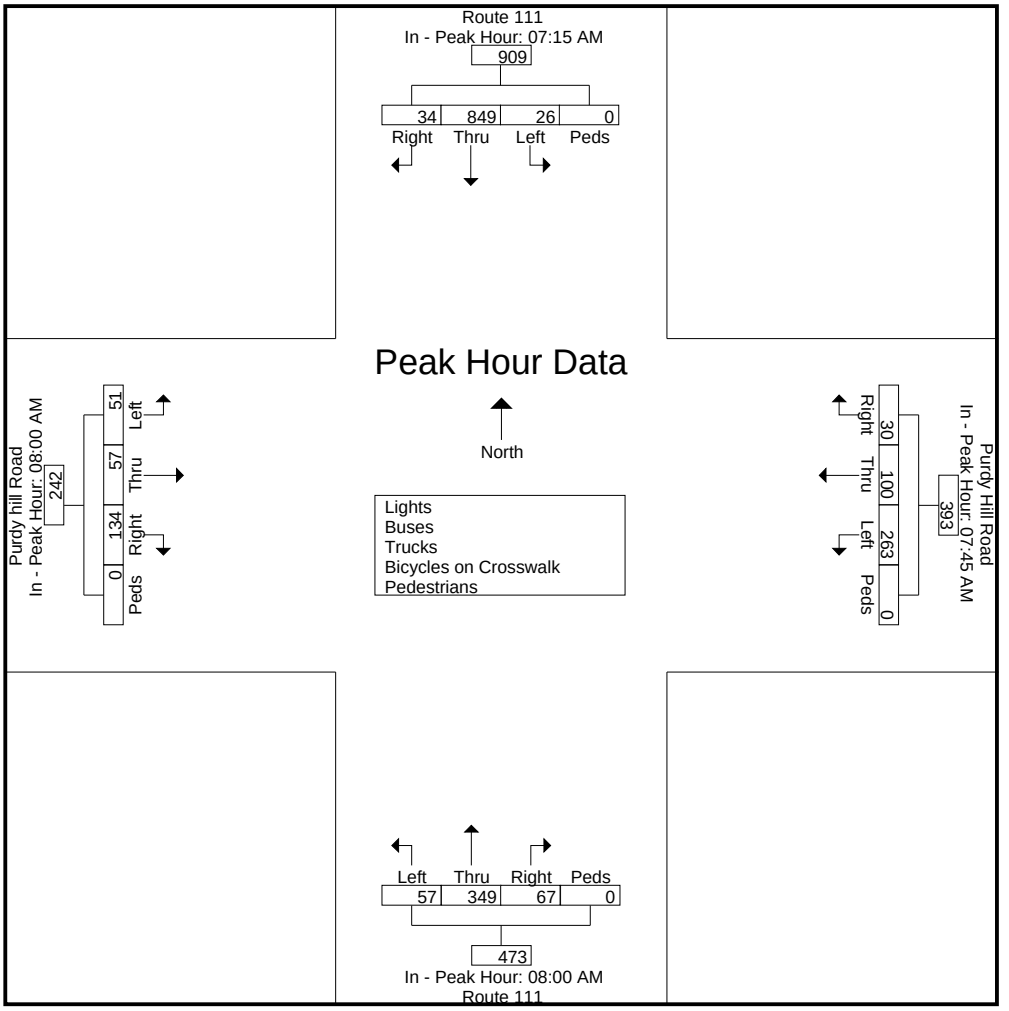


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Kensington, Connecticut 06037
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File Name : 14271
Site Code : 14271
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	Route 111 From North					Purdy Hill Road From East					Route 111 From South					Purdy hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:45 AM					08:00 AM					08:00 AM					
+0 mins.	**10**	199	7	0	216	4	**34**	62	0	100	13	82	12	0	107	22	10	12	0	44	
+15 mins.	9	**227**	6	0	**242**	**11**	26	**73**	0	**110**	15	81	**25**	0	121	31	**21**	11	0	63	
+30 mins.	7	214	3	0	224	8	20	62	0	90	12	83	12	0	107	**41**	12	**14**	0	67	
+45 mins.	8	209	**10**	0	227	7	20	66	0	93	**27**	**103**	8	0	**138**	40	14	14	0	**68**	
Total Volume	34	849	26	0	909	30	100	263	0	393	67	349	57	0	473	134	57	51	0	242	
% App. Total	3.7	93.4	2.9	0		7.6	25.4	66.9	0		14.2	73.8	12.1	0		55.4	23.6	21.1	0		
PHF	.850	.935	.650	.000	.939	.682	.735	.901	.000	.893	.620	.847	.570	.000	.857	.817	.679	.911	.000	.890	



Connecticut Counts LLC

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Route 111 at Purdy Hill Road
Monroe/Trumbull, Connecticut

File Name : 14272
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Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

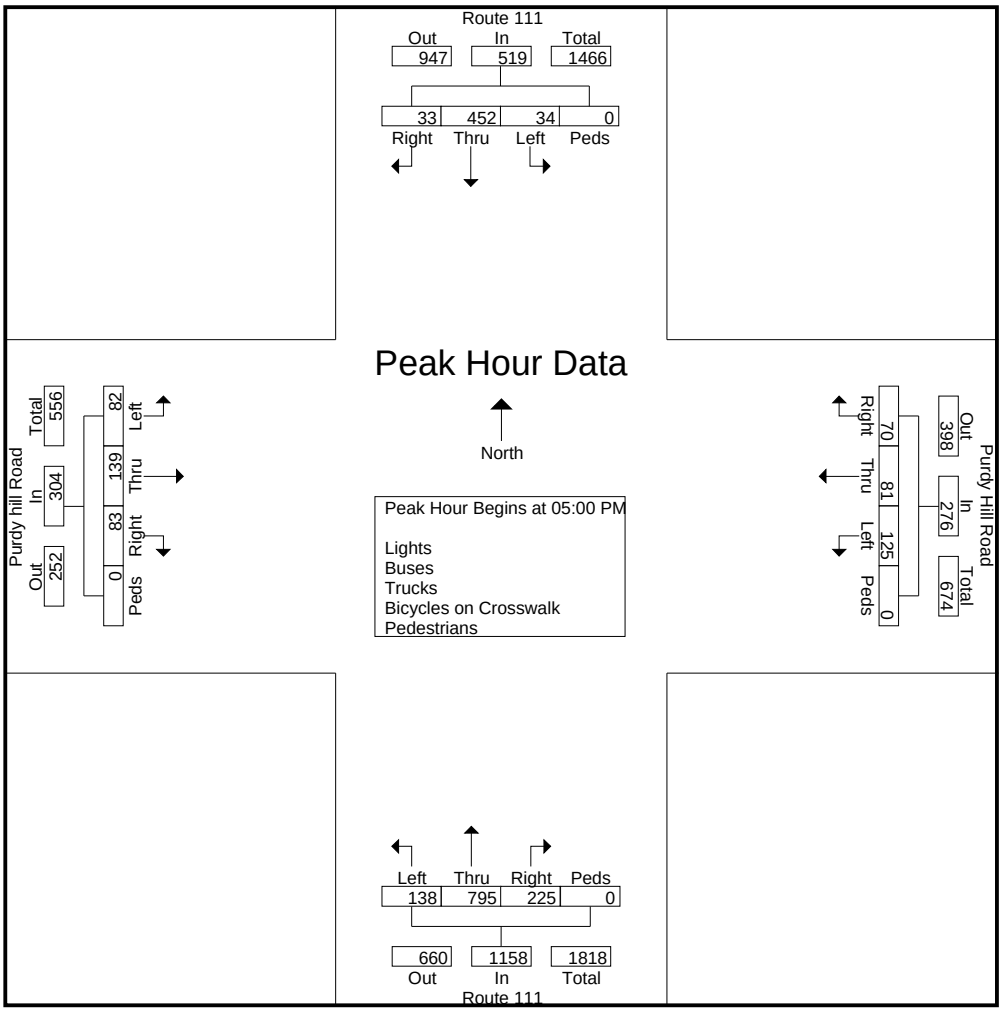
	Route 111 From North					Purdy Hill Road From East					Route 111 From South					Purdy hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	7	122	9	0	138	12	24	38	0	74	55	171	22	2	250	16	30	20	0	66	528
04:15 PM	8	102	7	0	117	16	20	22	0	58	36	168	19	1	224	27	30	25	0	82	481
04:30 PM	12	123	6	0	141	13	20	33	0	66	55	179	31	0	265	19	20	16	0	55	527
04:45 PM	12	119	9	0	140	19	21	24	0	64	42	165	26	0	233	19	22	20	0	61	498
Total	39	466	31	0	536	60	85	117	0	262	188	683	98	3	972	81	102	81	0	264	2034
05:00 PM	5	127	9	0	141	21	18	40	0	79	76	209	39	0	324	16	39	18	0	73	617
05:15 PM	8	98	6	0	112	23	26	29	0	78	49	199	44	0	292	20	32	17	0	69	551
05:30 PM	5	103	7	0	115	10	17	30	0	57	59	201	26	0	286	26	41	25	0	92	550
05:45 PM	15	124	12	0	151	16	20	26	0	62	41	186	29	0	256	21	27	22	0	70	539
Total	33	452	34	0	519	70	81	125	0	276	225	795	138	0	1158	83	139	82	0	304	2257
Grand Total	72	918	65	0	1055	130	166	242	0	538	413	1478	236	3	2130	164	241	163	0	568	4291
Apprch %	6.8	87	6.2	0		24.2	30.9	45	0		19.4	69.4	11.1	0.1		28.9	42.4	28.7	0		
Total %	1.7	21.4	1.5	0	24.6	3	3.9	5.6	0	12.5	9.6	34.4	5.5	0.1	49.6	3.8	5.6	3.8	0	13.2	
Lights	71	896	64	0	1031	127	164	237	0	528	402	1467									
% Lights	98.6	97.6	98.5	0	97.7	97.7	98.8	97.9	0	98.1	97.3	99.3	100	0	98.8	98.8	99.2	98.8	0	98.9	98.5
Buses	0	11	0	0	11	0	0	2	0	2	0	2	0	0	2	1	0	0	0	1	16
% Buses	0	1.2	0	0	1	0	0	0.8	0	0.4	0	0.1	0	0	0.1	0.6	0	0	0	0.2	0.4
Trucks	1	11	1	0	13	3	2	3	0	8	11	9	0	0	20	1	2	2	0	5	46
% Trucks	1.4	1.2	1.5	0	1.2	2.3	1.2	1.2	0	1.5	2.7	0.6	0	0	0.9	0.6	0.8	1.2	0	0.9	1.1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	3
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0	0	0	0	0	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14272
Site Code : 14272
Start Date : 4/27/2016
Page No : 2

	Route 111 From North					Purdy Hill Road From East					Route 111 From South					Purdy hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	5	**127**	9	0	141	21	18	**40**	0	**79**	**76**	**209**	39	0	**324**	16	39	18	0	73	**617**
05:15 PM	8	98	6	0	112	**23**	**26**	29	0	78	49	199	**44**	0	292	20	32	17	0	69	551
05:30 PM	5	103	7	0	115	10	17	30	0	57	59	201	26	0	286	**26**	**41**	**25**	0	**92**	550
05:45 PM	**15**	124	**12**	0	**151**	16	20	26	0	62	41	186	29	0	256	21	27	22	0	70	539
Total Volume	33	452	34	0	519	70	81	125	0	276	225	795	138	0	1158	83	139	82	0	304	2257
% App. Total	6.4	87.1	6.6	0		25.4	29.3	45.3	0		19.4	68.7	11.9	0		27.3	45.7	27	0		
PHF	.550	.890	.708	.000	.859	.761	.779	.781	.000	.873	.740	.951	.784	.000	.894	.798	.848	.820	.000	.826	.915

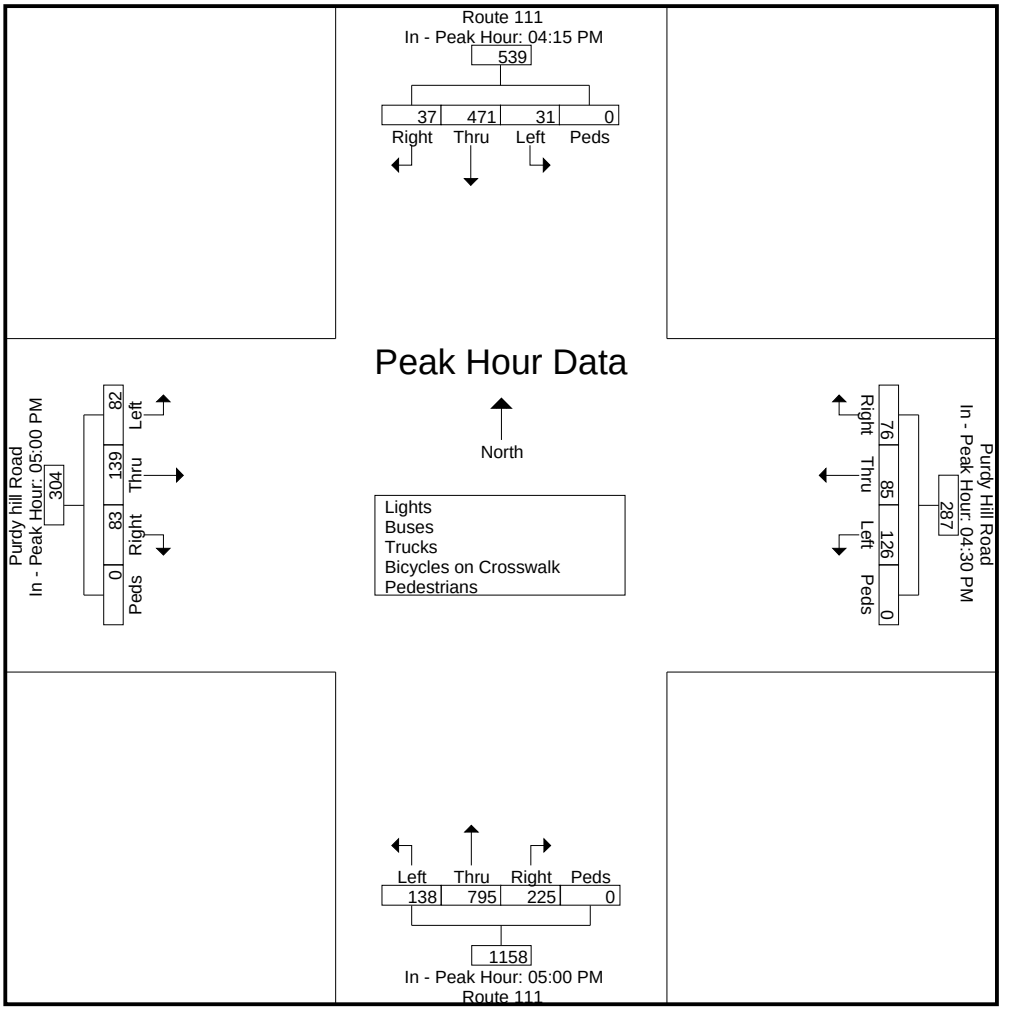


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14272
Site Code : 14272
Start Date : 4/27/2016
Page No : 3

	Route 111 From North					Purdy Hill Road From East					Route 111 From South					Purdy hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					04:30 PM					05:00 PM					05:00 PM					
+0 mins.	8	102	7	0	117	13	20	33	0	66	**76**	**209**	39	0	**324**	16	39	18	0	73	
+15 mins.	**12**	123	6	0	**141**	19	21	24	0	64	49	199	**44**	0	292	20	32	17	0	69	
+30 mins.	12	119	**9**	0	140	21	18	**40**	0	**79**	59	201	26	0	286	**26**	**41**	**25**	0	**92**	
+45 mins.	5	**127**	9	0	141	**23**	**26**	29	0	78	41	186	29	0	256	21	27	22	0	70	
Total Volume	37	471	31	0	539	76	85	126	0	287	225	795	138	0	1158	83	139	82	0	304	
% App. Total	6.9	87.4	5.8	0		26.5	29.6	43.9	0		19.4	68.7	11.9	0		27.3	45.7	27	0		
PHF	.771	.927	.861	.000	.956	.826	.817	.788	.000	.908	.740	.951	.784	.000	.894	.798	.848	.820	.000	.826	



Connecticut Counts LLC

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Route 111 at Purdy Hill Road
Monroe/Trumbull, Connecticut

File Name : 14273
Site Code : 14273
Start Date : 5/7/2016
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

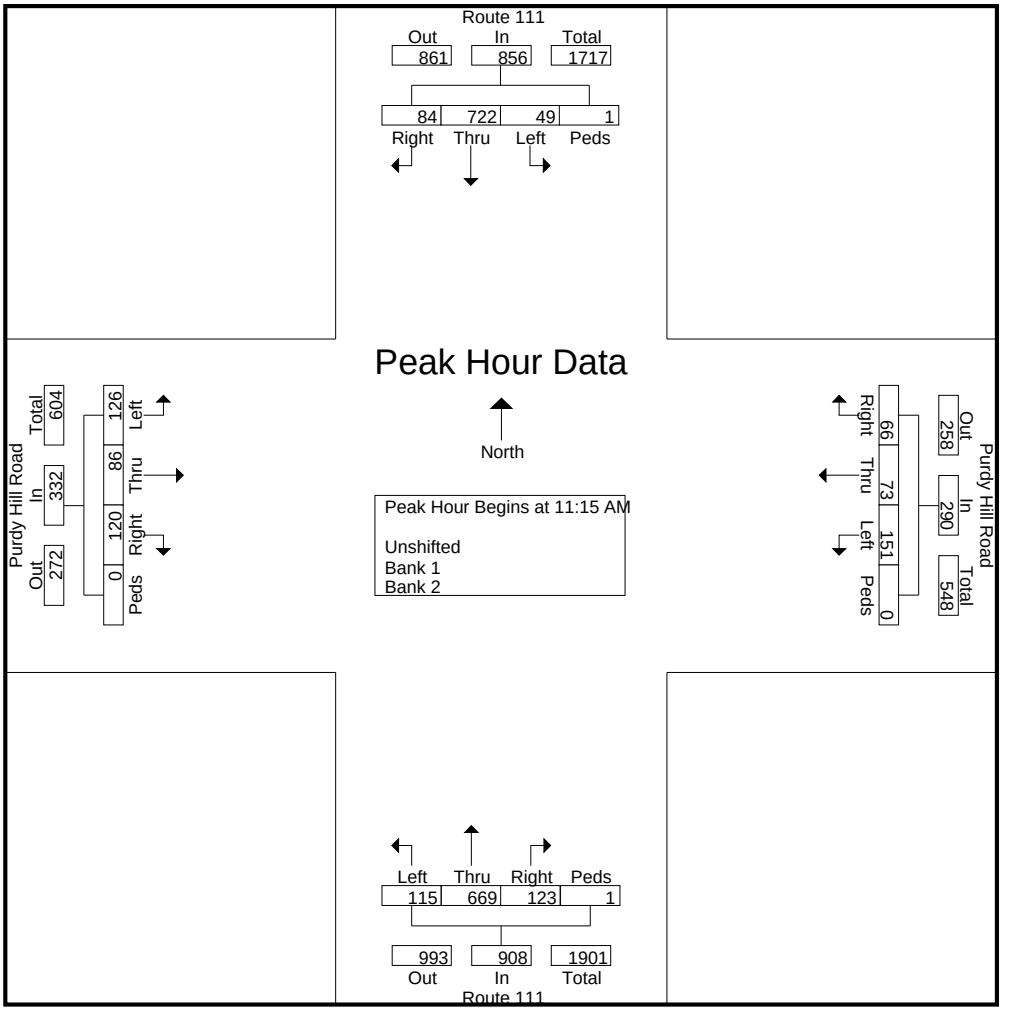
	Route 111 From North					Purdy Hill Road From East					Route 111 From South					Purdy Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	12	187	9	1	209	28	18	43	0	89	29	156	30	0	215	20	16	17	0	53	566
11:15 AM	26	190	7	0	223	20	17	44	0	81	32	152	35	1	220	23	28	39	0	90	614
11:30 AM	15	175	13	1	204	19	13	35	0	67	33	182	20	0	235	42	22	33	0	97	603
11:45 AM	25	176	21	0	222	12	24	35	0	71	34	172	31	0	237	28	12	30	0	70	600
Total	78	728	50	2	858	79	72	157	0	308	128	662	116	1	907	113	78	119	0	310	2383
12:00 PM	18	181	8	0	207	15	19	37	0	71	24	163	29	0	216	27	24	24	0	75	569
12:15 PM	18	194	10	0	222	17	23	30	0	70	39	150	24	0	213	24	16	21	0	61	566
12:30 PM	19	160	12	0	191	19	17	35	0	71	33	164	25	0	222	34	22	32	0	88	572
12:45 PM	16	153	8	0	177	15	20	37	0	72	32	202	28	0	262	22	22	15	0	59	570
Total	71	688	38	0	797	66	79	139	0	284	128	679	106	0	913	107	84	92	0	283	2277
Grand Total	149	1416	88	2	1655	145	151	296	0	592	256	1341	222	1	1820	220	162	211	0	593	4660
Apprch %	9	85.6	5.3	0.1		24.5	25.5	50	0		14.1	73.7	12.2	0.1		37.1	27.3	35.6	0		
Total %	3.2	30.4	1.9	0	35.5	3.1	3.2	6.4	0	12.7	5.5	28.8	4.8	0	39.1	4.7	3.5	4.5	0	12.7	
Unshifted	148	1411										1336									
% Unshifted	99.3	99.6	100	100	99.6	100	98.7	99.3	0	99.3	99.6	99.6	99.5	100	99.6	100	99.4	100	0	99.8	99.6
Bank 1	1	5	0	0	6	0	2	2	0	4	1	4	1	0	6	0	1	0	0	1	17
% Bank 1	0.7	0.4	0	0	0.4	0	1.3	0.7	0	0.7	0.4	0.3	0.5	0	0.3	0	0.6	0	0	0.2	0.4
Bank 2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0

Connecticut Counts LLC

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File Name : 14273
Site Code : 14273
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	Route 111 From North					Purdy Hill Road From East					Route 111 From South					Purdy Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	**26**	**190**	7	0	**223**	**20**	17	**44**	0	**81**	32	152	**35**	**1**	220	23	**28**	**39**	0	90	**614**
11:30 AM	15	175	13	**1**	204	19	13	35	0	67	33	**182**	20	0	235	**42**	22	33	0	**97**	603
11:45 AM	25	176	**21**	0	222	12	**24**	35	0	71	**34**	172	31	0	**237**	28	12	30	0	70	600
12:00 PM	18	181	8	0	207	15	19	37	0	71	24	163	29	0	216	27	24	24	0	75	569
Total Volume	84	722	49	1	856	66	73	151	0	290	123	669	115	1	908	120	86	126	0	332	2386
% App. Total	9.8	84.3	5.7	0.1		22.8	25.2	52.1	0		13.5	73.7	12.7	0.1		36.1	25.9	38	0		
PHF	.808	.950	.583	.250	.960	.825	.760	.858	.000	.895	.904	.919	.821	.250	.958	.714	.768	.808	.000	.856	.971

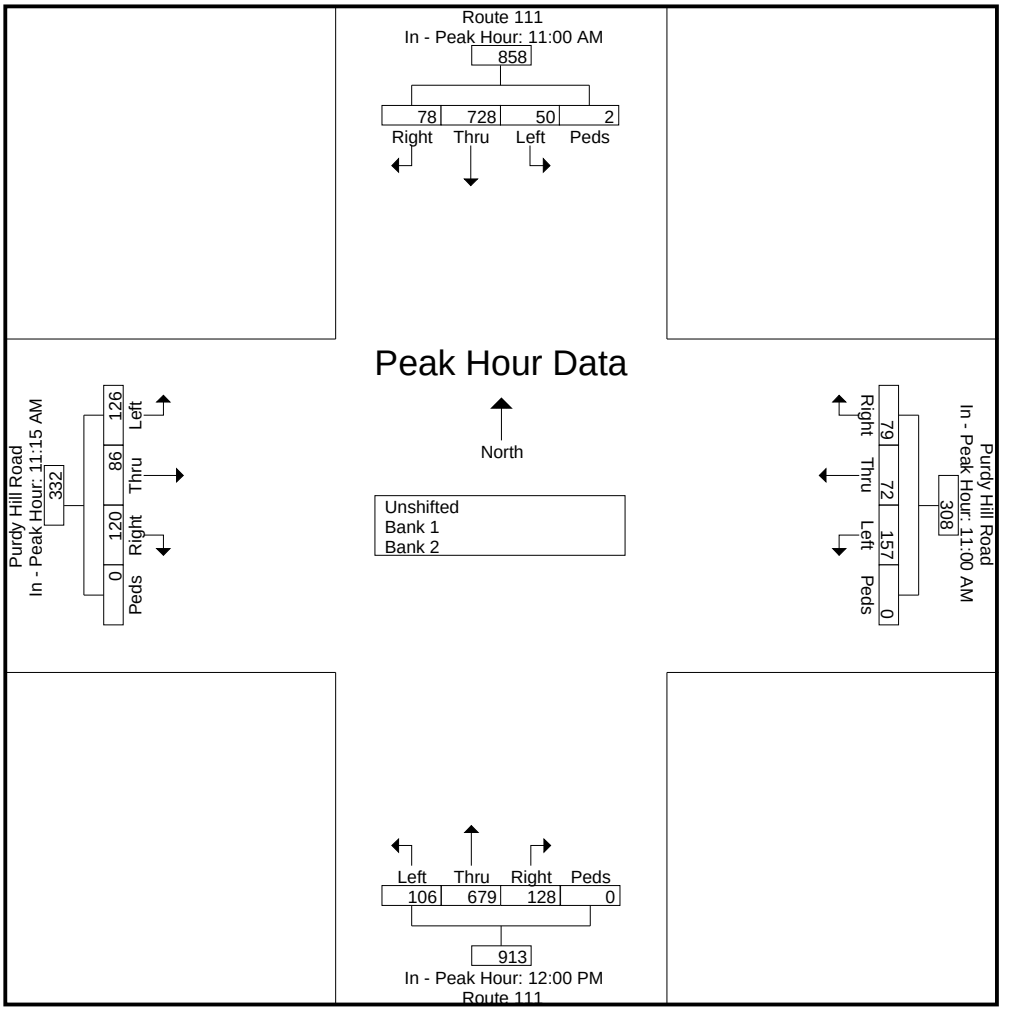


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File Name : 14273
Site Code : 14273
Start Date : 5/7/2016
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Start Time	Route 111 From North					Purdy Hill Road From East					Route 111 From South					Purdy Hill Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00 AM					11:00 AM					12:00 PM					11:15 AM					
+0 mins.	12	187	9	**1**	209	**28**	18	43	0	**89**	24	163	**29**	0	216	23	**28**	**39**	0	90	
+15 mins.	**26**	**190**	7	0	**223**	20	17	**44**	0	81	**39**	150	24	0	213	**42**	22	33	0	**97**	
+30 mins.	15	175	13	1	204	19	13	35	0	67	33	164	25	0	222	28	12	30	0	70	
+45 mins.	25	176	**21**	0	222	12	**24**	35	0	71	32	**202**	28	0	**262**	27	24	24	0	75	
Total Volume	78	728	50	2	858	79	72	157	0	308	128	679	106	0	913	120	86	126	0	332	
% App. Total	9.1	84.8	5.8	0.2		25.6	23.4	51	0		14	74.4	11.6	0		36.1	25.9	38	0		
PHF	.750	.958	.595	.500	.962	.705	.750	.892	.000	.865	.821	.840	.914	.000	.871	.714	.768	.808	.000	.856	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 111 at McD's Drive/Plaza Drive
Monroe/Trumbull, Connecticut

File Name : 14280
Site Code : 14280
Start Date : 4/27/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

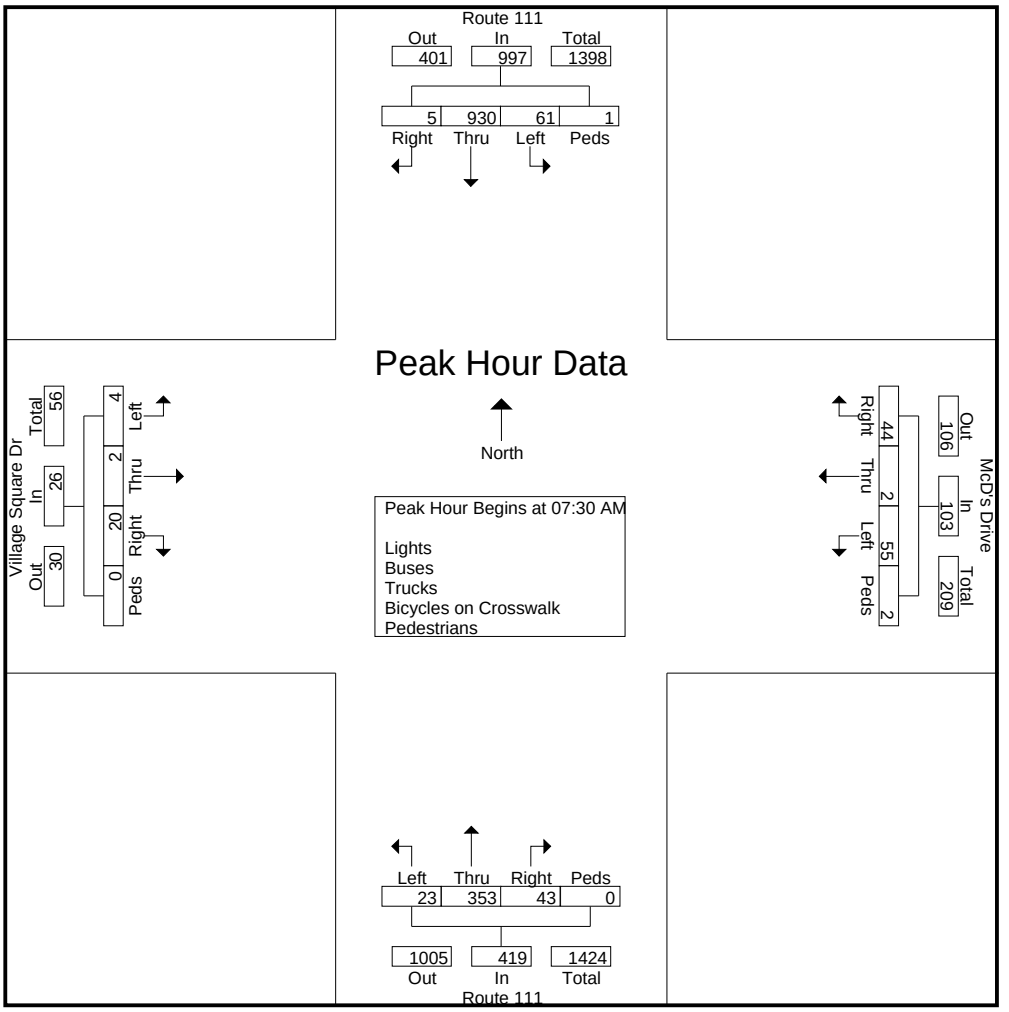
	Route 111 From North					McD's Drive From East					Route 111 From South					Village Square Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	181	11	0	192	5	0	8	0	13	5	66	3	0	74	0	0	0	0	0	279
07:15 AM	2	193	15	0	210	11	0	13	0	24	6	71	2	0	79	6	0	0	0	6	319
07:30 AM	2	234	16	0	252	9	1	15	0	25	11	69	2	0	82	7	1	0	0	8	367
07:45 AM	2	262	11	0	275	8	1	14	0	23	6	97	8	0	111	4	0	0	0	4	413
Total	6	870	53	0	929	33	2	50	0	85	28	303	15	0	346	17	1	0	0	18	1378
08:00 AM	1	261	20	1	283	11	0	10	0	21	16	97	5	0	118	3	0	1	0	4	426
08:15 AM	0	173	14	0	187	16	0	16	2	34	10	90	8	0	108	6	1	3	0	10	339
08:30 AM	1	189	18	0	208	7	1	18	0	26	9	85	7	0	101	9	2	2	0	13	348
08:45 AM	3	184	9	0	196	13	3	11	0	27	13	102	10	0	125	6	0	3	0	9	357
Total	5	807	61	1	874	47	4	55	2	108	48	374	30	0	452	24	3	9	0	36	1470
Grand Total	11	1677	114	1	1803	80	6	105	2	193	76	677	45	0	798	41	4	9	0	54	2848
Apprch %	0.6	93	6.3	0.1		41.5	3.1	54.4	1		9.5	84.8	5.6	0		75.9	7.4	16.7	0		
Total %	0.4	58.9	4	0	63.3	2.8	0.2	3.7	0.1	6.8	2.7	23.8	1.6	0	28	1.4	0.1	0.3	0	1.9	
Lights	11	1629																			
% Lights	100	97.1	99.1	0	97.2	100	100	98.1	0	97.9	97.4	94.1	91.1	0	94.2	90.2	75	77.8	0	87	96.2
Buses	0	18	0	0	18	0	0	0	0	0	2	11	3	0	16	1	0	2	0	3	37
% Buses	0	1.1	0	0	1	0	0	0	0	0	2.6	1.6	6.7	0	2	2.4	0	22.2	0	5.6	1.3
Trucks	0	30	1	0	31	0	0	2	0	2	0	29	1	0	30	3	1	0	0	4	67
% Trucks	0	1.8	0.9	0	1.7	0	0	1.9	0	1	0	4.3	2.2	0	3.8	7.3	25	0	0	7.4	2.4
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3
% Pedestrians	0	0	0	100	0.1	0	0	0	100	1	0	0	0	0	0	0	0	0	0	0	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14280
Site Code : 14280
Start Date : 4/27/2016
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	Route 111 From North					McD's Drive From East					Route 111 From South					Village Square Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**2**	234	16	0	252	9	**1**	15	0	25	11	69	2	0	82	**7**	**1**	0	0	8	367
07:45 AM	2	**262**	11	0	275	8	1	14	0	23	6	**97**	**8**	0	111	4	0	0	0	4	413
08:00 AM	1	261	**20**	**1**	**283**	11	0	10	0	21	**16**	97	5	0	**118**	3	0	1	0	4	**426**
08:15 AM	0	173	14	0	187	**16**	0	**16**	**2**	**34**	10	90	8	0	108	6	1	**3**	0	**10**	339
Total Volume	5	930	61	1	997	44	2	55	2	103	43	353	23	0	419	20	2	4	0	26	1545
% App. Total	0.5	93.3	6.1	0.1		42.7	1.9	53.4	1.9		10.3	84.2	5.5	0		76.9	7.7	15.4	0		
PHF	.625	.887	.763	.250	.881	.688	.500	.859	.250	.757	.672	.910	.719	.000	.888	.714	.500	.333	.000	.650	.907

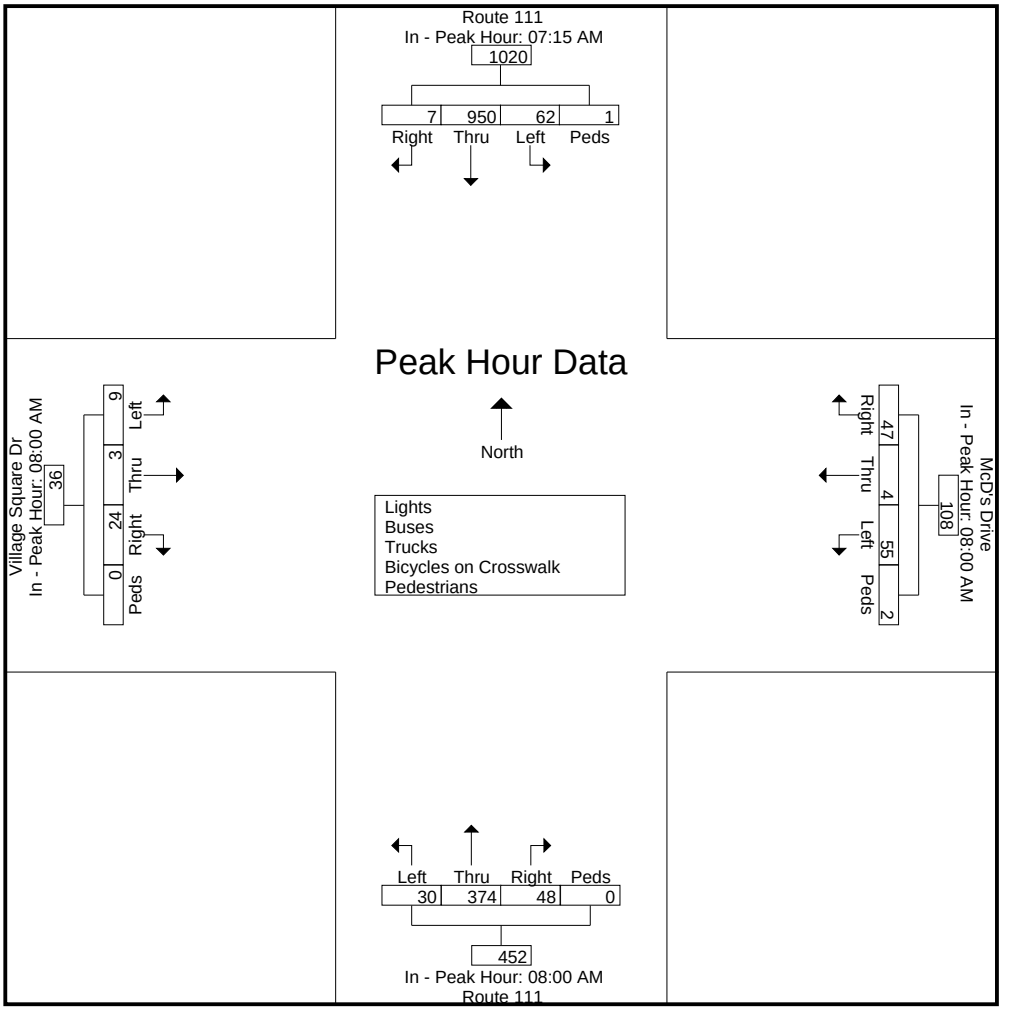


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Kensington, Connecticut 06037
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File Name : 14280
Site Code : 14280
Start Date : 4/27/2016
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	Route 111 From North					McD's Drive From East					Route 111 From South					Village Square Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					08:00 AM					08:00 AM					08:00 AM					
+0 mins.	**2**	193	15	0	210	11	0	10	0	21	**16**	97	5	0	118	3	0	1	0	4	
+15 mins.	2	234	16	0	252	**16**	0	16	**2**	**34**	10	90	8	0	108	6	1	**3**	0	10	
+30 mins.	2	**262**	11	0	275	7	1	**18**	0	26	9	85	7	0	101	**9**	**2**	2	0	**13**	
+45 mins.	1	261	**20**	**1**	**283**	13	**3**	11	0	27	13	**102**	**10**	0	**125**	6	0	3	0	9	
Total Volume	7	950	62	1	1020	47	4	55	2	108	48	374	30	0	452	24	3	9	0	36	
% App. Total	0.7	93.1	6.1	0.1		43.5	3.7	50.9	1.9		10.6	82.7	6.6	0		66.7	8.3	25	0		
PHF	.875	.906	.775	.250	.901	.734	.333	.764	.250	.794	.750	.917	.750	.000	.904	.667	.375	.750	.000	.692	



Connecticut Counts LLC

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Route 111 st McD's Drive/Plaza Drive
Monroe/Trumbull, Connecticut

File Name : 14281
Site Code : 14281
Start Date : 4/27/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

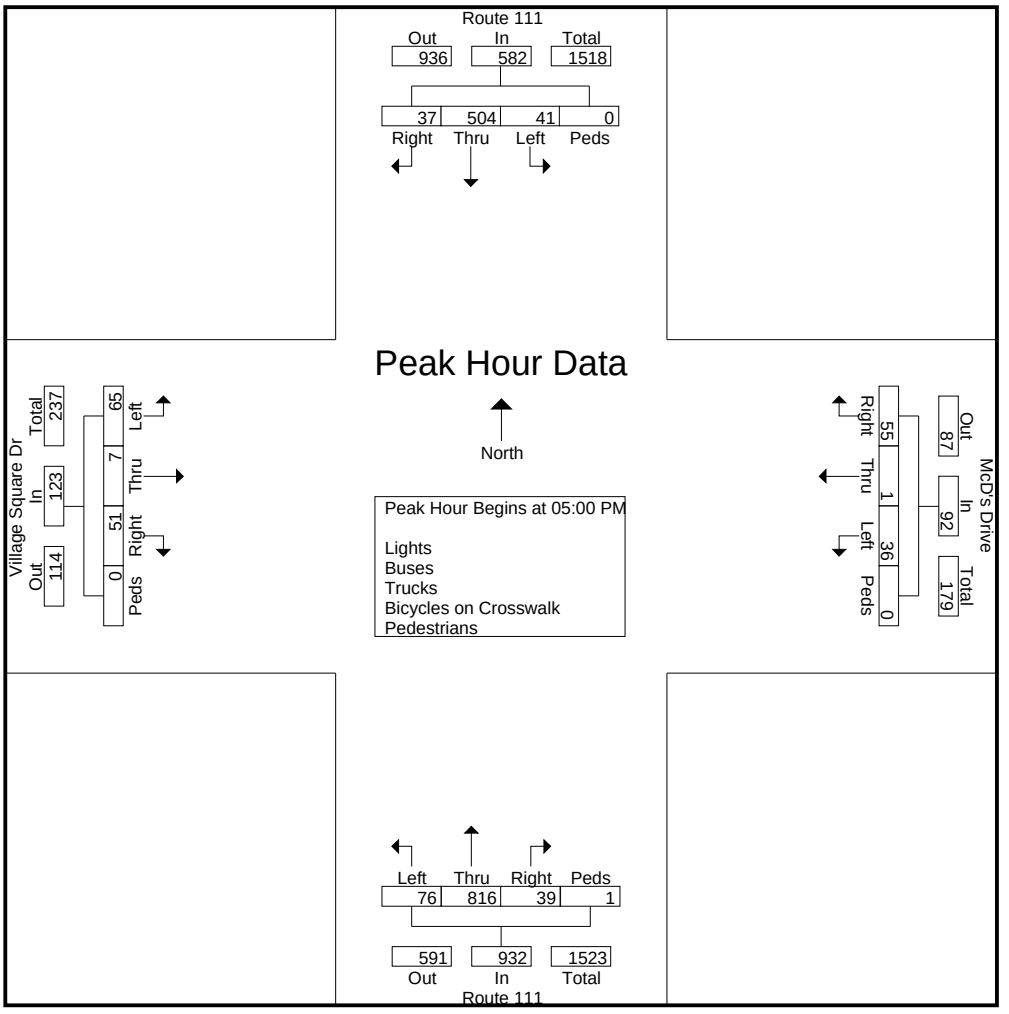
	Route 111 From North					McD's Drive From East					Route 111 From South					Village Square Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	10	129	6	0	145	12	3	6	0	21	11	184	13	0	208	12	1	12	0	25	399
04:15 PM	10	126	12	0	148	12	1	8	0	21	11	194	21	0	226	9	1	20	0	30	425
04:30 PM	4	138	4	0	146	15	1	8	0	24	15	173	11	0	199	10	1	13	0	24	393
04:45 PM	2	131	9	0	142	8	0	9	0	17	12	170	12	0	194	13	1	17	0	31	384
Total	26	524	31	0	581	47	5	31	0	83	49	721	57	0	827	44	4	62	0	110	1601
05:00 PM	8	124	11	0	143	17	0	10	0	27	16	203	23	0	242	18	0	20	0	38	450
05:15 PM	9	123	12	0	144	13	0	10	0	23	9	204	22	0	235	15	2	14	0	31	433
05:30 PM	10	120	8	0	138	12	1	9	0	22	8	199	16	0	223	10	1	21	0	32	415
05:45 PM	10	137	10	0	157	13	0	7	0	20	6	210	15	1	232	8	4	10	0	22	431
Total	37	504	41	0	582	55	1	36	0	92	39	816	76	1	932	51	7	65	0	123	1729
Grand Total	63	1028	72	0	1163	102	6	67	0	175	88	1537	133	1	1759	95	11	127	0	233	3330
Apprch %	5.4	88.4	6.2	0		58.3	3.4	38.3	0		5	87.4	7.6	0.1		40.8	4.7	54.5	0		
Total %	1.9	30.9	2.2	0	34.9	3.1	0.2	2	0	5.3	2.6	46.2	4	0	52.8	2.9	0.3	3.8	0	7	
Lights	62	1005										1516									
% Lights	98.4	97.8	100	0	97.9	100	100	100	0	100	100	98.6	99.2	0	98.7	95.8	100	99.2	0	97.9	98.4
Buses	0	9	0	0	9	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	13
% Buses	0	0.9	0	0	0.8	0	0	0	0	0	0	0.1	0	0	0.1	2.1	0	0	0	0.9	0.4
Trucks	1	14	0	0	15	0	0	0	0	0	0	19	1	0	20	2	0	1	0	3	38
% Trucks	1.6	1.4	0	0	1.3	0	0	0	0	0	0	1.2	0.8	0	1.1	2.1	0	0.8	0	1.3	1.1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14281
Site Code : 14281
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	Route 111 From North					McD's Drive From East					Route 111 From South					Village Square Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	8	124	11	0	143	**17**	0	**10**	0	**27**	**16**	203	**23**	0	**242**	**18**	0	20	0	**38**	**450**
05:15 PM	9	123	**12**	0	144	13	0	10	0	23	9	204	22	0	235	15	2	14	0	31	433
05:30 PM	**10**	120	8	0	138	12	**1**	9	0	22	8	199	16	0	223	10	1	**21**	0	32	415
05:45 PM	10	**137**	10	0	**157**	13	0	7	0	20	6	**210**	15	**1**	232	8	**4**	10	0	22	431
Total Volume	37	504	41	0	582	55	1	36	0	92	39	816	76	1	932	51	7	65	0	123	1729
% App. Total	6.4	86.6	7	0		59.8	1.1	39.1	0		4.2	87.6	8.2	0.1		41.5	5.7	52.8	0		
PHF	.925	.920	.854	.000	.927	.809	.250	.900	.000	.852	.609	.971	.826	.250	.963	.708	.438	.774	.000	.809	.961

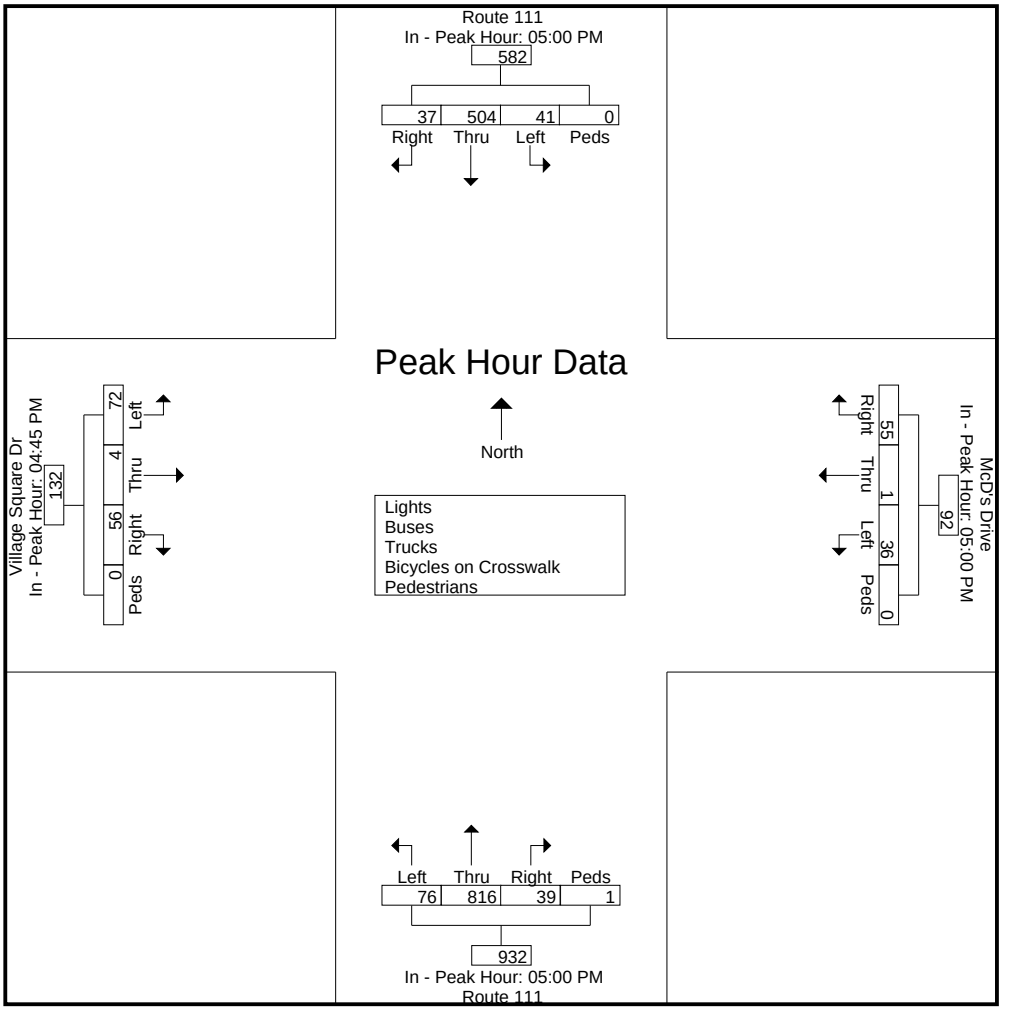


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14281
Site Code : 14281
Start Date : 4/27/2016
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	Route 111 From North					McD's Drive From East					Route 111 From South					Village Square Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					05:00 PM					05:00 PM					04:45 PM					
+0 mins.	8	124	11	0	143	**17**	0	**10**	0	**27**	**16**	203	**23**	0	**242**	13	1	17	0	31	
+15 mins.	9	123	**12**	0	144	13	0	10	0	23	9	204	22	0	235	**18**	0	20	0	**38**	
+30 mins.	**10**	120	8	0	138	12	**1**	9	0	22	8	199	16	0	223	15	**2**	14	0	31	
+45 mins.	10	**137**	10	0	**157**	13	0	7	0	20	6	**210**	15	**1**	232	10	1	**21**	0	32	
Total Volume	37	504	41	0	582	55	1	36	0	92	39	816	76	1	932	56	4	72	0	132	
% App. Total	6.4	86.6	7	0		59.8	1.1	39.1	0		4.2	87.6	8.2	0.1		42.4	3	54.5	0		
PHF	.925	.920	.854	.000	.927	.809	.250	.900	.000	.852	.609	.971	.826	.250	.963	.778	.500	.857	.000	.868	



Connecticut Counts LLC

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Route 111 at McD's Dr/Plaza Drive
MOnroe/Trumbull, Connecticut

File Name : 14282
Site Code : 14282
Start Date : 5/7/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

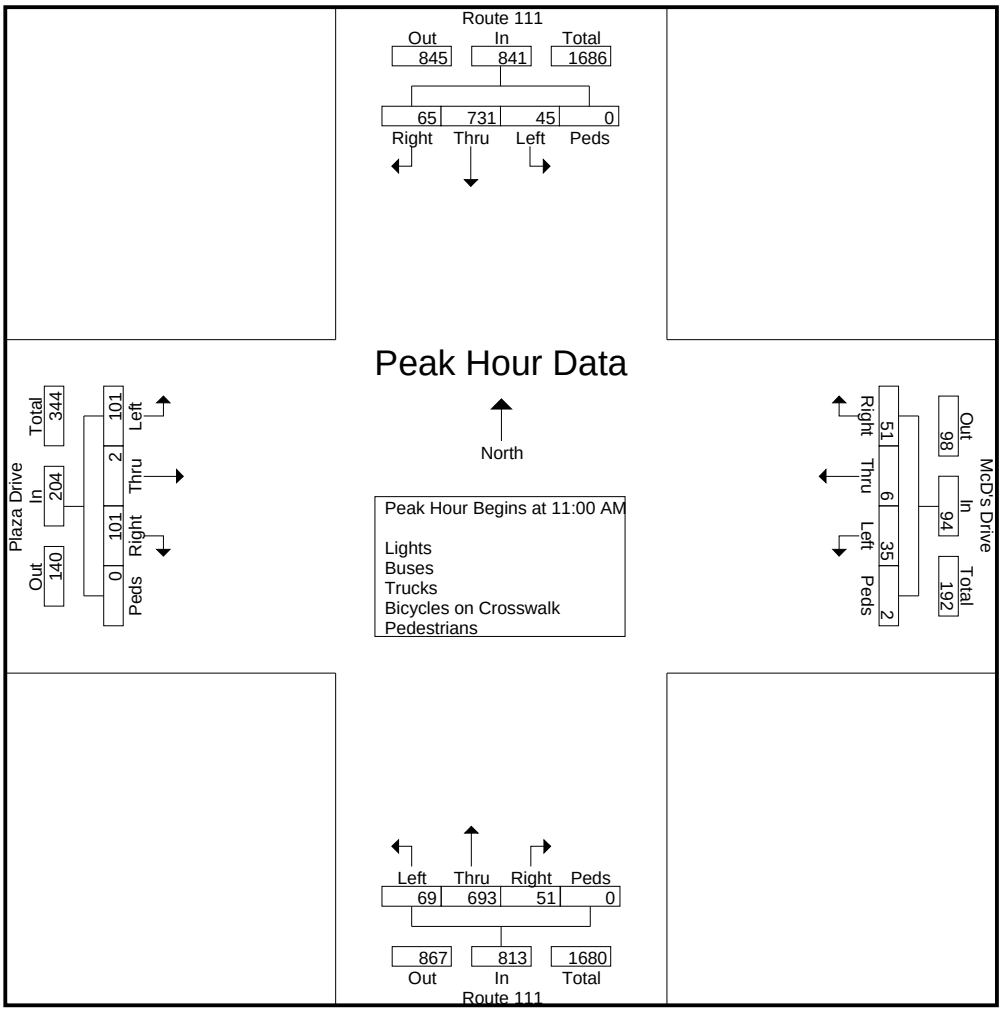
	Route 111 From North					McD's Drive From East					Route 111 From South					Plaza Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	16	182	10	0	208	11	1	5	0	17	8	171	21	0	200	24	0	27	0	51	476
11:15 AM	19	184	14	0	217	10	2	13	2	27	11	159	14	0	184	20	2	21	0	43	471
11:30 AM	19	185	10	0	214	12	0	9	0	21	17	183	20	0	220	29	0	29	0	58	513
11:45 AM	11	180	11	0	202	18	3	8	0	29	15	180	14	0	209	28	0	24	0	52	492
Total	65	731	45	0	841	51	6	35	2	94	51	693	69	0	813	101	2	101	0	204	1952
12:00 PM	12	170	10	0	192	12	0	11	0	23	13	179	11	0	203	30	2	20	0	52	470
12:15 PM	9	186	14	0	209	18	1	12	0	31	18	175	13	0	206	8	1	10	1	20	466
12:30 PM	13	175	17	0	205	19	0	12	0	31	11	178	8	0	197	15	2	14	0	31	464
12:45 PM	7	175	13	0	195	19	1	12	1	33	13	180	7	0	200	13	1	18	0	32	460
Total	41	706	54	0	801	68	2	47	1	118	55	712	39	0	806	66	6	62	1	135	1860
Grand Total	106	1437	99	0	1642	119	8	82	3	212	106	1405	108	0	1619	167	8	163	1	339	3812
Apprch %	6.5	87.5	6	0		56.1	3.8	38.7	1.4		6.5	86.8	6.7	0		49.3	2.4	48.1	0.3		
Total %	2.8	37.7	2.6	0	43.1	3.1	0.2	2.2	0.1	5.6	2.8	36.9	2.8	0	42.5	4.4	0.2	4.3	0	8.9	
Lights	106	1424										1391									
% Lights	100	99.1	99	0	99.1	97.5	100	100	0	97.2	97.2	99	98.1	0	98.8	99.4	100	98.2	0	98.5	98.8
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0
Trucks	0	13	1	0	14	3	0	0	0	3	3	13	2	0	18	1	0	3	0	4	39
% Trucks	0	0.9	1	0	0.9	2.5	0	0	0	1.4	2.8	0.9	1.9	0	1.1	0.6	0	1.8	0	1.2	1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	4
% Pedestrians	0	0	0	0	0	0	0	0	100	1.4	0	0	0	0	0	0	0	0	100	0.3	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 14282
Site Code : 14282
Start Date : 5/7/2016
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	Route 111 From North					McD's Drive From East					Route 111 From South					Plaza Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	16	182	10	0	208	11	1	5	0	17	8	171	**21**	0	200	24	0	27	0	51	476
11:15 AM	**19**	184	**14**	0	**217**	10	2	**13**	**2**	27	11	159	14	0	184	20	**2**	21	0	43	471
11:30 AM	19	**185**	10	0	214	12	0	9	0	21	**17**	**183**	20	0	**220**	**29**	0	**29**	0	**58**	**513**
11:45 AM	11	180	11	0	202	**18**	**3**	8	0	**29**	15	180	14	0	209	28	0	24	0	52	492
Total Volume	65	731	45	0	841	51	6	35	2	94	51	693	69	0	813	101	2	101	0	204	1952
% App. Total	7.7	86.9	5.4	0		54.3	6.4	37.2	2.1		6.3	85.2	8.5	0		49.5	1	49.5	0		
PHF	.855	.988	.804	.000	.969	.708	.500	.673	.250	.810	.750	.947	.821	.000	.924	.871	.250	.871	.000	.879	.951

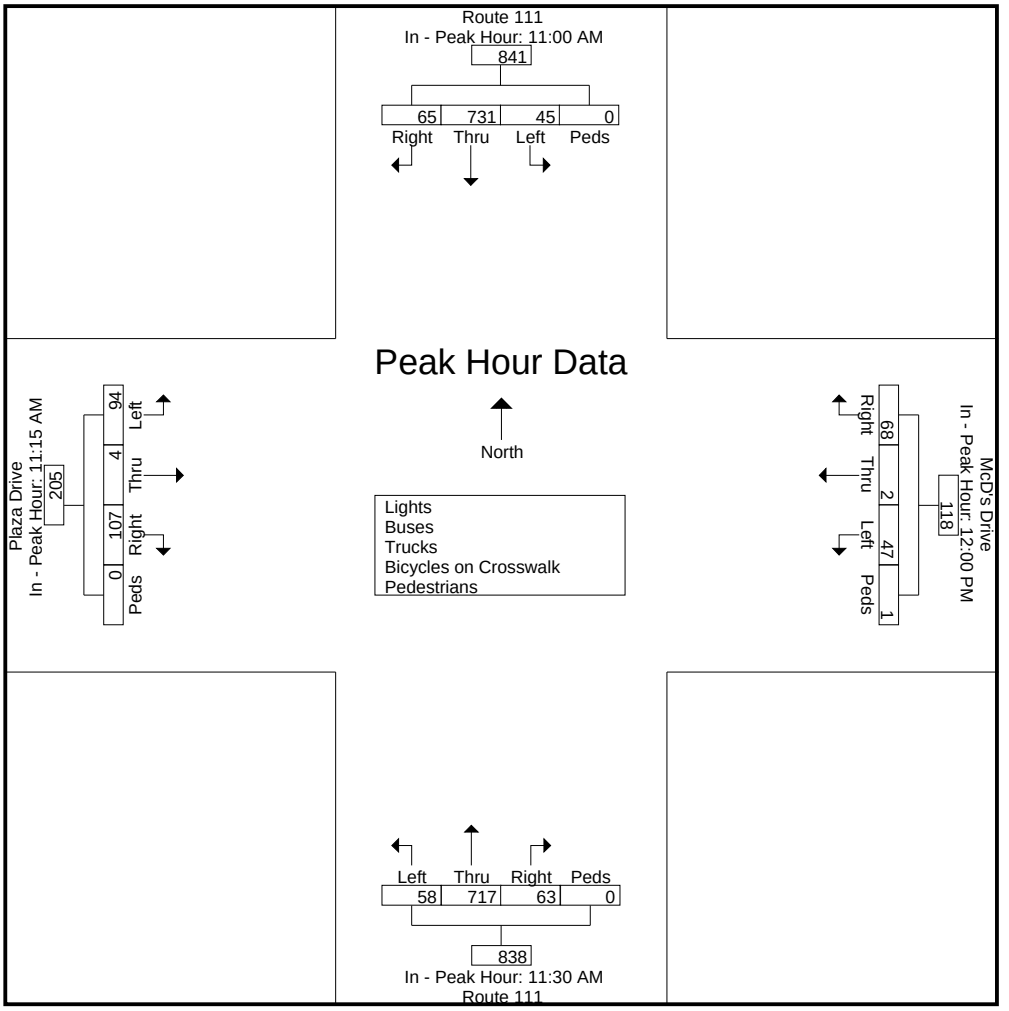


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Kensington, Connecticut 06037
(860) 828-1693

File Name : 14282
Site Code : 14282
Start Date : 5/7/2016
Page No : 3

	Route 111 From North					McD's Drive From East					Route 111 From South					Plaza Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00 AM					12:00 PM					11:30 AM					11:15 AM					
+0 mins.	16	182	10	0	208	12	0	11	0	23	17	**183**	**20**	0	**220**	20	**2**	21	0	43	
+15 mins.	**19**	184	**14**	0	**217**	18	**1**	**12**	0	31	15	180	14	0	209	29	0	**29**	0	**58**	
+30 mins.	19	**185**	10	0	214	**19**	0	12	0	31	13	179	11	0	203	28	0	24	0	52	
+45 mins.	11	180	11	0	202	19	1	12	**1**	**33**	**18**	175	13	0	206	**30**	2	20	0	52	
Total Volume	65	731	45	0	841	68	2	47	1	118	63	717	58	0	838	107	4	94	0	205	
% App. Total	7.7	86.9	5.4	0		57.6	1.7	39.8	0.8		7.5	85.6	6.9	0		52.2	2	45.9	0		
PHF	.855	.988	.804	.000	.969	.895	.500	.979	.250	.894	.875	.980	.725	.000	.952	.892	.500	.810	.000	.884	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 111 at Elm Street
Monroe/Trumbull, Connecticut

File Name : 14283
Site Code : 14283
Start Date : 4/28/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

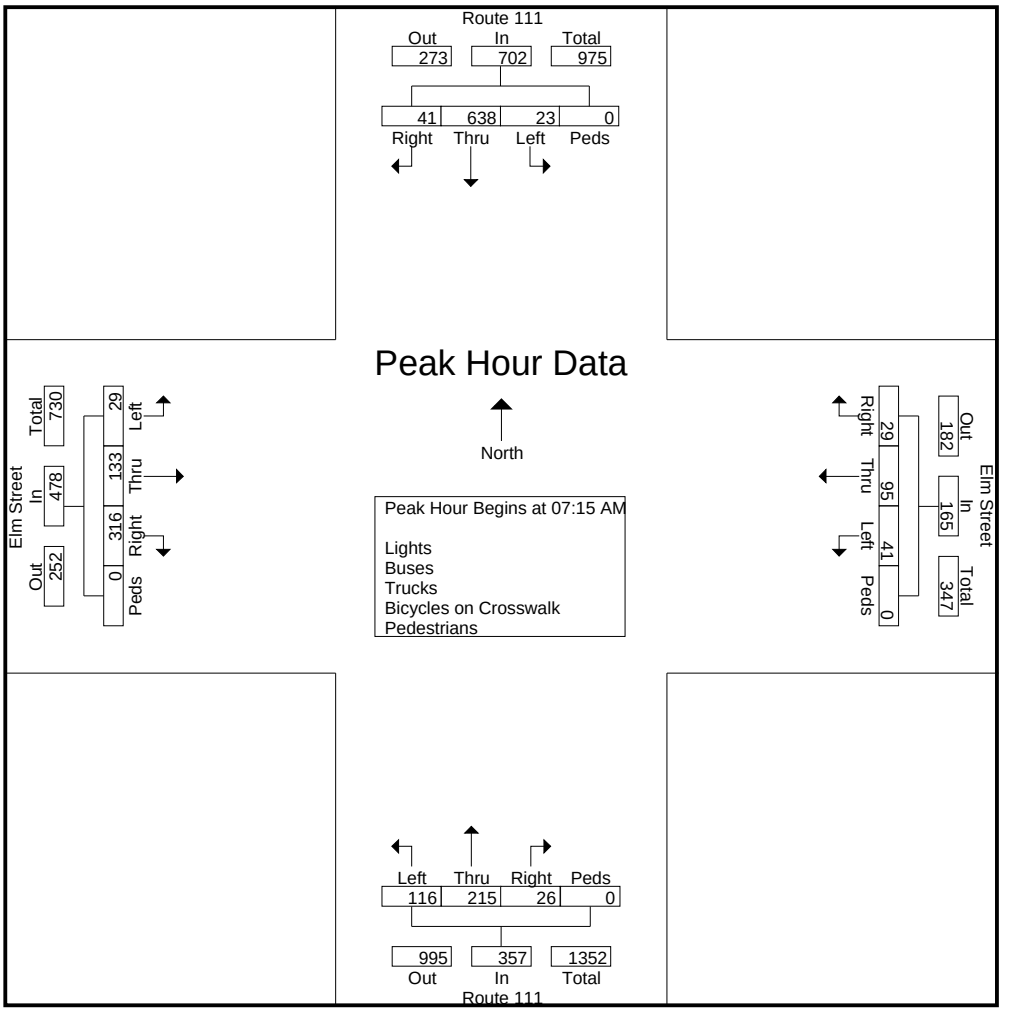
	Route 111 From North					Elm Street From East					Route 111 From South					Elm Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	21	138	5	0	164	9	22	8	0	39	3	43	18	0	64	43	11	10	0	64	331
07:15 AM	10	156	8	0	174	13	17	10	0	40	4	47	23	0	74	77	22	8	0	107	395
07:30 AM	12	153	6	0	171	3	27	6	0	36	5	48	30	0	83	68	34	4	0	106	396
07:45 AM	10	164	2	0	176	7	25	9	0	41	11	57	23	0	91	75	43	10	0	128	436
Total	53	611	21	0	685	32	91	33	0	156	23	195	94	0	312	263	110	32	0	405	1558
08:00 AM	9	165	7	0	181	6	26	16	0	48	6	63	40	0	109	96	34	7	0	137	475
08:15 AM	12	146	2	0	160	7	17	13	0	37	1	60	36	0	97	53	26	8	0	87	381
08:30 AM	10	123	3	0	136	6	15	10	0	31	21	50	30	0	101	58	20	7	0	85	353
08:45 AM	6	129	2	0	137	6	22	10	0	38	22	62	24	0	108	54	29	6	0	89	372
Total	37	563	14	0	614	25	80	49	0	154	50	235	130	0	415	261	109	28	0	398	1581
Grand Total	90	1174	35	0	1299	57	171	82	0	310	73	430	224	0	727	524	219	60	0	803	3139
Apprch %	6.9	90.4	2.7	0		18.4	55.2	26.5	0		10	59.1	30.8	0		65.3	27.3	7.5	0		
Total %	2.9	37.4	1.1	0	41.4	1.8	5.4	2.6	0	9.9	2.3	13.7	7.1	0	23.2	16.7	7	1.9	0	25.6	
Lights	89	1128																			
% Lights	98.9	96.1	97.1	0	96.3	98.2	98.8	95.1	0	97.7	97.3	93.7	96	0	94.8	97.7	95.9	95	0	97	96.3
Buses	0	13	0	0	13	0	1	1	0	2	0	6	6	0	12	5	3	1	0	9	36
% Buses	0	1.1	0	0	1	0	0.6	1.2	0	0.6	0	1.4	2.7	0	1.7	1	1.4	1.7	0	1.1	1.1
Trucks	1	33	1	0	35	1	1	3	0	5	2	21	3	0	26	7	6	2	0	15	81
% Trucks	1.1	2.8	2.9	0	2.7	1.8	0.6	3.7	0	1.6	2.7	4.9	1.3	0	3.6	1.3	2.7	3.3	0	1.9	2.6
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14283
Site Code : 14283
Start Date : 4/28/2016
Page No : 2

	Route 111 From North					Elm Street From East					Route 111 From South					Elm Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	10	156	**8**	0	174	**13**	17	10	0	40	4	47	23	0	74	77	22	8	0	107	395
07:30 AM	**12**	153	6	0	171	3	**27**	6	0	36	5	48	30	0	83	68	34	4	0	106	396
07:45 AM	10	164	2	0	176	7	25	9	0	41	**11**	57	23	0	91	75	**43**	**10**	0	128	436
08:00 AM	9	**165**	7	0	**181**	6	26	**16**	0	**48**	6	**63**	**40**	0	**109**	**96**	34	7	0	**137**	**475**
Total Volume	41	638	23	0	702	29	95	41	0	165	26	215	116	0	357	316	133	29	0	478	1702
% App. Total	5.8	90.9	3.3	0		17.6	57.6	24.8	0		7.3	60.2	32.5	0		66.1	27.8	6.1	0		
PHF	.854	.967	.719	.000	.970	.558	.880	.641	.000	.859	.591	.853	.725	.000	.819	.823	.773	.725	.000	.872	.896

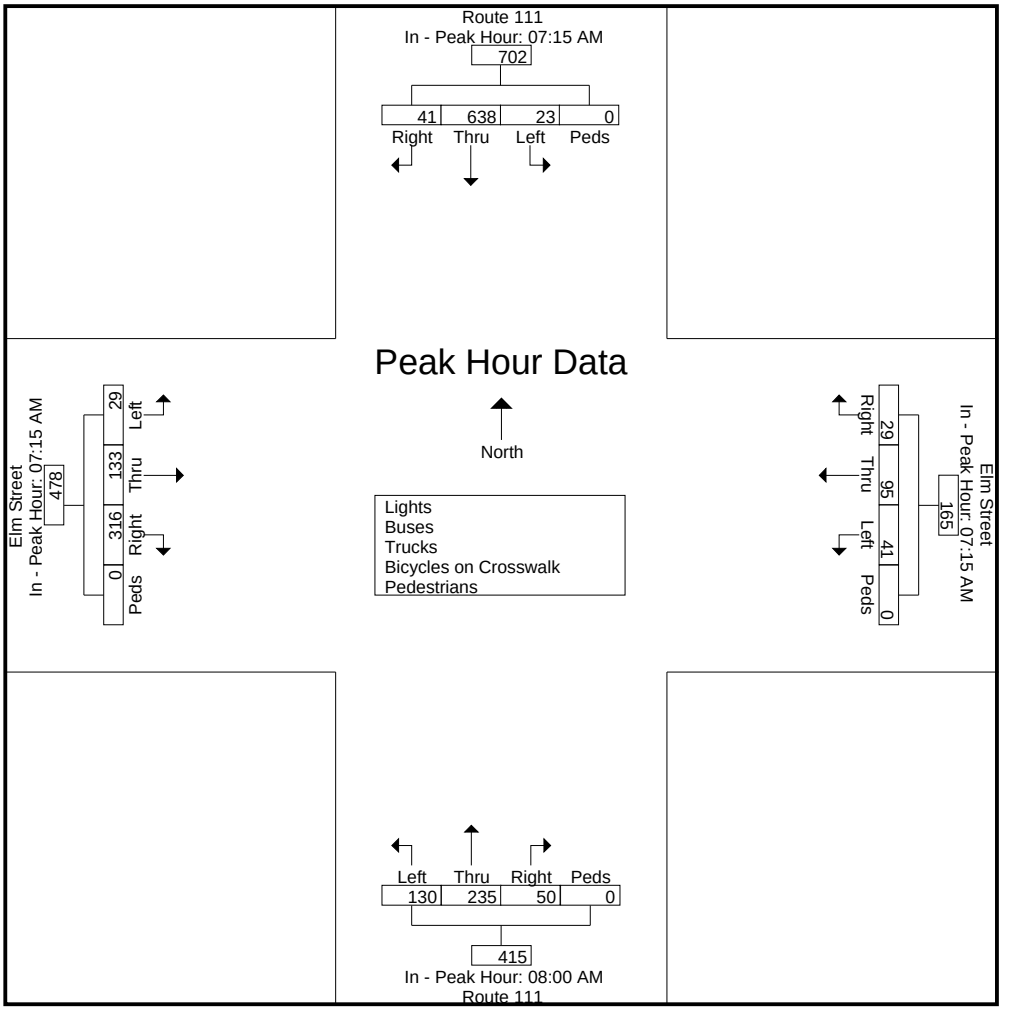


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14283
Site Code : 14283
Start Date : 4/28/2016
Page No : 3

	Route 111 From North					Elm Street From East					Route 111 From South					Elm Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:15 AM					08:00 AM					07:15 AM					
+0 mins.	10	156	**8**	0	174	**13**	17	10	0	40	6	**63**	**40**	0	**109**	77	22	8	0	107	
+15 mins.	**12**	153	6	0	171	3	**27**	6	0	36	1	60	36	0	97	68	34	4	0	106	
+30 mins.	10	164	2	0	176	7	25	9	0	41	21	50	30	0	101	75	**43**	**10**	0	128	
+45 mins.	9	**165**	7	0	**181**	6	26	**16**	0	**48**	**22**	62	24	0	108	**96**	34	7	0	**137**	
Total Volume	41	638	23	0	702	29	95	41	0	165	50	235	130	0	415	316	133	29	0	478	
% App. Total	5.8	90.9	3.3	0		17.6	57.6	24.8	0		12	56.6	31.3	0		66.1	27.8	6.1	0		
PHF	.854	.967	.719	.000	.970	.558	.880	.641	.000	.859	.568	.933	.813	.000	.952	.823	.773	.725	.000	.872	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 111 at Elm Street
Monroe/Trumbull, Connecticut

File Name : 14284
Site Code : 14284
Start Date : 4/28/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

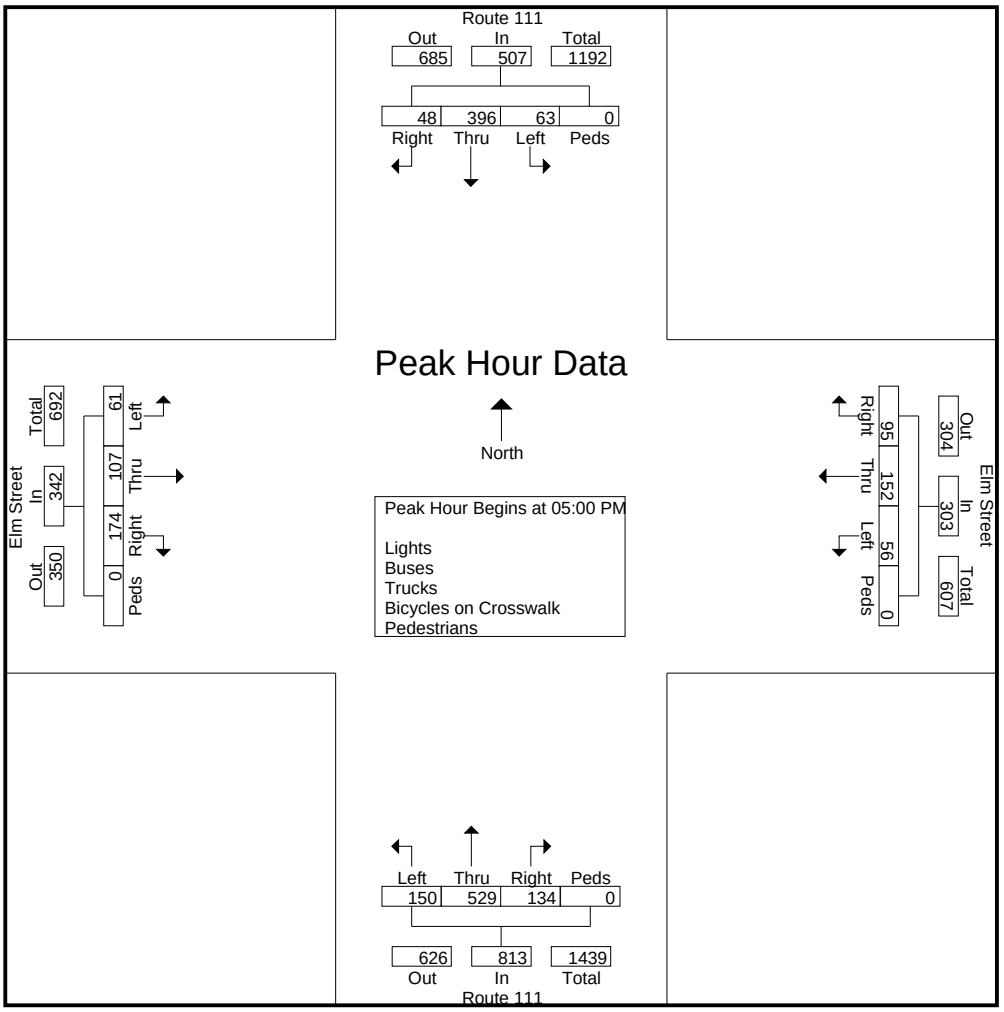
	Route 111 From North					Elm Street From East					Route 111 From South					Elm Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	11	99	14	0	124	24	29	25	0	78	29	132	18	0	179	47	22	17	0	86	467
04:15 PM	14	106	11	0	131	33	26	11	0	70	32	135	29	0	196	53	28	19	0	100	497
04:30 PM	14	85	19	0	118	20	31	12	0	63	38	125	25	0	188	45	36	21	0	102	471
04:45 PM	7	86	15	0	108	29	31	14	0	74	36	123	32	0	191	44	32	14	0	90	463
Total	46	376	59	0	481	106	117	62	0	285	135	515	104	0	754	189	118	71	0	378	1898
05:00 PM	12	116	15	0	143	25	33	17	0	75	37	127	29	0	193	31	21	13	0	65	476
05:15 PM	11	74	18	0	103	20	47	16	0	83	38	128	30	0	196	56	34	16	0	106	488
05:30 PM	11	97	21	0	129	21	37	15	0	73	30	128	39	0	197	45	33	15	0	93	492
05:45 PM	14	109	9	0	132	29	35	8	0	72	29	146	52	0	227	42	19	17	0	78	509
Total	48	396	63	0	507	95	152	56	0	303	134	529	150	0	813	174	107	61	0	342	1965
Grand Total	94	772	122	0	988	201	269	118	0	588	269	1044	254	0	1567	363	225	132	0	720	3863
Apprch %	9.5	78.1	12.3	0		34.2	45.7	20.1	0		17.2	66.6	16.2	0		50.4	31.2	18.3	0		
Total %	2.4	20	3.2	0	25.6	5.2	7	3.1	0	15.2	7	27	6.6	0	40.6	9.4	5.8	3.4	0	18.6	
Lights	92	754	122	0	968	198	267	118	0	583	268	1028									
% Lights	97.9	97.7	100	0	98	98.5	99.3	100	0	99.1	99.6	98.5	98.8	0	98.7	97	99.6	97.7	0	97.9	98.4
Buses	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	11
% Buses	0	0.9	0	0	0.7	0	0	0	0	0	0	0.2	0	0	0.1	0.6	0	0	0	0.3	0.3
Trucks	2	11	0	0	13	3	2	0	0	5	1	14	3	0	18	9	1	3	0	13	49
% Trucks	2.1	1.4	0	0	1.3	1.5	0.7	0	0	0.9	0.4	1.3	1.2	0	1.1	2.5	0.4	2.3	0	1.8	1.3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14284
Site Code : 14284
Start Date : 4/28/2016
Page No : 2

	Route 111 From North					Elm Street From East					Route 111 From South					Elm Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	12	**116**	15	0	**143**	25	33	**17**	0	75	37	127	29	0	193	31	21	13	0	65	476
05:15 PM	11	74	18	0	103	20	**47**	16	0	**83**	**38**	128	30	0	196	**56**	**34**	16	0	**106**	488
05:30 PM	11	97	**21**	0	129	21	37	15	0	73	30	128	39	0	197	45	33	15	0	93	492
05:45 PM	**14**	109	9	0	132	**29**	35	8	0	72	29	**146**	**52**	0	**227**	42	19	**17**	0	78	**509**
Total Volume	48	396	63	0	507	95	152	56	0	303	134	529	150	0	813	174	107	61	0	342	1965
% App. Total	9.5	78.1	12.4	0		31.4	50.2	18.5	0		16.5	65.1	18.5	0		50.9	31.3	17.8	0		
PHF	.857	.853	.750	.000	.886	.819	.809	.824	.000	.913	.882	.906	.721	.000	.895	.777	.787	.897	.000	.807	.965

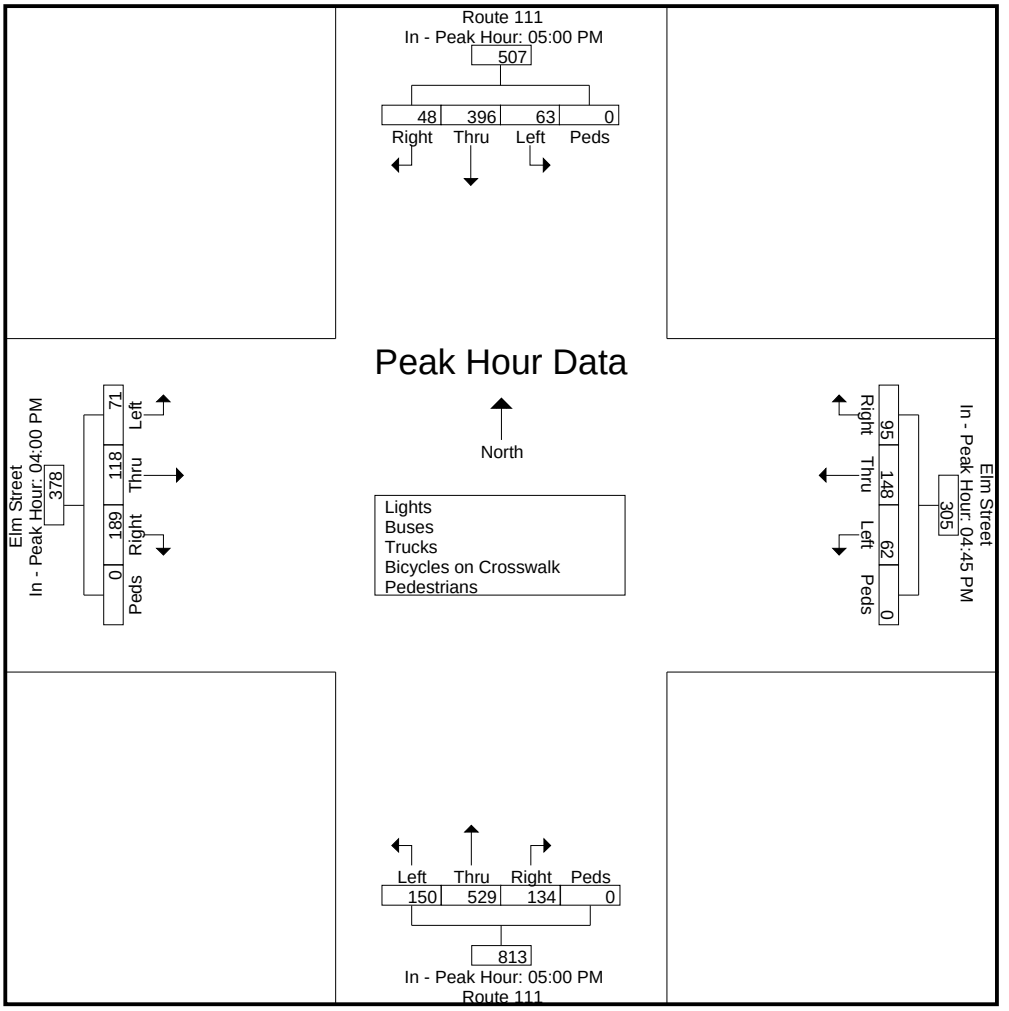


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14284
Site Code : 14284
Start Date : 4/28/2016
Page No : 3

	Route 111 From North					Elm Street From East					Route 111 From South					Elm Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					04:45 PM					05:00 PM					04:00 PM					
+0 mins.	12	**116**	15	0	**143**	**29**	31	14	0	74	37	127	29	0	193	47	22	17	0	86	
+15 mins.	11	74	18	0	103	25	33	**17**	0	75	**38**	128	30	0	196	**53**	28	19	0	100	
+30 mins.	11	97	**21**	0	129	20	**47**	16	0	**83**	30	128	39	0	197	45	**36**	**21**	0	**102**	
+45 mins.	**14**	109	9	0	132	21	37	15	0	73	29	**146**	**52**	0	**227**	44	32	14	0	90	
Total Volume	48	396	63	0	507	95	148	62	0	305	134	529	150	0	813	189	118	71	0	378	
% App. Total	9.5	78.1	12.4	0		31.1	48.5	20.3	0		16.5	65.1	18.5	0		50	31.2	18.8	0		
PHF	.857	.853	.750	.000	.886	.819	.787	.912	.000	.919	.882	.906	.721	.000	.895	.892	.819	.845	.000	.926	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 111 at Elm Street
Monroe/Trumbull, Connecticut

File Name : 14285
Site Code : 14285
Start Date : 5/7/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

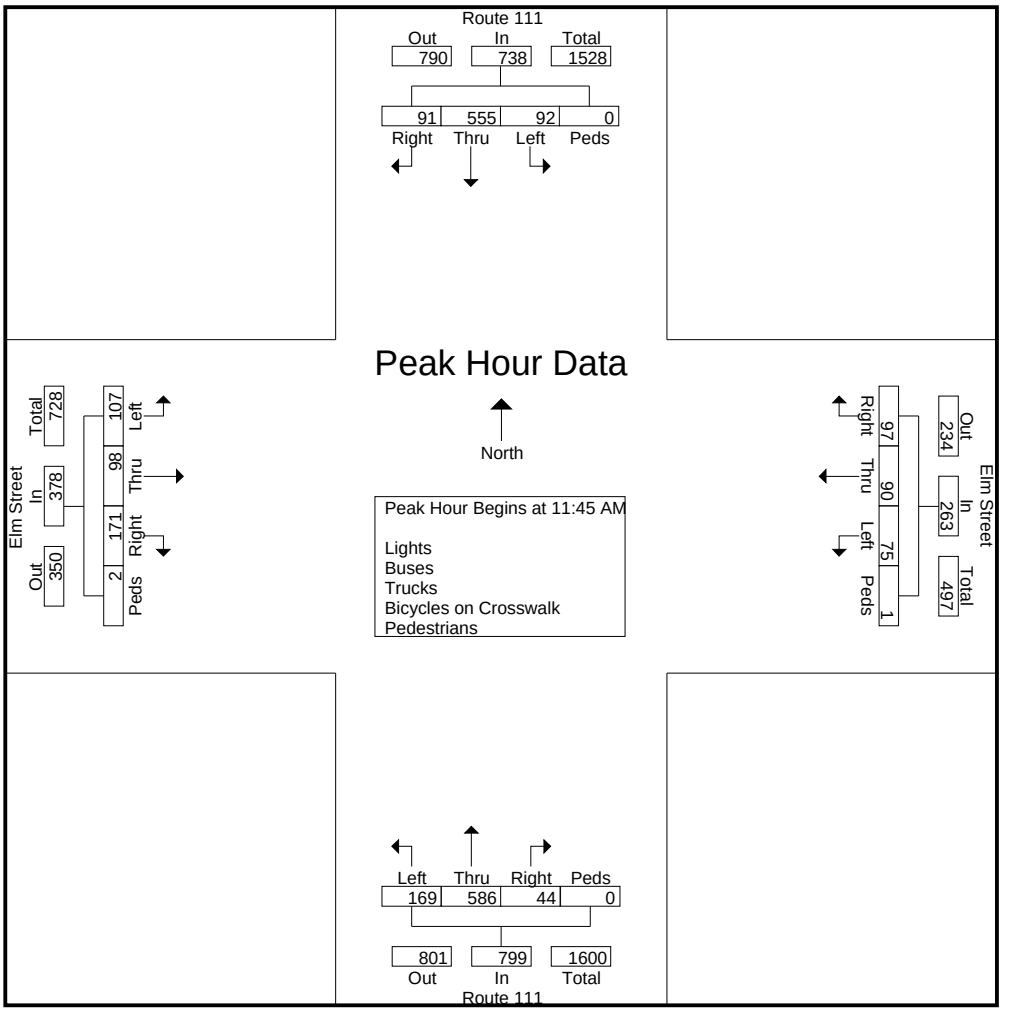
	Route 111 From North					Elm Street From East					Route 111 From South					Elm Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	18	139	18	0	175	25	12	17	0	54	14	143	27	0	184	63	23	37	0	123	536
11:15 AM	19	152	7	0	178	23	20	18	0	61	14	141	30	0	185	51	22	20	0	93	517
11:30 AM	27	135	24	0	186	18	20	21	0	59	16	146	31	0	193	47	22	24	0	93	531
11:45 AM	27	132	21	0	180	27	27	31	0	85	8	149	48	0	205	38	29	27	0	94	564
Total	91	558	70	0	719	93	79	87	0	259	52	579	136	0	767	199	96	108	0	403	2148
12:00 PM	25	137	26	0	188	20	20	17	1	58	12	144	37	0	193	43	23	25	0	91	530
12:15 PM	19	144	16	0	179	33	25	12	0	70	12	144	45	0	201	42	22	23	1	88	538
12:30 PM	20	142	29	0	191	17	18	15	0	50	12	149	39	0	200	48	24	32	1	105	546
12:45 PM	16	136	25	0	177	28	19	17	2	66	7	149	43	0	199	45	24	23	0	92	534
Total	80	559	96	0	735	98	82	61	3	244	43	586	164	0	793	178	93	103	2	376	2148
Grand Total	171	1117	166	0	1454	191	161	148	3	503	95	1165	300	0	1560	377	189	211	2	779	4296
Apprch %	11.8	76.8	11.4	0		38	32	29.4	0.6		6.1	74.7	19.2	0		48.4	24.3	27.1	0.3		
Total %	4	26	3.9	0	33.8	4.4	3.7	3.4	0.1	11.7	2.2	27.1	7	0	36.3	8.8	4.4	4.9	0	18.1	
Lights	169	1105										1147									
% Lights	98.8	98.9	99.4	0	99	99	98.8	100	0	98.6	100	98.5	98.3	0	98.5	98.9	97.9	99.1	0	98.5	98.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	2	12	1	0	15	2	2	0	0	4	0	18	5	0	23	4	4	2	0	10	52
% Trucks	1.2	1.1	0.6	0	1	1	1.2	0	0	0.8	0	1.5	1.7	0	1.5	1.1	2.1	0.9	0	1.3	1.2
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	2	2	5
% Pedestrians	0	0	0	0	0	0	0	0	100	0.6	0	0	0	0	0	0	0	0	100	0.3	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14285
Site Code : 14285
Start Date : 5/7/2016
Page No : 2

	Route 111 From North					Elm Street From East					Route 111 From South					Elm Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	**27**	132	21	0	180	27	**27**	**31**	0	**85**	8	**149**	**48**	0	**205**	38	**29**	27	0	94	**564**
12:00 PM	25	137	26	0	188	20	20	17	**1**	58	**12**	144	37	0	193	43	23	25	0	91	530
12:15 PM	19	**144**	16	0	179	**33**	25	12	0	70	12	144	45	0	201	42	22	23	**1**	88	538
12:30 PM	20	142	**29**	0	**191**	17	18	15	0	50	12	149	39	0	200	**48**	24	**32**	1	**105**	546
Total Volume	91	555	92	0	738	97	90	75	1	263	44	586	169	0	799	171	98	107	2	378	2178
% App. Total	12.3	75.2	12.5	0		36.9	34.2	28.5	0.4		5.5	73.3	21.2	0		45.2	25.9	28.3	0.5		
PHF	.843	.964	.793	.000	.966	.735	.833	.605	.250	.774	.917	.983	.880	.000	.974	.891	.845	.836	.500	.900	.965

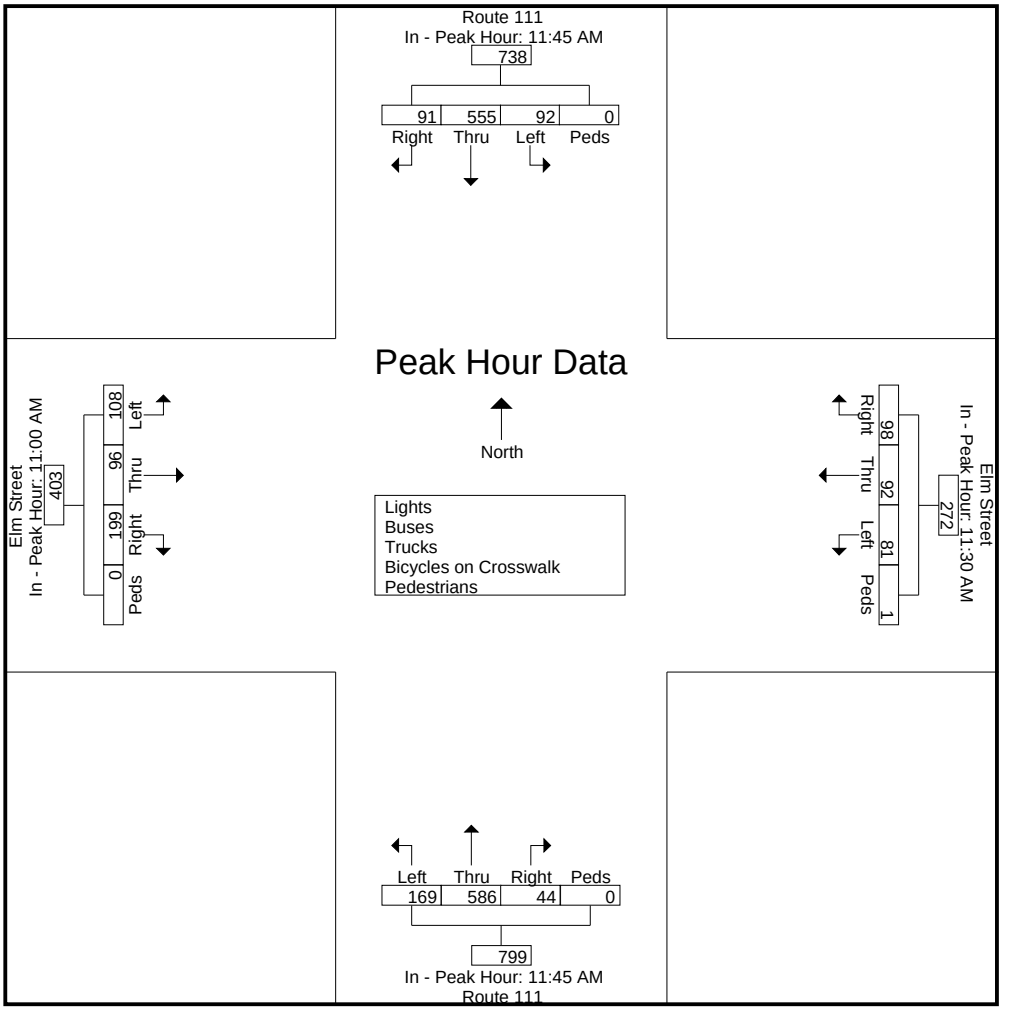


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14285
Site Code : 14285
Start Date : 5/7/2016
Page No : 3

	Route 111 From North					Elm Street From East					Route 111 From South					Elm Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:45 AM					11:30 AM					11:45 AM					11:00 AM					
+0 mins.	**27**	132	21	0	180	18	20	21	0	59	8	**149**	**48**	0	**205**	**63**	23	**37**	0	**123**	
+15 mins.	25	137	26	0	188	27	**27**	**31**	0	**85**	**12**	144	37	0	193	51	22	20	0	93	
+30 mins.	19	**144**	16	0	179	20	20	17	**1**	58	12	144	45	0	201	47	22	24	0	93	
+45 mins.	20	142	**29**	0	**191**	**33**	25	12	0	70	12	149	39	0	200	38	**29**	27	0	94	
Total Volume	91	555	92	0	738	98	92	81	1	272	44	586	169	0	799	199	96	108	0	403	
% App. Total	12.3	75.2	12.5	0		36	33.8	29.8	0.4		5.5	73.3	21.2	0		49.4	23.8	26.8	0		
PHF	.843	.964	.793	.000	.966	.742	.852	.653	.250	.800	.917	.983	.880	.000	.974	.790	.828	.730	.000	.819	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 111 at Plaza Dr/Stop & Shop Dr
Monroe/Trumbull, Connecticut

File Name : 14286
Site Code : 14286
Start Date : 4/28/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

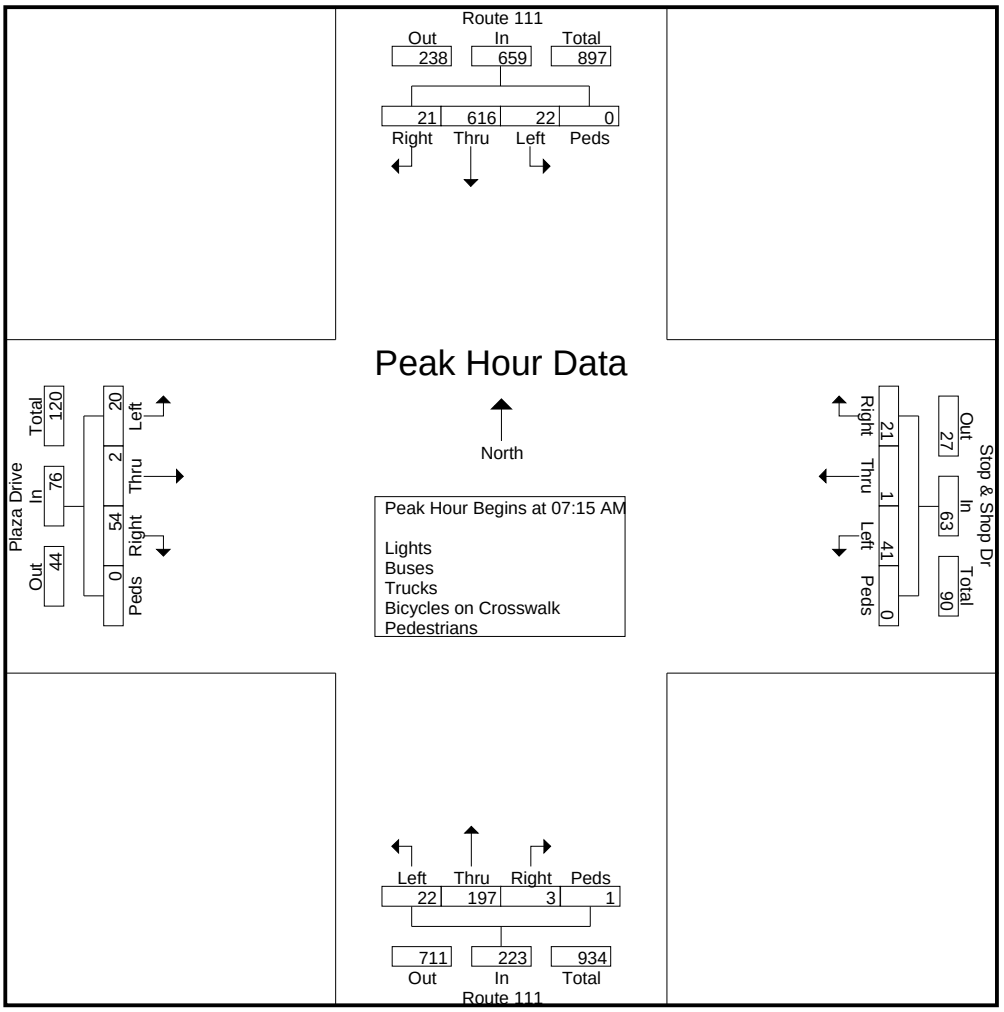
	Route 111 From North					Stop & Shop Dr From East					Route 111 From South					Plaza Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	136	9	0	150	5	0	6	0	11	1	43	7	1	52	22	1	10	0	33	246
07:15 AM	6	146	8	0	160	5	0	14	0	19	0	49	6	0	55	16	1	5	0	22	256
07:30 AM	3	144	5	0	152	5	1	7	0	13	0	39	5	0	44	18	0	6	0	24	233
07:45 AM	8	160	4	0	172	5	0	8	0	13	2	57	6	1	66	13	1	7	0	21	272
Total	22	586	26	0	634	20	1	35	0	56	3	188	24	2	217	69	3	28	0	100	1007
08:00 AM	4	166	5	0	175	6	0	12	0	18	1	52	5	0	58	7	0	2	0	9	260
08:15 AM	3	130	11	0	144	6	0	11	0	17	2	56	8	0	66	9	0	5	0	14	241
08:30 AM	7	113	7	0	127	8	2	7	0	17	0	43	4	0	47	11	0	4	0	15	206
08:45 AM	5	123	9	0	137	9	0	9	0	18	0	57	6	0	63	15	0	3	0	18	236
Total	19	532	32	0	583	29	2	39	0	70	3	208	23	0	234	42	0	14	0	56	943
Grand Total	41	1118	58	0	1217	49	3	74	0	126	6	396	47	2	451	111	3	42	0	156	1950
Apprch %	3.4	91.9	4.8	0		38.9	2.4	58.7	0		1.3	87.8	10.4	0.4		71.2	1.9	26.9	0		
Total %	2.1	57.3	3	0	62.4	2.5	0.2	3.8	0	6.5	0.3	20.3	2.4	0.1	23.1	5.7	0.2	2.2	0	8	
Lights	41	1067																			
% Lights	100	95.4	86.2	0	95.2	87.8	100	87.8	0	88.1	66.7	93.4	93.6	0	92.7	98.2	100	95.2	0	97.4	94.3
Buses	0	14	1	0	15	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	24
% Buses	0	1.3	1.7	0	1.2	2	0	0	0	0.8	0	2	0	0	1.8	0	0	0	0	0	1.2
Trucks	0	37	7	0	44	5	0	9	0	14	2	18	3	0	23	2	0	2	0	4	85
% Trucks	0	3.3	12.1	0	3.6	10.2	0	12.2	0	11.1	33.3	4.5	6.4	0	5.1	1.8	0	4.8	0	2.6	4.4
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.4	0	0	0	0	0	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14286
Site Code : 14286
Start Date : 4/28/2016
Page No : 2

	Route 111 From North					Stop & Shop Dr From East					Route 111 From South					Plaza Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	6	146	**8**	0	160	5	0	**14**	0	**19**	0	49	**6**	0	55	16	**1**	5	0	22	256
07:30 AM	3	144	5	0	152	5	**1**	7	0	13	0	39	5	0	44	**18**	0	6	0	**24**	233
07:45 AM	**8**	160	4	0	172	5	0	8	0	13	**2**	**57**	6	**1**	**66**	13	1	**7**	0	21	**272**
08:00 AM	4	**166**	5	0	**175**	**6**	0	12	0	18	1	52	5	0	58	7	0	2	0	9	260
Total Volume	21	616	22	0	659	21	1	41	0	63	3	197	22	1	223	54	2	20	0	76	1021
% App. Total	3.2	93.5	3.3	0		33.3	1.6	65.1	0		1.3	88.3	9.9	0.4		71.1	2.6	26.3	0		
PHF	.656	.928	.688	.000	.941	.875	.250	.732	.000	.829	.375	.864	.917	.250	.845	.750	.500	.714	.000	.792	.938

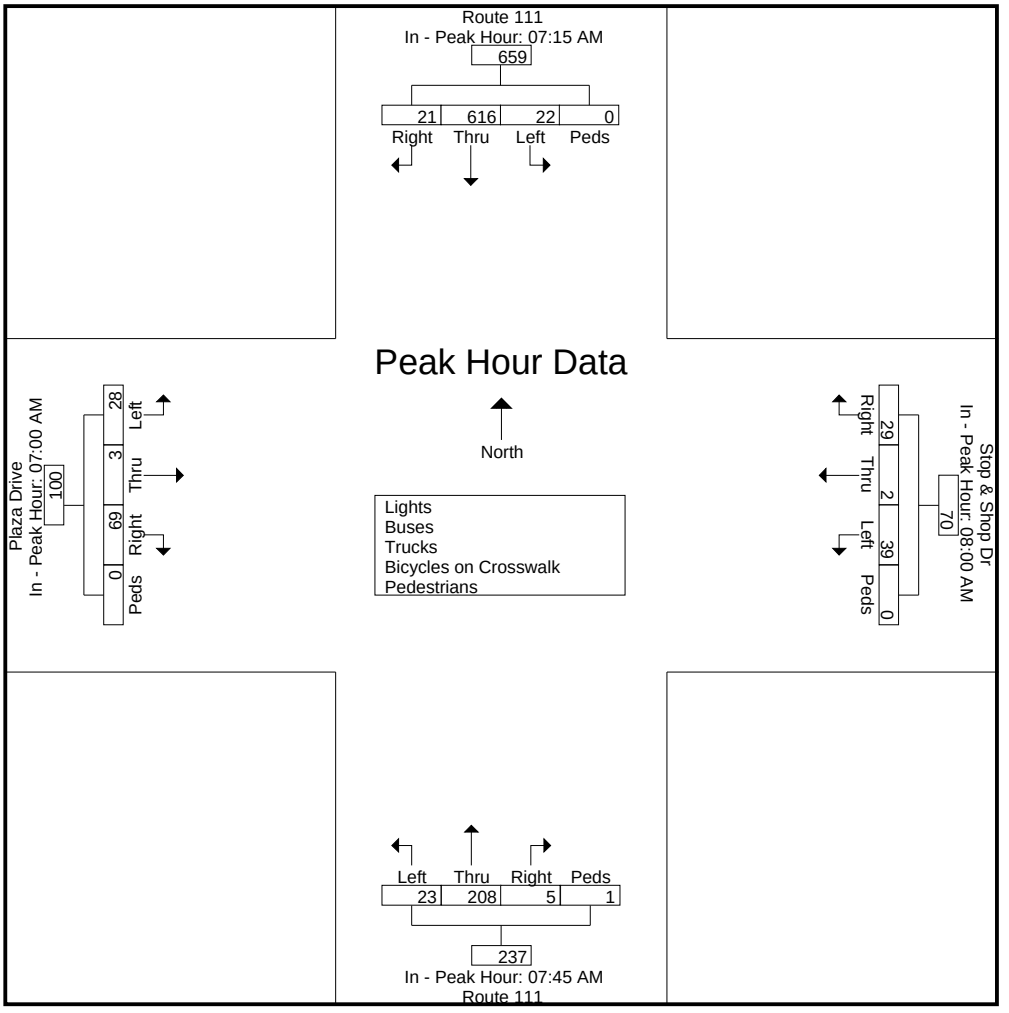


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Kensington, Connecticut 06037
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File Name : 14286
Site Code : 14286
Start Date : 4/28/2016
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	Route 111 From North					Stop & Shop Dr From East					Route 111 From South					Plaza Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					08:00 AM					07:45 AM					07:00 AM					
+0 mins.	6	146	**8**	0	160	6	0	**12**	0	**18**	**2**	**57**	6	**1**	**66**	**22**	**1**	**10**	0	**33**	
+15 mins.	3	144	5	0	152	6	0	11	0	17	1	52	5	0	58	16	1	5	0	22	
+30 mins.	**8**	160	4	0	172	8	**2**	7	0	17	2	56	**8**	0	66	18	0	6	0	24	
+45 mins.	4	**166**	5	0	**175**	**9**	0	9	0	18	0	43	4	0	47	13	1	7	0	21	
Total Volume	21	616	22	0	659	29	2	39	0	70	5	208	23	1	237	69	3	28	0	100	
% App. Total	3.2	93.5	3.3	0		41.4	2.9	55.7	0		2.1	87.8	9.7	0.4		69	3	28	0		
PHF	.656	.928	.688	.000	.941	.806	.250	.813	.000	.972	.625	.912	.719	.250	.898	.784	.750	.700	.000	.758	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 111 at Stop & Shop Dr/Plaza Dr
Monroe/Trumbull, Connecticut

File Name : 14287
Site Code : 14287
Start Date : 4/28/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

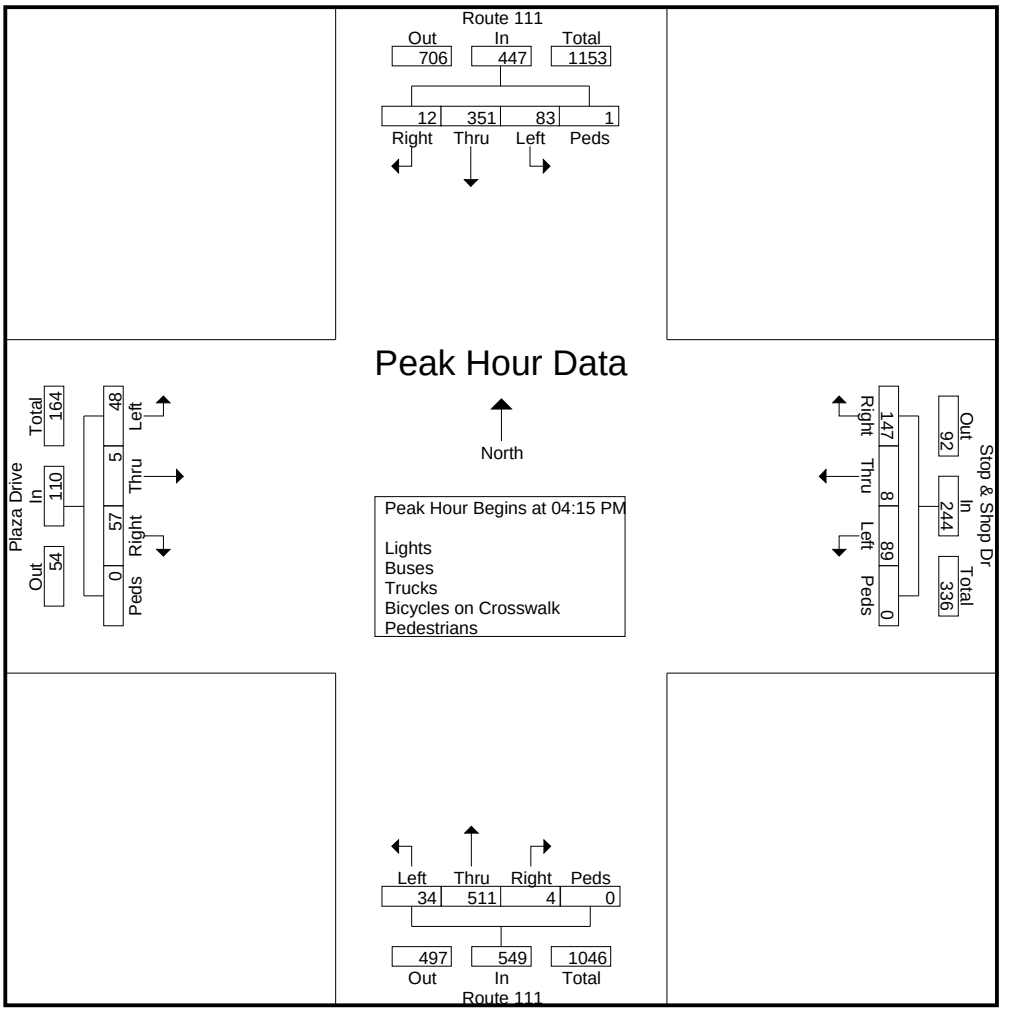
	Route 111 From North					Stop & Shop Dr From East					Route 111 From South					Plaza Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	92	24	0	121	20	2	21	0	43	1	119	11	0	131	9	1	16	0	26	321
04:15 PM	6	91	19	0	116	37	2	19	0	58	2	131	13	0	146	16	1	13	0	30	350
04:30 PM	1	85	21	0	107	41	2	17	0	60	1	143	3	0	147	12	0	12	0	24	338
04:45 PM	1	77	19	0	97	37	0	24	0	61	1	110	13	0	124	10	3	14	0	27	309
Total	13	345	83	0	441	135	6	81	0	222	5	503	40	0	548	47	5	55	0	107	1318
05:00 PM	4	98	24	1	127	32	4	29	0	65	0	127	5	0	132	19	1	9	0	29	353
05:15 PM	3	71	14	0	88	35	0	17	0	52	1	125	8	0	134	14	0	13	0	27	301
05:30 PM	2	84	25	0	111	33	3	21	0	57	3	123	6	0	132	13	1	11	0	25	325
05:45 PM	0	109	26	0	135	35	1	23	0	59	0	131	16	0	147	11	2	12	0	25	366
Total	9	362	89	1	461	135	8	90	0	233	4	506	35	0	545	57	4	45	0	106	1345
Grand Total	22	707	172	1	902	270	14	171	0	455	9	1009	75	0	1093	104	9	100	0	213	2663
Apprch %	2.4	78.4	19.1	0.1		59.3	3.1	37.6	0		0.8	92.3	6.9	0		48.8	4.2	46.9	0		
Total %	0.8	26.5	6.5	0	33.9	10.1	0.5	6.4	0	17.1	0.3	37.9	2.8	0	41	3.9	0.3	3.8	0	8	
Lights	20	690	172	0	882	270	13	171	0	454	8	985	75	0	1068	102	9	98	0	209	2613
% Lights	90.9	97.6	100	0	97.8	100	92.9	100	0	99.8	88.9	97.6	100	0	97.7	98.1	100	98	0	98.1	98.1
Buses	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
% Buses	0	0.8	0	0	0.7	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.3
Trucks	2	11	0	0	13	0	1	0	0	1	1	22	0	0	23	2	0	2	0	4	41
% Trucks	9.1	1.6	0	0	1.4	0	7.1	0	0	0.2	11.1	2.2	0	0	2.1	1.9	0	2	0	1.9	1.5
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	100	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14287
Site Code : 14287
Start Date : 4/28/2016
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	Route 111 From North					Stop & Shop Dr From East					Route 111 From South					Plaza Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	**6**	91	19	0	116	37	2	19	0	58	**2**	131	**13**	0	146	16	1	13	0	**30**	350
04:30 PM	1	85	21	0	107	**41**	2	17	0	60	1	**143**	3	0	**147**	12	0	12	0	24	338
04:45 PM	1	77	19	0	97	37	0	24	0	61	1	110	13	0	124	10	**3**	**14**	0	27	309
05:00 PM	4	**98**	**24**	**1**	**127**	32	**4**	**29**	0	**65**	0	127	5	0	132	**19**	1	9	0	29	**353**
Total Volume	12	351	83	1	447	147	8	89	0	244	4	511	34	0	549	57	5	48	0	110	1350
% App. Total	2.7	78.5	18.6	0.2		60.2	3.3	36.5	0		0.7	93.1	6.2	0		51.8	4.5	43.6	0		
PHF	.500	.895	.865	.250	.880	.896	.500	.767	.000	.938	.500	.893	.654	.000	.934	.750	.417	.857	.000	.917	.956

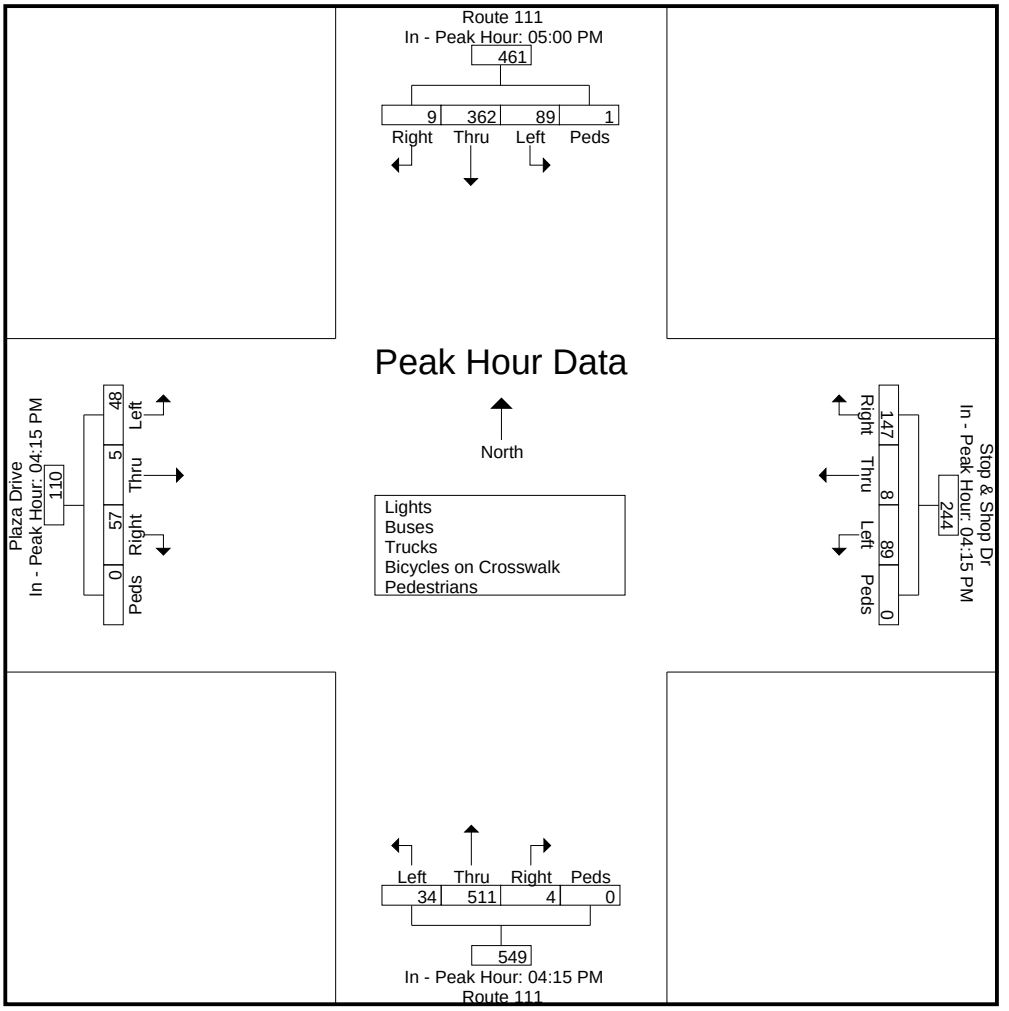


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14287
Site Code : 14287
Start Date : 4/28/2016
Page No : 3

	Route 111 From North					Stop & Shop Dr From East					Route 111 From South					Plaza Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					04:15 PM					04:15 PM					04:15 PM					
+0 mins.	**4**	98	24	**1**	127	37	2	19	0	58	**2**	131	**13**	0	146	16	1	13	0	**30**	
+15 mins.	3	71	14	0	88	**41**	2	17	0	60	1	**143**	3	0	**147**	12	0	12	0	24	
+30 mins.	2	84	25	0	111	37	0	24	0	61	1	110	13	0	124	10	**3**	**14**	0	27	
+45 mins.	0	**109**	**26**	0	**135**	32	**4**	**29**	0	**65**	0	127	5	0	132	**19**	1	9	0	29	
Total Volume	9	362	89	1	461	147	8	89	0	244	4	511	34	0	549	57	5	48	0	110	
% App. Total	2	78.5	19.3	0.2		60.2	3.3	36.5	0		0.7	93.1	6.2	0		51.8	4.5	43.6	0		
PHF	.563	.830	.856	.250	.854	.896	.500	.767	.000	.938	.500	.893	.654	.000	.934	.750	.417	.857	.000	.917	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 111 at Stop & Shop/PLaza Dr
Monroe/Trumbull, Connecticut

File Name : 14288b
Site Code : 14288
Start Date : 5/7/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

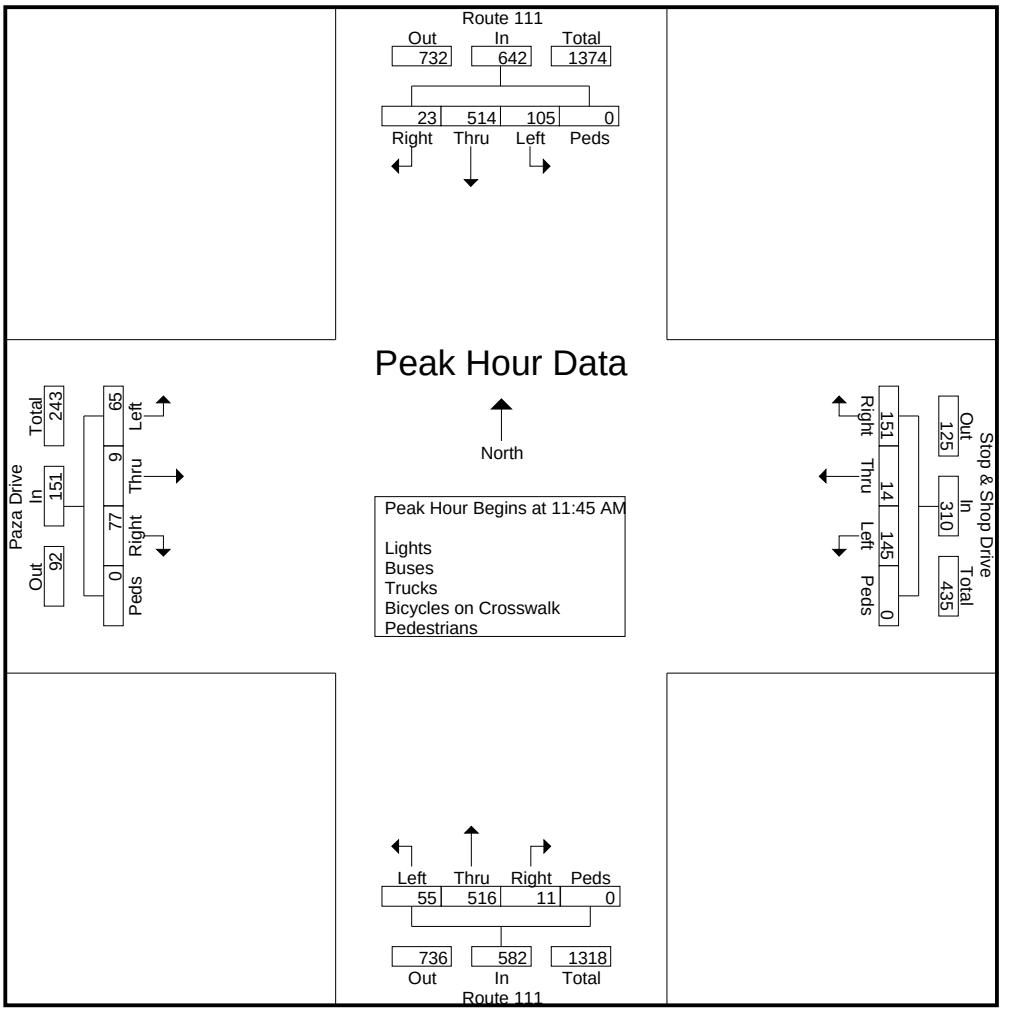
	Route 111 From North					Stop & Shop Drive From East					Route 111 From South					Paza Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	6	142	18	0	166	40	1	22	0	63	3	128	17	0	148	19	2	9	0	30	407
11:15 AM	4	131	25	0	160	45	1	23	0	69	0	119	9	0	128	25	1	11	0	37	394
11:30 AM	2	144	21	0	167	45	4	25	0	74	5	136	6	0	147	17	2	13	0	32	420
11:45 AM	5	132	29	0	166	40	3	33	0	76	1	126	20	0	147	17	6	18	0	41	430
Total	17	549	93	0	659	170	9	103	0	282	9	509	52	0	570	78	11	51	0	140	1651
12:00 PM	4	136	29	0	169	42	3	27	0	72	3	128	13	0	144	18	2	14	0	34	419
12:15 PM	7	124	23	0	154	39	4	40	0	83	4	124	9	0	137	17	0	20	0	37	411
12:30 PM	7	122	24	0	153	30	4	45	0	79	3	138	13	0	154	25	1	13	0	39	425
12:45 PM	3	123	25	0	151	40	4	34	0	78	7	130	17	0	154	17	1	14	0	32	415
Total	21	505	101	0	627	151	15	146	0	312	17	520	52	0	589	77	4	61	0	142	1670
Grand Total	38	1054	194	0	1286	321	24	249	0	594	26	1029	104	0	1159	155	15	112	0	282	3321
Apprch %	3	82	15.1	0		54	4	41.9	0		2.2	88.8	9	0		55	5.3	39.7	0		
Total %	1.1	31.7	5.8	0	38.7	9.7	0.7	7.5	0	17.9	0.8	31	3.1	0	34.9	4.7	0.5	3.4	0	8.5	
Lights	38	1043										1010									
% Lights	100	99	97.9	0	98.8	99.4	95.8	99.2	0	99.2	96.2	98.2	100	0	98.3	98.1	100	100	0	98.9	98.7
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0.4	0	0.2	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	11	4	0	15	2	1	1	0	4	1	19	0	0	20	3	0	0	0	3	42
% Trucks	0	1	2.1	0	1.2	0.6	4.2	0.4	0	0.7	3.8	1.8	0	0	1.7	1.9	0	0	0	1.1	1.3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14288b
Site Code : 14288
Start Date : 5/7/2016
Page No : 2

	Route 111 From North					Stop & Shop Drive From East					Route 111 From South					Paza Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	5	132	**29**	0	166	40	3	33	0	76	1	126	**20**	0	147	17	**6**	18	0	**41**	**430**
12:00 PM	4	**136**	29	0	**169**	**42**	3	27	0	72	3	128	13	0	144	18	2	14	0	34	419
12:15 PM	**7**	124	23	0	154	39	**4**	40	0	**83**	**4**	124	9	0	137	17	0	**20**	0	37	411
12:30 PM	7	122	24	0	153	30	4	**45**	0	79	3	**138**	13	0	**154**	**25**	1	13	0	39	425
Total Volume	23	514	105	0	642	151	14	145	0	310	11	516	55	0	582	77	9	65	0	151	1685
% App. Total	3.6	80.1	16.4	0		48.7	4.5	46.8	0		1.9	88.7	9.5	0		51	6	43	0		
PHF	.821	.945	.905	.000	.950	.899	.875	.806	.000	.934	.688	.935	.688	.000	.945	.770	.375	.813	.000	.921	.980

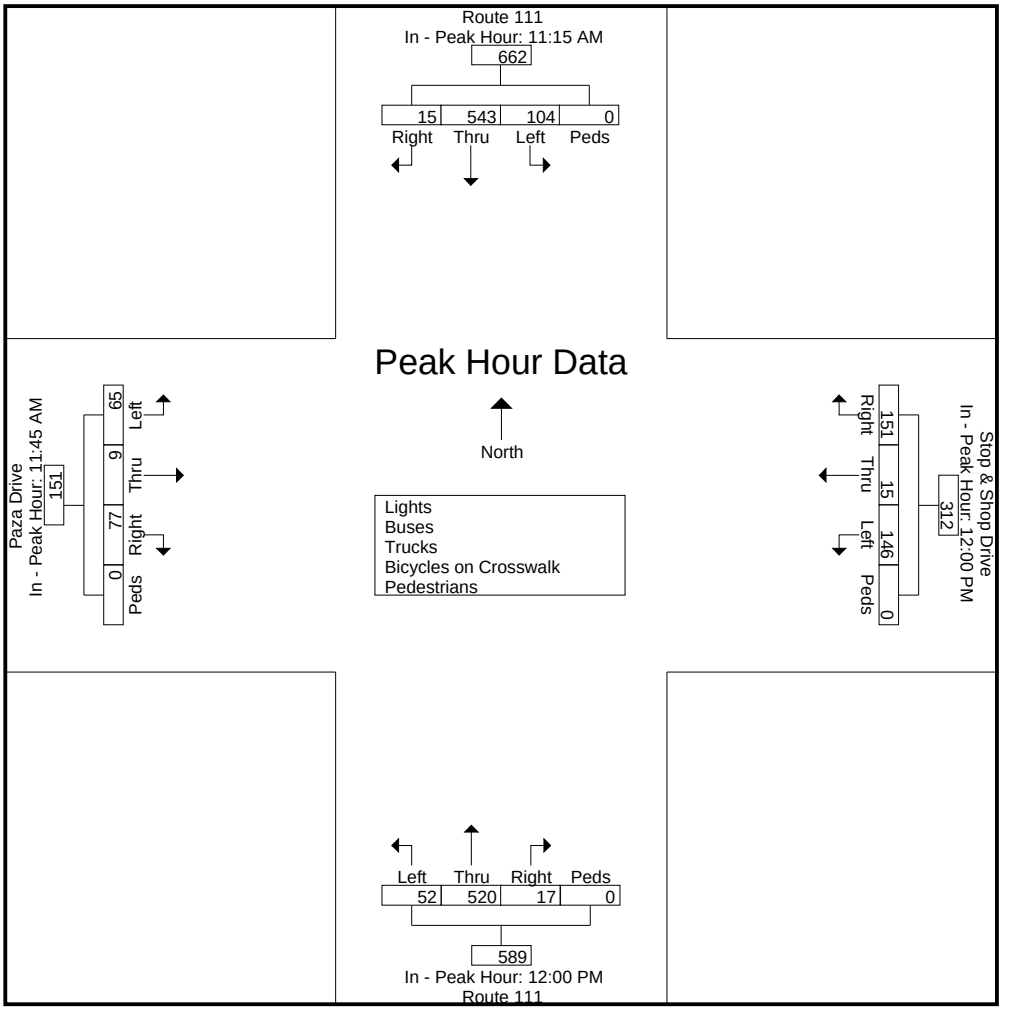


Connecticut Counts LLC

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File Name : 14288b
Site Code : 14288
Start Date : 5/7/2016
Page No : 3

	Route 111 From North					Stop & Shop Drive From East					Route 111 From South					Paza Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:15 AM					12:00 PM					12:00 PM					11:45 AM					
+0 mins.	4	131	25	0	160	**42**	3	27	0	72	3	128	13	0	144	17	**6**	18	0	**41**	
+15 mins.	2	**144**	21	0	167	39	**4**	40	0	**83**	4	124	9	0	137	18	2	14	0	34	
+30 mins.	**5**	132	**29**	0	166	30	4	**45**	0	79	3	**138**	13	0	**154**	17	0	**20**	0	37	
+45 mins.	4	136	29	0	**169**	40	4	34	0	78	**7**	130	**17**	0	154	**25**	1	13	0	39	
Total Volume	15	543	104	0	662	151	15	146	0	312	17	520	52	0	589	77	9	65	0	151	
% App. Total	2.3	82	15.7	0		48.4	4.8	46.8	0		2.9	88.3	8.8	0		51	6	43	0		
PHF	.750	.943	.897	.000	.979	.899	.938	.811	.000	.940	.607	.942	.765	.000	.956	.770	.375	.813	.000	.921	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 111 at Cross Hill Road
Monroe/Trumbull, Connecticut

File Name : 14289
Site Code : 14289
Start Date : 4/28/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

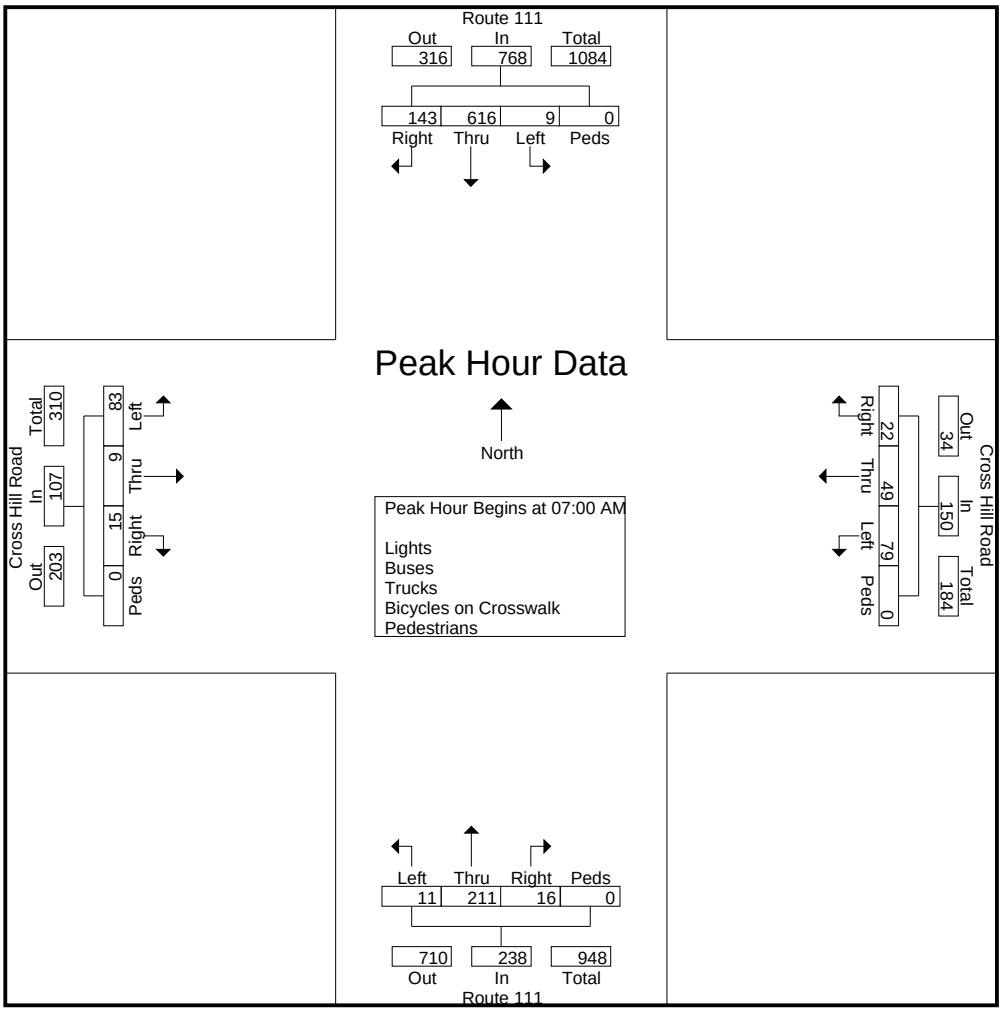
	Route 111 From North					Cross Hill Road From East					Route 111 From South					Cross Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	35	145	0	0	180	6	7	21	0	34	4	58	2	0	64	6	1	36	0	43	321
07:15 AM	36	158	3	0	197	4	12	15	0	31	3	51	4	0	58	3	2	26	0	31	317
07:30 AM	39	145	4	0	188	4	14	19	0	37	7	40	2	0	49	3	2	9	0	14	288
07:45 AM	33	168	2	0	203	8	16	24	0	48	2	62	3	0	67	3	4	12	0	19	337
Total	143	616	9	0	768	22	49	79	0	150	16	211	11	0	238	15	9	83	0	107	1263
08:00 AM	33	154	5	0	192	2	18	24	0	44	10	46	2	0	58	7	0	12	0	19	313
08:15 AM	27	122	3	0	152	5	12	7	0	24	7	55	0	0	62	5	5	8	0	18	256
08:30 AM	20	119	2	0	141	2	9	11	0	22	7	40	4	0	51	1	3	19	1	24	238
08:45 AM	32	122	1	0	155	3	11	13	0	27	11	52	2	0	65	10	11	13	0	34	281
Total	112	517	11	0	640	12	50	55	0	117	35	193	8	0	236	23	19	52	1	95	1088
Grand Total	255	1133	20	0	1408	34	99	134	0	267	51	404	19	0	474	38	28	135	1	202	2351
Apprch %	18.1	80.5	1.4	0		12.7	37.1	50.2	0		10.8	85.2	4	0		18.8	13.9	66.8	0.5		
Total %	10.8	48.2	0.9	0	59.9	1.4	4.2	5.7	0	11.4	2.2	17.2	0.8	0	20.2	1.6	1.2	5.7	0	8.6	
Lights	242	1081																			
% Lights	94.9	95.4	95	0	95.3	100	99	97	0	98.1	100	92.8	84.2	0	93.2	97.4	100	95.6	0	96	95.3
Buses	2	12	1	0	15	0	0	2	0	2	0	6	2	0	8	0	0	4	0	4	29
% Buses	0.8	1.1	5	0	1.1	0	0	1.5	0	0.7	0	1.5	10.5	0	1.7	0	0	3	0	2	1.2
Trucks	11	40	0	0	51	0	1	2	0	3	0	23	1	0	24	1	0	2	0	3	81
% Trucks	4.3	3.5	0	0	3.6	0	1	1.5	0	1.1	0	5.7	5.3	0	5.1	2.6	0	1.5	0	1.5	3.4
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.5	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14289
Site Code : 14289
Start Date : 4/28/2016
Page No : 2

	Route 111 From North					Cross Hill Road From East					Route 111 From South					Cross Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	35	145	0	0	180	6	7	21	0	34	4	58	2	0	64	**6**	1	**36**	0	**43**	321
07:15 AM	36	158	3	0	197	4	12	15	0	31	3	51	**4**	0	58	3	2	26	0	31	317
07:30 AM	**39**	145	**4**	0	188	4	14	19	0	37	**7**	40	2	0	49	3	2	9	0	14	288
07:45 AM	33	**168**	2	0	**203**	**8**	**16**	**24**	0	**48**	2	**62**	3	0	**67**	3	**4**	12	0	19	**337**
Total Volume	143	616	9	0	768	22	49	79	0	150	16	211	11	0	238	15	9	83	0	107	1263
% App. Total	18.6	80.2	1.2	0		14.7	32.7	52.7	0		6.7	88.7	4.6	0		14	8.4	77.6	0		
PHF	.917	.917	.563	.000	.946	.688	.766	.823	.000	.781	.571	.851	.688	.000	.888	.625	.563	.576	.000	.622	.937

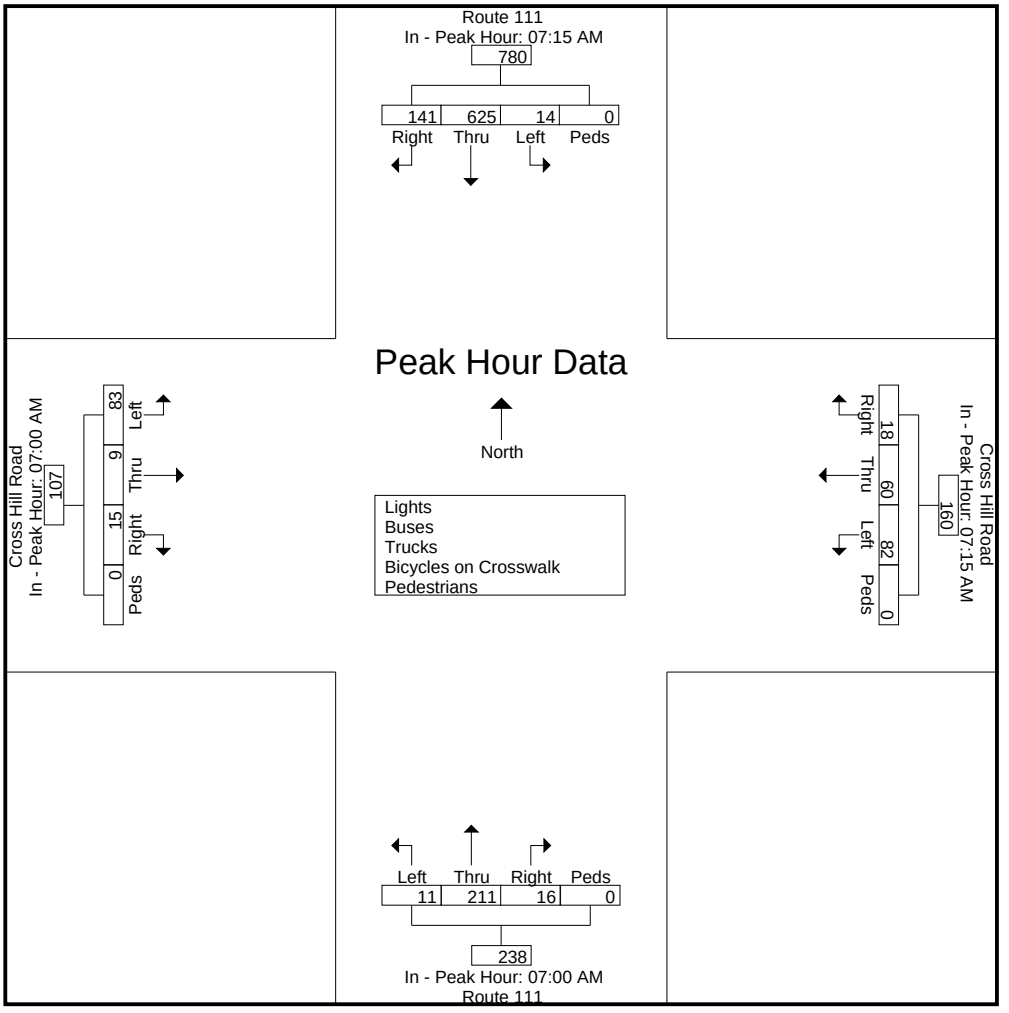


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14289
Site Code : 14289
Start Date : 4/28/2016
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	Route 111 From North					Cross Hill Road From East					Route 111 From South					Cross Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:15 AM					07:00 AM					07:00 AM					
+0 mins.	36	158	3	0	197	4	12	15	0	31	4	58	2	0	64	**6**	1	**36**	0	**43**	
+15 mins.	**39**	145	4	0	188	4	14	19	0	37	3	51	**4**	0	58	3	2	26	0	31	
+30 mins.	33	**168**	2	0	**203**	**8**	16	**24**	0	**48**	**7**	40	2	0	49	3	2	9	0	14	
+45 mins.	33	154	**5**	0	192	2	**18**	24	0	44	2	**62**	3	0	**67**	3	**4**	12	0	19	
Total Volume	141	625	14	0	780	18	60	82	0	160	16	211	11	0	238	15	9	83	0	107	
% App. Total	18.1	80.1	1.8	0		11.2	37.5	51.2	0		6.7	88.7	4.6	0		14	8.4	77.6	0		
PHF	.904	.930	.700	.000	.961	.563	.833	.854	.000	.833	.571	.851	.688	.000	.888	.625	.563	.576	.000	.622	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 111 at Cross Hill Road
Monroe/Trumbull, Connecticut

File Name : 14290
Site Code : 14290
Start Date : 4/28/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

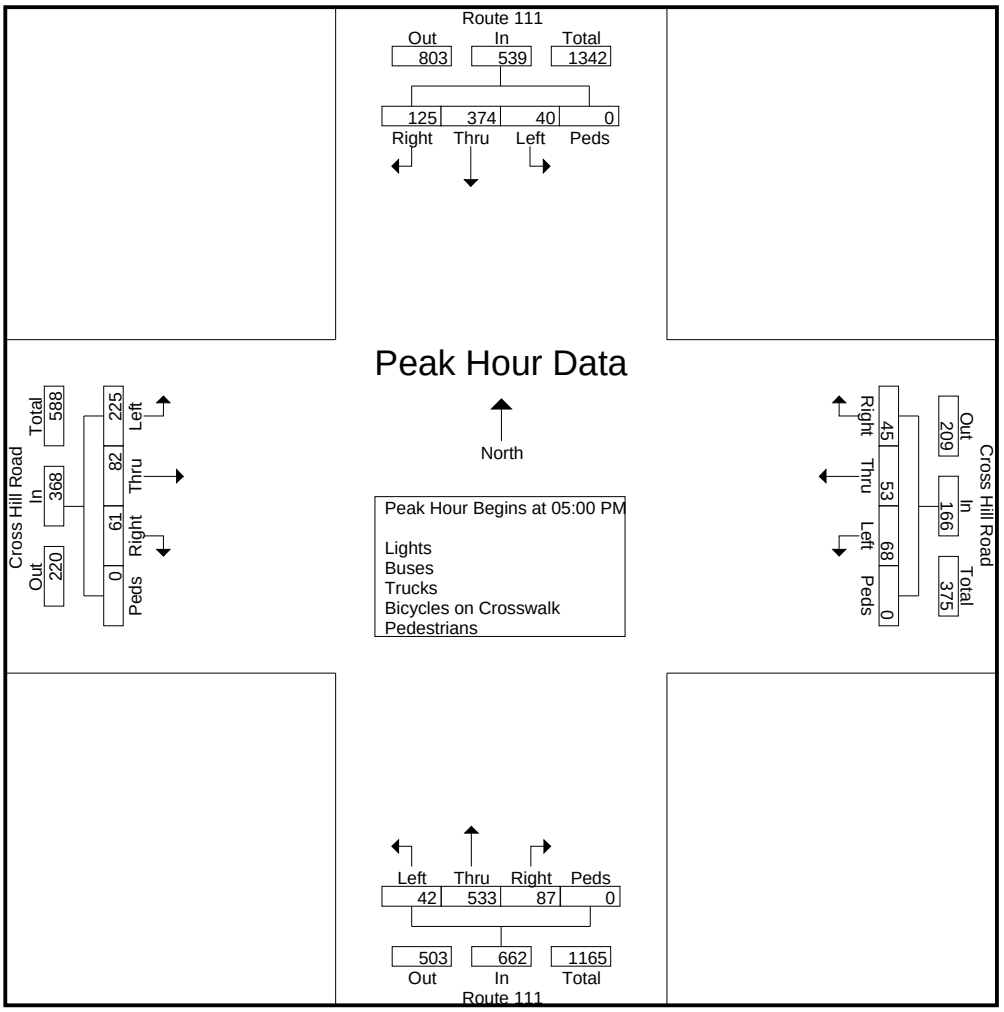
	Route 111 From North					Cross Hill Road From East					Route 111 From South					Cross Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	20	92	4	0	116	16	7	19	0	42	23	118	9	0	150	19	27	50	0	96	404
04:15 PM	22	95	5	0	122	9	11	14	0	34	23	135	12	0	170	15	9	64	0	88	414
04:30 PM	27	90	9	0	126	7	11	15	0	33	23	155	15	0	193	9	14	60	0	83	435
04:45 PM	33	87	7	0	127	12	9	13	0	34	16	120	12	0	148	12	23	76	0	111	420
Total	102	364	25	0	491	44	38	61	0	143	85	528	48	0	661	55	73	250	0	378	1673
05:00 PM	34	105	6	0	145	11	11	22	0	44	26	133	8	0	167	12	27	62	0	101	457
05:15 PM	32	70	13	0	115	6	13	9	0	28	24	128	13	0	165	18	22	60	0	100	408
05:30 PM	29	97	5	0	131	13	15	16	0	44	16	129	10	0	155	10	10	47	0	67	397
05:45 PM	30	102	16	0	148	15	14	21	0	50	21	143	11	0	175	21	23	56	0	100	473
Total	125	374	40	0	539	45	53	68	0	166	87	533	42	0	662	61	82	225	0	368	1735
Grand Total	227	738	65	0	1030	89	91	129	0	309	172	1061	90	0	1323	116	155	475	0	746	3408
Apprch %	22	71.7	6.3	0		28.8	29.4	41.7	0		13	80.2	6.8	0		15.5	20.8	63.7	0		
Total %	6.7	21.7	1.9	0	30.2	2.6	2.7	3.8	0	9.1	5	31.1	2.6	0	38.8	3.4	4.5	13.9	0	21.9	
Lights	220	723	64	0	1007	88	89	128	0	305	170	1040									
% Lights	96.9	98	98.5	0	97.8	98.9	97.8	99.2	0	98.7	98.8	98	97.8	0	98.1	96.6	99.4	98.1	0	98.1	98.1
Buses	3	6	0	0	9	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	11
% Buses	1.3	0.8	0	0	0.9	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.3
Trucks	4	9	1	0	14	1	2	1	0	4	2	19	2	0	23	4	1	9	0	14	55
% Trucks	1.8	1.2	1.5	0	1.4	1.1	2.2	0.8	0	1.3	1.2	1.8	2.2	0	1.7	3.4	0.6	1.9	0	1.9	1.6
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14290
Site Code : 14290
Start Date : 4/28/2016
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	Route 111 From North					Cross Hill Road From East					Route 111 From South					Cross Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**34**	**105**	6	0	145	11	11	**22**	0	44	**26**	133	8	0	167	12	**27**	**62**	0	**101**	457
05:15 PM	32	70	13	0	115	6	13	9	0	28	24	128	**13**	0	165	18	22	60	0	100	408
05:30 PM	29	97	5	0	131	13	**15**	16	0	44	16	129	10	0	155	10	10	47	0	67	397
05:45 PM	30	102	**16**	0	**148**	**15**	14	21	0	**50**	21	**143**	11	0	**175**	**21**	23	56	0	100	**473**
Total Volume	125	374	40	0	539	45	53	68	0	166	87	533	42	0	662	61	82	225	0	368	1735
% App. Total	23.2	69.4	7.4	0		27.1	31.9	41	0		13.1	80.5	6.3	0		16.6	22.3	61.1	0		
PHF	.919	.890	.625	.000	.910	.750	.883	.773	.000	.830	.837	.932	.808	.000	.946	.726	.759	.907	.000	.911	.917

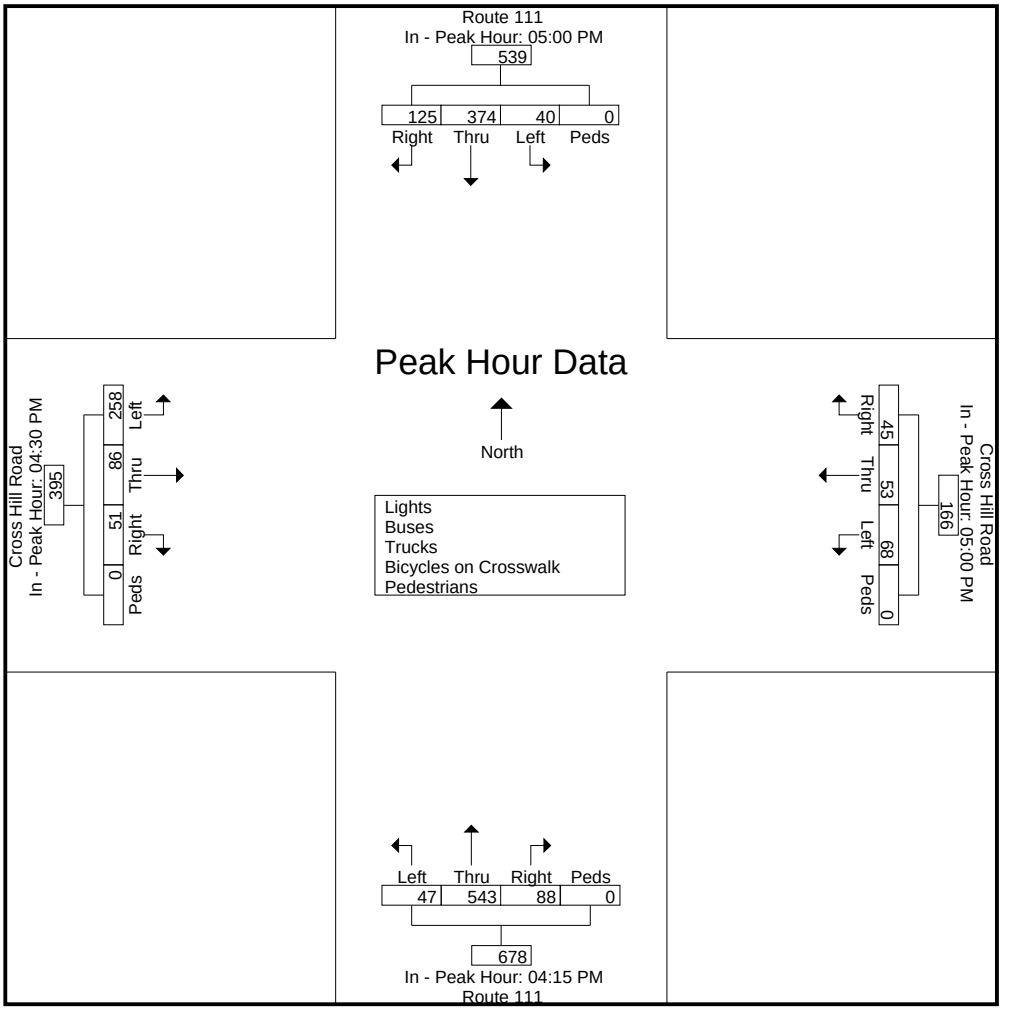


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14290
Site Code : 14290
Start Date : 4/28/2016
Page No : 3

	Route 111 From North					Cross Hill Road From East					Route 111 From South					Cross Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					05:00 PM					04:15 PM					04:30 PM					
+0 mins.	**34**	**105**	6	0	145	11	11	**22**	0	44	23	135	12	0	170	9	14	60	0	83	
+15 mins.	32	70	13	0	115	6	13	9	0	28	23	**155**	**15**	0	**193**	12	23	**76**	0	**111**	
+30 mins.	29	97	5	0	131	13	**15**	16	0	44	16	120	12	0	148	12	**27**	62	0	101	
+45 mins.	30	102	**16**	0	**148**	**15**	14	21	0	**50**	**26**	133	8	0	167	**18**	22	60	0	100	
Total Volume	125	374	40	0	539	45	53	68	0	166	88	543	47	0	678	51	86	258	0	395	
% App. Total	23.2	69.4	7.4	0		27.1	31.9	41	0		13	80.1	6.9	0		12.9	21.8	65.3	0		
PHF	.919	.890	.625	.000	.910	.750	.883	.773	.000	.830	.846	.876	.783	.000	.878	.708	.796	.849	.000	.890	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 111 at Cross Hill Road
Monroe/Trumbull, Connecticut

File Name : 14291
Site Code : 14291
Start Date : 5/7/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

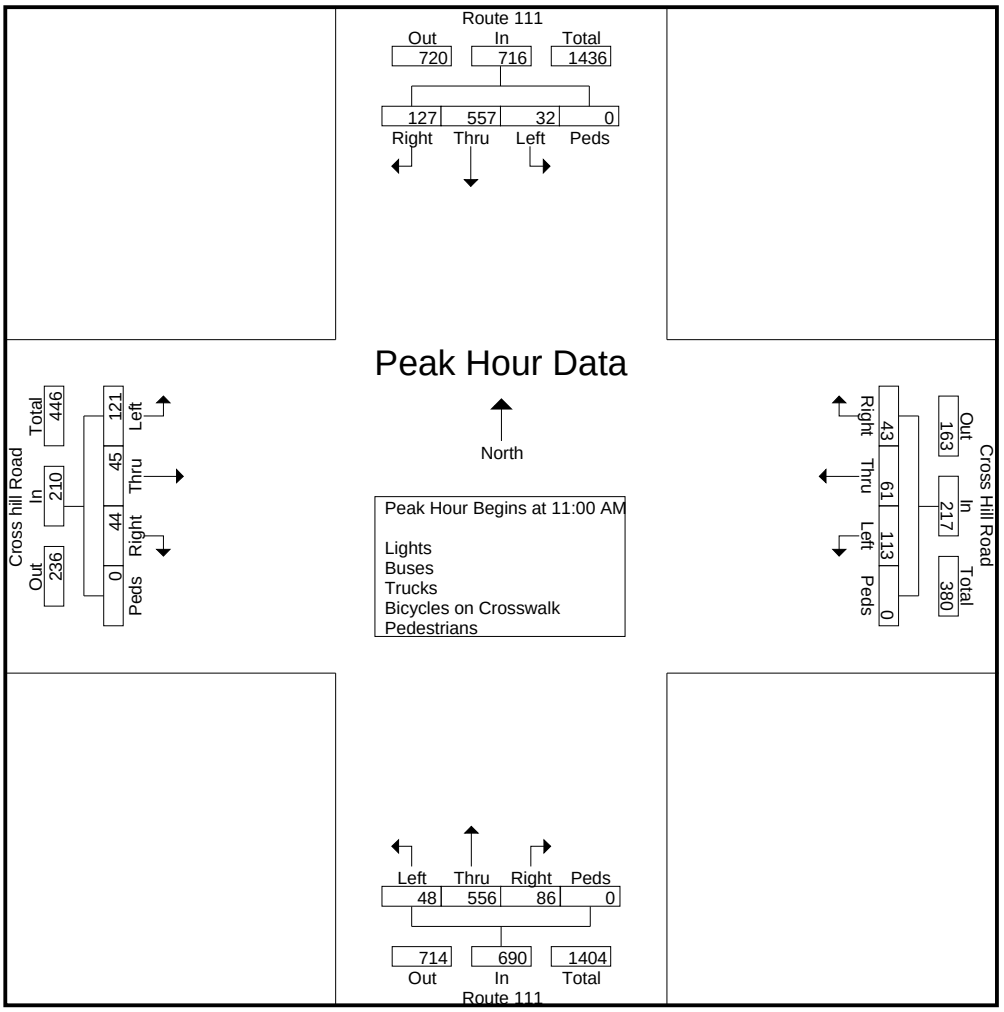
	Route 111 From North					Cross Hill Road From East					Route 111 From South					Cross hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	33	141	9	0	183	6	18	27	0	51	23	138	8	0	169	6	10	30	0	46	449
11:15 AM	32	141	9	0	182	11	11	31	0	53	22	127	12	0	161	9	10	22	0	41	437
11:30 AM	27	143	8	0	178	7	11	23	0	41	21	142	16	0	179	11	11	35	0	57	455
11:45 AM	35	132	6	0	173	19	21	32	0	72	20	149	12	0	181	18	14	34	0	66	492
Total	127	557	32	0	716	43	61	113	0	217	86	556	48	0	690	44	45	121	0	210	1833
12:00 PM	36	137	8	0	181	9	7	33	0	49	18	139	12	0	169	7	9	20	0	36	435
12:15 PM	43	127	5	0	175	7	8	15	0	30	21	142	12	0	175	14	10	37	0	61	441
12:30 PM	26	128	8	0	162	10	11	29	0	50	22	138	8	0	168	12	3	30	0	45	425
12:45 PM	20	132	7	0	159	10	7	27	0	44	20	143	12	0	175	11	8	28	0	47	425
Total	125	524	28	0	677	36	33	104	0	173	81	562	44	0	687	44	30	115	0	189	1726
Grand Total	252	1081	60	0	1393	79	94	217	0	390	167	1118	92	0	1377	88	75	236	0	399	3559
Apprch %	18.1	77.6	4.3	0		20.3	24.1	55.6	0		12.1	81.2	6.7	0		22.1	18.8	59.1	0		
Total %	7.1	30.4	1.7	0	39.1	2.2	2.6	6.1	0	11	4.7	31.4	2.6	0	38.7	2.5	2.1	6.6	0	11.2	
Lights	247	1061										1096									
% Lights	98	98.1	100	0	98.2	100	100	100	0	100	99.4	98	100	0	98.3	96.6	98.7	99.6	0	98.7	98.5
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	5	19	0	0	24	0	0	0	0	0	1	22	0	0	23	3	1	1	0	5	52
% Trucks	2	1.8	0	0	1.7	0	0	0	0	0	0.6	2	0	0	1.7	3.4	1.3	0.4	0	1.3	1.5
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14291
Site Code : 14291
Start Date : 5/7/2016
Page No : 2

	Route 111 From North					Cross Hill Road From East					Route 111 From South					Cross hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	33	141	**9**	0	**183**	6	18	27	0	51	**23**	138	8	0	169	6	10	30	0	46	449
11:15 AM	32	141	9	0	182	11	11	31	0	53	22	127	12	0	161	9	10	22	0	41	437
11:30 AM	27	**143**	8	0	178	7	11	23	0	41	21	142	**16**	0	179	11	11	**35**	0	57	455
11:45 AM	**35**	132	6	0	173	**19**	**21**	**32**	0	**72**	20	**149**	12	0	**181**	**18**	**14**	34	0	**66**	**492**
Total Volume	127	557	32	0	716	43	61	113	0	217	86	556	48	0	690	44	45	121	0	210	1833
% App. Total	17.7	77.8	4.5	0		19.8	28.1	52.1	0		12.5	80.6	7	0		21	21.4	57.6	0		
PHF	.907	.974	.889	.000	.978	.566	.726	.883	.000	.753	.935	.933	.750	.000	.953	.611	.804	.864	.000	.795	.931

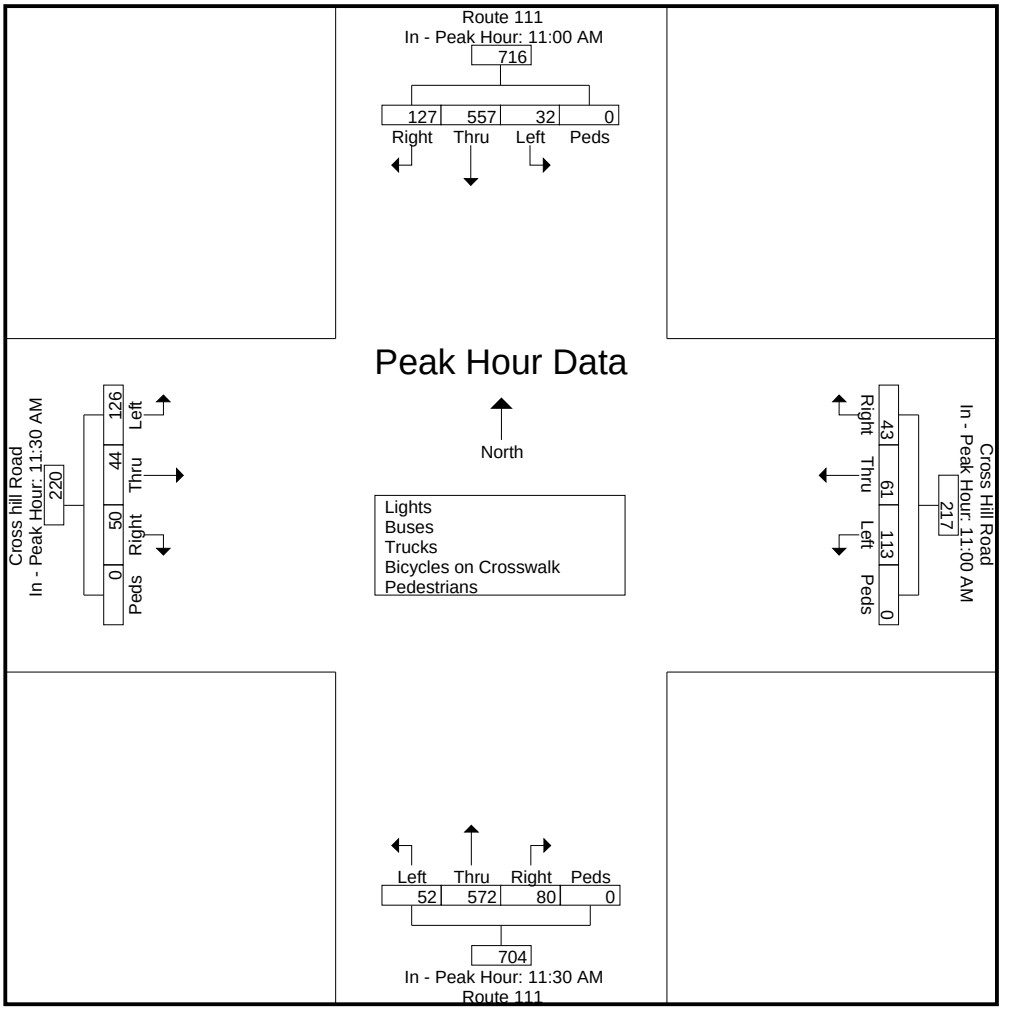


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14291
Site Code : 14291
Start Date : 5/7/2016
Page No : 3

	Route 111 From North					Cross Hill Road From East					Route 111 From South					Cross hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00 AM					11:00 AM					11:30 AM					11:30 AM					
+0 mins.	33	141	**9**	0	**183**	6	18	27	0	51	**21**	142	**16**	0	179	11	11	35	0	57	
+15 mins.	32	141	9	0	182	11	11	31	0	53	20	**149**	12	0	**181**	**18**	**14**	34	0	**66**	
+30 mins.	27	**143**	8	0	178	7	11	23	0	41	18	139	12	0	169	7	9	20	0	36	
+45 mins.	**35**	132	6	0	173	**19**	**21**	**32**	0	**72**	21	142	12	0	175	14	10	**37**	0	61	
Total Volume	127	557	32	0	716	43	61	113	0	217	80	572	52	0	704	50	44	126	0	220	
% App. Total	17.7	77.8	4.5	0		19.8	28.1	52.1	0		11.4	81.2	7.4	0		22.7	20	57.3	0		
PHF	.907	.974	.889	.000	.978	.566	.726	.883	.000	.753	.952	.960	.813	.000	.972	.694	.786	.851	.000	.833	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 111 at Big Y Drive
Monroe/Trumbull, Connecticut

File Name : 14292
Site Code : 14292
Start Date : 4/28/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

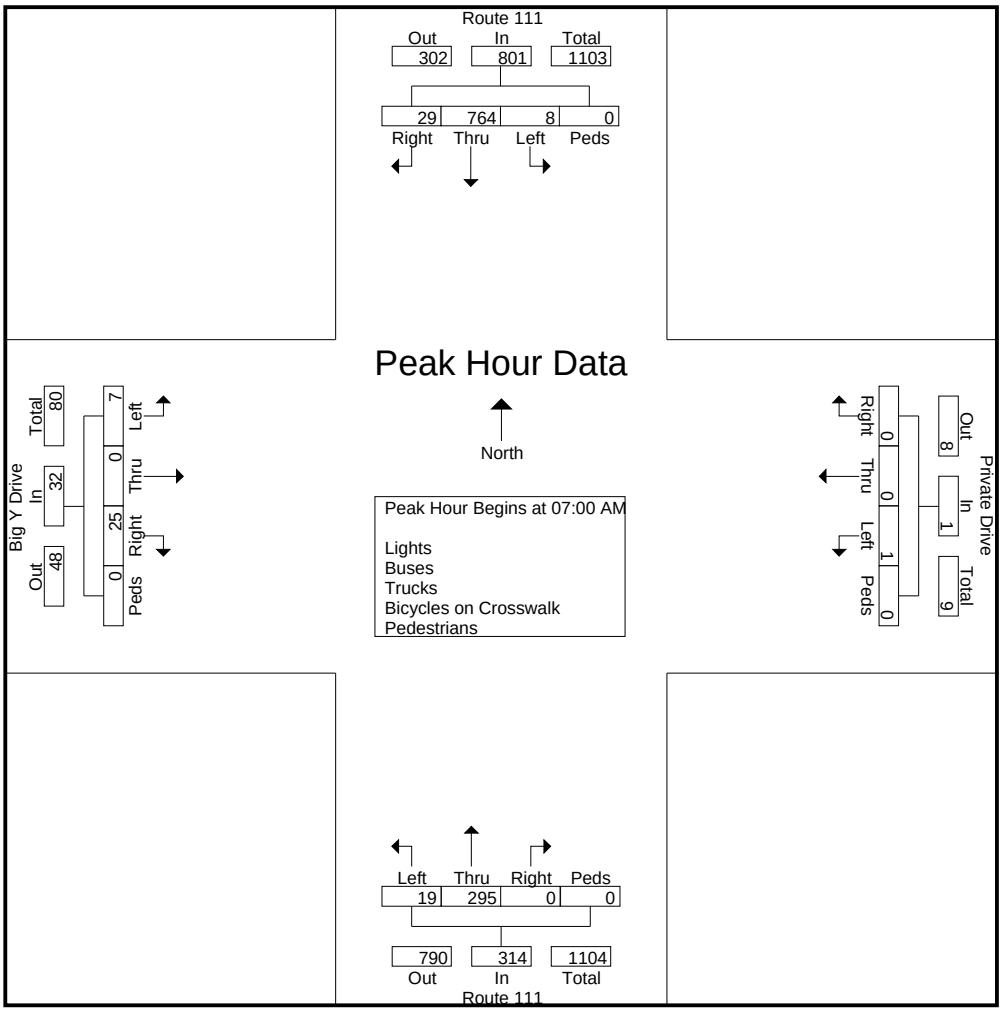
	Route 111 From North					Private Drive From East					Route 111 From South					Big Y Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	10	180	3	0	193	0	0	1	0	1	0	92	3	0	95	6	0	1	0	7	296
07:15 AM	7	197	1	0	205	0	0	0	0	0	0	77	4	0	81	7	0	3	0	10	296
07:30 AM	6	187	2	0	195	0	0	0	0	0	0	49	3	0	52	6	0	1	0	7	254
07:45 AM	6	200	2	0	208	0	0	0	0	0	0	77	9	0	86	6	0	2	0	8	302
Total	29	764	8	0	801	0	0	1	0	1	0	295	19	0	314	25	0	7	0	32	1148
08:00 AM	11	188	1	0	200	0	0	0	0	0	0	55	3	0	58	6	0	4	0	10	268
08:15 AM	8	135	0	1	144	2	0	0	0	2	0	56	11	0	67	6	0	2	1	9	222
08:30 AM	7	130	0	0	137	0	0	0	0	0	0	50	8	0	58	8	0	6	0	14	209
08:45 AM	11	147	3	0	161	0	0	0	0	0	0	57	15	0	72	9	0	5	0	14	247
Total	37	600	4	1	642	2	0	0	0	2	0	218	37	0	255	29	0	17	1	47	946
Grand Total	66	1364	12	1	1443	2	0	1	0	3	0	513	56	0	569	54	0	24	1	79	2094
Apprch %	4.6	94.5	0.8	0.1		66.7	0	33.3	0		0	90.2	9.8	0		68.4	0	30.4	1.3		
Total %	3.2	65.1	0.6	0	68.9	0.1	0	0	0	0.1	0	24.5	2.7	0	27.2	2.6	0	1.1	0	3.8	
Lights	63	1304																			
% Lights	95.5	95.6	100	0	95.6	100	0	100	0	100	0	95.5	91.1	0	95.1	88.9	0	100	0	91.1	95.3
Buses	0	16	0	0	16	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	28
% Buses	0	1.2	0	0	1.1	0	0	0	0	0	0	2.3	0	0	2.1	0	0	0	0	0	1.3
Trucks	3	44	0	0	47	0	0	0	0	0	0	11	5	0	16	6	0	0	0	6	69
% Trucks	4.5	3.2	0	0	3.3	0	0	0	0	0	0	2.1	8.9	0	2.8	11.1	0	0	0	7.6	3.3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
% Pedestrians	0	0	0	100	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.3	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14292
Site Code : 14292
Start Date : 4/28/2016
Page No : 2

	Route 111 From North					Private Drive From East					Route 111 From South					Big Y Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	**10**	180	**3**	0	193	0	0	**1**	0	**1**	0	**92**	3	0	**95**	6	0	1	0	7	296
07:15 AM	7	197	1	0	205	0	0	0	0	0	0	77	4	0	81	**7**	0	**3**	0	**10**	296
07:30 AM	6	187	2	0	195	0	0	0	0	0	0	49	3	0	52	6	0	1	0	7	254
07:45 AM	6	**200**	2	0	**208**	0	0	0	0	0	0	77	**9**	0	86	6	0	2	0	8	**302**
Total Volume	29	764	8	0	801	0	0	1	0	1	0	295	19	0	314	25	0	7	0	32	1148
% App. Total	3.6	95.4	1	0		0	0	100	0		0	93.9	6.1	0		78.1	0	21.9	0		
PHF	.725	.955	.667	.000	.963	.000	.000	.250	.000	.250	.000	.802	.528	.000	.826	.893	.000	.583	.000	.800	.950

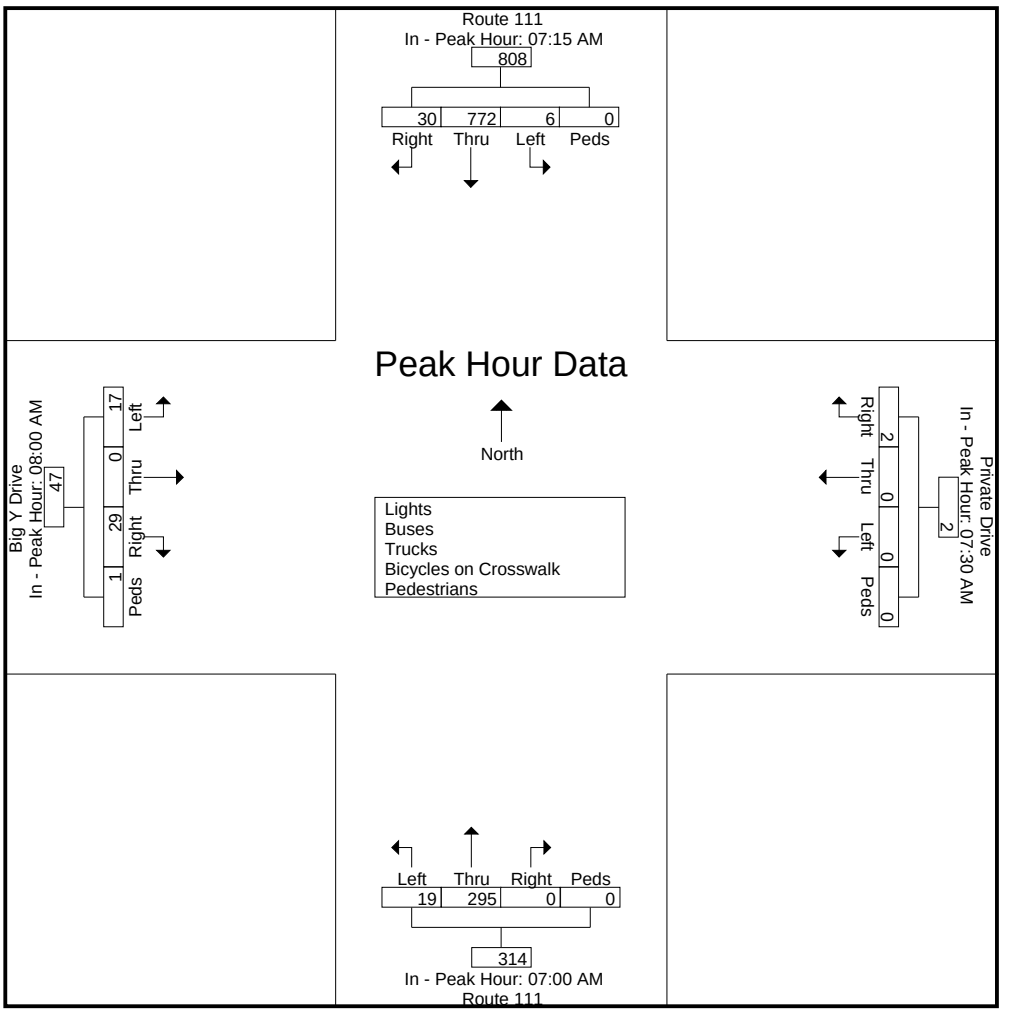


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14292
Site Code : 14292
Start Date : 4/28/2016
Page No : 3

	Route 111 From North					Private Drive From East					Route 111 From South					Big Y Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:30 AM					07:00 AM					08:00 AM					
+0 mins.	7	197	1	0	205	0	0	0	0	0	0	**92**	3	0	**95**	6	0	4	0	10	
+15 mins.	6	187	**2**	0	195	0	0	0	0	0	0	77	4	0	81	6	0	2	**1**	9	
+30 mins.	6	**200**	2	0	**208**	0	0	0	0	0	0	49	3	0	52	8	0	**6**	0	**14**	
+45 mins.	**11**	188	1	0	200	**2**	0	0	0	**2**	0	77	**9**	0	86	**9**	0	5	0	14	
Total Volume	30	772	6	0	808	2	0	0	0	2	0	295	19	0	314	29	0	17	1	47	
% App. Total	3.7	95.5	0.7	0		100	0	0	0		0	93.9	6.1	0		61.7	0	36.2	2.1		
PHF	.682	.965	.750	.000	.971	.250	.000	.000	.000	.250	.000	.802	.528	.000	.826	.806	.000	.708	.250	.839	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 111 at Big Y Drive
Monroe/Trumbull, Connecticut

File Name : 14293
Site Code : 14293
Start Date : 4/28/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

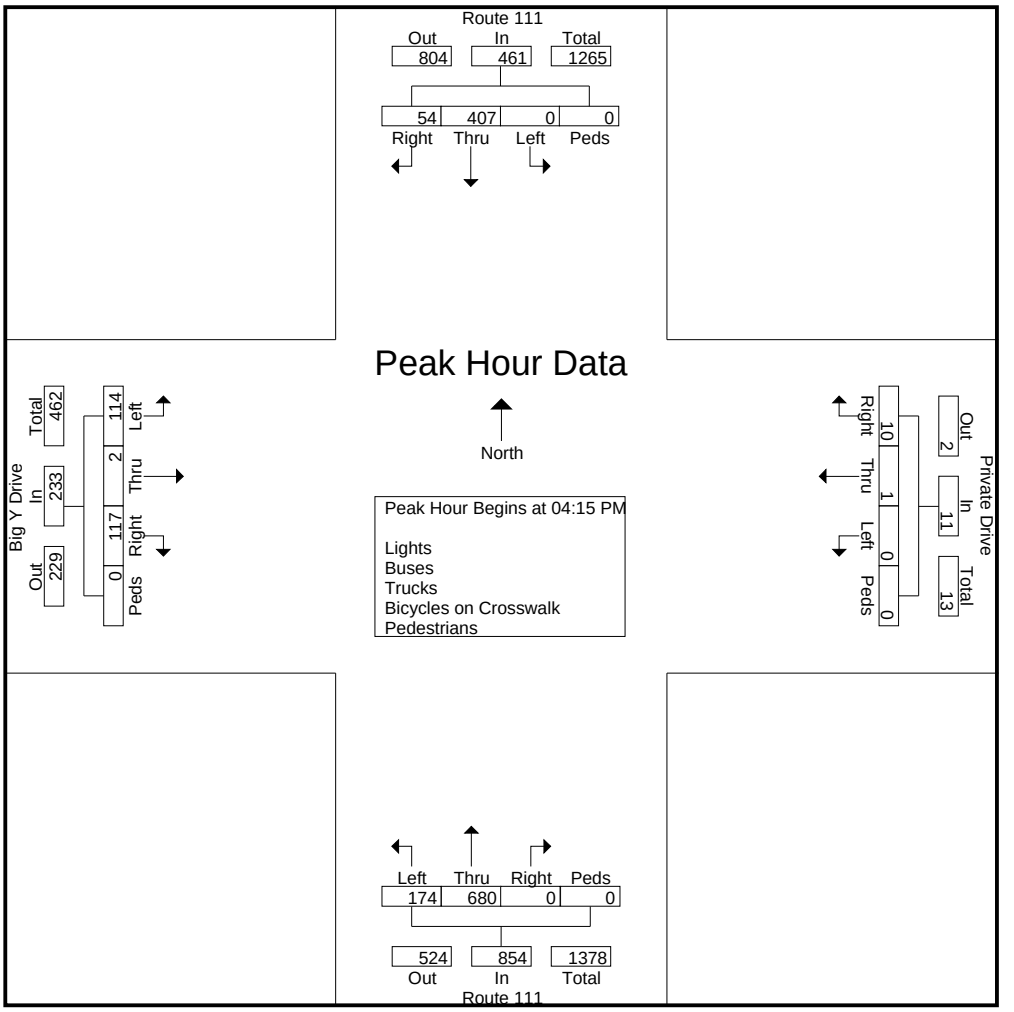
	Route 111 From North					Private Drive From East					Route 111 From South					Big Y Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	11	98	0	0	109	2	1	0	0	3	0	150	38	0	188	29	0	19	1	49	349
04:15 PM	19	97	0	0	116	2	0	0	0	2	0	168	42	0	210	23	0	22	0	45	373
04:30 PM	11	104	0	0	115	3	0	0	0	3	0	186	41	0	227	23	1	19	0	43	388
04:45 PM	17	91	0	0	108	1	1	0	0	2	0	160	48	0	208	37	0	38	0	75	393
Total	58	390	0	0	448	8	2	0	0	10	0	664	169	0	833	112	1	98	1	212	1503
05:00 PM	7	115	0	0	122	4	0	0	0	4	0	166	43	0	209	34	1	35	0	70	405
05:15 PM	17	81	0	0	98	1	1	0	0	2	0	162	32	0	194	34	0	25	0	59	353
05:30 PM	16	104	0	0	120	4	0	0	0	4	0	150	40	0	190	30	0	27	0	57	371
05:45 PM	18	122	0	0	140	9	0	0	0	9	1	177	41	0	219	34	1	26	0	61	429
Total	58	422	0	0	480	18	1	0	0	19	1	655	156	0	812	132	2	113	0	247	1558
Grand Total	116	812	0	0	928	26	3	0	0	29	1	1319	325	0	1645	244	3	211	1	459	3061
Apprch %	12.5	87.5	0	0		89.7	10.3	0	0		0.1	80.2	19.8	0		53.2	0.7	46	0.2		
Total %	3.8	26.5	0	0	30.3	0.8	0.1	0	0	0.9	0	43.1	10.6	0	53.7	8	0.1	6.9	0	15	
Lights	116	795	0	0	911	25	3	0	0	28	1	1292									
% Lights	100	97.9	0	0	98.2	96.2	100	0	0	96.6	100	98	99.4	0	98.2	99.2	100	99.5	0	99.1	98.3
Buses	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	10
% Buses	0	1	0	0	0.9	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0	0	0	0.3
Trucks	0	9	0	0	9	1	0	0	0	1	0	25	2	0	27	2	0	1	0	3	40
% Trucks	0	1.1	0	0	1	3.8	0	0	0	3.4	0	1.9	0.6	0	1.6	0.8	0	0.5	0	0.7	1.3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.2	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14293
Site Code : 14293
Start Date : 4/28/2016
Page No : 2

	Route 111 From North					Private Drive From East					Route 111 From South					Big Y Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	**19**	97	0	0	116	2	0	0	0	2	0	168	42	0	210	23	0	22	0	45	373
04:30 PM	11	104	0	0	115	3	0	0	0	3	0	**186**	41	0	**227**	23	**1**	19	0	43	388
04:45 PM	17	91	0	0	108	1	**1**	0	0	2	0	160	**48**	0	208	**37**	0	**38**	0	**75**	393
05:00 PM	7	**115**	0	0	**122**	**4**	0	0	0	**4**	0	166	43	0	209	34	1	35	0	70	**405**
Total Volume	54	407	0	0	461	10	1	0	0	11	0	680	174	0	854	117	2	114	0	233	1559
% App. Total	11.7	88.3	0	0		90.9	9.1	0	0		0	79.6	20.4	0		50.2	0.9	48.9	0		
PHF	.711	.885	.000	.000	.945	.625	.250	.000	.000	.688	.000	.914	.906	.000	.941	.791	.500	.750	.000	.777	.962

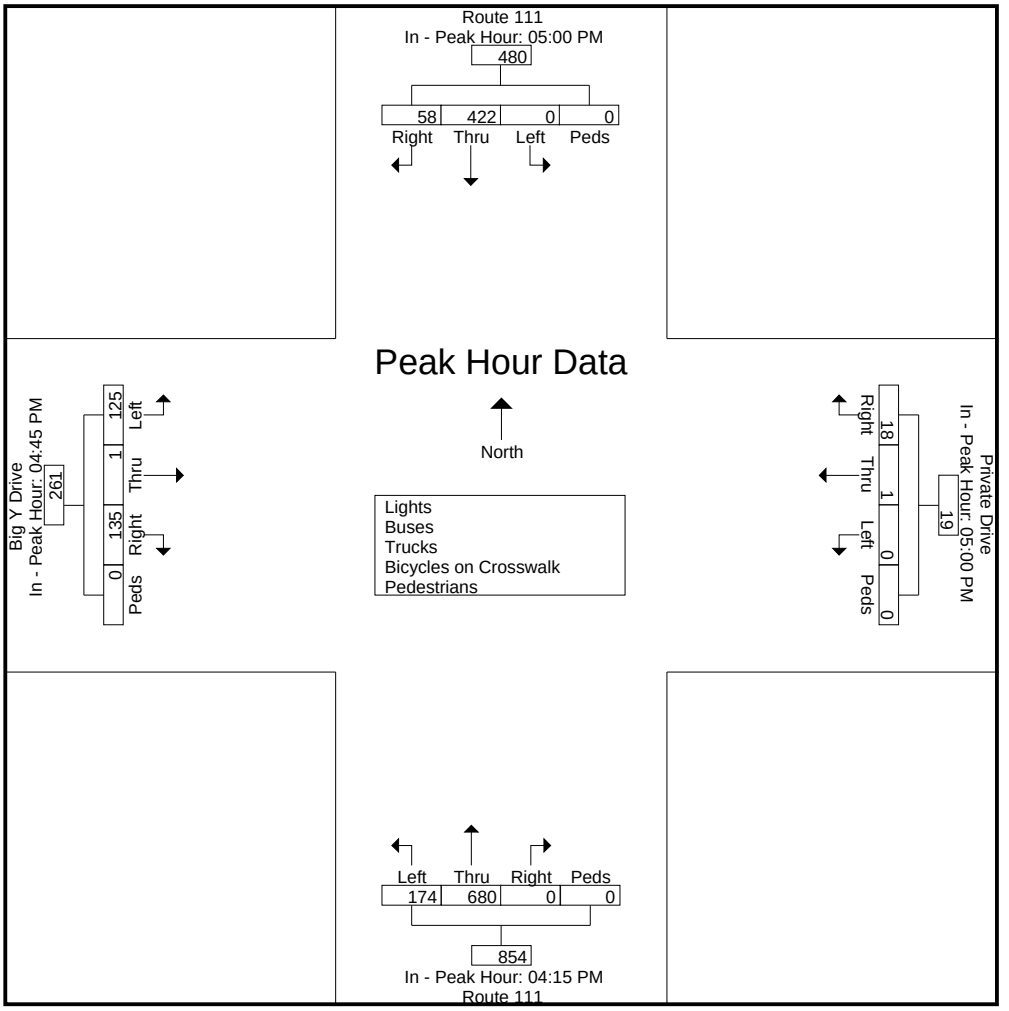


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14293
Site Code : 14293
Start Date : 4/28/2016
Page No : 3

	Route 111 From North					Private Drive From East					Route 111 From South					Big Y Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					05:00 PM					04:15 PM					04:45 PM					
+0 mins.	7	115	0	0	122	4	0	0	0	4	0	168	42	0	210	**37**	0	**38**	0	**75**	
+15 mins.	17	81	0	0	98	1	**1**	0	0	2	0	**186**	41	0	**227**	34	**1**	35	0	70	
+30 mins.	16	104	0	0	120	4	0	0	0	4	0	160	**48**	0	208	34	0	25	0	59	
+45 mins.	**18**	**122**	0	0	**140**	**9**	0	0	0	**9**	0	166	43	0	209	30	0	27	0	57	
Total Volume	58	422	0	0	480	18	1	0	0	19	0	680	174	0	854	135	1	125	0	261	
% App. Total	12.1	87.9	0	0		94.7	5.3	0	0		0	79.6	20.4	0		51.7	0.4	47.9	0		
PHF	.806	.865	.000	.000	.857	.500	.250	.000	.000	.528	.000	.914	.906	.000	.941	.912	.250	.822	.000	.870	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 111 at Big Y Drive/Private Dr
Monroe/Trumbull, Connecticut

File Name : 14294
Site Code : 14294
Start Date : 6/10/2016
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

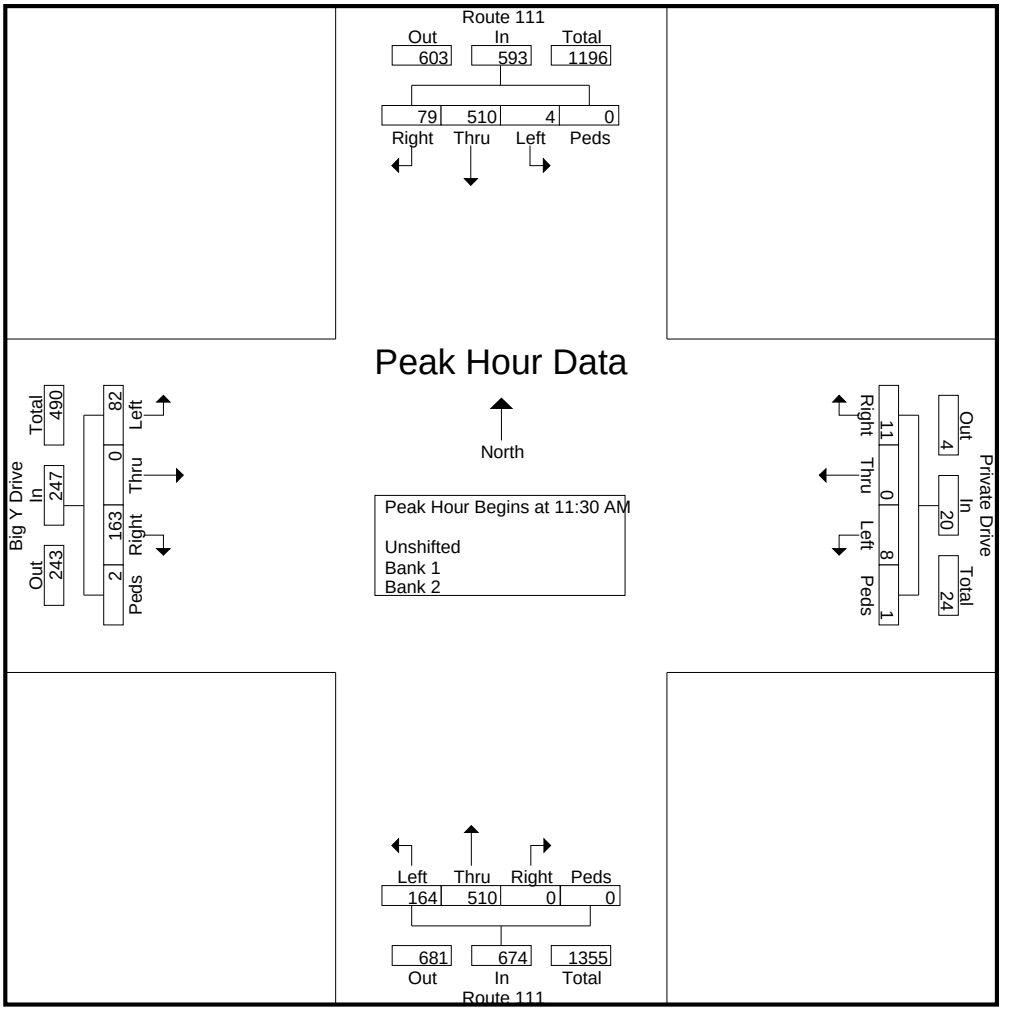
	Route 111 From North					Private Drive From East					Route 111 From South					Big Y Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	14	130	1	0	145	2	0	1	0	3	0	112	29	0	141	23	0	17	0	40	329
11:15 AM	12	131	1	0	144	0	0	2	0	2	0	136	38	0	174	29	0	11	0	40	360
11:30 AM	24	138	0	0	162	4	0	4	0	8	0	126	42	0	168	40	0	19	0	59	397
11:45 AM	22	121	1	0	144	3	0	1	1	5	0	118	43	0	161	42	0	22	1	65	375
Total	72	520	3	0	595	9	0	8	1	18	0	492	152	0	644	134	0	69	1	204	1461
12:00 PM	18	139	1	0	158	1	0	2	0	3	0	142	31	0	173	36	0	17	1	54	388
12:15 PM	15	112	2	0	129	3	0	1	0	4	0	124	48	0	172	45	0	24	0	69	374
12:30 PM	7	135	1	0	143	3	0	1	0	4	0	148	38	0	186	31	0	25	0	56	389
12:45 PM	15	104	0	0	119	5	0	0	0	5	0	138	23	0	161	31	0	13	1	45	330
Total	55	490	4	0	549	12	0	4	0	16	0	552	140	0	692	143	0	79	2	224	1481
Grand Total	127	1010	7	0	1144	21	0	12	1	34	0	1044	292	0	1336	277	0	148	3	428	2942
Apprch %	11.1	88.3	0.6	0		61.8	0	35.3	2.9		0	78.1	21.9	0		64.7	0	34.6	0.7		
Total %	4.3	34.3	0.2	0	38.9	0.7	0	0.4	0	1.2	0	35.5	9.9	0	45.4	9.4	0	5	0.1	14.5	
Unshifted	127	999	7	0	1133	21	0	12	1	34	0	1036									
% Unshifted	100	98.9	100	0	99	100	0	100	100	100	0	99.2	99.3	0	99.3	99.6	0	100	100	99.8	99.3
Bank 1	0	9	0	0	9	0	0	0	0	0	0	7	2	0	9	1	0	0	0	1	19
% Bank 1	0	0.9	0	0	0.8	0	0	0	0	0	0	0.7	0.7	0	0.7	0.4	0	0	0	0.2	0.6
Bank 2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Bank 2	0	0.2	0	0	0.2	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14294
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Start Date : 6/10/2016
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Start Time	Route 111 From North					Private Drive From East					Route 111 From South					Big Y Drive From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	**24**	138	0	0	**162**	**4**	0	**4**	0	**8**	0	126	42	0	168	40	0	19	0	59	**397**
11:45 AM	22	121	1	0	144	3	0	1	**1**	5	0	118	43	0	161	42	0	22	**1**	65	375
12:00 PM	18	**139**	1	0	158	1	0	2	0	3	0	**142**	31	0	**173**	36	0	17	1	54	388
12:15 PM	15	112	**2**	0	129	3	0	1	0	4	0	124	**48**	0	172	**45**	0	**24**	0	**69**	374
Total Volume	79	510	4	0	593	11	0	8	1	20	0	510	164	0	674	163	0	82	2	247	1534
% App. Total	13.3	86	0.7	0		55	0	40	5		0	75.7	24.3	0		66	0	33.2	0.8		
PHF	.823	.917	.500	.000	.915	.688	.000	.500	.250	.625	.000	.898	.854	.000	.974	.906	.000	.854	.500	.895	.966

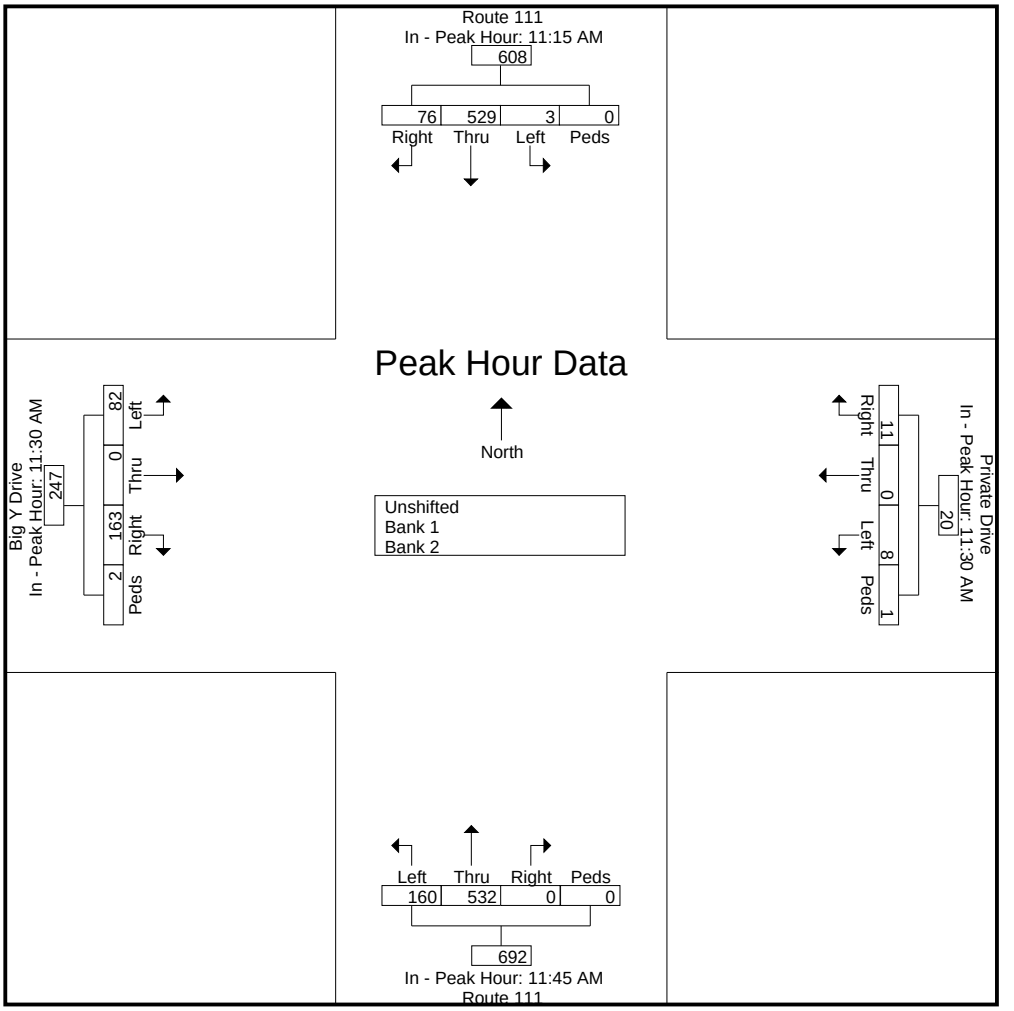


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(860) 828-1693

File Name : 14294
Site Code : 14294
Start Date : 6/10/2016
Page No : 3

Start Time	Route 111 From North					Private Drive From East					Route 111 From South					Big Y Drive From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:15 AM					11:30 AM					11:45 AM					11:30 AM					
+0 mins.	12	131	**1**	0	144	**4**	0	**4**	0	**8**	0	118	43	0	161	40	0	19	0	59	
+15 mins.	**24**	138	0	0	**162**	3	0	1	**1**	5	0	142	31	0	173	42	0	22	**1**	65	
+30 mins.	22	121	1	0	144	1	0	2	0	3	0	124	**48**	0	172	36	0	17	1	54	
+45 mins.	18	**139**	1	0	158	3	0	1	0	4	0	**148**	38	0	**186**	**45**	0	**24**	0	**69**	
Total Volume	76	529	3	0	608	11	0	8	1	20	0	532	160	0	692	163	0	82	2	247	
% App. Total	12.5	87	0.5	0		55	0	40	5		0	76.9	23.1	0		66	0	33.2	0.8		
PHF	.792	.951	.750	.000	.938	.688	.000	.500	.250	.625	.000	.899	.833	.000	.930	.906	.000	.854	.500	.895	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 25 at Brook Street
Monroe/Trumbull, Connecticut

File Name : 14358
Site Code : 14358
Start Date : 4/26/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

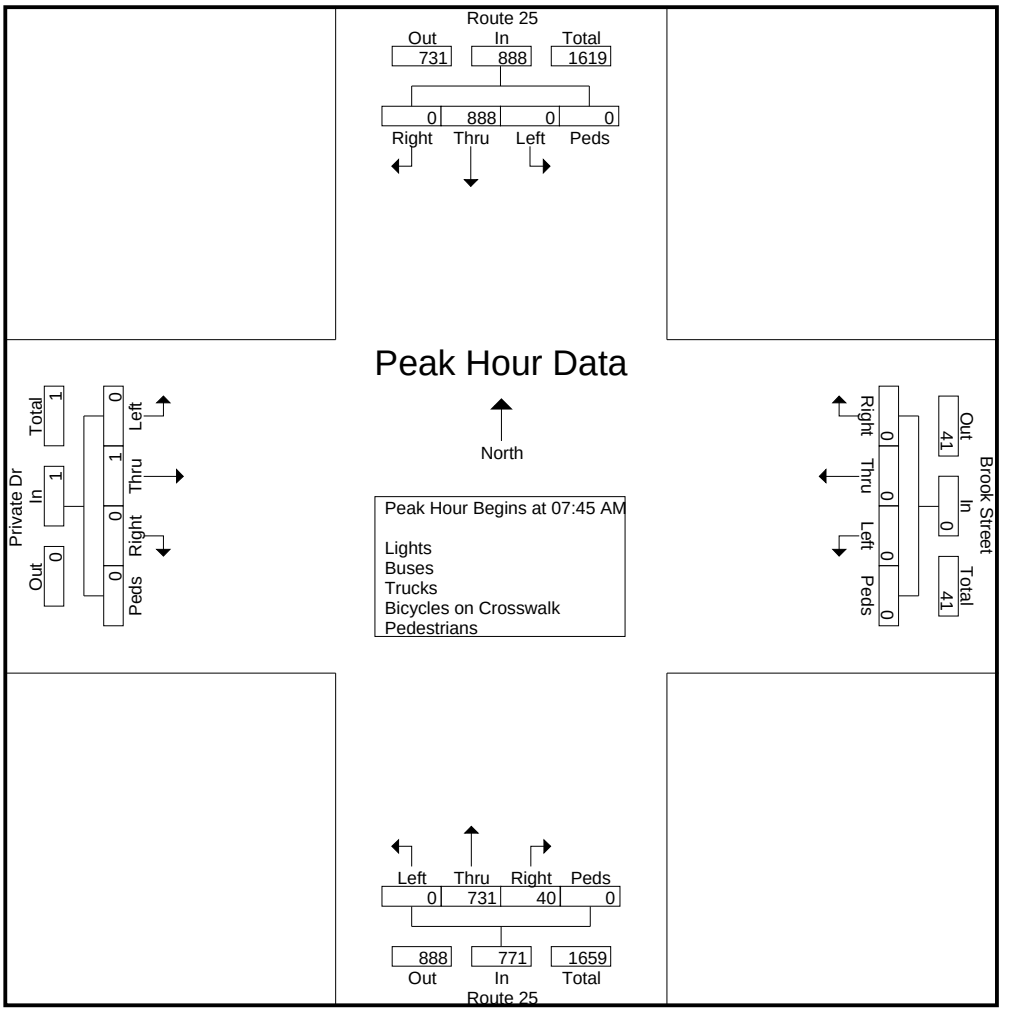
	Route 25 From North					Brook Street From East					Route 25 From South					Private Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	215	0	0	215	0	0	0	0	0	3	175	0	0	178	1	0	0	0	1	394
07:15 AM	0	206	0	0	206	1	0	0	0	1	2	179	0	0	181	0	0	0	0	0	388
07:30 AM	0	208	1	0	209	2	0	1	0	3	9	157	0	0	166	0	0	0	0	0	378
07:45 AM	0	193	0	0	193	0	0	0	0	0	17	182	0	0	199	0	1	0	0	1	393
Total	0	822	1	0	823	3	0	1	0	4	31	693	0	0	724	1	1	0	0	2	1553
08:00 AM	0	231	0	0	231	0	0	0	0	0	9	159	0	0	168	0	0	0	0	0	399
08:15 AM	0	227	0	0	227	0	0	0	0	0	10	213	0	0	223	0	0	0	0	0	450
08:30 AM	0	237	0	0	237	0	0	0	0	0	4	177	0	0	181	0	0	0	0	0	418
08:45 AM	0	204	2	0	206	0	0	2	0	2	6	171	0	0	177	0	0	0	0	0	385
Total	0	899	2	0	901	0	0	2	0	2	29	720	0	0	749	0	0	0	0	0	1652
Grand Total	0	1721	3	0	1724	3	0	3	0	6	60	1413	0	0	1473	1	1	0	0	2	3205
Apprch %	0	99.8	0.2	0		50	0	50	0		4.1	95.9	0	0		50	50	0	0		
Total %	0	53.7	0.1	0	53.8	0.1	0	0.1	0	0.2	1.9	44.1	0	0	46	0	0	0	0	0.1	
Lights	0	1625										1313									
% Lights	0	94.4	66.7	0	94.4	66.7	0	100	0	83.3	90	92.9	0	0	92.8	100	100	0	0	100	93.6
Buses	0	10	1	0	11	1	0	0	0	1	2	7	0	0	9	0	0	0	0	0	21
% Buses	0	0.6	33.3	0	0.6	33.3	0	0	0	16.7	3.3	0.5	0	0	0.6	0	0	0	0	0	0.7
Trucks	0	86	0	0	86	0	0	0	0	0	4	93	0	0	97	0	0	0	0	0	183
% Trucks	0	5	0	0	5	0	0	0	0	0	6.7	6.6	0	0	6.6	0	0	0	0	0	5.7
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14358
Site Code : 14358
Start Date : 4/26/2016
Page No : 2

	Route 25 From North					Brook Street From East					Route 25 From South					Private Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	193	0	0	193	0	0	0	0	0	**17**	182	0	0	199	0	**1**	0	0	**1**	393
08:00 AM	0	231	0	0	231	0	0	0	0	0	9	159	0	0	168	0	0	0	0	0	399
08:15 AM	0	227	0	0	227	0	0	0	0	0	10	**213**	0	0	**223**	0	0	0	0	0	**450**
08:30 AM	0	**237**	0	0	**237**	0	0	0	0	0	4	177	0	0	181	0	0	0	0	0	418
Total Volume	0	888	0	0	888	0	0	0	0	0	40	731	0	0	771	0	1	0	0	1	1660
% App. Total	0	100	0	0		0	0	0	0		5.2	94.8	0	0		0	100	0	0		
PHF	.000	.937	.000	.000	.937	.000	.000	.000	.000	.000	.588	.858	.000	.000	.864	.000	.250	.000	.000	.250	.922

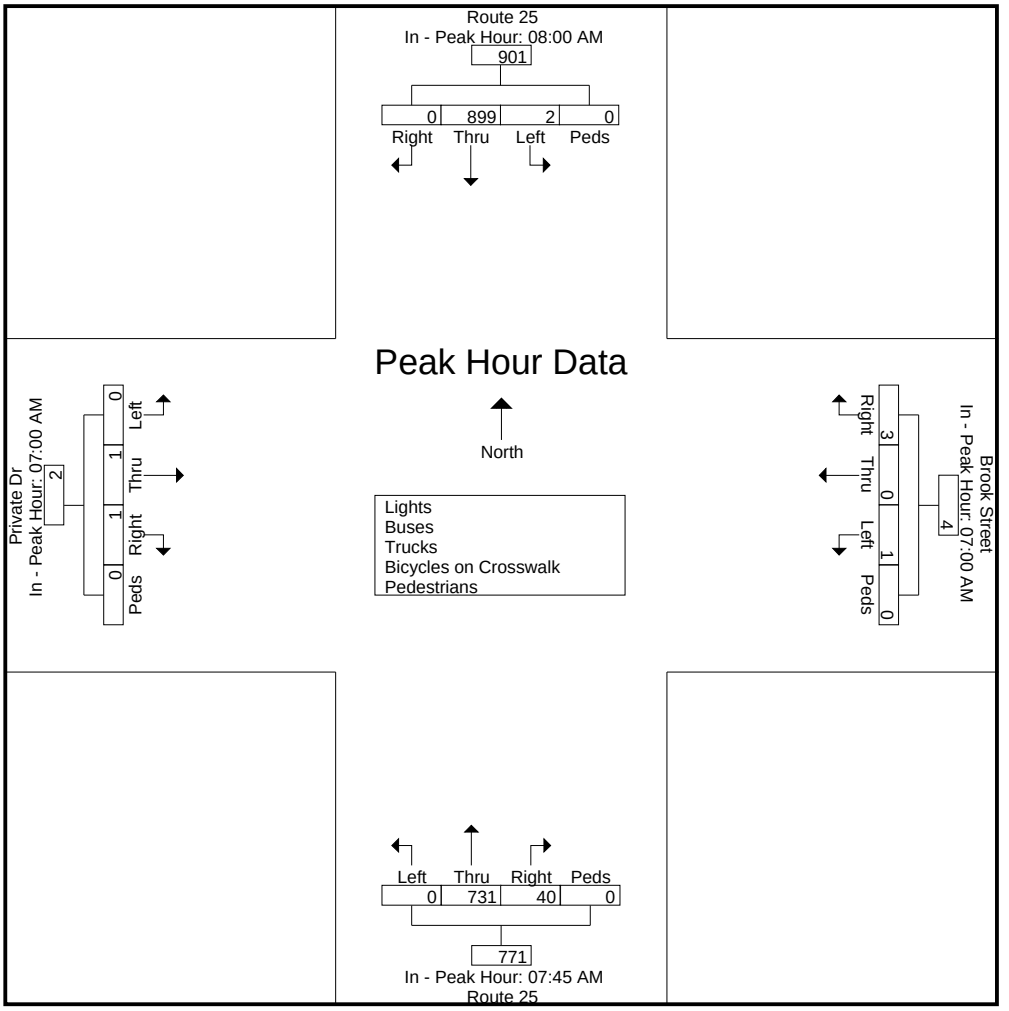


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14358
Site Code : 14358
Start Date : 4/26/2016
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	Route 25 From North					Brook Street From East					Route 25 From South					Private Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:00 AM					07:00 AM					07:45 AM					07:00 AM					
+0 mins.	0	231	0	0	231	0	0	0	0	0	**17**	182	0	0	199	**1**	0	0	0	**1**	
+15 mins.	0	227	0	0	227	1	0	0	0	1	9	159	0	0	168	0	0	0	0	0	
+30 mins.	0	**237**	0	0	**237**	**2**	0	**1**	0	**3**	10	**213**	0	0	**223**	0	0	0	0	0	
+45 mins.	0	204	**2**	0	206	0	0	0	0	0	4	177	0	0	181	0	**1**	0	0	1	
Total Volume	0	899	2	0	901	3	0	1	0	4	40	731	0	0	771	1	1	0	0	2	
% App. Total	0	99.8	0.2	0		75	0	25	0		5.2	94.8	0	0		50	50	0	0		
PHF	.000	.948	.250	.000	.950	.375	.000	.250	.000	.333	.588	.858	.000	.000	.864	.250	.250	.000	.000	.500	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 25 at Brook Street
Monroe/Trumbull, Connecticut

File Name : 14359
Site Code : 14359
Start Date : 4/26/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

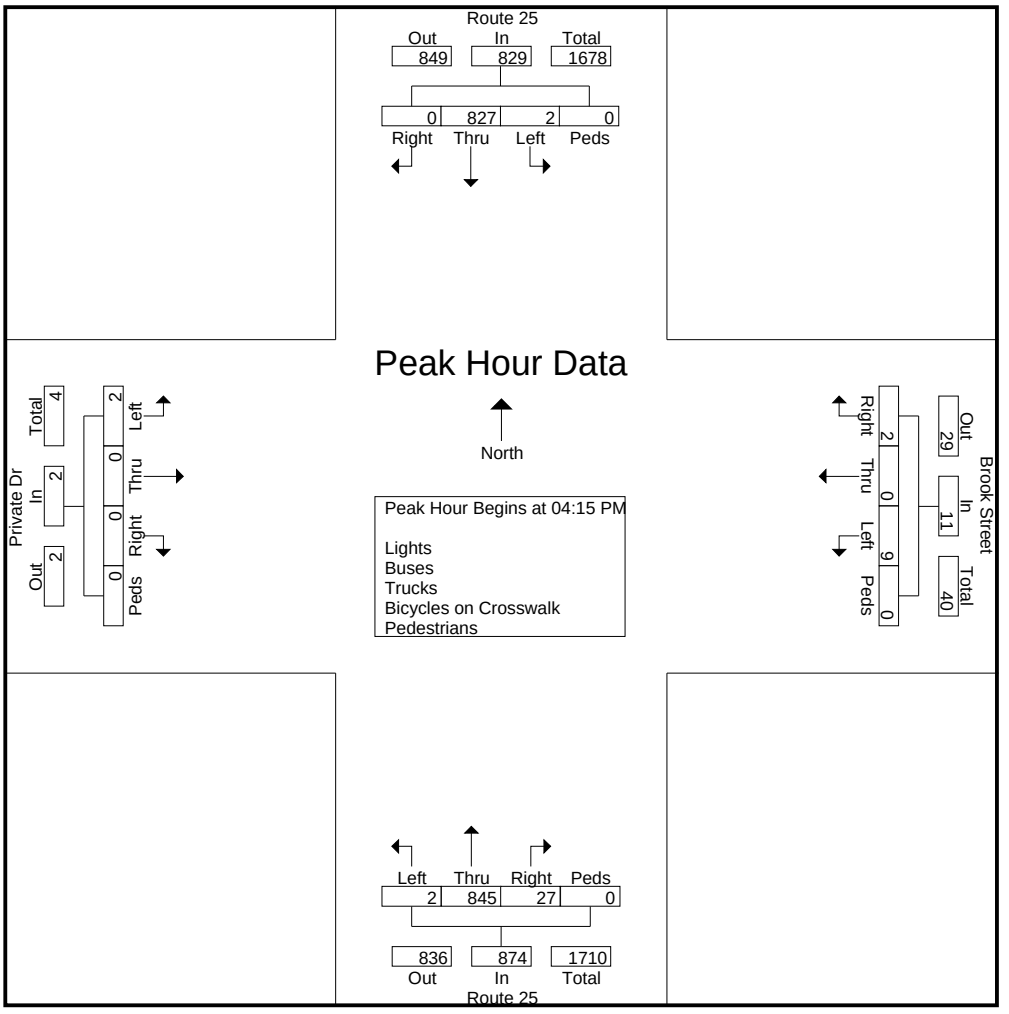
	Route 25 From North					Brook Street From East					Route 25 From South					Private Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:45 PM	1	177	2	0	180	0	0	0	0	0	7	215	0	0	222	0	0	0	0	0	402
Total	1	177	2	0	180	0	0	0	0	0	7	215	0	0	222	0	0	0	0	0	402
04:00 PM	0	198	0	0	198	0	0	0	0	0	12	197	0	0	209	0	0	0	0	0	407
04:15 PM	0	216	1	0	217	0	0	3	0	3	5	197	0	0	202	0	0	1	0	1	423
04:30 PM	0	217	0	0	217	0	0	3	0	3	4	212	1	0	217	0	0	0	0	0	437
04:45 PM	0	175	0	0	175	2	0	3	0	5	10	220	1	0	231	0	0	1	0	1	412
Total	0	806	1	0	807	2	0	9	0	11	31	826	2	0	859	0	0	2	0	2	1679
05:00 PM	0	219	1	0	220	0	0	0	0	0	8	216	0	0	224	0	0	0	0	0	444
05:15 PM	0	183	0	0	183	0	0	1	0	1	11	212	1	0	224	0	0	0	0	0	408
05:30 PM	0	206	0	0	206	0	0	2	0	2	7	219	0	0	226	0	0	0	0	0	434
05:45 PM	0	194	0	0	194	0	0	0	0	0	1	229	0	0	230	0	0	0	0	0	424
Total	0	802	1	0	803	0	0	3	0	3	27	876	1	0	904	0	0	0	0	0	1710
06:00 PM	0	187	1	0	188	0	0	1	0	1	9	197	0	0	206	0	0	0	0	0	395
Grand Total	1	1972	5	0	1978	2	0	13	0	15	74	2114	3	0	2191	0	0	2	0	2	4186
Apprch %	0.1	99.7	0.3	0		13.3	0	86.7	0		3.4	96.5	0.1	0		0	0	100	0		
Total %	0	47.1	0.1	0	47.3	0	0	0.3	0	0.4	1.8	50.5	0.1	0	52.3	0	0	0	0	0	
Lights	1	1889										2072									
% Lights	100	95.8	100	0	95.8	100	0	92.3	0	93.3	95.9	98	100	0	97.9	0	0	100	0	100	96.9
Buses	0	13	0	0	13	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	17
% Buses	0	0.7	0	0	0.7	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.4
Trucks	0	70	0	0	70	0	0	1	0	1	3	38	0	0	41	0	0	0	0	0	112
% Trucks	0	3.5	0	0	3.5	0	0	7.7	0	6.7	4.1	1.8	0	0	1.9	0	0	0	0	0	2.7
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14359
Site Code : 14359
Start Date : 4/26/2016
Page No : 2

	Route 25 From North					Brook Street From East					Route 25 From South					Private Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	216	**1**	0	217	0	0	**3**	0	3	5	197	0	0	202	0	0	**1**	0	**1**	423
04:30 PM	0	217	0	0	217	0	0	3	0	3	4	212	**1**	0	217	0	0	0	0	0	437
04:45 PM	0	175	0	0	175	**2**	0	3	0	**5**	**10**	**220**	1	0	**231**	0	0	1	0	1	412
05:00 PM	0	**219**	1	0	**220**	0	0	0	0	0	8	216	0	0	224	0	0	0	0	0	**444**
Total Volume	0	827	2	0	829	2	0	9	0	11	27	845	2	0	874	0	0	2	0	2	1716
% App. Total	0	99.8	0.2	0		18.2	0	81.8	0		3.1	96.7	0.2	0		0	0	100	0		
PHF	.000	.944	.500	.000	.942	.250	.000	.750	.000	.550	.675	.960	.500	.000	.946	.000	.000	.500	.000	.500	.966

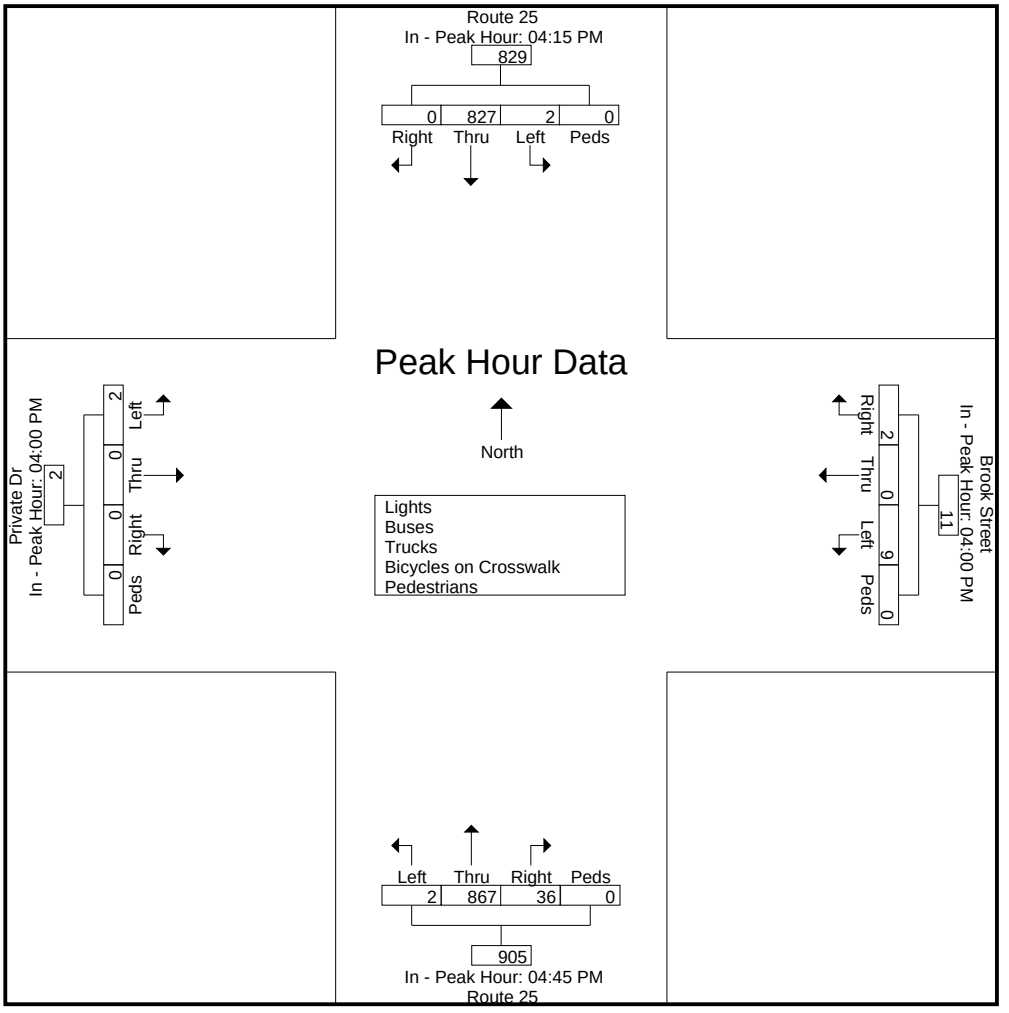


Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 14359
Site Code : 14359
Start Date : 4/26/2016
Page No : 3

	Route 25 From North					Brook Street From East					Route 25 From South					Private Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					04:00 PM					04:45 PM					04:00 PM					
+0 mins.	0	216	**1**	0	217	0	0	0	0	0	10	**220**	**1**	0	**231**	0	0	0	0	0	
+15 mins.	0	217	0	0	217	0	0	**3**	0	3	8	216	0	0	224	0	0	**1**	0	**1**	
+30 mins.	0	175	0	0	175	0	0	3	0	3	**11**	212	1	0	224	0	0	0	0	0	
+45 mins.	0	**219**	1	0	**220**	**2**	0	3	0	**5**	7	219	0	0	226	0	0	1	0	1	
Total Volume	0	827	2	0	829	2	0	9	0	11	36	867	2	0	905	0	0	2	0	2	
% App. Total	0	99.8	0.2	0		18.2	0	81.8	0		4	95.8	0.2	0		0	0	100	0		
PHF	.000	.944	.500	.000	.942	.250	.000	.750	.000	.550	.818	.985	.500	.000	.979	.000	.000	.500	.000	.500	



Connecticut Counts LLC

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Route 25 at Brook Street
Monroe/Trumbull, Connecticut

File Name : 14360
Site Code : 14360
Start Date : 5/21/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

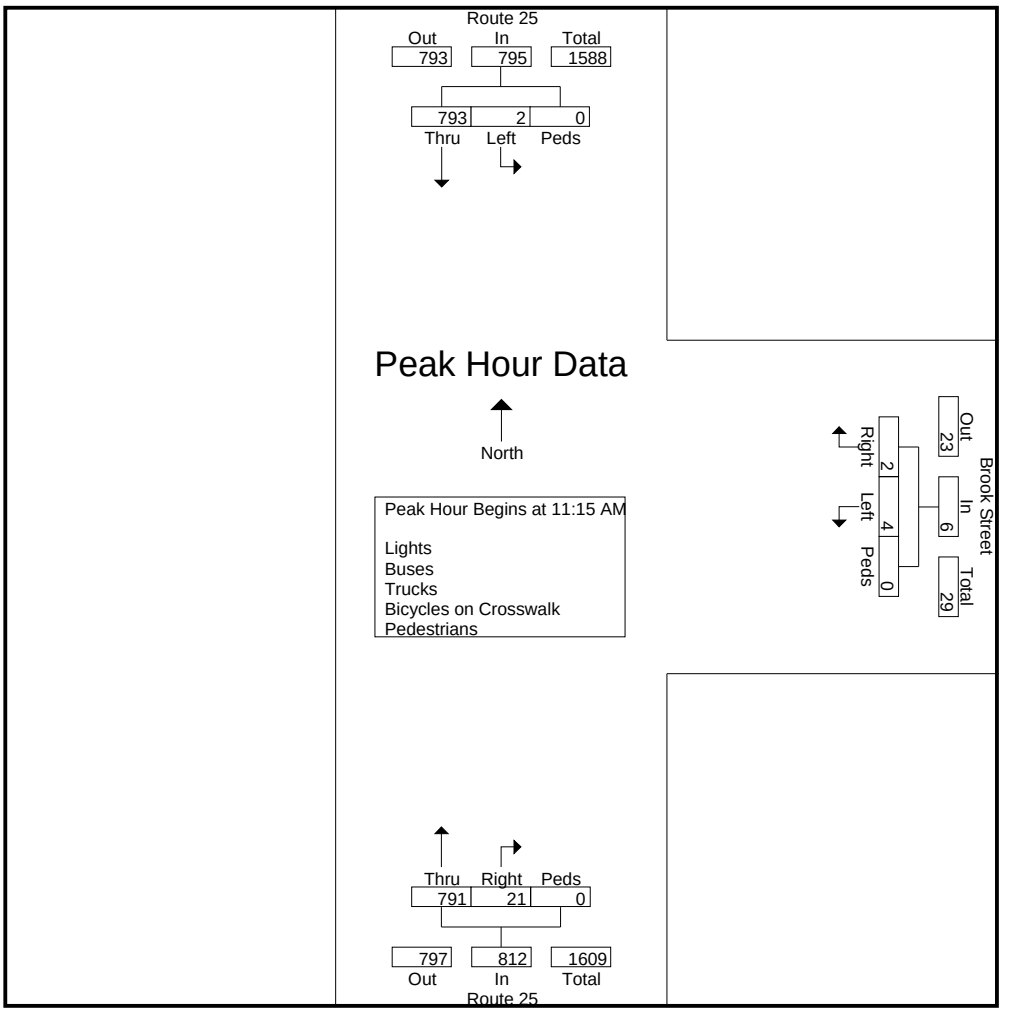
	Route 25 From North				Brook Street From East				Route 25 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
11:00 AM	189	4	0	193	1	2	0	3	6	160	0	166	362
11:15 AM	209	1	0	210	2	1	0	3	6	209	0	215	428
11:30 AM	193	1	0	194	0	2	0	2	4	199	0	203	399
11:45 AM	207	0	0	207	0	0	0	0	8	186	0	194	401
Total	798	6	0	804	3	5	0	8	24	754	0	778	1590
12:00 PM	184	0	0	184	0	1	0	1	3	197	0	200	385
12:15 PM	199	1	0	200	0	0	0	0	3	201	0	204	404
12:30 PM	203	0	0	203	1	2	0	3	7	183	0	190	396
12:45 PM	185	2	0	187	0	1	0	1	4	208	0	212	400
Total	771	3	0	774	1	4	0	5	17	789	0	806	1585
Grand Total	1569	9	0	1578	4	9	0	13	41	1543	0	1584	3175
Apprch %	99.4	0.6	0		30.8	69.2	0		2.6	97.4	0		
Total %	49.4	0.3	0	49.7	0.1	0.3	0	0.4	1.3	48.6	0	49.9	
Lights	1520	9	0	1529	4	8	0	12	39	1503	0	1542	3083
% Lights	96.9	100	0	96.9	100	88.9	0	92.3	95.1	97.4	0	97.3	97.1
Buses	2	0	0	2	0	0	0	0	0	0	0	0	2
% Buses	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0.1
Trucks	47	0	0	47	0	1	0	1	2	40	0	42	90
% Trucks	3	0	0	3	0	11.1	0	7.7	4.9	2.6	0	2.7	2.8
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14360
Site Code : 14360
Start Date : 5/21/2016
Page No : 2

	Route 25 From North				Brook Street From East				Route 25 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	**209**	**1**	0	**210**	**2**	1	0	**3**	6	**209**	0	**215**	**428**
11:30 AM	193	1	0	194	0	**2**	0	2	4	199	0	203	399
11:45 AM	207	0	0	207	0	0	0	0	**8**	186	0	194	401
12:00 PM	184	0	0	184	0	1	0	1	3	197	0	200	385
Total Volume	793	2	0	795	2	4	0	6	21	791	0	812	1613
% App. Total	99.7	0.3	0		33.3	66.7	0		2.6	97.4	0		
PHF	.949	.500	.000	.946	.250	.500	.000	.500	.656	.946	.000	.944	.942

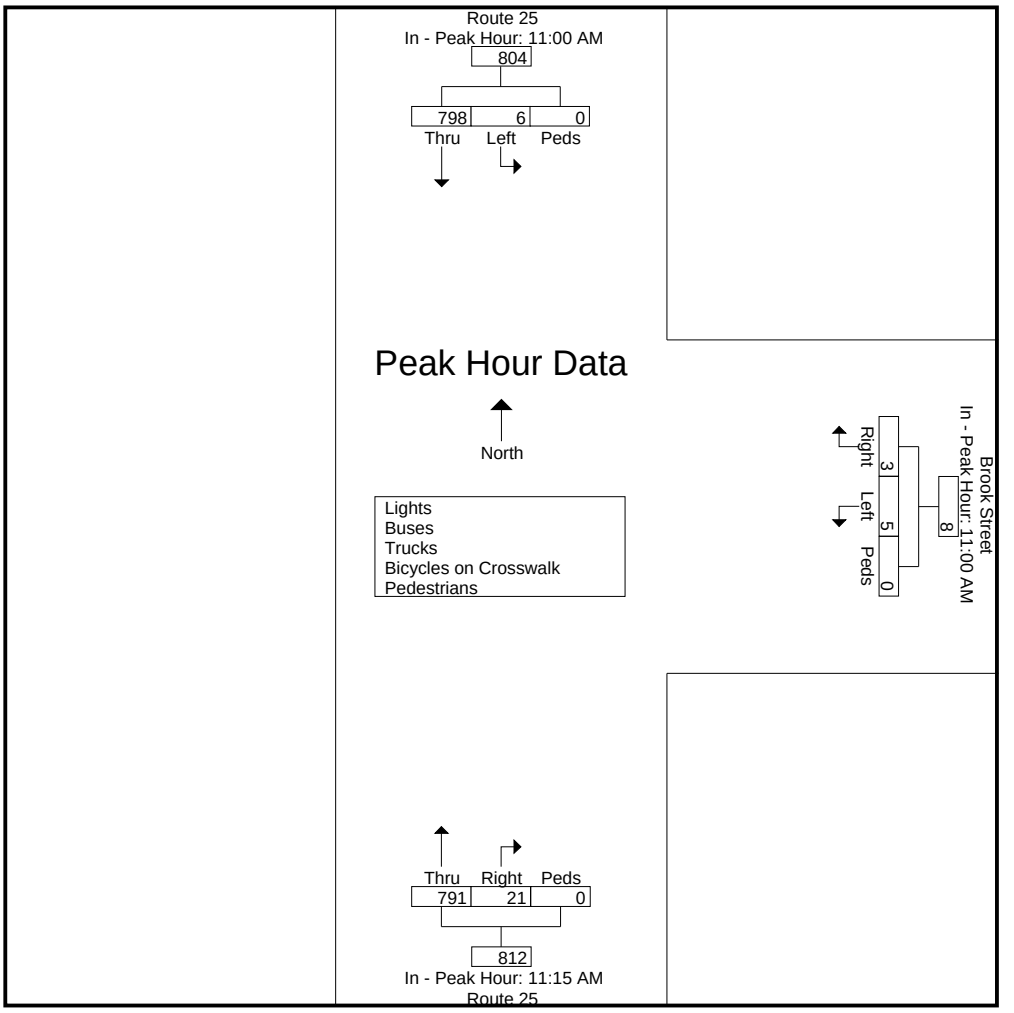


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Kensington, Connecticut 06037
(860) 828-1693

File Name : 14360
Site Code : 14360
Start Date : 5/21/2016
Page No : 3

	Route 25 From North				Brook Street From East				Route 25 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	11:00 AM				11:00 AM				11:15 AM				
+0 mins.	189	**4**	0	193	1	**2**	0	**3**	6	**209**	0	**215**	
+15 mins.	**209**	1	0	**210**	**2**	1	0	3	4	199	0	203	
+30 mins.	193	1	0	194	0	2	0	2	**8**	186	0	194	
+45 mins.	207	0	0	207	0	0	0	0	3	197	0	200	
Total Volume	798	6	0	804	3	5	0	8	21	791	0	812	
% App. Total	99.3	0.7	0		37.5	62.5	0		2.6	97.4	0		
PHF	.955	.375	.000	.957	.375	.625	.000	.667	.656	.946	.000	.944	



Connecticut Counts LLC

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Spring Hill Road at Cutlers Farm Road
Monroe/Trumbull, Connecticut

File Name : 14349
Site Code : 14349
Start Date : 4/27/2016
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

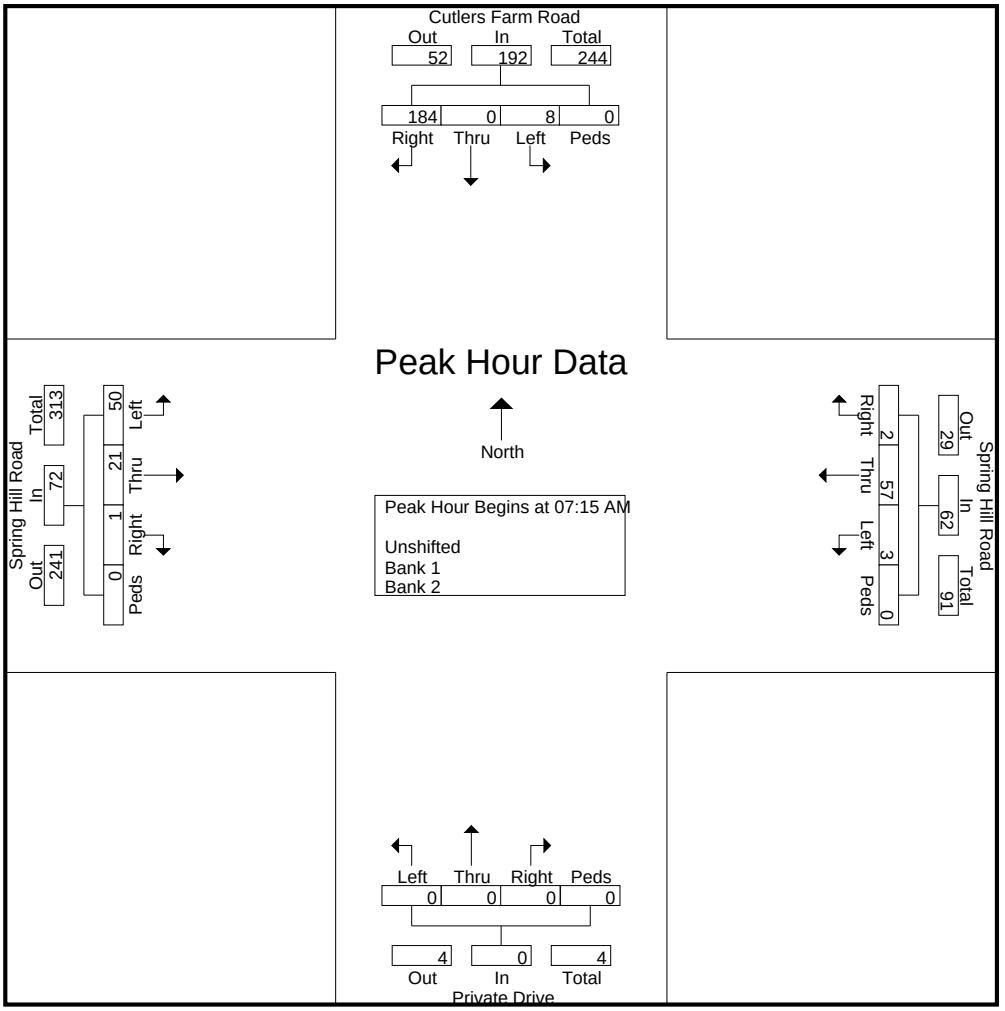
	Cutlers Farm Road From North					Spring Hill Road From East					Private Drive From South					Spring Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	27	0	1	0	28	2	18	1	0	21	0	0	0	0	0	0	4	10	0	14	63
07:15 AM	43	0	6	0	49	0	13	2	0	15	0	0	0	0	0	0	3	8	0	11	75
07:30 AM	45	0	1	0	46	0	11	0	0	11	0	0	0	0	0	1	6	14	0	21	78
07:45 AM	66	0	1	0	67	1	16	0	0	17	0	0	0	0	0	0	7	15	0	22	106
Total	181	0	9	0	190	3	58	3	0	64	0	0	0	0	0	1	20	47	0	68	322
08:00 AM	30	0	0	0	30	1	17	1	0	19	0	0	0	0	0	0	5	13	0	18	67
08:15 AM	30	0	0	0	30	3	17	0	0	20	0	0	0	0	0	0	6	16	0	22	72
08:30 AM	35	0	0	0	35	0	14	0	0	14	0	0	0	0	0	0	9	12	0	21	70
08:45 AM	31	0	5	0	36	0	15	0	0	15	0	0	0	0	0	1	15	1	0	17	68
Total	126	0	5	0	131	4	63	1	0	68	0	0	0	0	0	1	35	42	0	78	277
Grand Total	307	0	14	0	321	7	121	4	0	132	0	0	0	0	0	2	55	89	0	146	599
Apprch %	95.6	0	4.4	0		5.3	91.7	3	0		0	0	0	0		1.4	37.7	61	0		
Total %	51.3	0	2.3	0	53.6	1.2	20.2	0.7	0	22	0	0	0	0	0	0.3	9.2	14.9	0	24.4	
Unshifted	286	0	12	0	298	4	97	4	0	105	0	0	0	0	0	2	44	86	0	132	535
% Unshifted																					
Bank 1	7	0	0	0	7	2	8	0	0	10	0	0	0	0	0	0	11	3	0	14	31
% Bank 1	2.3	0	0	0	2.2	28.6	6.6	0	0	7.6	0	0	0	0	0	0	20	3.4	0	9.6	5.2
Bank 2	14	0	2	0	16	1	16	0	0	17	0	0	0	0	0	0	0	0	0	0	33
% Bank 2	4.6	0	14.3	0	5	14.3	13.2	0	0	12.9	0	0	0	0	0	0	0	0	0	0	5.5

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14349
Site Code : 14349
Start Date : 4/27/2016
Page No : 2

Start Time	Cutlers Farm Road From North					Spring Hill Road From East					Private Drive From South					Spring Hill Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	43	0	**6**	0	49	0	13	**2**	0	15	0	0	0	0	0	0	3	8	0	11	75
07:30 AM	45	0	1	0	46	0	11	0	0	11	0	0	0	0	0	**1**	6	14	0	21	78
07:45 AM	**66**	0	1	0	**67**	**1**	16	0	0	17	0	0	0	0	0	0	**7**	**15**	0	**22**	**106**
08:00 AM	30	0	0	0	30	1	**17**	1	0	**19**	0	0	0	0	0	0	5	13	0	18	67
Total Volume	184	0	8	0	192	2	57	3	0	62	0	0	0	0	0	1	21	50	0	72	326
% App. Total	95.8	0	4.2	0		3.2	91.9	4.8	0		0	0	0	0		1.4	29.2	69.4	0		
PHF	.697	.000	.333	.000	.716	.500	.838	.375	.000	.816	.000	.000	.000	.000	.000	.250	.750	.833	.000	.818	.769

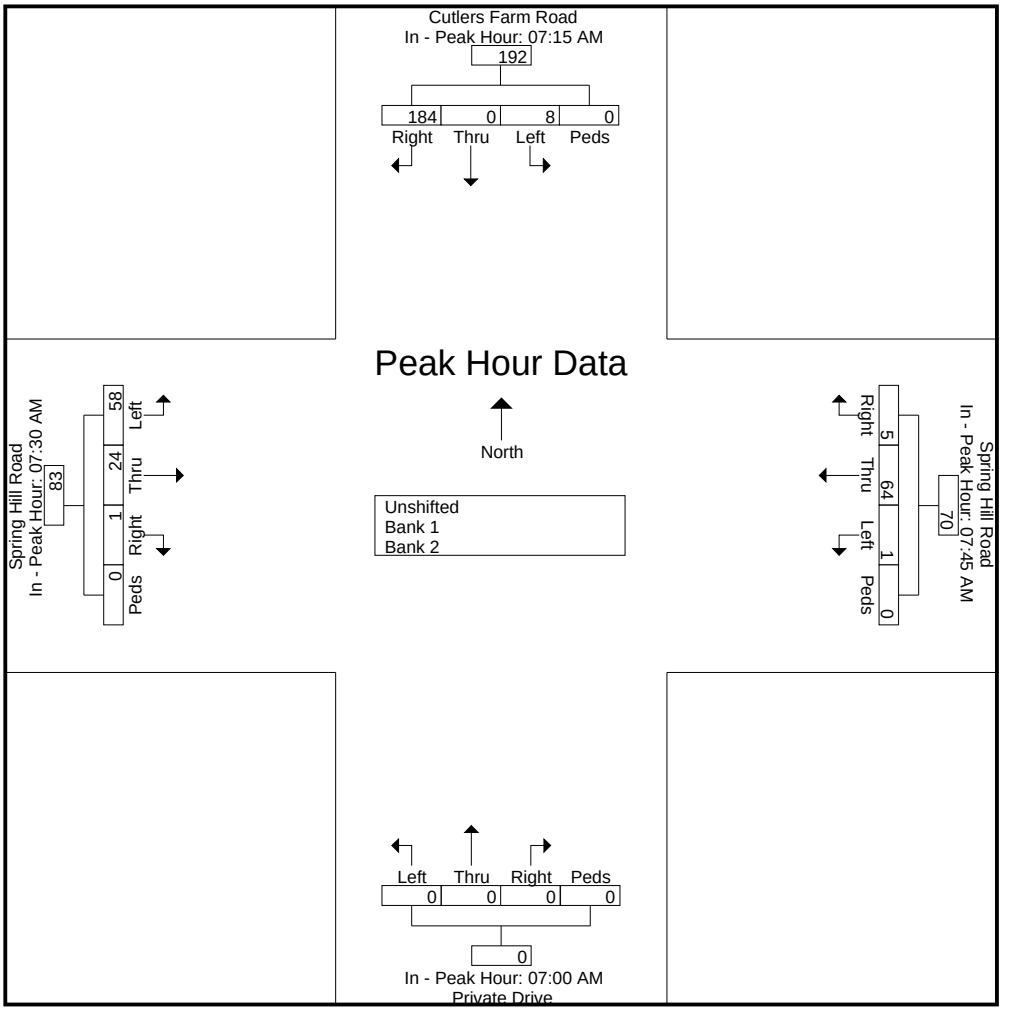


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14349
Site Code : 14349
Start Date : 4/27/2016
Page No : 3

Start Time	Cutlers Farm Road From North					Spring Hill Road From East					Private Drive From South					Spring Hill Road From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:45 AM					07:00 AM					07:30 AM					
+0 mins.	43	0	**6**	0	49	1	16	0	0	17	0	0	0	0	0	**1**	6	14	0	21	
+15 mins.	45	0	1	0	46	1	**17**	**1**	0	19	0	0	0	0	0	0	**7**	15	0	**22**	
+30 mins.	**66**	0	1	0	**67**	**3**	17	0	0	**20**	0	0	0	0	0	0	5	13	0	18	
+45 mins.	30	0	0	0	30	0	14	0	0	14	0	0	0	0	0	0	6	**16**	0	22	
Total Volume	184	0	8	0	192	5	64	1	0	70	0	0	0	0	0	1	24	58	0	83	
% App. Total	95.8	0	4.2	0		7.1	91.4	1.4	0		0	0	0	0		1.2	28.9	69.9	0		
PHF	.697	.000	.333	.000	.716	.417	.941	.250	.000	.875	.000	.000	.000	.000	.000	.250	.857	.906	.000	.943	



Connecticut Counts LLC

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Spring Hill Road at Cutlers Farm Road
Monroe/Trumbull, Connecticut

File Name : 14350
Site Code : 14350
Start Date : 4/27/2016
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

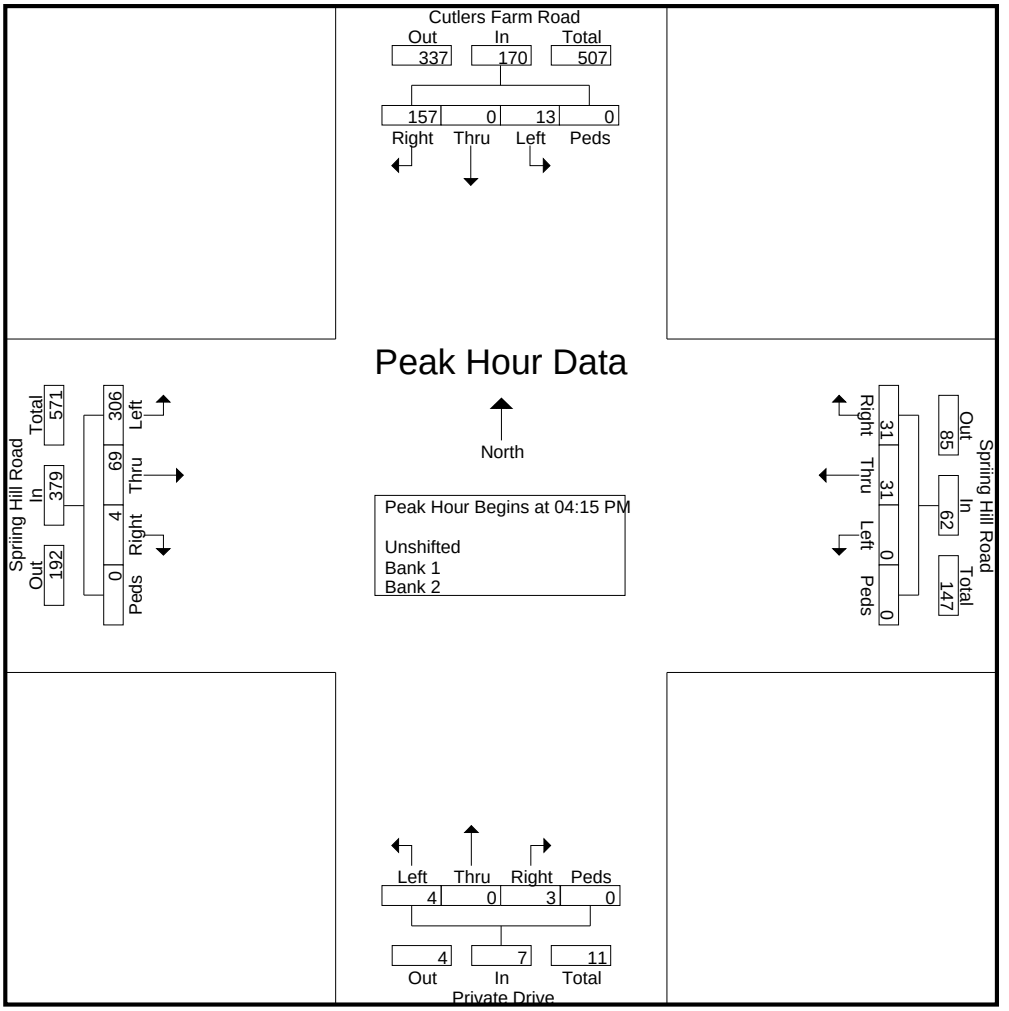
	Cutlers Farm Road From North					Spriing Hill Road From East					Private Drive From South					Spriing Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	35	0	6	0	41	3	12	0	0	15	1	0	0	0	1	2	14	45	0	61	118
04:15 PM	43	0	1	0	44	10	10	0	0	20	0	0	0	0	0	2	15	92	0	109	173
04:30 PM	38	0	4	0	42	6	9	0	0	15	1	0	1	0	2	0	18	74	0	92	151
04:45 PM	27	0	3	0	30	7	8	0	0	15	1	0	2	0	3	0	15	76	0	91	139
Total	143	0	14	0	157	26	39	0	0	65	3	0	3	0	6	4	62	287	0	353	581
05:00 PM	49	0	5	0	54	8	4	0	0	12	1	0	1	0	2	2	21	64	0	87	155
05:15 PM	33	0	0	0	33	12	9	0	3	24	0	0	0	0	0	0	21	68	0	89	146
05:30 PM	33	0	0	0	33	12	10	0	0	22	0	0	0	0	0	0	8	62	0	70	125
05:45 PM	53	0	1	0	54	0	6	0	1	7	0	0	0	1	1	0	7	46	0	53	115
Total	168	0	6	0	174	32	29	0	4	65	1	0	1	1	3	2	57	240	0	299	541
Grand Total	311	0	20	0	331	58	68	0	4	130	4	0	4	1	9	6	119	527	0	652	1122
Apprch %	94	0	6	0		44.6	52.3	0	3.1		44.4	0	44.4	11.1		0.9	18.3	80.8	0		
Total %	27.7	0	1.8	0	29.5	5.2	6.1	0	0.4	11.6	0.4	0	0.4	0.1	0.8	0.5	10.6	47	0	58.1	
Unshifted	299	0	18	0	317	57	58	0	4	119	3	0	3	1	7	5	118	516	0	639	1082
% Unshifted																					
Bank 1	5	0	2	0	7	1	3	0	0	4	1	0	1	0	2	1	1	11	0	13	26
% Bank 1	1.6	0	10	0	2.1	1.7	4.4	0	0	3.1	25	0	25	0	22.2	16.7	0.8	2.1	0	2	2.3
Bank 2	7	0	0	0	7	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	14
% Bank 2	2.3	0	0	0	2.1	0	10.3	0	0	5.4	0	0	0	0	0	0	0	0	0	0	1.2

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14350
Site Code : 14350
Start Date : 4/27/2016
Page No : 2

	Cutlers Farm Road From North					Spriing Hill Road From East					Private Drive From South					Spriing Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	43	0	1	0	44	**10**	**10**	0	0	**20**	0	0	0	0	0	**2**	15	**92**	0	**109**	**173**
04:30 PM	38	0	4	0	42	6	9	0	0	15	**1**	0	1	0	2	0	18	74	0	92	151
04:45 PM	27	0	3	0	30	7	8	0	0	15	1	0	**2**	0	**3**	0	15	76	0	91	139
05:00 PM	**49**	0	**5**	0	**54**	8	4	0	0	12	1	0	1	0	2	2	**21**	64	0	87	155
Total Volume	157	0	13	0	170	31	31	0	0	62	3	0	4	0	7	4	69	306	0	379	618
% App. Total	92.4	0	7.6	0		50	50	0	0		42.9	0	57.1	0		1.1	18.2	80.7	0		
PHF	.801	.000	.650	.000	.787	.775	.775	.000	.000	.775	.750	.000	.500	.000	.583	.500	.821	.832	.000	.869	.893

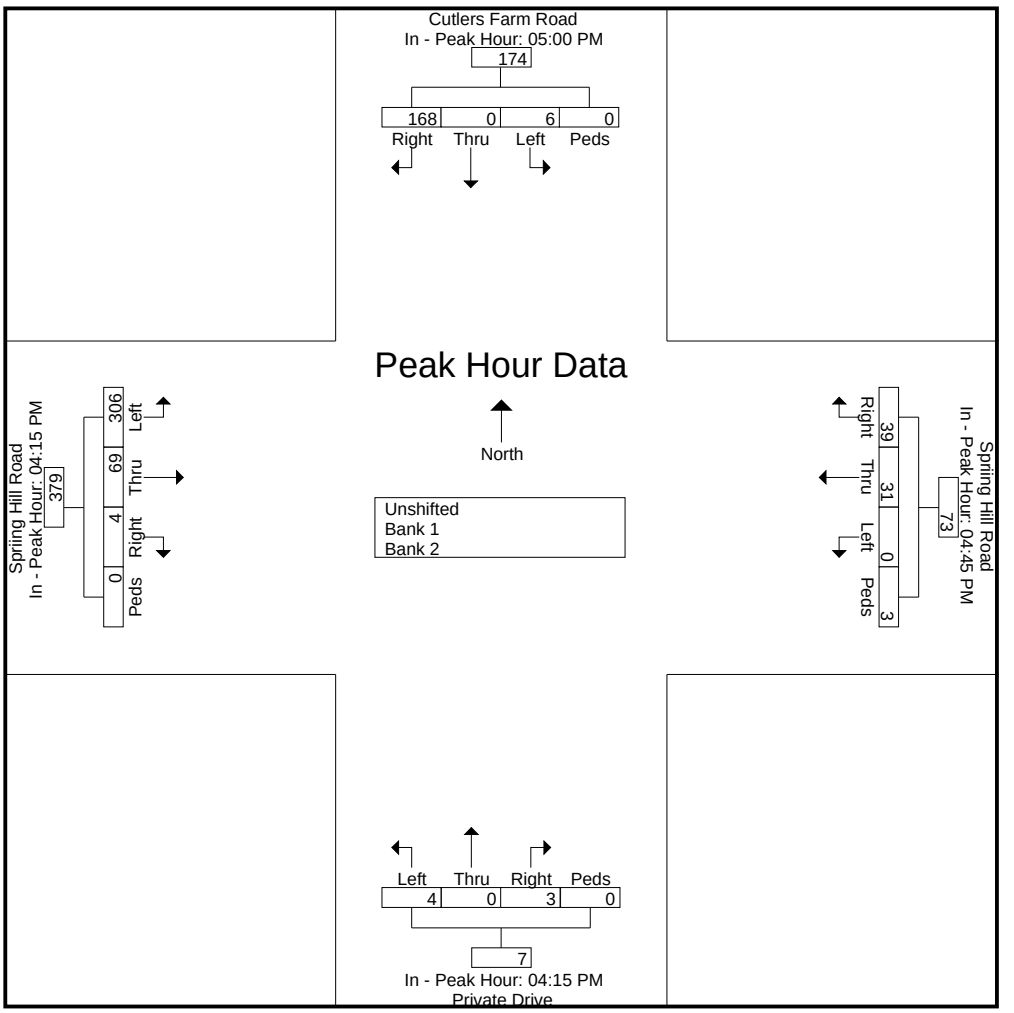


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14350
Site Code : 14350
Start Date : 4/27/2016
Page No : 3

Start Time	Cutlers Farm Road From North					Spriing Hill Road From East					Private Drive From South					Spriing Hill Road From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					04:45 PM					04:15 PM					04:15 PM					
+0 mins.	49	0	**5**	0	**54**	7	8	0	0	15	0	0	0	0	0	**2**	15	**92**	0	**109**	
+15 mins.	33	0	0	0	33	8	4	0	0	12	**1**	0	1	0	2	0	18	74	0	92	
+30 mins.	33	0	0	0	33	**12**	9	0	**3**	**24**	1	0	**2**	0	**3**	0	15	76	0	91	
+45 mins.	**53**	0	1	0	54	12	**10**	0	0	22	1	0	1	0	2	2	**21**	64	0	87	
Total Volume	168	0	6	0	174	39	31	0	3	73	3	0	4	0	7	4	69	306	0	379	
% App. Total	96.6	0	3.4	0		53.4	42.5	0	4.1		42.9	0	57.1	0		1.1	18.2	80.7	0		
PHF	.792	.000	.300	.000	.806	.813	.775	.000	.250	.760	.750	.000	.500	.000	.583	.500	.821	.832	.000	.869	



Connecticut Counts LLC

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Spring Hill Road at Cutlers Farm Road
Monroe/Trumbull, Connecticut

File Name : 14351
Site Code : 14351
Start Date : 5/6/2016
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

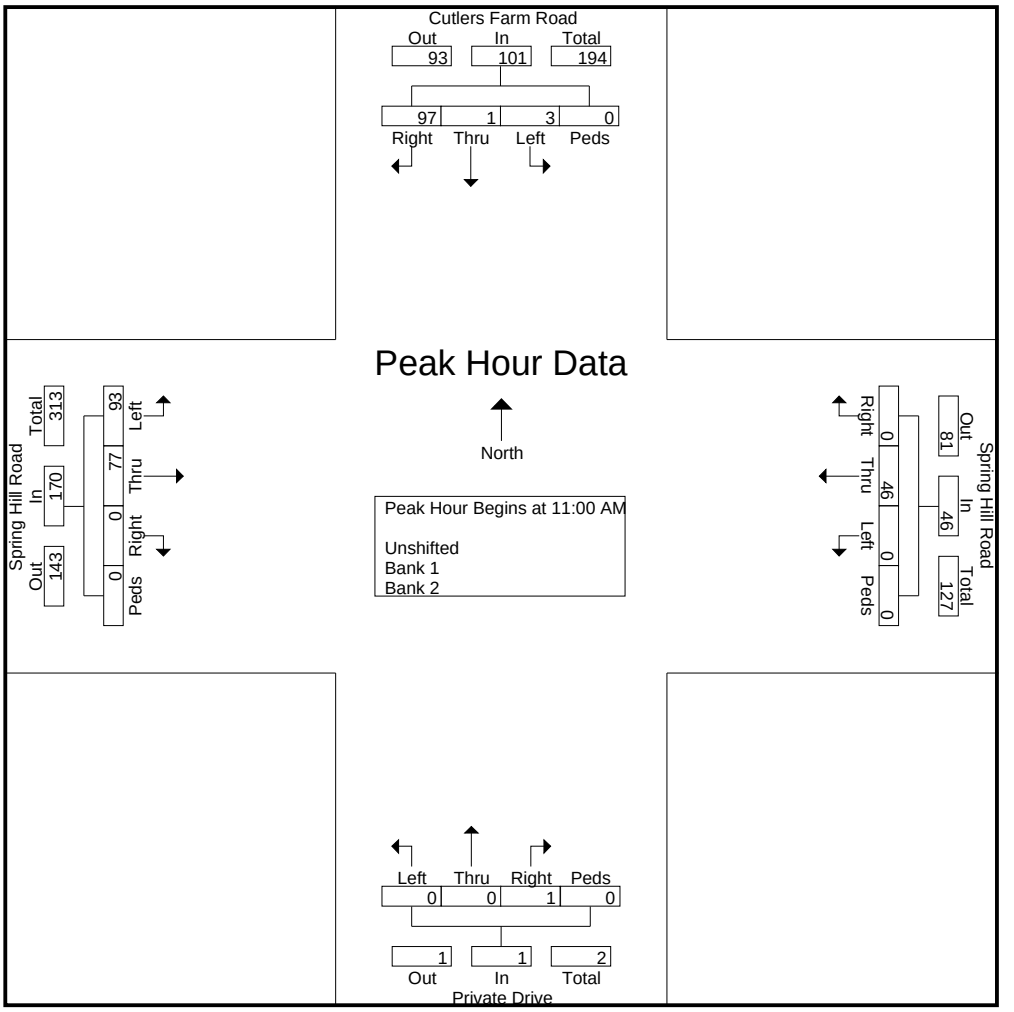
	Cutlers Farm Road From North					Spring Hill Road From East					Private Drive From South					Spring Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	32	0	1	0	33	0	9	0	0	9	1	0	0	0	1	0	20	26	0	46	89
11:15 AM	27	0	1	0	28	0	15	0	0	15	0	0	0	0	0	0	15	17	0	32	75
11:30 AM	16	0	1	0	17	0	13	0	0	13	0	0	0	0	0	0	22	26	0	48	78
11:45 AM	22	1	0	0	23	0	9	0	0	9	0	0	0	0	0	0	20	24	0	44	76
Total	97	1	3	0	101	0	46	0	0	46	1	0	0	0	1	0	77	93	0	170	318
12:00 PM	20	0	1	0	21	0	11	0	0	11	0	0	0	0	0	0	17	15	0	32	64
12:15 PM	21	1	0	0	22	0	5	1	0	6	0	0	0	0	0	0	8	16	0	24	52
12:30 PM	16	0	0	0	16	0	6	0	6	12	0	0	0	0	0	0	14	19	0	33	61
12:45 PM	18	0	1	0	19	0	14	0	0	14	0	0	1	0	1	0	12	22	0	34	68
Total	75	1	2	0	78	0	36	1	6	43	0	0	1	0	1	0	51	72	0	123	245
Grand Total	172	2	5	0	179	0	82	1	6	89	1	0	1	0	2	0	128	165	0	293	563
Apprch %	96.1	1.1	2.8	0		0	92.1	1.1	6.7		50	0	50	0		0	43.7	56.3	0		
Total %	30.6	0.4	0.9	0	31.8	0	14.6	0.2	1.1	15.8	0.2	0	0.2	0	0.4	0	22.7	29.3	0	52	
Unshifted	170	2	5	0	177	0	81	1	6	88	0	0	1	0	1	0	126	159	0	285	551
% Unshifted																					
Bank 1	2	0	0	0	2	0	1	0	0	1	1	0	0	0	1	0	2	6	0	8	12
% Bank 1	1.2	0	0	0	1.1	0	1.2	0	0	1.1	100	0	0	0	50	0	1.6	3.6	0	2.7	2.1
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14351
Site Code : 14351
Start Date : 5/6/2016
Page No : 2

	Cutlers Farm Road From North					Spring Hill Road From East					Private Drive From South					Spring Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	**32**	0	**1**	0	**33**	0	9	0	0	9	**1**	0	0	0	**1**	0	20	**26**	0	46	**89**
11:15 AM	27	0	1	0	28	0	**15**	0	0	**15**	0	0	0	0	0	0	15	17	0	32	75
11:30 AM	16	0	1	0	17	0	13	0	0	13	0	0	0	0	0	0	**22**	26	0	**48**	78
11:45 AM	22	**1**	0	0	23	0	9	0	0	9	0	0	0	0	0	0	20	24	0	44	76
Total Volume	97	1	3	0	101	0	46	0	0	46	1	0	0	0	1	0	77	93	0	170	318
% App. Total	96	1	3	0		0	100	0	0		100	0	0	0		0	45.3	54.7	0		
PHF	.758	.250	.750	.000	.765	.000	.767	.000	.000	.767	.250	.000	.000	.000	.250	.000	.875	.894	.000	.885	.893

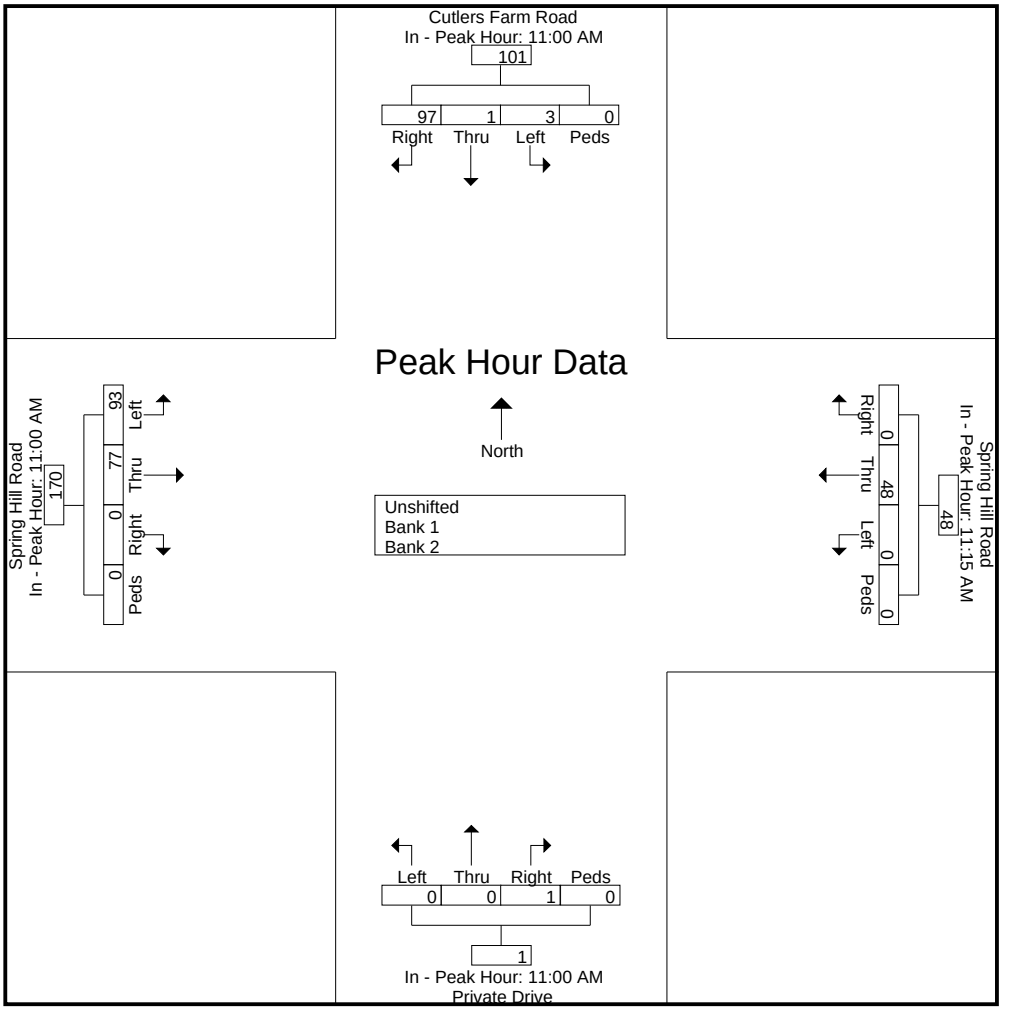


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14351
Site Code : 14351
Start Date : 5/6/2016
Page No : 3

	Cutlers Farm Road From North					Spring Hill Road From East					Private Drive From South					Spring Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00 AM					11:15 AM					11:00 AM					11:00 AM					
+0 mins.	**32**	0	**1**	0	**33**	0	**15**	0	0	**15**	**1**	0	0	0	**1**	0	20	**26**	0	46	
+15 mins.	27	0	1	0	28	0	13	0	0	13	0	0	0	0	0	0	15	17	0	32	
+30 mins.	16	0	1	0	17	0	9	0	0	9	0	0	0	0	0	0	**22**	26	0	**48**	
+45 mins.	22	**1**	0	0	23	0	11	0	0	11	0	0	0	0	0	0	20	24	0	44	
Total Volume	97	1	3	0	101	0	48	0	0	48	1	0	0	0	1	0	77	93	0	170	
% App. Total	96	1	3	0		0	100	0	0		100	0	0	0		0	45.3	54.7	0		
PHF	.758	.250	.750	.000	.765	.000	.800	.000	.000	.800	.250	.000	.000	.000	.250	.000	.875	.894	.000	.885	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Purdy Hill Road at Curtlers Farm Rd
Monroe/Trumbull, Connecticut

File Name : 14332
Site Code : 14332
Start Date : 4/26/2016
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

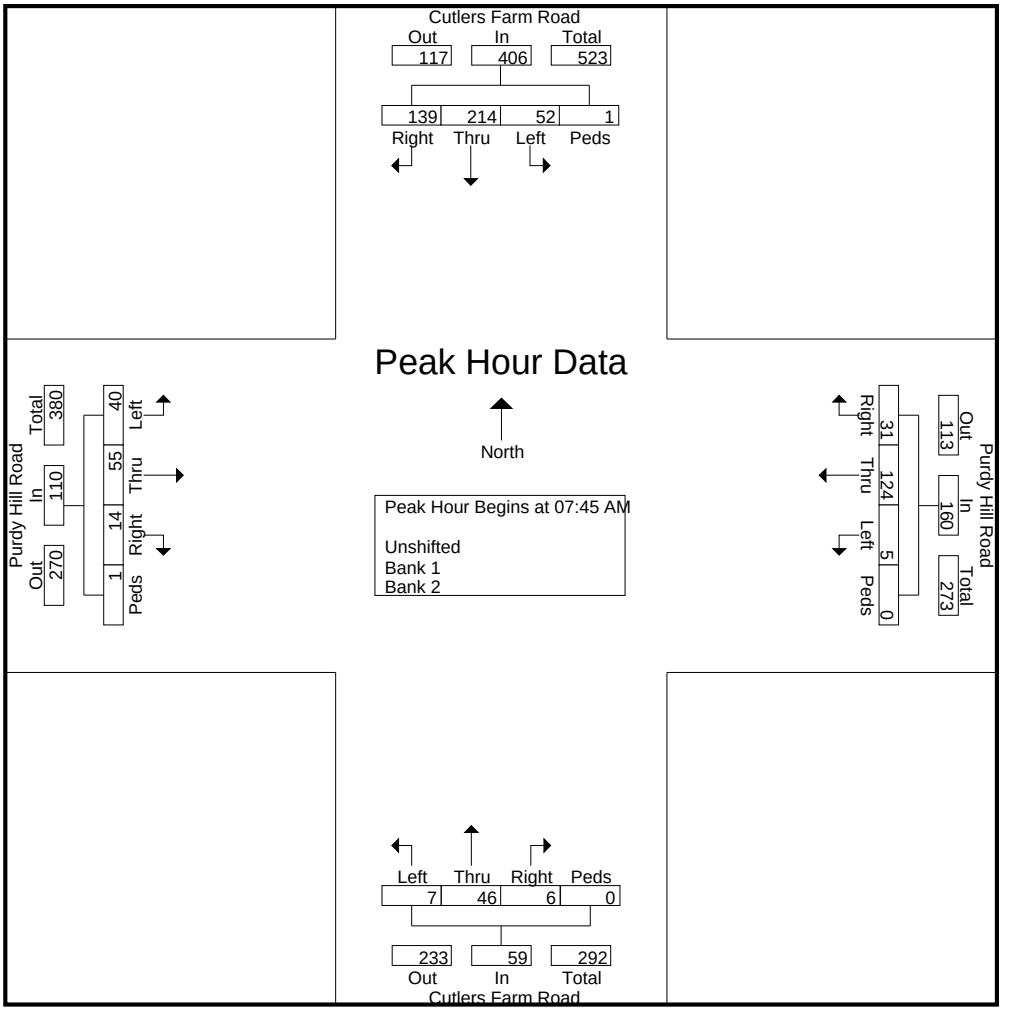
	Cutlers Farm Road From North					Purdy Hill Road From East					Cutlers Farm Road From South					Purdy Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	26	18	3	0	47	6	22	1	0	29	1	7	2	0	10	0	6	10	0	16	102
07:15 AM	20	19	4	0	43	3	39	0	0	42	1	8	1	0	10	3	7	12	1	23	118
07:30 AM	36	28	8	0	72	3	34	2	0	39	0	11	3	1	15	3	9	15	0	27	153
07:45 AM	44	56	10	0	110	2	40	1	0	43	2	7	0	0	9	1	11	11	0	23	185
Total	126	121	25	0	272	14	135	4	0	153	4	33	6	1	44	7	33	48	1	89	558
08:00 AM	33	56	11	0	100	7	30	2	0	39	1	14	4	0	19	5	13	7	1	26	184
08:15 AM	34	36	14	0	84	16	32	0	0	48	1	8	2	0	11	4	15	13	0	32	175
08:30 AM	28	66	17	1	112	6	22	2	0	30	2	17	1	0	20	4	16	9	0	29	191
08:45 AM	31	48	24	0	103	9	26	2	0	37	0	13	2	0	15	3	15	12	0	30	185
Total	126	206	66	1	399	38	110	6	0	154	4	52	9	0	65	16	59	41	1	117	735
Grand Total	252	327	91	1	671	52	245	10	0	307	8	85	15	1	109	23	92	89	2	206	1293
Apprch %	37.6	48.7	13.6	0.1		16.9	79.8	3.3	0		7.3	78	13.8	0.9		11.2	44.7	43.2	1		
Total %	19.5	25.3	7	0.1	51.9	4	18.9	0.8	0	23.7	0.6	6.6	1.2	0.1	8.4	1.8	7.1	6.9	0.2	15.9	
Unshifted	237	318	87	1	643	51	232	8	0	291	8	85	15	1	109	21	78	74	1	174	1217
% Unshifted																					
Bank 1	11	6	3	0	20	1	11	1	0	13	0	0	0	0	0	2	7	6	1	16	49
% Bank 1	4.4	1.8	3.3	0	3	1.9	4.5	10	0	4.2	0	0	0	0	0	8.7	7.6	6.7	50	7.8	3.8
Bank 2	4	3	1	0	8	0	2	1	0	3	0	0	0	0	0	0	7	9	0	16	27
% Bank 2	1.6	0.9	1.1	0	1.2	0	0.8	10	0	1	0	0	0	0	0	0	7.6	10.1	0	7.8	2.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14332
Site Code : 14332
Start Date : 4/26/2016
Page No : 2

Start Time	Cutlers Farm Road From North					Purdy Hill Road From East					Cutlers Farm Road From South					Purdy Hill Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**44**	56	10	0	110	2	**40**	1	0	43	**2**	7	0	0	9	1	11	11	0	23	185
08:00 AM	33	56	11	0	100	7	30	**2**	0	39	1	14	**4**	0	19	**5**	13	7	**1**	26	184
08:15 AM	34	36	14	0	84	**16**	32	0	0	**48**	1	8	2	0	11	4	15	**13**	0	**32**	175
08:30 AM	28	**66**	**17**	**1**	**112**	6	22	2	0	30	2	**17**	1	0	**20**	4	**16**	9	0	29	**191**
Total Volume	139	214	52	1	406	31	124	5	0	160	6	46	7	0	59	14	55	40	1	110	735
% App. Total	34.2	52.7	12.8	0.2		19.4	77.5	3.1	0		10.2	78	11.9	0		12.7	50	36.4	0.9		
PHF	.790	.811	.765	.250	.906	.484	.775	.625	.000	.833	.750	.676	.438	.000	.738	.700	.859	.769	.250	.859	.962

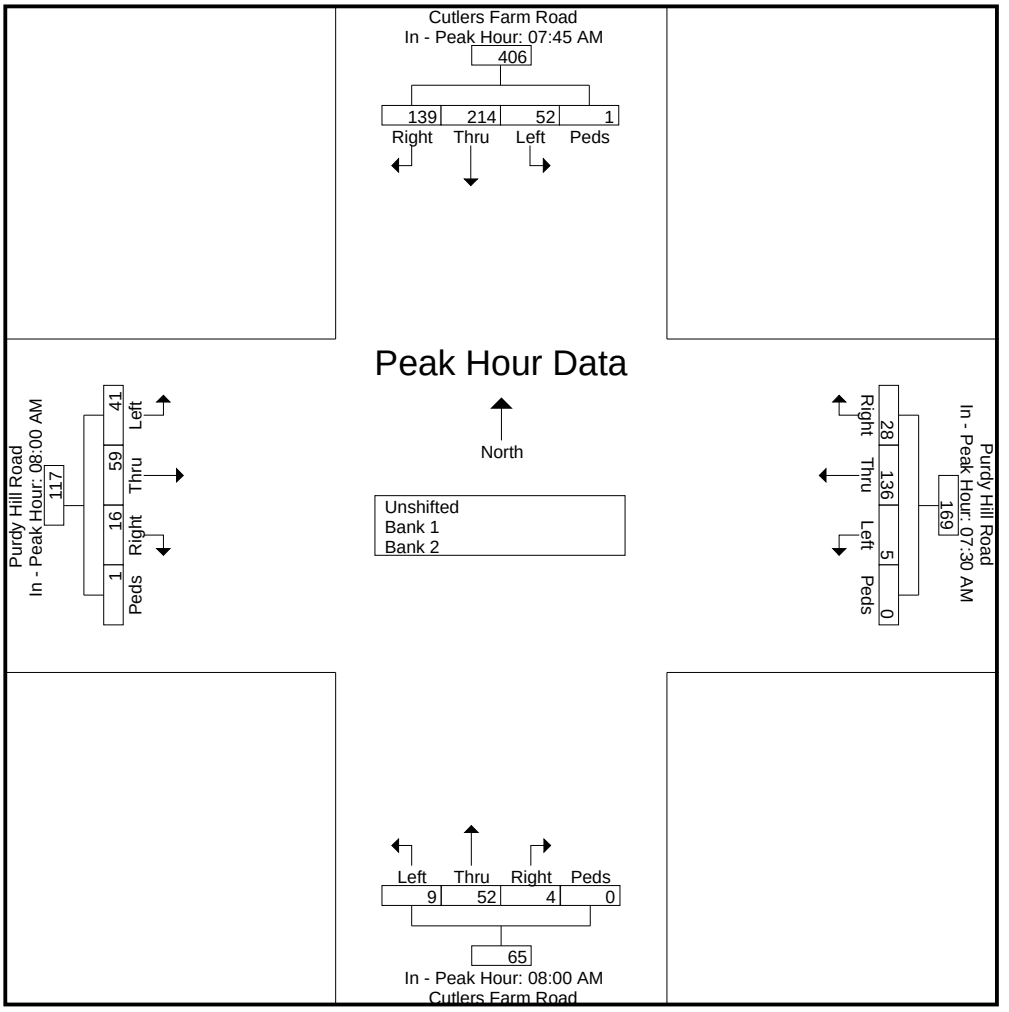


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14332
Site Code : 14332
Start Date : 4/26/2016
Page No : 3

Start Time	Cutlers Farm Road From North					Purdy Hill Road From East					Cutlers Farm Road From South					Purdy Hill Road From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					07:30 AM					08:00 AM					08:00 AM					
+0 mins.	**44**	56	10	0	110	3	34	**2**	0	39	1	14	**4**	0	19	**5**	13	7	**1**	26	
+15 mins.	33	56	11	0	100	2	**40**	1	0	43	1	8	2	0	11	4	15	**13**	0	**32**	
+30 mins.	34	36	14	0	84	7	30	2	0	39	**2**	**17**	1	0	**20**	4	**16**	9	0	29	
+45 mins.	28	**66**	**17**	**1**	**112**	**16**	32	0	0	**48**	0	13	2	0	15	3	15	12	0	30	
Total Volume	139	214	52	1	406	28	136	5	0	169	4	52	9	0	65	16	59	41	1	117	
% App. Total	34.2	52.7	12.8	0.2		16.6	80.5	3	0		6.2	80	13.8	0		13.7	50.4	35	0.9		
PHF	.790	.811	.765	.250	.906	.438	.850	.625	.000	.880	.500	.765	.563	.000	.813	.800	.922	.788	.250	.914	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Cutlers Farm Rd at Purdy Hill Rd
Monroe/Trumbull, Connecticut

File Name : 14333
Site Code : 14333
Start Date : 4/26/2016
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

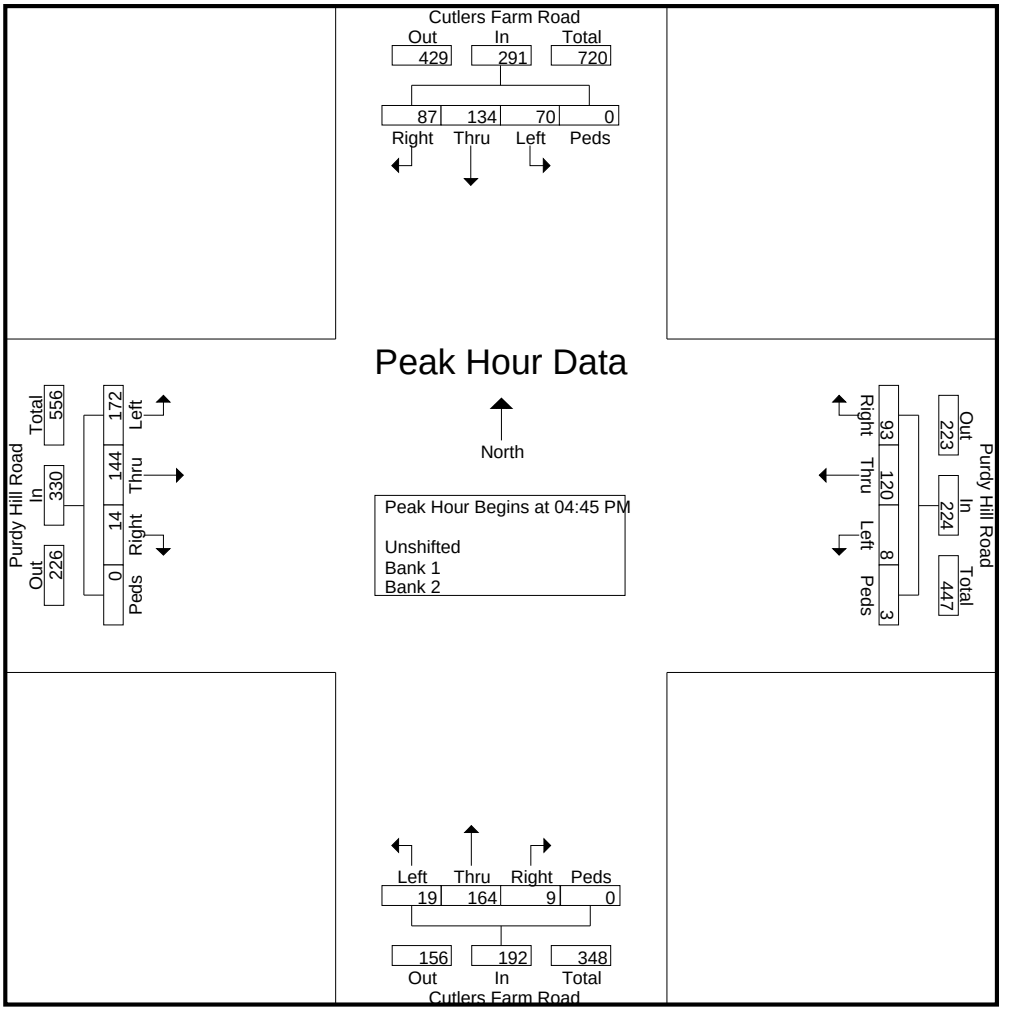
	Cutlers Farm Road From North					Purdy Hill Road From East					Cutlers Farm Road From South					Purdy Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	31	23	7	0	61	11	31	4	0	46	2	31	2	0	35	0	33	47	1	81	223
04:15 PM	19	16	7	0	42	17	27	1	0	45	1	29	4	1	35	4	46	45	0	95	217
04:30 PM	26	21	11	0	58	15	23	1	0	39	2	46	5	0	53	1	35	45	0	81	231
04:45 PM	18	49	10	0	77	33	33	0	1	67	4	40	3	0	47	3	43	54	0	100	291
Total	94	109	35	0	238	76	114	6	1	197	9	146	14	1	170	8	157	191	1	357	962
05:00 PM	10	37	29	0	76	30	28	4	2	64	2	50	8	0	60	6	36	47	0	89	289
05:15 PM	28	25	19	0	72	11	21	2	0	34	2	33	3	0	38	2	36	40	0	78	222
05:30 PM	31	23	12	0	66	19	38	2	0	59	1	41	5	0	47	3	29	31	0	63	235
05:45 PM	8	21	22	0	51	24	24	0	0	48	2	38	0	0	40	1	22	75	0	98	237
Total	77	106	82	0	265	84	111	8	2	205	7	162	16	0	185	12	123	193	0	328	983
Grand Total	171	215	117	0	503	160	225	14	3	402	16	308	30	1	355	20	280	384	1	685	1945
Apprch %	34	42.7	23.3	0		39.8	56	3.5	0.7		4.5	86.8	8.5	0.3		2.9	40.9	56.1	0.1		
Total %	8.8	11.1	6	0	25.9	8.2	11.6	0.7	0.2	20.7	0.8	15.8	1.5	0.1	18.3	1	14.4	19.7	0.1	35.2	
Unshifted	168	211	116	0	495	159	221	13	2	395	15	305	30	1	351	20	273	374	1	668	1909
% Unshifted																					
Bank 1	2	3	0	0	5	1	4	1	1	7	1	3	0	0	4	0	7	9	0	16	32
% Bank 1	1.2	1.4	0	0	1	0.6	1.8	7.1	33.3	1.7	6.2	1	0	0	1.1	0	2.5	2.3	0	2.3	1.6
Bank 2	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
% Bank 2	0.6	0.5	0.9	0	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0.1	0.2

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14333
Site Code : 14333
Start Date : 4/26/2016
Page No : 2

	Cutlers Farm Road From North					Purdy Hill Road From East					Cutlers Farm Road From South					Purdy Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	18	**49**	10	0	**77**	**33**	33	0	1	**67**	**4**	40	3	0	47	3	**43**	**54**	0	**100**	**291**
05:00 PM	10	37	**29**	0	76	30	28	**4**	**2**	64	2	**50**	**8**	0	**60**	**6**	36	47	0	89	289
05:15 PM	28	25	19	0	72	11	21	2	0	34	2	33	3	0	38	2	36	40	0	78	222
05:30 PM	**31**	23	12	0	66	19	**38**	2	0	59	1	41	5	0	47	3	29	31	0	63	235
Total Volume	87	134	70	0	291	93	120	8	3	224	9	164	19	0	192	14	144	172	0	330	1037
% App. Total	29.9	46	24.1	0		41.5	53.6	3.6	1.3		4.7	85.4	9.9	0		4.2	43.6	52.1	0		
PHF	.702	.684	.603	.000	.945	.705	.789	.500	.375	.836	.563	.820	.594	.000	.800	.583	.837	.796	.000	.825	.891

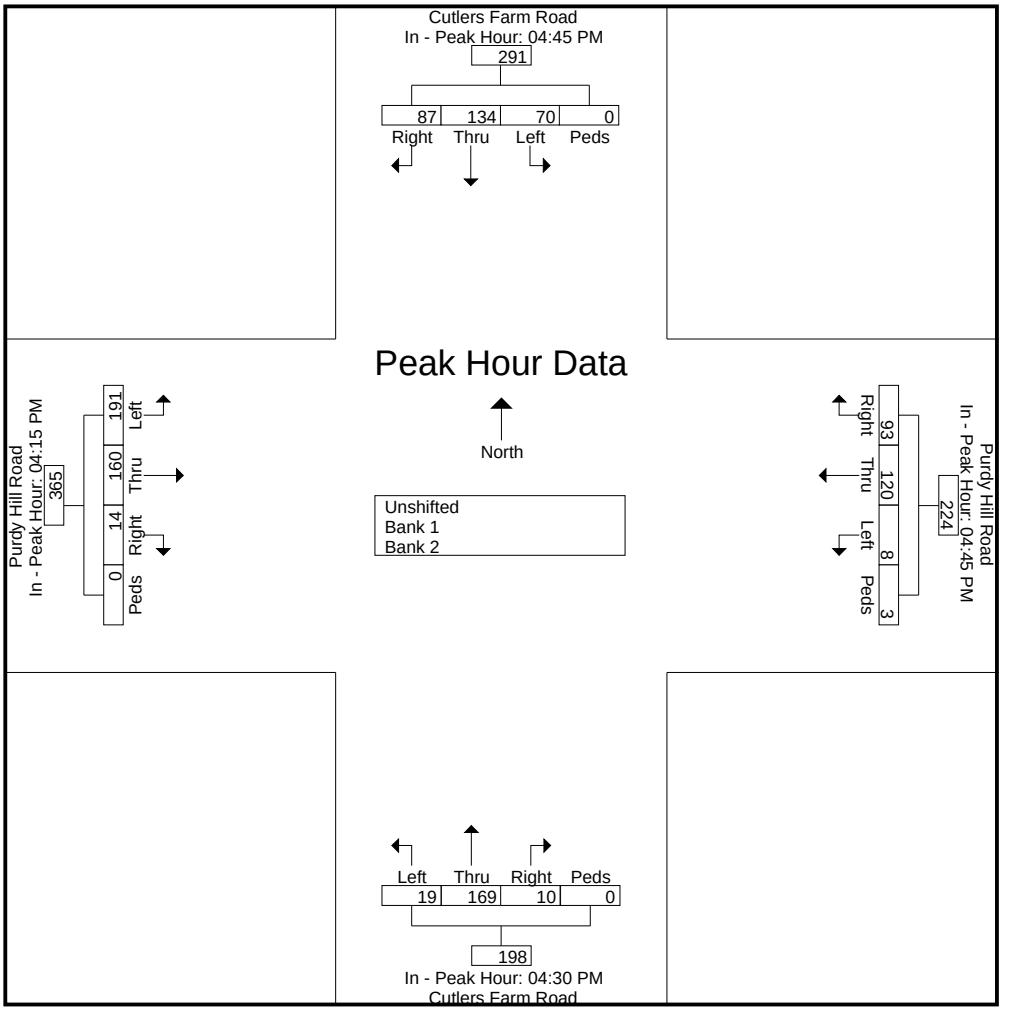


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14333
Site Code : 14333
Start Date : 4/26/2016
Page No : 3

Start Time	Cutlers Farm Road From North					Purdy Hill Road From East					Cutlers Farm Road From South					Purdy Hill Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:45 PM					04:30 PM					04:15 PM					
+0 mins.	18	**49**	10	0	**77**	**33**	33	0	1	**67**	2	46	5	0	53	4	**46**	45	0	95	
+15 mins.	10	37	**29**	0	76	30	28	**4**	**2**	64	**4**	40	3	0	47	1	35	45	0	81	
+30 mins.	28	25	19	0	72	11	21	2	0	34	2	**50**	**8**	0	**60**	3	43	**54**	0	**100**	
+45 mins.	**31**	23	12	0	66	19	**38**	2	0	59	2	33	3	0	38	**6**	36	47	0	89	
Total Volume	87	134	70	0	291	93	120	8	3	224	10	169	19	0	198	14	160	191	0	365	
% App. Total	29.9	46	24.1	0		41.5	53.6	3.6	1.3		5.1	85.4	9.6	0		3.8	43.8	52.3	0		
PHF	.702	.684	.603	.000	.945	.705	.789	.500	.375	.836	.625	.845	.594	.000	.825	.583	.870	.884	.000	.913	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Purdy Hill Road at Cutlers Farm Road
Monroe/Trumbull, Connecticut

File Name : 14334
Site Code : 14334
Start Date : 5/14/2016
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

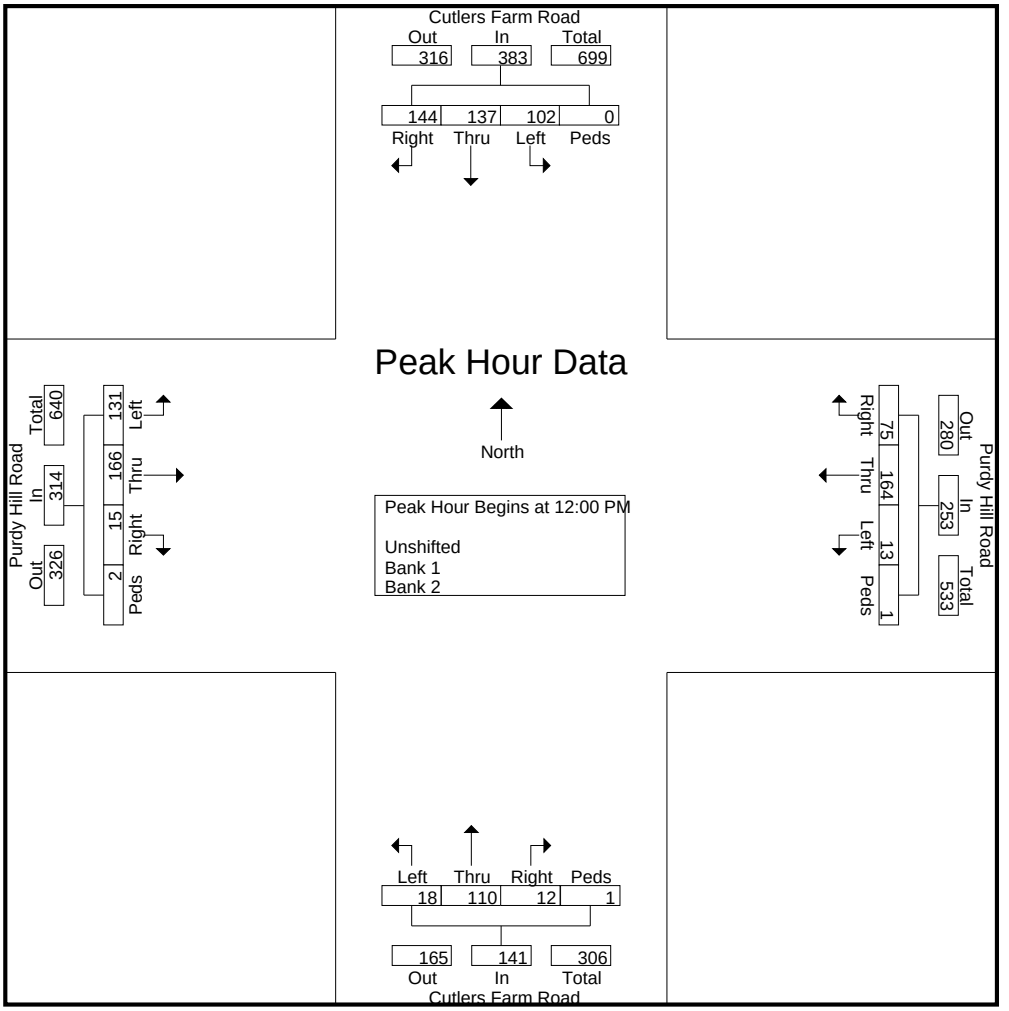
	Cutlers Farm Road From North					Purdy Hill Road From East					Cutlers Farm Road From South					Purdy Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	34	16	12	0	62	10	36	2	0	48	2	21	0	2	25	2	36	28	0	66	201
11:15 AM	36	22	17	0	75	17	34	1	0	52	2	21	4	0	27	1	46	19	0	66	220
11:30 AM	37	26	16	0	79	19	44	2	0	65	3	29	2	0	34	3	34	30	0	67	245
11:45 AM	43	23	7	0	73	20	46	1	0	67	1	29	7	0	37	5	46	26	0	77	254
Total	150	87	52	0	289	66	160	6	0	232	8	100	13	2	123	11	162	103	0	276	920
12:00 PM	30	21	27	0	78	9	34	1	0	44	4	27	7	0	38	5	41	35	0	81	241
12:15 PM	34	17	19	0	70	19	31	5	0	55	0	17	6	0	23	3	30	19	1	53	201
12:30 PM	44	51	31	0	126	31	50	4	1	86	5	39	2	1	47	3	51	47	1	102	361
12:45 PM	36	48	25	0	109	16	49	3	0	68	3	27	3	0	33	4	44	30	0	78	288
Total	144	137	102	0	383	75	164	13	1	253	12	110	18	1	141	15	166	131	2	314	1091
Grand Total	294	224	154	0	672	141	324	19	1	485	20	210	31	3	264	26	328	234	2	590	2011
Apprch %	43.8	33.3	22.9	0		29.1	66.8	3.9	0.2		7.6	79.5	11.7	1.1		4.4	55.6	39.7	0.3		
Total %	14.6	11.1	7.7	0	33.4	7	16.1	0.9	0	24.1	1	10.4	1.5	0.1	13.1	1.3	16.3	11.6	0.1	29.3	
Unshifted	289	224	153	0	666	136	319	19	1	475	20	208	30	2	260	26	318	229	0	573	1974
% Unshifted																					
Bank 1	5	0	1	0	6	5	5	0	0	10	0	2	1	1	4	0	10	5	2	17	37
% Bank 1	1.7	0	0.6	0	0.9	3.5	1.5	0	0	2.1	0	1	3.2	33.3	1.5	0	3	2.1	100	2.9	1.8
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14334
Site Code : 14334
Start Date : 5/14/2016
Page No : 2

	Cutlers Farm Road From North					Purdy Hill Road From East					Cutlers Farm Road From South					Purdy Hill Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	30	21	27	0	78	9	34	1	0	44	4	27	**7**	0	38	**5**	41	35	0	81	241
12:15 PM	34	17	19	0	70	19	31	**5**	0	55	0	17	6	0	23	3	30	19	**1**	53	201
12:30 PM	**44**	**51**	**31**	0	**126**	**31**	**50**	4	**1**	**86**	**5**	**39**	2	**1**	**47**	3	**51**	**47**	1	**102**	**361**
12:45 PM	36	48	25	0	109	16	49	3	0	68	3	27	3	0	33	4	44	30	0	78	288
Total Volume	144	137	102	0	383	75	164	13	1	253	12	110	18	1	141	15	166	131	2	314	1091
% App. Total	37.6	35.8	26.6	0		29.6	64.8	5.1	0.4		8.5	78	12.8	0.7		4.8	52.9	41.7	0.6		
PHF	.818	.672	.823	.000	.760	.605	.820	.650	.250	.735	.600	.705	.643	.250	.750	.750	.814	.697	.500	.770	.756

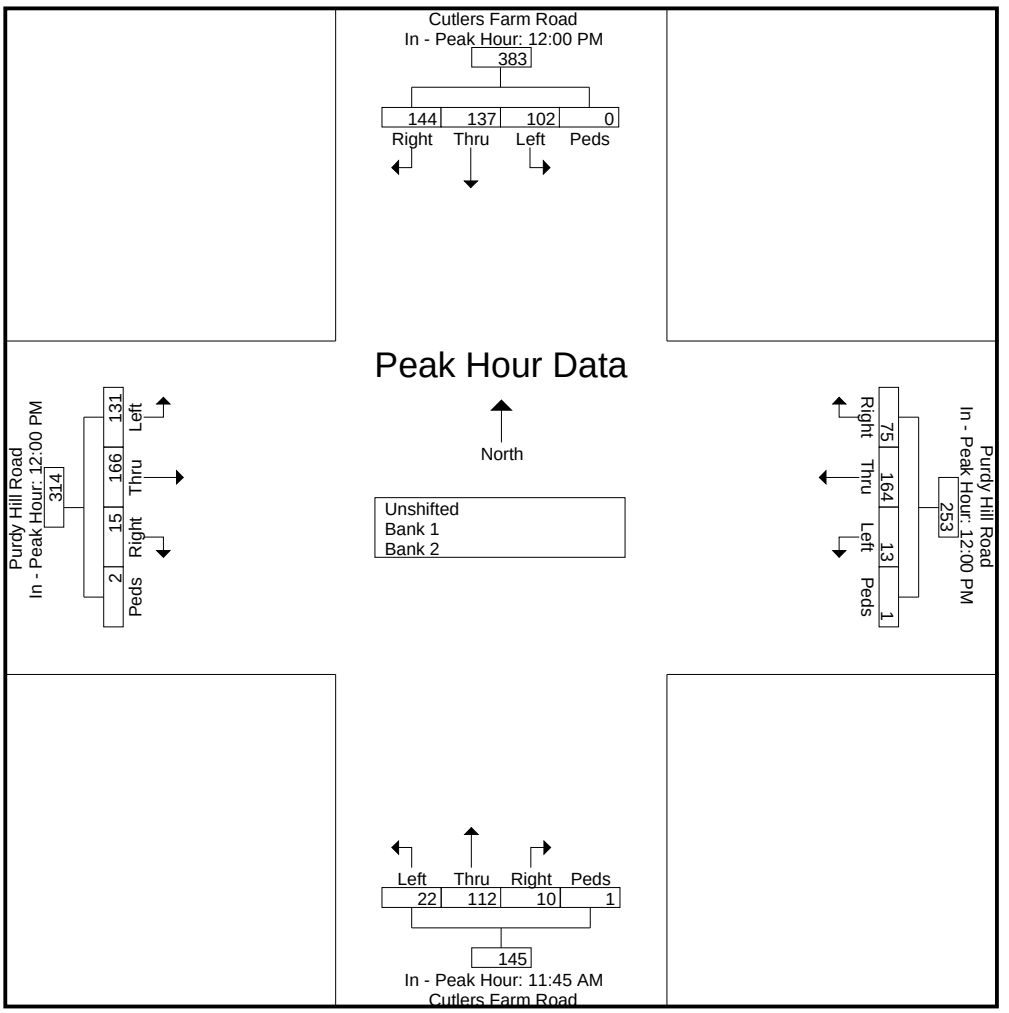


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File Name : 14334
Site Code : 14334
Start Date : 5/14/2016
Page No : 3

Start Time	Cutlers Farm Road From North					Purdy Hill Road From East					Cutlers Farm Road From South					Purdy Hill Road From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:00 PM					12:00 PM					11:45 AM					12:00 PM					
+0 mins.	30	21	27	0	78	9	34	1	0	44	1	29	**7**	0	37	**5**	41	35	0	81	
+15 mins.	34	17	19	0	70	19	31	**5**	0	55	4	27	7	0	38	3	30	19	**1**	53	
+30 mins.	**44**	**51**	**31**	0	**126**	**31**	**50**	4	**1**	**86**	0	17	6	0	23	3	**51**	**47**	1	**102**	
+45 mins.	36	48	25	0	109	16	49	3	0	68	**5**	**39**	2	**1**	**47**	4	44	30	0	78	
Total Volume	144	137	102	0	383	75	164	13	1	253	10	112	22	1	145	15	166	131	2	314	
% App. Total	37.6	35.8	26.6	0		29.6	64.8	5.1	0.4		6.9	77.2	15.2	0.7		4.8	52.9	41.7	0.6		
PHF	.818	.672	.823	.000	.760	.605	.820	.650	.250	.735	.500	.718	.786	.250	.771	.750	.814	.697	.500	.770	



Connecticut Counts LLC

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Route 111 at Old Mine Road
Monroe/Trumbull, Connecticut

File Name : 14233
Site Code : 14233
Start Date : 4/27/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

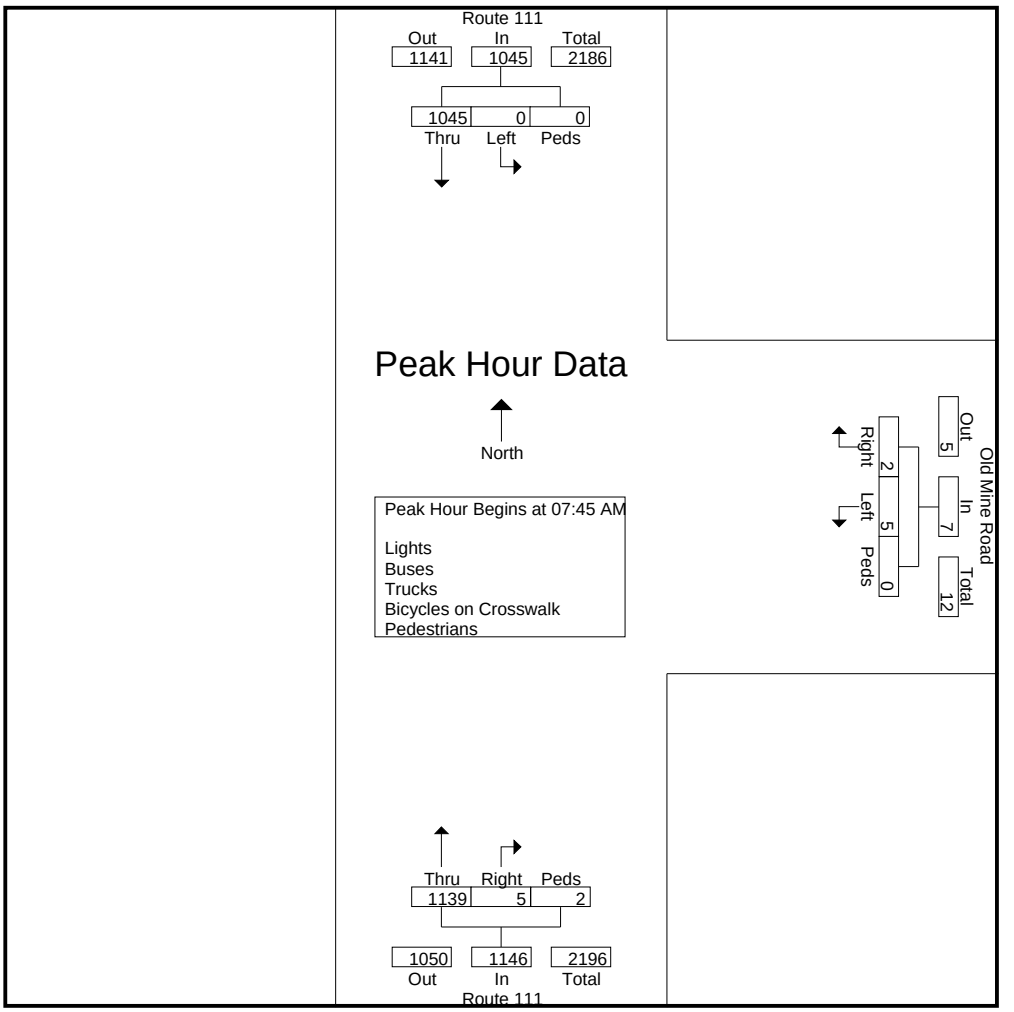
	Route 111 From North				Old Mine Road From East				Route 111 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	202	0	0	202	1	0	0	1	0	146	0	146	349
07:15 AM	232	1	0	233	1	0	0	1	1	187	0	188	422
07:30 AM	271	1	0	272	2	0	0	2	0	212	0	212	486
07:45 AM	286	0	0	286	1	2	0	3	0	307	0	307	596
Total	991	2	0	993	5	2	0	7	1	852	0	853	1853
08:00 AM	265	0	0	265	0	0	0	0	3	221	1	225	490
08:15 AM	241	0	0	241	1	2	0	3	1	305	0	306	550
08:30 AM	253	0	0	253	0	1	0	1	1	306	1	308	562
08:45 AM	250	0	0	250	0	0	0	0	4	290	0	294	544
Total	1009	0	0	1009	1	3	0	4	9	1122	2	1133	2146
Grand Total	2000	2	0	2002	6	5	0	11	10	1974	2	1986	3999
Apprch %	99.9	0.1	0		54.5	45.5	0		0.5	99.4	0.1		
Total %	50	0.1	0	50.1	0.2	0.1	0	0.3	0.3	49.4	0.1	49.7	
Lights	1948	2	0	1950	5	4	0	9	9	1914	0	1923	3882
% Lights	97.4	100	0	97.4	83.3	80	0	81.8	90	97	0	96.8	97.1
Buses	8	0	0	8	1	0	0	1	1	15	0	16	25
% Buses	0.4	0	0	0.4	16.7	0	0	9.1	10	0.8	0	0.8	0.6
Trucks	44	0	0	44	0	1	0	1	0	45	0	45	90
% Trucks	2.2	0	0	2.2	0	20	0	9.1	0	2.3	0	2.3	2.3
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	100	0.1	0.1

Connecticut Counts LLC

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File Name : 14233
Site Code : 14233
Start Date : 4/27/2016
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	Route 111 From North				Old Mine Road From East				Route 111 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	**286**	0	0	**286**	**1**	**2**	0	**3**	0	**307**	0	307	**596**
08:00 AM	265	0	0	265	0	0	0	0	**3**	221	**1**	225	490
08:15 AM	241	0	0	241	1	2	0	3	1	305	0	306	550
08:30 AM	253	0	0	253	0	1	0	1	1	306	1	**308**	562
Total Volume	1045	0	0	1045	2	5	0	7	5	1139	2	1146	2198
% App. Total	100	0	0		28.6	71.4	0		0.4	99.4	0.2		
PHF	.913	.000	.000	.913	.500	.625	.000	.583	.417	.928	.500	.930	.922

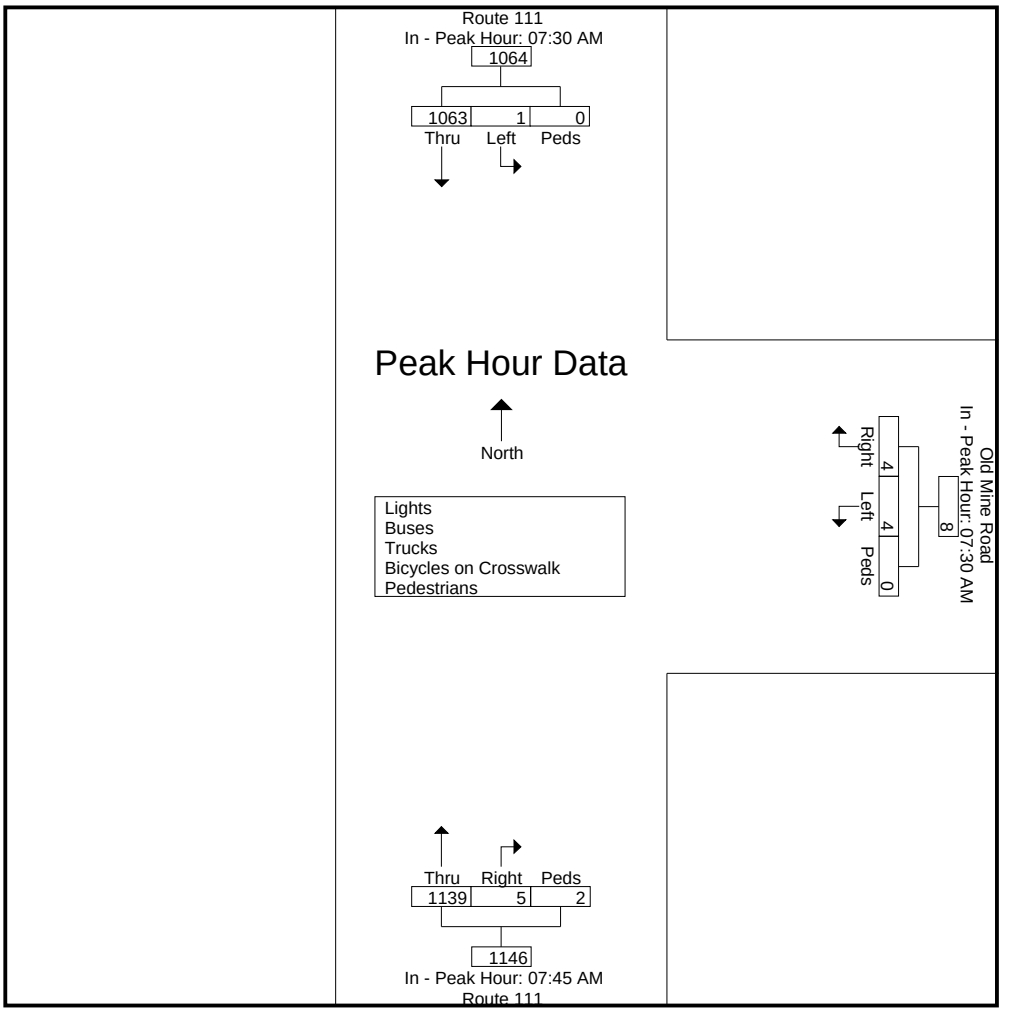


Connecticut Counts LLC

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File Name : 14233
Site Code : 14233
Start Date : 4/27/2016
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	Route 111 From North				Old Mine Road From East				Route 111 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:30 AM				07:30 AM				07:45 AM				
+0 mins.	271	**1**	0	272	**2**	0	0	2	0	**307**	0	307	
+15 mins.	**286**	0	0	**286**	1	**2**	0	**3**	**3**	221	**1**	225	
+30 mins.	265	0	0	265	0	0	0	0	1	305	0	306	
+45 mins.	241	0	0	241	1	2	0	3	1	306	1	**308**	
Total Volume	1063	1	0	1064	4	4	0	8	5	1139	2	1146	
% App. Total	99.9	0.1	0		50	50	0		0.4	99.4	0.2		
PHF	.929	.250	.000	.930	.500	.500	.000	.667	.417	.928	.500	.930	



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Route 111 at Old Mine Road
Monroe/Trumbull, Connecticut

File Name : 14234
Site Code : 14234
Start Date : 4/27/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

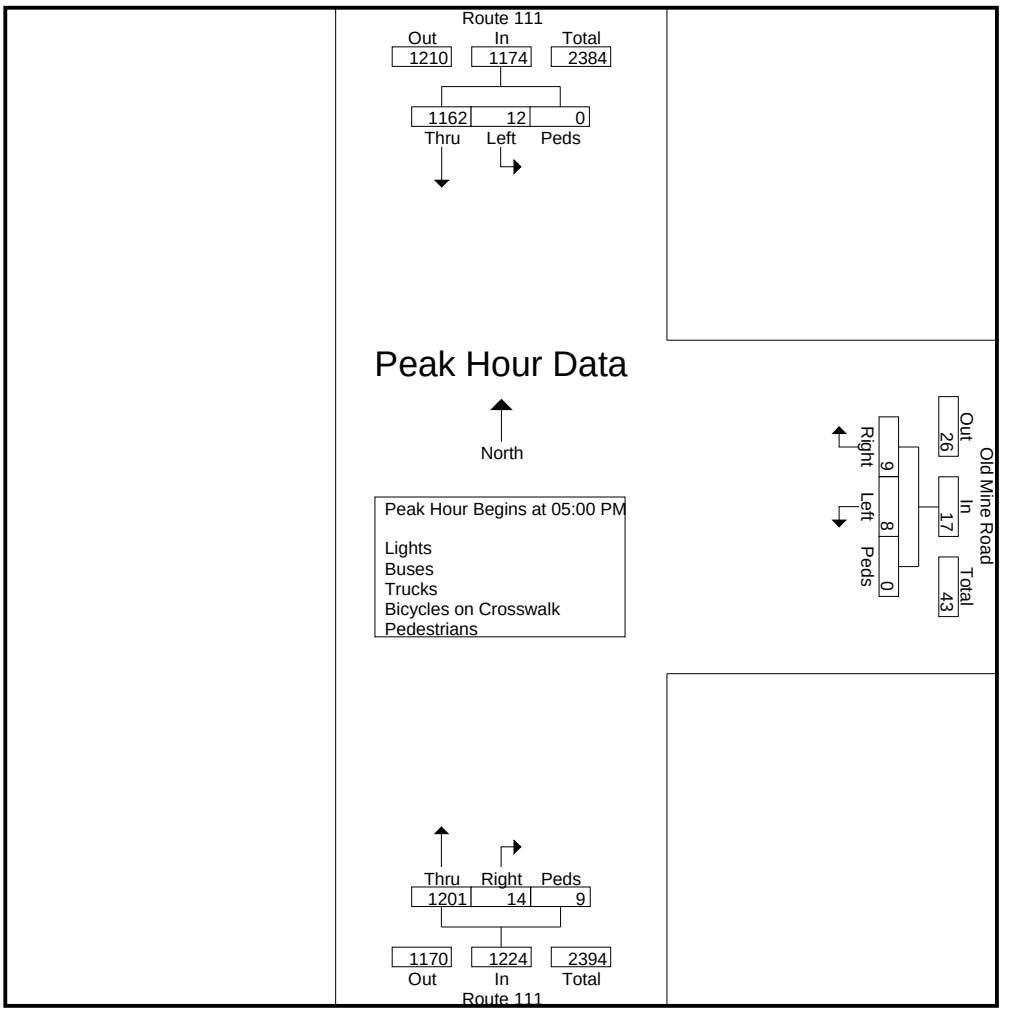
	Route 111 From North				Old Mine Road From East				Route 111 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	249	1	0	250	3	3	0	6	3	267	0	270	526
04:15 PM	229	2	0	231	0	2	0	2	3	237	1	241	474
04:30 PM	283	2	0	285	1	3	0	4	2	264	2	268	557
04:45 PM	230	2	0	232	3	1	0	4	1	286	0	287	523
Total	991	7	0	998	7	9	0	16	9	1054	3	1066	2080
05:00 PM	308	2	0	310	2	6	0	8	5	286	2	293	611
05:15 PM	295	1	0	296	4	1	0	5	3	349	3	355	656
05:30 PM	316	6	0	322	1	0	0	1	2	288	1	291	614
05:45 PM	243	3	0	246	2	1	0	3	4	278	3	285	534
Total	1162	12	0	1174	9	8	0	17	14	1201	9	1224	2415
Grand Total	2153	19	0	2172	16	17	0	33	23	2255	12	2290	4495
Apprch %	99.1	0.9	0		48.5	51.5	0		1	98.5	0.5		
Total %	47.9	0.4	0	48.3	0.4	0.4	0	0.7	0.5	50.2	0.3	50.9	
Lights	2128	19	0	2147	15	17	0	32	22	2227	0	2249	4428
% Lights	98.8	100	0	98.8	93.8	100	0	97	95.7	98.8	0	98.2	98.5
Buses	6	0	0	6	1	0	0	1	1	10	0	11	18
% Buses	0.3	0	0	0.3	6.2	0	0	3	4.3	0.4	0	0.5	0.4
Trucks	19	0	0	19	0	0	0	0	0	18	0	18	37
% Trucks	0.9	0	0	0.9	0	0	0	0	0	0.8	0	0.8	0.8
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	8	8	8
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	66.7	0.3	0.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	4	4	4
% Pedestrians	0	0	0	0	0	0	0	0	0	0	33.3	0.2	0.1

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File Name : 14234
Site Code : 14234
Start Date : 4/27/2016
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	Route 111 From North				Old Mine Road From East				Route 111 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	308	2	0	310	2	**6**	0	**8**	**5**	286	2	293	611
05:15 PM	295	1	0	296	**4**	1	0	5	3	**349**	**3**	**355**	**656**
05:30 PM	**316**	**6**	0	**322**	1	0	0	1	2	288	1	291	614
05:45 PM	243	3	0	246	2	1	0	3	4	278	3	285	534
Total Volume	1162	12	0	1174	9	8	0	17	14	1201	9	1224	2415
% App. Total	99	1	0		52.9	47.1	0		1.1	98.1	0.7		
PHF	.919	.500	.000	.911	.563	.333	.000	.531	.700	.860	.750	.862	.920

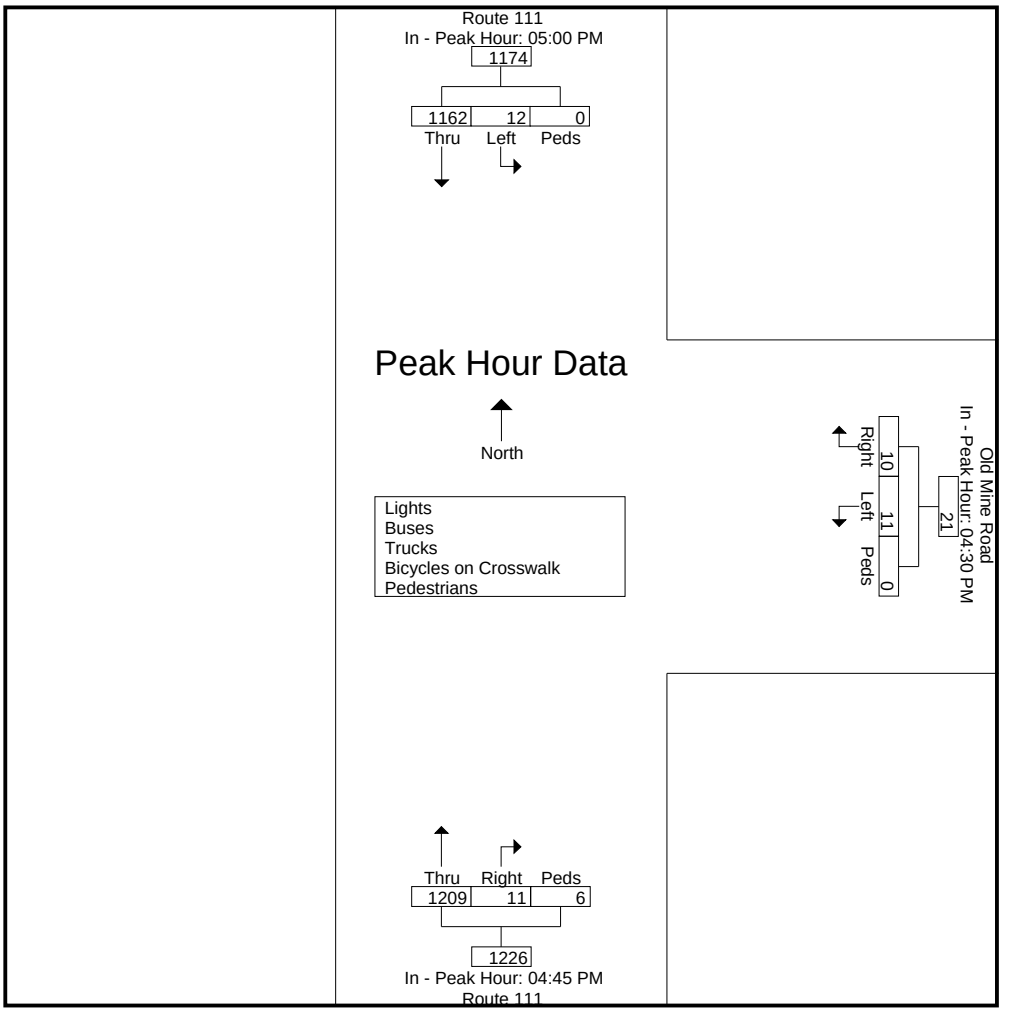


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File Name : 14234
Site Code : 14234
Start Date : 4/27/2016
Page No : 3

	Route 111 From North				Old Mine Road From East				Route 111 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	05:00 PM				04:30 PM				04:45 PM				
+0 mins.	308	2	0	310	1	3	0	4	1	286	0	287	
+15 mins.	295	1	0	296	3	1	0	4	**5**	286	2	293	
+30 mins.	**316**	**6**	0	**322**	2	**6**	0	**8**	3	**349**	**3**	**355**	
+45 mins.	243	3	0	246	**4**	1	0	5	2	288	1	291	
Total Volume	1162	12	0	1174	10	11	0	21	11	1209	6	1226	
% App. Total	99	1	0		47.6	52.4	0		0.9	98.6	0.5		
PHF	.919	.500	.000	.911	.625	.458	.000	.656	.550	.866	.500	.863	



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Route 111 at Old Mine Road
Monroe/Trumbull, Connecticut

File Name : 14235
Site Code : 14235
Start Date : 5/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks

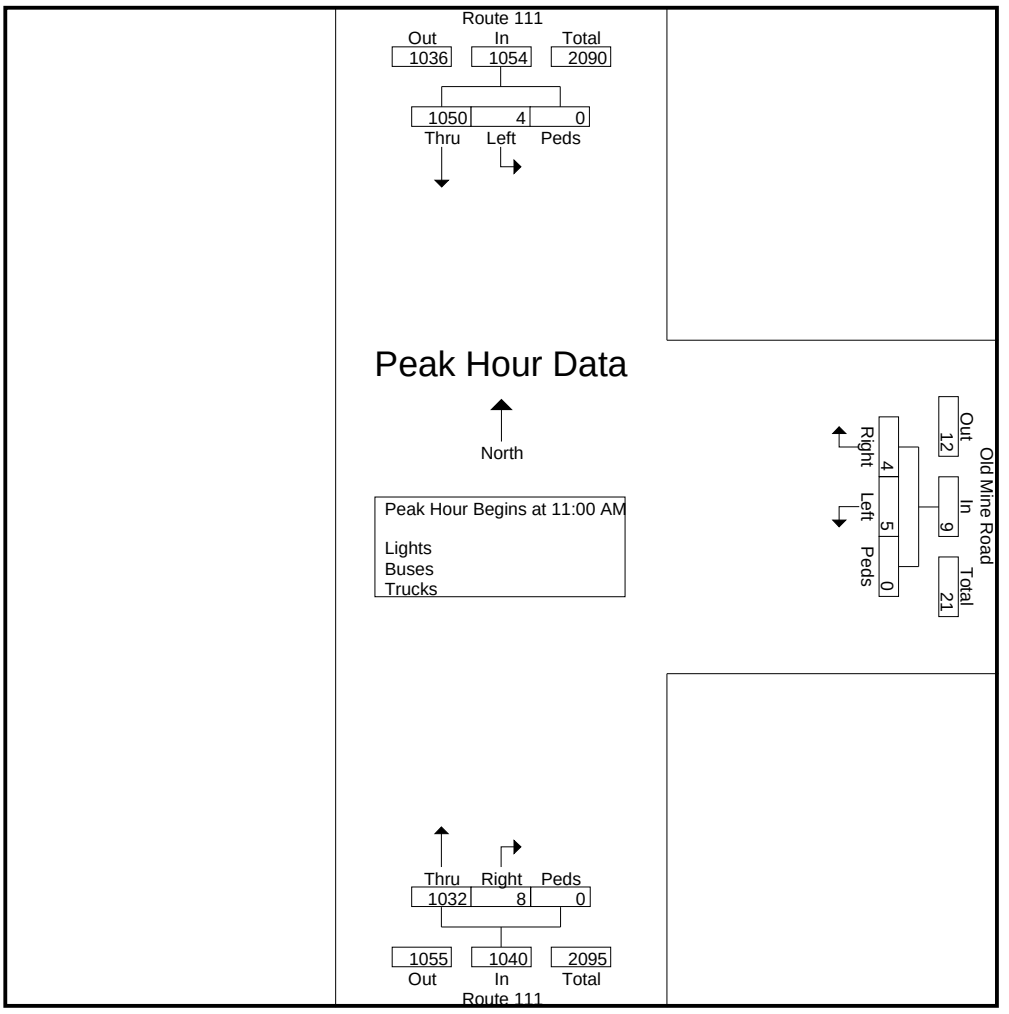
	Route 111 From North				Old Mine Road From East				Route 111 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
11:00 AM	305	2	0	307	1	1	0	2	1	275	0	276	585
11:15 AM	228	1	0	229	2	2	0	4	2	273	0	275	508
11:30 AM	275	0	0	275	0	1	0	1	2	251	0	253	529
11:45 AM	242	1	0	243	1	1	0	2	3	233	0	236	481
Total	1050	4	0	1054	4	5	0	9	8	1032	0	1040	2103
12:00 PM	279	2	0	281	1	2	0	3	1	211	0	212	496
12:15 PM	288	1	0	289	2	1	0	3	1	229	0	230	522
12:30 PM	271	1	0	272	1	1	0	2	2	247	0	249	523
12:45 PM	221	0	0	221	0	2	0	2	1	257	0	258	481
Total	1059	4	0	1063	4	6	0	10	5	944	0	949	2022
Grand Total	2109	8	0	2117	8	11	0	19	13	1976	0	1989	4125
Apprch %	99.6	0.4	0		42.1	57.9	0		0.7	99.3	0		
Total %	51.1	0.2	0	51.3	0.2	0.3	0	0.5	0.3	47.9	0	48.2	
Lights	2109	8	0	2117	8	11	0	19	13	1976	0	1989	4125
% Lights	100	100	0	100	100	100	0	100	100	100	0	100	100
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

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File Name : 14235
Site Code : 14235
Start Date : 5/14/2016
Page No : 2

	Route 111 From North				Old Mine Road From East				Route 111 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:00 AM													
11:00 AM	**305**	**2**	0	**307**	1	1	0	2	1	**275**	0	**276**	**585**
11:15 AM	228	1	0	229	**2**	**2**	0	**4**	2	273	0	275	508
11:30 AM	275	0	0	275	0	1	0	1	2	251	0	253	529
11:45 AM	242	1	0	243	1	1	0	2	**3**	233	0	236	481
Total Volume	1050	4	0	1054	4	5	0	9	8	1032	0	1040	2103
% App. Total	99.6	0.4	0		44.4	55.6	0		0.8	99.2	0		
PHF	.861	.500	.000	.858	.500	.625	.000	.563	.667	.938	.000	.942	.899

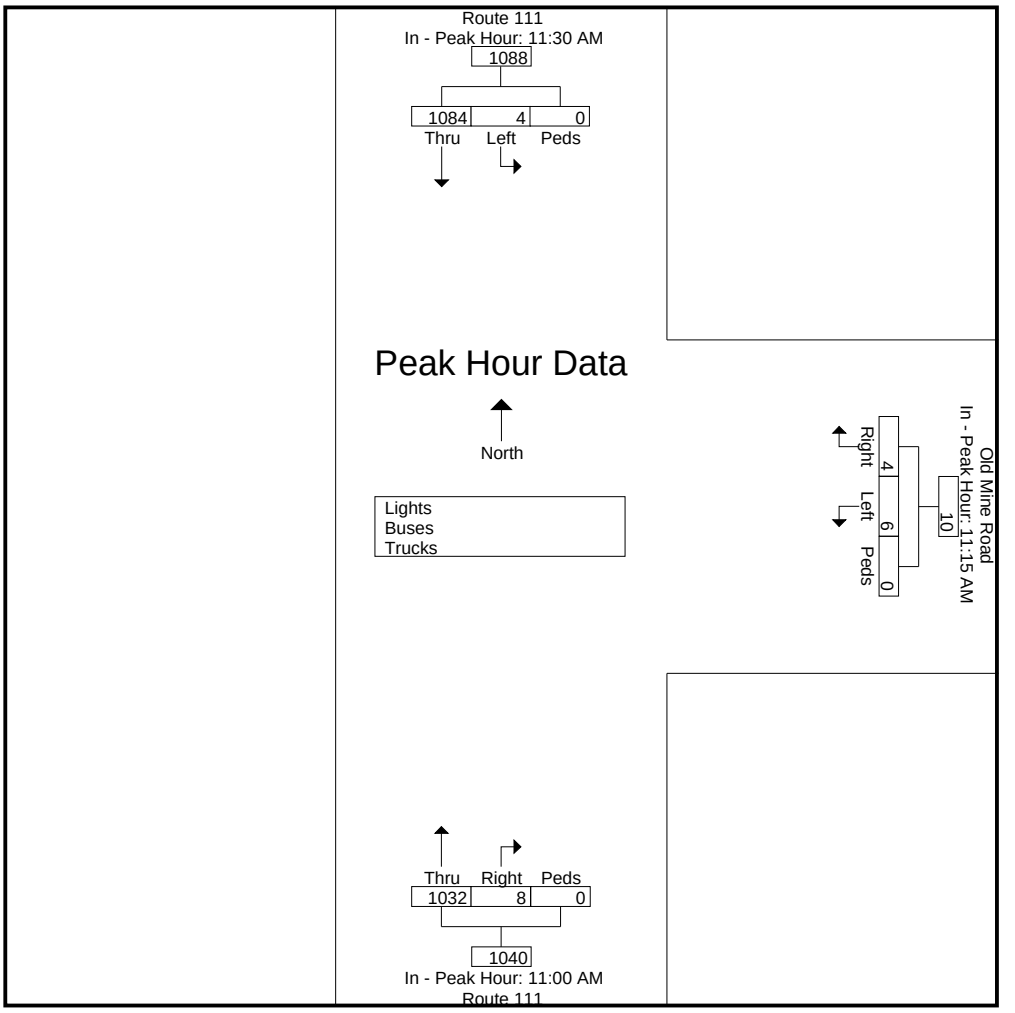


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File Name : 14235
Site Code : 14235
Start Date : 5/14/2016
Page No : 3

	Route 111 From North				Old Mine Road From East				Route 111 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	11:30 AM				11:15 AM				11:00 AM				
+0 mins.	275	0	0	275	**2**	**2**	0	**4**	1	**275**	0	**276**	
+15 mins.	242	1	0	243	0	1	0	1	2	273	0	275	
+30 mins.	279	**2**	0	281	1	1	0	2	2	251	0	253	
+45 mins.	**288**	1	0	**289**	1	2	0	3	**3**	233	0	236	
Total Volume	1084	4	0	1088	4	6	0	10	8	1032	0	1040	
% App. Total	99.6	0.4	0		40	60	0		0.8	99.2	0		
PHF	.941	.500	.000	.941	.500	.750	.000	.625	.667	.938	.000	.942	



Connecticut Counts LLC

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Routre 111 at Chips/Edge Drive
Monroe/Trumbull, Connecticut

File Name : 14236
Site Code : 14236
Start Date : 4/27/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

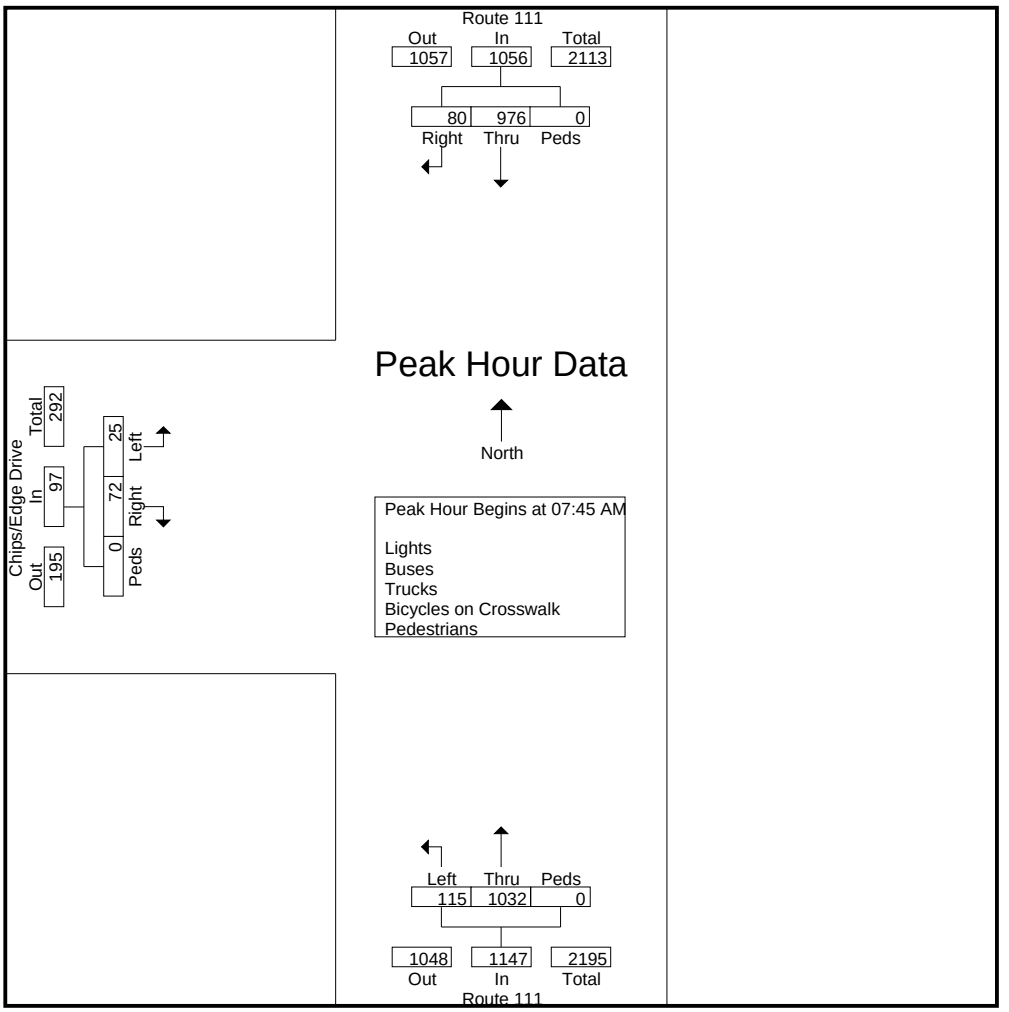
	Route 111 From North				Route 111 From South				Chips/Edge Drive From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	10	195	0	205	126	23	0	149	12	8	0	20	374
07:15 AM	10	230	0	240	179	18	0	197	13	5	0	18	455
07:30 AM	6	277	0	283	188	16	0	204	9	6	0	15	502
07:45 AM	10	240	0	250	278	15	0	293	15	5	0	20	563
Total	36	942	0	978	771	72	0	843	49	24	0	73	1894
08:00 AM	22	276	0	298	217	25	0	242	17	8	0	25	565
08:15 AM	38	218	0	256	253	51	0	304	21	6	0	27	587
08:30 AM	10	242	0	252	284	24	0	308	19	6	0	25	585
08:45 AM	17	226	0	243	263	23	0	286	14	7	0	21	550
Total	87	962	0	1049	1017	123	0	1140	71	27	0	98	2287
Grand Total	123	1904	0	2027	1788	195	0	1983	120	51	0	171	4181
Apprch %	6.1	93.9	0		90.2	9.8	0		70.2	29.8	0		
Total %	2.9	45.5	0	48.5	42.8	4.7	0	47.4	2.9	1.2	0	4.1	
Lights	122	1849	0	1971	1725	195	0	1920	120	51	0	171	4062
% Lights	99.2	97.1	0	97.2	96.5	100	0	96.8	100	100	0	100	97.2
Buses	0	7	0	7	16	0	0	16	0	0	0	0	23
% Buses	0	0.4	0	0.3	0.9	0	0	0.8	0	0	0	0	0.6
Trucks	1	48	0	49	47	0	0	47	0	0	0	0	96
% Trucks	0.8	2.5	0	2.4	2.6	0	0	2.4	0	0	0	0	2.3
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

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File Name : 14236
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	Route 111 From North				Route 111 From South				Chips/Edge Drive From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	10	240	0	250	278	15	0	293	15	5	0	20	563
08:00 AM	22	**276**	0	**298**	217	25	0	242	17	**8**	0	25	565
08:15 AM	**38**	218	0	256	253	**51**	0	304	**21**	6	0	**27**	**587**
08:30 AM	10	242	0	252	**284**	24	0	**308**	19	6	0	25	585
Total Volume	80	976	0	1056	1032	115	0	1147	72	25	0	97	2300
% App. Total	7.6	92.4	0		90	10	0		74.2	25.8	0		
PHF	.526	.884	.000	.886	.908	.564	.000	.931	.857	.781	.000	.898	.980

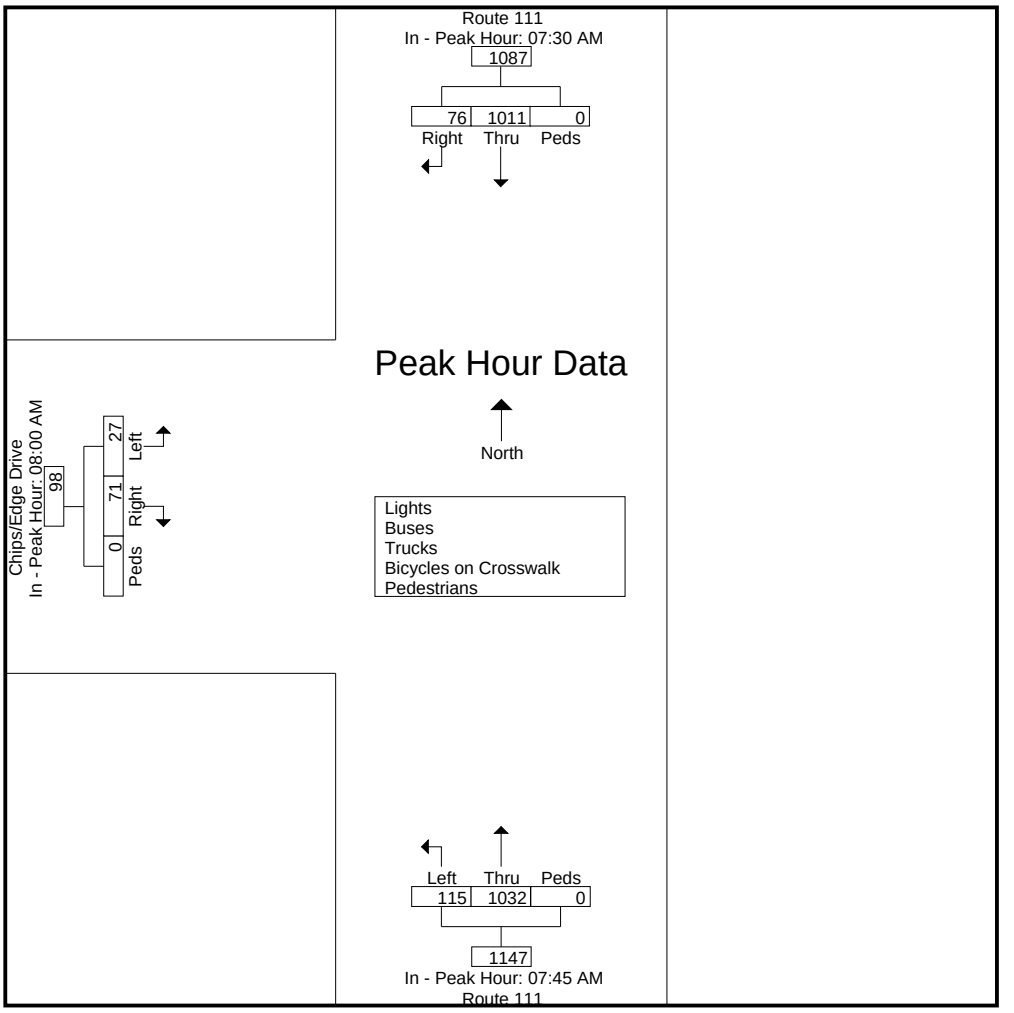


Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 14236
Site Code : 14236
Start Date : 4/27/2016
Page No : 3

	Route 111 From North				Route 111 From South				Chips/Edge Drive From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:30 AM				07:45 AM				08:00 AM				
+0 mins.	6	**277**	0	283	278	15	0	293	17	**8**	0	25	
+15 mins.	10	240	0	250	217	25	0	242	**21**	6	0	**27**	
+30 mins.	22	276	0	**298**	253	**51**	0	304	19	6	0	25	
+45 mins.	**38**	218	0	256	**284**	24	0	**308**	14	7	0	21	
Total Volume	76	1011	0	1087	1032	115	0	1147	71	27	0	98	
% App. Total	7	93	0		90	10	0		72.4	27.6	0		
PHF	.500	.912	.000	.912	.908	.564	.000	.931	.845	.844	.000	.907	



Connecticut Counts LLC

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Route 111 at Chips/Edge Dr
Monroe/Trumbull, Connecticut

File Name : 14237
Site Code : 14237
Start Date : 4/27/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

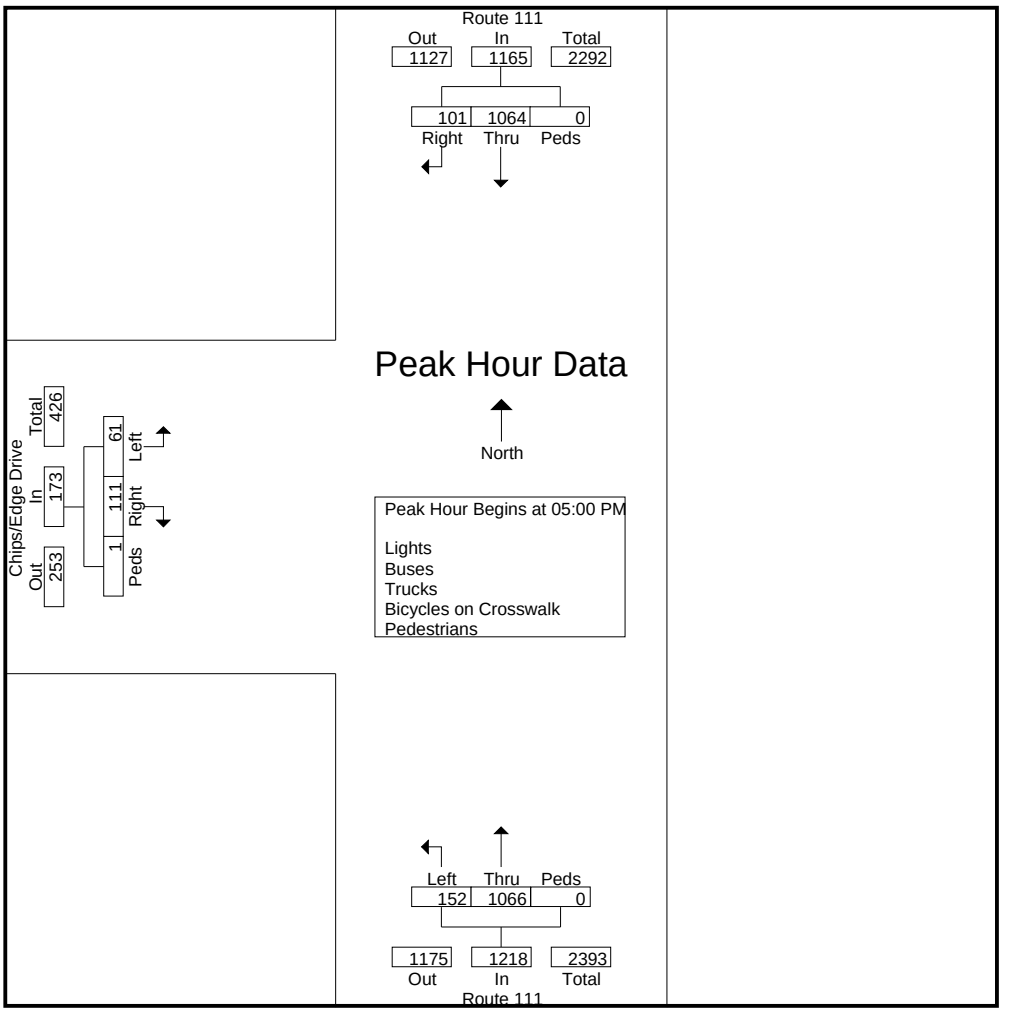
	Route 111 From North				Route 111 From South				Chips/Edge Drive From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	23	241	0	264	242	20	0	262	13	13	0	26	552
04:15 PM	25	204	0	229	218	31	0	249	31	10	0	41	519
04:30 PM	15	262	0	277	232	21	0	253	17	11	0	28	558
04:45 PM	21	215	0	236	259	36	0	295	23	9	0	32	563
Total	84	922	0	1006	951	108	0	1059	84	43	0	127	2192
05:00 PM	22	289	0	311	260	33	0	293	30	12	1	43	647
05:15 PM	40	261	0	301	310	47	0	357	32	14	0	46	704
05:30 PM	13	284	0	297	254	34	0	288	24	13	0	37	622
05:45 PM	26	230	0	256	242	38	0	280	25	22	0	47	583
Total	101	1064	0	1165	1066	152	0	1218	111	61	1	173	2556
Grand Total	185	1986	0	2171	2017	260	0	2277	195	104	1	300	4748
Apprch %	8.5	91.5	0		88.6	11.4	0		65	34.7	0.3		
Total %	3.9	41.8	0	45.7	42.5	5.5	0	48	4.1	2.2	0	6.3	
Lights	184	1966	0	2150	1990	260	0	2250	194	104	0	298	4698
% Lights	99.5	99	0	99	98.7	100	0	98.8	99.5	100	0	99.3	98.9
Buses	0	6	0	6	4	0	0	4	0	0	0	0	10
% Buses	0	0.3	0	0.3	0.2	0	0	0.2	0	0	0	0	0.2
Trucks	1	14	0	15	23	0	0	23	1	0	0	1	39
% Trucks	0.5	0.7	0	0.7	1.1	0	0	1	0.5	0	0	0.3	0.8
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	100	0.3	0

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File Name : 14237
Site Code : 14237
Start Date : 4/27/2016
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	Route 111 From North				Route 111 From South				Chips/Edge Drive From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	22	**289**	0	**311**	260	33	0	293	30	12	**1**	43	647
05:15 PM	**40**	261	0	301	**310**	**47**	0	**357**	**32**	14	0	46	**704**
05:30 PM	13	284	0	297	254	34	0	288	24	13	0	37	622
05:45 PM	26	230	0	256	242	38	0	280	25	**22**	0	**47**	583
Total Volume	101	1064	0	1165	1066	152	0	1218	111	61	1	173	2556
% App. Total	8.7	91.3	0		87.5	12.5	0		64.2	35.3	0.6		
PHF	.631	.920	.000	.936	.860	.809	.000	.853	.867	.693	.250	.920	.908

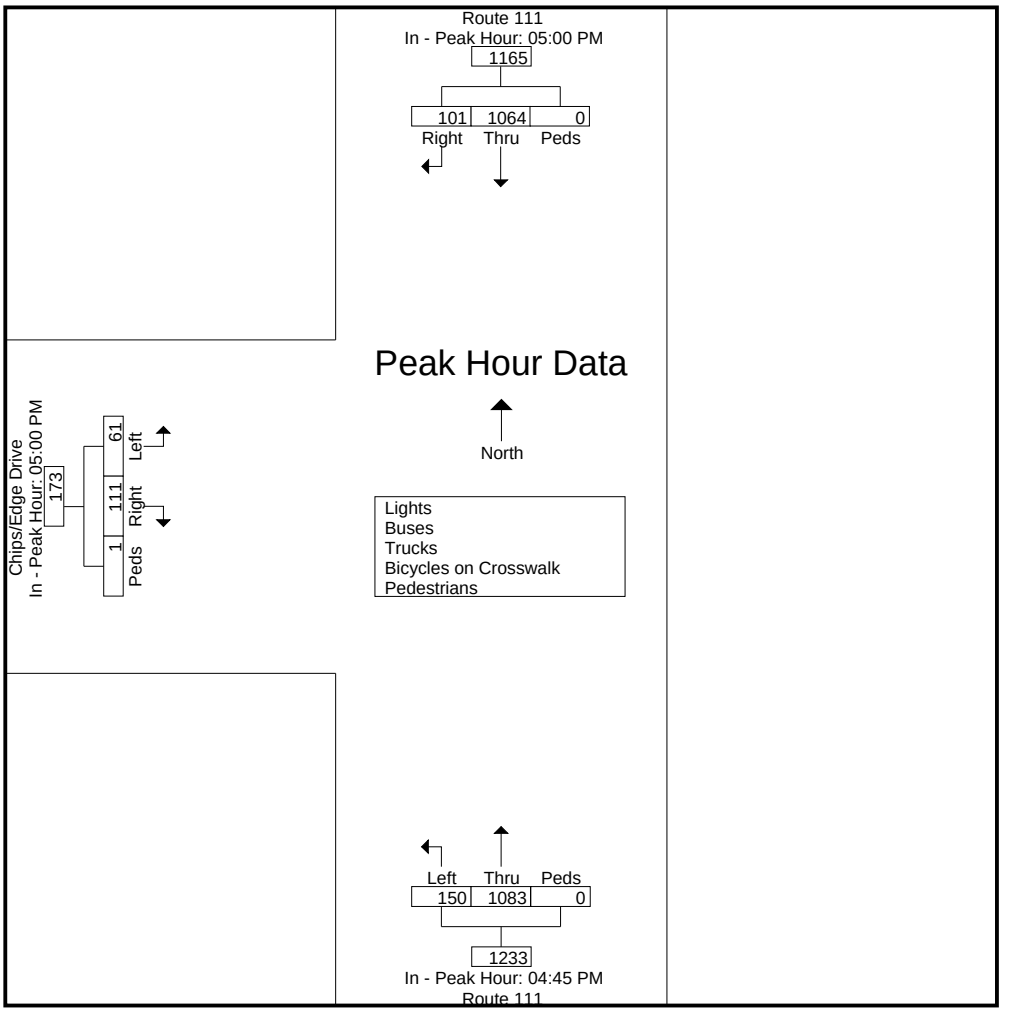


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File Name : 14237
Site Code : 14237
Start Date : 4/27/2016
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	Route 111 From North				Route 111 From South				Chips/Edge Drive From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	05:00 PM				04:45 PM				05:00 PM				
+0 mins.	22	**289**	0	**311**	259	36	0	295	30	12	**1**	43	
+15 mins.	**40**	261	0	301	260	33	0	293	**32**	14	0	46	
+30 mins.	13	284	0	297	**310**	**47**	0	**357**	24	13	0	37	
+45 mins.	26	230	0	256	254	34	0	288	25	**22**	0	**47**	
Total Volume	101	1064	0	1165	1083	150	0	1233	111	61	1	173	
% App. Total	8.7	91.3	0		87.8	12.2	0		64.2	35.3	0.6		
PHF	.631	.920	.000	.936	.873	.798	.000	.863	.867	.693	.250	.920	



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Route 111 at Chips/Edge Fitness Dr
Monroe/Trumbull, Connecticut

File Name : 14238
Site Code : 14238
Start Date : 5/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

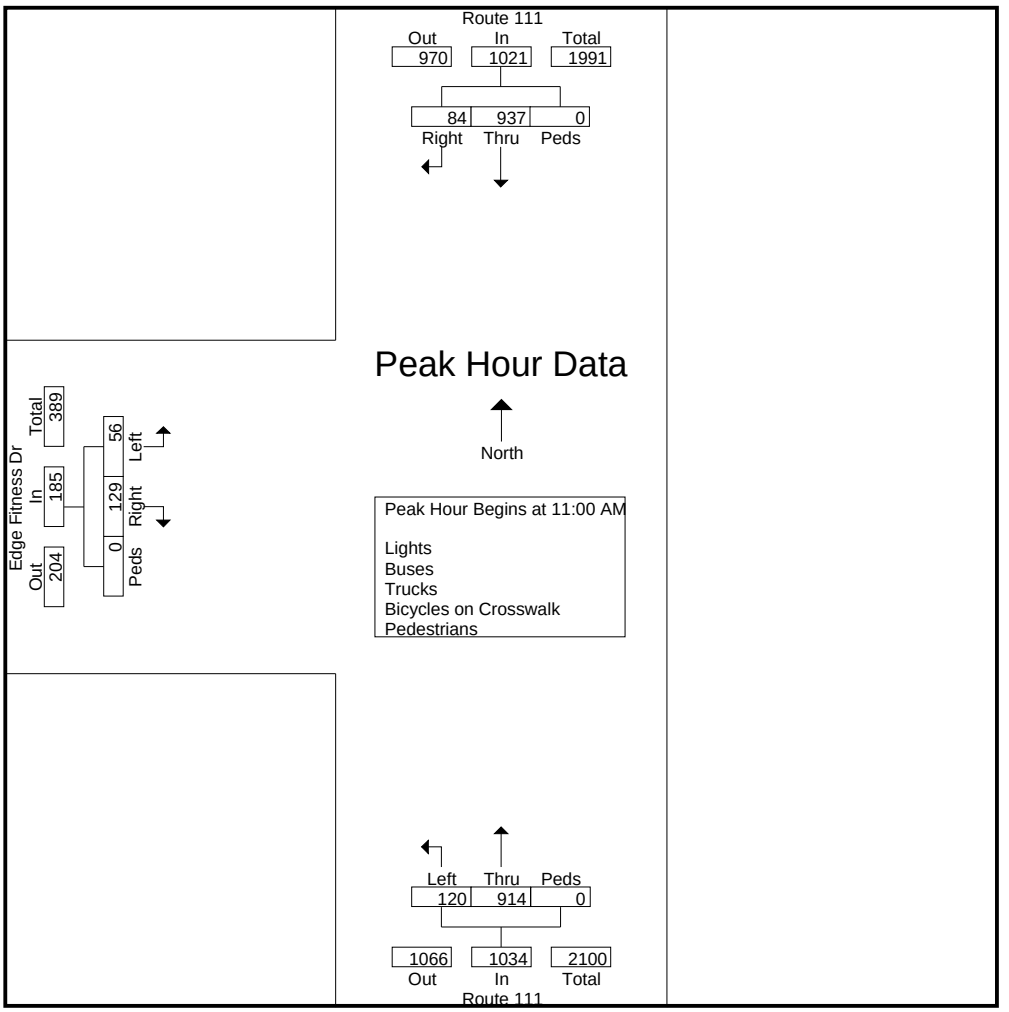
	Route 111 From North				Route 111 From South				Edge Fitness Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
11:00 AM	27	242	0	269	241	39	0	280	42	16	0	58	607
11:15 AM	18	213	0	231	247	25	0	272	27	15	0	42	545
11:30 AM	22	249	0	271	223	28	0	251	31	14	0	45	567
11:45 AM	17	233	0	250	203	28	0	231	29	11	0	40	521
Total	84	937	0	1021	914	120	0	1034	129	56	0	185	2240
12:00 PM	21	257	0	278	191	22	0	213	51	21	0	72	563
12:15 PM	17	221	0	238	215	17	0	232	40	28	0	68	538
12:30 PM	16	239	0	255	238	17	0	255	31	17	0	48	558
12:45 PM	27	222	0	249	242	16	0	258	30	11	0	41	548
Total	81	939	0	1020	886	72	0	958	152	77	0	229	2207
Grand Total	165	1876	0	2041	1800	192	0	1992	281	133	0	414	4447
Apprch %	8.1	91.9	0		90.4	9.6	0		67.9	32.1	0		
Total %	3.7	42.2	0	45.9	40.5	4.3	0	44.8	6.3	3	0	9.3	
Lights	163	1858	0	2021	1776	191	0	1967	279	133	0	412	4400
% Lights	98.8	99	0	99	98.7	99.5	0	98.7	99.3	100	0	99.5	98.9
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1
% Buses	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0
Trucks	2	18	0	20	23	1	0	24	2	0	0	2	46
% Trucks	1.2	1	0	1	1.3	0.5	0	1.2	0.7	0	0	0.5	1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

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File Name : 14238
Site Code : 14238
Start Date : 5/14/2016
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	Route 111 From North				Route 111 From South				Edge Fitness Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:00 AM													
11:00 AM	**27**	242	0	269	241	**39**	0	**280**	**42**	**16**	0	**58**	**607**
11:15 AM	18	213	0	231	**247**	25	0	272	27	15	0	42	545
11:30 AM	22	**249**	0	**271**	223	28	0	251	31	14	0	45	567
11:45 AM	17	233	0	250	203	28	0	231	29	11	0	40	521
Total Volume	84	937	0	1021	914	120	0	1034	129	56	0	185	2240
% App. Total	8.2	91.8	0		88.4	11.6	0		69.7	30.3	0		
PHF	.778	.941	.000	.942	.925	.769	.000	.923	.768	.875	.000	.797	.923

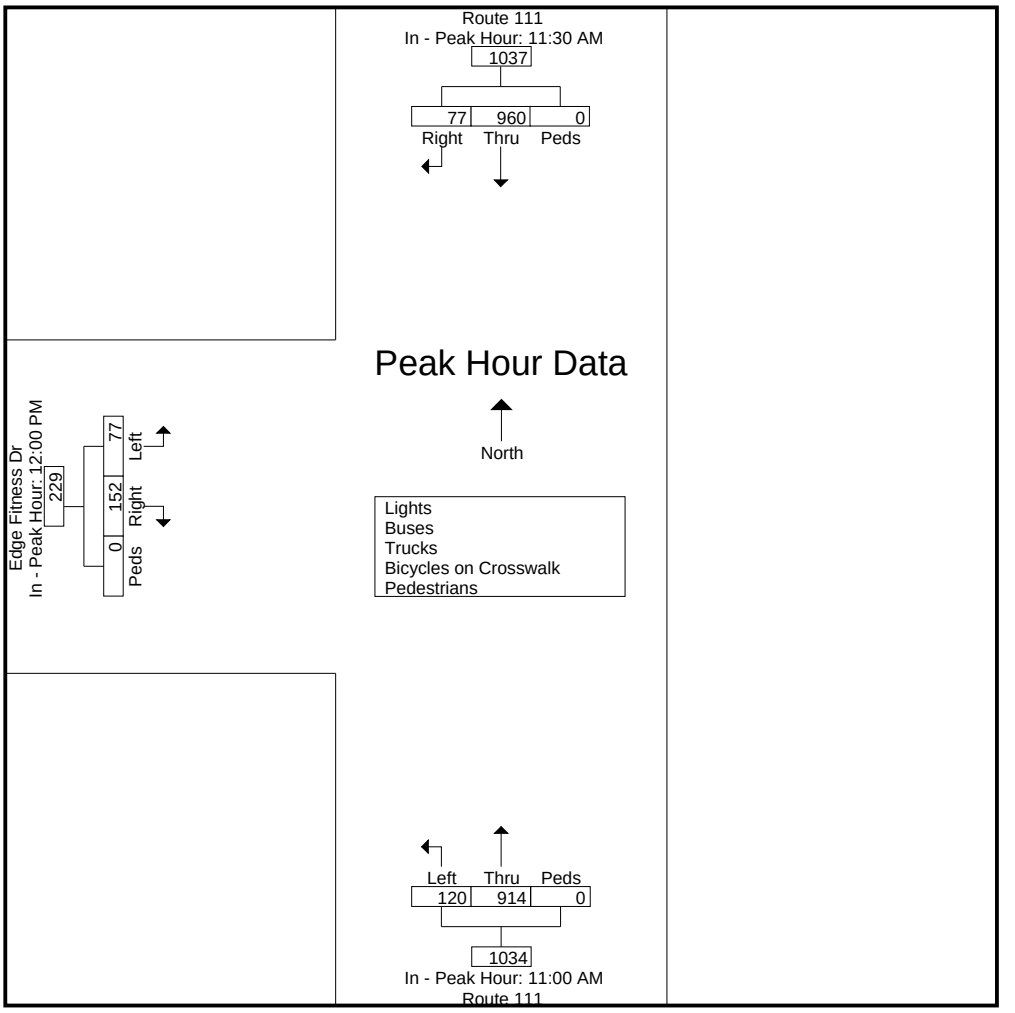


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File Name : 14238
Site Code : 14238
Start Date : 5/14/2016
Page No : 3

	Route 111 From North				Route 111 From South				Edge Fitness Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	11:30 AM				11:00 AM				12:00 PM				
+0 mins.	**22**	249	0	271	241	**39**	0	**280**	**51**	21	0	**72**	
+15 mins.	17	233	0	250	**247**	25	0	272	40	**28**	0	68	
+30 mins.	21	**257**	0	**278**	223	28	0	251	31	17	0	48	
+45 mins.	17	221	0	238	203	28	0	231	30	11	0	41	
Total Volume	77	960	0	1037	914	120	0	1034	152	77	0	229	
% App. Total	7.4	92.6	0		88.4	11.6	0		66.4	33.6	0		
PHF	.875	.934	.000	.933	.925	.769	.000	.923	.745	.688	.000	.795	



Connecticut Counts LLC

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Route 111 at Woodland Hills Dr
Monroe/Trumbull, Connecticut

File Name : 14239
Site Code : 14239
Start Date : 4/27/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

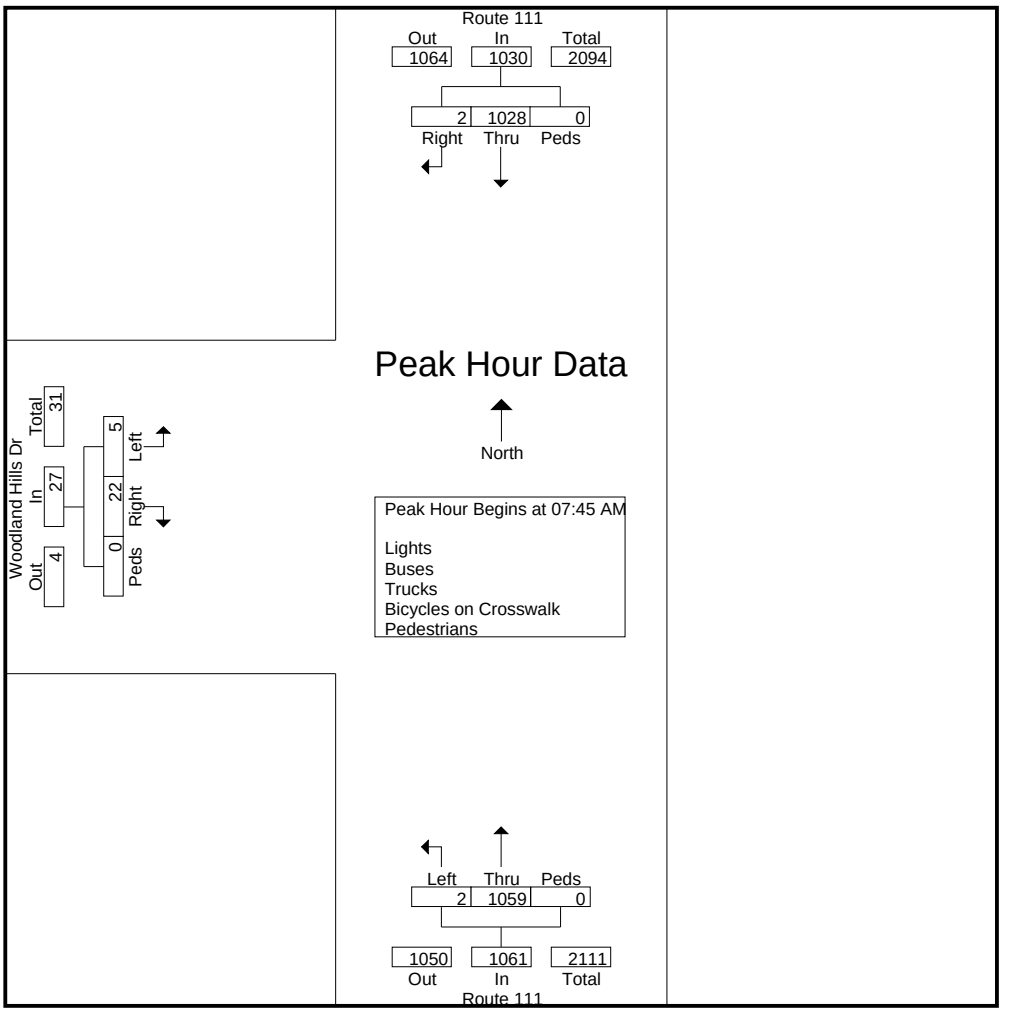
	Route 111 From North				Route 111 From South				Woodland Hills Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	0	197	0	197	131	2	0	133	9	0	0	9	339
07:15 AM	0	239	0	239	186	2	0	188	2	1	0	3	430
07:30 AM	3	271	0	274	210	2	0	212	7	2	0	9	495
07:45 AM	1	256	0	257	299	0	0	299	3	2	0	5	561
Total	4	963	0	967	826	6	0	832	21	5	0	26	1825
08:00 AM	0	276	0	276	217	1	0	218	6	2	0	8	502
08:15 AM	1	243	0	244	260	1	0	261	11	1	0	12	517
08:30 AM	0	253	0	253	283	0	0	283	2	0	0	2	538
08:45 AM	2	245	0	247	274	1	0	275	6	0	0	6	528
Total	3	1017	0	1020	1034	3	0	1037	25	3	0	28	2085
Grand Total	7	1980	0	1987	1860	9	0	1869	46	8	0	54	3910
Apprch %	0.4	99.6	0		99.5	0.5	0		85.2	14.8	0		
Total %	0.2	50.6	0	50.8	47.6	0.2	0	47.8	1.2	0.2	0	1.4	
Lights	7	1932	0	1939	1807	8	0	1815	45	8	0	53	3807
% Lights	100	97.6	0	97.6	97.2	88.9	0	97.1	97.8	100	0	98.1	97.4
Buses	0	6	0	6	16	0	0	16	0	0	0	0	22
% Buses	0	0.3	0	0.3	0.9	0	0	0.9	0	0	0	0	0.6
Trucks	0	42	0	42	37	1	0	38	1	0	0	1	81
% Trucks	0	2.1	0	2.1	2	11.1	0	2	2.2	0	0	1.9	2.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14239
Site Code : 14239
Start Date : 4/27/2016
Page No : 2

	Route 111 From North				Route 111 From South				Woodland Hills Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	**1**	256	0	257	**299**	0	0	**299**	3	**2**	0	5	**561**
08:00 AM	0	**276**	0	**276**	217	**1**	0	218	6	2	0	8	502
08:15 AM	1	243	0	244	260	1	0	261	**11**	1	0	**12**	517
08:30 AM	0	253	0	253	283	0	0	283	2	0	0	2	538
Total Volume	2	1028	0	1030	1059	2	0	1061	22	5	0	27	2118
% App. Total	0.2	99.8	0		99.8	0.2	0		81.5	18.5	0		
PHF	.500	.931	.000	.933	.885	.500	.000	.887	.500	.625	.000	.563	.944

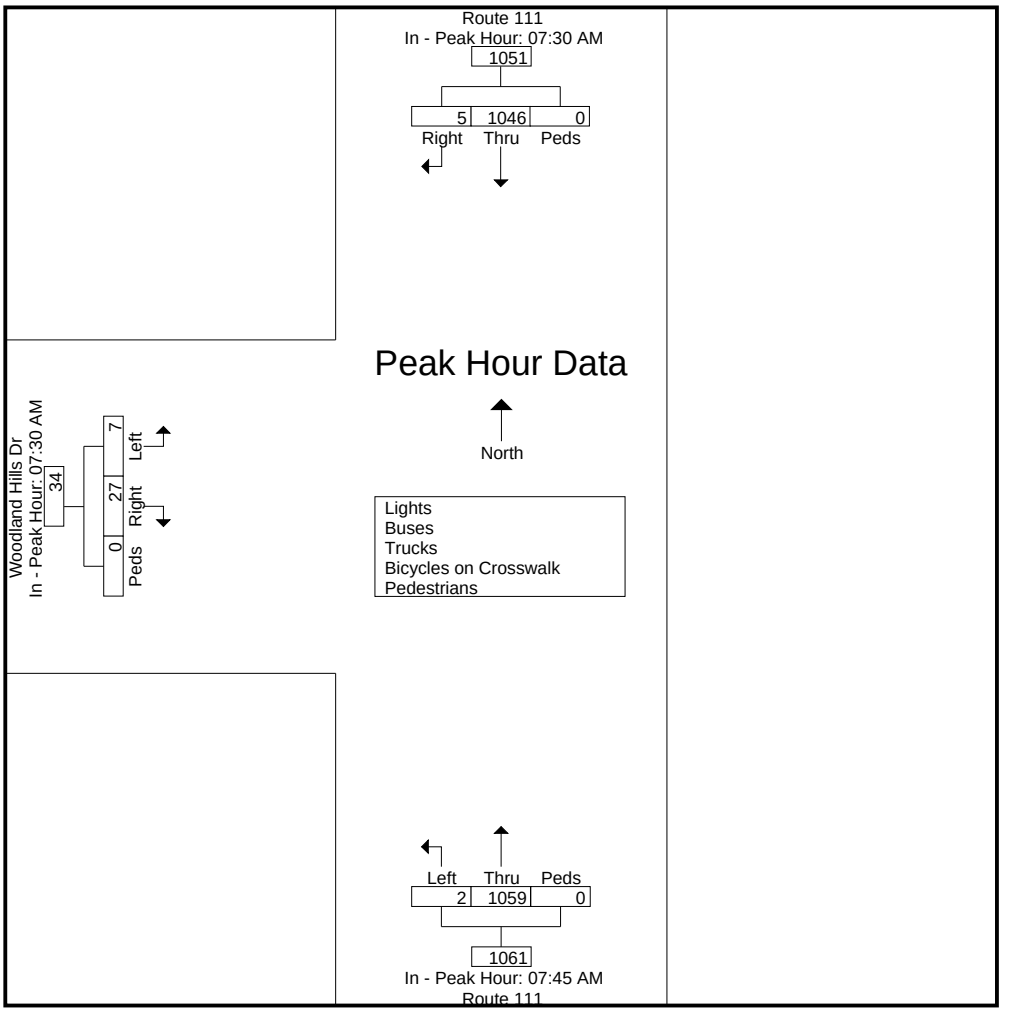


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File Name : 14239
Site Code : 14239
Start Date : 4/27/2016
Page No : 3

	Route 111 From North				Route 111 From South				Woodland Hills Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:30 AM				07:45 AM				07:30 AM				
+0 mins.	**3**	271	0	274	**299**	0	0	**299**	7	**2**	0	9	
+15 mins.	1	256	0	257	217	**1**	0	218	3	2	0	5	
+30 mins.	0	**276**	0	**276**	260	1	0	261	6	2	0	8	
+45 mins.	1	243	0	244	283	0	0	283	**11**	1	0	**12**	
Total Volume	5	1046	0	1051	1059	2	0	1061	27	7	0	34	
% App. Total	0.5	99.5	0		99.8	0.2	0		79.4	20.6	0		
PHF	.417	.947	.000	.952	.885	.500	.000	.887	.614	.875	.000	.708	



Connecticut Counts LLC

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Route 111 at Woodland Hills Dr
Monroe/Trumbull, Connecticut

File Name : 14240
Site Code : 14240
Start Date : 4/27/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

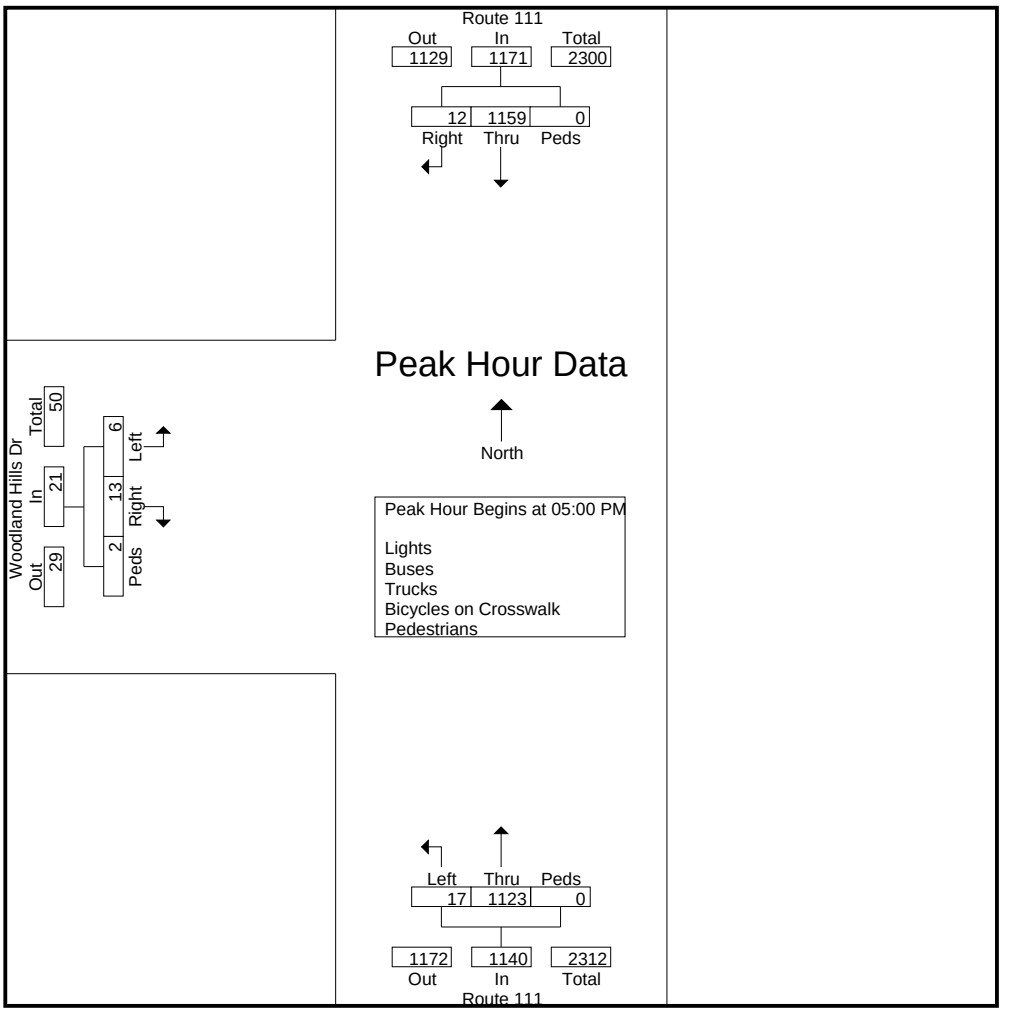
	Route 111 From North				Route 111 From South				Woodland Hills Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	1	259	0	260	256	0	0	256	0	1	0	1	517
04:15 PM	2	230	0	232	218	1	0	219	1	0	0	1	452
04:30 PM	1	277	0	278	255	2	0	257	1	1	0	2	537
04:45 PM	2	234	0	236	267	3	0	270	2	0	0	2	508
Total	6	1000	0	1006	996	6	0	1002	4	2	0	6	2014
05:00 PM	4	311	0	315	272	3	0	275	5	2	1	8	598
05:15 PM	2	304	0	306	324	3	0	327	3	1	1	5	638
05:30 PM	2	291	0	293	263	5	0	268	3	1	0	4	565
05:45 PM	4	253	0	257	264	6	0	270	2	2	0	4	531
Total	12	1159	0	1171	1123	17	0	1140	13	6	2	21	2332
Grand Total	18	2159	0	2177	2119	23	0	2142	17	8	2	27	4346
Apprch %	0.8	99.2	0		98.9	1.1	0		63	29.6	7.4		
Total %	0.4	49.7	0	50.1	48.8	0.5	0	49.3	0.4	0.2	0	0.6	
Lights	17	2135	0	2152	2091	23	0	2114	16	8	0	24	4290
% Lights	94.4	98.9	0	98.9	98.7	100	0	98.7	94.1	100	0	88.9	98.7
Buses	0	6	0	6	8	0	0	8	0	0	0	0	14
% Buses	0	0.3	0	0.3	0.4	0	0	0.4	0	0	0	0	0.3
Trucks	1	18	0	19	20	0	0	20	1	0	0	1	40
% Trucks	5.6	0.8	0	0.9	0.9	0	0	0.9	5.9	0	0	3.7	0.9
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	100	7.4	0

Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 14240
Site Code : 14240
Start Date : 4/27/2016
Page No : 2

	Route 111 From North				Route 111 From South				Woodland Hills Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	**4**	**311**	0	**315**	272	3	0	275	**5**	**2**	**1**	**8**	598
05:15 PM	2	304	0	306	**324**	3	0	**327**	3	1	1	5	**638**
05:30 PM	2	291	0	293	263	5	0	268	3	1	0	4	565
05:45 PM	4	253	0	257	264	**6**	0	270	2	2	0	4	531
Total Volume	12	1159	0	1171	1123	17	0	1140	13	6	2	21	2332
% App. Total	1	99	0		98.5	1.5	0		61.9	28.6	9.5		
PHF	.750	.932	.000	.929	.867	.708	.000	.872	.650	.750	.500	.656	.914

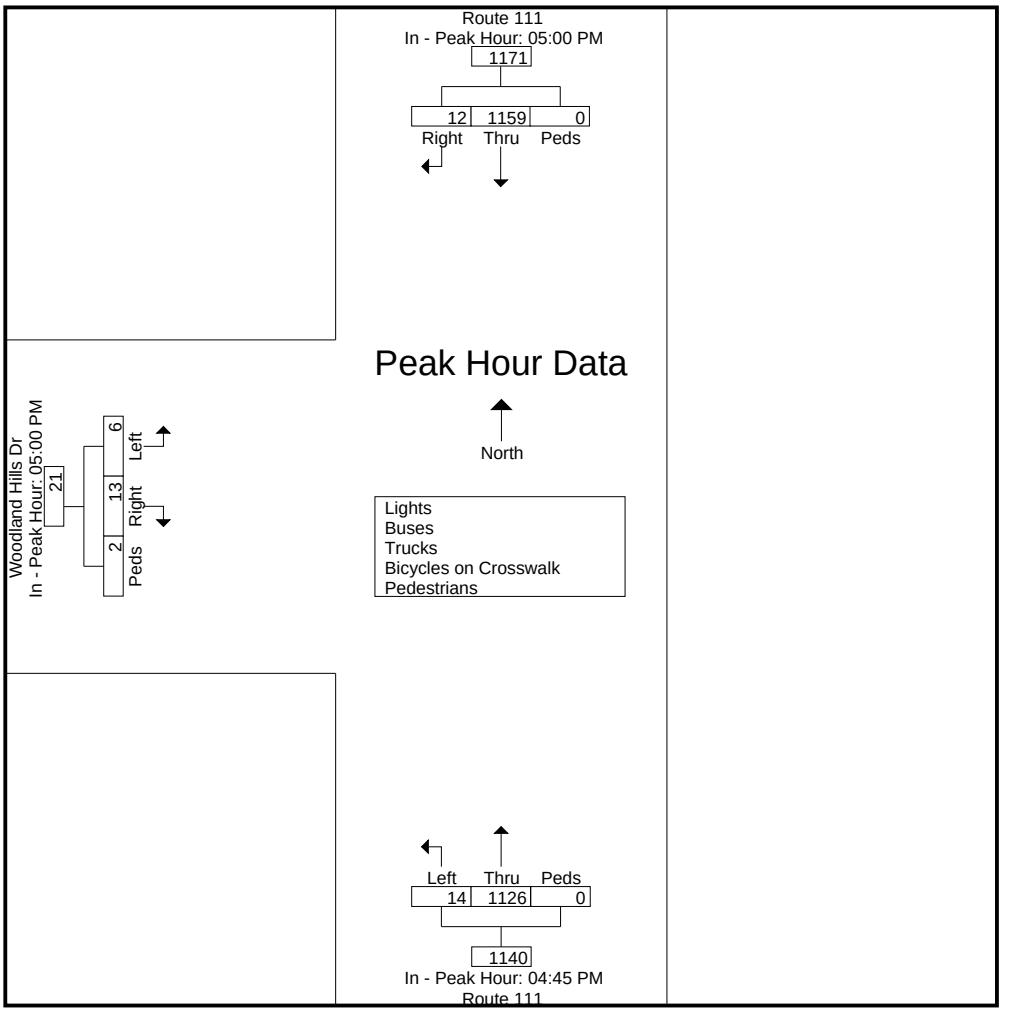


Connecticut Counts LLC

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File Name : 14240
Site Code : 14240
Start Date : 4/27/2016
Page No : 3

	Route 111 From North				Route 111 From South				Woodland Hills Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	05:00 PM				04:45 PM				05:00 PM				
+0 mins.	**4**	**311**	0	**315**	267	3	0	270	**5**	**2**	**1**	**8**	
+15 mins.	2	304	0	306	272	3	0	275	3	1	1	5	
+30 mins.	2	291	0	293	**324**	3	0	**327**	3	1	0	4	
+45 mins.	4	253	0	257	263	**5**	0	268	2	2	0	4	
Total Volume	12	1159	0	1171	1126	14	0	1140	13	6	2	21	
% App. Total	1	99	0		98.8	1.2	0		61.9	28.6	9.5		
PHF	.750	.932	.000	.929	.869	.700	.000	.872	.650	.750	.500	.656	



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Route 111 at Woodland Hills Drive
MNonroe/Trumbull, Connecticut

File Name : 14241
Site Code : 14241
Start Date : 5/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

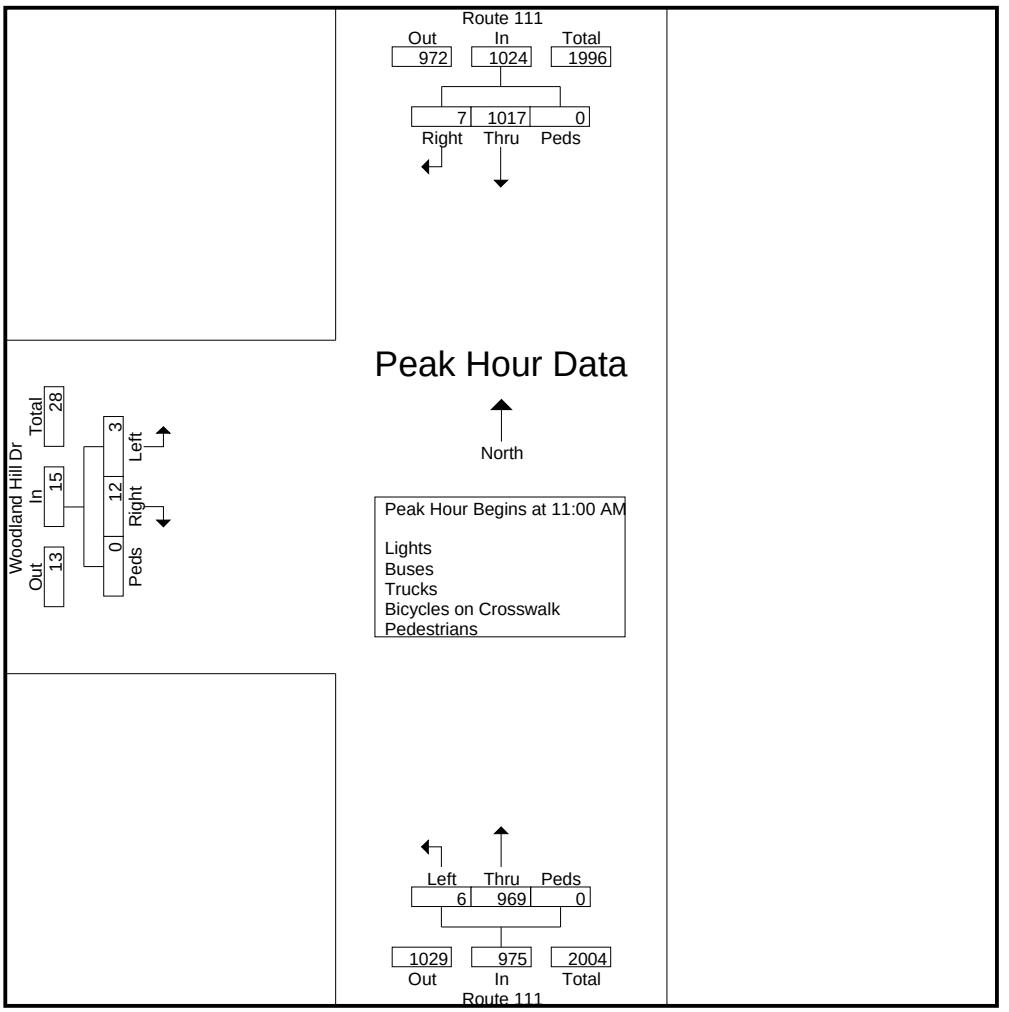
	Route 111 From North				Route 111 From South				Woodland Hill Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
11:00 AM	0	266	0	266	252	0	0	252	4	0	0	4	522
11:15 AM	1	232	0	233	254	3	0	257	3	0	0	3	493
11:30 AM	5	265	0	270	247	1	0	248	1	2	0	3	521
11:45 AM	1	254	0	255	216	2	0	218	4	1	0	5	478
Total	7	1017	0	1024	969	6	0	975	12	3	0	15	2014
12:00 PM	2	275	0	277	217	0	0	217	3	1	0	4	498
12:15 PM	1	235	0	236	243	0	0	243	3	1	0	4	483
12:30 PM	4	257	0	261	238	0	0	238	3	0	0	3	502
12:45 PM	0	238	0	238	264	1	0	265	0	1	0	1	504
Total	7	1005	0	1012	962	1	0	963	9	3	0	12	1987
Grand Total	14	2022	0	2036	1931	7	0	1938	21	6	0	27	4001
Apprch %	0.7	99.3	0		99.6	0.4	0		77.8	22.2	0		
Total %	0.3	50.5	0	50.9	48.3	0.2	0	48.4	0.5	0.1	0	0.7	
Lights	13	2000	0	2013	1906	7	0	1913	21	5	0	26	3952
% Lights	92.9	98.9	0	98.9	98.7	100	0	98.7	100	83.3	0	96.3	98.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	1	22	0	23	25	0	0	25	0	1	0	1	49
% Trucks	7.1	1.1	0	1.1	1.3	0	0	1.3	0	16.7	0	3.7	1.2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 14241
Site Code : 14241
Start Date : 5/14/2016
Page No : 2

	Route 111 From North				Route 111 From South				Woodland Hill Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:00 AM													
11:00 AM	0	**266**	0	266	252	0	0	252	**4**	0	0	4	**522**
11:15 AM	1	232	0	233	**254**	**3**	0	**257**	3	0	0	3	493
11:30 AM	**5**	265	0	**270**	247	1	0	248	1	**2**	0	3	521
11:45 AM	1	254	0	255	216	2	0	218	4	1	0	**5**	478
Total Volume	7	1017	0	1024	969	6	0	975	12	3	0	15	2014
% App. Total	0.7	99.3	0		99.4	0.6	0		80	20	0		
PHF	.350	.956	.000	.948	.954	.500	.000	.948	.750	.375	.000	.750	.965

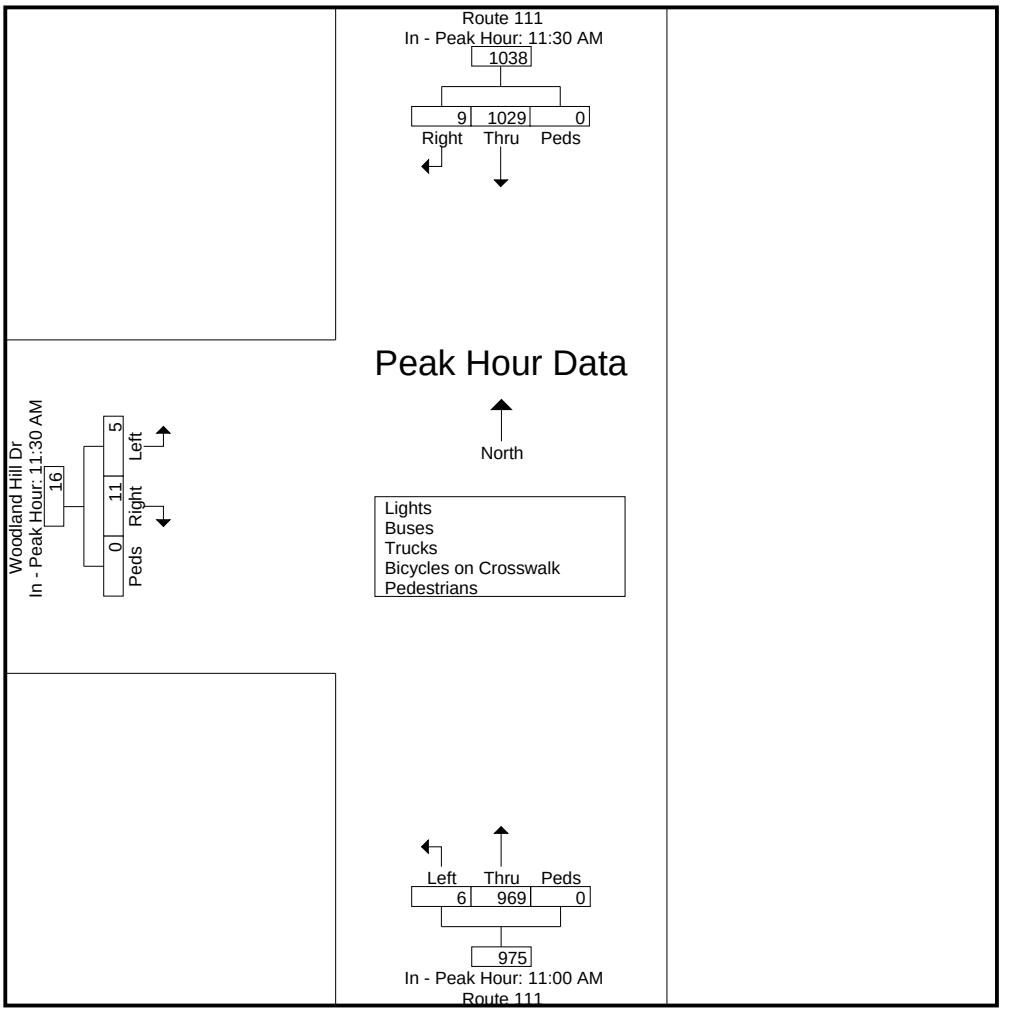


Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 14241
Site Code : 14241
Start Date : 5/14/2016
Page No : 3

	Route 111 From North				Route 111 From South				Woodland Hill Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	11:30 AM				11:00 AM				11:30 AM				
+0 mins.	**5**	265	0	270	252	0	0	252	1	**2**	0	3	
+15 mins.	1	254	0	255	**254**	**3**	0	**257**	**4**	1	0	**5**	
+30 mins.	2	**275**	0	**277**	247	1	0	248	3	1	0	4	
+45 mins.	1	235	0	236	216	2	0	218	3	1	0	4	
Total Volume	9	1029	0	1038	969	6	0	975	11	5	0	16	
% App. Total	0.9	99.1	0		99.4	0.6	0		68.8	31.2	0		
PHF	.450	.935	.000	.937	.954	.500	.000	.948	.688	.625	.000	.800	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 111 at Monroe School South Dr
Monroe/Trumbull, Connecticut

File Name : 14274
Site Code : 14274
Start Date : 4/28/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

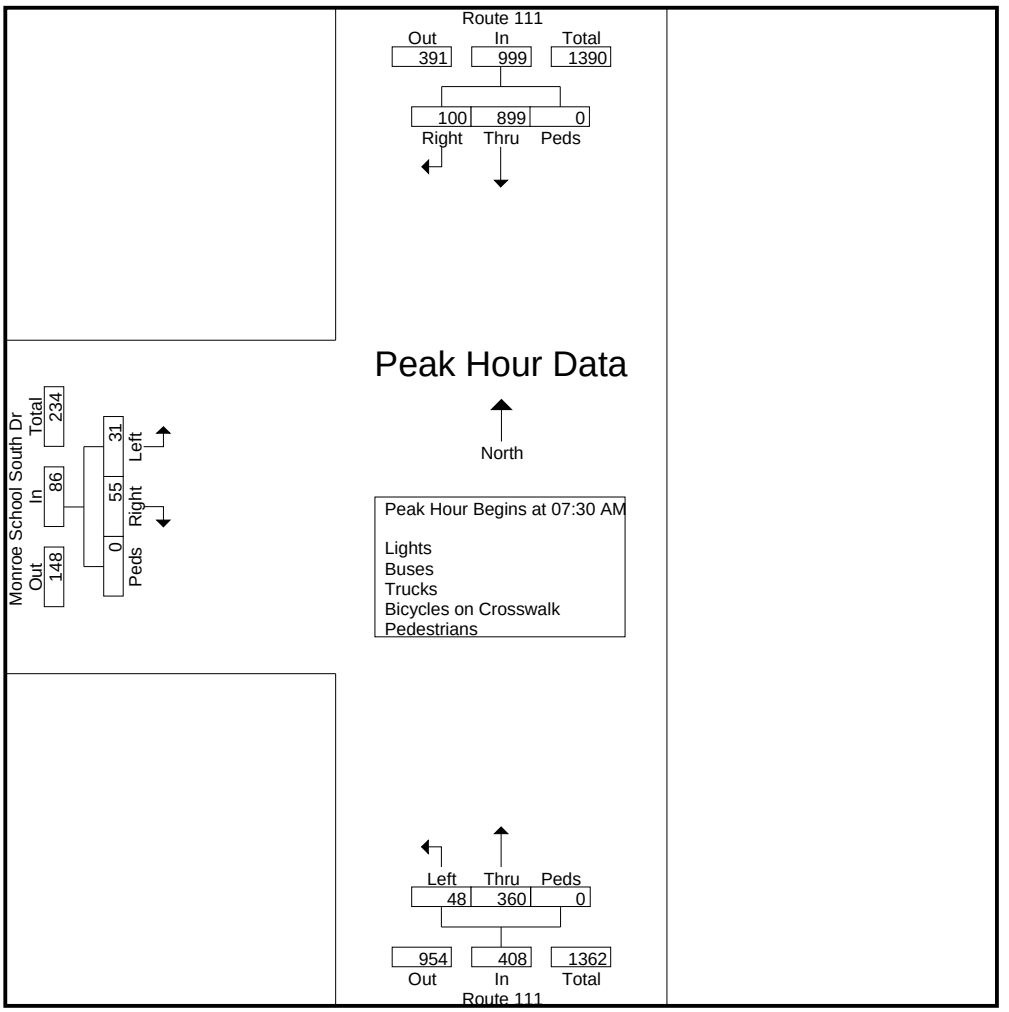
	Route 111 From North				Route 111 From South				Monroe School South Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	3	185	0	188	65	1	0	66	1	1	0	2	256
07:15 AM	3	242	0	245	75	1	0	76	0	3	0	3	324
07:30 AM	8	236	0	244	83	4	0	87	0	1	0	1	332
07:45 AM	35	210	0	245	99	15	0	114	2	0	0	2	361
Total	49	873	0	922	322	21	0	343	3	5	0	8	1273
08:00 AM	43	212	0	255	86	24	0	110	33	20	0	53	418
08:15 AM	14	241	0	255	92	5	0	97	20	10	0	30	382
08:30 AM	1	180	0	181	119	4	0	123	2	0	0	2	306
08:45 AM	0	186	0	186	109	1	0	110	0	0	0	0	296
Total	58	819	0	877	406	34	0	440	55	30	0	85	1402
Grand Total	107	1692	0	1799	728	55	0	783	58	35	0	93	2675
Apprch %	5.9	94.1	0		93	7	0		62.4	37.6	0		
Total %	4	63.3	0	67.3	27.2	2.1	0	29.3	2.2	1.3	0	3.5	
Lights	106	1628	0	1734	691	52	0	743	55	34	0	89	2566
% Lights	99.1	96.2	0	96.4	94.9	94.5	0	94.9	94.8	97.1	0	95.7	95.9
Buses	1	16	0	17	9	2	0	11	2	1	0	3	31
% Buses	0.9	0.9	0	0.9	1.2	3.6	0	1.4	3.4	2.9	0	3.2	1.2
Trucks	0	48	0	48	28	1	0	29	1	0	0	1	78
% Trucks	0	2.8	0	2.7	3.8	1.8	0	3.7	1.7	0	0	1.1	2.9
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14274
Site Code : 14274
Start Date : 4/28/2016
Page No : 2

	Route 111 From North				Route 111 From South				Monroe School South Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	8	236	0	244	83	4	0	87	0	1	0	1	332
07:45 AM	35	210	0	245	**99**	15	0	**114**	2	0	0	2	361
08:00 AM	**43**	212	0	**255**	86	**24**	0	110	**33**	**20**	0	**53**	**418**
08:15 AM	14	**241**	0	255	92	5	0	97	20	10	0	30	382
Total Volume	100	899	0	999	360	48	0	408	55	31	0	86	1493
% App. Total	10	90	0		88.2	11.8	0		64	36	0		
PHF	.581	.933	.000	.979	.909	.500	.000	.895	.417	.388	.000	.406	.893

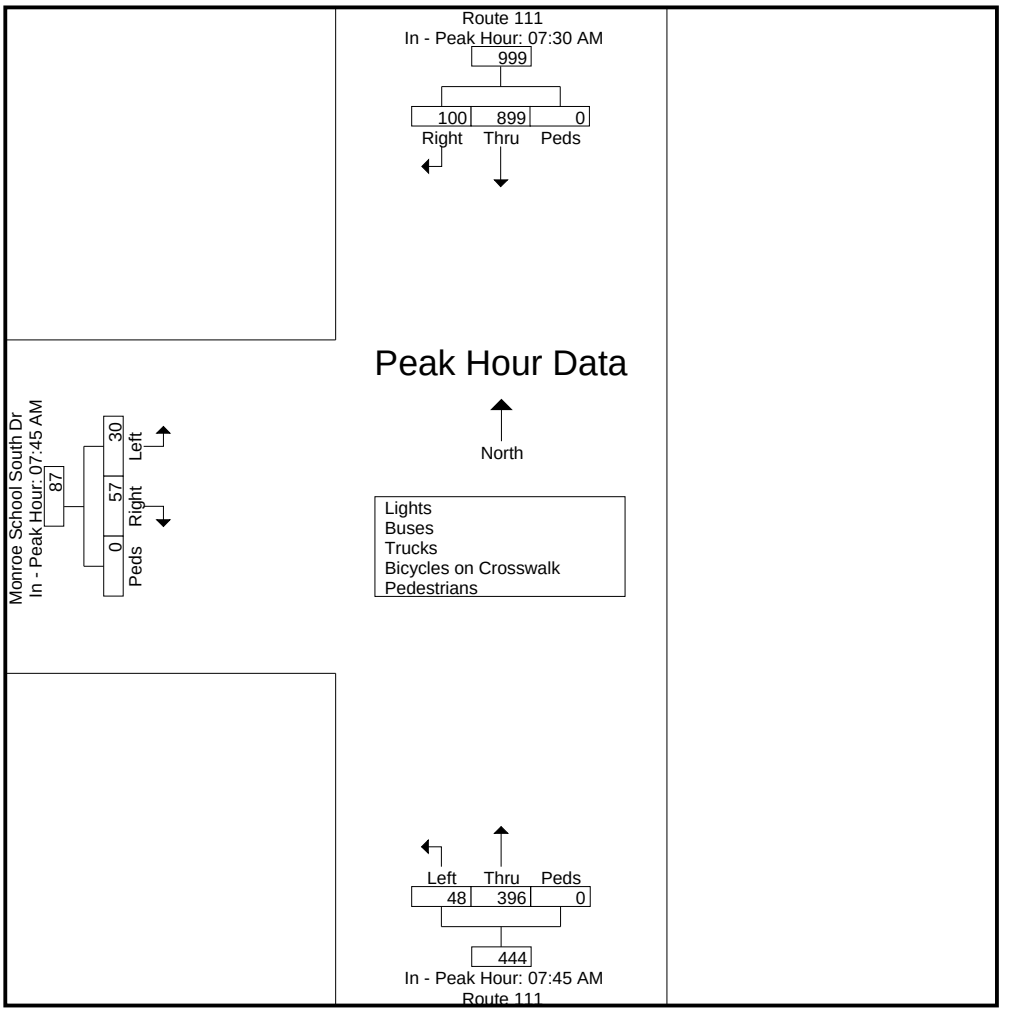


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14274
Site Code : 14274
Start Date : 4/28/2016
Page No : 3

	Route 111 From North				Route 111 From South				Monroe School South Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:30 AM				07:45 AM				07:45 AM				
+0 mins.	8	236	0	244	99	15	0	114	2	0	0	2	
+15 mins.	35	210	0	245	86	**24**	0	110	**33**	**20**	0	**53**	
+30 mins.	**43**	212	0	**255**	92	5	0	97	20	10	0	30	
+45 mins.	14	**241**	0	255	**119**	4	0	**123**	2	0	0	2	
Total Volume	100	899	0	999	396	48	0	444	57	30	0	87	
% App. Total	10	90	0		89.2	10.8	0		65.5	34.5	0		
PHF	.581	.933	.000	.979	.832	.500	.000	.902	.432	.375	.000	.410	



Connecticut Counts LLC

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Route 111 at Monroe School South Dr
Monroe/Trumbull, Connecticut

File Name : 14275
Site Code : 14275
Start Date : 4/28/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

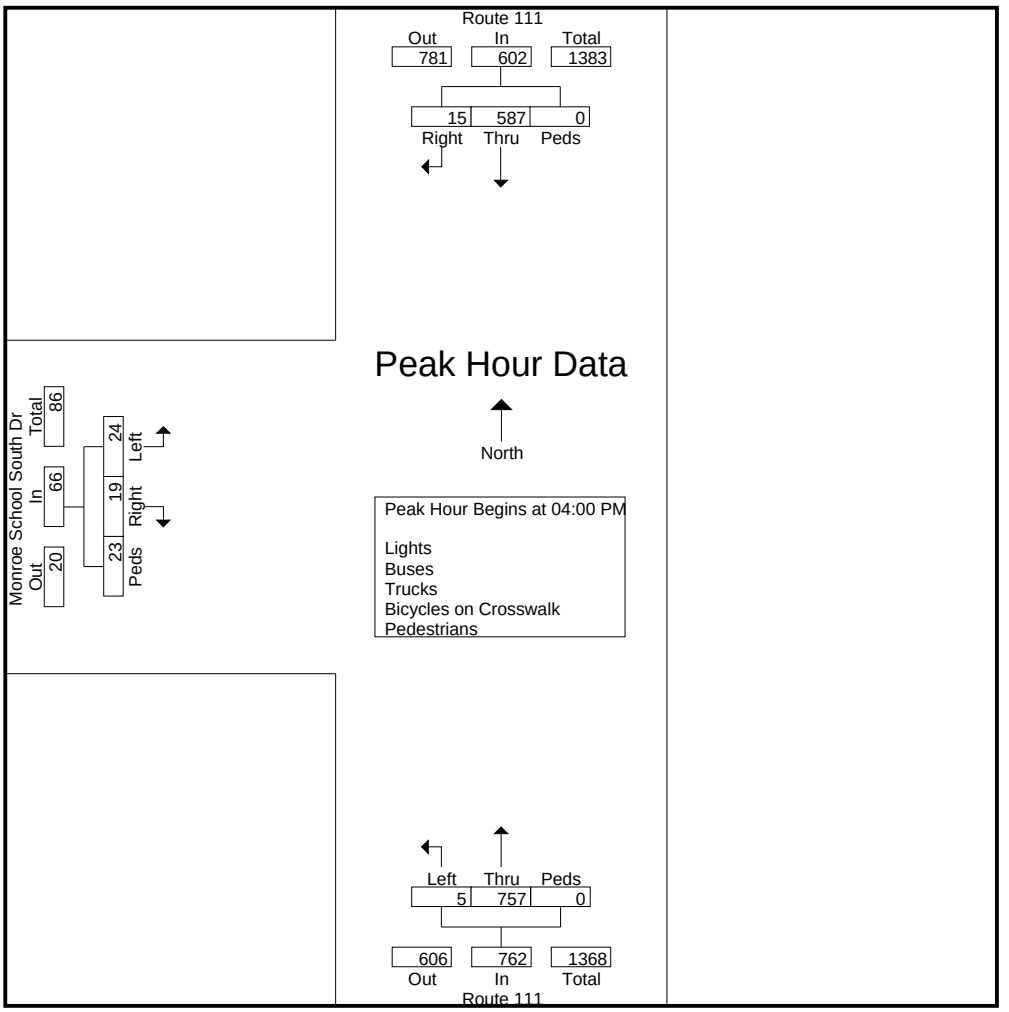
	Route 111 From North				Route 111 From South				Monroe School South Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	5	164	0	169	185	1	0	186	2	7	15	24	379
04:15 PM	7	158	0	165	206	2	0	208	5	10	8	23	396
04:30 PM	3	139	0	142	199	1	0	200	7	5	0	12	354
04:45 PM	0	126	0	126	167	1	0	168	5	2	0	7	301
Total	15	587	0	602	757	5	0	762	19	24	23	66	1430
05:00 PM	0	165	0	165	182	1	0	183	0	1	0	1	349
05:15 PM	3	122	0	125	201	2	0	203	4	0	0	4	332
05:30 PM	7	124	0	131	162	1	0	163	0	3	0	3	297
05:45 PM	22	122	0	144	230	7	0	237	8	7	0	15	396
Total	32	533	0	565	775	11	0	786	12	11	0	23	1374
Grand Total	47	1120	0	1167	1532	16	0	1548	31	35	23	89	2804
Apprch %	4	96	0		99	1	0		34.8	39.3	25.8		
Total %	1.7	39.9	0	41.6	54.6	0.6	0	55.2	1.1	1.2	0.8	3.2	
Lights	47	1089	0	1136	1508	15	0	1523	30	35	0	65	2724
% Lights	100	97.2	0	97.3	98.4	93.8	0	98.4	96.8	100	0	73	97.1
Buses	0	9	0	9	3	0	0	3	0	0	0	0	12
% Buses	0	0.8	0	0.8	0.2	0	0	0.2	0	0	0	0	0.4
Trucks	0	22	0	22	21	1	0	22	1	0	0	1	45
% Trucks	0	2	0	1.9	1.4	6.2	0	1.4	3.2	0	0	1.1	1.6
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	23	23	23
% Pedestrians	0	0	0	0	0	0	0	0	0	0	100	25.8	0.8

Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 14275
Site Code : 14275
Start Date : 4/28/2016
Page No : 2

	Route 111 From North				Route 111 From South				Monroe School South Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	5	**164**	0	**169**	185	1	0	186	2	7	**15**	**24**	379
04:15 PM	**7**	158	0	165	**206**	**2**	0	**208**	5	**10**	8	23	**396**
04:30 PM	3	139	0	142	199	1	0	200	**7**	5	0	12	354
04:45 PM	0	126	0	126	167	1	0	168	5	2	0	7	301
Total Volume	15	587	0	602	757	5	0	762	19	24	23	66	1430
% App. Total	2.5	97.5	0		99.3	0.7	0		28.8	36.4	34.8		
PHF	.536	.895	.000	.891	.919	.625	.000	.916	.679	.600	.383	.688	.903

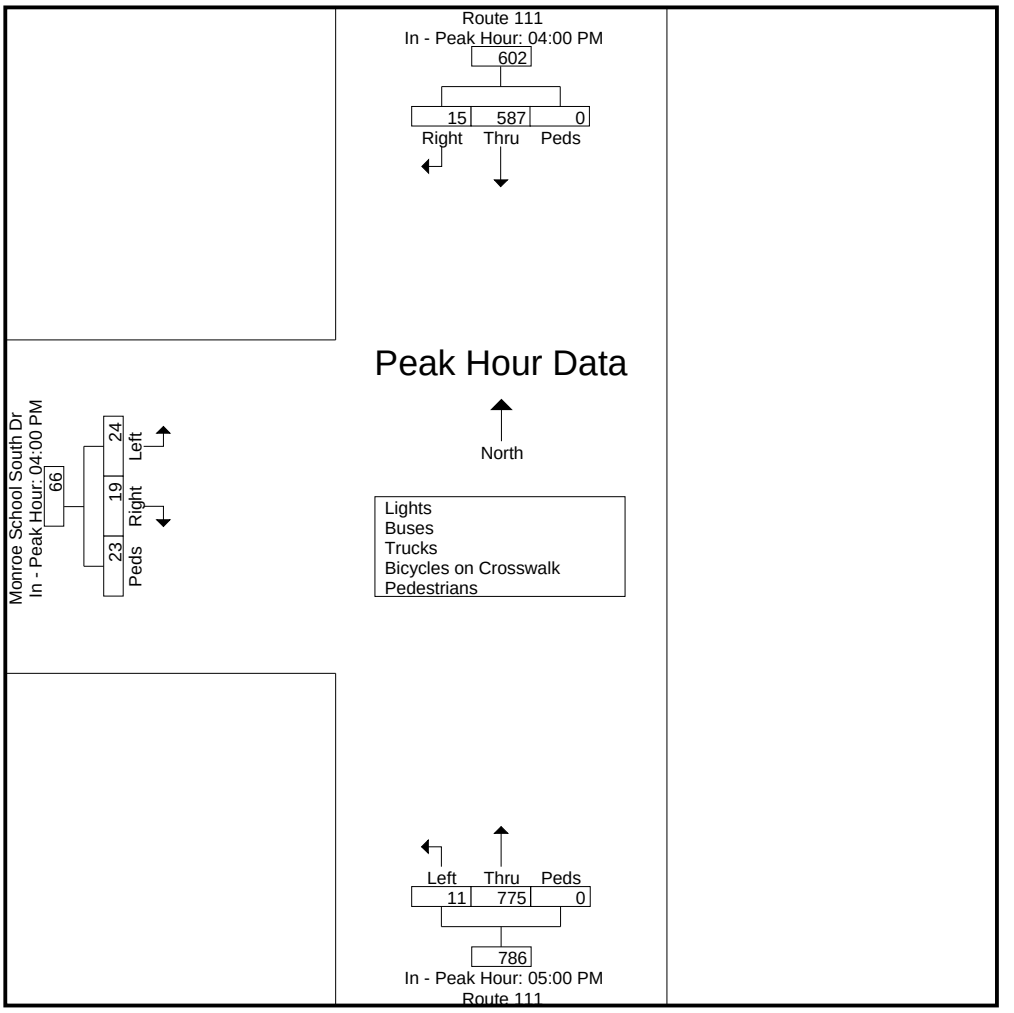


Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 14275
Site Code : 14275
Start Date : 4/28/2016
Page No : 3

	Route 111 From North				Route 111 From South				Monroe School South Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:00 PM				05:00 PM				04:00 PM				
+0 mins.	5	**164**	0	**169**	182	1	0	183	2	7	**15**	**24**	
+15 mins.	**7**	158	0	165	201	2	0	203	5	**10**	8	23	
+30 mins.	3	139	0	142	162	1	0	163	**7**	5	0	12	
+45 mins.	0	126	0	126	**230**	**7**	0	**237**	5	2	0	7	
Total Volume	15	587	0	602	775	11	0	786	19	24	23	66	
% App. Total	2.5	97.5	0		98.6	1.4	0		28.8	36.4	34.8		
PHF	.536	.895	.000	.891	.842	.393	.000	.829	.679	.600	.383	.688	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 111 at Monroes School Middle Dr
Monroe/Trumbull, Connecticut

File Name : 14276
Site Code : 14276
Start Date : 4/28/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

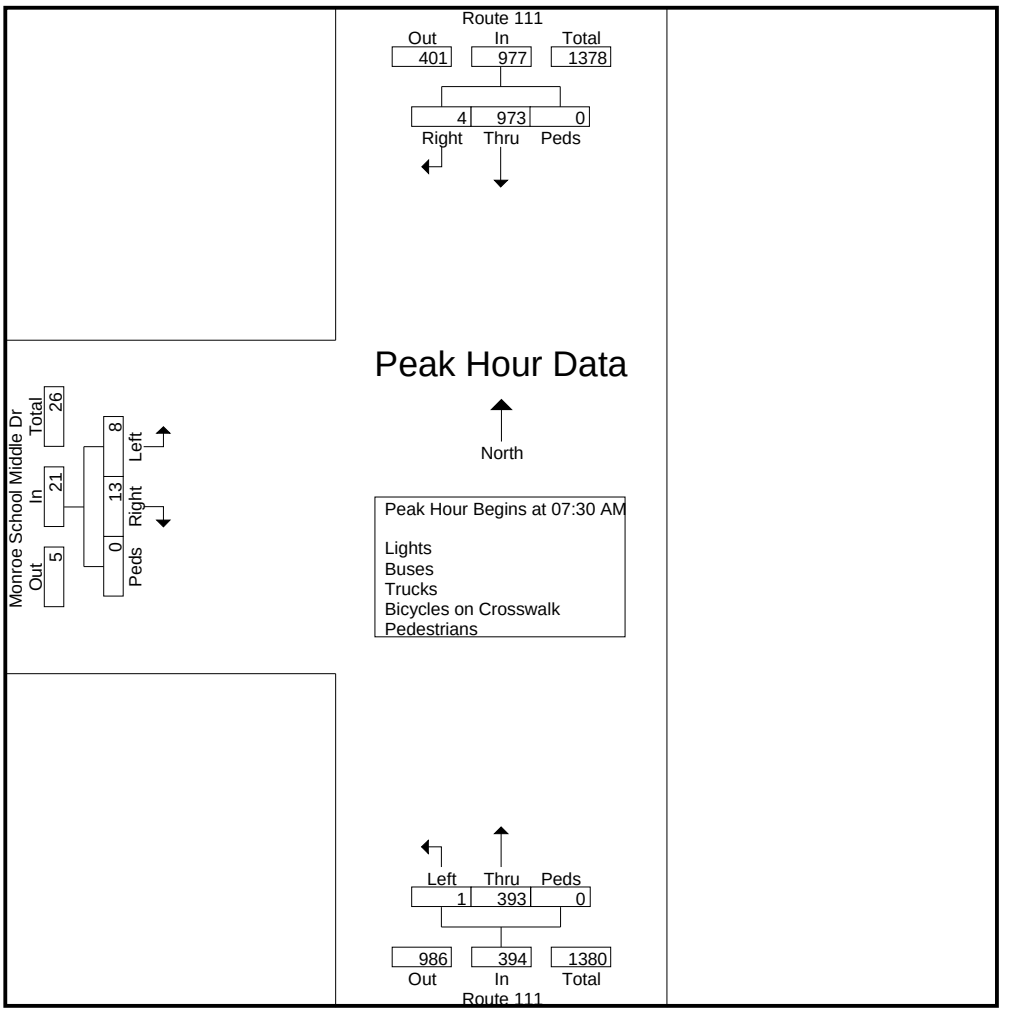
	Route 111 From North				Route 111 From South				Monroe School Middle Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	0	205	0	205	73	0	0	73	0	0	0	0	278
07:15 AM	0	243	0	243	75	0	0	75	0	0	0	0	318
07:30 AM	0	239	0	239	84	0	0	84	2	0	0	2	325
07:45 AM	3	248	0	251	98	0	0	98	0	1	0	1	350
Total	3	935	0	938	330	0	0	330	2	1	0	3	1271
08:00 AM	1	257	0	258	110	0	0	110	2	5	0	7	375
08:15 AM	0	229	0	229	101	1	0	102	9	2	0	11	342
08:30 AM	0	187	0	187	115	0	0	115	0	2	0	2	304
08:45 AM	0	185	0	185	112	1	0	113	2	2	0	4	302
Total	1	858	0	859	438	2	0	440	13	11	0	24	1323
Grand Total	4	1793	0	1797	768	2	0	770	15	12	0	27	2594
Apprch %	0.2	99.8	0		99.7	0.3	0		55.6	44.4	0		
Total %	0.2	69.1	0	69.3	29.6	0.1	0	29.7	0.6	0.5	0	1	
Lights	4	1724	0	1728	733	2	0	735	14	7	0	21	2484
% Lights	100	96.2	0	96.2	95.4	100	0	95.5	93.3	58.3	0	77.8	95.8
Buses	0	15	0	15	9	0	0	9	1	5	0	6	30
% Buses	0	0.8	0	0.8	1.2	0	0	1.2	6.7	41.7	0	22.2	1.2
Trucks	0	54	0	54	26	0	0	26	0	0	0	0	80
% Trucks	0	3	0	3	3.4	0	0	3.4	0	0	0	0	3.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14276
Site Code : 14276
Start Date : 4/28/2016
Page No : 2

	Route 111 From North				Route 111 From South				Monroe School Middle Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	239	0	239	84	0	0	84	2	0	0	2	325
07:45 AM	**3**	248	0	251	98	0	0	98	0	1	0	1	350
08:00 AM	1	**257**	0	**258**	**110**	0	0	**110**	2	**5**	0	7	**375**
08:15 AM	0	229	0	229	101	**1**	0	102	**9**	2	0	**11**	342
Total Volume	4	973	0	977	393	1	0	394	13	8	0	21	1392
% App. Total	0.4	99.6	0		99.7	0.3	0		61.9	38.1	0		
PHF	.333	.946	.000	.947	.893	.250	.000	.895	.361	.400	.000	.477	.928

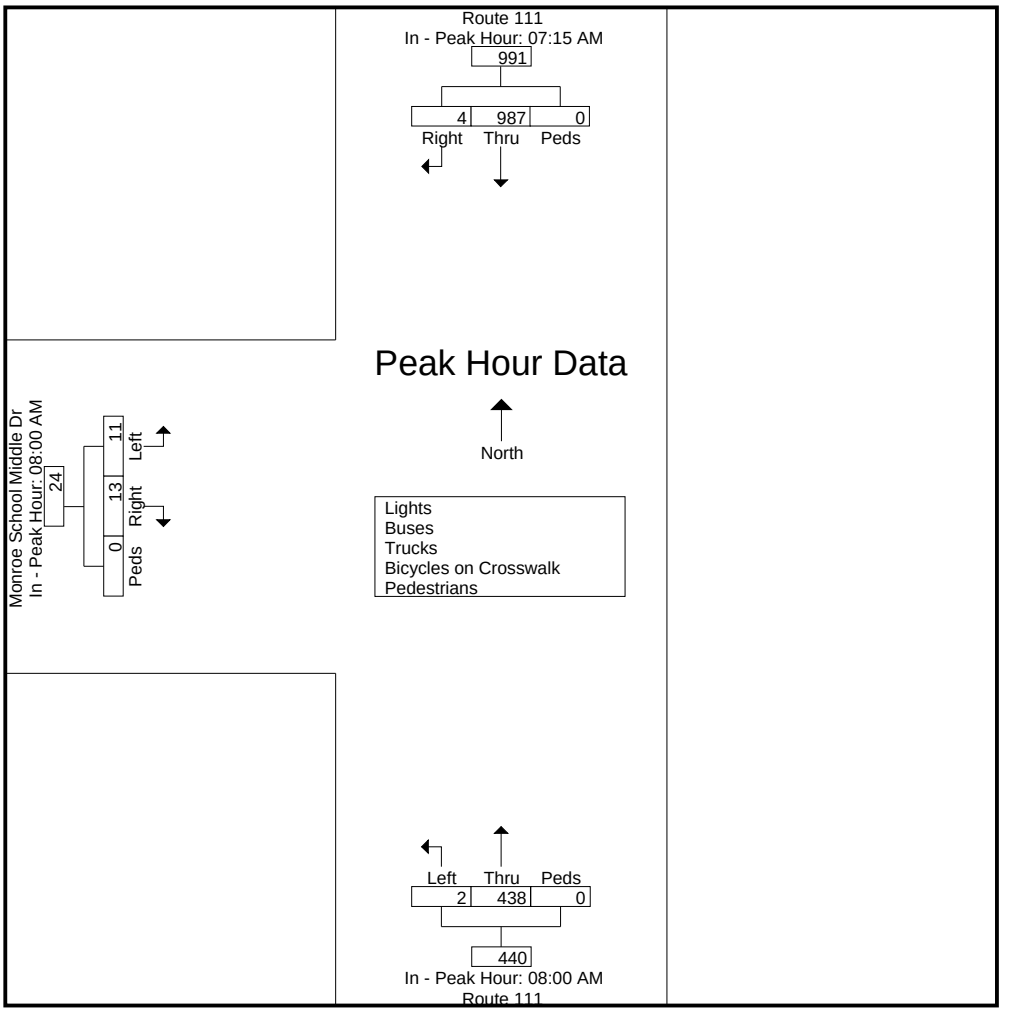


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14276
Site Code : 14276
Start Date : 4/28/2016
Page No : 3

	Route 111 From North				Route 111 From South				Monroe School Middle Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:15 AM				08:00 AM				08:00 AM				
+0 mins.	0	243	0	243	110	0	0	110	2	**5**	0	7	
+15 mins.	0	239	0	239	101	**1**	0	102	**9**	2	0	**11**	
+30 mins.	**3**	248	0	251	**115**	0	0	**115**	0	2	0	2	
+45 mins.	1	**257**	0	**258**	112	1	0	113	2	2	0	4	
Total Volume	4	987	0	991	438	2	0	440	13	11	0	24	
% App. Total	0.4	99.6	0		99.5	0.5	0		54.2	45.8	0		
PHF	.333	.960	.000	.960	.952	.500	.000	.957	.361	.550	.000	.545	



Connecticut Counts LLC

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Route 111 at Monroe School Middle Dr
Monroe/trumbull, Connecticut

File Name : 14277
Site Code : 14277
Start Date : 4/28/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

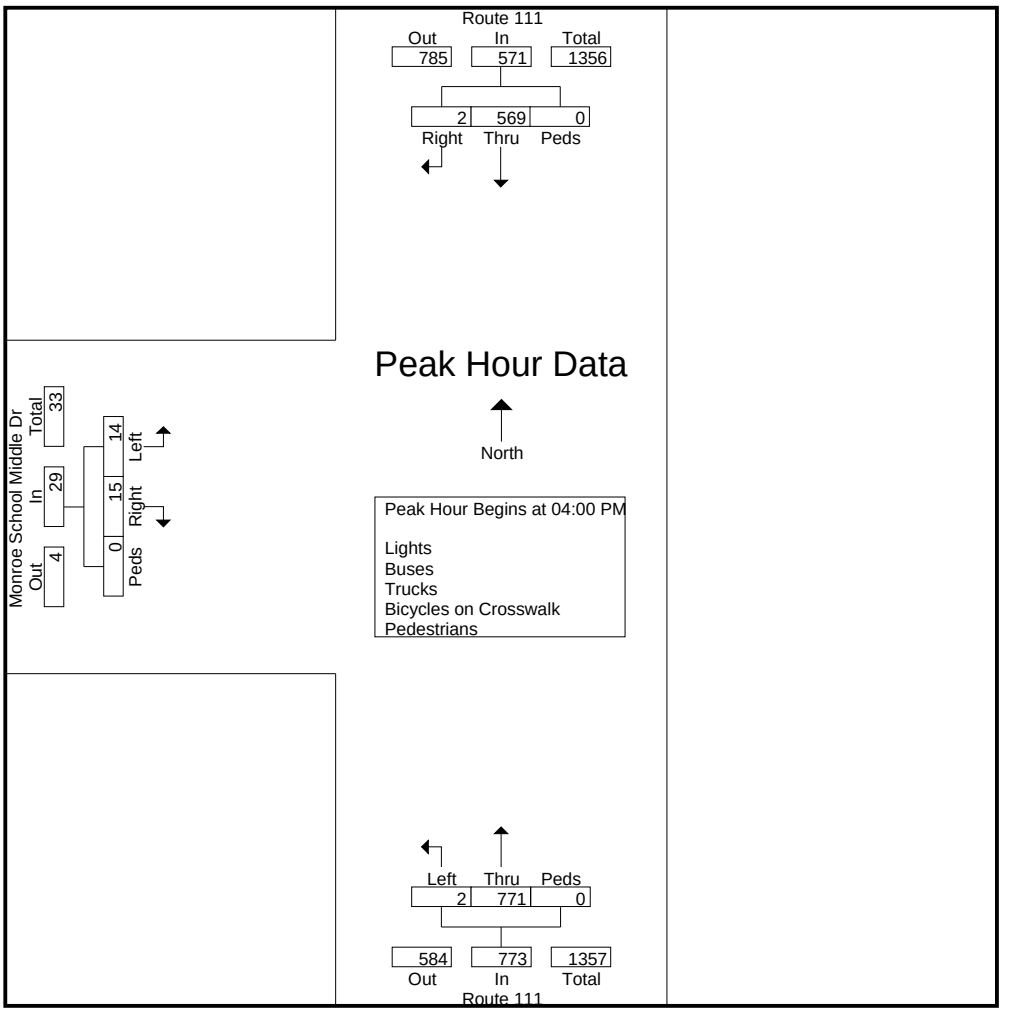
	Route 111 From North				Route 111 From South				Monroe School Middle Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	0	144	0	144	189	1	0	190	8	11	0	19	353
04:15 PM	1	159	0	160	218	0	0	218	3	1	0	4	382
04:30 PM	0	138	0	138	187	0	0	187	3	0	0	3	328
04:45 PM	1	128	0	129	177	1	0	178	1	2	0	3	310
Total	2	569	0	571	771	2	0	773	15	14	0	29	1373
05:00 PM	0	165	0	165	178	0	0	178	0	1	0	1	344
05:15 PM	0	125	0	125	200	0	0	200	0	0	0	0	325
05:30 PM	0	131	0	131	172	0	0	172	0	0	0	0	303
05:45 PM	0	142	0	142	238	1	0	239	1	0	0	1	382
Total	0	563	0	563	788	1	0	789	1	1	0	2	1354
Grand Total	2	1132	0	1134	1559	3	0	1562	16	15	0	31	2727
Apprch %	0.2	99.8	0		99.8	0.2	0		51.6	48.4	0		
Total %	0.1	41.5	0	41.6	57.2	0.1	0	57.3	0.6	0.6	0	1.1	
Lights	2	1105	0	1107	1536	3	0	1539	16	15	0	31	2677
% Lights	100	97.6	0	97.6	98.5	100	0	98.5	100	100	0	100	98.2
Buses	0	9	0	9	2	0	0	2	0	0	0	0	11
% Buses	0	0.8	0	0.8	0.1	0	0	0.1	0	0	0	0	0.4
Trucks	0	18	0	18	21	0	0	21	0	0	0	0	39
% Trucks	0	1.6	0	1.6	1.3	0	0	1.3	0	0	0	0	1.4
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 14277
Site Code : 14277
Start Date : 4/28/2016
Page No : 2

	Route 111 From North				Route 111 From South				Monroe School Middle Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	144	0	144	189	**1**	0	190	**8**	**11**	0	**19**	353
04:15 PM	**1**	**159**	0	**160**	**218**	0	0	**218**	3	1	0	4	**382**
04:30 PM	0	138	0	138	187	0	0	187	3	0	0	3	328
04:45 PM	1	128	0	129	177	1	0	178	1	2	0	3	310
Total Volume	2	569	0	571	771	2	0	773	15	14	0	29	1373
% App. Total	0.4	99.6	0		99.7	0.3	0		51.7	48.3	0		
PHF	.500	.895	.000	.892	.884	.500	.000	.886	.469	.318	.000	.382	.899

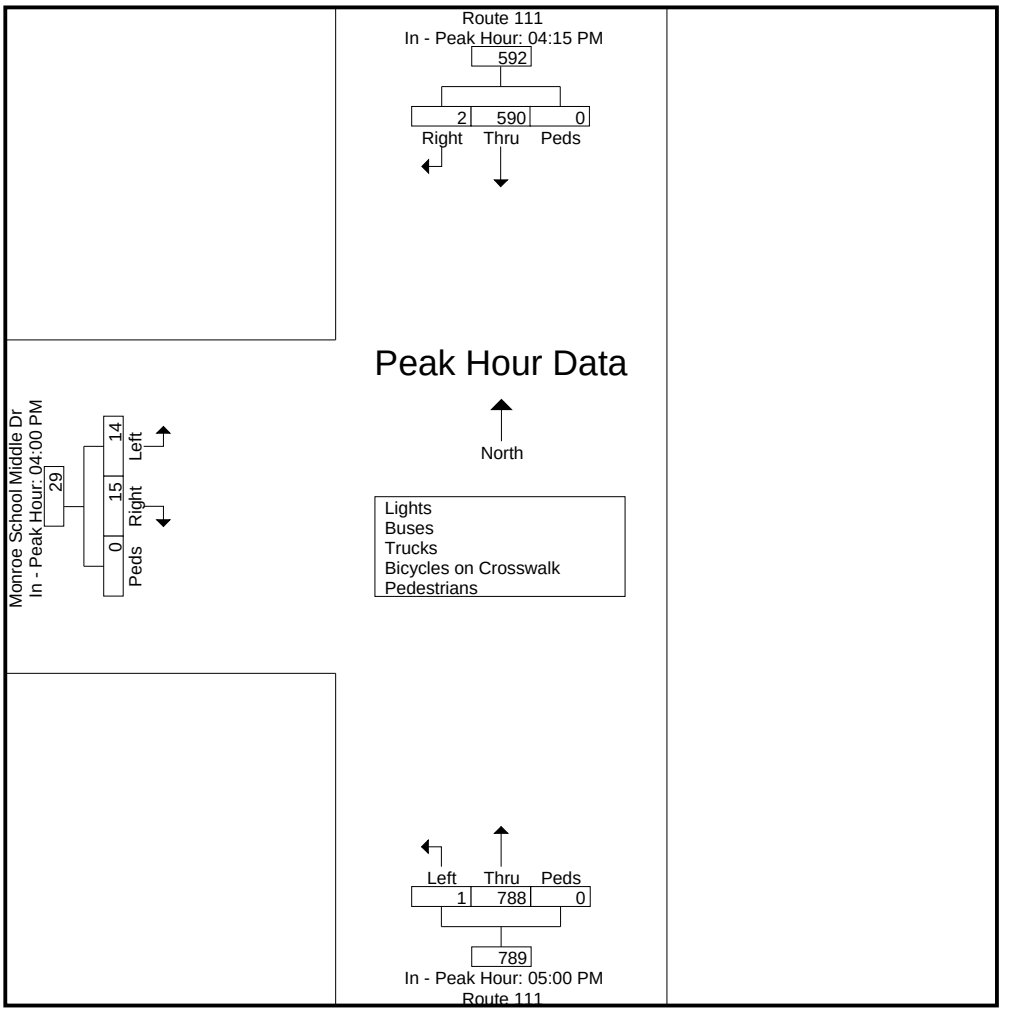


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14277
Site Code : 14277
Start Date : 4/28/2016
Page No : 3

	Route 111 From North				Route 111 From South				Monroe School Middle Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:15 PM				05:00 PM				04:00 PM				
+0 mins.	**1**	159	0	160	178	0	0	178	**8**	**11**	0	**19**	
+15 mins.	0	138	0	138	200	0	0	200	3	1	0	4	
+30 mins.	1	128	0	129	172	0	0	172	3	0	0	3	
+45 mins.	0	**165**	0	**165**	**238**	**1**	0	**239**	1	2	0	3	
Total Volume	2	590	0	592	788	1	0	789	15	14	0	29	
% App. Total	0.3	99.7	0		99.9	0.1	0		51.7	48.3	0		
PHF	.500	.894	.000	.897	.828	.250	.000	.825	.469	.318	.000	.382	



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 111 at North School Drive
Monroe/Trumbull, Connecticut

File Name : 14278
Site Code : 14278
Start Date : 4/28/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

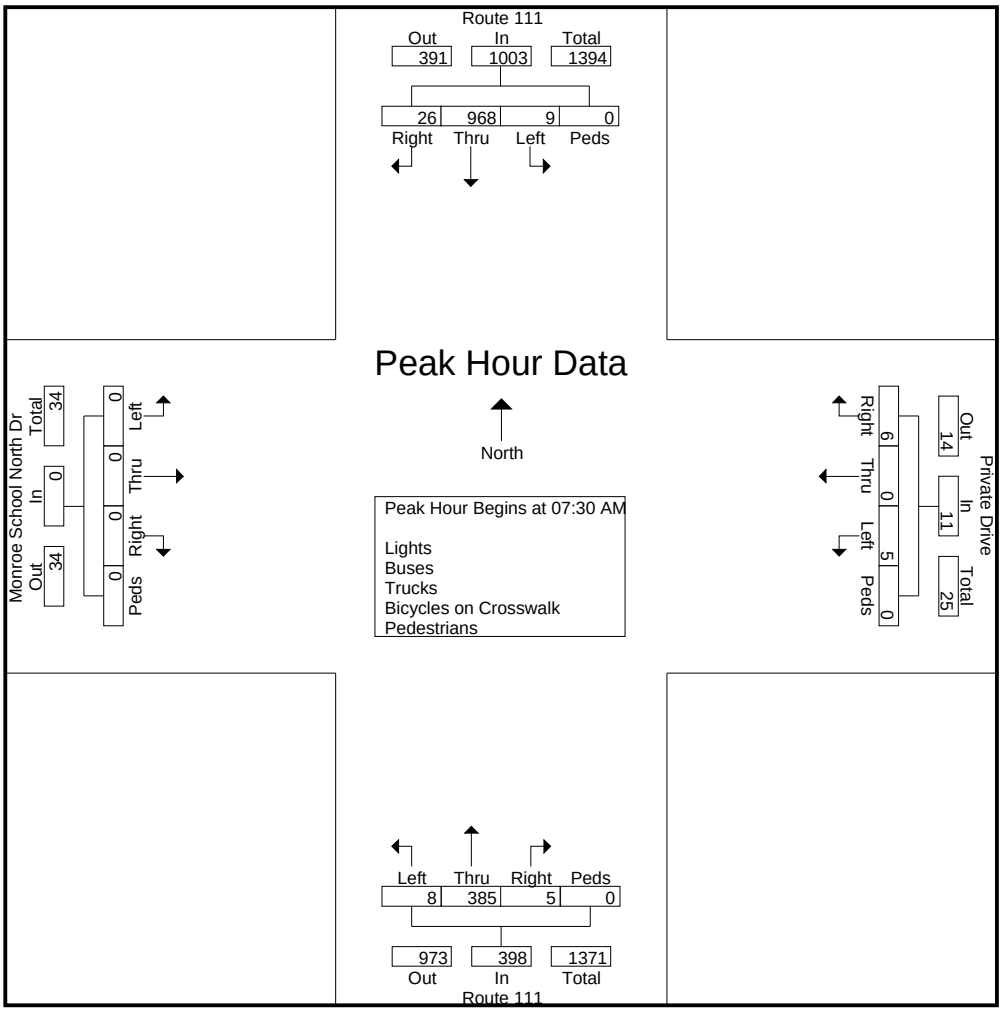
	Route 111 From North					Private Drive From East					Route 111 From South					Monroe School North Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	218	1	0	219	0	0	1	0	1	1	74	0	0	75	0	0	0	0	0	295
07:15 AM	0	244	1	0	245	2	0	0	0	2	1	76	0	0	77	0	0	0	0	0	324
07:30 AM	3	237	1	0	241	1	0	0	0	1	0	81	2	0	83	0	0	0	0	0	325
07:45 AM	8	244	3	0	255	2	0	1	0	3	3	92	1	0	96	0	0	0	0	0	354
Total	11	943	6	0	960	5	0	2	0	7	5	323	3	0	331	0	0	0	0	0	1298
08:00 AM	8	265	3	0	276	2	0	2	0	4	2	114	2	0	118	0	0	0	0	0	398
08:15 AM	7	222	2	0	231	1	0	2	0	3	0	98	3	0	101	0	0	0	0	0	335
08:30 AM	2	181	1	0	184	1	0	2	0	3	4	114	1	0	119	0	0	0	0	0	306
08:45 AM	2	187	5	0	194	1	0	2	0	3	3	109	1	0	113	0	0	0	0	0	310
Total	19	855	11	0	885	5	0	8	0	13	9	435	7	0	451	0	0	0	0	0	1349
Grand Total	30	1798	17	0	1845	10	0	10	0	20	14	758	10	0	782	0	0	0	0	0	2647
Apprch %	1.6	97.5	0.9	0		50	0	50	0		1.8	96.9	1.3	0		0	0	0	0		
Total %	1.1	67.9	0.6	0	69.7	0.4	0	0.4	0	0.8	0.5	28.6	0.4	0	29.5	0	0	0	0	0	
Lights	24	1732																			
% Lights	80	96.3	94.1	0	96	90	0	90	0	90	85.7	95	100	0	94.9	0	0	0	0	0	95.7
Buses	6	16	0	0	22	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	36
% Buses	20	0.9	0	0	1.2	0	0	0	0	0	0	1.8	0	0	1.8	0	0	0	0	0	1.4
Trucks	0	50	1	0	51	1	0	1	0	2	2	24	0	0	26	0	0	0	0	0	79
% Trucks	0	2.8	5.9	0	2.8	10	0	10	0	10	14.3	3.2	0	0	3.3	0	0	0	0	0	3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14278
Site Code : 14278
Start Date : 4/28/2016
Page No : 2

	Route 111 From North					Private Drive From East					Route 111 From South					Monroe School North Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	237	1	0	241	1	0	0	0	1	0	81	2	0	83	0	0	0	0	0	325
07:45 AM	**8**	244	**3**	0	255	**2**	0	1	0	3	**3**	92	1	0	96	0	0	0	0	0	354
08:00 AM	8	**265**	3	0	**276**	2	0	**2**	0	**4**	2	**114**	2	0	**118**	0	0	0	0	0	**398**
08:15 AM	7	222	2	0	231	1	0	2	0	3	0	98	**3**	0	101	0	0	0	0	0	335
Total Volume	26	968	9	0	1003	6	0	5	0	11	5	385	8	0	398	0	0	0	0	0	1412
% App. Total	2.6	96.5	0.9	0		54.5	0	45.5	0		1.3	96.7	2	0		0	0	0	0		
PHF	.813	.913	.750	.000	.909	.750	.000	.625	.000	.688	.417	.844	.667	.000	.843	.000	.000	.000	.000	.000	.887

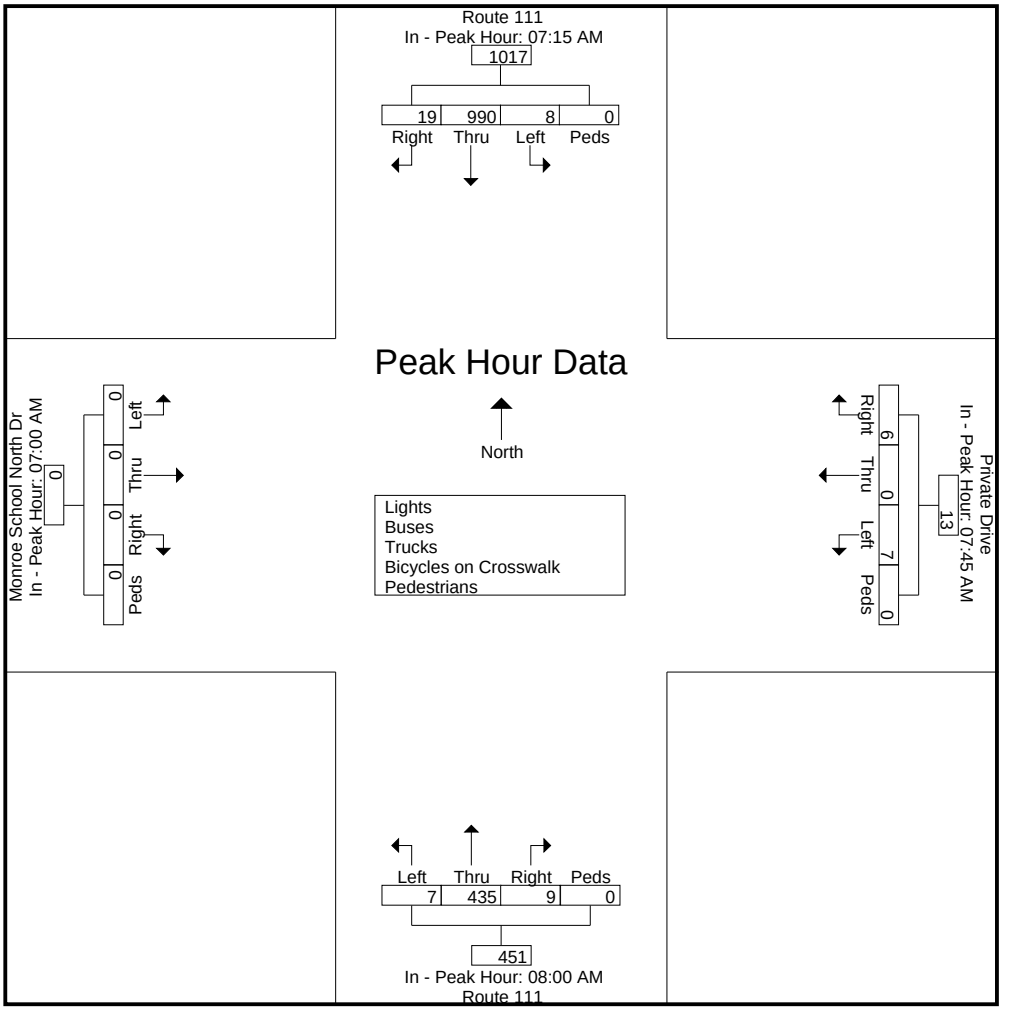


Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 14278
Site Code : 14278
Start Date : 4/28/2016
Page No : 3

	Route 111 From North					Private Drive From East					Route 111 From South					Monroe School North Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:45 AM					08:00 AM					07:00 AM					
+0 mins.	0	244	1	0	245	**2**	0	1	0	3	2	**114**	2	0	118	0	0	0	0	0	
+15 mins.	3	237	1	0	241	2	0	**2**	0	**4**	0	98	**3**	0	101	0	0	0	0	0	
+30 mins.	**8**	244	**3**	0	255	1	0	2	0	3	**4**	114	1	0	**119**	0	0	0	0	0	
+45 mins.	8	**265**	3	0	**276**	1	0	2	0	3	3	109	1	0	113	0	0	0	0	0	
Total Volume	19	990	8	0	1017	6	0	7	0	13	9	435	7	0	451	0	0	0	0	0	
% App. Total	1.9	97.3	0.8	0		46.2	0	53.8	0		2	96.5	1.6	0		0	0	0	0		
PHF	.594	.934	.667	.000	.921	.750	.000	.875	.000	.813	.563	.954	.583	.000	.947	.000	.000	.000	.000	.000	



Connecticut Counts LLC

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Route 111 at North School Drive
Monroe/Trumbull, Connecticut

File Name : 14279
Site Code : 14279
Start Date : 4/28/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

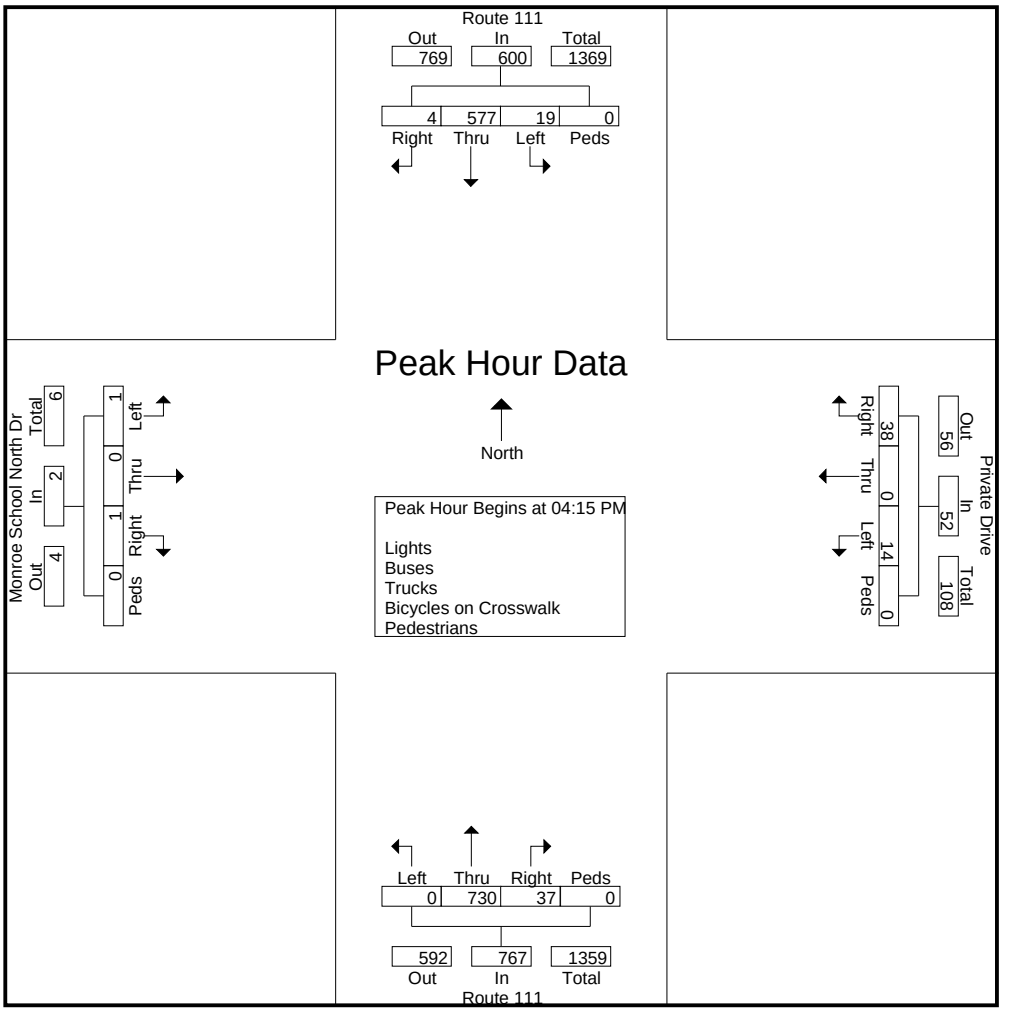
	Route 111 From North					Private Drive From East					Route 111 From South					Monroe School North Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	135	6	0	143	9	0	4	0	13	7	189	0	0	196	0	0	0	0	0	352
04:15 PM	1	150	4	0	155	5	0	2	0	7	12	209	0	0	221	1	0	0	0	1	384
04:30 PM	3	138	4	0	145	9	0	3	0	12	6	178	0	0	184	0	0	1	0	1	342
04:45 PM	0	129	7	0	136	17	0	2	0	19	11	173	0	0	184	0	0	0	0	0	339
Total	6	552	21	0	579	40	0	11	0	51	36	749	0	0	785	1	0	1	0	2	1417
05:00 PM	0	160	4	0	164	7	0	7	0	14	8	170	0	0	178	0	0	0	0	0	356
05:15 PM	0	120	2	0	122	3	0	2	0	5	7	196	0	0	203	0	0	0	0	0	330
05:30 PM	0	131	11	0	142	12	0	0	0	12	3	167	0	0	170	0	0	0	0	0	324
05:45 PM	0	143	12	0	155	16	0	2	0	18	11	226	0	0	237	0	0	0	0	0	410
Total	0	554	29	0	583	38	0	11	0	49	29	759	0	0	788	0	0	0	0	0	1420
Grand Total	6	1106	50	0	1162	78	0	22	0	100	65	1508	0	0	1573	1	0	1	0	2	2837
Apprch %	0.5	95.2	4.3	0		78	0	22	0		4.1	95.9	0	0		50	0	50	0		
Total %	0.2	39	1.8	0	41	2.7	0	0.8	0	3.5	2.3	53.2	0	0	55.4	0	0	0	0	0.1	
Lights	6	1079										1484									
% Lights	100	97.6	100	0	97.7	100	0	100	0	100	100	98.4	0	0	98.5	100	0	100	0	100	98.2
Buses	0	9	0	0	9	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	11
% Buses	0	0.8	0	0	0.8	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.4
Trucks	0	18	0	0	18	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	40
% Trucks	0	1.6	0	0	1.5	0	0	0	0	0	0	1.5	0	0	1.4	0	0	0	0	0	1.4
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14279
Site Code : 14279
Start Date : 4/28/2016
Page No : 2

	Route 111 From North					Private Drive From East					Route 111 From South					Monroe School North Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	1	150	4	0	155	5	0	2	0	7	**12**	**209**	0	0	**221**	**1**	0	0	0	**1**	**384**
04:30 PM	**3**	138	4	0	145	9	0	3	0	12	6	178	0	0	184	0	0	**1**	0	1	342
04:45 PM	0	129	**7**	0	136	**17**	0	2	0	**19**	11	173	0	0	184	0	0	0	0	0	339
05:00 PM	0	**160**	4	0	**164**	7	0	**7**	0	14	8	170	0	0	178	0	0	0	0	0	356
Total Volume	4	577	19	0	600	38	0	14	0	52	37	730	0	0	767	1	0	1	0	2	1421
% App. Total	0.7	96.2	3.2	0		73.1	0	26.9	0		4.8	95.2	0	0		50	0	50	0		
PHF	.333	.902	.679	.000	.915	.559	.000	.500	.000	.684	.771	.873	.000	.000	.868	.250	.000	.250	.000	.500	.925

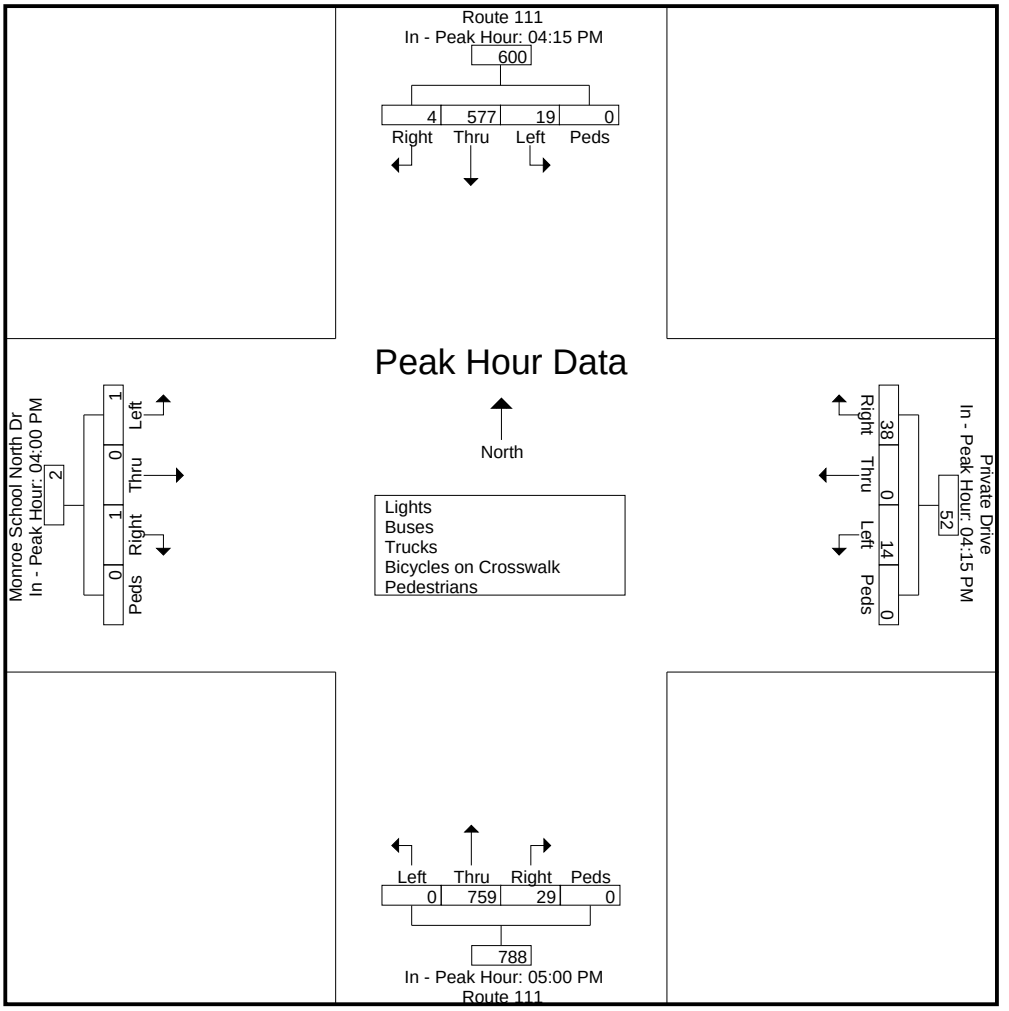


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14279
Site Code : 14279
Start Date : 4/28/2016
Page No : 3

	Route 111 From North					Private Drive From East					Route 111 From South					Monroe School North Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					04:15 PM					05:00 PM					04:00 PM					
+0 mins.	1	150	4	0	155	5	0	2	0	7	8	170	0	0	178	0	0	0	0	0	
+15 mins.	**3**	138	4	0	145	9	0	3	0	12	7	196	0	0	203	**1**	0	0	0	**1**	
+30 mins.	0	129	**7**	0	136	**17**	0	2	0	**19**	3	167	0	0	170	0	0	**1**	0	1	
+45 mins.	0	**160**	4	0	**164**	7	0	**7**	0	14	**11**	**226**	0	0	**237**	0	0	0	0	0	
Total Volume	4	577	19	0	600	38	0	14	0	52	29	759	0	0	788	1	0	1	0	2	
% App. Total	0.7	96.2	3.2	0		73.1	0	26.9	0		3.7	96.3	0	0		50	0	50	0		
PHF	.333	.902	.679	.000	.915	.559	.000	.500	.000	.684	.659	.840	.000	.000	.831	.250	.000	.250	.000	.500	



Untitled Map
Write a description for your map.

#6
#5
#7
#12
#4
#3
#2
#1
#10
#11
#9
#8

Hattertown Rd
Easton Rd
Pepper St
Colony Rd
Bugg Hill Rd
Maplewood Dr
Admiral Dr
Surrey Ln
Hurd Ave
Wheeler Rd
Alpine Rd
Senior Dr
Mill Dr
Doris Dr
Old Newtown Rd
Hayes St
Palmer Cir
Woodlawn Rd
Gay Bower Rd
Oak Wood Dr
Highridge Dr
Craig Dr
Wayne Rd
Judd Rd
Mill St
E Dale Dr
Cutler Farm Rd
Spring Hill Rd
Monroe Turnpike
Arbor Rd
Jays Rd
Forest Rd
Greenwood Ln
Elm St
Cedar Ln
Laurel Dr
Hiram Hill Rd
Bellevale St
Red Barn Rd
Coventry Ln
Trefoil Dr
Corvette Dr
Topaz Ln
Jackson Dr
Stag Ln
Vintage Rd
Moose Hill Rd
Velvet St
Sturbridge Ln
Madison Ave
Kent Ln
Tashua Rd
Old Mine Rd
Teller Rd
Vail Ct
Porters Hill Rd
Cranbury Dr
Mcguire Rd

59
25
111

Google earth

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 North of Route 111
Monroe, Connecticut

Site Code: 3900
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	3	22	77	129	165	**223**	137	34	2	0	0	0	0	0	792	41	44
14:00	5	27	88	150	173	185	139	31	4	0	0	0	0	0	802	41	44
15:00	5	**66**	**222**	**285**	171	130	84	21	0	0	1	0	0	0	985	38	43
16:00	**8**	41	153	237	187	175	87	26	4	0	0	0	0	0	918	39	44
17:00	1	31	188	274	**207**	179	86	20	3	1	0	0	0	0	**990**	38	43
18:00	4	17	71	124	143	213	**156**	**46**	9	1	1	0	0	0	785	43	46
19:00	0	9	39	89	134	164	129	45	5	0	0	0	0	0	614	43	47
20:00	0	1	12	24	91	184	113	43	7	0	0	0	0	0	475	44	48
21:00	0	0	2	15	65	133	100	27	5	**2**	0	0	0	0	349	44	48
22:00	0	0	0	2	35	94	70	23	**10**	1	**2**	0	**1**	0	238	45	51
23:00	0	1	0	0	6	45	49	21	7	0	0	0	0	0	129	47	50
Total	26	215	852	1329	1377	1725	1150	337	56	5	4	0	1	0	7077		
Percent	0.4%	3.0%	12.0%	18.8%	19.5%	24.4%	16.2%	4.8%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00 8	15:00 66	15:00 222	15:00 285	17:00 207	13:00 223	18:00 156	18:00 46	22:00 10	21:00 2	22:00 2		22:00 1		17:00 990		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 North of Route 111
Monroe, Connecticut

Site Code: 3900
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	0	1	5	20	22	14	2	2	0	**1**	0	0	67	48	54
01:00	0	0	0	0	6	11	10	5	0	0	0	0	0	0	32	45	48
02:00	0	0	0	1	1	7	11	7	2	1	0	0	0	0	30	48	53
03:00	0	0	0	0	3	8	7	5	4	0	0	0	0	0	27	49	53
04:00	0	0	0	2	2	20	28	7	0	0	1	0	0	0	60	44	48
05:00	0	0	2	14	15	82	88	**44**	**11**	**5**	**2**	0	0	0	263	47	52
06:00	0	18	89	104	132	148	**141**	37	9	3	0	0	0	0	681	43	47
07:00	7	**43**	**192**	177	182	185	83	30	2	2	0	0	0	0	**903**	39	44
08:00	5	29	180	**246**	**192**	149	66	23	4	0	0	0	0	0	894	38	43
09:00	**8**	6	35	122	158	178	114	31	5	0	0	0	0	0	657	42	45
10:00	1	15	62	99	125	190	132	33	5	0	1	0	0	0	663	42	45
11:00	0	12	37	105	175	**210**	135	30	7	1	1	0	0	0	713	42	45
12 PM	4	11	43	116	145	**204**	**148**	40	7	0	0	0	0	0	718	42	46
13:00	0	12	48	121	133	189	124	**53**	**8**	1	0	0	0	0	689	43	47
14:00	4	13	87	173	193	180	108	35	6	0	0	0	0	0	799	41	45
15:00	3	41	173	218	184	169	97	27	3	1	0	0	0	0	916	39	44
16:00	11	49	213	269	198	135	53	13	5	0	**1**	0	0	0	947	37	42
17:00	**15**	**56**	**243**	**271**	**201**	147	44	11	3	0	0	0	0	0	**991**	36	40
18:00	0	24	87	198	191	180	136	24	8	**3**	0	0	0	0	851	41	44
19:00	0	9	50	71	143	191	104	30	2	0	0	0	0	0	600	42	45
20:00	0	1	6	38	104	159	93	16	1	2	0	0	0	0	420	42	44
21:00	0	0	2	32	95	147	85	17	0	1	0	0	0	0	379	42	44
22:00	0	0	0	7	22	92	72	21	3	1	0	0	0	0	218	44	48
23:00	0	0	0	0	5	39	49	16	2	1	1	0	0	0	113	45	49
Total	58	339	1549	2385	2610	3040	1950	569	99	24	7	1	0	0	12631		
Percent	0.5%	2.7%	12.3%	18.9%	20.7%	24.1%	15.4%	4.5%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak	09:00	07:00	07:00	08:00	08:00	11:00	06:00	05:00	05:00	05:00	05:00	00:00			07:00		
Vol.	8	43	192	246	192	210	141	44	11	5	2	1			903		
PM Peak	17:00	17:00	17:00	17:00	17:00	12:00	12:00	13:00	13:00	18:00	16:00				17:00		
Vol.	15	56	243	271	201	204	148	53	8	3	1				991		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 North of Route 111
Monroe, Connecticut

Site Code: 3900
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	1	1	4	20	22	12	2	0	**1**	0	0	0	63	47	49
01:00	0	0	0	1	7	14	12	11	3	0	0	0	0	0	48	48	50
02:00	0	0	0	1	6	4	6	5	0	0	0	0	0	0	22	46	48
03:00	0	0	0	0	3	8	14	8	1	0	0	0	0	0	34	47	49
04:00	0	0	0	0	4	14	21	12	3	0	0	0	0	0	54	47	50
05:00	0	0	7	13	50	100	96	31	3	**1**	0	**1**	0	0	302	44	48
06:00	0	7	74	121	184	218	121	41	7	0	0	0	0	0	773	42	46
07:00	7	44	**248**	**272**	**190**	143	71	24	2	0	0	0	0	0	**1001**	38	43
08:00	**15**	**57**	226	234	180	120	53	15	3	0	0	0	0	0	903	37	42
09:00	0	5	93	162	169	175	113	35	10	0	0	0	0	0	762	41	45
10:00	0	9	22	93	158	223	129	41	6	1	0	0	0	0	682	42	46
11:00	0	4	28	92	157	**239**	**142**	**55**	**13**	1	0	0	0	0	731	43	47
12 PM	0	19	57	131	147	187	149	**45**	10	1	0	0	0	0	746	43	47
13:00	0	20	61	108	157	**232**	**155**	34	6	**2**	0	0	0	0	775	42	45
14:00	7	36	88	170	206	207	106	35	9	1	0	0	0	0	865	41	45
15:00	9	**108**	**305**	266	124	121	57	17	3	0	0	0	0	0	1010	36	42
16:00	7	74	277	230	176	95	54	20	2	1	0	0	0	0	936	36	42
17:00	**16**	72	277	**285**	173	128	82	6	3	0	0	0	0	0	**1042**	37	42
18:00	0	6	92	215	**216**	169	113	41	**13**	0	0	0	0	0	865	41	46
19:00	0	25	62	128	140	172	108	38	7	0	0	0	0	0	680	42	46
20:00	0	2	15	55	111	198	121	30	1	1	0	0	0	0	534	43	45
21:00	0	1	9	26	116	166	106	29	3	0	**1**	0	0	0	457	43	46
22:00	0	0	4	10	54	86	92	23	8	0	0	0	0	0	277	44	48
23:00	0	0	0	0	12	36	59	22	6	1	0	0	0	0	136	46	50
Total	61	489	1946	2614	2744	3075	2002	630	124	10	2	1	0	0	13698		
Percent	0.4%	3.6%	14.2%	19.1%	20.0%	22.4%	14.6%	4.6%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	07:00	07:00	07:00	11:00	11:00	11:00	11:00	05:00	00:00	05:00			07:00		
Vol.	15	57	248	272	190	239	142	55	13	1	1	1			1001		
PM Peak	17:00	15:00	15:00	17:00	18:00	13:00	13:00	12:00	18:00	13:00	21:00				17:00		
Vol.	16	108	305	285	216	232	155	45	13	2	1				1042		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 North of Route 111
Monroe, Connecticut

Site Code: 3900
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	0	1	4	18	34	9	6	1	0	0	0	0	73	47	52
01:00	0	0	0	1	7	16	15	7	1	0	0	0	0	0	47	45	49
02:00	0	0	0	0	4	13	9	3	1	0	0	0	0	0	30	44	49
03:00	0	1	0	0	3	3	8	4	4	0	0	0	0	0	23	50	53
04:00	0	0	0	0	3	21	31	6	3	0	0	0	0	0	64	44	49
05:00	0	0	0	13	34	95	86	39	**11**	1	0	0	0	0	279	46	49
06:00	3	18	105	175	178	160	119	30	5	**3**	0	0	0	0	796	41	44
07:00	2	55	**271**	217	175	147	99	23	3	1	**1**	0	0	0	**994**	39	43
08:00	**19**	**57**	234	**234**	**216**	125	75	26	3	0	0	0	0	0	989	38	43
09:00	2	13	56	142	164	155	118	33	10	1	0	0	0	0	694	42	46
10:00	0	10	50	103	145	210	**152**	**53**	3	0	0	0	0	0	726	43	46
11:00	5	31	92	119	167	**220**	136	31	5	0	0	0	0	0	806	41	44
12 PM	7	18	71	121	210	205	122	**47**	8	0	0	0	0	0	809	42	46
13:00	2	23	79	163	**215**	195	**147**	21	9	0	0	0	0	0	854	41	44
14:00	0	33	143	208	208	183	111	24	5	2	0	0	0	0	917	40	44
15:00	20	85	298	**351**	140	94	49	16	4	2	0	0	0	0	**1059**	35	41
16:00	**95**	**244**	**344**	175	76	9	2	1	0	0	0	0	0	0	946	28	32
17:00	68	202	336	253	105	35	13	3	0	0	0	0	0	0	1015	30	35
18:00	2	29	149	215	196	209	101	36	5	0	0	0	0	0	942	40	44
19:00	1	8	65	116	148	**225**	107	33	6	0	0	0	0	0	709	41	45
20:00	0	4	19	60	141	172	113	22	3	0	0	0	0	0	534	42	44
21:00	0	0	9	30	88	149	97	34	4	1	0	0	0	0	412	43	47
22:00	0	0	0	12	59	78	90	30	4	1	0	0	0	0	274	44	48
23:00	0	0	2	1	5	50	54	31	**11**	**3**	0	0	0	0	157	48	52
Total	226	831	2323	2710	2691	2787	1888	562	114	16	1	0	0	0	14149		
Percent	1.6%	5.9%	16.4%	19.2%	19.0%	19.7%	13.3%	4.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	07:00	08:00	08:00	11:00	10:00	10:00	05:00	06:00	07:00				07:00		
Vol.	19	57	271	234	216	220	152	53	11	3	1				994		
PM Peak	16:00	16:00	16:00	15:00	13:00	19:00	13:00	12:00	23:00	23:00					15:00		
Vol.	95	244	344	351	215	225	147	47	11	3					1059		

Connecticut Counts LLC
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Route 25 North of Route 111
Monroe, Connecticut

Site Code: 3900
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	0	8	23	20	15	5	3	**4**	0	0	0	78	50	60
01:00	0	0	0	1	2	22	13	6	1	1	0	0	0	0	46	45	49
02:00	0	0	0	0	3	12	8	4	5	1	0	0	0	0	33	51	54
03:00	0	0	0	0	1	2	8	3	3	0	0	0	0	0	17	50	53
04:00	0	0	0	0	3	11	35	17	5	3	0	0	0	**1**	75	49	54
05:00	0	0	0	7	19	50	80	**48**	**34**	**6**	0	0	0	0	244	50	54
06:00	0	12	98	123	184	186	**147**	29	15	2	0	0	0	0	796	42	46
07:00	**12**	**59**	191	**258**	162	154	93	30	4	2	0	0	0	0	**965**	39	44
08:00	8	36	**193**	250	165	149	86	33	4	0	0	0	0	0	924	39	44
09:00	1	4	81	147	197	154	134	48	10	1	0	0	0	0	777	42	47
10:00	0	10	105	95	143	**227**	142	30	9	1	0	0	0	0	762	42	45
11:00	3	31	89	145	**209**	209	138	39	3	0	0	0	0	0	866	41	44
12 PM	2	34	105	177	192	193	112	29	4	**2**	0	**1**	0	0	851	40	44
13:00	2	20	117	225	205	196	98	25	2	0	0	0	0	0	890	39	44
14:00	0	27	117	160	167	193	137	30	8	2	0	0	0	0	841	41	44
15:00	15	70	221	218	188	126	97	28	1	1	**1**	0	0	0	966	39	44
16:00	**20**	**87**	**303**	**281**	179	123	36	21	1	2	0	0	0	0	**1053**	36	41
17:00	9	57	228	279	203	134	81	16	3	2	0	0	0	0	1012	38	43
18:00	3	11	95	155	**212**	**212**	**155**	**54**	4	0	1	0	0	0	902	42	46
19:00	5	12	46	122	153	195	133	28	9	2	0	0	0	0	705	42	45
20:00	0	3	18	73	105	193	104	31	**10**	0	1	0	0	0	538	43	47
21:00	0	1	15	25	87	126	112	33	7	0	1	0	0	0	407	44	48
22:00	0	2	7	13	60	118	101	25	10	0	0	0	**1**	0	337	44	48
23:00	0	0	0	0	23	69	92	28	7	0	0	0	0	0	219	45	49
Total	80	476	2029	2754	2870	3077	2162	650	164	31	8	1	1	1	14304		
Percent	0.6%	3.3%	14.2%	19.3%	20.1%	21.5%	15.1%	4.5%	1.1%	0.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	07:00	11:00	10:00	06:00	05:00	05:00	05:00	00:00			04:00	07:00		
Vol.	12	59	193	258	209	227	147	48	34	6	4			1	965		
PM Peak	16:00	16:00	16:00	16:00	18:00	18:00	18:00	18:00	20:00	12:00	15:00	12:00	22:00		16:00		
Vol.	20	87	303	281	212	212	155	54	10	2	1	1	1		1053		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 North of Route 111
Monroe, Connecticut

Site Code: 3900
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	0	0	1	12	35	46	24	7	4	0	0	0	0	129	48	53
01:00	0	0	0	0	5	22	26	11	3	0	**1**	0	0	0	68	47	50
02:00	0	0	0	0	5	16	22	11	7	0	0	0	0	0	61	49	52
03:00	0	0	0	1	3	5	8	15	4	0	1	0	0	0	37	49	53
04:00	0	0	0	0	1	13	12	10	9	1	0	0	0	0	46	51	54
05:00	0	0	3	1	9	18	37	22	10	1	0	**1**	0	0	102	49	53
06:00	0	0	3	6	38	99	107	**52**	17	**7**	0	0	0	0	329	47	52
07:00	0	0	22	76	133	183	114	50	**21**	4	0	0	0	0	603	44	49
08:00	4	14	69	127	204	189	147	37	10	1	0	0	0	0	802	42	46
09:00	0	3	44	175	159	**220**	**171**	52	10	0	0	0	0	0	834	43	46
10:00	1	14	97	180	210	215	132	45	7	2	0	0	0	0	903	41	45
11:00	**9**	**17**	**128**	**223**	**223**	196	116	27	11	2	0	0	0	0	**952**	40	44
12 PM	1	37	**141**	151	**211**	188	124	33	5	0	0	0	0	0	891	41	44
13:00	1	30	105	159	191	**237**	118	44	9	0	0	0	0	0	**894**	41	45
14:00	5	14	88	**166**	186	184	118	**48**	**15**	1	0	0	0	0	825	42	47
15:00	0	31	117	155	192	222	109	26	3	**3**	0	0	0	0	858	40	44
16:00	4	**65**	81	144	143	153	89	15	1	0	0	0	0	0	695	40	43
17:00	0	11	63	117	169	221	**139**	43	5	0	0	0	0	0	768	42	46
18:00	**19**	35	75	148	148	189	129	34	7	1	0	0	0	0	785	42	45
19:00	0	4	28	54	104	176	134	39	11	2	0	0	0	0	552	43	48
20:00	3	8	20	47	120	183	89	19	2	0	**1**	0	0	0	492	42	44
21:00	1	2	7	33	76	167	95	16	0	1	1	0	0	0	399	42	44
22:00	0	6	4	20	57	134	101	25	4	1	0	0	0	0	352	43	47
23:00	0	1	0	11	43	117	77	16	2	0	0	0	0	0	267	43	46
Total	48	292	1095	1995	2642	3382	2260	714	180	31	4	1	0	0	12644		
Percent	0.4%	2.3%	8.7%	15.8%	20.9%	26.7%	17.9%	5.6%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	09:00	09:00	06:00	07:00	06:00	01:00	05:00			11:00		
Vol.	9	17	128	223	223	220	171	52	21	7	1	1			952		
PM Peak	18:00	16:00	12:00	14:00	12:00	13:00	17:00	14:00	14:00	15:00	20:00				13:00		
Vol.	19	65	141	166	211	237	139	48	15	3	1				894		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 North of Route 111
Monroe, Connecticut

Site Code: 3900
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	0	1	0	12	51	60	16	5	3	0	0	0	0	148	45	50
01:00	0	1	1	0	10	34	38	9	4	0	0	0	0	0	97	44	49
02:00	0	0	0	3	2	12	32	10	2	2	0	0	0	0	63	47	52
03:00	0	0	1	0	2	19	15	9	3	0	0	0	0	0	49	47	50
04:00	0	0	0	0	3	6	7	3	3	0	0	0	0	0	22	49	53
05:00	0	0	1	0	1	8	17	9	5	2	0	0	0	0	43	50	54
06:00	0	0	1	4	4	31	55	22	10	1	**1**	0	0	0	129	48	52
07:00	0	0	3	12	27	42	58	45	7	2	1	0	0	0	197	47	50
08:00	**1**	8	15	15	27	80	109	53	**17**	**8**	1	0	0	0	334	47	52
09:00	0	0	13	15	78	128	136	**55**	8	1	1	0	0	0	435	44	48
10:00	0	1	16	51	74	148	**144**	55	16	4	0	0	0	0	509	44	49
11:00	0	**10**	**54**	**98**	**94**	**152**	144	46	4	0	0	0	0	0	**602**	43	47
12 PM	4	14	59	111	128	180	136	**60**	9	1	0	0	0	0	702	43	47
13:00	0	10	**74**	97	119	**223**	150	41	4	1	0	0	0	0	**719**	42	46
14:00	1	6	49	73	123	169	146	52	5	3	0	0	0	0	627	43	47
15:00	2	9	44	80	139	143	**163**	44	**14**	1	0	0	0	0	639	43	48
16:00	**5**	**21**	35	76	103	175	103	48	3	2	0	0	0	0	571	43	47
17:00	0	20	53	**128**	172	101	52	6	0	0	0	0	0	0	532	38	43
18:00	0	6	27	77	**182**	170	67	15	1	0	0	0	0	0	545	40	44
19:00	0	1	14	26	47	123	128	41	8	4	0	0	0	0	392	44	49
20:00	1	1	12	13	45	107	96	33	7	2	0	0	0	0	317	44	48
21:00	0	1	0	0	12	68	83	37	8	2	0	0	0	0	211	47	49
22:00	0	0	0	4	8	46	50	30	12	**6**	1	0	0	0	157	49	54
23:00	0	0	0	0	7	23	27	25	9	2	**2**	**1**	0	0	96	49	55
Total	14	109	473	883	1419	2239	2016	764	164	47	7	1	0	0	8136		
Percent	0.2%	1.3%	5.8%	10.9%	17.4%	27.5%	24.8%	9.4%	2.0%	0.6%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	11:00	11:00	11:00	11:00	10:00	09:00	08:00	08:00	06:00				11:00		
Vol.	1	10	54	98	94	152	144	55	17	8	1				602		
PM Peak	16:00	16:00	13:00	17:00	18:00	13:00	15:00	12:00	15:00	22:00	23:00	23:00			13:00		
Vol.	5	21	74	128	182	223	163	60	14	6	2	1			719		

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Route 25 North of Route 111
Monroe, Connecticut

Site Code: 3900
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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	0	7	16	13	5	3	1	0	0	0	0	45	47	52
01:00	0	0	0	0	5	11	13	7	2	3	1	0	0	0	42	49	58
02:00	0	0	0	0	1	7	7	4	4	2	0	0	0	0	25	52	56
03:00	0	0	0	1	0	9	6	8	4	1	0	0	0	0	29	50	54
04:00	0	0	0	0	0	14	16	11	6	0	0	**1**	0	0	48	49	53
05:00	0	1	0	9	25	49	95	**82**	**14**	1	0	1	0	0	277	48	50
06:00	1	19	90	105	148	169	**140**	58	13	**5**	**2**	0	0	0	750	43	48
07:00	1	46	201	210	177	155	95	8	4	0	0	0	0	0	**897**	39	43
08:00	3	**53**	**220**	**213**	**192**	129	56	9	2	0	0	0	0	0	877	37	42
09:00	2	39	87	146	180	156	71	15	1	0	0	0	0	0	697	39	43
10:00	2	11	27	89	141	178	131	34	11	1	1	0	0	0	626	43	47
11:00	**8**	14	27	79	140	**201**	127	34	4	2	0	0	0	0	636	42	46
12 PM	**5**	**9**	29	83	**145**	**208**	**141**	**41**	**9**	0	0	0	0	0	**670**	43	47
13:00	0	8	**46**	**84**	123	207	125	29	6	0	0	0	0	0	628	42	45
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	22	200	727	1019	1284	1509	1036	345	83	16	4	2	0	0	6247		
Percent	0.4%	3.2%	11.6%	16.3%	20.6%	24.2%	16.6%	5.5%	1.3%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	08:00	08:00	08:00	11:00	06:00	05:00	05:00	06:00	06:00	04:00			07:00		
Vol.	8	53	220	213	192	201	140	82	14	5	2	1			897		
PM Peak	12:00	12:00	13:00	13:00	12:00	12:00	12:00	12:00	12:00						12:00		
Vol.	5	9	46	84	145	208	141	41	9						670		
Total	535	2951	10994	15689	17637	20834	14464	4571	984	180	37	7	2	1	88886		
Percent	0.6%	3.3%	12.4%	17.7%	19.8%	23.4%	16.3%	5.1%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 24 MPH
50th Percentile : 34 MPH
85th Percentile : 42 MPH
95th Percentile : 46 MPH

Stats

10 MPH Pace Speed : 31-40 MPH
Number in Pace : 38471
Percent in Pace : 43.3%
Number of Vehicles > 40 MPH : 20246
Percent of Vehicles > 40 MPH : 22.8%
Mean Speed(Average) : 34 MPH

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Route 25 North of Route 111
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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	0	5	22	49	175	243	159	50	13	2	0	0	0	0	718	43	47
14:00	0	5	11	37	185	280	178	44	7	1	0	0	0	0	748	43	46
15:00	**4**	**9**	**66**	**138**	195	213	176	35	6	0	0	0	0	0	842	42	44
16:00	2	8	31	102	**305**	**385**	169	38	4	1	0	0	0	0	**1045**	41	44
17:00	0	1	27	65	219	384	251	53	2	0	0	0	0	0	1002	43	45
18:00	1	4	24	33	97	268	**258**	**105**	**19**	0	0	0	0	0	809	45	48
19:00	0	4	16	3	37	130	249	73	18	2	**2**	0	0	0	534	46	49
20:00	0	1	7	4	31	106	158	42	10	2	0	0	0	0	361	44	49
21:00	0	5	10	3	6	55	125	56	12	0	1	0	0	0	273	47	49
22:00	0	2	1	0	2	49	83	47	17	**3**	0	0	0	0	204	48	52
23:00	0	0	1	0	0	22	47	35	8	3	0	0	0	0	116	49	53
Total	7	44	216	434	1252	2135	1853	578	116	14	3	0	0	0	6652		
Percent	0.1%	0.7%	3.2%	6.5%	18.8%	32.1%	27.9%	8.7%	1.7%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak																	
Vol.																	
PM Peak	15:00	15:00	15:00	15:00	16:00	16:00	18:00	18:00	18:00	22:00	19:00				16:00		
Vol.	4	9	66	138	305	385	258	105	19	3	2				1045		

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Route 25 North of Route 111
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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	0	0	0	10	30	18	7	5	**4**	**1**	0	0	75	54	61
01:00	0	0	0	0	0	3	10	8	1	1	0	0	0	0	23	49	54
02:00	0	0	0	0	2	6	8	6	3	0	0	0	0	0	25	49	52
03:00	0	0	0	0	1	3	8	12	2	1	0	0	0	0	27	49	54
04:00	0	0	1	0	0	4	20	18	15	1	1	1	0	0	61	52	54
05:00	0	2	0	1	2	23	102	84	**29**	**7**	2	0	**1**	0	253	50	54
06:00	0	0	9	20	47	150	219	106	20	0	0	0	0	0	571	46	49
07:00	0	1	**19**	49	159	310	**278**	99	12	1	0	0	0	0	928	44	48
08:00	**2**	**6**	13	**71**	**247**	**390**	228	50	8	0	0	0	0	0	**1015**	42	45
09:00	2	5	19	39	126	257	255	**108**	20	2	0	0	0	0	833	45	49
10:00	1	1	9	15	69	260	197	68	14	0	0	0	0	0	634	44	48
11:00	0	3	6	20	90	250	199	85	11	1	1	0	0	0	666	44	48
12 PM	0	2	11	20	106	234	201	55	14	0	0	0	0	0	643	44	48
13:00	0	0	9	23	118	241	248	61	7	1	0	0	0	0	708	44	47
14:00	0	6	21	43	115	258	250	59	14	2	0	0	0	0	768	44	48
15:00	1	2	25	85	150	246	207	85	10	2	**1**	0	0	0	814	44	48
16:00	**12**	**20**	**85**	**149**	**249**	252	144	40	8	0	0	0	0	0	959	41	45
17:00	6	16	48	97	154	**395**	216	39	6	0	0	0	0	0	**977**	42	44
18:00	0	7	21	36	86	221	**299**	**123**	**19**	0	1	0	0	0	813	45	49
19:00	1	4	25	24	71	150	208	68	11	1	0	**1**	0	0	564	44	48
20:00	0	1	11	18	18	95	166	57	6	0	1	0	0	0	373	45	48
21:00	0	0	3	1	25	65	132	49	7	1	0	0	0	0	283	46	49
22:00	0	1	3	5	2	56	85	42	10	3	0	0	0	0	207	47	51
23:00	0	0	0	0	2	20	48	26	15	**4**	0	0	0	0	115	50	54
Total	25	77	338	716	1839	3899	3758	1366	269	33	11	3	1	0	12335		
Percent	0.2%	0.6%	2.7%	5.8%	14.9%	31.6%	30.5%	11.1%	2.2%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	07:00	08:00	08:00	08:00	07:00	09:00	05:00	05:00	00:00	00:00	05:00		08:00		
Vol.	2	6	19	71	247	390	278	108	29	7	4	1	1		1015		
PM Peak	16:00	16:00	16:00	16:00	16:00	17:00	18:00	18:00	18:00	23:00	15:00	19:00			17:00		
Vol.	12	20	85	149	249	395	299	123	19	4	1	1			977		

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	1	0	3	12	17	19	11	3	1	0	0	0	67	52	56
01:00	0	0	0	0	2	3	6	7	1	0	**2**	0	**1**	0	22	53	64
02:00	0	0	0	0	2	2	7	6	1	2	0	0	0	0	20	50	57
03:00	0	1	0	0	7	4	11	8	4	0	0	0	0	0	35	49	52
04:00	0	1	0	0	0	5	9	19	18	**4**	0	**1**	1	0	58	54	58
05:00	0	1	0	0	3	32	100	87	18	4	2	0	0	0	247	49	53
06:00	0	1	1	16	142	214	183	97	**40**	1	2	0	0	0	697	46	51
07:00	0	6	30	54	175	341	**287**	84	20	1	0	0	0	0	998	44	48
08:00	**1**	**18**	**63**	**112**	**273**	**351**	161	49	5	1	0	0	0	0	**1034**	41	45
09:00	0	4	17	40	120	318	178	**101**	21	4	0	0	0	0	803	45	49
10:00	0	4	12	42	130	219	209	87	13	2	0	0	0	0	718	44	48
11:00	0	4	10	53	171	315	171	37	11	0	1	0	0	0	773	43	46
12 PM	0	7	7	27	121	253	230	65	6	0	0	0	0	0	716	44	47
13:00	0	8	13	30	162	292	235	51	9	1	0	0	0	0	801	43	47
14:00	0	3	23	54	224	**319**	177	49	6	0	0	0	0	0	855	42	46
15:00	1	14	80	113	190	236	159	28	7	0	0	0	0	0	828	42	44
16:00	9	**27**	**141**	**210**	261	246	95	29	4	1	0	0	0	0	1023	39	44
17:00	**10**	11	56	158	**301**	284	183	24	0	1	0	0	0	0	**1028**	41	44
18:00	4	8	20	61	191	302	**261**	74	7	1	0	0	0	0	929	43	47
19:00	6	9	40	44	44	174	221	**75**	**13**	**4**	0	0	0	0	630	44	49
20:00	0	2	12	16	43	137	160	49	8	1	0	0	0	0	428	44	48
21:00	0	0	3	3	12	110	132	50	8	2	0	0	0	0	320	46	49
22:00	0	1	4	0	17	71	86	48	13	4	**2**	0	0	0	246	48	52
23:00	0	0	0	0	1	23	56	37	9	4	1	**1**	0	0	132	49	54
Total	31	130	533	1033	2595	4263	3334	1180	253	41	11	2	2	0	13408		
Percent	0.2%	1.0%	4.0%	7.7%	19.4%	31.8%	24.9%	8.8%	1.9%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	07:00	09:00	06:00	04:00	01:00	04:00	01:00		08:00		
Vol.	1	18	63	112	273	351	287	101	40	4	2	1	1		1034		
PM Peak	17:00	16:00	16:00	16:00	17:00	14:00	18:00	19:00	19:00	19:00	22:00	23:00			17:00		
Vol.	10	27	141	210	301	319	261	75	13	4	2	1			1028		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 North of Route 111
Monroe, Connecticut

Site Code: 3900
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	0	0	1	10	25	24	13	3	**1**	0	0	0	77	52	55
01:00	0	0	0	0	4	2	13	10	4	0	0	0	0	0	33	49	52
02:00	0	0	0	0	2	3	11	12	2	0	0	0	0	0	30	48	51
03:00	0	1	0	0	0	2	6	10	9	2	0	0	0	0	30	53	56
04:00	0	0	1	0	1	10	24	19	10	3	1	**1**	0	0	70	52	57
05:00	0	0	1	0	3	25	73	98	**38**	3	1	0	0	0	242	50	53
06:00	1	8	12	53	121	137	166	**101**	34	**4**	1	0	0	0	638	47	51
07:00	0	5	25	60	162	296	**292**	83	20	1	0	1	0	**1**	946	44	48
08:00	**3**	**9**	**48**	**145**	**258**	293	184	58	9	3	0	0	0	0	**1010**	42	46
09:00	1	3	22	59	157	**306**	219	60	11	3	0	0	0	0	841	43	47
10:00	0	3	11	4	79	223	271	85	17	2	0	0	0	0	695	44	49
11:00	0	6	15	37	133	238	231	57	9	1	0	0	0	0	727	44	47
12 PM	1	7	16	31	152	251	208	**72**	8	1	0	0	0	0	747	44	48
13:00	1	2	18	52	186	307	168	53	10	1	0	0	0	0	798	43	47
14:00	1	4	35	90	214	**328**	229	45	6	2	0	0	0	0	**954**	43	45
15:00	0	6	55	167	**300**	254	99	27	3	0	0	0	0	0	911	39	44
16:00	**12**	58	**195**	**188**	218	107	45	4	0	1	0	0	0	0	828	36	40
17:00	3	**67**	112	159	196	203	65	12	1	0	0	0	0	0	818	38	42
18:00	0	1	16	74	192	322	**243**	70	11	1	0	0	0	0	930	43	47
19:00	0	9	18	32	114	248	197	57	9	1	0	0	0	0	685	44	47
20:00	0	2	9	32	113	231	129	24	3	0	0	0	0	0	543	42	44
21:00	0	0	2	3	86	194	149	37	4	1	0	0	0	0	476	44	47
22:00	0	0	2	1	10	75	124	47	11	0	0	0	0	0	270	46	49
23:00	0	1	0	0	6	24	57	38	**14**	**4**	**2**	0	0	0	146	49	54
Total	23	192	613	1187	2708	4089	3228	1103	256	37	6	2	0	1	13445		
Percent	0.2%	1.4%	4.6%	8.8%	20.1%	30.4%	24.0%	8.2%	1.9%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	08:00	09:00	07:00	06:00	05:00	06:00	00:00	04:00		07:00	08:00		
Vol.	3	9	48	145	258	306	292	101	38	4	1	1		1	1010		
PM Peak	16:00	17:00	16:00	16:00	15:00	14:00	18:00	12:00	23:00	23:00	23:00				14:00		
Vol.	12	67	195	188	300	328	243	72	14	4	2				954		

Connecticut Counts LLC
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_(860) 828-1693_

Route 25 North of Route 111
Monroe, Connecticut

Site Code: 3900
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	0	2	8	40	20	15	5	0	0	0	0	90	52	55
01:00	0	0	0	0	1	3	11	11	7	0	0	0	0	0	33	51	53
02:00	0	0	0	0	0	2	13	4	7	1	0	0	0	0	27	52	54
03:00	0	0	0	0	0	1	4	14	9	5	**1**	0	0	0	34	55	59
04:00	0	0	1	3	2	3	17	22	8	2	0	0	0	0	58	50	54
05:00	0	0	0	0	0	24	63	94	**43**	**9**	1	0	0	0	234	52	54
06:00	0	0	9	21	122	169	187	94	13	7	0	0	0	0	622	46	49
07:00	0	3	18	59	123	264	**331**	**132**	18	8	0	**1**	0	0	957	45	49
08:00	**2**	**15**	**44**	**99**	**221**	**366**	218	44	8	0	1	0	0	0	**1018**	42	45
09:00	1	2	9	18	110	271	313	92	15	2	0	0	0	0	833	44	48
10:00	0	2	12	19	63	249	249	94	14	2	0	0	0	0	704	45	48
11:00	2	3	16	41	127	298	236	37	6	0	0	0	0	0	766	43	45
12 PM	**4**	8	29	42	135	230	246	68	10	1	**1**	0	0	0	774	44	48
13:00	0	4	16	97	**232**	311	184	35	7	2	0	0	0	0	888	42	44
14:00	2	6	32	60	200	**371**	176	46	7	0	0	0	0	0	900	42	45
15:00	0	11	48	66	208	285	185	53	7	0	0	0	0	0	863	43	46
16:00	3	**25**	54	**114**	190	285	159	37	9	2	0	0	0	0	878	42	45
17:00	4	4	**57**	72	222	326	215	65	7	1	0	0	0	0	**973**	43	46
18:00	0	4	10	42	130	321	**293**	**80**	15	1	0	0	0	0	896	44	48
19:00	0	1	15	27	93	213	274	80	12	3	1	0	0	0	719	44	48
20:00	0	2	4	10	86	200	147	59	8	0	0	0	0	0	516	44	48
21:00	0	0	5	8	57	129	193	39	7	0	0	0	0	0	438	44	48
22:00	1	1	2	11	8	86	148	59	**18**	1	0	0	0	0	335	47	50
23:00	0	0	0	0	11	66	99	65	14	**7**	0	0	0	0	262	48	52
Total	19	91	381	809	2343	4481	4001	1344	284	59	5	1	0	0	13818		
Percent	0.1%	0.7%	2.8%	5.9%	17.0%	32.4%	29.0%	9.7%	2.1%	0.4%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	07:00	07:00	05:00	05:00	03:00	07:00			08:00		
Vol.	2	15	44	99	221	366	331	132	43	9	1	1			1018		
PM Peak	12:00	16:00	17:00	16:00	13:00	14:00	18:00	18:00	22:00	23:00	12:00				17:00		
Vol.	4	25	57	114	232	371	293	80	18	7	1				973		

Connecticut Counts LLC
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_(860) 828-1693_

Route 25 North of Route 111
Monroe, Connecticut

Site Code: 3900
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	0	0	1	6	25	41	43	21	3	**3**	**1**	0	0	144	51	54
01:00	0	0	0	0	4	9	27	15	7	0	0	0	0	0	62	49	52
02:00	0	0	0	0	3	2	9	7	10	3	0	0	0	0	34	53	57
03:00	0	1	0	0	0	0	7	7	8	2	1	0	0	0	26	54	59
04:00	0	0	0	0	0	1	12	4	9	2	0	1	0	0	29	54	58
05:00	0	0	1	0	0	9	22	37	27	4	0	0	0	0	100	52	54
06:00	0	1	1	0	0	18	80	81	**36**	**11**	2	0	0	0	230	52	55
07:00	0	1	8	22	24	80	158	97	36	4	0	0	0	0	430	48	52
08:00	1	1	4	10	78	184	270	**116**	23	3	0	0	0	0	690	46	49
09:00	0	**6**	2	**53**	133	281	**291**	97	14	1	0	0	0	0	878	44	48
10:00	**2**	1	6	27	189	371	215	78	23	0	0	0	0	0	912	44	48
11:00	0	4	**19**	48	**200**	**382**	222	76	13	2	0	0	0	0	**966**	43	47
12 PM	5	25	63	**108**	217	276	203	68	6	1	0	0	0	0	972	43	46
13:00	1	2	18	63	185	319	**272**	106	13	2	0	0	0	0	**981**	44	48
14:00	0	7	22	71	233	316	265	53	7	0	0	0	0	0	974	43	46
15:00	0	5	39	70	**248**	**329**	241	42	5	0	0	0	0	0	979	42	44
16:00	**95**	**82**	**69**	102	124	212	150	31	5	1	0	0	0	0	871	41	44
17:00	6	16	58	74	107	249	203	82	**18**	0	0	0	0	0	813	44	48
18:00	0	12	21	22	101	221	236	72	13	2	0	0	0	0	700	44	48
19:00	0	4	10	9	42	158	249	**114**	16	3	0	0	0	0	605	46	49
20:00	0	1	5	5	32	158	212	61	7	0	0	0	0	0	481	44	48
21:00	0	1	1	7	17	89	207	91	15	**4**	0	0	0	0	432	47	49
22:00	0	1	3	0	26	109	179	67	12	2	0	**1**	0	0	400	46	49
23:00	0	0	0	0	5	88	116	50	5	2	**1**	0	0	0	267	46	49
Total	110	171	350	692	1974	3886	3887	1495	349	52	7	3	0	0	12976		
Percent	0.8%	1.3%	2.7%	5.3%	15.2%	29.9%	30.0%	11.5%	2.7%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	11:00	09:00	11:00	11:00	09:00	08:00	06:00	06:00	00:00	00:00			11:00		
Vol.	2	6	19	53	200	382	291	116	36	11	3	1			966		
PM Peak	16:00	16:00	16:00	12:00	15:00	15:00	13:00	19:00	17:00	21:00	23:00	22:00			13:00		
Vol.	95	82	69	108	248	329	272	114	18	4	1	1			981		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 North of Route 111
Monroe, Connecticut

Site Code: 3900
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	1	0	0	10	14	53	19	10	2	1	0	0	0	110	49	53
01:00	1	1	4	1	0	2	25	19	10	1	1	**1**	0	0	66	51	54
02:00	0	0	0	0	0	7	13	14	3	4	1	1	0	0	43	54	59
03:00	0	0	0	0	0	3	7	9	2	4	**2**	0	0	0	27	57	61
04:00	0	0	1	0	0	2	6	6	4	4	0	0	0	0	23	55	58
05:00	0	0	0	0	1	0	8	18	7	3	1	0	0	0	38	53	58
06:00	0	1	1	0	1	7	21	33	35	**9**	1	0	0	0	109	54	57
07:00	0	2	3	3	6	41	86	55	19	9	2	0	0	0	226	49	54
08:00	0	1	18	8	9	70	104	95	33	9	1	0	0	0	348	49	53
09:00	1	9	21	18	45	79	191	**140**	**37**	3	1	0	0	0	545	48	51
10:00	6	8	13	15	16	91	224	124	33	5	0	0	0	0	535	48	51
11:00	**9**	**17**	**45**	**58**	**53**	**209**	**258**	88	15	2	0	0	0	0	**754**	44	48
12 PM	14	22	46	28	39	164	250	128	**28**	0	0	0	0	0	719	46	49
13:00	0	5	8	14	52	**209**	278	111	27	3	0	0	0	0	707	46	49
14:00	0	3	12	30	62	206	**289**	99	21	1	0	1	0	0	**724**	45	49
15:00	1	5	12	10	63	145	235	**133**	22	3	0	0	0	0	629	47	49
16:00	3	12	11	23	57	150	220	107	19	3	0	0	0	0	605	46	49
17:00	**24**	**61**	**64**	**36**	**65**	110	129	49	13	1	0	0	0	0	552	44	48
18:00	0	5	39	17	34	104	164	72	16	3	0	0	0	0	454	46	49
19:00	0	0	8	0	7	73	137	93	25	4	**1**	0	0	0	348	48	52
20:00	0	2	6	4	16	92	111	39	9	3	1	0	0	0	283	46	49
21:00	1	0	2	2	2	47	91	64	11	0	1	0	0	0	221	48	50
22:00	0	2	0	0	2	20	56	61	17	**7**	1	**2**	0	0	168	50	56
23:00	0	0	0	0	3	13	27	24	11	6	1	0	0	0	85	52	57
Total	60	157	314	267	543	1858	2983	1600	427	89	16	5	0	0	8319		
Percent	0.7%	1.9%	3.8%	3.2%	6.5%	22.3%	35.9%	19.2%	5.1%	1.1%	0.2%	0.1%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	09:00	09:00	06:00	03:00	01:00			11:00		
Vol.	9	17	45	58	53	209	258	140	37	9	2	1			754		
PM Peak	17:00	17:00	17:00	17:00	17:00	13:00	14:00	15:00	12:00	22:00	19:00	22:00			14:00		
Vol.	24	61	64	36	65	209	289	133	28	7	1	2			724		

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	0	1	2	11	17	4	3	0	0	0	0	38	51	56
01:00	0	0	0	0	0	0	9	8	7	2	**1**	**1**	0	0	28	54	63
02:00	0	0	0	0	0	2	4	5	6	2	0	0	0	0	19	54	57
03:00	0	1	0	0	0	1	5	9	10	1	1	0	0	0	28	53	58
04:00	0	0	1	0	0	1	14	22	12	**8**	1	1	0	0	60	55	59
05:00	0	0	0	0	0	10	84	**114**	28	6	0	0	0	0	242	49	53
06:00	0	0	4	39	122	161	177	100	**33**	4	1	0	**1**	0	642	47	51
07:00	1	4	23	61	130	310	**305**	108	9	0	0	0	0	0	951	44	48
08:00	0	7	25	**110**	**231**	**392**	214	45	5	0	0	0	0	0	**1029**	42	44
09:00	**4**	**11**	**31**	63	170	260	143	68	8	2	0	0	0	0	760	43	47
10:00	1	0	5	12	89	250	232	77	17	1	0	0	0	0	684	44	48
11:00	0	7	13	22	84	243	213	69	13	0	0	0	0	0	664	44	48
12 PM	0	2	8	13	63	**236**	**208**	**107**	**17**	1	0	0	0	0	**655**	46	49
13:00	0	**4**	**9**	**15**	**109**	223	172	59	15	**3**	**1**	0	0	0	610	44	49
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	6	36	119	335	999	2091	1791	808	184	33	5	2	1	0	6410		
Percent	0.1%	0.6%	1.9%	5.2%	15.6%	32.6%	27.9%	12.6%	2.9%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	09:00	08:00	08:00	08:00	07:00	05:00	06:00	04:00	01:00	01:00	06:00		08:00		
Vol.	4	11	31	110	231	392	305	114	33	8	1	1	1		1029		
PM Peak		13:00	13:00	13:00	13:00	12:00	12:00	12:00	12:00	13:00	13:00				12:00		
Vol.		4	9	15	109	236	208	107	17	3	1				655		
Total	281	898	2864	5473	14253	26702	24835	9474	2138	358	64	18	4	1	87363		
Percent	0.3%	1.0%	3.3%	6.3%	16.3%	30.6%	28.4%	10.8%	2.4%	0.4%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 31 MPH
50th Percentile : 38 MPH
85th Percentile : 44 MPH
95th Percentile : 49 MPH

Stats

10 MPH Pace Speed : 36-45 MPH
Number in Pace : 51537
Percent in Pace : 59.0%
Number of Vehicles > 40 MPH : 36892
Percent of Vehicles > 40 MPH : 42.2%
Mean Speed(Average) : 39 MPH

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Station ID:

Latitude: 0' 0.0000 Undefined

Start	25-Apr-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	*	*	67	75	63	67	73	77	78	90	129	144	148	110	93	94
01:00	*	*	32	23	48	22	47	33	46	33	68	62	97	66	56	40
02:00	*	*	30	25	22	20	30	30	33	27	61	34	63	43	40	30
03:00	*	*	27	27	34	35	23	30	17	34	37	26	49	27	31	30
04:00	*	*	60	61	54	58	64	70	75	58	46	29	22	23	54	50
05:00	*	*	263	253	302	247	279	242	244	234	102	100	43	38	206	186
06:00	*	*	681	571	773	697	796	638	796	622	329	230	129	109	584	478
07:00	*	*	**903**	928	**1001**	998	**994**	946	**965**	957	603	430	197	226	777	748
08:00	*	*	894	**1015**	903	**1034**	989	**1010**	924	**1018**	802	690	334	348	**808**	**852**
09:00	*	*	657	833	762	803	694	841	777	833	834	878	435	545	693	789
10:00	*	*	663	634	682	718	726	695	762	704	903	912	509	535	708	700
11:00	*	*	713	666	731	773	806	727	866	766	**952**	**966**	**602**	**754**	778	775
12:00 PM	*	*	718	643	746	716	809	747	851	774	891	972	702	719	786	762
01:00	792	718	689	708	775	801	854	798	890	888	**894**	**981**	**719**	707	802	800
02:00	802	748	799	768	865	855	917	**954**	841	900	825	974	627	**724**	811	846
03:00	985	842	916	814	1010	828	**1059**	911	966	863	858	979	639	629	**919**	838
04:00	918	**1045**	947	959	936	1023	946	828	**1053**	878	695	871	571	605	867	**887**
05:00	**990**	1002	**991**	**977**	**1042**	**1028**	1015	818	1012	**973**	768	813	532	552	907	880
06:00	785	809	851	813	865	929	942	930	902	896	785	700	545	454	811	790
07:00	614	534	600	564	680	630	709	685	705	719	552	605	392	348	607	584
08:00	475	361	420	373	534	428	534	543	538	516	492	481	317	283	473	426
09:00	349	273	379	283	457	320	412	476	407	438	399	432	211	221	373	349
10:00	238	204	218	207	277	246	274	270	337	335	352	400	157	168	265	261
11:00	129	116	113	115	136	132	157	146	219	262	267	267	96	85	160	160
Lane	7077	6652	12631	12335	13698	13408	14149	13445	14304	13818	12644	12976	8136	8319	12609	12355
Day	13729		24966		27106		27594		28122		25620		16455		24964	
AM Peak	-	-	07:00	08:00	07:00	08:00	07:00	08:00	07:00	08:00	11:00	11:00	11:00	11:00	08:00	08:00
Vol.	-	-	903	1015	1001	1034	994	1010	965	1018	952	966	602	754	808	852
PM Peak	17:00	16:00	17:00	17:00	17:00	17:00	15:00	14:00	16:00	17:00	13:00	13:00	13:00	14:00	15:00	16:00
Vol.	990	1045	991	977	1042	1028	1059	954	1053	973	894	981	719	724	919	887

ADT - AVERAGE OF TUES-THURS
TOTAL: 26,560
NB: 13,495
SB: 13,065

Route 25 North of Route 111
Monroe, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3900
Station ID:

Latitude: 0' 0.0000 Undefined

Start	02-May-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	45	38	*	*	*	*	*	*	*	*	*	*	*	*	45	38
01:00	42	28	*	*	*	*	*	*	*	*	*	*	*	*	42	28
02:00	25	19	*	*	*	*	*	*	*	*	*	*	*	*	25	19
03:00	29	28	*	*	*	*	*	*	*	*	*	*	*	*	29	28
04:00	48	60	*	*	*	*	*	*	*	*	*	*	*	*	48	60
05:00	277	242	*	*	*	*	*	*	*	*	*	*	*	*	277	242
06:00	750	642	*	*	*	*	*	*	*	*	*	*	*	*	750	642
07:00	**897**	951	*	*	*	*	*	*	*	*	*	*	*	*	**897**	951
08:00	877	**1029**	*	*	*	*	*	*	*	*	*	*	*	*	877	**1029**
09:00	697	760	*	*	*	*	*	*	*	*	*	*	*	*	697	760
10:00	626	684	*	*	*	*	*	*	*	*	*	*	*	*	626	684
11:00	636	664	*	*	*	*	*	*	*	*	*	*	*	*	636	664
12:00 PM	**670**	**655**	*	*	*	*	*	*	*	*	*	*	*	*	**670**	**655**
01:00	628	610	*	*	*	*	*	*	*	*	*	*	*	*	628	610
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	6247	6410	0	0	0	0	0	0	0	0	0	0	0	0	6247	6410
Day	12657		0		0		0		0		0		0		12657	
AM Peak	07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00
Vol.	897	1029	-	-	-	-	-	-	-	-	-	-	-	-	897	1029
PM Peak	12:00	12:00	-	-	-	-	-	-	-	-	-	-	-	-	12:00	12:00
Vol.	670	655	-	-	-	-	-	-	-	-	-	-	-	-	670	655

Comb. Total	26386	24966	27106	27594	28122	25620	16455	37621

ADT ADT 26,947 AADT 26,947

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Spring Hill Road East of Route 25
Monroe/Trumbull, CT

Site Code: 3907
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	**1**	0	5	**45**	**77**	29	4	0	0	0	0	0	0	0	161	36	39
16:00	1	1	**9**	43	70	33	**5**	1	0	0	0	0	0	0	**163**	37	39
17:00	1	1	0	19	74	**50**	4	0	0	0	0	0	0	0	149	38	39
18:00	0	1	1	7	42	34	5	1	0	0	0	0	0	0	91	38	41
19:00	0	**3**	1	11	34	17	4	0	0	0	0	0	0	0	70	38	40
20:00	0	0	1	3	20	14	0	0	0	0	0	0	0	0	38	37	39
21:00	0	0	0	8	16	8	1	0	0	0	0	0	0	0	33	37	39
22:00	0	0	0	3	7	3	1	**2**	0	0	0	0	0	0	16	42	47
23:00	0	0	0	1	8	5	1	0	0	0	0	0	0	0	15	38	41
Total	3	6	17	140	348	193	25	4	0	0	0	0	0	0	736		
Percent	0.4%	0.8%	2.3%	19.0%	47.3%	26.2%	3.4%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak	15:00	19:00	16:00	15:00	15:00	17:00	16:00	22:00							16:00		
Vol.	1	3	9	45	77	50	5	2							163		

Connecticut Counts LLC
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Kensington, Connecticut 06037
(860) 828-1693

Spring Hill Road East of Route 25
Monroe/Trumbull, CT

Site Code: 3907
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	34	34
01:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	34	34
02:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	37	39
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
04:00	0	0	1	1	4	1	0	0	0	0	0	0	0	0	7	34	38
05:00	0	**1**	11	11	12	6	0	0	0	0	0	0	0	0	41	34	38
06:00	0	0	4	21	24	13	0	0	0	0	0	0	0	0	62	36	38
07:00	0	0	8	31	44	12	3	0	0	0	0	0	0	0	98	35	39
08:00	0	1	**20**	**65**	48	10	0	0	0	0	0	0	0	0	**144**	33	36
09:00	0	0	17	38	**59**	**21**	**4**	0	0	0	0	0	0	0	139	35	39
10:00	0	1	13	42	46	10	0	0	0	0	0	0	0	0	112	34	37
11:00	**1**	0	8	43	56	17	0	**1**	0	0	0	0	0	0	126	34	38
12 PM	**1**	0	6	32	49	12	2	0	0	0	0	0	0	0	102	34	38
13:00	0	2	**11**	**36**	62	34	3	0	0	0	0	0	0	0	**148**	37	39
14:00	0	0	7	35	47	19	3	0	0	0	0	0	0	0	111	36	39
15:00	0	**4**	5	31	54	35	2	0	0	0	0	0	0	0	131	37	39
16:00	0	1	6	18	63	31	3	0	0	0	0	0	0	0	122	37	39
17:00	0	2	0	21	**79**	34	5	0	0	0	0	0	0	0	141	37	39
18:00	0	1	1	8	69	**37**	**6**	0	0	0	0	0	0	0	122	38	39
19:00	1	0	0	8	54	30	1	0	0	0	0	0	0	0	94	37	39
20:00	0	0	0	6	28	9	1	0	0	0	0	0	0	0	44	36	39
21:00	0	0	1	3	14	9	0	0	0	0	0	0	0	0	27	37	39
22:00	0	0	0	0	10	3	0	**1**	0	0	0	0	0	0	14	38	46
23:00	0	0	0	4	7	8	0	0	0	0	0	0	0	0	19	38	39
Total	3	13	119	454	839	352	33	2	0	0	0	0	0	0	1815		
Percent	0.2%	0.7%	6.6%	25.0%	46.2%	19.4%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	05:00	08:00	08:00	09:00	09:00	09:00	11:00							08:00		
Vol.	1	1	20	65	59	21	4	1							144		
PM Peak	12:00	15:00	13:00	13:00	17:00	18:00	18:00	22:00							13:00		
Vol.	1	4	11	36	79	37	6	1							148		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road East of Route 25
Monroe/Trumbull, CT

Site Code: 3907
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4	42	43
01:00	0	0	0	0	3	0	1	0	0	0	0	0	0	0	4	42	43
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	5	0	1	0	0	0	0	0	0	0	6	40	43
04:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4	38	39
05:00	0	1	11	22	21	14	0	0	0	0	0	0	0	0	69	36	38
06:00	0	0	5	29	43	10	3	**1**	0	0	0	0	0	0	91	35	39
07:00	0	0	11	35	34	19	**5**	0	0	0	0	0	0	0	104	37	39
08:00	**4**	**9**	**24**	**62**	**69**	**29**	2	0	0	0	0	0	0	0	**199**	35	38
09:00	1	3	6	38	51	28	3	1	0	0	0	0	0	0	131	37	39
10:00	1	5	5	38	68	21	2	0	0	0	0	0	0	0	140	35	38
11:00	1	1	12	40	57	20	4	0	0	0	0	0	0	0	135	35	39
12 PM	0	1	9	39	**77**	21	2	0	0	0	0	0	0	0	149	35	38
13:00	0	1	3	**53**	69	28	4	0	0	0	0	0	0	0	158	36	39
14:00	0	1	**15**	30	64	35	2	0	0	0	0	0	0	0	147	37	39
15:00	0	**5**	10	39	58	43	3	0	0	0	0	0	0	0	158	37	39
16:00	0	0	12	39	67	47	3	0	0	0	0	0	0	0	**168**	37	39
17:00	0	2	8	20	69	**50**	**6**	0	0	0	0	0	0	0	155	38	39
18:00	0	1	0	7	65	47	4	0	0	0	0	0	0	0	124	38	39
19:00	0	0	1	15	34	27	4	0	0	0	0	0	0	0	81	38	39
20:00	0	0	0	7	34	12	5	0	0	0	0	0	0	0	58	38	42
21:00	0	0	0	2	12	9	1	0	0	0	0	0	0	0	24	38	39
22:00	0	0	0	1	5	7	1	0	0	0	0	0	0	0	14	39	41
23:00	0	0	0	2	4	10	1	0	0	0	0	0	0	0	17	39	40
Total	7	30	132	519	912	480	58	2	0	0	0	0	0	0	2140		
Percent	0.3%	1.4%	6.2%	24.3%	42.6%	22.4%	2.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	07:00	06:00							08:00		
Vol.	4	9	24	62	69	29	5	1							199		
PM Peak		15:00	14:00	13:00	12:00	17:00	17:00								16:00		
Vol.		5	15	53	77	50	6								168		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road East of Route 25
Monroe/Trumbull, CT

Site Code: 3907
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	0	3	3	1	1	0	0	0	0	0	0	0	8	39	43
01:00	0	0	0	2	4	0	0	0	0	0	0	0	0	0	6	33	34
02:00	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5	36	38
03:00	0	1	0	0	2	0	2	0	0	0	0	0	0	0	5	43	44
04:00	0	0	0	1	4	3	0	0	0	0	0	0	0	0	8	38	39
05:00	0	3	6	20	21	7	1	0	0	0	0	0	0	0	58	34	38
06:00	1	2	4	29	48	11	2	0	0	0	0	0	0	0	97	34	38
07:00	0	0	7	25	39	18	3	0	0	0	0	0	0	0	92	36	39
08:00	**5**	**9**	**28**	**70**	62	14	0	0	0	0	0	0	0	0	**188**	33	36
09:00	0	0	8	47	66	**26**	**4**	0	0	0	0	0	0	0	151	36	39
10:00	0	3	8	34	66	24	3	0	0	0	0	0	0	0	138	36	39
11:00	0	0	7	39	**69**	25	1	0	0	0	0	0	0	0	141	35	38
12 PM	**1**	2	**16**	43	68	26	3	0	0	0	0	0	0	0	159	35	39
13:00	0	1	6	**59**	**98**	31	1	0	0	0	0	0	0	0	**196**	35	38
14:00	0	2	10	51	64	20	3	0	0	0	0	0	0	0	150	35	38
15:00	0	**3**	10	56	64	25	3	0	0	0	0	0	0	0	161	35	38
16:00	0	1	9	56	81	32	1	0	0	0	0	0	0	0	180	35	38
17:00	0	3	3	33	81	**56**	**6**	0	0	0	0	0	0	0	182	38	39
18:00	0	1	1	15	63	40	2	**1**	0	0	0	0	0	0	123	38	39
19:00	0	0	0	10	48	27	1	0	**1**	0	0	0	0	0	87	37	39
20:00	0	0	2	12	31	22	3	0	0	0	0	0	0	0	70	38	39
21:00	0	0	0	9	13	7	1	0	0	0	0	0	0	0	30	37	39
22:00	0	0	1	3	4	7	1	0	0	0	0	0	0	0	16	38	40
23:00	0	1	0	3	9	6	0	0	0	0	0	0	0	0	19	37	39
Total	7	32	126	622	1010	429	42	1	1	0	0	0	0	0	2270		
Percent	0.3%	1.4%	5.6%	27.4%	44.5%	18.9%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	11:00	09:00	09:00								08:00		
Vol.	5	9	28	70	69	26	4								188		
PM Peak	12:00	15:00	12:00	13:00	13:00	17:00	17:00	18:00	19:00						13:00		
Vol.	1	3	16	59	98	56	6	1	1						196		

Connecticut Counts LLC
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Site Code: 3907
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	1	2	3	2	1	0	0	0	0	0	0	0	9	39	42
01:00	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5	36	38
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	3	2	3	0	0	0	0	0	0	0	0	8	38	39
05:00	0	0	7	10	27	4	0	0	0	0	0	0	0	0	48	34	36
06:00	0	1	1	29	51	20	1	0	0	0	0	0	0	0	103	36	38
07:00	0	0	8	28	41	21	2	0	0	0	0	0	0	0	100	36	39
08:00	**4**	**7**	**23**	**83**	**70**	17	**6**	0	0	0	0	0	0	0	**210**	34	38
09:00	0	1	8	43	45	21	1	**1**	0	0	0	0	0	0	120	36	39
10:00	1	1	7	36	52	21	1	0	0	0	0	0	0	0	119	35	38
11:00	0	4	7	53	59	**22**	1	0	0	0	0	0	0	0	146	35	38
12 PM	0	0	12	52	**83**	18	2	0	0	0	0	0	0	0	167	34	38
13:00	0	**2**	12	**74**	82	24	0	**1**	0	0	0	0	0	0	**195**	34	38
14:00	0	2	5	29	54	11	1	1	0	0	0	0	0	0	103	34	38
15:00	**1**	2	8	44	75	34	1	0	0	0	0	0	0	0	165	36	38
16:00	0	1	**15**	40	82	37	3	0	0	0	0	0	0	0	178	36	39
17:00	1	0	1	29	75	**39**	**5**	0	0	0	0	0	0	0	150	37	39
18:00	1	2	1	15	46	24	4	0	0	0	0	0	0	0	93	37	39
19:00	0	0	0	12	46	28	1	0	0	0	0	0	0	0	87	37	39
20:00	0	0	2	9	19	12	1	0	0	0	0	0	0	0	43	37	39
21:00	0	0	0	10	20	8	1	0	0	0	0	0	0	0	39	36	39
22:00	0	0	1	5	10	5	0	0	0	0	0	0	0	0	21	36	38
23:00	0	0	0	4	13	6	2	0	0	0	0	0	0	0	25	38	41
Total	8	23	119	611	958	378	34	3	0	0	0	0	0	0	2134		
Percent	0.4%	1.1%	5.6%	28.6%	44.9%	17.7%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	08:00	09:00							08:00		
Vol.	4	7	23	83	70	22	6	1							210		
PM Peak	15:00	13:00	16:00	13:00	12:00	17:00	17:00	13:00							13:00		
Vol.	1	2	15	74	83	39	5	1							195		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road East of Route 25
Monroe/Trumbull, CT

Site Code: 3907
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	0	1	0	6	2	2	0	0	0	0	0	0	0	11	40	43
01:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3	33	34
02:00	0	0	1	0	0	1	1	0	0	0	0	0	0	0	3	42	44
03:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	33	34
04:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	43	44
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	3	12	19	7	1	0	0	0	0	0	0	0	42	36	39
07:00	0	0	13	33	55	16	0	0	0	0	0	0	0	0	117	34	38
08:00	1	0	10	53	80	20	3	0	0	0	0	0	0	0	167	34	38
09:00	0	3	15	69	96	26	2	0	0	0	0	0	0	0	211	34	38
10:00	2	3	14	**71**	**103**	28	0	0	0	0	0	0	0	0	**221**	34	38
11:00	**14**	**10**	**28**	46	85	**32**	**4**	0	0	0	0	0	0	0	219	35	38
12 PM	0	0	**6**	**29**	**86**	33	2	0	0	0	0	0	0	0	156	36	39
13:00	1	1	1	22	68	27	3	0	0	0	0	0	0	0	123	37	39
14:00	**2**	1	1	18	52	30	3	0	0	0	0	0	0	0	107	37	39
15:00	0	0	2	17	74	34	**6**	0	0	0	0	0	0	0	133	37	39
16:00	0	0	4	26	80	**43**	5	0	0	0	0	0	0	0	**158**	37	39
17:00	0	0	1	12	49	26	3	0	0	0	0	0	0	0	91	37	39
18:00	0	1	3	6	53	14	6	0	0	0	0	0	0	0	83	37	41
19:00	0	0	0	13	30	15	3	0	0	0	0	0	0	0	61	37	39
20:00	0	**2**	1	7	25	9	1	**1**	0	0	0	0	0	0	46	37	39
21:00	0	0	1	7	17	10	2	0	0	0	0	0	0	0	37	38	40
22:00	0	0	0	5	14	8	1	0	0	0	0	0	0	0	28	38	39
23:00	0	0	0	3	10	6	3	0	0	0	0	0	0	0	22	39	43
Total	20	21	107	449	1005	388	52	1	0	0	0	0	0	0	2043		
Percent	1.0%	1.0%	5.2%	22.0%	49.2%	19.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	10:00	10:00	11:00	11:00								10:00		
Vol.	14	10	28	71	103	32	4								221		
PM Peak	14:00	20:00	12:00	12:00	12:00	16:00	15:00	20:00							16:00		
Vol.	2	2	6	29	86	43	6	1							158		

Connecticut Counts LLC
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_(860) 828-1693_

Spring Hill Road East of Route 25
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Site Code: 3907
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	0	0	3	4	3	3	0	0	0	0	0	0	0	13	41	43
01:00	0	0	0	1	2	0	0	**1**	0	0	0	0	0	0	4	47	49
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	34	34
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4	38	39
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
06:00	0	0	0	0	5	1	0	0	0	0	0	0	0	0	6	35	38
07:00	0	0	1	5	12	5	0	0	0	0	0	0	0	0	23	36	38
08:00	0	0	1	**18**	29	16	**4**	0	0	0	0	0	0	0	68	38	40
09:00	0	0	0	12	44	**27**	0	0	0	0	0	0	0	0	83	37	39
10:00	0	**2**	1	14	48	18	3	0	0	0	0	0	0	0	86	37	39
11:00	0	2	**4**	9	**50**	21	2	1	0	0	0	0	0	0	**89**	37	39
12 PM	0	**1**	**2**	20	**69**	**34**	2	0	0	0	0	0	0	0	**128**	37	39
13:00	0	0	0	**22**	60	27	1	0	0	0	0	0	0	0	110	37	39
14:00	0	1	2	19	53	16	2	0	0	0	0	0	0	0	93	36	39
15:00	0	1	2	6	36	27	0	**1**	0	0	0	0	0	0	73	38	39
16:00	0	0	0	10	38	24	**5**	0	0	0	0	0	0	0	77	38	41
17:00	0	0	2	1	21	13	3	0	0	0	0	0	0	0	40	38	41
18:00	0	1	0	18	36	11	3	0	0	0	0	0	0	0	69	36	39
19:00	0	0	1	5	13	4	1	0	0	0	0	0	0	0	24	36	39
20:00	0	1	1	5	15	2	0	0	0	0	0	0	0	0	24	34	36
21:00	0	0	0	0	4	3	1	0	0	0	0	0	0	0	8	39	42
22:00	0	0	0	4	3	3	0	1	0	0	0	0	0	0	11	38	47
23:00	0	0	0	1	3	2	0	0	0	0	0	0	0	0	6	37	39
Total	0	9	17	174	548	260	30	4	0	0	0	0	0	0	1042		
Percent	0.0%	0.9%	1.6%	16.7%	52.6%	25.0%	2.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		10:00	11:00	08:00	11:00	09:00	08:00	01:00							11:00		
Vol.		2	4	18	50	27	4	1							89		
PM Peak		12:00	12:00	13:00	12:00	12:00	16:00	15:00							12:00		
Vol.		1	2	22	69	34	5	1							128		

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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4	37	38
01:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	33	34
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	2	0	0	**1**	0	0	0	0	0	0	3	47	49
04:00	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5	36	38
05:00	0	0	10	20	19	4	2	0	0	0	0	0	0	0	55	34	39
06:00	0	0	6	27	33	17	3	1	0	0	0	0	0	0	87	37	39
07:00	0	1	4	25	44	16	**6**	0	**1**	0	0	0	0	0	97	37	41
08:00	**12**	**12**	**52**	**64**	55	14	2	0	0	0	0	0	0	0	**211**	33	36
09:00	0	0	18	61	**67**	18	2	0	0	0	0	0	0	0	166	34	38
10:00	0	1	11	46	58	**19**	1	0	0	0	0	0	0	0	136	34	38
11:00	1	0	7	49	60	15	2	0	0	0	0	0	0	0	134	34	38
12 PM	0	1	12	42	61	13	2	0	0	0	0	0	0	0	131	34	38
13:00	**1**	1	12	44	84	24	4	**1**	0	0	0	0	0	0	**171**	35	39
14:00	0	1	4	26	63	21	2	0	0	0	0	0	0	0	117	36	39
15:00	1	2	8	**46**	48	26	4	0	0	0	0	0	0	0	135	36	39
16:00	0	**4**	**13**	29	63	29	**7**	1	0	0	0	0	0	0	146	37	40
17:00	1	1	0	9	**86**	**41**	4	0	0	0	0	0	0	0	142	37	39
18:00	0	0	2	15	44	34	4	0	0	0	0	0	0	0	99	38	39
19:00	0	1	3	15	38	19	5	0	0	0	0	0	0	0	81	38	40
20:00	0	0	0	13	19	13	4	0	0	0	0	0	0	0	49	38	41
21:00	0	1	2	6	6	11	2	0	0	0	0	0	0	0	28	38	41
22:00	0	0	0	1	8	2	1	0	0	0	0	0	0	0	12	37	41
23:00	0	0	0	1	7	6	0	1	0	0	0	0	0	0	15	38	46
Total	16	26	164	541	873	344	57	5	1	0	0	0	0	0	2027		
Percent	0.8%	1.3%	8.1%	26.7%	43.1%	17.0%	2.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	09:00	10:00	07:00	03:00	07:00						08:00		
Vol.	12	12	52	64	67	19	6	1	1						211		
PM Peak	13:00	16:00	16:00	15:00	17:00	17:00	16:00	13:00							13:00		
Vol.	1	4	13	46	86	41	7	1							171		

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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/03/16	0	0	0	2	2	2	0	0	0	0	0	0	0	0	6	37	39
01:00	0	1	0	0	1	1	1	0	0	0	0	0	0	0	4	42	44
02:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	43	44
03:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	34	34
04:00	0	0	1	0	3	1	0	0	0	0	0	0	0	0	5	36	38
05:00	0	0	14	20	24	2	0	0	0	0	0	0	0	0	60	33	34
06:00	0	1	9	23	40	11	1	0	0	0	0	0	0	0	85	34	38
07:00	0	0	9	23	43	17	1	0	0	0	0	0	0	0	93	36	38
08:00	0	1	**28**	**59**	**61**	20	**2**	0	0	0	0	0	0	0	**171**	34	38
09:00	0	**3**	14	40	61	21	2	0	0	0	0	0	0	0	141	35	38
10:00	**1**	2	5	32	56	18	1	0	0	0	0	0	0	0	115	35	38
11:00	0	0	14	30	49	**23**	1	0	0	0	0	0	0	0	117	36	38
12 PM	**1**	0	8	**54**	54	19	2	0	0	0	0	0	0	0	138	35	38
13:00	0	0	12	53	**77**	23	2	0	0	0	0	0	0	0	**167**	34	38
14:00	0	**2**	10	20	45	30	1	**1**	0	0	0	0	0	0	109	37	39
15:00	1	1	9	46	48	18	3	0	0	0	0	0	0	0	126	35	39
16:00	0	1	**15**	43	57	37	3	0	0	0	0	0	0	0	156	37	39
17:00	0	1	2	11	76	**50**	**7**	0	0	0	0	0	0	0	147	38	39
18:00	0	1	1	12	37	32	3	0	0	0	0	0	0	0	86	38	39
19:00	1	0	0	10	56	38	4	0	0	0	0	0	0	0	109	38	39
20:00	0	0	1	5	19	11	0	0	0	0	0	0	0	0	36	37	39
21:00	0	1	2	3	15	5	0	0	0	0	0	0	0	0	26	36	38
22:00	0	0	0	5	7	4	3	0	0	0	0	0	0	0	19	40	43
23:00	0	0	0	4	9	4	0	0	0	0	0	0	0	0	17	36	38
Total	4	15	154	495	844	387	38	1	0	0	0	0	0	0	1938		
Percent	0.2%	0.8%	7.9%	25.5%	43.6%	20.0%	2.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	08:00	08:00	08:00	11:00	08:00								08:00		
Vol.	1	3	28	59	61	23	2								171		
PM Peak	12:00	14:00	16:00	12:00	13:00	17:00	17:00	14:00							13:00		
Vol.	1	2	15	54	77	50	7	1							167		

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/04/16	0	0	0	1	3	2	1	0	0	0	0	0	0	0	7	39	43
01:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	33	34
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
03:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	33	34
04:00	0	0	1	0	5	1	0	0	0	0	0	0	0	0	7	34	38
05:00	0	1	9	18	21	7	3	0	0	0	0	0	0	0	59	35	40
06:00	0	0	5	29	39	14	2	0	0	0	0	0	0	0	89	35	39
07:00	0	0	4	25	33	19	**7**	0	0	0	0	0	0	0	88	38	41
08:00	0	0	21	**82**	62	19	6	0	0	0	0	0	0	0	**190**	34	39
09:00	0	2	11	49	**66**	**25**	3	0	0	0	0	0	0	0	156	35	39
10:00	0	**4**	**26**	34	42	16	2	0	0	0	0	0	0	0	124	34	38
11:00	0	2	5	34	61	12	0	0	0	0	0	0	0	0	114	34	37
12 PM	0	0	12	36	68	16	1	0	0	0	0	0	0	0	133	34	38
13:00	0	0	9	**64**	**76**	24	2	0	0	0	0	0	0	0	**175**	34	38
14:00	0	2	**14**	34	64	16	2	0	0	0	0	0	0	0	132	34	38
15:00	0	**3**	6	41	68	**26**	**3**	0	0	0	0	0	0	0	147	36	39
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	14	123	450	612	198	32	0	0	0	0	0	0	0	1429		
Percent	0.0%	1.0%	8.6%	31.5%	42.8%	13.9%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		10:00	10:00	08:00	09:00	09:00	07:00								08:00		
Vol.		4	26	82	66	25	7								190		
PM Peak		15:00	14:00	13:00	13:00	15:00	15:00								13:00		
Vol.		3	14	64	76	26	3								175		
Total	68	189	1078	4455	7949	3409	401	23	2	0	0	0	0	0	17574		
Percent	0.4%	1.1%	6.1%	25.3%	45.2%	19.4%	2.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	26 MPH
50th Percentile :	31 MPH
85th Percentile :	36 MPH
95th Percentile :	39 MPH

Stats

10 MPH Pace Speed :	26-35 MPH
Number in Pace :	12404
Percent in Pace :	70.6%
Number of Vehicles > 30 MPH :	11784
Percent of Vehicles > 30 MPH :	67.1%
Mean Speed(Average) :	32 MPH

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road East of Route 25
Monroe/Trumbull, CT

Site Code: 3907
Station ID:

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	1	8	19	40	29	10	3	0	0	0	0	0	0	110	39	43
16:00	0	**3**	**24**	**52**	**64**	**65**	15	1	0	0	0	0	0	0	**224**	38	41
17:00	0	0	4	8	35	56	**19**	**4**	0	0	0	0	0	0	126	41	44
18:00	0	0	0	7	29	27	17	1	0	0	0	0	0	0	81	41	44
19:00	0	2	0	5	20	30	9	0	0	0	0	0	0	0	66	39	43
20:00	0	0	1	7	14	13	5	0	**1**	0	0	0	0	0	41	39	43
21:00	0	0	0	2	13	2	1	0	0	0	0	0	0	0	18	35	40
22:00	0	0	0	3	7	3	2	1	0	0	0	0	0	0	16	41	45
23:00	0	0	0	1	2	3	0	0	0	0	0	0	0	0	6	38	39
Total	0	6	37	104	224	228	78	10	1	0	0	0	0	0	688		
Percent	0.0%	0.9%	5.4%	15.1%	32.6%	33.1%	11.3%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.		16:00 3	16:00 24	16:00 52	16:00 64	16:00 65	17:00 19	17:00 4	20:00 1						16:00 224		

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	0	0	5	8	5	2	0	0	0	0	0	0	20	43	47
01:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	34	34
02:00	0	0	0	0	0	0	1	0	**1**	0	0	0	0	0	2	53	54
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
04:00	0	0	0	0	3	1	0	1	0	0	0	0	0	0	5	46	48
05:00	0	0	1	3	5	1	4	1	0	0	0	0	0	0	15	43	46
06:00	0	2	4	14	17	18	3	2	0	0	0	0	0	0	60	38	43
07:00	0	**3**	**8**	24	35	36	11	**3**	0	0	0	0	0	0	120	39	43
08:00	0	0	4	**32**	**48**	**39**	**14**	3	1	0	0	0	0	0	**141**	39	43
09:00	**2**	1	3	25	42	25	3	1	0	0	0	0	0	0	102	37	39
10:00	0	1	5	19	40	27	10	0	0	0	0	0	0	0	102	39	42
11:00	0	2	8	28	47	38	8	3	0	0	0	0	0	0	134	38	42
12 PM	0	3	**12**	23	43	36	8	1	0	0	0	0	0	0	126	38	41
13:00	**1**	3	7	22	**46**	43	13	**3**	**1**	0	0	0	0	0	139	39	43
14:00	0	2	5	18	43	39	14	0	0	0	0	0	0	0	121	39	42
15:00	0	0	12	10	29	32	13	2	0	0	0	0	0	0	98	40	43
16:00	0	**5**	11	**25**	37	48	18	3	1	0	0	0	0	0	**148**	39	44
17:00	0	0	2	14	35	**59**	**23**	2	1	0	0	0	0	0	136	41	44
18:00	0	0	2	4	27	31	10	2	0	0	0	0	0	0	76	40	44
19:00	0	0	2	5	20	29	7	1	0	0	0	0	0	0	64	39	43
20:00	0	0	1	4	11	13	8	2	0	0	0	0	0	0	39	42	45
21:00	0	0	3	6	18	15	1	0	1	0	0	0	0	0	44	38	39
22:00	0	1	0	0	3	1	1	0	1	0	0	0	0	0	7	44	53
23:00	0	0	0	2	4	2	0	2	0	0	0	0	0	0	10	46	48
Total	3	23	90	278	562	541	175	34	7	0	0	0	0	0	1713		
Percent	0.2%	1.3%	5.3%	16.2%	32.8%	31.6%	10.2%	2.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	07:00	07:00	08:00	08:00	08:00	08:00	07:00	02:00						08:00		
Vol.	2	3	8	32	48	39	14	3	1						141		
PM Peak	13:00	16:00	12:00	16:00	13:00	17:00	17:00	13:00	13:00						16:00		
Vol.	1	5	12	25	46	59	23	3	1						148		

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	0	1	4	4	9	**4**	0	0	0	0	0	0	22	45	48
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
02:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	38	39
03:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4	42	43
04:00	0	0	0	0	0	1	0	2	**1**	0	0	0	0	0	4	52	54
05:00	0	0	0	3	3	6	4	0	0	0	0	0	0	0	16	42	44
06:00	0	1	**19**	**42**	32	21	8	3	1	0	0	0	0	0	127	38	43
07:00	0	**5**	8	13	43	**55**	14	4	0	0	0	0	0	0	142	39	43
08:00	0	4	5	25	**74**	47	16	4	0	0	0	0	0	0	**175**	39	43
09:00	0	1	4	21	38	42	**17**	4	1	0	0	0	0	0	128	40	44
10:00	0	1	6	17	42	29	13	0	0	0	0	0	0	0	108	39	42
11:00	0	3	7	30	68	40	10	1	0	0	0	0	0	0	159	38	41
12 PM	0	1	12	20	46	40	17	0	**1**	0	0	0	0	0	137	39	43
13:00	0	1	**18**	**56**	**64**	45	14	4	0	0	0	0	0	0	**202**	38	42
14:00	0	2	3	31	47	33	14	**5**	0	0	0	0	0	0	135	39	44
15:00	0	0	10	15	55	39	11	4	0	0	0	0	0	0	134	39	43
16:00	0	**9**	12	28	50	44	19	2	0	0	0	0	0	0	164	39	43
17:00	0	0	3	10	50	**66**	**23**	3	0	0	0	0	0	0	155	40	43
18:00	0	0	1	5	41	41	12	2	0	0	0	0	0	0	102	39	43
19:00	0	0	1	6	26	22	8	0	0	0	0	0	0	0	63	39	43
20:00	**2**	0	0	3	20	29	4	1	0	0	0	0	0	0	59	39	42
21:00	0	0	1	6	15	14	2	1	1	0	0	0	0	0	40	39	45
22:00	0	1	0	1	3	3	0	1	0	0	0	0	0	0	9	39	47
23:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4	34	34
Total	2	29	110	335	726	624	216	45	5	0	0	0	0	0	2092		
Percent	0.1%	1.4%	5.3%	16.0%	34.7%	29.8%	10.3%	2.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00	06:00	06:00	08:00	07:00	09:00	00:00	04:00						08:00		
Vol.		5	19	42	74	55	17	4	1						175		
PM Peak	20:00	16:00	13:00	13:00	13:00	17:00	17:00	14:00	12:00						13:00		
Vol.	2	9	18	56	64	66	23	5	1						202		

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	0	4	4	10	5	**4**	**1**	0	**1**	0	0	0	29	47	52
01:00	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4	42	44
02:00	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4	33	34
03:00	0	0	0	1	4	1	1	0	0	0	0	0	0	0	7	39	43
04:00	0	0	0	1	2	1	1	0	1	0	0	0	0	0	6	50	53
05:00	0	0	0	3	4	6	1	0	0	0	0	0	0	0	14	39	41
06:00	0	1	**20**	45	27	21	5	2	0	0	0	0	0	0	121	37	40
07:00	**1**	1	7	11	45	**53**	10	2	0	0	0	0	0	0	130	39	42
08:00	1	1	10	**54**	**65**	50	8	3	1	**1**	0	0	0	0	**194**	38	42
09:00	1	**3**	11	27	58	43	9	1	0	0	0	0	0	0	153	38	41
10:00	0	1	5	21	57	43	12	3	0	0	0	0	0	0	142	39	43
11:00	0	2	6	41	64	31	**16**	0	0	0	0	0	0	0	160	38	42
12 PM	0	4	9	39	50	62	18	1	0	0	0	0	0	0	183	39	42
13:00	0	1	**22**	**60**	**85**	40	9	1	1	0	0	0	0	0	**219**	37	40
14:00	0	3	12	35	67	32	9	2	0	0	0	0	0	0	160	37	41
15:00	0	3	12	24	49	41	13	2	0	0	0	0	0	0	144	39	42
16:00	0	**9**	17	37	84	56	13	0	1	0	0	0	0	0	217	38	41
17:00	0	3	4	16	48	**72**	**34**	2	**2**	0	0	0	0	0	181	41	44
18:00	0	0	0	6	29	45	12	**3**	0	0	0	0	0	0	95	40	44
19:00	0	0	1	1	15	24	15	1	0	0	0	0	**1**	0	58	42	44
20:00	0	0	3	7	25	13	3	1	0	0	0	0	0	0	52	38	42
21:00	0	0	1	7	19	17	5	1	0	0	0	0	0	0	50	39	43
22:00	0	1	0	1	5	5	1	0	0	0	0	0	0	0	13	39	41
23:00	0	0	0	0	3	0	1	0	0	0	0	0	0	0	4	42	43
Total	3	33	141	443	813	666	202	29	7	1	1	0	1	0	2340		
Percent	0.1%	1.4%	6.0%	18.9%	34.7%	28.5%	8.6%	1.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	09:00	06:00	08:00	08:00	07:00	11:00	00:00	00:00	08:00	00:00				08:00		
Vol.	1	3	20	54	65	53	16	4	1	1	1				194		
PM Peak		16:00	13:00	13:00	13:00	17:00	17:00	18:00	17:00				19:00		13:00		
Vol.		9	22	60	85	72	34	3	2				1		219		

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	5	4	8	4	4	0	0	0	0	0	0	25	45	48
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	2	0	3	0	0	0	0	0	0	0	0	6	38	39
05:00	0	0	1	3	3	8	1	0	0	0	0	0	0	0	16	39	40
06:00	0	2	**12**	37	41	12	10	0	0	0	0	0	0	0	114	37	42
07:00	0	**4**	3	16	32	**48**	14	1	**1**	0	0	0	0	0	119	39	43
08:00	0	2	6	**46**	**70**	43	16	1	0	0	0	0	0	0	**184**	38	42
09:00	0	2	4	23	53	26	16	3	1	0	0	0	0	0	128	40	44
10:00	0	0	2	22	45	39	10	**6**	0	0	0	0	0	0	124	39	44
11:00	0	2	6	36	67	38	**17**	1	0	0	0	0	0	0	167	39	42
12 PM	0	3	4	27	66	51	11	1	0	0	0	0	0	0	163	38	41
13:00	**1**	3	**25**	**58**	63	43	7	1	0	0	0	0	0	0	201	37	39
14:00	0	1	5	20	45	44	22	**6**	0	0	0	0	0	0	143	41	44
15:00	0	**4**	6	27	56	33	10	2	0	0	0	0	0	0	138	38	42
16:00	0	3	10	36	**73**	57	23	3	0	0	0	0	0	0	**205**	39	43
17:00	1	2	1	3	33	**66**	**30**	2	**1**	0	0	0	0	0	139	42	44
18:00	0	2	0	4	33	27	10	4	1	0	0	0	0	0	81	41	46
19:00	0	0	2	13	14	37	9	0	0	0	0	0	0	0	75	39	42
20:00	0	0	3	3	11	8	6	1	0	0	0	0	0	0	32	41	44
21:00	0	0	2	4	10	4	2	0	0	0	0	0	0	0	22	38	42
22:00	1	0	2	2	7	3	1	1	0	0	0	0	0	0	17	39	45
23:00	0	0	0	0	2	5	1	0	0	0	0	0	0	0	8	39	42
Total	3	30	95	388	728	604	220	37	4	0	0	0	0	0	2109		
Percent	0.1%	1.4%	4.5%	18.4%	34.5%	28.6%	10.4%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00	06:00	08:00	08:00	07:00	11:00	10:00	07:00						08:00		
Vol.		4	12	46	70	48	17	6	1						184		
PM Peak	13:00	15:00	13:00	13:00	16:00	17:00	17:00	14:00	17:00						16:00		
Vol.	1	4	25	58	73	66	30	6	1						205		

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04/30/16	0	0	1	2	4	7	5	2	**1**	0	0	0	0	0	22	44	49
01:00	0	1	0	2	2	0	0	0	0	0	0	0	0	0	5	33	34
02:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	43	44
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
04:00	0	0	0	2	1	0	0	1	0	0	0	0	0	0	4	47	48
05:00	0	1	0	0	5	1	1	0	0	0	0	0	0	0	8	38	42
06:00	0	0	0	2	3	6	1	0	0	0	0	0	0	0	12	39	41
07:00	0	5	3	10	46	31	4	3	0	**1**	0	0	0	0	103	38	43
08:00	0	1	4	20	64	52	**22**	1	1	0	0	0	0	0	165	39	43
09:00	**1**	2	1	29	76	66	18	2	0	0	0	0	0	0	195	39	42
10:00	0	4	10	34	68	57	13	**4**	0	0	0	0	0	0	190	38	42
11:00	0	**7**	**25**	**37**	**85**	**74**	21	4	0	0	0	0	0	0	**253**	39	42
12 PM	**1**	1	0	**14**	**56**	**74**	**20**	**4**	0	0	0	0	0	0	**170**	39	43
13:00	1	0	**6**	14	35	57	16	1	0	0	0	0	0	0	130	39	43
14:00	1	1	2	9	38	44	18	3	**1**	0	0	0	0	0	117	41	44
15:00	0	**2**	4	5	52	39	18	2	1	0	0	0	0	0	123	40	44
16:00	0	2	3	12	34	43	6	1	0	0	0	0	0	0	101	39	41
17:00	0	1	1	10	49	50	12	1	1	0	0	0	0	0	125	39	43
18:00	1	0	2	8	27	32	8	4	0	0	0	0	0	0	82	39	44
19:00	0	1	1	12	31	26	6	0	0	0	0	0	0	0	77	38	41
20:00	0	0	3	11	16	6	3	1	1	0	0	0	0	0	41	39	44
21:00	0	0	0	4	4	3	0	1	0	0	0	0	0	0	12	38	46
22:00	0	0	0	1	1	9	1	0	0	0	0	0	0	0	12	39	41
23:00	0	0	0	3	7	1	1	1	1	0	0	0	0	0	14	44	51
Total	5	29	66	241	706	678	195	36	7	1	0	0	0	0	1964		
Percent	0.3%	1.5%	3.4%	12.3%	35.9%	34.5%	9.9%	1.8%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	11:00	11:00	11:00	11:00	08:00	10:00	00:00	07:00					11:00		
Vol.	1	7	25	37	85	74	22	4	1	1					253		
PM Peak	12:00	15:00	13:00	12:00	12:00	12:00	12:00	12:00	14:00						12:00		
Vol.	1	2	6	14	56	74	20	4	1						170		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road East of Route 25
Monroe/Trumbull, CT

Site Code: 3907
Station ID:

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	0	0	1	3	4	1	0	0	0	0	0	0	0	9	39	42
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	2	0	0	2	0	0	0	0	0	0	5	48	49
05:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4	38	39
06:00	0	0	0	2	3	7	2	0	0	0	0	0	0	0	14	39	43
07:00	0	**2**	1	1	7	6	4	1	0	0	0	0	0	0	22	42	44
08:00	0	2	2	2	14	14	7	1	0	0	0	0	0	0	42	41	44
09:00	0	1	0	3	20	21	8	1	0	0	0	0	0	0	54	40	43
10:00	0	1	2	7	**35**	22	9	**3**	0	0	0	0	0	0	79	40	44
11:00	0	0	**3**	**9**	25	**36**	**11**	0	0	**1**	0	0	0	0	**85**	39	43
12 PM	0	0	0	3	30	42	**17**	**4**	0	0	0	0	0	0	96	41	44
13:00	0	0	1	4	32	32	12	1	**1**	0	0	0	0	0	83	40	44
14:00	0	0	2	9	**42**	**44**	12	0	0	0	0	0	0	0	**109**	39	42
15:00	0	**1**	0	**10**	21	34	7	0	1	0	0	0	0	0	74	39	43
16:00	0	0	0	7	23	32	7	2	1	0	0	0	0	0	72	39	44
17:00	0	0	2	10	21	26	9	2	0	0	0	0	0	0	70	40	44
18:00	0	0	**4**	4	10	20	9	0	0	0	0	0	0	0	47	41	43
19:00	0	0	2	4	5	11	5	0	0	0	0	0	0	0	27	40	43
20:00	**1**	0	2	2	6	7	3	0	0	0	0	0	0	0	21	39	43
21:00	0	0	0	3	3	5	3	0	0	0	0	0	0	0	14	41	43
22:00	0	1	0	0	2	1	0	0	0	0	0	0	0	0	4	37	39
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	24	24
Total	1	8	24	82	306	366	126	17	3	1	0	0	0	0	934		
Percent	0.1%	0.9%	2.6%	8.8%	32.8%	39.2%	13.5%	1.8%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00	11:00	11:00	10:00	11:00	11:00	10:00		11:00					11:00		
Vol.		2	3	9	35	36	11	3		1					85		
PM Peak	20:00	15:00	18:00	15:00	14:00	14:00	12:00	12:00	13:00						14:00		
Vol.	1	1	4	10	42	44	17	4	1						109		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road East of Route 25
Monroe/Trumbull, CT

Site Code: 3907
Station ID:

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	44	44
04:00	0	0	0	0	0	1	1	0	**1**	0	0	0	0	0	3	52	54
05:00	0	0	1	3	2	2	6	0	0	0	0	0	0	0	14	43	44
06:00	0	2	**15**	**45**	29	17	9	1	0	0	0	0	0	0	118	37	42
07:00	**1**	2	4	17	35	**51**	**10**	**4**	0	0	0	0	0	0	124	39	43
08:00	1	**7**	15	36	64	39	10	3	0	0	0	0	0	0	**175**	38	42
09:00	0	1	10	40	**65**	40	9	3	0	0	0	0	0	0	168	38	42
10:00	0	2	8	28	51	25	7	1	0	0	0	0	0	0	122	37	41
11:00	0	5	8	23	54	44	3	1	0	0	0	0	0	0	138	38	39
12 PM	0	1	6	30	**65**	34	12	1	**1**	0	0	0	0	0	150	38	42
13:00	0	2	**27**	**46**	59	44	10	2	0	0	0	0	0	0	190	38	41
14:00	0	2	4	25	39	39	6	2	0	0	0	0	0	0	117	38	41
15:00	**1**	**4**	11	16	35	31	11	2	1	0	0	0	0	0	112	39	43
16:00	0	4	18	40	64	**65**	22	**3**	1	0	0	0	0	0	**217**	39	43
17:00	0	1	6	6	31	47	**29**	0	0	0	0	0	0	0	120	41	43
18:00	0	1	2	10	20	37	18	1	0	**1**	0	0	0	0	90	41	44
19:00	0	0	1	6	19	32	10	1	0	0	0	0	0	0	69	40	43
20:00	0	0	0	10	18	16	4	1	0	0	0	0	0	0	49	39	43
21:00	0	0	3	3	5	9	1	1	0	0	0	0	0	0	22	39	44
22:00	0	2	1	2	4	4	3	0	0	0	0	0	0	0	16	41	43
23:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	34	34
Total	3	36	140	387	662	578	182	27	4	1	0	0	0	0	2020		
Percent	0.1%	1.8%	6.9%	19.2%	32.8%	28.6%	9.0%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	06:00	06:00	09:00	07:00	07:00	07:00	04:00						08:00		
Vol.	1	7	15	45	65	51	10	4	1						175		
PM Peak	15:00	15:00	13:00	13:00	12:00	16:00	17:00	16:00	12:00	18:00					16:00		
Vol.	1	4	27	46	65	65	29	3	1	1					217		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road East of Route 25
Monroe/Trumbull, CT

Site Code: 3907
Station ID:

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/03/16	0	0	0	1	1	6	4	3	**1**	0	0	0	0	0	16	47	50
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	4	2	0	0	0	0	0	0	0	0	6	37	39
04:00	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3	42	44
05:00	0	0	0	4	4	3	3	1	0	0	0	0	0	0	15	42	46
06:00	0	0	**27**	**45**	22	15	5	1	0	0	0	0	0	0	115	36	40
07:00	0	1	4	28	35	**41**	9	3	0	0	0	0	0	0	121	39	43
08:00	0	0	4	17	**68**	40	**15**	**5**	0	0	0	0	0	0	**149**	39	44
09:00	0	1	9	18	43	30	12	1	0	0	0	0	0	0	114	39	43
10:00	**1**	2	8	33	52	22	9	1	0	0	0	0	0	0	128	37	41
11:00	0	**3**	5	30	42	38	12	1	0	0	0	0	0	0	131	39	42
12 PM	0	4	9	32	56	48	11	**3**	0	0	0	0	0	0	163	38	42
13:00	**1**	**5**	17	**42**	**64**	30	11	2	**1**	0	0	0	0	0	**173**	38	42
14:00	0	3	**20**	24	37	31	14	1	0	0	0	0	0	0	130	39	43
15:00	0	2	5	19	28	35	13	2	0	0	0	0	0	0	104	39	43
16:00	0	5	15	21	47	42	25	2	0	0	0	0	0	0	157	40	43
17:00	0	2	2	22	54	**50**	**28**	0	0	0	0	0	0	0	158	40	43
18:00	0	0	2	2	20	30	11	2	0	0	0	0	0	0	67	41	44
19:00	0	0	0	4	20	32	8	0	0	0	0	0	0	0	64	39	42
20:00	0	1	0	5	20	17	10	0	0	0	0	0	0	0	53	41	43
21:00	0	0	2	5	14	10	4	0	0	0	0	0	0	0	35	39	42
22:00	0	0	0	3	4	2	2	0	0	0	0	0	0	0	11	40	43
23:00	0	0	0	1	2	3	1	1	0	0	0	0	0	0	8	43	47
Total	2	29	131	357	637	527	208	29	2	0	0	0	0	0	1922		
Percent	0.1%	1.5%	6.8%	18.6%	33.1%	27.4%	10.8%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	06:00	06:00	08:00	07:00	08:00	08:00	00:00						08:00		
Vol.	1	3	27	45	68	41	15	5	1						149		
PM Peak	13:00	13:00	14:00	13:00	13:00	17:00	17:00	12:00	13:00						13:00		
Vol.	1	5	20	42	64	50	28	3	1						173		

Connecticut Counts LLC
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Spring Hill Road East of Route 25
Monroe/Trumbull, CT

Site Code: 3907
Station ID:

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/04/16	0	0	0	4	4	6	3	3	0	0	0	0	0	0	20	45	48
01:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	28	29
02:00	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3	47	49
03:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	43	44
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	1	7	5	5	7	0	0	0	0	0	0	0	25	42	44
06:00	0	2	**25**	33	35	19	7	3	0	0	0	0	0	0	124	37	42
07:00	**3**	**4**	2	16	34	50	**15**	3	0	0	0	0	0	0	127	39	43
08:00	0	2	8	**36**	**64**	**51**	10	1	0	0	0	0	0	0	**172**	38	41
09:00	0	2	4	25	42	27	7	**5**	**1**	0	0	0	0	0	113	39	45
10:00	0	1	9	19	36	29	9	2	1	0	0	0	0	0	106	39	43
11:00	0	1	7	30	47	38	9	2	0	0	0	0	0	0	134	38	42
12 PM	0	0	3	22	56	35	14	1	**1**	0	0	0	0	0	132	39	43
13:00	0	0	**12**	**53**	**61**	26	8	**3**	0	0	0	0	0	0	**163**	37	41
14:00	0	1	11	29	40	36	13	1	1	0	0	0	0	0	132	39	43
15:00	0	**5**	10	21	32	**39**	**15**	3	0	0	0	0	0	0	125	39	43
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	3	19	92	297	457	362	118	28	4	0	0	0	0	0	1380		
Percent	0.2%	1.4%	6.7%	21.5%	33.1%	26.2%	8.6%	2.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	06:00	08:00	08:00	08:00	07:00	09:00	09:00						08:00		
Vol.	3	4	25	36	64	51	15	5	1						172		
PM Peak		15:00	13:00	13:00	13:00	15:00	15:00	13:00	12:00						13:00		
Vol.		5	12	53	61	39	15	3	1						163		
Total	25	242	926	2912	5821	5174	1720	292	44	4	1	0	1	0	17162		
Percent	0.1%	1.4%	5.4%	17.0%	33.9%	30.1%	10.0%	1.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	27 MPH
50th Percentile :	33 MPH
85th Percentile :	39 MPH
95th Percentile :	43 MPH

Stats

10 MPH Pace Speed :	31-40 MPH
Number in Pace :	10995
Percent in Pace :	64.1%
Number of Vehicles > 30 MPH :	13057
Percent of Vehicles > 30 MPH :	76.1%
Mean Speed(Average) :	34 MPH

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road East of Route 25
Monroe/Trumbull, CT

Site Code: 3907
Station ID:

Latitude: 0' 0.0000 Undefined

Start	25-Apr-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	*	*	4	20	4	22	8	29	9	25	11	22	13	9	8	21
01:00	*	*	3	3	4	1	6	4	5	1	3	5	4	1	4	2
02:00	*	*	3	2	0	2	5	4	0	1	3	2	2	0	2	2
03:00	*	*	1	1	6	4	5	7	0	0	2	1	0	0	2	2
04:00	*	*	7	5	4	4	8	6	8	6	2	4	4	5	6	5
05:00	*	*	41	15	69	16	58	14	48	16	0	8	1	4	36	12
06:00	*	*	62	60	91	127	97	121	103	114	42	12	6	14	67	75
07:00	*	*	98	120	104	142	92	130	100	119	117	103	23	22	89	106
08:00	*	*	**144**	**141**	**199**	**175**	**188**	**194**	**210**	**184**	167	165	68	42	**163**	150
09:00	*	*	139	102	131	128	151	153	120	128	211	195	83	54	139	127
10:00	*	*	112	102	140	108	138	142	119	124	**221**	190	86	79	136	124
11:00	*	*	126	134	135	159	141	160	146	167	219	**253**	**89**	**85**	143	**160**
12:00 PM	*	*	102	126	149	137	159	183	167	163	156	**170**	**128**	96	144	146
01:00	*	*	**148**	139	158	**202**	**196**	**219**	**195**	201	123	130	110	83	**155**	**162**
02:00	*	*	111	121	147	135	150	160	103	143	107	117	93	**109**	118	131
03:00	161	110	131	98	158	134	161	144	165	138	133	123	73	74	140	117
04:00	**163**	**224**	122	**148**	**168**	164	180	217	178	**205**	**158**	101	77	72	149	162
05:00	149	126	141	136	155	155	182	181	150	139	91	125	40	70	130	133
06:00	91	81	122	76	124	102	123	95	93	81	83	82	69	47	101	81
07:00	70	66	94	64	81	63	87	58	87	75	61	77	24	27	72	61
08:00	38	41	44	39	58	59	70	52	43	32	46	41	24	21	46	41
09:00	33	18	27	44	24	40	30	50	39	22	37	12	8	14	28	29
10:00	16	16	14	7	14	9	16	13	21	17	28	12	11	4	17	11
11:00	15	6	19	10	17	4	19	4	25	8	22	14	6	2	18	7
Lane	736	688	1815	1713	2140	2092	2270	2340	2134	2109	2043	1964	1042	934	1913	1867
Day	1424		3528		4232		4610		4243		4007		1976		3780	
AM Peak	-	-	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	10:00	11:00	11:00	11:00	08:00	11:00
Vol.	-	-	144	141	199	175	188	194	210	184	221	253	89	85	163	160
PM Peak	16:00	16:00	13:00	16:00	16:00	13:00	13:00	13:00	13:00	16:00	16:00	12:00	12:00	14:00	13:00	13:00
Vol.	163	224	148	148	168	202	196	219	195	205	158	170	128	109	155	162

ADT - AVERAGE OF TUES-THURS
TOTAL: 4,125
EB: 2,075
WB: 2,050

Spring Hill Road East of Route 25
Monroe/Trumbull, CT

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3907
Station ID:

Latitude: 0' 0.0000 Undefined

Start	02-May-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	4	1	6	16	7	20	*	*	*	*	*	*	*	*	6	12
01:00	3	1	4	1	4	2	*	*	*	*	*	*	*	*	4	1
02:00	0	1	2	0	1	3	*	*	*	*	*	*	*	*	1	1
03:00	3	1	3	6	3	2	*	*	*	*	*	*	*	*	3	3
04:00	5	3	5	3	7	0	*	*	*	*	*	*	*	*	6	2
05:00	55	14	60	15	59	25	*	*	*	*	*	*	*	*	58	18
06:00	87	118	85	115	89	124	*	*	*	*	*	*	*	*	87	119
07:00	97	124	93	121	88	127	*	*	*	*	*	*	*	*	93	124
08:00	**211**	**175**	**171**	**149**	**190**	**172**	*	*	*	*	*	*	*	*	**191**	**165**
09:00	166	168	141	114	156	113	*	*	*	*	*	*	*	*	154	132
10:00	136	122	115	128	124	106	*	*	*	*	*	*	*	*	125	119
11:00	134	138	117	131	114	134	*	*	*	*	*	*	*	*	122	134
12:00 PM	131	150	138	163	133	132	*	*	*	*	*	*	*	*	134	148
01:00	**171**	190	**167**	**173**	**175**	**163**	*	*	*	*	*	*	*	*	**171**	175
02:00	117	117	109	130	132	132	*	*	*	*	*	*	*	*	119	126
03:00	135	112	126	104	147	125	*	*	*	*	*	*	*	*	136	114
04:00	146	**217**	156	157	*	*	*	*	*	*	*	*	*	*	151	**187**
05:00	142	120	147	158	*	*	*	*	*	*	*	*	*	*	144	139
06:00	99	90	86	67	*	*	*	*	*	*	*	*	*	*	92	78
07:00	81	69	109	64	*	*	*	*	*	*	*	*	*	*	95	66
08:00	49	49	36	53	*	*	*	*	*	*	*	*	*	*	42	51
09:00	28	22	26	35	*	*	*	*	*	*	*	*	*	*	27	28
10:00	12	16	19	11	*	*	*	*	*	*	*	*	*	*	16	14
11:00	15	2	17	8	*	*	*	*	*	*	*	*	*	*	16	5
Lane	2027	2020	1938	1922	1429	1380	0	0	0	0	0	0	0	0	1993	1961
Day	4047		3860		2809		0		0		0		0		3954	
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	-	-	-	-	-	-	-	-	08:00	08:00
Vol.	211	175	171	149	190	172	-	-	-	-	-	-	-	-	191	165
PM Peak	13:00	16:00	13:00	13:00	13:00	13:00	-	-	-	-	-	-	-	-	13:00	16:00
Vol.	171	217	167	173	175	163	-	-	-	-	-	-	-	-	171	187

Comb. Total	5471	7388	7041	4610	4243	4007	1976	7734

ADT ADT 4,099 AADT 4,099

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 NOrth of Victoria Drive
Monroe, Connecticut

Site Code: 3899
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	8	22	24	133	281	127	11	3	0	0	0	0	0	609	41	44
13:00	1	7	36	24	145	299	132	15	2	0	0	0	0	0	661	41	44
14:00	1	11	43	69	126	266	188	27	1	0	0	0	0	0	732	42	44
15:00	0	5	20	60	198	**384**	168	24	0	0	0	0	0	0	**859**	41	44
16:00	0	15	56	**96**	**216**	273	149	18	0	**1**	0	0	0	0	824	41	44
17:00	**95**	**105**	**109**	92	136	182	74	4	1	0	0	0	0	0	798	38	42
18:00	0	1	10	25	86	222	**269**	**56**	**7**	0	0	0	0	0	676	44	47
19:00	0	1	6	2	32	225	214	53	1	0	**1**	0	0	0	535	44	47
20:00	0	3	3	11	24	158	158	44	3	1	0	0	0	0	405	44	48
21:00	0	4	0	2	30	104	102	48	4	1	0	0	0	0	295	45	48
22:00	0	2	0	2	5	53	97	37	7	0	0	0	0	0	203	46	49
23:00	0	0	1	3	2	26	48	15	4	0	0	0	0	0	99	46	49
Total	97	162	306	410	1133	2473	1726	352	33	3	1	0	0	0	6696		
Percent	1.4%	2.4%	4.6%	6.1%	16.9%	36.9%	25.8%	5.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak																	
Vol.																	
PM Peak	17:00	17:00	17:00	16:00	16:00	15:00	18:00	18:00	18:00	16:00	19:00				15:00		
Vol.	95	105	109	96	216	384	269	56	7	1	1				859		

Connecticut Counts LLC
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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	2	0	2	13	22	11	4	**2**	0	0	0	0	56	48	54
01:00	0	1	0	0	1	4	12	3	1	1	0	0	0	0	23	47	54
02:00	0	0	0	1	2	6	8	4	6	0	**1**	0	0	0	28	52	54
03:00	0	0	0	0	3	2	12	8	1	1	0	0	0	0	27	48	53
04:00	0	0	0	1	2	5	29	17	2	0	0	0	0	0	56	48	49
05:00	0	0	5	1	6	57	102	**51**	**7**	2	0	0	0	0	231	47	49
06:00	0	1	9	21	81	218	**288**	43	3	0	0	0	0	0	664	44	46
07:00	**2**	6	**29**	**62**	**150**	329	207	30	0	0	0	0	0	0	**815**	42	44
08:00	0	**14**	17	16	105	**365**	206	36	6	0	0	0	0	0	765	43	45
09:00	0	10	26	5	69	267	200	42	7	0	0	0	0	0	626	43	47
10:00	0	3	25	32	102	265	158	25	0	0	0	0	0	0	610	42	44
11:00	2	14	14	49	116	307	150	16	2	0	0	0	0	**1**	671	42	44
12 PM	0	9	27	47	99	**312**	190	30	0	0	0	0	0	0	714	42	44
13:00	0	3	10	27	121	262	180	22	1	0	0	0	0	0	626	43	44
14:00	8	22	37	31	146	272	186	30	1	0	0	0	0	0	733	42	44
15:00	19	23	31	81	179	289	144	25	2	**1**	**1**	0	0	0	795	41	44
16:00	**37**	**102**	80	91	178	267	87	8	0	0	0	0	0	0	850	39	43
17:00	31	75	**120**	**163**	**229**	219	61	6	0	0	0	0	0	0	**904**	38	41
18:00	0	7	17	31	103	288	**229**	28	3	0	1	0	0	0	707	43	44
19:00	0	0	7	15	40	215	189	39	3	0	0	0	0	0	508	44	47
20:00	0	3	6	1	13	141	165	46	4	0	0	0	0	0	379	44	48
21:00	0	0	1	2	5	96	162	**53**	3	0	0	0	0	0	322	45	48
22:00	0	0	1	2	8	46	76	39	**11**	1	0	0	0	0	184	47	51
23:00	0	0	1	1	3	20	37	21	10	1	0	0	0	0	94	49	53
Total	99	293	465	680	1763	4265	3100	633	77	9	3	0	0	1	11388		
Percent	0.9%	2.6%	4.1%	6.0%	15.5%	37.5%	27.2%	5.6%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	07:00	07:00	07:00	08:00	06:00	05:00	05:00	00:00	02:00			11:00	07:00		
Vol.	2	14	29	62	150	365	288	51	7	2	1			1	815		
PM Peak	16:00	16:00	17:00	17:00	17:00	12:00	18:00	21:00	22:00	15:00	15:00				17:00		
Vol.	37	102	120	163	229	312	229	53	11	1	1				904		

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	1	0	2	11	22	8	8	0	0	0	0	0	52	50	53
01:00	0	0	0	0	1	9	19	6	4	1	0	0	0	0	40	49	53
02:00	0	0	0	1	1	5	5	3	3	1	0	0	0	0	19	51	55
03:00	0	0	1	0	0	8	10	7	4	0	0	0	0	0	30	49	53
04:00	0	0	0	1	0	6	25	21	3	0	0	0	0	0	56	48	50
05:00	0	2	4	2	5	44	130	53	**9**	**3**	**1**	0	0	0	253	47	50
06:00	0	2	6	7	42	251	**349**	**62**	7	1	0	**1**	0	0	728	44	47
07:00	**5**	**20**	24	33	137	**375**	280	43	4	0	0	0	0	0	**921**	43	45
08:00	0	2	16	13	97	366	258	28	2	0	0	0	0	0	782	43	44
09:00	0	9	**25**	**34**	**145**	291	174	25	2	0	0	1	0	0	706	42	44
10:00	0	5	15	11	91	265	183	35	2	0	0	0	0	0	607	43	45
11:00	0	3	15	22	96	297	179	24	4	0	0	0	0	0	640	43	44
12 PM	1	3	13	55	110	252	218	24	0	0	0	0	0	0	676	43	44
13:00	0	5	33	62	160	253	148	27	3	0	0	0	0	0	691	42	44
14:00	0	3	13	13	109	**393**	193	21	3	**1**	0	0	0	0	749	42	44
15:00	70	79	57	63	187	261	76	12	1	0	0	0	0	0	806	39	43
16:00	**184**	**220**	**126**	88	65	42	20	0	0	0	0	0	0	0	745	31	37
17:00	26	52	104	**123**	**220**	250	105	16	0	0	0	0	0	**1**	**897**	39	43
18:00	0	0	8	8	112	314	**264**	35	3	0	0	0	0	0	744	43	45
19:00	0	6	11	19	55	203	248	**52**	5	0	0	0	0	0	599	44	47
20:00	0	0	5	6	36	164	212	27	3	0	0	0	0	0	453	44	46
21:00	0	2	4	4	29	102	200	41	5	1	0	0	0	0	388	44	48
22:00	0	2	1	3	7	68	116	42	**9**	0	0	0	0	0	248	46	49
23:00	0	1	3	2	1	16	48	24	7	0	0	0	0	0	102	48	51
Total	286	416	485	570	1708	4246	3482	636	91	8	1	2	0	1	11932		
Percent	2.4%	3.5%	4.1%	4.8%	14.3%	35.6%	29.2%	5.3%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	09:00	09:00	09:00	07:00	06:00	06:00	05:00	05:00	05:00	06:00			07:00		
Vol.	5	20	25	34	145	375	349	62	9	3	1	1			921		
PM Peak	16:00	16:00	16:00	17:00	17:00	14:00	18:00	19:00	22:00	14:00				17:00	17:00		
Vol.	184	220	126	123	220	393	264	52	9	1				1	897		

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	1	1	3	17	27	13	4	**2**	0	0	0	0	68	48	53
01:00	0	0	1	1	3	7	11	10	2	0	0	0	0	0	35	48	50
02:00	0	0	0	0	0	9	16	2	0	0	0	0	0	0	27	44	46
03:00	0	1	0	0	0	3	10	3	3	0	0	0	0	0	20	50	53
04:00	1	0	0	1	4	11	24	17	4	0	0	0	0	0	62	48	51
05:00	0	2	4	2	2	48	105	57	**9**	2	0	0	0	0	231	47	49
06:00	0	2	9	19	71	253	**294**	**104**	7	0	0	0	0	0	759	44	48
07:00	**15**	**18**	25	**36**	123	375	242	45	4	0	0	0	0	0	**883**	43	45
08:00	0	9	22	19	99	**391**	272	39	3	1	0	0	0	0	855	43	45
09:00	0	11	**26**	34	123	270	151	24	0	1	0	0	0	0	640	42	44
10:00	0	0	10	28	96	261	151	26	3	0	0	0	0	0	575	43	45
11:00	0	7	10	27	**178**	269	137	13	1	1	0	0	0	0	643	42	44
12 PM	0	25	67	105	**258**	225	64	5	0	0	0	0	0	0	749	39	42
13:00	0	11	26	92	256	**296**	78	9	1	0	0	0	0	0	769	39	43
14:00	1	7	42	**137**	250	285	67	6	1	0	0	0	0	0	**796**	39	42
15:00	145	178	**157**	131	71	35	21	1	0	0	0	0	0	**1**	740	31	37
16:00	90	241	123	118	81	48	11	0	0	0	0	0	0	0	712	32	37
17:00	**220**	**265**	138	86	35	4	0	0	0	0	0	0	0	0	748	25	30
18:00	123	101	88	98	100	128	60	8	0	0	0	0	0	0	706	38	42
19:00	0	4	19	28	171	224	**108**	24	0	0	0	0	0	0	578	42	44
20:00	1	7	7	30	167	190	85	7	0	0	0	0	0	0	494	41	43
21:00	0	9	12	11	102	163	97	6	0	0	0	0	0	0	400	42	44
22:00	1	5	3	2	8	84	107	30	3	0	**1**	0	0	0	244	44	48
23:00	0	2	2	0	2	24	44	**37**	**9**	**1**	0	0	0	0	121	48	52
Total	597	905	792	1006	2203	3620	2182	486	54	8	1	0	0	1	11855		
Percent	5.0%	7.6%	6.7%	8.5%	18.6%	30.5%	18.4%	4.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	09:00	07:00	11:00	08:00	06:00	06:00	05:00	00:00					07:00		
Vol.	15	18	26	36	178	391	294	104	9	2					883		
PM Peak	17:00	17:00	15:00	14:00	12:00	13:00	19:00	23:00	23:00	23:00	22:00			15:00	14:00		
Vol.	220	265	157	137	258	296	108	37	9	1	1			1	796		

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	0	4	12	26	11	6	**2**	0	0	0	0	61	49	54
01:00	0	0	0	0	2	11	17	8	2	1	0	0	0	0	41	48	52
02:00	0	0	0	1	1	4	11	9	3	1	0	0	0	0	30	49	54
03:00	0	0	0	0	1	5	7	3	3	0	0	0	0	0	19	50	53
04:00	0	1	1	0	1	11	28	18	**10**	1	**2**	0	0	**1**	74	51	54
05:00	0	1	0	0	7	22	103	**66**	8	2	0	0	0	0	209	48	49
06:00	0	2	4	14	64	297	**309**	46	1	1	0	0	0	1	739	43	46
07:00	0	1	17	25	119	**355**	288	31	3	0	0	0	0	0	**839**	43	44
08:00	**1**	3	14	39	123	317	243	32	2	0	0	0	0	0	774	43	44
09:00	0	**8**	**24**	29	173	292	160	28	2	0	0	0	0	0	716	42	44
10:00	0	3	14	39	106	293	193	24	2	0	0	0	0	0	674	43	44
11:00	0	4	24	**71**	**231**	281	102	7	0	0	0	0	0	0	720	40	43
12 PM	0	5	49	96	238	**273**	97	7	1	0	0	0	0	0	766	39	43
13:00	28	49	35	91	214	240	58	2	0	0	0	0	0	0	717	39	42
14:00	1	13	30	99	**247**	270	101	10	0	0	0	0	0	0	771	39	43
15:00	62	91	78	112	208	192	53	5	0	0	0	0	0	0	801	38	41
16:00	122	147	**151**	**148**	164	77	13	1	0	0	0	0	0	0	**823**	34	38
17:00	**240**	**257**	126	79	17	3	2	0	0	0	0	0	0	0	724	24	29
18:00	54	70	80	83	151	186	81	5	0	**1**	0	0	0	0	711	39	43
19:00	1	8	15	36	151	243	**146**	13	0	0	0	0	0	0	613	42	44
20:00	0	1	7	21	142	190	101	22	1	0	0	0	0	0	485	42	44
21:00	0	9	9	10	67	145	79	18	1	1	0	0	0	0	339	43	45
22:00	0	2	4	1	21	127	107	35	3	0	0	0	0	0	300	44	48
23:00	0	1	3	0	11	35	87	**40**	**4**	0	0	0	0	0	181	47	49
Total	509	676	685	994	2463	3881	2412	441	52	10	2	0	0	2	12127		
Percent	4.2%	5.6%	5.6%	8.2%	20.3%	32.0%	19.9%	3.6%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	09:00	11:00	11:00	07:00	06:00	05:00	04:00	00:00	04:00			04:00	07:00		
Vol.	1	8	24	71	231	355	309	66	10	2	2			1	839		
PM Peak	17:00	17:00	16:00	16:00	14:00	12:00	19:00	23:00	23:00	18:00					16:00		
Vol.	240	257	151	148	247	273	146	40	4	1					823		

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	1	1	1	4	27	40	24	4	2	0	0	0	0	104	48	51
01:00	0	0	2	1	0	12	28	19	5	2	0	0	0	0	69	49	53
02:00	0	0	0	1	1	13	18	18	3	0	0	0	0	0	54	48	50
03:00	0	0	0	0	2	11	14	3	3	0	0	0	0	0	33	46	52
04:00	0	0	0	0	0	5	17	19	5	1	0	0	0	0	47	49	53
05:00	0	0	0	0	0	13	44	29	6	2	0	0	0	0	94	48	52
06:00	0	0	1	0	1	66	122	**68**	**12**	**3**	0	0	0	0	273	48	50
07:00	0	1	3	12	69	165	184	45	5	0	0	0	0	0	484	44	47
08:00	0	7	12	14	93	265	**223**	44	5	0	0	0	0	0	663	43	46
09:00	0	4	12	40	156	262	185	36	0	0	0	0	0	0	695	43	45
10:00	0	4	21	57	**235**	**310**	102	13	0	0	0	0	0	0	742	40	43
11:00	**56**	**62**	**97**	**129**	211	189	33	1	0	0	0	0	0	0	**778**	37	39
12 PM	0	8	22	95	232	**316**	117	7	0	0	0	0	0	0	**797**	40	43
13:00	1	28	49	115	260	228	71	9	0	0	0	0	0	0	761	39	42
14:00	3	20	46	88	**261**	247	92	5	2	0	0	0	0	0	764	39	43
15:00	**25**	**58**	**77**	**121**	201	208	46	7	3	0	0	0	0	0	746	38	42
16:00	1	10	27	60	210	287	143	6	2	0	0	0	0	0	746	41	43
17:00	0	3	13	46	95	311	213	30	1	0	0	0	0	0	712	43	44
18:00	0	2	12	12	82	307	**259**	**42**	**7**	0	0	0	0	0	723	43	46
19:00	0	2	7	12	23	212	214	37	5	0	0	0	0	0	512	44	47
20:00	0	0	6	11	51	162	174	31	5	0	**1**	0	0	0	441	44	47
21:00	0	3	2	1	20	95	154	42	1	**1**	0	0	0	0	319	44	48
22:00	1	1	5	4	19	91	136	37	5	0	1	0	0	0	300	44	48
23:00	0	3	4	1	10	64	102	40	2	0	0	0	0	0	226	46	48
Total	87	217	419	821	2236	3866	2731	612	81	11	2	0	0	0	11083		
Percent	0.8%	2.0%	3.8%	7.4%	20.2%	34.9%	24.6%	5.5%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	10:00	10:00	08:00	06:00	06:00	06:00					11:00		
Vol.	56	62	97	129	235	310	223	68	12	3					778		
PM Peak	15:00	15:00	15:00	15:00	14:00	12:00	18:00	18:00	18:00	21:00	20:00				12:00		
Vol.	25	58	77	121	261	316	259	42	7	1	1				797		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 NOrth of Victoria Drive
Monroe, Connecticut

Site Code: 3899
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	1	4	1	3	22	50	32	1	1	**1**	**1**	0	0	117	47	49
01:00	0	1	0	0	0	17	40	12	4	**3**	0	0	0	0	77	48	53
02:00	0	1	1	0	4	10	26	10	2	1	0	0	0	0	55	47	50
03:00	0	0	1	0	1	8	13	11	6	1	0	0	**1**	0	42	51	54
04:00	0	0	0	0	0	3	9	6	3	0	0	0	0	0	21	49	53
05:00	0	0	0	0	1	5	12	14	5	0	0	0	0	0	37	49	53
06:00	0	0	1	0	1	14	58	23	6	1	0	0	0	0	104	48	51
07:00	0	2	1	1	3	21	68	42	19	1	0	0	0	0	158	49	53
08:00	0	3	**11**	14	20	72	101	59	12	0	0	1	0	0	293	47	49
09:00	0	2	9	10	28	121	186	53	9	0	0	0	0	0	418	44	48
10:00	0	1	10	12	38	136	**211**	72	8	2	0	0	0	0	490	45	48
11:00	0	**4**	9	**17**	**57**	**172**	175	**88**	**22**	2	0	0	0	0	**546**	46	49
12 PM	**2**	**8**	**12**	26	52	**239**	**247**	50	3	0	0	0	0	0	**639**	44	47
13:00	0	7	6	**36**	58	228	241	53	6	0	0	0	0	0	635	44	47
14:00	0	2	11	8	**59**	226	213	39	7	1	0	0	0	0	566	44	47
15:00	0	1	11	21	23	197	221	51	6	0	0	0	0	0	531	44	47
16:00	0	2	7	9	37	179	223	58	6	1	0	0	0	**1**	523	44	48
17:00	0	0	5	8	36	172	204	**69**	6	0	0	0	0	0	500	45	48
18:00	0	1	3	5	58	145	222	43	7	0	0	0	0	0	484	44	47
19:00	0	0	3	5	29	101	160	50	4	0	0	0	0	0	352	45	48
20:00	0	2	5	6	13	75	128	46	7	1	0	0	0	1	284	46	49
21:00	0	0	2	1	1	40	93	40	**10**	1	0	0	0	0	188	47	50
22:00	0	0	1	1	4	20	59	39	8	1	**1**	0	0	0	134	48	52
23:00	0	0	2	0	1	17	29	27	5	**3**	0	0	0	0	84	49	53
Total	2	38	115	181	527	2240	2989	987	172	20	2	2	1	2	7278		
Percent	0.0%	0.5%	1.6%	2.5%	7.2%	30.8%	41.1%	13.6%	2.4%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	08:00	11:00	11:00	11:00	10:00	11:00	11:00	01:00	00:00	00:00	03:00		11:00		
Vol.		4	11	17	57	172	211	88	22	3	1	1	1		546		
PM Peak	12:00	12:00	12:00	13:00	14:00	12:00	12:00	17:00	21:00	23:00	22:00			16:00	12:00		
Vol.	2	8	12	36	59	239	247	69	10	3	1			1	639		

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	0	0	11	15	7	1	1	**1**	0	0	0	36	48	56
01:00	0	0	0	0	0	7	17	10	2	**2**	1	0	0	0	39	49	57
02:00	0	0	0	0	2	4	6	6	5	1	0	0	0	0	24	52	54
03:00	0	0	0	0	0	4	6	11	3	1	0	0	0	0	25	50	54
04:00	0	0	1	0	0	15	18	7	7	0	0	0	0	0	48	49	53
05:00	0	0	3	3	2	30	118	58	**16**	0	0	0	0	0	230	48	51
06:00	0	5	12	6	50	263	278	**72**	7	0	0	0	0	0	693	44	48
07:00	0	2	24	27	118	**330**	**290**	57	2	0	0	0	0	0	**850**	43	46
08:00	0	1	13	19	90	293	262	45	2	0	0	0	0	0	725	43	46
09:00	0	10	**27**	**54**	**131**	286	126	15	4	0	0	0	0	0	653	41	44
10:00	0	3	20	29	92	243	134	23	5	1	0	0	0	0	550	43	45
11:00	0	**11**	23	19	99	235	157	36	4	0	0	0	0	0	584	43	46
12 PM	0	**10**	12	**30**	83	230	**201**	**40**	**5**	0	0	0	0	0	**611**	43	46
13:00	0	6	**15**	24	**107**	**254**	161	20	5	0	0	0	0	0	592	43	44
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	48	150	211	774	2205	1789	407	68	6	2	0	0	0	5660		
Percent	0.0%	0.8%	2.7%	3.7%	13.7%	39.0%	31.6%	7.2%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	09:00	09:00	09:00	07:00	07:00	06:00	05:00	01:00	00:00				07:00		
Vol.		11	27	54	131	330	290	72	16	2	1				850		
PM Peak		12:00	13:00	12:00	13:00	13:00	12:00	12:00	12:00						12:00		
Vol.		10	15	30	107	254	201	40	5						611		
Total	1677	2755	3417	4873	12807	26796	20411	4554	628	75	14	4	1	7	78019		
Percent	2.1%	3.5%	4.4%	6.2%	16.4%	34.3%	26.2%	5.8%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	28 MPH
50th Percentile :	37 MPH
85th Percentile :	43 MPH
95th Percentile :	46 MPH

Stats

10 MPH Pace Speed :	36-45 MPH
Number in Pace :	47207
Percent in Pace :	60.5%
Number of Vehicles > 40 MPH :	25694
Percent of Vehicles > 40 MPH :	32.9%
Mean Speed(Average) :	37 MPH

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	13	9	12	18	86	224	212	65	4	0	0	0	0	0	643	44	47
13:00	3	13	23	28	70	219	180	71	15	1	0	0	0	0	623	44	48
14:00	1	7	17	31	87	268	197	64	4	2	0	0	0	0	678	44	47
15:00	1	3	7	21	109	**301**	242	96	13	3	0	0	0	0	796	44	48
16:00	**14**	7	48	70	**165**	265	235	62	7	0	0	0	**1**	0	**874**	43	47
17:00	6	**47**	**75**	**75**	104	181	180	54	10	0	0	0	0	0	732	43	47
18:00	0	3	3	25	74	194	**275**	**120**	12	1	0	0	0	0	707	46	49
19:00	0	0	0	1	14	73	220	95	**25**	4	0	0	0	0	432	48	51
20:00	0	1	0	4	23	94	138	51	8	**5**	0	0	0	0	324	46	49
21:00	0	0	0	1	7	49	106	64	12	2	0	0	0	0	241	48	50
22:00	0	0	0	0	5	47	86	49	11	5	0	0	0	0	203	48	52
23:00	0	0	0	1	2	20	47	22	10	4	0	0	0	0	106	49	54
Total	38	90	185	275	746	1935	2118	813	131	27	0	0	1	0	6359		
Percent	0.6%	1.4%	2.9%	4.3%	11.7%	30.4%	33.3%	12.8%	2.1%	0.4%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00 14	17:00 47	17:00 75	17:00 75	16:00 165	15:00 301	18:00 275	18:00 120	19:00 25	20:00 5			16:00 1		16:00 874		

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	0	1	1	11	21	11	3	**4**	**1**	0	0	0	53	50	57
01:00	0	0	0	0	1	3	8	8	4	0	0	0	0	0	24	50	53
02:00	0	0	1	0	0	3	2	11	4	0	0	0	0	0	21	51	53
03:00	0	0	0	0	1	3	7	8	4	0	0	0	0	0	23	50	53
04:00	0	0	0	0	1	9	18	18	9	1	1	0	0	0	57	51	54
05:00	0	0	3	2	10	47	112	69	17	1	0	0	0	0	261	48	51
06:00	0	0	3	8	21	128	219	**129**	**18**	2	0	0	0	0	528	47	49
07:00	0	0	5	22	**118**	323	297	102	13	0	0	0	0	0	880	44	48
08:00	**6**	**11**	**18**	12	110	**339**	**329**	99	9	2	0	0	0	0	**935**	44	48
09:00	3	6	13	15	78	210	290	91	12	0	0	0	0	0	718	44	48
10:00	0	1	5	28	54	206	199	57	9	1	0	0	0	0	560	44	48
11:00	1	5	17	**33**	92	198	198	40	10	0	0	0	0	0	594	44	47
12 PM	4	4	10	9	75	225	194	56	9	1	0	0	0	0	587	44	48
13:00	3	8	10	20	83	203	249	79	10	1	0	0	0	0	666	44	48
14:00	0	9	19	39	112	238	226	40	8	2	0	0	0	0	693	43	46
15:00	2	21	20	32	123	**267**	223	56	11	1	0	0	0	0	756	43	47
16:00	**28**	**78**	**72**	**68**	**147**	245	137	30	9	1	0	0	0	0	**815**	41	44
17:00	5	26	35	58	97	202	272	64	6	0	0	0	0	0	765	44	47
18:00	9	8	20	25	74	239	**289**	78	9	0	0	0	0	0	751	44	48
19:00	0	1	1	2	33	148	207	**89**	10	0	0	0	0	0	491	46	49
20:00	0	0	3	5	21	73	125	67	14	2	0	0	0	0	310	47	50
21:00	0	0	3	1	7	79	106	49	6	0	**1**	0	0	0	252	46	49
22:00	0	0	0	1	10	44	97	32	13	2	0	0	0	0	199	47	51
23:00	0	0	0	1	3	16	40	30	**19**	**3**	0	0	0	0	112	51	54
Total	61	178	258	382	1272	3459	3865	1313	236	24	3	0	0	0	11051		
Percent	0.6%	1.6%	2.3%	3.5%	11.5%	31.3%	35.0%	11.9%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	11:00	07:00	08:00	08:00	06:00	06:00	00:00	00:00				08:00		
Vol.	6	11	18	33	118	339	329	129	18	4	1				935		
PM Peak	16:00	16:00	16:00	16:00	16:00	15:00	18:00	19:00	23:00	23:00	21:00				16:00		
Vol.	28	78	72	68	147	267	289	89	19	3	1				815		

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	0	0	3	8	15	9	4	1	0	0	0	0	40	49	53
01:00	0	0	0	0	3	1	7	6	2	**3**	1	0	0	0	23	55	59
02:00	0	0	0	0	1	2	4	6	3	0	0	0	0	0	16	51	53
03:00	0	0	0	0	3	5	8	14	5	1	0	0	0	0	36	50	54
04:00	0	1	0	0	3	0	15	15	14	3	**2**	0	0	0	53	53	58
05:00	0	1	5	1	3	19	107	83	26	3	1	0	0	0	249	49	53
06:00	0	1	1	0	12	82	277	**195**	**55**	3	0	0	0	0	626	49	52
07:00	4	**13**	11	30	**84**	262	378	127	17	3	1	0	0	0	930	45	48
08:00	**5**	9	16	**35**	81	**284**	**383**	143	28	0	0	0	0	0	**984**	45	49
09:00	1	1	5	26	67	172	250	123	16	3	0	0	0	0	664	46	49
10:00	1	1	**19**	18	56	167	229	113	20	3	1	0	0	0	628	46	49
11:00	0	1	15	22	75	196	268	85	16	1	0	0	0	0	679	45	49
12 PM	0	3	2	10	75	222	224	78	13	0	0	0	0	0	627	44	48
13:00	1	8	18	41	60	167	248	97	11	**3**	0	0	0	0	654	45	49
14:00	0	2	6	11	65	278	**325**	94	10	2	0	0	0	0	793	44	48
15:00	0	32	61	50	87	193	247	55	11	1	0	0	0	0	737	44	47
16:00	**10**	**106**	**126**	**76**	104	135	66	10	4	1	0	0	0	0	638	39	43
17:00	2	8	36	74	**134**	**280**	209	59	6	2	0	0	0	0	**810**	43	47
18:00	2	10	10	38	63	245	311	**100**	9	3	0	0	0	0	791	44	48
19:00	0	0	0	11	37	148	222	83	**19**	1	0	0	0	0	521	46	49
20:00	0	0	1	4	26	127	146	44	14	1	**1**	0	0	0	364	45	49
21:00	0	0	0	3	22	76	141	49	5	0	0	0	0	0	296	45	49
22:00	0	0	0	3	14	56	92	58	9	2	1	0	0	0	235	47	50
23:00	0	0	1	0	1	26	59	28	8	3	0	0	0	**1**	127	48	52
Total	26	197	333	453	1079	3151	4231	1674	325	43	8	0	0	1	11521		
Percent	0.2%	1.7%	2.9%	3.9%	9.4%	27.4%	36.7%	14.5%	2.8%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	10:00	08:00	07:00	08:00	08:00	06:00	06:00	01:00	04:00				08:00		
Vol.	5	13	19	35	84	284	383	195	55	3	2				984		
PM Peak	16:00	16:00	16:00	16:00	17:00	17:00	14:00	18:00	19:00	13:00	20:00			23:00	17:00		
Vol.	10	106	126	76	134	280	325	100	19	3	1			1	810		

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	1	2	4	16	16	17	5	3	0	**1**	0	0	65	49	56
01:00	0	0	0	1	3	2	10	10	3	0	0	0	0	0	29	49	52
02:00	0	0	0	0	0	4	10	5	5	0	0	0	0	0	24	51	53
03:00	0	0	0	0	1	2	9	7	5	0	1	0	0	0	25	52	54
04:00	0	1	0	0	4	13	21	16	9	2	1	0	0	0	67	51	54
05:00	0	0	1	0	2	25	87	94	33	2	**2**	0	0	0	246	50	53
06:00	0	0	0	1	11	90	216	**189**	**57**	**4**	0	0	0	0	568	49	52
07:00	4	9	**17**	13	31	170	**402**	175	32	2	0	0	0	0	855	47	49
08:00	**6**	7	10	**25**	77	**300**	396	128	14	2	0	0	0	0	**965**	44	48
09:00	0	3	7	20	**91**	241	240	95	21	0	0	0	0	0	718	45	49
10:00	0	**10**	13	19	50	236	251	76	13	0	0	0	0	0	668	44	48
11:00	1	4	13	22	84	249	200	62	18	0	0	0	0	0	653	44	48
12 PM	10	18	42	85	137	207	109	34	7	0	0	0	0	0	649	42	46
13:00	1	8	20	40	126	217	**179**	**50**	6	0	0	0	0	0	647	43	47
14:00	2	9	50	65	**189**	**283**	164	24	3	0	0	0	0	0	**789**	42	44
15:00	25	110	135	**125**	124	88	34	9	0	0	0	0	0	0	650	36	41
16:00	**65**	**249**	**155**	103	49	54	21	1	1	0	0	0	0	0	698	32	38
17:00	43	191	145	51	50	52	27	5	0	0	0	0	0	0	564	34	40
18:00	17	49	78	79	142	167	121	34	4	0	0	0	0	0	691	42	45
19:00	1	16	37	39	105	218	151	41	4	0	0	0	0	0	612	43	46
20:00	3	16	15	48	88	148	87	20	0	0	**1**	0	0	0	426	42	44
21:00	0	0	16	21	77	124	84	17	3	0	0	0	0	0	342	43	45
22:00	0	0	2	3	24	62	99	37	5	1	0	0	0	0	233	46	49
23:00	0	1	0	1	6	21	47	46	**9**	**5**	0	0	0	0	136	49	54
Total	178	701	757	763	1475	2989	2981	1192	257	21	5	1	0	0	11320		
Percent	1.6%	6.2%	6.7%	6.7%	13.0%	26.4%	26.3%	10.5%	2.3%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	07:00	08:00	09:00	08:00	07:00	06:00	06:00	06:00	05:00	00:00			08:00		
Vol.	6	10	17	25	91	300	402	189	57	4	2	1			965		
PM Peak	16:00	16:00	16:00	15:00	14:00	14:00	13:00	13:00	23:00	23:00	20:00				14:00		
Vol.	65	249	155	125	189	283	179	50	9	5	1				789		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 NOrth of Victoria Drive
Monroe, Connecticut

Site Code: 3899
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	1	0	2	9	21	19	8	2	1	0	0	0	63	50	54
01:00	0	0	0	0	2	14	6	9	6	0	0	0	0	0	37	50	53
02:00	0	0	0	0	0	6	9	4	4	1	0	0	0	0	24	51	54
03:00	0	0	0	0	1	1	9	9	5	3	**2**	0	0	0	30	55	61
04:00	0	0	0	0	0	8	13	18	8	3	0	0	0	0	50	52	55
05:00	0	1	3	0	3	30	116	83	14	0	0	0	0	0	250	48	50
06:00	0	0	5	4	48	91	238	**131**	**33**	2	1	0	0	0	553	48	51
07:00	4	12	16	32	87	212	**361**	127	20	0	0	0	0	0	871	45	49
08:00	3	**18**	9	31	**153**	**353**	284	73	9	0	0	0	0	0	**933**	43	47
09:00	0	8	6	26	77	231	248	104	19	**7**	0	0	0	**1**	727	46	49
10:00	0	3	10	11	58	191	289	95	13	0	0	0	0	0	670	45	48
11:00	**5**	7	**30**	**58**	88	213	199	62	7	0	0	0	0	0	669	44	47
12 PM	2	9	26	70	147	212	136	49	8	2	0	0	0	0	661	43	47
13:00	4	31	39	76	145	220	151	33	5	0	0	0	0	0	704	42	45
14:00	6	13	35	**112**	**179**	**258**	136	33	5	0	0	0	0	0	**777**	42	44
15:00	**25**	53	82	97	159	206	93	22	4	0	0	0	0	0	741	40	44
16:00	10	79	69	104	146	131	94	14	0	0	0	0	0	0	647	40	44
17:00	3	**148**	**134**	64	73	66	41	6	1	0	0	0	0	0	536	37	42
18:00	8	54	74	72	114	204	143	40	7	0	0	0	0	0	716	42	46
19:00	3	9	15	32	110	206	**173**	**50**	6	1	0	0	0	0	605	44	47
20:00	0	2	8	24	92	140	111	32	4	0	0	0	0	0	413	43	47
21:00	0	3	14	27	49	108	106	31	3	0	0	0	0	0	341	44	47
22:00	0	1	0	5	40	85	120	43	5	1	0	0	0	0	300	45	48
23:00	0	0	0	5	16	66	96	30	**13**	**4**	**1**	0	0	0	231	47	52
Total	73	451	576	850	1789	3261	3193	1117	207	26	5	0	0	1	11549		
Percent	0.6%	3.9%	5.0%	7.4%	15.5%	28.2%	27.6%	9.7%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	11:00	11:00	08:00	08:00	07:00	06:00	06:00	09:00	03:00			09:00	08:00		
Vol.	5	18	30	58	153	353	361	131	33	7	2			1	933		
PM Peak	15:00	17:00	17:00	14:00	14:00	14:00	19:00	19:00	23:00	23:00	23:00				14:00		
Vol.	25	148	134	112	179	258	173	50	13	4	1				777		

Connecticut Counts LLC
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_(860) 828-1693_

Route 25 NOrth of Victoria Drive
Monroe, Connecticut

Site Code: 3899
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	0	0	0	7	26	37	25	11	2	0	0	0	0	108	49	53
01:00	0	0	0	0	0	12	16	13	10	0	1	0	0	0	52	51	54
02:00	0	0	0	0	1	4	12	9	7	1	0	0	0	0	34	52	54
03:00	0	0	1	1	0	6	5	5	3	4	**2**	0	0	0	27	57	61
04:00	0	0	0	0	0	3	5	6	7	4	1	0	0	0	26	56	59
05:00	0	0	1	0	0	3	41	33	9	1	1	0	0	0	89	49	53
06:00	0	0	0	0	8	13	68	70	31	4	1	0	0	0	195	51	54
07:00	0	0	2	12	21	82	141	105	**32**	5	0	0	0	0	400	48	52
08:00	0	0	4	16	25	116	**302**	**145**	27	**6**	0	0	0	0	641	47	50
09:00	0	2	19	30	106	205	265	102	8	1	0	0	0	0	738	45	48
10:00	1	8	18	49	132	**298**	262	57	6	0	0	0	0	0	**831**	43	46
11:00	**8**	**37**	**51**	**96**	**172**	224	125	24	0	0	0	0	0	0	737	41	44
12 PM	7	16	47	102	**199**	232	178	45	7	0	0	0	0	0	833	42	46
13:00	5	20	**67**	**112**	197	261	136	45	2	0	0	0	0	0	**845**	42	45
14:00	**11**	29	59	101	160	**282**	155	36	2	0	0	0	0	0	835	42	44
15:00	10	**48**	65	78	153	255	138	14	4	1	0	0	0	0	766	41	44
16:00	3	15	28	48	148	257	234	46	6	0	0	0	0	0	785	43	46
17:00	1	5	11	10	59	212	**279**	96	14	1	0	0	0	0	688	45	48
18:00	0	1	8	10	41	227	268	85	8	**2**	0	0	0	0	650	44	48
19:00	0	1	1	6	22	119	230	**102**	**16**	0	**3**	0	0	0	500	47	49
20:00	0	0	3	5	31	143	202	55	5	0	0	0	0	0	444	44	48
21:00	0	0	1	5	14	95	190	65	12	0	0	0	0	0	382	46	49
22:00	0	0	0	8	35	113	124	67	10	0	0	0	0	0	357	46	49
23:00	0	2	1	2	13	77	93	29	7	1	3	0	0	0	228	46	49
Total	46	184	387	691	1544	3265	3506	1279	244	33	12	0	0	0	11191		
Percent	0.4%	1.6%	3.5%	6.2%	13.8%	29.2%	31.3%	11.4%	2.2%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	10:00	08:00	08:00	07:00	08:00	03:00				10:00		
Vol.	8	37	51	96	172	298	302	145	32	6	2				831		
PM Peak	14:00	15:00	13:00	13:00	12:00	14:00	17:00	19:00	19:00	18:00	19:00				13:00		
Vol.	11	48	67	112	199	282	279	102	16	2	3				845		

Connecticut Counts LLC
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_(860) 828-1693_

Route 25 NOrth of Victoria Drive
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Site Code: 3899
Station ID:

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	0	1	1	3	22	32	26	5	1	0	0	0	0	91	48	51
01:00	0	0	0	0	0	7	28	18	9	3	1	0	0	0	66	51	56
02:00	0	0	0	0	3	5	14	13	2	3	**2**	0	0	0	42	51	59
03:00	0	1	0	0	1	3	8	4	9	2	1	0	0	0	29	54	58
04:00	0	0	0	0	0	6	4	3	7	0	0	0	0	0	20	52	54
05:00	0	0	0	1	0	3	8	19	2	2	0	0	0	0	35	49	55
06:00	0	0	0	0	3	2	18	42	19	4	0	0	0	0	88	52	54
07:00	0	0	1	2	6	16	82	54	26	2	0	0	0	0	189	49	53
08:00	0	**2**	2	4	9	47	103	101	25	1	0	0	0	0	294	49	52
09:00	0	2	**6**	6	19	79	192	131	32	2	0	0	0	0	469	48	51
10:00	0	0	4	**10**	29	103	213	98	18	2	0	0	0	0	477	47	49
11:00	0	0	3	4	**40**	**154**	**227**	**167**	**53**	**13**	0	0	0	0	**661**	49	53
12 PM	0	1	1	8	48	169	**283**	**121**	17	3	0	0	0	0	651	46	49
13:00	0	**4**	**6**	**17**	58	**231**	282	68	15	0	0	0	0	0	**681**	44	48
14:00	0	2	4	15	**59**	183	278	74	16	1	0	0	0	0	632	44	49
15:00	0	0	0	11	57	131	242	116	12	2	0	0	0	0	571	46	49
16:00	0	0	4	9	24	208	205	87	18	4	0	0	0	0	559	46	49
17:00	0	1	4	6	24	107	214	108	15	2	1	0	0	0	482	47	49
18:00	0	2	1	2	13	97	145	76	19	1	0	0	0	0	356	47	50
19:00	0	0	0	2	13	84	118	66	15	2	0	0	0	0	300	47	50
20:00	0	2	2	4	32	92	86	28	3	1	0	0	0	0	250	44	48
21:00	0	0	0	0	15	47	87	46	9	2	1	0	0	0	207	47	50
22:00	0	1	1	0	4	13	29	59	**35**	**10**	**2**	**1**	0	0	155	53	57
23:00	0	0	1	1	2	11	29	18	21	3	1	0	0	0	87	52	54
Total	0	18	41	103	462	1820	2927	1543	402	66	9	1	0	0	7392		
Percent	0.0%	0.2%	0.6%	1.4%	6.3%	24.6%	39.6%	20.9%	5.4%	0.9%	0.1%	0.0%	0.0%	0.0%			
AM Peak		08:00	09:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	02:00				11:00		
Vol.		2	6	10	40	154	227	167	53	13	2				661		
PM Peak		13:00	13:00	13:00	14:00	13:00	12:00	12:00	22:00	22:00	22:00	22:00			13:00		
Vol.		4	6	17	59	231	283	121	35	10	2	1			681		

Connecticut Counts LLC
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Route 25 NOrth of Victoria Drive
Monroe, Connecticut

Site Code: 3899
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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	0	0	3	19	8	5	2	0	0	0	0	37	51	55
01:00	0	0	0	0	1	1	7	9	4	2	**2**	0	0	0	26	55	61
02:00	0	0	0	0	1	1	1	7	3	2	0	0	0	0	15	54	58
03:00	0	0	0	0	1	2	12	12	7	0	0	0	0	0	34	51	53
04:00	0	1	1	0	1	5	12	21	10	3	0	0	0	0	54	52	55
05:00	0	2	2	0	9	24	88	89	20	**4**	0	0	0	0	238	49	53
06:00	0	0	1	5	16	108	259	**150**	**25**	4	0	0	0	0	568	48	50
07:00	0	2	6	18	39	258	**386**	134	19	2	0	0	0	0	864	45	49
08:00	3	2	**16**	**42**	**113**	**379**	291	68	21	1	0	0	0	0	**936**	44	48
09:00	0	2	3	13	77	223	249	80	13	2	1	0	0	0	663	44	48
10:00	**4**	**8**	3	21	67	231	200	50	9	1	0	0	0	0	594	44	48
11:00	1	6	15	12	57	219	208	56	10	1	0	0	0	0	585	44	48
12 PM	0	1	11	13	**59**	**194**	**230**	74	15	**2**	0	0	0	0	**599**	45	49
13:00	**2**	**8**	**14**	**17**	57	168	211	**85**	**17**	1	0	0	0	0	580	45	49
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	10	32	72	141	498	1816	2173	843	178	27	3	0	0	0	5793		
Percent	0.2%	0.6%	1.2%	2.4%	8.6%	31.3%	37.5%	14.6%	3.1%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	08:00	08:00	08:00	08:00	07:00	06:00	06:00	05:00	01:00				08:00		
Vol.	4	8	16	42	113	379	386	150	25	4	2				936		
PM Peak	13:00	13:00	13:00	13:00	12:00	12:00	12:00	13:00	13:00	12:00					12:00		
Vol.	2	8	14	17	59	194	230	85	17	2					599		
Total	432	1851	2609	3658	8865	21696	24994	9774	1980	267	45	2	1	2	76176		
Percent	0.6%	2.4%	3.4%	4.8%	11.6%	28.5%	32.8%	12.8%	2.6%	0.4%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 31 MPH
50th Percentile : 39 MPH
85th Percentile : 45 MPH
95th Percentile : 49 MPH

Stats

10 MPH Pace Speed : 36-45 MPH
Number in Pace : 46690
Percent in Pace : 61.3%
Number of Vehicles > 40 MPH : 37065
Percent of Vehicles > 40 MPH : 48.7%
Mean Speed(Average) : 39 MPH

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Monroe, Connecticut

Site Code: 3899
Station ID:

Latitude: 0' 0.0000 Undefined

Start	25-Apr-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	*	*	56	53	52	40	68	65	61	63	104	108	117	91	76	70
01:00	*	*	23	24	40	23	35	29	41	37	69	52	77	66	48	38
02:00	*	*	28	21	19	16	27	24	30	24	54	34	55	42	36	27
03:00	*	*	27	23	30	36	20	25	19	30	33	27	42	29	28	28
04:00	*	*	56	57	56	53	62	67	74	50	47	26	21	20	53	46
05:00	*	*	231	261	253	249	231	246	209	250	94	89	37	35	176	188
06:00	*	*	664	528	728	626	759	568	739	553	273	195	104	88	544	426
07:00	*	*	**815**	880	**921**	930	**883**	855	**839**	871	484	400	158	189	683	688
08:00	*	*	765	**935**	782	**984**	855	**965**	774	**933**	663	641	293	294	**689**	**792**
09:00	*	*	626	718	706	664	640	718	716	727	695	738	418	469	634	672
10:00	*	*	610	560	607	628	575	668	674	670	742	**831**	490	477	616	639
11:00	*	*	671	594	640	679	643	653	720	669	**778**	737	**546**	**661**	666	666
12:00 PM	609	643	714	587	676	627	749	649	766	661	**797**	833	**639**	651	707	664
01:00	661	623	626	666	691	654	769	647	717	704	761	**845**	635	**681**	694	689
02:00	732	678	733	693	749	793	**796**	**789**	771	**777**	764	835	566	632	730	**742**
03:00	**859**	796	795	756	806	737	740	650	801	741	746	766	531	571	754	717
04:00	824	**874**	850	**815**	745	638	712	698	**823**	647	746	785	523	559	746	717
05:00	798	732	**904**	765	**897**	**810**	748	564	724	536	712	688	500	482	**755**	654
06:00	676	707	707	751	744	791	706	691	711	716	723	650	484	356	679	666
07:00	535	432	508	491	599	521	578	612	613	605	512	500	352	300	528	494
08:00	405	324	379	310	453	364	494	426	485	413	441	444	284	250	420	362
09:00	295	241	322	252	388	296	400	342	339	341	319	382	188	207	322	294
10:00	203	203	184	199	248	235	244	233	300	300	300	357	134	155	230	240
11:00	99	106	94	112	102	127	121	136	181	231	226	228	84	87	130	147
Lane	6696	6359	11388	11051	11932	11521	11855	11320	12127	11549	11083	11191	7278	7392	10944	10666
Day	13055		22439		23453		23175		23676		22274		14670		21610	
AM Peak	-	-	07:00	08:00	07:00	08:00	07:00	08:00	07:00	08:00	11:00	10:00	11:00	11:00	08:00	08:00
Vol.	-	-	815	935	921	984	883	965	839	933	778	831	546	661	689	792
PM Peak	15:00	16:00	17:00	16:00	17:00	17:00	14:00	14:00	16:00	14:00	12:00	13:00	12:00	13:00	17:00	14:00
Vol.	859	874	904	815	897	810	796	789	823	777	797	845	639	681	755	742

ADT - AVERAGE OF TUES-THURS
TOTAL: 23,020
NB: 11,725
SB: 11,295

Route 25 NOrth of Victoria Drive
Monroe, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3899
Station ID:

Latitude: 0' 0.0000 Undefined

Start	02-May-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	36	37	*	*	*	*	*	*	*	*	*	*	*	*	36	37
01:00	39	26	*	*	*	*	*	*	*	*	*	*	*	*	39	26
02:00	24	15	*	*	*	*	*	*	*	*	*	*	*	*	24	15
03:00	25	34	*	*	*	*	*	*	*	*	*	*	*	*	25	34
04:00	48	54	*	*	*	*	*	*	*	*	*	*	*	*	48	54
05:00	230	238	*	*	*	*	*	*	*	*	*	*	*	*	230	238
06:00	693	568	*	*	*	*	*	*	*	*	*	*	*	*	693	568
07:00	**850**	864	*	*	*	*	*	*	*	*	*	*	*	*	**850**	864
08:00	725	**936**	*	*	*	*	*	*	*	*	*	*	*	*	725	**936**
09:00	653	663	*	*	*	*	*	*	*	*	*	*	*	*	653	663
10:00	550	594	*	*	*	*	*	*	*	*	*	*	*	*	550	594
11:00	584	585	*	*	*	*	*	*	*	*	*	*	*	*	584	585
12:00 PM	**611**	**599**	*	*	*	*	*	*	*	*	*	*	*	*	**611**	**599**
01:00	592	580	*	*	*	*	*	*	*	*	*	*	*	*	592	580
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	5660	5793	0	0	0	0	0	0	0	0	0	0	0	0	5660	5793
Day	11453		0		0		0		0		0		0		11453	
AM Peak	07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00
Vol.	850	936	-	-	-	-	-	-	-	-	-	-	-	-	850	936
PM Peak	12:00	12:00	-	-	-	-	-	-	-	-	-	-	-	-	12:00	12:00
Vol.	611	599	-	-	-	-	-	-	-	-	-	-	-	-	611	599

Comb. Total	24508	22439	23453	23175	23676	22274	14670	33063

ADT ADT 23,186 AADT 23,186

Purdy Hill Road East of Route 25
Monroe/Trumbull, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3911
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	4	32	95	60	5	0	0	0	0	0	0	0	0	196	32	34
16:00	2	2	27	118	70	**7**	0	0	0	0	0	0	0	0	226	33	34
17:00	**5**	**12**	**49**	**133**	68	4	0	0	0	0	0	0	0	0	**271**	32	34
18:00	0	3	23	85	**86**	5	0	0	0	0	0	0	0	0	202	33	34
19:00	0	1	8	53	38	3	0	0	0	0	0	0	0	0	103	33	34
20:00	0	1	6	30	20	2	0	0	0	0	0	0	0	0	59	33	34
21:00	0	0	9	17	13	3	0	0	0	0	0	0	0	0	42	33	36
22:00	0	0	3	6	9	3	0	0	0	0	0	0	0	0	21	34	38
23:00	0	0	1	7	2	1	0	0	0	0	0	0	0	0	11	33	37
Total	7	23	158	544	366	33	0	0	0	0	0	0	0	0	1131		
Percent	0.6%	2.0%	14.0%	48.1%	32.4%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00 5	17:00 12	17:00 49	17:00 133	18:00 86	16:00 7									17:00 271		

Pudry Hill Road East of Route 25
Monroe/Trumbull, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3911
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5	33	34
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
02:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	34	34
03:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4	27	28
04:00	0	0	2	2	2	0	0	0	0	0	0	0	0	0	6	32	34
05:00	0	0	5	5	7	0	0	0	0	0	0	0	0	0	17	33	34
06:00	0	**2**	15	38	19	1	0	0	0	0	0	0	0	0	75	32	34
07:00	**1**	2	21	37	30	**5**	0	0	0	0	0	0	0	0	96	33	35
08:00	0	1	18	63	**46**	3	0	0	0	0	0	0	0	0	**131**	33	34
09:00	0	1	14	52	28	4	**1**	0	0	0	0	0	0	0	100	33	35
10:00	1	1	**22**	**70**	33	4	0	0	0	0	0	0	0	0	131	32	34
11:00	0	2	17	62	31	3	0	0	0	0	0	0	0	0	115	32	34
12 PM	0	1	27	68	35	0	0	0	0	0	0	0	0	0	131	32	34
13:00	**8**	**11**	35	70	24	2	0	0	0	0	0	0	0	0	150	30	33
14:00	0	2	16	73	38	4	0	0	0	0	0	0	0	0	133	32	34
15:00	0	1	22	91	65	7	0	0	0	0	0	0	0	0	186	33	34
16:00	0	3	36	**121**	64	3	0	0	0	0	0	0	0	0	227	32	34
17:00	2	2	**43**	107	**92**	**9**	0	0	0	0	0	0	0	0	**255**	33	34
18:00	0	1	18	88	65	8	0	0	0	0	0	0	0	0	180	33	34
19:00	0	2	14	44	40	3	0	0	0	0	0	0	0	0	103	33	34
20:00	0	1	16	31	16	1	0	0	0	0	0	0	0	0	65	32	34
21:00	0	1	7	29	15	0	0	0	0	0	0	0	0	0	52	32	34
22:00	0	0	3	10	9	2	0	0	0	0	0	0	0	0	24	34	36
23:00	0	0	1	8	8	2	0	0	0	0	0	0	0	0	19	34	37
Total	12	34	356	1072	673	61	1	0	0	0	0	0	0	0	2209		
Percent	0.5%	1.5%	16.1%	48.5%	30.5%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	06:00	10:00	10:00	08:00	07:00	09:00								08:00		
Vol.	1	2	22	70	46	5	1								131		
PM Peak	13:00	13:00	17:00	16:00	17:00	17:00									17:00		
Vol.	8	11	43	121	92	9									255		

Pudry Hill Road East of Route 25
Monroe/Trumbull, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3911
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	2	2	2	1	0	0	0	0	0	0	0	0	7	34	38
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	33	34
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	24	24
05:00	0	0	5	6	9	0	0	0	0	0	0	0	0	0	20	33	34
06:00	0	4	11	38	19	1	0	0	0	0	0	0	0	0	73	32	34
07:00	0	**5**	20	51	41	6	**1**	0	0	0	0	0	0	0	124	33	35
08:00	**2**	3	15	**55**	**53**	6	0	0	0	0	0	0	0	0	**134**	33	34
09:00	0	2	16	53	41	**7**	0	0	0	0	0	0	0	0	119	33	35
10:00	0	3	12	50	35	3	0	0	0	0	0	0	0	0	103	33	34
11:00	0	2	**22**	46	36	3	0	0	0	0	0	0	0	0	109	33	34
12 PM	2	3	15	66	47	4	0	0	0	0	0	0	0	0	137	33	34
13:00	2	**10**	36	72	48	3	**2**	0	0	0	0	0	0	0	173	32	34
14:00	0	1	18	73	51	2	0	0	0	0	0	0	0	0	145	33	34
15:00	0	0	22	89	65	4	0	0	0	0	0	0	0	0	180	33	34
16:00	0	4	**65**	128	63	6	1	0	0	0	0	0	0	0	267	32	34
17:00	**4**	6	41	**157**	**81**	**11**	1	0	0	0	0	0	0	0	**301**	32	34
18:00	0	1	17	91	57	5	1	0	0	0	0	0	0	0	172	33	34
19:00	0	2	19	64	32	6	0	0	0	0	0	0	0	0	123	33	34
20:00	0	1	12	37	29	2	0	0	0	0	0	0	0	0	81	33	34
21:00	0	0	7	28	16	1	0	0	0	0	0	0	0	0	52	32	34
22:00	0	0	1	20	9	4	1	0	0	0	0	0	0	0	35	34	39
23:00	0	0	1	6	1	1	0	0	0	0	0	0	0	0	9	33	37
Total	10	47	359	1133	736	76	7	0	0	0	0	0	0	0	2368		
Percent	0.4%	2.0%	15.2%	47.8%	31.1%	3.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	11:00	08:00	08:00	09:00	07:00								08:00		
Vol.	2	5	22	55	53	7	1								134		
PM Peak	17:00	13:00	16:00	17:00	17:00	17:00	13:00								17:00		
Vol.	4	10	65	157	81	11	2								301		

Purdy Hill Road East of Route 25
Monroe/Trumbull, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
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Site Code: 3911
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	2	4	4	0	0	0	0	0	0	0	0	0	10	33	34
01:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	32	34
02:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	33	34
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	24	24
05:00	0	0	4	5	2	0	0	0	0	0	0	0	0	0	11	30	33
06:00	**1**	2	17	34	22	1	0	0	0	0	0	0	0	0	77	32	34
07:00	0	0	14	70	40	**11**	0	0	0	0	0	0	0	0	135	33	36
08:00	1	3	**25**	**72**	**51**	9	0	0	0	0	0	0	0	0	**161**	33	35
09:00	0	0	12	39	29	4	0	0	0	0	0	0	0	0	84	33	34
10:00	0	0	11	53	41	4	0	0	0	0	0	0	0	0	109	33	34
11:00	1	**4**	15	62	36	1	**1**	0	0	0	0	0	0	0	120	32	34
12 PM	0	1	24	78	56	5	1	0	0	0	0	0	0	0	165	33	34
13:00	**8**	**9**	46	91	41	2	0	0	0	0	0	0	0	0	197	31	34
14:00	0	1	38	73	37	1	2	0	0	0	0	0	0	0	152	32	34
15:00	0	3	28	108	62	2	0	0	0	0	0	0	0	0	203	32	34
16:00	1	4	**69**	**140**	65	5	0	0	0	0	0	0	0	0	284	32	34
17:00	1	8	54	128	**93**	2	1	0	0	0	0	0	0	0	**287**	32	34
18:00	0	2	15	99	75	**9**	**3**	0	0	0	0	0	0	0	203	33	36
19:00	0	1	16	68	36	4	0	0	0	0	0	0	0	0	125	32	34
20:00	0	0	14	39	26	0	0	0	0	0	0	0	0	0	79	32	34
21:00	0	0	11	34	20	0	1	0	0	0	0	0	0	0	66	32	34
22:00	0	0	4	11	10	2	0	0	0	0	0	0	0	0	27	33	36
23:00	0	0	2	9	7	0	0	0	0	0	0	0	0	0	18	33	34
Total	13	38	422	1222	756	62	9	0	0	0	0	0	0	0	2522		
Percent	0.5%	1.5%	16.7%	48.5%	30.0%	2.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	11:00	08:00	08:00	08:00	07:00	11:00								08:00		
Vol.	1	4	25	72	51	11	1								161		
PM Peak	13:00	13:00	16:00	16:00	17:00	18:00	18:00								17:00		
Vol.	8	9	69	140	93	9	3								287		

Purdy Hill Road East of Route 25
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	32	34
01:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	33	34
02:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4	32	34
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
04:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	33	34
05:00	0	0	3	9	7	0	0	0	0	0	0	0	0	0	19	32	34
06:00	0	0	18	30	19	2	0	0	0	0	0	0	0	0	69	32	34
07:00	0	1	**21**	48	**43**	6	0	0	0	0	0	0	0	0	119	33	35
08:00	0	**2**	15	59	41	4	0	0	0	0	0	0	0	0	121	33	34
09:00	0	0	17	55	28	**8**	**2**	0	0	0	0	0	0	0	110	33	37
10:00	0	1	12	51	36	4	0	0	0	0	0	0	0	0	104	33	34
11:00	0	1	16	**74**	35	2	0	0	0	0	0	0	0	0	**128**	32	34
12 PM	0	1	31	88	49	4	0	0	0	0	0	0	0	0	173	32	34
13:00	**7**	13	39	89	47	3	0	0	0	0	0	0	0	0	198	32	34
14:00	0	1	20	98	60	1	0	0	0	0	0	0	0	0	180	32	34
15:00	1	6	39	87	75	**9**	**1**	0	0	0	0	0	0	0	218	33	34
16:00	4	**14**	**65**	**123**	66	3	0	0	0	0	0	0	0	0	**275**	32	34
17:00	1	13	48	115	**79**	7	0	0	0	0	0	0	0	0	263	32	34
18:00	1	1	22	102	67	8	0	0	0	0	0	0	0	0	201	33	34
19:00	0	3	12	69	33	6	0	0	0	0	0	0	0	0	123	33	34
20:00	1	3	16	59	17	2	0	0	0	0	0	0	0	0	98	31	34
21:00	0	1	15	31	18	2	0	0	0	0	0	0	0	0	67	32	34
22:00	0	2	7	30	8	1	0	0	0	0	0	0	0	0	48	31	34
23:00	0	0	6	20	8	0	0	0	0	0	0	0	0	0	34	31	33
Total	15	63	424	1242	740	73	3	0	0	0	0	0	0	0	2560		
Percent	0.6%	2.5%	16.6%	48.5%	28.9%	2.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		08:00	07:00	11:00	07:00	09:00	09:00								11:00		
Vol.		2	21	74	43	8	2								128		
PM Peak	13:00	16:00	16:00	16:00	17:00	15:00	15:00								16:00		
Vol.	7	14	65	123	79	9	1								275		

Purdy Hill Road East of Route 25
Monroe/Trumbull, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3911
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	0	1	10	3	0	0	0	0	0	0	0	0	0	14	31	33
01:00	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4	29	29
02:00	0	0	0	3	3	0	0	0	0	0	0	0	0	0	6	33	34
03:00	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5	31	33
04:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	33	34
05:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	33	34
06:00	0	0	7	9	10	2	0	0	0	0	0	0	0	0	28	33	36
07:00	0	1	10	27	22	5	0	0	0	0	0	0	0	0	65	33	36
08:00	0	2	22	64	44	6	0	0	0	0	0	0	0	0	138	33	34
09:00	0	0	18	81	62	**7**	0	0	0	0	0	0	0	0	168	33	34
10:00	0	**4**	25	102	65	7	**1**	0	0	0	0	0	0	0	204	33	34
11:00	0	1	**42**	**120**	**87**	6	0	0	0	0	0	0	0	0	**256**	33	34
12 PM	0	0	**43**	**131**	55	2	**2**	0	0	0	0	0	0	0	**233**	32	34
13:00	0	2	28	122	78	1	2	0	0	0	0	0	0	0	233	32	34
14:00	0	0	39	83	**82**	3	1	0	0	0	0	0	0	0	208	33	34
15:00	0	**3**	33	97	60	**11**	1	0	0	0	0	0	0	0	205	33	35
16:00	0	0	18	95	71	8	0	0	0	0	0	0	0	0	192	33	34
17:00	0	0	19	69	34	5	0	0	0	0	0	0	0	0	127	32	34
18:00	0	1	19	58	47	5	0	0	0	0	0	0	0	0	130	33	34
19:00	**1**	3	10	52	28	5	1	0	0	0	0	0	0	0	100	33	35
20:00	1	0	17	54	16	3	0	0	0	0	0	0	0	0	91	31	34
21:00	0	0	7	28	25	4	1	0	0	0	0	0	0	0	65	34	37
22:00	0	1	4	15	9	1	0	0	0	0	0	0	0	0	30	33	34
23:00	0	0	3	14	8	1	0	0	0	0	0	0	0	0	26	33	34
Total	2	18	367	1243	814	82	9	0	0	0	0	0	0	0	2535		
Percent	0.1%	0.7%	14.5%	49.0%	32.1%	3.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		10:00	11:00	11:00	11:00	09:00	10:00								11:00		
Vol.		4	42	120	87	7	1								256		
PM Peak	19:00	15:00	12:00	12:00	14:00	15:00	12:00								12:00		
Vol.	1	3	43	131	82	11	2								233		

Purdy Hill Road East of Route 25
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	0	1	11	7	0	**1**	0	0	0	0	0	0	0	20	33	40
01:00	0	0	0	4	7	1	0	0	0	0	0	0	0	0	12	34	36
02:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	28	29
03:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	32	34
04:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	33	34
05:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	38	39
06:00	0	0	4	5	4	0	0	0	0	0	0	0	0	0	13	32	34
07:00	0	0	5	13	7	**2**	0	0	0	0	0	0	0	0	27	33	36
08:00	0	**2**	13	35	24	1	0	0	0	0	0	0	0	0	75	32	34
09:00	0	1	14	48	33	2	0	0	0	0	0	0	0	0	98	33	34
10:00	0	0	14	50	**34**	2	0	0	0	0	0	0	0	0	100	33	34
11:00	0	1	**24**	**67**	30	2	0	0	0	0	0	0	0	0	**124**	32	34
12 PM	0	0	21	66	35	6	0	0	0	0	0	0	0	0	128	33	34
13:00	0	**3**	**22**	**85**	29	2	0	0	0	0	0	0	0	0	**141**	31	34
14:00	0	0	17	81	29	**9**	**1**	0	0	0	0	0	0	0	137	33	36
15:00	0	1	15	67	**38**	1	0	0	0	0	0	0	0	0	122	32	34
16:00	0	1	10	38	31	1	0	0	0	0	0	0	0	0	81	33	34
17:00	0	0	11	49	25	4	0	0	0	0	0	0	0	0	89	33	34
18:00	0	0	16	56	20	0	0	0	0	0	0	0	0	0	92	31	33
19:00	0	0	5	37	17	1	0	0	0	0	0	0	0	0	60	32	34
20:00	0	0	7	26	11	0	0	0	0	0	0	0	0	0	44	32	34
21:00	0	0	7	13	6	0	0	0	0	0	0	0	0	0	26	31	33
22:00	0	0	3	3	4	1	0	0	0	0	0	0	0	0	11	34	37
23:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4	34	34
Total	0	9	211	759	396	36	2	0	0	0	0	0	0	0	1413		
Percent	0.0%	0.6%	14.9%	53.7%	28.0%	2.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		08:00	11:00	11:00	10:00	07:00	00:00								11:00		
Vol.		2	24	67	34	2	1								124		
PM Peak		13:00	13:00	13:00	15:00	14:00	14:00								13:00		
Vol.		3	22	85	38	9	1								141		

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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	4	3	0	0	0	0	0	0	0	0	0	7	33	34
01:00	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4	29	29
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	24	24
05:00	0	0	3	7	4	0	0	0	0	0	0	0	0	0	14	32	34
06:00	0	0	17	38	21	1	0	0	0	0	0	0	0	0	77	32	34
07:00	0	1	**20**	47	33	3	0	0	0	0	0	0	0	0	104	33	34
08:00	0	2	20	**68**	31	3	0	0	0	0	0	0	0	0	**124**	32	34
09:00	**1**	2	8	44	35	2	0	0	0	0	0	0	0	0	92	33	34
10:00	0	**3**	16	48	31	4	0	0	0	0	0	0	0	0	102	33	34
11:00	0	0	20	53	**37**	**9**	**1**	0	0	0	0	0	0	0	120	33	37
12 PM	0	2	18	62	**49**	**4**	0	0	0	0	0	0	0	0	135	33	34
13:00	**5**	**15**	**27**	**71**	24	4	0	0	0	0	0	0	0	0	**146**	31	34
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	6	25	152	446	269	30	1	0	0	0	0	0	0	0	929		
Percent	0.6%	2.7%	16.4%	48.0%	29.0%	3.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	07:00	08:00	11:00	11:00	11:00								08:00		
Vol.	1	3	20	68	37	9	1								124		
PM Peak	13:00	13:00	13:00	13:00	12:00	12:00									13:00		
Vol.	5	15	27	71	49	4									146		
Total	65	257	2449	7661	4750	453	32	0	0	0	0	0	0	0	15667		
Percent	0.4%	1.6%	15.6%	48.9%	30.3%	2.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	24 MPH
50th Percentile :	28 MPH
85th Percentile :	33 MPH
95th Percentile :	34 MPH

Stats

10 MPH Pace Speed :	26-35 MPH
Number in Pace :	12411
Percent in Pace :	79.2%
Number of Vehicles > 30 MPH :	5235
Percent of Vehicles > 30 MPH :	33.4%
Mean Speed(Average) :	29 MPH

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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	**2**	**7**	**72**	94	13	0	0	0	0	0	0	0	0	188	34	36
16:00	0	0	6	58	**98**	**32**	**2**	0	0	0	0	0	0	0	**196**	35	38
17:00	0	0	4	44	96	26	2	0	0	0	0	0	0	0	172	35	38
18:00	0	0	6	28	79	13	1	0	0	0	0	0	0	0	127	34	37
19:00	0	0	3	39	54	6	1	0	0	0	0	0	0	0	103	34	36
20:00	0	0	2	13	23	4	0	0	0	0	0	0	0	0	42	34	37
21:00	0	0	1	17	14	6	1	0	0	0	0	0	0	0	39	35	39
22:00	0	0	0	4	6	3	0	0	0	0	0	0	0	0	13	36	38
23:00	0	0	0	2	5	2	0	0	0	0	0	0	0	0	9	36	38
Total	0	2	29	277	469	105	7	0	0	0	0	0	0	0	889		
Percent	0.0%	0.2%	3.3%	31.2%	52.8%	11.8%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.		15:00 2	15:00 7	15:00 72	16:00 98	16:00 32	16:00 2								16:00 196		

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	34	34
03:00	0	0	2	2	4	0	0	0	0	0	0	0	0	0	8	33	34
04:00	0	0	0	3	5	0	0	0	0	0	0	0	0	0	8	33	34
05:00	0	0	1	18	25	5	1	0	0	0	0	0	0	0	50	34	38
06:00	0	1	6	65	113	22	0	0	0	0	0	0	0	0	207	34	37
07:00	**5**	**10**	15	**105**	**174**	**28**	0	0	0	0	0	0	0	0	**337**	34	36
08:00	3	2	**16**	103	125	17	**2**	0	0	0	0	0	0	0	268	34	36
09:00	0	1	8	69	51	9	0	0	0	0	0	0	0	0	138	33	36
10:00	0	3	5	44	74	12	0	0	0	0	0	0	0	0	138	34	37
11:00	0	0	4	71	75	11	0	0	0	0	0	0	0	0	161	34	36
12 PM	0	0	6	46	65	8	0	0	0	0	0	0	0	0	125	34	36
13:00	0	**1**	9	52	64	12	0	0	0	0	0	0	0	0	138	34	37
14:00	0	0	**12**	46	68	17	1	0	0	0	0	0	0	0	144	34	38
15:00	0	1	3	52	95	19	2	0	0	0	0	0	0	0	172	34	38
16:00	**1**	1	3	50	99	19	1	0	0	0	0	0	0	0	174	34	37
17:00	0	0	2	**54**	**112**	**21**	0	0	0	0	0	0	0	0	**189**	34	37
18:00	0	0	5	29	84	15	**4**	0	0	0	0	0	0	0	137	34	39
19:00	0	0	1	20	41	11	0	0	0	0	0	0	0	0	73	35	38
20:00	0	0	2	23	33	3	0	0	0	0	0	0	0	0	61	34	34
21:00	0	1	0	9	12	9	0	0	0	0	0	0	0	0	31	37	39
22:00	0	1	0	3	5	5	0	0	0	0	0	0	0	0	14	37	39
23:00	0	0	0	2	2	2	0	0	0	0	0	0	0	0	6	37	39
Total	9	22	100	866	1329	245	11	0	0	0	0	0	0	0	2582		
Percent	0.3%	0.9%	3.9%	33.5%	51.5%	9.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	07:00	07:00	07:00	08:00								07:00		
Vol.	5	10	16	105	174	28	2								337		
PM Peak	16:00	13:00	14:00	17:00	17:00	17:00	18:00								17:00		
Vol.	1	1	12	54	112	21	4								189		

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	38	39
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	34	34
03:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	32	34
04:00	0	0	0	3	4	1	0	0	0	0	0	0	0	0	8	34	38
05:00	0	0	0	17	32	10	0	0	0	0	0	0	0	0	59	35	38
06:00	0	5	2	56	129	22	**1**	**1**	0	0	0	0	0	0	216	34	37
07:00	**4**	**8**	**13**	**100**	**179**	27	1	0	0	0	0	0	0	0	**332**	34	37
08:00	2	4	12	81	124	**40**	0	0	0	0	0	0	0	0	263	35	38
09:00	0	1	10	57	70	15	0	0	0	0	0	0	0	0	153	34	37
10:00	1	1	4	54	63	16	0	0	0	0	0	0	0	0	139	34	37
11:00	0	0	4	40	91	17	1	0	0	0	0	0	0	0	153	34	38
12 PM	0	0	10	47	76	20	0	0	0	0	0	0	0	0	153	34	38
13:00	0	0	9	60	63	13	0	0	0	0	0	0	0	0	145	34	37
14:00	0	**3**	5	62	83	19	**2**	0	0	0	0	0	0	0	174	34	38
15:00	0	0	6	**83**	96	17	0	0	0	0	0	0	0	0	202	34	37
16:00	**1**	2	**12**	61	**115**	**25**	2	0	0	0	0	0	0	0	**218**	34	38
17:00	0	0	2	55	106	15	2	0	0	0	0	0	0	0	180	34	37
18:00	0	1	0	27	83	17	0	0	0	0	0	0	0	0	128	34	38
19:00	0	1	3	42	53	12	1	0	0	0	0	0	0	0	112	34	38
20:00	0	1	2	28	43	6	0	0	0	0	0	0	0	0	80	34	36
21:00	0	0	0	11	15	4	0	0	0	0	0	0	0	0	30	34	38
22:00	0	0	0	5	7	2	1	0	0	0	0	0	0	0	15	36	41
23:00	0	1	3	3	1	1	0	0	0	0	0	0	0	0	9	33	37
Total	8	28	98	893	1438	301	11	1	0	0	0	0	0	0	2778		
Percent	0.3%	1.0%	3.5%	32.1%	51.8%	10.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	08:00	06:00	06:00							07:00		
Vol.	4	8	13	100	179	40	1	1							332		
PM Peak	16:00	14:00	16:00	15:00	16:00	16:00	14:00								16:00		
Vol.	1	3	12	83	115	25	2								218		

Purdy Hill Road East of Route 25
Monroe/Trumbull, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3911
Station ID:

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	29	29
01:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4	37	39
02:00	0	0	1	4	1	1	0	0	0	0	0	0	0	0	7	34	38
03:00	0	0	1	0	3	0	0	0	0	0	0	0	0	0	4	34	34
04:00	0	0	0	3	7	1	**1**	0	0	0	0	0	0	0	12	35	41
05:00	0	0	0	14	30	5	0	0	0	0	0	0	0	0	49	34	37
06:00	1	3	4	70	130	19	0	**1**	0	0	0	0	0	0	228	34	37
07:00	**3**	**8**	**17**	**119**	**168**	26	0	0	0	0	0	0	0	0	**341**	34	36
08:00	0	2	11	104	129	**31**	1	0	0	0	0	0	0	0	278	34	37
09:00	0	0	11	79	72	13	0	0	0	0	0	0	0	0	175	34	36
10:00	1	0	14	65	62	21	0	0	0	0	0	0	0	0	163	34	38
11:00	0	0	5	61	81	14	0	0	0	0	0	0	0	0	161	34	37
12 PM	0	1	5	54	75	16	0	0	0	0	0	0	0	0	151	34	37
13:00	0	2	6	67	72	14	0	0	0	0	0	0	0	0	161	34	37
14:00	0	1	7	73	80	9	1	0	0	0	0	0	0	0	171	34	35
15:00	**3**	2	**13**	**83**	106	8	**3**	0	0	0	0	0	0	0	218	33	35
16:00	1	1	9	74	**118**	17	2	0	0	0	0	0	0	0	**222**	34	37
17:00	0	0	4	61	111	**25**	3	**1**	0	0	0	0	0	0	205	34	38
18:00	0	0	2	46	88	14	0	0	0	0	0	0	0	0	150	34	37
19:00	0	**4**	4	43	38	11	0	0	0	0	0	0	0	0	100	34	37
20:00	0	0	2	30	19	1	0	0	0	0	0	0	0	0	52	33	34
21:00	0	1	2	17	15	4	0	0	0	0	0	0	0	0	39	34	37
22:00	0	0	0	5	9	2	0	0	0	0	0	0	0	0	16	34	37
23:00	0	0	0	1	4	2	0	0	0	0	0	0	0	0	7	37	39
Total	9	25	118	1077	1420	255	11	2	0	0	0	0	0	0	2917		
Percent	0.3%	0.9%	4.0%	36.9%	48.7%	8.7%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	08:00	04:00	06:00							07:00		
Vol.	3	8	17	119	168	31	1	1							341		
PM Peak	15:00	19:00	15:00	15:00	16:00	17:00	15:00	17:00							16:00		
Vol.	3	4	13	83	118	25	3	1							222		

Purdy Hill Road East of Route 25
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Connecticut Counts LLC
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Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3911
Station ID:

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4	34	34
01:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4	37	39
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
03:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4	32	34
04:00	0	0	0	3	7	1	0	0	0	0	0	0	0	0	11	34	37
05:00	0	0	1	17	29	8	**1**	0	0	0	0	0	0	0	56	35	38
06:00	0	0	3	50	96	14	0	0	0	0	0	0	0	0	163	34	37
07:00	**2**	1	**13**	**113**	**139**	**23**	1	0	0	0	0	0	0	0	**292**	34	37
08:00	0	**2**	13	106	113	13	1	0	0	0	0	0	0	0	248	33	35
09:00	0	1	12	91	73	13	1	0	0	0	0	0	0	0	191	33	36
10:00	1	0	5	62	74	9	0	0	0	0	0	0	0	0	151	34	35
11:00	0	1	5	76	65	18	1	0	0	0	0	0	0	0	166	34	37
12 PM	0	0	2	62	81	16	1	0	0	0	0	0	0	0	162	34	37
13:00	**1**	0	8	59	89	11	1	0	0	0	0	0	0	0	169	34	36
14:00	0	3	17	53	79	14	0	0	0	0	0	0	0	0	166	34	37
15:00	0	0	8	62	**117**	26	**4**	0	0	0	0	0	0	0	**217**	34	38
16:00	0	**4**	**27**	**91**	85	8	0	0	0	0	0	0	0	0	215	33	34
17:00	0	0	6	59	116	**27**	0	0	0	0	0	0	0	0	208	34	38
18:00	0	0	4	57	79	13	0	0	0	0	0	0	0	0	153	34	37
19:00	0	2	3	60	80	8	1	0	0	0	0	0	0	0	154	34	35
20:00	0	1	3	33	36	6	0	0	0	0	0	0	0	0	79	34	36
21:00	0	0	1	26	15	2	0	0	0	0	0	0	0	0	44	33	34
22:00	0	1	1	18	16	1	0	0	0	0	0	0	0	0	37	33	34
23:00	0	0	1	13	11	1	0	0	0	0	0	0	0	0	26	33	34
Total	4	16	134	1115	1407	233	12	0	0	0	0	0	0	0	2921		
Percent	0.1%	0.5%	4.6%	38.2%	48.2%	8.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	07:00	07:00	07:00	07:00	05:00								07:00		
Vol.	2	2	13	113	139	23	1								292		
PM Peak	13:00	16:00	16:00	16:00	15:00	17:00	15:00								15:00		
Vol.	1	4	27	91	117	27	4								217		

Purdy Hill Road East of Route 25
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	**2**	0	3	2	0	0	0	0	0	0	0	0	0	7	32	34
01:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	39	39
02:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	29	29
03:00	0	0	0	4	3	0	0	0	0	0	0	0	0	0	7	33	34
04:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	38	39
05:00	0	0	0	5	11	4	0	0	0	0	0	0	0	0	20	36	38
06:00	0	0	2	13	19	5	0	0	0	0	0	0	0	0	39	34	38
07:00	0	0	3	35	59	9	1	0	0	0	0	0	0	0	107	34	37
08:00	0	0	7	59	89	23	0	0	0	0	0	0	0	0	178	34	38
09:00	0	0	**8**	51	131	26	**4**	0	0	0	0	0	0	0	220	34	38
10:00	0	0	6	**87**	129	22	0	0	0	0	0	0	0	0	244	34	37
11:00	0	0	3	69	**145**	**32**	1	0	0	0	0	0	0	0	**250**	34	38
12 PM	0	0	**15**	**105**	122	16	**1**	0	0	0	0	0	0	0	**259**	34	36
13:00	0	0	4	75	**135**	**25**	0	0	0	0	0	0	0	0	239	34	37
14:00	0	0	10	69	95	19	0	0	0	0	0	0	0	0	193	34	37
15:00	0	0	4	71	111	15	1	0	0	0	0	0	0	0	202	34	36
16:00	0	0	2	64	108	19	1	0	0	0	0	0	0	0	194	34	37
17:00	0	0	5	56	102	9	0	0	0	0	0	0	0	0	172	34	35
18:00	**1**	**1**	3	55	61	9	0	0	0	0	0	0	0	0	130	34	36
19:00	0	0	6	43	58	7	1	0	0	0	0	0	0	0	115	34	36
20:00	0	1	3	31	15	6	1	0	0	0	0	0	0	0	57	34	38
21:00	0	0	0	19	19	1	0	0	0	0	0	0	0	0	39	33	34
22:00	0	1	3	11	26	4	0	0	0	0	0	0	0	0	45	34	37
23:00	0	0	2	6	10	5	0	0	0	0	0	0	0	0	23	36	38
Total	1	5	86	934	1450	259	11	0	0	0	0	0	0	0	2746		
Percent	0.0%	0.2%	3.1%	34.0%	52.8%	9.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		00:00	09:00	10:00	11:00	11:00	09:00								11:00		
Vol.		2	8	87	145	32	4								250		
PM Peak	18:00	18:00	12:00	12:00	13:00	13:00	12:00								12:00		
Vol.	1	1	15	105	135	25	1								259		

Purdy Hill Road East of Route 25
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	0	3	0	6	1	0	0	0	0	0	0	0	0	10	34	37
01:00	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4	37	39
02:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	33	34
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
05:00	0	0	0	3	8	2	0	0	0	0	0	0	0	0	13	35	38
06:00	0	0	1	11	7	4	0	0	0	0	0	0	0	0	23	35	38
07:00	0	0	1	10	20	5	0	0	0	0	0	0	0	0	36	34	38
08:00	0	0	3	29	37	5	0	0	0	0	0	0	0	0	74	34	36
09:00	**1**	0	5	64	64	**14**	0	0	0	0	0	0	0	0	148	34	37
10:00	0	0	4	52	66	12	**1**	0	0	0	0	0	0	0	135	34	37
11:00	0	**1**	**6**	**73**	**74**	4	0	0	0	0	0	0	0	0	**158**	33	34
12 PM	**1**	**1**	4	63	52	**10**	0	0	0	0	0	0	0	0	131	34	36
13:00	0	1	**8**	70	52	9	**1**	0	0	0	0	0	0	0	141	33	36
14:00	0	0	4	61	71	10	0	0	0	0	0	0	0	0	146	34	36
15:00	0	0	6	**89**	**74**	9	0	0	0	0	0	0	0	0	**178**	33	35
16:00	0	0	3	42	47	4	0	0	0	0	0	0	0	0	96	33	34
17:00	0	0	1	33	63	6	0	0	0	0	0	0	0	0	103	34	35
18:00	0	0	2	34	31	6	0	0	0	0	0	0	0	0	73	34	36
19:00	0	0	0	19	23	4	0	0	0	0	0	0	0	0	46	34	37
20:00	0	0	3	19	11	3	1	0	0	0	0	0	0	0	37	34	38
21:00	0	0	0	12	6	3	0	0	0	0	0	0	0	0	21	34	38
22:00	0	0	0	9	11	0	0	0	0	0	0	0	0	0	20	33	34
23:00	0	0	0	3	2	2	0	0	0	0	0	0	0	0	7	37	39
Total	2	3	55	699	729	114	3	0	0	0	0	0	0	0	1605		
Percent	0.1%	0.2%	3.4%	43.6%	45.4%	7.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	11:00	11:00	11:00	09:00	10:00								11:00		
Vol.	1	1	6	73	74	14	1								158		
PM Peak	12:00	12:00	13:00	15:00	15:00	12:00	13:00								15:00		
Vol.	1	1	8	89	74	10	1								178		

Purdy Hill Road East of Route 25
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5	36	38
01:00	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3	37	39
02:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	32	34
03:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	33	34
04:00	0	0	1	2	5	3	0	0	0	0	0	0	0	0	11	37	39
05:00	0	0	1	15	35	7	0	0	0	0	0	0	0	0	58	34	37
06:00	0	0	0	59	136	13	0	0	0	0	0	0	0	0	208	34	36
07:00	**1**	**3**	10	**106**	**161**	**23**	0	0	0	0	0	0	0	0	**304**	34	36
08:00	0	1	**12**	78	118	13	0	0	0	0	0	0	0	0	222	34	35
09:00	0	2	5	45	70	16	0	0	0	0	0	0	0	0	138	34	37
10:00	1	1	4	46	56	13	0	0	0	0	0	0	0	0	121	34	37
11:00	0	2	6	47	56	9	**3**	0	0	0	0	0	0	0	123	34	38
12 PM	0	0	**6**	**67**	**75**	5	0	0	0	0	0	0	0	0	**153**	33	34
13:00	0	**1**	4	55	61	**8**	0	0	0	0	0	0	0	0	129	34	35
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	10	50	523	781	112	3	0	0	0	0	0	0	0	1481		
Percent	0.1%	0.7%	3.4%	35.3%	52.7%	7.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	07:00	07:00	07:00	11:00								07:00		
Vol.	1	3	12	106	161	23	3								304		
PM Peak		13:00	12:00	12:00	12:00	13:00									12:00		
Vol.		1	6	67	75	8									153		
Total	35	111	670	6384	9023	1624	69	3	0	0	0	0	0	0	17919		
Percent	0.2%	0.6%	3.7%	35.6%	50.4%	9.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	26 MPH
	50th Percentile :	30 MPH
	85th Percentile :	34 MPH
	95th Percentile :	37 MPH
Stats	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	15407
	Percent in Pace :	86.0%
	Number of Vehicles > 30 MPH :	10719
	Percent of Vehicles > 30 MPH :	59.8%
	Mean Speed(Average) :	31 MPH

Purdy Hill Road East of Route 25
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(860) 828-1693

Site Code: 3911
Station ID:

Latitude: 0' 0.0000 Undefined

Start	25-Apr-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	*	*	5	1	7	3	10	3	3	4	14	7	20	10	10	5
01:00	*	*	1	0	1	1	3	4	2	4	4	2	12	4	4	2
02:00	*	*	3	2	0	2	4	7	4	1	6	2	2	3	3	3
03:00	*	*	4	8	2	3	1	4	1	4	5	7	3	1	3	4
04:00	*	*	6	8	1	8	1	12	2	11	3	2	2	1	2	7
05:00	*	*	17	50	20	59	11	49	19	56	4	20	2	13	12	41
06:00	*	*	75	207	73	216	77	228	69	163	28	39	13	23	56	146
07:00	*	*	96	**337**	124	**332**	135	**341**	119	**292**	65	107	27	36	94	**241**
08:00	*	*	**131**	268	**134**	263	**161**	278	121	248	138	178	75	74	127	218
09:00	*	*	100	138	119	153	84	175	110	191	168	220	98	148	113	171
10:00	*	*	131	138	103	139	109	163	104	151	204	244	100	135	125	162
11:00	*	*	115	161	109	153	120	161	**128**	166	**256**	**250**	**124**	**158**	**142**	175
12:00 PM	*	*	131	125	137	153	165	151	173	162	**233**	**259**	128	131	161	164
01:00	*	*	150	138	173	145	197	161	198	169	233	239	**141**	141	182	166
02:00	*	*	133	144	145	174	152	171	180	166	208	193	137	146	159	166
03:00	196	188	186	172	180	202	203	218	218	**217**	205	202	122	**178**	187	**197**
04:00	226	**196**	227	174	267	**218**	284	**222**	**275**	215	192	194	81	96	222	188
05:00	**271**	172	**255**	**189**	**301**	180	**287**	205	263	208	127	172	89	103	**228**	176
06:00	202	127	180	137	172	128	203	150	201	153	130	130	92	73	169	128
07:00	103	103	103	73	123	112	125	100	123	154	100	115	60	46	105	100
08:00	59	42	65	61	81	80	79	52	98	79	91	57	44	37	74	58
09:00	42	39	52	31	52	30	66	39	67	44	65	39	26	21	53	35
10:00	21	13	24	14	35	15	27	16	48	37	30	45	11	20	28	23
11:00	11	9	19	6	9	9	18	7	34	26	26	23	4	7	17	12
Lane	1131	889	2209	2582	2368	2778	2522	2917	2560	2921	2535	2746	1413	1605	2276	2588
Day	2020		4791		5146		5439		5481		5281		3018		4864	
AM Peak	-	-	08:00	07:00	08:00	07:00	08:00	07:00	11:00	07:00	11:00	11:00	11:00	11:00	11:00	07:00
Vol.	-	-	131	337	134	332	161	341	128	292	256	250	124	158	142	241
PM Peak	17:00	16:00	17:00	17:00	17:00	16:00	17:00	16:00	16:00	15:00	12:00	12:00	13:00	15:00	17:00	15:00
Vol.	271	196	255	189	301	218	287	222	275	217	233	259	141	178	228	197

ADT - AVERAGE OF TUES-THURS
TOTAL: 5,125
EB: 2,365
WB: 2,760

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Old Newtown Road East of Route 25
Monroe/Trumbull, Connecticut

Site Code: 3911
Station ID:

Latitude: 0' 0.0000 Undefined

Start	02-May-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	7	5	*	*	*	*	*	*	*	*	*	*	*	*	7	5
01:00	4	3	*	*	*	*	*	*	*	*	*	*	*	*	4	3
02:00	1	3	*	*	*	*	*	*	*	*	*	*	*	*	1	3
03:00	1	3	*	*	*	*	*	*	*	*	*	*	*	*	1	3
04:00	2	11	*	*	*	*	*	*	*	*	*	*	*	*	2	11
05:00	14	58	*	*	*	*	*	*	*	*	*	*	*	*	14	58
06:00	77	208	*	*	*	*	*	*	*	*	*	*	*	*	77	208
07:00	104	**304**	*	*	*	*	*	*	*	*	*	*	*	*	104	**304**
08:00	**124**	222	*	*	*	*	*	*	*	*	*	*	*	*	**124**	222
09:00	92	138	*	*	*	*	*	*	*	*	*	*	*	*	92	138
10:00	102	121	*	*	*	*	*	*	*	*	*	*	*	*	102	121
11:00	120	123	*	*	*	*	*	*	*	*	*	*	*	*	120	123
12:00 PM	135	**153**	*	*	*	*	*	*	*	*	*	*	*	*	135	**153**
01:00	**146**	129	*	*	*	*	*	*	*	*	*	*	*	*	**146**	129
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	929	1481	0	0	0	0	0	0	0	0	0	0	0	0	929	1481
Day	2410		0		0		0		0		0		0		2410	
AM Peak	08:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00
Vol.	124	304	-	-	-	-	-	-	-	-	-	-	-	-	124	304
PM Peak	13:00	12:00	-	-	-	-	-	-	-	-	-	-	-	-	13:00	12:00
Vol.	146	153	-	-	-	-	-	-	-	-	-	-	-	-	146	153

Comb. Total	4430	4791	5146	5439	5481	5281	3018	7274

ADT ADT 5,214 AADT 5,214

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 South of Brook Street
Monroe/Trumbull, Connecticut

Site Code: 3898
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	0	0	0	**3**	**56**	**197**	**217**	**70**	**11**	**2**	0	0	0	**556**	49	53
12 PM	0	0	0	0	9	61	198	211	79	14	1	1	0	0	574	50	54
13:00	0	0	0	0	6	45	158	247	104	12	1	0	0	0	573	51	54
14:00	0	0	0	4	8	56	219	254	96	13	2	2	0	0	654	50	54
15:00	0	0	0	0	6	**84**	**297**	316	110	18	**5**	0	0	0	836	50	54
16:00	0	0	0	0	5	45	260	**366**	129	22	1	**3**	0	0	831	51	54
17:00	0	0	0	0	7	53	291	356	133	22	1	0	0	0	**863**	50	54
18:00	0	0	0	**6**	5	41	152	295	**173**	**28**	1	0	0	0	701	52	54
19:00	0	0	0	1	8	48	157	187	101	21	4	1	0	0	528	52	54
20:00	0	0	0	0	**11**	27	99	149	84	20	5	2	0	0	397	53	56
21:00	0	0	0	0	2	12	74	107	61	13	1	2	0	0	272	52	55
22:00	0	0	0	0	1	8	56	64	42	15	3	0	0	0	189	53	57
23:00	0	0	0	0	0	4	17	25	31	11	5	0	0	**1**	94	55	60
Total	0	0	0	11	71	540	2175	2794	1213	220	32	11	0	1	7068		
Percent	0.0%	0.0%	0.0%	0.2%	1.0%	7.6%	30.8%	39.5%	17.2%	3.1%	0.5%	0.2%	0.0%	0.0%			
AM Peak					11:00	11:00	11:00	11:00	11:00	11:00	11:00				11:00		
Vol.					3	56	197	217	70	11	2				556		
PM Peak				18:00	20:00	15:00	15:00	16:00	18:00	18:00	15:00	16:00		23:00	17:00		
Vol.				6	11	84	297	366	173	28	5	3		1	863		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 South of Brook Street
Monroe/Trumbull, Connecticut

Site Code: 3898
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	0	0	0	2	5	12	15	8	2	0	0	0	44	57	59
01:00	0	0	0	0	0	3	4	6	9	1	0	**2**	**1**	0	26	55	69
02:00	0	0	0	0	0	0	2	10	3	2	3	0	0	0	20	60	63
03:00	0	0	0	1	0	0	7	4	7	4	2	0	0	0	25	57	61
04:00	0	0	1	0	0	6	8	18	14	3	1	0	1	0	52	54	59
05:00	0	0	0	0	0	5	38	72	48	**19**	**7**	2	0	0	191	54	59
06:00	0	0	0	0	2	58	221	194	60	11	0	0	0	0	546	49	53
07:00	**37**	15	**20**	19	21	**120**	**255**	204	48	9	0	0	0	0	**748**	48	52
08:00	20	**19**	15	**29**	**51**	116	210	**208**	46	6	0	0	0	0	720	48	51
09:00	0	0	0	2	4	57	208	204	**95**	17	3	1	1	0	592	51	54
10:00	0	0	0	1	8	55	228	176	53	6	0	0	0	0	527	49	53
11:00	1	0	1	3	12	97	194	203	77	12	2	0	0	0	602	50	53
12 PM	0	0	0	0	6	61	276	204	95	14	2	0	0	0	658	50	54
13:00	0	0	0	0	2	72	244	196	65	6	3	0	0	0	588	49	53
14:00	0	0	0	3	**20**	69	241	243	87	16	2	0	0	0	681	50	54
15:00	0	0	0	3	10	**111**	303	269	81	13	2	0	0	0	792	49	53
16:00	0	0	0	**5**	20	66	**327**	319	104	8	0	0	0	0	849	49	53
17:00	0	0	0	0	1	50	318	**403**	102	17	3	0	0	0	**894**	49	53
18:00	0	0	0	1	19	77	231	276	**113**	11	2	**1**	0	0	731	50	54
19:00	0	0	0	0	1	34	150	203	83	**18**	1	0	0	0	490	51	54
20:00	0	0	0	0	5	23	94	156	91	14	**4**	0	0	0	387	52	54
21:00	0	0	0	0	3	17	92	104	64	15	3	1	0	0	299	52	56
22:00	0	0	0	0	4	14	50	44	49	14	4	0	0	0	179	54	58
23:00	0	0	0	0	3	0	17	34	19	12	3	1	0	**1**	90	56	59
Total	58	34	37	67	192	1113	3723	3762	1428	256	49	8	3	1	10731		
Percent	0.5%	0.3%	0.3%	0.6%	1.8%	10.4%	34.7%	35.1%	13.3%	2.4%	0.5%	0.1%	0.0%	0.0%			
AM Peak	07:00	08:00	07:00	08:00	08:00	07:00	07:00	08:00	09:00	05:00	05:00	01:00	01:00		07:00		
Vol.	37	19	20	29	51	120	255	208	95	19	7	2	1		748		
PM Peak				16:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	18:00		23:00	17:00		
Vol.				5	20	111	327	403	113	18	4	1		1	894		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 South of Brook Street
Monroe/Trumbull, Connecticut

Site Code: 3898
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	0	0	1	1	8	14	15	6	3	1	0	**2**	51	57	62
01:00	0	0	0	0	0	2	6	13	9	4	2	1	0	0	37	56	62
02:00	0	0	0	0	0	0	3	4	2	4	1	1	0	0	15	59	66
03:00	0	0	0	0	0	1	2	9	7	4	0	2	0	0	25	57	66
04:00	0	0	0	0	0	0	3	10	16	9	3	**3**	**1**	0	45	60	67
05:00	0	0	0	0	0	3	47	71	69	20	**8**	3	0	1	222	54	59
06:00	0	0	0	0	1	18	183	**255**	**134**	**22**	5	1	0	0	619	52	54
07:00	**35**	**33**	**40**	**12**	**57**	**100**	230	200	84	14	1	1	0	0	**807**	49	53
08:00	1	0	1	9	25	63	**293**	242	90	15	2	1	0	0	742	49	53
09:00	0	0	0	2	8	49	232	213	90	15	3	3	0	0	615	51	54
10:00	0	0	0	0	4	36	202	179	95	21	5	0	0	0	542	52	54
11:00	0	0	0	1	8	36	207	209	129	19	2	0	0	0	611	52	54
12 PM	0	0	0	0	9	39	197	263	99	12	1	0	0	0	620	50	54
13:00	0	0	0	3	5	60	241	228	83	16	2	0	0	0	638	50	54
14:00	0	0	0	0	8	70	243	254	95	14	2	0	0	0	686	50	54
15:00	0	0	0	0	3	84	259	304	126	18	4	0	0	0	798	51	54
16:00	0	0	0	**4**	4	**85**	**342**	315	90	16	0	0	0	0	856	49	53
17:00	0	0	0	0	12	32	252	**379**	**176**	**27**	**5**	1	0	0	**884**	52	54
18:00	0	0	0	0	4	43	186	322	161	27	5	1	0	0	749	52	54
19:00	0	0	0	0	7	37	186	200	126	23	1	**2**	0	0	582	52	54
20:00	0	0	0	2	**13**	32	115	177	98	11	5	1	**1**	0	455	52	54
21:00	0	0	0	0	2	11	107	155	89	17	0	0	0	0	381	52	54
22:00	0	0	0	0	3	14	53	90	58	19	1	0	0	0	238	53	57
23:00	0	0	0	0	1	4	13	31	28	9	4	1	0	0	91	55	60
Total	36	33	41	33	175	820	3610	4137	1969	362	65	23	2	3	11309		
Percent	0.3%	0.3%	0.4%	0.3%	1.5%	7.3%	31.9%	36.6%	17.4%	3.2%	0.6%	0.2%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	08:00	06:00	06:00	06:00	05:00	04:00	04:00	00:00	07:00		
Vol.	35	33	40	12	57	100	293	255	134	22	8	3	1	2	807		
PM Peak				16:00	20:00	16:00	16:00	17:00	17:00	17:00	17:00	19:00	20:00		17:00		
Vol.				4	13	85	342	379	176	27	5	2	1		884		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 South of Brook Street
Monroe/Trumbull, Connecticut

Site Code: 3898
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	0	0	0	1	13	26	11	9	0	0	**2**	0	62	55	59
01:00	0	0	0	0	0	3	4	8	9	5	1	1	0	0	31	57	62
02:00	0	0	0	0	1	0	3	12	5	4	1	0	0	0	26	56	59
03:00	0	0	0	0	0	0	1	4	7	4	0	1	0	0	17	58	65
04:00	0	0	0	1	1	2	9	17	12	7	2	1	1	0	53	57	63
05:00	0	0	0	0	0	5	39	66	71	20	**5**	**6**	0	0	212	54	60
06:00	0	0	0	0	0	29	173	**271**	**125**	**29**	4	2	0	0	633	52	55
07:00	62	20	25	39	**63**	107	193	136	70	17	3	1	0	0	736	49	53
08:00	**97**	**73**	**94**	**57**	62	**134**	153	81	16	2	1	0	0	0	**770**	44	48
09:00	0	0	0	1	2	48	208	226	86	12	0	0	0	0	583	50	54
10:00	0	0	0	0	2	39	193	192	86	14	3	0	0	0	529	51	54
11:00	0	0	0	0	8	47	**228**	243	79	12	2	0	0	0	619	50	53
12 PM	0	0	0	0	11	90	282	242	81	7	2	0	0	0	715	49	53
13:00	0	**1**	**4**	1	**17**	69	237	254	70	8	0	0	0	0	661	49	53
14:00	0	0	0	3	9	86	321	240	82	14	2	**1**	0	0	758	49	53
15:00	0	1	0	4	11	76	328	301	97	**19**	2	0	0	0	839	49	53
16:00	0	0	0	0	14	88	368	287	76	11	2	0	0	0	846	49	53
17:00	0	0	1	**5**	8	**103**	**373**	**329**	76	10	**6**	0	0	**1**	**912**	49	53
18:00	0	0	0	1	4	67	276	295	**116**	13	1	1	0	0	774	50	53
19:00	0	0	0	0	3	68	217	236	87	6	0	0	0	0	617	50	53
20:00	0	0	0	1	3	57	238	139	37	2	2	0	0	0	479	48	52
21:00	0	0	0	0	16	46	134	125	56	7	1	0	0	0	385	50	53
22:00	0	0	0	0	4	25	61	82	48	10	0	0	**1**	0	231	52	54
23:00	0	0	0	1	1	6	20	41	35	13	2	1	0	1	121	54	58
Total	159	95	124	114	240	1196	4072	3853	1438	255	42	15	4	2	11609		
Percent	1.4%	0.8%	1.1%	1.0%	2.1%	10.3%	35.1%	33.2%	12.4%	2.2%	0.4%	0.1%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	07:00	08:00	11:00	06:00	06:00	06:00	05:00	05:00	00:00		08:00		
Vol.	97	73	94	57	63	134	228	271	125	29	5	6	2		770		
PM Peak		13:00	13:00	17:00	13:00	17:00	17:00	17:00	18:00	15:00	17:00	14:00	22:00	17:00	17:00		
Vol.		1	4	5	17	103	373	329	116	19	6	1	1	1	912		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 South of Brook Street
Monroe/Trumbull, Connecticut

Site Code: 3898
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	0	0	5	16	16	13	6	2	0	**1**	0	59	55	60
01:00	0	0	0	0	4	3	3	12	9	3	5	1	0	0	40	60	64
02:00	0	0	0	0	0	0	7	9	10	2	1	1	1	0	31	55	67
03:00	0	0	0	0	1	0	1	8	6	4	1	0	0	0	21	57	59
04:00	0	0	0	0	0	0	11	19	17	10	3	2	0	**1**	63	57	63
05:00	0	0	0	1	0	7	16	51	71	26	6	**4**	0	1	183	56	60
06:00	0	0	0	0	**12**	40	186	259	106	**27**	3	0	0	0	633	51	54
07:00	0	0	0	1	1	50	230	**306**	**138**	20	1	0	0	0	**747**	51	54
08:00	0	0	0	0	4	47	**240**	304	109	15	4	0	0	0	723	50	54
09:00	0	0	0	0	5	36	192	249	106	24	**7**	0	0	0	619	52	55
10:00	0	0	0	**2**	4	48	211	258	110	13	5	2	0	0	653	51	54
11:00	0	0	0	1	12	**65**	230	227	103	17	2	0	0	0	657	51	54
12 PM	0	**1**	0	1	8	50	236	284	**119**	15	3	0	0	0	717	51	54
13:00	0	0	0	1	6	60	218	270	99	16	1	0	**1**	0	672	50	54
14:00	0	0	0	1	6	63	261	284	104	**27**	6	0	0	0	752	51	54
15:00	0	0	0	2	6	90	299	299	106	12	1	0	0	0	815	49	53
16:00	0	0	0	1	11	**107**	283	**318**	95	12	0	**1**	0	0	828	49	53
17:00	0	0	0	0	11	78	**354**	292	105	20	1	0	0	0	**861**	49	53
18:00	0	0	0	**3**	**24**	47	282	285	90	17	**7**	1	0	0	756	50	54
19:00	0	0	0	2	15	95	232	212	70	10	1	0	0	0	637	49	53
20:00	0	0	0	2	13	84	185	152	53	13	1	0	0	0	503	49	53
21:00	0	0	0	0	12	38	137	103	47	4	1	0	0	0	342	50	53
22:00	0	0	0	0	5	35	88	95	42	5	1	0	0	0	271	50	54
23:00	0	0	0	2	7	20	56	67	32	4	0	0	0	0	188	51	54
Total	0	1	0	20	167	1068	3974	4379	1760	322	63	12	3	2	11771		
Percent	0.0%	0.0%	0.0%	0.2%	1.4%	9.1%	33.8%	37.2%	15.0%	2.7%	0.5%	0.1%	0.0%	0.0%			
AM Peak				10:00	06:00	11:00	08:00	07:00	07:00	06:00	09:00	05:00	00:00	04:00	07:00		
Vol.				2	12	65	240	306	138	27	7	4	1	1	747		
PM Peak		12:00		18:00	18:00	16:00	17:00	16:00	12:00	14:00	18:00	16:00	13:00		17:00		
Vol.		1		3	24	107	354	318	119	27	7	1	1		861		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 South of Brook Street
Monroe/Trumbull, Connecticut

Site Code: 3898
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	0	0	0	0	3	18	34	26	5	2	2	**1**	0	91	54	61
01:00	0	0	0	0	0	1	13	23	10	10	1	0	0	0	58	56	59
02:00	0	0	0	0	1	1	4	14	11	8	4	0	0	0	43	58	62
03:00	0	0	0	0	0	0	3	14	9	3	0	1	0	0	30	54	59
04:00	0	0	0	0	1	1	8	19	7	3	4	1	0	0	44	57	63
05:00	0	0	0	0	0	0	21	22	30	10	3	**3**	1	0	90	56	64
06:00	0	0	0	0	0	4	55	71	75	24	5	2	0	**1**	237	54	58
07:00	0	0	0	0	0	42	156	160	64	19	1	1	0	1	444	51	54
08:00	0	0	0	**4**	1	42	158	252	94	24	7	0	0	0	582	52	55
09:00	0	0	0	0	**14**	49	228	221	107	**28**	**8**	0	0	0	655	52	55
10:00	0	0	0	1	7	**71**	259	233	102	8	1	0	0	0	682	50	53
11:00	0	0	0	0	4	69	**291**	**305**	**109**	16	4	0	0	0	**798**	50	54
12 PM	0	0	0	2	19	78	**340**	238	73	10	1	0	**1**	0	**762**	49	53
13:00	0	0	0	0	5	79	264	258	96	13	1	**1**	0	0	717	50	53
14:00	**1**	**26**	**18**	**10**	**30**	**85**	242	168	60	11	1	0	0	0	652	49	53
15:00	0	0	0	0	6	66	248	265	111	19	0	0	0	0	715	51	54
16:00	0	0	0	0	10	68	229	**282**	107	23	**4**	0	0	0	723	51	54
17:00	0	0	0	3	8	37	189	264	**159**	**30**	4	0	0	0	694	52	54
18:00	0	0	0	0	7	66	270	269	86	11	3	0	0	0	712	49	53
19:00	0	0	1	1	5	38	129	212	86	17	4	0	0	0	493	51	54
20:00	0	0	0	0	4	46	172	152	66	11	4	1	0	0	456	51	54
21:00	0	0	0	0	1	18	110	129	61	11	1	1	0	0	332	51	54
22:00	0	0	0	1	0	9	93	116	46	12	4	0	1	0	282	52	56
23:00	0	0	0	0	1	11	51	83	48	12	3	1	0	0	210	53	57
Total	1	26	19	22	124	884	3551	3804	1643	338	70	14	4	2	10502		
Percent	0.0%	0.2%	0.2%	0.2%	1.2%	8.4%	33.8%	36.2%	15.6%	3.2%	0.7%	0.1%	0.0%	0.0%			
AM Peak				08:00	09:00	10:00	11:00	11:00	11:00	09:00	09:00	05:00	00:00	06:00	11:00		
Vol.				4	14	71	291	305	109	28	8	3	1	1	798		
PM Peak	14:00	14:00	14:00	14:00	14:00	14:00	12:00	16:00	17:00	17:00	16:00	13:00	12:00		12:00		
Vol.	1	26	18	10	30	85	340	282	159	30	4	1	1		762		

Connecticut Counts LLC
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_(860) 828-1693_

Route 25 South of Brook Street
Monroe/Trumbull, Connecticut

Site Code: 3898
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	0	0	0	0	4	25	30	36	14	4	1	0	**2**	116	55	59
01:00	0	0	0	0	1	1	10	23	22	12	2	0	0	0	71	56	59
02:00	0	0	0	0	0	5	8	15	16	5	2	1	0	0	52	55	61
03:00	0	0	0	0	0	1	5	10	11	5	4	1	0	0	37	59	63
04:00	0	0	0	**1**	0	0	4	4	7	2	2	0	0	0	20	57	62
05:00	0	0	0	0	0	0	3	5	16	4	1	**3**	0	0	32	59	67
06:00	0	0	0	0	0	1	15	47	20	12	3	1	0	0	99	55	59
07:00	0	0	0	0	0	1	20	42	49	19	**11**	1	**1**	1	145	57	62
08:00	0	0	0	1	1	16	40	96	68	**31**	5	2	0	2	262	54	59
09:00	0	0	0	0	**5**	**26**	134	158	56	20	3	2	0	0	404	51	56
10:00	0	0	0	0	0	23	**160**	190	95	9	2	0	0	0	479	51	54
11:00	0	0	0	0	1	22	129	**217**	**109**	22	10	1	0	1	**512**	52	56
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	2	8	100	553	837	505	155	49	13	1	6	2229		
Percent	0.0%	0.0%	0.0%	0.1%	0.4%	4.5%	24.8%	37.6%	22.7%	7.0%	2.2%	0.6%	0.0%	0.3%			
AM Peak				04:00	09:00	09:00	10:00	11:00	11:00	08:00	07:00	05:00	07:00	00:00	11:00		
Vol.				1	5	26	160	217	109	31	11	3	1	2	512		
PM Peak																	
Vol.																	
Total	254	189	221	269	977	5721	21658	23566	9956	1908	370	96	17	17	65219		
Percent	0.4%	0.3%	0.3%	0.4%	1.5%	8.8%	33.2%	36.1%	15.3%	2.9%	0.6%	0.1%	0.0%	0.0%			

	15th Percentile :	40 MPH
	50th Percentile :	45 MPH
	85th Percentile :	51 MPH
	95th Percentile :	54 MPH
Stats	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	45224
	Percent in Pace :	69.3%
	Number of Vehicles > 45 MPH :	35930
	Percent of Vehicles > 45 MPH :	55.1%
	Mean Speed(Average) :	46 MPH

Connecticut Counts LLC
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_(860) 828-1693_

Route 25 South of Brook Street
Monroe/Trumbull, Connecticut

Site Code: 3898
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	0	**1**	**5**	**33**	**156**	**247**	**91**	**4**	**1**	0	0	0	0	**538**	45	48
12 PM	0	0	0	2	51	214	223	62	11	1	0	0	0	0	564	44	48
13:00	0	0	0	1	38	205	240	75	7	0	0	0	0	0	566	44	48
14:00	0	0	0	6	42	172	243	109	13	1	0	0	0	0	586	46	49
15:00	0	0	0	5	**58**	190	357	106	9	1	0	0	0	0	726	45	48
16:00	0	0	**2**	**7**	44	**237**	**366**	136	15	0	0	0	0	0	**807**	46	49
17:00	0	0	0	4	42	174	356	**166**	**23**	0	0	0	0	0	765	47	49
18:00	0	0	0	0	22	147	327	164	15	1	0	0	0	0	676	47	49
19:00	0	0	0	2	20	62	203	118	13	1	0	0	0	0	419	47	49
20:00	0	0	0	0	18	91	133	54	11	0	0	0	0	0	307	46	49
21:00	0	0	0	0	1	35	128	53	8	1	**1**	0	0	0	227	47	49
22:00	0	0	0	0	1	30	61	45	8	**3**	0	0	0	0	148	48	52
23:00	0	0	0	0	0	8	35	29	12	0	0	0	0	0	84	49	53
Total	0	0	3	32	370	1721	2919	1208	149	10	1	0	0	0	6413		
Percent	0.0%	0.0%	0.0%	0.5%	5.8%	26.8%	45.5%	18.8%	2.3%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak			11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00					11:00		
Vol.			1	5	33	156	247	91	4	1					538		
PM Peak			16:00	16:00	15:00	16:00	16:00	17:00	17:00	22:00	21:00				16:00		
Vol.			2	7	58	237	366	166	23	3	1				807		

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Route 25 South of Brook Street
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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	0	0	0	5	23	12	3	0	0	0	0	0	43	48	51
01:00	0	0	0	0	0	3	7	9	2	1	0	0	0	0	22	49	54
02:00	0	0	0	0	0	1	8	8	2	0	0	0	0	0	19	49	52
03:00	0	0	0	0	1	0	13	8	1	0	0	0	0	0	23	48	49
04:00	0	0	0	0	0	7	13	19	6	0	0	0	0	0	45	49	53
05:00	0	0	0	0	5	58	121	38	8	0	**1**	0	0	0	231	46	49
06:00	0	0	0	0	17	113	258	**116**	**18**	1	0	0	0	0	523	47	49
07:00	0	**19**	**16**	**32**	57	189	**352**	78	7	1	0	0	0	0	751	44	48
08:00	0	3	10	27	**154**	**361**	231	37	6	1	0	0	0	0	**830**	43	45
09:00	0	1	1	24	54	173	272	82	11	**2**	0	0	0	0	620	45	48
10:00	0	0	5	2	40	109	243	111	14	2	0	0	0	0	526	47	49
11:00	**5**	2	4	22	23	166	243	87	11	0	0	0	0	0	563	45	49
12 PM	0	0	0	6	69	170	207	75	11	0	0	0	0	0	538	45	48
13:00	0	0	0	9	58	163	250	89	15	2	0	0	0	0	586	46	49
14:00	0	0	2	14	42	202	266	109	8	0	**1**	0	0	0	644	45	48
15:00	0	0	1	6	47	248	287	132	11	0	0	0	0	0	732	46	49
16:00	0	**2**	**8**	**26**	**70**	**252**	322	90	11	0	0	0	0	0	781	44	48
17:00	0	0	0	9	39	164	**404**	**146**	15	**7**	0	0	0	0	**784**	46	49
18:00	0	0	0	9	39	197	324	126	**18**	4	0	0	0	0	717	46	49
19:00	0	0	0	0	8	99	255	115	18	3	0	0	0	0	498	47	49
20:00	0	0	0	1	8	59	138	78	17	0	1	0	0	0	302	48	50
21:00	0	0	0	1	5	66	97	54	11	2	0	0	0	0	236	47	50
22:00	0	0	0	0	8	27	75	35	7	0	0	**1**	0	0	153	47	50
23:00	0	0	0	0	1	7	31	41	8	3	0	0	0	0	91	49	54
Total	5	27	47	188	745	2839	4440	1695	239	29	3	1	0	0	10258		
Percent	0.0%	0.3%	0.5%	1.8%	7.3%	27.7%	43.3%	16.5%	2.3%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	07:00	07:00	07:00	08:00	08:00	07:00	06:00	06:00	09:00	05:00				08:00		
Vol.	5	19	16	32	154	361	352	116	18	2	1				830		
PM Peak		16:00	16:00	16:00	16:00	16:00	17:00	17:00	18:00	17:00	14:00	22:00			17:00		
Vol.		2	8	26	70	252	404	146	18	7	1	1			784		

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	0	0	2	7	15	9	3	1	0	0	0	0	37	49	53
01:00	0	0	0	0	0	1	8	3	3	2	0	0	0	0	17	54	57
02:00	0	0	0	0	0	2	6	3	3	0	0	0	0	0	14	51	53
03:00	0	0	0	0	2	1	9	9	4	**3**	**1**	0	0	0	29	54	59
04:00	0	0	0	0	0	2	9	16	15	1	0	**1**	**1**	0	45	53	58
05:00	0	0	0	0	0	22	87	88	19	3	0	0	0	0	219	49	52
06:00	0	0	0	0	2	80	282	**177**	**35**	1	0	0	0	0	577	48	51
07:00	0	**9**	**19**	33	92	240	296	91	11	0	0	0	0	0	791	44	48
08:00	**3**	5	8	**46**	**101**	**248**	**313**	120	15	0	0	0	0	0	**859**	45	48
09:00	0	3	6	15	40	141	240	136	29	3	0	0	0	0	613	47	50
10:00	0	0	0	0	17	130	265	127	21	1	0	0	0	0	561	47	49
11:00	0	0	2	10	25	175	285	101	12	2	0	0	0	0	612	46	49
12 PM	0	0	0	1	39	171	284	80	11	**2**	0	0	0	0	588	45	48
13:00	0	0	0	2	47	171	290	78	11	0	0	0	0	0	599	44	48
14:00	0	0	4	14	**58**	236	297	72	15	1	0	0	0	0	697	44	48
15:00	0	**9**	9	11	19	**237**	363	111	12	0	**1**	0	0	0	772	45	48
16:00	0	4	**11**	**19**	54	226	340	112	7	1	1	0	0	0	775	45	48
17:00	0	0	1	0	24	202	**374**	**159**	**27**	2	0	0	0	0	**789**	47	49
18:00	0	0	0	6	36	195	356	136	16	2	0	0	0	0	747	46	49
19:00	0	0	0	0	16	112	253	104	17	1	0	0	0	0	503	47	49
20:00	0	0	0	2	20	89	143	89	14	1	1	0	0	0	359	47	49
21:00	0	0	0	1	10	71	124	70	17	0	0	0	0	0	293	48	50
22:00	0	0	0	0	3	34	72	51	11	2	1	0	0	0	174	48	52
23:00	0	0	0	0	0	10	47	42	14	0	0	0	0	0	113	49	52
Total	3	30	60	160	607	2803	4758	1984	342	29	5	1	1	0	10783		
Percent	0.0%	0.3%	0.6%	1.5%	5.6%	26.0%	44.1%	18.4%	3.2%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	07:00	08:00	08:00	08:00	08:00	06:00	06:00	03:00	03:00	04:00	04:00		08:00		
Vol.	3	9	19	46	101	248	313	177	35	3	1	1	1		859		
PM Peak		15:00	16:00	16:00	14:00	15:00	17:00	17:00	17:00	12:00	15:00				17:00		
Vol.		9	11	19	58	237	374	159	27	2	1				789		

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Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	0	0	2	11	16	13	7	2	**1**	**1**	0	0	53	52	58
01:00	0	0	0	0	2	4	9	11	1	0	0	0	0	0	27	48	49
02:00	0	0	0	0	0	2	9	6	2	2	0	0	0	0	21	52	57
03:00	0	0	0	0	0	1	3	9	7	1	0	0	0	0	21	53	54
04:00	0	0	0	0	1	2	18	25	9	0	1	0	0	0	56	50	54
05:00	0	0	0	0	0	20	85	78	24	**5**	0	0	0	0	212	49	53
06:00	0	0	0	0	5	103	238	**178**	**30**	3	0	0	0	0	557	48	50
07:00	0	15	13	11	64	**234**	299	95	15	2	0	0	0	0	**748**	44	48
08:00	**1**	**32**	**31**	**31**	**76**	193	228	44	7	0	0	0	0	0	643	44	47
09:00	0	1	6	12	51	176	264	129	17	3	0	0	0	0	659	46	49
10:00	0	0	0	1	27	142	264	120	17	3	0	0	0	0	574	47	49
11:00	0	0	0	6	25	129	**329**	109	12	1	0	0	0	0	611	46	49
12 PM	0	0	0	0	18	176	318	95	15	0	0	0	0	0	622	45	49
13:00	**4**	3	2	**12**	61	203	243	87	11	**2**	0	0	0	0	628	45	48
14:00	1	0	0	5	70	221	290	107	15	0	0	0	0	0	709	45	49
15:00	0	2	8	10	**76**	264	304	119	13	1	0	0	0	0	797	45	48
16:00	0	1	1	12	65	**273**	342	112	11	2	0	0	0	0	**819**	45	48
17:00	4	**6**	**13**	8	45	231	**356**	110	16	2	0	0	0	0	791	45	49
18:00	0	0	0	4	38	209	351	**147**	**17**	2	0	0	0	0	768	46	49
19:00	0	0	0	1	51	176	267	91	15	1	0	0	0	0	602	45	49
20:00	0	5	1	8	31	134	181	50	7	0	0	0	0	0	417	44	48
21:00	0	0	0	6	26	95	153	43	5	1	0	0	0	0	329	44	48
22:00	0	0	0	0	12	47	78	39	6	1	0	0	0	0	183	47	49
23:00	0	0	0	0	3	14	37	35	15	1	**2**	0	0	0	107	50	54
Total	10	65	75	127	749	3060	4682	1852	294	35	4	1	0	0	10954		
Percent	0.1%	0.6%	0.7%	1.2%	6.8%	27.9%	42.7%	16.9%	2.7%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	08:00	07:00	11:00	06:00	06:00	05:00	00:00	00:00			07:00		
Vol.	1	32	31	31	76	234	329	178	30	5	1	1			748		
PM Peak	13:00	17:00	17:00	13:00	15:00	16:00	17:00	18:00	18:00	13:00	23:00				16:00		
Vol.	4	6	13	12	76	273	356	147	17	2	2				819		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 South of Brook Street
Monroe/Trumbull, Connecticut

Site Code: 3898
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	1	0	10	16	17	8	1	0	0	0	0	53	50	53
01:00	0	0	0	0	1	4	10	10	6	0	0	0	0	0	31	51	53
02:00	0	0	0	0	0	2	10	5	6	1	0	0	**1**	0	25	53	58
03:00	0	0	0	0	0	0	4	9	9	**6**	**2**	0	0	0	30	57	61
04:00	0	0	0	0	0	6	11	12	7	1	1	0	0	0	38	52	55
05:00	0	0	0	0	0	25	92	71	17	3	0	0	0	0	208	49	52
06:00	0	0	0	0	5	93	277	133	20	0	0	0	0	0	528	47	49
07:00	0	0	**12**	18	49	218	**341**	157	19	3	1	0	0	0	**818**	46	49
08:00	0	0	0	**26**	**80**	**260**	309	118	13	3	0	0	0	0	809	45	48
09:00	0	0	1	7	16	155	290	156	16	2	0	0	0	0	643	47	49
10:00	0	0	0	1	11	124	248	**179**	**44**	3	0	0	0	0	610	48	51
11:00	0	0	0	1	20	131	291	148	15	0	0	0	0	0	606	47	49
12 PM	0	0	0	10	58	209	255	119	16	0	0	0	0	0	667	46	49
13:00	0	**1**	1	6	42	152	329	134	31	1	1	0	0	0	698	47	49
14:00	0	0	0	3	38	189	326	132	16	2	0	0	0	0	706	46	49
15:00	0	0	3	10	34	169	325	**168**	**34**	2	0	0	0	0	745	47	49
16:00	**2**	0	1	**13**	54	**223**	287	129	24	**4**	0	0	0	0	737	46	49
17:00	0	1	4	11	37	186	**359**	163	29	4	0	0	0	0	**794**	47	49
18:00	0	0	**6**	13	**74**	207	291	126	24	2	**2**	0	0	0	745	46	49
19:00	0	0	0	5	27	141	259	122	20	2	0	0	0	0	576	47	49
20:00	0	0	1	7	28	141	167	56	8	0	0	0	0	0	408	45	48
21:00	0	0	0	1	25	99	160	49	7	0	0	0	0	0	341	45	48
22:00	0	0	0	0	25	71	119	38	11	0	0	0	0	0	264	46	49
23:00	0	0	0	0	8	51	75	43	4	2	0	**1**	0	0	184	47	49
Total	2	2	29	133	632	2866	4851	2294	404	42	7	1	1	0	11264		
Percent	0.0%	0.0%	0.3%	1.2%	5.6%	25.4%	43.1%	20.4%	3.6%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak			07:00	08:00	08:00	08:00	07:00	10:00	10:00	03:00	03:00		02:00		07:00		
Vol.			12	26	80	260	341	179	44	6	2		1		818		
PM Peak	16:00	13:00	18:00	16:00	18:00	16:00	17:00	15:00	15:00	16:00	18:00	23:00			17:00		
Vol.	2	1	6	13	74	223	359	168	34	4	2	1			794		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 South of Brook Street
Monroe/Trumbull, Connecticut

Site Code: 3898
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	0	0	0	4	23	25	22	10	5	0	0	0	0	89	50	55
01:00	0	0	0	0	1	8	19	12	3	0	**2**	0	0	0	45	49	54
02:00	0	0	0	0	0	1	10	6	10	3	2	0	0	0	32	55	60
03:00	0	0	0	0	0	3	3	9	3	2	1	0	0	0	21	54	59
04:00	0	0	0	0	0	0	4	4	9	4	0	0	0	0	21	56	58
05:00	0	0	0	0	1	2	26	39	11	1	0	0	0	0	80	49	53
06:00	0	0	0	0	5	9	46	85	26	**6**	0	0	0	0	177	51	54
07:00	0	0	0	1	23	58	171	111	17	2	0	0	0	0	383	48	49
08:00	0	0	0	4	10	66	259	**180**	**49**	2	0	0	0	0	570	49	52
09:00	**1**	0	**3**	6	16	141	339	138	24	5	0	0	0	0	673	47	49
10:00	0	**1**	1	2	35	187	**426**	109	15	1	0	0	0	0	**777**	45	48
11:00	0	0	1	**11**	**57**	**230**	340	109	16	0	0	0	0	0	764	45	48
12 PM	22	18	22	**45**	**124**	**232**	231	73	7	0	0	0	0	0	774	44	47
13:00	0	2	1	8	39	221	**392**	124	18	1	0	0	0	0	**806**	45	49
14:00	**89**	**50**	**39**	20	82	165	239	79	7	0	0	0	0	0	770	44	48
15:00	0	0	0	5	50	225	330	118	18	1	0	0	0	0	747	46	49
16:00	0	0	0	0	9	183	359	**161**	18	1	0	0	0	0	731	47	49
17:00	0	0	0	9	27	150	306	151	**24**	**2**	0	0	0	0	669	47	49
18:00	0	0	1	9	34	144	301	112	15	1	0	0	0	0	617	46	49
19:00	0	0	0	1	19	126	238	108	11	1	0	0	0	0	504	47	49
20:00	0	0	0	2	32	124	212	57	12	2	0	0	0	0	441	45	49
21:00	0	0	0	0	19	84	150	75	15	2	0	0	0	0	345	47	49
22:00	0	0	0	0	7	57	135	82	11	0	**1**	0	0	0	293	48	49
23:00	0	0	0	0	4	32	71	47	18	1	0	0	0	0	173	49	52
Total	112	71	68	123	598	2471	4632	2011	367	43	6	0	0	0	10502		
Percent	1.1%	0.7%	0.6%	1.2%	5.7%	23.5%	44.1%	19.1%	3.5%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	09:00	11:00	11:00	11:00	10:00	08:00	08:00	06:00	01:00				10:00		
Vol.	1	1	3	11	57	230	426	180	49	6	2				777		
PM Peak	14:00	14:00	14:00	12:00	12:00	12:00	13:00	16:00	17:00	17:00	22:00				13:00		
Vol.	89	50	39	45	124	232	392	161	24	2	1				806		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 South of Brook Street
Monroe/Trumbull, Connecticut

Site Code: 3898
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	0	0	0	4	10	28	33	5	1	0	0	0	0	81	49	51
01:00	0	0	0	0	1	8	24	22	2	0	**2**	0	0	0	59	48	52
02:00	0	0	0	0	1	2	8	16	2	2	1	0	0	0	32	50	58
03:00	0	0	0	0	0	2	2	7	8	0	2	**1**	0	0	22	54	64
04:00	0	0	0	0	0	0	4	4	7	0	0	1	0	0	16	53	65
05:00	0	0	0	0	0	2	5	15	9	3	0	0	0	0	34	53	57
06:00	0	0	0	0	1	4	12	40	14	**5**	0	0	0	0	76	52	56
07:00	0	0	0	0	0	11	61	59	26	5	1	0	0	0	163	51	54
08:00	0	0	0	5	7	24	108	105	27	3	1	0	0	0	280	49	53
09:00	0	0	**3**	4	7	67	206	125	19	1	0	0	0	0	432	48	49
10:00	0	0	0	0	9	58	193	131	32	4	0	0	0	0	427	48	52
11:00	0	0	0	**8**	**20**	**126**	**262**	**162**	**49**	1	0	0	0	0	**628**	48	51
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	3	17	50	314	913	719	200	25	7	2	0	0	2250		
Percent	0.0%	0.0%	0.1%	0.8%	2.2%	14.0%	40.6%	32.0%	8.9%	1.1%	0.3%	0.1%	0.0%	0.0%			
AM Peak			09:00	11:00	11:00	11:00	11:00	11:00	11:00	06:00	01:00	03:00			11:00		
Vol.			3	8	20	126	262	162	49	5	2	1			628		
PM Peak Vol.																	
Total	132	195	285	780	3751	16074	27195	11763	1995	213	33	6	2	0	62424		
Percent	0.2%	0.3%	0.5%	1.2%	6.0%	25.7%	43.6%	18.8%	3.2%	0.3%	0.1%	0.0%	0.0%	0.0%			

	15th Percentile :	36 MPH
	50th Percentile :	41 MPH
	85th Percentile :	46 MPH
	95th Percentile :	49 MPH
Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	43269
	Percent in Pace :	69.3%
	Number of Vehicles > 45 MPH :	14012
	Percent of Vehicles > 45 MPH :	22.4%
	Mean Speed(Average) :	42 MPH

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 South of Brook Street
Monroe/Trumbull, Connecticut

Site Code: 3898
Station ID:

Latitude: 0' 0.0000 Undefined

Start	25-Apr-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	*	*	44	43	51	37	62	53	59	53	91	89	116	81	70	59
01:00	*	*	26	22	37	17	31	27	40	31	58	45	71	59	44	34
02:00	*	*	20	19	15	14	26	21	31	25	43	32	52	32	31	24
03:00	*	*	25	23	25	29	17	21	21	30	30	21	37	22	26	24
04:00	*	*	52	45	45	45	53	56	63	38	44	21	20	16	46	37
05:00	*	*	191	231	222	219	212	212	183	208	90	80	32	34	155	164
06:00	*	*	546	523	619	577	633	557	633	528	237	177	99	76	461	406
07:00	*	*	**748**	751	**807**	791	736	**748**	**747**	**818**	444	383	145	163	604	609
08:00	*	*	720	**830**	742	**859**	**770**	643	723	809	582	570	262	280	**633**	**665**
09:00	*	*	592	620	615	613	583	659	619	643	655	673	404	432	578	607
10:00	*	*	527	526	542	561	529	574	653	610	682	**777**	479	427	569	579
11:00	**556**	**538**	602	563	611	612	619	611	657	606	**798**	764	**512**	**628**	622	617
12:00 PM	574	564	658	538	620	588	715	622	717	667	**762**	774	*	*	674	626
01:00	573	566	588	586	638	599	661	628	672	698	717	**806**	*	*	642	647
02:00	654	586	681	644	686	697	758	709	752	706	652	770	*	*	697	685
03:00	836	726	792	732	798	772	839	797	815	745	715	747	*	*	799	753
04:00	831	**807**	849	781	856	775	846	**819**	828	737	723	731	*	*	822	**775**
05:00	**863**	765	**894**	**784**	**884**	**789**	**912**	791	**861**	**794**	694	669	*	*	**851**	765
06:00	701	676	731	717	749	747	774	768	756	745	712	617	*	*	737	712
07:00	528	419	490	498	582	503	617	602	637	576	493	504	*	*	558	517
08:00	397	307	387	302	455	359	479	417	503	408	456	441	*	*	446	372
09:00	272	227	299	236	381	293	385	329	342	341	332	345	*	*	335	295
10:00	189	148	179	153	238	174	231	183	271	264	282	293	*	*	232	202
11:00	94	84	90	91	91	113	121	107	188	184	210	173	*	*	132	125
Lane	7068	6413	10731	10258	11309	10783	11609	10954	11771	11264	10502	10502	2229	2250	10764	10299
Day	13481		20989		22092		22563		23035		21004		4479		21063	
AM Peak	11:00	11:00	07:00	08:00	07:00	08:00	08:00	07:00	07:00	07:00	11:00	10:00	11:00	11:00	08:00	08:00
Vol.	556	538	748	830	807	859	770	748	747	818	798	777	512	628	633	665
PM Peak	17:00	16:00	17:00	17:00	17:00	17:00	17:00	16:00	17:00	17:00	12:00	13:00	-	-	17:00	16:00
Vol.	863	807	894	784	884	789	912	819	861	794	762	806	-	-	851	775

Comb. Total	13481	20989	22092	22563	23035	21004	4479	21063

ADT ADT 22,170 AADT 22,170

ADT - AVERAGE OF TUES-THURS
TOTAL: 21,880
NB: 11,215
SB: 10,665

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 North of Hatertown Road
Monroe, Connecticut

Site Code: 3897
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	**17**	**20**	**33**	**83**	**125**	**154**	**84**	**28**	**4**	0	0	0	0	0	**548**	42	45
12 PM	8	17	35	59	150	159	124	25	1	0	0	0	0	0	578	42	44
13:00	12	29	39	74	135	154	112	**37**	**10**	2	0	0	0	0	604	43	47
14:00	17	19	55	66	162	177	**125**	31	4	0	0	0	0	0	656	42	45
15:00	**35**	54	77	**144**	**208**	201	77	11	5	1	0	0	0	0	**813**	39	43
16:00	31	**128**	160	137	125	63	27	10	0	0	0	0	0	0	681	34	40
17:00	35	119	**172**	136	132	69	26	8	1	0	0	0	0	0	698	34	40
18:00	31	49	112	106	152	128	77	11	2	0	0	0	0	0	668	39	43
19:00	5	10	15	39	107	**215**	108	24	6	0	0	0	0	0	529	42	45
20:00	0	4	11	36	85	108	99	20	9	**3**	**1**	0	0	0	376	43	48
21:00	0	4	12	16	51	88	58	16	1	2	0	0	0	0	248	43	47
22:00	0	0	2	6	13	52	59	24	4	1	1	0	0	0	162	46	49
23:00	0	0	0	2	5	15	29	13	2	2	1	0	0	0	69	47	53
Total	191	453	723	904	1450	1583	1005	258	49	11	3	0	0	0	6630		
Percent	2.9%	6.8%	10.9%	13.6%	21.9%	23.9%	15.2%	3.9%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00						11:00		
Vol.	17	20	33	83	125	154	84	28	4						548		
PM Peak	15:00	16:00	17:00	15:00	15:00	19:00	14:00	13:00	13:00	20:00	20:00				15:00		
Vol.	35	128	172	144	208	215	125	37	10	3	1				813		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 North of Hatertown Road
Monroe, Connecticut

Site Code: 3897
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	1	1	3	11	14	8	2	0	0	0	0	0	40	47	50
01:00	0	0	0	0	3	6	5	5	0	1	0	**1**	0	0	21	48	59
02:00	0	0	1	1	1	6	4	3	1	0	0	0	0	0	17	47	50
03:00	0	0	0	1	5	2	6	7	4	0	0	0	0	0	25	50	53
04:00	2	0	1	0	2	3	21	8	4	1	0	0	0	0	42	49	53
05:00	0	0	0	2	3	24	69	48	**20**	**4**	0	0	0	0	170	49	53
06:00	1	2	2	26	59	163	**182**	**51**	7	2	0	0	0	0	495	44	48
07:00	11	47	63	68	102	109	66	12	0	0	0	0	0	0	478	40	44
08:00	**19**	**98**	**139**	102	86	58	15	2	3	0	0	0	0	0	522	34	39
09:00	1	18	28	**103**	**179**	**197**	91	12	7	1	0	0	0	0	**637**	40	44
10:00	11	11	16	55	140	175	114	26	6	2	0	0	0	0	556	42	46
11:00	7	14	42	86	150	168	98	23	3	0	0	0	0	0	591	41	44
12 PM	10	19	47	99	160	194	88	21	9	**1**	0	0	0	0	648	41	44
13:00	3	20	34	95	163	**197**	88	20	1	0	0	0	0	0	621	40	44
14:00	10	28	57	118	155	171	101	10	3	0	0	0	0	0	653	40	44
15:00	29	77	124	165	**171**	131	60	5	0	0	0	0	0	0	**762**	38	42
16:00	25	99	133	**180**	156	103	34	15	1	0	0	0	0	0	746	36	41
17:00	**42**	**164**	**160**	120	91	42	15	1	0	0	0	0	0	0	635	32	38
18:00	29	123	114	111	110	94	38	6	2	0	0	0	0	0	627	37	41
19:00	3	3	8	70	132	147	**117**	**33**	**10**	1	0	0	0	0	524	43	47
20:00	1	2	3	15	51	109	107	31	5	1	0	0	0	0	325	44	48
21:00	0	0	4	13	38	93	82	33	5	1	0	0	0	0	269	44	48
22:00	0	0	0	5	20	36	68	22	5	0	0	0	0	0	156	45	49
23:00	0	0	1	2	5	11	22	17	3	1	**2**	0	0	0	64	48	54
Total	204	725	978	1438	1985	2250	1505	419	101	16	2	1	0	0	9624		
Percent	2.1%	7.5%	10.2%	14.9%	20.6%	23.4%	15.6%	4.4%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	09:00	09:00	09:00	06:00	06:00	05:00	05:00		01:00			09:00		
Vol.	19	98	139	103	179	197	182	51	20	4		1			637		
PM Peak	17:00	17:00	17:00	16:00	15:00	13:00	19:00	19:00	19:00	12:00	23:00				15:00		
Vol.	42	164	160	180	171	197	117	33	10	1	2				762		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 North of Hatertown Road
Monroe, Connecticut

Site Code: 3897
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	0	0	4	9	23	3	2	2	1	0	0	0	44	47	57
01:00	0	0	0	1	0	9	11	8	2	2	0	0	0	0	33	49	55
02:00	0	0	0	2	3	1	2	0	4	1	0	0	0	0	13	53	56
03:00	0	0	0	1	5	9	5	8	4	0	0	0	0	0	32	49	52
04:00	0	0	0	0	3	2	14	11	8	**3**	1	0	0	0	42	53	58
05:00	0	0	6	1	13	47	73	44	**17**	1	1	0	0	0	203	48	52
06:00	9	3	9	41	87	169	**160**	**61**	13	2	**2**	0	0	0	556	44	49
07:00	9	**86**	108	83	82	72	45	6	1	1	0	0	0	0	493	38	43
08:00	**17**	49	**126**	**106**	136	114	61	16	3	0	0	0	0	0	**628**	39	43
09:00	12	15	25	57	127	**203**	123	32	6	2	0	0	0	0	602	42	46
10:00	1	6	22	55	119	194	122	27	11	2	1	**1**	0	0	561	43	47
11:00	6	11	27	89	**170**	176	103	27	3	1	0	0	0	0	613	42	45
12 PM	9	20	42	80	169	**190**	89	28	2	**1**	0	0	0	0	630	41	44
13:00	6	13	46	109	159	181	90	24	**9**	0	0	0	0	0	637	41	45
14:00	21	36	78	94	**173**	167	92	20	6	0	0	0	0	0	**687**	40	44
15:00	**40**	90	134	**142**	138	76	44	14	0	1	0	0	0	0	679	37	42
16:00	37	144	152	127	107	58	28	7	2	0	0	0	0	0	662	34	40
17:00	37	**185**	**203**	118	61	38	14	2	0	1	0	0	0	0	659	31	37
18:00	26	83	115	101	123	99	55	13	3	0	0	0	0	0	618	38	43
19:00	0	4	9	71	158	160	**136**	**32**	3	0	0	0	0	0	573	43	45
20:00	0	1	4	27	89	166	104	23	4	0	0	0	0	0	418	43	46
21:00	0	1	3	21	48	123	104	32	3	0	**1**	0	0	0	336	44	48
22:00	0	0	3	14	32	75	54	31	4	1	0	0	0	**1**	215	45	49
23:00	0	0	0	2	9	16	34	18	6	0	0	0	0	0	85	48	51
Total	230	747	1112	1342	2015	2354	1586	487	116	21	7	1	0	1	10019		
Percent	2.3%	7.5%	11.1%	13.4%	20.1%	23.5%	15.8%	4.9%	1.2%	0.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	08:00	08:00	11:00	09:00	06:00	06:00	05:00	04:00	06:00	10:00			08:00		
Vol.	17	86	126	106	170	203	160	61	17	3	2	1			628		
PM Peak	15:00	17:00	17:00	15:00	14:00	12:00	19:00	19:00	13:00	12:00	21:00			22:00	14:00		
Vol.	40	185	203	142	173	190	136	32	9	1	1			1	687		

Connecticut Counts LLC
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_(860) 828-1693_

Route 25 North of Hatertown Road
Monroe, Connecticut

Site Code: 3897
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	0	1	1	15	18	9	1	0	0	0	0	0	45	46	49
01:00	0	0	0	0	4	5	8	7	1	0	**1**	0	0	0	26	48	53
02:00	0	0	1	0	0	1	7	4	3	0	0	0	0	0	16	51	53
03:00	0	0	0	0	0	5	6	3	1	1	0	0	0	0	16	49	56
04:00	0	1	1	1	4	4	14	16	6	0	0	0	0	0	47	49	53
05:00	0	0	0	3	10	32	76	49	**23**	**4**	0	0	0	0	197	49	53
06:00	1	0	18	32	86	**203**	**161**	**67**	18	4	0	0	0	0	590	45	49
07:00	5	68	82	78	62	67	42	5	2	0	0	0	0	0	411	39	43
08:00	**29**	**149**	**128**	**110**	94	49	21	2	0	0	0	0	0	0	582	34	39
09:00	6	17	28	81	**145**	177	122	30	4	0	0	0	0	0	**610**	42	45
10:00	0	2	9	41	137	179	129	37	2	1	0	**1**	0	0	538	43	46
11:00	7	19	37	48	141	165	99	20	4	2	0	0	0	0	542	42	44
12 PM	**7**	**13**	**26**	**79**	**286**	**116**	**49**	**7**	**3**	**1**	0	0	0	0	**587**	38	43
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	55	269	330	474	970	1019	752	256	68	13	1	1	0	0	4208		
Percent	1.3%	6.4%	7.8%	11.3%	23.1%	24.2%	17.9%	6.1%	1.6%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	09:00	06:00	06:00	06:00	05:00	05:00	01:00	10:00			09:00		
Vol.	29	149	128	110	145	203	161	67	23	4	1	1			610		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00					12:00		
Vol.	7	13	26	79	286	116	49	7	3	1					587		

Connecticut Counts LLC
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_(860) 828-1693_

Route 25 North of Hatertown Road
Monroe, Connecticut

Site Code: 3897
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	8	**33**	**91**	**149**	215	161	63	8	**2**	0	0	0	0	0	**730**	38	42
09:00	**18**	33	42	107	**217**	202	82	**15**	0	0	0	0	0	0	716	39	43
10:00	5	11	39	76	175	**250**	**97**	14	2	**1**	0	0	0	0	670	40	44
11:00	18	19	45	125	176	165	69	11	2	0	0	0	0	0	630	39	43
12 PM	24	61	71	134	167	155	47	4	1	**1**	0	0	0	0	665	38	42
13:00	18	29	88	118	178	144	57	7	0	0	0	0	0	0	639	38	42
14:00	14	71	129	116	152	125	38	2	0	0	0	0	0	0	647	37	41
15:00	18	117	**213**	110	79	31	15	1	**4**	1	0	0	0	0	589	32	38
16:00	58	188	172	126	62	24	5	2	0	0	0	0	0	0	637	29	34
17:00	**74**	**230**	175	88	64	30	9	1	1	0	0	0	0	0	**672**	30	36
18:00	20	105	132	**159**	130	64	20	6	0	1	0	0	0	0	637	34	39
19:00	2	19	42	134	**199**	**171**	**66**	5	0	0	0	0	0	0	638	39	42
20:00	0	3	25	55	157	167	58	9	0	0	0	0	0	0	474	39	43
21:00	0	0	8	33	103	129	44	7	0	0	0	0	0	0	324	40	43
22:00	0	0	2	13	56	126	45	6	4	0	0	**1**	0	0	253	42	44
23:00	0	0	0	6	25	80	40	**16**	1	1	0	0	0	0	169	44	47
Total	277	919	1274	1549	2155	2024	755	114	17	5	0	1	0	0	9090		
Percent	3.0%	10.1%	14.0%	17.0%	23.7%	22.3%	8.3%	1.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	08:00	08:00	09:00	10:00	10:00	09:00	08:00	10:00					08:00		
Vol.	18	33	91	149	217	250	97	15	2	1					730		
PM Peak	17:00	17:00	15:00	18:00	19:00	19:00	19:00	23:00	15:00	12:00		22:00			17:00		
Vol.	74	230	213	159	199	171	66	16	4	1		1			672		

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Route 25 North of Hatertown Road
Monroe, Connecticut

Site Code: 3897
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	0	0	3	13	31	26	4	0	0	**1**	0	0	0	78	43	46
01:00	0	0	0	2	2	16	23	9	0	0	0	0	0	0	52	45	48
02:00	0	0	0	1	2	12	16	3	1	0	0	0	0	0	35	44	48
03:00	0	0	1	1	4	11	5	3	1	0	0	0	0	0	26	45	49
04:00	0	0	0	2	3	10	17	10	1	1	0	0	0	0	44	47	49
05:00	0	0	0	2	3	24	50	17	3	**2**	1	0	0	0	102	47	51
06:00	0	0	2	7	37	93	78	18	4	1	0	0	0	0	240	44	48
07:00	0	4	13	19	95	190	95	17	**5**	1	0	0	0	0	439	42	45
08:00	17	15	10	54	172	223	**119**	**24**	5	1	0	0	0	0	640	42	44
09:00	7	20	56	101	216	**228**	84	9	3	0	0	0	0	0	724	39	43
10:00	4	16	55	101	**235**	175	77	10	1	0	0	0	0	0	674	39	43
11:00	**30**	**52**	**83**	**199**	206	143	37	6	1	0	0	0	0	0	**757**	37	40
12 PM	**17**	**58**	**148**	**162**	194	120	25	3	0	0	0	0	0	0	**727**	36	39
13:00	8	32	97	155	192	125	49	6	**2**	0	0	0	0	0	666	38	42
14:00	10	52	61	149	180	148	47	8	2	0	0	0	0	0	657	38	42
15:00	15	46	76	112	152	154	57	6	0	**1**	0	0	0	0	619	39	42
16:00	12	29	49	91	170	217	**89**	14	0	0	0	0	0	0	671	40	43
17:00	7	12	46	104	148	**221**	82	**17**	2	0	0	0	0	0	639	40	44
18:00	2	12	43	129	**219**	173	82	10	0	1	0	0	0	0	671	39	43
19:00	0	4	13	56	174	186	72	14	0	0	0	0	0	0	519	40	44
20:00	0	1	10	45	154	159	59	3	2	0	0	**1**	0	0	434	39	43
21:00	0	0	3	3	66	127	71	15	1	0	0	0	0	0	286	43	45
22:00	0	0	1	15	56	118	67	9	1	0	0	0	0	0	267	42	44
23:00	0	0	0	9	25	81	67	8	0	0	0	0	0	0	190	43	44
Total	129	353	767	1522	2718	2985	1394	243	35	8	2	1	0	0	10157		
Percent	1.3%	3.5%	7.6%	15.0%	26.8%	29.4%	13.7%	2.4%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	10:00	09:00	08:00	08:00	07:00	05:00	00:00				11:00		
Vol.	30	52	83	199	235	228	119	24	5	2	1				757		
PM Peak	12:00	12:00	12:00	12:00	18:00	17:00	16:00	17:00	13:00	15:00		20:00			12:00		
Vol.	17	58	148	162	219	221	89	17	2	1		1			727		

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Route 25 North of Hatertown Road
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Site Code: 3897
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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	0	0	1	14	43	36	5	1	0	1	0	0	0	101	43	46
01:00	0	0	0	0	2	29	28	7	3	0	0	0	0	0	69	44	49
02:00	0	0	0	2	0	20	20	5	0	0	0	0	0	0	47	44	47
03:00	0	0	0	0	2	9	9	6	2	0	0	0	0	0	28	48	51
04:00	0	1	0	1	0	4	8	7	0	0	0	0	0	0	21	47	49
05:00	0	0	0	0	1	4	9	12	4	0	0	0	0	0	30	49	53
06:00	0	0	1	3	14	25	32	15	4	0	1	0	0	0	95	46	50
07:00	0	0	2	1	24	68	56	25	2	1	1	0	0	0	180	45	48
08:00	0	1	1	18	48	126	77	25	4	1	0	**1**	0	0	302	44	48
09:00	1	0	2	7	74	**206**	108	31	2	0	0	0	0	0	431	43	46
10:00	1	**2**	3	34	**137**	194	116	15	2	1	1	0	**1**	0	507	42	44
11:00	**2**	2	**7**	**37**	86	144	**141**	**92**	**30**	**10**	**2**	0	1	**1**	**555**	47	52
12 PM	**16**	**27**	**54**	88	166	205	82	24	3	0	0	0	0	0	665	40	44
13:00	7	4	43	**120**	**214**	**216**	59	5	0	0	0	0	0	0	**668**	39	42
14:00	4	5	25	81	156	181	100	13	0	0	0	0	0	0	565	41	44
15:00	0	4	12	49	167	210	83	14	0	0	0	0	0	0	539	40	44
16:00	4	6	17	57	129	204	92	20	3	1	0	0	0	0	533	41	44
17:00	6	2	12	22	63	182	**141**	**48**	4	1	0	0	0	0	481	44	48
18:00	2	0	5	22	87	190	131	29	2	0	0	0	0	0	468	43	46
19:00	0	2	9	29	59	149	89	23	1	1	0	0	0	0	362	43	46
20:00	0	0	3	16	43	144	70	14	1	0	0	0	0	0	291	42	45
21:00	0	0	3	6	16	62	56	16	1	0	**1**	0	0	0	161	44	48
22:00	0	0	2	2	11	26	35	24	**14**	**4**	1	**1**	0	0	120	50	54
23:00	0	0	0	3	2	9	29	17	6	2	0	0	**1**	0	69	49	54
Total	43	56	201	599	1515	2650	1607	492	89	22	8	2	3	1	7288		
Percent	0.6%	0.8%	2.8%	8.2%	20.8%	36.4%	22.0%	6.8%	1.2%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	11:00	11:00	10:00	09:00	11:00	11:00	11:00	11:00	11:00	08:00	10:00	11:00	11:00		
Vol.	2	2	7	37	137	206	141	92	30	10	2	1	1	1	555		
PM Peak	12:00	12:00	12:00	13:00	13:00	13:00	17:00	17:00	22:00	22:00	21:00	22:00	23:00		13:00		
Vol.	16	27	54	120	214	216	141	48	14	4	1	1	1		668		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 North of Hatertown Road
Monroe, Connecticut

Site Code: 3897
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	2	3	9	9	6	4	1	0	0	0	0	34	49	54
01:00	0	0	0	0	1	6	14	5	2	0	0	0	0	0	28	47	51
02:00	0	0	0	0	2	2	8	4	2	0	0	0	0	0	18	49	52
03:00	0	0	0	0	3	4	7	12	1	1	0	0	0	0	28	49	53
04:00	0	0	0	1	4	8	26	11	4	0	0	0	0	0	54	48	51
05:00	0	0	0	1	3	21	83	**70**	**15**	**5**	**2**	**1**	0	0	201	49	54
06:00	2	8	14	44	99	196	**135**	30	3	0	0	0	0	0	531	43	46
07:00	**30**	**91**	**82**	74	97	96	53	23	5	0	0	0	0	0	551	39	45
08:00	11	27	54	**132**	144	168	73	15	1	0	0	0	0	0	**625**	39	43
09:00	0	8	20	79	**157**	**224**	88	35	1	0	0	0	0	0	612	41	45
10:00	6	6	33	85	154	188	76	9	0	0	0	0	0	0	557	40	43
11:00	2	6	11	63	156	175	111	17	7	0	0	0	0	0	548	42	44
12 PM	**9**	**19**	**36**	**92**	174	165	69	12	**2**	0	0	0	0	0	**578**	39	43
13:00	2	8	32	62	**178**	**192**	**72**	**13**	1	0	0	0	0	0	560	40	44
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	62	173	282	635	1175	1454	824	262	48	7	2	1	0	0	4925		
Percent	1.3%	3.5%	5.7%	12.9%	23.9%	29.5%	16.7%	5.3%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	08:00	09:00	09:00	06:00	05:00	05:00	05:00	05:00	05:00			08:00		
Vol.	30	91	82	132	157	224	135	70	15	5	2	1			625		
PM Peak	12:00	12:00	12:00	12:00	13:00	13:00	13:00	13:00	12:00						12:00		
Vol.	9	19	36	92	178	192	72	13	2						578		
Total	1191	3695	5667	8463	13983	16319	9428	2531	523	103	25	8	3	2	61941		
Percent	1.9%	6.0%	9.1%	13.7%	22.6%	26.3%	15.2%	4.1%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 23 MPH
50th Percentile : 34 MPH
85th Percentile : 41 MPH
95th Percentile : 45 MPH

Stats

10 MPH Pace Speed : 31-40 MPH
Number in Pace : 30302
Percent in Pace : 48.9%
Number of Vehicles > 40 MPH : 12623
Percent of Vehicles > 40 MPH : 20.4%
Mean Speed(Average) : 34 MPH

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 North of Hatertown Road
Monroe, Connecticut

Site Code: 3897
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	**2**	**12**	**26**	**93**	**232**	**150**	**37**	0	0	0	0	0	0	0	**552**	38	41
12 PM	3	13	42	97	221	192	26	2	0	0	0	0	0	0	596	38	39
13:00	0	1	26	93	225	168	24	6	0	0	0	0	0	0	543	38	40
14:00	11	19	63	89	221	176	29	2	0	0	0	0	0	0	610	38	40
15:00	12	62	86	**171**	**233**	99	13	0	0	0	0	0	0	0	**676**	35	38
16:00	76	**196**	**173**	150	61	9	0	0	0	0	0	0	0	0	665	29	33
17:00	**77**	159	156	98	73	30	2	0	0	0	0	0	0	0	595	31	35
18:00	56	104	108	116	135	105	4	0	0	0	0	0	0	0	628	35	38
19:00	0	1	7	50	131	**202**	**52**	4	0	0	0	0	0	0	447	39	43
20:00	0	0	8	51	133	144	39	**7**	**2**	0	0	0	0	0	384	39	43
21:00	0	0	6	17	48	141	37	2	0	0	0	0	0	0	251	40	43
22:00	0	0	0	4	16	73	38	3	1	0	0	0	0	0	135	42	44
23:00	0	0	1	0	7	40	28	5	2	0	0	0	0	0	83	44	47
Total	237	567	702	1029	1736	1529	329	31	5	0	0	0	0	0	6165		
Percent	3.8%	9.2%	11.4%	16.7%	28.2%	24.8%	5.3%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00								11:00		
Vol.	2	12	26	93	232	150	37								552		
PM Peak	17:00	16:00	16:00	15:00	15:00	19:00	19:00	20:00	20:00						15:00		
Vol.	77	196	173	171	233	202	52	7	2						676		

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Route 25 North of Hatertown Road
Monroe, Connecticut

Site Code: 3897
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	0	2	4	15	17	2	0	0	0	0	0	0	40	43	45
01:00	0	0	0	2	5	10	7	2	**1**	0	0	0	0	0	27	44	49
02:00	0	0	0	1	1	9	7	1	0	0	0	0	0	0	19	43	45
03:00	0	0	0	1	0	8	11	4	0	0	0	0	0	0	24	45	48
04:00	0	0	0	0	6	16	15	8	0	**1**	0	0	0	0	46	46	49
05:00	0	0	0	3	13	94	107	**21**	0	0	0	0	0	0	238	44	47
06:00	0	3	16	43	152	**286**	**124**	10	0	0	0	0	**1**	0	635	41	44
07:00	101	123	167	**163**	149	79	13	0	0	0	0	0	0	0	**795**	34	38
08:00	**111**	**200**	**278**	129	44	4	0	0	0	0	0	0	0	0	766	27	31
09:00	15	10	38	126	219	175	31	1	0	0	0	0	0	0	615	38	40
10:00	0	1	14	70	237	196	43	4	1	0	0	0	0	0	566	39	42
11:00	2	9	51	113	**261**	160	21	0	0	0	0	0	0	0	617	37	39
12 PM	6	11	63	136	172	146	49	2	0	0	0	0	0	0	585	38	42
13:00	7	23	55	115	211	150	30	0	0	0	0	0	0	0	591	38	40
14:00	20	46	100	130	**232**	107	16	1	0	0	0	0	0	0	**652**	36	39
15:00	44	91	**169**	168	115	51	10	1	0	0	0	0	0	0	649	33	37
16:00	71	115	113	**190**	120	33	2	0	0	0	0	0	0	0	644	32	35
17:00	107	**234**	162	66	24	1	0	0	0	0	0	0	0	0	594	25	29
18:00	**114**	168	120	81	45	70	7	2	0	0	0	0	0	0	607	33	38
19:00	0	1	14	62	157	**225**	**61**	7	1	0	0	0	0	0	528	39	43
20:00	0	0	7	29	74	158	54	6	0	0	0	0	0	0	328	41	44
21:00	0	0	1	14	59	142	48	2	0	0	0	0	0	0	266	41	43
22:00	0	0	0	7	35	69	51	**10**	0	0	0	0	0	0	172	43	45
23:00	0	0	0	2	5	33	30	10	**2**	0	0	0	0	0	82	44	48
Total	598	1035	1368	1653	2340	2237	754	94	5	1	0	0	1	0	10086		
Percent	5.9%	10.3%	13.6%	16.4%	23.2%	22.2%	7.5%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	07:00	11:00	06:00	06:00	05:00	01:00	04:00			06:00		07:00		
Vol.	111	200	278	163	261	286	124	21	1	1			1		795		
PM Peak	18:00	17:00	15:00	16:00	14:00	19:00	19:00	22:00	23:00						14:00		
Vol.	114	234	169	190	232	225	61	10	2						652		

Connecticut Counts LLC
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Site Code: 3897
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	0	2	3	15	13	1	0	0	0	0	0	0	34	43	44
01:00	0	0	0	0	1	4	6	1	**3**	0	0	0	0	0	15	51	53
02:00	0	0	0	0	0	6	6	1	0	0	0	0	0	0	13	44	46
03:00	0	0	0	1	0	10	11	3	0	0	0	0	0	0	25	44	47
04:00	0	0	0	0	1	10	20	8	3	**1**	**1**	0	0	0	44	49	54
05:00	0	1	1	4	11	78	99	**30**	2	0	0	0	0	0	226	44	48
06:00	10	10	16	58	156	**287**	**140**	21	1	0	0	0	0	0	699	42	44
07:00	**111**	**205**	207	135	72	31	8	0	0	0	0	0	0	0	769	29	35
08:00	77	135	**215**	**189**	111	60	4	1	0	0	0	0	0	0	**792**	32	37
09:00	0	6	16	76	221	234	71	7	0	0	0	0	0	0	631	39	43
10:00	2	12	34	93	168	215	60	2	2	0	0	0	0	0	588	39	42
11:00	11	13	45	98	**240**	183	31	2	0	0	0	0	0	0	623	38	40
12 PM	22	19	69	145	203	130	12	0	0	**1**	0	0	0	0	601	37	39
13:00	1	17	40	136	**240**	134	32	3	0	0	0	0	0	0	603	37	40
14:00	26	32	101	**164**	227	124	12	0	0	0	0	0	0	0	**686**	36	39
15:00	80	150	147	155	101	27	2	0	0	0	0	0	0	0	662	31	34
16:00	**123**	160	140	115	72	20	0	0	0	0	0	0	0	0	630	29	34
17:00	119	**235**	140	62	13	2	0	0	0	0	0	0	0	0	571	24	28
18:00	90	150	**151**	116	62	32	7	0	0	0	0	0	0	0	608	30	36
19:00	11	6	39	75	191	**171**	40	1	1	1	**1**	0	0	0	537	38	42
20:00	0	2	11	45	145	166	38	3	0	1	0	0	0	0	411	39	42
21:00	0	0	1	28	88	155	**62**	**8**	0	0	0	0	0	0	342	41	44
22:00	1	1	1	12	30	79	57	8	0	0	0	0	0	0	189	43	44
23:00	0	0	0	1	2	49	46	3	**2**	0	0	0	0	0	103	43	44
Total	684	1154	1374	1710	2358	2222	777	103	14	4	2	0	0	0	10402		
Percent	6.6%	11.1%	13.2%	16.4%	22.7%	21.4%	7.5%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	08:00	11:00	06:00	06:00	05:00	01:00	04:00	04:00				08:00		
Vol.	111	205	215	189	240	287	140	30	3	1	1				792		
PM Peak	16:00	17:00	18:00	14:00	13:00	19:00	21:00	21:00	23:00	12:00	19:00				14:00		
Vol.	123	235	151	164	240	171	62	8	2	1	1				686		

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	0	1	7	19	18	2	1	0	0	0	0	0	48	43	46
01:00	0	0	0	1	1	15	7	2	0	0	0	0	0	0	26	43	46
02:00	0	0	0	0	0	5	12	2	1	0	0	0	0	0	20	45	50
03:00	0	0	0	0	0	4	10	5	1	0	0	0	0	0	20	48	50
04:00	0	0	0	2	3	12	31	12	1	**1**	0	0	0	0	62	46	49
05:00	0	0	0	1	9	66	107	**32**	**2**	0	0	0	0	0	217	45	48
06:00	6	3	23	56	128	**294**	**207**	13	0	0	0	0	0	0	730	42	44
07:00	**94**	178	**218**	**165**	93	27	1	1	0	0	0	0	0	0	**777**	30	34
08:00	92	**205**	198	141	52	13	1	0	0	0	0	0	0	0	702	28	32
09:00	9	9	27	137	**230**	209	41	2	0	0	0	0	0	0	664	38	41
10:00	0	4	22	74	208	212	56	0	0	0	0	0	0	0	576	39	42
11:00	32	55	74	76	185	164	29	1	0	0	0	0	0	0	616	38	39
12 PM	**7**	**26**	**45**	**77**	**139**	**83**	**14**	**3**	0	0	0	0	0	0	**394**	37	39
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	240	480	607	731	1055	1123	534	75	6	1	0	0	0	0	4852		
Percent	4.9%	9.9%	12.5%	15.1%	21.7%	23.1%	11.0%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	07:00	07:00	09:00	06:00	06:00	05:00	05:00	04:00					07:00		
Vol.	94	205	218	165	230	294	207	32	2	1					777		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00							12:00		
Vol.	7	26	45	77	139	83	14	3							394		

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	**29**	**48**	**150**	**199**	239	120	22	1	0	0	0	0	0	0	**808**	35	39
09:00	13	22	48	85	189	**256**	66	3	0	0	0	0	0	0	682	39	42
10:00	2	3	27	64	**240**	208	**70**	**7**	0	0	0	0	0	0	621	39	43
11:00	14	35	51	102	173	219	44	6	**1**	0	0	0	0	0	645	38	42
12 PM	30	64	90	**155**	170	135	25	3	0	0	0	0	0	0	**672**	37	39
13:00	30	56	116	130	204	102	19	3	0	0	0	0	0	0	660	36	39
14:00	75	132	112	106	151	84	7	1	0	0	0	0	0	0	668	34	38
15:00	**123**	205	**210**	59	14	0	0	0	0	0	0	0	0	0	611	24	28
16:00	105	218	167	56	11	0	0	0	0	0	0	0	0	0	557	24	28
17:00	96	**228**	155	41	13	0	0	0	0	0	0	0	0	0	533	24	28
18:00	108	178	153	96	46	22	1	0	0	0	0	0	0	0	604	28	34
19:00	9	12	52	133	**216**	168	26	5	0	0	0	0	0	0	621	38	39
20:00	17	7	27	87	174	120	25	1	0	0	0	0	0	0	458	38	40
21:00	4	8	13	53	136	**178**	26	2	0	0	0	0	0	0	420	39	41
22:00	1	0	2	36	59	127	**44**	**8**	0	0	0	0	0	0	277	41	44
23:00	2	0	1	16	42	89	36	6	**1**	0	0	0	0	0	193	41	44
Total	658	1216	1374	1418	2077	1828	411	46	2	0	0	0	0	0	9030		
Percent	7.3%	13.5%	15.2%	15.7%	23.0%	20.2%	4.6%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	10:00	09:00	10:00	10:00	11:00						08:00		
Vol.	29	48	150	199	240	256	70	7	1						808		
PM Peak	15:00	17:00	15:00	12:00	19:00	21:00	22:00	22:00	23:00						12:00		
Vol.	123	228	210	155	216	178	44	8	1						672		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 North of Hatertown Road
Monroe, Connecticut

Site Code: 3897
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	0	0	10	13	42	26	5	0	0	0	0	0	0	96	43	45
01:00	0	0	0	3	9	16	16	5	1	0	**1**	0	0	0	51	44	49
02:00	0	0	0	1	7	8	13	5	1	**2**	0	0	0	0	37	47	55
03:00	0	0	0	0	1	8	0	6	0	0	0	0	0	0	15	48	49
04:00	0	0	0	0	1	5	4	7	2	0	1	0	0	0	20	50	60
05:00	0	0	0	1	2	17	38	18	2	0	0	0	0	0	78	47	49
06:00	1	0	1	8	16	46	81	**32**	**5**	0	0	0	0	0	190	46	49
07:00	4	3	10	19	75	171	114	26	0	0	0	0	0	0	422	43	45
08:00	1	0	9	27	126	**310**	**119**	10	0	0	0	0	0	0	602	41	44
09:00	4	5	29	120	221	232	83	8	0	0	0	0	0	0	702	39	43
10:00	18	39	98	155	**270**	194	29	5	0	0	0	0	0	0	**808**	37	39
11:00	**32**	**74**	**132**	**184**	175	89	19	1	0	0	0	0	0	0	706	35	39
12 PM	39	95	**173**	**218**	155	62	13	2	0	0	0	0	0	0	757	33	38
13:00	**45**	**99**	148	175	203	105	7	0	0	0	0	0	0	0	**782**	34	38
14:00	33	63	128	176	209	124	14	1	0	0	0	0	0	0	748	36	39
15:00	44	94	150	165	152	114	23	1	0	0	0	0	0	0	743	36	39
16:00	29	52	79	136	218	160	24	0	0	0	0	0	0	0	698	37	39
17:00	12	25	57	133	214	233	31	1	0	0	0	0	0	0	706	38	39
18:00	35	41	46	104	**223**	181	32	5	0	0	0	0	0	0	667	38	40
19:00	0	0	9	41	177	**248**	64	7	0	0	0	0	0	0	546	39	43
20:00	3	1	13	79	168	179	35	1	0	0	0	0	0	0	479	38	41
21:00	8	0	0	29	84	159	**88**	13	0	0	0	0	0	0	381	42	44
22:00	1	1	3	17	63	166	53	**16**	**1**	0	0	0	0	0	321	42	45
23:00	1	0	0	5	29	91	45	12	0	0	0	0	0	0	183	43	46
Total	310	592	1085	1806	2811	2960	971	187	12	2	2	0	0	0	10738		
Percent	2.9%	5.5%	10.1%	16.8%	26.2%	27.6%	9.0%	1.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	10:00	08:00	08:00	06:00	06:00	02:00	01:00				10:00		
Vol.	32	74	132	184	270	310	119	32	5	2	1				808		
PM Peak	13:00	13:00	12:00	12:00	18:00	19:00	21:00	22:00	22:00						13:00		
Vol.	45	99	173	218	223	248	88	16	1						782		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 North of Hatertown Road
Monroe, Connecticut

Site Code: 3897
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	1	0	0	1	10	37	31	6	1	0	0	0	0	0	87	44	47
01:00	0	0	0	2	6	26	23	3	2	0	0	**1**	0	0	63	44	49
02:00	0	0	0	0	3	8	11	4	2	0	0	0	0	0	28	47	51
03:00	0	0	0	0	1	7	6	3	1	**1**	0	0	0	0	19	48	55
04:00	0	0	0	1	1	3	5	6	1	1	0	0	0	0	18	49	55
05:00	0	0	0	1	0	7	13	13	2	0	0	0	0	0	36	48	50
06:00	0	0	0	3	7	27	37	14	2	1	0	0	0	0	91	46	49
07:00	3	0	1	1	11	48	68	20	8	1	0	0	0	0	161	46	50
08:00	5	0	0	1	39	123	118	19	2	0	**1**	0	0	0	308	43	46
09:00	11	0	0	10	86	**254**	107	15	0	0	0	0	0	0	483	42	44
10:00	**24**	**14**	11	26	**128**	242	86	17	1	0	0	0	0	0	549	41	44
11:00	13	7	**17**	**54**	107	216	**171**	**67**	**16**	1	0	0	0	0	**669**	44	48
12 PM	17	16	31	88	236	**256**	61	4	0	0	0	0	0	0	**709**	39	42
13:00	11	9	41	100	**239**	227	65	2	0	0	0	0	0	0	694	39	42
14:00	6	8	25	92	220	224	63	6	2	0	0	0	0	0	646	39	43
15:00	13	19	**58**	**108**	216	213	42	1	0	0	0	0	0	0	670	38	41
16:00	**24**	**22**	23	92	234	187	65	6	0	0	0	0	0	0	653	39	42
17:00	8	1	9	37	118	239	**110**	14	1	0	0	0	0	0	537	42	44
18:00	13	0	4	19	114	244	95	13	0	0	0	0	0	0	502	41	44
19:00	6	0	5	24	74	178	84	10	0	0	0	0	0	0	381	42	44
20:00	5	0	4	10	60	146	47	4	0	0	0	0	0	0	276	41	43
21:00	0	0	0	5	36	80	62	9	1	0	0	0	0	0	193	43	45
22:00	0	1	0	2	6	30	53	**35**	**8**	0	0	0	0	0	135	48	50
23:00	0	0	0	0	5	18	28	16	6	0	**1**	0	0	0	74	48	52
Total	160	97	229	677	1957	3040	1451	307	56	5	2	1	0	0	7982		
Percent	2.0%	1.2%	2.9%	8.5%	24.5%	38.1%	18.2%	3.8%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	11:00	11:00	10:00	09:00	11:00	11:00	11:00	03:00	08:00	01:00			11:00		
Vol.	24	14	17	54	128	254	171	67	16	1	1	1			669		
PM Peak	16:00	16:00	15:00	15:00	13:00	12:00	17:00	22:00	22:00		23:00				12:00		
Vol.	24	22	58	108	239	256	110	35	8		1				709		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 North of Hatertown Road
Monroe, Connecticut

Site Code: 3897
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	0	4	7	13	6	2	0	0	0	0	0	32	47	50
01:00	0	0	0	0	2	8	4	2	0	0	**1**	0	0	0	17	46	60
02:00	0	0	0	0	1	1	9	5	1	1	0	0	0	0	18	49	55
03:00	0	0	0	0	1	1	3	11	4	0	0	0	0	0	20	51	53
04:00	0	0	0	0	0	6	26	12	5	1	0	0	0	0	50	49	53
05:00	0	0	0	1	3	29	94	**65**	**17**	**2**	0	0	0	0	211	49	52
06:00	5	4	25	58	146	256	**230**	31	5	0	0	0	0	0	760	43	44
07:00	**83**	**149**	**146**	145	131	127	58	16	2	1	0	0	0	0	858	37	42
08:00	38	55	97	**245**	**258**	152	30	1	0	0	0	0	0	0	**876**	36	39
09:00	6	9	22	83	195	**270**	86	2	0	0	0	0	0	0	673	39	43
10:00	19	12	29	102	203	236	41	4	0	0	0	0	0	0	646	38	41
11:00	19	7	25	63	188	247	76	8	1	0	0	0	0	0	634	39	43
12 PM	**27**	**14**	**40**	**95**	**213**	206	55	4	0	0	0	0	0	0	**654**	39	42
13:00	10	2	32	68	183	**230**	**78**	**10**	**1**	0	0	0	0	0	614	39	43
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	207	252	416	860	1528	1776	803	177	38	5	1	0	0	0	6063		
Percent	3.4%	4.2%	6.9%	14.2%	25.2%	29.3%	13.2%	2.9%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	08:00	08:00	09:00	06:00	05:00	05:00	05:00	01:00				08:00		
Vol.	83	149	146	245	258	270	230	65	17	2	1				876		
PM Peak	12:00	12:00	12:00	12:00	12:00	13:00	13:00	13:00	13:00						12:00		
Vol.	27	14	40	95	213	230	78	10	1						654		
Total	3094	5393	7155	9884	15862	16715	6030	1020	138	18	7	1	1	0	65318		
Percent	4.7%	8.3%	11.0%	15.1%	24.3%	25.6%	9.2%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	20 MPH
	50th Percentile :	32 MPH
	85th Percentile :	39 MPH
	95th Percentile :	43 MPH
Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	32577
	Percent in Pace :	49.9%
	Number of Vehicles > 40 MPH :	7215
	Percent of Vehicles > 40 MPH :	11.0%
	Mean Speed(Average) :	31 MPH

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 25 North of Hatertown Road
Monroe, Connecticut

Site Code: 3897
Station ID:

Latitude: 0' 0.0000 Undefined

Start	25-Apr-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	*	*	40	40	44	34	45	48	0	0	78	96	101	87	51	51
01:00	*	*	21	27	33	15	26	26	0	0	52	51	69	63	34	30
02:00	*	*	17	19	13	13	16	20	0	0	35	37	47	28	21	20
03:00	*	*	25	24	32	25	16	20	0	0	26	15	28	19	21	17
04:00	*	*	42	46	42	44	47	62	0	0	44	20	21	18	33	32
05:00	*	*	170	238	203	226	197	217	0	0	102	78	30	36	117	132
06:00	*	*	495	635	556	699	590	730	0	0	240	190	95	91	329	391
07:00	*	*	478	**795**	493	769	411	**777**	0	0	439	422	180	161	334	487
08:00	*	*	522	766	**628**	**792**	582	702	**730**	**808**	640	602	302	308	567	**663**
09:00	*	*	**637**	615	602	631	**610**	664	716	682	724	702	431	483	**620**	630
10:00	*	*	556	566	561	588	538	576	670	621	674	**808**	507	549	584	618
11:00	**548**	**552**	591	617	613	623	542	616	630	645	**757**	706	**555**	**669**	605	633
12:00 PM	578	596	648	585	630	601	**587**	**394**	665	**672**	**727**	757	665	**709**	**643**	**616**
01:00	604	543	621	591	637	603	0	0	639	660	666	**782**	**668**	694	548	553
02:00	656	610	653	**652**	**687**	**686**	0	0	647	668	657	748	565	646	552	573
03:00	**813**	**676**	**762**	649	679	662	0	0	589	611	619	743	539	670	572	573
04:00	681	665	746	644	662	630	0	0	637	557	671	698	533	653	561	550
05:00	698	595	635	594	659	571	0	0	**672**	533	639	706	481	537	541	505
06:00	668	628	627	607	618	608	0	0	637	604	671	667	468	502	527	517
07:00	529	447	524	528	573	537	1	0	638	621	519	546	362	381	449	437
08:00	376	384	325	328	418	411	0	0	474	458	434	479	291	276	331	334
09:00	248	251	269	266	336	342	0	0	324	420	286	381	161	193	232	265
10:00	162	135	156	172	215	189	0	0	253	277	267	321	120	135	168	176
11:00	69	83	64	82	85	103	0	0	169	193	190	183	69	74	92	103
Lane	6630	6165	9624	10086	10019	10402	4208	4852	9090	9030	10157	10738	7288	7982	8532	8906
Day	12795		19710		20421		9060		18120		20895		15270		17438	
AM Peak	11:00	11:00	09:00	07:00	08:00	08:00	09:00	07:00	08:00	08:00	11:00	10:00	11:00	11:00	09:00	08:00
Vol.	548	552	637	795	628	792	610	777	730	808	757	808	555	669	620	663
PM Peak	15:00	15:00	15:00	14:00	14:00	14:00	12:00	12:00	17:00	12:00	12:00	13:00	13:00	12:00	12:00	12:00
Vol.	813	676	762	652	687	686	587	394	672	672	727	782	668	709	643	616

ADT - AVERAGE OF TUES-WED
TOTAL: 20,065
NB: 9,820
SB: 10,245

Route 25 North of Hatertown Road
Monroe, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3897
Station ID:

Latitude: 0' 0.0000 Undefined

Start	02-May-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	34	32	*	*	*	*	*	*	*	*	*	*	*	*	34	32
01:00	28	17	*	*	*	*	*	*	*	*	*	*	*	*	28	17
02:00	18	18	*	*	*	*	*	*	*	*	*	*	*	*	18	18
03:00	28	20	*	*	*	*	*	*	*	*	*	*	*	*	28	20
04:00	54	50	*	*	*	*	*	*	*	*	*	*	*	*	54	50
05:00	201	211	*	*	*	*	*	*	*	*	*	*	*	*	201	211
06:00	531	760	*	*	*	*	*	*	*	*	*	*	*	*	531	760
07:00	551	858	*	*	*	*	*	*	*	*	*	*	*	*	551	858
08:00	**625**	**876**	*	*	*	*	*	*	*	*	*	*	*	*	**625**	**876**
09:00	612	673	*	*	*	*	*	*	*	*	*	*	*	*	612	673
10:00	557	646	*	*	*	*	*	*	*	*	*	*	*	*	557	646
11:00	548	634	*	*	*	*	*	*	*	*	*	*	*	*	548	634
12:00 PM	**578**	**654**	*	*	*	*	*	*	*	*	*	*	*	*	**578**	**654**
01:00	560	614	*	*	*	*	*	*	*	*	*	*	*	*	560	614
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	4925	6063	0	0	0	0	0	0	0	0	0	0	0	0	4925	6063
Day	10988		0		0		0		0		0		0		10988	
AM Peak	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00
Vol.	625	876	-	-	-	-	-	-	-	-	-	-	-	-	625	876
PM Peak	12:00	12:00	-	-	-	-	-	-	-	-	-	-	-	-	12:00	12:00
Vol.	578	654	-	-	-	-	-	-	-	-	-	-	-	-	578	654

Comb. Total	23783	19710	20421	9060	18120	20895	15270	28426

ADT ADT 16,828 AADT 16,828

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Cutler's Farm Rd North of Parkview Dr
Monroe, Connecticut

Site Code: 3901
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	0	1	7	36	62	38	5	2	0	0	0	0	0	151	42	44
15:00	0	**1**	**3**	**12**	44	84	54	9	0	0	0	0	0	0	207	42	44
16:00	0	0	0	6	**50**	133	100	**21**	**4**	0	0	0	0	0	314	43	47
17:00	0	0	2	8	47	**205**	**123**	16	1	0	0	0	0	0	**402**	43	44
18:00	0	0	0	9	47	141	90	16	2	0	0	0	0	0	305	43	45
19:00	0	0	2	7	20	76	52	9	1	0	0	0	0	0	167	43	45
20:00	0	0	0	2	16	32	18	3	0	0	0	0	0	0	71	42	44
21:00	0	0	1	2	9	19	7	2	1	0	0	0	0	0	41	42	47
22:00	0	0	0	1	9	8	11	1	0	0	0	0	0	0	30	43	44
23:00	0	0	0	2	5	8	2	0	0	0	0	0	0	0	17	39	42
Total	0	1	9	56	283	768	495	82	11	0	0	0	0	0	1705		
Percent	0.0%	0.1%	0.5%	3.3%	16.6%	45.0%	29.0%	4.8%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak																	
Vol.																	
PM Peak		15:00	15:00	15:00	16:00	17:00	17:00	16:00	16:00						17:00		
Vol.		1	3	12	50	205	123	21	4						402		

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Site Code: 3901
Station ID:

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4	43	44
01:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	48	49
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
03:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	38	39
04:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3	42	44
05:00	0	0	0	2	0	6	2	0	1	0	0	0	0	0	11	43	52
06:00	0	0	2	**17**	16	9	5	1	0	0	0	0	0	0	50	39	43
07:00	0	0	**4**	12	24	46	27	6	1	0	0	0	0	0	120	42	45
08:00	0	0	0	5	**32**	**59**	**34**	4	**2**	0	0	0	0	0	**136**	42	44
09:00	0	0	2	7	24	42	30	2	0	0	0	0	0	0	107	42	44
10:00	0	0	1	4	19	43	15	**7**	1	0	0	0	0	0	90	43	47
11:00	0	0	4	9	32	50	22	5	0	0	0	0	0	0	122	41	44
12 PM	0	0	0	5	26	61	25	2	1	0	0	0	0	0	120	41	44
13:00	0	0	**7**	**28**	39	49	26	5	0	0	0	0	0	0	154	41	44
14:00	0	0	0	8	24	52	30	8	1	0	0	0	0	0	123	43	46
15:00	0	0	1	6	45	86	55	14	0	0	0	0	0	0	207	43	46
16:00	0	0	1	6	49	126	68	20	**3**	**1**	0	0	0	0	274	43	47
17:00	0	0	1	9	**50**	**163**	**124**	**27**	2	0	0	0	0	0	**376**	43	46
18:00	0	0	0	0	35	108	71	11	3	0	0	0	0	0	228	43	46
19:00	0	0	0	2	31	60	22	7	1	0	0	0	0	0	123	42	46
20:00	0	0	0	2	14	52	12	2	1	0	0	0	0	0	83	41	44
21:00	0	0	1	1	12	16	13	3	0	0	0	0	0	0	46	43	46
22:00	0	0	0	1	3	9	5	3	1	0	0	0	**1**	0	23	47	54
23:00	0	0	0	1	1	3	7	0	0	0	0	0	0	0	12	43	44
Total	0	0	24	126	479	1044	597	128	18	1	0	0	1	0	2418		
Percent	0.0%	0.0%	1.0%	5.2%	19.8%	43.2%	24.7%	5.3%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			07:00	06:00	08:00	08:00	08:00	10:00	08:00						08:00		
Vol.			4	17	32	59	34	7	2						136		
PM Peak			13:00	13:00	17:00	17:00	17:00	17:00	16:00	16:00			22:00		17:00		
Vol.			7	28	50	163	124	27	3	1			1		376		

Connecticut Counts LLC
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_(860) 828-1693_

Cutler's Farm Rd North of Parkview Dr
Monroe, Connecticut

Site Code: 3901
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	0	0	1	1	1	0	1	0	0	0	0	0	4	52	54
01:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3	42	44
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
05:00	0	0	0	2	2	3	2	0	0	0	0	0	0	0	9	41	43
06:00	0	0	1	10	18	12	13	1	1	0	0	0	0	0	56	42	44
07:00	0	0	3	**13**	21	34	32	7	**3**	**1**	0	0	0	0	114	44	48
08:00	0	0	0	4	26	**55**	**38**	6	1	0	0	0	0	0	**130**	43	45
09:00	0	0	0	8	13	49	25	8	1	0	0	0	0	0	104	43	47
10:00	0	0	**4**	4	**35**	39	21	4	1	0	0	0	0	0	108	42	44
11:00	0	0	0	8	24	42	29	**9**	0	0	0	0	0	0	112	43	46
12 PM	**1**	**3**	2	6	19	64	27	3	1	0	0	0	0	0	126	42	44
13:00	0	0	0	**9**	39	68	38	6	1	0	0	0	0	0	161	42	44
14:00	0	0	1	4	30	66	38	9	1	0	0	0	0	0	149	43	46
15:00	0	0	1	4	42	78	63	12	**2**	0	0	0	0	0	202	43	46
16:00	0	0	**4**	4	58	152	117	19	1	0	0	0	0	0	355	43	45
17:00	0	1	1	5	**59**	**168**	**118**	**26**	0	0	0	0	0	0	**378**	43	46
18:00	0	0	1	4	49	122	65	16	2	0	0	0	0	0	259	43	46
19:00	0	0	0	7	30	70	52	4	0	**1**	0	0	0	0	164	43	44
20:00	0	0	0	3	32	51	24	1	0	0	0	0	0	0	111	41	44
21:00	0	1	1	0	21	16	16	2	0	0	0	0	0	0	57	42	44
22:00	0	0	1	2	5	4	7	2	0	1	0	0	0	0	22	44	49
23:00	0	0	0	2	5	6	2	2	0	0	0	0	0	0	17	43	47
Total	1	5	20	99	529	1104	729	137	16	3	0	0	0	0	2643		
Percent	0.0%	0.2%	0.8%	3.7%	20.0%	41.8%	27.6%	5.2%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak			10:00	07:00	10:00	08:00	08:00	11:00	07:00	07:00					08:00		
Vol.			4	13	35	55	38	9	3	1					130		
PM Peak	12:00	12:00	16:00	13:00	17:00	17:00	17:00	17:00	15:00	19:00					17:00		
Vol.	1	3	4	9	59	168	118	26	2	1					378		

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Site Code: 3901
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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	0	1	1	4	2	0	0	0	0	0	0	0	8	42	44
01:00	0	0	0	0	2	1	0	1	0	0	0	0	0	0	4	47	48
02:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	38	39
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
04:00	0	**1**	0	0	0	1	0	0	0	0	0	0	0	0	2	38	39
05:00	0	0	0	1	2	1	2	0	0	0	0	0	0	0	6	42	44
06:00	0	0	2	7	**28**	20	9	1	1	0	0	0	0	0	68	40	44
07:00	0	0	0	**10**	22	45	31	3	**4**	0	0	0	0	0	115	43	47
08:00	0	0	**3**	7	28	**57**	**39**	6	1	0	**1**	0	0	0	**142**	43	45
09:00	0	0	0	4	21	37	31	8	1	0	0	0	0	0	102	43	47
10:00	0	0	0	8	27	43	29	**9**	1	0	0	0	0	0	117	43	47
11:00	0	0	0	1	26	57	33	5	0	0	0	0	0	0	122	42	44
12 PM	0	0	1	1	45	77	45	9	1	0	0	0	0	0	179	43	45
13:00	0	0	**5**	15	50	87	38	9	1	0	0	0	0	0	205	42	44
14:00	**1**	0	0	7	48	72	26	11	1	0	0	0	0	0	166	42	46
15:00	0	0	1	13	64	116	98	18	3	0	0	0	0	0	313	43	46
16:00	0	0	1	**16**	87	241	155	**26**	**4**	0	0	0	0	0	530	43	45
17:00	0	0	2	7	**93**	**278**	**192**	26	0	0	0	0	0	0	**598**	43	44
18:00	0	**1**	0	10	32	139	77	16	2	**1**	0	0	0	0	278	43	46
19:00	0	0	1	3	39	71	41	9	3	0	0	0	0	0	167	43	47
20:00	0	0	0	4	27	39	26	1	0	0	0	0	0	0	97	42	44
21:00	0	0	2	1	28	25	15	1	1	1	0	0	0	0	74	42	44
22:00	0	0	0	0	7	14	8	1	0	0	0	0	0	0	30	42	44
23:00	0	0	0	3	7	11	6	0	0	0	0	0	0	0	27	41	43
Total	1	2	18	119	685	1439	903	160	24	2	1	0	0	0	3354		
Percent	0.0%	0.1%	0.5%	3.5%	20.4%	42.9%	26.9%	4.8%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak		04:00	08:00	07:00	06:00	08:00	08:00	10:00	07:00		08:00				08:00		
Vol.		1	3	10	28	57	39	9	4		1				142		
PM Peak	14:00	18:00	13:00	16:00	17:00	17:00	17:00	16:00	16:00	18:00					17:00		
Vol.	1	1	5	16	93	278	192	26	4	1					598		

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Site Code: 3901
Station ID:

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	1	1	1	1	0	1	0	**1**	0	0	0	6	60	63
01:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4	37	38
02:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	37	39
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	38	39
05:00	0	0	0	2	1	4	0	0	0	0	0	0	0	0	7	38	39
06:00	0	0	0	10	19	11	7	4	0	0	0	0	0	0	51	42	46
07:00	0	0	0	**13**	**33**	47	22	8	1	0	0	0	0	0	124	42	46
08:00	0	0	**1**	2	22	57	**56**	8	2	0	0	0	0	0	**148**	43	46
09:00	0	0	0	4	28	36	33	4	**3**	**2**	0	0	0	0	110	43	49
10:00	0	0	0	6	26	**59**	22	**9**	2	0	0	0	0	0	124	43	47
11:00	0	0	0	8	22	55	29	7	1	0	0	0	0	0	122	43	46
12 PM	0	0	3	5	32	82	39	7	2	1	0	0	0	0	171	42	46
13:00	0	0	1	11	43	83	32	6	2	0	0	0	0	0	178	42	44
14:00	0	0	0	5	21	73	41	10	3	**2**	0	0	0	0	155	43	48
15:00	0	0	3	10	**66**	90	66	19	3	1	0	0	0	0	258	43	47
16:00	0	**1**	**4**	**13**	62	170	110	**22**	1	0	0	0	0	0	383	43	45
17:00	0	0	0	3	66	**197**	**124**	18	**4**	0	0	0	0	0	**412**	43	45
18:00	0	0	2	8	45	98	57	16	0	0	0	0	0	0	226	43	46
19:00	0	0	1	3	38	54	42	7	3	0	0	0	0	0	148	43	46
20:00	0	0	0	3	22	29	19	3	0	0	0	0	0	0	76	42	44
21:00	0	0	0	3	23	32	13	6	1	0	0	0	0	0	78	43	47
22:00	0	0	2	4	15	20	9	1	0	0	0	0	0	0	51	41	44
23:00	0	0	1	1	7	12	5	3	1	0	0	0	0	0	30	44	49
Total	0	1	18	116	597	1213	727	158	30	6	1	0	0	0	2867		
Percent	0.0%	0.0%	0.6%	4.0%	20.8%	42.3%	25.4%	5.5%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak			08:00	07:00	07:00	10:00	08:00	10:00	09:00	09:00	00:00				08:00		
Vol.			1	13	33	59	56	9	3	2	1				148		
PM Peak		16:00	16:00	16:00	15:00	17:00	17:00	16:00	17:00	14:00					17:00		
Vol.		1	4	13	66	197	124	22	4	2					412		

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	0	0	1	5	7	2	1	0	0	0	0	0	0	16	41	46
01:00	0	0	0	0	3	2	4	1	0	0	0	0	0	0	10	44	47
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	34	34
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
04:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	39	39
05:00	0	**1**	0	0	1	1	0	0	0	0	0	0	0	0	3	37	39
06:00	0	0	0	1	5	4	3	3	0	0	0	0	0	0	16	46	48
07:00	0	0	0	2	14	15	9	9	0	0	0	0	0	0	49	45	48
08:00	0	0	1	1	16	48	39	**14**	1	0	0	0	0	0	120	44	48
09:00	0	0	0	1	17	76	**62**	14	0	0	0	0	0	0	170	44	46
10:00	0	0	2	10	38	76	47	14	**2**	0	0	0	0	0	189	43	47
11:00	0	0	**3**	**21**	**69**	**102**	51	7	2	0	0	0	0	0	**255**	42	44
12 PM	0	0	**2**	6	**54**	95	72	**22**	**4**	2	0	0	0	0	**257**	44	48
13:00	0	0	2	3	38	95	74	16	3	0	0	0	0	0	231	43	47
14:00	0	0	0	3	25	66	68	22	1	1	0	0	0	0	186	44	48
15:00	0	0	0	**8**	24	85	70	14	3	0	0	0	0	0	204	44	47
16:00	0	0	0	5	39	**113**	**75**	20	3	0	0	0	0	0	255	43	47
17:00	0	0	0	4	40	88	46	4	1	0	0	0	0	0	183	42	44
18:00	0	0	1	5	27	67	44	8	3	**3**	0	0	0	0	158	43	48
19:00	0	0	0	2	26	36	27	6	0	0	0	0	0	0	97	43	45
20:00	0	0	1	5	28	39	17	0	0	0	0	0	0	0	90	41	43
21:00	0	0	1	5	13	17	12	2	0	0	0	0	0	0	50	42	44
22:00	0	0	1	5	15	19	8	2	0	0	0	0	0	0	50	41	44
23:00	0	0	0	0	3	12	6	3	0	0	0	0	0	0	24	44	48
Total	0	1	14	88	502	1066	736	182	23	6	0	0	0	0	2618		
Percent	0.0%	0.0%	0.5%	3.4%	19.2%	40.7%	28.1%	7.0%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak		05:00	11:00	11:00	11:00	11:00	09:00	08:00	10:00						11:00		
Vol.		1	3	21	69	102	62	14	2						255		
PM Peak			12:00	15:00	12:00	16:00	16:00	12:00	12:00	18:00					12:00		
Vol.			2	8	54	113	75	22	4	3					257		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Cutler's Farm Rd North of Parkview Dr
Monroe, Connecticut

Site Code: 3901
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	0	0	0	6	6	7	0	0	0	0	0	0	0	19	42	44
01:00	0	0	0	1	2	4	4	3	0	0	**1**	0	0	0	15	47	61
02:00	0	0	0	0	0	3	1	1	0	0	0	0	0	0	5	46	48
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3	47	49
06:00	0	0	1	0	5	2	4	1	0	0	0	0	0	0	13	43	46
07:00	0	0	0	0	3	7	6	0	0	0	0	0	0	0	16	43	44
08:00	0	0	0	2	12	26	21	7	0	**1**	0	0	0	0	69	44	48
09:00	0	0	0	**3**	23	34	23	5	0	0	0	0	0	0	88	43	45
10:00	0	0	0	1	**33**	**42**	**35**	**14**	0	0	0	0	0	0	**125**	44	47
11:00	0	0	**2**	3	14	41	25	8	0	0	0	0	0	0	93	43	47
12 PM	0	0	0	5	27	54	39	11	0	0	0	0	0	0	**136**	43	46
13:00	0	0	0	1	19	44	37	9	1	0	0	0	0	0	111	44	47
14:00	0	0	0	2	**30**	**56**	39	5	1	**1**	0	0	0	0	134	43	45
15:00	0	**2**	0	**6**	25	44	41	**12**	0	0	0	0	0	0	130	44	47
16:00	0	0	0	6	12	49	**49**	12	1	0	0	0	0	0	129	44	47
17:00	0	0	**2**	5	17	30	30	8	**4**	1	**1**	0	0	0	98	44	51
18:00	0	0	0	4	21	32	15	5	1	0	0	0	0	0	78	43	47
19:00	0	0	0	0	16	21	9	5	3	0	0	0	0	0	54	44	50
20:00	**1**	0	0	1	12	22	13	2	0	0	0	0	0	0	51	42	44
21:00	0	0	0	1	9	8	3	2	0	0	0	0	0	0	23	42	47
22:00	0	0	0	1	3	7	4	3	0	0	0	0	0	0	18	45	48
23:00	0	0	0	1	1	6	1	0	1	0	0	0	0	0	10	42	52
Total	1	2	5	44	290	539	406	114	12	3	2	0	0	0	1418		
Percent	0.1%	0.1%	0.4%	3.1%	20.5%	38.0%	28.6%	8.0%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak			11:00	09:00	10:00	10:00	10:00	10:00		08:00	01:00				10:00		
Vol.			2	3	33	42	35	14		1	1				125		
PM Peak	20:00	15:00	17:00	15:00	14:00	14:00	16:00	15:00	17:00	14:00	17:00				12:00		
Vol.	1	2	2	6	30	56	49	12	4	1	1				136		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Cutler's Farm Rd North of Parkview Dr
Monroe, Connecticut

Site Code: 3901
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	0	1	4	0	0	0	0	0	0	0	0	5	39	39
01:00	0	0	1	0	1	3	1	0	0	0	0	0	0	0	6	40	43
02:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	48	49
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	44	44
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
05:00	0	0	0	0	6	3	1	0	0	0	0	0	0	0	10	39	42
06:00	0	0	1	**9**	20	13	10	1	1	0	0	0	0	0	55	41	44
07:00	0	0	1	8	26	45	26	4	1	0	0	0	0	0	111	42	44
08:00	0	0	0	2	25	**56**	34	6	**2**	**1**	0	0	0	0	**126**	43	47
09:00	0	0	0	7	29	32	**35**	6	0	0	0	0	0	0	109	43	45
10:00	0	0	**3**	6	**35**	35	19	1	0	0	0	0	0	0	99	41	43
11:00	0	0	0	2	27	44	27	**7**	1	0	0	0	0	0	108	43	46
12 PM	0	0	0	2	**31**	60	34	**10**	**1**	0	0	0	0	0	138	43	47
13:00	0	0	1	**7**	26	**62**	**39**	10	0	0	0	0	0	0	**145**	43	46
14:00	0	0	**2**	6	18	32	19	7	0	0	0	0	0	0	84	43	47
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	9	49	245	391	246	53	6	1	0	0	0	0	1000		
Percent	0.0%	0.0%	0.9%	4.9%	24.5%	39.1%	24.6%	5.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak			10:00	06:00	10:00	08:00	09:00	11:00	08:00	08:00					08:00		
Vol.			3	9	35	56	35	7	2	1					126		
PM Peak			14:00	13:00	12:00	13:00	13:00	12:00	12:00						13:00		
Vol.			2	7	31	62	39	10	1						145		
Total	3	12	117	697	3610	7564	4839	1014	140	22	4	0	1	0	18023		
Percent	0.0%	0.1%	0.6%	3.9%	20.0%	42.0%	26.8%	5.6%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	32 MPH
50th Percentile :	38 MPH
85th Percentile :	43 MPH
95th Percentile :	46 MPH

Stats

10 MPH Pace Speed :	36-45 MPH
Number in Pace :	12403
Percent in Pace :	68.8%
Number of Vehicles > 40 MPH :	6020
Percent of Vehicles > 40 MPH :	33.4%
Mean Speed(Average) :	39 MPH

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Cutler's Farm Rd North of Parkview Dr
Monroe, Connecticut

Site Code: 3901
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	0	0	**18**	**61**	58	22	5	1	0	0	0	0	0	165	40	44
15:00	0	**2**	5	15	43	60	14	1	**3**	0	0	0	0	0	143	39	43
16:00	**1**	2	**6**	16	39	86	**54**	5	0	0	0	0	0	0	209	42	44
17:00	0	0	4	6	42	**114**	45	**7**	0	0	0	0	0	0	**218**	42	44
18:00	0	0	0	8	36	63	28	3	1	0	0	0	0	0	139	41	44
19:00	0	0	2	11	31	55	26	3	0	0	0	0	0	0	128	41	44
20:00	0	0	0	5	9	26	6	1	0	0	0	0	0	0	47	39	43
21:00	0	1	0	2	6	14	4	1	0	0	0	0	0	0	28	41	44
22:00	0	0	2	1	4	5	3	0	0	0	0	0	0	0	15	41	43
23:00	0	0	0	1	3	5	0	1	0	0	0	0	0	0	10	39	47
Total	1	5	19	83	274	486	202	27	5	0	0	0	0	0	1102		
Percent	0.1%	0.5%	1.7%	7.5%	24.9%	44.1%	18.3%	2.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak																	
Vol.																	
PM Peak	16:00	15:00	16:00	14:00	14:00	17:00	16:00	17:00	15:00						17:00		
Vol.	1	2	6	18	61	114	54	7	3						218		

Connecticut Counts LLC
63 Sugar Maple Lane
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_(860) 828-1693_

Cutler's Farm Rd North of Parkview Dr
Monroe, Connecticut

Site Code: 3901
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3	42	44
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4	43	44
04:00	0	0	0	2	4	1	2	1	0	0	0	0	0	0	10	43	47
05:00	0	0	0	5	12	14	3	1	0	0	0	0	0	0	35	39	43
06:00	0	0	1	14	45	53	8	3	0	0	0	0	0	0	124	39	42
07:00	0	2	3	11	73	**125**	**47**	3	0	0	0	0	0	0	**264**	41	43
08:00	0	**7**	4	**16**	**77**	108	40	**4**	0	0	0	0	0	0	256	40	43
09:00	0	0	2	15	42	51	19	2	0	0	0	0	0	0	131	40	43
10:00	0	0	4	7	32	49	16	1	0	0	0	0	0	0	109	40	43
11:00	0	0	**6**	15	35	43	12	2	0	0	0	0	0	0	113	39	43
12 PM	0	1	3	5	36	39	19	4	0	0	0	0	0	0	107	41	44
13:00	0	**3**	**9**	**19**	37	56	19	1	**1**	0	0	0	0	0	145	39	43
14:00	0	0	2	17	**57**	52	21	1	0	0	0	0	0	0	150	39	43
15:00	0	0	4	16	30	38	25	3	0	0	0	0	0	0	116	42	44
16:00	0	0	2	9	50	**78**	30	0	0	0	0	0	0	0	**169**	40	43
17:00	0	0	0	1	41	76	**42**	5	1	0	0	0	0	0	166	42	44
18:00	0	0	0	5	23	56	29	**6**	1	0	0	0	0	0	120	43	45
19:00	0	0	0	3	20	26	20	3	1	0	0	0	0	0	73	43	45
20:00	0	0	1	3	10	18	5	1	1	**1**	0	0	0	0	40	42	50
21:00	0	0	2	3	8	14	7	1	0	0	0	0	0	0	35	41	44
22:00	0	0	0	2	4	6	2	0	0	0	0	0	0	0	14	39	43
23:00	0	0	0	0	3	3	1	0	0	0	0	0	0	0	7	39	43
Total	0	13	43	168	640	909	370	42	5	1	0	0	0	0	2191		
Percent	0.0%	0.6%	2.0%	7.7%	29.2%	41.5%	16.9%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		08:00	11:00	08:00	08:00	07:00	07:00	08:00							07:00		
Vol.		7	6	16	77	125	47	4							264		
PM Peak		13:00	13:00	13:00	14:00	16:00	17:00	18:00	13:00	20:00					16:00		
Vol.		3	9	19	57	78	42	6	1	1					169		

Connecticut Counts LLC
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Monroe, Connecticut

Site Code: 3901
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	38	39
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3	42	44
04:00	0	0	0	2	0	2	0	2	0	0	0	0	0	0	6	47	49
05:00	0	0	3	4	14	12	6	0	0	0	0	0	0	0	39	40	43
06:00	0	0	1	14	45	55	24	1	0	0	0	0	0	0	140	40	43
07:00	0	1	0	11	**70**	**132**	74	7	0	0	0	0	0	0	**295**	42	44
08:00	**2**	**3**	1	**17**	64	116	**75**	**11**	0	0	0	0	0	0	289	42	44
09:00	0	0	2	16	31	58	27	2	**1**	0	0	0	0	0	137	41	44
10:00	0	0	**4**	10	32	44	21	1	0	0	0	0	0	0	112	41	43
11:00	0	0	1	10	18	48	12	5	0	0	0	0	0	0	94	41	45
12 PM	0	0	2	15	42	49	25	2	0	0	0	0	0	0	135	41	44
13:00	0	**1**	**6**	8	33	60	20	1	0	0	0	0	0	0	129	40	43
14:00	0	1	1	**17**	42	64	25	6	0	0	0	0	0	0	156	41	44
15:00	0	1	0	10	37	60	24	2	0	0	0	0	0	0	134	41	44
16:00	**1**	1	3	5	36	72	**50**	**8**	0	0	0	0	0	0	176	43	44
17:00	0	0	2	10	**53**	**108**	41	3	**1**	0	0	0	0	0	**218**	41	44
18:00	0	0	2	4	43	74	30	3	0	0	0	0	0	0	156	41	44
19:00	0	0	3	8	37	62	22	1	0	0	0	0	0	0	133	40	43
20:00	0	0	1	1	25	26	3	4	1	0	0	0	0	0	61	39	47
21:00	0	0	1	0	7	13	4	1	0	0	0	0	0	0	26	41	44
22:00	0	0	1	2	6	7	5	0	0	0	0	0	0	0	21	41	43
23:00	0	0	1	3	1	3	0	0	0	0	0	0	0	0	8	38	39
Total	3	8	35	167	637	1068	489	60	3	0	0	0	0	0	2470		
Percent	0.1%	0.3%	1.4%	6.8%	25.8%	43.2%	19.8%	2.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	10:00	08:00	07:00	07:00	08:00	08:00	09:00						07:00		
Vol.	2	3	4	17	70	132	75	11	1						295		
PM Peak	16:00	13:00	13:00	14:00	17:00	17:00	16:00	16:00	17:00						17:00		
Vol.	1	1	6	17	53	108	50	8	1						218		

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Cutler's Farm Rd North of Parkview Dr
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Site Code: 3901
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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
01:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	38	39
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
03:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	43	44
04:00	0	0	0	0	3	1	1	0	**1**	0	0	0	0	0	6	50	53
05:00	0	0	2	4	12	16	5	1	0	0	0	0	0	0	40	40	44
06:00	0	0	1	**16**	39	61	23	4	0	0	0	0	0	0	144	41	44
07:00	**4**	1	2	5	43	**141**	**77**	**12**	0	0	0	0	0	0	**285**	43	44
08:00	0	**3**	**5**	9	**51**	129	70	11	0	0	0	0	0	0	278	42	44
09:00	0	0	2	13	41	67	27	2	0	0	0	0	0	0	152	41	43
10:00	0	1	1	9	35	55	17	4	0	0	0	0	0	0	122	40	44
11:00	0	0	0	8	41	54	11	3	1	0	0	0	0	0	118	39	44
12 PM	0	0	**6**	7	33	57	27	4	0	0	0	0	0	0	134	42	44
13:00	0	0	1	7	51	66	24	5	0	0	0	0	0	0	154	41	44
14:00	0	0	5	**17**	50	78	25	5	0	0	0	0	0	0	180	40	44
15:00	**2**	**3**	5	13	40	71	23	4	0	**1**	0	**1**	0	0	163	40	44
16:00	0	0	6	10	40	77	**43**	**6**	0	0	0	0	0	0	182	42	44
17:00	0	0	1	14	**53**	**107**	41	4	**2**	0	0	0	0	0	**222**	41	44
18:00	0	0	0	3	38	76	26	6	0	1	0	0	0	0	150	42	44
19:00	0	0	1	7	34	62	21	5	0	0	0	0	0	0	130	41	44
20:00	0	0	2	10	30	14	13	0	0	0	0	0	0	0	69	41	43
21:00	0	0	2	3	9	16	3	0	0	0	0	0	0	0	33	39	42
22:00	0	0	0	0	4	4	2	0	0	0	0	0	0	0	10	41	43
23:00	0	0	0	2	2	1	2	0	0	0	0	0	0	0	7	42	44
Total	6	8	43	158	650	1155	483	76	4	2	0	1	0	0	2586		
Percent	0.2%	0.3%	1.7%	6.1%	25.1%	44.7%	18.7%	2.9%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	08:00	06:00	08:00	07:00	07:00	07:00	04:00						07:00		
Vol.	4	3	5	16	51	141	77	12	1						285		
PM Peak	15:00	15:00	12:00	14:00	17:00	17:00	16:00	16:00	17:00	15:00		15:00			17:00		
Vol.	2	3	6	17	53	107	43	6	2	1		1			222		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Cutler's Farm Rd North of Parkview Dr
Monroe, Connecticut

Site Code: 3901
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	39	39
01:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4	38	39
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3	42	44
04:00	0	0	0	2	1	3	1	1	0	0	0	0	0	0	8	43	47
05:00	0	0	**2**	6	17	5	4	0	0	0	0	0	0	0	34	38	42
06:00	0	0	0	13	30	51	25	2	0	0	0	0	0	0	121	41	44
07:00	0	0	0	9	57	**141**	48	**10**	0	0	0	0	0	0	265	41	44
08:00	**1**	**1**	1	**16**	**58**	124	**65**	6	**1**	0	0	0	0	0	**273**	42	44
09:00	0	0	2	8	31	56	30	5	1	0	0	0	0	0	133	42	44
10:00	0	0	1	8	37	56	16	3	1	0	0	0	0	0	122	40	44
11:00	0	0	2	11	33	57	18	2	0	0	0	0	0	0	123	40	43
12 PM	0	0	1	12	39	58	23	0	0	0	0	0	0	0	133	40	43
13:00	0	0	**4**	10	42	66	25	1	0	0	0	0	0	0	148	40	43
14:00	1	2	3	12	48	57	22	5	0	0	0	0	0	0	150	41	44
15:00	**7**	2	4	14	38	68	33	5	0	0	0	0	0	0	171	41	44
16:00	0	**4**	4	**15**	50	93	39	8	**1**	0	0	0	0	0	214	42	44
17:00	0	1	0	11	**57**	**137**	**51**	**11**	0	0	0	0	0	0	**268**	42	44
18:00	0	0	0	7	40	77	31	5	0	0	0	0	0	0	160	41	44
19:00	0	0	2	4	26	50	21	6	0	0	0	0	0	0	109	42	45
20:00	0	0	1	0	18	28	13	0	0	0	0	0	0	0	60	41	43
21:00	0	0	0	2	14	8	9	0	0	0	0	0	0	0	33	42	44
22:00	0	1	0	1	13	12	5	0	0	0	0	0	0	0	32	40	43
23:00	0	0	0	3	3	4	4	0	0	0	0	0	0	0	14	42	44
Total	9	11	27	164	654	1158	484	70	4	0	0	0	0	0	2581		
Percent	0.3%	0.4%	1.0%	6.4%	25.3%	44.9%	18.8%	2.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	05:00	08:00	08:00	07:00	08:00	07:00	08:00						08:00		
Vol.	1	1	2	16	58	141	65	10	1						273		
PM Peak	15:00	16:00	13:00	16:00	17:00	17:00	17:00	17:00	16:00						17:00		
Vol.	7	4	4	15	57	137	51	11	1						268		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Cutler's Farm Rd North of Parkview Dr
Monroe, Connecticut

Site Code: 3901
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	0	1	0	4	2	2	0	0	0	0	0	0	0	9	41	43
01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	38	39
02:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3	47	49
03:00	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3	47	49
04:00	0	0	0	0	3	1	1	0	0	0	0	0	0	0	5	41	43
05:00	0	0	0	4	3	5	0	0	0	0	0	0	0	0	12	38	39
06:00	0	0	0	1	4	7	8	1	1	0	0	0	0	0	22	44	49
07:00	0	0	1	7	15	51	23	5	0	0	0	0	0	0	102	42	44
08:00	0	0	1	4	44	65	35	**9**	0	0	0	0	0	0	158	42	45
09:00	0	0	0	11	54	**102**	**70**	5	**2**	0	0	0	0	0	244	42	44
10:00	**5**	**5**	**12**	6	41	71	51	4	2	0	0	0	0	0	197	42	44
11:00	0	0	10	**36**	**65**	94	38	4	0	0	0	0	0	0	**247**	40	43
12 PM	0	0	1	5	**54**	93	**48**	**10**	**2**	0	0	0	0	0	**213**	42	45
13:00	**1**	1	1	1	43	**110**	47	5	0	0	0	0	0	0	209	42	44
14:00	0	1	1	7	45	89	48	7	1	0	0	0	0	0	199	42	44
15:00	0	**2**	0	11	41	96	47	4	0	0	0	0	0	0	201	42	44
16:00	0	0	1	3	49	80	33	6	0	0	0	0	0	0	172	42	44
17:00	0	0	0	11	50	76	21	4	1	0	0	0	0	0	163	40	44
18:00	0	0	0	**13**	36	70	22	4	1	0	0	0	0	0	146	41	44
19:00	0	0	**4**	13	26	53	22	3	0	0	0	0	0	0	121	41	44
20:00	0	0	0	11	20	20	9	1	0	0	0	0	0	0	61	40	43
21:00	0	0	0	3	11	13	3	1	0	0	0	0	0	0	31	39	44
22:00	0	1	1	4	16	6	2	2	0	0	0	0	0	0	32	39	45
23:00	0	0	1	7	1	9	4	1	0	0	0	0	0	0	23	41	44
Total	6	10	35	158	627	1117	534	78	10	0	0	0	0	0	2575		
Percent	0.2%	0.4%	1.4%	6.1%	24.3%	43.4%	20.7%	3.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	11:00	11:00	09:00	09:00	08:00	09:00						11:00		
Vol.	5	5	12	36	65	102	70	9	2						247		
PM Peak	13:00	15:00	19:00	18:00	12:00	13:00	12:00	12:00	12:00						12:00		
Vol.	1	2	4	13	54	110	48	10	2						213		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Cutler's Farm Rd North of Parkview Dr
Monroe, Connecticut

Site Code: 3901
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	0	0	0	0	3	3	0	0	0	0	0	0	0	6	43	44
01:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	34	34
02:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4	37	39
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
05:00	0	0	**1**	1	2	4	1	0	0	0	0	0	0	0	9	39	42
06:00	0	**1**	0	2	3	5	0	0	0	0	0	0	0	0	11	38	39
07:00	0	0	0	1	8	11	7	2	0	0	0	0	0	0	29	43	46
08:00	0	0	0	2	22	30	23	2	0	**1**	**1**	0	0	0	81	43	44
09:00	0	0	1	6	22	51	21	**4**	0	0	0	0	0	0	105	42	44
10:00	**1**	0	1	6	**34**	**54**	20	1	**1**	0	0	0	0	0	118	41	44
11:00	0	0	0	**9**	32	49	**27**	2	0	0	0	0	0	0	**119**	42	44
12 PM	0	0	0	7	**23**	61	27	5	1	0	0	0	0	0	124	42	44
13:00	0	0	1	3	22	**67**	**36**	**7**	1	0	0	0	0	0	**137**	43	45
14:00	0	0	2	7	17	52	29	5	0	0	0	0	0	0	112	42	44
15:00	0	0	**3**	2	15	37	33	7	0	0	0	0	0	0	97	43	46
16:00	0	0	1	**9**	16	37	25	3	0	0	0	0	0	0	91	42	44
17:00	0	0	0	3	17	27	20	2	**2**	0	0	0	0	0	71	43	46
18:00	0	0	0	5	16	23	9	3	0	0	0	0	0	0	56	41	45
19:00	0	0	0	2	12	19	8	1	1	0	0	0	0	0	43	42	44
20:00	0	0	0	1	8	12	4	0	0	0	0	0	0	0	25	40	43
21:00	0	**1**	0	3	6	5	2	0	0	0	0	0	0	0	17	39	42
22:00	0	0	0	2	4	6	3	0	1	0	0	0	0	0	16	42	50
23:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	48	49
Total	1	2	10	72	284	555	298	45	7	1	1	0	0	0	1276		
Percent	0.1%	0.2%	0.8%	5.6%	22.3%	43.5%	23.4%	3.5%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak	10:00	06:00	05:00	11:00	10:00	10:00	11:00	09:00	10:00	08:00	08:00				11:00		
Vol.	1	1	1	9	34	54	27	4	1	1	1				119		
PM Peak		21:00	15:00	16:00	12:00	13:00	13:00	13:00	17:00						13:00		
Vol.		1	3	9	23	67	36	7	2						137		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Cutler's Farm Rd North of Parkview Dr
Monroe, Connecticut

Site Code: 3901
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	32	34
01:00	0	0	1	1	0	1	1	0	0	0	0	0	0	0	4	42	44
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	44	44
04:00	0	0	0	2	4	3	3	1	0	0	0	0	0	0	13	43	46
05:00	0	0	1	3	13	13	2	3	0	0	0	0	0	0	35	39	47
06:00	0	0	2	17	50	44	20	3	**1**	0	0	0	0	0	137	40	44
07:00	0	**2**	1	11	61	**142**	**53**	4	0	0	0	0	0	0	**274**	41	44
08:00	0	1	**7**	16	**65**	115	52	5	1	0	0	0	0	0	262	41	44
09:00	0	0	0	**20**	37	54	15	2	0	0	0	0	0	0	128	39	43
10:00	0	0	1	4	32	45	18	0	1	0	0	0	0	0	101	41	43
11:00	0	0	3	8	20	28	23	**6**	0	**1**	0	0	0	0	89	43	47
12 PM	0	0	**4**	**22**	**38**	**53**	15	0	0	0	0	0	0	0	**132**	39	42
13:00	0	0	0	3	29	46	**25**	**4**	**1**	0	0	0	0	0	108	42	44
14:00	0	0	3	15	30	32	18	2	1	0	0	0	0	0	101	41	44
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	3	23	124	380	576	246	30	5	1	0	0	0	0	1388		
Percent	0.0%	0.2%	1.7%	8.9%	27.4%	41.5%	17.7%	2.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00	08:00	09:00	08:00	07:00	07:00	11:00	06:00	11:00					07:00		
Vol.		2	7	20	65	142	53	6	1	1					274		
PM Peak			12:00	12:00	12:00	12:00	13:00	13:00	13:00						12:00		
Vol.			4	22	38	53	25	4	1						132		
Total	26	60	235	1094	4146	7024	3106	428	43	5	1	1	0	0	16169		
Percent	0.2%	0.4%	1.5%	6.8%	25.6%	43.4%	19.2%	2.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 31 MPH
50th Percentile : 36 MPH
85th Percentile : 41 MPH
95th Percentile : 44 MPH

Stats

10 MPH Pace Speed : 31-40 MPH
Number in Pace : 11170
Percent in Pace : 69.1%
Number of Vehicles > 40 MPH : 3584
Percent of Vehicles > 40 MPH : 22.2%
Mean Speed(Average) : 37 MPH

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Cutler's Farm Rd North of Parkview Dr
Monroe, Connecticut

Site Code: 3901
Station ID:

Latitude: 0' 0.0000 Undefined

Start	25-Apr-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	*	*	4	3	4	2	8	1	6	3	16	9	19	6	10	4
01:00	*	*	2	0	3	0	4	2	4	4	10	2	15	2	6	2
02:00	*	*	1	0	0	0	3	1	3	0	2	3	5	4	2	1
03:00	*	*	3	4	1	3	1	3	0	3	1	3	0	0	1	3
04:00	*	*	3	10	1	6	2	6	2	8	2	5	0	1	2	6
05:00	*	*	11	35	9	39	6	40	7	34	3	12	3	9	6	28
06:00	*	*	50	124	56	140	68	144	51	121	16	22	13	11	42	94
07:00	*	*	120	**264**	114	**295**	115	**285**	124	265	49	102	16	29	90	207
08:00	*	*	**136**	256	**130**	289	**142**	278	**148**	**273**	120	158	69	81	124	**222**
09:00	*	*	107	131	104	137	102	152	110	133	170	244	88	105	114	150
10:00	*	*	90	109	108	112	117	122	124	122	189	197	**125**	118	126	130
11:00	*	*	122	113	112	94	122	118	122	123	**255**	**247**	93	**119**	**138**	136
12:00 PM	*	*	120	107	126	135	179	134	171	133	**257**	**213**	**136**	124	165	141
01:00	*	*	154	145	161	129	205	154	178	148	231	209	111	**137**	173	154
02:00	151	165	123	150	149	156	166	180	155	150	186	199	134	112	152	159
03:00	207	143	207	116	202	134	313	163	258	171	204	201	130	97	217	146
04:00	314	209	274	**169**	355	176	530	182	383	214	255	172	129	91	320	173
05:00	**402**	**218**	**376**	166	**378**	**218**	**598**	**222**	**412**	**268**	183	163	98	71	**350**	**189**
06:00	305	139	228	120	259	156	278	150	226	160	158	146	78	56	219	132
07:00	167	128	123	73	164	133	167	130	148	109	97	121	54	43	131	105
08:00	71	47	83	40	111	61	97	69	76	60	90	61	51	25	83	52
09:00	41	28	46	35	57	26	74	33	78	33	50	31	23	17	53	29
10:00	30	15	23	14	22	21	30	10	51	32	50	32	18	16	32	20
11:00	17	10	12	7	17	8	27	7	30	14	24	23	10	2	20	10
Lane	1705	1102	2418	2191	2643	2470	3354	2586	2867	2581	2618	2575	1418	1276	2576	2293
Day	2807		4609		5113		5940		5448		5193		2694		4869	
AM Peak	-	-	08:00	07:00	08:00	07:00	08:00	07:00	08:00	08:00	11:00	11:00	10:00	11:00	11:00	08:00
Vol.	-	-	136	264	130	295	142	285	148	273	255	247	125	119	138	222
PM Peak	17:00	17:00	17:00	16:00	17:00	17:00	17:00	17:00	17:00	17:00	12:00	12:00	12:00	13:00	17:00	17:00
Vol.	402	218	376	169	378	218	598	222	412	268	257	213	136	137	350	189

ADT - AVERAGE OF TUES-THURS
TOTAL: 5,220
NB: 2,805
SB: 2,415

Cutler's Farm Rd North of Parkview Dr
Monroe, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3901
Station ID:

Latitude: 0' 0.0000 Undefined

Start	02-May-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	5	3	*	*	*	*	*	*	*	*	*	*	*	*	5	3
01:00	6	4	*	*	*	*	*	*	*	*	*	*	*	*	6	4
02:00	2	0	*	*	*	*	*	*	*	*	*	*	*	*	2	0
03:00	1	1	*	*	*	*	*	*	*	*	*	*	*	*	1	1
04:00	1	13	*	*	*	*	*	*	*	*	*	*	*	*	1	13
05:00	10	35	*	*	*	*	*	*	*	*	*	*	*	*	10	35
06:00	55	137	*	*	*	*	*	*	*	*	*	*	*	*	55	137
07:00	111	**274**	*	*	*	*	*	*	*	*	*	*	*	*	111	**274**
08:00	**126**	262	*	*	*	*	*	*	*	*	*	*	*	*	**126**	262
09:00	109	128	*	*	*	*	*	*	*	*	*	*	*	*	109	128
10:00	99	101	*	*	*	*	*	*	*	*	*	*	*	*	99	101
11:00	108	89	*	*	*	*	*	*	*	*	*	*	*	*	108	89
12:00 PM	138	**132**	*	*	*	*	*	*	*	*	*	*	*	*	138	**132**
01:00	**145**	108	*	*	*	*	*	*	*	*	*	*	*	*	**145**	108
02:00	84	101	*	*	*	*	*	*	*	*	*	*	*	*	84	101
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	1000	1388	0	0	0	0	0	0	0	0	0	0	0	0	1000	1388
Day	2388		0		0		0		0		0		0		2388	
AM Peak	08:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00
Vol.	126	274	-	-	-	-	-	-	-	-	-	-	-	-	126	274
PM Peak	13:00	12:00	-	-	-	-	-	-	-	-	-	-	-	-	13:00	12:00
Vol.	145	132	-	-	-	-	-	-	-	-	-	-	-	-	145	132

Comb. Total	5195	4609	5113	5940	5448	5193	2694	7257

ADT ADT 5,278 AADT 5,278

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 South of Corporate Drive
Monroe/Trumbull, Connecticut

Site Code: 3902
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	1	5	12	50	188	195	101	16	2	1	0	0	0	0	571	41	44
14:00	2	5	8	62	192	230	100	27	7	1	0	0	0	0	634	41	45
15:00	1	11	14	63	195	**259**	134	25	6	1	0	0	0	0	709	42	44
16:00	**5**	**12**	**20**	**70**	204	214	126	37	**8**	**2**	0	0	0	0	698	42	46
17:00	5	11	14	49	**228**	251	119	28	6	0	**1**	0	0	0	**712**	41	44
18:00	2	11	10	38	127	241	**172**	**43**	8	0	0	0	0	0	652	43	47
19:00	1	4	11	25	102	192	141	40	7	1	0	0	0	0	524	43	47
20:00	2	8	12	18	98	142	96	35	6	1	0	0	0	0	418	43	48
21:00	1	3	6	9	45	95	76	23	4	2	0	0	0	0	264	44	48
22:00	0	3	5	3	6	44	58	25	8	1	0	0	0	0	153	47	50
23:00	0	0	0	1	4	15	40	30	6	2	0	0	0	0	98	48	52
Total	20	73	112	388	1389	1878	1163	329	68	12	1	0	0	0	5433		
Percent	0.4%	1.3%	2.1%	7.1%	25.6%	34.6%	21.4%	6.1%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak																	
Vol.																	
PM Peak	16:00	16:00	16:00	16:00	17:00	15:00	18:00	18:00	16:00	16:00	17:00				17:00		
Vol.	5	12	20	70	228	259	172	43	8	2	1				712		

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Northbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
04/26/16	0	0	0	1	2	6	15	12	2	1	**2**	0	0	0	41	49	59
01:00	0	0	0	0	0	3	4	4	0	1	0	0	0	0	12	48	56
02:00	0	0	1	1	0	4	9	2	0	0	0	0	0	0	17	44	47
03:00	0	0	0	1	2	8	3	1	0	0	0	0	0	0	15	42	46
04:00	0	0	0	1	2	7	12	2	1	2	0	0	0	0	27	47	56
05:00	0	2	2	1	5	15	42	15	2	**6**	1	0	0	0	91	48	57
06:00	0	1	9	14	44	92	77	25	6	0	1	0	0	0	269	44	48
07:00	**6**	**11**	6	23	117	161	113	**58**	**14**	5	0	0	0	0	514	44	49
08:00	5	2	7	59	**177**	**236**	**153**	49	6	6	0	0	0	0	**700**	43	47
09:00	1	2	**11**	50	167	197	86	34	4	0	0	0	0	0	552	42	46
10:00	4	4	11	69	163	193	86	26	2	0	0	0	0	0	558	41	45
11:00	6	2	10	**70**	142	167	106	24	4	1	0	0	0	0	532	42	45
12 PM	**6**	11	**22**	59	145	211	107	22	1	0	0	0	0	0	584	41	44
13:00	0	1	19	**71**	174	213	107	22	4	2	0	0	0	0	613	42	44
14:00	3	4	17	49	166	226	130	30	8	0	0	0	0	0	633	42	46
15:00	4	4	19	53	**190**	262	120	29	11	1	0	0	0	0	693	42	46
16:00	3	6	13	55	168	**270**	131	34	8	1	1	0	0	0	690	42	46
17:00	1	**15**	19	43	166	265	143	50	6	2	0	0	0	0	**710**	43	47
18:00	1	7	15	40	136	214	**155**	**58**	6	0	0	0	0	0	632	44	47
19:00	0	5	16	25	76	181	136	49	**13**	2	0	0	0	0	503	44	48
20:00	0	6	10	9	50	144	111	29	3	0	0	0	0	0	362	43	47
21:00	2	5	5	6	23	90	95	33	9	**3**	0	0	0	0	271	45	49
22:00	0	1	5	2	8	30	64	39	9	3	**2**	**1**	0	0	164	48	53
23:00	0	0	0	1	4	25	38	31	6	2	0	0	0	0	107	48	52
Total	42	89	217	703	2127	3220	2043	678	125	38	7	1	0	0	9290		
Percent	0.5%	1.0%	2.3%	7.6%	22.9%	34.7%	22.0%	7.3%	1.3%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	09:00	11:00	08:00	08:00	08:00	07:00	07:00	05:00	00:00				08:00		
Vol.	6	11	11	70	177	236	153	58	14	6	2				700		
PM Peak	12:00	17:00	12:00	13:00	15:00	16:00	18:00	18:00	19:00	21:00	22:00	22:00			17:00		
Vol.	6	15	22	71	190	270	155	58	13	3	2	1			710		

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Northbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
04/27/16	0	0	0	0	3	6	19	9	5	1	0	0	0	0	43	49	53
01:00	0	0	0	0	2	5	2	5	0	1	0	0	0	0	15	48	56
02:00	0	0	0	0	2	2	8	2	1	0	0	0	0	0	15	46	51
03:00	0	0	0	1	1	2	4	1	2	1	0	0	0	0	12	52	56
04:00	0	0	0	0	1	5	10	3	1	1	0	0	0	0	21	48	54
05:00	0	0	1	2	1	6	22	29	9	4	0	0	0	0	74	51	55
06:00	0	3	9	20	54	87	74	44	14	4	0	0	0	0	309	46	50
07:00	1	4	7	32	73	143	154	**87**	**25**	**6**	0	**1**	0	0	533	47	51
08:00	0	**10**	19	37	**149**	**228**	**165**	52	12	3	**1**	0	0	0	**676**	43	48
09:00	4	8	**20**	47	137	192	103	37	9	0	0	0	0	0	557	43	47
10:00	1	5	18	49	109	199	103	33	10	2	0	0	0	0	529	43	47
11:00	**6**	4	15	**63**	132	186	105	29	7	0	0	0	0	0	547	42	46
12 PM	3	9	17	57	141	209	109	28	5	1	0	0	0	0	579	42	45
13:00	2	6	17	49	162	225	95	29	10	1	0	0	0	0	596	42	46
14:00	6	5	19	57	163	198	111	29	9	1	1	0	0	0	599	42	46
15:00	**16**	**13**	**25**	**65**	**185**	216	116	31	5	0	0	0	0	0	672	42	45
16:00	5	10	18	61	164	255	133	45	4	1	0	0	0	0	696	42	46
17:00	6	10	21	40	158	**278**	145	36	7	0	0	0	0	0	**701**	42	46
18:00	9	13	18	47	110	188	152	51	10	0	0	0	0	0	598	44	48
19:00	3	3	11	22	83	189	**158**	**55**	6	4	0	0	0	0	534	44	48
20:00	2	5	11	16	67	150	121	54	6	4	1	0	0	0	437	44	48
21:00	1	5	8	6	30	116	89	31	4	1	**3**	0	0	0	294	44	48
22:00	0	1	1	2	7	30	77	40	**17**	**5**	0	0	0	0	180	49	53
23:00	1	0	0	1	1	23	36	23	6	1	0	0	0	0	92	48	52
Total	66	114	255	674	1935	3138	2111	783	184	42	6	1	0	0	9309		
Percent	0.7%	1.2%	2.7%	7.2%	20.8%	33.7%	22.7%	8.4%	2.0%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	09:00	11:00	08:00	08:00	08:00	07:00	07:00	07:00	08:00	07:00			08:00		
Vol.	6	10	20	63	149	228	165	87	25	6	1	1			676		
PM Peak	15:00	15:00	15:00	15:00	15:00	17:00	19:00	19:00	22:00	22:00	21:00				17:00		
Vol.	16	13	25	65	185	278	158	55	17	5	3				701		

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Latitude: 0' 0.0000 Undefined

Northbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
04/28/16	0	0	0	0	4	7	21	16	7	4	0	0	0	0	59	51	56
01:00	0	0	0	1	1	5	6	4	0	1	0	0	0	0	18	47	55
02:00	0	0	0	0	0	1	4	3	4	0	0	0	0	0	12	52	54
03:00	0	0	0	1	1	2	6	2	2	3	0	0	0	0	17	55	58
04:00	0	0	0	2	3	4	10	4	3	2	0	0	0	0	28	51	56
05:00	1	1	2	3	2	7	36	34	8	2	0	0	**1**	0	97	49	53
06:00	2	5	12	13	39	98	95	49	17	3	0	0	0	0	333	46	50
07:00	1	8	2	23	90	164	149	**73**	**18**	**5**	**2**	0	0	0	535	46	49
08:00	2	**10**	**16**	47	134	**224**	**152**	56	15	2	0	0	0	0	**658**	44	48
09:00	3	8	16	37	139	204	94	28	5	3	0	0	0	0	537	42	46
10:00	**5**	5	12	35	**145**	188	108	34	2	0	0	0	0	0	534	42	46
11:00	1	4	16	**59**	131	208	115	23	3	1	0	0	0	0	561	42	44
12 PM	2	7	13	51	177	239	96	17	5	0	**1**	0	0	0	608	41	44
13:00	2	9	16	40	153	217	123	46	8	0	0	0	0	**1**	615	43	47
14:00	3	8	19	**73**	175	233	82	32	2	2	1	0	0	0	630	41	45
15:00	7	6	19	54	160	229	124	43	8	3	1	0	0	0	654	43	47
16:00	**8**	12	**21**	68	**186**	**260**	110	24	4	0	0	0	0	0	693	41	44
17:00	5	12	19	50	162	246	**138**	53	8	0	1	0	0	0	**694**	43	47
18:00	4	**13**	12	42	177	224	83	16	1	0	0	0	0	0	572	40	44
19:00	3	8	13	20	80	177	115	40	13	**4**	0	0	0	1	474	44	49
20:00	1	5	9	22	100	197	111	43	8	0	1	0	0	0	497	43	48
21:00	0	4	8	6	66	94	66	28	4	2	0	0	0	0	278	44	48
22:00	4	1	6	2	8	36	62	**58**	11	3	1	**1**	0	0	193	48	52
23:00	0	0	1	0	4	23	52	32	**14**	3	0	0	0	0	129	49	53
Total	54	126	232	649	2137	3287	1958	758	170	43	8	1	1	2	9426		
Percent	0.6%	1.3%	2.5%	6.9%	22.7%	34.9%	20.8%	8.0%	1.8%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	08:00	11:00	10:00	08:00	08:00	07:00	07:00	07:00	07:00		05:00		08:00		
Vol.	5	10	16	59	145	224	152	73	18	5	2		1		658		
PM Peak	16:00	18:00	16:00	14:00	16:00	16:00	17:00	22:00	23:00	19:00	12:00	22:00		13:00	17:00		
Vol.	8	13	21	73	186	260	138	58	14	4	1	1		1	694		

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Northbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
04/29/16	0	0	0	0	2	5	20	9	6	3	0	0	0	0	45	51	56
01:00	0	0	0	1	3	8	12	5	1	1	0	0	0	0	31	47	52
02:00	0	0	0	0	1	2	2	4	2	0	1	0	0	0	12	52	61
03:00	0	0	0	0	0	5	3	5	0	0	0	0	0	0	13	48	49
04:00	0	0	0	2	1	5	9	3	2	1	0	0	0	0	23	49	54
05:00	0	0	4	4	4	6	28	23	5	2	1	0	0	0	77	49	54
06:00	1	1	5	19	52	70	78	62	15	4	0	0	0	0	307	47	51
07:00	**5**	7	16	17	90	151	**170**	**83**	**31**	**16**	**4**	0	**1**	0	591	47	53
08:00	4	**12**	**20**	**67**	143	**252**	143	47	9	4	0	**1**	0	0	**702**	43	47
09:00	5	10	17	60	**149**	206	90	35	4	1	0	0	0	0	577	42	46
10:00	0	7	8	46	134	152	123	49	5	0	1	0	0	0	525	44	47
11:00	3	8	7	39	122	209	132	30	6	2	1	0	0	0	559	43	46
12 PM	**6**	10	12	61	165	200	99	28	1	1	0	0	0	0	583	42	45
13:00	2	**11**	14	54	159	233	111	34	5	0	0	0	0	0	623	42	46
14:00	3	9	**25**	42	148	229	125	34	5	1	0	0	0	0	621	42	46
15:00	2	6	12	**68**	**185**	224	146	41	8	1	**1**	0	0	0	**694**	43	46
16:00	5	7	7	63	155	**253**	122	33	7	1	0	0	0	0	653	42	46
17:00	4	9	15	64	152	217	144	35	8	3	0	0	0	0	651	43	46
18:00	3	5	10	33	113	212	**147**	**59**	7	**6**	0	0	0	0	595	44	48
19:00	3	6	7	19	73	153	117	50	11	2	1	0	0	0	442	44	49
20:00	1	5	14	17	66	135	112	31	4	1	0	0	0	0	386	44	47
21:00	3	4	9	7	46	90	93	36	5	2	0	0	0	0	295	44	48
22:00	0	2	3	5	15	56	95	46	**16**	1	0	**1**	0	0	240	48	51
23:00	0	0	2	1	1	19	68	44	15	5	1	1	0	0	157	49	54
Total	50	119	207	689	1979	3092	2189	826	178	58	11	3	1	0	9402		
Percent	0.5%	1.3%	2.2%	7.3%	21.0%	32.9%	23.3%	8.8%	1.9%	0.6%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	08:00	08:00	09:00	08:00	07:00	07:00	07:00	07:00	07:00	08:00	07:00		08:00		
Vol.	5	12	20	67	149	252	170	83	31	16	4	1	1		702		
PM Peak	12:00	13:00	14:00	15:00	15:00	16:00	18:00	18:00	22:00	18:00	15:00	22:00			15:00		
Vol.	6	11	25	68	185	253	147	59	16	6	1	1			694		

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Latitude: 0' 0.0000 Undefined

Northbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
04/30/16	0	0	0	0	0	22	30	26	**10**	**4**	0	0	0	0	92	50	54
01:00	0	0	0	2	1	10	19	11	4	2	0	0	0	0	49	49	54
02:00	0	0	0	1	2	2	11	8	1	0	0	0	0	0	25	48	49
03:00	0	0	0	0	2	7	9	1	1	0	0	0	0	0	20	44	50
04:00	0	0	0	0	3	1	9	1	1	0	**2**	0	0	0	17	52	62
05:00	0	1	2	3	4	3	16	5	3	0	0	0	0	0	37	47	51
06:00	0	1	10	8	9	40	25	16	1	4	0	**1**	0	0	115	46	51
07:00	2	3	10	17	36	89	80	32	7	4	1	0	0	0	281	45	49
08:00	3	2	10	27	89	116	94	41	6	4	1	0	0	0	393	44	48
09:00	4	5	7	23	102	210	130	**47**	9	2	1	0	0	0	540	44	48
10:00	2	3	14	39	163	208	**131**	29	6	3	1	0	0	0	599	43	46
11:00	**5**	**12**	**20**	**61**	**188**	**247**	131	38	7	3	0	0	0	0	**712**	42	46
12 PM	7	8	14	**66**	**188**	**229**	103	25	8	1	1	0	0	0	**650**	41	45
13:00	2	4	14	47	173	225	127	42	5	1	0	0	0	0	640	43	46
14:00	5	**10**	**19**	39	152	229	113	46	6	1	0	0	0	0	620	43	47
15:00	**10**	5	16	49	149	229	108	31	8	3	0	0	0	0	608	42	46
16:00	1	9	15	35	158	189	134	37	6	3	0	0	0	0	587	43	47
17:00	2	6	10	27	104	188	**135**	39	8	3	1	0	0	**1**	524	43	48
18:00	3	2	9	17	76	147	102	**64**	12	5	0	**1**	0	0	438	46	49
19:00	2	4	7	24	56	104	114	41	15	4	0	0	0	0	371	45	50
20:00	2	3	12	13	44	87	80	27	4	2	1	0	0	0	275	44	48
21:00	1	1	4	8	24	102	75	37	5	3	1	0	0	0	261	45	49
22:00	0	2	7	5	5	37	103	59	13	3	0	0	0	0	234	48	51
23:00	0	2	1	0	2	26	65	49	**18**	**10**	**3**	0	0	0	176	51	57
Total	51	83	201	511	1730	2747	1944	752	164	65	13	2	0	1	8264		
Percent	0.6%	1.0%	2.4%	6.2%	20.9%	33.2%	23.5%	9.1%	2.0%	0.8%	0.2%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	10:00	09:00	00:00	00:00	04:00	06:00			11:00		
Vol.	5	12	20	61	188	247	131	47	10	4	2	1			712		
PM Peak	15:00	14:00	14:00	12:00	12:00	12:00	17:00	18:00	23:00	23:00	23:00	18:00		17:00	12:00		
Vol.	10	10	19	66	188	229	135	64	18	10	3	1		1	650		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 South of Corporate Drive
Monroe/Trumbull, Connecticut

Site Code: 3902
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
05/01/16	0	1	0	0	3	12	49	28	**10**	1	1	0	0	0	105	49	53
01:00	0	0	1	0	0	17	29	22	4	1	0	0	0	0	74	48	51
02:00	0	1	0	0	1	6	18	7	9	1	0	**1**	0	0	44	52	54
03:00	0	0	0	0	1	1	7	2	1	0	0	0	0	0	12	47	51
04:00	0	0	0	0	1	1	7	5	2	0	0	0	0	0	16	49	52
05:00	0	0	3	0	1	2	5	9	6	0	0	0	0	0	26	51	53
06:00	0	1	4	1	3	17	12	6	2	**4**	**3**	0	0	0	53	52	60
07:00	3	0	4	7	18	38	30	17	7	4	1	0	0	0	129	47	53
08:00	1	5	8	9	35	63	64	29	9	0	1	1	0	0	225	46	49
09:00	0	2	8	**26**	54	89	71	43	10	3	0	0	0	0	306	46	49
10:00	3	**7**	10	19	86	153	85	26	5	1	0	0	0	0	395	43	47
11:00	**4**	5	**17**	25	**115**	**192**	**102**	**53**	6	1	2	0	0	0	**522**	44	48
12 PM	2	7	10	27	**142**	**221**	117	51	11	3	0	0	0	0	**591**	43	48
13:00	2	5	14	**34**	135	185	118	38	3	0	0	0	0	0	534	43	46
14:00	2	**8**	**18**	30	113	189	116	38	7	2	0	0	0	0	523	43	47
15:00	1	4	6	18	113	180	104	47	**20**	0	0	0	0	0	493	44	49
16:00	0	7	10	20	72	179	**136**	**67**	15	1	1	0	0	0	508	45	49
17:00	1	4	10	20	57	117	118	56	18	**5**	1	0	0	0	407	46	51
18:00	0	2	5	11	43	94	83	54	13	3	1	0	0	0	309	47	50
19:00	1	1	9	11	19	95	72	52	16	4	**2**	0	0	0	282	48	52
20:00	0	1	4	5	20	68	79	36	8	3	0	0	0	**1**	225	46	49
21:00	0	1	1	2	7	43	40	27	4	1	0	0	0	0	126	47	49
22:00	0	1	0	1	2	12	26	29	5	3	0	0	0	0	79	49	54
23:00	**3**	0	1	0	2	8	23	15	2	0	1	0	**1**	0	56	48	53
Total	23	63	143	266	1043	1982	1511	757	193	41	14	2	1	1	6040		
Percent	0.4%	1.0%	2.4%	4.4%	17.3%	32.8%	25.0%	12.5%	3.2%	0.7%	0.2%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	11:00	09:00	11:00	11:00	11:00	11:00	00:00	06:00	06:00	02:00			11:00		
Vol.	4	7	17	26	115	192	102	53	10	4	3	1			522		
PM Peak	23:00	14:00	14:00	13:00	12:00	12:00	16:00	16:00	15:00	17:00	19:00		23:00	20:00	12:00		
Vol.	3	8	18	34	142	221	136	67	20	5	2		1	1	591		

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Northbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
05/02/16	0	0	0	1	3	6	16	6	3	0	0	0	0	0	35	48	52
01:00	0	0	0	0	0	2	3	9	0	1	0	0	0	0	15	49	56
02:00	0	0	0	0	0	3	2	2	0	0	**1**	0	0	0	8	49	62
03:00	0	0	0	0	0	3	6	2	2	0	0	0	0	0	13	50	53
04:00	0	0	0	0	1	7	9	4	2	1	0	0	0	0	24	49	54
05:00	0	1	1	3	2	12	26	25	14	2	1	0	0	0	87	51	54
06:00	2	4	10	12	43	83	91	37	14	1	0	0	0	0	297	46	50
07:00	1	8	9	27	104	151	**163**	**66**	**21**	**5**	0	0	0	0	555	45	49
08:00	**8**	**9**	12	**73**	**186**	**226**	159	44	7	2	0	0	0	0	**726**	43	46
09:00	1	2	12	41	141	181	109	44	9	2	0	0	0	0	542	43	48
10:00	2	8	16	61	132	182	113	17	1	0	0	0	0	0	532	42	44
11:00	0	9	**18**	52	135	196	136	21	8	1	0	0	0	0	576	42	45
12 PM	**6**	**9**	17	**62**	136	191	94	27	3	0	0	0	0	0	545	42	45
13:00	3	8	**20**	52	**150**	202	127	**37**	3	1	0	0	0	0	**603**	43	46
14:00	3	6	17	48	116	**226**	**129**	36	**10**	**2**	**1**	0	0	0	594	43	47
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	26	64	132	432	1149	1671	1183	377	97	18	3	0	0	0	5152		
Percent	0.5%	1.2%	2.6%	8.4%	22.3%	32.4%	23.0%	7.3%	1.9%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	11:00	08:00	08:00	08:00	07:00	07:00	07:00	07:00	02:00				08:00		
Vol.	8	9	18	73	186	226	163	66	21	5	1				726		
PM Peak	12:00	12:00	13:00	12:00	13:00	14:00	14:00	13:00	14:00	14:00	14:00				13:00		
Vol.	6	9	20	62	150	226	129	37	10	2	1				603		
Total	332	731	1499	4312	13489	21015	14102	5260	1179	317	63	10	3	4	62316		
Percent	0.5%	1.2%	2.4%	6.9%	21.6%	33.7%	22.6%	8.4%	1.9%	0.5%	0.1%	0.0%	0.0%	0.0%			

15th Percentile :	30 MPH
50th Percentile :	37 MPH
85th Percentile :	44 MPH
95th Percentile :	48 MPH

Stats

10 MPH Pace Speed :	36-45 MPH
Number in Pace :	35129
Percent in Pace :	56.4%
Number of Vehicles > 40 MPH :	20938
Percent of Vehicles > 40 MPH :	33.6%
Mean Speed(Average) :	38 MPH

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Southbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	8	15	34	154	282	110	35	8	0	0	0	0	0	0	646	37	41
14:00	10	22	52	204	305	140	35	10	1	0	0	0	0	0	779	37	41
15:00	14	33	87	167	267	146	42	9	0	0	0	0	0	0	765	37	41
16:00	7	30	74	250	**335**	131	31	2	2	0	0	0	0	0	862	36	39
17:00	**23**	**75**	**139**	**260**	323	122	**43**	3	0	0	0	0	0	0	**988**	35	39
18:00	9	11	33	167	272	**152**	36	9	2	0	0	0	0	0	691	38	41
19:00	2	8	12	90	171	125	36	**15**	2	1	0	0	0	0	462	39	44
20:00	3	3	15	72	114	74	23	10	2	0	0	0	0	0	316	39	44
21:00	3	3	8	30	64	53	19	6	0	**4**	0	0	0	0	190	40	45
22:00	0	1	1	3	17	38	27	5	**3**	0	0	0	0	0	95	43	48
23:00	0	1	0	2	9	18	15	8	1	2	0	0	0	0	56	46	51
Total	79	202	455	1399	2159	1109	342	85	13	7	0	0	0	0	5850		
Percent	1.4%	3.5%	7.8%	23.9%	36.9%	19.0%	5.8%	1.5%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00 23	17:00 75	17:00 139	17:00 260	16:00 335	18:00 152	17:00 43	19:00 15	22:00 3	21:00 4					17:00 988		

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Southbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
04/26/16	0	0	0	1	1	10	5	2	0	0	0	0	0	0	19	44	47
01:00	0	0	0	1	2	4	2	1	0	**2**	0	0	0	0	12	55	58
02:00	0	0	0	0	0	2	2	2	1	0	0	0	0	0	7	49	53
03:00	0	0	0	2	4	6	5	1	0	0	0	0	0	0	18	43	45
04:00	0	0	0	1	7	14	20	12	4	0	0	0	0	0	58	48	51
05:00	0	0	0	0	20	83	96	**47**	**12**	2	**1**	0	0	0	261	47	50
06:00	2	13	26	75	153	155	110	11	7	1	0	0	0	0	553	42	44
07:00	7	12	39	123	241	**255**	**122**	23	6	0	0	0	0	0	828	41	44
08:00	**16**	23	**56**	140	272	224	106	19	2	0	0	0	0	0	**858**	39	43
09:00	7	20	47	174	**276**	182	52	10	2	1	0	0	0	0	771	38	42
10:00	9	**24**	45	147	245	129	49	16	6	0	0	0	0	0	670	38	43
11:00	2	14	45	**177**	271	123	38	6	2	0	0	0	0	0	678	37	41
12 PM	9	26	49	189	289	159	43	7	1	1	0	0	0	0	773	37	41
13:00	7	9	27	108	255	183	**66**	6	3	1	0	0	0	0	665	39	43
14:00	6	15	37	146	279	192	63	**19**	1	1	0	0	0	0	759	39	43
15:00	12	29	69	144	300	194	57	8	0	0	0	0	0	0	813	38	42
16:00	12	27	68	201	**317**	**208**	66	5	**5**	0	0	0	0	0	**909**	38	42
17:00	**27**	**43**	**89**	**215**	317	148	47	9	1	0	0	0	0	0	896	37	41
18:00	6	15	27	118	220	169	51	13	5	1	0	0	0	0	625	39	43
19:00	3	1	12	54	168	125	41	11	1	1	0	0	0	0	417	39	44
20:00	0	8	5	56	97	83	27	6	5	0	**1**	0	0	0	288	39	44
21:00	0	2	3	16	52	63	25	6	3	**2**	0	0	0	0	172	42	46
22:00	0	0	1	1	13	36	31	13	4	2	0	0	0	0	101	46	51
23:00	0	0	0	1	8	12	16	9	3	0	0	0	0	0	49	47	50
Total	125	281	645	2090	3807	2759	1140	262	74	15	2	0	0	0	11200		
Percent	1.1%	2.5%	5.8%	18.7%	34.0%	24.6%	10.2%	2.3%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	08:00	11:00	09:00	07:00	07:00	05:00	05:00	01:00	05:00				08:00		
Vol.	16	24	56	177	276	255	122	47	12	2	1				858		
PM Peak	17:00	17:00	17:00	17:00	16:00	16:00	13:00	14:00	16:00	21:00	20:00				16:00		
Vol.	27	43	89	215	317	208	66	19	5	2	1				909		

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Southbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
04/27/16	0	0	0	1	3	10	4	3	2	0	0	0	0	0	23	47	52
01:00	0	0	0	0	1	1	6	1	0	0	**1**	0	0	0	10	47	62
02:00	0	0	0	0	0	2	3	4	1	0	0	0	0	0	10	49	52
03:00	0	0	1	1	0	4	4	1	1	1	0	0	0	0	13	50	56
04:00	0	0	0	3	2	14	23	18	9	1	0	0	0	0	70	49	53
05:00	0	0	0	2	10	73	88	**79**	**26**	**5**	0	0	0	0	283	49	53
06:00	4	13	20	57	93	152	111	64	19	3	0	0	0	0	536	45	49
07:00	9	**26**	43	112	197	252	**139**	45	6	4	0	**1**	0	0	834	42	46
08:00	5	17	46	104	271	**263**	120	24	4	1	0	0	0	0	**855**	40	44
09:00	**20**	24	**56**	147	228	188	51	19	4	1	0	0	0	0	738	39	43
10:00	4	19	30	**157**	233	170	56	13	3	2	0	0	0	0	687	39	43
11:00	5	13	24	137	**278**	161	51	13	0	0	1	0	0	0	683	38	43
12 PM	9	21	36	162	307	**184**	36	7	0	0	0	0	0	0	762	38	40
13:00	4	5	33	129	281	138	46	10	0	0	0	0	0	0	646	38	42
14:00	9	24	45	200	248	139	**50**	11	1	0	**1**	0	0	0	728	38	42
15:00	13	32	79	180	305	148	32	8	1	0	0	0	0	0	798	37	40
16:00	16	27	79	180	**332**	179	40	5	1	0	0	0	0	0	859	37	40
17:00	**38**	**65**	**109**	**208**	300	179	42	4	1	0	0	0	0	0	**946**	37	39
18:00	4	6	26	152	262	161	48	8	**3**	0	0	0	0	0	670	38	42
19:00	4	10	36	106	196	105	31	4	3	0	0	0	0	0	495	38	42
20:00	2	5	13	76	140	77	34	9	0	0	0	0	0	0	356	39	43
21:00	1	3	9	31	79	70	26	11	1	0	0	0	0	0	231	40	45
22:00	0	1	0	1	19	43	33	**16**	1	0	0	0	0	0	114	44	48
23:00	1	0	0	1	7	18	14	6	3	0	1	0	0	0	51	46	52
Total	148	311	685	2147	3792	2731	1088	383	90	18	4	1	0	0	11398		
Percent	1.3%	2.7%	6.0%	18.8%	33.3%	24.0%	9.5%	3.4%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	07:00	09:00	10:00	11:00	08:00	07:00	05:00	05:00	05:00	01:00	07:00			08:00		
Vol.	20	26	56	157	278	263	139	79	26	5	1	1			855		
PM Peak	17:00	17:00	17:00	17:00	16:00	12:00	14:00	22:00	18:00		14:00				17:00		
Vol.	38	65	109	208	332	184	50	16	3		1				946		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 South of Corporate Drive
Monroe/Trumbull, Connecticut

Site Code: 3902
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
04/28/16	0	0	0	0	5	8	9	5	1	1	0	0	0	0	29	47	52
01:00	0	0	0	0	1	4	1	1	1	0	0	0	0	0	8	49	53
02:00	0	0	0	0	1	3	3	1	0	0	0	0	0	0	8	44	47
03:00	0	0	0	1	1	5	3	6	0	1	0	0	0	0	17	48	55
04:00	0	0	0	0	4	12	28	14	8	3	0	0	0	0	69	50	54
05:00	0	0	0	1	14	64	90	**71**	**24**	**4**	**1**	0	0	0	269	49	53
06:00	4	11	28	65	144	166	97	36	7	1	0	0	0	0	559	42	47
07:00	2	11	39	80	215	**321**	**158**	47	12	1	0	0	0	0	**886**	42	46
08:00	**14**	**32**	**63**	144	271	222	88	18	3	0	0	0	0	0	855	39	43
09:00	6	8	41	112	**289**	209	66	4	0	2	1	0	0	0	738	39	42
10:00	6	13	31	**152**	248	190	36	12	0	0	0	0	0	0	688	38	41
11:00	9	13	45	136	280	203	49	9	3	1	0	0	0	0	748	38	42
12 PM	15	30	52	181	268	172	43	6	1	0	0	0	0	0	768	38	41
13:00	9	6	30	142	246	147	44	8	2	0	0	0	0	0	634	38	42
14:00	6	8	31	165	**304**	162	44	4	2	0	0	0	0	0	726	38	41
15:00	14	26	106	227	297	146	38	8	**3**	**1**	0	0	0	0	866	37	40
16:00	38	119	213	**319**	249	90	18	3	0	0	0	0	0	0	**1049**	34	38
17:00	**53**	**143**	**226**	222	238	100	27	1	0	1	0	0	0	0	1011	34	38
18:00	3	15	29	144	291	**178**	**60**	**12**	1	1	0	0	0	0	734	38	43
19:00	1	3	11	113	196	142	42	0	1	1	0	0	0	0	510	38	42
20:00	2	5	18	80	123	76	16	3	0	0	0	0	0	0	323	38	40
21:00	1	3	4	19	89	53	13	1	0	0	0	0	0	0	183	38	41
22:00	0	1	1	7	20	36	20	8	0	0	0	0	0	0	93	43	47
23:00	0	1	0	3	9	14	17	4	0	0	0	0	0	0	48	44	46
Total	183	448	968	2313	3803	2723	1010	282	69	18	2	0	0	0	11819		
Percent	1.5%	3.8%	8.2%	19.6%	32.2%	23.0%	8.5%	2.4%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	10:00	09:00	07:00	07:00	05:00	05:00	05:00	05:00				07:00		
Vol.	14	32	63	152	289	321	158	71	24	4	1				886		
PM Peak	17:00	17:00	17:00	16:00	14:00	18:00	18:00	18:00	15:00	15:00					16:00		
Vol.	53	143	226	319	304	178	60	12	3	1					1049		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 South of Corporate Drive
Monroe/Trumbull, Connecticut

Site Code: 3902
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
04/29/16	0	0	0	0	2	12	7	0	1	0	0	0	0	0	22	43	44
01:00	0	0	0	0	4	5	2	1	0	0	0	0	0	0	12	42	46
02:00	0	0	0	0	2	4	4	2	0	0	0	0	0	0	12	45	48
03:00	0	0	0	0	0	2	4	3	3	0	0	0	0	0	12	52	54
04:00	0	0	0	2	6	15	18	16	4	1	0	0	0	0	62	48	52
05:00	0	0	0	0	10	67	105	54	**12**	**2**	0	0	0	0	250	47	50
06:00	5	8	17	63	109	161	96	38	7	2	0	0	0	0	506	43	47
07:00	7	14	31	119	203	**222**	**150**	**56**	10	1	0	0	0	0	813	43	47
08:00	**11**	**38**	**83**	157	267	188	83	19	5	1	0	0	0	0	**852**	39	43
09:00	7	12	50	**160**	**319**	179	54	8	2	0	0	0	0	0	791	38	42
10:00	1	15	26	158	247	193	44	12	0	0	0	0	0	0	696	38	42
11:00	10	20	45	142	249	215	46	13	1	0	0	0	0	0	741	38	42
12 PM	4	16	47	182	289	190	50	13	1	0	0	0	0	0	792	38	42
13:00	8	17	30	147	287	190	54	4	2	0	0	0	0	0	739	38	42
14:00	12	20	34	151	303	**202**	52	8	0	**1**	0	0	0	0	783	38	42
15:00	11	15	52	146	323	191	44	12	2	0	0	0	0	0	796	38	42
16:00	10	20	57	171	**328**	196	**58**	12	**3**	0	0	0	0	0	855	38	42
17:00	**15**	**55**	**120**	**233**	324	172	37	8	0	0	0	0	0	0	**964**	37	39
18:00	5	6	27	97	281	180	58	17	2	1	0	0	0	0	674	39	43
19:00	2	4	9	66	186	145	51	7	1	1	0	0	0	0	472	39	43
20:00	3	5	14	64	135	61	22	5	2	0	0	0	0	0	311	38	43
21:00	0	5	2	34	89	60	12	3	1	0	0	0	0	0	206	38	42
22:00	0	2	2	2	31	58	38	**19**	2	0	**1**	0	0	0	155	44	48
23:00	1	0	0	1	18	38	30	9	0	0	0	0	0	0	97	44	47
Total	112	272	646	2095	4012	2946	1119	339	61	10	1	0	0	0	11613		
Percent	1.0%	2.3%	5.6%	18.0%	34.5%	25.4%	9.6%	2.9%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	09:00	09:00	07:00	07:00	07:00	05:00	05:00					08:00		
Vol.	11	38	83	160	319	222	150	56	12	2					852		
PM Peak	17:00	17:00	17:00	17:00	16:00	14:00	16:00	22:00	16:00	14:00	22:00				17:00		
Vol.	15	55	120	233	328	202	58	19	3	1	1				964		

Connecticut Counts LLC
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_(860) 828-1693_

Route 111 South of Corporate Drive
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Site Code: 3902
Station ID:

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Southbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
04/30/16	0	0	0	2	6	18	7	5	2	**2**	0	0	0	0	42	47	54
01:00	0	0	0	0	4	2	10	0	0	0	0	0	0	0	16	43	44
02:00	0	0	0	2	0	5	6	0	0	0	0	0	0	0	13	43	44
03:00	0	0	0	0	0	2	4	0	1	0	0	0	0	0	7	44	53
04:00	0	0	0	1	4	4	14	4	2	0	0	0	0	0	29	47	51
05:00	0	0	0	2	12	20	20	**11**	**3**	2	0	0	0	0	70	47	52
06:00	0	6	10	24	54	73	**39**	11	2	1	0	0	0	0	220	42	46
07:00	2	5	19	94	130	**113**	33	9	3	0	0	0	0	0	408	39	43
08:00	5	11	46	161	252	100	31	7	0	0	0	0	0	0	613	37	41
09:00	5	21	83	215	**286**	100	23	6	0	0	0	0	0	0	739	35	39
10:00	6	30	106	274	261	81	26	7	1	0	0	0	0	0	792	34	39
11:00	**19**	**46**	**148**	**338**	211	53	14	2	1	0	0	0	0	0	**832**	33	37
12 PM	5	**49**	**123**	**304**	**234**	65	7	1	1	0	0	0	0	0	**789**	34	37
13:00	**13**	34	113	239	218	60	8	2	0	0	0	0	0	0	687	34	37
14:00	8	30	98	302	170	30	8	0	0	**1**	0	0	0	0	647	33	36
15:00	10	21	54	303	209	44	11	1	0	0	0	0	0	0	653	33	37
16:00	7	20	59	276	166	46	11	2	0	0	0	0	0	0	587	34	38
17:00	5	23	85	227	214	73	13	0	0	0	0	0	0	0	640	34	38
18:00	3	10	37	134	183	68	17	1	0	0	0	0	0	0	453	36	39
19:00	1	9	42	137	158	63	7	2	0	0	0	0	0	0	419	35	39
20:00	1	4	32	78	116	37	13	1	0	0	0	0	0	0	282	36	39
21:00	1	0	8	69	90	33	6	2	0	0	0	0	0	0	209	36	39
22:00	1	2	1	4	48	**86**	**22**	**3**	**3**	0	0	0	0	0	170	40	44
23:00	0	0	0	8	36	32	8	2	1	0	0	0	0	0	87	39	44
Total	92	321	1064	3194	3062	1208	358	79	20	6	0	0	0	0	9404		
Percent	1.0%	3.4%	11.3%	34.0%	32.6%	12.8%	3.8%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	09:00	07:00	06:00	05:00	05:00	00:00					11:00		
Vol.	19	46	148	338	286	113	39	11	3	2					832		
PM Peak	13:00	12:00	12:00	12:00	12:00	22:00	22:00	22:00	22:00	14:00					12:00		
Vol.	13	49	123	304	234	86	22	3	3	1					789		

Connecticut Counts LLC
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_(860) 828-1693_

Route 111 South of Corporate Drive
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Site Code: 3902
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
05/01/16	0	0	0	0	9	27	12	0	0	0	0	0	0	0	48	42	44
01:00	1	0	1	0	4	7	6	2	1	0	0	0	0	0	22	44	49
02:00	0	0	0	0	3	2	1	1	0	0	0	0	0	0	7	44	48
03:00	0	0	0	0	2	3	1	0	0	0	0	0	0	0	6	40	43
04:00	0	0	0	1	6	10	0	1	0	0	0	0	0	0	18	39	45
05:00	0	0	0	1	9	12	13	4	1	**1**	0	0	0	0	41	44	49
06:00	0	1	1	9	26	50	25	4	**3**	0	0	0	0	0	119	42	46
07:00	1	0	4	10	80	83	25	1	0	0	0	0	0	0	204	39	43
08:00	1	2	5	59	150	82	**29**	**5**	3	0	0	0	0	0	336	39	43
09:00	5	14	29	111	188	90	15	1	1	1	0	0	0	0	455	37	39
10:00	2	8	43	169	**233**	89	18	4	2	0	0	0	0	0	568	36	39
11:00	**6**	**25**	**78**	**208**	215	**101**	15	3	1	0	0	0	0	0	**652**	36	39
12 PM	**7**	15	53	164	**247**	**116**	**24**	4	0	0	0	0	0	0	630	37	39
13:00	5	**19**	**91**	**234**	214	74	19	1	0	0	0	0	0	0	**657**	34	39
14:00	5	2	45	155	243	67	21	2	0	0	0	0	0	0	540	35	39
15:00	5	10	40	143	226	68	16	4	0	0	0	0	0	0	512	35	39
16:00	1	10	33	128	169	58	19	3	0	0	0	0	0	0	421	36	40
17:00	2	6	38	114	179	70	17	5	0	0	0	0	0	0	431	36	40
18:00	0	5	16	50	172	57	8	2	0	0	0	0	0	0	310	36	39
19:00	0	2	6	45	107	39	16	4	0	0	0	0	0	0	219	38	42
20:00	2	1	9	73	103	22	3	3	0	0	0	0	0	0	216	34	38
21:00	0	0	2	28	43	23	7	1	0	0	0	0	0	0	104	38	41
22:00	0	1	0	3	25	39	14	**6**	**3**	0	0	0	0	0	91	43	48
23:00	0	0	0	1	6	22	4	1	1	0	0	0	0	0	35	40	46
Total	43	121	494	1706	2659	1211	328	62	16	2	0	0	0	0	6642		
Percent	0.6%	1.8%	7.4%	25.7%	40.0%	18.2%	4.9%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	10:00	11:00	08:00	08:00	06:00	05:00					11:00		
Vol.	6	25	78	208	233	101	29	5	3	1					652		
PM Peak	12:00	13:00	13:00	13:00	12:00	12:00	12:00	22:00	22:00						13:00		
Vol.	7	19	91	234	247	116	24	6	3						657		

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Southbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
05/02/16	0	0	0	0	0	6	8	1	0	**1**	0	0	0	0	16	44	56
01:00	0	0	0	0	1	5	1	0	0	0	0	0	0	0	7	39	43
02:00	0	0	0	0	1	3	2	1	0	0	0	0	0	0	7	44	48
03:00	0	0	2	0	0	4	6	4	1	0	0	0	0	0	17	48	50
04:00	0	0	0	0	3	37	17	4	0	0	0	0	0	0	61	43	46
05:00	0	1	0	1	45	**170**	**49**	**8**	**2**	0	0	0	0	0	276	41	44
06:00	**3**	**48**	**118**	96	**180**	21	3	2	0	0	0	0	0	0	471	33	35
07:00	0	0	0	680	0	0	0	0	0	0	0	0	0	0	680	29	29
08:00	0	0	0	**685**	0	0	0	0	0	0	0	0	0	0	**685**	29	29
09:00	0	0	0	649	0	0	0	0	0	0	0	0	0	0	649	29	29
10:00	0	0	0	601	0	0	0	0	0	0	0	0	0	0	601	29	29
11:00	0	0	0	608	0	0	0	0	0	0	0	0	0	0	608	29	29
12 PM	0	0	0	**619**	0	0	0	0	0	0	0	0	0	0	**619**	29	29
13:00	0	0	0	555	0	0	0	0	0	0	0	0	0	0	555	29	29
14:00	0	0	0	599	0	0	0	0	0	0	0	0	0	0	599	29	29
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	3	49	120	5093	230	246	86	20	3	1	0	0	0	0	5851		
Percent	0.1%	0.8%	2.1%	87.0%	3.9%	4.2%	1.5%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	06:00	06:00	08:00	06:00	05:00	05:00	05:00	05:00	00:00					08:00		
Vol.	3	48	118	685	180	170	49	8	2	1					685		
PM Peak				12:00											12:00		
Vol.				619											619		
Total	785	2005	5077	20037	23524	14933	5471	1512	346	77	9	1	0	0	73777		
Percent	1.1%	2.7%	6.9%	27.2%	31.9%	20.2%	7.4%	2.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 25 MPH
50th Percentile : 31 MPH
85th Percentile : 38 MPH
95th Percentile : 43 MPH

Stats

10 MPH Pace Speed : 26-35 MPH
Number in Pace : 43590
Percent in Pace : 59.1%
Number of Vehicles > 40 MPH : 7416
Percent of Vehicles > 40 MPH : 10.1%
Mean Speed(Average) : 32 MPH

Connecticut Counts LLC
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Route 111 South of Corporate Drive
Monroe/Trumbull, Connecticut

Site Code: 3902
Station ID:

Latitude: 0' 0.0000 Undefined

Start	25-Apr-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	*	*	41	19	43	23	59	29	45	22	92	42	105	48	64	30
01:00	*	*	12	12	15	10	18	8	31	12	49	16	74	22	33	13
02:00	*	*	17	7	15	10	12	8	12	12	25	13	44	7	21	10
03:00	*	*	15	18	12	13	17	17	13	12	20	7	12	6	15	12
04:00	*	*	27	58	21	70	28	69	23	62	17	29	16	18	22	51
05:00	*	*	91	261	74	283	97	269	77	250	37	70	26	41	67	196
06:00	*	*	269	553	309	536	333	559	307	506	115	220	53	119	231	416
07:00	*	*	514	828	533	834	535	**886**	591	813	281	408	129	204	430	662
08:00	*	*	**700**	**858**	**676**	**855**	**658**	855	**702**	**852**	393	613	225	336	559	**728**
09:00	*	*	552	771	557	738	537	738	577	791	540	739	306	455	512	705
10:00	*	*	558	670	529	687	534	688	525	696	599	792	395	568	523	684
11:00	*	*	532	678	547	683	561	748	559	741	**712**	**832**	**522**	**652**	**572**	722
12:00 PM	*	*	584	773	579	762	608	768	583	792	**650**	**789**	**591**	630	599	752
01:00	571	646	613	665	596	646	615	634	623	739	640	687	534	**657**	599	668
02:00	634	779	633	759	599	728	630	726	621	783	620	647	523	540	609	709
03:00	709	765	693	813	672	798	654	866	**694**	796	608	653	493	512	**646**	743
04:00	698	862	690	**909**	696	859	693	**1049**	653	855	587	587	508	421	646	792
05:00	**712**	**988**	**710**	896	**701**	**946**	**694**	1011	651	**964**	524	640	407	431	628	**839**
06:00	652	691	632	625	598	670	572	734	595	674	438	453	309	310	542	594
07:00	524	462	503	417	534	495	474	510	442	472	371	419	282	219	447	428
08:00	418	316	362	288	437	356	497	323	386	311	275	282	225	216	371	299
09:00	264	190	271	172	294	231	278	183	295	206	261	209	126	104	256	185
10:00	153	95	164	101	180	114	193	93	240	155	234	170	79	91	178	117
11:00	98	56	107	49	92	51	129	48	157	97	176	87	56	35	116	60
Lane	5433	5850	9290	11200	9309	11398	9426	11819	9402	11613	8264	9404	6040	6642	8686	10415
Day	11283		20490		20707		21245		21015		17668		12682		19101	
AM Peak	-	-	08:00	08:00	08:00	08:00	08:00	07:00	08:00	08:00	11:00	11:00	11:00	11:00	11:00	08:00
Vol.	-	-	700	858	676	855	658	886	702	852	712	832	522	652	572	728
PM Peak	17:00	17:00	17:00	16:00	17:00	17:00	17:00	16:00	15:00	17:00	12:00	12:00	12:00	13:00	15:00	17:00
Vol.	712	988	710	909	701	946	694	1049	694	964	650	789	591	657	646	839

ADT - AVERAGE OF TUES-THURS
TOTAL: 20,810
NB: 9,340
SB: 11,470

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 South of Corporate Drive
Monroe/Trumbull, Connecticut

Site Code: 3902
Station ID:

Latitude: 0' 0.0000 Undefined

Start	02-May-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	35	16	*	*	*	*	*	*	*	*	*	*	*	*	35	16
01:00	15	7	*	*	*	*	*	*	*	*	*	*	*	*	15	7
02:00	8	7	*	*	*	*	*	*	*	*	*	*	*	*	8	7
03:00	13	17	*	*	*	*	*	*	*	*	*	*	*	*	13	17
04:00	24	61	*	*	*	*	*	*	*	*	*	*	*	*	24	61
05:00	87	276	*	*	*	*	*	*	*	*	*	*	*	*	87	276
06:00	297	471	*	*	*	*	*	*	*	*	*	*	*	*	297	471
07:00	555	680	*	*	*	*	*	*	*	*	*	*	*	*	555	680
08:00	**726**	**685**	*	*	*	*	*	*	*	*	*	*	*	*	**726**	**685**
09:00	542	649	*	*	*	*	*	*	*	*	*	*	*	*	542	649
10:00	532	601	*	*	*	*	*	*	*	*	*	*	*	*	532	601
11:00	576	608	*	*	*	*	*	*	*	*	*	*	*	*	576	608
12:00 PM	545	**619**	*	*	*	*	*	*	*	*	*	*	*	*	545	**619**
01:00	**603**	555	*	*	*	*	*	*	*	*	*	*	*	*	**603**	555
02:00	594	599	*	*	*	*	*	*	*	*	*	*	*	*	594	599
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	5152	5851	0	0	0	0	0	0	0	0	0	0	0	0	5152	5851
Day	11003		0		0		0		0		0		0		11003	
AM Peak	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00
Vol.	726	685	-	-	-	-	-	-	-	-	-	-	-	-	726	685
PM Peak	13:00	12:00	-	-	-	-	-	-	-	-	-	-	-	-	13:00	12:00
Vol.	603	619	-	-	-	-	-	-	-	-	-	-	-	-	603	619

Comb. Total	22286	20490	20707	21245	21015	17668	12682	30104

ADT ADT 20,864 AADT 20,864

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road West of Route 111
Monroe, Connecticut

Site Code: 3906
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	1	**2**	**4**	11	19	4	0	0	0	0	0	0	0	41	39	42
16:00	0	**2**	2	3	19	**24**	**10**	0	0	0	0	0	0	0	**60**	40	43
17:00	0	0	0	0	**22**	12	8	0	0	0	0	0	0	0	42	41	43
18:00	0	0	1	4	6	9	1	**2**	0	0	0	0	0	0	23	39	47
19:00	0	0	0	2	12	7	3	0	0	0	0	0	0	0	24	39	43
20:00	0	0	1	4	2	6	1	0	0	0	0	0	0	0	14	39	41
21:00	0	0	0	1	2	0	0	1	0	0	0	0	0	0	4	47	49
22:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	33	34
23:00	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3	48	49
Total	0	3	6	19	75	78	27	5	0	0	0	0	0	0	213		
Percent	0.0%	1.4%	2.8%	8.9%	35.2%	36.6%	12.7%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak																	
Vol.																	
PM Peak		16:00	15:00	15:00	17:00	16:00	16:00	18:00							16:00		
Vol.		2	2	4	22	24	10	2							60		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road West of Route 111
Monroe, Connecticut

Site Code: 3906
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	38	39
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	33	34
06:00	0	0	0	5	7	5	1	0	0	0	0	0	0	0	18	38	40
07:00	0	0	2	**7**	11	16	4	0	0	0	0	0	0	0	**40**	39	42
08:00	**1**	0	1	4	13	**17**	2	0	0	0	0	0	0	0	38	38	40
09:00	0	0	**4**	4	13	13	4	0	0	0	0	0	0	0	38	39	42
10:00	1	0	2	6	**17**	5	**6**	0	0	0	0	0	0	0	37	40	43
11:00	0	0	0	5	15	10	4	**2**	0	0	0	0	0	0	36	40	45
12 PM	0	0	0	4	**23**	**21**	3	0	0	0	0	0	0	0	51	38	40
13:00	0	0	**2**	5	23	18	6	**2**	0	0	0	0	0	0	**56**	39	44
14:00	0	0	1	**6**	19	12	4	0	0	0	0	0	0	0	42	39	42
15:00	0	**1**	2	5	12	19	**8**	0	0	0	0	0	0	0	47	40	43
16:00	0	0	2	1	18	17	6	1	0	0	0	0	0	0	45	40	43
17:00	0	1	0	4	19	19	4	1	0	0	0	0	0	0	48	39	43
18:00	0	0	0	3	14	15	5	0	0	0	0	0	0	0	37	39	43
19:00	0	1	1	4	8	8	6	2	0	0	0	0	0	0	30	42	46
20:00	0	0	1	2	4	6	3	1	**1**	0	0	0	0	0	18	43	50
21:00	0	0	0	3	2	3	1	0	0	0	0	0	0	0	9	39	42
22:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	43	44
23:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	44	44
Total	2	3	18	70	221	206	69	9	1	0	0	0	0	0	599		
Percent	0.3%	0.5%	3.0%	11.7%	36.9%	34.4%	11.5%	1.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00		09:00	07:00	10:00	08:00	10:00	11:00							07:00		
Vol.	1		4	7	17	17	6	2							40		
PM Peak		15:00	13:00	14:00	12:00	12:00	15:00	13:00	20:00						13:00		
Vol.		1	2	6	23	21	8	2	1						56		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road West of Route 111
Monroe, Connecticut

Site Code: 3906
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	43	44
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	1	0	2	1	0	1	0	0	0	0	0	0	0	5	41	43
06:00	0	0	3	4	7	5	3	1	0	0	0	0	0	0	23	40	44
07:00	0	**4**	3	6	12	3	1	0	0	0	0	0	0	0	29	34	39
08:00	**1**	0	**6**	6	18	20	2	**2**	0	0	0	0	0	0	55	38	43
09:00	0	0	1	4	18	17	3	0	**1**	0	0	0	0	0	44	39	43
10:00	0	0	6	3	**23**	19	4	1	0	0	0	0	0	0	56	39	42
11:00	0	1	1	**9**	12	**23**	**13**	1	0	0	0	0	0	0	**60**	41	44
12 PM	**1**	0	1	4	**27**	26	8	0	0	0	0	0	0	0	**67**	39	42
13:00	0	0	3	**13**	12	18	5	1	0	0	0	0	0	0	52	39	43
14:00	0	0	4	7	15	27	6	0	0	0	0	0	0	0	59	39	42
15:00	0	0	**5**	3	16	12	5	1	0	0	0	0	0	0	42	39	43
16:00	0	0	1	4	15	**32**	**10**	**5**	0	0	0	0	0	0	67	42	46
17:00	0	0	1	1	16	27	5	0	0	0	0	0	0	0	50	39	42
18:00	0	0	2	3	6	14	8	2	**1**	0	0	0	0	0	36	43	48
19:00	0	0	1	1	10	10	0	0	0	0	0	0	0	0	22	38	39
20:00	0	**1**	0	3	8	9	1	0	0	0	0	0	0	0	22	38	39
21:00	0	0	0	0	2	4	2	2	0	0	0	0	0	0	10	46	48
22:00	0	0	0	0	3	1	1	0	0	0	0	0	0	0	5	41	43
23:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	39	39
Total	2	7	38	73	221	270	79	16	2	0	0	0	0	0	708		
Percent	0.3%	1.0%	5.4%	10.3%	31.2%	38.1%	11.2%	2.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	08:00	11:00	10:00	11:00	11:00	08:00	09:00						11:00		
Vol.	1	4	6	9	23	23	13	2	1						60		
PM Peak	12:00	20:00	15:00	13:00	12:00	16:00	16:00	16:00	18:00						12:00		
Vol.	1	1	5	13	27	32	10	5	1						67		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road West of Route 111
Monroe, Connecticut

Site Code: 3906
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4	42	44
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	33	34
05:00	0	1	0	0	1	0	2	0	0	0	0	0	0	0	4	43	44
06:00	0	0	**1**	5	8	8	0	0	0	0	0	0	0	0	22	37	39
07:00	0	1	0	1	8	14	4	0	0	0	0	0	0	0	28	39	43
08:00	0	0	0	**7**	**17**	15	2	0	0	0	0	0	0	0	41	38	39
09:00	0	0	1	6	16	11	**9**	**1**	0	0	0	0	0	0	44	41	44
10:00	**1**	0	1	4	10	12	2	1	0	0	0	0	0	0	31	39	43
11:00	0	**2**	0	2	14	**25**	6	1	0	0	0	0	0	0	**50**	39	43
12 PM	0	0	0	6	**29**	22	2	0	0	0	0	0	0	0	59	38	39
13:00	0	0	1	**14**	12	23	8	1	0	0	0	0	0	0	59	40	43
14:00	**1**	0	**4**	11	16	14	8	0	0	0	0	0	0	0	54	39	43
15:00	0	**3**	2	1	18	20	6	1	0	0	0	0	0	0	51	39	43
16:00	0	0	1	5	24	**29**	11	0	0	0	0	0	0	0	**70**	40	43
17:00	0	0	1	7	10	27	**12**	1	0	0	0	0	0	0	58	41	44
18:00	0	0	0	0	11	16	7	0	0	0	0	0	0	0	34	41	43
19:00	0	0	1	0	8	12	2	0	**1**	0	0	0	0	0	24	39	44
20:00	0	0	0	2	9	9	0	**3**	0	0	0	0	0	0	23	39	48
21:00	0	0	1	2	8	9	0	0	0	0	0	0	0	0	20	38	39
22:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	33	34
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	2	7	14	75	223	268	82	9	1	0	0	0	0	0	681		
Percent	0.3%	1.0%	2.1%	11.0%	32.7%	39.4%	12.0%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	06:00	08:00	08:00	11:00	09:00	09:00							11:00		
Vol.	1	2	1	7	17	25	9	1							50		
PM Peak	14:00	15:00	14:00	13:00	12:00	16:00	17:00	20:00	19:00						16:00		
Vol.	1	3	4	14	29	29	12	3	1						70		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road West of Route 111
Monroe, Connecticut

Site Code: 3906
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	43	44
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	44	44
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
05:00	0	**1**	0	0	1	0	1	0	0	0	0	0	0	0	3	42	44
06:00	0	0	1	5	9	5	1	1	0	0	0	0	0	0	22	38	44
07:00	0	1	1	**6**	17	15	2	1	0	0	0	0	0	0	43	38	42
08:00	**1**	0	1	3	18	18	3	**2**	0	0	0	0	0	0	46	39	44
09:00	1	0	**3**	5	13	**25**	**7**	0	0	0	0	0	0	0	**54**	39	43
10:00	0	0	1	5	**21**	19	2	1	0	0	0	0	0	0	49	38	41
11:00	1	1	1	2	19	23	4	0	0	0	0	0	0	0	51	39	41
12 PM	0	0	1	6	**29**	**35**	3	1	0	0	0	0	0	0	**75**	38	40
13:00	0	**1**	**4**	**11**	23	22	5	1	0	0	0	0	0	0	67	39	42
14:00	0	1	0	9	11	15	5	2	0	0	0	0	0	0	43	40	44
15:00	**1**	0	1	5	16	22	**9**	1	0	0	0	0	0	0	55	40	44
16:00	0	1	0	5	23	20	9	1	**1**	0	0	0	0	0	60	41	44
17:00	0	0	3	3	16	30	6	1	0	0	0	0	0	0	59	39	43
18:00	0	1	1	5	10	19	6	**4**	0	0	0	0	0	0	46	42	47
19:00	0	1	0	2	10	13	4	0	0	0	0	0	0	0	30	39	43
20:00	0	0	0	2	5	10	1	1	0	0	0	0	0	0	19	39	45
21:00	0	0	1	0	5	1	2	0	0	0	0	0	0	0	9	41	43
22:00	0	0	0	3	2	7	1	0	0	0	0	0	0	0	13	39	41
23:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4	42	44
Total	4	8	19	77	249	303	74	17	1	0	0	0	0	0	752		
Percent	0.5%	1.1%	2.5%	10.2%	33.1%	40.3%	9.8%	2.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	05:00	09:00	07:00	10:00	09:00	09:00	08:00							09:00		
Vol.	1	1	3	6	21	25	7	2							54		
PM Peak	15:00	13:00	13:00	13:00	12:00	12:00	15:00	18:00	16:00						12:00		
Vol.	1	1	4	11	29	35	9	4	1						75		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road West of Route 111
Monroe, Connecticut

Site Code: 3906
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
01:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1	19	19
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	19	19
06:00	0	0	0	2	4	0	1	0	0	0	0	0	0	0	7	34	43
07:00	0	0	0	3	11	13	3	1	0	0	0	0	0	0	31	39	44
08:00	0	0	1	6	24	22	5	1	0	0	0	0	0	0	59	39	43
09:00	**2**	0	0	6	17	**30**	5	**2**	0	0	0	0	0	0	62	39	43
10:00	0	0	**2**	6	21	29	**11**	0	0	0	0	0	0	0	69	40	43
11:00	1	0	2	**14**	**26**	30	8	2	0	0	0	0	0	0	**83**	39	43
12 PM	0	0	0	4	23	**35**	**8**	0	0	0	0	0	0	0	**70**	39	42
13:00	0	0	0	5	11	22	8	**2**	0	0	0	0	0	0	48	41	44
14:00	0	0	**2**	**7**	18	18	5	1	0	0	0	0	0	0	51	39	43
15:00	0	0	0	4	13	14	5	0	0	0	0	0	0	0	36	39	43
16:00	0	0	0	5	**24**	15	3	0	0	0	0	0	0	0	47	38	41
17:00	0	0	0	4	11	10	5	0	0	0	0	0	0	0	30	40	43
18:00	0	0	0	5	20	17	2	1	0	0	0	0	0	0	45	38	41
19:00	0	0	2	4	7	7	2	0	0	0	0	0	0	0	22	39	42
20:00	0	0	1	3	6	6	0	0	0	0	0	0	0	0	16	38	39
21:00	0	**1**	0	0	4	4	2	0	0	0	0	0	0	0	11	40	43
22:00	0	0	0	1	6	5	1	0	0	0	0	0	0	0	13	39	41
23:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4	43	44
Total	3	3	10	80	246	280	76	10	0	0	0	0	0	0	708		
Percent	0.4%	0.4%	1.4%	11.3%	34.7%	39.5%	10.7%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	01:00	10:00	11:00	11:00	09:00	10:00	09:00							11:00		
Vol.	2	1	2	14	26	30	11	2							83		
PM Peak		21:00	14:00	14:00	16:00	12:00	12:00	13:00							12:00		
Vol.		1	2	7	24	35	8	2							70		

Connecticut Counts LLC
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Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road West of Route 111
Monroe, Connecticut

Site Code: 3906
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4	39	39
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	44	44
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	49	49
06:00	0	**1**	0	1	0	2	0	**2**	0	0	0	0	0	0	6	47	49
07:00	0	0	0	3	4	2	1	0	0	0	0	0	0	0	10	38	42
08:00	0	0	**1**	3	8	12	2	1	0	0	0	0	0	0	27	39	44
09:00	0	1	0	2	11	7	2	1	0	0	0	0	0	0	24	39	44
10:00	0	0	0	**4**	**13**	**13**	**5**	0	0	0	0	0	0	0	**35**	39	43
11:00	**2**	0	1	3	11	12	2	0	0	**1**	0	0	0	0	32	39	43
12 PM	0	0	**3**	1	**17**	16	3	0	0	0	0	0	0	0	40	39	41
13:00	0	**1**	3	3	13	13	6	**1**	0	0	0	0	0	0	40	40	44
14:00	**1**	1	1	**8**	8	18	5	1	0	0	0	0	0	0	**43**	39	43
15:00	0	0	1	1	4	8	4	0	0	0	0	0	0	0	18	41	43
16:00	0	0	0	2	9	11	**7**	0	0	0	0	0	0	0	29	41	43
17:00	0	0	1	2	6	11	1	1	0	0	0	0	0	0	22	39	44
18:00	0	0	1	4	10	**19**	1	1	0	0	0	0	0	0	36	39	41
19:00	0	0	1	2	6	3	0	0	0	0	0	0	0	0	12	37	39
20:00	0	0	0	2	1	2	1	0	0	0	0	0	0	0	6	40	43
21:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4	42	43
22:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	38	39
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	3	4	13	42	124	154	42	9	0	1	0	0	0	0	392		
Percent	0.8%	1.0%	3.3%	10.7%	31.6%	39.3%	10.7%	2.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	06:00	08:00	10:00	10:00	10:00	10:00	06:00		11:00					10:00		
Vol.	2	1	1	4	13	13	5	2		1					35		
PM Peak	14:00	13:00	12:00	14:00	12:00	18:00	16:00	13:00							14:00		
Vol.	1	1	3	8	17	19	7	1							43		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road West of Route 111
Monroe, Connecticut

Site Code: 3906
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	49	49
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4	34	34
06:00	0	0	0	5	5	8	2	0	0	0	0	0	0	0	20	39	42
07:00	**1**	0	0	2	11	7	**4**	**3**	0	0	0	0	0	0	28	43	47
08:00	1	0	**2**	**7**	17	**24**	3	0	0	0	0	0	0	0	**54**	38	40
09:00	1	**1**	1	4	22	17	4	1	0	0	0	0	0	0	51	39	43
10:00	0	0	2	6	14	12	1	0	0	0	0	0	0	0	35	38	39
11:00	0	1	1	5	**23**	12	2	2	0	0	0	0	0	0	46	38	44
12 PM	**1**	0	**1**	**11**	**27**	**25**	**7**	0	0	0	0	0	0	0	**72**	39	42
13:00	1	0	0	6	22	17	1	**1**	0	0	0	0	0	0	48	38	39
14:00	0	0	0	4	12	19	6	0	0	0	0	0	0	0	41	39	43
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	5	2	7	51	156	141	30	8	0	0	0	0	0	0	400		
Percent	1.3%	0.5%	1.8%	12.8%	39.0%	35.3%	7.5%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	09:00	08:00	08:00	11:00	08:00	07:00	07:00							08:00		
Vol.	1	1	2	7	23	24	4	3							54		
PM Peak	12:00		12:00	12:00	12:00	12:00	12:00	13:00							12:00		
Vol.	1		1	11	27	25	7	1							72		
Total	21	37	125	487	1515	1700	479	83	5	1	0	0	0	0	4453		
Percent	0.5%	0.8%	2.8%	10.9%	34.0%	38.2%	10.8%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	29 MPH
50th Percentile :	35 MPH
85th Percentile :	39 MPH
95th Percentile :	43 MPH

Stats

10 MPH Pace Speed :	31-40 MPH
Number in Pace :	3215
Percent in Pace :	72.2%
Number of Vehicles > 30 MPH :	3783
Percent of Vehicles > 30 MPH :	85.0%
Mean Speed(Average) :	35 MPH

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road West of Route 111
Monroe, Connecticut

Site Code: 3906
Station ID:

Latitude: 0' 0.0000 Undefined

Werstbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	0	**1**	**11**	**20**	**13**	**6**	0	0	0	0	0	0	0	**51**	39	42
16:00	0	0	1	11	10	12	3	**3**	0	0	0	0	0	0	40	39	46
17:00	0	0	1	1	9	11	6	0	0	0	0	0	0	0	28	41	43
18:00	0	0	1	5	7	10	6	0	0	0	0	0	0	0	29	41	43
19:00	0	0	1	2	10	9	2	1	0	0	0	0	0	0	25	39	44
20:00	0	0	1	4	3	6	0	0	0	0	0	0	0	0	14	38	39
21:00	0	0	0	1	2	4	2	0	0	0	0	0	0	0	9	41	43
22:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	38	39
23:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4	38	39
Total	0	0	6	35	64	68	25	4	0	0	0	0	0	0	202		
Percent	0.0%	0.0%	3.0%	17.3%	31.7%	33.7%	12.4%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.			15:00 1	15:00 11	15:00 20	15:00 13	15:00 6	16:00 3							15:00 51		

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Werstbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	38	39
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	1	0	0	**1**	0	0	0	0	0	0	2	48	49
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
05:00	0	0	0	5	2	3	1	1	0	0	0	0	0	0	12	40	46
06:00	0	0	0	2	15	4	**7**	0	0	0	0	0	0	0	28	42	44
07:00	0	0	0	5	**17**	**17**	7	0	0	0	0	0	0	0	**46**	40	43
08:00	0	0	**1**	4	13	17	5	1	0	0	0	0	0	0	41	39	43
09:00	0	0	1	5	12	9	3	1	0	0	0	0	0	0	31	39	44
10:00	0	0	0	**7**	13	10	6	0	0	0	0	0	0	0	36	40	43
11:00	0	0	1	5	11	10	2	0	0	0	0	0	0	0	29	38	41
12 PM	0	0	**3**	**8**	19	14	3	**1**	**1**	0	0	0	0	0	49	39	44
13:00	0	0	3	8	**23**	**20**	4	0	0	0	0	0	0	0	**58**	38	41
14:00	0	0	1	5	19	13	4	1	0	0	**1**	0	0	0	44	39	44
15:00	0	0	3	7	10	8	7	1	0	0	0	0	0	0	36	41	44
16:00	0	0	2	7	12	9	**10**	1	0	0	0	0	0	0	41	42	44
17:00	0	0	1	6	10	12	8	1	0	0	0	0	0	0	38	42	44
18:00	**1**	0	0	1	3	8	2	1	0	0	0	0	0	0	16	41	45
19:00	0	0	1	1	7	11	7	0	0	0	0	0	0	0	27	42	44
20:00	0	0	2	1	4	4	1	0	1	0	0	0	0	0	13	40	51
21:00	0	0	0	2	3	3	2	1	0	0	0	0	0	0	11	43	47
22:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	43	44
23:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	33	34
Total	1	0	19	81	198	173	80	11	2	0	1	0	0	0	566		
Percent	0.2%	0.0%	3.4%	14.3%	35.0%	30.6%	14.1%	1.9%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%			
AM Peak			08:00	10:00	07:00	07:00	06:00	03:00							07:00		
Vol.			1	7	17	17	7	1							46		
PM Peak	18:00		12:00	12:00	13:00	13:00	16:00	12:00	12:00		14:00				13:00		
Vol.	1		3	8	23	20	10	1	1		1				58		

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Monroe, Connecticut

Site Code: 3906
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Werstbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	48	49
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
05:00	0	0	0	2	6	2	2	1	0	0	0	0	0	0	13	42	46
06:00	0	0	3	4	9	9	1	1	0	0	0	0	0	0	27	38	43
07:00	0	0	2	**12**	19	15	1	0	0	0	0	0	0	0	49	37	39
08:00	0	0	0	7	**27**	**20**	**7**	**2**	0	0	0	0	0	0	**63**	39	44
09:00	0	0	**4**	6	7	16	3	1	0	0	0	0	0	0	37	39	43
10:00	0	0	1	3	9	4	1	2	0	0	0	0	0	0	20	40	47
11:00	0	0	2	11	12	15	2	1	0	0	0	0	0	0	43	38	42
12 PM	**1**	0	0	6	20	**25**	6	0	0	0	0	0	0	0	58	39	42
13:00	0	0	**5**	5	**23**	19	6	1	0	**1**	0	0	0	0	**60**	39	44
14:00	0	**1**	3	2	17	11	3	0	0	0	0	0	0	0	37	38	41
15:00	0	0	1	7	13	10	6	1	0	0	0	0	0	0	38	41	44
16:00	0	1	2	**9**	7	11	4	1	0	0	0	0	0	0	35	39	44
17:00	1	0	0	1	9	17	**9**	1	0	0	0	0	0	0	38	42	44
18:00	0	0	1	0	14	11	5	**2**	0	0	0	0	0	0	33	42	45
19:00	0	0	0	2	7	11	0	0	0	0	0	0	0	0	20	38	39
20:00	0	0	2	1	10	6	5	1	0	0	0	0	0	0	25	42	44
21:00	0	0	0	2	5	3	1	2	0	0	0	0	0	0	13	45	48
22:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	33	34
23:00	0	0	0	3	2	0	1	0	0	0	0	0	0	0	6	40	43
Total	2	2	26	85	219	206	63	18	0	1	0	0	0	0	622		
Percent	0.3%	0.3%	4.2%	13.7%	35.2%	33.1%	10.1%	2.9%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak			09:00	07:00	08:00	08:00	08:00	08:00							08:00		
Vol.			4	12	27	20	7	2							63		
PM Peak	12:00	14:00	13:00	16:00	13:00	12:00	17:00	18:00		13:00					13:00		
Vol.	1	1	5	9	23	25	9	2		1					60		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road West of Route 111
Monroe, Connecticut

Site Code: 3906
Station ID:

Latitude: 0' 0.0000 Undefined

Werstbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	42	44
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
03:00	0	**1**	0	0	0	1	0	1	0	0	0	0	0	0	3	47	49
04:00	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3	47	49
05:00	0	0	0	1	5	6	2	0	0	0	0	0	0	0	14	39	43
06:00	0	1	**2**	2	6	10	6	1	0	0	0	0	0	0	28	42	44
07:00	0	0	0	4	18	**18**	5	**5**	0	0	0	0	0	0	50	42	47
08:00	0	0	0	**8**	**23**	16	**9**	2	0	0	0	0	0	0	**58**	41	44
09:00	0	1	0	4	12	18	7	0	0	0	0	0	0	0	42	40	43
10:00	0	1	0	1	12	17	3	0	0	0	0	0	0	0	34	39	42
11:00	**1**	1	1	7	13	13	3	1	0	0	0	0	0	0	40	39	43
12 PM	0	**1**	1	**17**	**29**	21	**12**	0	**1**	0	0	0	0	0	**82**	40	43
13:00	**1**	0	1	7	22	19	5	2	0	0	0	0	0	0	57	39	44
14:00	0	0	4	13	20	12	1	0	1	0	0	0	0	0	51	37	39
15:00	0	1	2	12	20	19	5	1	0	0	0	0	0	0	60	39	43
16:00	0	0	**5**	6	29	23	9	**3**	1	**1**	0	0	0	0	77	41	46
17:00	0	0	3	9	15	**34**	10	1	1	0	0	0	0	0	73	40	44
18:00	0	0	1	0	13	16	6	1	0	0	0	0	0	0	37	41	44
19:00	1	0	1	2	9	11	2	3	1	0	0	0	0	0	30	43	49
20:00	0	0	1	4	6	4	1	0	0	0	0	0	0	0	16	38	41
21:00	0	1	0	2	2	2	1	0	0	0	0	0	0	0	8	39	42
22:00	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3	42	44
23:00	0	0	0	1	6	3	0	0	0	0	0	0	0	0	10	37	39
Total	3	8	22	103	262	265	89	22	5	1	0	0	0	0	780		
Percent	0.4%	1.0%	2.8%	13.2%	33.6%	34.0%	11.4%	2.8%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	03:00	06:00	08:00	08:00	07:00	08:00	07:00							08:00		
Vol.	1	1	2	8	23	18	9	5							58		
PM Peak	13:00	12:00	16:00	12:00	12:00	17:00	12:00	16:00	12:00	16:00					12:00		
Vol.	1	1	5	17	29	34	12	3	1	1					82		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road West of Route 111
Monroe, Connecticut

Site Code: 3906
Station ID:

Latitude: 0' 0.0000 Undefined

Werstbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	44	44
04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	38	39
05:00	0	0	0	4	4	3	1	0	0	0	0	0	0	0	12	38	41
06:00	0	0	0	3	9	8	2	0	0	0	0	0	0	0	22	39	42
07:00	0	0	0	3	17	**24**	4	**2**	**1**	0	0	0	0	0	51	39	46
08:00	0	**1**	3	8	19	18	**9**	0	0	0	0	0	0	0	**58**	40	43
09:00	0	0	2	4	12	17	5	2	0	0	0	0	0	0	42	40	44
10:00	0	0	**5**	**11**	15	16	4	0	0	0	0	0	0	0	51	38	41
11:00	0	0	0	7	**27**	12	2	1	0	0	0	0	0	0	49	38	41
12 PM	0	**1**	**2**	10	18	27	6	**1**	0	0	0	0	0	0	65	39	43
13:00	0	1	2	**12**	**32**	**30**	5	1	0	0	0	0	0	0	**83**	38	41
14:00	0	0	2	5	13	19	3	1	**1**	0	0	0	0	0	44	39	44
15:00	0	0	1	7	18	15	8	0	0	0	0	0	0	0	49	40	43
16:00	0	0	0	11	22	10	6	0	0	0	0	0	0	0	49	39	42
17:00	0	0	0	5	12	24	**9**	1	1	0	0	0	0	0	52	41	44
18:00	0	0	2	2	15	6	4	1	0	0	0	0	0	0	30	40	44
19:00	0	0	2	2	10	9	5	0	0	0	0	0	0	0	28	40	43
20:00	0	0	1	2	3	5	3	0	0	0	0	0	0	0	14	41	43
21:00	0	0	0	1	4	5	1	0	0	0	0	0	0	0	11	39	42
22:00	0	0	1	2	4	4	0	0	0	0	0	0	0	0	11	37	39
23:00	0	0	0	0	4	0	3	0	0	0	0	0	0	0	7	43	44
Total	0	3	23	100	259	253	81	10	3	0	0	0	0	0	732		
Percent	0.0%	0.4%	3.1%	13.7%	35.4%	34.6%	11.1%	1.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		08:00	10:00	10:00	11:00	07:00	08:00	07:00	07:00						08:00		
Vol.		1	5	11	27	24	9	2	1						58		
PM Peak		12:00	12:00	13:00	13:00	13:00	17:00	12:00	14:00						13:00		
Vol.		1	2	12	32	30	9	1	1						83		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road West of Route 111
Monroe, Connecticut

Site Code: 3906
Station ID:

Latitude: 0' 0.0000 Undefined

Werstbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	0	0	2	0	2	1	0	0	0	0	0	0	0	5	41	43
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	49	49
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	2	33	34
05:00	**1**	0	0	1	1	0	0	0	0	0	0	0	0	0	3	32	34
06:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4	37	38
07:00	0	0	2	**8**	18	12	4	0	**1**	0	0	0	0	0	45	39	43
08:00	0	0	0	8	17	20	**12**	1	0	0	0	0	0	0	58	41	44
09:00	0	0	0	2	**22**	**34**	12	**3**	0	0	0	0	0	0	**73**	41	44
10:00	0	0	**3**	8	16	23	11	1	0	0	0	0	0	0	62	41	44
11:00	0	0	0	8	22	19	7	3	1	0	0	0	0	0	60	41	46
12 PM	0	0	**2**	4	14	14	**8**	2	0	0	0	0	0	0	44	42	44
13:00	0	0	0	2	14	14	5	**3**	0	0	0	0	0	0	38	42	46
14:00	**1**	**1**	0	**8**	**24**	**18**	4	0	0	0	0	0	0	0	**56**	38	41
15:00	0	0	0	5	15	18	2	1	**2**	0	0	0	0	0	43	39	49
16:00	0	0	1	3	13	14	4	0	0	0	0	0	0	0	35	39	42
17:00	0	0	1	1	9	18	6	1	0	0	0	0	0	0	36	41	44
18:00	0	0	1	1	10	7	4	1	0	0	0	0	0	0	24	41	44
19:00	0	0	1	1	6	12	3	1	0	0	0	0	0	0	24	40	44
20:00	0	0	2	0	4	7	0	0	0	0	0	0	0	0	13	38	39
21:00	0	0	0	1	2	3	2	0	0	0	0	0	0	0	8	42	43
22:00	0	0	0	0	3	2	2	0	0	0	**1**	0	0	0	8	44	62
23:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3	42	44
Total	2	2	13	63	215	240	88	18	4	0	1	0	0	0	646		
Percent	0.3%	0.3%	2.0%	9.8%	33.3%	37.2%	13.6%	2.8%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%			
AM Peak	05:00	04:00	10:00	07:00	09:00	09:00	08:00	09:00	07:00						09:00		
Vol.	1	1	3	8	22	34	12	3	1						73		
PM Peak	14:00	14:00	12:00	14:00	14:00	14:00	12:00	13:00	15:00		22:00				14:00		
Vol.	1	1	2	8	24	18	8	3	2		1				56		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road West of Route 111
Monroe, Connecticut

Site Code: 3906
Station ID:

Latitude: 0' 0.0000 Undefined

Werstbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	39	39
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	44	44
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
06:00	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3	42	44
07:00	0	0	**1**	1	2	2	1	**1**	0	0	0	0	0	0	8	43	47
08:00	0	0	0	0	**9**	5	1	1	0	0	0	0	0	0	16	39	45
09:00	0	0	1	1	3	**9**	**6**	0	0	0	0	0	0	0	20	42	44
10:00	0	0	0	**5**	7	9	3	0	0	0	0	0	0	0	**24**	39	43
11:00	0	0	0	4	7	8	0	1	0	0	0	0	0	0	20	38	45
12 PM	0	0	1	3	**14**	**16**	3	0	0	0	0	0	0	0	37	39	41
13:00	0	0	0	5	11	15	**8**	0	0	0	0	0	0	0	**39**	41	43
14:00	**1**	0	1	4	4	11	7	0	0	0	0	0	0	0	28	41	44
15:00	0	0	**2**	1	3	6	3	0	**1**	0	0	0	0	0	16	42	50
16:00	0	**1**	0	**6**	8	8	2	0	0	0	0	0	0	0	25	38	41
17:00	0	0	0	1	5	10	2	0	0	0	0	0	0	0	18	39	42
18:00	0	0	1	2	6	8	4	0	0	0	0	0	0	0	21	41	43
19:00	0	0	0	1	3	7	2	0	0	0	0	0	0	0	13	40	43
20:00	0	0	1	0	4	5	2	0	0	0	0	0	0	0	12	40	43
21:00	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	39	39
22:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	34	34
23:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	33	34
Total	2	1	8	34	91	127	46	3	1	0	0	0	0	0	313		
Percent	0.6%	0.3%	2.6%	10.9%	29.1%	40.6%	14.7%	1.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			07:00	10:00	08:00	09:00	09:00	07:00							10:00		
Vol.			1	5	9	9	6	1							24		
PM Peak	14:00	16:00	15:00	16:00	12:00	12:00	13:00		15:00						13:00		
Vol.	1	1	2	6	14	16	8		1						39		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Spring Hill Road West of Route 111
Monroe, Connecticut

Site Code: 3906
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Latitude: 0' 0.0000 Undefined

Werstbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
05:00	0	0	0	1	3	6	0	1	0	0	0	0	0	0	11	39	47
06:00	0	0	0	3	5	16	3	1	0	0	0	0	0	0	28	39	44
07:00	0	0	1	7	16	**18**	**10**	0	0	0	0	0	0	0	52	41	43
08:00	0	0	**5**	**8**	**25**	18	5	**2**	0	0	0	0	0	0	**63**	39	43
09:00	0	**1**	0	6	23	14	1	0	0	0	0	0	0	0	45	37	39
10:00	0	0	3	4	16	6	3	0	0	0	0	0	0	0	32	38	42
11:00	0	1	1	3	13	13	4	0	0	0	0	0	0	0	35	39	42
12 PM	0	0	0	6	**35**	**26**	**8**	**1**	0	0	0	0	0	0	**76**	39	43
13:00	**1**	0	**4**	**7**	29	14	4	1	0	0	0	0	0	0	60	38	42
14:00	0	0	0	0	19	9	4	0	0	0	0	0	0	0	32	39	42
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	2	14	46	185	140	42	6	0	0	0	0	0	0	436		
Percent	0.2%	0.5%	3.2%	10.6%	42.4%	32.1%	9.6%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		09:00	08:00	08:00	08:00	07:00	07:00	08:00							08:00		
Vol.		1	5	8	25	18	10	2							63		
PM Peak	13:00		13:00	13:00	12:00	12:00	12:00	12:00							12:00		
Vol.	1		4	7	35	26	8	1							76		
Total	11	18	131	547	1493	1472	514	92	15	2	2	0	0	0	4297		
Percent	0.3%	0.4%	3.0%	12.7%	34.7%	34.3%	12.0%	2.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	29 MPH
	50th Percentile :	34 MPH
	85th Percentile :	39 MPH
	95th Percentile :	43 MPH
Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	2965
	Percent in Pace :	69.0%
	Number of Vehicles > 30 MPH :	3590
	Percent of Vehicles > 30 MPH :	83.5%
	Mean Speed(Average) :	35 MPH

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
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Spring Hill Road West of Route 111
Monroe, Connecticut

Site Code: 3906
Station ID:

Latitude: 0' 0.0000 Undefined

Start	25-Apr-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Werstbo	Eastboun	Werstbo	Eastboun	Werstbo	Eastboun	Werstbo	Eastboun	Werstbo	Eastboun	Werstbo	Eastboun	Werstbo	Eastboun	Werstbo
12:00 AM	*	*	1	0	2	0	4	3	2	0	1	5	4	2	2	2
01:00	*	*	1	2	0	0	0	0	1	0	1	1	1	1	1	1
02:00	*	*	0	0	0	0	1	1	0	1	0	1	0	0	0	0
03:00	*	*	0	2	0	2	0	3	0	1	0	0	0	0	0	1
04:00	*	*	2	1	0	1	2	3	1	2	1	2	0	1	1	2
05:00	*	*	2	12	5	13	4	14	3	12	1	3	1	1	3	9
06:00	*	*	18	28	23	27	22	28	22	22	7	4	6	3	16	19
07:00	*	*	**40**	**46**	29	49	28	50	43	51	31	45	10	8	30	42
08:00	*	*	38	41	55	**63**	41	**58**	46	**58**	59	58	27	16	44	**49**
09:00	*	*	38	31	44	37	44	42	**54**	42	62	**73**	24	20	44	41
10:00	*	*	37	36	56	20	31	34	49	51	69	62	**35**	**24**	46	38
11:00	*	*	36	29	**60**	43	**50**	40	51	49	**83**	60	32	20	**52**	40
12:00 PM	*	*	51	49	**67**	58	59	**82**	**75**	65	**70**	44	40	37	**60**	**56**
01:00	*	*	**56**	**58**	52	**60**	59	57	67	**83**	48	38	40	**39**	54	56
02:00	*	*	42	44	59	37	54	51	43	44	51	**56**	**43**	28	49	43
03:00	41	**51**	47	36	42	38	51	60	55	49	36	43	18	16	41	42
04:00	**60**	40	45	41	67	35	**70**	77	60	49	47	35	29	25	54	43
05:00	42	28	48	38	50	38	58	73	59	52	30	36	22	18	44	40
06:00	23	29	37	16	36	33	34	37	46	30	45	24	36	21	37	27
07:00	24	25	30	27	22	20	24	30	30	28	22	24	12	13	23	24
08:00	14	14	18	13	22	25	23	16	19	14	16	13	6	12	17	15
09:00	4	9	9	11	10	13	20	8	9	11	11	8	4	4	10	9
10:00	2	2	2	2	5	4	2	3	13	11	13	8	2	2	6	5
11:00	3	4	1	3	2	6	0	10	4	7	4	3	0	2	2	5
Lane	213	202	599	566	708	622	681	780	752	732	708	646	392	313	636	609
Day	415		1165		1330		1461		1484		1354		705		1245	
AM Peak	-	-	07:00	07:00	11:00	08:00	11:00	08:00	09:00	08:00	11:00	09:00	10:00	10:00	11:00	08:00
Vol.	-	-	40	46	60	63	50	58	54	58	83	73	35	24	52	49
PM Peak	16:00	15:00	13:00	13:00	12:00	13:00	16:00	12:00	12:00	13:00	12:00	14:00	14:00	13:00	12:00	12:00
Vol.	60	51	56	58	67	60	70	82	75	83	70	56	43	39	60	56

ADT - AVERAGE OF TUES-THURS
TOTAL: 1,320
EB: 665
WB: 655

Spring Hill Road West of Route 111
Monroe, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3906
Station ID:

Latitude: 0' 0.0000 Undefined

Start	02-May-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Werstbo	Eastboun	Werstbo	Eastboun	Werstbo	Eastboun	Werstbo	Eastboun	Werstbo	Eastboun	Werstbo	Eastboun	Werstbo	Eastboun	Werstbo
12:00 AM	1	0	*	*	*	*	*	*	*	*	*	*	*	*	1	0
01:00	0	0	*	*	*	*	*	*	*	*	*	*	*	*	0	0
02:00	0	1	*	*	*	*	*	*	*	*	*	*	*	*	0	1
03:00	0	0	*	*	*	*	*	*	*	*	*	*	*	*	0	0
04:00	0	1	*	*	*	*	*	*	*	*	*	*	*	*	0	1
05:00	4	11	*	*	*	*	*	*	*	*	*	*	*	*	4	11
06:00	20	28	*	*	*	*	*	*	*	*	*	*	*	*	20	28
07:00	28	52	*	*	*	*	*	*	*	*	*	*	*	*	28	52
08:00	**54**	**63**	*	*	*	*	*	*	*	*	*	*	*	*	**54**	**63**
09:00	51	45	*	*	*	*	*	*	*	*	*	*	*	*	51	45
10:00	35	32	*	*	*	*	*	*	*	*	*	*	*	*	35	32
11:00	46	35	*	*	*	*	*	*	*	*	*	*	*	*	46	35
12:00 PM	**72**	**76**	*	*	*	*	*	*	*	*	*	*	*	*	**72**	**76**
01:00	48	60	*	*	*	*	*	*	*	*	*	*	*	*	48	60
02:00	41	32	*	*	*	*	*	*	*	*	*	*	*	*	41	32
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	400	436	0	0	0	0	0	0	0	0	0	0	0	0	400	436
Day	836		0		0		0		0		0		0		836	
AM Peak	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00
Vol.	54	63	-	-	-	-	-	-	-	-	-	-	-	-	54	63
PM Peak	12:00	12:00	-	-	-	-	-	-	-	-	-	-	-	-	12:00	12:00
Vol.	72	76	-	-	-	-	-	-	-	-	-	-	-	-	72	76

Comb. Total	1251	1165	1330	1461	1484	1354	705	2081

ADT ADT 1,360 AADT 1,360

Purdy Hill Road West of Route 111
Monroe/Trumbull, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3910
Station ID:

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	**1**	7	**21**	44	73	**50**	5	0	0	0	0	0	0	201	42	44
16:00	0	1	5	16	54	83	45	**7**	0	0	0	0	0	0	211	42	44
17:00	0	0	**8**	21	**68**	**117**	42	3	0	**1**	0	0	0	0	**260**	40	43
18:00	0	0	3	14	46	54	40	4	**1**	1	0	0	0	0	163	42	44
19:00	0	0	4	12	26	44	19	4	0	0	0	0	0	0	109	41	44
20:00	0	0	1	13	12	28	24	1	1	0	0	0	0	0	80	42	44
21:00	0	0	1	1	11	22	9	3	0	0	0	0	0	0	47	42	46
22:00	0	0	0	0	2	8	8	1	0	0	0	0	0	0	19	43	45
23:00	0	0	0	1	2	2	2	0	1	1	0	0	0	0	9	53	57
Total	0	2	29	99	265	431	239	28	3	3	0	0	0	0	1099		
Percent	0.0%	0.2%	2.6%	9.0%	24.1%	39.2%	21.7%	2.5%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak																	
Vol.																	
PM Peak		15:00	17:00	15:00	17:00	17:00	15:00	16:00	18:00	17:00					17:00		
Vol.		1	8	21	68	117	50	7	1	1					260		

Purdy Hill Road West of Route 111
Monroe/Trumbull, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3910
Station ID:

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	0	0	2	0	2	0	0	0	0	0	0	0	4	43	44
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
04:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	39	39
05:00	0	0	0	0	4	8	4	2	0	0	0	0	0	0	18	44	47
06:00	0	0	0	4	20	43	27	2	0	0	0	0	0	0	96	42	44
07:00	0	0	4	4	21	**85**	**48**	5	**3**	0	0	0	0	0	**170**	43	44
08:00	0	0	3	9	30	65	33	**7**	1	0	0	0	0	0	148	42	45
09:00	0	0	4	11	34	39	23	3	0	0	0	0	0	0	114	41	44
10:00	0	**1**	3	**18**	26	41	23	1	0	0	0	0	0	0	113	41	43
11:00	0	1	**8**	12	**45**	49	20	2	0	0	0	0	0	0	137	40	43
12 PM	0	**2**	6	**18**	32	42	18	4	0	**1**	0	0	0	0	123	41	44
13:00	0	2	7	16	38	54	23	2	0	0	0	0	0	0	142	40	43
14:00	0	0	5	11	37	49	27	4	0	0	0	0	0	0	133	42	44
15:00	0	0	4	14	37	76	38	3	0	0	0	0	0	0	172	42	44
16:00	0	0	**8**	13	44	82	35	**9**	0	0	0	0	0	0	191	42	44
17:00	0	0	6	18	**57**	**102**	**48**	8	1	0	0	0	0	0	**240**	42	44
18:00	0	0	5	11	28	69	35	5	0	0	0	0	0	0	153	42	44
19:00	0	0	1	5	32	35	17	1	**2**	0	0	0	0	0	93	41	44
20:00	0	0	0	5	15	29	15	1	0	0	0	0	0	0	65	42	44
21:00	0	1	0	3	10	20	10	3	1	0	0	0	0	0	48	43	47
22:00	0	0	1	1	4	12	5	1	2	0	**1**	0	0	**1**	28	44	54
23:00	0	0	0	0	2	4	4	1	0	0	0	0	0	0	11	44	47
Total	0	7	65	173	518	909	455	64	10	1	1	0	0	1	2204		
Percent	0.0%	0.3%	2.9%	7.8%	23.5%	41.2%	20.6%	2.9%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		10:00	11:00	10:00	11:00	07:00	07:00	08:00	07:00						07:00		
Vol.		1	8	18	45	85	48	7	3						170		
PM Peak		12:00	16:00	12:00	17:00	17:00	17:00	16:00	19:00	12:00	22:00			22:00	17:00		
Vol.		2	8	18	57	102	48	9	2	1	1			1	240		

Purdy Hill Road West of Route 111
Monroe/Trumbull, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3910
Station ID:

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	0	0	0	3	0	1	0	0	0	0	0	0	4	47	48
01:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3	42	44
02:00	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3	42	44
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
04:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	43	44
05:00	0	0	0	1	4	9	6	3	0	0	0	0	0	0	23	44	48
06:00	0	0	5	2	10	40	42	5	0	0	0	0	0	0	104	43	44
07:00	0	1	**8**	9	20	52	**51**	9	**5**	0	0	0	0	0	155	44	48
08:00	0	**2**	3	11	39	56	40	**11**	0	0	0	0	0	0	**162**	43	46
09:00	0	0	5	11	36	44	33	2	1	**1**	0	0	0	0	133	42	44
10:00	0	0	2	9	34	**63**	27	3	0	0	0	0	0	0	138	41	44
11:00	0	1	2	**15**	**40**	53	30	5	1	0	0	0	0	0	147	42	44
12 PM	0	**1**	**6**	16	43	68	12	3	0	0	0	0	0	0	149	39	43
13:00	0	0	5	13	41	61	34	5	**2**	0	0	0	0	0	161	42	44
14:00	**2**	0	3	11	35	64	39	3	1	0	**1**	0	0	0	159	42	44
15:00	0	0	3	**18**	47	71	31	5	2	0	0	0	0	0	177	41	44
16:00	0	0	3	13	39	85	43	**6**	0	0	0	0	0	0	189	42	44
17:00	0	1	4	9	**69**	**104**	**47**	4	1	0	0	0	0	0	**239**	41	44
18:00	0	0	2	6	29	60	37	4	2	0	0	0	0	0	140	42	44
19:00	0	0	3	9	41	55	24	4	0	0	0	0	0	0	136	41	44
20:00	0	0	0	3	18	32	26	3	2	0	0	0	0	0	84	43	46
21:00	0	0	0	3	8	25	10	0	0	0	0	0	0	0	46	41	43
22:00	0	0	1	0	5	7	7	1	0	0	0	0	0	0	21	43	44
23:00	0	0	0	0	0	8	1	0	0	0	0	0	0	0	9	39	42
Total	2	6	55	160	559	964	543	77	17	1	1	0	0	0	2385		
Percent	0.1%	0.3%	2.3%	6.7%	23.4%	40.4%	22.8%	3.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		08:00	07:00	11:00	11:00	10:00	07:00	08:00	07:00	09:00					08:00		
Vol.		2	8	15	40	63	51	11	5	1					162		
PM Peak	14:00	12:00	12:00	15:00	17:00	17:00	17:00	16:00	13:00		14:00				17:00		
Vol.	2	1	6	18	69	104	47	6	2		1				239		

Purdy Hill Road West of Route 111
Monroe/Trumbull, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3910
Station ID:

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	0	2	1	1	1	0	1	0	0	0	0	0	6	50	53
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	44	44
02:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	49	49
03:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	43	44
04:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3	43	44
05:00	0	**1**	0	0	5	9	8	0	0	0	0	0	0	0	23	42	44
06:00	0	0	2	1	15	39	42	1	1	0	0	0	0	0	101	43	44
07:00	0	0	2	**16**	21	66	**56**	**7**	1	0	0	0	0	0	**169**	43	44
08:00	0	0	**4**	10	32	**69**	45	6	**2**	**1**	0	0	0	0	169	43	45
09:00	0	1	2	15	41	61	16	3	0	0	0	0	0	0	139	39	43
10:00	0	0	2	14	**47**	39	20	4	0	0	0	0	0	0	126	41	44
11:00	0	0	2	16	46	56	24	2	0	0	0	0	0	0	146	40	43
12 PM	0	0	**9**	14	44	45	22	3	1	0	0	0	0	0	138	41	44
13:00	0	0	2	15	37	63	24	5	0	0	0	0	0	0	146	41	44
14:00	0	0	8	19	55	68	26	2	**3**	0	0	0	0	0	181	40	44
15:00	**1**	**1**	6	20	72	101	43	7	2	0	0	0	0	0	253	41	44
16:00	0	0	9	**28**	**82**	**136**	**50**	2	2	0	0	0	0	0	**309**	40	43
17:00	0	0	9	27	68	104	50	**11**	0	0	0	0	0	0	269	42	44
18:00	0	0	5	24	37	72	44	3	2	0	0	0	0	0	187	42	44
19:00	0	0	1	10	26	34	25	4	1	0	0	0	0	0	101	42	44
20:00	0	0	1	4	18	37	13	0	1	0	0	0	0	0	74	41	43
21:00	0	0	0	0	10	16	11	5	0	0	0	0	0	0	42	44	47
22:00	0	0	1	2	3	7	6	1	0	0	0	0	0	0	20	43	45
23:00	0	0	0	1	5	3	2	1	0	0	0	0	0	0	12	42	46
Total	1	3	65	238	666	1027	532	69	17	1	0	0	0	0	2619		
Percent	0.0%	0.1%	2.5%	9.1%	25.4%	39.2%	20.3%	2.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		05:00	08:00	07:00	10:00	08:00	07:00	07:00	08:00	08:00					07:00		
Vol.		1	4	16	47	69	56	7	2	1					169		
PM Peak	15:00	15:00	12:00	16:00	16:00	16:00	16:00	17:00	14:00						16:00		
Vol.	1	1	9	28	82	136	50	11	3						309		

Purdy Hill Road West of Route 111
Monroe/Trumbull, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3910
Station ID:

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	1	0	3	2	0	0	0	0	0	0	0	6	42	44
01:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	43	44
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	39	39
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	44	44
05:00	0	0	0	0	1	13	2	1	0	**1**	0	0	0	0	18	43	55
06:00	0	1	0	1	11	24	33	1	1	0	0	0	0	0	72	43	44
07:00	0	**2**	3	14	25	**70**	**41**	**4**	**4**	0	0	0	0	0	163	42	44
08:00	0	0	5	**16**	39	70	33	4	2	1	**1**	0	0	0	**171**	42	44
09:00	0	0	3	11	33	50	21	3	0	0	0	0	0	0	121	41	44
10:00	0	0	2	13	**40**	58	29	2	1	0	0	0	0	0	145	41	44
11:00	0	0	**6**	9	38	68	26	1	0	0	0	0	0	0	148	40	43
12 PM	0	**1**	3	14	46	55	34	1	0	**1**	0	0	0	0	155	41	44
13:00	0	0	**11**	**23**	42	60	21	4	1	0	0	0	0	0	162	40	44
14:00	**2**	1	8	12	49	61	27	6	1	0	0	0	0	0	167	41	44
15:00	0	0	6	17	46	68	42	4	0	0	0	0	0	0	183	42	44
16:00	0	0	4	16	**54**	89	43	6	0	0	0	0	0	0	212	42	44
17:00	0	0	5	20	43	**92**	**48**	8	0	0	0	0	0	0	**216**	42	44
18:00	0	1	2	7	45	65	41	**13**	1	0	0	0	0	0	175	43	47
19:00	0	0	4	7	29	49	24	5	**2**	0	0	0	0	0	120	42	46
20:00	0	0	1	5	16	36	27	1	0	0	0	0	0	0	86	42	44
21:00	0	0	1	5	17	29	8	0	1	0	0	0	0	0	61	39	43
22:00	0	0	0	1	10	13	13	2	1	0	0	0	0	0	40	43	47
23:00	0	0	1	0	8	4	6	2	0	0	0	0	0	0	21	44	47
Total	2	6	65	192	593	980	524	68	15	3	1	0	0	0	2449		
Percent	0.1%	0.2%	2.7%	7.8%	24.2%	40.0%	21.4%	2.8%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00	11:00	08:00	10:00	07:00	07:00	07:00	07:00	05:00	08:00				08:00		
Vol.		2	6	16	40	70	41	4	4	1	1				171		
PM Peak	14:00	12:00	13:00	13:00	16:00	17:00	17:00	18:00	19:00	12:00					17:00		
Vol.	2	1	11	23	54	92	48	13	2	1					216		

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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	0	0	0	4	4	6	0	1	0	0	0	0	0	15	43	51
01:00	0	0	1	0	1	1	0	1	0	0	0	0	0	0	4	47	49
02:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	48	49
03:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	47	49
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
05:00	0	0	0	0	1	1	3	1	0	0	0	0	0	0	6	45	48
06:00	0	0	1	2	4	6	3	2	1	0	0	0	0	0	19	45	50
07:00	0	0	1	2	19	30	20	5	1	**3**	0	0	0	0	81	44	49
08:00	0	0	3	7	25	53	39	6	**4**	0	0	0	0	0	137	43	47
09:00	0	0	**4**	13	45	83	53	2	0	0	0	0	0	0	200	42	44
10:00	**1**	0	4	23	57	84	61	**13**	1	0	0	0	0	0	244	43	45
11:00	0	**2**	1	**27**	**64**	**106**	**66**	5	3	1	0	0	0	0	**275**	42	44
12 PM	0	0	3	**20**	**79**	86	48	5	1	0	0	0	0	0	**242**	41	44
13:00	0	**1**	**5**	17	49	**94**	**54**	4	1	0	0	0	0	0	225	42	44
14:00	0	0	5	11	60	73	38	**7**	1	0	0	0	0	0	195	42	44
15:00	0	1	1	15	37	73	45	4	**2**	0	0	0	0	0	178	42	44
16:00	0	0	0	19	55	67	38	5	1	0	0	0	0	0	185	42	44
17:00	0	0	1	18	21	66	25	3	1	0	0	0	0	0	135	41	44
18:00	0	0	2	14	23	39	33	5	2	0	0	0	0	0	118	43	46
19:00	0	0	3	3	18	38	28	6	1	0	0	0	0	0	97	43	46
20:00	0	0	3	4	15	24	17	1	1	0	0	0	0	0	65	42	44
21:00	0	0	0	3	17	19	12	3	0	0	0	0	0	0	54	42	45
22:00	0	0	0	0	11	20	8	1	0	**1**	0	0	0	0	41	42	44
23:00	0	0	1	1	7	8	9	1	1	0	0	0	0	0	28	43	48
Total	1	4	39	199	613	977	607	82	23	5	0	0	0	0	2550		
Percent	0.0%	0.2%	1.5%	7.8%	24.0%	38.3%	23.8%	3.2%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	09:00	11:00	11:00	11:00	11:00	10:00	08:00	07:00					11:00		
Vol.	1	2	4	27	64	106	66	13	4	3					275		
PM Peak		13:00	13:00	12:00	12:00	13:00	13:00	14:00	15:00	22:00					12:00		
Vol.		1	5	20	79	94	54	7	2	1					242		

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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	0	0	0	2	3	3	0	0	0	0	0	0	0	8	43	44
01:00	0	0	1	0	5	4	2	0	**1**	**1**	0	0	0	0	14	44	56
02:00	0	0	0	0	3	2	0	0	0	1	0	0	0	0	6	55	58
03:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	38	39
04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	38	39
05:00	0	0	0	0	0	4	1	0	0	0	0	0	0	0	5	41	43
06:00	0	0	0	0	1	2	5	1	0	0	0	0	0	0	9	44	47
07:00	0	0	2	3	4	17	7	1	1	0	0	0	0	0	35	42	46
08:00	0	0	1	10	9	22	17	**4**	1	0	0	0	0	0	64	43	47
09:00	0	0	5	14	**30**	36	**24**	2	1	0	0	0	0	0	112	42	44
10:00	0	0	**7**	**15**	25	50	20	2	0	0	0	0	0	0	119	41	44
11:00	0	**1**	3	12	30	**69**	24	3	0	0	0	0	0	0	**142**	41	44
12 PM	0	0	3	10	41	58	27	2	0	0	0	0	0	0	141	41	44
13:00	0	0	6	14	**48**	**68**	24	**5**	0	0	0	0	0	0	**165**	40	44
14:00	0	0	**7**	14	42	51	25	4	1	0	0	0	0	0	144	41	44
15:00	0	0	2	**16**	30	54	**28**	5	**3**	0	0	0	0	0	138	42	46
16:00	0	0	2	8	24	39	18	1	0	**1**	0	0	0	0	93	41	44
17:00	0	0	2	8	21	44	22	0	0	0	0	0	0	0	97	41	43
18:00	0	0	0	7	23	33	15	0	0	0	0	0	0	0	78	41	43
19:00	0	0	2	6	10	22	8	2	1	0	0	0	0	0	51	42	46
20:00	0	**1**	3	3	19	20	7	2	0	0	0	0	0	0	55	40	44
21:00	0	1	2	4	3	9	2	1	0	0	0	0	0	0	22	39	44
22:00	0	0	0	1	2	5	4	1	1	0	0	0	0	0	14	44	51
23:00	0	0	1	0	2	1	0	1	0	0	0	0	0	0	5	46	48
Total	0	3	49	146	375	615	283	37	10	3	0	0	0	0	1521		
Percent	0.0%	0.2%	3.2%	9.6%	24.7%	40.4%	18.6%	2.4%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	10:00	10:00	09:00	11:00	09:00	08:00	01:00	01:00					11:00		
Vol.		1	7	15	30	69	24	4	1	1					142		
PM Peak		20:00	14:00	15:00	13:00	13:00	15:00	13:00	15:00	16:00					13:00		
Vol.		1	7	16	48	68	28	5	3	1					165		

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4	43	44
01:00	0	0	0	2	1	1	1	0	0	0	0	0	0	0	5	41	43
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
04:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	39	39
05:00	0	0	0	1	6	13	3	0	0	0	0	0	0	0	23	39	43
06:00	0	0	1	1	21	33	31	6	0	0	0	0	0	0	93	43	46
07:00	0	0	0	9	28	48	**53**	**12**	0	**1**	0	0	0	0	**151**	44	47
08:00	0	0	7	6	41	**62**	29	2	**1**	0	0	0	0	0	148	41	44
09:00	0	0	6	17	**43**	40	26	3	0	0	0	0	0	0	135	41	44
10:00	0	**1**	**8**	**20**	43	35	15	2	0	0	0	0	0	0	124	39	43
11:00	0	0	4	17	27	41	14	0	1	0	0	0	0	0	104	39	43
12 PM	0	**2**	**7**	**28**	**53**	47	14	3	0	0	0	0	0	0	**154**	39	43
13:00	0	0	6	15	39	54	**29**	**4**	0	0	0	0	0	0	147	41	44
14:00	0	0	7	14	31	**55**	28	3	0	0	0	0	0	0	138	41	44
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	3	46	130	334	434	245	35	2	1	0	0	0	0	1230		
Percent	0.0%	0.2%	3.7%	10.6%	27.2%	35.3%	19.9%	2.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak		10:00	10:00	10:00	09:00	08:00	07:00	07:00	08:00	07:00					07:00		
Vol.		1	8	20	43	62	53	12	1	1					151		
PM Peak		12:00	12:00	12:00	12:00	14:00	13:00	13:00							12:00		
Vol.		2	7	28	53	55	29	4							154		
Total	6	34	413	1337	3923	6337	3428	460	97	18	3	0	0	1	16057		
Percent	0.0%	0.2%	2.6%	8.3%	24.4%	39.5%	21.3%	2.9%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	30 MPH
50th Percentile :	36 MPH
85th Percentile :	42 MPH
95th Percentile :	44 MPH

Stats

10 MPH Pace Speed :	31-40 MPH
Number in Pace :	10260
Percent in Pace :	63.9%
Number of Vehicles > 30 MPH :	14267
Percent of Vehicles > 30 MPH :	88.9%
Mean Speed(Average) :	37 MPH

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	0	**7**	**37**	97	43	12	0	0	0	0	0	0	0	196	37	40
16:00	0	0	6	36	**113**	58	7	0	0	0	0	0	0	0	**220**	37	39
17:00	0	0	6	32	102	**64**	**15**	**1**	0	0	0	0	0	0	220	38	41
18:00	0	**1**	2	19	55	45	13	1	**1**	0	0	0	0	0	137	39	43
19:00	0	0	1	11	48	46	7	0	0	0	0	0	0	0	113	38	40
20:00	0	0	2	15	14	14	4	1	0	0	0	0	0	0	50	39	43
21:00	0	1	3	4	14	9	4	1	0	0	0	0	0	0	36	39	44
22:00	0	0	0	1	3	5	1	0	0	0	0	0	0	0	10	39	42
23:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	37	39
Total	0	2	27	155	448	285	63	4	1	0	0	0	0	0	985		
Percent	0.0%	0.2%	2.7%	15.7%	45.5%	28.9%	6.4%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak																	
Vol.																	
PM Peak		18:00	15:00	15:00	16:00	17:00	17:00	17:00	18:00						16:00		
Vol.		1	7	37	113	64	15	1	1						220		

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04/26/16	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	48	49
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	38	39
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
04:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3	47	49
05:00	0	0	0	3	11	10	3	0	0	0	0	0	0	0	27	39	42
06:00	0	0	1	10	15	19	7	0	0	0	0	0	0	0	52	39	43
07:00	0	0	**7**	15	43	38	**14**	0	0	0	0	0	0	0	117	39	42
08:00	0	0	7	**28**	**68**	**65**	9	0	0	0	0	0	0	0	**177**	38	40
09:00	0	0	0	15	47	32	8	0	0	0	0	0	0	0	102	38	41
10:00	0	0	6	27	65	21	5	0	0	0	0	0	0	0	124	36	39
11:00	0	0	2	28	48	25	4	**3**	0	0	0	0	0	0	110	38	41
12 PM	**1**	**3**	6	**32**	64	30	4	1	0	0	0	0	0	0	141	37	39
13:00	0	2	2	17	66	44	7	0	0	0	0	0	0	0	138	38	40
14:00	0	1	5	22	57	33	15	**2**	0	0	0	0	0	0	135	39	43
15:00	0	1	**15**	32	51	42	9	0	0	0	0	0	0	0	150	38	40
16:00	0	1	6	30	**81**	48	16	1	0	0	0	0	0	0	183	38	42
17:00	0	0	0	25	72	**83**	**20**	0	0	0	0	0	0	0	**200**	39	42
18:00	0	0	2	13	50	56	8	0	0	0	0	0	0	0	129	38	40
19:00	0	0	0	9	30	36	6	0	0	0	0	0	0	0	81	39	41
20:00	0	0	1	3	19	19	2	1	0	0	0	0	0	0	45	39	41
21:00	0	0	0	6	16	10	3	0	0	0	0	0	0	0	35	38	42
22:00	0	0	1	0	10	7	1	0	0	0	0	0	0	0	19	38	40
23:00	0	1	0	1	2	1	5	0	**1**	0	0	0	0	0	11	44	52
Total	1	9	61	316	819	622	146	10	1	0	0	0	0	0	1985		
Percent	0.1%	0.5%	3.1%	15.9%	41.3%	31.3%	7.4%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			07:00	08:00	08:00	08:00	07:00	11:00							08:00		
Vol.			7	28	68	65	14	3							177		
PM Peak	12:00	12:00	15:00	12:00	16:00	17:00	17:00	14:00	23:00						17:00		
Vol.	1	3	15	32	81	83	20	2	1						200		

Purdy Hill Road West of Route 111
Monroe/Trumbull, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3910
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	1	0	2	1	1	0	0	0	0	0	0	0	5	41	43
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	38	39
04:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	37	39
05:00	0	0	0	3	9	11	3	0	0	0	0	0	0	0	26	39	42
06:00	0	0	0	3	19	16	12	0	0	0	0	0	0	0	50	41	43
07:00	0	0	2	14	46	49	16	**1**	0	0	0	0	0	0	128	39	43
08:00	0	0	1	**35**	56	**86**	**20**	1	0	0	0	0	0	0	**199**	39	42
09:00	0	0	1	14	55	46	14	1	0	0	0	0	0	0	131	39	43
10:00	0	0	2	9	**59**	39	6	0	0	0	0	0	0	0	115	38	40
11:00	0	0	**6**	20	59	25	5	0	0	0	0	0	0	0	115	37	39
12 PM	0	**2**	1	20	63	47	8	1	**1**	0	0	0	0	0	143	38	41
13:00	0	0	5	29	60	38	12	1	0	0	0	0	0	0	145	38	42
14:00	**1**	0	0	21	62	42	**14**	**2**	0	0	0	0	0	0	142	39	43
15:00	0	1	**7**	**43**	69	55	9	0	0	0	0	0	0	0	184	38	39
16:00	0	0	1	34	76	78	12	2	0	0	0	0	0	0	203	38	41
17:00	0	0	6	25	**87**	**84**	13	2	0	0	0	0	0	0	**217**	38	41
18:00	0	0	2	15	61	59	9	2	0	0	0	0	0	0	148	39	41
19:00	0	1	2	18	41	29	3	2	0	0	0	0	0	0	96	38	40
20:00	0	0	0	6	25	21	11	1	0	0	0	0	0	0	64	41	44
21:00	0	0	0	5	16	9	5	0	0	0	0	0	0	0	35	39	43
22:00	0	0	0	1	14	5	1	0	0	0	0	0	0	0	21	37	39
23:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4	38	39
Total	1	4	37	315	885	744	174	16	1	0	0	0	0	0	2177		
Percent	0.0%	0.2%	1.7%	14.5%	40.7%	34.2%	8.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			11:00	08:00	10:00	08:00	08:00	07:00							08:00		
Vol.			6	35	59	86	20	1							199		
PM Peak	14:00	12:00	15:00	15:00	17:00	17:00	14:00	14:00	12:00						17:00		
Vol.	1	2	7	43	87	84	14	2	1						217		

Purdy Hill Road West of Route 111
Monroe/Trumbull, Connecticut

Connecticut Counts LLC
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(860) 828-1693

Site Code: 3910
Station ID:

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	**1**	0	0	4	1	1	0	0	0	0	0	0	0	7	39	43
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	39	39
04:00	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4	37	38
05:00	0	0	0	3	7	8	4	0	0	0	0	0	0	0	22	40	43
06:00	0	1	0	8	16	19	11	1	0	0	0	0	0	0	56	41	44
07:00	0	0	**4**	10	44	55	11	**3**	0	0	0	0	0	0	127	39	43
08:00	0	0	4	**27**	59	**68**	**18**	2	0	0	0	0	0	0	**178**	39	43
09:00	0	0	4	14	48	45	11	0	0	0	0	0	0	0	122	39	42
10:00	0	0	1	18	36	27	9	0	0	0	0	0	0	0	91	39	42
11:00	0	1	1	16	**64**	37	12	1	0	0	0	0	0	0	132	39	42
12 PM	0	**3**	4	40	65	33	7	2	0	0	0	0	0	0	154	37	40
13:00	0	0	1	29	79	29	12	0	0	0	0	0	0	0	150	38	41
14:00	1	0	3	**47**	69	37	9	1	0	0	0	0	0	0	167	37	40
15:00	**2**	1	**12**	36	75	73	17	1	0	0	**1**	0	0	0	218	39	42
16:00	0	1	5	34	**100**	**77**	13	1	0	0	0	0	0	0	**231**	38	40
17:00	0	2	6	18	97	77	**20**	**3**	0	0	0	0	0	0	223	39	42
18:00	0	0	3	9	51	63	17	2	0	0	0	0	0	0	145	39	43
19:00	0	1	2	10	51	33	7	0	0	0	0	0	0	0	104	38	41
20:00	0	0	0	12	26	15	3	0	0	0	0	0	0	0	56	38	40
21:00	0	0	0	3	24	13	2	0	0	0	0	0	0	0	42	38	39
22:00	0	0	0	2	8	5	2	0	0	0	0	0	0	0	17	39	42
23:00	0	1	0	1	4	0	1	0	0	0	0	0	0	0	7	34	43
Total	3	12	50	339	929	719	187	17	0	0	1	0	0	0	2257		
Percent	0.1%	0.5%	2.2%	15.0%	41.2%	31.9%	8.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		00:00	07:00	08:00	11:00	08:00	08:00	07:00							08:00		
Vol.		1	4	27	64	68	18	3							178		
PM Peak	15:00	12:00	15:00	14:00	16:00	16:00	17:00	17:00			15:00				16:00		
Vol.	2	3	12	47	100	77	20	3			1				231		

Purdy Hill Road West of Route 111
Monroe/Trumbull, Connecticut

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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	33	34
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
02:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	39	39
03:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	34	34
04:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4	43	44
05:00	0	0	2	2	7	8	3	0	0	0	0	0	0	0	22	39	43
06:00	0	0	2	10	22	30	7	**2**	0	0	0	0	0	0	73	39	43
07:00	**1**	0	5	30	58	40	**16**	1	0	0	0	0	0	0	151	39	42
08:00	0	0	**6**	22	69	**53**	7	1	0	0	0	0	0	0	**158**	38	40
09:00	0	**1**	1	**33**	44	24	4	1	0	0	0	0	0	0	108	37	39
10:00	0	0	3	28	54	26	6	0	0	0	0	0	0	0	117	37	40
11:00	0	1	4	18	**80**	35	4	0	0	0	0	0	0	0	142	37	39
12 PM	0	0	5	36	82	29	5	0	0	0	0	0	0	0	157	36	39
13:00	**1**	**3**	7	**41**	75	36	6	0	0	0	0	0	0	0	169	37	39
14:00	0	0	**14**	36	58	53	7	0	0	0	0	0	0	0	168	38	39
15:00	0	0	3	21	64	71	18	2	0	0	0	0	0	0	179	39	43
16:00	0	0	4	17	**95**	75	**31**	1	0	0	0	0	0	0	**223**	39	43
17:00	1	1	2	22	79	**94**	17	**4**	0	0	0	0	0	0	220	39	42
18:00	0	0	1	21	75	50	20	1	0	0	0	0	0	0	168	39	43
19:00	0	0	1	25	49	39	8	1	0	0	0	0	0	0	123	38	41
20:00	0	0	4	8	30	26	3	1	0	0	0	0	0	0	72	38	40
21:00	0	0	2	5	27	17	5	1	0	0	0	0	0	0	57	39	43
22:00	0	0	0	4	8	11	2	0	0	0	0	0	0	0	25	39	41
23:00	0	0	0	0	10	7	1	0	0	0	0	0	0	0	18	38	40
Total	3	6	66	380	991	728	172	16	0	0	0	0	0	0	2362		
Percent	0.1%	0.3%	2.8%	16.1%	42.0%	30.8%	7.3%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	09:00	08:00	09:00	11:00	08:00	07:00	06:00							08:00		
Vol.	1	1	6	33	80	53	16	2							158		
PM Peak	13:00	13:00	14:00	13:00	16:00	17:00	16:00	17:00							16:00		
Vol.	1	3	14	41	95	94	31	4							223		

Purdy Hill Road West of Route 111
Monroe/Trumbull, Connecticut

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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	0	0	1	4	4	0	0	0	0	0	0	0	0	9	38	39
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
02:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	42	44
03:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4	42	44
04:00	0	0	0	1	0	1	2	0	0	0	0	0	0	0	4	43	44
05:00	0	0	0	1	5	1	2	0	0	0	0	0	0	0	9	41	43
06:00	0	0	0	3	9	6	2	1	0	0	0	0	0	0	21	39	44
07:00	0	**1**	0	5	21	30	6	0	0	0	0	0	0	0	63	39	42
08:00	0	1	1	20	50	35	**13**	**2**	0	0	0	0	0	0	122	39	43
09:00	0	1	**9**	27	87	65	11	0	0	0	0	0	0	0	200	38	40
10:00	0	0	5	26	**105**	**72**	10	0	0	0	0	0	0	0	218	38	39
11:00	0	1	6	**49**	104	64	11	0	0	0	0	0	0	0	**235**	38	39
12 PM	0	0	5	**47**	**119**	73	7	0	0	0	0	0	0	0	**251**	37	39
13:00	0	0	2	22	93	**77**	**18**	2	0	0	0	0	0	0	214	39	42
14:00	0	**3**	**6**	23	99	55	8	1	0	0	0	0	0	0	195	38	39
15:00	0	1	4	30	85	63	10	**3**	0	0	0	0	0	0	196	38	41
16:00	0	0	2	23	108	68	14	1	0	0	0	0	0	0	216	38	41
17:00	0	1	5	16	94	50	6	2	0	0	0	0	0	0	174	38	39
18:00	0	0	4	20	50	42	7	0	0	0	0	0	0	0	123	38	40
19:00	0	0	0	9	37	28	14	2	0	0	0	0	0	0	90	40	44
20:00	0	1	1	14	25	17	5	0	0	0	0	0	0	0	63	38	41
21:00	0	0	1	8	23	19	9	0	**1**	0	0	0	0	0	61	40	43
22:00	0	0	1	4	11	9	3	1	0	0	0	0	0	0	29	39	44
23:00	0	0	1	2	12	11	2	0	0	0	0	0	0	0	28	39	41
Total	0	10	53	351	1144	793	162	15	1	0	0	0	0	0	2529		
Percent	0.0%	0.4%	2.1%	13.9%	45.2%	31.4%	6.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00	09:00	11:00	10:00	10:00	08:00	08:00							11:00		
Vol.		1	9	49	105	72	13	2							235		
PM Peak		14:00	14:00	12:00	12:00	13:00	13:00	15:00	21:00						12:00		
Vol.		3	6	47	119	77	18	3	1						251		

Purdy Hill Road West of Route 111
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	0	0	2	5	4	1	0	0	0	0	0	0	0	12	38	41
01:00	0	0	0	0	1	0	2	**1**	0	0	0	0	0	0	4	47	49
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
03:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	38	39
04:00	0	0	0	1	2	1	1	0	0	0	0	0	0	0	5	41	43
05:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	38	39
06:00	0	0	1	4	7	1	2	0	0	0	0	0	0	0	15	38	43
07:00	0	0	3	4	11	14	5	0	0	0	0	0	0	0	37	39	43
08:00	0	0	1	16	31	24	6	0	0	0	0	0	0	0	78	38	41
09:00	**1**	0	**6**	15	37	35	8	0	0	0	0	0	0	0	102	38	41
10:00	0	0	1	**27**	53	34	6	1	0	0	0	0	0	0	**122**	38	40
11:00	0	0	4	14	**54**	**38**	**9**	0	0	0	0	0	0	0	119	38	41
12 PM	0	**1**	4	**23**	**64**	49	**16**	0	0	0	0	0	0	0	**157**	39	42
13:00	0	0	2	9	55	50	6	1	0	0	0	0	0	0	123	38	40
14:00	0	0	3	17	60	**53**	7	**3**	0	0	0	0	0	0	143	38	42
15:00	0	0	3	16	59	44	9	1	0	0	0	0	0	0	132	38	41
16:00	0	0	1	8	30	33	10	0	0	0	0	0	0	0	82	39	42
17:00	0	1	1	8	40	31	4	1	0	0	0	0	0	0	86	38	40
18:00	0	0	**5**	7	30	19	8	1	0	0	0	0	0	0	70	39	43
19:00	0	0	0	9	28	10	5	0	0	0	0	0	0	0	52	38	42
20:00	0	0	1	7	13	9	0	1	0	0	0	0	0	0	31	37	39
21:00	0	0	0	3	9	6	0	0	0	0	0	0	0	0	18	37	39
22:00	0	0	1	1	4	3	2	0	0	0	0	0	0	0	11	40	43
23:00	0	0	1	1	0	0	2	0	0	0	0	0	0	0	4	43	44
Total	1	2	38	193	595	460	109	10	0	0	0	0	0	0	1408		
Percent	0.1%	0.1%	2.7%	13.7%	42.3%	32.7%	7.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00		09:00	10:00	11:00	11:00	11:00	01:00							10:00		
Vol.	1		6	27	54	38	9	1							122		
PM Peak		12:00	18:00	12:00	12:00	14:00	12:00	14:00							12:00		
Vol.		1	5	23	64	53	16	3							157		

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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	1	3	2	1	0	0	0	0	0	0	0	7	39	43
01:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4	37	38
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3	47	49
05:00	0	0	1	1	8	7	5	**2**	0	0	0	0	0	0	24	43	46
06:00	0	0	0	9	19	36	8	1	0	0	0	0	0	0	73	39	43
07:00	0	1	3	13	35	51	**23**	2	0	0	0	0	0	0	128	41	44
08:00	0	1	**10**	33	**77**	**52**	18	1	0	0	0	0	0	0	**192**	39	42
09:00	0	0	1	31	67	28	7	0	0	0	0	0	0	0	134	37	40
10:00	0	**2**	5	34	56	18	5	0	0	0	0	0	0	0	120	36	39
11:00	0	0	2	**41**	49	15	8	2	0	0	0	0	0	0	117	37	42
12 PM	0	0	1	**39**	**71**	21	7	**2**	0	0	0	0	0	0	141	37	41
13:00	1	0	3	25	56	38	12	0	0	0	0	0	0	0	135	38	42
14:00	**2**	0	**7**	33	47	**43**	**13**	0	0	0	0	0	0	0	**145**	38	42
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	3	4	33	261	492	313	107	11	0	0	0	0	0	0	1224		
Percent	0.2%	0.3%	2.7%	21.3%	40.2%	25.6%	8.7%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		10:00	08:00	11:00	08:00	08:00	07:00	05:00							08:00		
Vol.		2	10	41	77	52	23	2							192		
PM Peak	14:00		14:00	12:00	12:00	14:00	14:00	12:00							14:00		
Vol.	2		7	39	71	43	13	2							145		
Total	12	49	365	2310	6303	4664	1120	99	4	0	1	0	0	0	14927		
Percent	0.1%	0.3%	2.4%	15.5%	42.2%	31.2%	7.5%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	28 MPH
	50th Percentile :	33 MPH
	85th Percentile :	38 MPH
	95th Percentile :	42 MPH
Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	10967
	Percent in Pace :	73.5%
	Number of Vehicles > 30 MPH :	12191
	Percent of Vehicles > 30 MPH :	81.7%
	Mean Speed(Average) :	34 MPH

Purdy Hill Road West of Route 111
Monroe/Trumbull, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3910
Station ID:

Latitude: 0' 0.0000 Undefined

Start	25-Apr-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun
12:00 AM	*	*	4	2	4	5	6	7	6	2	15	9	8	12	7	6
01:00	*	*	1	1	3	1	1	1	3	1	4	1	14	4	4	2
02:00	*	*	0	2	3	0	2	1	1	2	2	3	6	1	2	2
03:00	*	*	1	1	1	2	2	2	2	3	3	4	2	2	2	2
04:00	*	*	3	3	2	3	3	4	1	4	1	4	2	5	2	4
05:00	*	*	18	27	23	26	23	22	18	22	6	9	5	2	16	18
06:00	*	*	96	52	104	50	101	56	72	73	19	21	9	15	67	44
07:00	*	*	**170**	117	155	128	**169**	127	163	151	81	63	35	37	129	104
08:00	*	*	148	**177**	**162**	**199**	169	**178**	**171**	**158**	137	122	64	78	142	**152**
09:00	*	*	114	102	133	131	139	122	121	108	200	200	112	102	136	128
10:00	*	*	113	124	138	115	126	91	145	117	244	218	119	**122**	148	131
11:00	*	*	137	110	147	115	146	132	148	142	**275**	**235**	**142**	119	**166**	142
12:00 PM	*	*	123	141	149	143	138	154	155	157	**242**	**251**	141	**157**	158	167
01:00	*	*	142	138	161	145	146	150	162	169	225	214	**165**	123	167	156
02:00	*	*	133	135	159	142	181	167	167	168	195	195	144	143	163	158
03:00	201	196	172	150	177	184	253	218	183	179	178	196	138	132	186	179
04:00	211	**220**	191	183	189	203	**309**	**231**	212	**223**	185	216	93	82	199	**194**
05:00	**260**	220	**240**	**200**	**239**	**217**	269	223	**216**	220	135	174	97	86	**208**	191
06:00	163	137	153	129	140	148	187	145	175	168	118	123	78	70	145	131
07:00	109	113	93	81	136	96	101	104	120	123	97	90	51	52	101	94
08:00	80	50	65	45	84	64	74	56	86	72	65	63	55	31	73	54
09:00	47	36	48	35	46	35	42	42	61	57	54	61	22	18	46	41
10:00	19	10	28	19	21	21	20	17	40	25	41	29	14	11	26	19
11:00	9	3	11	11	9	4	12	7	21	18	28	28	5	4	14	11
Lane	1099	985	2204	1985	2385	2177	2619	2257	2449	2362	2550	2529	1521	1408	2307	2130
Day	2084		4189		4562		4876		4811		5079		2929		4437	
AM Peak	-	-	07:00	08:00	08:00	08:00	07:00	08:00	08:00	08:00	11:00	11:00	11:00	10:00	11:00	08:00
Vol.	-	-	170	177	162	199	169	178	171	158	275	235	142	122	166	152
PM Peak	17:00	16:00	17:00	17:00	17:00	17:00	16:00	16:00	17:00	16:00	12:00	12:00	13:00	12:00	17:00	16:00
Vol.	260	220	240	200	239	217	309	231	216	223	242	251	165	157	208	194

ADT - AVERAGE OF TUES-THURS
TOTAL: 4,545
WB: 2,405
EB: 2,140

Purdy Hill Road West of Route 111
Monroe/Trumbull, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3910
Station ID:

Latitude: 0' 0.0000 Undefined

Start	02-May-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun
12:00 AM	4	7	*	*	*	*	*	*	*	*	*	*	*	*	4	7
01:00	5	4	*	*	*	*	*	*	*	*	*	*	*	*	5	4
02:00	1	1	*	*	*	*	*	*	*	*	*	*	*	*	1	1
03:00	1	0	*	*	*	*	*	*	*	*	*	*	*	*	1	0
04:00	2	3	*	*	*	*	*	*	*	*	*	*	*	*	2	3
05:00	23	24	*	*	*	*	*	*	*	*	*	*	*	*	23	24
06:00	93	73	*	*	*	*	*	*	*	*	*	*	*	*	93	73
07:00	**151**	128	*	*	*	*	*	*	*	*	*	*	*	*	**151**	128
08:00	148	**192**	*	*	*	*	*	*	*	*	*	*	*	*	148	**192**
09:00	135	134	*	*	*	*	*	*	*	*	*	*	*	*	135	134
10:00	124	120	*	*	*	*	*	*	*	*	*	*	*	*	124	120
11:00	104	117	*	*	*	*	*	*	*	*	*	*	*	*	104	117
12:00 PM	**154**	141	*	*	*	*	*	*	*	*	*	*	*	*	**154**	141
01:00	147	135	*	*	*	*	*	*	*	*	*	*	*	*	147	135
02:00	138	**145**	*	*	*	*	*	*	*	*	*	*	*	*	138	**145**
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	1230	1224	0	0	0	0	0	0	0	0	0	0	0	0	1230	1224
Day	2454		0		0		0		0		0		0		2454	
AM Peak	07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00
Vol.	151	192	-	-	-	-	-	-	-	-	-	-	-	-	151	192
PM Peak	12:00	14:00	-	-	-	-	-	-	-	-	-	-	-	-	12:00	14:00
Vol.	154	145	-	-	-	-	-	-	-	-	-	-	-	-	154	145

Comb. Total	4538	4189	4562	4876	4811	5079	2929	6891

ADT ADT 4,610 AADT 4,610

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 South of Monroe School Drives
Monroe, Connecticut

Site Code: 3904
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	25	53	88	182	234	94	11	2	0	0	0	0	0	689	40	43
15:00	0	6	40	**166**	228	261	85	7	0	0	0	0	0	0	793	39	43
16:00	5	1	18	71	**250**	**303**	136	16	2	0	0	0	0	0	**802**	41	44
17:00	**174**	**144**	**90**	85	136	106	49	4	1	0	0	0	0	0	789	36	41
18:00	0	0	2	34	177	234	**192**	**38**	5	0	0	0	0	0	682	43	46
19:00	0	0	5	31	153	209	154	25	4	0	0	0	0	0	581	43	44
20:00	0	0	0	3	53	169	146	32	5	**1**	0	0	0	0	409	44	47
21:00	0	0	0	0	25	85	103	30	**6**	1	0	0	0	0	250	44	49
22:00	0	0	0	2	13	33	48	20	3	1	0	0	0	0	120	46	49
23:00	0	0	0	0	4	22	33	22	5	0	**1**	0	0	0	87	48	51
Total	179	176	208	480	1221	1656	1040	205	33	3	1	0	0	0	5202		
Percent	3.4%	3.4%	4.0%	9.2%	23.5%	31.8%	20.0%	3.9%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00 174	17:00 144	17:00 90	15:00 166	16:00 250	16:00 303	18:00 192	18:00 38	21:00 6	20:00 1	23:00 1				16:00 802		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 South of Monroe School Drives
Monroe, Connecticut

Site Code: 3904
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	0	0	1	9	10	6	**3**	0	**1**	0	0	0	30	49	54
01:00	0	0	0	0	0	2	5	1	2	0	0	0	0	0	10	51	53
02:00	0	1	0	0	2	3	3	2	0	0	0	0	0	0	11	45	48
03:00	0	0	0	0	3	4	2	1	0	0	0	0	0	0	10	43	47
04:00	0	0	0	0	3	4	4	1	1	0	0	0	0	0	13	45	51
05:00	0	0	0	0	8	14	18	6	2	**1**	0	0	0	0	49	46	51
06:00	0	0	3	1	23	64	61	13	1	1	0	0	0	0	167	44	47
07:00	**3**	2	5	32	70	140	66	13	3	1	0	0	0	0	335	42	45
08:00	3	**10**	**19**	**72**	130	152	64	9	0	0	0	0	0	0	459	40	43
09:00	0	0	10	41	155	166	75	9	1	0	0	0	0	0	457	41	44
10:00	0	2	10	39	133	215	**98**	**17**	3	1	0	0	0	0	518	42	44
11:00	0	0	3	45	**184**	**254**	93	9	1	0	0	0	0	0	**589**	40	43
12 PM	1	4	47	**170**	260	174	63	8	2	0	0	0	0	0	729	38	42
13:00	0	2	11	87	181	225	112	21	0	0	0	0	0	0	639	41	44
14:00	9	7	24	75	218	238	102	13	1	0	0	0	0	0	687	40	44
15:00	6	21	63	163	**265**	189	65	16	0	0	0	0	0	0	788	39	43
16:00	60	52	46	123	224	219	58	10	1	0	0	0	0	0	793	38	42
17:00	**116**	**125**	**86**	127	170	134	36	5	0	0	0	0	0	0	**799**	37	40
18:00	1	7	32	60	204	**276**	130	28	4	0	0	0	0	0	742	41	44
19:00	0	0	0	12	84	252	**155**	24	6	0	0	0	0	0	533	43	45
20:00	0	0	0	0	39	158	144	40	1	1	0	0	0	0	383	44	47
21:00	0	0	0	1	24	66	95	**53**	**9**	**2**	0	0	0	0	250	47	49
22:00	0	0	0	1	5	36	72	24	2	1	**1**	0	0	0	142	46	49
23:00	0	0	0	0	0	24	42	21	1	0	1	0	0	0	89	47	49
Total	199	233	359	1049	2386	3018	1573	350	44	8	3	0	0	0	9222		
Percent	2.2%	2.5%	3.9%	11.4%	25.9%	32.7%	17.1%	3.8%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	08:00	08:00	11:00	11:00	10:00	10:00	00:00	05:00	00:00				11:00		
Vol.	3	10	19	72	184	254	98	17	3	1	1				589		
PM Peak	17:00	17:00	17:00	12:00	15:00	18:00	19:00	21:00	21:00	21:00	22:00				17:00		
Vol.	116	125	86	170	265	276	155	53	9	2	1				799		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 South of Monroe School Drives
Monroe, Connecticut

Site Code: 3904
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	0	0	1	15	12	7	5	0	0	0	0	0	40	49	53
01:00	0	0	0	1	2	3	2	2	1	**1**	0	0	0	0	12	50	56
02:00	0	0	0	0	1	2	5	0	1	0	0	0	0	0	9	44	52
03:00	0	0	0	0	0	3	2	2	1	0	0	0	0	0	8	49	52
04:00	0	0	0	0	1	1	2	2	1	1	0	0	0	0	8	53	57
05:00	0	0	0	2	1	7	18	12	1	0	0	0	0	0	41	47	49
06:00	0	0	1	2	24	49	61	26	**6**	1	0	0	0	0	170	46	49
07:00	1	1	4	22	77	123	97	31	5	0	0	0	0	0	361	44	47
08:00	**2**	**10**	**16**	**42**	**103**	156	87	27	2	1	0	0	0	0	446	42	46
09:00	0	1	3	21	79	202	102	17	3	0	0	0	0	0	428	42	44
10:00	0	10	12	16	83	205	**147**	26	0	1	0	0	0	0	500	43	45
11:00	1	1	2	23	98	**230**	147	**32**	2	0	0	0	0	0	**536**	43	46
12 PM	1	3	23	59	183	277	143	23	3	0	0	0	0	0	715	42	44
13:00	2	3	5	45	147	279	149	26	1	0	0	0	0	0	657	42	44
14:00	4	9	9	58	213	225	119	17	2	0	0	0	0	0	656	41	44
15:00	54	**49**	**61**	**139**	185	198	90	13	3	0	0	0	0	0	792	39	43
16:00	**61**	42	51	105	197	227	78	10	1	0	0	0	0	0	772	39	43
17:00	0	26	39	119	**219**	**317**	154	22	0	0	0	0	0	0	**896**	41	44
18:00	0	4	16	62	184	234	**181**	26	6	0	0	0	0	0	713	42	44
19:00	0	0	0	27	119	223	163	24	7	1	0	0	0	0	564	43	45
20:00	0	0	0	0	36	166	165	**51**	**9**	1	0	0	0	0	428	44	48
21:00	0	0	1	0	37	106	99	22	8	1	0	0	0	0	274	44	48
22:00	0	0	0	1	8	36	75	29	9	**2**	0	0	0	0	160	47	51
23:00	0	0	0	0	4	23	32	16	2	0	0	0	0	0	77	47	49
Total	126	159	243	744	2002	3307	2130	463	79	10	0	0	0	0	9263		
Percent	1.4%	1.7%	2.6%	8.0%	21.6%	35.7%	23.0%	5.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	10:00	11:00	06:00	01:00					11:00		
Vol.	2	10	16	42	103	230	147	32	6	1					536		
PM Peak	16:00	15:00	15:00	15:00	17:00	17:00	18:00	20:00	20:00	22:00					17:00		
Vol.	61	49	61	139	219	317	181	51	9	2					896		

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Route 111 South of Monroe School Drives
Monroe, Connecticut

Site Code: 3904
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	0	0	6	11	22	8	4	1	0	0	0	0	52	48	53
01:00	0	0	0	0	1	5	6	2	0	0	0	0	0	0	14	44	48
02:00	0	0	0	0	1	1	3	3	1	0	0	0	0	0	9	49	52
03:00	0	0	0	0	0	0	4	3	1	**2**	1	0	0	0	11	58	62
04:00	0	0	0	0	0	4	4	4	0	0	0	0	0	0	12	47	49
05:00	0	0	0	0	4	11	19	8	2	1	0	0	0	0	45	47	51
06:00	0	0	0	5	14	50	64	33	**10**	1	**2**	0	0	0	179	47	52
07:00	0	**4**	5	31	53	111	88	**40**	10	0	1	0	0	0	343	44	49
08:00	**2**	2	11	30	122	166	86	13	1	0	0	0	0	0	433	42	44
09:00	0	1	**17**	**37**	135	199	**130**	13	3	0	0	0	0	0	535	42	44
10:00	0	2	5	28	130	225	118	9	3	0	0	0	0	0	520	42	44
11:00	2	3	13	28	**171**	**301**	112	17	2	0	0	0	0	0	**649**	41	44
12 PM	0	0	2	62	**286**	309	100	10	0	0	0	0	0	0	769	39	43
13:00	0	0	3	50	214	**317**	**147**	18	0	0	0	0	0	0	749	41	44
14:00	22	39	85	**124**	203	207	90	21	0	0	0	0	0	0	**791**	39	43
15:00	199	129	87	45	13	0	0	0	0	0	0	0	0	0	473	24	28
16:00	270	**232**	100	51	17	20	0	0	0	0	0	0	0	0	690	24	30
17:00	**275**	195	**101**	74	43	27	7	0	0	0	0	0	0	0	722	27	34
18:00	92	68	55	42	128	186	72	8	**3**	0	0	0	0	0	654	39	43
19:00	5	11	12	37	132	190	118	**33**	3	0	0	0	0	0	541	43	46
20:00	0	0	0	11	111	179	110	27	3	0	0	0	0	0	441	43	46
21:00	0	0	0	2	39	129	87	10	2	**1**	0	0	0	0	270	43	44
22:00	0	0	0	1	22	61	65	9	0	0	0	0	0	0	158	43	45
23:00	0	0	0	0	11	35	45	13	0	0	0	0	0	0	104	44	48
Total	867	686	496	658	1856	2744	1497	302	48	6	4	0	0	0	9164		
Percent	9.5%	7.5%	5.4%	7.2%	20.3%	29.9%	16.3%	3.3%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	09:00	09:00	11:00	11:00	09:00	07:00	06:00	03:00	06:00				11:00		
Vol.	2	4	17	37	171	301	130	40	10	2	2				649		
PM Peak	17:00	16:00	17:00	14:00	12:00	13:00	13:00	19:00	18:00	21:00					14:00		
Vol.	275	232	101	124	286	317	147	33	3	1					791		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 South of Monroe School Drives
Monroe, Connecticut

Site Code: 3904
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	0	0	15	12	11	3	**1**	0	0	0	0	42	48	53
01:00	0	0	1	0	6	4	10	2	0	1	0	0	0	0	24	44	49
02:00	0	0	0	0	2	2	3	2	3	0	0	0	0	0	12	52	54
03:00	0	0	0	0	1	3	2	1	3	0	0	0	0	0	10	52	54
04:00	0	0	0	0	2	4	4	5	1	0	**1**	0	0	0	17	49	60
05:00	0	0	0	0	3	11	17	5	0	0	1	0	0	0	37	45	49
06:00	0	2	1	4	31	57	57	18	3	1	0	0	0	0	174	44	48
07:00	3	1	5	38	66	148	94	19	2	1	0	0	0	0	377	43	45
08:00	**12**	**16**	**26**	**55**	103	136	83	20	1	0	0	0	0	0	452	42	44
09:00	2	5	3	27	113	181	125	14	4	0	0	0	0	0	474	42	44
10:00	0	1	14	40	140	**215**	96	18	1	0	0	0	0	0	525	41	44
11:00	0	1	6	46	**166**	212	**141**	**21**	**5**	0	0	0	0	0	**598**	42	44
12 PM	1	9	24	133	211	**275**	113	13	2	0	0	0	0	0	781	40	43
13:00	0	9	48	123	**255**	226	67	12	0	0	0	0	0	0	740	39	43
14:00	3	10	47	104	205	221	104	11	4	0	0	0	0	0	709	40	44
15:00	22	46	**79**	**143**	191	209	84	9	6	0	0	0	0	0	789	39	43
16:00	8	18	44	94	243	241	124	25	3	0	0	0	0	0	**800**	41	44
17:00	**52**	**54**	69	103	203	205	100	9	2	0	0	0	0	0	797	39	43
18:00	1	1	10	72	137	260	**165**	34	2	0	0	0	0	0	682	42	45
19:00	0	8	9	31	86	189	141	**40**	3	0	0	0	0	0	507	43	47
20:00	0	2	10	4	73	159	108	17	**9**	0	0	0	0	0	382	43	47
21:00	0	0	0	3	43	127	83	20	3	**1**	0	0	0	0	280	43	47
22:00	0	0	2	4	37	92	59	12	5	1	0	0	0	0	212	43	48
23:00	0	0	0	0	25	49	43	14	0	0	0	0	0	0	131	44	47
Total	104	183	398	1024	2342	3241	1835	352	65	6	2	0	0	0	9552		
Percent	1.1%	1.9%	4.2%	10.7%	24.5%	33.9%	19.2%	3.7%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	11:00	10:00	11:00	11:00	11:00	00:00	04:00				11:00		
Vol.	12	16	26	55	166	215	141	21	5	1	1				598		
PM Peak	17:00	17:00	15:00	15:00	13:00	12:00	18:00	19:00	20:00	21:00					16:00		
Vol.	52	54	79	143	255	275	165	40	9	1					800		

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Route 111 South of Monroe School Drives
Monroe, Connecticut

Site Code: 3904
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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	0	0	0	6	32	28	6	4	0	0	0	0	0	76	44	50
01:00	0	1	1	1	12	13	8	2	0	0	0	0	0	0	38	42	45
02:00	0	0	0	0	0	2	9	0	0	0	0	0	0	0	11	44	44
03:00	0	0	0	0	0	6	3	3	2	0	0	0	0	0	14	49	53
04:00	0	0	0	0	0	2	1	4	1	0	0	0	0	0	8	49	52
05:00	0	0	0	1	2	7	9	3	0	0	0	0	0	0	22	44	48
06:00	0	0	0	2	8	36	31	12	3	1	0	0	0	0	93	45	49
07:00	1	1	1	9	42	82	72	**29**	2	**2**	0	0	0	0	241	44	48
08:00	0	3	4	29	75	158	107	20	**6**	1	0	0	0	0	403	43	46
09:00	6	7	14	80	181	244	92	16	2	0	0	0	0	0	642	40	44
10:00	7	**23**	27	94	180	261	114	15	3	1	0	0	0	0	725	41	44
11:00	**8**	19	**35**	**113**	**225**	**282**	**122**	18	2	1	0	0	0	0	**825**	40	44
12 PM	**6**	**10**	**24**	**79**	**203**	**322**	111	18	1	0	0	0	0	0	**774**	40	44
13:00	0	1	13	71	184	265	**172**	43	4	0	0	0	0	0	753	43	46
14:00	1	6	16	54	164	260	143	31	8	0	**1**	0	0	0	684	42	45
15:00	0	1	21	55	146	227	154	33	4	2	0	0	0	0	643	43	46
16:00	0	5	17	50	151	252	137	24	3	0	0	0	0	0	639	42	44
17:00	0	0	10	32	122	214	164	**45**	4	0	0	0	0	0	591	43	47
18:00	0	0	2	25	72	184	151	42	7	0	0	0	0	0	483	44	47
19:00	0	0	2	10	68	132	141	38	3	0	0	0	0	0	394	44	47
20:00	0	0	0	4	32	110	97	38	**9**	**3**	0	0	0	0	293	45	49
21:00	0	0	1	2	25	99	93	23	5	0	1	0	0	0	249	44	48
22:00	0	0	0	0	13	66	85	18	3	1	0	0	0	0	186	44	48
23:00	0	0	0	0	12	49	60	22	6	0	0	0	0	0	149	46	49
Total	29	77	188	711	1923	3305	2104	503	82	12	2	0	0	0	8936		
Percent	0.3%	0.9%	2.1%	8.0%	21.5%	37.0%	23.5%	5.6%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	11:00	11:00	11:00	11:00	11:00	07:00	08:00	07:00					11:00		
Vol.	8	23	35	113	225	282	122	29	6	2					825		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	13:00	17:00	20:00	20:00	14:00				12:00		
Vol.	6	10	24	79	203	322	172	45	9	3	1				774		

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Site Code: 3904
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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	0	0	1	5	26	43	11	3	**1**	0	0	0	0	90	45	49
01:00	0	0	0	0	2	17	23	11	1	0	0	0	0	0	54	46	49
02:00	0	0	0	0	1	14	12	7	4	0	0	**1**	0	0	39	49	53
03:00	0	0	0	0	1	1	4	2	1	0	0	0	0	0	9	49	52
04:00	0	0	0	0	2	6	3	1	1	0	0	0	0	0	13	45	51
05:00	0	0	0	0	3	8	4	5	1	0	0	0	0	0	21	47	49
06:00	0	0	0	1	10	15	11	8	0	0	0	0	0	0	45	45	48
07:00	1	0	0	2	19	52	41	15	3	0	0	0	0	0	133	44	48
08:00	0	0	0	4	17	88	81	27	**7**	1	0	0	0	0	225	45	49
09:00	0	0	0	3	49	128	106	**38**	7	1	**1**	0	0	0	333	44	48
10:00	0	0	1	12	82	180	116	19	1	0	0	0	0	0	411	43	44
11:00	**4**	**9**	**5**	**41**	**150**	**204**	**136**	21	5	0	0	0	0	0	**575**	42	44
12 PM	0	0	**9**	**67**	**162**	**260**	123	35	2	0	0	0	0	0	**658**	42	45
13:00	0	0	9	54	142	236	125	23	1	0	0	0	0	0	590	42	44
14:00	0	0	5	38	139	195	140	36	6	0	0	0	0	0	559	43	46
15:00	0	**1**	1	18	106	197	**152**	**40**	5	0	0	0	0	0	520	43	47
16:00	**2**	1	6	23	115	222	121	20	**8**	0	0	0	0	0	518	42	45
17:00	0	0	2	5	81	169	133	33	6	0	**1**	0	0	0	430	44	47
18:00	0	0	0	11	50	118	100	40	3	**1**	0	0	0	0	323	44	48
19:00	0	0	0	4	38	101	88	30	6	0	0	0	0	0	267	44	48
20:00	0	0	0	1	17	74	93	21	7	1	0	0	0	0	214	44	49
21:00	0	0	0	1	4	41	52	12	3	0	0	0	0	0	113	44	48
22:00	0	0	0	2	6	51	56	4	1	0	0	0	0	0	120	43	44
23:00	0	0	0	1	3	55	16	1	0	0	0	0	0	0	76	41	44
Total	7	11	38	289	1204	2458	1779	460	82	5	2	1	0	0	6336		
Percent	0.1%	0.2%	0.6%	4.6%	19.0%	38.8%	28.1%	7.3%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	09:00	08:00	00:00	09:00	02:00			11:00		
Vol.	4	9	5	41	150	204	136	38	7	1	1	1			575		
PM Peak	16:00	15:00	12:00	12:00	12:00	12:00	15:00	15:00	16:00	18:00	17:00				12:00		
Vol.	2	1	9	67	162	260	152	40	8	1	1				658		

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Route 111 South of Monroe School Drives
Monroe, Connecticut

Site Code: 3904
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	0	1	27	9	0	0	0	0	0	0	0	37	41	43
01:00	0	0	0	0	0	21	1	0	0	0	0	0	0	0	22	39	39
02:00	0	0	0	0	0	8	0	0	0	0	0	0	0	0	8	39	39
03:00	0	0	0	0	0	19	0	0	0	0	0	0	0	0	19	39	39
04:00	0	0	0	0	0	80	0	0	0	0	0	0	0	0	80	39	39
05:00	0	0	0	0	0	186	**137**	0	0	0	0	0	0	0	323	43	44
06:00	0	0	1	3	26	**503**	66	0	0	0	0	0	0	0	599	39	42
07:00	**1**	0	3	67	640	296	4	0	0	0	0	0	0	0	1011	37	39
08:00	1	1	**10**	73	719	252	2	0	0	0	0	0	0	0	**1058**	36	38
09:00	1	3	4	167	**730**	39	2	**1**	0	0	0	0	0	0	947	34	34
10:00	1	**5**	4	231	650	13	1	0	0	0	0	0	0	0	905	34	34
11:00	0	2	1	**357**	587	2	1	0	0	0	0	0	0	0	950	33	34
12 PM	0	0	**6**	**271**	740	**5**	**1**	0	0	0	0	0	0	0	1023	34	34
13:00	0	0	0	10	**1064**	3	0	0	0	0	0	0	0	0	**1077**	34	34
14:00	**1**	0	2	183	890	0	0	0	0	0	0	0	0	0	1076	34	34
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	5	11	31	1362	6047	1454	224	1	0	0	0	0	0	0	9135		
Percent	0.1%	0.1%	0.3%	14.9%	66.2%	15.9%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	10:00	08:00	11:00	09:00	06:00	05:00	09:00							08:00		
Vol.	1	5	10	357	730	503	137	1							1058		
PM Peak	14:00		12:00	12:00	13:00	12:00	12:00								13:00		
Vol.	1		6	271	1064	5	1								1077		
Total	1516	1536	1961	6317	18981	21183	12182	2636	433	50	14	1	0	0	66810		
Percent	2.3%	2.3%	2.9%	9.5%	28.4%	31.7%	18.2%	3.9%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	28 MPH
	50th Percentile :	35 MPH
	85th Percentile :	42 MPH
	95th Percentile :	44 MPH
Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	40164
	Percent in Pace :	60.1%
	Number of Vehicles > 40 MPH :	15316
	Percent of Vehicles > 40 MPH :	22.9%
	Mean Speed(Average) :	35 MPH

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	0	2	**36**	**92**	**273**	197	68	11	2	1	0	0	0	**682**	44	48
15:00	0	0	1	5	78	228	175	74	12	3	0	0	0	0	576	45	49
16:00	0	0	1	2	50	191	**231**	76	18	1	1	0	0	0	571	45	49
17:00	**1**	**40**	**38**	24	45	107	124	56	14	3	0	0	0	0	452	45	49
18:00	0	0	0	0	8	116	224	**102**	**39**	**5**	1	0	0	0	495	48	52
19:00	0	0	0	0	18	74	150	83	25	1	1	0	0	0	352	48	51
20:00	0	0	0	0	9	80	122	57	14	2	1	0	0	0	285	47	50
21:00	0	0	0	0	13	43	54	26	13	4	**3**	0	0	0	156	49	54
22:00	0	0	0	0	1	11	24	21	11	4	1	0	0	0	73	52	56
23:00	0	0	0	0	1	6	7	16	7	0	1	0	0	0	38	51	54
Total	1	40	42	67	315	1129	1308	579	164	25	10	0	0	0	3680		
Percent	0.0%	1.1%	1.1%	1.8%	8.6%	30.7%	35.5%	15.7%	4.5%	0.7%	0.3%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00 1	17:00 40	17:00 38	14:00 36	14:00 92	14:00 273	16:00 231	18:00 102	18:00 39	18:00 5	21:00 3				14:00 682		

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	0	0	1	2	4	5	3	1	0	0	0	0	16	52	55
01:00	0	0	0	0	0	1	6	2	0	1	**1**	**1**	0	0	12	60	66
02:00	0	0	0	0	0	0	2	2	2	0	0	0	0	0	6	52	54
03:00	0	0	0	0	0	3	7	4	2	1	1	0	0	0	18	53	60
04:00	0	0	0	0	5	13	23	7	6	3	0	0	0	0	57	50	55
05:00	0	0	0	0	2	39	99	72	**22**	**7**	0	1	0	0	242	49	54
06:00	0	**1**	4	3	25	138	273	79	19	1	0	0	0	0	543	46	49
07:00	0	0	0	5	132	330	**280**	**89**	10	2	0	0	0	0	**848**	44	48
08:00	0	0	**6**	**34**	**181**	**331**	224	64	7	0	0	0	0	0	847	43	47
09:00	0	0	1	8	71	236	213	68	15	1	0	0	0	0	613	44	48
10:00	0	0	0	10	62	215	243	67	10	1	0	0	0	0	608	44	48
11:00	0	0	2	2	57	218	211	63	4	1	0	0	0	0	558	44	48
12 PM	0	0	0	15	**124**	**313**	216	44	5	1	**1**	0	0	0	**719**	43	46
13:00	0	0	1	1	63	235	**249**	**80**	11	1	0	0	0	0	641	44	48
14:00	0	3	8	18	92	229	214	78	17	2	0	0	0	0	661	44	49
15:00	0	1	12	**22**	95	216	192	45	6	1	0	0	0	0	590	44	47
16:00	0	27	17	18	63	191	192	55	6	0	0	0	0	0	569	44	47
17:00	**1**	**50**	**27**	12	47	140	134	40	7	0	0	0	0	0	458	44	48
18:00	0	0	0	6	46	177	194	62	8	0	0	0	0	0	493	44	48
19:00	0	0	0	4	31	149	140	38	3	1	0	0	0	0	366	44	48
20:00	0	0	0	2	17	48	98	49	**20**	5	1	0	0	0	240	48	53
21:00	0	0	0	0	2	33	52	48	11	**6**	0	0	0	0	152	49	54
22:00	0	0	0	0	3	16	28	28	9	3	0	**1**	**1**	**1**	90	50	55
23:00	0	0	0	0	1	8	7	12	8	3	0	0	0	0	39	53	56
Total	1	82	78	160	1120	3281	3301	1101	211	42	4	3	1	1	9386		
Percent	0.0%	0.9%	0.8%	1.7%	11.9%	35.0%	35.2%	11.7%	2.2%	0.4%	0.0%	0.0%	0.0%	0.0%			
AM Peak		06:00	08:00	08:00	08:00	08:00	07:00	07:00	05:00	05:00	01:00	01:00			07:00		
Vol.		1	6	34	181	331	280	89	22	7	1	1			848		
PM Peak	17:00	17:00	17:00	15:00	12:00	12:00	13:00	13:00	20:00	21:00	12:00	22:00	22:00	22:00	12:00		
Vol.	1	50	27	22	124	313	249	80	20	6	1	1	1	1	719		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 South of Monroe School Drives
Monroe, Connecticut

Site Code: 3904
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	0	0	1	1	3	6	1	1	**2**	0	0	0	15	58	63
01:00	0	0	0	0	0	1	4	3	0	1	0	0	0	0	9	49	57
02:00	0	0	0	0	0	0	3	2	2	0	0	0	0	0	7	52	54
03:00	0	0	0	0	1	0	4	4	3	1	1	**1**	0	0	15	58	66
04:00	0	0	0	0	2	4	15	20	10	**8**	1	0	0	0	60	54	58
05:00	0	0	0	2	2	31	89	107	36	8	2	0	0	0	277	50	54
06:00	0	0	0	0	5	80	227	**163**	31	5	0	1	0	0	512	48	51
07:00	0	0	**2**	6	29	**271**	**355**	159	**37**	3	0	0	0	0	862	47	49
08:00	0	0	0	**14**	**132**	267	317	116	21	4	0	0	0	0	**871**	45	49
09:00	0	0	0	0	29	181	251	128	22	2	0	0	0	0	613	47	49
10:00	0	**1**	2	6	15	98	211	129	30	4	0	0	0	0	496	48	51
11:00	0	1	1	4	28	131	258	124	26	4	0	0	0	0	577	47	50
12 PM	0	0	1	9	40	193	278	93	15	**5**	0	0	0	0	634	45	49
13:00	0	1	4	2	45	162	**283**	113	22	4	0	0	0	0	**636**	46	49
14:00	0	1	1	**10**	**94**	**232**	189	73	13	2	0	0	0	0	615	44	48
15:00	**1**	**17**	**17**	10	67	188	187	68	11	3	0	0	0	0	569	44	48
16:00	1	15	16	10	56	151	185	76	21	4	0	0	0	0	535	46	49
17:00	1	1	6	1	38	154	250	110	**27**	2	0	0	0	0	590	47	49
18:00	1	0	1	2	26	136	201	**115**	26	2	**3**	0	0	0	513	48	51
19:00	0	0	2	9	17	121	174	75	23	2	0	**1**	0	0	424	47	51
20:00	0	0	0	0	9	67	152	64	18	4	1	0	0	0	315	48	52
21:00	0	0	0	0	9	68	87	33	12	0	0	0	0	0	209	47	50
22:00	0	0	0	0	2	26	26	20	9	4	1	0	0	0	88	50	55
23:00	0	0	0	0	1	5	12	13	4	1	0	0	0	0	36	49	54
Total	4	37	53	85	648	2568	3761	1814	420	74	11	3	0	0	9478		
Percent	0.0%	0.4%	0.6%	0.9%	6.8%	27.1%	39.7%	19.1%	4.4%	0.8%	0.1%	0.0%	0.0%	0.0%			
AM Peak		10:00	07:00	08:00	08:00	07:00	07:00	06:00	07:00	04:00	00:00	03:00			08:00		
Vol.		1	2	14	132	271	355	163	37	8	2	1			871		
PM Peak	15:00	15:00	15:00	14:00	14:00	14:00	13:00	18:00	17:00	12:00	18:00	19:00			13:00		
Vol.	1	17	17	10	94	232	283	115	27	5	3	1			636		

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_(860) 828-1693_

Route 111 South of Monroe School Drives
Monroe, Connecticut

Site Code: 3904
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	0	0	1	6	8	3	5	1	2	1	0	0	27	54	64
01:00	0	0	0	0	0	0	1	1	2	1	0	0	0	0	5	56	58
02:00	0	0	0	0	0	1	2	1	2	0	1	0	0	0	7	54	63
03:00	0	0	0	0	0	0	3	7	2	1	0	**2**	0	0	15	58	68
04:00	0	0	0	0	0	5	13	19	17	5	2	1	0	0	62	54	59
05:00	0	0	0	0	3	37	99	89	32	2	1	0	0	0	263	49	53
06:00	0	0	0	1	8	60	256	163	**46**	5	0	0	0	**1**	540	49	52
07:00	0	0	0	2	38	184	**436**	**202**	21	0	0	0	0	0	**883**	47	49
08:00	0	0	0	**28**	**153**	**251**	287	120	19	1	0	0	0	0	859	45	49
09:00	**4**	**3**	**6**	3	21	152	232	131	25	4	2	0	0	0	583	47	50
10:00	0	1	0	1	26	168	243	129	13	2	0	0	0	0	583	47	49
11:00	0	1	1	5	26	165	256	89	20	**6**	**3**	0	0	0	572	46	50
12 PM	0	0	4	8	43	185	**275**	**109**	14	1	**2**	0	0	0	**641**	46	49
13:00	0	1	3	12	34	**196**	256	96	**31**	3	1	0	0	0	633	46	50
14:00	1	4	14	45	**86**	178	176	79	20	0	0	0	0	0	603	45	49
15:00	**16**	58	**70**	**117**	59	58	31	6	1	0	0	0	0	0	416	37	42
16:00	3	**83**	61	91	73	35	32	5	1	0	0	0	0	0	384	37	42
17:00	2	61	57	21	31	82	57	27	3	0	0	0	0	0	341	43	47
18:00	1	32	28	11	24	130	134	66	11	1	0	0	0	0	438	45	49
19:00	0	0	1	1	32	141	165	78	20	3	0	0	0	0	441	47	50
20:00	0	0	0	2	16	97	111	44	4	0	0	0	0	0	274	45	48
21:00	0	0	0	0	8	48	57	27	7	**5**	1	0	0	0	153	48	53
22:00	0	0	0	3	10	25	18	13	9	2	0	0	0	0	80	49	53
23:00	0	0	0	0	4	8	17	10	6	0	0	0	0	0	45	49	53
Total	27	244	245	351	696	2212	3165	1514	331	43	15	4	0	1	8848		
Percent	0.3%	2.8%	2.8%	4.0%	7.9%	25.0%	35.8%	17.1%	3.7%	0.5%	0.2%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	09:00	08:00	08:00	08:00	07:00	07:00	06:00	11:00	11:00	03:00		06:00	07:00		
Vol.	4	3	6	28	153	251	436	202	46	6	3	2		1	883		
PM Peak	15:00	16:00	15:00	15:00	14:00	13:00	12:00	12:00	13:00	21:00	12:00				12:00		
Vol.	16	83	70	117	86	196	275	109	31	5	2				641		

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Route 111 South of Monroe School Drives
Monroe, Connecticut

Site Code: 3904
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	0	0	2	6	2	2	1	0	0	0	0	13	52	56
01:00	0	0	0	0	0	2	3	2	2	0	0	0	0	0	9	51	53
02:00	0	0	0	1	1	4	3	2	2	1	0	0	0	0	14	52	56
03:00	0	0	0	0	1	0	6	5	4	0	0	0	0	0	16	52	53
04:00	0	0	0	0	1	3	20	18	7	3	1	0	0	0	53	52	57
05:00	0	0	0	0	2	33	103	71	16	**4**	**2**	0	0	0	231	49	53
06:00	0	0	0	1	20	132	224	90	25	1	0	0	**1**	0	494	47	50
07:00	0	0	0	12	62	244	**361**	**125**	14	2	0	0	0	0	**820**	45	49
08:00	0	**2**	**2**	**48**	**191**	**245**	234	78	7	1	0	0	0	0	808	44	47
09:00	0	0	0	2	38	171	306	109	**29**	0	0	0	0	0	655	46	49
10:00	0	0	1	1	30	155	254	121	24	1	0	0	0	0	587	47	49
11:00	0	2	1	0	46	181	242	118	14	2	0	0	0	0	606	46	49
12 PM	0	0	4	5	79	**271**	**269**	77	10	2	0	**1**	0	0	**718**	44	48
13:00	0	0	6	**23**	**122**	262	212	58	7	0	0	0	0	0	690	44	47
14:00	0	0	2	20	114	241	217	72	13	1	0	0	0	0	680	44	48
15:00	**1**	8	**20**	19	65	203	215	58	16	1	0	0	0	0	606	44	48
16:00	0	0	6	18	55	187	229	86	**23**	0	0	0	0	0	604	46	49
17:00	0	**17**	18	12	53	161	240	99	11	**3**	**2**	0	0	0	616	46	49
18:00	0	0	1	2	38	177	232	**102**	23	1	2	0	0	0	578	47	49
19:00	0	2	1	1	33	124	177	82	19	2	0	0	0	0	441	47	49
20:00	0	0	1	1	23	102	114	46	11	0	0	0	0	0	298	46	49
21:00	0	0	0	2	20	77	69	31	10	1	0	0	0	0	210	46	50
22:00	0	0	0	0	9	29	55	30	10	3	0	0	0	0	136	48	53
23:00	0	0	0	0	3	18	40	17	4	2	1	0	0	0	85	48	53
Total	1	31	63	168	1006	3024	3831	1499	303	32	8	1	1	0	9968		
Percent	0.0%	0.3%	0.6%	1.7%	10.1%	30.3%	38.4%	15.0%	3.0%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak		08:00	08:00	08:00	08:00	08:00	07:00	07:00	09:00	05:00	05:00		06:00		07:00		
Vol.		2	2	48	191	245	361	125	29	4	2		1		820		
PM Peak	15:00	17:00	15:00	13:00	13:00	12:00	12:00	18:00	16:00	17:00	17:00	12:00			12:00		
Vol.	1	17	20	23	122	271	269	102	23	3	2	1			718		

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Route 111 South of Monroe School Drives
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Site Code: 3904
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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	0	0	0	1	6	14	12	7	0	1	0	0	0	41	51	54
01:00	0	0	0	0	1	6	6	5	0	0	0	0	0	0	18	47	49
02:00	0	0	0	0	3	2	3	0	0	0	0	0	0	0	8	43	44
03:00	0	0	0	0	0	0	4	1	1	0	0	**1**	0	0	7	54	68
04:00	0	0	0	0	0	6	8	8	6	2	0	0	0	0	30	52	56
05:00	0	0	0	0	3	9	26	16	13	1	1	0	0	0	69	51	54
06:00	0	0	0	0	3	29	76	80	19	**7**	**2**	0	0	0	216	49	54
07:00	0	0	0	2	16	84	169	106	**32**	6	1	0	0	0	416	48	52
08:00	0	0	2	7	33	143	247	**136**	20	5	1	0	0	0	594	47	49
09:00	0	0	0	13	97	296	267	69	7	2	0	0	0	0	751	44	47
10:00	0	2	3	**16**	99	289	**278**	92	6	0	0	0	0	0	785	44	48
11:00	**2**	**3**	**12**	14	**131**	**347**	255	55	6	0	0	0	0	0	**825**	43	46
12 PM	0	0	**6**	**19**	**112**	**282**	272	75	11	1	**1**	0	0	0	**779**	44	48
13:00	0	0	0	1	50	269	276	95	23	1	0	0	0	0	715	45	49
14:00	0	0	0	0	26	180	**293**	**149**	16	**8**	0	0	0	0	672	47	49
15:00	0	0	0	4	32	164	243	118	**32**	7	0	1	0	0	601	47	51
16:00	0	0	2	2	17	128	267	130	22	5	0	0	0	0	573	47	49
17:00	0	0	0	3	37	140	256	90	23	5	0	**2**	0	0	556	47	50
18:00	0	0	0	0	13	91	178	105	28	7	1	2	0	0	425	48	52
19:00	0	0	0	0	23	132	180	66	15	3	0	0	0	0	419	46	49
20:00	0	0	0	4	14	69	106	60	11	2	0	0	0	0	266	47	49
21:00	0	**2**	0	1	8	59	88	44	7	6	0	1	0	0	216	47	52
22:00	0	0	0	0	2	30	65	38	9	2	0	0	0	0	146	48	52
23:00	0	0	0	0	5	11	34	19	12	0	0	0	0	0	81	49	53
Total	2	7	25	86	726	2772	3611	1569	326	70	8	7	0	0	9209		
Percent	0.0%	0.1%	0.3%	0.9%	7.9%	30.1%	39.2%	17.0%	3.5%	0.8%	0.1%	0.1%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	10:00	11:00	11:00	10:00	08:00	07:00	06:00	06:00	03:00			11:00		
Vol.	2	3	12	16	131	347	278	136	32	7	2	1			825		
PM Peak		21:00	12:00	12:00	12:00	12:00	14:00	14:00	15:00	14:00	12:00	17:00			12:00		
Vol.		2	6	19	112	282	293	149	32	8	1	2			779		

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Site Code: 3904
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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	0	0	0	1	7	13	12	8	0	0	0	0	0	41	51	53
01:00	0	0	0	1	0	2	4	9	4	2	0	0	0	0	22	53	57
02:00	0	0	0	0	0	2	3	4	0	2	**1**	0	0	0	12	57	61
03:00	0	0	0	0	0	0	4	2	0	0	0	0	0	0	6	47	49
04:00	0	0	0	0	2	5	2	5	0	0	1	0	0	0	15	48	61
05:00	0	0	0	1	1	9	12	15	4	1	1	0	0	0	44	49	54
06:00	0	**1**	**3**	5	13	23	34	18	6	1	0	0	0	0	104	47	51
07:00	0	0	0	1	2	26	64	56	15	2	1	0	0	0	167	49	53
08:00	0	0	0	0	6	67	134	94	18	**4**	0	**1**	0	0	324	48	51
09:00	0	0	1	0	12	84	208	92	**22**	4	1	0	0	0	424	48	51
10:00	0	0	2	3	20	143	241	**96**	21	2	0	1	0	0	529	47	49
11:00	0	0	0	**8**	**44**	**217**	**267**	56	11	3	0	0	0	0	**606**	44	48
12 PM	0	0	**1**	3	42	211	260	**99**	13	**4**	0	0	0	0	633	46	49
13:00	0	0	0	**10**	**87**	**255**	**261**	57	11	1	0	0	0	0	**682**	44	48
14:00	0	0	0	1	33	173	217	74	18	2	0	0	0	0	518	46	49
15:00	0	0	0	4	20	143	219	71	15	1	0	0	0	0	473	46	49
16:00	0	0	0	1	43	152	149	49	12	1	0	0	0	0	407	45	49
17:00	0	0	0	3	14	102	174	78	**19**	0	**1**	0	0	0	391	47	50
18:00	0	0	1	9	26	87	103	52	12	1	0	0	0	0	291	47	49
19:00	0	0	0	1	6	50	98	55	12	4	0	0	0	0	226	48	51
20:00	0	0	0	4	5	63	86	42	11	1	0	0	0	0	212	47	50
21:00	0	0	0	0	6	19	35	25	9	2	1	0	0	0	97	49	53
22:00	0	0	0	0	1	10	8	4	2	0	1	0	0	0	26	48	54
23:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	43	44
Total	0	1	8	55	385	1850	2597	1065	243	38	8	2	0	0	6252		
Percent	0.0%	0.0%	0.1%	0.9%	6.2%	29.6%	41.5%	17.0%	3.9%	0.6%	0.1%	0.0%	0.0%	0.0%			
AM Peak		06:00	06:00	11:00	11:00	11:00	11:00	10:00	09:00	08:00	02:00	08:00			11:00		
Vol.		1	3	8	44	217	267	96	22	4	1	1			606		
PM Peak			12:00	13:00	13:00	13:00	13:00	12:00	17:00	12:00	17:00				13:00		
Vol.			1	10	87	255	261	99	19	4	1				682		

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Site Code: 3904
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	1	0	**1**	0	0	0	0	0	2	53	54
06:00	0	0	0	0	0	3	1	2	0	0	0	0	0	0	6	47	49
07:00	0	0	0	2	11	7	**5**	1	0	0	0	0	0	0	26	42	44
08:00	0	0	0	4	**31**	**15**	4	**3**	0	0	0	0	0	0	**57**	39	45
09:00	0	0	0	3	22	1	4	1	0	0	0	0	0	0	31	40	44
10:00	0	0	0	2	8	3	2	0	0	0	0	0	0	0	15	39	43
11:00	0	0	0	**5**	8	0	0	1	0	0	0	0	0	0	14	34	46
12 PM	0	0	0	**1**	**12**	0	**1**	0	0	0	0	0	0	0	**14**	34	41
13:00	0	0	0	0	12	0	1	0	0	0	0	0	0	0	13	34	41
14:00	0	0	0	1	7	0	0	**1**	0	0	0	0	0	0	9	34	47
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	18	112	29	19	9	1	0	0	0	0	0	188		
Percent	0.0%	0.0%	0.0%	9.6%	59.6%	15.4%	10.1%	4.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak				11:00	08:00	08:00	07:00	08:00	05:00						08:00		
Vol.				5	31	15	5	3	1						57		
PM Peak				12:00	12:00		12:00	14:00							12:00		
Vol.				1	12		1	1							14		
Total	36	442	514	990	5008	16865	21593	9150	1999	324	64	20	2	2	57009		
Percent	0.1%	0.8%	0.9%	1.7%	8.8%	29.6%	37.9%	16.1%	3.5%	0.6%	0.1%	0.0%	0.0%	0.0%			

	15th Percentile :	35 MPH
	50th Percentile :	41 MPH
	85th Percentile :	46 MPH
	95th Percentile :	49 MPH
Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	38458
	Percent in Pace :	67.5%
	Number of Vehicles > 40 MPH :	33154
	Percent of Vehicles > 40 MPH :	58.2%
	Mean Speed(Average) :	41 MPH

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 South of Monroe School Drives
Monroe, Connecticut

Site Code: 3904
Station ID:

Latitude: 0' 0.0000 Undefined

Start	25-Apr-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	*	*	30	16	40	15	52	27	42	13	76	41	90	41	55	26
01:00	*	*	10	12	12	9	14	5	24	9	38	18	54	22	25	12
02:00	*	*	11	6	9	7	9	7	12	14	11	8	39	12	15	9
03:00	*	*	10	18	8	15	11	15	10	16	14	7	9	6	10	13
04:00	*	*	13	57	8	60	12	62	17	53	8	30	13	15	12	46
05:00	*	*	49	242	41	277	45	263	37	231	22	69	21	44	36	188
06:00	*	*	167	543	170	512	179	540	174	494	93	216	45	104	138	402
07:00	*	*	335	**848**	361	862	343	**883**	377	**820**	241	416	133	167	298	666
08:00	*	*	459	847	446	**871**	433	859	452	808	403	594	225	324	403	**717**
09:00	*	*	457	613	428	613	535	583	474	655	642	751	333	424	478	606
10:00	*	*	518	608	500	496	520	583	525	587	725	785	411	529	533	598
11:00	*	*	**589**	558	**536**	577	**649**	572	**598**	606	**825**	**825**	**575**	**606**	**629**	624
12:00 PM	*	*	729	**719**	715	634	769	**641**	781	**718**	**774**	**779**	**658**	633	**738**	**687**
01:00	*	*	639	641	657	**636**	749	633	740	690	753	715	590	**682**	688	666
02:00	689	**682**	687	661	656	615	**791**	603	709	680	684	672	559	518	682	633
03:00	793	576	788	590	792	569	473	416	789	606	643	601	520	473	685	547
04:00	**802**	571	793	569	772	535	690	384	**800**	604	639	573	518	407	716	520
05:00	789	452	**799**	458	**896**	590	722	341	797	616	591	556	430	391	718	486
06:00	682	495	742	493	713	513	654	438	682	578	483	425	323	291	611	462
07:00	581	352	533	366	564	424	541	441	507	441	394	419	267	226	484	381
08:00	409	285	383	240	428	315	441	274	382	298	293	266	214	212	364	270
09:00	250	156	250	152	274	209	270	153	280	210	249	216	113	97	241	170
10:00	120	73	142	90	160	88	158	80	212	136	186	146	120	26	157	91
11:00	87	38	89	39	77	36	104	45	131	85	149	81	76	2	102	47
Lane	5202	3680	9222	9386	9263	9478	9164	8848	9552	9968	8936	9209	6336	6252	8818	8867
Day	8882		18608		18741		18012		19520		18145		12588		17685	
AM Peak	-	-	11:00	07:00	11:00	08:00	11:00	07:00	11:00	07:00	11:00	11:00	11:00	11:00	11:00	08:00
Vol.	-	-	589	848	536	871	649	883	598	820	825	825	575	606	629	717
PM Peak	16:00	14:00	17:00	12:00	17:00	13:00	14:00	12:00	16:00	12:00	12:00	12:00	12:00	13:00	12:00	12:00
Vol.	802	682	799	719	896	636	791	641	800	718	774	779	658	682	738	687

ADT - AVERAGE OF TUES-THURS
TOTAL: 18,450
NB: 9,215
SB: 9,235

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 South of Monroe School Drives
Monroe, Connecticut

Site Code: 3904
Station ID:

Latitude: 0' 0.0000 Undefined

Start	02-May-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	37	0	*	*	*	*	*	*	*	*	*	*	*	*	37	0
01:00	22	0	*	*	*	*	*	*	*	*	*	*	*	*	22	0
02:00	8	0	*	*	*	*	*	*	*	*	*	*	*	*	8	0
03:00	19	1	*	*	*	*	*	*	*	*	*	*	*	*	19	1
04:00	80	0	*	*	*	*	*	*	*	*	*	*	*	*	80	0
05:00	323	2	*	*	*	*	*	*	*	*	*	*	*	*	323	2
06:00	599	6	*	*	*	*	*	*	*	*	*	*	*	*	599	6
07:00	1011	26	*	*	*	*	*	*	*	*	*	*	*	*	1011	26
08:00	**1058**	**57**	*	*	*	*	*	*	*	*	*	*	*	*	**1058**	**57**
09:00	947	31	*	*	*	*	*	*	*	*	*	*	*	*	947	31
10:00	905	15	*	*	*	*	*	*	*	*	*	*	*	*	905	15
11:00	950	14	*	*	*	*	*	*	*	*	*	*	*	*	950	14
12:00 PM	1023	**14**	*	*	*	*	*	*	*	*	*	*	*	*	1023	**14**
01:00	**1077**	13	*	*	*	*	*	*	*	*	*	*	*	*	**1077**	13
02:00	1076	9	*	*	*	*	*	*	*	*	*	*	*	*	1076	9
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	9135	188	0	0	0	0	0	0	0	0	0	0	0	0	9135	188
Day	9323		0		0		0		0		0		0		9323	
AM Peak	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00
Vol.	1058	57	-	-	-	-	-	-	-	-	-	-	-	-	1058	57
PM Peak	13:00	12:00	-	-	-	-	-	-	-	-	-	-	-	-	13:00	12:00
Vol.	1077	14	-	-	-	-	-	-	-	-	-	-	-	-	1077	14

Comb. Total	18205	18608	18741	18012	19520	18145	12588	27008

ADT ADT 18,720 AADT 18,720

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 North of Big Y Drive
Monroe/Trumbull, Connecticut

Site Code: 3905
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	0	4	**22**	81	176	169	33	7	1	0	0	0	0	493	44	47
15:00	**1**	0	**7**	9	78	209	229	62	7	1	**2**	0	0	0	605	44	48
16:00	0	**1**	3	21	**106**	280	257	80	6	0	0	0	0	0	754	44	48
17:00	0	0	4	14	79	**289**	**324**	**89**	10	1	0	0	0	0	**810**	44	48
18:00	0	0	0	3	84	226	271	81	8	0	0	0	0	0	673	44	48
19:00	0	0	0	2	48	171	183	84	**11**	1	1	0	0	0	501	46	49
20:00	0	0	0	13	53	145	104	29	5	0	0	0	0	0	349	44	47
21:00	0	0	0	2	29	91	79	20	4	1	0	0	0	0	226	44	48
22:00	0	0	0	0	6	32	30	15	3	**2**	0	0	0	0	88	47	51
23:00	0	0	0	0	0	4	23	22	5	0	0	0	0	0	54	49	52
Total	1	1	18	86	564	1623	1669	515	66	7	3	0	0	0	4553		
Percent	0.0%	0.0%	0.4%	1.9%	12.4%	35.6%	36.7%	11.3%	1.4%	0.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak	15:00	16:00	15:00	14:00	16:00	17:00	17:00	17:00	19:00	22:00	15:00				17:00		
Vol.	1	1	7	22	106	289	324	89	11	2	2				810		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 North of Big Y Drive
Monroe/Trumbull, Connecticut

Site Code: 3905
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	0	0	1	2	12	6	0	1	**2**	0	0	0	24	49	61
01:00	0	0	0	0	0	1	3	0	1	**3**	0	0	0	0	8	58	59
02:00	0	0	0	0	0	1	3	3	0	0	0	0	0	0	7	48	49
03:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	49	49
04:00	0	0	0	2	1	2	4	2	2	0	0	0	0	0	13	50	53
05:00	0	0	0	0	1	5	6	9	3	0	0	0	0	0	24	49	53
06:00	0	0	0	1	2	23	67	26	4	0	1	0	0	0	124	47	49
07:00	**2**	**1**	**5**	1	26	103	118	35	**10**	0	0	0	0	0	301	44	49
08:00	0	0	0	**11**	25	68	112	**49**	3	1	0	0	0	0	269	46	49
09:00	0	0	1	9	30	140	106	23	2	1	0	0	0	0	312	44	47
10:00	0	0	0	3	58	145	114	32	2	1	0	0	0	0	355	44	47
11:00	0	0	2	6	**74**	**170**	**127**	23	4	0	0	0	0	0	**406**	43	46
12 PM	0	0	0	4	84	163	157	14	5	1	0	0	0	0	428	43	44
13:00	0	1	2	9	70	204	128	40	7	1	0	0	0	0	462	44	48
14:00	0	**3**	**16**	13	88	180	145	31	6	1	0	0	0	0	483	43	47
15:00	0	0	12	**22**	82	228	211	56	5	0	0	0	0	0	616	44	47
16:00	0	2	7	15	**115**	264	248	**74**	5	1	0	0	0	0	731	44	47
17:00	0	0	1	6	82	**290**	**317**	71	4	0	0	0	0	0	**771**	44	47
18:00	**2**	3	4	12	98	277	202	63	8	0	0	0	0	0	669	44	47
19:00	0	0	0	3	44	156	196	64	**11**	**4**	0	0	0	0	478	45	49
20:00	0	0	0	3	33	129	116	29	7	2	**1**	0	0	0	320	44	48
21:00	0	0	0	0	17	76	84	27	7	1	0	0	0	0	212	45	49
22:00	0	0	0	0	6	37	38	15	2	1	1	0	0	0	100	46	49
23:00	0	0	0	0	0	6	22	21	4	2	0	0	0	**1**	56	49	54
Total	4	10	50	120	937	2670	2536	715	102	21	5	0	0	1	7171		
Percent	0.1%	0.1%	0.7%	1.7%	13.1%	37.2%	35.4%	10.0%	1.4%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	08:00	11:00	11:00	11:00	08:00	07:00	01:00	00:00				11:00		
Vol.	2	1	5	11	74	170	127	49	10	3	2				406		
PM Peak	18:00	14:00	14:00	15:00	16:00	17:00	17:00	16:00	19:00	19:00	20:00			23:00	17:00		
Vol.	2	3	16	22	115	290	317	74	11	4	1			1	771		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 North of Big Y Drive
Monroe/Trumbull, Connecticut

Site Code: 3905
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	0	0	0	3	6	9	6	**2**	0	0	0	0	26	53	56
01:00	0	0	0	0	0	2	2	2	1	0	**1**	0	0	0	8	53	62
02:00	0	0	0	0	1	1	3	2	1	0	0	0	0	0	8	49	52
03:00	0	0	0	0	0	0	2	1	0	0	0	**1**	0	0	4	67	68
04:00	0	0	0	0	0	0	2	0	1	0	0	1	0	0	4	67	68
05:00	0	0	0	1	0	4	8	11	5	1	0	0	0	0	30	51	54
06:00	0	0	0	0	4	30	58	29	11	0	0	0	0	0	132	48	52
07:00	**3**	**6**	**13**	6	15	59	122	56	**16**	1	0	0	0	0	297	47	50
08:00	0	0	1	3	19	66	124	**63**	12	0	0	0	0	0	288	47	49
09:00	0	0	0	6	16	73	**146**	28	4	0	0	0	0	0	273	44	48
10:00	0	0	1	**19**	**39**	108	125	46	6	0	0	0	0	0	344	45	48
11:00	0	0	0	0	17	**150**	140	48	10	0	0	0	0	0	**365**	45	49
12 PM	0	0	0	0	41	155	187	56	4	0	0	0	0	0	443	44	48
13:00	0	0	3	9	55	169	177	55	9	0	0	0	0	0	477	44	48
14:00	0	0	2	2	62	137	191	61	8	2	0	0	0	0	465	45	48
15:00	0	0	**5**	8	**70**	187	240	94	11	**5**	0	0	**1**	0	621	45	49
16:00	0	0	0	10	70	281	292	90	9	1	0	0	0	0	753	44	48
17:00	0	**4**	2	**12**	59	**328**	**335**	73	8	1	0	0	0	0	**822**	44	47
18:00	0	0	3	9	51	217	292	**107**	**19**	0	0	0	0	0	698	45	49
19:00	0	0	0	9	51	166	207	88	14	0	0	0	0	0	535	46	49
20:00	0	0	0	1	50	166	126	32	6	1	0	0	0	0	382	44	48
21:00	0	0	0	1	18	72	92	27	6	0	**1**	0	0	0	217	45	49
22:00	0	0	0	1	5	37	54	32	8	1	1	**1**	0	0	140	48	52
23:00	0	0	0	0	0	6	11	15	9	3	1	0	0	0	45	53	57
Total	3	10	30	97	643	2417	2942	1025	184	18	4	3	1	0	7377		
Percent	0.0%	0.1%	0.4%	1.3%	8.7%	32.8%	39.9%	13.9%	2.5%	0.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	10:00	10:00	11:00	09:00	08:00	07:00	00:00	01:00	03:00			11:00		
Vol.	3	6	13	19	39	150	146	63	16	2	1	1			365		
PM Peak		17:00	15:00	17:00	15:00	17:00	17:00	18:00	18:00	15:00	21:00	22:00	15:00		17:00		
Vol.		4	5	12	70	328	335	107	19	5	1	1	1		822		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 North of Big Y Drive
Monroe/Trumbull, Connecticut

Site Code: 3905
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	0	0	1	4	12	11	7	**4**	**1**	**1**	0	**1**	42	54	59
01:00	0	0	0	2	1	1	5	2	1	0	0	0	0	0	12	47	51
02:00	0	0	0	0	2	0	0	2	2	2	0	0	0	0	8	57	59
03:00	0	0	0	0	0	0	3	0	2	0	0	0	0	0	5	53	54
04:00	0	0	0	0	1	0	0	2	0	1	1	0	0	0	5	61	63
05:00	0	0	1	0	2	7	10	7	5	0	0	0	0	0	32	50	53
06:00	0	0	0	1	1	14	75	45	9	3	0	1	0	0	149	48	53
07:00	0	**3**	**14**	**7**	20	60	98	**64**	**14**	2	0	0	0	0	282	47	50
08:00	0	2	7	4	16	42	91	54	13	1	0	0	0	0	230	48	50
09:00	0	0	2	0	25	118	125	50	5	1	0	0	0	0	326	45	48
10:00	0	0	1	4	26	109	118	43	2	0	0	0	0	0	303	44	48
11:00	0	0	3	5	**35**	**142**	**146**	38	5	2	0	0	0	0	**376**	44	48
12 PM	0	0	0	8	52	181	140	44	10	0	0	0	0	0	435	44	48
13:00	0	0	0	8	51	226	160	38	7	1	0	0	0	0	491	44	47
14:00	0	0	3	16	84	195	181	47	6	1	0	0	0	0	533	44	47
15:00	0	**2**	3	18	69	210	168	61	7	1	0	0	0	0	539	44	48
16:00	0	0	1	**29**	83	298	256	69	**15**	**3**	**1**	0	0	0	755	44	48
17:00	0	0	**5**	15	**85**	**307**	**286**	82	8	2	0	0	0	0	**790**	44	48
18:00	0	0	1	9	84	216	278	**87**	9	2	0	0	0	0	686	44	48
19:00	0	0	2	12	58	197	204	51	12	1	0	0	0	0	537	44	48
20:00	0	0	0	6	74	135	114	32	6	0	0	0	0	0	367	44	48
21:00	0	0	0	11	29	86	93	19	3	1	0	0	0	0	242	44	47
22:00	0	0	0	0	12	37	35	29	1	0	0	0	0	0	114	47	49
23:00	0	0	0	1	1	4	24	17	9	2	1	0	0	0	59	51	55
Total	0	7	43	156	812	2589	2622	894	158	30	4	2	0	1	7318		
Percent	0.0%	0.1%	0.6%	2.1%	11.1%	35.4%	35.8%	12.2%	2.2%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak		07:00	07:00	07:00	11:00	11:00	11:00	07:00	07:00	00:00	00:00	00:00		00:00	11:00		
Vol.		3	14	7	35	142	146	64	14	4	1	1		1	376		
PM Peak		15:00	17:00	16:00	17:00	17:00	17:00	18:00	16:00	16:00	16:00				17:00		
Vol.		2	5	29	85	307	286	87	15	3	1				790		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 North of Big Y Drive
Monroe/Trumbull, Connecticut

Site Code: 3905
Station ID:

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	0	0	1	19	11	2	0	**2**	0	0	0	35	49	60
01:00	0	0	0	0	0	4	13	0	1	0	0	0	0	0	18	44	50
02:00	0	0	0	0	0	0	2	2	3	0	0	0	0	0	7	53	54
03:00	0	0	0	0	0	0	3	1	1	0	0	0	0	0	5	51	53
04:00	0	0	0	0	0	2	1	1	0	**1**	1	0	0	0	6	60	63
05:00	0	0	0	3	2	7	15	3	1	0	0	0	0	0	31	44	49
06:00	0	0	0	0	8	32	57	39	4	0	0	0	0	0	140	47	49
07:00	**3**	**29**	**17**	4	24	77	94	43	**11**	1	0	**1**	0	0	304	46	49
08:00	0	4	4	5	24	77	108	38	8	1	0	0	0	0	269	45	49
09:00	0	0	0	4	18	105	119	**47**	4	1	0	0	0	0	298	45	48
10:00	0	0	0	**8**	**33**	110	135	44	10	1	0	0	0	0	341	45	49
11:00	0	0	0	3	29	**142**	**157**	38	6	0	0	0	0	0	**375**	44	48
12 PM	0	0	2	7	57	162	137	38	10	2	0	0	0	0	415	44	48
13:00	0	0	2	15	104	213	178	36	9	1	0	0	0	0	558	43	47
14:00	0	0	**5**	13	57	191	202	69	12	2	0	0	0	0	551	45	49
15:00	0	**1**	2	12	80	241	234	64	17	1	**1**	0	0	0	653	44	48
16:00	0	0	0	**17**	107	287	**293**	**80**	8	1	0	0	0	0	793	44	48
17:00	0	0	3	12	**141**	**365**	232	63	11	0	0	0	0	0	**827**	43	47
18:00	0	0	5	14	79	268	268	53	7	0	0	0	0	0	694	44	47
19:00	0	0	0	4	49	143	223	61	**18**	**3**	1	0	0	0	502	45	49
20:00	0	0	0	4	47	156	109	29	3	1	0	0	0	0	349	44	47
21:00	0	0	0	5	34	85	105	23	10	0	0	0	0	0	262	44	49
22:00	0	0	0	1	26	69	54	25	2	1	0	0	0	0	178	45	48
23:00	0	0	0	1	0	25	49	21	6	0	0	0	0	0	102	47	50
Total	3	34	40	132	919	2762	2807	829	164	17	5	1	0	0	7713		
Percent	0.0%	0.4%	0.5%	1.7%	11.9%	35.8%	36.4%	10.7%	2.1%	0.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	10:00	10:00	11:00	11:00	09:00	07:00	04:00	00:00	07:00			11:00		
Vol.	3	29	17	8	33	142	157	47	11	1	2	1			375		
PM Peak		15:00	14:00	16:00	17:00	17:00	16:00	16:00	19:00	19:00	15:00				17:00		
Vol.		1	5	17	141	365	293	80	18	3	1				827		

Connecticut Counts LLC
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_(860) 828-1693_

Route 111 North of Big Y Drive
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Site Code: 3905
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Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	1	0	0	0	12	16	11	7	1	0	**1**	0	0	49	51	54
01:00	0	0	0	0	2	6	9	6	2	0	0	0	0	0	25	48	51
02:00	0	0	0	0	0	1	5	5	0	**2**	0	0	0	0	13	55	58
03:00	0	0	0	0	0	2	2	2	1	0	0	0	0	0	7	49	53
04:00	0	0	0	0	1	0	4	2	1	1	0	1	0	0	10	57	67
05:00	0	0	1	1	0	4	4	1	0	0	0	0	0	0	11	44	47
06:00	0	0	0	0	0	18	18	12	4	0	0	1	0	0	53	48	52
07:00	0	0	0	1	12	44	64	26	7	0	0	0	0	0	154	46	49
08:00	0	0	0	2	9	58	118	42	**12**	2	**1**	0	0	0	244	47	51
09:00	0	2	0	4	25	122	177	52	7	1	0	0	0	0	390	45	48
10:00	0	0	2	3	32	196	202	**69**	12	2	0	0	0	0	518	45	49
11:00	**2**	**4**	**13**	**27**	**76**	**205**	**213**	52	7	1	1	0	0	0	**601**	44	47
12 PM	0	**3**	0	**33**	**93**	238	221	56	10	0	0	0	0	0	**654**	44	47
13:00	0	0	**4**	8	85	**240**	231	62	14	0	0	0	0	0	644	44	48
14:00	0	0	0	12	67	198	229	61	17	2	**2**	0	0	0	588	44	49
15:00	0	0	0	7	71	203	238	67	19	2	0	0	0	0	607	44	49
16:00	0	0	0	3	51	203	**254**	72	12	1	1	**1**	0	0	598	44	48
17:00	0	0	0	8	37	159	228	**90**	18	1	0	0	0	0	541	46	49
18:00	0	0	0	3	54	152	202	61	6	2	0	1	0	0	481	44	48
19:00	0	0	0	4	25	152	125	53	11	1	1	0	0	0	372	45	49
20:00	0	0	0	3	40	118	98	25	10	**3**	0	0	0	0	297	44	49
21:00	0	0	0	1	27	67	83	38	5	1	0	0	0	0	222	46	49
22:00	0	0	0	0	9	49	69	20	7	2	1	0	0	0	157	46	51
23:00	0	0	0	0	0	11	34	30	**22**	3	1	0	0	0	101	52	54
Total	2	10	20	120	716	2458	2844	915	211	28	8	5	0	0	7337		
Percent	0.0%	0.1%	0.3%	1.6%	9.8%	33.5%	38.8%	12.5%	2.9%	0.4%	0.1%	0.1%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	10:00	08:00	02:00	08:00	00:00			11:00		
Vol.	2	4	13	27	76	205	213	69	12	2	1	1			601		
PM Peak		12:00	13:00	12:00	12:00	13:00	16:00	17:00	23:00	20:00	14:00	16:00			12:00		
Vol.		3	4	33	93	240	254	90	22	3	2	1			654		

Connecticut Counts LLC
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Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 North of Big Y Drive
Monroe/Trumbull, Connecticut

Site Code: 3905
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Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	0	0	0	0	3	21	25	5	**2**	0	0	0	0	56	49	54
01:00	0	0	0	1	1	3	7	16	7	2	1	0	0	0	38	53	57
02:00	0	0	0	0	0	1	4	8	7	0	0	0	0	0	20	52	54
03:00	0	0	0	0	0	0	1	1	0	1	0	0	0	0	3	57	59
04:00	0	0	0	0	0	2	2	1	1	0	0	0	0	0	6	50	53
05:00	0	0	0	0	1	1	0	5	1	0	0	0	0	0	8	49	52
06:00	0	0	0	1	1	2	5	7	5	0	**2**	0	0	0	23	53	62
07:00	0	0	0	0	12	15	31	15	5	1	0	**1**	0	0	80	48	52
08:00	0	0	0	1	17	51	61	37	9	0	1	0	0	0	177	47	50
09:00	0	0	**1**	4	33	65	97	34	**10**	0	0	0	0	0	244	46	49
10:00	0	0	1	5	48	153	124	35	8	0	0	0	0	0	374	44	48
11:00	0	**1**	1	**15**	**91**	**238**	**137**	**38**	2	0	0	0	0	0	**523**	43	46
12 PM	0	0	0	18	86	**214**	175	33	6	1	0	0	0	0	**533**	43	47
13:00	**1**	**5**	**21**	13	60	182	135	35	4	2	0	0	0	0	458	43	47
14:00	0	0	2	8	**90**	170	159	53	4	0	0	0	0	0	486	44	48
15:00	1	0	0	**23**	84	184	135	39	6	2	0	0	0	0	474	44	47
16:00	0	0	0	14	62	134	151	56	8	0	**1**	0	0	0	426	45	48
17:00	0	0	0	3	38	116	**192**	64	5	1	0	0	0	0	419	45	48
18:00	0	0	0	0	28	90	117	**74**	**15**	2	0	0	0	0	326	47	50
19:00	0	0	0	0	13	66	99	49	7	0	0	0	0	0	234	47	49
20:00	0	0	0	3	18	56	74	18	6	0	0	0	0	0	175	44	49
21:00	0	0	0	1	12	35	38	11	3	0	0	**1**	0	0	101	44	49
22:00	0	0	0	1	10	9	30	19	5	2	0	0	0	0	76	48	53
23:00	0	0	0	0	0	0	7	10	7	**3**	0	1	0	0	28	54	59
Total	2	6	26	111	705	1790	1802	683	136	19	5	3	0	0	5288		
Percent	0.0%	0.1%	0.5%	2.1%	13.3%	33.9%	34.1%	12.9%	2.6%	0.4%	0.1%	0.1%	0.0%	0.0%			
AM Peak		11:00	09:00	11:00	11:00	11:00	11:00	11:00	09:00	00:00	06:00	07:00			11:00		
Vol.		1	1	15	91	238	137	38	10	2	2	1			523		
PM Peak	13:00	13:00	13:00	15:00	14:00	12:00	17:00	18:00	18:00	23:00	16:00	21:00			12:00		
Vol.	1	5	21	23	90	214	192	74	15	3	1	1			533		

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Site Code: 3905
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Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	0	0	2	9	4	2	0	0	0	0	0	17	49	52
01:00	0	0	0	0	0	0	3	3	1	0	0	0	0	0	7	49	53
02:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	47	49
03:00	0	0	1	0	2	0	0	1	2	0	0	0	0	0	6	52	54
04:00	0	0	1	0	2	0	5	1	0	1	1	0	0	0	11	56	62
05:00	0	0	0	0	0	7	12	5	3	1	0	0	0	0	28	49	54
06:00	0	0	0	3	7	25	47	32	5	**4**	0	0	0	0	123	48	52
07:00	0	**5**	**9**	6	12	77	115	32	14	2	1	0	0	0	273	46	51
08:00	0	2	4	6	15	81	93	46	7	2	0	0	0	0	256	46	49
09:00	0	0	7	**11**	42	118	104	30	12	1	0	0	0	0	325	44	49
10:00	0	0	1	11	39	**131**	124	31	4	0	0	0	0	0	341	44	47
11:00	0	1	6	10	**68**	101	**157**	**63**	**17**	3	**3**	**1**	0	0	**430**	46	50
12 PM	0	0	0	5	54	150	**151**	43	7	0	0	0	0	0	410	44	48
13:00	0	**1**	2	15	**58**	**180**	144	**47**	**8**	**1**	**1**	0	0	0	**457**	44	48
14:00	**1**	0	**5**	**24**	34	133	100	26	8	0	0	0	0	0	331	44	48
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	9	36	91	333	1006	1065	365	90	15	6	1	0	0	3018		
Percent	0.0%	0.3%	1.2%	3.0%	11.0%	33.3%	35.3%	12.1%	3.0%	0.5%	0.2%	0.0%	0.0%	0.0%			
AM Peak		07:00	07:00	09:00	11:00	10:00	11:00	11:00	11:00	06:00	11:00	11:00			11:00		
Vol.		5	9	11	68	131	157	63	17	4	3	1			430		
PM Peak	14:00	13:00	14:00	14:00	13:00	13:00	12:00	13:00	13:00	13:00	13:00				13:00		
Vol.	1	1	5	24	58	180	151	47	8	1	1				457		
Total	16	87	263	913	5629	17315	18287	5941	1111	155	40	15	1	2	49775		
Percent	0.0%	0.2%	0.5%	1.8%	11.3%	34.8%	36.7%	11.9%	2.2%	0.3%	0.1%	0.0%	0.0%	0.0%			

15th Percentile :	35 MPH
50th Percentile :	40 MPH
85th Percentile :	44 MPH
95th Percentile :	49 MPH

Stats

10 MPH Pace Speed :	36-45 MPH
Number in Pace :	35602
Percent in Pace :	71.5%
Number of Vehicles > 40 MPH :	25552
Percent of Vehicles > 40 MPH :	51.3%
Mean Speed(Average) :	41 MPH

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Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/25/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	**8**	**17**	**41**	**117**	**192**	121	28	4	0	0	0	0	0	**528**	43	45
15:00	**2**	1	1	13	54	125	151	43	**10**	0	0	0	0	0	400	44	48
16:00	2	5	17	38	63	137	152	36	4	0	0	0	0	0	454	44	47
17:00	0	0	0	12	42	138	**179**	**56**	4	0	0	0	0	0	431	44	48
18:00	0	0	3	15	50	130	153	36	9	**1**	0	0	0	0	397	44	48
19:00	1	1	3	6	39	86	83	35	8	0	0	0	0	0	262	45	49
20:00	0	0	1	13	50	92	63	16	3	0	0	0	0	0	238	43	47
21:00	0	0	0	4	10	33	34	14	1	1	0	0	0	0	97	45	48
22:00	0	0	0	0	5	8	13	10	4	0	0	0	0	0	40	48	52
23:00	0	0	0	0	2	8	4	6	3	0	0	0	0	0	23	49	53
Total	5	15	42	142	432	949	953	280	50	2	0	0	0	0	2870		
Percent	0.2%	0.5%	1.5%	4.9%	15.1%	33.1%	33.2%	9.8%	1.7%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	15:00 2	14:00 8	14:00 17	14:00 41	14:00 117	14:00 192	17:00 179	17:00 56	15:00 10	18:00 1					14:00 528		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 North of Big Y Drive
Monroe/Trumbull, Connecticut

Site Code: 3905
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/26/16	0	0	0	0	1	4	4	2	1	0	**1**	0	0	0	13	50	61
01:00	0	0	0	0	0	1	1	1	0	**4**	0	0	0	0	7	58	59
02:00	0	0	0	0	0	1	3	0	0	0	0	0	0	0	4	44	44
03:00	0	0	0	0	0	3	3	2	0	1	1	0	0	0	10	57	62
04:00	0	0	0	0	0	5	10	15	3	0	0	0	0	0	33	49	52
05:00	0	0	0	0	4	26	87	60	**17**	0	0	0	0	0	194	48	52
06:00	0	0	0	1	1	66	**254**	**115**	10	1	0	0	0	0	448	47	49
07:00	**6**	**36**	**54**	**90**	**156**	214	142	31	3	1	0	0	0	0	**733**	42	44
08:00	2	7	28	46	99	**231**	142	45	5	1	1	0	0	0	607	43	47
09:00	0	4	10	18	96	195	141	28	4	0	0	0	0	0	496	43	46
10:00	4	7	10	40	57	165	110	26	1	0	0	0	0	0	420	43	46
11:00	4	4	7	13	68	185	105	31	9	0	0	0	0	0	426	43	48
12 PM	0	0	4	18	64	143	139	33	4	0	**1**	0	0	0	406	44	47
13:00	0	0	3	16	45	**173**	143	39	6	0	0	0	0	0	425	44	48
14:00	**20**	**26**	**39**	**45**	**97**	138	117	35	2	1	0	0	0	0	**520**	43	46
15:00	1	6	4	12	58	133	**152**	42	**8**	**2**	0	0	0	0	418	44	48
16:00	1	2	8	28	63	145	136	**59**	7	1	0	0	0	0	450	44	48
17:00	0	1	2	10	41	121	152	56	8	0	0	**1**	0	0	392	45	49
18:00	0	0	0	3	26	113	132	51	8	2	0	0	0	0	335	46	49
19:00	0	0	1	11	24	107	83	24	4	1	0	0	0	0	255	44	48
20:00	0	0	1	7	41	76	48	14	4	1	0	0	0	0	192	43	48
21:00	0	0	0	1	7	34	36	15	3	0	0	0	0	0	96	46	49
22:00	0	0	0	0	7	10	16	8	4	2	0	0	0	0	47	49	54
23:00	0	0	0	0	0	4	6	9	2	0	0	0	0	0	21	49	52
Total	38	93	171	359	955	2293	2162	741	113	18	4	1	0	0	6948		
Percent	0.5%	1.3%	2.5%	5.2%	13.7%	33.0%	31.1%	10.7%	1.6%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	08:00	06:00	06:00	05:00	01:00	00:00				07:00		
Vol.	6	36	54	90	156	231	254	115	17	4	1				733		
PM Peak	14:00	14:00	14:00	14:00	14:00	13:00	15:00	16:00	15:00	15:00	12:00	17:00			14:00		
Vol.	20	26	39	45	97	173	152	59	8	2	1	1			520		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 North of Big Y Drive
Monroe/Trumbull, Connecticut

Site Code: 3905
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/27/16	0	0	1	0	0	2	3	2	4	2	0	**1**	0	0	15	56	66
01:00	0	0	0	0	0	2	2	1	0	1	1	0	0	0	7	59	63
02:00	0	0	0	0	0	2	0	2	1	0	0	0	0	0	5	51	53
03:00	0	0	0	0	2	1	4	1	1	1	**2**	0	0	0	12	60	63
04:00	0	0	0	1	0	7	12	16	10	**3**	0	0	0	0	49	52	55
05:00	0	0	0	0	1	19	88	66	**25**	3	0	0	0	0	202	49	53
06:00	0	0	0	0	6	54	187	**165**	24	2	0	0	0	0	438	48	50
07:00	**34**	**60**	**83**	**67**	**109**	166	173	41	5	0	0	0	0	0	**738**	43	46
08:00	2	3	13	36	64	**171**	**214**	88	11	1	0	1	0	0	604	45	49
09:00	0	1	4	19	72	135	184	60	4	1	0	0	0	0	480	44	48
10:00	0	0	0	7	49	139	129	50	6	0	0	0	0	0	380	44	48
11:00	0	0	1	14	52	140	159	43	8	1	0	0	0	0	418	44	48
12 PM	0	1	2	13	47	123	155	45	7	0	0	0	0	0	393	44	48
13:00	1	4	**12**	38	**73**	**150**	148	31	6	0	0	0	0	0	463	43	47
14:00	**10**	**14**	12	**40**	73	150	156	34	3	0	0	0	0	0	**492**	43	46
15:00	5	2	10	15	55	140	153	44	11	**1**	0	0	0	0	436	44	48
16:00	0	1	9	19	36	117	**176**	**67**	5	1	0	0	0	0	431	45	48
17:00	0	0	2	7	56	144	167	49	8	0	0	0	0	0	433	44	48
18:00	0	0	0	5	24	118	149	47	**14**	0	0	0	0	0	357	45	49
19:00	0	0	0	14	57	100	164	53	5	1	0	0	0	0	394	44	48
20:00	0	0	0	3	38	86	79	24	7	0	0	0	0	0	237	44	48
21:00	0	0	0	8	33	58	42	14	3	0	0	0	0	0	158	44	48
22:00	0	0	0	0	5	9	17	11	5	0	0	0	0	0	47	49	52
23:00	0	0	0	0	1	3	9	6	3	0	0	0	0	0	22	49	53
Total	52	86	149	306	853	2036	2570	960	176	18	3	2	0	0	7211		
Percent	0.7%	1.2%	2.1%	4.2%	11.8%	28.2%	35.6%	13.3%	2.4%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	08:00	08:00	06:00	05:00	04:00	03:00	00:00			07:00		
Vol.	34	60	83	67	109	171	214	165	25	3	2	1			738		
PM Peak	14:00	14:00	13:00	14:00	13:00	13:00	16:00	16:00	18:00	15:00					14:00		
Vol.	10	14	12	40	73	150	176	67	14	1					492		

Connecticut Counts LLC
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_(860) 828-1693_

Route 111 North of Big Y Drive
Monroe/Trumbull, Connecticut

Site Code: 3905
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/28/16	0	0	0	0	1	2	3	3	6	2	**1**	0	0	0	18	55	60
01:00	0	0	0	0	1	0	1	3	0	0	0	0	0	0	5	48	49
02:00	0	0	0	0	0	2	1	3	2	1	0	0	0	0	9	54	57
03:00	0	0	0	0	0	1	3	2	0	1	1	**1**	0	0	9	63	67
04:00	0	0	0	0	0	2	13	15	8	**3**	1	0	0	0	42	53	58
05:00	0	0	0	1	1	21	78	72	23	3	0	0	0	0	199	49	53
06:00	0	0	0	1	5	39	**195**	**177**	**30**	3	0	0	0	0	450	49	51
07:00	**32**	**39**	**65**	**103**	104	**187**	170	47	1	0	0	0	0	0	**748**	43	46
08:00	18	26	43	38	**105**	159	154	75	10	0	0	0	0	0	628	44	48
09:00	0	5	21	29	78	138	122	45	4	0	0	0	0	0	442	44	47
10:00	2	2	10	15	46	110	147	54	8	0	0	0	0	0	394	45	48
11:00	0	3	9	18	66	136	149	38	5	1	0	0	0	0	425	44	47
12 PM	0	0	2	13	41	142	163	41	6	**2**	0	0	0	0	410	44	48
13:00	0	2	4	21	75	**202**	154	28	1	0	0	0	0	0	**487**	43	45
14:00	**10**	**5**	**17**	**31**	73	147	145	38	6	1	0	0	0	0	473	44	47
15:00	0	1	5	30	68	155	147	46	4	1	**1**	0	0	0	458	44	48
16:00	2	0	3	21	**78**	149	155	32	4	1	0	0	0	0	445	44	47
17:00	0	0	5	19	65	143	**191**	41	9	0	0	0	0	0	473	44	48
18:00	1	5	1	7	41	121	157	**49**	**15**	0	0	0	0	0	397	45	49
19:00	0	0	0	7	48	120	125	39	6	0	0	0	0	0	345	44	48
20:00	0	0	0	9	39	85	48	14	3	0	0	0	0	0	198	43	47
21:00	0	0	0	2	7	32	21	13	1	0	0	0	0	0	76	45	48
22:00	0	0	0	2	1	14	25	2	0	0	0	0	0	0	44	44	44
23:00	0	0	0	0	1	6	9	6	6	0	0	0	0	0	28	51	53
Total	65	88	185	367	944	2113	2376	883	158	19	4	1	0	0	7203		
Percent	0.9%	1.2%	2.6%	5.1%	13.1%	29.3%	33.0%	12.3%	2.2%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	08:00	07:00	06:00	06:00	06:00	04:00	00:00	03:00			07:00		
Vol.	32	39	65	103	105	187	195	177	30	3	1	1			748		
PM Peak	14:00	14:00	14:00	14:00	16:00	13:00	17:00	18:00	18:00	12:00	15:00				13:00		
Vol.	10	5	17	31	78	202	191	49	15	2	1				487		

Connecticut Counts LLC
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_(860) 828-1693_

Route 111 North of Big Y Drive
Monroe/Trumbull, Connecticut

Site Code: 3905
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/29/16	0	0	0	0	0	5	2	3	4	0	1	0	0	0	15	53	61
01:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3	47	49
02:00	0	0	0	0	0	3	2	1	0	0	1	0	0	0	7	49	63
03:00	0	0	0	1	0	1	3	2	3	1	1	0	0	0	12	55	61
04:00	0	0	0	1	3	2	16	12	3	0	0	0	0	0	37	48	51
05:00	0	0	0	0	0	19	65	50	20	**3**	0	0	0	0	157	49	53
06:00	0	0	0	0	2	71	**196**	**120**	**25**	0	**2**	0	0	0	416	48	51
07:00	**108**	**146**	**76**	**80**	**78**	124	102	18	3	0	0	0	0	0	**735**	40	44
08:00	23	15	26	68	59	154	190	49	10	2	0	0	0	0	596	44	48
09:00	0	3	8	10	58	**163**	162	56	5	1	0	0	0	0	466	44	48
10:00	0	3	7	7	46	110	171	46	8	0	0	0	0	0	398	44	48
11:00	1	1	1	8	35	156	143	56	6	0	0	0	0	0	407	45	48
12 PM	0	0	2	16	43	158	130	41	10	0	0	0	0	0	400	44	48
13:00	3	8	11	22	75	154	150	46	3	0	0	0	0	0	472	44	47
14:00	**7**	**11**	**20**	**54**	86	146	157	42	10	0	0	0	0	0	533	44	48
15:00	0	1	3	23	60	155	153	45	**13**	1	0	0	0	0	454	44	49
16:00	1	2	14	31	80	156	124	46	4	0	0	0	0	0	458	44	47
17:00	4	5	16	29	**95**	**174**	**176**	35	8	1	0	0	0	0	**543**	43	47
18:00	2	3	10	27	79	158	153	48	10	0	0	0	0	0	490	44	48
19:00	0	0	0	7	44	81	120	**52**	10	**2**	0	0	0	0	316	46	49
20:00	0	0	0	9	37	90	61	12	3	0	0	0	0	0	212	43	46
21:00	0	0	0	1	13	61	48	12	5	0	0	0	0	0	140	44	49
22:00	0	0	1	0	2	28	30	13	7	1	0	0	0	0	82	48	52
23:00	0	0	0	1	1	17	28	13	5	1	0	0	0	0	66	48	52
Total	149	198	195	395	897	2187	2382	819	175	13	5	0	0	0	7415		
Percent	2.0%	2.7%	2.6%	5.3%	12.1%	29.5%	32.1%	11.0%	2.4%	0.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	09:00	06:00	06:00	06:00	05:00	06:00				07:00		
Vol.	108	146	76	80	78	163	196	120	25	3	2				735		
PM Peak	14:00	14:00	14:00	14:00	17:00	17:00	17:00	19:00	15:00	19:00					17:00		
Vol.	7	11	20	54	95	174	176	52	13	2					543		

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Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/30/16	0	0	0	0	1	5	16	7	3	4	0	0	0	0	36	52	57
01:00	0	0	0	0	0	0	5	3	0	0	0	0	0	0	8	48	49
02:00	0	0	0	0	0	1	2	4	1	0	0	0	0	0	8	49	52
03:00	0	0	0	0	0	4	3	1	1	0	0	0	0	0	9	48	52
04:00	0	0	0	3	0	1	7	8	1	0	0	0	0	0	20	48	50
05:00	0	0	0	0	1	4	26	26	6	1	**1**	0	0	0	65	49	53
06:00	0	0	0	2	2	21	64	**59**	**9**	**5**	1	0	0	0	163	49	53
07:00	0	0	0	4	36	107	150	43	9	2	0	0	0	0	351	45	49
08:00	2	7	15	24	64	153	**200**	49	9	1	0	0	0	0	524	44	48
09:00	4	16	7	11	67	182	178	41	6	0	0	0	0	0	512	44	47
10:00	4	6	2	36	72	**225**	196	40	1	0	0	0	0	0	582	43	46
11:00	**22**	**28**	**46**	**66**	**132**	166	110	23	1	0	0	0	0	0	**594**	42	44
12 PM	**4**	**9**	**23**	**52**	**112**	212	155	36	4	0	**1**	0	0	0	**608**	43	46
13:00	1	4	8	37	92	**239**	162	33	5	0	0	0	0	0	581	43	46
14:00	0	0	1	24	89	184	157	33	7	0	0	0	0	0	495	43	47
15:00	0	0	2	26	95	185	160	35	4	0	0	0	0	0	507	43	46
16:00	0	3	11	17	52	154	168	**55**	5	0	0	0	0	0	465	44	48
17:00	0	1	6	24	69	145	**188**	54	**8**	0	0	0	0	0	495	44	48
18:00	0	2	7	11	50	129	169	38	4	**1**	0	0	0	0	411	44	47
19:00	0	0	1	11	28	111	102	40	7	1	0	0	0	0	301	45	49
20:00	0	0	0	6	38	75	60	20	3	1	0	0	0	0	203	44	48
21:00	0	0	0	3	26	50	64	20	4	0	0	0	0	0	167	44	48
22:00	0	0	0	2	10	30	41	10	5	0	1	0	0	0	99	45	51
23:00	0	0	0	0	1	12	26	13	3	0	0	0	0	0	55	47	50
Total	37	76	129	359	1037	2395	2409	691	106	16	4	0	0	0	7259		
Percent	0.5%	1.0%	1.8%	4.9%	14.3%	33.0%	33.2%	9.5%	1.5%	0.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	10:00	08:00	06:00	06:00	06:00	05:00				11:00		
Vol.	22	28	46	66	132	225	200	59	9	5	1				594		
PM Peak	12:00	12:00	12:00	12:00	12:00	13:00	17:00	16:00	17:00	18:00	12:00				12:00		
Vol.	4	9	23	52	112	239	188	55	8	1	1				608		

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Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/01/16	0	0	0	0	1	3	12	11	7	0	0	0	0	0	34	51	53
01:00	0	0	0	0	1	4	7	6	1	1	0	0	0	0	20	49	55
02:00	0	0	0	0	0	0	1	2	2	1	0	0	0	0	6	55	58
03:00	0	0	0	0	0	1	3	1	1	0	0	0	0	0	6	50	53
04:00	0	0	0	0	0	3	5	2	1	1	**1**	0	0	0	13	55	61
05:00	0	0	0	0	1	2	9	7	2	0	0	0	0	0	21	49	52
06:00	0	0	0	0	1	6	24	31	**10**	**5**	0	0	0	0	77	51	56
07:00	0	0	0	1	8	21	65	31	10	1	0	0	0	0	137	48	52
08:00	5	**6**	4	7	46	90	101	**46**	8	1	0	0	0	0	314	45	49
09:00	1	2	2	5	23	146	**140**	44	6	0	0	0	0	0	369	44	48
10:00	2	1	5	22	64	176	140	28	5	0	0	0	0	0	443	43	46
11:00	**9**	6	**14**	**52**	**130**	**194**	114	30	2	0	0	0	0	0	**551**	42	45
12 PM	0	2	15	37	66	**186**	143	40	7	0	0	0	0	0	496	44	47
13:00	**47**	**65**	**65**	**57**	66	108	101	27	4	0	0	0	0	0	**540**	42	45
14:00	0	1	4	13	**67**	144	110	39	5	1	0	0	0	0	384	44	48
15:00	0	1	3	17	57	125	145	54	5	0	0	0	0	0	407	44	48
16:00	0	0	1	4	47	135	**146**	38	9	0	0	0	0	0	380	44	48
17:00	0	0	0	3	32	80	133	**58**	13	0	**1**	0	0	0	320	47	49
18:00	0	0	0	6	20	64	94	43	**15**	1	1	0	0	0	244	47	51
19:00	0	0	0	2	12	59	82	35	7	0	0	0	0	0	197	46	49
20:00	0	0	0	2	20	53	64	18	1	1	1	0	0	0	160	44	48
21:00	0	0	1	4	5	23	22	14	4	**3**	0	0	0	0	76	48	53
22:00	0	0	0	0	2	5	20	10	3	0	0	0	0	0	40	48	51
23:00	0	0	0	0	0	2	2	5	5	1	1	0	0	0	16	54	60
Total	64	84	114	232	669	1630	1683	620	133	17	5	0	0	0	5251		
Percent	1.2%	1.6%	2.2%	4.4%	12.7%	31.0%	32.1%	11.8%	2.5%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	11:00	11:00	11:00	11:00	09:00	08:00	06:00	06:00	04:00				11:00		
Vol.	9	6	14	52	130	194	140	46	10	5	1				551		
PM Peak	13:00	13:00	13:00	13:00	14:00	12:00	16:00	17:00	18:00	21:00	17:00				13:00		
Vol.	47	65	65	57	67	186	146	58	15	3	1				540		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 North of Big Y Drive
Monroe/Trumbull, Connecticut

Site Code: 3905
Station ID:

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
05/02/16	0	0	0	0	0	1	1	3	2	0	**1**	0	0	0	8	54	62
01:00	0	0	0	0	0	0	4	2	1	0	0	0	0	0	7	49	53
02:00	0	0	0	0	0	3	1	0	1	0	0	0	0	0	5	51	53
03:00	0	0	2	1	1	2	2	1	0	1	0	**1**	0	0	11	56	67
04:00	0	0	0	2	1	2	18	17	10	2	0	0	0	0	52	52	54
05:00	0	0	0	1	3	26	82	65	17	**3**	1	0	0	0	198	49	53
06:00	0	0	0	0	2	66	**183**	**143**	**18**	1	1	0	0	0	414	48	49
07:00	**27**	22	**68**	**83**	**120**	173	153	42	5	0	0	0	0	0	**693**	43	46
08:00	16	**27**	41	68	91	**179**	152	34	6	0	0	0	0	0	614	43	46
09:00	0	0	10	35	57	114	164	56	8	1	0	0	0	0	445	44	48
10:00	0	0	1	8	49	149	116	36	3	0	0	0	0	0	362	44	47
11:00	2	2	7	16	45	115	130	51	10	1	0	0	0	0	379	45	49
12 PM	0	0	1	11	56	138	**149**	**47**	**3**	**3**	0	0	0	0	408	44	48
13:00	0	0	4	19	**74**	**165**	138	24	3	0	0	0	0	0	**427**	43	46
14:00	**3**	**6**	**20**	**35**	74	128	109	20	2	0	0	0	0	0	397	43	45
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	48	57	154	279	573	1261	1402	541	89	12	3	1	0	0	4420		
Percent	1.1%	1.3%	3.5%	6.3%	13.0%	28.5%	31.7%	12.2%	2.0%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	07:00	07:00	07:00	08:00	06:00	06:00	06:00	05:00	00:00	03:00			07:00		
Vol.	27	27	68	83	120	179	183	143	18	3	1	1			693		
PM Peak	14:00	14:00	14:00	14:00	13:00	13:00	12:00	12:00	12:00	12:00					13:00		
Vol.	3	6	20	35	74	165	149	47	3	3					427		
Total	458	697	1139	2439	6360	14864	15937	5535	1000	115	28	5	0	0	48577		
Percent	0.9%	1.4%	2.3%	5.0%	13.1%	30.6%	32.8%	11.4%	2.1%	0.2%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 32 MPH
50th Percentile : 39 MPH
85th Percentile : 44 MPH
95th Percentile : 48 MPH

Stats

10 MPH Pace Speed : 36-45 MPH
Number in Pace : 30801
Percent in Pace : 63.4%
Number of Vehicles > 40 MPH : 22620
Percent of Vehicles > 40 MPH : 46.6%
Mean Speed(Average) : 39 MPH

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 111 North of Big Y Drive
Monroe/Trumbull, Connecticut

Site Code: 3905
Station ID:

Latitude: 0' 0.0000 Undefined

Start	25-Apr-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	*	*	24	13	26	15	42	18	35	15	49	36	56	34	39	22
01:00	*	*	8	7	8	7	12	5	18	3	25	8	38	20	18	8
02:00	*	*	7	4	8	5	8	9	7	7	13	8	20	6	10	6
03:00	*	*	2	10	4	12	5	9	5	12	7	9	3	6	4	10
04:00	*	*	13	33	4	49	5	42	6	37	10	20	6	13	7	32
05:00	*	*	24	194	30	202	32	199	31	157	11	65	8	21	23	140
06:00	*	*	124	448	132	438	149	450	140	416	53	163	23	77	104	332
07:00	*	*	301	**733**	297	**738**	282	**748**	304	**735**	154	351	80	137	236	**574**
08:00	*	*	269	607	288	604	230	628	269	596	244	524	177	314	246	546
09:00	*	*	312	496	273	480	326	442	298	466	390	512	244	369	307	461
10:00	*	*	355	420	344	380	303	394	341	398	518	582	374	443	372	436
11:00	*	*	**406**	426	**365**	418	**376**	425	**375**	407	**601**	**594**	**523**	**551**	**441**	470
12:00 PM	*	*	428	406	443	393	435	410	415	400	**654**	**608**	**533**	496	485	452
01:00	*	*	462	425	477	463	491	**487**	558	472	644	581	458	**540**	515	**495**
02:00	493	**528**	483	**520**	465	**492**	533	473	551	533	588	495	486	384	514	489
03:00	605	400	616	418	621	436	539	458	653	454	607	507	474	407	588	440
04:00	754	454	731	450	753	431	755	445	793	458	598	465	426	380	687	440
05:00	**810**	431	**771**	392	**822**	433	**790**	473	**827**	**543**	541	495	419	320	**711**	441
06:00	673	397	669	335	698	357	686	397	694	490	481	411	326	244	604	376
07:00	501	262	478	255	535	394	537	345	502	316	372	301	234	197	451	296
08:00	349	238	320	192	382	237	367	198	349	212	297	203	175	160	320	206
09:00	226	97	212	96	217	158	242	76	262	140	222	167	101	76	212	116
10:00	88	40	100	47	140	47	114	44	178	82	157	99	76	40	122	57
11:00	54	23	56	21	45	22	59	28	102	66	101	55	28	16	64	33
Lane	4553	2870	7171	6948	7377	7211	7318	7203	7713	7415	7337	7259	5288	5251	7080	6878
Day	7423		14119		14588		14521		15128		14596		10539		13958	
AM Peak	-	-	11:00	07:00	11:00	07:00	11:00	07:00	11:00	07:00	11:00	11:00	11:00	11:00	11:00	07:00
Vol.	-	-	406	733	365	738	376	748	375	735	601	594	523	551	441	574
PM Peak	17:00	14:00	17:00	14:00	17:00	14:00	17:00	13:00	17:00	17:00	12:00	12:00	12:00	13:00	17:00	13:00
Vol.	810	528	771	520	822	492	790	487	827	543	654	608	533	540	711	495

ADT - AVERAGE OF TUES-THURS
TOTAL: 14,410
NB: 7,290
SB: 7,120

Route 111 North of Big Y Drive
Monroe/Trumbull, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3905
Station ID:

Latitude: 0' 0.0000 Undefined

Start	02-May-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	17	8	*	*	*	*	*	*	*	*	*	*	*	*	17	8
01:00	7	7	*	*	*	*	*	*	*	*	*	*	*	*	7	7
02:00	3	5	*	*	*	*	*	*	*	*	*	*	*	*	3	5
03:00	6	11	*	*	*	*	*	*	*	*	*	*	*	*	6	11
04:00	11	52	*	*	*	*	*	*	*	*	*	*	*	*	11	52
05:00	28	198	*	*	*	*	*	*	*	*	*	*	*	*	28	198
06:00	123	414	*	*	*	*	*	*	*	*	*	*	*	*	123	414
07:00	273	**693**	*	*	*	*	*	*	*	*	*	*	*	*	273	**693**
08:00	256	614	*	*	*	*	*	*	*	*	*	*	*	*	256	614
09:00	325	445	*	*	*	*	*	*	*	*	*	*	*	*	325	445
10:00	341	362	*	*	*	*	*	*	*	*	*	*	*	*	341	362
11:00	**430**	379	*	*	*	*	*	*	*	*	*	*	*	*	**430**	379
12:00 PM	410	408	*	*	*	*	*	*	*	*	*	*	*	*	410	408
01:00	**457**	**427**	*	*	*	*	*	*	*	*	*	*	*	*	**457**	**427**
02:00	331	397	*	*	*	*	*	*	*	*	*	*	*	*	331	397
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	3018	4420	0	0	0	0	0	0	0	0	0	0	0	0	3018	4420
Day	7438		0		0		0		0		0		0		7438	
AM Peak	11:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00
Vol.	430	693	-	-	-	-	-	-	-	-	-	-	-	-	430	693
PM Peak	13:00	13:00	-	-	-	-	-	-	-	-	-	-	-	-	13:00	13:00
Vol.	457	427	-	-	-	-	-	-	-	-	-	-	-	-	457	427

Comb. Total	14861	14119	14588	14521	15128	14596	10539	21396
ADT	ADT 14,589	AADT 14,589						

INNOVATIVE DATA, LLC.
PO Box 468
BELCHERTOWN, MA 01007
1.413.668.5094

Summary of Monroe & Trumbull, Connecticut O/D Study

Date: Tuesday, May 24th, 2016
AM Peak: 7:00 to 9:00 AM
PM Peak : 4:00 to 6:00 PM

Summary of Observation Locations and Vehicle Observations

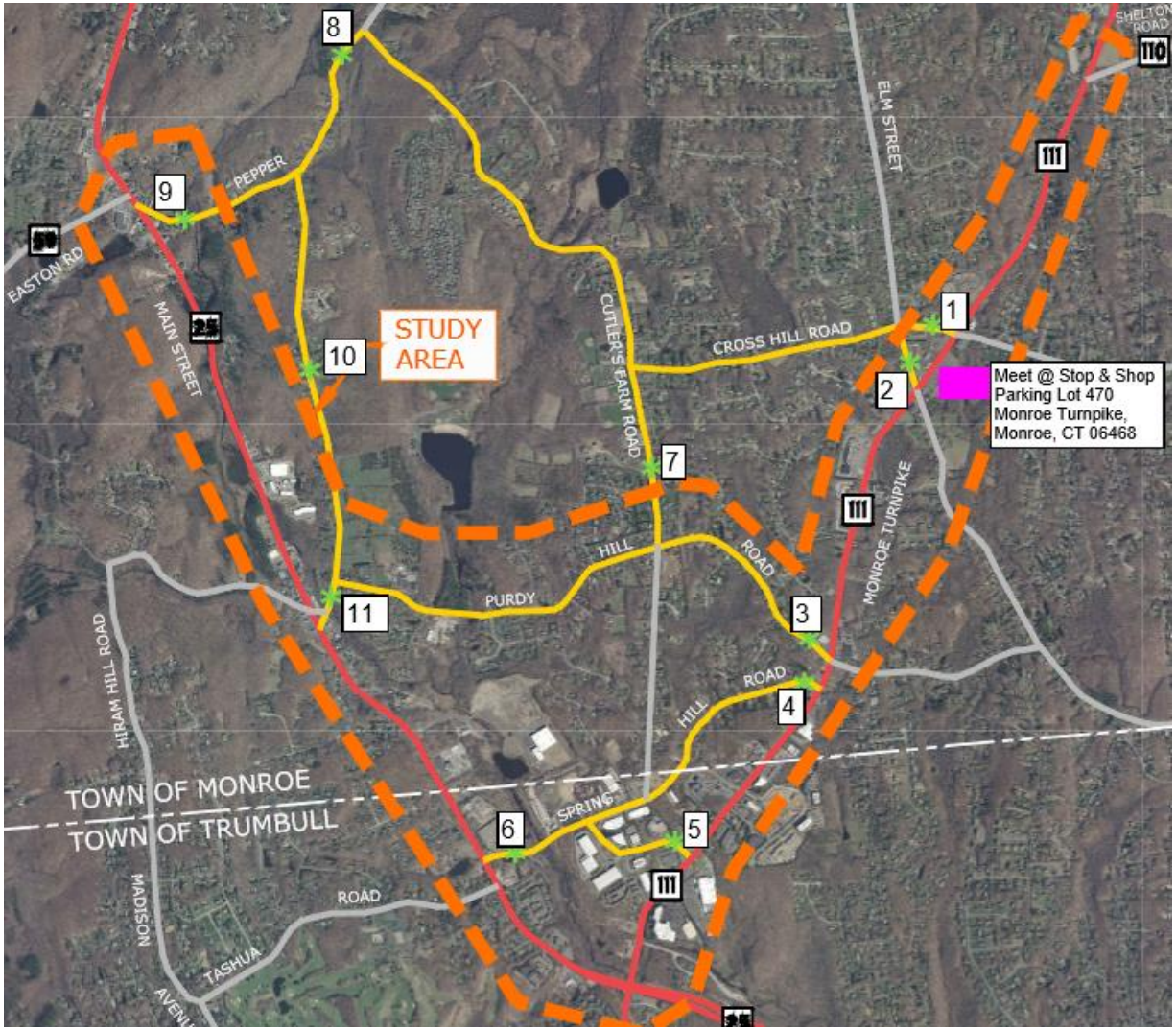
Location	Location Description		Primary Node Movement	AM Peak		PM Peak	
				Observed Vehicles	Captured Plates	Observed Vehicles	Captured Plates
1	Cross Hill Road – West of Route 111	NB	Entry	363	347	353	345
		SB	Exit	260	258	604	597
2	Elm Street – North of Route 111	NB	Entry	432	429	739	736
		SB	Exit	786	782	604	597
3	Purdy Hill Road – West of Route 111	EB	Exit	307	306	454	434
		WB	Entry	336	330	488	470
4	Spring Hill Road – West of Route 111	EB	Exit	74	74	119	118
		WB	Entry	102	98	110	107
5	Trefoil Drive – North of Route 111	EB	Exit	263	263	446	440
		WB	Entry	285	270	448	439
6	Spring Hill Road – East of Route 25	EB	Entry	246	242	362	354
		WB	Exit	251	251	353	349
7	Cutler's Farm Road – between Cross Hill & Purdy Hill	NB	Pass Thru	226	226	756	756
		SB	Pass Thru	593	585	375	374
8	Pepper Street – South of Cutler's Farm Road	EB	Pass Thru	313	312	636	627
		WB	Pass Thru	616	605	452	443
9	Pepper Street – East of Route 25 & Brook	EB	Entry	246	226	619	611
		WB	Exit	639	623	398	382
10	Old Newtown Road – near Stepney School	NB	Pass Thru	174	169	206	204
		SB	Pass Thru	222	221	175	174
11	Old Newtown Road – between Purdy Hill & Judd	NB	Entry	250	249	530	529
		SB	Exit	538	538	368	367

*Please also see the corresponding map of locations

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Summary of Monroe & Trumbull, Connecticut O/D Study

Date: Tuesday, May 24th, 2016
AM Peak: 7:00 to 9:00 AM
PM Peak : 4:00 to 6:00 PM



Map of locations provided by Tighe & Bond

INNOVATIVE DATA, LLC.
PO Box 468
BELCHERTOWN, MA 01007
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Summary of Monroe & Trumbull, Connecticut O/D Study

Date: Tuesday, May 24th, 2016
AM Peak: 7:00 to 9:00 AM
PM Peak : 4:00 to 6:00 PM

Summary of OD Pairs by Route for Matching

Entry Node		Matched Exit Node													
		1	2	3	4	5	6	7	7	8	8	9	10	10	11
		SB	SB	EB	EB	EB	WB	NB	SB	EB	WB	WB	NB	SB	SB
1	NB	No					Yes		Yes		Yes	Yes	Yes	Yes	Yes
2	NB		No				Yes		Yes		Yes	Yes	Yes	Yes	Yes
3	WB			No			Yes	Yes			Yes	Yes	Yes	Yes	Yes
4	WB				No	Yes	Yes								
5	WB					No	Yes								
6	EB	Yes	Yes	Yes	Yes	Yes	No	Yes							
7	NB	Yes	Yes					No	No		Yes	Yes			
7	SB			Yes				No	No						Yes
8	EB	Yes	Yes	Yes					Yes	No	No				
8	WB									No	No	Yes		Yes	Yes
9	EB	Yes	Yes	Yes					Yes	Yes		No		Yes	Yes
10	NB									Yes		Yes	No	No	
10	SB	Yes	Yes	Yes				Yes					No	No	Yes
11	NB	Yes	Yes	Yes				Yes		Yes		Yes	Yes		No

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Summary of Monroe & Trumbull, Connecticut O/D Study

Date: Tuesday, May 24th, 2016
AM Peak: 7:00 to 9:00 AM
PM Peak : 4:00 to 6:00 PM

Summary of Matched Plates in AM Peak

				Matched Exit Node													
Entry Node				1	2	3	4	5	6	7	7	8	8	9	10	10	11
				SB	SB	EB	EB	EB	WB	NB	SB	EB	WB	WB	NB	SB	SB
			Veh	260	786	307	74	263	251	226	593	313	616	639	174	222	538
		Veh	Plates	258	782	306	74	263	251	226	585	312	605	623	169	221	538
1	NB	363	347	X					21		172		52	82	34	28	107
2	NB	432	429		X				19		63		41	60	14	20	37
3	WB	336	330			X			25	61			20	37	21	16	167
4	WB	102	98				X	7	40								
5	WB	285	270					X	41								
6	EB	246	242	18	21	13	26	67	X	41	18						
7	NB	226	226	77	43					X	X		24	29			
7	SB	593	585			135				X	X						186
8	EB	313	312	46	53	30					49	X	X				
8	WB	616	605									X	X	363		102	67
9	EB	246	226	56	59	47					52	171		X		73	23
10	NB	174	169		0	0						104		56	X	X	
10	SB	222	221	15	27	28				14					X	X	84
11	NB	250	249	38	36	65				46		80		35	83		X

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Summary of Monroe & Trumbull, Connecticut O/D Study

Date: Tuesday, May 24th, 2016
AM Peak: 7:00 to 9:00 AM
PM Peak : 4:00 to 6:00 PM

Percent Matched by OD Pair in AM Peak

				Matched Exit Node													
				1	2	3	4	5	6	7	7	8	8	9	10	10	11
Entry Node				SB	SB	EB	EB	EB	WB	NB	SB	EB	WB	WB	NB	SB	SB
			Veh	260	786	307	74	263	251	226	593	313	616	639	174	222	538
		Veh	Plates	258	782	306	74	263	251	226	585	312	605	623	169	221	538
1	NB	363	347	X					6		50		15	24	10	8	31
2	NB	432	429		X				4		15		9	14	3	5	9
3	WB	336	330			X			7	18			6	11	6	5	50
4	WB	102	98				X	7	41								
5	WB	285	270					X	15								
6	EB	246	242	7	9	5	11	28	X	17	7						
7	NB	226	226	34	19					X	X		11	13			
7	SB	593	585			23				X	X						32
8	EB	313	312	15	17	10					16	X	X				
8	WB	616	605									X	X	60		17	11
9	EB	246	226	25	26	21					23	76		X		32	10
10	NB	174	169									61		33	X	X	
10	SB	222	221	7	12	13				6					X	X	38
11	NB	250	249	15	14	26				19		32		14	33		X

INNOVATIVE DATA, LLC.
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Summary of Monroe & Trumbull, Connecticut O/D Study

Date: Tuesday, May 24th, 2016
AM Peak: 7:00 to 9:00 AM
PM Peak : 4:00 to 6:00 PM

Summary of Matched Plates in PM Peak

				Matched Exit Node														
Entry Node				1	2	3	4	5	6	7	7	8	8	9	10	10	11
				SB	SB	EB	EB	EB	WB	NB	SB	EB	WB	WB	NB	SB	SB
			Veh	604	604	454	119	446	353	756	375	636	452	398	206	175	368
		Veh	Plates	597	597	434	118	440	349	756	374	627	443	382	204	174	367
1	NB	353	345	X					33		97		61	64	22	14	47
2	NB	739	736		X				50		54		75	74	26	20	51
3	WB	488	470			X			49	163			62	77	64	36	145
4	WB	110	107				X	11	45								
5	WB	448	439					X	82								
6	EB	362	354	48	39	30	60	87	X	124	48						
7	NB	756	756	296	104					X	X		67	63			
7	SB	375	374			79				X	X						76
8	EB	636	627	122	93	49					67	X	X				
8	WB	452	443									X	X	244		123	110
9	EB	619	611	120	87	56					53	441		X		61	44
10	NB	206	204									119		70	X	X	
10	SB	175	174	19	15	26				24					X	X	96
11	NB	530	529	171	62	172				204		75		45	66		X

INNOVATIVE DATA, LLC.
PO Box 468
BELCHERTOWN, MA 01007
1.413.668.5094

Summary of Monroe & Trumbull, Connecticut O/D Study

Date: Tuesday, May 24th, 2016
AM Peak: 7:00 to 9:00 AM
PM Peak : 4:00 to 6:00 PM

Percent Matched by OD Pair in PM Peak

				Matched Exit Node													
Entry Node				1	2	3	4	5	6	7	7	8	8	9	10	10	11
				SB	SB	EB	EB	EB	WB	NB	SB	EB	WB	WB	NB	SB	SB
			Veh	604	604	454	119	446	353	756	375	636	452	398	206	175	368
		Veh	Plates	597	597	434	118	440	349	756	374	627	443	382	204	174	367
1	NB	353	345	X					10		28		18	18	6	4	14
2	NB	739	736		X				7		7		10	10	4	3	7
3	WB	488	470			X			10	35			13	16	14	8	31
4	WB	110	107				X	10	42								
5	WB	448	439					X	19								
6	EB	362	354	14	11	8	17	25	X	35	14						
7	NB	756	756	39	14					X	X		9	8			
7	SB	375	374			21				X	X						20
8	EB	636	627	19	15	8					11	X	X				
8	WB	452	443									X	X	55		28	25
9	EB	619	611	20	14	9					9	72		X		10	7
10	NB	206	204									58		34	X	X	
10	SB	175	174	11	9	15				14					X	X	55
11	NB	530	529	32	12	32				38		14		9	12		X

APPENDIX F

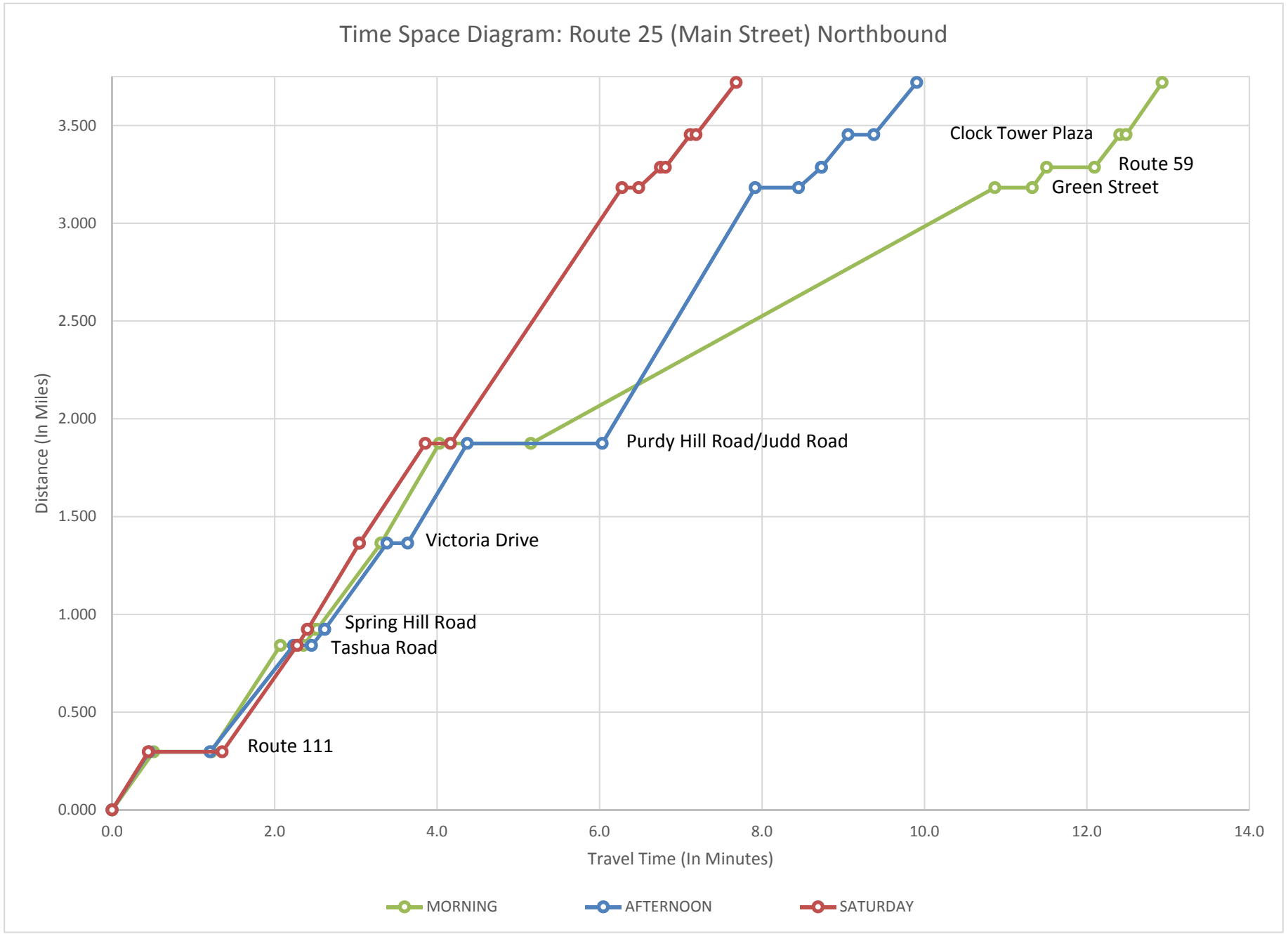
Travel Time Study Summary

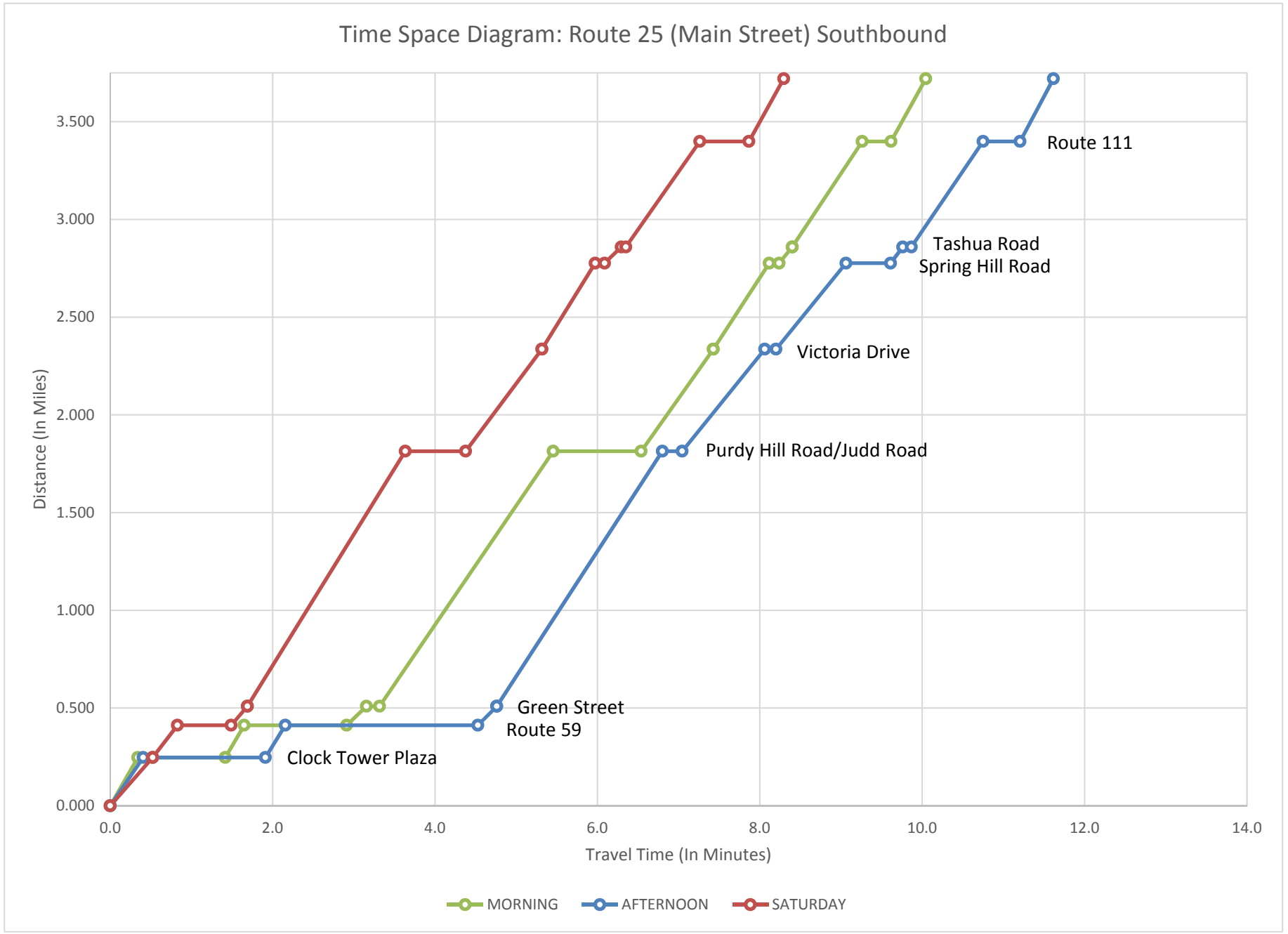
Tighe&Bond

Route 25 Speed-Delay Run Summary (minutes)

Intersection	Distance (Miles)	Weekday Morning Peak Hour Travel Time (Min)	Weekday Morning Peak Hour Signal Delay (Min)	Weekday Morning Peak Hour Travel Speed (MPH)	Weekday Afternoon Peak Hour Travel Time (Min)	Weekday Afternoon Peak Hour Signal Delay (Min)	Weekday Afternoon Peak Hour Travel Speed (MPH)	Saturday Midday Peak Hour Travel Time (Min)	Saturday Midday Peak Hour Signal Delay (Min)	Saturday Midday Peak Hour Travel Speed (MPH)
MAIN STREET (ROUTE 25) - NORTHBOUND										
Expressway Ends Reduce Speed Sign	0.00	0.0	--	--	0.0	--	--	0.0	--	--
Route 111	0.30	1.2	0.7	14.6	1.2	0.8	14.8	1.4	0.9	13.1
Tashua Road	0.54	1.1	0.3	28.8	1.3	0.2	26.1	0.9	0.0	35.4
Spring Hill Road	0.08	0.2	0.0	29.5	0.2	0.0	30.5	0.1	0.0	38.5
Victoria Drive	0.44	0.8	0.0	33.5	1.0	0.3	25.9	0.6	0.0	41.4
Purdy Hill Road/Judd Road	0.51	1.8	1.1	16.6	2.4	1.7	12.8	1.1	0.3	27.3
Green Street	1.31	6.2	0.5	12.7	2.4	0.5	32.5	2.3	0.2	33.9
Route 59	0.10	0.8	0.6	8.1	0.3	0.0	22.0	0.3	0.1	19.0
Clock Tower Plaza	0.17	0.4	0.1	25.8	0.6	0.3	15.5	0.4	0.1	26.5
Starbucks Driveway	0.27	0.4	--	36.0	0.5	--	30.4	0.5	--	32.4
OVERALL	**3.72**	**12.93**	**3.27**	**17.3**	**9.91**	**3.74**	**22.5**	**7.68**	**1.56**	**29.0**
MAIN STREET (ROUTE 25) - SOUTHBOUND										
Starbucks Driveway	0.00	0.0	--	--	0.0	--	--	0.0	--	--
Clock Tower Plaza	0.25	1.4	1.1	10.5	1.9	1.5	7.8	0.5	0.0	28.4
Route 59	0.17	1.5	1.3	6.6	2.6	2.4	3.8	1.0	0.7	10.2
Green Street	0.10	0.4	0.2	14.4	0.2	0.0	24.9	0.2	0.0	29.1
Purdy Hill Road/Judd Road	1.31	3.2	1.1	24.3	2.3	0.2	34.3	2.7	0.7	29.1
Victoria Drive	0.52	0.9	0.0	35.2	1.2	0.1	27.1	0.9	0.0	33.4
Spring Hill Road	0.44	0.8	0.1	32.5	1.4	0.6	18.7	0.8	0.1	34.2
Tashua Road	0.08	0.2	0.0	30.9	0.3	0.1	19.5	0.3	0.1	19.1
Route 111	0.54	1.2	0.4	26.6	1.3	0.5	24.2	1.5	0.6	21.4
Expressway Ends Reduce Speed Sign	0.32	0.4	--	45.0	0.4	--	46.8	0.4	--	45.0
OVERALL	**3.72**	**10.0**	**4.1**	**22.2**	**11.6**	**5.4**	**19.2**	**8.3**	**2.2**	**26.9**

Note:
Travel time includes signal delay.
Travel Speed = Distance / Travel Time


Time Space Diagram: Route 25 (Main Street) Northbound
Distance (In Miles)
3.500
3.000
2.500
2.000
1.500
1.000
0.500
0.000
0.0
2.0
4.0
6.0
8.0
10.0
12.0
14.0
Travel Time (In Minutes)
Clock Tower Plaza
Route 59
Green Street
Purdy Hill Road/Judd Road
Victoria Drive
Spring Hill Road
Tashua Road
Route 111
MORNING
AFTERNOON
SATURDAY


Time Space Diagram: Route 25 (Main Street) Southbound
Distance (In Miles)
3.500
3.000
2.500
2.000
1.500
1.000
0.500
0.000
0.0
2.0
4.0
6.0
8.0
10.0
12.0
14.0
Travel Time (In Minutes)
Route 111
Tashua Road
Spring Hill Road
Victoria Drive
Purdy Hill Road/Judd Road
Green Street
Route 59
Clock Tower Plaza
MORNING
AFTERNOON
SATURDAY

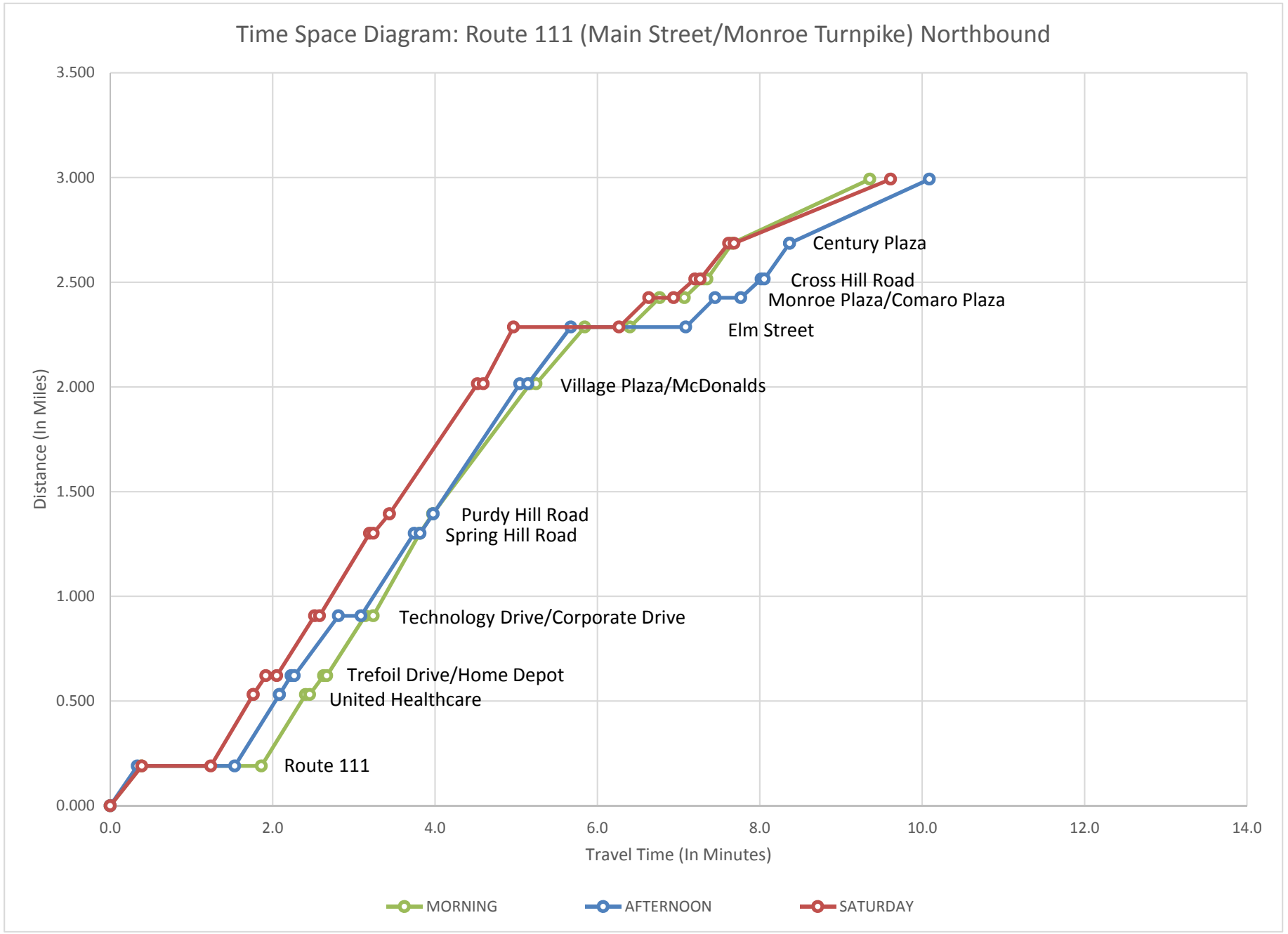
Route 111 Speed-Delay Run Summary (minutes)

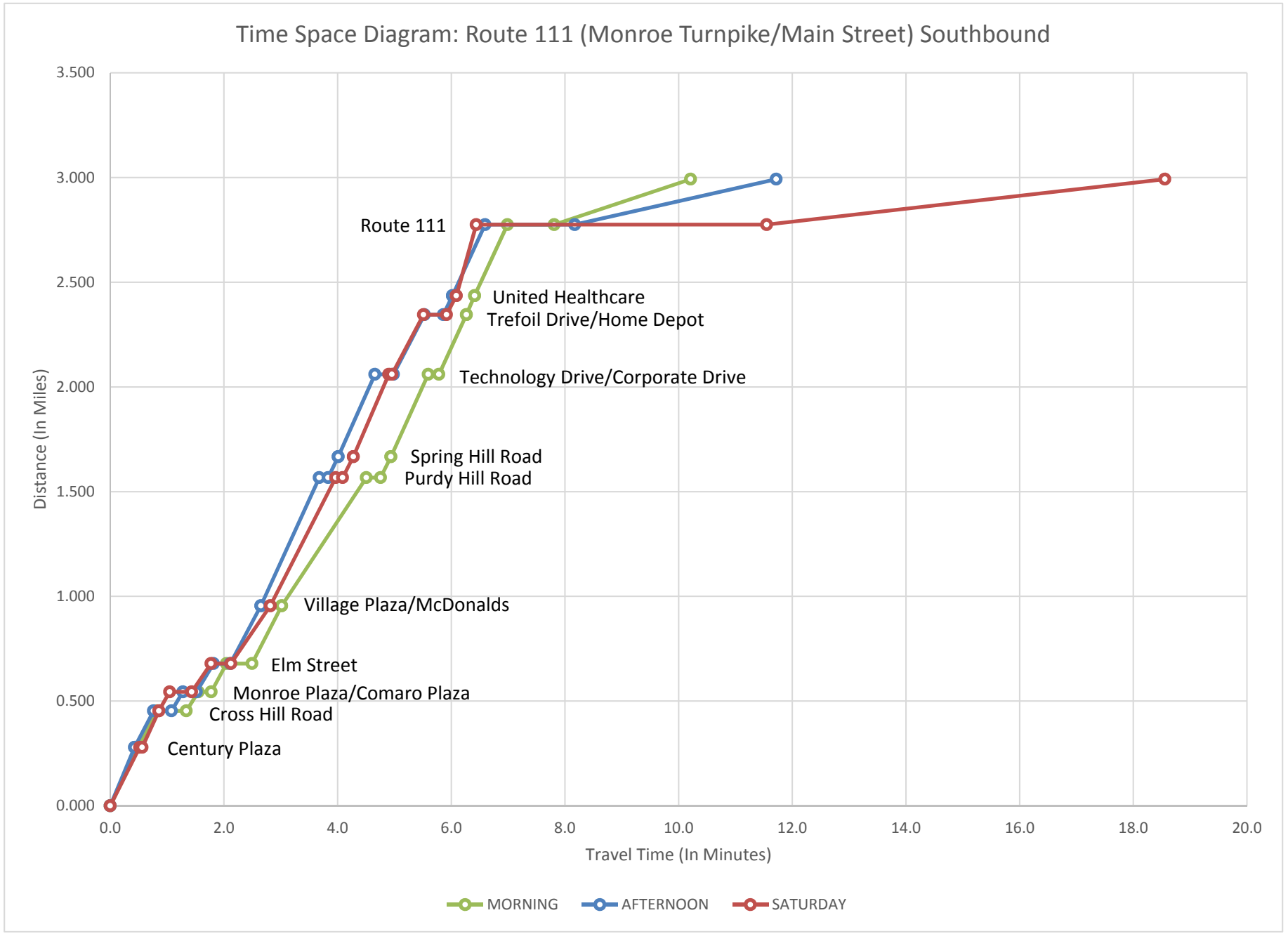
Intersection	Distance (Miles)	Weekday Morning Peak Hour Travel Time (Min)	Weekday Morning Peak Hour Signal Delay (Min)	Weekday Morning Peak Hour Travel Speed (MPH)	Weekday Afternoon Peak Hour Travel Time (Min)	Weekday Afternoon Peak Hour Signal Delay (Min)	Weekday Afternoon Peak Hour Travel Speed (MPH)	Saturday Midday Peak Hour Travel Time (Min)	Saturday Midday Peak Hour Signal Delay (Min)	Saturday Midday Peak Hour Travel Speed (MPH)
MAIN STREET (ROUTE 110) - NORTHBOUND										
Colonial Village Circle	0.00	0.0	--	--	0.0	--	--	0.0	--	--
Route 25	0.19	1.9	1.5	6.1	1.5	1.2	7.4	1.2	0.9	9.2
United Healthcare	0.34	0.6	0.1	34.4	0.6	0.0	37.2	0.5	0.0	39.2
Trefoil Drive/Home Depot	0.09	0.2	0.0	25.6	0.2	0.0	29.5	0.3	0.1	18.7
Technology Drive/Corporate Drive	0.29	0.6	0.1	30.0	0.8	0.3	20.9	0.5	0.1	32.5
Spring Hill Road	0.39	0.6	0.0	41.3	0.7	0.1	32.5	0.7	0.0	35.8
Purdy Hill Road	0.09	0.2	0.0	34.6	0.2	0.0	34.6	0.2	0.0	27.9
Village Plaza/McDonalds	0.62	1.3	0.1	29.3	1.2	0.1	31.9	1.2	0.1	32.2
Elm Street	0.27	1.2	0.6	14.1	1.9	1.4	8.4	1.7	1.3	9.7
Monroe Plaza/Camaro Plaza	0.14	0.7	0.3	12.5	0.7	0.3	12.4	0.7	0.3	12.5
Cross Hill Road	0.09	0.3	0.0	19.2	0.3	0.0	18.5	0.3	0.1	16.3
Century Plaza	0.17	0.3	0.0	33.0	0.3	0.0	33.0	0.4	0.1	24.6
Jeanette Street	0.31	1.7	--	10.8	1.7	--	10.7	1.9	--	9.5
OVERALL	**2.99**	**9.36**	**2.64**	**19.2**	**10.09**	**3.46**	**17.8**	**9.61**	**2.90**	**18.7**
MAIN STREET (ROUTE 110) - SOUTHBOUND										
Jeanette Street	0.00	0.0	--	--	0.0	--	--	0.0	--	--
Century Plaza	0.28	0.5	0.0	33.9	0.4	0.0	39.1	0.6	0.0	29.8
Cross Hill Road	0.17	0.8	0.5	12.4	0.7	0.3	16.1	0.3	0.0	35.5
Monroe Plaza/Camaro Plaza	0.09	0.4	0.2	12.4	0.4	0.2	12.4	0.6	0.4	9.5
Elm Street	0.14	0.7	0.5	11.3	0.6	0.3	13.6	0.7	0.4	11.8
Village Plaza/McDonalds	0.28	0.5	0.0	31.7	0.5	0.0	30.7	0.7	0.0	23.8
Purdy Hill Road	0.61	1.7	0.3	21.1	1.2	0.2	31.0	1.3	0.1	28.9
Spring Hill Road	0.10	0.2	0.0	32.7	0.2	0.0	33.8	0.2	0.0	31.8
Technology Drive/Corporate Drive	0.39	0.8	0.2	27.9	1.0	0.3	24.3	0.7	0.1	34.8
Trefoil Drive/Home Depot	0.29	0.5	0.0	35.4	0.9	0.3	19.5	1.0	0.4	17.8
United Healthcare	0.09	0.1	0.0	37.8	0.2	0.0	33.9	0.2	0.0	31.7
Route 25	0.34	1.4	0.8	14.5	2.2	1.6	9.5	5.5	5.1	3.7
Colonial Village Circle	0.22	2.4	--	5.4	3.5	--	3.7	7.0	--	1.9
OVERALL	**2.99**	**10.2**	**2.5**	**17.6**	**11.7**	**3.2**	**15.3**	**18.6**	**6.5**	**9.7**

Note:

Travel time includes signal delay.

Travel Speed = Distance / Travel Time


Time Space Diagram: Route 111 (Main Street/Monroe Turnpike) Northbound
Distance (In Miles)
3.500
3.000
2.500
2.000
1.500
1.000
0.500
0.000
0.0
2.0
4.0
6.0
8.0
10.0
12.0
14.0
Travel Time (In Minutes)
Century Plaza
Cross Hill Road
Monroe Plaza/Comaro Plaza
Elm Street
Village Plaza/McDonalds
Purdy Hill Road
Spring Hill Road
Technology Drive/Corporate Drive
Trefoil Drive/Home Depot
United Healthcare
Route 111
MORNING
AFTERNOON
SATURDAY


Time Space Diagram: Route 111 (Monroe Turnpike/Main Street) Southbound
Distance (In Miles)
3.500
3.000
2.500
2.000
1.500
1.000
0.500
0.000
0.0
2.0
4.0
6.0
8.0
10.0
12.0
14.0
16.0
18.0
20.0
Travel Time (In Minutes)
Route 111
United Healthcare
Trefoil Drive/Home Depot
Technology Drive/Corporate Drive
Spring Hill Road
Purdy Hill Road
Village Plaza/McDonalds
Elm Street
Monroe Plaza/Comaro Plaza
Cross Hill Road
Century Plaza
MORNING
AFTERNOON
SATURDAY

APPENDIX G1
Capacity Analyses
2016 Existing Conditions
Weekday Morning Peak Hour

Tighe&Bond

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	950	110	70	780	820	190	260	140	810	200	60
Future Volume (vph)	70	950	110	70	780	820	190	260	140	810	200	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	10	11	10	12	11	12
Storage Length (ft)	225		0	175		500	430		100	500		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	200			175			75			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	3355	1501	1678	3471	1501	1620	3355	1449	3367	1704	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1678	3355	1501	1678	3471	1501	1620	3355	1449	3367	1704	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			89			170		13	
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		877			839			636			734	
Travel Time (s)		14.9			10.4			10.8			14.3	
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	77	1044	121	72	804	845	216	295	159	844	208	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	1044	121	72	804	845	216	295	159	844	271	0
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Prot	Prot	NA	
Protected Phases	5	2	2 7	1	6	3 6	7	4	4	3	8	
Permitted Phases												
Detector Phase	5	2	2 7	1	6	3 6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		12.0	13.0	13.0	12.0	13.0	
Total Split (s)	12.0	47.0		12.0	47.0		20.0	21.0	21.0	42.0	43.0	
Total Split (%)	9.8%	38.5%		9.8%	38.5%		16.4%	17.2%	17.2%	34.4%	35.2%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None	None	None	None	
Act Effct Green (s)	6.8	38.1	58.4	6.6	38.0	77.3	15.2	13.1	13.1	32.2	30.1	
Actuated g/C Ratio	0.06	0.34	0.52	0.06	0.34	0.68	0.13	0.12	0.12	0.28	0.27	
v/c Ratio	0.77	0.93	0.15	0.73	0.69	0.80	1.00	0.76	0.50	0.88	0.59	
Control Delay	99.4	51.3	3.4	94.8	37.0	18.6	111.7	63.3	12.0	51.0	39.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	99.4	51.3	3.4	94.8	37.0	18.6	111.7	63.3	12.0	51.0	39.9	
LOS	F	D	A	F	D	B	F	E	B	D	D	
Approach Delay		49.6			30.4			66.7			48.3	
Approach LOS		D			C			E			D	

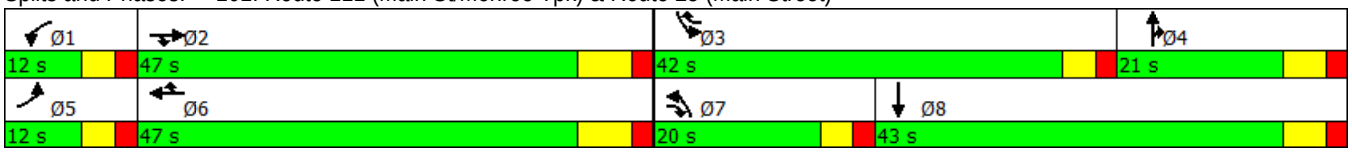
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	59	403	0	55	278	370	~181	116	0	315	168	
Queue Length 95th (ft)	#151	#561	31	#139	364	587	#337	164	51	398	255	
Internal Link Dist (ft)		797			759			556			654	
Turn Bay Length (ft)	225			175		500	430		100	500		
Base Capacity (vph)	104	1198	831	104	1240	1117	217	449	341	1112	571	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.74	0.87	0.15	0.69	0.65	0.76	1.00	0.66	0.47	0.76	0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 122			
Actuated Cycle Length: 113.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 44.8		Intersection LOS: D	
Intersection Capacity Utilization 79.9%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



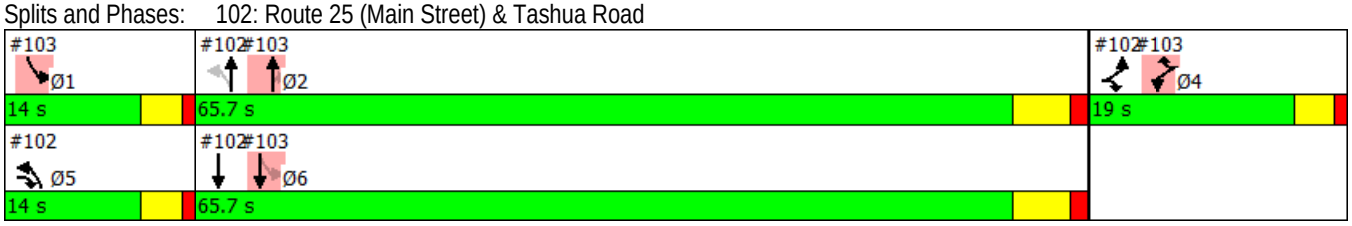
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	50	140	70	900	970	40	
Future Volume (vph)	50	140	70	900	970	40	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	12	12	
Storage Length (ft)	0	185	385			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		80				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850			0.995		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1694	1516	1694	1783	1835	0	
Flt Permitted	0.950		0.108				
Satd. Flow (perm)	1694	1516	193	1783	1835	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		124			4		
Link Speed (mph)	25			40	40		
Link Distance (ft)	661			1950	469		
Travel Time (s)	18.0			33.2	8.0		
Peak Hour Factor	0.83	0.83	0.91	0.91	0.97	0.97	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	60	169	77	989	1000	41	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	60	169	77	989	1041	0	
Turn Type	Prot	pt+ov	pm+pt	NA	NA		
Protected Phases	4	4 5	5	2	6		1
Permitted Phases			2				
Detector Phase	4	4 5	5	2	6		
Switch Phase							
Minimum Initial (s)	7.0		5.0	18.0	18.0		5.0
Minimum Split (s)	11.0		9.0	23.7	23.7		9.0
Total Split (s)	19.0		14.0	65.7	65.7		14.0
Total Split (%)	19.3%		14.2%	66.6%	66.6%		14%
Yellow Time (s)	3.0		3.0	4.3	4.3		3.0
All-Red Time (s)	1.0		1.0	1.4	1.4		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		4.0	5.7	5.7		
Lead/Lag			Lead	Lag	Lag		Lead
Lead-Lag Optimize?							
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	10.5	21.0	68.5	61.5	58.4		
Actuated g/C Ratio	0.12	0.24	0.77	0.69	0.65		
v/c Ratio	0.30	0.37	0.30	0.81	0.87		
Control Delay	41.0	11.7	5.5	18.1	12.2		
Queue Delay	0.0	0.0	0.0	0.2	0.5		
Total Delay	41.0	11.7	5.5	18.3	12.7		
LOS	D	B	A	B	B		
Approach Delay	19.4			17.3	12.7		
Approach LOS	B			B	B		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Queue Length 50th (ft)	32	21	7	362	106		
Queue Length 95th (ft)	66	59	19	#730	#247		
Internal Link Dist (ft)	581			1870	389		
Turn Bay Length (ft)		185	385				
Base Capacity (vph)	286	504	321	1228	1243		
Starvation Cap Reductn	0	0	0	0	38		
Spillback Cap Reductn	0	0	0	21	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.21	0.34	0.24	0.82	0.86		

Intersection Summary			
Area Type:	Other		
Cycle Length: 98.7			
Actuated Cycle Length: 89.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 15.5		Intersection LOS: B	
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road



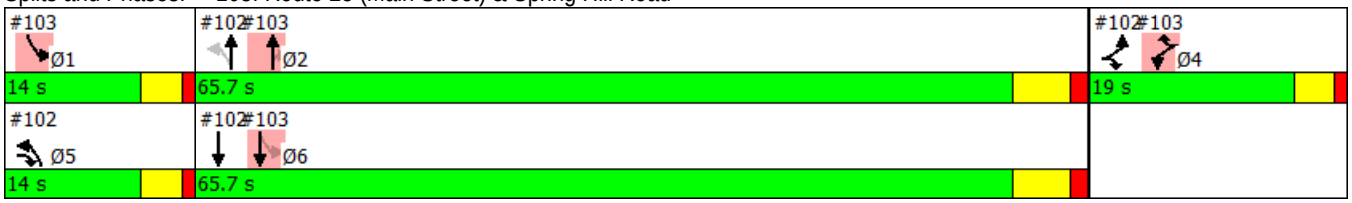
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	70	60	840	110	60	940	
Future Volume (vph)	70	60	840	110	60	940	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	11	11	
Storage Length (ft)	235	0		175	160		
Storage Lanes	1	1		1	1		
Taper Length (ft)	125				90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1620	1501	1766	1501	1678	1766	
Flt Permitted	0.950				0.191		
Satd. Flow (perm)	1620	1501	1766	1501	337	1766	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		75		98			
Link Speed (mph)	30		40			40	
Link Distance (ft)	483		469			490	
Travel Time (s)	11.0		8.0			8.4	
Peak Hour Factor	0.80	0.80	0.89	0.89	0.96	0.96	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	
Adj. Flow (vph)	88	75	944	124	63	979	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	88	75	944	124	63	979	
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA	
Protected Phases	4	4	2		1	6	5
Permitted Phases				2	6		
Detector Phase	4	4	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0	18.0	5.0
Minimum Split (s)	11.0	11.0	23.7	23.7	9.0	23.7	9.0
Total Split (s)	19.0	19.0	65.7	65.7	14.0	65.7	14.0
Total Split (%)	19.3%	19.3%	66.6%	66.6%	14.2%	66.6%	14%
Yellow Time (s)	3.0	3.0	4.3	4.3	3.0	4.3	3.0
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0	1.4	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	5.7	5.7	4.0	5.7	
Lead/Lag			Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	None	Min	Min	None	Min	None
Act Effct Green (s)	10.5	10.5	61.5	61.5	65.6	58.4	
Actuated g/C Ratio	0.12	0.12	0.69	0.69	0.74	0.65	
v/c Ratio	0.46	0.31	0.78	0.12	0.19	0.85	
Control Delay	45.8	12.8	7.8	0.9	4.0	22.0	
Queue Delay	0.0	0.0	0.5	0.0	0.0	0.0	
Total Delay	45.8	12.8	8.2	0.9	4.0	22.0	
LOS	D	B	A	A	A	C	
Approach Delay	30.6		7.4			20.9	
Approach LOS	C		A			C	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Queue Length 50th (ft)	47	0	86	0	6	361	
Queue Length 95th (ft)	86	30	138	m2	16	#821	
Internal Link Dist (ft)	403		389			410	
Turn Bay Length (ft)	235			175	160		
Base Capacity (vph)	274	316	1216	1064	414	1195	
Starvation Cap Reductn	0	0	56	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.32	0.24	0.81	0.12	0.15	0.82	

Intersection Summary			
Area Type:	Other		
Cycle Length: 98.7			
Actuated Cycle Length: 89.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 15.2		Intersection LOS: B	
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road



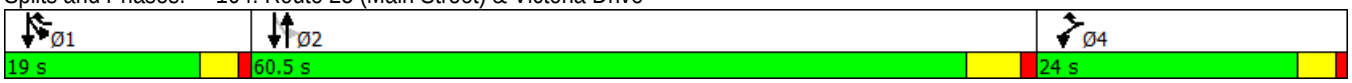
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	810	70	20	990
Future Volume (vph)	10	10	810	70	20	990
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	15	11	12	12	12
Storage Length (ft)	0	140		250	250	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.989			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1851	1708	1747	0	1736	1827
Flt Permitted	0.950				0.202	
Satd. Flow (perm)	1851	1708	1747	0	369	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		13	6			
Link Speed (mph)	25		40			40
Link Distance (ft)	515		344			502
Travel Time (s)	14.0		5.9			8.6
Peak Hour Factor	0.80	0.80	0.86	0.86	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	13	13	942	81	21	1053
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	13	1023	0	21	1053
Turn Type	Prot	pt+ov	NA		D.P+P	NA
Protected Phases	4	4 1	2		1	1 2
Permitted Phases					2	
Detector Phase	4	4 1	2		1	2
Switch Phase						
Minimum Initial (s)	9.0		15.0		5.0	
Minimum Split (s)	13.0		20.5		9.0	
Total Split (s)	24.0		60.5		19.0	
Total Split (%)	23.2%		58.5%		18.4%	
Yellow Time (s)	3.0		4.2		3.0	
All-Red Time (s)	1.0		1.3		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.0		5.5		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		Min		None	
Act Effct Green (s)	9.0	12.5	67.8		69.8	74.6
Actuated g/C Ratio	0.11	0.15	0.84		0.86	0.92
v/c Ratio	0.06	0.05	0.70		0.05	0.63
Control Delay	34.8	14.1	10.7		1.8	4.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	34.8	14.1	10.7		1.8	4.4
LOS	C	B	B		A	A
Approach Delay	24.4		10.7			4.4
Approach LOS	C		B			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	6	0	145		1	0
Queue Length 95th (ft)	20	12	#561		5	316
Internal Link Dist (ft)	435		264			422
Turn Bay Length (ft)		140			250	
Base Capacity (vph)	458	496	1461		582	1681
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.03	0.03	0.70		0.04	0.63

Intersection Summary			
Area Type:	Other		
Cycle Length: 103.5			
Actuated Cycle Length: 81.1			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 7.7		Intersection LOS: A	
Intersection Capacity Utilization 66.3%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive



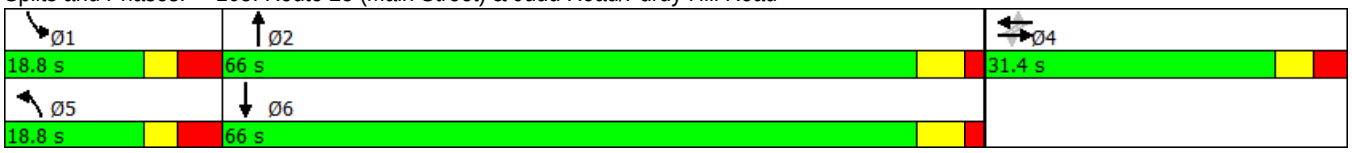
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	50	70	100	70	70	60	710	10	10	830	30
Future Volume (vph)	70	50	70	100	70	70	60	710	10	10	830	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	11	12	12	11	12	12
Storage Length (ft)	120		0	125		0	140		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.913			0.925			0.998			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	1668	0	1678	1634	0	1678	1823	0	1678	1818	0
Flt Permitted	0.611			0.625			0.950			0.950		
Satd. Flow (perm)	1079	1668	0	1104	1634	0	1678	1823	0	1678	1818	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		55						1				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		709			302			2216			820	
Travel Time (s)		19.3			8.2			37.8			14.0	
Peak Hour Factor	0.80	0.80	0.80	0.90	0.90	0.90	0.93	0.93	0.93	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	88	63	88	111	78	78	65	763	11	10	856	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	151	0	111	156	0	65	774	0	10	887	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	31.4	31.4		31.4	31.4		18.8	66.0		18.8	66.0	
Total Split (%)	27.0%	27.0%		27.0%	27.0%		16.2%	56.8%		16.2%	56.8%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	15.0	15.0		15.0	15.0		8.3	58.5		5.9	49.3	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.09	0.65		0.07	0.55	
v/c Ratio	0.49	0.46		0.60	0.57		0.42	0.65		0.09	0.89	
Control Delay	48.7	30.6		54.1	47.7		54.0	13.8		51.7	32.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	48.7	30.6		54.1	47.7		54.0	13.8		51.7	32.1	
LOS	D	C		D	D		D	B		D	C	
Approach Delay		37.3			50.4			16.9			32.3	
Approach LOS		D			D			B			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	51	55		66	92		40	199		6	436	
Queue Length 95th (ft)	94	103		133	170		91	574		26	#886	
Internal Link Dist (ft)		629			222			2136			740	
Turn Bay Length (ft)	120			125			140			75		
Base Capacity (vph)	338	561		346	512		252	1361		252	1244	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.26	0.27		0.32	0.30		0.26	0.57		0.04	0.71	

Intersection Summary			
Area Type:	Other		
Cycle Length: 116.2			
Actuated Cycle Length: 89.5			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 29.2		Intersection LOS: C	
Intersection Capacity Utilization 78.0%		ICU Level of Service D	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road

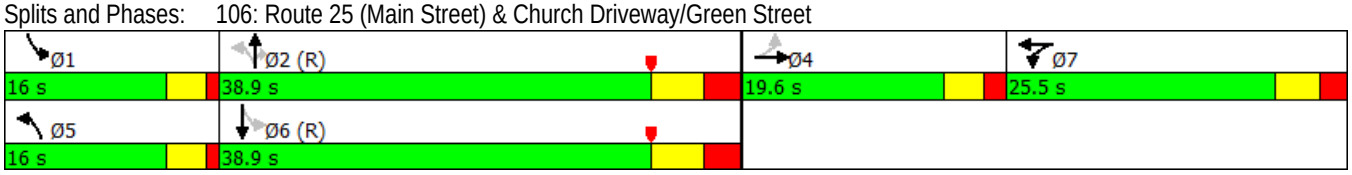


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	40	0	300	0	740	10	120	860	0
Future Volume (vph)	0	0	0	40	0	300	0	740	10	120	860	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	11	11	12	10	11	11	11	11	12
Storage Length (ft)	0		0	115		0	40		175	100		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			65			65			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1722	0	1694	1516	0	1722	1783	1516	1694	1783	0
Flt Permitted				0.950						0.242		
Satd. Flow (perm)	0	1722	0	1694	1516	0	1722	1783	1516	432	1783	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					517				121			
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		126			720			472			557	
Travel Time (s)		3.4			19.6			8.0			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.83	0.83	0.83	0.90	0.90	0.90	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	0	48	0	361	0	822	11	128	915	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	48	361	0	0	822	11	128	915	0
Turn Type				Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		7	7		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	4	4		7	7		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0	25.0	5.0	25.0	
Minimum Split (s)	9.6	9.6		10.5	10.5		9.0	31.8	31.8	9.0	31.8	
Total Split (s)	19.6	19.6		25.5	25.5		16.0	38.9	38.9	16.0	38.9	
Total Split (%)	19.6%	19.6%		25.5%	25.5%		16.0%	38.9%	38.9%	16.0%	38.9%	
Yellow Time (s)	3.0	3.0		3.3	3.3		3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	1.6	1.6		2.2	2.2		1.0	2.9	2.9	1.0	2.9	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		5.5	5.5		4.0	6.8	6.8	4.0	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)				7.2	7.2			68.9	68.9	83.3	80.5	
Actuated g/C Ratio				0.07	0.07			0.69	0.69	0.83	0.80	
v/c Ratio				0.40	0.61			0.67	0.01	0.28	0.64	
Control Delay				53.2	4.7			13.5	0.0	2.7	6.0	
Queue Delay				0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay				53.2	4.7			13.5	0.0	2.7	6.0	
LOS				D	A			B	A	A	A	
Approach Delay					10.4			13.3			5.6	
Approach LOS					B			B			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)				30	0			255	0	7	95	
Queue Length 95th (ft)				59	0			507	0	m20	282	
Internal Link Dist (ft)		46			640			392			477	
Turn Bay Length (ft)				115					175	100		
Base Capacity (vph)				338	716			1229	1082	511	1435	
Starvation Cap Reductn				0	0			0	0	0	0	
Spillback Cap Reductn				0	0			0	0	0	0	
Storage Cap Reductn				0	0			0	0	0	0	
Reduced v/c Ratio				0.14	0.50			0.67	0.01	0.25	0.64	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 9.3		Intersection LOS: A	
Intersection Capacity Utilization 81.6%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street

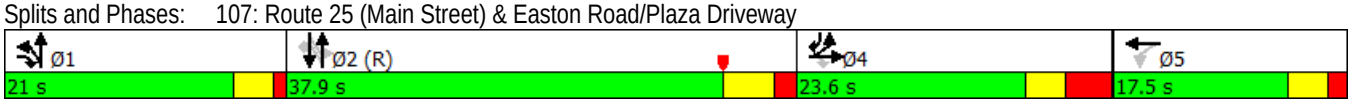


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	0	310	0	10	0	370	680	0	0	700	410
Future Volume (vph)	170	0	310	0	10	0	370	680	0	0	700	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	11	11	10	11	11
Storage Length (ft)	375		370	0		0	250		0	130		200
Storage Lanes	1		0	0		0	2		0	1		0
Taper Length (ft)	100			25			80			170		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected	0.950	0.950					0.950					
Satd. Flow (prot)	1625	1625	1531	0	1863	0	1652	3421	0	1739	1801	1531
Flt Permitted	0.950	0.950					0.125					
Satd. Flow (perm)	1625	1625	1531	0	1863	0	217	3421	0	1739	1801	1531
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			342									461
Link Speed (mph)		40			25			40			40	
Link Distance (ft)		745			139			557			391	
Travel Time (s)		12.7			3.8			9.5			6.7	
Peak Hour Factor	0.81	0.81	0.81	0.80	0.80	0.80	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	210	0	383	0	13	0	402	739	0	0	787	461
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	105	105	383	0	13	0	402	739	0	0	787	461
Turn Type	Split	NA	pm+ov		NA		D.P+P	NA		Perm	NA	pm+ov
Protected Phases	4	4	1		5		1	1 2			2	4
Permitted Phases			4	5			2			2		2
Detector Phase	4	4	1	5	5		1	2		2	2	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	5.0	5.0	5.0		5.0			20.0	20.0	10.0
Minimum Split (s)	16.6	16.6	9.0	9.5	9.5		9.0			25.5	25.5	16.6
Total Split (s)	23.6	23.6	21.0	17.5	17.5		21.0			37.9	37.9	23.6
Total Split (%)	23.6%	23.6%	21.0%	17.5%	17.5%		21.0%			37.9%	37.9%	23.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.9	3.9	3.0
All-Red Time (s)	3.6	3.6	1.0	1.5	1.5		1.0			1.6	1.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0			0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	4.0		4.5		4.0			5.5	5.5	6.6
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	None
Act Effct Green (s)	10.9	10.9	33.7		5.5		72.3	76.3			53.8	70.2
Actuated g/C Ratio	0.11	0.11	0.34		0.06		0.72	0.76			0.54	0.70
v/c Ratio	0.59	0.59	0.52		0.13		1.00	0.28			0.81	0.38
Control Delay	56.5	56.5	6.0		47.4		77.4	2.6			28.9	1.7
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay	56.5	56.5	6.0		47.4		77.4	2.6			28.9	1.7
LOS	E	E	A		D		E	A			C	A
Approach Delay		23.9			47.4			28.9			18.8	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)	69	69	18		8		186	28			360	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	109	109	43		24		#402	53			#758	34
Internal Link Dist (ft)		665			59			477			311	
Turn Bay Length (ft)	375		370				250					200
Base Capacity (vph)	276	276	742		242		400	2609			968	1277
Starvation Cap Reductn	0	0	0		0		0	0			0	0
Spillback Cap Reductn	0	0	0		0		0	0			0	0
Storage Cap Reductn	0	0	0		0		0	0			0	0
Reduced v/c Ratio	0.38	0.38	0.52		0.05		1.00	0.28			0.81	0.36

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 23.8		Intersection LOS: C	
Intersection Capacity Utilization 82.1%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1050	0	0	1050
Future Volume (vph)	0	0	1050	0	0	1050
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Storage Length (ft)	0	60		0	225	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				65	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	3539	0	1801	3539
Flt Permitted						
Satd. Flow (perm)	1863	1863	3539	0	1801	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	25		30			35
Link Distance (ft)	350		188			421
Travel Time (s)	9.5		4.3			8.2
Peak Hour Factor	0.80	0.80	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	1167	0	0	1167
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1167	0	0	1167
Turn Type	Prot	Prot	NA		Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases						
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		5.0	15.0
Minimum Split (s)	10.5	10.5	20.9		9.0	20.9
Total Split (s)	23.5	23.5	32.5		14.0	46.5
Total Split (%)	33.6%	33.6%	46.4%		20.0%	66.4%
Yellow Time (s)	3.0	3.0	4.4		3.0	4.4
All-Red Time (s)	0.5	0.5	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	3.5	5.9		4.0	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)			70.0			70.0
Actuated g/C Ratio			1.00			1.00
v/c Ratio			0.33			0.33
Control Delay			0.3			0.2
Queue Delay			0.0			0.0
Total Delay			0.3			0.2
LOS			A			A
Approach Delay			0.3			0.2
Approach LOS			A			A
Queue Length 50th (ft)			0			0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)			0			0
Internal Link Dist (ft)	270		108			341
Turn Bay Length (ft)						
Base Capacity (vph)			3539			3539
Starvation Cap Reductn			0			0
Spillback Cap Reductn			0			0
Storage Cap Reductn			0			0
Reduced v/c Ratio			0.33			0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay: 0.2		Intersection LOS: A	
Intersection Capacity Utilization 33.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	10	120	50	10	30	160	830	60	40	880	40
Future Volume (vph)	30	10	120	50	10	30	160	830	60	40	880	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	11	12	12	12	12	12
Storage Length (ft)	0		130	90		0	250		250	200		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			60			125			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.862			0.888				0.850		0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1696	0	1752	1747	0	1694	3505	1568	1752	3484	0
Flt Permitted	0.724			0.561			0.950			0.950		
Satd. Flow (perm)	1336	1696	0	1035	1747	0	1694	3505	1568	1752	3484	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		150			38				92		8	
Link Speed (mph)		25			25			35			40	
Link Distance (ft)		274			273			421			425	
Travel Time (s)		7.5			7.4			8.2			7.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	38	13	150	63	13	38	176	912	66	44	978	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	163	0	63	51	0	176	912	66	44	1022	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4					2			
Detector Phase	4	4		4	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.8	11.8		11.8	11.8		9.1	19.9	19.9	9.1	19.9	
Total Split (s)	20.8	20.8		20.8	20.8		14.1	35.1	35.1	14.1	35.1	
Total Split (%)	29.7%	29.7%		29.7%	29.7%		20.1%	50.1%	50.1%	20.1%	50.1%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4	4.4	3.0	4.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.1	0.5	0.5	1.1	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8		4.1	4.9	4.9	4.1	4.9	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	9.0	9.0		9.0	9.0		9.5	44.4	44.4	6.5	37.8	
Actuated g/C Ratio	0.13	0.13		0.13	0.13		0.14	0.63	0.63	0.09	0.54	
v/c Ratio	0.22	0.47		0.48	0.20		0.77	0.41	0.06	0.27	0.54	
Control Delay	29.5	11.0		39.8	14.2		52.1	8.5	1.5	47.3	10.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	29.5	11.0		39.8	14.2		52.1	8.5	1.5	47.3	10.7	
LOS	C	B		D	B		D	A	A	D	B	
Approach Delay		14.5			28.3			14.8			12.2	
Approach LOS		B			C			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	15	5		26	5		74	101	0	20	197	
Queue Length 95th (ft)	34	38		51	26		#164	179	11	m42	297	
Internal Link Dist (ft)		194			193			341			345	
Turn Bay Length (ft)				90			250		250	200		
Base Capacity (vph)	305	503		236	428		242	2224	1029	250	1883	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.12	0.32		0.27	0.12		0.73	0.41	0.06	0.18	0.54	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 14.3		Intersection LOS: B	
Intersection Capacity Utilization 63.7%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr

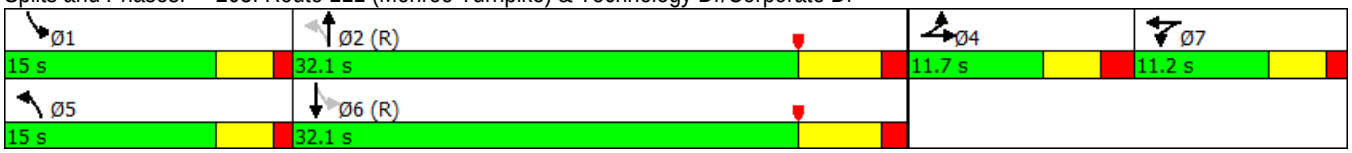


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	30	40	0	20	110	490	220	150	880	100
Future Volume (vph)	20	0	30	40	0	20	110	490	220	150	880	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	11	10	12	11	12	12	11	12	12
Storage Length (ft)	0		115	0		125	150		0	325		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.861			0.897			0.954			0.985	
Flt Protected	0.950	0.996		0.950	0.985		0.950			0.950		
Satd. Flow (prot)	1625	1568	0	1625	1459	0	1711	3376	0	1711	3486	0
Flt Permitted	0.950	0.996		0.950	0.985		0.237			0.298		
Satd. Flow (perm)	1625	1568	0	1625	1459	0	427	3376	0	537	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		171			179			118			20	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		311			293			1088			554	
Travel Time (s)		8.5			8.0			18.5			9.4	
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.88	0.88	0.88	0.96	0.96	0.96
Adj. Flow (vph)	25	0	37	48	0	24	125	557	250	156	917	104
Shared Lane Traffic (%)	10%			22%								
Lane Group Flow (vph)	22	40	0	37	35	0	125	807	0	156	1021	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.7	9.7		9.2	9.2		9.0	20.8		9.0	20.8	
Total Split (s)	11.7	11.7		11.2	11.2		15.0	32.1		15.0	32.1	
Total Split (%)	16.7%	16.7%		16.0%	16.0%		21.4%	45.9%		21.4%	45.9%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.7	1.7		1.2	1.2		1.0	1.4		1.0	1.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.2	4.2		4.0	5.8		4.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	5.2	5.2		5.7	5.7		49.3	41.4		51.0	44.7	
Actuated g/C Ratio	0.07	0.07		0.08	0.08		0.70	0.59		0.73	0.64	
v/c Ratio	0.18	0.15		0.28	0.12		0.30	0.40		0.31	0.46	
Control Delay	33.9	1.1		35.4	0.9		4.3	6.3		5.4	8.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.9	1.1		35.4	0.9		4.3	6.3		5.4	8.3	
LOS	C	A		D	A		A	A		A	A	
Approach Delay		12.8			18.6			6.1			7.9	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	9	0		15	0		1	119		17	66	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	27	0		41	0		23	186		30	197	
Internal Link Dist (ft)		231			213			1008			474	
Turn Bay Length (ft)							150			325		
Base Capacity (vph)	162	310		162	307		526	2043		594	2235	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.13		0.23	0.11		0.24	0.40		0.26	0.46	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 32 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 7.6		Intersection LOS: A	
Intersection Capacity Utilization 53.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

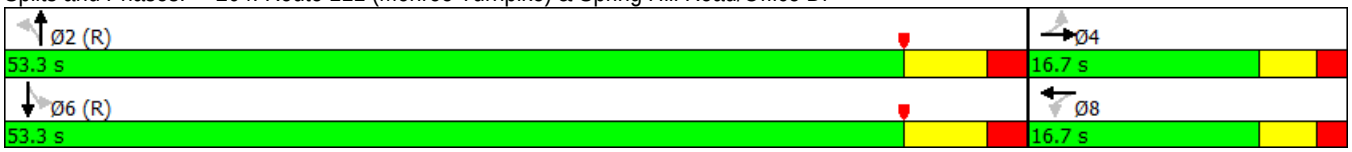


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	0	20	0	0	0	10	490	0	0	1120	80
Future Volume (vph)	40	0	20	0	0	0	10	490	0	0	1120	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.955									0.990	
Flt Protected		0.968						0.999				
Satd. Flow (prot)	0	1745	0	0	1888	0	0	3468	0	0	3436	0
Flt Permitted		0.799						0.927				
Satd. Flow (perm)	0	1440	0	0	1888	0	0	3218	0	0	3436	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55									23	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		364			150			1529			547	
Travel Time (s)		9.9			4.1			26.1			9.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.90	0.90	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	50	0	25	0	0	0	11	544	0	0	1143	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	75	0	0	0	0	0	555	0	0	1225	0
Turn Type	Perm	NA					Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		21.5	21.5		21.5	21.5	
Total Split (s)	16.7	16.7		16.7	16.7		53.3	53.3		53.3	53.3	
Total Split (%)	23.9%	23.9%		23.9%	23.9%		76.1%	76.1%		76.1%	76.1%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	1.7	1.7		1.7	1.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		7.5						54.9			54.9	
Actuated g/C Ratio		0.11						0.78			0.78	
v/c Ratio		0.37						0.22			0.45	
Control Delay		18.2						1.4			4.1	
Queue Delay		0.0						0.0			0.0	
Total Delay		18.2						1.4			4.1	
LOS		B						A			A	
Approach Delay		18.2						1.4			4.1	
Approach LOS		B						A			A	
Queue Length 50th (ft)		8						3			82	
Queue Length 95th (ft)		35						6			134	
Internal Link Dist (ft)		284			70			1449			467	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		292						2525			2701	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.26						0.22			0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 14 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 3.8		Intersection LOS: A	
Intersection Capacity Utilization 48.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr

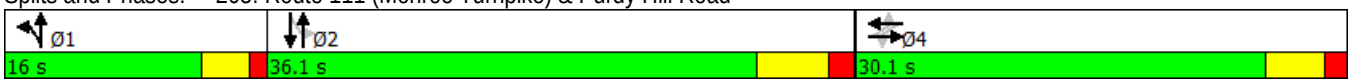


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	60	130	270	110	40	70	400	60	20	800	40
Future Volume (vph)	50	60	130	270	110	40	70	400	60	20	800	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	11	12	12
Storage Length (ft)	0		130	110		0	350		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.897			0.960			0.980			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1639	0	1736	1754	0	1678	3402	0	1678	3447	0
Flt Permitted	0.642			0.553			0.950			0.464		
Satd. Flow (perm)	1173	1639	0	1010	1754	0	1678	3402	0	819	3447	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		137			23			35			7	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		468			420			547			444	
Travel Time (s)		10.6			11.5			9.3			7.6	
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.90	0.90	0.90	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	60	72	157	303	124	45	78	444	67	22	860	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	229	0	303	169	0	78	511	0	22	903	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4			4						2		
Detector Phase	4	4		4	4		1	2		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0			15.0	15.0	
Minimum Split (s)	13.1	13.1		13.1	13.1		9.0			21.1	21.1	
Total Split (s)	30.1	30.1		30.1	30.1		16.0			36.1	36.1	
Total Split (%)	36.6%	36.6%		36.6%	36.6%		19.5%			43.9%	43.9%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0			4.4	4.4	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0			1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0			0.0	0.0	
Total Lost Time (s)	5.1	5.1		5.1	5.1		4.0			6.1	6.1	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None			Max	Max	
Act Effct Green (s)	25.1	25.1		25.1	25.1		8.2	42.4		30.2	30.2	
Actuated g/C Ratio	0.33	0.33		0.33	0.33		0.11	0.55		0.39	0.39	
v/c Ratio	0.16	0.36		0.92	0.29		0.44	0.27		0.07	0.66	
Control Delay	21.5	11.0		61.7	19.4		40.6	8.5		17.2	22.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.5	11.0		61.7	19.4		40.6	8.5		17.2	22.8	
LOS	C	B		E	B		D	A		B	C	
Approach Delay		13.2			46.6			12.8			22.7	
Approach LOS		B			D			B			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	21	32		143	53		37	56		7	187	
Queue Length 95th (ft)	48	77		#310	106		77	82		23	272	
Internal Link Dist (ft)		388			340			467			364	
Turn Bay Length (ft)				110			350			125		
Base Capacity (vph)	384	629		331	590		264	1896		322	1360	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.36		0.92	0.29		0.30	0.27		0.07	0.66	

Intersection Summary			
Area Type:	Other		
Cycle Length: 82.2			
Actuated Cycle Length: 76.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 23.9		Intersection LOS: C	
Intersection Capacity Utilization 70.6%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road

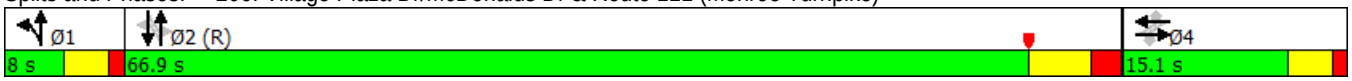


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	20	60	0	50	30	350	50	70	960	10
Future Volume (vph)	10	0	20	60	0	50	30	350	50	70	960	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	15	14	11	11	12	10	11	12
Storage Length (ft)	0		0	0		35	120		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			80			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.981			0.999	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1678	1501	0	1909	1656	1678	1732	0	1620	1764	0
Flt Permitted		0.708			0.749		0.122			0.503		
Satd. Flow (perm)	0	1250	1501	0	1505	1656	215	1732	0	858	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88			88		27			1	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		121			198			441			636	
Travel Time (s)		3.3			5.4			8.6			12.4	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.89	0.89	0.89	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	13	0	25	75	0	63	34	393	56	80	1091	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	25	0	75	63	34	449	0	80	1102	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4		4	2			2		
Detector Phase	4	4	4	4	4	4	1	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	4.0			36.0	36.0	
Minimum Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	8.0			42.3	42.3	
Total Split (s)	15.1	15.1	15.1	15.1	15.1	15.1	8.0			66.9	66.9	
Total Split (%)	16.8%	16.8%	16.8%	16.8%	16.8%	16.8%	8.9%			74.3%	74.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.2	4.2	
All-Red Time (s)	1.1	1.1	1.1	1.1	1.1	1.1	1.0			2.1	2.1	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Lost Time (s)		4.1	4.1		4.1	4.1	4.0			6.3	6.3	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max			C-Min	C-Min	
Act Effct Green (s)		9.7	9.7		9.7	9.7	70.8	75.6		64.5	64.5	
Actuated g/C Ratio		0.11	0.11		0.11	0.11	0.79	0.84		0.72	0.72	
v/c Ratio		0.10	0.10		0.46	0.25	0.15	0.31		0.13	0.87	
Control Delay		37.4	0.8		47.2	6.8	3.4	2.7		4.0	15.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		37.4	0.8		47.2	6.8	3.4	2.7		4.0	15.4	
LOS		D	A		D	A	A	A		A	B	
Approach Delay		13.4			28.8			2.7			14.6	
Approach LOS		B			C			A			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		7	0		41	0	3	43		7	626	
Queue Length 95th (ft)		21	0		73	15	8	77		m17	#839	
Internal Link Dist (ft)		41			118			361			556	
Turn Bay Length (ft)						35	120			135		
Base Capacity (vph)		152	260		183	279	233	1459		614	1264	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.09	0.10		0.41	0.23	0.15	0.31		0.13	0.87	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 61 (68%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 12.5		Intersection LOS: B	
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)

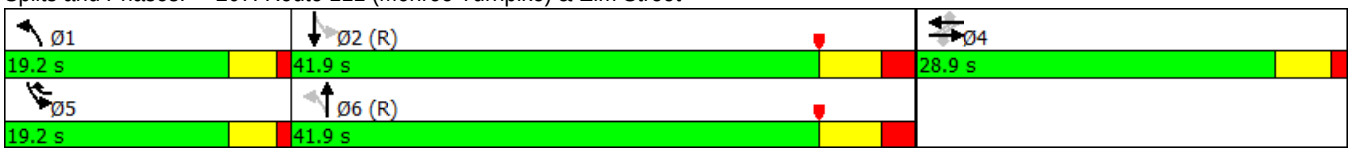


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	150	330	50	100	30	120	220	30	30	660	50
Future Volume (vph)	30	150	330	50	100	30	120	220	30	30	660	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	9	12	11	10	11	11	12	10	12	12
Storage Length (ft)	0		125	100		0	160		0	95		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			100			70			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.982			0.989	
Flt Protected		0.992			0.984		0.950			0.950		
Satd. Flow (prot)	0	1631	1398	0	1738	1449	1678	1734	0	1620	1807	0
Flt Permitted		0.913			0.635		0.204			0.574		
Satd. Flow (perm)	0	1501	1398	0	1121	1449	360	1734	0	979	1807	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			379			44		9			5	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		385			483			814			737	
Travel Time (s)		8.8			11.0			15.9			14.4	
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.82	0.82	0.82	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	34	172	379	58	116	35	146	268	37	31	680	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	206	379	0	174	35	146	305	0	31	732	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.9	9.9	9.9	9.9	9.9	9.2	9.2	21.6		9.2	21.6	
Total Split (s)	28.9	28.9	28.9	28.9	28.9	19.2	19.2	41.9		19.2	41.9	
Total Split (%)	32.1%	32.1%	32.1%	32.1%	32.1%	21.3%	21.3%	46.6%		21.3%	46.6%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.2	3.2	4.2		3.2	4.2	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.2	1.0	1.0	2.4		1.0	2.4	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.9	4.9		4.9	4.2	4.2	6.6		4.2	6.6	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		16.8	16.8		16.8	26.8	63.8	56.0		57.2	49.6	
Actuated g/C Ratio		0.19	0.19		0.19	0.30	0.71	0.62		0.64	0.55	
v/c Ratio		0.74	0.67		0.84	0.08	0.39	0.28		0.05	0.73	
Control Delay		49.6	9.5		65.4	5.1	10.1	10.5		4.1	25.1	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		49.6	9.5		65.4	5.1	10.1	10.5		4.1	25.1	
LOS		D	A		E	A	B	B		A	C	
Approach Delay		23.6			55.3			10.4			24.2	
Approach LOS		C			E			B			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		112	0		97	0	21	75		4	406	
Queue Length 95th (ft)		163	59		147	14	57	138		m8	#656	
Internal Link Dist (ft)		305			403			734			657	
Turn Bay Length (ft)			125				160			95		
Base Capacity (vph)		400	650		298	616	476	1083		800	997	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.52	0.58		0.58	0.06	0.31	0.28		0.04	0.73	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 29 (32%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 24.2		Intersection LOS: C	
Intersection Capacity Utilization 79.9%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street

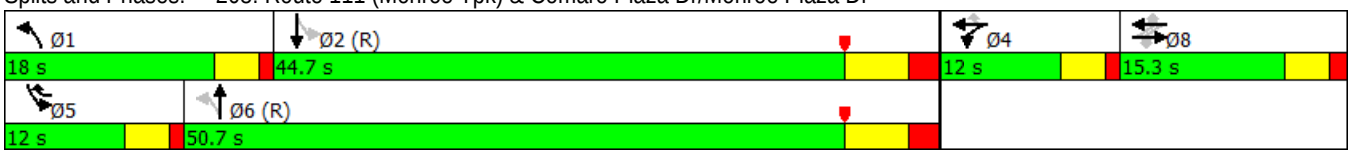


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	60	50	0	30	30	190	10	30	640	30
Future Volume (vph)	20	0	60	50	0	30	30	190	10	30	640	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	10	11	10	11	12	10	11	12
Storage Length (ft)	0		0	0		0	450		0	145		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			55			105		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.992			0.993	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1662	1538	0	1604	1487	1604	1735	0	1604	1737	0
Flt Permitted		0.727			0.741		0.293			0.600		
Satd. Flow (perm)	0	1272	1538	0	1251	1487	495	1735	0	1013	1737	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187			90		4			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		102			224			737			443	
Travel Time (s)		2.8			6.1			14.4			8.6	
Peak Hour Factor	0.80	0.80	0.80	0.83	0.83	0.83	0.85	0.85	0.85	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	25	0	75	60	0	36	35	224	12	32	681	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	75	0	60	36	35	236	0	32	713	0
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8		4	4 8	5	1	6		5	2	
Permitted Phases	8		8	8		4 8	6			2		
Detector Phase	8	8	8	4	4 8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.3	9.3	9.3	9.0		9.0	9.0	21.4		9.0	21.4	
Total Split (s)	15.3	15.3	15.3	12.0		12.0	18.0	50.7		12.0	44.7	
Total Split (%)	17.0%	17.0%	17.0%	13.3%		13.3%	20.0%	56.3%		13.3%	49.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0	4.2		3.0	4.2	
All-Red Time (s)	1.3	1.3	1.3	1.0		1.0	1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.3	4.3			4.0	4.0	6.4		4.0	6.4	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None	None	C-Min		None	C-Min	
Act Effct Green (s)		6.5	6.5		12.7	23.2	64.7	59.4		65.5	61.3	
Actuated g/C Ratio		0.07	0.07		0.14	0.26	0.72	0.66		0.73	0.68	
v/c Ratio		0.27	0.26		0.29	0.08	0.08	0.21		0.04	0.60	
Control Delay		46.1	2.2		32.9	0.3	10.0	16.3		4.4	11.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.3	
Total Delay		46.1	2.2		32.9	0.3	10.0	16.3		4.4	12.3	
LOS		D	A		C	A	B	B		A	B	
Approach Delay		13.2			20.7			15.5			11.9	
Approach LOS		B			C			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		14	0		29	0	8	80		4	228	
Queue Length 95th (ft)		34	0		55	0	m29	160		m9	347	
Internal Link Dist (ft)		22			144			657			363	
Turn Bay Length (ft)							450			145		
Base Capacity (vph)		155	352		277	494	546	1147		808	1183	
Starvation Cap Reductn		0	0		0	0	0	0		0	117	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.16	0.21		0.22	0.07	0.06	0.21		0.04	0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr

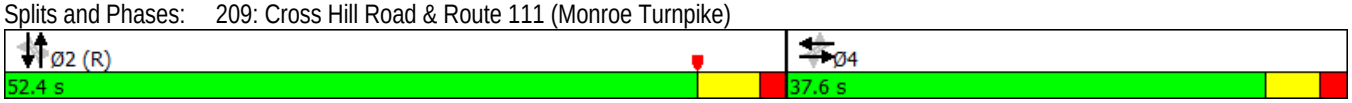


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	10	20	90	50	30	10	210	20	10	590	160
Future Volume (vph)	90	10	20	90	50	30	10	210	20	10	590	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	12	12	10	11	12	10	11	12
Storage Length (ft)	90		0	0		95	90		0	45		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			25			105			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.901			0.944			0.987			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1604	1576	0	1719	1708	0	1604	1726	0	1604	1693	0
Flt Permitted	0.692			0.732			0.285			0.600		
Satd. Flow (perm)	1169	1576	0	1325	1708	0	481	1726	0	1013	1693	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			37			8			22	
Link Speed (mph)		25			30			35			40	
Link Distance (ft)		354			360			443			949	
Travel Time (s)		9.7			8.2			8.6			16.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.89	0.89	0.89	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	113	13	25	113	63	38	11	236	22	11	621	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	38	0	113	101	0	11	258	0	11	789	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	12.6	12.6		12.6	12.6		26.0	26.0		26.0	26.0	
Total Split (s)	37.6	37.6		37.6	37.6		52.4	52.4		52.4	52.4	
Total Split (%)	41.8%	41.8%		41.8%	41.8%		58.2%	58.2%		58.2%	58.2%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.2	4.2		4.2	4.2	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	14.4	14.4		14.4	14.4		64.0	64.0		64.0	64.0	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.71	0.71		0.71	0.71	
v/c Ratio	0.61	0.14		0.54	0.33		0.03	0.21		0.02	0.65	
Control Delay	47.8	16.5		42.8	23.5		1.8	2.3		4.8	7.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.2	
Total Delay	47.8	16.5		42.8	23.5		1.8	2.3		4.8	8.0	
LOS	D	B		D	C		A	A		A	A	
Approach Delay		39.9			33.7			2.2			8.0	
Approach LOS		D			C			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	61	6		60	32		1	15		2	176	
Queue Length 95th (ft)	92	26		90	60		3	30		m3	147	
Internal Link Dist (ft)		274			280			363			869	
Turn Bay Length (ft)	90						90			45		
Base Capacity (vph)	415	576		471	631		342	1230		720	1210	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	54	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.27	0.07		0.24	0.16		0.03	0.21		0.02	0.68	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 14.1		Intersection LOS: B	
Intersection Capacity Utilization 62.1%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)

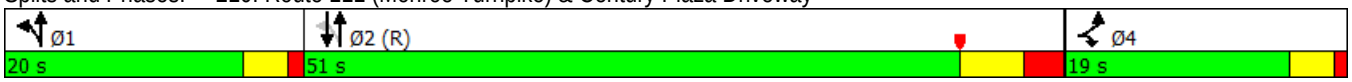


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	30	20	310	730	30
Future Volume (vph)	10	30	20	310	730	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	11	12
Storage Length (ft)	0	0	280			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		175			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.995	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1662	1538	1662	1749	1740	0
Flt Permitted	0.950		0.311			
Satd. Flow (perm)	1662	1538	544	1749	1740	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		38			3	
Link Speed (mph)	25			40	40	
Link Distance (ft)	142			949	728	
Travel Time (s)	3.9			16.2	12.4	
Peak Hour Factor	0.80	0.80	0.83	0.83	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	13	38	24	373	760	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	38	24	373	791	0
Turn Type	Prot	Prot	D.P+P	NA	NA	
Protected Phases	4	4	1	1 2	2	
Permitted Phases			2			
Detector Phase	4	4	1	2	2	
Switch Phase						
Minimum Initial (s)	9.0	9.0	3.0		15.0	
Minimum Split (s)	13.0	13.0	7.0		22.0	
Total Split (s)	19.0	19.0	20.0		51.0	
Total Split (%)	21.1%	21.1%	22.2%		56.7%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		2.8	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		7.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None		C-Max	
Act Effct Green (s)	9.0	9.0	76.6	79.8	74.8	
Actuated g/C Ratio	0.10	0.10	0.85	0.89	0.83	
v/c Ratio	0.08	0.20	0.05	0.24	0.55	
Control Delay	38.1	15.4	1.4	2.0	7.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	38.1	15.4	1.4	2.0	7.0	
LOS	D	B	A	A	A	
Approach Delay	21.2			1.9	7.0	
Approach LOS	C			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	7	0	5	85	141	
Queue Length 95th (ft)	22	24	1	6	340	
Internal Link Dist (ft)	62			869	648	
Turn Bay Length (ft)			280			
Base Capacity (vph)	277	288	671	1550	1446	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.05	0.13	0.04	0.24	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 4 (4%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 5.9		Intersection LOS: A	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	750	50	0	900
Future Volume (vph)	0	0	750	50	0	900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.992			
Flt Protected						
Satd. Flow (prot)	1722	0	1830	0	0	1845
Flt Permitted						
Satd. Flow (perm)	1722	0	1830	0	0	1845
Link Speed (mph)	30		40			40
Link Distance (ft)	316		5006			661
Travel Time (s)	7.2		85.3			11.3
Peak Hour Factor	0.80	0.80	0.86	0.86	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	872	58	0	957
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	930	0	0	957
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	750	50	0	900
Future Vol, veh/h	0	0	750	50	0	900
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	86	86	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	872	58	0	957

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1858	901	0	0	930	0
Stage 1	901	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	80	335	-	-	731	-
Stage 1	395	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	80	335	-	-	731	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	395	-	-	-	-	-
Stage 2	371	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	731	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	20	60	0	10	200
Future Volume (vph)	50	20	60	0	10	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.872	
Flt Protected		0.965			0.998	
Satd. Flow (prot)	0	1746	1749	0	1522	0
Flt Permitted		0.965			0.998	
Satd. Flow (perm)	0	1746	1749	0	1522	0
Link Speed (mph)		30	25		25	
Link Distance (ft)		1004	805		979	
Travel Time (s)		22.8	22.0		26.7	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.80	0.80
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	61	24	73	0	13	250
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	85	73	0	263	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	20	60	0	10	200
Future Vol, veh/h	50	20	60	0	10	200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	80	80
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	61	24	73	0	13	250

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	219	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1508	-	-	-	763	981
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	874	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1508	-	-	-	732	981
Mov Cap-2 Maneuver	-	-	-	-	732	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	838	-

Approach	EB	WB	SB
HCM Control Delay, s	5.3	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1508	-	-	-	965
HCM Lane V/C Ratio	0.04	-	-	-	0.272
HCM Control Delay (s)	7.5	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	60	20	10	140	30	10	50	10	60	240	150
Future Volume (vph)	40	60	20	10	140	30	10	50	10	60	240	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.978			0.980			0.955	
Flt Protected		0.983			0.997			0.993			0.993	
Satd. Flow (prot)	0	1714	0	0	1799	0	0	1675	0	0	1749	0
Flt Permitted		0.983			0.997			0.993			0.993	
Satd. Flow (perm)	0	1714	0	0	1799	0	0	1675	0	0	1749	0
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		988			775			934			884	
Travel Time (s)		22.5			17.6			25.5			24.1	
Peak Hour Factor	0.86	0.86	0.86	0.83	0.83	0.83	0.80	0.80	0.80	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	47	70	23	12	169	36	13	63	13	66	264	165
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	140	0	0	217	0	0	89	0	0	495	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	14.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	40	60	20	0	10	140	30	0	10	50	10
Future Vol, veh/h	0	40	60	20	0	10	140	30	0	10	50	10
Peak Hour Factor	0.92	0.86	0.86	0.86	0.92	0.83	0.83	0.83	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	3	3	3	2	3	3	3	2	3	3	3
Mvmt Flow	0	47	70	23	0	12	169	36	0	13	63	13
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.6	11.6	9.7
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	33%	6%	13%
Vol Thru, %	71%	50%	78%	53%
Vol Right, %	14%	17%	17%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	120	180	450
LT Vol	10	40	10	60
Through Vol	50	60	140	240
RT Vol	10	20	30	150
Lane Flow Rate	88	140	217	495
Geometry Grp	1	1	1	1
Degree of Util (X)	0.138	0.227	0.34	0.681
Departure Headway (Hd)	5.685	5.844	5.647	4.959
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	629	613	635	727
Service Time	3.738	3.894	3.692	2.994
HCM Lane V/C Ratio	0.14	0.228	0.342	0.681
HCM Control Delay	9.7	10.6	11.6	18
HCM Lane LOS	A	B	B	C
HCM 95th-tile Q	0.5	0.9	1.5	5.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	60	240	150
Future Vol, veh/h	0	60	240	150
Peak Hour Factor	0.92	0.91	0.91	0.91
Heavy Vehicles, %	2	3	3	3
Mvmt Flow	0	66	264	165
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	18
HCM LOS	C



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	1140	10	0	1060
Future Volume (vph)	10	10	1140	10	0	1060
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	10	12	12	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932		0.999			
Flt Protected	0.976					
Satd. Flow (prot)	1734	0	3268	0	0	3271
Flt Permitted	0.976					
Satd. Flow (perm)	1734	0	3268	0	0	3271
Link Speed (mph)	25		35			35
Link Distance (ft)	465		734			285
Travel Time (s)	12.7		14.3			5.6
Peak Hour Factor	0.80	0.80	0.93	0.93	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	13	13	1226	11	0	1165
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	1237	0	0	1165
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	1140	10	0	1060
Future Vol, veh/h	10	10	1140	10	0	1060
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	93	93	91	91
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	13	13	1226	11	0	1165

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1813	618	0	0	1237	0
Stage 1	1231	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	69	430	-	-	553	-
Stage 1	237	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	69	430	-	-	553	-
Mov Cap-2 Maneuver	69	-	-	-	-	-
Stage 1	237	-	-	-	-	-
Stage 2	519	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	43.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	119	553	-
HCM Lane V/C Ratio	-	-	0.21	-	-
HCM Control Delay (s)	-	-	43.1	0	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	80	120	1030	980	90
Future Volume (vph)	30	80	120	1030	980	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	11	10	12
Storage Length (ft)	0	25	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		105			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.987	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1752	1777	1636	3388	3229	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1752	1777	1636	3388	3229	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	387			285	334	
Travel Time (s)	10.6			5.6	6.5	
Peak Hour Factor	0.90	0.90	0.93	0.93	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	33	89	129	1108	1101	101
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	89	129	1108	1202	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	80	120	1030	980	90
Future Vol, veh/h	30	80	120	1030	980	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	93	93	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	33	89	129	1108	1101	101

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1964	601	1202	0	-	0
Stage 1	1152	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Critical Hdwy	7.56	6.96	4.16	-	-	-
Critical Hdwy Stg 1	6.56	-	-	-	-	-
Critical Hdwy Stg 2	6.56	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	37	441	571	-	-	-
Stage 1	209	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 31	441	571	-	-	-
Mov Cap-2 Maneuver	~ 31	-	-	-	-	-
Stage 1	162	-	-	-	-	-
Stage 2	261	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	113.5	1.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	571	-	31	441	-	-
HCM Lane V/C Ratio	0.226	-	1.075	0.202	-	-
HCM Control Delay (s)	13.1	-	$ 375.7	15.2	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.9	-	3.7	0.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	30	0	1060	1040	0
Future Volume (vph)	0	30	0	1060	1040	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1755	0	3388	3271	0
Flt Permitted						
Satd. Flow (perm)	0	1755	0	3388	3271	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	348			334	300	
Travel Time (s)	9.5			6.5	5.8	
Peak Hour Factor	0.80	0.80	0.89	0.89	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	38	0	1191	1118	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	0	1191	1118	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	0	1060	1040	0
Future Vol, veh/h	0	30	0	1060	1040	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	89	89	93	93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	38	0	1191	1118	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	559	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	470	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	470	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	470	-	-
HCM Lane V/C Ratio	-	0.08	-	-
HCM Control Delay (s)	-	13.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	10	1050	1040	10
Future Volume (vph)	0	0	10	1050	1040	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt					0.999	
Flt Protected						
Satd. Flow (prot)	1925	0	0	3539	3418	0
Flt Permitted						
Satd. Flow (perm)	1925	0	0	3539	3418	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	167			300	188	
Travel Time (s)	4.6			5.8	3.7	
Peak Hour Factor	0.80	0.80	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	11	1167	1156	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1178	1167	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	10	1050	1040	10
Future Vol, veh/h	0	0	10	1050	1040	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	11	1167	1156	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1767	583	1167	0	-	0
Stage 1	1161	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	75	456	594	-	-	-
Stage 1	260	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	71	456	594	-	-	-
Mov Cap-2 Maneuver	71	-	-	-	-	-
Stage 1	260	-	-	-	-	-
Stage 2	480	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	594	-	-	-	-
HCM Lane V/C Ratio	0.019	-	-	-	-
HCM Control Delay (s)	11.2	0.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	60	60	390	910	110
Future Volume (vph)	40	60	60	390	910	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.919				0.985	
Flt Protected	0.980			0.993		
Satd. Flow (prot)	1645	0	0	1754	1740	0
Flt Permitted	0.980			0.993		
Satd. Flow (perm)	1645	0	0	1754	1740	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	268			1631	381	
Travel Time (s)	7.3			31.8	7.4	
Peak Hour Factor	0.65	0.65	0.90	0.90	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	62	92	67	433	929	112
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	0	0	500	1041	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 83.8%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	60	60	390	910	110
Future Vol, veh/h	40	60	60	390	910	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	90	90	98	98
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	62	92	67	433	929	112

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1552	985	1041	0	-	0
Stage 1	985	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.14	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.236	-	-	-
Pot Cap-1 Maneuver	124	298	660	-	-	-
Stage 1	359	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	107	298	660	-	-	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	359	-	-	-	-	-
Stage 2	488	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	94	1.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	660	-	174	-	-
HCM Lane V/C Ratio	0.101	-	0.884	-	-
HCM Control Delay (s)	11.1	0	94	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	6.4	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	20	0	430	1000	10
Future Volume (vph)	10	20	0	430	1000	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.999	
Flt Protected	0.950					
Satd. Flow (prot)	1967	1760	0	1766	1764	0
Flt Permitted	0.950					
Satd. Flow (perm)	1967	1760	0	1766	1764	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	126			381	323	
Travel Time (s)	3.4			7.4	6.3	
Peak Hour Factor	0.65	0.65	0.90	0.90	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	15	31	0	478	1053	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	31	0	478	1064	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	20	0	430	1000	10
Future Vol, veh/h	10	20	0	430	1000	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	90	90	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	15	31	0	478	1053	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1536	1058	-	0	-	0
Stage 1	1058	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	-	-
Pot Cap-1 Maneuver	126	271	0	-	-	-
Stage 1	331	-	0	-	-	-
Stage 2	620	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	126	271	-	-	-	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	620	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.8	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	126	271	-	-
HCM Lane V/C Ratio	-	0.122	0.114	-	-
HCM Control Delay (s)	-	37.5	20	-	-
HCM Lane LOS	-	E	C	-	-
HCM 95th %tile Q(veh)	-	0.4	0.4	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	0	10	10	420	10	10	1000	30
Future Volume (vph)	0	0	0	10	0	10	10	420	10	10	1000	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	14	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.997			0.996	
Flt Protected					0.950			0.999				
Satd. Flow (prot)	0	0	0	0	1909	1656	0	1759	0	0	1759	0
Flt Permitted					0.950			0.999				
Satd. Flow (perm)	0	0	0	0	1909	1656	0	1759	0	0	1759	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		181			109			323			441	
Travel Time (s)		4.9			3.0			6.3			8.6	
Peak Hour Factor	0.65	0.65	0.65	0.80	0.80	0.80	0.84	0.84	0.84	0.91	0.91	0.91
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	13	0	13	12	500	12	11	1099	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	13	13	0	524	0	0	1143	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	10	0	10	10	420	10	10	1000	30
Future Vol, veh/h	0	0	0	10	0	10	10	420	10	10	1000	30
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
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	80	80	80	84	84	84	91	91	91
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	13	0	13	12	500	12	11	1099	33

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1667	1684	506	1132	0	0	512	0	0
Stage 1	530	530	-	-	-	-	-	-	-
Stage 2	1137	1154	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.44	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.44	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	105	93	562	610	-	-	1043	-	-
Stage 1	586	523	-	-	-	-	-	-	-
Stage 2	303	269	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	99	0	562	610	-	-	1043	-	-
Mov Cap-2 Maneuver	99	0	-	-	-	-	-	-	-
Stage 1	570	0	-	-	-	-	-	-	-
Stage 2	294	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.1	0.3	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	610	-	-	99	562	1043	-	-
HCM Lane V/C Ratio	0.02	-	-	0.126	0.022	0.011	-	-
HCM Control Delay (s)	11	0	-	46.6	11.6	8.5	0	-
HCM Lane LOS	B	A	-	E	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0	-	-

APPENDIX G2
Capacity Analyses
2016 Existing Conditions
Weekday Afternoon Peak Hour

Tighe&Bond

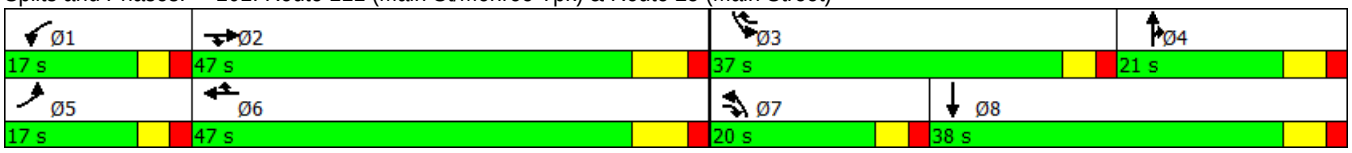
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	850	220	170	900	810	160	370	110	800	350	100
Future Volume (vph)	70	850	220	170	900	810	160	370	110	800	350	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	10	11	10	12	11	12
Storage Length (ft)	225		0	175		500	430		100	500		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	200			175			75			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1741	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1741	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			188			170		11	
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		877			839			636			734	
Travel Time (s)		14.9			10.4			10.8			14.3	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.86	0.86	0.86	0.82	0.82	0.82
Adj. Flow (vph)	74	895	232	187	989	890	186	430	128	976	427	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	895	232	187	989	890	186	430	128	976	549	0
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Prot	Prot	NA	
Protected Phases	5	2	2 7	1	6	3 6	7	4	4	3	8	
Permitted Phases												
Detector Phase	5	2	2 7	1	6	3 6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		12.0	13.0	13.0	12.0	13.0	
Total Split (s)	17.0	47.0		17.0	47.0		20.0	21.0	21.0	37.0	38.0	
Total Split (%)	13.9%	38.5%		13.9%	38.5%		16.4%	17.2%	17.2%	30.3%	31.1%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None	None	None	None	
Act Effct Green (s)	8.6	35.8	55.4	12.0	41.5	80.5	14.6	15.0	15.0	32.1	32.5	
Actuated g/C Ratio	0.07	0.30	0.47	0.10	0.35	0.68	0.12	0.13	0.13	0.27	0.28	
v/c Ratio	0.60	0.86	0.30	1.07	0.80	0.81	0.91	0.99	0.38	1.05	1.13	
Control Delay	73.4	48.2	9.9	140.1	41.1	18.4	96.0	92.4	6.1	84.6	120.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	73.4	48.2	9.9	140.1	41.1	18.4	96.0	92.4	6.1	84.6	120.0	
LOS	E	D	A	F	D	B	F	F	A	F	F	
Approach Delay		42.4			40.3			78.4			97.3	
Approach LOS		D			D			E			F	
Queue Length 50th (ft)	57	336	49	~164	364	374	144	~180	0	~432	~502	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	107	418	101	#318	469	661	#268	#275	19	#489	#636	
Internal Link Dist (ft)		797			759			556			654	
Turn Bay Length (ft)	225			175		500	430		100	500		
Base Capacity (vph)	174	1162	768	174	1243	1104	210	435	336	933	487	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.43	0.77	0.30	1.07	0.80	0.81	0.89	0.99	0.38	1.05	1.13	

Intersection Summary

Area Type: Other
Cycle Length: 122
Actuated Cycle Length: 118
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 61.6 Intersection LOS: E
Intersection Capacity Utilization 85.4% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



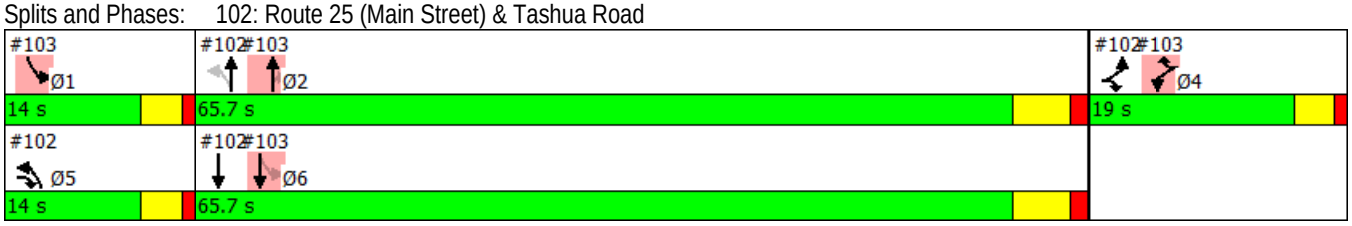
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	50	90	130	1020	1020	50	
Future Volume (vph)	50	90	130	1020	1020	50	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	12	12	
Storage Length (ft)	0	185	385			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		80				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850			0.994		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1711	1531	1711	1801	1852	0	
Flt Permitted	0.950		0.062				
Satd. Flow (perm)	1711	1531	112	1801	1852	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		97			5		
Link Speed (mph)	25			40	40		
Link Distance (ft)	661			1950	469		
Travel Time (s)	18.0			33.2	8.0		
Peak Hour Factor	0.80	0.80	0.95	0.95	0.92	0.92	
Adj. Flow (vph)	63	113	137	1074	1109	54	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	63	113	137	1074	1163	0	
Turn Type	Prot	pt+ov	pm+pt	NA	NA		
Protected Phases	4	4 5	5	2	6		1
Permitted Phases			2				
Detector Phase	4	4 5	5	2	6		
Switch Phase							
Minimum Initial (s)	7.0		5.0	18.0	18.0		5.0
Minimum Split (s)	11.0		9.0	23.7	23.7		9.0
Total Split (s)	19.0		14.0	65.7	65.7		14.0
Total Split (%)	19.3%		14.2%	66.6%	66.6%		14%
Yellow Time (s)	3.0		3.0	4.3	4.3		3.0
All-Red Time (s)	1.0		1.0	1.4	1.4		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		4.0	5.7	5.7		
Lead/Lag			Lead	Lag	Lag		Lead
Lead-Lag Optimize?							
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	12.1	23.7	72.4	64.2	60.2		
Actuated g/C Ratio	0.13	0.25	0.77	0.69	0.64		
v/c Ratio	0.29	0.25	0.63	0.87	0.98		
Control Delay	40.6	8.9	28.5	23.0	24.0		
Queue Delay	0.0	0.0	0.0	0.5	5.5		
Total Delay	40.6	8.9	28.5	23.6	29.5		
LOS	D	A	C	C	C		
Approach Delay	20.3			24.1	29.5		
Approach LOS	C			C	C		
Queue Length 50th (ft)	34	7	29	477	138		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Queue Length 95th (ft)	66	36	93	#895	m#271		
Internal Link Dist (ft)	581			1870	389		
Turn Bay Length (ft)		185	385				
Base Capacity (vph)	275	491	259	1235	1191		
Starvation Cap Reductn	0	0	0	0	32		
Spillback Cap Reductn	0	0	0	25	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.23	0.23	0.53	0.89	1.00		

Intersection Summary			
Area Type:	Other		
Cycle Length: 98.7			
Actuated Cycle Length: 93.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 26.3		Intersection LOS: C	
Intersection Capacity Utilization 81.2%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road



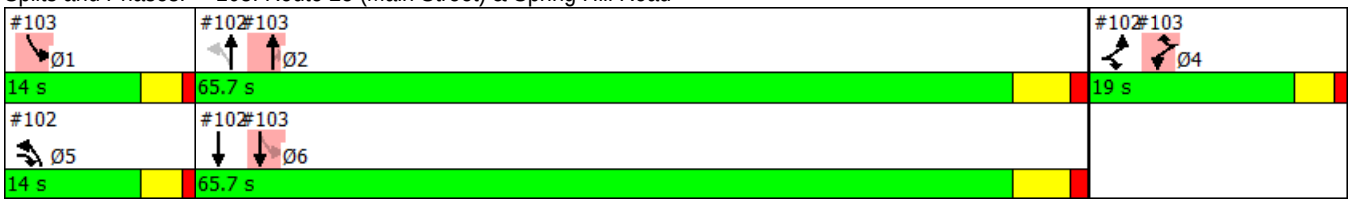
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	100	60	980	90	60	970	
Future Volume (vph)	100	60	980	90	60	970	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	11	11	
Storage Length (ft)	235	0		175	160		
Storage Lanes	1	1		1	1		
Taper Length (ft)	125				90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1636	1516	1783	1516	1694	1783	
Flt Permitted	0.950				0.164		
Satd. Flow (perm)	1636	1516	1783	1516	292	1783	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		75		68			
Link Speed (mph)	30		40			40	
Link Distance (ft)	483		469			490	
Travel Time (s)	11.0		8.0			8.4	
Peak Hour Factor	0.80	0.80	0.99	0.99	0.92	0.92	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	125	75	990	91	65	1054	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	125	75	990	91	65	1054	
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA	
Protected Phases	4	4	2		1	6	5
Permitted Phases				2	6		
Detector Phase	4	4	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0	18.0	5.0
Minimum Split (s)	11.0	11.0	23.7	23.7	9.0	23.7	9.0
Total Split (s)	19.0	19.0	65.7	65.7	14.0	65.7	14.0
Total Split (%)	19.3%	19.3%	66.6%	66.6%	14.2%	66.6%	14%
Yellow Time (s)	3.0	3.0	4.3	4.3	3.0	4.3	3.0
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0	1.4	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	5.7	5.7	4.0	5.7	
Lead/Lag			Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	None	Min	Min	None	Min	None
Act Effct Green (s)	12.1	12.1	64.2	64.2	67.4	60.2	
Actuated g/C Ratio	0.13	0.13	0.69	0.69	0.72	0.64	
v/c Ratio	0.60	0.29	0.81	0.09	0.22	0.92	
Control Delay	50.9	12.2	8.6	1.2	4.8	30.6	
Queue Delay	0.0	0.0	0.9	0.0	0.0	0.0	
Total Delay	50.9	12.2	9.6	1.2	4.8	30.6	
LOS	D	B	A	A	A	C	
Approach Delay	36.4		8.9			29.1	
Approach LOS	D		A			C	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Queue Length 50th (ft)	71	0	88	1	7	502	
Queue Length 95th (ft)	115	30	m136	m1	17	#917	
Internal Link Dist (ft)	403		389			410	
Turn Bay Length (ft)	235			175	160		
Base Capacity (vph)	262	306	1222	1061	373	1145	
Starvation Cap Reductn	0	0	71	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.48	0.25	0.86	0.09	0.17	0.92	

Intersection Summary			
Area Type:	Other		
Cycle Length: 98.7			
Actuated Cycle Length: 93.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 20.6		Intersection LOS: C	
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road



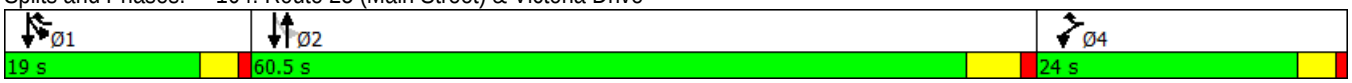
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	30	1040	10	10	960
Future Volume (vph)	50	30	1040	10	10	960
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	15	11	12	12	12
Storage Length (ft)	0	150		250	250	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.999			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1869	1725	1781	0	1752	1845
Flt Permitted	0.950				0.147	
Satd. Flow (perm)	1869	1725	1781	0	271	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		38	1			
Link Speed (mph)	25		40			40
Link Distance (ft)	515		344			502
Travel Time (s)	14.0		5.9			8.6
Peak Hour Factor	0.80	0.80	0.98	0.98	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	63	38	1061	10	11	1032
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	38	1071	0	11	1032
Turn Type	Prot	pt+ov	NA		D.P+P	NA
Protected Phases	4	4 1	2		1	1 2
Permitted Phases					2	
Detector Phase	4	4 1	2		1	2
Switch Phase						
Minimum Initial (s)	9.0		15.0		5.0	
Minimum Split (s)	13.0		20.5		9.0	
Total Split (s)	24.0		60.5		19.0	
Total Split (%)	23.2%		58.5%		18.4%	
Yellow Time (s)	3.0		4.2		3.0	
All-Red Time (s)	1.0		1.3		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.0		5.5		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		Min		None	
Act Effct Green (s)	9.1	16.2	62.4		65.7	69.0
Actuated g/C Ratio	0.11	0.20	0.76		0.80	0.84
v/c Ratio	0.31	0.10	0.79		0.04	0.67
Control Delay	38.6	9.8	15.9		2.1	6.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	38.6	9.8	15.9		2.1	6.3
LOS	D	A	B		A	A
Approach Delay	27.7		15.9			6.2
Approach LOS	C		B			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	31	0	401		1	180
Queue Length 95th (ft)	60	19	#761		3	302
Internal Link Dist (ft)	435		264			422
Turn Bay Length (ft)		150			250	
Base Capacity (vph)	455	578	1349		494	1544
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.14	0.07	0.79		0.02	0.67

Intersection Summary			
Area Type:	Other		
Cycle Length: 103.5			
Actuated Cycle Length: 82.4			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 70.8%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive



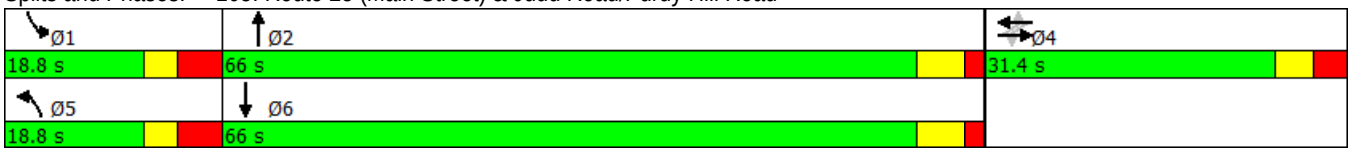
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	160	60	100	210	100	40	850	10	60	810	60
Future Volume (vph)	90	160	60	100	210	100	40	850	10	60	810	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	11	12	12	11	12	12
Storage Length (ft)	120		0	125		0	140		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.951			0.998			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	1752	0	1678	1679	0	1678	1823	0	1678	1809	0
Flt Permitted	0.297			0.453			0.950			0.950		
Satd. Flow (perm)	525	1752	0	800	1679	0	1678	1823	0	1678	1809	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		15						1				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		709			302			2216			820	
Travel Time (s)		19.3			8.2			37.8			14.0	
Peak Hour Factor	0.89	0.89	0.89	0.93	0.93	0.93	0.96	0.96	0.96	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	101	180	67	108	226	108	42	885	10	61	827	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	247	0	108	334	0	42	895	0	61	888	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	31.4	31.4		31.4	31.4		18.8	66.0		18.8	66.0	
Total Split (%)	27.0%	27.0%		27.0%	27.0%		16.2%	56.8%		16.2%	56.8%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	25.8	25.8		25.8	25.8		7.1	53.8		8.2	57.4	
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.07	0.52		0.08	0.55	
v/c Ratio	0.78	0.56		0.55	0.80		0.37	0.95		0.46	0.89	
Control Delay	81.0	41.3		51.6	56.7		59.8	44.9		61.1	34.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	81.0	41.3		51.6	56.7		59.8	44.9		61.1	34.4	
LOS	F	D		D	E		E	D		E	C	
Approach Delay		52.9			55.4			45.5			36.2	
Approach LOS		D			E			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	71	152		71	236		30	566		43	545	
Queue Length 95th (ft)	#180	245		#151	#422		67	#909		88	#878	
Internal Link Dist (ft)		629			222			2136			740	
Turn Bay Length (ft)	120			125			140			75		
Base Capacity (vph)	129	444		197	415		199	1082		199	1118	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.78	0.56		0.55	0.80		0.21	0.83		0.31	0.79	

Intersection Summary			
Area Type:	Other		
Cycle Length: 116.2			
Actuated Cycle Length: 104.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 44.8		Intersection LOS: D	
Intersection Capacity Utilization 87.7%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road



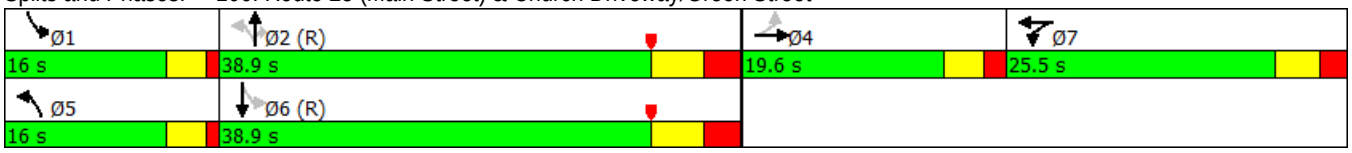
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	40	0	180	0	960	10	300	840	0
Future Volume (vph)	0	0	0	40	0	180	0	960	10	300	840	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	11	11	12	10	11	11	11	11	12
Storage Length (ft)	0		0	115		0	40		175	100		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			65			65			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1739	0	1711	1531	0	1739	1801	1531	1711	1801	0
Flt Permitted				0.950						0.097		
Satd. Flow (perm)	0	1739	0	1711	1531	0	1739	1801	1531	175	1801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					505				121			
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		126			720			472			557	
Travel Time (s)		3.4			19.6			8.0			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.93	0.93	0.93	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	43	0	194	0	1043	11	313	875	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	43	194	0	0	1043	11	313	875	0
Turn Type				Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		7	7		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	4	4		7	7		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0	25.0	5.0	25.0	
Minimum Split (s)	9.6	9.6		10.5	10.5		9.0	31.8	31.8	9.0	31.8	
Total Split (s)	19.6	19.6		25.5	25.5		16.0	38.9	38.9	16.0	38.9	
Total Split (%)	19.6%	19.6%		25.5%	25.5%		16.0%	38.9%	38.9%	16.0%	38.9%	
Yellow Time (s)	3.0	3.0		3.3	3.3		3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	1.6	1.6		2.2	2.2		1.0	2.9	2.9	1.0	2.9	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		5.5	5.5		4.0	6.8	6.8	4.0	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)				6.9	6.9			64.8	64.8	83.6	80.8	
Actuated g/C Ratio				0.07	0.07			0.65	0.65	0.84	0.81	
v/c Ratio				0.37	0.34			0.89	0.01	0.95	0.60	
Control Delay				52.7	1.6			27.1	0.0	56.7	6.9	
Queue Delay				0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay				52.7	1.6			27.1	0.0	56.7	6.9	
LOS				D	A			C	A	E	A	
Approach Delay					10.9			26.8			20.0	
Approach LOS					B			C			C	
Queue Length 50th (ft)				27	0			498	0	138	86	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)				60	0			#888	0	m#223	m278	
Internal Link Dist (ft)		46			640			392			477	
Turn Bay Length (ft)				115					175	100		
Base Capacity (vph)				342	710			1167	1035	330	1455	
Starvation Cap Reductn				0	0			0	0	0	0	
Spillback Cap Reductn				0	0			0	0	0	0	
Storage Cap Reductn				0	0			0	0	0	0	
Reduced v/c Ratio				0.13	0.27			0.89	0.01	0.95	0.60	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 22.0		Intersection LOS: C	
Intersection Capacity Utilization 91.9%		ICU Level of Service F	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



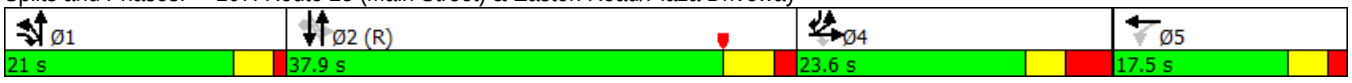
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	10	340	0	10	10	270	870	0	10	710	220
Future Volume (vph)	330	10	340	0	10	10	270	870	0	10	710	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	11	11	10	11	11
Storage Length (ft)	375		370	0		0	250		0	130		200
Storage Lanes	1		0	0		0	2		0	1		0
Taper Length (ft)	100			25			80			170		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.932							0.850
Flt Protected	0.950	0.955					0.950			0.950		
Satd. Flow (prot)	1625	1634	1531	0	1736	0	1652	3421	0	1652	1801	1531
Flt Permitted	0.950	0.955					0.092			0.299		
Satd. Flow (perm)	1625	1634	1531	0	1736	0	160	3421	0	520	1801	1531
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			343									242
Link Speed (mph)		40			25			40			40	
Link Distance (ft)		745			139			557			391	
Travel Time (s)		12.7			3.8			9.5			6.7	
Peak Hour Factor	0.92	0.92	0.92	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	359	11	370	0	13	13	297	956	0	11	780	242
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	183	187	370	0	26	0	297	956	0	11	780	242
Turn Type	Split	NA	pm+ov		NA		D.P+P	NA		Perm	NA	pm+ov
Protected Phases	4	4	1		5		1	1 2			2	4
Permitted Phases			4	5			2			2		2
Detector Phase	4	4	1	5	5		1	2		2	2	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	5.0	5.0	5.0		5.0			20.0	20.0	10.0
Minimum Split (s)	16.6	16.6	9.0	9.5	9.5		9.0			25.5	25.5	16.6
Total Split (s)	23.6	23.6	21.0	17.5	17.5		21.0			37.9	37.9	23.6
Total Split (%)	23.6%	23.6%	21.0%	17.5%	17.5%		21.0%			37.9%	37.9%	23.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.9	3.9	3.0
All-Red Time (s)	3.6	3.6	1.0	1.5	1.5		1.0			1.6	1.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0			0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	4.0		4.5		4.0			5.5	5.5	6.6
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	None
Act Effct Green (s)	13.9	13.9	34.5		6.2		66.8	70.8		49.6	49.6	68.9
Actuated g/C Ratio	0.14	0.14	0.34		0.06		0.67	0.71		0.50	0.50	0.69
v/c Ratio	0.81	0.83	0.49		0.25		0.87	0.40		0.04	0.87	0.21
Control Delay	68.3	70.0	4.6		49.7		53.9	3.8		19.3	38.2	1.6
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	68.3	70.0	4.6		49.7		53.9	3.8		19.3	38.2	1.6
LOS	E	E	A		D		D	A		B	D	A
Approach Delay		36.9			49.7			15.7			29.4	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	120	123	11		16		142	35		3	394	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#206	#212	51		38		m#172	m68		17	#819	29
Internal Link Dist (ft)		665			59			477			311	
Turn Bay Length (ft)	375		370				250			130		200
Base Capacity (vph)	276	277	768		225		361	2420		257	892	1171
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.66	0.68	0.48		0.12		0.82	0.40		0.04	0.87	0.21

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 25.8 Intersection LOS: C
Intersection Capacity Utilization 81.8% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1140	0	0	1250
Future Volume (vph)	0	0	1140	0	0	1250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Storage Length (ft)	0	60		0	225	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				65	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	3539	0	1801	3539
Flt Permitted						
Satd. Flow (perm)	1863	1863	3539	0	1801	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	25		30			35
Link Distance (ft)	350		188			421
Travel Time (s)	9.5		4.3			8.2
Peak Hour Factor	0.80	0.80	0.97	0.97	0.85	0.85
Adj. Flow (vph)	0	0	1175	0	0	1471
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1175	0	0	1471
Turn Type	Prot	Prot	NA		Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases						
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		5.0	15.0
Minimum Split (s)	10.5	10.5	20.9		9.0	20.9
Total Split (s)	23.5	23.5	32.5		14.0	46.5
Total Split (%)	33.6%	33.6%	46.4%		20.0%	66.4%
Yellow Time (s)	3.0	3.0	4.4		3.0	4.4
All-Red Time (s)	0.5	0.5	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	3.5	5.9		4.0	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)			70.0			70.0
Actuated g/C Ratio			1.00			1.00
v/c Ratio			0.33			0.42
Control Delay			0.3			0.3
Queue Delay			0.0			0.0
Total Delay			0.3			0.3
LOS			A			A
Approach Delay			0.3			0.3
Approach LOS			A			A
Queue Length 50th (ft)			0			0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)			0			0
Internal Link Dist (ft)	270		108			341
Turn Bay Length (ft)						
Base Capacity (vph)			3539			3539
Starvation Cap Reductn			0			0
Spillback Cap Reductn			0			0
Storage Cap Reductn			0			0
Reduced v/c Ratio			0.33			0.42

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay: 0.3		Intersection LOS: A	
Intersection Capacity Utilization 39.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	20	200	70	20	80	170	890	80	50	980	70
Future Volume (vph)	60	20	200	70	20	80	170	890	80	50	980	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	11	12	12	12	12	12
Storage Length (ft)	0		130	90		0	250		250	200		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			60			125			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.864			0.880				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1717	0	1770	1748	0	1711	3539	1583	1770	3504	0
Flt Permitted	0.677			0.331			0.950			0.950		
Satd. Flow (perm)	1261	1717	0	617	1748	0	1711	3539	1583	1770	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		247			100				156		13	
Link Speed (mph)		25			25			35			40	
Link Distance (ft)		274			273			421			425	
Travel Time (s)		7.5			7.4			8.2			7.2	
Peak Hour Factor	0.81	0.81	0.81	0.80	0.80	0.80	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	74	25	247	88	25	100	198	1035	93	58	1140	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	272	0	88	125	0	198	1035	93	58	1221	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4					2			
Detector Phase	4	4		4	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.8	11.8		11.8	11.8		9.1	19.9	19.9	9.1	19.9	
Total Split (s)	24.8	24.8		24.8	24.8		11.1	28.1	28.1	17.1	34.1	
Total Split (%)	35.4%	35.4%		35.4%	35.4%		15.9%	40.1%	40.1%	24.4%	48.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4	4.4	3.0	4.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.1	0.5	0.5	1.1	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8		4.1	4.9	4.9	4.1	4.9	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	12.1	12.1		12.1	12.1		7.0	40.9	40.9	7.0	37.1	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.10	0.58	0.58	0.10	0.53	
v/c Ratio	0.34	0.54		0.83	0.33		1.16	0.50	0.09	0.33	0.65	
Control Delay	28.0	8.9		78.3	9.9		150.2	12.1	0.9	41.7	14.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	28.0	8.9		78.3	9.9		150.2	12.1	0.9	41.7	14.5	
LOS	C	A		E	A		F	B	A	D	B	
Approach Delay		13.0			38.1			32.0			15.7	
Approach LOS		B			D			C			B	
Queue Length 50th (ft)	29	9		37	9		~103	140	0	27	220	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	50	44		67	35		#209	245	6	m48	342	
Internal Link Dist (ft)		194			193			341			345	
Turn Bay Length (ft)				90			250		250	200		
Base Capacity (vph)	360	667		176	570		171	2069	990	328	1865	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.21	0.41		0.50	0.22		1.16	0.50	0.09	0.18	0.65	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 23.7		Intersection LOS: C	
Intersection Capacity Utilization 73.5%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr



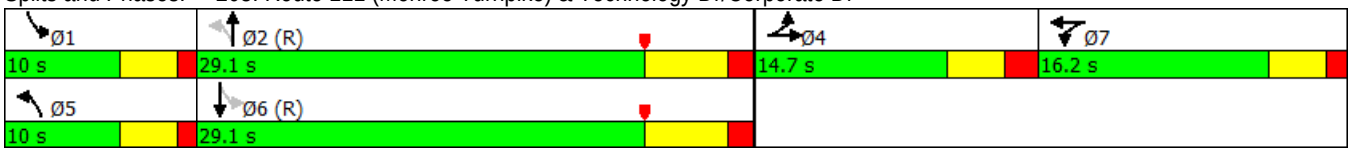
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	0	90	220	0	150	40	910	50	30	690	20
Future Volume (vph)	70	0	90	220	0	150	40	910	50	30	690	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	11	10	12	11	12	12	11	12	12
Storage Length (ft)	0		115	0		125	150		0	325		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.861			0.872			0.992			0.996	
Flt Protected	0.950	0.996		0.950	0.993		0.950			0.950		
Satd. Flow (prot)	1625	1568	0	1625	1430	0	1711	3511	0	1711	3525	0
Flt Permitted	0.950	0.996		0.950	0.993		0.273			0.180		
Satd. Flow (perm)	1625	1568	0	1625	1430	0	492	3511	0	324	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		171			188			8			4	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		311			293			1088			554	
Travel Time (s)		8.5			8.0			18.5			9.4	
Peak Hour Factor	0.81	0.81	0.81	0.80	0.80	0.80	0.91	0.91	0.91	0.90	0.90	0.90
Adj. Flow (vph)	86	0	111	275	0	188	44	1000	55	33	767	22
Shared Lane Traffic (%)	10%			12%								
Lane Group Flow (vph)	77	120	0	242	221	0	44	1055	0	33	789	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.7	9.7		9.2	9.2		9.0	20.8		9.0	20.8	
Total Split (s)	14.7	14.7		16.2	16.2		10.0	29.1		10.0	29.1	
Total Split (%)	21.0%	21.0%		23.1%	23.1%		14.3%	41.6%		14.3%	41.6%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.7	1.7		1.2	1.2		1.0	1.4		1.0	1.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.2	4.2		4.0	5.8		4.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	6.9	6.9		11.6	11.6		39.0	34.9		38.1	33.1	
Actuated g/C Ratio	0.10	0.10		0.17	0.17		0.56	0.50		0.54	0.47	
v/c Ratio	0.48	0.39		0.90	0.56		0.12	0.60		0.12	0.47	
Control Delay	39.4	5.9		66.0	12.8		3.4	13.5		12.1	19.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	39.4	5.9		66.0	12.8		3.4	13.5		12.1	19.2	
LOS	D	A		E	B		A	B		B	B	
Approach Delay		19.0			40.6			13.1			18.9	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)	33	0		108	12		2	177		3	126	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	64	12		#194	53		m3	#353		20	224	
Internal Link Dist (ft)		231			213			1008			474	
Turn Bay Length (ft)							150			325		
Base Capacity (vph)	232	370		278	400		379	1754		296	1666	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.33	0.32		0.87	0.55		0.12	0.60		0.11	0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 32 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 20.3		Intersection LOS: C	
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

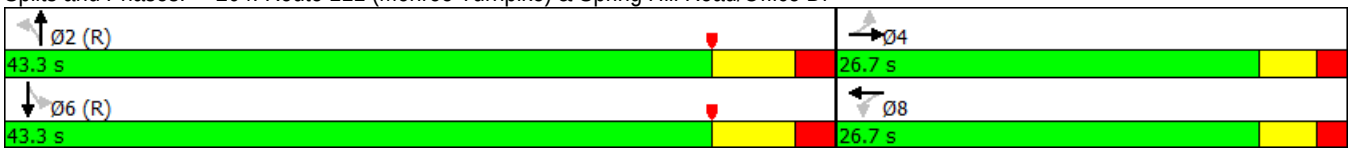


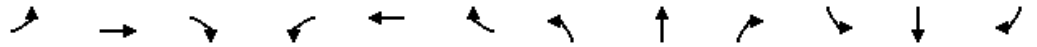
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	0	10	0	0	0	10	1150	0	0	670	30
Future Volume (vph)	50	0	10	0	0	0	10	1150	0	0	670	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.977									0.994	
Flt Protected		0.960										
Satd. Flow (prot)	0	1805	0	0	1925	0	0	3539	0	0	3518	0
Flt Permitted		0.762						0.948				
Satd. Flow (perm)	0	1433	0	0	1925	0	0	3355	0	0	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55									10	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		364			150			1529			547	
Travel Time (s)		9.9			4.1			26.1			9.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.90	0.90	0.91	0.91	0.91
Adj. Flow (vph)	63	0	13	0	0	0	11	1278	0	0	736	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	0	0	0	1289	0	0	769	0
Turn Type	Perm	NA					Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		21.5	21.5		21.5	21.5	
Total Split (s)	26.7	26.7		26.7	26.7		43.3	43.3		43.3	43.3	
Total Split (%)	38.1%	38.1%		38.1%	38.1%		61.9%	61.9%		61.9%	61.9%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	1.7	1.7		1.7	1.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		7.5						54.9			54.9	
Actuated g/C Ratio		0.11						0.78			0.78	
v/c Ratio		0.38						0.49			0.28	
Control Delay		18.4						2.7			2.2	
Queue Delay		0.0						0.0			0.0	
Total Delay		18.4						2.7			2.2	
LOS		B						A			A	
Approach Delay		18.4						2.7			2.2	
Approach LOS		B						A			A	
Queue Length 50th (ft)		8						16			37	
Queue Length 95th (ft)		36						37			47	
Internal Link Dist (ft)		284			70			1449			467	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		488						2633			2763	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.16						0.49			0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 14 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 3.1		Intersection LOS: A	
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr



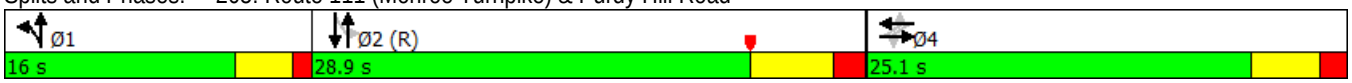


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	150	90	130	90	80	150	820	230	40	480	40
Future Volume (vph)	90	150	90	130	90	80	150	820	230	40	480	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	11	12	12
Storage Length (ft)	0		130	110		0	350		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.944			0.929			0.967			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1758	0	1770	1730	0	1711	3422	0	1711	3497	0
Flt Permitted	0.575			0.389			0.950			0.240		
Satd. Flow (perm)	1071	1758	0	725	1730	0	1711	3422	0	432	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43			64			88			13	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		468			420			547			444	
Travel Time (s)		10.6			11.5			9.3			7.6	
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.89	0.89	0.89	0.86	0.86	0.86
Adj. Flow (vph)	108	181	108	149	103	92	169	921	258	47	558	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	289	0	149	195	0	169	1179	0	47	605	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4			4						2		
Detector Phase	4	4		4	4		1	2		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0			15.0	15.0	
Minimum Split (s)	13.1	13.1		13.1	13.1		9.0			21.1	21.1	
Total Split (s)	25.1	25.1		25.1	25.1		16.0			28.9	28.9	
Total Split (%)	35.9%	35.9%		35.9%	35.9%		22.9%			41.3%	41.3%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0			4.4	4.4	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0			1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0			0.0	0.0	
Total Lost Time (s)	5.1	5.1		5.1	5.1		4.0			6.1	6.1	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None			C-Max	C-Max	
Act Effct Green (s)	15.8	15.8		15.8	15.8		10.3	45.1		28.7	28.7	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.15	0.64		0.41	0.41	
v/c Ratio	0.45	0.67		0.91	0.44		0.67	0.53		0.27	0.42	
Control Delay	28.0	28.3		78.6	17.5		52.4	2.7		22.4	17.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.0	28.3		78.6	17.5		52.4	2.7		22.4	17.1	
LOS	C	C		E	B		D	A		C	B	
Approach Delay		28.2			44.0			8.9			17.5	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)	39	94		61	46		66	22		14	98	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	72	142		#139	90		125	39		42	145	
Internal Link Dist (ft)		388			340			467			364	
Turn Bay Length (ft)				110			350			125		
Base Capacity (vph)	306	533		207	540		293	2237		177	1443	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.35	0.54		0.72	0.36		0.58	0.53		0.27	0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 7 (10%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 18.2		Intersection LOS: B	
Intersection Capacity Utilization 80.0%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



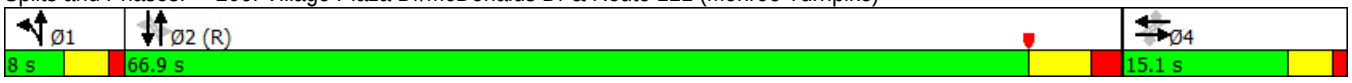
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	10	60	40	0	60	80	830	40	50	530	40
Future Volume (vph)	70	10	60	40	0	60	80	830	40	50	530	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	15	14	11	11	12	10	11	12
Storage Length (ft)	0		0	0		35	120		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			80			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.993			0.989	
Flt Protected		0.958			0.950		0.950			0.950		
Satd. Flow (prot)	0	1725	1531	0	1947	1689	1711	1788	0	1652	1781	0
Flt Permitted		0.719			0.661		0.372			0.280		
Satd. Flow (perm)	0	1295	1531	0	1354	1689	670	1788	0	487	1781	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88			88		9			9	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		121			198			441			636	
Travel Time (s)		3.3			5.4			8.6			12.4	
Peak Hour Factor	0.81	0.81	0.81	0.85	0.85	0.85	0.96	0.96	0.96	0.93	0.93	0.93
Adj. Flow (vph)	86	12	74	47	0	71	83	865	42	54	570	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	74	0	47	71	83	907	0	54	613	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4		4	2			2		
Detector Phase	4	4	4	4	4	4	1	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	4.0			36.0	36.0	
Minimum Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	8.0			42.3	42.3	
Total Split (s)	15.1	15.1	15.1	15.1	15.1	15.1	8.0			66.9	66.9	
Total Split (%)	16.8%	16.8%	16.8%	16.8%	16.8%	16.8%	8.9%			74.3%	74.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.2	4.2	
All-Red Time (s)	1.1	1.1	1.1	1.1	1.1	1.1	1.0			2.1	2.1	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Lost Time (s)		4.1	4.1		4.1	4.1	4.0			6.3	6.3	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max			C-Min	C-Min	
Act Effct Green (s)		10.3	10.3		10.3	10.3	67.6	71.6		61.3	61.3	
Actuated g/C Ratio		0.11	0.11		0.11	0.11	0.75	0.80		0.68	0.68	
v/c Ratio		0.67	0.29		0.31	0.26	0.15	0.64		0.16	0.50	
Control Delay		60.7	9.8		41.9	8.6	2.8	6.3		5.3	6.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		60.7	9.8		41.9	8.6	2.8	6.3		5.3	6.4	
LOS		E	A		D	A	A	A		A	A	
Approach Delay		38.8			21.9			6.0			6.3	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		54	0		25	0	8	165		5	65	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#100	23		55	25	16	257		m15	132	
Internal Link Dist (ft)		41			118			361			556	
Turn Bay Length (ft)						35	120			135		
Base Capacity (vph)		158	264		165	283	549	1425		331	1216	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.62	0.28		0.28	0.25	0.15	0.64		0.16	0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 61 (68%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 10.0		Intersection LOS: A	
Intersection Capacity Utilization 84.3%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



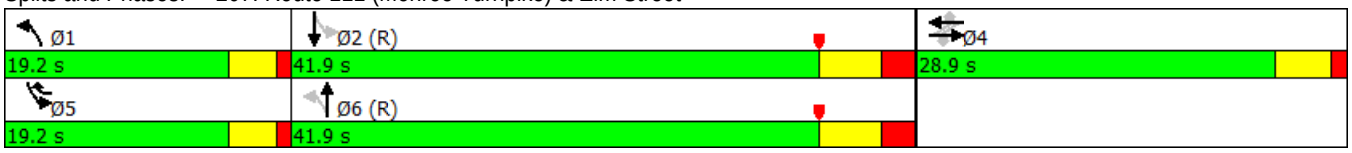
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	120	190	60	170	100	160	540	140	70	410	60
Future Volume (vph)	70	120	190	60	170	100	160	540	140	70	410	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	9	12	11	10	11	11	12	10	12	12
Storage Length (ft)	0		125	100		0	160		0	95		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			100			70			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.969			0.981	
Flt Protected		0.982			0.987		0.950			0.950		
Satd. Flow (prot)	0	1646	1425	0	1777	1478	1711	1745	0	1652	1827	0
Flt Permitted		0.581			0.720		0.324			0.181		
Satd. Flow (perm)	0	974	1425	0	1296	1478	583	1745	0	315	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			235			110		17			10	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		385			483			814			737	
Travel Time (s)		8.8			11.0			15.9			14.4	
Peak Hour Factor	0.81	0.81	0.81	0.91	0.91	0.91	0.90	0.90	0.90	0.89	0.89	0.89
Adj. Flow (vph)	86	148	235	66	187	110	178	600	156	79	461	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	234	235	0	253	110	178	756	0	79	528	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.9	9.9	9.9	9.9	9.9	9.2	9.2	21.6		9.2	21.6	
Total Split (s)	28.9	28.9	28.9	28.9	28.9	19.2	19.2	41.9		19.2	41.9	
Total Split (%)	32.1%	32.1%	32.1%	32.1%	32.1%	21.3%	21.3%	46.6%		21.3%	46.6%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.2	3.2	4.2		3.2	4.2	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.2	1.0	1.0	2.4		1.0	2.4	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.9	4.9		4.9	4.2	4.2	6.6		4.2	6.6	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		22.0	22.0		22.0	32.9	56.6	46.3		52.8	44.4	
Actuated g/C Ratio		0.24	0.24		0.24	0.37	0.63	0.51		0.59	0.49	
v/c Ratio		0.98	0.45		0.80	0.18	0.38	0.84		0.29	0.58	
Control Delay		89.9	6.7		51.2	4.4	8.8	26.2		10.8	23.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		89.9	6.7		51.2	4.4	8.8	26.2		10.8	23.4	
LOS		F	A		D	A	A	C		B	C	
Approach Delay		48.2			37.0			22.9			21.8	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)		128	0		131	0	34	235		28	306	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#225	37		#243	31	m77	#609		29	343	
Internal Link Dist (ft)		305			403			734			657	
Turn Bay Length (ft)			125				160			95		
Base Capacity (vph)		259	552		345	747	569	905		428	906	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.90	0.43		0.73	0.15	0.31	0.84		0.18	0.58	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 29 (32%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 29.8 Intersection LOS: C
Intersection Capacity Utilization 80.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



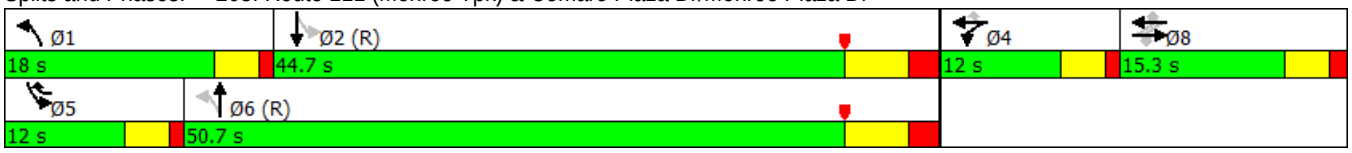
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	10	60	100	10	160	40	550	10	90	370	20
Future Volume (vph)	60	10	60	100	10	160	40	550	10	90	370	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	10	11	10	11	12	10	11	12
Storage Length (ft)	0		0	0		0	450		0	145		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			55			105		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.997			0.992	
Flt Protected		0.959			0.957		0.950			0.950		
Satd. Flow (prot)	0	1727	1583	0	1664	1531	1652	1795	0	1652	1786	0
Flt Permitted		0.677			0.692		0.476			0.294		
Satd. Flow (perm)	0	1219	1583	0	1203	1531	828	1795	0	511	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187			170		1			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		102			224			737			443	
Travel Time (s)		2.8			6.1			14.4			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.93	0.93	0.93	0.88	0.88	0.88
Adj. Flow (vph)	65	11	65	106	11	170	43	591	11	102	420	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	65	0	117	170	43	602	0	102	443	0
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8		4	4 8	5	1	6		5	2	
Permitted Phases	8		8	8		4 8	6			2		
Detector Phase	8	8	8	4	4 8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.3	9.3	9.3	9.0		9.0	9.0	21.4		9.0	21.4	
Total Split (s)	15.3	15.3	15.3	12.0		12.0	18.0	50.7		12.0	44.7	
Total Split (%)	17.0%	17.0%	17.0%	13.3%		13.3%	20.0%	56.3%		13.3%	49.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0	4.2		3.0	4.2	
All-Red Time (s)	1.3	1.3	1.3	1.0		1.0	1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.3	4.3			4.0	4.0	6.4		4.0	6.4	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None	None	C-Min		None	C-Min	
Act Effct Green (s)		9.3	9.3		16.0	29.5	57.8	50.1		61.4	54.8	
Actuated g/C Ratio		0.10	0.10		0.18	0.33	0.64	0.56		0.68	0.61	
v/c Ratio		0.61	0.20		0.46	0.28	0.07	0.60		0.24	0.41	
Control Delay		58.8	1.3		34.7	4.3	4.7	17.7		8.3	15.5	
Queue Delay		0.0	0.0		0.0	0.0	0.0	1.8		0.0	0.2	
Total Delay		58.8	1.3		34.7	4.3	4.7	19.5		8.3	15.7	
LOS		E	A		C	A	A	B		A	B	
Approach Delay		32.3			16.7			18.5			14.3	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		42	0		54	0	3	309		21	183	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#87	0		100	38	m14	m422		46	206	
Internal Link Dist (ft)		22			144			657			363	
Turn Bay Length (ft)							450			145		
Base Capacity (vph)		148	357		277	641	706	1000		453	1088	
Starvation Cap Reductn		0	0		0	0	0	0		0	164	
Spillback Cap Reductn		0	0		0	22	0	241		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.51	0.18		0.42	0.27	0.06	0.79		0.23	0.48	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 18.0		Intersection LOS: B	
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr



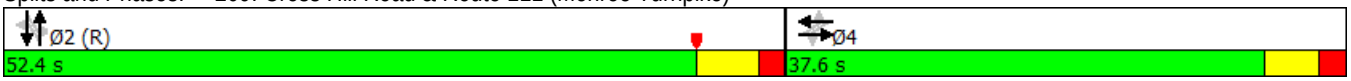
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	100	70	80	60	50	50	620	100	50	330	130
Future Volume (vph)	240	100	70	80	60	50	50	620	100	50	330	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	12	12	10	11	12	10	11	12
Storage Length (ft)	90		0	0		95	90		0	45		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			25			105			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938			0.932			0.979			0.958	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	1689	0	1770	1736	0	1652	1763	0	1652	1725	0
Flt Permitted	0.673			0.591			0.402			0.230		
Satd. Flow (perm)	1170	1689	0	1101	1736	0	699	1763	0	400	1725	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43			52			13			33	
Link Speed (mph)		25			30			35			40	
Link Distance (ft)		354			360			443			949	
Travel Time (s)		9.7			8.2			8.6			16.2	
Peak Hour Factor	0.91	0.91	0.91	0.83	0.83	0.83	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	264	110	77	96	72	60	53	653	105	55	363	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	264	187	0	96	132	0	53	758	0	55	506	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	12.6	12.6		12.6	12.6		26.0	26.0		26.0	26.0	
Total Split (s)	37.6	37.6		37.6	37.6		52.4	52.4		52.4	52.4	
Total Split (%)	41.8%	41.8%		41.8%	41.8%		58.2%	58.2%		58.2%	58.2%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.2	4.2		4.2	4.2	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	25.2	25.2		25.2	25.2		53.2	53.2		53.2	53.2	
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.59	0.59		0.59	0.59	
v/c Ratio	0.81	0.37		0.31	0.25		0.13	0.72		0.23	0.49	
Control Delay	48.2	20.5		26.4	15.0		5.9	15.4		11.4	9.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	1.7		0.0	0.0	
Total Delay	48.2	20.5		26.4	15.0		5.9	17.1		11.4	9.9	
LOS	D	C		C	B		A	B		B	A	
Approach Delay		36.7			19.8			16.4			10.0	
Approach LOS		D			B			B			B	
Queue Length 50th (ft)	136	63		42	34		9	423		11	94	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	211	109		70	62		m13	#595		28	147	
Internal Link Dist (ft)		274			280			363			869	
Turn Bay Length (ft)	90						90			45		
Base Capacity (vph)	416	628		391	650		413	1047		236	1033	
Starvation Cap Reductn	0	0		0	0		0	145		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.63	0.30		0.25	0.20		0.13	0.84		0.23	0.49	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 19.5 Intersection LOS: B
Intersection Capacity Utilization 75.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)



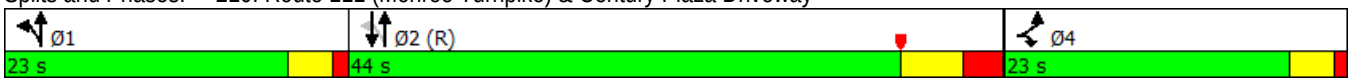
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	130	130	190	720	380	70
Future Volume (vph)	130	130	190	720	380	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	11	12
Storage Length (ft)	0	0	280			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		175			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.979	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1711	1583	1711	1801	1763	0
Flt Permitted	0.950		0.445			
Satd. Flow (perm)	1711	1583	801	1801	1763	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		163			13	
Link Speed (mph)	25			40	40	
Link Distance (ft)	142			949	728	
Travel Time (s)	3.9			16.2	12.4	
Peak Hour Factor	0.80	0.80	0.94	0.94	0.95	0.95
Adj. Flow (vph)	163	163	202	766	400	74
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	163	202	766	474	0
Turn Type	Prot	Prot	D.P+P	NA	NA	
Protected Phases	4	4	1	1 2	2	
Permitted Phases			2			
Detector Phase	4	4	1	2	2	
Switch Phase						
Minimum Initial (s)	9.0	9.0	3.0		15.0	
Minimum Split (s)	13.0	13.0	7.0		22.0	
Total Split (s)	23.0	23.0	23.0		44.0	
Total Split (%)	25.6%	25.6%	25.6%		48.9%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		2.8	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		7.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None		C-Max	
Act Effct Green (s)	13.0	13.0	65.0	69.0	55.4	
Actuated g/C Ratio	0.14	0.14	0.72	0.77	0.62	
v/c Ratio	0.66	0.44	0.31	0.56	0.43	
Control Delay	48.7	9.4	3.8	5.2	11.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.7	9.4	3.8	5.2	11.4	
LOS	D	A	A	A	B	
Approach Delay	29.1			4.9	11.4	
Approach LOS	C			A	B	
Queue Length 50th (ft)	89	0	13	95	122	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	126	36	m45	231	244	
Internal Link Dist (ft)	62			869	648	
Turn Bay Length (ft)			280			
Base Capacity (vph)	361	462	805	1379	1090	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.45	0.35	0.25	0.56	0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 4 (4%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 54.8%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	970	30	0	880
Future Volume (vph)	0	0	970	30	0	880
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996			
Flt Protected						
Satd. Flow (prot)	1722	0	1837	0	0	1845
Flt Permitted						
Satd. Flow (perm)	1722	0	1837	0	0	1845
Link Speed (mph)	30		40			40
Link Distance (ft)	316		5006			661
Travel Time (s)	7.2		85.3			11.3
Peak Hour Factor	0.80	0.80	0.95	0.95	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	1021	32	0	936
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1053	0	0	936
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	970	30	0	880
Future Vol, veh/h	0	0	970	30	0	880
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	95	95	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	1021	32	0	936

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1973	1037	0	0	1053	0
Stage 1	1037	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Critical Hdwy	7.13	6.23	-	-	4.13	-
Critical Hdwy Stg 1	6.13	-	-	-	-	-
Critical Hdwy Stg 2	6.13	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	46	280	-	-	657	-
Stage 1	278	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	46	280	-	-	657	-
Mov Cap-2 Maneuver	46	-	-	-	-	-
Stage 1	278	-	-	-	-	-
Stage 2	317	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	657	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	340	80	30	30	20	170
Future Volume (vph)	340	80	30	30	20	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.932		0.879	
Flt Protected		0.961			0.995	
Satd. Flow (prot)	0	1756	1646	0	1545	0
Flt Permitted		0.961			0.995	
Satd. Flow (perm)	0	1756	1646	0	1545	0
Link Speed (mph)		30	25		25	
Link Distance (ft)		1004	805		979	
Travel Time (s)		22.8	22.0		26.7	
Peak Hour Factor	0.87	0.87	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	391	92	38	38	25	213
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	483	76	0	238	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	340	80	30	30	20	170
Future Vol, veh/h	340	80	30	30	20	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	80	80	80	80
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	391	92	38	38	25	213

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	75	0	-	0	930	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	874	-
Critical Hdwy	4.14	-	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.236	-	-	-	3.536	3.336
Pot Cap-1 Maneuver	1512	-	-	-	294	1005
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	405	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1512	-	-	-	214	1005
Mov Cap-2 Maneuver	-	-	-	-	214	-
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	294	-

Approach	EB	WB	SB
HCM Control Delay, s	6.6	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1512	-	-	-	724
HCM Lane V/C Ratio	0.258	-	-	-	0.328
HCM Control Delay (s)	8.2	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	1	-	-	-	1.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	160	20	10	140	100	20	180	10	80	150	90
Future Volume (vph)	190	160	20	10	140	100	20	180	10	80	150	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.946			0.993			0.962	
Flt Protected		0.975			0.998			0.995			0.988	
Satd. Flow (prot)	0	1743	0	0	1759	0	0	1718	0	0	1770	0
Flt Permitted		0.975			0.998			0.995			0.988	
Satd. Flow (perm)	0	1743	0	0	1759	0	0	1718	0	0	1770	0
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		988			775			934			884	
Travel Time (s)		22.5			17.6			25.5			24.1	
Peak Hour Factor	0.83	0.83	0.83	0.84	0.84	0.84	0.80	0.80	0.80	0.95	0.95	0.95
Adj. Flow (vph)	229	193	24	12	167	119	25	225	13	84	158	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	446	0	0	298	0	0	263	0	0	337	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	31.5
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	190	160	20	0	10	140	100	0	20	180	10
Future Vol, veh/h	0	190	160	20	0	10	140	100	0	20	180	10
Peak Hour Factor	0.92	0.83	0.83	0.83	0.92	0.84	0.84	0.84	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	229	193	24	0	12	167	119	0	25	225	13
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	47.9	21.9	21.1
HCM LOS	E	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	51%	4%	25%
Vol Thru, %	86%	43%	56%	47%
Vol Right, %	5%	5%	40%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	370	250	320
LT Vol	20	190	10	80
Through Vol	180	160	140	150
RT Vol	10	20	100	90
Lane Flow Rate	262	446	298	337
Geometry Grp	1	1	1	1
Degree of Util (X)	0.574	0.907	0.616	0.702
Departure Headway (Hd)	7.872	7.324	7.455	7.505
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	457	499	482	482
Service Time	5.951	5.324	5.528	5.578
HCM Lane V/C Ratio	0.573	0.894	0.618	0.699
HCM Control Delay	21.1	47.9	21.9	26.5
HCM Lane LOS	C	E	C	D
HCM 95th-tile Q	3.5	10.4	4.1	5.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	80	150	90
Future Vol, veh/h	0	80	150	90
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	84	158	95
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	26.5
HCM LOS	D



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	1230	20	20	1240
Future Volume (vph)	10	10	1230	20	20	1240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	10	12	12	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932		0.998			
Flt Protected	0.976					0.999
Satd. Flow (prot)	1751	0	3297	0	0	3300
Flt Permitted	0.976					0.999
Satd. Flow (perm)	1751	0	3297	0	0	3300
Link Speed (mph)	25		35			35
Link Distance (ft)	465		734			285
Travel Time (s)	12.7		14.3			5.6
Peak Hour Factor	0.80	0.80	0.86	0.86	0.91	0.91
Adj. Flow (vph)	13	13	1430	23	22	1363
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	1453	0	0	1385
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	1230	20	20	1240
Future Vol, veh/h	10	10	1230	20	20	1240
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	86	86	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	13	1430	23	22	1363

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2167	727	0	0	1453	0
Stage 1	1442	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	40	366	-	-	462	-
Stage 1	184	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	32	366	-	-	462	-
Mov Cap-2 Maneuver	32	-	-	-	-	-
Stage 1	184	-	-	-	-	-
Stage 2	354	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	105	0	1.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	59	462	-
HCM Lane V/C Ratio	-	-	0.424	0.048	-
HCM Control Delay (s)	-	-	105	13.2	1.3
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	1.6	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	120	170	1070	1140	110
Future Volume (vph)	70	120	170	1070	1140	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	11	10	12
Storage Length (ft)	0	25	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		105			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.987	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1794	1652	3421	3260	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1794	1652	3421	3260	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	387			285	334	
Travel Time (s)	10.6			5.6	6.5	
Peak Hour Factor	0.92	0.92	0.85	0.85	0.94	0.94
Adj. Flow (vph)	76	130	200	1259	1213	117
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	130	200	1259	1330	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	43.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	120	170	1070	1140	110
Future Vol, veh/h	70	120	170	1070	1140	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	85	85	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	130	200	1259	1213	117

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2300	665	1330	0	-	0
Stage 1	1271	-	-	-	-	-
Stage 2	1029	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 33	403	515	-	-	-
Stage 1	227	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 20	403	515	-	-	-
Mov Cap-2 Maneuver	~ 20	-	-	-	-	-
Stage 1	227	-	-	-	-	-
Stage 2	187	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 621.7	2.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	515	-	20	403	-	-
HCM Lane V/C Ratio	0.388	-	3.804	0.324	-	-
HCM Control Delay (s)	16.4	-	$ 1656.4	18.1	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	1.8	-	9.9	1.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	20	0	1140	1230	20
Future Volume (vph)	0	20	0	1140	1230	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.998	
Flt Protected						
Satd. Flow (prot)	0	1772	0	3421	3297	0
Flt Permitted						
Satd. Flow (perm)	0	1772	0	3421	3297	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	348			334	300	
Travel Time (s)	9.5			6.5	5.8	
Peak Hour Factor	0.80	0.80	0.87	0.87	0.93	0.93
Adj. Flow (vph)	0	25	0	1310	1323	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	25	0	1310	1345	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	0	1140	1230	20
Future Vol, veh/h	0	20	0	1140	1230	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	87	87	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	0	1310	1323	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	672	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	398	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	398	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	398	-	-
HCM Lane V/C Ratio	-	0.063	-	-
HCM Control Delay (s)	-	14.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	0	1140	1240	10
Future Volume (vph)	0	10	0	1140	1240	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.865				0.999	
Flt Protected						
Satd. Flow (prot)	1665	0	0	3539	3418	0
Flt Permitted						
Satd. Flow (perm)	1665	0	0	3539	3418	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	167			300	188	
Travel Time (s)	4.6			5.8	3.7	
Peak Hour Factor	0.80	0.80	0.97	0.97	0.85	0.85
Adj. Flow (vph)	0	13	0	1175	1459	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	1175	1471	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	1140	1240	10
Future Vol, veh/h	0	10	0	1140	1240	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	97	97	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	1175	1459	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2053	735	1471	0	-	0
Stage 1	1465	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	48	362	454	-	-	-
Stage 1	179	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	48	362	454	-	-	-
Mov Cap-2 Maneuver	48	-	-	-	-	-
Stage 1	179	-	-	-	-	-
Stage 2	518	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	454	-	362	-	-
HCM Lane V/C Ratio	-	-	0.035	-	-
HCM Control Delay (s)	0	-	15.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	20	10	890	620	20
Future Volume (vph)	30	20	10	890	620	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946				0.996	
Flt Protected	0.971			0.999		
Satd. Flow (prot)	1711	0	0	1799	1793	0
Flt Permitted	0.971			0.999		
Satd. Flow (perm)	1711	0	0	1799	1793	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	268			1631	381	
Travel Time (s)	7.3			31.8	7.4	
Peak Hour Factor	0.69	0.69	0.92	0.92	0.89	0.89
Adj. Flow (vph)	43	29	11	967	697	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	0	978	719	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.8%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	20	10	890	620	20
Future Vol, veh/h	30	20	10	890	620	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	92	92	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	29	11	967	697	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1697	708	719	0	-	0
Stage 1	708	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	102	435	882	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	99	435	882	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	350	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	53.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	882	-	143	-	-
HCM Lane V/C Ratio	0.012	-	0.507	-	-
HCM Control Delay (s)	9.1	0	53.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	2.4	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	20	0	920	620	0
Future Volume (vph)	20	20	0	920	620	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	2006	1794	0	1801	1801	0
Flt Permitted	0.950					
Satd. Flow (perm)	2006	1794	0	1801	1801	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	126			381	323	
Travel Time (s)	3.4			7.4	6.3	
Peak Hour Factor	0.65	0.65	0.89	0.89	0.89	0.89
Adj. Flow (vph)	31	31	0	1034	697	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	31	0	1034	697	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	20	0	920	620	0
Future Vol, veh/h	20	20	0	920	620	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	31	0	1034	697	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1731	697	-	0	-	0
Stage 1	697	-	-	-	-	-
Stage 2	1034	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	97	441	0	-	-	-
Stage 1	494	-	0	-	-	-
Stage 2	343	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	97	441	-	-	-	-
Mov Cap-2 Maneuver	97	-	-	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	343	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	36.2	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	97	441	-	-
HCM Lane V/C Ratio	-	0.317	0.07	-	-
HCM Control Delay (s)	-	58.5	13.8	-	-
HCM Lane LOS	-	F	B	-	-
HCM 95th %tile Q(veh)	-	1.2	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	20	0	50	0	900	40	20	600	10
Future Volume (vph)	0	0	0	20	0	50	0	900	40	20	600	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	14	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.994			0.998	
Flt Protected					0.950						0.998	
Satd. Flow (prot)	0	0	0	0	1947	1689	0	1790	0	0	1793	0
Flt Permitted					0.950						0.998	
Satd. Flow (perm)	0	0	0	0	1947	1689	0	1790	0	0	1793	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		181			109			323			441	
Travel Time (s)		4.9			3.0			6.3			8.6	
Peak Hour Factor	0.65	0.65	0.65	0.80	0.80	0.80	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	25	0	63	0	1034	46	22	652	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	25	63	0	1080	0	0	685	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	20	0	50	0	900	40	20	600	10
Future Vol, veh/h	0	0	0	20	0	50	0	900	40	20	600	10
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
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	80	80	80	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	25	0	63	0	1034	46	22	652	11

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1758	1764	1057	663	0	0	1080	0	0
Stage 1	1057	1057	-	-	-	-	-	-	-
Stage 2	701	707	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	93	84	273	926	-	-	646	-	-
Stage 1	334	302	-	-	-	-	-	-	-
Stage 2	492	438	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	88	0	273	926	-	-	646	-	-
Mov Cap-2 Maneuver	88	0	-	-	-	-	-	-	-
Stage 1	334	0	-	-	-	-	-	-	-
Stage 2	465	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.3	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	926	-	-	88	273	646	-	-
HCM Lane V/C Ratio	-	-	-	0.284	0.229	0.034	-	-
HCM Control Delay (s)	0	-	-	61.4	22.1	10.8	0	-
HCM Lane LOS	A	-	-	F	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.9	0.1	-	-

APPENDIX G3
Capacity Analyses
2016 Existing Conditions
Saturday Midday Peak Hour

Tighe&Bond

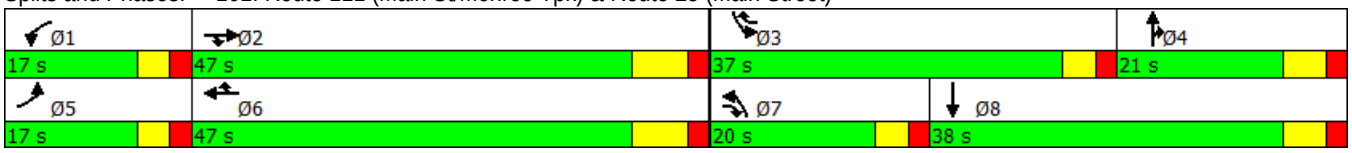
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	720	230	90	630	590	200	400	110	660	370	120
Future Volume (vph)	140	720	230	90	630	590	200	400	110	660	370	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	10	11	10	12	11	12
Storage Length (ft)	225		0	175		500	430		100	500		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	200			175			75			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1734	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			72			170		13	
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		877			839			636			734	
Travel Time (s)		14.9			10.4			10.8			14.3	
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.86	0.86	0.86
Adj. Flow (vph)	154	791	253	97	677	634	208	417	115	767	430	140
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	791	253	97	677	634	208	417	115	767	570	0
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Prot	Prot	NA	
Protected Phases	5	2	2 7	1	6	3 6	7	4	4	3	8	
Permitted Phases												
Detector Phase	5	2	2 7	1	6	3 6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		12.0	13.0	13.0	12.0	13.0	
Total Split (s)	17.0	47.0		17.0	47.0		20.0	21.0	21.0	37.0	38.0	
Total Split (%)	13.9%	38.5%		13.9%	38.5%		16.4%	17.2%	17.2%	30.3%	31.1%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None	None	None	None	
Act Effct Green (s)	11.7	35.6	55.6	9.3	33.2	68.5	15.1	18.9	18.9	28.2	32.1	
Actuated g/C Ratio	0.10	0.31	0.48	0.08	0.29	0.60	0.13	0.16	0.16	0.25	0.28	
v/c Ratio	0.89	0.75	0.30	0.70	0.66	0.68	0.96	0.74	0.30	0.91	1.16	
Control Delay	97.5	40.9	6.6	78.6	39.2	17.1	104.2	56.9	3.7	58.3	129.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	97.5	40.9	6.6	78.6	39.2	17.1	104.2	56.9	3.7	58.3	129.0	
LOS	F	D	A	E	D	B	F	E	A	E	F	
Approach Delay		41.0			32.0			61.9			88.4	
Approach LOS		D			C			E			F	
Queue Length 50th (ft)	116	278	29	72	232	251	158	163	0	281	~505	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#254	358	80	134	295	358	#330	#283	14	351	#720	
Internal Link Dist (ft)		797			759			556			654	
Turn Bay Length (ft)	225			175		500	430		100	500		
Base Capacity (vph)	178	1192	822	178	1234	988	216	562	384	957	493	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.87	0.66	0.31	0.54	0.55	0.64	0.96	0.74	0.30	0.80	1.16	

Intersection Summary

Area Type: Other
Cycle Length: 122
Actuated Cycle Length: 115.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 55.1 Intersection LOS: E
Intersection Capacity Utilization 82.2% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



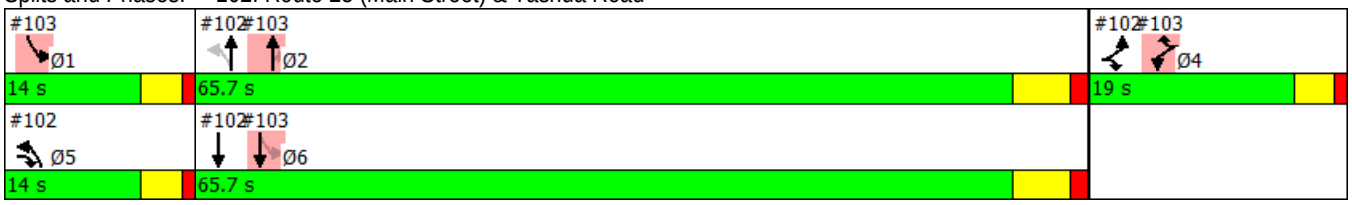
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	70	140	120	870	950	90	
Future Volume (vph)	70	140	120	870	950	90	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	12	12	
Storage Length (ft)	0	185	385			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		80				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850			0.988		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1711	1531	1711	1801	1840	0	
Flt Permitted	0.950		0.062				
Satd. Flow (perm)	1711	1531	112	1801	1840	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		112			9		
Link Speed (mph)	25			40	40		
Link Distance (ft)	661			1950	469		
Travel Time (s)	18.0			33.2	8.0		
Peak Hour Factor	0.89	0.89	0.92	0.92	0.91	0.91	
Adj. Flow (vph)	79	157	130	946	1044	99	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	79	157	130	946	1143	0	
Turn Type	Prot	pt+ov	pm+pt	NA	NA		
Protected Phases	4	4 5	5	2	6		1
Permitted Phases			2				
Detector Phase	4	4 5	5	2	6		
Switch Phase							
Minimum Initial (s)	7.0		5.0	18.0	18.0		5.0
Minimum Split (s)	11.0		9.0	23.7	23.7		9.0
Total Split (s)	19.0		14.0	65.7	65.7		14.0
Total Split (%)	19.3%		14.2%	66.6%	66.6%		14%
Yellow Time (s)	3.0		3.0	4.3	4.3		3.0
All-Red Time (s)	1.0		1.0	1.4	1.4		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		4.0	5.7	5.7		
Lead/Lag			Lead	Lag	Lag		Lead
Lead-Lag Optimize?							
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	13.5	25.2	72.2	64.0	60.1		
Actuated g/C Ratio	0.14	0.27	0.76	0.67	0.63		
v/c Ratio	0.33	0.32	0.60	0.78	0.98		
Control Delay	40.9	11.2	26.6	17.8	28.5		
Queue Delay	0.0	0.0	0.0	0.1	1.6		
Total Delay	40.9	11.2	26.6	17.9	30.1		
LOS	D	B	C	B	C		
Approach Delay	21.2			19.0	30.1		
Approach LOS	C			B	C		
Queue Length 50th (ft)	43	21	28	393	170		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Queue Length 95th (ft)	88	67	86	614	#1002		
Internal Link Dist (ft)	581			1870	389		
Turn Bay Length (ft)		185	385				
Base Capacity (vph)	270	516	255	1213	1166		
Starvation Cap Reductn	0	0	0	0	10		
Spillback Cap Reductn	0	0	0	9	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.29	0.30	0.51	0.79	0.99		

Intersection Summary			
Area Type:	Other		
Cycle Length: 98.7			
Actuated Cycle Length: 95			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 24.4		Intersection LOS: C	
Intersection Capacity Utilization 79.4%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road



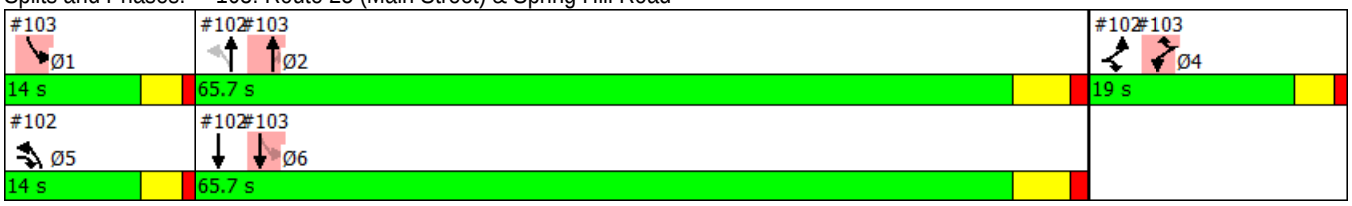
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	160	90	810	130	70	880	
Future Volume (vph)	160	90	810	130	70	880	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	11	11	
Storage Length (ft)	235	0		175	160		
Storage Lanes	1	1		1	1		
Taper Length (ft)	125				90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1652	1531	1801	1531	1711	1801	
Flt Permitted	0.950				0.218		
Satd. Flow (perm)	1652	1531	1801	1531	393	1801	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		97		119			
Link Speed (mph)	30		40			40	
Link Distance (ft)	483		469			490	
Travel Time (s)	11.0		8.0			8.4	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	172	97	880	141	76	957	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	172	97	880	141	76	957	
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA	
Protected Phases	4	4	2		1	6	5
Permitted Phases				2	6		
Detector Phase	4	4	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0	18.0	5.0
Minimum Split (s)	11.0	11.0	23.7	23.7	9.0	23.7	9.0
Total Split (s)	19.0	19.0	65.7	65.7	14.0	65.7	14.0
Total Split (%)	19.3%	19.3%	66.6%	66.6%	14.2%	66.6%	14%
Yellow Time (s)	3.0	3.0	4.3	4.3	3.0	4.3	3.0
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0	1.4	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	5.7	5.7	4.0	5.7	
Lead/Lag			Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	None	Min	Min	None	Min	None
Act Effct Green (s)	13.5	13.5	64.0	64.0	67.4	60.1	
Actuated g/C Ratio	0.14	0.14	0.67	0.67	0.71	0.63	
v/c Ratio	0.74	0.32	0.73	0.13	0.21	0.84	
Control Delay	58.5	11.1	7.1	0.9	4.5	23.3	
Queue Delay	0.0	0.0	0.5	0.0	0.0	6.1	
Total Delay	58.5	11.1	7.6	0.9	4.5	29.4	
LOS	E	B	A	A	A	C	
Approach Delay	41.4		6.7			27.6	
Approach LOS	D		A			C	
Queue Length 50th (ft)	100	0	91	1	9	426	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Queue Length 95th (ft)	#193	45	141	m2	19	#777	
Internal Link Dist (ft)	403		389			410	
Turn Bay Length (ft)	235			175	160		
Base Capacity (vph)	261	323	1213	1070	435	1138	
Starvation Cap Reductn	0	0	83	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	139	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.66	0.30	0.78	0.13	0.17	0.96	

Intersection Summary			
Area Type:	Other		
Cycle Length: 98.7			
Actuated Cycle Length: 95			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 20.0		Intersection LOS: B	
Intersection Capacity Utilization 67.1%		ICU Level of Service C	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road



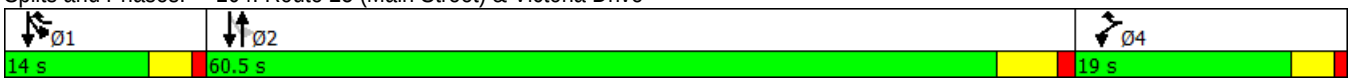
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	920	10	10	900
Future Volume (vph)	10	10	920	10	10	900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	15	11	12	12	12
Storage Length (ft)	0	140		250	250	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.999			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1888	1742	1799	0	1770	1863
Flt Permitted	0.950				0.207	
Satd. Flow (perm)	1888	1742	1799	0	386	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		12	1			
Link Speed (mph)	25		40			40
Link Distance (ft)	515		344			502
Travel Time (s)	14.0		5.9			8.6
Peak Hour Factor	0.85	0.85	0.92	0.92	0.95	0.95
Adj. Flow (vph)	12	12	1000	11	11	947
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	12	1011	0	11	947
Turn Type	Prot	pt+ov	NA		D.P+P	NA
Protected Phases	4	4 1	2		1	1 2
Permitted Phases					2	
Detector Phase	4	4 1	2		1	2
Switch Phase						
Minimum Initial (s)	9.0		15.0		5.0	
Minimum Split (s)	13.0		20.5		9.0	
Total Split (s)	19.0		60.5		14.0	
Total Split (%)	20.3%		64.7%		15.0%	
Yellow Time (s)	3.0		4.2		3.0	
All-Red Time (s)	1.0		1.3		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.0		5.5		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		Min		None	
Act Effct Green (s)	9.5	12.4	61.6		60.7	64.9
Actuated g/C Ratio	0.13	0.18	0.88		0.86	0.92
v/c Ratio	0.05	0.04	0.64		0.03	0.55
Control Delay	34.1	14.4	8.7		1.6	3.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	34.1	14.4	8.7		1.6	3.4
LOS	C	B	A		A	A
Approach Delay	24.3		8.7			3.4
Approach LOS	C		A			A
Queue Length 50th (ft)	4	0	0		0	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	21	13	#606		3	232
Internal Link Dist (ft)	435		264			422
Turn Bay Length (ft)		140			250	
Base Capacity (vph)	423	463	1547		547	1701
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.03	0.03	0.65		0.02	0.56

Intersection Summary			
Area Type:	Other		
Cycle Length: 93.5			
Actuated Cycle Length: 70.4			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 6.3		Intersection LOS: A	
Intersection Capacity Utilization 64.4%		ICU Level of Service C	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive



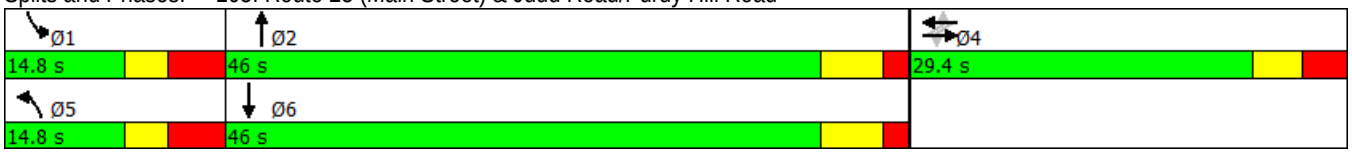
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	60	50	150	80	100	30	790	10	70	780	60
Future Volume (vph)	70	60	50	150	80	100	30	790	10	70	780	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	11	12	12	11	12	12
Storage Length (ft)	120		0	125		0	140		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.917			0.998			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1736	0	1711	1651	0	1711	1859	0	1711	1842	0
Flt Permitted	0.519			0.681			0.950			0.950		
Satd. Flow (perm)	935	1736	0	1226	1651	0	1711	1859	0	1711	1842	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		45						1				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		709			302			2216			820	
Travel Time (s)		19.3			8.2			37.8			14.0	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	76	65	54	179	95	119	32	840	11	76	848	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	119	0	179	214	0	32	851	0	76	913	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	29.4	29.4		29.4	29.4		14.8	46.0		14.8	46.0	
Total Split (%)	32.6%	32.6%		32.6%	32.6%		16.4%	51.0%		16.4%	51.0%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	15.7	15.7		15.7	15.7		6.0	40.8		7.0	44.2	
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.08	0.51		0.09	0.55	
v/c Ratio	0.42	0.32		0.74	0.66		0.25	0.90		0.51	0.90	
Control Delay	36.1	20.7		50.0	40.5		42.8	35.5		50.4	33.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.1	20.7		50.0	40.5		42.8	35.5		50.4	33.9	
LOS	D	C		D	D		D	D		D	C	
Approach Delay		26.7			44.9			35.8			35.2	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	35	33		89	104		16	409		39	445	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	76	77		145	160		46	#756		87	#833	
Internal Link Dist (ft)		629			222			2136			740	
Turn Bay Length (ft)	120			125			140			75		
Base Capacity (vph)	274	541		359	484		174	948		174	1016	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.28	0.22		0.50	0.44		0.18	0.90		0.44	0.90	

Intersection Summary

Area Type: Other
Cycle Length: 90.2
Actuated Cycle Length: 80
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 36.3 Intersection LOS: D
Intersection Capacity Utilization 84.7% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road

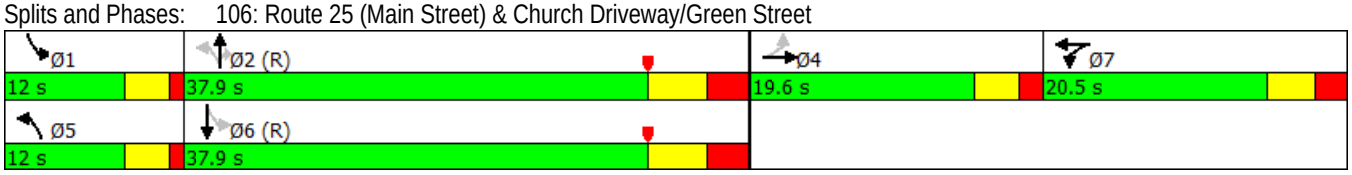


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	30	0	180	0	890	10	170	850	0
Future Volume (vph)	0	0	0	30	0	180	0	890	10	170	850	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	11	11	12	10	11	11	11	11	12
Storage Length (ft)	0		0	115		0	40		175	100		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			65			65			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1722	0	1694	1516	0	1722	1783	1516	1694	1783	0
Flt Permitted				0.950						0.170		
Satd. Flow (perm)	0	1722	0	1694	1516	0	1722	1783	1516	303	1783	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					480				135			
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		126			720			472			557	
Travel Time (s)		3.4			19.6			8.0			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.87	0.87	0.87	0.95	0.95	0.95	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	0	34	0	207	0	937	11	191	955	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	34	207	0	0	937	11	191	955	0
Turn Type				Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		7	7		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	4	4		7	7		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0	25.0	5.0	25.0	
Minimum Split (s)	9.6	9.6		10.5	10.5		9.0	31.8	31.8	9.0	31.8	
Total Split (s)	19.6	19.6		20.5	20.5		12.0	37.9	37.9	12.0	37.9	
Total Split (%)	21.8%	21.8%		22.8%	22.8%		13.3%	42.1%	42.1%	13.3%	42.1%	
Yellow Time (s)	3.0	3.0		3.3	3.3		3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	1.6	1.6		2.2	2.2		1.0	2.9	2.9	1.0	2.9	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		5.5	5.5		4.0	6.8	6.8	4.0	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)				6.2	6.2			59.9	59.9	74.3	71.5	
Actuated g/C Ratio				0.07	0.07			0.67	0.67	0.83	0.79	
v/c Ratio				0.29	0.38			0.79	0.01	0.52	0.67	
Control Delay				45.6	1.9			17.6	0.0	12.4	9.4	
Queue Delay				0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay				45.6	1.9			17.6	0.0	12.4	9.4	
LOS				D	A			B	A	B	A	
Approach Delay					8.1			17.4			9.9	
Approach LOS					A			B			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)				19	0			332	0	11	80	
Queue Length 95th (ft)				46	0			573	0	m73	m348	
Internal Link Dist (ft)		46			640			392			477	
Turn Bay Length (ft)				115					175	100		
Base Capacity (vph)				282	652			1185	1053	373	1415	
Starvation Cap Reductn				0	0			0	0	0	0	
Spillback Cap Reductn				0	0			0	0	0	0	
Storage Cap Reductn				0	0			0	0	0	0	
Reduced v/c Ratio				0.12	0.32			0.79	0.01	0.51	0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 12.8		Intersection LOS: B	
Intersection Capacity Utilization 81.0%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



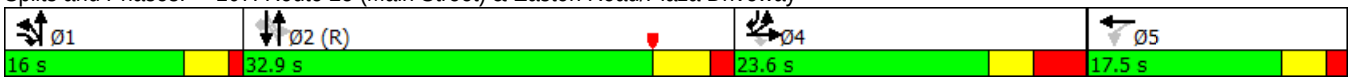
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	0	190	10	0	10	240	760	10	10	760	240
Future Volume (vph)	260	0	190	10	0	10	240	760	10	10	760	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	11	11	10	11	11
Storage Length (ft)	375		370	0		0	250		0	130		200
Storage Lanes	1		0	0		0	2		0	1		0
Taper Length (ft)	100			25			80			170		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.932			0.998				0.850
Flt Protected	0.950	0.950			0.976		0.950			0.950		
Satd. Flow (prot)	1625	1625	1531	0	1694	0	1652	3414	0	1652	1801	1531
Flt Permitted	0.950	0.950			0.968		0.093			0.357		
Satd. Flow (perm)	1625	1625	1531	0	1681	0	162	3414	0	621	1801	1531
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			213					2				255
Link Speed (mph)		40			25			40			40	
Link Distance (ft)		745			139			557			391	
Travel Time (s)		12.7			3.8			9.5			6.7	
Peak Hour Factor	0.89	0.89	0.89	0.80	0.80	0.80	0.99	0.99	0.99	0.94	0.94	0.94
Adj. Flow (vph)	292	0	213	13	0	13	242	768	10	11	809	255
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	146	146	213	0	26	0	242	778	0	11	809	255
Turn Type	Split	NA	pm+ov	Perm	NA		D.P+P	NA		Perm	NA	pm+ov
Protected Phases	4	4	1		5		1	1 2			2	4
Permitted Phases			4	5			2			2		2
Detector Phase	4	4	1	5	5		1	2		2	2	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	5.0	5.0	5.0		5.0			20.0	20.0	10.0
Minimum Split (s)	16.6	16.6	9.0	9.5	9.5		9.0			25.5	25.5	16.6
Total Split (s)	23.6	23.6	16.0	17.5	17.5		16.0			32.9	32.9	23.6
Total Split (%)	26.2%	26.2%	17.8%	19.4%	19.4%		17.8%			36.6%	36.6%	26.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.9	3.9	3.0
All-Red Time (s)	3.6	3.6	1.0	1.5	1.5		1.0			1.6	1.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0			0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	4.0		4.5		4.0			5.5	5.5	6.6
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	None
Act Effct Green (s)	11.8	11.8	27.7		6.3		58.7	62.7		46.3	46.3	63.6
Actuated g/C Ratio	0.13	0.13	0.31		0.07		0.65	0.70		0.51	0.51	0.71
v/c Ratio	0.69	0.69	0.34		0.22		0.85	0.33		0.03	0.87	0.22
Control Delay	53.7	53.7	3.6		43.3		49.7	3.6		16.7	35.2	1.5
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	53.7	53.7	3.6		43.3		49.7	3.6		16.7	35.2	1.5
LOS	D	D	A		D		D	A		B	D	A
Approach Delay		32.5			43.3			14.6			27.1	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	86	86	0		14		89	27		3	333	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	142	142	31		34		m#168	60		16	#795	28
Internal Link Dist (ft)		665			59			477			311	
Turn Bay Length (ft)	375		370				250			130		200
Base Capacity (vph)	306	306	634		242		305	2377		319	925	1229
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.48	0.48	0.34		0.11		0.79	0.33		0.03	0.87	0.21

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 23.4 Intersection LOS: C
Intersection Capacity Utilization 79.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1070	0	0	1090
Future Volume (vph)	0	0	1070	0	0	1090
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Storage Length (ft)	0	60		0	225	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				65	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	3539	0	1801	3539
Flt Permitted						
Satd. Flow (perm)	1863	1863	3539	0	1801	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	25		30			35
Link Distance (ft)	350		188			421
Travel Time (s)	9.5		4.3			8.2
Peak Hour Factor	0.80	0.80	0.88	0.88	0.92	0.92
Adj. Flow (vph)	0	0	1216	0	0	1185
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1216	0	0	1185
Turn Type	Prot	Prot	NA		Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases						
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		5.0	15.0
Minimum Split (s)	10.5	10.5	20.9		9.0	20.9
Total Split (s)	23.5	23.5	32.5		14.0	46.5
Total Split (%)	33.6%	33.6%	46.4%		20.0%	66.4%
Yellow Time (s)	3.0	3.0	4.4		3.0	4.4
All-Red Time (s)	0.5	0.5	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	3.5	5.9		4.0	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)			70.0			70.0
Actuated g/C Ratio			1.00			1.00
v/c Ratio			0.34			0.33
Control Delay			0.3			0.2
Queue Delay			0.0			0.0
Total Delay			0.3			0.2
LOS			A			A
Approach Delay			0.3			0.2
Approach LOS			A			A
Queue Length 50th (ft)			0			0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)			0			0
Internal Link Dist (ft)	270		108			341
Turn Bay Length (ft)						
Base Capacity (vph)			3539			3539
Starvation Cap Reductn			0			0
Spillback Cap Reductn			0			0
Storage Cap Reductn			0			0
Reduced v/c Ratio			0.34			0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay: 0.2		Intersection LOS: A	
Intersection Capacity Utilization 35.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

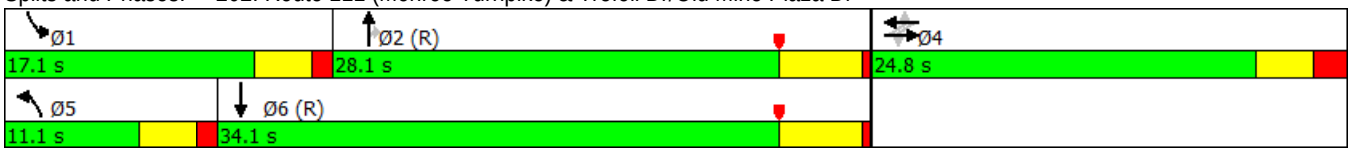


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	60	110	210	60	200	130	700	240	170	770	60
Future Volume (vph)	50	60	110	210	60	200	130	700	240	170	770	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	11	12	12	12	12	12
Storage Length (ft)	0		130	90		0	250		250	200		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			60			125			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.903			0.885				0.850		0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1794	0	1770	1758	0	1711	3539	1583	1770	3500	0
Flt Permitted	0.429			0.545			0.950			0.950		
Satd. Flow (perm)	799	1794	0	1015	1758	0	1711	3539	1583	1770	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		132			213				253		14	
Link Speed (mph)		25			25			35			40	
Link Distance (ft)		274			273			421			425	
Travel Time (s)		7.5			7.4			8.2			7.2	
Peak Hour Factor	0.80	0.80	0.80	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94
Adj. Flow (vph)	63	75	138	223	64	213	137	737	253	181	819	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	213	0	223	277	0	137	737	253	181	883	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4					2			
Detector Phase	4	4		4	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.8	11.8		11.8	11.8		9.1	19.9	19.9	9.1	19.9	
Total Split (s)	24.8	24.8		24.8	24.8		11.1	28.1	28.1	17.1	34.1	
Total Split (%)	35.4%	35.4%		35.4%	35.4%		15.9%	40.1%	40.1%	24.4%	48.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4	4.4	3.0	4.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.1	0.5	0.5	1.1	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8		4.1	4.9	4.9	4.1	4.9	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	17.5	17.5		17.5	17.5		7.0	27.9	27.9	10.8	31.7	
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.10	0.40	0.40	0.15	0.45	
v/c Ratio	0.32	0.39		0.88	0.46		0.81	0.52	0.32	0.67	0.55	
Control Delay	24.8	10.6		58.8	8.5		65.5	19.0	3.9	32.7	18.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	24.8	10.6		58.8	8.5		65.5	19.0	3.9	32.7	18.0	
LOS	C	B		E	A		E	B	A	C	B	
Approach Delay		13.9			30.9			21.2			20.5	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	21	26		87	20		59	133	0	83	176	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	46	60		#196	74		#149	193	45	78	253	
Internal Link Dist (ft)		194			193			341			345	
Turn Bay Length (ft)				90			250		250	200		
Base Capacity (vph)	228	606		290	654		171	1410	782	328	1592	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.28	0.35		0.77	0.42		0.80	0.52	0.32	0.55	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 21.9		Intersection LOS: C	
Intersection Capacity Utilization 67.4%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr



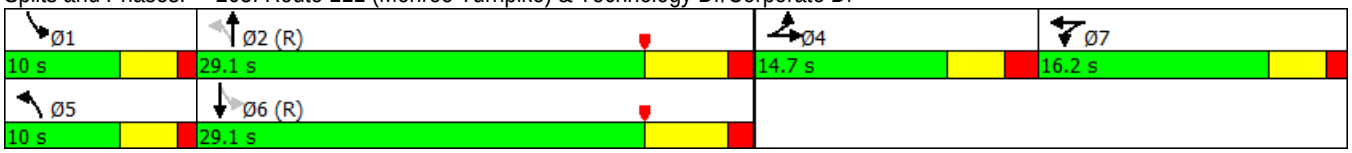
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	20	60	0	20	10	910	30	30	880	10
Future Volume (vph)	10	0	20	60	0	20	10	910	30	30	880	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	11	10	12	11	12	12	11	12	12
Storage Length (ft)	0		115	0		125	150		0	325		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.856			0.922			0.995			0.998	
Flt Protected	0.950	0.998		0.950	0.977		0.950			0.950		
Satd. Flow (prot)	1625	1562	0	1625	1488	0	1711	3522	0	1711	3532	0
Flt Permitted	0.950	0.998		0.950	0.977		0.286			0.214		
Satd. Flow (perm)	1625	1562	0	1625	1488	0	515	3522	0	385	3532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		171			179			5			2	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		311			293			1088			554	
Travel Time (s)		8.5			8.0			18.5			9.4	
Peak Hour Factor	0.80	0.80	0.80	0.87	0.87	0.87	0.88	0.88	0.88	0.97	0.97	0.97
Adj. Flow (vph)	13	0	25	69	0	23	11	1034	34	31	907	10
Shared Lane Traffic (%)	10%			31%								
Lane Group Flow (vph)	12	26	0	48	44	0	11	1068	0	31	917	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.7	9.7		9.2	9.2		9.0	20.8		9.0	20.8	
Total Split (s)	14.7	14.7		16.2	16.2		10.0	29.1		10.0	29.1	
Total Split (%)	21.0%	21.0%		23.1%	23.1%		14.3%	41.6%		14.3%	41.6%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.7	1.7		1.2	1.2		1.0	1.4		1.0	1.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.2	4.2		4.0	5.8		4.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	5.0	5.0		6.2	6.2		49.9	47.2		50.9	49.1	
Actuated g/C Ratio	0.07	0.07		0.09	0.09		0.71	0.67		0.73	0.70	
v/c Ratio	0.10	0.10		0.33	0.15		0.02	0.45		0.08	0.37	
Control Delay	32.5	0.7		35.7	1.1		2.8	4.9		8.9	11.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.5	0.7		35.7	1.1		2.8	4.9		8.9	11.5	
LOS	C	A		D	A		A	A		A	B	
Approach Delay		10.8			19.1			4.9			11.4	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)	5	0		21	0		1	36		6	111	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	18	0		49	0		m2	72		m17	253	
Internal Link Dist (ft)		231			213			1008			474	
Turn Bay Length (ft)							150			325		
Base Capacity (vph)	232	369		278	403		472	2377		394	2479	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.07		0.17	0.11		0.02	0.45		0.08	0.37	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 32 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 8.5		Intersection LOS: A	
Intersection Capacity Utilization 43.4%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

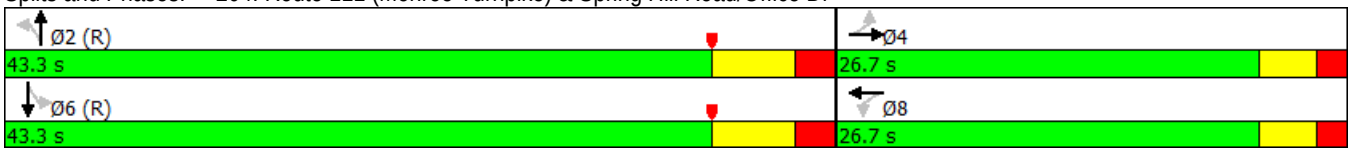


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	0	20	0	0	10	10	960	0	10	950	60
Future Volume (vph)	80	0	20	0	0	10	10	960	0	10	950	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.973			0.865						0.991	
Flt Protected		0.962						0.999				
Satd. Flow (prot)	0	1802	0	0	1665	0	0	3536	0	0	3507	0
Flt Permitted		0.760						0.941			0.942	
Satd. Flow (perm)	0	1423	0	0	1665	0	0	3330	0	0	3304	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55			59						14	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		364			150			1529			547	
Travel Time (s)		9.9			4.1			26.1			9.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.84	0.84	0.84	0.96	0.96	0.96
Adj. Flow (vph)	100	0	25	0	0	13	12	1143	0	10	990	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	0	0	13	0	0	1155	0	0	1063	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		21.5	21.5		21.5	21.5	
Total Split (s)	26.7	26.7		26.7	26.7		43.3	43.3		43.3	43.3	
Total Split (%)	38.1%	38.1%		38.1%	38.1%		61.9%	61.9%		61.9%	61.9%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	1.7	1.7		1.7	1.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		9.1			9.1			53.4			53.4	
Actuated g/C Ratio		0.13			0.13			0.76			0.76	
v/c Ratio		0.54			0.05			0.45			0.42	
Control Delay		25.6			0.3			3.6			3.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		25.6			0.3			3.6			3.3	
LOS		C			A			A			A	
Approach Delay		25.6			0.3			3.6			3.3	
Approach LOS		C			A			A			A	
Queue Length 50th (ft)		29			0			51			60	
Queue Length 95th (ft)		60			0			8			111	
Internal Link Dist (ft)		284			70			1449			467	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		484			563			2539			2522	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.26			0.02			0.45			0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 14 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 4.6		Intersection LOS: A	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr

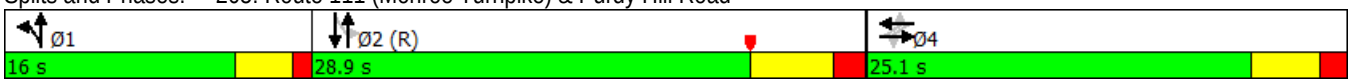


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	100	130	170	80	70	130	780	140	60	720	90
Future Volume (vph)	140	100	130	170	80	70	130	780	140	60	720	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	11	12	12
Storage Length (ft)	0		130	110		0	350		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.915			0.930			0.977			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1704	0	1770	1732	0	1711	3458	0	1711	3479	0
Flt Permitted	0.641			0.454			0.950			0.299		
Satd. Flow (perm)	1194	1704	0	846	1732	0	1711	3458	0	538	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		94			63			50			20	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		468			420			547			444	
Travel Time (s)		10.6			11.5			9.3			7.6	
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	163	116	151	189	89	78	135	813	146	63	750	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	267	0	189	167	0	135	959	0	63	844	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4			4						2		
Detector Phase	4	4		4	4		1	2		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0			15.0	15.0	
Minimum Split (s)	13.1	13.1		13.1	13.1		9.0			21.1	21.1	
Total Split (s)	25.1	25.1		25.1	25.1		16.0			28.9	28.9	
Total Split (%)	35.9%	35.9%		35.9%	35.9%		22.9%			41.3%	41.3%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0			4.4	4.4	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0			1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0			0.0	0.0	
Total Lost Time (s)	5.1	5.1		5.1	5.1		4.0			6.1	6.1	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None			C-Max	C-Max	
Act Effct Green (s)	17.3	17.3		17.3	17.3		9.6	43.6		29.9	29.9	
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.14	0.62		0.43	0.43	
v/c Ratio	0.55	0.54		0.90	0.35		0.58	0.44		0.28	0.56	
Control Delay	29.7	18.2		69.3	14.9		49.0	1.6		21.7	19.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	29.7	18.2		69.3	14.9		49.0	1.6		21.7	19.0	
LOS	C	B		E	B		D	A		C	B	
Approach Delay		22.6			43.8			7.5			19.2	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)	58	59		74	34		51	16		19	155	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	107	115		#179	79		111	9		55	227	
Internal Link Dist (ft)		388			340			467			364	
Turn Bay Length (ft)				110			350			125		
Base Capacity (vph)	341	554		241	539		293	2171		229	1495	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.48	0.48		0.78	0.31		0.46	0.44		0.28	0.56	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 7 (10%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 18.2		Intersection LOS: B	
Intersection Capacity Utilization 78.1%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



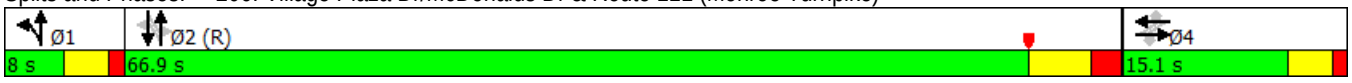
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	0	110	40	10	60	80	790	60	50	780	70
Future Volume (vph)	110	0	110	40	10	60	80	790	60	50	780	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	15	14	11	11	12	10	11	12
Storage Length (ft)	0		0	0		35	120		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			80			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.989			0.988	
Flt Protected		0.950			0.961		0.950			0.950		
Satd. Flow (prot)	0	1711	1531	0	1969	1689	1711	1781	0	1652	1779	0
Flt Permitted		0.717			0.568		0.221			0.270		
Satd. Flow (perm)	0	1291	1531	0	1164	1689	398	1781	0	469	1779	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125			88		14			11	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		121			198			441			636	
Travel Time (s)		3.3			5.4			8.6			12.4	
Peak Hour Factor	0.88	0.88	0.88	0.81	0.81	0.81	0.92	0.92	0.92	0.97	0.97	0.97
Adj. Flow (vph)	125	0	125	49	12	74	87	859	65	52	804	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	125	0	61	74	87	924	0	52	876	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4		4	2			2		
Detector Phase	4	4	4	4	4	4	1	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	4.0			36.0	36.0	
Minimum Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	8.0			42.3	42.3	
Total Split (s)	15.1	15.1	15.1	15.1	15.1	15.1	8.0			66.9	66.9	
Total Split (%)	16.8%	16.8%	16.8%	16.8%	16.8%	16.8%	8.9%			74.3%	74.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.2	4.2	
All-Red Time (s)	1.1	1.1	1.1	1.1	1.1	1.1	1.0			2.1	2.1	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Lost Time (s)		4.1	4.1		4.1	4.1	4.0			6.3	6.3	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max			C-Min	C-Min	
Act Effct Green (s)		10.6	10.6		10.6	10.6	67.3	71.3		61.0	61.0	
Actuated g/C Ratio		0.12	0.12		0.12	0.12	0.75	0.79		0.68	0.68	
v/c Ratio		0.83	0.43		0.45	0.27	0.24	0.65		0.16	0.72	
Control Delay		78.9	12.1		47.8	9.2	3.9	6.7		6.3	11.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		78.9	12.1		47.8	9.2	3.9	6.7		6.3	11.4	
LOS		E	B		D	A	A	A		A	B	
Approach Delay		45.5			26.6			6.5			11.2	
Approach LOS		D			C			A			B	
Queue Length 50th (ft)		70	0		33	0	8	171		10	233	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#159	47		65	23	17	268		m11	m158	
Internal Link Dist (ft)		41			118			361			556	
Turn Bay Length (ft)						35	120			135		
Base Capacity (vph)		157	296		142	283	356	1414		317	1209	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.80	0.42		0.43	0.26	0.24	0.65		0.16	0.72	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 61 (68%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 13.7 Intersection LOS: B
Intersection Capacity Utilization 86.0% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



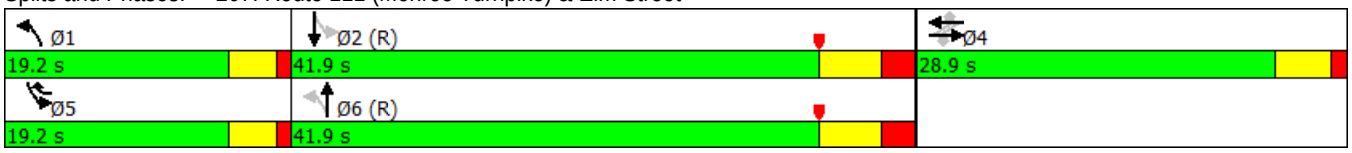
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	110	190	80	100	110	190	680	50	100	600	100
Future Volume (vph)	120	110	190	80	100	110	190	680	50	100	600	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	9	12	11	10	11	11	12	10	12	12
Storage Length (ft)	0		125	100		0	160		0	95		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			100			70			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.990			0.979	
Flt Protected		0.975			0.978		0.950			0.950		
Satd. Flow (prot)	0	1635	1425	0	1761	1478	1711	1783	0	1652	1824	0
Flt Permitted		0.585			0.566		0.122			0.157		
Satd. Flow (perm)	0	981	1425	0	1019	1478	220	1783	0	273	1824	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			211			102		5			11	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		385			483			814			737	
Travel Time (s)		8.8			11.0			15.9			14.4	
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	133	122	211	100	125	138	196	701	52	103	619	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	255	211	0	225	138	196	753	0	103	722	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.9	9.9	9.9	9.9	9.9	9.2	9.2	21.6		9.2	21.6	
Total Split (s)	28.9	28.9	28.9	28.9	28.9	19.2	19.2	41.9		19.2	41.9	
Total Split (%)	32.1%	32.1%	32.1%	32.1%	32.1%	21.3%	21.3%	46.6%		21.3%	46.6%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.2	3.2	4.2		3.2	4.2	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.2	1.0	1.0	2.4		1.0	2.4	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.9	4.9		4.9	4.2	4.2	6.6		4.2	6.6	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		24.0	24.0		24.0	35.7	55.5	43.5		49.5	40.3	
Actuated g/C Ratio		0.27	0.27		0.27	0.40	0.62	0.48		0.55	0.45	
v/c Ratio		0.98	0.40		0.83	0.21	0.65	0.87		0.41	0.88	
Control Delay		85.7	6.3		57.9	6.6	20.4	30.3		11.6	37.0	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		85.7	6.3		57.9	6.6	20.4	30.3		11.6	37.0	
LOS		F	A		E	A	C	C		B	D	
Approach Delay		49.8			38.4			28.2			33.8	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)		144	0		120	13	46	256		33	427	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#297	52		#202	36	m102	#628		m25	#652	
Internal Link Dist (ft)		305			403			734			657	
Turn Bay Length (ft)			125				160			95		
Base Capacity (vph)		261	534		271	773	387	865		399	822	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.98	0.40		0.83	0.18	0.51	0.87		0.26	0.88	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 29 (32%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 35.3 Intersection LOS: D
Intersection Capacity Utilization 80.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



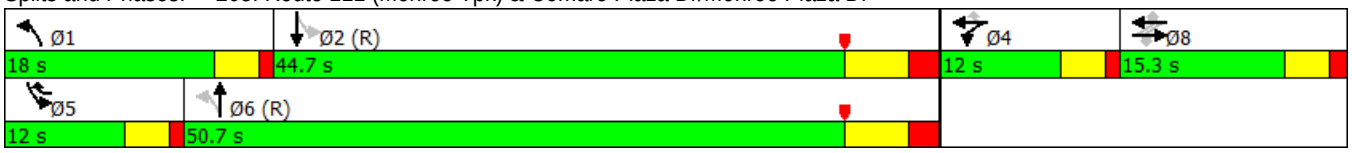
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	10	80	160	20	170	60	630	10	110	560	30
Future Volume (vph)	70	10	80	160	20	170	60	630	10	110	560	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	10	11	10	11	12	10	11	12
Storage Length (ft)	0		0	0		0	450		0	145		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			55			105		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.998			0.992	
Flt Protected		0.958			0.958		0.950			0.950		
Satd. Flow (prot)	0	1725	1583	0	1666	1531	1652	1797	0	1652	1786	0
Flt Permitted		0.625			0.689		0.309			0.233		
Satd. Flow (perm)	0	1125	1583	0	1198	1531	537	1797	0	405	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187			183		1			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		102			224			737			443	
Travel Time (s)		2.8			6.1			14.4			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	76	11	87	172	22	183	63	663	11	116	589	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	87	0	194	183	63	674	0	116	621	0
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8		4	4 8	5	1	6		5	2	
Permitted Phases	8		8	8		4 8	6			2		
Detector Phase	8	8	8	4	4 8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.3	9.3	9.3	9.0		9.0	9.0	21.4		9.0	21.4	
Total Split (s)	15.3	15.3	15.3	12.0		12.0	18.0	50.7		12.0	44.7	
Total Split (%)	17.0%	17.0%	17.0%	13.3%		13.3%	20.0%	56.3%		13.3%	49.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0	4.2		3.0	4.2	
All-Red Time (s)	1.3	1.3	1.3	1.0		1.0	1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.3	4.3			4.0	4.0	6.4		4.0	6.4	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None	None	C-Min		None	C-Min	
Act Effct Green (s)		9.6	9.6		17.9	32.4	55.1	47.2		57.8	49.9	
Actuated g/C Ratio		0.11	0.11		0.20	0.36	0.61	0.52		0.64	0.55	
v/c Ratio		0.72	0.26		0.69	0.27	0.16	0.72		0.33	0.63	
Control Delay		71.6	1.9		43.9	4.1	5.7	22.2		8.6	18.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.3		0.0	0.7	
Total Delay		71.6	1.9		43.9	4.1	5.7	22.6		8.6	19.7	
LOS		E	A		D	A	A	C		A	B	
Approach Delay		36.7			24.6			21.1			17.9	
Approach LOS		D			C			C			B	
Queue Length 50th (ft)		48	0		93	0	10	341		20	220	

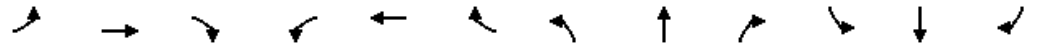
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#116	0		#162	40	m17	m457		m41	285	
Internal Link Dist (ft)		22			144			657			363	
Turn Bay Length (ft)							450			145		
Base Capacity (vph)		137	357		298	690	531	942		375	992	
Starvation Cap Reductn		0	0		0	0	0	0		0	132	
Spillback Cap Reductn		0	0		0	4	0	40		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.64	0.24		0.65	0.27	0.12	0.75		0.31	0.72	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 21.9		Intersection LOS: C	
Intersection Capacity Utilization 68.4%		ICU Level of Service C	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr





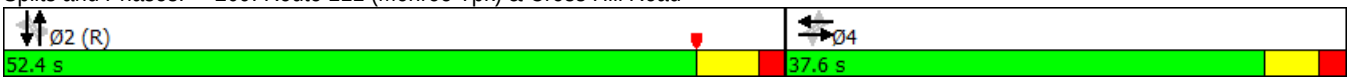
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	50	50	120	70	50	50	680	100	40	550	140
Future Volume (vph)	130	50	50	120	70	50	50	680	100	40	550	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	12	12	10	11	12	10	11	12
Storage Length (ft)	90		0	0		95	90		0	45		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			25			105			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925			0.937			0.981			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	1666	0	1770	1745	0	1652	1766	0	1652	1747	0
Flt Permitted	0.628			0.676			0.308			0.240		
Satd. Flow (perm)	1092	1666	0	1259	1745	0	535	1766	0	417	1747	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62			44			12			21	
Link Speed (mph)		25			30			35			40	
Link Distance (ft)		354			360			443			949	
Travel Time (s)		9.7			8.2			8.6			16.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.95	0.95	0.95	0.98	0.98	0.98
Adj. Flow (vph)	163	63	63	150	88	63	53	716	105	41	561	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	126	0	150	151	0	53	821	0	41	704	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	12.6	12.6		12.6	12.6		26.0	26.0		26.0	26.0	
Total Split (s)	37.6	37.6		37.6	37.6		52.4	52.4		52.4	52.4	
Total Split (%)	41.8%	41.8%		41.8%	41.8%		58.2%	58.2%		58.2%	58.2%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.2	4.2		4.2	4.2	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	18.7	18.7		18.7	18.7		59.7	59.7		59.7	59.7	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.66	0.66		0.66	0.66	
v/c Ratio	0.72	0.32		0.57	0.38		0.15	0.70		0.15	0.60	
Control Delay	49.8	16.7		39.4	22.4		4.3	7.4		9.8	10.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.8		0.0	0.1	
Total Delay	49.8	16.7		39.4	22.4		4.3	8.2		9.8	10.4	
LOS	D	B		D	C		A	A		A	B	
Approach Delay		35.4			30.9			7.9			10.4	
Approach LOS		D			C			A			B	
Queue Length 50th (ft)	87	30		78	52		5	74		6	111	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	118	56		105	78		m11	#146		m21	266	
Internal Link Dist (ft)		274			280			363			869	
Turn Bay Length (ft)	90						90			45		
Base Capacity (vph)	388	632		447	648		355	1176		276	1166	
Starvation Cap Reductn	0	0		0	0		0	132		0	0	
Spillback Cap Reductn	0	1		0	0		0	0		0	28	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.42	0.20		0.34	0.23		0.15	0.79		0.15	0.62	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 15.5 Intersection LOS: B
Intersection Capacity Utilization 65.4% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 209: Route 111 (Monroe Tpk) & Cross Hill Road



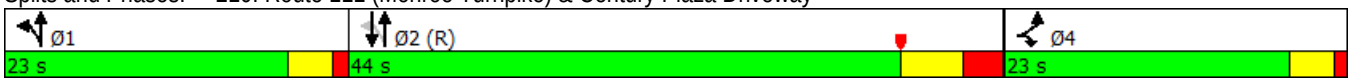
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	180	170	630	550	90
Future Volume (vph)	90	180	170	630	550	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	11	12
Storage Length (ft)	0	0	280			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		175			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.981	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1711	1583	1711	1801	1766	0
Flt Permitted	0.950		0.298			
Satd. Flow (perm)	1711	1583	537	1801	1766	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		200			11	
Link Speed (mph)	25			40	40	
Link Distance (ft)	142			949	728	
Travel Time (s)	3.9			16.2	12.4	
Peak Hour Factor	0.90	0.90	0.97	0.97	0.92	0.92
Adj. Flow (vph)	100	200	175	649	598	98
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	200	175	649	696	0
Turn Type	Prot	Prot	D.P+P	NA	NA	
Protected Phases	4	4	1	1 2	2	
Permitted Phases			2			
Detector Phase	4	4	1	2	2	
Switch Phase						
Minimum Initial (s)	9.0	9.0	3.0		15.0	
Minimum Split (s)	13.0	13.0	7.0		22.0	
Total Split (s)	23.0	23.0	23.0		44.0	
Total Split (%)	25.6%	25.6%	25.6%		48.9%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		2.8	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		7.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None		C-Max	
Act Effct Green (s)	10.5	10.5	67.5	71.5	56.3	
Actuated g/C Ratio	0.12	0.12	0.75	0.79	0.63	
v/c Ratio	0.51	0.56	0.34	0.45	0.63	
Control Delay	46.1	11.8	3.1	3.0	14.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	46.1	11.8	3.1	3.0	14.8	
LOS	D	B	A	A	B	
Approach Delay	23.2			3.0	14.8	
Approach LOS	C			A	B	
Queue Length 50th (ft)	55	0	2	8	206	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	101	59	m29	148	428	
Internal Link Dist (ft)	62			869	648	
Turn Bay Length (ft)			280			
Base Capacity (vph)	361	491	674	1431	1108	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.28	0.41	0.26	0.45	0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 4 (4%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	900	20	10	870
Future Volume (vph)	0	0	900	20	10	870
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997			
Flt Protected						0.999
Satd. Flow (prot)	1722	0	1839	0	0	1843
Flt Permitted						0.999
Satd. Flow (perm)	1722	0	1839	0	0	1843
Link Speed (mph)	30		40			40
Link Distance (ft)	316		5006			661
Travel Time (s)	7.2		85.3			11.3
Peak Hour Factor	0.80	0.80	0.94	0.94	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	957	21	11	916
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	978	0	0	927
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	900	20	10	870
Future Vol, veh/h	0	0	900	20	10	870
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	94	94	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	957	21	11	916

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1905	968	0	0	979	0
Stage 1	968	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	75	307	-	-	701	-
Stage 1	367	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	73	307	-	-	701	-
Mov Cap-2 Maneuver	73	-	-	-	-	-
Stage 1	367	-	-	-	-	-
Stage 2	368	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	701	-
HCM Lane V/C Ratio	-	-	-	0.015	-
HCM Control Delay (s)	-	-	0	10.2	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	160	80	50	0	20	170
Future Volume (vph)	160	80	50	0	20	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.879	
Flt Protected		0.968			0.995	
Satd. Flow (prot)	0	1803	1801	0	1575	0
Flt Permitted		0.968			0.995	
Satd. Flow (perm)	0	1803	1801	0	1575	0
Link Speed (mph)		30	25		25	
Link Distance (ft)		1004	805		979	
Travel Time (s)		22.8	22.0		26.7	
Peak Hour Factor	0.89	0.89	0.80	0.80	0.80	0.80
Adj. Flow (vph)	180	90	63	0	25	213
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	270	63	0	238	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	160	80	50	0	20	170
Future Vol, veh/h	160	80	50	0	20	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	180	90	63	0	25	213

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	63	0	-	0	512	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	449	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1540	-	-	-	522	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	643	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1540	-	-	-	458	1002
Mov Cap-2 Maneuver	-	-	-	-	458	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	564	-

Approach	EB	WB	SB
HCM Control Delay, s	5.1	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1540	-	-	-	891
HCM Lane V/C Ratio	0.117	-	-	-	0.267
HCM Control Delay (s)	7.6	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	180	20	20	180	80	20	120	20	110	150	160
Future Volume (vph)	140	180	20	20	180	80	20	120	20	110	150	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.961			0.983			0.949	
Flt Protected		0.980			0.996			0.994			0.987	
Satd. Flow (prot)	0	1751	0	0	1783	0	0	1699	0	0	1745	0
Flt Permitted		0.980			0.996			0.994			0.987	
Satd. Flow (perm)	0	1751	0	0	1783	0	0	1699	0	0	1745	0
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		988			775			934			884	
Travel Time (s)		22.5			17.6			25.5			24.1	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	175	225	25	25	225	100	25	150	25	138	188	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	425	0	0	350	0	0	200	0	0	526	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.6%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	63.2
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	140	180	20	0	20	180	80	0	20	120	20
Future Vol, veh/h	0	140	180	20	0	20	180	80	0	20	120	20
Peak Hour Factor	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	175	225	25	0	25	225	100	0	25	150	25
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	56.9	35	20.8
HCM LOS	F	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	41%	7%	26%
Vol Thru, %	75%	53%	64%	36%
Vol Right, %	12%	6%	29%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	340	280	420
LT Vol	20	140	20	110
Through Vol	120	180	180	150
RT Vol	20	20	80	160
Lane Flow Rate	200	425	350	525
Geometry Grp	1	1	1	1
Degree of Util (X)	0.488	0.931	0.775	1.113
Departure Headway (Hd)	9.253	8.337	8.445	7.635
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	392	438	431	473
Service Time	7.253	6.337	6.445	5.705
HCM Lane V/C Ratio	0.51	0.97	0.812	1.11
HCM Control Delay	20.8	56.9	35	103.3
HCM Lane LOS	C	F	D	F
HCM 95th-tile Q	2.6	10.6	6.6	17.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	110	150	160
Future Vol, veh/h	0	110	150	160
Peak Hour Factor	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	138	188	200
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	103.3
HCM LOS	F



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	1120	10	10	1140
Future Volume (vph)	10	10	1120	10	10	1140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	10	12	12	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932		0.999			
Flt Protected	0.976					
Satd. Flow (prot)	1751	0	3300	0	0	3303
Flt Permitted	0.976					
Satd. Flow (perm)	1751	0	3300	0	0	3303
Link Speed (mph)	25		35			35
Link Distance (ft)	465		734			285
Travel Time (s)	12.7		14.3			5.6
Peak Hour Factor	0.80	0.80	0.94	0.94	0.86	0.86
Adj. Flow (vph)	13	13	1191	11	12	1326
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	1202	0	0	1338
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	1120	10	10	1140
Future Vol, veh/h	10	10	1120	10	10	1140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	94	94	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	13	1191	11	12	1326

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1883	601	0	0	1202	0
Stage 1	1197	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	63	443	-	-	576	-
Stage 1	249	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	58	443	-	-	576	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	249	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	50.8	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	103	576	-
HCM Lane V/C Ratio	-	-	0.243	0.02	-
HCM Control Delay (s)	-	-	50.8	11.4	0.4
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	60	140	130	1000	1010	90
Future Volume (vph)	60	140	130	1000	1010	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	11	10	12
Storage Length (ft)	0	25	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		105			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.988	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1794	1652	3421	3264	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1794	1652	3421	3264	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	387			285	334	
Travel Time (s)	10.6			5.6	6.5	
Peak Hour Factor	0.80	0.80	0.92	0.92	0.94	0.94
Adj. Flow (vph)	75	175	141	1087	1074	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	175	141	1087	1170	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	17.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	140	130	1000	1010	90
Future Vol, veh/h	60	140	130	1000	1010	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	92	92	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	175	141	1087	1074	96

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1948	585	1170	0	-	0
Stage 1	1122	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 57	454	593	-	-	-
Stage 1	273	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 43	454	593	-	-	-
Mov Cap-2 Maneuver	~ 43	-	-	-	-	-
Stage 1	273	-	-	-	-	-
Stage 2	297	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	181.2	1.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	593	-	43	454	-	-
HCM Lane V/C Ratio	0.238	-	1.744	0.385	-	-
HCM Control Delay (s)	13	-	$ 562.3	17.8	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.9	-	7.7	1.8	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	20	0	1060	1080	10
Future Volume (vph)	0	20	0	1060	1080	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.999	
Flt Protected						
Satd. Flow (prot)	0	1772	0	3421	3300	0
Flt Permitted						
Satd. Flow (perm)	0	1772	0	3421	3300	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	348			334	300	
Travel Time (s)	9.5			6.5	5.8	
Peak Hour Factor	0.80	0.80	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	25	0	1116	1137	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	25	0	1116	1148	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	0	1060	1080	10
Future Vol, veh/h	0	20	0	1060	1080	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	0	1116	1137	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	574	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	462	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	462	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	462	-	-
HCM Lane V/C Ratio	-	0.054	-	-
HCM Control Delay (s)	-	13.2	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	10	0	1060	1080	10
Future Volume (vph)	10	10	0	1060	1080	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1751	0	0	3539	3418	0
Flt Permitted	0.976					
Satd. Flow (perm)	1751	0	0	3539	3418	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	167			300	188	
Travel Time (s)	4.6			5.8	3.7	
Peak Hour Factor	0.80	0.80	0.88	0.88	0.92	0.92
Adj. Flow (vph)	13	13	0	1205	1174	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	1205	1185	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	0	1060	1080	10
Future Vol, veh/h	10	10	0	1060	1080	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	88	88	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	13	0	1205	1174	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1781	592	1185	0	-	0
Stage 1	1179	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	73	449	585	-	-	-
Stage 1	254	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	73	449	585	-	-	-
Mov Cap-2 Maneuver	73	-	-	-	-	-
Stage 1	254	-	-	-	-	-
Stage 2	510	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	40.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	585	-	126	-	-
HCM Lane V/C Ratio	-	-	0.198	-	-
HCM Control Delay (s)	0	-	40.5	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1801	1801	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1801	1801	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	268			1631	381	
Travel Time (s)	7.3			31.8	7.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	2111	2111	0	1801	1801	0
Flt Permitted						
Satd. Flow (perm)	2111	2111	0	1801	1801	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	126			381	323	
Travel Time (s)	3.4			7.4	6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	-	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	1022	1084	0	-	-	-
Stage 1	1022	-	0	-	-	-
Stage 2	-	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	0	0	-	-
HCM Lane LOS	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	14	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	2049	1987	0	1801	0	0	1801	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	2049	1987	0	1801	0	0	1801	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		181			109			323			441	
Travel Time (s)		4.9			3.0			6.3			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
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
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1	1	0	1	0	0	0	0	0
Stage 1	0	0	-	-	-	-	-	-	-
Stage 2	1	1	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	-	1622	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	1022	895	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	1022	0	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	1022	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	1022	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

APPENDIX H1

Collision Data
Summary Route 25

Tighe&Bond

Collision History Summary (1/2009 - 12/2014)
Route 25 Corridor

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	90	106	99	72	93	94	**554**	**65%**
Turning - Intersecting Paths	14	13	8	7	11	9	**62**	**7%**
Turning - Opp. Direction	12	10	11	6	8	5	**52**	**6%**
Fixed Object	7	6	15	5	4	11	**48**	**6%**
Sideswipe - Same Direction	12	2	8	8	7	4	**41**	**5%**
Moving Object	3	3	3	7	4	6	**26**	**3%**
Sideswipe - Opp. Direction	5	3	4	3	5	3	**23**	**3%**
Turning - Same Direction	2	2	2	1	3	1	**11**	**1%**
Backing	1	1	2	3	1	2	**10**	**1%**
Angle	1	1	2	2	0	2	**8**	**1%**
Head-on	0	0	1	1	2	2	**6**	**1%**
Unknown	1	0	2	1	0	1	**5**	**1%**
Overturn	1	1	0	0	1	0	**3**	**0%**
Misc - Non-Collision	0	0	0	1	1	0	**2**	**0%**
Jackknife	0	0	0	1	0	0	**1**	**0%**
Parking	0	0	1	0	0	0	**1**	**0%**
Pedestrian	0	0	0	1	0	0	**1**	**0%**
TOTAL	**149**	**148**	**158**	**119**	**140**	**140**	**854**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	80	100	93	70	89	92	**524**	**61%**
Failed to Grant ROW	19	19	20	13	13	12	**96**	**11%**
Driver Lost Control	10	9	8	5	9	7	**48**	**6%**
Animal/Foreign Object in Rd	3	3	8	7	4	5	**30**	**4%**
Speed Too Fast for Conditions	8	3	2	3	3	5	**24**	**3%**
Improper Turning Maneuver	3	2	6	7	4	3	**25**	**3%**
Violated Traffic Control	3	6	5	0	2	3	**19**	**2%**
Unknown	4	2	5	2	1	0	**14**	**2%**
Fell Asleep	1	1	4	1	1	5	**13**	**2%**
Improper Passing Maneuver	3	0	0	1	6	2	**12**	**1%**
Under the Influence	4	2	3	1	1	0	**11**	**1%**
Improper Lane Change	5	1	1	2	1	0	**10**	**1%**
Unsafe Backing	1	0	1	2	1	2	**7**	**1%**
Driving on Wrong Side of Rd	0	0	1	1	2	1	**5**	**1%**
Defective Equipment	1	0	0	1	1	1	**4**	**0%**
Driver Illness	0	0	0	1	2	0	**3**	**0%**
Driver's View Obstructed	1	0	1	0	0	1	**3**	**0%**
Unsafe Right Turn On Red	2	0	0	0	0	1	**3**	**0%**
Slippery Surface	1	0	0	1	0	0	**2**	**0%**
Unsafe Use of Highway by Ped	0	0	0	1	0	0	**1**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**149**	**148**	**158**	**119**	**140**	**140**	**854**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	1	0	**1**	**0%**
Injury	40	37	46	29	42	33	**227**	**27%**
Property Damage Only (PDO)	109	111	112	90	97	107	**626**	**73%**
TOTAL	**149**	**148**	**158**	**119**	**140**	**140**	**854**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 25 (Main Street) @ Route 111 (Main Street/Monroe Turnpike)

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	14	18	20	15	25	17	**109**	**70%**
Sideswipe - Same Direction	4	1	5	2	3	0	**15**	**10%**
Turning - Opp. Direction	5	1	1	2	0	2	**11**	**7%**
Turning - Intersecting Paths	2	2	0	0	1	0	**5**	**3%**
Fixed Object	0	1	1	0	0	1	**3**	**2%**
Head-on	0	0	1	0	1	1	**3**	**2%**
Unknown	0	0	1	1	0	0	**2**	**1%**
Angle	1	0	0	1	0	0	**2**	**1%**
Backing	0	1	0	1	0	0	**2**	**1%**
Turning - Same Direction	1	0	1	0	0	0	**2**	**1%**
Moving Object	0	0	0	1	0	0	**1**	**1%**
Overturn	0	0	0	0	1	0	**1**	**1%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
TOTAL	**27**	**24**	**30**	**23**	**31**	**21**	**156**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	10	18	17	15	22	15	**97**	**62%**
Driver Lost Control	1	2	1	1	4	1	**10**	**6%**
Failed to Grant ROW	3	0	5	2	0	0	**10**	**6%**
Violated Traffic Control	1	3	1	0	1	1	**7**	**4%**
Speed Too Fast for Conditions	2	0	0	0	1	2	**5**	**3%**
Improper Lane Change	2	1	0	1	1	0	**5**	**3%**
Under the Influence	3	0	2	0	0	0	**5**	**3%**
Unknown	0	0	3	1	0	0	**4**	**3%**
Improper Turning Maneuver	2	0	0	1	0	0	**3**	**2%**
Unsafe Right Turn On Red	2	0	0	0	0	1	**3**	**2%**
Animal/Foreign Object in Rd	0	0	0	1	0	0	**1**	**1%**
Driver Illness	0	0	0	0	1	0	**1**	**1%**
Driver's View Obstructed	0	0	1	0	0	0	**1**	**1%**
Improper Passing Maneuver	0	0	0	0	1	0	**1**	**1%**
Defective Equipment	1	0	0	0	0	0	**1**	**1%**
Driving on Wrong Side of Rd	0	0	0	0	0	1	**1**	**1%**
Unsafe Backing	0	0	0	1	0	0	**1**	**1%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**27**	**24**	**30**	**23**	**31**	**21**	**156**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	1	0	**1**	**1%**
Injury	5	5	9	2	9	5	**35**	**22%**
Property Damage Only (PDO)	22	19	21	21	21	16	**120**	**77%**
TOTAL	**27**	**24**	**30**	**23**	**31**	**21**	**156**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 25 (Main Street) @ Tashua Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	7	4	4	4	3	8	**30**	**73%**
Turning - Opp. Direction	2	1	0	1	2	0	**6**	**15%**
Fixed Object	0	1	0	1	0	1	**3**	**7%**
Sideswipe - Same Direction	0	0	0	0	1	0	**1**	**2%**
Sideswipe - Opp. Direction	0	0	0	0	1	0	**1**	**2%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Angle	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Turning - Intersecting Paths	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**9**	**6**	**4**	**6**	**7**	**9**	**41**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	7	4	4	4	3	8	**30**	**73%**
Failed to Grant ROW	1	1	0	1	2	0	**5**	**12%**
Driver Illness	0	0	0	0	1	0	**1**	**2%**
Driver Lost Control	0	1	0	0	0	0	**1**	**2%**
Fell Asleep	0	0	0	0	0	1	**1**	**2%**
Improper Passing Maneuver	0	0	0	0	1	0	**1**	**2%**
Slippery Surface	0	0	0	1	0	0	**1**	**2%**
Unknown	1	0	0	0	0	0	**1**	**2%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
TOTAL	**9**	**6**	**4**	**6**	**7**	**9**	**41**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	2	3	2	1	4	1	**13**	**32%**
Property Damage Only (PDO)	7	3	2	5	3	8	**28**	**68%**
TOTAL	**9**	**6**	**4**	**6**	**7**	**9**	**41**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 25 (Main Street) @ Spring Hill Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	4	9	9	4	6	5	**37**	**80%**
Sideswipe - Same Direction	0	0	1	1	0	1	**3**	**7%**
Fixed Object	0	0	1	0	0	1	**2**	**4%**
Turning - Intersecting Paths	0	0	0	0	1	1	**2**	**4%**
Moving Object	0	1	0	0	0	0	**1**	**2%**
Unknown	0	0	0	0	0	1	**1**	**2%**
Angle	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
TOTAL	**4**	**10**	**11**	**5**	**7**	**9**	**46**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	4	8	9	4	5	5	**35**	**76%**
Driver Lost Control	0	1	0	0	0	2	**3**	**7%**
Failed to Grant ROW	0	0	0	0	1	1	**2**	**4%**
Fell Asleep	0	0	1	0	0	1	**2**	**4%**
Animal/Foreign Object in Rd	0	1	0	0	0	0	**1**	**2%**
Defective Equipment	0	0	0	0	1	0	**1**	**2%**
Improper Turning Maneuver	0	0	0	1	0	0	**1**	**2%**
Violated Traffic Control	0	0	1	0	0	0	**1**	**2%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**4**	**10**	**11**	**5**	**7**	**9**	**46**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	1	4	1	3	1	3	**13**	**28%**
Property Damage Only (PDO)	3	6	10	2	6	6	**33**	**72%**
TOTAL	**4**	**10**	**11**	**5**	**7**	**9**	**46**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 25 (Main Street) @ Victoria Place

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	2	1	2	4	3	2	**14**	**61%**
Moving Object	0	0	0	1	0	2	**3**	**13%**
Fixed Object	1	1	0	0	0	0	**2**	**9%**
Turning - Intersecting Paths	0	0	0	0	0	1	**1**	**4%**
Turning - Same Direction	0	0	1	0	0	0	**1**	**4%**
Backing	0	0	0	0	0	1	**1**	**4%**
Head-on	0	0	0	0	1	0	**1**	**4%**
Sideswipe - Same Direction	0	0	0	0	0	0	**0**	**0%**
Angle	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**3**	**2**	**3**	**5**	**4**	**6**	**23**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	2	1	2	4	2	2	**13**	**57%**
Animal/Foreign Object in Rd	0	0	0	1	0	2	**3**	**13%**
Speed Too Fast for Conditions	0	1	0	0	1	0	**2**	**9%**
Failed to Grant ROW	0	0	0	0	0	1	**1**	**4%**
Driver Lost Control	1	0	0	0	0	0	**1**	**4%**
Improper Turning Maneuver	0	0	1	0	0	0	**1**	**4%**
Fell Asleep	0	0	0	0	1	0	**1**	**4%**
Unsafe Backing	0	0	0	0	0	1	**1**	**4%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**3**	**2**	**3**	**5**	**4**	**6**	**23**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	2	0	1	2	2	1	**8**	**35%**
Property Damage Only (PDO)	1	2	2	3	2	5	**15**	**65%**
TOTAL	**3**	**2**	**3**	**5**	**4**	**6**	**23**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 25 (Main Street) @ Judd Road & Purdy Hill Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	13	19	15	12	16	18	**93**	**66%**
Turning - Intersecting Paths	2	4	1	2	3	2	**14**	**10%**
Turning - Opp. Direction	2	3	4	1	0	1	**11**	**8%**
Sideswipe - Opp. Direction	1	1	2	1	2	0	**7**	**5%**
Sideswipe - Same Direction	0	0	0	2	1	0	**3**	**2%**
Backing	1	0	1	0	1	0	**3**	**2%**
Turning - Same Direction	0	0	0	1	1	0	**2**	**1%**
Angle	0	0	0	1	0	1	**2**	**1%**
Fixed Object	0	0	0	1	1	0	**2**	**1%**
Head-on	0	0	0	0	0	1	**1**	**1%**
Misc - Non-Collision	0	0	0	0	1	0	**1**	**1%**
Unknown	0	0	1	0	0	0	**1**	**1%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
TOTAL	**19**	**27**	**24**	**21**	**26**	**23**	**140**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	13	17	13	13	17	18	**91**	**65%**
Failed to Grant ROW	4	6	3	3	3	2	**21**	**15%**
Driver Lost Control	1	1	2	2	2	0	**8**	**6%**
Improper Turning Maneuver	0	0	2	3	1	1	**7**	**5%**
Unknown	0	1	2	0	0	0	**3**	**2%**
Unsafe Backing	1	0	1	0	1	0	**3**	**2%**
Violated Traffic Control	0	1	0	0	1	1	**3**	**2%**
Speed Too Fast for Conditions	0	0	1	0	0	0	**1**	**1%**
Under the Influence	0	1	0	0	0	0	**1**	**1%**
Driving on Wrong Side of Rd	0	0	0	0	1	0	**1**	**1%**
Fell Asleep	0	0	0	0	0	1	**1**	**1%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**19**	**27**	**24**	**21**	**26**	**23**	**140**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	8	4	6	5	6	1	**30**	**21%**
Property Damage Only (PDO)	11	23	18	16	20	22	**110**	**79%**
TOTAL	**19**	**27**	**24**	**21**	**26**	**23**	**140**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 25 (Main Street) @ Brook Street

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	1	3	3	2	0	2	**11**	**61%**
Moving Object	0	0	0	0	0	2	**2**	**11%**
Turning - Intersecting Paths	1	0	0	0	0	0	**1**	**6%**
Fixed Object	0	0	0	1	0	0	**1**	**6%**
Sideswipe - Opp. Direction	1	0	0	0	0	0	**1**	**6%**
Sideswipe - Same Direction	0	0	0	0	0	1	**1**	**6%**
Turning - Same Direction	0	0	0	0	1	0	**1**	**6%**
Angle	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**3**	**3**	**3**	**3**	**1**	**5**	**18**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	1	3	3	1	0	2	**10**	**56%**
Animal/Foreign Object in Rd	0	0	0	0	0	2	**2**	**11%**
Improper Passing Maneuver	0	0	0	0	1	1	**2**	**11%**
Failed to Grant ROW	1	0	0	0	0	0	**1**	**6%**
Defective Equipment	0	0	0	1	0	0	**1**	**6%**
Driver Lost Control	1	0	0	0	0	0	**1**	**6%**
Speed Too Fast for Conditions	0	0	0	1	0	0	**1**	**6%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
TOTAL	**3**	**3**	**3**	**3**	**1**	**5**	**18**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	1	1	2	0	0	0	**4**	**22%**
Property Damage Only (PDO)	2	2	1	3	1	5	**14**	**78%**
TOTAL	**3**	**3**	**3**	**3**	**1**	**5**	**18**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 25 (Main Street) @ Green Street

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	4	14	7	4	3	6	**38**	**79%**
Turning - Intersecting Paths	2	1	1	1	0	0	**5**	**10%**
Overturn	1	1	0	0	0	0	**2**	**4%**
Sideswipe - Same Direction	0	1	0	0	0	0	**1**	**2%**
Turning - Opp. Direction	0	0	0	0	1	0	**1**	**2%**
Turning - Same Direction	0	0	0	0	1	0	**1**	**2%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Angle	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**7**	**17**	**8**	**5**	**5**	**6**	**48**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	4	14	7	3	3	6	**37**	**77%**
Failed to Grant ROW	0	1	1	1	0	0	**3**	**6%**
Improper Turning Maneuver	0	1	0	0	2	0	**3**	**6%**
Violated Traffic Control	2	0	0	0	0	0	**2**	**4%**
Driver Lost Control	0	1	0	0	0	0	**1**	**2%**
Speed Too Fast for Conditions	1	0	0	0	0	0	**1**	**2%**
Unknown	0	0	0	1	0	0	**1**	**2%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**7**	**17**	**8**	**5**	**5**	**6**	**48**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	2	3	2	0	1	3	**11**	**23%**
Property Damage Only (PDO)	5	14	6	5	4	3	**37**	**77%**
TOTAL	**7**	**17**	**8**	**5**	**5**	**6**	**48**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 25 (Main Street) @ Route 59 (Easton Road)

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	11	9	15	12	6	12	**65**	**57%**
Turning - Opp. Direction	1	4	5	2	1	2	**15**	**13%**
Turning - Intersecting Paths	1	2	4	2	0	3	**12**	**10%**
Sideswipe - Same Direction	3	0	1	1	0	1	**6**	**5%**
Angle	0	1	2	0	0	0	**3**	**3%**
Turning - Same Direction	1	2	0	0	0	0	**3**	**3%**
Backing	0	0	0	2	0	1	**3**	**3%**
Fixed Object	1	0	1	0	1	0	**3**	**3%**
Sideswipe - Opp. Direction	0	0	0	1	0	1	**2**	**2%**
Moving Object	0	0	1	0	0	0	**1**	**1%**
Misc - Non-Collision	0	0	0	1	0	0	**1**	**1%**
Pedestrian	0	0	0	1	0	0	**1**	**1%**
Parking	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**18**	**18**	**29**	**22**	**8**	**20**	**115**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	11	8	15	12	6	12	**64**	**56%**
Failed to Grant ROW	2	6	7	4	1	5	**25**	**22%**
Improper Turning Maneuver	1	1	2	2	0	1	**7**	**6%**
Violated Traffic Control	0	2	2	0	0	1	**5**	**4%**
Improper Lane Change	2	0	1	0	0	0	**3**	**3%**
Driver Lost Control	1	0	0	0	1	0	**2**	**2%**
Unsafe Backing	0	0	0	1	0	1	**2**	**2%**
Animal/Foreign Object in Rd	0	0	2	0	0	0	**2**	**2%**
Improper Passing Maneuver	1	0	0	0	0	0	**1**	**1%**
Under the Influence	0	0	0	1	0	0	**1**	**1%**
Fell Asleep	0	0	0	1	0	0	**1**	**1%**
Unknown	0	1	0	0	0	0	**1**	**1%**
Unsafe Use of Highway by Ped	0	0	0	1	0	0	**1**	**1%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**18**	**18**	**29**	**22**	**8**	**20**	**115**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	1	4	6	6	4	8	**29**	**25%**
Property Damage Only (PDO)	17	14	23	16	4	12	**86**	**75%**
TOTAL	**18**	**18**	**29**	**22**	**8**	**20**	**115**	**100%**

APPENDIX H2

Collision Data
Summary Route 111

Tighe&Bond

Collision History Summary (1/2009 - 12/2014)
Route 111 Corridor

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	65	72	73	77	69	65	**421**	**58%**
Turning - Intersecting Paths	18	17	9	13	6	16	**79**	**11%**
Sideswipe - Same Direction	9	4	15	12	8	7	**55**	**8%**
Turning - Opp. Direction	11	12	6	10	2	4	**45**	**6%**
Fixed Object	4	6	7	8	4	4	**33**	**5%**
Moving Object	3	1	4	6	5	1	**20**	**3%**
Angle	5	3	3	4	5	4	**24**	**3%**
Turning - Same Direction	4	3	4	0	2	2	**15**	**2%**
Sideswipe - Opp. Direction	2	1	2	0	3	4	**12**	**2%**
Backing	1	3	1	1	1	0	**7**	**1%**
Head-on	0	0	1	1	2	1	**5**	**1%**
Overturn	1	0	0	0	1	2	**4**	**1%**
Unknown	0	0	2	1	0	0	**3**	**0%**
Misc - Non-Collision	0	0	0	0	1	0	**1**	**0%**
Pedestrian	0	0	0	1	0	0	**1**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
TOTAL	**123**	**122**	**127**	**134**	**109**	**110**	**725**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	58	71	70	73	65	61	**398**	**55%**
Failed to Grant ROW	19	19	19	15	6	9	**87**	**12%**
Violated Traffic Control	7	11	7	9	5	9	**48**	**7%**
Driver Lost Control	5	8	6	10	10	5	**44**	**6%**
Improper Lane Change	6	2	4	5	3	3	**23**	**3%**
Animal/Foreign Object in Rd	4	1	4	5	7	1	**22**	**3%**
Improper Passing Maneuver	5	2	0	3	3	9	**22**	**3%**
Improper Turning Maneuver	4	2	3	2	3	5	**19**	**3%**
Speed Too Fast for Conditions	3	2	1	3	3	4	**16**	**2%**
Unknown	0	0	5	3	1	0	**9**	**1%**
Under the Influence	3	0	4	0	0	0	**7**	**1%**
Unsafe Backing	1	1	1	1	1	0	**5**	**1%**
Defective Equipment	1	1	0	1	0	1	**4**	**1%**
Driving on Wrong Side of Rd	1	0	0	0	1	1	**3**	**0%**
Fell Asleep	2	0	1	0	0	0	**3**	**0%**
Driver Illness	0	1	0	0	1	1	**3**	**0%**
Unsafe Right Turn On Red	2	0	0	0	0	1	**3**	**0%**
Unsafe Tires	1	0	0	1	0	0	**2**	**0%**
Slippery Surface	0	0	1	0	0	0	**1**	**0%**
Abnormal Road Condition	0	0	0	1	0	0	**1**	**0%**
Roadway Width Restricted	0	1	0	0	0	0	**1**	**0%**
Unsafe Use of Highway by Ped	0	0	0	1	0	0	**1**	**0%**
Vehicle Without Lights	0	0	0	1	0	0	**1**	**0%**
Proper Turn Signal Not Displayed	1	0	0	0	0	0	**1**	**0%**
Driver's View Obstructed	0	0	1	0	0	0	**1**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
TOTAL	**123**	**122**	**127**	**134**	**109**	**110**	**725**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	2	0	**2**	**0%**
Injury	37	35	28	32	26	25	**183**	**25%**
Property Damage Only (PDO)	86	87	99	102	81	85	**540**	**74%**
TOTAL	**123**	**122**	**127**	**134**	**109**	**110**	**725**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Route 25 (Main Street)

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	14	18	20	15	25	17	**109**	**70%**
Sideswipe - Same Direction	4	1	5	2	3	0	**15**	**10%**
Turning - Opp. Direction	5	1	1	2	0	2	**11**	**7%**
Turning - Intersecting Paths	2	2	0	0	1	0	**5**	**3%**
Head-on	0	0	1	0	1	1	**3**	**2%**
Fixed Object	0	1	1	0	0	1	**3**	**2%**
Backing	0	1	0	1	0	0	**2**	**1%**
Turning - Same Direction	1	0	1	0	0	0	**2**	**1%**
Angle	1	0	0	1	0	0	**2**	**1%**
Unknown	0	0	1	1	0	0	**2**	**1%**
Moving Object	0	0	0	1	0	0	**1**	**1%**
Overturn	0	0	0	0	1	0	**1**	**1%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
TOTAL	**27**	**24**	**30**	**23**	**31**	**21**	**156**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	10	18	17	15	22	15	**97**	**62%**
Driver Lost Control	1	2	1	1	4	1	**10**	**6%**
Failed to Grant ROW	3	0	5	2	0	0	**10**	**6%**
Violated Traffic Control	1	3	1	0	1	1	**7**	**4%**
Speed Too Fast for Conditions	2	0	0	0	1	2	**5**	**3%**
Improper Lane Change	2	1	0	1	1	0	**5**	**3%**
Under the Influence	3	0	2	0	0	0	**5**	**3%**
Unknown	0	0	3	1	0	0	**4**	**3%**
Improper Turning Maneuver	2	0	0	1	0	0	**3**	**2%**
Unsafe Right Turn On Red	2	0	0	0	0	1	**3**	**2%**
Unsafe Backing	0	0	0	1	0	0	**1**	**1%**
Defective Equipment	1	0	0	0	0	0	**1**	**1%**
Improper Passing Maneuver	0	0	0	0	1	0	**1**	**1%**
Driving on Wrong Side of Rd	0	0	0	0	0	1	**1**	**1%**
Animal/Foreign Object in Rd	0	0	0	1	0	0	**1**	**1%**
Driver Illness	0	0	0	0	1	0	**1**	**1%**
Driver's View Obstructed	0	0	1	0	0	0	**1**	**1%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**27**	**24**	**30**	**23**	**31**	**21**	**156**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	1	0	**1**	**1%**
Injury	5	5	9	2	9	5	**35**	**22%**
Property Damage Only (PDO)	22	19	21	21	21	16	**120**	**77%**
TOTAL	**27**	**24**	**30**	**23**	**31**	**21**	**156**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Old Mine Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	0	1	2	4	2	1	**10**	**33%**
Fixed Object	0	0	5	3	1	0	**9**	**30%**
Turning - Intersecting Paths	0	1	1	1	0	0	**3**	**10%**
Sideswipe - Same Direction	0	1	0	0	1	1	**3**	**10%**
Turning - Same Direction	0	0	1	0	0	1	**2**	**7%**
Turning - Opp. Direction	0	0	1	0	0	0	**1**	**3%**
Moving Object	0	0	0	0	1	0	**1**	**3%**
Unknown	0	0	1	0	0	0	**1**	**3%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Angle	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**3**	**11**	**8**	**5**	**3**	**30**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	0	1	2	4	2	1	**10**	**33%**
Driver Lost Control	0	0	3	2	1	0	**6**	**20%**
Violated Traffic Control	0	0	2	1	0	0	**3**	**10%**
Failed to Grant ROW	0	1	1	0	0	0	**2**	**7%**
Under the Influence	0	0	2	0	0	0	**2**	**7%**
Improper Passing Maneuver	0	1	0	0	0	1	**2**	**7%**
Improper Turning Maneuver	0	0	1	0	0	1	**2**	**7%**
Improper Lane Change	0	0	0	0	1	0	**1**	**3%**
Animal/Foreign Object in Rd	0	0	0	0	1	0	**1**	**3%**
Unsafe Tires	0	0	0	1	0	0	**1**	**3%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**3**	**11**	**8**	**5**	**3**	**30**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	0	2	3	1	1	1	**8**	**27%**
Property Damage Only (PDO)	0	1	8	7	4	2	**22**	**73%**
TOTAL	**0**	**3**	**11**	**8**	**5**	**3**	**30**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Trefoil Plaza

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Sideswipe - Opp. Direction	0	0	0	0	1	1	**2**	**100%**
Rear-end	0	0	0	0	0	0	**0**	**0%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Same Direction	0	0	0	0	0	0	**0**	**0%**
Angle	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Turning - Intersecting Paths	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Driving on Wrong Side of Rd	0	0	0	0	1	0	**1**	**50%**
Improper Passing Maneuver	0	0	0	0	0	1	**1**	**50%**
Following Too Closely	0	0	0	0	0	0	**0**	**0%**
Failed to Grant ROW	0	0	0	0	0	0	**0**	**0%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driver Lost Control	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	0	0	0	0	1	1	**2**	**100%**
Property Damage Only (PDO)	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Woodland Hills Drive

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	0	0	1	2	0	1	**4**	**57%**
Sideswipe - Same Direction	0	0	1	0	0	0	**1**	**14%**
Turning - Intersecting Paths	0	0	0	0	0	1	**1**	**14%**
Turning - Opp. Direction	0	0	0	0	1	0	**1**	**14%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Angle	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**0**	**2**	**2**	**1**	**2**	**7**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	0	0	1	2	0	1	**4**	**57%**
Failed to Grant ROW	0	0	0	0	1	1	**2**	**29%**
Unknown	0	0	1	0	0	0	**1**	**14%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Driver Lost Control	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**0**	**2**	**2**	**1**	**2**	**7**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	0	0	0	0	1	2	**3**	**43%**
Property Damage Only (PDO)	0	0	2	2	0	0	**4**	**57%**
TOTAL	**0**	**0**	**2**	**2**	**1**	**2**	**7**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Tennis Club of Trumbull Driveway

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	0	1	2	1	0	0	**4**	**50%**
Sideswipe - Same Direction	0	1	0	1	0	0	**2**	**25%**
Angle	0	0	0	0	0	1	**1**	**13%**
Fixed Object	0	0	0	1	0	0	**1**	**13%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Turning - Intersecting Paths	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**2**	**2**	**3**	**0**	**1**	**8**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	0	1	2	1	0	0	**4**	**50%**
Driver Lost Control	0	0	0	1	0	0	**1**	**13%**
Failed to Grant ROW	0	0	0	0	0	1	**1**	**13%**
Improper Lane Change	0	1	0	0	0	0	**1**	**13%**
Improper Passing Maneuver	0	0	0	1	0	0	**1**	**13%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**2**	**2**	**3**	**0**	**1**	**8**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	0	0	0	1	0	1	**2**	**25%**
Property Damage Only (PDO)	0	2	2	2	0	0	**6**	**75%**
TOTAL	**0**	**2**	**2**	**3**	**0**	**1**	**8**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ United Healthcare Driveway

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	4	2	2	2	1	1	**12**	**75%**
Sideswipe - Same Direction	0	0	2	1	0	0	**3**	**19%**
Turning - Intersecting Paths	0	0	0	1	0	0	**1**	**6%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Angle	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**4**	**2**	**4**	**4**	**1**	**1**	**16**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	4	2	2	2	0	1	**11**	**69%**
Speed Too Fast for Conditions	0	0	1	0	1	0	**2**	**13%**
Violated Traffic Control	0	0	0	1	0	0	**1**	**6%**
Slippery Surface	0	0	1	0	0	0	**1**	**6%**
Abnormal Road Condition	0	0	0	1	0	0	**1**	**6%**
Failed to Grant ROW	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Driver Lost Control	0	0	0	0	0	0	**0**	**0%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**4**	**2**	**4**	**4**	**1**	**1**	**16**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	2	0	1	1	1	0	**5**	**31%**
Property Damage Only (PDO)	2	2	3	3	0	1	**11**	**69%**
TOTAL	**4**	**2**	**4**	**4**	**1**	**1**	**16**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Trefoil Drive & Home Depot Driveway

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	1	4	6	6	2	4	**23**	**55%**
Sideswipe - Same Direction	1	0	1	2	2	0	**6**	**14%**
Turning - Opp. Direction	0	2	1	0	0	1	**4**	**10%**
Turning - Intersecting Paths	0	0	0	1	1	0	**2**	**5%**
Angle	0	0	1	1	0	0	**2**	**5%**
Fixed Object	0	0	1	0	1	0	**2**	**5%**
Backing	0	1	0	0	0	0	**1**	**2%**
Moving Object	0	0	1	0	0	0	**1**	**2%**
Sideswipe - Opp. Direction	0	0	0	0	0	1	**1**	**2%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**2**	**7**	**11**	**10**	**6**	**6**	**42**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	1	4	6	4	2	4	**21**	**50%**
Driver Lost Control	0	1	1	1	2	1	**6**	**14%**
Violated Traffic Control	0	0	1	2	1	1	**5**	**12%**
Improper Lane Change	1	0	0	2	0	0	**3**	**7%**
Failed to Grant ROW	0	1	1	0	0	0	**2**	**5%**
Improper Turning Maneuver	0	1	0	0	1	0	**2**	**5%**
Unknown	0	0	1	0	0	0	**1**	**2%**
Speed Too Fast for Conditions	0	0	0	1	0	0	**1**	**2%**
Animal/Foreign Object in Rd	0	0	1	0	0	0	**1**	**2%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**2**	**7**	**11**	**10**	**6**	**6**	**42**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	1	0	5	1	3	2	**12**	**29%**
Property Damage Only (PDO)	1	7	6	9	3	4	**30**	**71%**
TOTAL	**2**	**7**	**11**	**10**	**6**	**6**	**42**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Technology Drive & Corporate Drive

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	1	1	1	2	3	6	**14**	**54%**
Sideswipe - Same Direction	0	1	2	0	0	0	**3**	**12%**
Turning - Intersecting Paths	2	0	0	0	0	0	**2**	**8%**
Fixed Object	0	1	0	1	0	0	**2**	**8%**
Turning - Opp. Direction	0	0	0	2	0	0	**2**	**8%**
Angle	0	0	0	1	0	0	**1**	**4%**
Sideswipe - Opp. Direction	0	0	0	0	0	1	**1**	**4%**
Turning - Same Direction	0	0	0	0	1	0	**1**	**4%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**3**	**3**	**3**	**6**	**4**	**7**	**26**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	0	1	1	2	3	6	**13**	**50%**
Failed to Grant ROW	1	0	1	2	0	0	**4**	**15%**
Driver Lost Control	0	2	0	1	0	0	**3**	**12%**
Violated Traffic Control	1	0	0	1	0	1	**3**	**12%**
Improper Turning Maneuver	0	0	0	0	1	0	**1**	**4%**
Improper Lane Change	0	0	1	0	0	0	**1**	**4%**
Speed Too Fast for Conditions	1	0	0	0	0	0	**1**	**4%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**3**	**3**	**3**	**6**	**4**	**7**	**26**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	1	1	0	0	1	1	**4**	**15%**
Property Damage Only (PDO)	2	2	3	6	3	6	**22**	**85%**
TOTAL	**3**	**3**	**3**	**6**	**4**	**7**	**26**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Spring Hill Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	2	2	0	0	1	0	**5**	**45%**
Angle	0	2	0	0	0	0	**2**	**18%**
Turning - Intersecting Paths	1	1	0	0	0	0	**2**	**18%**
Sideswipe - Same Direction	1	0	0	0	0	0	**1**	**9%**
Turning - Opp. Direction	0	0	1	0	0	0	**1**	**9%**
Backing	0	0	0	0	0	0	**0**	**0%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**4**	**5**	**1**	**0**	**1**	**0**	**11**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	2	1	0	0	1	0	**4**	**36%**
Violated Traffic Control	1	3	0	0	0	0	**4**	**36%**
Improper Lane Change	1	0	0	0	0	0	**1**	**9%**
Failed to Grant ROW	0	0	1	0	0	0	**1**	**9%**
Speed Too Fast for Conditions	0	1	0	0	0	0	**1**	**9%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driver Lost Control	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**4**	**5**	**1**	**0**	**1**	**0**	**11**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	2	2	0	0	0	0	**4**	**36%**
Property Damage Only (PDO)	2	3	1	0	1	0	**7**	**64%**
TOTAL	**4**	**5**	**1**	**0**	**1**	**0**	**11**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Purdy Hill Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	3	6	3	3	0	3	**18**	**46%**
Turning - Intersecting Paths	1	3	2	2	0	0	**8**	**21%**
Sideswipe - Same Direction	1	0	1	1	1	2	**6**	**15%**
Fixed Object	1	0	0	1	0	0	**2**	**5%**
Turning - Opp. Direction	1	1	0	0	0	0	**2**	**5%**
Angle	2	0	0	0	0	0	**2**	**5%**
Turning - Same Direction	1	0	0	0	0	0	**1**	**3%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**10**	**10**	**6**	**7**	**1**	**5**	**39**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	3	6	3	3	0	3	**18**	**46%**
Violated Traffic Control	2	2	1	2	0	0	**7**	**18%**
Failed to Grant ROW	2	2	0	0	0	0	**4**	**10%**
Driver Lost Control	1	0	0	2	0	0	**3**	**8%**
Improper Lane Change	0	0	1	0	1	1	**3**	**8%**
Improper Turning Maneuver	1	0	1	0	0	0	**2**	**5%**
Improper Passing Maneuver	0	0	0	0	0	1	**1**	**3%**
Fell Asleep	1	0	0	0	0	0	**1**	**3%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**10**	**10**	**6**	**7**	**1**	**5**	**39**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	6	3	3	2	0	1	**15**	**38%**
Property Damage Only (PDO)	4	7	3	5	1	4	**24**	**62%**
TOTAL	**10**	**10**	**6**	**7**	**1**	**5**	**39**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Monroe Elementary School Driveway

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	0	1	2	2	2	3	**10**	**59%**
Turning - Intersecting Paths	0	2	2	0	0	0	**4**	**24%**
Angle	0	0	0	0	1	0	**1**	**6%**
Moving Object	0	0	0	0	1	0	**1**	**6%**
Overturn	0	0	0	0	0	1	**1**	**6%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Same Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**3**	**4**	**2**	**4**	**4**	**17**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	0	1	2	2	2	3	**10**	**59%**
Failed to Grant ROW	0	2	2	0	1	0	**5**	**29%**
Driver Lost Control	0	0	0	0	0	1	**1**	**6%**
Animal/Foreign Object in Rd	0	0	0	0	1	0	**1**	**6%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**3**	**4**	**2**	**4**	**4**	**17**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	0	2	0	0	2	2	**6**	**35%**
Property Damage Only (PDO)	0	1	4	2	2	2	**11**	**65%**
TOTAL	**0**	**3**	**4**	**2**	**4**	**4**	**17**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Village Plaza & McDonalds Driveway

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	4	1	6	7	2	3	**23**	**70%**
Turning - Opp. Direction	0	1	1	0	0	0	**2**	**6%**
Angle	0	0	1	0	0	0	**1**	**3%**
Fixed Object	0	0	0	0	0	1	**1**	**3%**
Moving Object	0	0	0	0	1	0	**1**	**3%**
Pedestrian	0	0	0	1	0	0	**1**	**3%**
Sideswipe - Opp. Direction	0	0	0	0	1	0	**1**	**3%**
Sideswipe - Same Direction	0	0	0	1	0	0	**1**	**3%**
Turning - Intersecting Paths	0	1	0	0	0	0	**1**	**3%**
Turning - Same Direction	0	1	0	0	0	0	**1**	**3%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**4**	**4**	**8**	**9**	**4**	**4**	**33**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	3	1	6	6	2	2	**20**	**61%**
Failed to Grant ROW	0	2	2	0	0	0	**4**	**12%**
Animal/Foreign Object in Rd	0	0	0	0	2	0	**2**	**6%**
Improper Lane Change	1	0	0	1	0	0	**2**	**6%**
Defective Equipment	0	0	0	0	0	1	**1**	**3%**
Improper Passing Maneuver	0	1	0	0	0	0	**1**	**3%**
Speed Too Fast for Conditions	0	0	0	0	0	1	**1**	**3%**
Unknown	0	0	0	1	0	0	**1**	**3%**
Unsafe Use of Highway by Ped	0	0	0	1	0	0	**1**	**3%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driver Lost Control	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
TOTAL	**4**	**4**	**8**	**9**	**4**	**4**	**33**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	1	1	1	5	0	0	**8**	**24%**
Property Damage Only (PDO)	3	3	7	4	4	4	**25**	**76%**
TOTAL	**4**	**4**	**8**	**9**	**4**	**4**	**33**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Elm Street

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	10	17	12	16	9	12	**76**	**66%**
Turning - Intersecting Paths	0	1	0	3	1	6	**11**	**9%**
Angle	1	1	1	1	3	2	**9**	**8%**
Turning - Opp. Direction	2	4	1	2	0	0	**9**	**8%**
Sideswipe - Same Direction	1	0	1	2	0	0	**4**	**3%**
Turning - Same Direction	0	0	1	0	0	1	**2**	**2%**
Backing	0	0	0	0	1	0	**1**	**1%**
Fixed Object	0	0	0	0	0	1	**1**	**1%**
Misc - Non-Collision	0	0	0	0	1	0	**1**	**1%**
Overturn	0	0	0	0	0	1	**1**	**1%**
Sideswipe - Opp. Direction	0	0	0	0	0	1	**1**	**1%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**14**	**23**	**16**	**24**	**15**	**24**	**116**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	10	15	12	17	9	12	**75**	**65%**
Failed to Grant ROW	2	4	2	2	1	3	**14**	**12%**
Violated Traffic Control	1	2	1	1	2	4	**11**	**9%**
Improper Passing Maneuver	0	0	0	2	0	3	**5**	**4%**
Improper Lane Change	1	0	0	1	0	0	**2**	**2%**
Driver Lost Control	0	1	0	0	0	1	**2**	**2%**
Animal/Foreign Object in Rd	0	0	0	0	1	0	**1**	**1%**
Defective Equipment	0	1	0	0	0	0	**1**	**1%**
Driver Illness	0	0	0	0	0	1	**1**	**1%**
Improper Turning Maneuver	0	0	1	0	0	0	**1**	**1%**
Unknown	0	0	0	0	1	0	**1**	**1%**
Unsafe Backing	0	0	0	0	1	0	**1**	**1%**
Vehicle Without Lights	0	0	0	1	0	0	**1**	**1%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
TOTAL	**14**	**23**	**16**	**24**	**15**	**24**	**116**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	3	6	1	7	2	4	**23**	**20%**
Property Damage Only (PDO)	11	17	15	17	13	20	**93**	**80%**
TOTAL	**14**	**23**	**16**	**24**	**15**	**24**	**116**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Monroe Plaza & Comaro Plaza

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	3	4	0	6	6	2	**21**	**66%**
Turning - Intersecting Paths	2	0	0	1	1	2	**6**	**19%**
Fixed Object	1	1	0	0	0	0	**2**	**6%**
Backing	0	0	1	0	0	0	**1**	**3%**
Moving Object	0	0	0	1	0	0	**1**	**3%**
Turning - Opp. Direction	1	0	0	0	0	0	**1**	**3%**
Sideswipe - Same Direction	0	0	0	0	0	0	**0**	**0%**
Angle	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**7**	**5**	**1**	**8**	**7**	**4**	**32**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	3	4	0	6	6	2	**21**	**66%**
Failed to Grant ROW	3	0	0	1	1	0	**5**	**16%**
Animal/Foreign Object in Rd	1	0	0	1	0	0	**2**	**6%**
Driver Lost Control	0	1	0	0	0	0	**1**	**3%**
Improper Turning Maneuver	0	0	0	0	0	1	**1**	**3%**
Unsafe Backing	0	0	1	0	0	0	**1**	**3%**
Violated Traffic Control	0	0	0	0	0	1	**1**	**3%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**7**	**5**	**1**	**8**	**7**	**4**	**32**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	1	2	0	1	1	0	**5**	**16%**
Property Damage Only (PDO)	6	3	1	7	6	4	**27**	**84%**
TOTAL	**7**	**5**	**1**	**8**	**7**	**4**	**32**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Cross Hill Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	7	3	1	5	1	3	**20**	**56%**
Turning - Intersecting Paths	1	1	1	1	0	1	**5**	**14%**
Turning - Opp. Direction	1	0	0	2	0	0	**3**	**8%**
Sideswipe - Same Direction	0	0	0	1	1	0	**2**	**6%**
Angle	1	0	0	0	1	0	**2**	**6%**
Turning - Same Direction	1	0	1	0	0	0	**2**	**6%**
Fixed Object	0	1	0	0	0	0	**1**	**3%**
Sideswipe - Opp. Direction	0	0	0	0	1	0	**1**	**3%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**11**	**5**	**3**	**9**	**4**	**4**	**36**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	7	3	1	4	1	3	**19**	**53%**
Failed to Grant ROW	3	0	1	2	0	0	**6**	**17%**
Violated Traffic Control	1	0	1	1	1	1	**5**	**14%**
Improper Turning Maneuver	0	1	0	1	0	0	**2**	**6%**
Driver Illness	0	1	0	0	0	0	**1**	**3%**
Driver Lost Control	0	0	0	1	0	0	**1**	**3%**
Improper Passing Maneuver	0	0	0	0	1	0	**1**	**3%**
Speed Too Fast for Conditions	0	0	0	0	1	0	**1**	**3%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**11**	**5**	**3**	**9**	**4**	**4**	**36**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	4	2	0	4	0	0	**10**	**28%**
Property Damage Only (PDO)	7	3	3	5	4	4	**26**	**72%**
TOTAL	**11**	**5**	**3**	**9**	**4**	**4**	**36**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Century Plaza

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	4	3	3	2	0	1	**13**	**65%**
Turning - Opp. Direction	0	2	0	1	0	0	**3**	**15%**
Turning - Intersecting Paths	1	0	0	0	1	0	**2**	**10%**
Sideswipe - Same Direction	0	0	0	0	0	1	**1**	**5%**
Angle	0	0	0	0	0	1	**1**	**5%**
Backing	0	0	0	0	0	0	**0**	**0%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**5**	**5**	**3**	**3**	**1**	**3**	**20**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	3	3	3	1	0	1	**11**	**55%**
Failed to Grant ROW	1	2	0	1	0	0	**4**	**20%**
Improper Turning Maneuver	0	0	0	0	1	1	**2**	**10%**
Driver Lost Control	1	0	0	0	0	0	**1**	**5%**
Improper Passing Maneuver	0	0	0	0	0	1	**1**	**5%**
Speed Too Fast for Conditions	0	0	0	1	0	0	**1**	**5%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
TOTAL	**5**	**5**	**3**	**3**	**1**	**3**	**20**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	2	2	1	2	0	0	**7**	**35%**
Property Damage Only (PDO)	3	3	2	1	1	3	**13**	**65%**
TOTAL	**5**	**5**	**3**	**3**	**1**	**3**	**20**	**100%**

APPENDIX H3

Collision Data
Cutler's Farm Road

Tighe&Bond

Collision History Summary (09/2010 - 11/2012)
Cutlers Farm Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	0	1	1	0	0	0	**2**	**50%**
Turning - Intersecting Paths	0	0	0	1	0	0	**1**	**25%**
Angle	0	1	0	0	0	0	**1**	**25%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Same Direction	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**2**	**1**	**1**	**0**	**0**	**4**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	0	1	1	0	0	0	**2**	**50%**
Improper Turning Maneuver	0	0	0	1	0	0	**1**	**25%**
Violated Traffic Control	0	1	0	0	0	0	**1**	**25%**
Failed to Grant ROW	0	0	0	0	0	0	**0**	**0%**
Driver Lost Control	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**2**	**1**	**1**	**0**	**0**	**4**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	0	0	0	0	0	0	**0**	**0%**
Property Damage Only (PDO)	0	2	1	1	0	0	**4**	**100%**
TOTAL	**0**	**2**	**1**	**1**	**0**	**0**	**4**	**100%**

Collision History Summary (09/2010 - 11/2012)
Intersection: Cutler's Farm Road @ Spring Hill Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	0	1	1	0	0	0	**2**	**67%**
Turning - Intersecting Paths	0	0	0	1	0	0	**1**	**33%**
Sideswipe - Same Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Angle	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**1**	**1**	**1**	**0**	**0**	**3**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	0	1	1	0	0	0	**2**	**67%**
Improper Turning Maneuver	0	0	0	1	0	0	**1**	**33%**
Driver Lost Control	0	0	0	0	0	0	**0**	**0%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
Failed to Grant ROW	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**1**	**1**	**1**	**0**	**0**	**3**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	0	0	0	0	0	0	**0**	**0%**
Property Damage Only (PDO)	0	1	1	1	0	0	**3**	**100%**
TOTAL	**0**	**1**	**1**	**1**	**0**	**0**	**3**	**100%**

Collision History Summary (09/2010 - 11/2012)
Intersection: Cutler's Farm Road @ Purdy Hill Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Angle	0	1	0	0	0	0	**1**	**100%**
Turning - Intersecting Paths	0	0	0	0	0	0	**0**	**0%**
Rear-end	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Same Direction	0	0	0	0	0	0	**0**	**0%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Violated Traffic Control	0	1	0	0	0	0	**1**	**100%**
Failed to Grant ROW	0	0	0	0	0	0	**0**	**0%**
Following Too Closely	0	0	0	0	0	0	**0**	**0%**
Driver Lost Control	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	0	0	0	0	0	0	**0**	**0%**
Property Damage Only (PDO)	0	1	0	0	0	0	**1**	**100%**
TOTAL	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**100%**

APPENDIX I

Major Traffic Generator Certificates

Tighe&Bond

STATE OF CONNECTICUT
STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Phone: (860) 594-3020

MEMBERS
Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

CERTIFICATE NO. 1419

STC NO. 144-9709-01

APPROVED December 16, 1997

EXPIRES December 16, 1999

ISSUED TO: LCOR, Inc.
101 Hudson Street, Suite 3606
Jersey City, NJ 07302

FOR: LCOR Senior Housing
Route 25 (Main Street)
Town of Trumbull

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised, and the Regulations of the State Traffic Commission.

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plans. Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE TWO (2) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

Joseph Santaniello

Joseph Santaniello, P.E.
Executive Director

Date: 6/28/99

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TRA-10 REV 1/97

Report By: CSB Date: 12/97 Checked By: DMF Date: 12/97 See Previous STC Report No.	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION** Town of Trumbull	STC No: 144-9709-01 Loc. No: Approved By STC Date: DEC 16 1997
Requested By: Mr. Kyle Bridgefarmer How Requested: Cert. Appli. Date: 9/25/97	Location: Route 25 (Main Street) at the Drive to LCOR Senior Housing	Joseph Santorella EXECUTIVE DIRECTOR

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission issue a certificate to Mr. Kyle Bridgefarmer for LCOR Senior Housing, a 164,460 square-foot gross floor area assisted living facility, with 90 parking spaces, located on Route 25 (Main Street) in the Town of Trumbull, stating that the operation thereof will not imperil the safety of the public.

The requirements set forth are based on and refer to the proposed improvements on the plan entitled "Site Plan," Drawing No. 20.01 for LCOR Senior Housing dated September 23, 1997, revised December 9, 1997, prepared by Langan Engineering and Environmental Services.

1. That Route 25 (Main Street) be widened in conformance with the referenced plans.

2. That the site driveway on Route 25 (Main Street) be constructed in conformance with the referenced plan.

3. That the owner provide and maintain intersection sight distances from the site driveway on Route 25 (Main Street) as shown on the referenced plan.

4. That all utility relocations in the state highway right-of-way be at no cost to the state and in accordance with "A Policy on the Accommodations of Utilities on Highway Rights-of-Way."

5. That signs and pavement markings on Route 25 (Main Street) and the site drive be installed by the applicant in conformance with the referenced plan, and in accordance with the "Manual on Uniform Traffic Control Devices."

6. That all roadway and drainage improvements within the State's Right-of-Way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.

By _____
Division of Traffic Engineering
Bureau of Engineering and Highway Operations

7. That the applicant be responsible for the installation of illumination at the site driveway's intersection with Route 25 (Main Street). The owner shall be responsible for the cost of the electricity to operate the illumination.

8. That approach grades of the driveways along Route 25 (Main Street) affected by the roadway widenings to be undertaken by the applicant, meet Department standards for intersecting streets or not be increased.

9. That prior to certificate issuance, the applicant post and maintain a bond in the amount of $25,000 to cover the costs of satisfying the conditions of this report. Upon submission of final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.

10. That within sixty (60) days of the issuance of the Certificate, a copy thereof, together with this report, be recorded on the municipal land records in accordance with the attached procedure.

11. That the State Traffic Commission reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Kyle Bridgefarmer, the applicant, concurred with the above recommendations on December 12, 1997.

Chief Theodore J. Ambrosini, representative for the Trumbull Board of Police Commissioners, concurred with the above recommendations on December 12, 1997.

Report of Findings
Town of Fairfield
LCOR Senior Housing
STC No. 144-9709-01

The site is located on the south side of Route 25 (Main Street) just west of Route 111 (Monroe Turnpike) in the Town of Trumbull.

Site Generated Traffic:

A.M. Peak Hour			
	Roadway	3 In	3 Out
	Site	26 In	4 Out
P.M. Peak Hour			
	Roadway	5 In	5 Out
	Site	15 In	26 Out

Background Traffic:

Route 25 in the vicinity of the site had a 1995 ADT of 25,000. The generated and background volumes submitted for this development have been reviewed and accepted by the Bureau of Policy and Planning.

Accident Experience:

The accident experience for the three-year period October 1, 1993 to September 30, 1996 indicated no accidents in the vicinity of this development.

Conclusion:

Due to the heavy volume of opposing through traffic, and the anticipated presence of (less aggressive) elderly drivers waiting to turn left into the site, minor widening for bypass of westbound left-turning vehicles will be provided.

The proposed development and roadway improvements are acceptable to the Town of Trumbull and the Department.

STATE OF CONNECTICUT
STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Phone: (860) 594-3020

MEMBERS
Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

CERTIFICATE NO. 1611

STC NO. 144-0401-01

APPROVED July 20, 2004

EXPIRES July 19, 2006

ISSUED TO: Toll CT II, LP
53 Church Hill Road
Newtown, CT 06470

FOR: Regency Meadows at Trumbull
Route 25
Town of Trumbull

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised, and the Regulations of the State Traffic Commission.

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan(s). Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE TWO (2) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

for James M. Gaughan
Robbin L. Cabelus
Executive Director

August 23, 2004
Date

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TRA-10 REV 1/97

Report By: AC Date: 07/04 Checked By: GMG Date: 07/04 See Previous STC Report No.	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION** **Town of Trumbull**	STC No: 144-0401-01 Loc. No: Approved By STC Date: JUL 20 2004
Requested By: Mr. Michael A. Galante Frederick P. Clark Associates, Inc. How Requested: Certificate Application Date: June 10, 2004	Location: Regency Meadows at Trumbull Route 25 (Main Street)	Robbin L. Cabelus EXECUTIVE DIRECTOR

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to Toll CT II, Limited Partnership for Regency Meadows at Trumbull, a 49 dwelling unit housing development with 225 parking spaces, located on Route 25 in the Town of Trumbull, stating that the operation thereof will not imperil the safety of the public based on the following conditions:

The requirements refer to the plans prepared by Spath-Bjorklund Associates, Inc. entitled and dated as follows:

A. "Regency Meadows at Trumbull, Site Plan, Main Street (CT Route 25), Trumbull, Connecticut" Sheet S-1, dated February 24, 2004, last revised July 12, 2004.

B. "Regency Meadows at Trumbull, Site Plan, Main Street (CT Route 25), Trumbull, Connecticut" Sheet S-2, dated June 30, 2004, last revised July 12, 2004.

C. "Regency Meadows at Trumbull, Sightline Plan, Main Street (CT Route 25), Trumbull, Connecticut" Sheet SL-1, dated May 4, 2004, last revised July 12, 2004.

1. That the existing site driveway on Route 25 reflect the geometrics and signing as shown on the referenced plans.

2. That all roadway and drainage improvements within the State's right-of-way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.

3. That signs and pavement markings on Regency Circle be installed by the applicant in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices" latest edition. The applicant will be responsible to maintain signs and pavement markings on Regency Circle.

4. That any cutting, removal or pruning of trees, shrubbery or vegetation situated partially or wholly within the limits of the State highway right-of-way be in accordance with Department of Transportation Regulations.

By _____
Division of Traffic Engineering
Bureau of Engineering and Highway Operations

5. That the owner provide and maintain intersection sight distances from the site driveway on Route 25 as shown on the referenced plans.

6. That the applicant grant an easement along the site frontage, for highway purposes, to the state, at no cost, as indicated on the referenced plans. Right-of-Way File No. 144-000-73.

7. That prior to certificate issuance, the applicant post and maintain a bond in the amount of $10,000 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.

8. That an encroachment permit be obtained from the Department of Transportation's District 3 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

9. That prior to the issuance of a Certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance.

10. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Michael A. Galante, the applicant's authorized representative, concurred with the above recommendations on July 13, 2004.

Commissioner Mary Moran, speaking on behalf of the Legal Traffic Authority for the Town of Trumbull, was not able to provide a disposition on the Traffic Investigation Report. The report is expected to be discussed at the next Board of Police Commissioners meeting scheduled for July 26, 2004.

Report of Findings
Town of Trumbull
Route 25 (Main Street)
Regency Meadows at Trumbull
Traffic Investigation Report No. 144-0401-01

Site Description:

Regency Meadows is a 37 unit, age restricted residential development located on the east side of Route 25, just south of Tashua Road. Under the encroachment permit process, a Route 25 southbound bypass area was required and constructed. The developer acquired additional property just north of the development and plans to build 12 additional units. This puts the development over the threshold of 100,000 square feet, which requires State Traffic Commission approval. Access to the site will be from the existing stop controlled drive on Route 25. The residential development will have a total of 134,000 square feet of floor area with 225 parking spaces.

The development has received planning and zoning approval from the Town of Trumbull.

Site Generated Traffic:

The entire residential development is expected to generate 11 trips (2 entering, 9 exiting) during the a.m. peak hour and 20 trips (11 entering, 9 exiting) during the p.m. peak hour.

The Department's Bureau of Policy and Planning has approved the submitted traffic volumes.

Accident Experience:

Between October 1, 2000 and September 30, 2003, five accidents occurred along the site frontage. The types of accidents included: two turning movement intersect, one moving object, one rear-end and one sideswipe opposite direction.

Proposed Projects by the Department of Transportation:

Project No. 144-181, which includes the installation of a traffic signal at Route 25 at Tashua Road and associated roadway work, is currently in the design phase. Based on present schedules, construction is expected to be completed in the Fall of 2006.

Department of Transportation's Observations and Concerns:

Additional right-of-way along the site's frontage was requested due to the roadway widening on Route 25. Due to local land density requirements by the town, the developer was unable to deed property to the State. An easement in lieu of a deed for highway purposes will be required as part of this certificate. No additional off-site improvements above and beyond what was constructed during the encroachment permit process is required to accommodate the new traffic.

TRA – 10 REV 4/15

Report by: K. Lussier Date: 11/15 Checked by: F. Kulakowski Date: 11/15 Recommended by:	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE OFFICE OF THE STATE TRAFFIC ADMINISTRATION**	OSTA No: 173-1309-01 Loc No. N/A Approved by OSTA Date: 12.22.15
See Previous Traffic Investigation Report No: 173-0512-01 and 173-0208-01	**Towns of Monroe and Trumbull**	
Requested by: Solli Engineering, LLC How Requested: Certificate Application Date: August 3, 2015	Location: Victoria Place Route 25 (Main Street)	David A. Sall Executive Director

Recommendations:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the Office of the State Traffic Administration (OSTA) issue a certificate to Kimball Land Holdings, LLC & Kimball Development, LLC and Victoria Drive Associates, LLC for the change in use of Victoria Place (formerly Canterbury Square) to 173,942 square-feet of retail space, 100,000 square-feet of warehouse space, 40,000 square-feet of office space, 12,365 square-feet of recreation space, and 10,000 square-feet of daycare space, for a total 336,307 square-foot gross floor area mixed-use development with 1,033 parking spaces, located at 2, 5, 7 and 10 Victoria Drive in the Town of Monroe stating that the operation thereof will not imperil the safety of the public based on the following conditions.

These conditions are based on and refer to the following plans prepared by Solli Engineering:

A. "OSTA Overall Site Plan," Sheet # Figure 8, dated September 10, 2013 and last revised October 30, 2015.

B. "Off-Site Improvement Plan," Sheet # 4.11, dated November 13, 2013 and last revised October 30, 2015.

1. That the site driveway on Route 25 (Main Street) be reconstructed in substantial conformance with the referenced plans.

2. That the right-turn lane on the site driveway (Victoria Drive) approach to Route 25 (Main Street) be extended in substantial conformance with the referenced plans.

3. That Route 25 (Main Street) be widened in substantial conformance with the referenced plans.

4. That approach grades of the driveways and Town roads along Route 25 (Main Street) affected by the roadway widenings noted in this report meet Department of Transportation's standards for intersecting streets or not be increased.

5. That all roadway and drainage improvements within the State highway right-of-way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.

6. That the guide rail affected by improvements noted in Condition 3 be revised in a manner satisfactory to the Department of Transportation's District 3 Office. The revisions may include, but are not limited to, the replacement and relocation of the guide rail to conform with current Department of Transportation design standards, regrading, and installation of appropriate end treatments.

7. That Route 25 (Main Street) be overlaid within the limits of the widening. The extent of the overlay is to be determined by the Department of Transportation's District 3 Office.

8. That all conflicting pavement markings in the area of roadway work be eradicated to the satisfaction of the Department of Transportation.

9. That intersection sight distances be provided and maintained from the site driveway (Victoria Drive) on Route 25 (Main Street) as shown on the referenced plans.

10. That the intersectional sight distances of the driveways and Town roads along Route 25 (Main Street) affected by the roadway widening noted in this report, meet Department of Transportation standards for intersecting streets or not be diminished.

11. That the traffic signal be revised on Route 25 (Main Street) at the site driveway (Victoria Drive).

12. That the owner of Victoria Place (Kimball Land Holdings, LLC & Kimball Development, LLC, 1428 Monroe Turnpike, Monroe, CT 06468) shall continue to be responsible for extraordinary maintenance of the existing traffic signal located on Route 25 at the site driveway (Victoria Drive). Extraordinary maintenance responsibility is considered to be major component replacement/repair due to normal wear, damage due to accidents, vandalism, or acts of nature and any other maintenance activity and/or repair costing more than $500 and shall also include maintaining the pavement on the site driveway to sufficiently support loop detection if applicable. When ordinary maintenance and/or repair costs exceed $500, the Department of Transportation shall perform the work and bill the owner of Victoria Place (Kimball Land Holdings, LLC & Kimball Development, LLC, 1428 Monroe Turnpike, Monroe, CT 06468) for all actual costs.

13. That prior to the issuance of an encroachment permit, an easement be granted to the State, at no cost, to place and maintain traffic signal appurtenances on site property at the intersection of Route 25 (Main Street) at the site driveway (Victoria Drive). Rights of Way File No. 84-000-97.

14. That the following traffic signals be revised to install emergency vehicle pre-emption:

    a. Route 25 at Spring Hill Road and Tashua Road in the Town of Trumbull
    b. Route 25 at Route 111 in the Town of Trumbull

15. That signs and pavement markings on the site driveway be installed and maintained in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

16. That all pavement markings installed on State roads be of epoxy material, or of a material as directed by the Department of Transportation.

17. That signs and pavement markings on Route 25 (Main Street) be installed in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

18. That all utility relocations in the State highway right-of-way be at no cost to the State and in accordance with the "Utility Accommodation Manual."

19. That prior to the issuance of a certificate, property be secured for highway purposes, for the State, at no cost, from the owner(s) of the 10 Main Street and 36 Main Street parcels as indicated on the referenced plans. Rights of Way File No. 84-000-98.

20. That prior to the issuance of an encroachment permit, property be deeded along the site frontage for highway purposes, to the State, at no cost, as indicated on the referenced plans. Rights of Way File No. 84-000-97.

21. That future internal connections between the site property and adjacent properties be allowed and not precluded subject to agreement between the property owners, and that no future access to the site property from any adjacent properties be established without review and/or approval of the OSTA.

22. That an encroachment permit be obtained from the Department of Transportation's District 3 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

23. That prior to the issuance of a certificate, a bond be posted and maintained in the amount of $661,000 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.

24. That prior to the issuance of a certificate, a bond be posted and maintained with the Town of Monroe to cover the costs of the work required on Victoria Drive.

25. That prior to the issuance of a certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance and prior to the issuance of an encroachment permit.

26. That an application for a certificate of occupancy for any portion of this land use change area not be submitted to the Town of Monroe until all the conditions of this report have been completed or subsequent OSTA approval allows otherwise.

27. That the OSTA reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

28. That upon satisfaction of Condition 25, construction and occupancy of the land use change on the 5 Victoria Drive parcel consisting of 12,365 square feet of recreation space be allowed without full compliance with the remainder of the conditions of this report.

Mr. Kevin M. Solli, the applicant's authorized representative, concurred with the above recommendations on December 14, 2015.

Chief John L. Salvatore, representative for the Local Traffic Authority for the Town of Monroe, concurred with the above recommendations on November 23, 2015.

Chief Michael Lombardo, representative for the Local Traffic Authority for the Town of Trumbull, was informed of the conditions of this report on November 23, 2015.

Report of Findings
Victoria Place
Towns of Monroe and Trumbull
Traffic Investigation Report No. 173-1309-01

Site Description:

Canterbury Square was initially approved by the Office of the State Traffic Administration (OSTA) on September 16, 2003 (TIR No. 173-0208-01) for 360,100 square feet of mixed use development consisting of office and retail space, a daycare and a health club with 1,405 parking spaces. The development is located on the east side of Route 25 (Main Street) in the Town of Monroe just north of the Trumbull town line. Access to the site was proposed via a signalized driveway on Route 25 south of Crescent Place with a gravel emergency access road onto East Dale Drive. Certificate No. 1601 was issued to the developer on April 23, 2004.

On March 21, 2006, Traffic Investigation Report No. 173-0512-01 was approved to revise the make-up of the development to a 355,000 square-foot mixed-use development consisting of 220,000 square feet of office space, 100,000 square feet of warehouse space, 13,000 square feet of retail space, a 10,000 square foot daycare facility, and an evergreen/plant nursery with a 12,000 square foot building and a total of 1,019 parking spaces. Certificate No. 1601-A was issued to the developer on April 17, 2006.

Currently, only 40,000 square feet of office space has been constructed along with the 100,000 square foot warehouse and 12,000 square foot nursery. The required roadway improvements have been completed.

At this time, the applicant proposes to replace 180,000 square feet of previously approved office space with 160,942 square feet of retail space. Also, the 12,000 square feet of nursery space will be replaced with 12,365 square feet of recreation space. An additional 14 parking spaces will be provided. This will bring the total square footage of the site to 173,942 square feet of retail space, 100,000 square feet of warehouse space, 40,000 square feet of office space, 12,365 square feet of recreation space, and 10,000 square feet of daycare space with 1,033 parking spaces. The new name of the development will be Victoria Place. The applicant also requested that the 12,365 square foot recreation space be allowed to open without full compliance with the conditions of this report.

Site Generated Traffic:

It is anticipated that the proposed development will generate the following new trips:

	In	Out
PM Peak Hour	190	20
SAT Peak Hour	336	323

The Bureau of Policy and Planning has reviewed and approved the submitted volumes.

Report of Findings
Victoria Place
Towns of Monroe and Trumbull
Traffic Investigation Report No. 173-1309-01

Crash History:

A review of the Department's latest available three-year crash data from January 1, 2012 to December 31, 2014 did not reveal any significant crash patterns at the signalized intersections of Route 25 at Victoria Drive and Route 25 at Spring Hill Road and Tashua Road.

Proposed improvements by the Applicant:

To offset the new trips associated with the development, the applicant proposes to widen Route 25 to provide an additional northbound Route 25 through lane at Victoria Drive with 350 feet of storage and 300 feet of carry through distance. The existing traffic signal on Route 25 at Victoria Drive will be revised to accommodate the roadway widening.

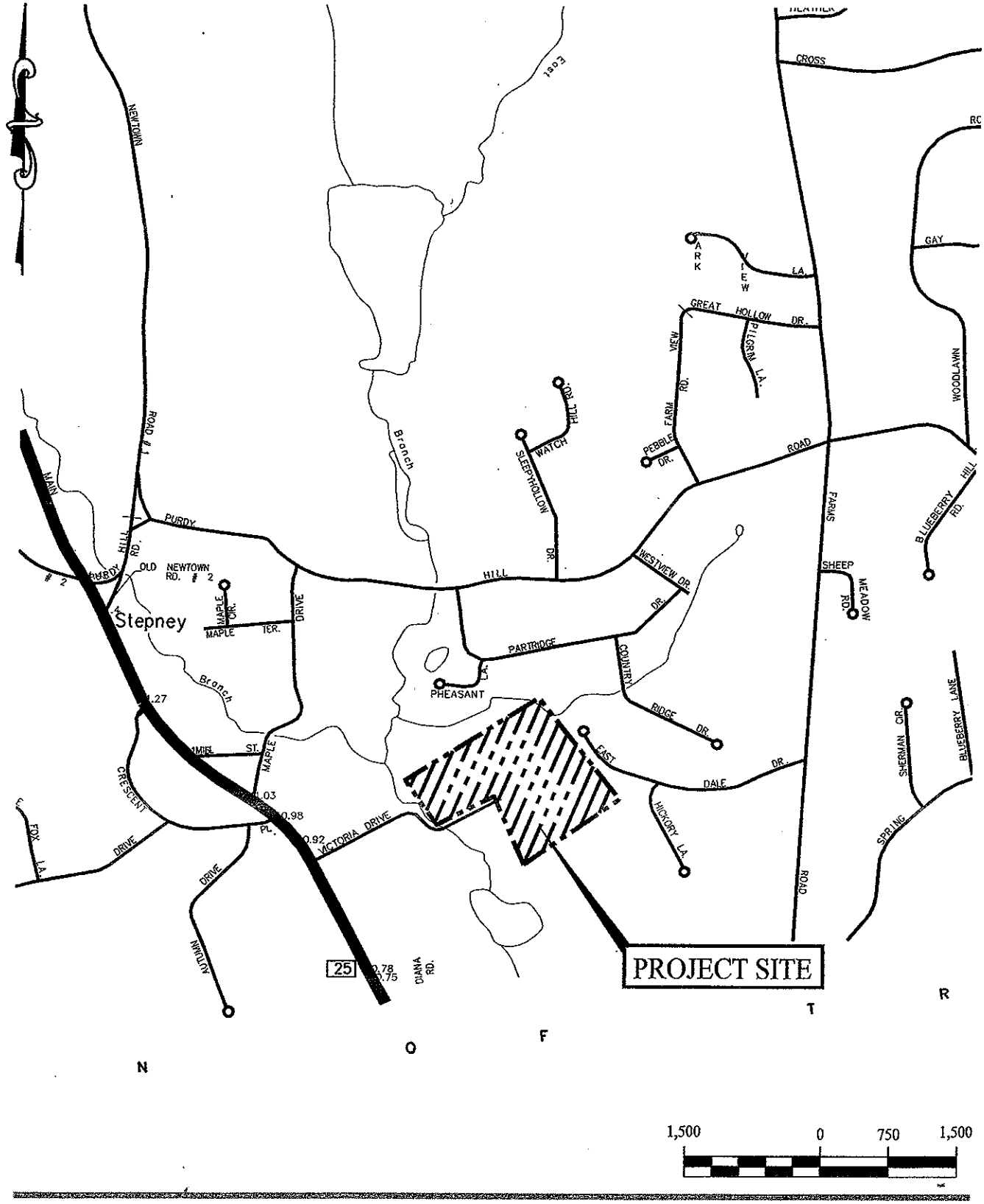
The applicant proposes to install emergency vehicle pre-emption equipment at the intersections of Route 25 at Spring Hill Road and Tashua Road, and Route 25 at Route 111 as a result of the Town of Trumbull's concern with the projected increase of traffic volumes on Route 25 associated with the proposed development.

Department of Transportation review Comments:

In an April 28, 2014 letter to OSTA, the Town of Trumbull expressed concerns regarding increasing the cycle length at the intersection of Route 25 at Spring Hill Road and Tashua Road and recommended the provision of coordinated operation with the adjacent traffic signals to the north and south. On August 18, 2015, the Department revised the traffic signal timings and phasing to help improve traffic operations at the intersection of Route 25 at Spring Hill Road and Tashua Road. Also, it is the Department's position that when traffic signals are located over ¼ mile apart, coordination is not beneficial due to the dispersement of the platoon over the distance traveled.

Conclusion:

The proposed development is acceptable to the Department local authorities and there are no unresolved issues.



SOLLI ENGINEERING
523 Pepper Street, Monroe, CT 06468
T: (203) 880-5455 F: (203) 445-9560

PROPOSED RETAIL
SITE LOCATION MAP

VICTORIA DRIVE
MONROE, CONNECTICUT

Project #:	FIGURE 1
Plan Date:	1201501
Scale:	06/18/13
Figure:	1"=1,500'

STATE OF CONNECTICUT
OFFICE OF THE STATE TRAFFIC ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Phone: (860) 594-3020

December 30, 2015

Mr. Mark Christo
Victoria Drive Associates, LLC
26 Arrowhead Drive
Monroe, CT 06468

Mr. John Kimball
Kimball Land Holdings, LLC
Kimball Development, LLC
1428 Monroe Turnpike
Monroe, CT 06468

Gentlemen:

Subject: Towns of Monroe and Trumbull
Victoria Place (Formerly Canterbury Square) Land Use Change
(Walmart and 5 Victoria Drive Parcel)

This letter is a follow up to the December 28, 2015, which did not include both owners. Enclosed is a copy of Traffic Investigation Report No. 173-1309-01, approved on December 22, 2015, detailing conditions for the issuance of a Certificate.

Except as noted in Condition 28 of the Traffic Investigation Report, a building/foundation permit cannot be obtained from the Town until a Certificate is issued.

A Certificate will not be issued by this office until:

1. The Traffic Investigation Report has been recorded on the municipal land records in accordance with Condition No. 25 **and this office has been provided with evidence of recording (i.e., copy of recorded reports);**

2. A bond, sufficient to cover the full cost of implementing the required improvements, has been posted with the Department of Transportation District 3 Office (Attn: Mr. Michael J. Kanios) at 140 Pond Lily Avenue, New Haven, CT 06515, (203) 389-3010, as noted in Condition No. 23 **and this office has been so notified, in writing, by the District Office;**

3. A bond, sufficient to cover the full cost of implementing the required improvements on Victoria Drive, has been posted with the Town of Monroe, as noted in Condition No. 24, **and this office has been so notified, in writing, by the Town;** and

4. Property has been secured for the state, for highway purposes, from the owners of the 10 Main Street and 36 Main Street parcels as noted in Condition No. 19, **and this office has been so advised, in writing, by the Department's Office of Rights of Way.**

Upon satisfaction of Condition 28, this office would have no objection to the construction and occupancy of the land use change on the 5 Victoria Drive parcel limited to the land use, square footage, and parking spaces for the parcel noted in the traffic investigation report and associated plans.

Additionally, an encroachment permit must be obtained from the District Office prior to performing any work within the state highway right-of-way. **An encroachment permit will not be issued until the certificate has been issued and filed on the municipal land records in accordance with the attached procedure, the easements/property noted in Condition Nos. 13 and 20 have been secured/granted, and detailed construction plans have been reviewed and approved by the District Office.** Enclosed is the Procedure for Transferring Property and/or Easements to the State of Connecticut to satisfy Condition Nos. 13, 19, and 20. The approval will expire on December 22, 2018, unless all the requirements are satisfied.

Sincerely,

David A. Sawicki
Executive Director
Office of the State Traffic Administration

Enclosures

Copy to: Chief John L. Salvatore – admin@monroectpolice.com
Chief Michael Lombardo – mlombardo@trumbull-ct.gov
Mr. James Sandor – jsandor@monroect.org – Please confirm Certificate issuance and/or Condition 28 completion with OSTA
Mr. Graham Bisset – gbisset@trumbull-ct.gov
Planning and Zoning – Monroe – Hard copy
Planning and Zoning – Trumbull – Hard copy
Mr. Kevin M. Solli, P.E. – kevin@sollillc.com
Ms. Collene Byrne – collene@sollillc.com
Mr. Brian Bidolli – bbidolli@gbrct.org

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

December 27, 2018

Ms. Collene Byrne
Solli Engineering
501 Main Street, Suite 2A
Monroe, CT 06468

OSTA #173-1808-01

Dear Ms. Byrne:

Subject: Town of MonroeTrumbull
Previously Issued: Certificate 1601 Series
Current Proposal: Victoria Place-Land Use Change (Pozzotive Manufacturing Facility)
Street Address: 10 Victoria Drive
Current Owner: Kimball Land Holdings, LLC
Administrative Decision No. 569

A review of your August 15, 2018 request for an Administrative Decision regarding the subject land use change not previously considered under the Certificate 1601 series, including the latest follow-up information received on December 11, 2018, has been completed.

It was determined that the proposed change in use from 173,942 square feet of retail space to 68,761 square feet of manufacturing space with a reduction of 574 parking spaces will not substantially affect state highway traffic operations in the area. Chief John L. Salvatore, the Local Traffic Authority representative for the Town of Monroe, concurred with these findings on October 17, 2018. Consequently, on December 27, 2018, an Administrative Decision was rendered that formal action by the Office of the State Traffic Administration under Section 14-311 of the General Statutes of Connecticut regarding the proposed land use change is not required. The decision was based, in part, on the enclosed plans prepared by Solli Engineering, LLC titled and dated as follows:

A. "OSTA Certifiable Area Map", subtitled "Pozzotive Manufacturing Facility; 10 Victoria Drive; Monroe, Connecticut", Sheet # Figure 7, dated November 5, 2018.
B. "Roadway Improvement Plan", subtitled "Pozzotive Manufacturing Facility; 10 Victoria Drive; Monroe, Connecticut", Sheet # 4.11, dated November 5, 2018 and revised November 30, 2018.

The decision shall not be effective unless/until:

1. **A copy of this letter has been filed on the municipal land records, in accordance with the enclosed procedures, and this office has received a copy of the recorded letter, and**
2. **An encroachment permit bond in the amount of $10,000 is posted and maintained with the Department's District 3 Office at 140 Pond Lily Avenue, New Haven, CT 06515 (Attn: Mr. Paul Holmes, (203) 389-3010), for the Victoria Drive radius revisions in substantial conformance with the enclosed plans, and this office has been so notified, in writing, by the District Office. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.**

Upon satisfaction of the above, this office would have no objection to the issuance of any building or foundation permits associated with the land use change. **However, by copy of this letter, the Town of Monroe is being advised that unless this office allows otherwise, a certificate of occupancy for the land use change shall not be allowed until the encroachment permit work associated with the Victoria Drive radius revisions has been completed. The decision shall supersede/nullify Certificate 1601-B (Traffic Investigation Report No. 171-1309-01) issued for a different development plan on the same parcel.**

Subsequent to the land use change, the allowable overall development within the OSTA certifiable area will consist of 40,000 square feet of office building space, 13,000 square feet of retail building space, 10,000 square feet of day care building space, 12,365 square feet of recreation space, 100,000 square feet of warehouse building space, and 68,761 square feet of manufacturing space for a total development of 244,126 square feet of mixed-use building space with 459 parking spaces. Any future expansion or proposed land use changes shall only be allowed subject to review by this office and, if necessary, formal OSTA action.

Sincerely,

James M. Gurcynski

for David A. Sawicki
Executive Director
Office of the State Traffic Administration

Enclosures

Copy to: Chief John L. Salvatore – admin@monroectpolice.com - plan attached
James Sandor – jsandor@monroect.org - plan attached
Mr. John Kimball – john@kimballllc.com – plan attached
Ms. Collene Byrne – collene@sollillc.com – original to be mailed

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

CERTIFICATE NO. 832 A

STC NO. 084 0807 01

APPROVED 10/21/2008

EXPIRES 10/20/2010

ISSUED TO: Tartaglia-Salce, LLC #1
477 Main Street
Monroe, CT 06468

FOR: Clocktower Square Expansion
Route 25
Town of Monroe

Pursuant to Section 14-311 of the General Statutes
of Connecticut, as revised, and the Regulations
of the State Traffic Commission.

The property owner(s) and such owner's/owners' heirs, successors in interest or assigns are hereby ordered to comply with the conditions and requirements as set forth in the attached report(s) and plan(s), which are incorporated herein. Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

OPERATION OF THE DEVELOPMENT OR ANY PORTION THEREOF SHALL NOT BE ALLOWED UNTIL SUCH TIME AS THE PROPERTY OWNER(S) AND SUCH OWNER'S/OWNERS' HEIRS, SUCCESSORS IN INTEREST OR ASSIGNS HAS/HAVE COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE TWO (2) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

David A. Sawicki
Acting Executive Director

Date: June 23, 2009

TRA – 10 REV 1/08

Report by: ELB Date: 10/08 Checked by: FLK Date: 10/08 Recommended by:	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION**	STC No: 084-0807-01 Loc No. 084-212 Approved by STC
See Previous Traffic Investigation Report No: 084-8801-02 and 084-8904-01		Date: OCT 2 1 2008
Requested by: Mr. Michael A. Galante How Requested: Certificate Application Date: August 28, 2008	**Town of Monroe** Location: Clocktower Square Expansion Route 25 (Main Street)	Robbin L. Cabelus EXECUTIVE DIRECTOR

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to Tartaglia – Salce LLC #1 for the 2,574 square-foot expansion of Clocktower Square, for a total 75,340 square-foot gross floor area mixed use development consisting of 43,848 square feet of general retail, 13,633 square feet of office space, 5,995 square feet of restaurant, a 9,290 square foot daycare center and a 2,574 square foot bank with 403 parking spaces, located on the west side of Route 25 (Main Street) in the Town of Monroe, stating that the operation thereof will not imperil the safety of the public based on the following conditions.

This recommendation is referenced to the plan prepared by Spath-Bjorklund Associates, Inc entitled: "Clocktower Square, Layout Plan prepared for Tartaglia/Salce LLC 1, Main Street (CT Route 25) & Stanley Road, Monroe, Connecticut," Sheet 1/1, dated July 21, 2008 and last revised October 8, 2008.

1. That Condition Nos. 2 and 7 of Traffic Investigation Report (TIR) No. 084-8801-02 be rescinded. All of the other conditions of TIR No. 084-8801-02 remain in effect.

2. That the site driveway on Stanley Road be reconstructed in substantial conformance with the referenced plan.

3. That all work on roadways that are owned and maintained by the Town of Monroe be performed in conformance with the standards and specifications of the Town.

4. That the intersection sight distance be provided and maintained from the site driveway on Stanley Road as shown on the referenced plan.

5. That intersection sight distances be maintained from the site driveway on Route 25 as shown on the referenced plan.

6. That signs on Route 25 be installed in substantial conformance with the referenced plan, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

7. That signs and pavement markings on the site drives be installed and maintained in substantial conformance with the referenced plan, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

8. That an encroachment permit be obtained from the Department of Transportation's District 3 Office prior to performing any work within the State highway right-of-way. The permits forms must include the applicable detailed construction plans.

9. That prior to the issuance of a Certificate, a bond be posted and maintained in the amount of $10,000.00 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.

10. That prior to the issuance of a Certificate, a copy of this report, together with Certificate No. 832 previously issued May 17, 1988 with Traffic Investigation Report No. 084-8801-02, be recorded on the municipal land records in accordance with the attached procedure. A copy of the new Certificate shall be recorded on the land records upon issuance.

11. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Michael A. Galante, the applicant's authorized representative, concurred with the above recommendations on October 14, 2008.

Chief John L. Salvatore, representative for the Local Traffic Authority for the Town of Monroe, concurred with the above recommendations on October 14, 2008.

Report of Findings
Town of Monroe
Clocktower Square Expansion
Route 25 (Main Street)
Traffic Investigation Report No. 084-0807-01

Site Description:

Clocktower Square (formerly named Stepney Shopping Center) is located on the west side of Route 25 (Main Street) just south of Stanley Road. On May 17, 1988, Certificate No. 832 was issued for a 69,500 square-foot shopping center with 55,000 square feet of retail space, 13,600 square feet of office space and a 1,200 square foot restaurant with 542 parking spaces. Currently, the shopping center consists of 43,848 square feet of retail space, 13,633 square feet of office space, 5,995 square feet of restaurant and a 9,290 square foot daycare center totaling 72,766 square feet. The developer has received local approval to construct a bank which will add 2,574 square feet to the shopping center for an overall total of 75,340 square feet with 403 parking spaces.

There are two existing site drives for Clocktower Square. The main full access drive, which is signalized, is located on Route 25. It is proposed that the unsignalized Stanley Road site drive be reconstructed to allow right-turn only egress. This site drive is located within the section of Stanley Road between Freedman Lane and Route 25 which provides a one-lane, one-way eastbound roadway to Route 25.

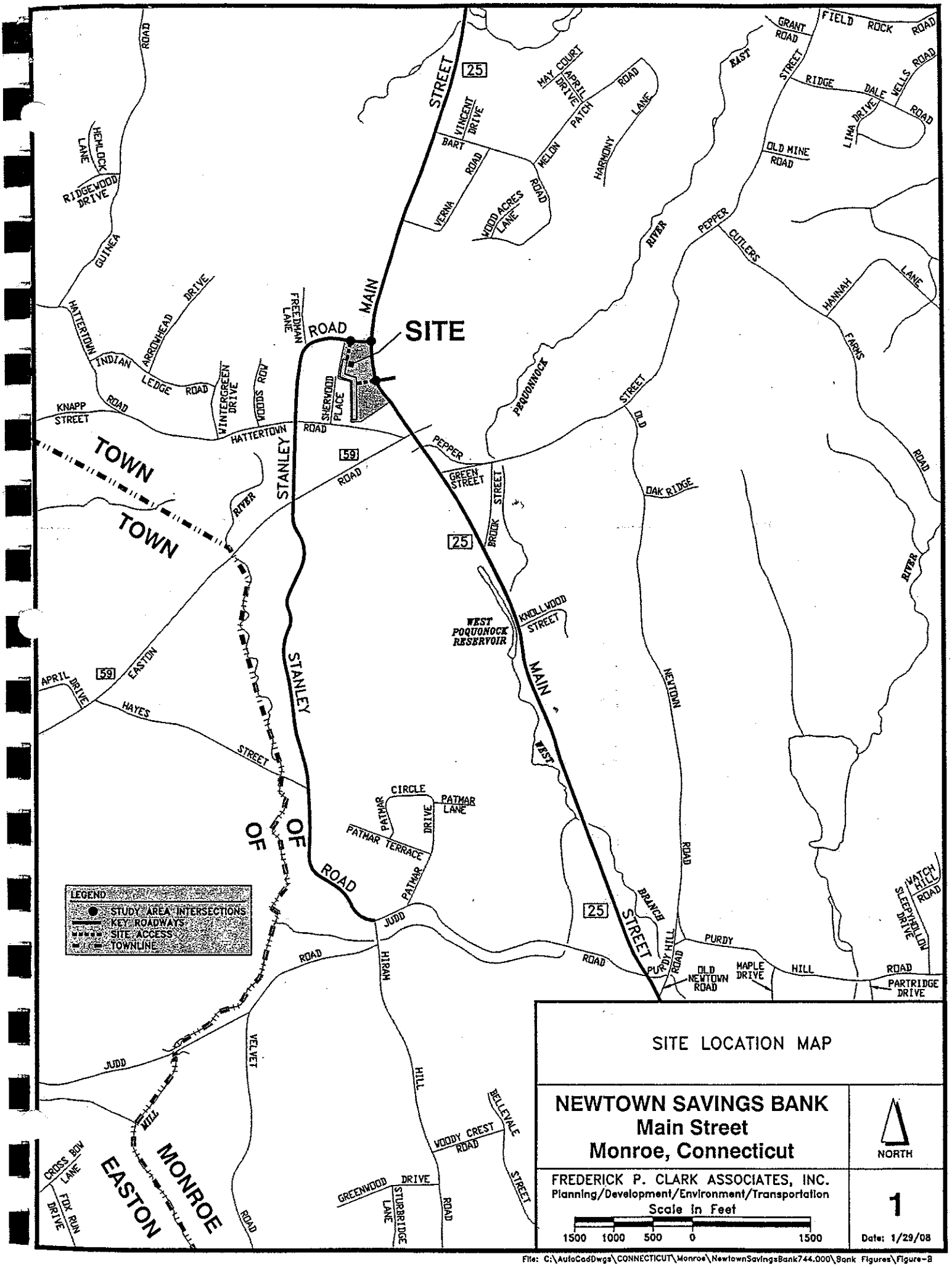
It is recommended that condition Nos. 2 and 7 from Traffic Investigation Report No. 084-8801-02 be rescinded. Condition No. 2 referred to intersection sight distance requirements which have since been superseded based on the current Department's Highway Design Manual. Condition No. 7 referred to the Stanley Road site driveway allowing two-way movements. This report will provide for one-way egress movement onto Stanley Road.

Site Generated Traffic:

The 2007 ADT along Route 25 north and south of the development was 23,000 and 20,600 vehicles, respectively. The proposed expansion is expected to generate 25 trips (14 entering, 11 exiting) during the morning peak hour, 95 trips (48 entering, 47 exiting) during the afternoon peak hour and 77 trips (39 entering, 38 exiting) during the Saturday midday peak hour. The entire development is expected to generate 146 trips (91 entering, 55 exiting) during the morning peak hour, 296 trips (152 entering, 144 exiting) during the afternoon peak hour, and 355 trips (189 entering, 166 exiting) during the Saturday midday peak hour. The volumes submitted for the proposed development have been reviewed and approved by the Bureau of Policy and Planning.

Conclusion:

The proposed development is acceptable to the Town of Monroe and the Department. The proposed development's generated traffic is not anticipated to have a significant impact on the highway system.



SITE LOCATION MAP

NEWTOWN SAVINGS BANK
Main Street
Monroe, Connecticut

NORTH

FREDERICK P. CLARK ASSOCIATES, INC.
Planning/Development/Environment/Transportation
Scale in Feet
1500 1000 500 0 1500

1

Date: 1/29/08

File: C:\AutoCadDwgs\CONNECTICUT\Monroe\NewtownSavingsBank744.000\Bank Figures\Figure-B

* see letter from Kasper 5/9/85.

STATE OF CONNECTICUT

TRAFFIC COMMISSION
Department of Transportation
24 Wolcott Hill Road • P.O. Drawer A
Wethersfield, Connecticut 06109

MEMBERS
Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

ISSUED July 24, 1984

CERTIFICATE NO. 462

ISSUED TO Robert ~~Mitchell~~ J. Rosenfeld*
P.O. Box 409
877 Post Road East
Westport, CT 06880

FOR Riverview Office Development
Monroe Turnpike (Route 111)
Trumbull, CT
pursuant to Section 14-311 of the General Statutes of Connecticut, as revised and the Regulations of the State Traffic Commission

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan. Failure to comply with all conditions and the requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE SHALL EXPIRE ONE (1) YEAR FROM THE DATE ISSUED UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

J.WILLIAM BURNS
CHAIRMAN

William W. Stoeckert
Executive Secretary

TRA-10 REV 2 82

Report By DSN Date 7/84

Checked By RJH Date 7/84

-Completion Dates-

Signals _____ Signs _____

Markings _____

S.T.C. Notified _____

Memo No. _____

See Previous S.T.C. Report No. _____

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION

TOWN Trumbull

LOCATION
Riverview Office Development
Route 111 (Monroe Tnpke)

REQUESTED BY
Kasper Associates

HOW REQUESTED Cert. App.

DATE _____

S.T.C. No. 144-8308-01

Loc. No. _____

Date to S.T.C. _____

Received By S.T.C.

Date JUL 23 1984

Approved By S.T.C.

Date JUL 24 1984

William Cutherland
Executive Secretary

Recommendations

In accordance with Section 14-311 of the General Statutes of the State of Connecticut as revised and as directed by the State Traffic Commission (STC), it is recommended that a certificate be issued to Mitchell J. Rosenfeld for the Riverview Office Development located on Route 111 (Monroe Turnpike) stating that the operation thereof will not imperil the safety of the public based on the following conditions:

1. That the access drive be located and constructed as shown on the developer's plans by Kasper Associates, entitled "Riverview Office Development - Roadway Construction Plan", sheets 1 and 2 of 15 revised February 16, 1984 and "Traffic Plan", sheets 4 and 5 of 15 revised February 16, 1984.

2. That the sightlines from the drive be provided and maintained as shown on the "Traffic Plan" sheets 4 and 5 of 15 revised February 16, 1984.

3. That Route 111 in the vicinity of the site drive be widened and constructed as shown on the developer's "Roadway Construction Plan" sheets 1 and 2 of 15 revised February 16, 1984 and the developer's "Traffic Plan" sheets 4 and 5 of 15 revised February 16, 1984.

BY _____

DIVISION OF TRAFFIC
BUREAU OF HIGHWAYS

4. That the intersection of Route 111 and Route 25 be widened and constructed as shown on the developer's "Roadway Construction Plan" sheet 3 of 15 revised February 16, 1984 and the "Traffic Plan" sheet 6 of 15 revised February 16, 1984; also, that a radius improvement be provided in the northeast quadrant of this intersection so as to accommodate a WB-50 design vehicle. A minor widening is also to be accomplished in the southwest quadrant of the intersection so as to provide proper alignment of southbound Route 111 through traffic. Plans are to be submitted to the Division of Traffic depicting these items for approval prior to application for a permit.

5. That Route 111 will be reconstructed by lowering the vertical crest in the area north of the site drive in order to provide a minimum sight distance of 475' to a stopped vehicle. This distance is to be measured at driver's height of eye to the roof of a stopped vehicle.

6. That the intersection of Route 111 and the site drive be signalized. A subsequent STC report will be prepared for the signal.

7. That a traffic signal actuated flashing sign "When Flashing Stop Ahead" be provided for southbound Route 111 traffic in advance of the site drive. The location of the sign is to be shown on the traffic signal plan for the intersection of Route 111 and the site drive.

8. That roadway illumination be provided for Route 111 in the area of the vertical crest north of the site. The illumination is to include the intersection of the site drive and extended northerly along Route 111 to approximately Sta. 16+0.

9. That the traffic signal at the intersection of Route 111 and Route 25 be revised to accommodate the proposed lane arrangement and sequence and timing, including a northbound Route 25 right-turn overlap during the Route 111 left-turn phase.

10. That all utility pole relocations be accomplished in accordance with DOT standards.

11. Prior to issuance of a permit by the DOT's District III office, all drainage requirements are to be met to the satisfaction of the DOT.

12. That signs and pavement markings be installed similar in concept to that shown on the "Traffic Plans", Sheets 4, 5, 6 of 15 revised February 16, 1984. Minor revisions to these plans will be submitted to the Division of Traffic prior to application for a permit.

13. That all signs and pavement markings conform to the MUTCD, latest edition.

14. That the State Traffic Commission reserves the right to implement additional traffic controls in the future. The cost of any additional controls shall be borne by the owners of the development.

When contacted on July 19, 1984, Mr. James Carr of Kasper Associates, the developer's representative concurred with the above recommendations and conditions with the exception of Condition #5 pertaining to lowering of the Route 111 vertical crest.

Police Chief Norman W. Porteous, representative of the Trumbull Legal Traffic Authority, agreed to the above conditions on July 19, 1984.

Condition #5
Revised

REPORT OF FINDINGS
RIVERVIEW OFFICE BUILDING
ROUTE 111 - TRUMBULL

Site Description

The proposed Riverview Office Complex is to be located in the Town of Trumbull on Route 111. The facility will be situated on a 17.7± acre site east of Route 111 and approximately 1750 ft. northeast of the Route 25 expressway terminus. The proposed Riverview Office Building is a two-story structure having a gross floor area of 238,496 sq. ft. Parking facilities will provide for 979 vehicles, 432 spaces in a parking garage and 547 spaces in a surface parking lot.

Access to the site is proposed from Route 111 by a 40 ft. wide drive having two 12 ft. exit lanes and a 16 ft. entrance lane. It is proposed to signalize the intersection of Route 111 and the access drive.

The attached roadway data form outlines additional specific details pertaining to the site.

Volume Information

The ADT for Route 111 (Monroe Turnpike) in this area is 11,000 (1983). Volumes submitted by the developer's engineer indicate generated volumes of approximately 2,950 vehicles daily with 555 during the a.m. peak hour and 525 during the p.m. peak hour.

The developer's engineer has projected volumes at the site drive to the year 1985, the proposed opening date. Those volumes are listed below:

	a.m. peak hour	p.m. peak hour
Route 111 (north of site drive)	1175	1330
Route 111 (south of site drive)	1510	1645
Site Drive (inbound)	500	55
Site Drive (outbound)	55	470
	555	525

These volumes have been approved by the Department of Transportation's Bureau of Planning.

Additional volume data and distribution information may be found in the developer's Traffic Impact Analysis entitled "Proposed Office Development, Monroe Turnpike (Route 111), Trumbull, Connecticut," prepared by Kasper Associates, Inc.

Accident History

The latest three-year accident experience January 1, 1980 to December 1982 indicates a total of three accidents (two fixed-object and one rear-end) in the vicinity of the proposed site drive.

Department of Transportation Projects in the Area

Presently there are no proposed projects slated for Route 111 or Route 25 in this area.

Proposed Improvements by Developer

1. The developer has proposed to widen the Route 111 southbound approach to the Route 25 intersection. The roadway will be widened six feet from the present 44 ft. width to 50 ft. to provide for three southbound traffic lanes (two left-turn lanes, and a combination right and thru lane) and one northbound lane. The traffic signal will be revised to reflect this lane arrangement.

2. The developer has proposed to widen Route 111 on the easterly side for a distance of approximately 600 ft. south of the proposed site drive to approximately 500 ft. north of the drive. The roadway will be widened from its present width of 30 ft.± to 48 ft. This will provide for a southbound left-turn lane at the site drive and a 22 ft. wide northbound travel lane which will allow northbound traffic to bypass slow moving or turning vehicles.

3. The developer has proposed to signalize the intersection of Route 111 and the proposed site drive.

4. The developer proposes to provide and maintain intersection sight distances of 575 ft. from the site drive to Route 111 in both directions. This distance is adequate to provide an 8 sec. gap for speeds of 50 mph.

5. The developer has proposed to install an actuated warning sign with flashing signals for southbound Route 111 traffic indicating WHEN FLASHING STOP AHEAD. This sign is proposed due to the marginal stopping sight distance available for southbound traffic due to the existing vertical geometry.

6. The developer has proposed to provide the signs and markings and maintain those on his drive as shown on Sheet 11 of his Traffic Plan entitled, "Riverview Office Developemnt" by Kasper Associates revised February 16, 1984.

Department of Transportation Review Comments

I. Division of Design

A. Geometric Comments:

1. The 19 ft. pavement width (Sta. 14) is not acceptable to accommodate a bypass area on a state highway. The pavement width should be a minimum of 24 ft.

The centerline in this area should be aligned for the through movements of the southbound vehicles. Widening on the west side of Conn 111 may be necessary.

2. Cross sections should be submitted from the Conn 25/Conn 111 intersection northerly to the limits of construction indicating the proposed cross slopes and sufficient berm area to reset the guide rail if required.

3. An overlay is recommended to conceal the interface between the existing edge of pavement and the new construction. The extent of new pavement construction may be considerably more than that shown when existing unsuitable shoulder pavement is removed.

4. Permanent pavement markings are recommended for the direction markings used at the Con 25/Conn 111 intersection.

   Revise the painted island to permit turns into and out of Old Mine Road.

5. A cross section should be provided at Sta. 14+05 right (Wood Road). It is not clear whether this is a road or a driveway.

6. The proposed painted island will affect the legal access to the properties left of Stations 4 through 9. The parcel left of Station 6+50 has a fruit stand located on it and the parcel left of Station 5 has a package store.

7. The plans indicate which utility poles are being relocated but do not indicate where they are being relocated. They should be relocated in compliance with department policy. As a result of the widening, it appears that SNET #753 should be relocated and SNET #754 and the unidentified SNET pole (30 ft. from #754) may have to be relocated to comply with department policy. Department policy requires utility poles to be located 12 ft. off the travelway, 8 ft. off the edge of pavement or as close to the right-of-way as possible.

8. At Sta. 9+40 the dimension for the island and lane width are shown incorrectly.

B. Hydraulic and Drainage Comments:

1. A review of the computations show that the existing 18 in. RCP at Station 7+0 is inadequate. The pipe will have to be relaid and inlet invert should be lowered to elevation 320.8. If discharge rights exist for the outlet, then written concurrence must be obtained by the developer in the name of the State. Also provide riprap protection at this outlet within the existing right-of-way.

The following geometric comments refer to revised plans dated February 16, 1984:

A. Geometric Comments:

1. Lane widths on state routes should be 12 ft. A minimum width of 2 ft. should be provided for a gutter strip.

2. The stopping sight distance should be at least 475 ft. for a 6% downgrade. Assuming that under wet conditions vehicles travel at 44 mph (for 50 mph design speed) then 430 ft. would be adequate. Studies, however, show that speeds do not significantly decrease with wet conditions and, therefore, it is not desirable to use the lower value given for stopping sight distance. The 85% percentile speeds at this location have been indicated to be 50 mph southbound on the downgrade and 47 mph northbound.

3. From the driveway profile the elevation of the eye for intersectional sight distance should be approximately 345.6 ft. This is about 1 ft. less than that indicated on sheet 10 of the submitted plans. Appropriate changes should be made to the sight line profiles and to the cross sections to assure adequate sight distance.

4. The proposed lane for slow moving traffic may alleviate the problem of traffic backing-up at the proposed signal, i.e., vehicles in queue will be able to pass the slower moving vehicles and will not be delayed by an additional cycle length.

   However, ending the climbing lane as proposed creates a hazardous condition where slow moving vehicles are merging with vehicles traveling much faster and could result in rear end collisions. This situation will exist if the lane is ended at any location along the incline.

   The best solution would be to end the climbing lane beyond the intersection of Connecticut Route 111 with Spring Hill Road and Purdy Hill Road. If the developer does not provide the full length of climbing lane needed, his engineers should provide documentation to the department indicating why the level of service which will result without a climbing lane should be accepted.

   As part of this analysis, consideration may be made for the lane to end about 900 ft. north of Trefoil Drive. At this location the design vehicle used for determining the length of climbing lanes will reach a respectable speed and a safer maneuver may be attempted. Also, the merge at this location should be clearly visible.

5. The desirable end treatment for the guide rail to the right of Station 12 would be a Type 1 end anchor or to bury the rail in the backslope. These treatments will require the guide rail to be lengthened.

6. Comments 2, 3 and 7 of our previous review (September 26, 1983) have not been addressed.

7. Regardless of the above discussions, it is recognized by AASHTO (Blue Book pg. 391) that grades in excess of 3% should be avoided on intersecting highways. Where conditions make such designs unduly expensive, grades should not exceed about 6%, with a corresponding adjustment in design factors. This concern is being carried through into the new publication by AASHTO which supersedes the existing Red and Blue Books.

II. Engineering Services:

A. Utility Section

All utility relocations to be done at no expense to the state.

B. Soils & Fondations

No comments.

III. Maintenance:

A. Drainage Comments

1. The proposed headwall extension at Station 12+0 right on Route 111 should be changed to a flared end with modified rip-rap.

2. Since Old Mine Road is a town road, the drainage easement between UI Pole 4159 and 4160 should be deeded to the Town of Trumbull and not to the State of Connecticut.

B. Traffic Comments

1. Two proposed painted islands should be done in plastic with double solid centerline around the perimeter excluding any interior markings.

2. Two proposed signs SIGNAL AHEAD should be changed to 41-0434 WHEN FLASHING STOP AHEAD with attached flashing lights.

3. The centerline of the Route 111 southbound approach roadway should not be relocated easterly. To provide a 14 ft. northbound lane would create a conflict with the extreme left turning southbound lane. It is recommended that the southbound portion of the roadway approaching the Route 25 intersection be moved as far westerly as possible abutting the bridge parapet for the Pequonnock River.

IV. Planning:

Traffic volumes are acceptable.

V. Rights of Way:

No comments.

VI. Traffic: (These comments relate to developers plans revised 2/16/84.)

Route 25 at Route 111

1. A minor geometric improvement is needed at the southwest corner for proper alignment of thru traffic on Route 111 southbound.

2. A radius improvement is required at the northeast corner to accommodate a moving WB50 (60'R) from northbound Route 25 to northbound Route 111.

3. Storage - to be calculated for both peak conditions after determination of realistic cycle lengths (chart 18C for lane length.)

4. A right-turn overlap for Route 25 northbound should be provided during the Route 111 left-turn phases.

5. The lane-use sign for southbound Route 111 at Route 25 should be spanmounted.

Route 111 at the Site Drive

1. The proposed traffic signal at the site drive should be fully actuated.

2. Pedestrian pushbuttons should be provided at the traffic signal.

3. Shoulder lines should be provided on the west edge of Route 111 near the intersection of the site drive.

4. Illumination should be provided at the intersection of Route 111 and the site drive.

5. The crest vertical curve on Route 111 should be lowered between stations 12+0 and 18+0 to acquire the necessary stopping sight distance for southbound Route 111 traffic.

These comments relate to condition #12 of the STC report mentioning minor revisions to the signs and markings:

a. Delete sign E "Slower Traffic Keep Right" as shown on the Traffic Sheet 4 of 15, Revised February 16, 1984.

b. That a pavement edgeline be painted on the west edge of Route 111, between Sta. 3+50 and 17+0.

c. That the southbound Route 111 left-turn lane at the site drive as shown on the "Traffic Plan", Sheets 4 and 5 of 15, Revised February 6, 1984 be lengthened to 200'± by shortening the approach taper length to 50'±.

d. That the southbound Route 111 left-turn lanes be lengthed to approximately 415 feet by shortening the approach taper length to 100'±.

e. The signing shown on the "Traffic Plan" Page 6 of 15, Revised February 16, 1984 should show a span mounted lane-use sign for southbound Route 111 at Route 25.

Development Layout Conclusions

Departmental review comments have been resolved by revised plans dated 2/16/84 or will be resolved as follows:

1. Plans and cross sections will be submitted during the permit stage for all areas of roadway reconstruction or widening.

2. All affected utility poles will be relocated in conformance with DOT policy.

3. The Division of Traffic feels the benefits in the added capacity and reduced delays of the by-pass-climbing area exceed the problems that may be encountered with the merge. It has been determined that there will be no signing nor striping for a climbing lane as such.

4. Hydraulics and Drainage comments presented by the Division of Design and the Office of Maintenance can be resolved under the permit process.

5. The references to a sign indicating "When Flashing Stop Ahead" has been resolved. The sign will be installed for southbound Route 111 in advance of the intersection of Route 111 and the site drive. The loction to be determined and shown on the traffic signal plan.

6. Traffic comments regarding minor geometric and signal revisions can be addressed during the signal review and shown on the revised signal and construction plans.

7. The crest vertical curve will be lowered so as to provide adequate sight distance to a stopped vehicle at the site drive.

8. The need for an overlay and limits of it will be addressed during the permit review.

9. At a 7/18/84 meeting the developer's representatives indicated the plans would be revised to correct the elevation error on the sightline profile.

TRA-10 REV. 2/82

R. M. Salonen 2/85
Report By _____ Date _____
R. Howard 2/85
Checked By _____ Date _____

-Completion Dates-

Signals _____ Signs _____

Markings _____

S.T.C. Notified _____

Memo No. _____

See Previous S.T.C. Report No. _____

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION

TOWN Trumbull

LOCATION - Route 111 (Monroe Turnpike at Riverview Office Development

REQUESTED BY
Barkan & Mess Associates, Inc.

HOW REQUESTED Letter

DATE 12/3/84

S.T.C. No. 144-8412-01

Loc. No. _____

Date to S.T.C. MAR 5 1985

Received By S.T.C.
Date MAR - 6 1985

Approved By S.T.C.
Date MAR 19 1985

William D. Tolcott
Executive Secretary

Recommendations

In accordance with Section 14 -311a of the Connecticut General Statutes, as revised, and as directed by the State Traffic Commission (STC), it is recommended that Certificate No. 462 issued for the Riverview Office Development on July 24, 1984 (STC Report No. 144-8303-01) be revised as follows: (The condition set forth is based on the attached developer's plan, "Profile Along Roadway Centerline Monroe Turnpike (Route 111), Riverview Office Development," dated December 1984, prepared by Barkan and Mess Associates, Inc.

1. That Condition No. 5 be revised to read: That Route 111 will be reconstructed by raising the roadway grade in order to provide a minimum sight distance of 475' to a stopped vehicle as shown on the attached plan. This distance is to be measured at driver's height of eye to the roof of a stopped vehicle.

It is recommended that Condition No. 7 of the Certificate be retained. This stipulation required the installation of a cantilevered "When Flashing Stop Ahead" sign in conjunction with the signal installation at the intersection of the development's drive with Route 111.

Chief Norman W. Porteous, the representative of the Trumbull Legal Traffic Authority, agreed to the above on February 8, 1985.

Mr. Henry M. Ditman of Barkan and Mess Associates, the developer's authorized representative, agreed to the above on February 8, 1985.

BY _____

DIVISION OF TRAFFIC
BUREAU OF HIGHWAYS

REPORT OF FINDINGS

TOWN OF TRUMBULL

RIVERVIEW OFFICE BUILDING

Certificate No. 462 was issued to Riverview Office Development for a 238,496 sq. ft., two-story office building with a total of 979 on-site parking spaces in 1984.

Access to the site has been approved for a 40' wide drive having two 12' exit lanes and a 16' entrance lane from Route 111. Widening of Route 111 to provide a southbound left-turn storage lane and signalization of the access drive remains unchanged. Due to the existing vertical geometry (-8% grade) and the marginal stopping sight distance available, an actuated overhead warning sign with flashing signals indicating "When Flashing Stop Ahead" was proposed for southbound Route 111 vehicles.

The developer now proposes to reconstruct Route 111 to provide a minimum sight distance of 475' by raising the roadway grade rather than lowering the vertical crest. This alternate proposal has been reviewed and approved by the Division of Design and the Division of Soils and Foundations subject to the attached requirements.

Also, the developer has questioned the need for the cantilever "When Flashing Stop Ahead" sign and proposes instead that a "Signal Ahead" sign with flashers be erected at Trefoil Drive. Since the problem of a marginal stopping sight distance will exist and development traffic will require frequent stops for southbound Route 111 vehicles, it is felt that a more dynamic device is necessary. Therefore, no change in Condition No. 7 is recommended.

STATE OF CONNECTICUT
STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Phone: (860) 594-3020
Fax: (860) 594-2377

MEMBERS

Commissioner of Transportation

Commissioner of Public Safety

Commissioner of Motor Vehicles

CERTIFICATE NO. 942-B

STC NO. 144-0711-03

APPROVED June 17, 2008

EXPIRES June 16, 2010

ISSUED TO: Old Mine Associates, LLC
323 North Avenue
Bridgeport, CT 06606

FOR: Old Mine Plaza (Home Depot)
Route 111
Town of Trumbull

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised, and the Regulations of the State Traffic Commission.

The property owner(s) and such owner's/owners' heirs, successors in interest or assigns is/are hereby ordered to comply with the conditions and requirements as set forth in the attached report(s) and plan(s), which are incorporated herein. Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

OPERATION OF THE DEVELOPMENT OR ANY PORTION THEREOF SHALL NOT BE ALLOWED UNTIL SUCH TIME AS THE PROPERTY OWNER(S) AND SUCH OWNER'S/OWNERS' HEIRS, SUCCESSORS IN INTEREST OR ASSIGNS HAS/HAVE COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE TWO (2) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

David A. Sawicki
Acting Executive Director

April 21, 2009
Date

TRA – 10 REV 1/08

Report by: ELB Date: 6/08 Checked by: FLK Date: 6/08 Recommended by: See Previous Traffic Investigation Report No: 144-8810-04 and 144-9308-01	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION**	STC No: 144-0711-03 Loc No. 144-238 Approved by STC Date: JUN 17 2008 Robbin L. Cabelus EXECUTIVE DIRECTOR
Requested by: Mr. Henry M. Ditman How Requested: Certificate Application Date: November 21, 2007	**Town of Trumbull** Location: Old Mine Plaza (Home Depot) Route 111 (Monroe Turnpike)	

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to Old Mine Associates, LLC for Old Mine Plaza, a 149,589 square-foot retail development consisting of a 132,789 square foot Home Depot store and 16,800 square feet of retail space with a total of 606 parking spaces, located on the east side of Route 111 (Monroe Turnpike) opposite Trefoil Drive in the Town of Trumbull, stating that the operation thereof will not imperil the safety of the public based on the following conditions.

The conditions are referenced to the following plan prepared by Rotondo Engineering, LLC :

A. "Site Plan, Old Mine Plaza, 80 & 90 Monroe Tpke., S.R. 111,Trumbull, Connecticut, Prepared for Old Mine Associates, L.L.C., 323 North Avenue, Bridgeport, Connecticut," Drawing No. SP-2, dated April 1, 2008 and revised May 15, 2008.

The conditions are also referenced to the following plans prepared by Milone & MacBroom entitled:

B. "Pavement Marking & Signing Plan, Off-Site Roadway Improvements, Old Mine Plaza, Route 111, Trumbull, Connecticut," Sheet No. PMS-1, dated November 12, 2007 and revised May 15, 2008.

C. "Pavement Marking & Signing Plan, Off-Site Roadway Improvements, Old Mine Plaza, Route 111, Trumbull, Connecticut," Sheet No. PMS-2, dated November 12, 2007 and revised June 6, 2008.

D. "Pavement Marking & Signing Plan, Off-Site Roadway Improvements, Old Mine Plaza, Route 111, Trumbull, Connecticut," Sheet No. PMS-3, dated November 12, 2007 and revised June 6, 2008.

1. That TIR Nos. 144-8810-04 and 144-9308-01 be rescinded.

2. That the site driveway on Route 111 be constructed in substantial conformance with referenced plan "D."

3. That intersection sight distances be provided and maintained from the site driveway on Route 111 as shown on referenced plan "D."

4. That the traffic signal be revised on Route 111 at Trefoil Drive to accommodate the site driveway.

5. That an easement be granted to the State, at no cost, to place and maintain traffic signal appurtenances on site property at the intersection of Route 111 at Trefoil Drive and the site driveway prior to the issuance of an encroachment permit. Right of Way File No. 144-000-080.

6. That ADA accessible bus stop pads be provided on Route 111 at the site driveway in substantial conformance with referenced plan "D."

7. That signs and pavement markings on the site driveway be installed and maintained in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

8. That the existing stone wall located within the State highway right-of-way on the northeast corner of Route 111 at the site driveway be relocated or removed in substantial conformance with the referenced plans.

9. That an easement be granted, for highway purposes, to the State, at no cost, as indicated on the referenced plans prior to the issuance of an encroachment permit. Right of Way File No. 144-000-080.

10. That Route 111 be widened in substantial conformance with the referenced plans.

11. That Route 111 be overlaid within the limits of the widening. The extent of the overlay is to be determined by the Department of Transportation's District 3 Office.

12. That signs and pavement markings on Route 111 and Trefoil Drive be installed/revised in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

13. That all pavement markings installed on State roads be epoxy material, or of a material as directed by the Department of Transportation.

14. That all conflicting pavement markings in the area of roadway work be eradicated to the satisfaction of the Department of Transportation.

15. That the guide rail affected by improvements noted in Condition No. 10 be revised in a manner satisfactory to the Department of Transportation's District 3 Office. The revisions may include, but are not limited to, the replacement and relocation of the guide rail to conform with current Department design standards, regrading, and installation of appropriate end treatments.

16. That the traffic signal be revised on Route 111 at Route 25 to accommodate the proposed widening at this intersection.

17. That the driveway to the Department of Transportation's maintenance facility on the west side of Route 111, south of Old Mine Road, be relocated as shown on referenced plan "C."

18. That the pedestrian crossing signals and the associated equipment to be installed under State Project 144-169 be revised to accommodate the proposed widening on Route 111.

19. That all utility relocations in the State highway right-of-way be at no cost to the State and in accordance with "A Policy on the Accommodations of Utilities on Highway Rights-of Way."

20. That all roadway and drainage improvements within the State highway right-of-way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.

21. That an encroachment permit be obtained from the Department of Transportation's District 3 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

22. That prior to the issuance of a Certificate, a bond be posted and maintained in the amount of $820,000.00 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.

23. That prior to the issuance of a Certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance.

24. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Henry M. Ditman, the applicant's authorized representative, concurred with the above recommendations on June 13, 2008.

Chief Thomas Kiely, representative for the Local Traffic Authority for the Town of Trumbull, concurred with the above recommendations on June 16, 2008.

Report of Findings
Town of Trumbull
Old Mine Plaza (Home Depot)
Route 111 (Monroe Turnpike)
Traffic Investigation Report (TIR) No. 144-0711-03

Site Description:

The proposed site is located on the east side of Route 111 (Monroe Turnpike), approximately 0.6 mile north of the intersection of Route 25 and Route 111. It will consist of a 132,789 square foot Home Depot store with a 16,800 square foot retail building. Parking will be provided for 606 vehicles.

Certificate No. 942-A was previously issued on February 15, 1994 for a 150,000 square foot shopping center with 776 parking spaces, however, this development was never constructed. In 1989, Certificate No. 942 was issued for an 113,870 square foot office building with 483 parking spaces. This development was also not constructed.

Access to Old Mine Plaza (Home Depot) will be provided by a single bidirectional median divided driveway which will be aligned opposite Trefoil Drive to form a four-way intersection with Route 111. Currently, the intersection of Route 111 and Trefoil Drive is signalized. The applicant is proposing to provide a northbound right-turn lane and a southbound left-turn lane on Route 111 at the site driveway via pavement marking changes. The site driveway will provide an exclusive left-turn lane and a combination through-right turn lane for exiting movements. A condition of local planning and zoning approval requires the applicant to install a concrete sidewalk along the egress side of the site. To mitigate the site traffic impact on Route 111, the applicant will also widen the northbound approach of Route 111 at Route 25 to provide an exclusive right-turn lane.

Area Projects:

Under Project No. 144-169, the Pequonnock Valley Rails-to-Trails project is proposed to accommodate a raised median island on Route 111 immediately south of Old Mine Road. Since this would reduce the travel lanes along Route 111 northbound from two lanes to one lane in this area, the applicant is proposing to widen Route 111 to maintain two northbound lanes. In addition, the applicant is proposing to remove an existing driveway on the west side of Route 111 and construct a new driveway approximately 80 feet south of the existing driveway. This is due to the proximity of the existing driveway to the proposed median island.

Under Project No. 144-181, Route 25 will be reconstructed to improve safety and capacity. This includes widening Route 25 to provide a southbound channelized right-turn lane at Route 111 and revising the traffic control signal to accommodate the new geometry. Additional improvements include the installation of a new traffic control signal at the intersections of Route 25 with Tashua Road and Spring Hill Road. An exclusive left-turn lane will be provided for the northbound approach of Route 25 at Tashua Road. At the intersection of Route 25 and Spring

Hill Road, an exclusive left-turn lane will be provided on Route 25 southbound and an exclusive right-turn lane will be provided on Route 25 northbound.

Division of Traffic Engineering Comments:

In a May 4, 2007 letter to the State Traffic Commission, Trumbull's First Selectman Raymond G. Baldwin, Jr. requested that the issuance of approval by the State Traffic Commission be based upon the applicant completing roadway improvements at the intersection of Route 111 and Route 25 in two phases. The first phase, which the applicant has agreed to do, includes widening Route 111 northbound at Route 25 for an exclusive right-turn lane. The second phase, which the applicant is not proposing, includes widening Route 111 southbound at Route 25 for an exclusive right-turn lane. Capacity analyses revealed that during the afternoon peak hour, the intersection of Route 111 and Route 25 (without the second phase widening) would operate at or near capacity on all of the approaches. Additional capacity analyses conducted of the intersection revealed that the roadway widening for the second phase would not have a significant impact on traffic operations. Based on this review, the Department is not requiring the applicant to widen Route 111 southbound at Route 25.

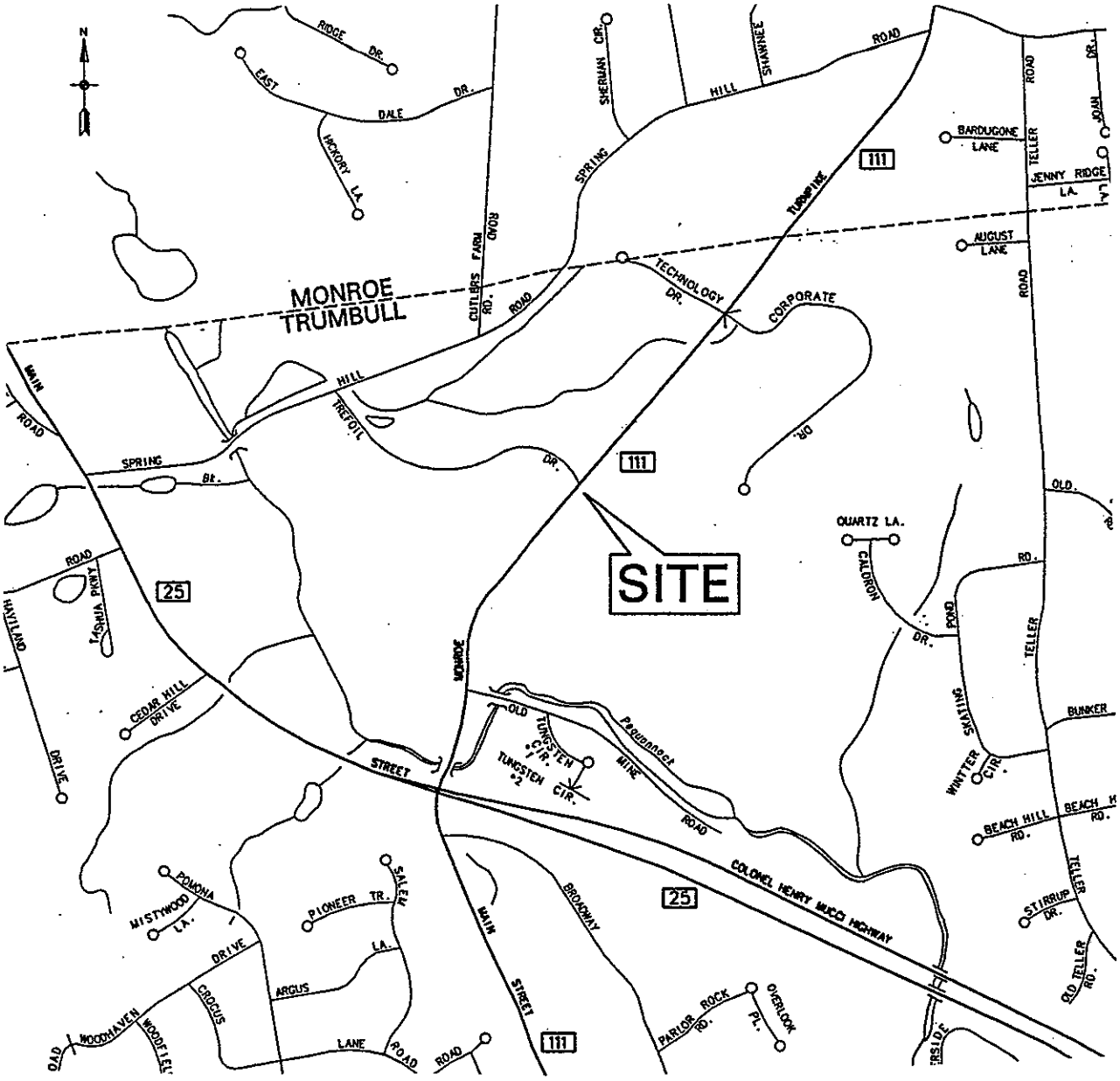
Site Generated Traffic:

The 2006 ADT along Route 111 north and south of the proposed development was 18,600 and 23,300 vehicles, respectively. The proposed development is expected to generate 720 trips (355 entering, 365 exiting) during the afternoon peak hour and 1,165 trips (595 entering, 570 exiting) during the Saturday midday peak hour. The volumes submitted for the proposed development have been reviewed and accepted by the Bureau of Policy and Planning.

Conclusion:

The Department is requiring that the applicant post and maintain a bond in the amount of $820,000.00 to cover the cost of improvements. The bond will cover the costs of roadway improvements, traffic signal work, removal/relocation of a stone wall and the closing and reconstruction of a drive opposite Old Mine Road.

The proposed development is acceptable to the Town of Trumbull and the Department.



SITE LOCATION

The Home Depot
Trumbull, Connecticut

STATE OF CONNECTICUT

STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Phone: (860) 594-3020
Fax: (860) 594-2377

MEMBERS

Commissioner of Transportation

Commissioner of Public Safety

Commissioner of Motor Vehicles

CERTIFICATE NO. 1801

STC NO. 144-0805-01

APPROVED October 21, 2008

EXPIRES October 20, 2010

ISSUED TO: Woodland Hills, LLC
60 Old New Milford Road
Brookfield, CT 06804

Norwalk-Ep, LLC
310 Ely Avenue, LLC
HD Mosaic Realty, LLC
PAPP Equities, LLC
10 Wall Street
Norwalk, CT 06850

41 Monroe Turnpike, LLC
43 Monroe Turnpike, LLC
Sound Trefoil, LLC
Interlude Realty, LLC
5520 Park Avenue, Suite 201
Trumbull, CT 06611

FOR: Trefoil Park Expansion (Woodland Hills Condos, Bank, Restaurant, Assisted Living)
Route 111
Town of Trumbull

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised, and the Regulations of the State Traffic Commission.

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan(s). Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE TWO (2) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

Robbin L. Cabelus
Executive Director

October 29, 2008
Date

TRA – 10 REV 1/08

Report by: ELB Date: 10/08 Checked by: FLK Date: 10/08 Recommended by: Mark Michaud for BBR See Previous Traffic Investigation Report No: 144-8509-01	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION**	STC No: 144-0805-01 Loc No. Approved by STC Date: OCT 21 2008
Requested by: Mr. Joseph C. Balskus How Requested: Certificate Application Date: May 23, 2008	**Town of Trumbull** Location: Trefoil Park Expansion Route 111 (Monroe Turnpike)	Robert L. Cabelus EXECUTIVE DIRECTOR

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to Sound Trefoil, LLC, 41 Monroe Turnpike, LLC, 43 Monroe Turnpike, LLC, Woodland Hills, LLC, Interlude Realty, LLC and Norwalk-EP, LLC, 310 Ely Avenue, LLC, HD Mosaic Realty, LLC and Papp Equities, LLC for a 176,400 square-foot expansion of Trefoil Park for a bank, a restaurant, condominiums (60 units), an assisted living facility (84 units) and establishment of land use change for a total of 621,578 square feet of mixed-use developments consisting of 186,602 square feet of office space, 107,298 square foot arenas, 99,000 square feet of condominiums (60 units), an 89,856 square-foot commercial warehouse, a 68,400 square-foot assisted living facility (84 units), 33,569 square feet of industrial space, a 27,853 square-foot gymnasium, a 5,000 square-foot restaurant and a 4,000 square-foot bank with a total of 1,225 parking spaces, located on the west side of Route 111 (Monroe Turnpike), along Trefoil Drive and Spring Hill Road in the Town of Trumbull, stating that the operation thereof will not imperil the safety of the public based on the following conditions.

The conditions are referenced to the following plans entitled:

A. "Proposed Mixed-Use Development Plans, Overall Site Plan STC Application, For Properties Located at 41, 43, 49, & 53 Monroe Turnpike (CT. Route 111) and 19 Trefoil Drive, Trumbull, Connecticut," Sheet 1 of 5, prepared by Pereira Engineering, LLC, dated May 23, 2008 and last revised September 25, 2008.

B. "Roadway Improvement Concept Plan, Trefoil Expansion, Mixed-Use Development On Route 111, Trumbull, Connecticut," Sheet RW-01, prepared by Tighe & Bond, dated June 20, 2008 and last revised October 14, 2008.

C. "Roadway Improvement Concept Plan – Partial Opening, Trefoil Expansion, Mixed-Use Development On Route 111, Trumbull, Connecticut," Sheet RW-02, prepared by Tighe & Bond, dated October, 2008.

1. That all conditions of Certificate No. 599 remain in effect.

2. That the site driveways on Trefoil Drive and Spring Hill Road be located in substantial conformance with the referenced plans, that intersection sight distances be maintained from these site driveways in accordance with town standards, and that signs and pavement markings on these site driveways be in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

3. That the northern site driveway on Route 111 for the condominiums be constructed in substantial conformance with referenced plan "C."

4. That signs and pavement markings on the northern site driveway be installed and maintained in substantial conformance with referenced plan "C," and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

5. That "No Left Turn" signs be installed on Route 111 in substantial conformance with referenced plan "C," and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

6. That Condition Nos. 3, 4, 5, 19, 20, 21, 22 and 23 of this report be completed or satisfied prior to the occupancy of up to 30 of the 60 proposed condominium units.

7. That the center and southern site driveways on Route 111 for the restaurant/bank and the assisted living facility be constructed in substantial conformance with referenced plan "B."

8. That Route 111 be widened and raised median islands constructed along Route 111 in substantial conformance with referenced plan "B."

9. That the approach grades of the site driveways along Route 111 affected by the roadway widening noted in this report meet Department of Transportation's standards for intersecting streets or not be increased.

10. That signs and pavement markings on the center and southern site driveway be installed and maintained in substantial conformance with referenced plan "B," and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

11. That signs and pavement markings on Route 111 be installed in substantial conformance with the referenced plan "B," and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

12. That Condition Nos. 15, 16, 17 and 18 of Traffic Investigation Report No. 144-0711-03 for Old Mine Plaza (Home Depot) be completed prior to the opening of the development, beyond that allowed in Condition No. 6 of this report.

13. That Route 111 be overlaid within the limits of the widening. The extent of the overlay is to be determined by the Department of Transportation's District 3 Office.

14. That illumination be installed on Route 111 at the site driveways. The driveway owners shall be responsible for the cost of electricity to operate the illumination.

15. That the guide rail affected by improvements noted in Condition No. 10 be revised in a manner satisfactory to the Department of Transportation's District 3 Office. The revisions may include, but are not limited to, the replacement and relocation of the guide rail to conform with current Department design standards, regrading, and installation of appropriate end treatments.

16. That all pavement markings installed on State roads be epoxy material, or of a material as directed by the Department of Transportation.

17. That all conflicting pavement markings in the area of roadway work be eradicated to the satisfaction of the Department of Transportation.

18. That all utility relocations in the State highway right-of-way be at no cost to the State and in accordance with "A Policy on the Accommodations of Utilities on Highway Rights-of Way."

19. That all roadway and drainage improvements within the State highway right-of-way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.

20. That an encroachment permit be obtained from the Department of Transportation's District 3 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

21. That prior to the issuance of a Certificate, a bond be posted and maintained in the amount of $800,000.00 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.

22. That prior to the issuance of a Certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance.

23. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Joseph C. Balskus, the applicant's authorized representative, concurred with the above recommendations on October 17, 2008.

Chief Thomas Kiely, representative for the Local Traffic Authority for the Town of Trumbull, concurred with the above recommendations on October 20, 2008.

Report of Findings
Town of Trumbull
Trefoil Park Expansion
Route 111 (Monroe Turnpike)
Traffic Investigation Report (TIR) No. 144-0805-01

Site Description:

The State Traffic Commission issued Certificate 599 to Mr. James D. Moore on May 22, 1986 for two separate developments called Trefoil Industrial Park and Trefoil Park North. With Trefoil Park North being located on the east side of Route 111, approximately 1,500 feet north of Trefoil Industrial Park, the State Traffic Commission will henceforth consider them as independent developments.

The proposed site is located on the west side of Route 111 (Monroe Turnpike) between Old Mine Road and Trefoil Drive. Three separate developments are proposed on parcels abutting the existing Trefoil Industrial Park. The three developments include 60 residential condominiums (99,000 square feet), 84 assisted living units (68,400 square feet) and a 4,000 square foot bank along with a 5,000 square foot restaurant. There will be 172 parking spaces provided for the condominium, 46 spaces for the assisted living facility and 120 spaces for the bank and the restaurant.

Access to the three developments proposed on Route 111 will be via three separate driveways on Route 111. The northern driveway for the condominiums will be restricted to right-in/right-out. The middle driveway for the bank/restaurant will be full access. The southern driveway for the assisted living facility will be restricted to right-in/right-out. Raised median islands will be constructed along Route 111 to enforce the turn restrictions at the northern and southern site drives. An existing internal driveway connection located between the condominium property and Lot No. 3 will be converted into an emergency access driveway.

Area Projects:

On June 17, 2008, the State Traffic Commission (STC) approved Traffic Investigation Report No. 144-0711-03 for a 149,589 square-foot retail development (Old Mine Plaza – Home Depot) with 606 parking spaces. The site of the proposed development is located on the east side of Route 111 opposite Trefoil Drive. To mitigate the traffic impact on Route 111, the developer for this plaza is proposing to widen the northbound approach of Route 111 at Route 25 to provide an exclusive right-turn lane.

Under Project No. 144-169, the Pequonnock Valley Rails-to-Trails project is to construct a raised median island on Route 111 immediately south of Old Mine Road. Since this would reduce the travel lanes along Route 111 northbound from two lanes to one lane in this area, the developer for Old Mine Plaza – Home Depot is proposing to widen Route 111 to maintain two northbound lanes. In addition, the developer for Old Mine Plaza – Home Depot is proposing to remove an existing driveway on the west side of Route 111 and construct a new driveway

approximately 80 feet south of the existing driveway. This is due to the proximity of the existing driveway to the proposed median island.

Under Project No. 144-181, Route 25 was recently reconstructed to improve safety and capacity. This includes widening Route 25 to provide a southbound channelized right-turn lane at Route 111 and revising the traffic control signal to accommodate the new geometry. Additional improvements include the installation of a new traffic control signal at the intersections of Route 25 with Tashua Road and Spring Hill Road. An exclusive left-turn lane will be provided for the northbound approach of Route 25 at Tashua Road. At the intersection of Route 25 and Spring Hill Road, an exclusive left-turn lane will be provided on Route 25 southbound and an exclusive right-turn lane will be provided on Route 25 northbound. This work is expected to be completed this construction season.

Site Generated Traffic:

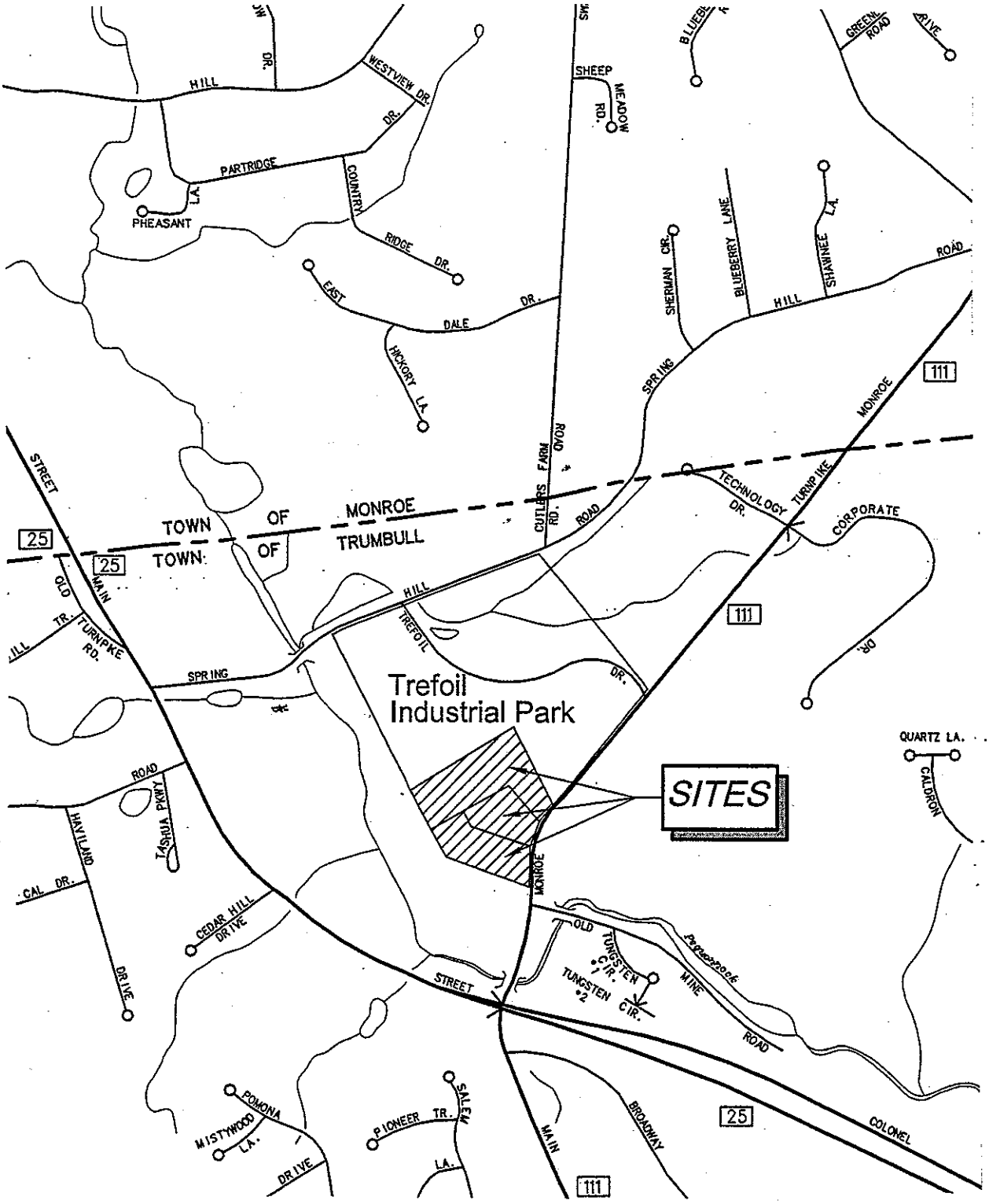
The 2007 ADT along Route 111 north and south of the proposed development was 20,600 and 23,500 vehicles, respectively. The proposed condominium is expected to generate 35 trips (7 entering, 28 exiting) during the morning peak hour, 40 trips (26 entering, 14 exiting) during the afternoon peak hour and 60 trips (32 entering, 28 exiting) during the Saturday midday peak hour. The proposed bank and restaurant is expected to generate 53 trips (29 entering, 24 exiting) during the morning peak hour, 220 trips (117 entering, 103 exiting) during the afternoon peak hour and 202 trips (107 entering, 95 exiting) during the Saturday midday peak hour. The proposed assisted living facility is expected to generate 12 trips (8 entering, 4 exiting) during the morning peak hour, 19 trips (8 entering, 11 exiting) during the afternoon peak hour and 29 trips (14 entering, 15 exiting) during the Saturday midday peak hour. The volumes submitted for the proposed development have been reviewed and accepted by the Bureau of Policy and Planning.

Due to the downturn in the residential market potentially impacting the financial feasibility of the proposed condominium units, the developer of the condominium units has requested that 30 of the proposed 60 units be allowed to open prior to the completion of the proposed off-site improvements. Based on the anticipated site traffic generated by the condominiums, which is not expected to have a significant impact on the state highway system, the Department is recommending a partial opening of the condominium development of up to 30 units. Conditions of this report to allow the partial opening require that the northern site driveway be constructed to prohibit left turns.

Conclusion:

The Department is requiring that the applicant post and maintain a bond in the amount of $800,000.00 to cover the cost of roadway improvements.

The proposed development is acceptable to the Town of Trumbull and the Department.



Site Location Map

Proposed Mixed-Use Developments on
Monroe Turnpike (Route 111)
Trumbull, Connecticut

TRA – 10 REV 1/08

Report by: ELB Date: 12/08 Checked by: FLK Date: 12/08 Recommended by: See Previous Traffic Investigation Report No: 144-0805-01	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION**	STC No: 144-0811-02 Loc No. Approved by STC Date: DEC 1 6 2008
Requested by: Mr. Joseph C. Balskus How Requested: Letter Date: November 21, 2008	**Town of Trumbull** Location: Trefoil Park Expansion Route 111 (Monroe Turnpike)	ACT. EXECUTIVE DIRECTOR

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the conditions of State Traffic Commission (STC) Certificate 1801, Traffic Investigation Report (TIR) No. 144-0805-01 approved on October 21, 2008 be revised as indicated below.

1. That the previously approved referenced plan "C" be replaced with the following plan:

   "Construction Plan, Trefoil Expansion, Partial Opening Plan, Woodland Hills, Trumbull, Connecticut," Sheet C-1, prepared by Tighe & Bond, dated October, 2008 and last revised December 8, 2008.

2. That this revision shall not become effective until a copy of this report has been recorded on the municipal land records in accordance with the attached procedure.

3. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Joseph C. Balskus, the applicant's authorized representative, concurred with the above recommendations on December 12, 2008.

Chief Thomas Kiely, representative for the Local Traffic Authority for the Town of Trumbull, concurred with the above recommendations on December 5, 2008.

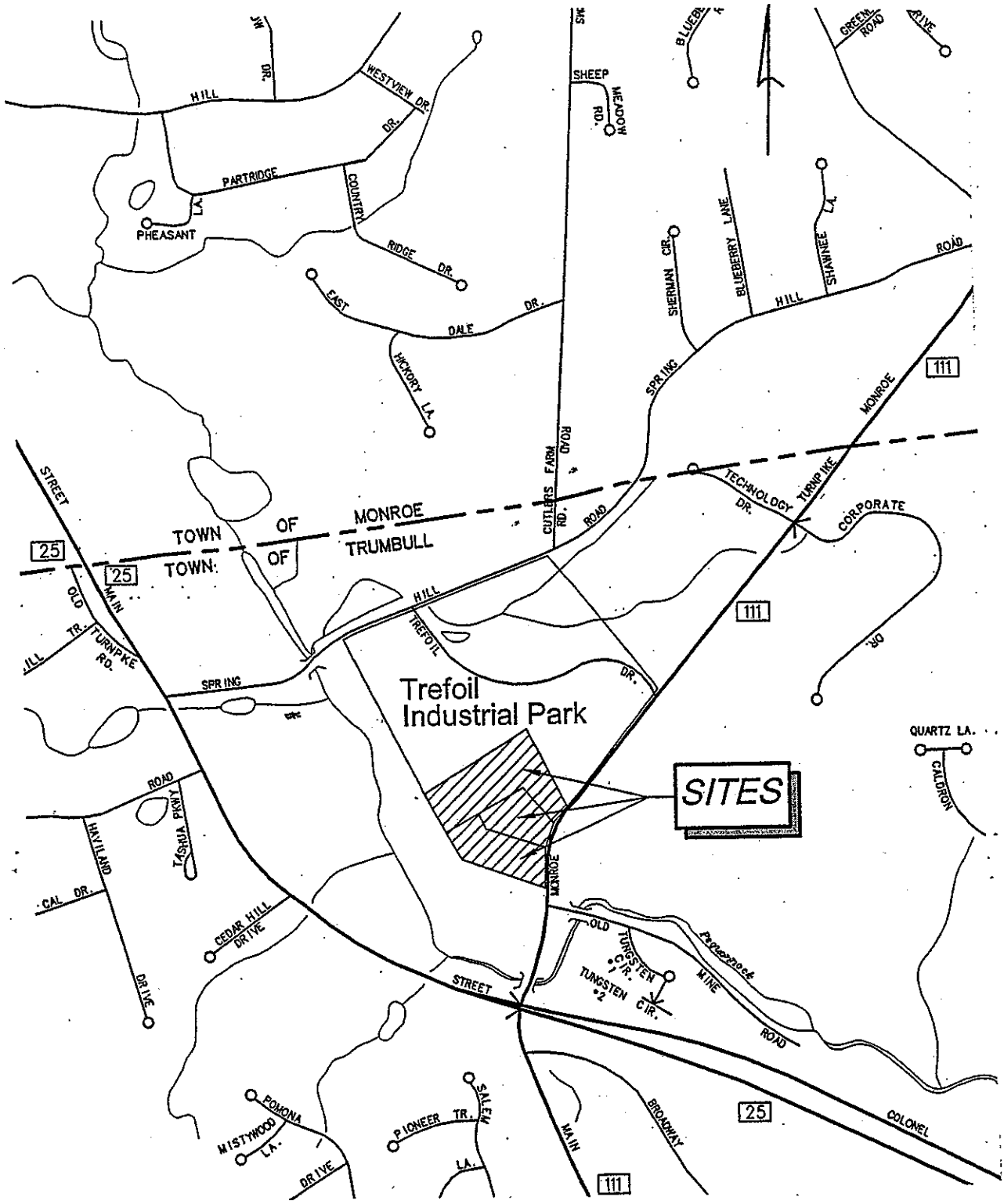
Report of Findings
Town of Trumbull
Trefoil Park Expansion
Route 111 (Monroe Turnpike)
Traffic Investigation Report No. 144-0811-02

On October 21, 2008, the State Traffic Commission approved Traffic Investigation Report (TIR) No. 144-0805-01 for the Trefoil Park Expansion. Subsequently, Certificate No. 1801 was issued. Condition No. 3 of TIR No. 144-0805-01 required that the northern site driveway proposed for the new condominiums on Route 111 be constructed in substantial conformance with the referenced plan which restricts movements at the driveway to right-in/right-out. The intent of the restriction was to minimize the amount of conflicting vehicular movements in the area due to the proximity of adjacent driveways and to minimize any adverse impacts to traffic operations.

Due to the concern regarding the ability of emergency vehicles accessing the condominium driveway when traveling northbound on Route 111, the Town of Trumbull Fire Department requested that the northern site driveway be revised to permit emergency vehicles to turn left into the driveway. It is recommended that the revised plan "C" submitted, which provides for modification to the northerly site drive median to allow northbound left-turns for emergency vehicles be approved. Additional signs will be installed prohibiting left turns for non-emergency vehicles.

Plans "C" referenced in TIR No. 144-0805-01 was approved (on a temporary basis) to allow up to 30 condominium units to be occupied. The remaining two plans, Plan "A" and Plan "B" represented off-site improvements to accommodate the remainder of the Trefoil Park Expansion. The latter two plans provide for a median on Route 111 which will prohibit left-turns at the northerly driveway. It is understood that if the town or applicant desire to allow northbound left-turns into the northerly driveway under the full build Trefoil Park Expansion (more than 30 condominium units occupied), a separate request to modify the conditions or plans in the previous TIR will be required.

The proposed revision to the northern site driveway is acceptable to the Town of Trumbull and the Department.



Site Location Map

Proposed Mixed-Use Developments on
Monroe Turnpike (Route 111)
Trumbull, Connecticut

TRA – 10 REV 1/08

Report by: DJV Date: 03/12 Checked by: FLK Date: 03/12 Recommended by:	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION**	STC No: 144-1202-01 Loc No. Approved by STC Date: MAR 20 2012
See Previous Traffic Investigation Report No: 144-0805-01 and 144-0811-02	**Town of Trumbull**	
Requested by: Mr. Joseph C. Balskus How Requested: Certificate Application Date: February 14, 2012	Location: Trefoil Park Expansion Route 111	David A. Sawyer Executive Director

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the conditions of State Traffic Commission (STC) Certificate 1801 (Traffic Investigation Report Numbers 144-0805-01 and 144-0811-02) approved October 21, 2008 and December 12, 2008 be revised as indicated below.

1. That previously approved referenced plan entitled:

   "Proposed Mixed-Use Development Plans, Overall Site Plan STC Application, For Properties Located at 41, 43, 49, & 53 Monroe Turnpike (CT. Route 111) and 19 Trefoil Drive, Trumbull, Connecticut," Sheet 1 of 5, prepared by Pereira Engineering, LLC, dated May 23, 2008 and last revised October 14, 2008.

   Be replaced with the plan entitled:

   "Proposed Site Development Plan, Overall Site Plan, STC Revision, for Properties Located at 41, 43, 49, & 53 Monroe Turnpike (CT. Route 111) and 19 Trefoil Drive, Trumbull, Connecticut," Sheet 1 of 1, prepared by Pereira Engineering, LLC, dated February 29, 2012 and last revised March 10, 2012.

2. That previously approved referenced plan entitled:

   "Roadway Improvement Concept Plan, Trefoil Expansion, Mixed-Use Development on Route 111, Trumbull, Connecticut," Sheet RW-01, prepared by Tighe and Bond, dated October, 2008.

   Be replaced with the plan entitled:

   "Roadway Improvement Concept Plan, Trefoil Expansion, Sound Development, Trumbull, Connecticut," Sheet RW-01, prepared by Tighe and Bond, dated February, 2012 and last revised March 9, 2012.

3. That the previously approved 176,400 square foot expansion of Trefoil Park (TIR No. 144-0805-01) be reduced to a 144,985 square foot expansion consisting of 99,000 square feet (60 Units) of condominiums, a 25,000 square foot fitness center, a 8,225 square foot automobile care center, 8,560 square feet of general retail and a 4,200 square foot sit-down restaurant.

4. That the total number of parking spaces be revised from 1,225 to 1,382.

5. That all conditions of Traffic Investigation Report No. 144-0805-01 remain in effect, except conditions 7, 8, 10, 11 and 15.

6. That the site drive on Route 111 be constructed in substantial conformance with the referenced plans.

7. That Route 111 be widened in substantial conformance with the referenced plans.

8. That the guide rail affected by improvements noted in Condition 5 be revised in a manner satisfactory to the Department of Transportation's (Department) District 3 Office. The revisions may include, but are not limited to, the replacement and relocation of the guide rail to conform with current Department design standards, re-grading, and installation of appropriate end treatments.

9. That intersection sight distances be provided and maintained from the site driveway on Route 111 (Monroe Turnpike) as shown on the referenced plans.

10. That signs and pavement markings on the proposed site drive be installed and maintained in substantial conformance with the referenced plans and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

11. That signs and pavement markings on Route 111 be installed in substantial conformance with the referenced plans and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

12. That these revisions shall not become effective until a copy of this report has been recorded on the municipal land records in accordance with the attached procedure.

13. That an application for a certificate of occupancy for any portion of this development not be submitted to the Town of Trumbull until all the conditions of this report have been completed or subsequent STC approval allows otherwise.

14. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Joseph C. Balskus, the applicant's authorized representative, concurred with the above recommendations on March 14, 2012.

Chief Thomas Kiely, representative for the Local Traffic Authority for the Town of Trumbull, concurred with the above recommendations on March 16, 2012.

Report of Findings
Trefoil Park Expansion
Route 111
Town of Trumbull
Traffic Investigation Report No. 144-1202-01
Page 1

Site Description:

On October 21, 2008, the State Traffic Commission (STC) approved Traffic Investigation Report (TIR) No. 144-0805-01 (Certificate No. 1801) for Trefoil Park Expansion, a 176,400 square foot mixed-use development expansion for a bank, restaurant, condominiums (60 units), and an assisted living facility (84 units) for a total 621,578 square foot mixed use development with 1,225 parking spaces, located along Route 111 in the Town of Trumbull. A partial opening was approved on September 11, 2009 (TIR No. 144-0906-01), which allowed the developer to operate up to 60 condominium units without full compliance with the conditions of State Traffic Commission Certificate No. 1801. The 60 condominium units are occupied.

In a February 14, 2012 letter to the STC, the applicant's engineer requested a revision to the certificate for the proposed Trefoil Park Expansion. The applicant reduced the building program to 144,985 square feet which includes a 25,000 square foot fitness center, an 8,225 square foot automobile care center, an 8,560 square foot general retail facility, and a 4,200 square foot sit-down restaurant. The total number of parking spaces for the overall certified area will be revised from 1,225 to 1,382 and the total square footage will be reduced from 621,578 to 590,193. Local Planning and Zoning approval was received on November 16, 2011. None of the buildings have been constructed.

New trips to be generated by the revised expansion area (less the 60 condominium units) includes 105 trips in the morning peak hour, 179 trips in the afternoon peak hour, and 184 trips during the Saturday midday peak hour. Additional off-site mitigation will include the widening of Route 111 to accommodate an unsignalized northbound left turn lane at the proposed site drive.

Site Generated Traffic:

The total peak hour site generated volumes submitted by the applicant's consultant for the revised development are as follows:

AM Peak	56 In	49 Out	105 Total
PM Peak	102 In	77 Out	179 Total
Saturday Midday	94 In	90 Out	184 Total

The traffic volumes have been reviewed and approved by the Department's Bureau of Policy and Planning.

Improvements:

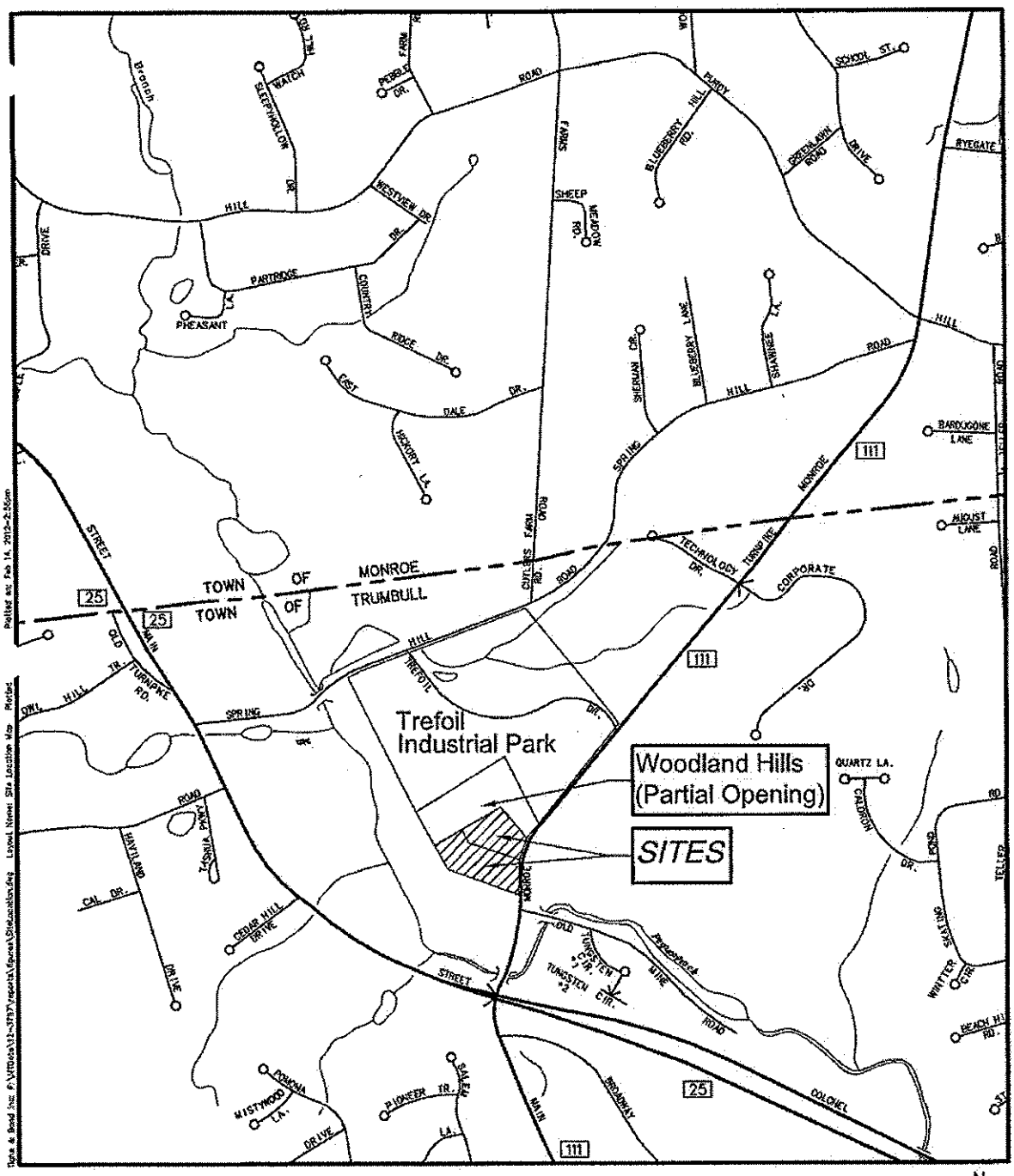
Three separate unsignalized driveways on Route 111 were originally proposed for the Trefoil Park Expansion. The northerly driveway, which serves only the 60 condominium units, has been constructed. The applicant is now combining the two remaining proposed site drives to one. Route 111 will be widened to accommodate a northbound left-turn lane and a painted center median. The proposed driveway will provide for a two lane, stop sign controlled egress and single lane ingress.

Condition Nos. 7, 8, 10, 11 and 15 from TIR No. 144-0805-01 will be rescinded since they reference a building plan to be superseded by plan "B" referenced in this report.

Conclusion:

The proposed improvements to Route 111 are sufficient to mitigate the site generated traffic. The proposed development is acceptable to Town of Trumbull and the Department.

A bond is currently being held by the Department to cover the costs of satisfying the conditions of this report.



Site Location Map

Proposed Site Development -
41 & 51 Monroe Turnpike (Route 111)
Trumbull, Connecticut

Figure 1

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

August 3, 2015

Mr. David G. Sullivan, P.E.
Milone & MacBroom, Inc.
99 Realty Drive
Cheshire, CT 06410

OSTA #144-1504-01

Dear Mr. Sullivan:

Subject: Town of Trumbull
Previously Issued: Certificate 599 Series and Administrative Decision Nos. 207 and 150
Current Proposal: Trefoil Corporate Center North Expansion (50 and 95 Corporate Drive)
Street Address: Route 111 & Corporate Drive
Current Owner: R.D. Scinto, Inc.
Administrative Decision No. 321

A review of your April 2, 2015 request for an Administrative Decision regarding the subject expansion not previously considered under the Certificate 599 series and associated Administrative Decisions has been completed.

It was determined that the proposed expansion consisting of a change in use from 93,046 square feet of industrial building space to 20,000 square feet of office space and 60,400 square feet of warehouse space and an expansion of 10,216 square feet of manufacturing space and 8,025 square feet of warehouse space with an overall reduction of 206 parking, will not substantially affect state highway traffic operations in the area. The Trumbull Police Commission, the Local Traffic Authority for the Town of Trumbull, concurred with these findings on May 14, 2015. Consequently, on August 3, 2015 an Administrative Decision was rendered that formal action by the Office of the State Traffic Administration (OSTA) under Section 14-311 of the General Statutes of Connecticut regarding the proposed expansion is not required. The decision was based, in part, on the enclosed plan prepared by Milone & MacBroom entitled "Overall OSTA Site Plan," subtitled "Trefoil Corporate Center Modifications; Route 111 & Corporate Drive; Trumbull, Connecticut," Sheet Number 1 of 1, dated June 3, 2015.

The decision shall not be effective until a copy of this letter has been filed on the municipal land records, in accordance with the enclosed procedures, and this office has received a copy of the recorded letter. Upon filing of the letter, this office would have no objection to the issuance of any building or foundation permits associated with the expansion. **The decision shall supersede/nullify Administrative Decision No. 150 approved on March 26, 2013 for a different development plan on the 50 Corporate Drive parcel.**

Subsequent to the expansion, the allowable overall development within the OSTA certifiable area will consist of 467,975 square feet of office space; 77,037 square feet of medical office space; 68,425 square feet of warehouse space; and 10,216 square feet of manufacturing space for a total development of 623,653 square feet of mixed-use building space with 1,718 parking spaces. Any future expansion or proposed land use changes shall only be allowed subject to review by this office and, if necessary, formal OSTA action.

Sincerely,

for David A. Sawicki
Executive Director
Office of the State Traffic Administration

Enclosures

Copy to: Mr. Jack Testani – jacktestani@gmail.com – plan attached
Mr. Graham Bisset – gbisset@trumbull-ct.gov – plan attached
Mr. Mark Fasano – mark@scinto.com – plan attached
Mr. David G. Sullivan, P.E. – daves@miloneandmacbroom.com – original to be mailed

STATE OF CONNECTICUT
STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Phone: (860)594-3020

MEMBERS
Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

CERTIFICATE NO. 1617

STC NO. 144-0402-01

APPROVED August 17, 2004

EXPIRES August 16, 2006

ISSUED TO: ElDorado Holdings, LLC
100 Technology Drive
Trumbull, CT 06611

FOR: The Trumbull Professional Center
115 Technology Drive
Town of Trumbull

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised, and the Regulations of the State Traffic Commission.

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan(s). Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE TWO (2) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

Robbin L. Cabelus
Executive Director

October 8, 2004
Date

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Printed on recycled or recovered paper

TRA-10 REV 1/97

Report By: AC Date: 07/04 Checked By: GMG Date: 07/04 See Previous STC Report No.	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION** **Town of Trumbull**	STC No: 144-0402-01 Loc. No: Approved By STC Date: AUG 17 2004
Requested By: Mr. Manuel J. Silva Rose-Tiso and Co, LLC How Requested: Certificate Application Date: May 27, 2004	Location: Trumbull Professional Center Route 111	Robbin L. Cabelus EXECUTIVE DIRECTOR

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to ElDorado Holdings, LLC for Trumbull Professional Center, a 121,100 square foot office development with 524 parking spaces, located on Technology Drive in the Town of Trumbull, stating that the operation thereof will not imperil the safety of the public based on the following conditions:

The requirements refer to the plans prepared by Rose-Tiso and Co. LLC. entitled and dated as follows:

A. "Site Distance Map, Lots 1, 2, & 3, "Cyber Park" Technology Drive, Trumbull, Connecticut and Spring Hill Road, Monroe, Connecticut" dated March 8, 2004.

B. "Off Site Improvements" Sheet No. OS-2, dated July 7, 2004.

1. That the site driveways on Technology Drive be located and constructed in substantial conformance with the referenced plans.

2. That the owner provide and maintain intersection sight distances from the site driveways on Technology Drive as shown on the referenced plans.

3. That Route 111 be widened in substantial conformance with the referenced plans.

4. That the applicant revise the guide rail affected by improvements noted in Condition 3 in a manner satisfactory to the Department's District 3 Permits Office. The revisions may include, but are not limited to, the replacement and relocation of the guide rail to conform with current Department design standards, regrading, and installation of appropriate end treatments.

5. That signs and pavement markings on Route 111 be installed by the applicant in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices" latest edition. The applicant will be responsible to maintain signs and pavement markings on the site drives.

6. That all pavement markings installed by the applicant on State roads be of epoxy material, or of a material as directed by the Department of Transportation.

By _____
Division of Traffic Engineering
Bureau of Engineering and Highway Operations

7. That all conflicting pavement markings in the area of roadway work be eradicated to the satisfaction of the Department of Transportation.

8. That the applicant revise the traffic signal phasing and equipment on Route 111 at Technology Drive. The applicant will be responsible for all costs associated with the signal revision.

9. That all work on roadways that are owned and maintained by the Town of Trumbull be performed in conformance with the standards and specifications of the Town.

10. That prior to certificate issuance, the applicant post and maintain a bond in the amount of $150,000 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.

11. That an encroachment permit be obtained from the Department of Transportation's District 3 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

12. That all roadway and drainage improvements within the State's right-of-way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.

13. That prior to the issuance of a Certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance.

14. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Manuel J. Silva, the applicant's authorized representative, concurred with the above recommendations on August 02, 2004.

Police Chief Thomas Kiely, representative for the Legal Traffic Authority for the Town of Trumbull, concurred with the above recommendations on August 11, 2004.

Police Chief John L. Salvatore, representative for the Legal Traffic Authority for the Town of Monroe, concurred with the above recommendations on August 10, 2004.

Report of Findings
Town of Trumbull
Route 111
Trumbull Professional Center
Traffic Investigation Report No. 144-0402-01

Site Description:

The Trumbull Professional Center currently consists of a 33,000 square foot office building named PC Net, located on the north side of Technology Drive (a Town road), which was previously approved under the encroachment permit process. The developer now plans to build an 88,100 square foot medical office building on the south side of Technology Drive. The size of the total development will exceed the threshold of 100,000 square feet, therefore requiring State Traffic Commission approval. Access to the site will be from four stop-controlled drives on Technology Drive which is signalized at the intersection with Route 111. The development will have a total of 121,100 square feet of floor area with 524 parking spaces.

The development has received planning and zoning approval from the Town of Trumbull.

Site Generated Traffic:

The entire development is expected to generate 249 trips (203 entering, 46 exiting) during the a.m. peak hour and 369 trips (98 entering, 271 exiting) during the p.m. peak hour.

The Department's Bureau of Policy and Planning has approved the submitted traffic volumes.

Accident Experience:

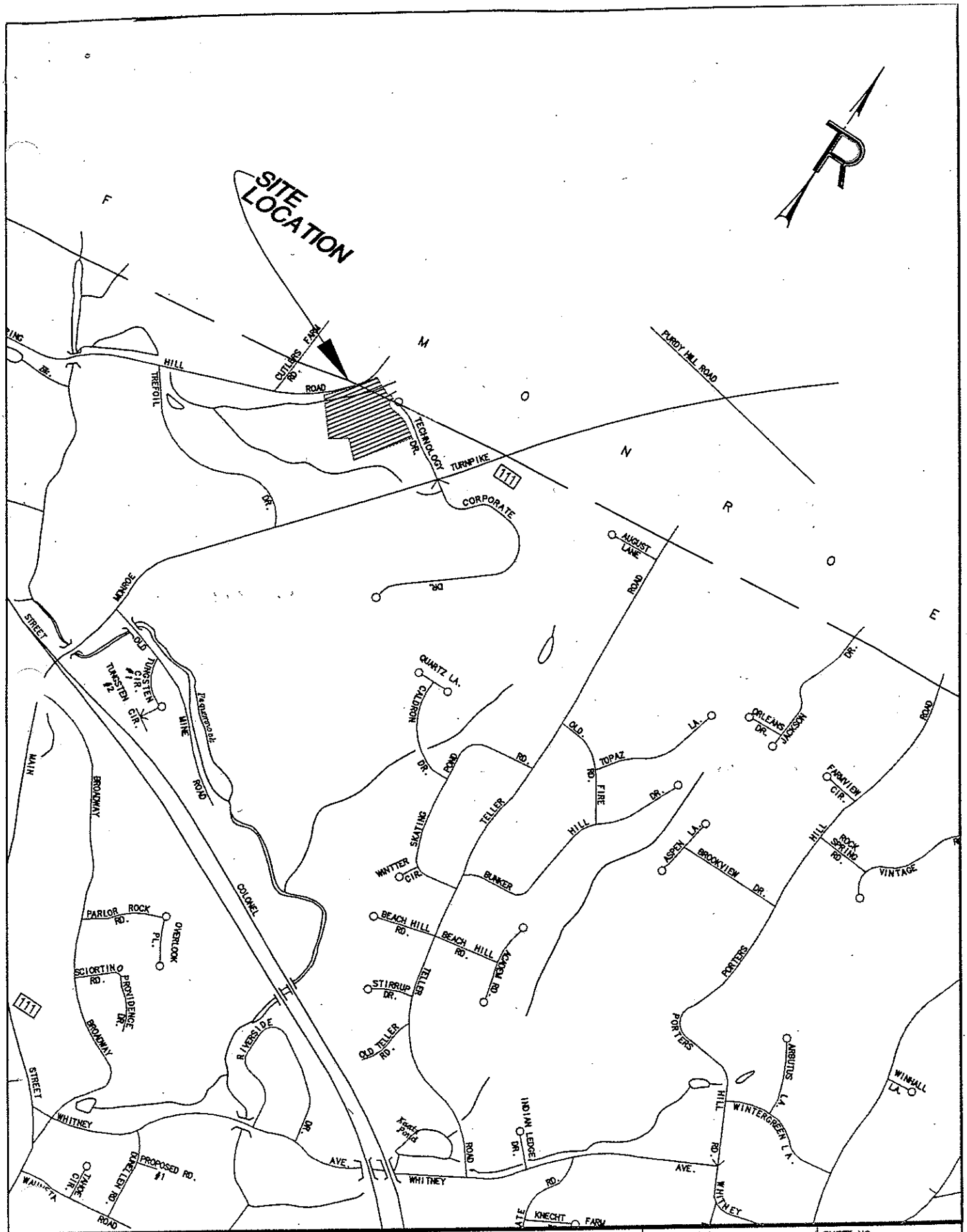
Between January 1, 2001 and December 31, 2003, eight accidents were reported at the intersection of Route 111 at Technology Drive. The types of accidents included: three rear ends, two turning movement intersect, one fixed object, one moving object and one sideswipe opposite direction.

Proposed Projects by the Department of Transportation:

None.

Department of Transportation's Observations and Concerns:

Due to the increase in left turning traffic onto Technology Drive from Route 111, the developer is required to widen Route 111 to provide an exclusive northbound left-turn lane. Also, the applicant will be required to revise the traffic signal sequence to provide Ax/Ay phasing. It is likely that a new controller and foundation will be necessary to accommodate the phasing. Some new traffic signal heads and new loop detectors will be required for the exclusive northbound left turn lane.



ROSE •TISO & CO. LLC.
ARCHITECTS • SURVEYORS • ENGINEERS

WWW.ROSETISO.COM
418 MEADOW STREET, SUITE 302, FAIRFIELD, CT 06824
TEL: (203)610-6262 • FAX: (203)610-6404

LOCATION MAP
115 Technology Drive
TRUMBULL, CT

DRAWN BY: MJS	SHEET NO.
CHECKED BY: DPL	
CAD FILE: VMAP.DWG	FIG A
DESIGN BY: MJS	
SCALE: NONE	
DATE: 11-25-02	

STATE OF CONNECTICUT

TRAFFIC COMMISSION
Department of Transportation
24 Wolcott Hill Road • P.O. Drawer A
Wethersfield, Connecticut 06109

MEMBERS
Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

ISSUED September 16, 1986

CERTIFICATE NO. 627

ISSUED TO Village Square, Inc.
c/o Steiwer, Inc.
Parklawn Drive
Bethel, Ct. 06801

FOR Village Square Shopping Center
Route 111 @ Gay Bower Road
Town of Monroe

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised and the Regulations of the State Traffic Commission

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan. Failure to comply with all conditions and the requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE SHALL EXPIRE ONE (1) YEAR FROM THE DATE ISSUED UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

J. WILLIAM BURNS
CHAIRMAN

William W. Stoeckert

William W. Stoeckert
Executive Secretary

TRA-10 REV. 2/82

Norman N. Fierravanti
Report By _____ Date 9/86
John F. Carey
Checked By _____ Date 9/86

-Completion Dates-

Signals _____ Signs _____

Markings _____

S.T.C. Notified _____

Memo No. _____

See Previous S.T.C. Report No. _____

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION

TOWN Monroe

LOCATION Route 111 at Village Square Shopping Center

REQUESTED BY
Highway Traffic Consultants

HOW REQUESTED Certificate Application

DATE 2/11/86

S.T.C. No. 084 - 8602 - 01

Loc. No. _____

Date to S.T.C. _____

Received By S.T.C.
Date SEP 15 1986

Approved By S.T.C.
Date SEP 16 1986

William W. Stoeckert
Executive Secretary

Recommendations

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, and as directed by the State Traffic Commission (STC), it is recommended that the STC issue a certificate to Village Square, Inc. for the Village Square Shopping Center stating that the operation thereof will not imperil the safety of the public based on the following requirements:

The requirements refer to the attached developer's plan, "As-Built Plan & Profile, Monroe Turnpike, Conn. Route 111, Monroe, Connecticut, Prepared for Village Square Inc.," sheet 1 of 2 dated 7-2-85. The plan was prepared by Spath-Bjorklund Associates, Inc. and revised by Highway Traffic Consultants, 11 August 1986.

1. That the driveway and associated radii be constructed as shown on the attached plan.

2. That the existing driveways on Route 111 be closed as shown on the attached plan.

3. That curbing be installed around the existing service station on the northeast corner of the site to preclude direct access to the Village Square Shopping Center from the service station as shown on the attached plan.

4. That Route 111 be widened to provide a 22' wide northbound bypass area and 14' wide southbound lane as shown on the attached plan.

BY _____

DIVISION OF TRAFFIC
BUREAU OF HIGHWAYS

5. That the turning radii for Gay Bower Road at Route 111 be increased to 50' as shown on the attached plan.

6. That an easement for highway purposes for an area 15' off the new westerly curb line along the developer's entire Route 111 frontage be granted to the Department of Transportation at no cost to the State.

7. That sight distances of at least 630' to the south and 560' to the north be provided and maintained from the Village Square driveway by the owner of the development as shown on the attached plan.

8. That sight distances of at least 630' to the north and south from Gay Bower Road along Route 111 be provided by the developer as shown on the attached plan.

9. That the compound radii for the horizontal curve on Route 111 at Gay Bower Road not exceed a ratio of 1.5 to 1 in conjunction with the proposed roadway widening.

10. That a traffic signal be installed on Route 111 at the Village Square driveway. A subsequent STC Report will be written for the signal installation.

11. That an egress lane line, Stop bar and Keep Right signs be installed and maintained by the owner of the development on the Village Square driveway at Route 111.

12. That all signs and pavement markings installed in conjunction with the conditions of this report be in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

13. That all roadway improvements within the State highway right-of-way be subject to review by the Department of Transportation and all their requirements be satisfied prior to the issuance of a permit by the Department's District III Office. Detailed plans of the proposed Route 111 widening satisfying Conditions 4, 5 and 9 of this report which address, but are not limited to, design requirements for tapers, cross slopes and/or super elevation shall be prepared and submitted for this review.

14. That all drainage requirements be satisfied prior to the issuance of a permit by the Department of Transportation's District III Office.

15. That upon renegotiation and/or termination of the lease for the gas station on the northeast corner of the site at the intersection of Route 111 and Gay Bower Road, the developer grant an easement at no cost to the State which extends the 15' easement required by Condition #6 to Gay Bower Road.

16. That all utility relocations be at no cost to the State and in accordance with current Department of Transportation policies.

17. That the STC reserves the right to require additional traffic improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements shall be borne by the owner of the development.

Mr. Harvey B. Boutwell, the developer's representative, was informed of the above requirements on September 5, 1986 and concurred.

Chief Robert J. Wesche, of the Monroe Police Department, representative of the Legal Traffic Authority was informed of the above requirements on September 12, 1986 and concurred.

REPORT OF FINDINGS
TOWN OF MONROE
Village Square

Site Description

The site is located on the west side of Route 111 approximately 2.5 miles north of its intersection with the terminus of the Route 25 expressway.

The existing shopping center contains 16,800 square feet. The proposed expansion will add 31,800 square feet and a 3200 square foot free standing restaurant and provide a total of 457 parking spaces.

The shopping center will have a single channelized access driveway on Route 111 and close two existing driveways. The development will also have access to Gay Bower Road, a town road which intersects Route 111.

Generated Site Traffic

When completed Village Square is anticipated to generate 5700 vehicle trips on an average weekday and 7000 trips on a typical Saturday. It is predicted that 54% of the site generated traffic would be orientated to and from the north and 45% to and from the south on Route 111, with 1% to and from the west on Gay Bower Road.

The peak hour generated volumes are as follows:

Weekday - a.m. Peak - 249 VPH in, 191 VPH out
p.m. Peak - 207 VPH in, 254 VPH out

Saturday Peak Hour - 325 VPH in, 321 VPH out

Background Traffic

Route 111 in the vicinity of the development had a 1985 ADT of 11,600. The peak hour flows are directional with the higher volumes southbound in the morning peak hour and northbound in the evening hours. The volumes are approximately 50% higher in the predominant direction.

The generated and background volumes submitted for this development have been reviewed and accepted by the Bureau of Planning.

Accident History

The latest three-year accident experience for Route 111 in the vicinity of the development covering the period from July 1, 1982 to June 30, 1985 was reveiwed.

Twenty-three accidents occurred in the 0.4 mile study area. The predominant accident types were rear-end and turning-intersecting paths. Three out of six (50%) of the rear-end accidents involved northbound left turning vehicles entering Village Square. Three of the six (50%) turning-intersecting path accidents involved vehicles exiting Village Square. The proposed northbound by-pass area should alleviate the rear accidents involving left turning vehicles. The combination of the consolidated driveways and proposed traffic signal should reduce the number of turning-intersecting path accidents.

Department of Transportation Projects in the Area

Project 144-154 - Reconstruction and widening of Route 111 from the vicinity of Route 25 in Trumbull to approximately 500 feet north of Purdy Hill Road in Monroe. Will provide four 12-foot lanes with turning lanes at intersections with improved signalization. This improvement ends approximately 4000 feet south of Village Square on Route 111.

Improvements by the Developer

The developer proposes to widen Route 111 to provide a northbound by-pass area at the main access drive, install a traffic signal at the main access drive, and improve the curb returns for Gay Bower Road.

Department of Transportation Review Comments and (Resolutions)

A. Division of Traffic

The proposed widening of Route 111 and signalization of the main access driveway will address the immediate needs and impact of the development's traffic working within the confines of the existing right-of-way.

The signalized intersections of Route 111 and Purdy Hill Road to the south of the site and with Elm Street and also Cross Hill Road to the north were considered during this investigation. The previously mentioned State Project 144-154 will address concerns for traffic operations at the Purdy Hill Road intersection. The section of Route 111 from the terminus of Project 144-154 north to Route 110 has a demonstrated need for widening to a four lane section to accommodate increased traffic resultant from development and completion of the Route 25 expressway. It was determined that the generated traffic from the 32,000 square foot addition to the existing 16,000 square foot Village Square facility would not substantially worsen existing conditions along the corridor. Improvements to the intersections of Route 111 with Elm Street and Cross Hill Road which could be directly attributable to the development's increased traffic were not identified.

An impact study of the Route 25 expressway prepared by the Greater Bridgeport Regional Planning Agency in March of 1983 addressed conditions along Route 111 through Monroe and outlined recommended actions for improvements. It was felt that the developer of Village Square should not be responsible for correcting the existing deficiencies of the Route 111 corridor.

B. For a listing of the review comments provided by the Division of Design, Office of Maintenance, Bureau of Planning, Office of Rights-of-Way, and the Office of Research and Materials concerning the subject development please see the attached "Major Traffic Generator Review" sheets submitted by the respective units. All the listed comments have been either addressed by this report or incorporated into the development's plans.

Development Layout Conclusions

The proposed development is acceptable to the Town of Monroe and the Department.

STATE OF CONNECTICUT
STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Phone: (860) 594-3020
Fax: (860) 594-2377

MEMBERS

Commissioner of Transportation

Commissioner of Public Safety

Commissioner of Motor Vehicles

CERTIFICATE NO. 94-A

STC NO. 084-0707-01

APPROVED September 25, 2007

EXPIRES September 24, 2009

ISSUED TO: Maril, LLC
477 Main Street, Suite 212
Monroe, CT 06468

Mr. Joseph DeLucia
47 Milford Point Road
Milford, CT 06460

FOR: Monroe Plaza Expansion
Route 111
Town of Monroe

pursuant to Section 14-311 of the General Statutes
of Connecticut, as revised, and the Regulations
of the State Traffic Commission.

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan(s). Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE TWO (2) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

David A. Sawicki

December 8, 2008
Date

TRA – 10 REV 12/06

Report By: JYP Date: 7/07 Checked By: GMG Date: 7/07 Recommended By:	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION**	STC No: 084-0707-01 Loc. No: Approved by STC
See Previous Traffic Investigation Report No: 084-0601-01 & 18063	**Town of Monroe**	Date: SEP 2 5 2007
Requested By: J. A. Koolis PB Americas, INC. How Requested: Certificate Application Date: July 23, 2007	Location: Monroe Plaza Route 111 (Monroe Turnpike)	Robbin L. Cabelus EXECUTIVE DIRECTOR

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to Maril, LLC and Mr. Joseph DeLucia for the 37,912 square-foot expansion of the Monroe Plaza, for a total 77,912 square-foot gross floor area mixed use development with 347 parking spaces, located on Route 111 (Monroe Turnpike) in the Town of Monroe stating that the operation thereof will not imperil the safety of the public based on the following conditions.

The following conditions refer to the applicant's plans entitled:

A. "Site Plan," Drawing No. 20.01, dated July 26, 2005, last revised August 27, 2007, prepared by Langan Engineering.

B. "Proposed Roadway Improvements," Drawing No. Sheet 1 of 2, dated May 16, 2006, last revised February 15, 2007, prepared by Parsons Brinckerhoff.

C. "Proposed Roadway Improvements," Drawing No. Sheet 2 of 2, dated May 16, 2006, last revised February 15, 2007, prepared by Parsons Brinckerhoff.

1. That Traffic Investigation Report No. 084-0601-01 approved on February 27, 2007 be rescinded.
2. That Route 111 (Monroe Turnpike) be widened in substantial conformance with the referenced plans.
3. That Elm Street be widened in substantial conformance with the referenced plans.
4. That Cross Hill Road be widened in substantial conformance with the referenced plans.
5. That the existing site drives on Route 111 be eliminated as shown on the referenced plans.
6. That the site driveways on Route 111 be constructed in substantial conformance with the referenced plans.

7. That approach grades of the driveways along Route 111, Elm Street and Cross Hill Road affected by the roadway widening noted in this report meet Department of Transportation's standards for intersecting streets or not be increased.

8. That intersection sight distances be provided and maintained from the north site driveway on Route 111 as shown on the referenced plans.

9. That the intersectional sight distances of the driveways and town roads along Route 111 affected by the roadway widening noted in this report, meet Department standards for intersecting streets or not be diminished.

10. That a traffic signal be installed on Route 111 at the north site drive. Upon completion of the installation of the signal, the Department of Transportation will review the installation and upon acceptance, assume ownership and ordinary maintenance such as cleaning and minor electrical repair. Major component replacement, repair or damage due to accident, vandalism, or nature and replacement due to normal wear shall be the responsibility of the owners of Monroe Plaza. When the maintenance and/or repair costs exceed $500.00, the Department of Transportation shall perform this work and bill the owner of Monroe Plaza for all the actual costs. The owners of Monroe Plaza will pay for the electricity to operate the signal.

11. That the applicant revise the traffic signals at the following intersections:

    - Route 111 at Elm Street
    - Route 111 at Cross Hill Road

    The applicant will be responsible for all costs associated with the signal revisions.

12. That the following traffic signals be coordinated using time base coordination (TBC). The applicant will be responsible for all costs associated with the traffic signal interconnection:

    - Route 111 at Elm Street
    - Route 111 at north site driveway
    - Route 111 at Cross Hill Road

13. That an easement be granted to the State, at no cost, to place and maintain traffic signal appurtenances on site property at the intersection of Route 111 and the north site driveway prior to the issuance of an encroachment permit. Right of Way File No. 084-000-078.

14. That an easement be secured for the State, at no cost, to place and maintain traffic signal appurtenances on private property at the Reda Shopping Center driveway prior to the issuance of an encroachment permit. Right of Way File No .084-000-079.

15. That an easement be secured for the State, at no cost, to place and maintain traffic signal appurtenances on private property at the Comaro Shopping Center driveway prior to the issuance of an encroachment permit. Right of Way File No. 084-000-080.

16. That property be deeded for highway purposes at southeast corner of Route 111 at Cross Hill Road, to the State, at no cost, as indicated on the referenced plans prior to the issuance of a certificate. Right of Way File No.084-000-081.

17. That signs and pavement markings on Route 111, Elm Street and Cross Hill Road be installed and maintained in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

18. That all roadway and drainage improvements within the State highway right-of-way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.

19. That Route 111 be overlaid within the limits of the widening. The extent of the overlay is to be determined by the Department of Transportation's District 3 Office.

20. That all conflicting pavement markings in the area of roadway work be eradicated to the satisfaction of the Department of Transportation.

21. That all pavement markings installed on State roads be of epoxy material, or of a material as directed by the Department of Transportation.

22. That all work on roadways that are owned and maintained by the Town of Monroe be performed in conformance with the standards and specifications of the Town.

23. That all utility relocations in the State highway right-of-way be at no cost to the State and in accordance with "A Policy on the Accommodations of Utilities on Highway Rights-of-Way."

24. That an encroachment permit be obtained from the Department of Transportation's District 3 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

25. That prior to the issuance of a Certificate, a bond be posted and maintained in the amount of $ 1,400,000 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.

26. That prior to the issuance of a Certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance.

27. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Chief John L. Salvatore, representative for the Legal Traffic Authority for the Town of Monroe, concurred with the above recommendations on September 17, 2007.

Mr. J. A. Koolis, Jr., the applicant's authorized representative, concurred with all recommendations except for Condition No. 16 on September 17, 2007. Mr. J. A. Koolis, Jr. feels that concurring with Condition No. 16 will significantly delay the proposed project and add significant expense to it.

Report of Findings
Town of Monroe
Monroe Plaza Expansion
STC Report No. 084-0707-01

Site:

Monroe Plaza is an existing 42,000 square foot mixed-use development, which is located on the east side of Route 111 (Monroe Turnpike) between Elm Street and Cross Hill Road in the Town of Monroe. STC Certificate No. 94 (Traffic Investigation Report No. 18063) was issued May 16, 1972 for a 40,000 square foot mixed use shopping center.

Traffic Investigation Report No. 084-0601-01 was prepared for a 43,626 square-foot expansion of Monroe Plaza (a total of 83,626 square feet gross floor area shopping center with 342 parking spaces). The report was approved by the State Traffic Commission on February 27, 2007. However, a State Traffic Commission certificate was never issued.

Subsequent to the February 2007 approval, the applicant has proposed to modify the site plan to reduce the total square footage by 5,714 square foot to 77,912 square foot, and increase the numbers of parking space by 5 to 347 parking spaces.

The applicant is proposing to redevelop and expand the site by acquiring the adjacent office building. The existing 20,000 square foot supermarket, 26,071 square foot retail space and adjacent office building will be demolished and replaced with a new retail development which includes a 58,627 square foot supermarket (Stop & Shop), 17,485 square foot of retail space and a 1,800 square foot restaurant. Upon completion, a total of 77,912 square foot gross floor area and 347 parking spaces will be provided on the site.

Access to the site will be by a right-turn ingress only driveway and a signalized, full access driveway (north drive) on Route 111.

The proposed development has received planning and zoning approval from the Town of Monroe.

Route 111 in the vicinity of the site is a 28-30 foot wide, two lane, bi-directional, north/south roadway with a 4.5 percent grade northbound. The posted speed limit is 35 mph and the 85th percentile speed is approximately 40 mph in both directions. Elm Street, a town road, intersects Route 111 approximately 200 feet south of the right-turn ingress only site driveway. Cross Hill Road, another town road, intersects Route 111 approximately 400 feet north of the proposed signalized site driveway.

Site Traffic:

The entire development is expected to generate 793 vehicles (396 entering and 397 exiting) during the Friday p.m. peak hour, and 855 vehicles (436 entering and 419 exiting) during Saturday peak hour. The Bureau of Policy and Planning has reviewed and approved the traffic volumes.

Accident Experience

The accident history on Route 111 in the vicinity of the site frontage was reviewed. The predominant accident type observed was the rear-end type. It appears that some of these accidents are related to the existing traffic signals on Route 111 north and south of the site. The provision of left-turn lanes and coordination of traffic signals, as required by the conditions of this report, are measures which can promote a reduction in rear-end type accidents.

Department Projects in the Area:

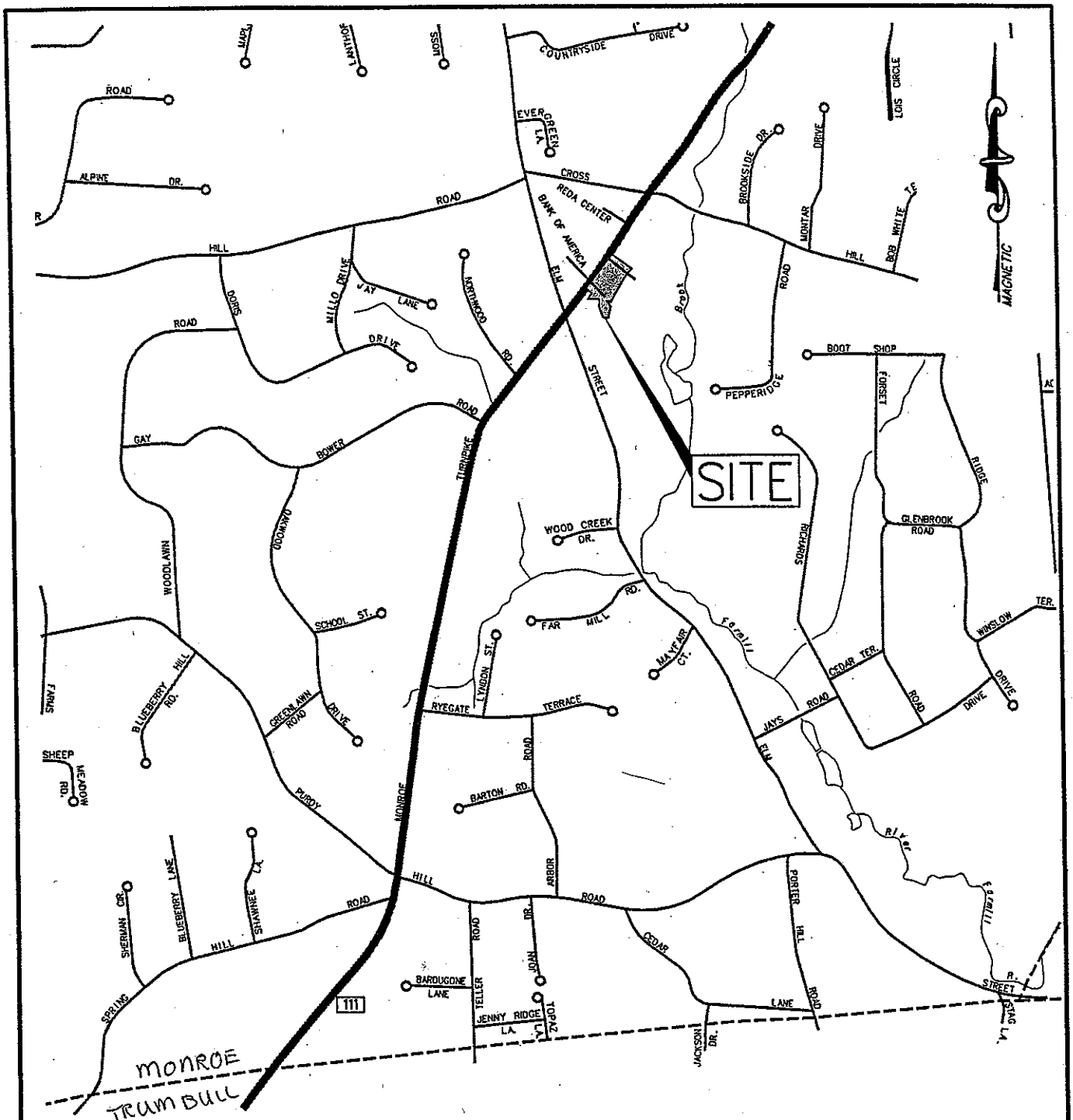
None.

Division of Traffic Engineering Comments:

The proposed traffic signal at the site driveway on Route 111 is warranted based on traffic volume information and analysis thereof. The proximity of the signalized site driveway to the existing signals at the intersection of Cross Hill Road and Route 111 (400 feet) and the intersection of Elm Street and Route 111 (650 feet) necessitate interconnection. The turning lane on Route 111, Elm Street and Cross Hill Road in the vicinity of the site is based on the capacity analysis.

Conclusion:

The proposed development is acceptable to the Town of Monroe and the Department of Transportation. There are no unresolved concerns.



SITE LOCATION MAP

STOP & SHOP SUPERMARKET
MONROE PLAZA
MONROE, CONNECTICUT
N.T.S.

SEPTEMBER, 2005 FIG. 1

TRA – 10 REV 1/08

Report by: MLW Date: 9/08 Checked by: BMS Date: 9/08 Recommended by:	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION**	STC No: 084-0809-01 Loc No. Approved by STC SEP 16 2008 Date:
See Previous Traffic Investigation Report No: 084-0707-01	**Town of Monroe**	
Requested by: State Traffic Commission How Requested: Verbal Date: August 2008	Location: Monroe Plaza Expansion Route 111 (Monroe Turnpike)	Robbin L. Cabelus EXECUTIVE DIRECTOR

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the conditions of Traffic Investigation Report Number 084-0707-01 approved September 25, 2007 be revised as indicated below.

1. That Condition No. 15, which stipulated that an easement be secured for the State, at no cost, to place and maintain traffic signal appurtenances on private property at the Comaro Shopping Center driveway prior to the issuance of an encroachment permit, be rescinded.

2. That all other conditions of the report remain in effect.

3. That prior to the issuance of a Certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure.

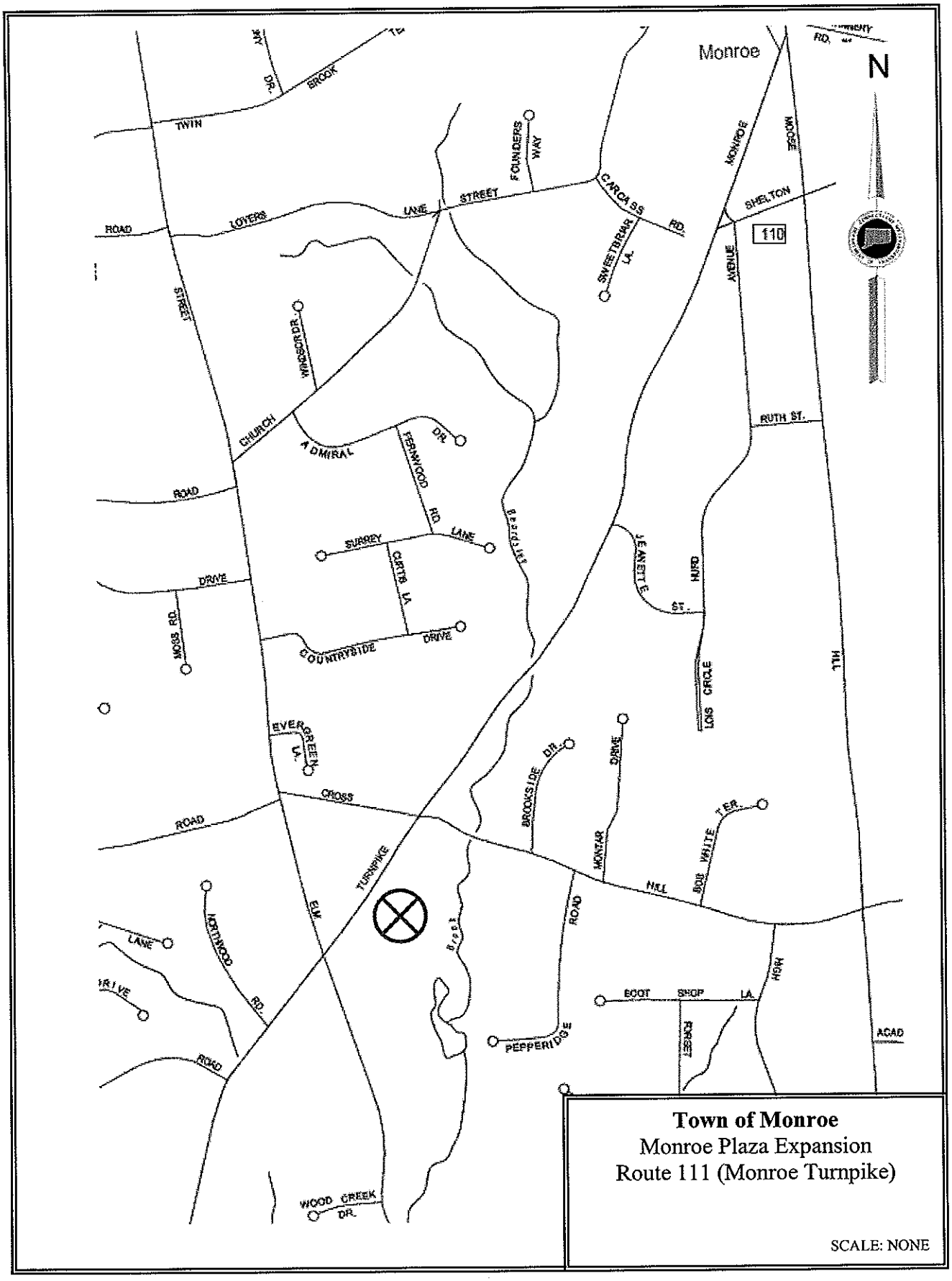
4. That the State Traffic Commission reserves the right to require improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. John D. Plante, speaking on behalf of the applicant, concurred with the above on September 9, 2008.

Mr. John L. Salvatore, the representative for the Local Traffic Authority for the Town on Monroe, concurred with the above on September 9, 2008.

Report of Findings
Town of Monroe
Monroe Plaza Expansion
Traffic Investigation Report No. 084-0809-01

Under Traffic Investigation Report 084-0707-01, an easement was to be secured for the State to place and maintain traffic signal appurtenances on the Comaro Shopping Center private property opposite the northern site drive of the Monroe Plaza. This requirement was based on a conceptual box-span signal design for the proposed signal at the Monroe Plaza north site drive. At this time, the signal design has progressed and it has been determined that an existing utility pole within the State ROW can be utilized for the box-span signal design. Therefore, the easement area described in Condition Number 15 of TIR 084-0707-01 is no longer needed and the condition can be rescinded. All other conditions of the report will remain in effect.



Town of Monroe
Monroe Plaza Expansion
Route 111 (Monroe Turnpike)

SCALE: NONE

STATE OF CONNECTICUT

TRAFFIC COMMISSION

Department of Transportation

2800 Berlin Turnpike - P.O. Box 317546
Newington, CT 06131-7546
Telephone: 594-3025

MEMBERS

Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

ISSUED November 16, 1993

CERTIFICATE NO. 1193

ISSUED TO: D.M.G. Enterprises
234 Main Street
Monroe, CT 06468

FOR: Century Plaza
Monroe Turnpike
Monroe, CT 06468

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised, and the Regulations of the State Traffic Commission.

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plans. Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE ONE (1) YEAR FROM THE DATE ISSUED UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FORM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

Richard J. Howard

Richard J. Howard, P.E.
Executive Director

An Equal Opportunity Employer
Printed on recycled or recovered paper

Report By: ELB Date 11/93 Checked By: WJA Date 11/93 Completion Dates Signals Signs Markings S.T.C. Notified Memo No. See Previous STC Report No.	State of Connecticut Department of Transportation **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION** TOWN Monroe LOCATION Century Plaza on Route 111 (Monroe Turnpike) REQUESTED BY Mrs. Eve Barakos-Landino Barakos-Landino, Inc. HOW REQUESTED Application for Certification DATE June 29, 1993	STC No. 084-9307-01 Loc. No. Date to STC NOV 12 1993 Received By S.T.C. Date NOV 15 1993 Approved By S.T.C. Date NOV 16 1993 Richard J. Howard Executive Director

RECOMMENDATIONS:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to DMG Enterprises for construction of a shopping center on the west side of Route 111 in Monroe, stating that the operation thereof will not imperil the safety of the public based on the following requirements.

The following conditions are referenced to Sheet No. T-1 of Project No. 8863 entitled "Traffic Control Plan, Century Plaza, Monroe, Connecticut" dated February 20, 1990, revised October 12, 1993. The plan was prepared by Barakos-Landino, Inc.

1. That the Century Plaza drive at Route 111 be constructed, as shown on the above-referenced plan.

2. That the applicant provide and maintain sight lines for the proposed site drive along Route 111, as shown on the above-referenced plan.

3. That the applicant install and maintain lane lines, stop line, pavement markings arrows, "Keep Right" signs and lane use signs for the site drive, as shown on the above-referenced plan and in accordance with the "Manual on Uniform Traffic Control Devices."

4. That the applicant install a luminaire at the intersection of Route 111 and the site drive and be responsible for the electricity needed to operate the luminaire.

BY: Joseph Santonella

DIVISION OF TRAFFIC ENGINEERING
BUREAU OF ENGINEERING
AND HIGHWAY OPERATIONS

5. That Route 111, in the vicinity of the site drive, be widened and have pavement markings and signs installed designating the lane use as shown on the above referenced plan and in accordance with the "Manual on Uniform Traffic Control Devices."

   The actual design to be subject to Department review.

   A subsequent STC report will be prepared for the lane-use controls on Route 111.

6. That the site drive be signalized and the traffic control signal be interconnected with the signal at Route 111 and Cross Hill Road.

   The Department of Transportation will be responsible for the ordinary maintenance of the traffic control signal and the owner of the development will pay for the electricity to operate the signal.

   A subsequent STC report will be prepared for the signal installation.

7. That all utility relocations within the State highway right-of-way be at no cost to the State and in accordance with "A Policy on the Accommodations of Utilities on Highway Right-of-Way."

8. That the developer revise the Route 111 at Cross Hill Road traffic control signal to accommodate the revised lane arrangement, as shown on the above referenced plan and in accordance with the Manual on Uniform Traffic Control Devices." This revision will include revising the traffic signal head alignment and adding left-turn signals and vehicle detection for the left-turn lanes.

   A subsequent STC report will be prepared for the lane-use control.

9. That all roadway and drainage improvements within the State's right-of-way be subject to review by the Department of Transportation and all their requirements be satisfied prior to the issuance of a permit for work within the highway right-of-way.

10. That the State Traffic Commission reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

11. That within sixty days of the issuance of the Certificate, a copy thereof together with this report be recorded on the municipal land records in accordance with the attached procedure.

Mrs. Eve Barakos Landino, the applicant's authorized representative, was contacted and concurred with the above on November 1, 1993.

Chief Robert J. Wesche, the Legal Traffic Authority for the Town of Monroe, was contacted and concurred with the Department's finding on November 10, 1993.

REPORT OF FINDINGS
Town of Monroe
Century Plaza

Site Description:

The site is located on the west side of Route 111 (Monroe Turnpike) about 960 feet north of Cross Hill Road and 3740 feet south of Route 110 in Monroe. Vehicle movement out of the site drive will be controlled by a new traffic control signal. The proposed development of an 85,000 square foot shopping center will include a super grocery store of approximately 53,110 square feet, and retail space of approximately 31,890 square feet. A total of 348 parking spaces will be provided.

The development was approved by the Monroe Planning and Zoning Commission on June 10, 1993.

Background and Site Generated Traffic:

Route 111 in the vicinity of the site has a 1990 ADT of 12,600 vehicles.

The anticipated site traffic generation will result in 455 inbound and 455 outbound trips during a p.m. peak hour on Friday and 555 inbound and 555 outbound trips during a Saturday midday peak hour.

The traffic projections have been approved by the Bureau of Policy and Planning.

During the Friday and Saturday peak hours, the signalized intersections of Route 111 at Elm Street and Route 111 at Cross Hill Road are anticipated to operate acceptably (LOS B or C) with the "Full Development" traffic volumes.

With the unsignalized intersection of Route 111 at Route 110 operating poorly with or without the additional traffic generated by the site, the developer is not being asked to make improvements at this intersection. However, an encroachment permit is in the review stage for a development by the Heritage Health Group, Inc., which proposes installing a traffic signal at the intersection that will also service the development.

Accident Experience:

Review of the accident experience for the period from January 1, 1990 to December 31, 1992 indicated nine accidents on Route 111 along the site's 480' frontage adjacent to Route 111. The accident types included three moving objects, two rear-ends, two sideswipes and two head-ons. There were no reported injuries resulting from the accidents and it does not appear that the accident experience is a factor in this area.

Proposed Improvements by Developer:

The developer has proposed widening Route 111 at the site drive to provide a northbound left-turn lane into the site. In addition, a traffic signal is proposed for the intersection of Route 111 and the site drive. Widening is also proposed along Route 111 for the intersection of Route 111 and Cross Hill Road to accommodate exclusive northbound and southbound left-turn lanes. The traffic control signal at this intersection will be revised to accommodate the left-turn lane.

Department of Transportation Review Comments
Division of Traffic Engineering:

1. The site drive as proposed will place queues in front of the gas station drives which will make it difficult for motorists to make left turns into these drives. As a result of this, stoppage will occur on Route 111 due to a lack of bypass capabilities.

   Resolution: The developer's authorized representative responded that widening on the west side of Route 111 to provide bypass for left-turning vehicles would necessitate impacting the existing wetlands. It was also mentioned that the gas station does not generate a high traffic volume. Based on Condition No. 5, the actual design of the pavement markings will be further reviewed by this department. At that time, it will be proposed by this department that the stop bar for Route 111 northbound approach be moved back to just south of the northerly drive for the gas station. This should assist motorists in making left turns into the gas station.

Division of Consultant Design:

The proposed work in the wetlands adjacent to Route 111 will conflict with future widening under Project 84-90, which is scheduled for advertising in November of 1995. Wetland creations, drainage facilities, parking areas, etc., should be constructed at least 70' from the existing highway line of Route 111 to insure that it will not conflict with the project cross section.

Resolution: Spath Bjorklund Associates, Inc., the site engineers, wrote in their October 7, 1993 letter to this department that their proposed wetland filling and bermed detention basin would be difficult to relocate. After further review, this department requested that the proposed berm be moved 25' to the north, and the twin 30" RCP under the site drive be located more to the north as well in order to minimize the wetland and drainage facility impacts we will incur in the near future during the reconstruction. In their November 9, 1993 letter to Barakos-Landino, the owners of the development, Sippin Bros. Oil Co. Inc., agreed to these changes.

Computations for the sedimentation basin should be forwarded to the Hydraulics and Drainage section for review.

Development Layout Conclusion:

The proposed development is acceptable to the Town of Monroe and the Department.

Report By: ELB Date 9/94

Checked By: WJA Date 9/94

Completion Dates

Signals ____ Signs ____

Markings ____

S.T.C. Notified ____

Memo No. ____

See Previous STC Report No. ____

State of Connecticut
Department of Transportation

TRAFFIC INVESTIGATION
REPORT TO THE
STATE TRAFFIC COMMISSION

TOWN Monroe

LOCATION
Century Plaza on Route 111
(Monroe Turnpike)

REQUESTED BY
Mrs. Eve Barakos-Landino
Barakos-Landino Design Group

HOW REQUESTED Letter

DATE Aug. 11, 1994

STC No. 084-9408-01

Loc. No. 84-216

Date to STC ____

Received By S.T.C.

Date ____

Approved By S.T.C.

Date SEP 2 0 1994

Richard J. Howard
Executive Director

RECOMMENDATIONS:

It is recommended that the conditions of Certificate No. 1193 issued on November 16, 1993 for Century Plaza be revised to refer to the applicant's latest plan entitled "Traffic Control Plan, Century Plaza, Monroe, Connecticut" (Sheet No. TC-2 of Project No. 93011, dated September 19, 1994) and include the following revisions.

The plan was prepared by Barakos-Landino Design Group.

1. That Condition No. 8 be rescinded.

2. That all remaining conditions refer to the latest traffic control plan (Sheet No. TC-2).

3. That the State Traffic Commission reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

4. That within sixty days of the issuance of this report, a copy thereof, be recorded on the municipal land records in accordance with the attached procedure.

Mrs. Eve Barakos-Landino, the applicant's authorized representative, was contacted and concurred with the above on September 19, 1994.

Chief Robert J. Wesche, the Legal Traffic Authority for the Town of Monroe, was contacted and concurred with the above on September 19, 1994.

BY Joseph Santomello

DIVISION OF TRAFFIC ENGINEERING
BUREAU OF ENGINEERING
AND HIGHWAY OPERATIONS

REPORT OF FINDINGS
CENTURY PLAZA
ROUTE 111
TOWN OF MONROE

Background:

Mrs. Eve Barakos-Landino, of Barakos-Landino Design Group, wrote to the State Traffic Commission (STC) on August 11, 1994 requesting a revision to State Traffic Commission Certificate No. 1193 to remove the condition for revising the traffic control signal at the intersection of Route 111 and Cross Hill Road. The condition had been included to accommodate the widening that Monroe Planning and Zoning Commission required for Route 111 at Cross Hill Road to provide exclusive left-turn lanes on both approaches of Route 111. Due to a future project (Project No. 84-90) the department is working on to widen Route 111 at this location, the Planning and Zoning Commission agreed to conditionally relieve the developer of Century Plaza, DMG Enterprises, of widening Route 111 at Cross Hill Road. The Planning and Zoning Commission will only have the developer proceed with widening Route 111 at Cross Hill Road for exclusive left-turn lanes if nothing becomes of the project.

The latest plan submitted as the Traffic Control Plan for Century Plaza (Sheet No. TC-2 of Project No. 93011) will supersede the plan approved in STC Report No. 084-9307-01 (Sheet No. T-1 of Project No. 8863) as the reference plan.

TRA-10 REV 11/87

Report By ELB

Date 12/94

Checked By WJA

Date 12/94

S.M. No. _____

See Previous S.T.C. Report No. 084-9307-01, 084-9406-01 084-9408-01

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION

TOWN Monroe

LOCATION
Century Plaza on Rte 111
(Monroe Turnpike)

REQUESTED BY
Mr. Robert V. Baltramaitis
Barakos-Landino Design Gr.

HOW REQUESTED Letter

DATE 12/8/94

S.T.C. No. 084-9412-01

Loc. No. 084-216

Date to S.T.C. DEC 9 1994

Received By S.T.C.

Date DEC 9 1994

Approved By S.T.C.

Date DEC 14 1994

Richard J. Howard

Executive Director

Recommendations

It is recommended that the developers of Century Plaza be permitted to open without full compliance with Condition No. 5 of Certificate No. 1193. The following conditions are referenced to Sheet No. TPM-1 of Project No. 93011 entitled "Temporary Traffic Control Plan, Century Plaza, Monroe, Connecticut" dated December 13, 1994. The plan was prepared by Barakos-Landino Design Group.

1. That all conditions except Condition No. 5 of Certificate No. 1193 be completed prior to the opening of Century Plaza.

2. That Condition #5 required by Certificate No. 1193 be completed by January 17, 1995.

3. That Route 111, in the vicinity of the site drive, have temporary pavement markings as shown on the above referenced plan until the existing poles on Route 111 have been removed.

4. That the applicant hire Town of Monroe police officers to monitor traffic and insure safe operation at the intersection of Route 111 and the site drive Monday thru Friday from 7:00 a.m. to 9:00 p.m., and Saturday from 8:00 a.m. to noontime, initially, and more or less hours upon subsequent requests to and by the Monroe Police Department or the State Traffic Commission until all conditions of Certificate No. 1193 have been completed.

5. That within sixty (60) days of the issuance of the Certificate, a copy thereof, together with this report be recorded on the municipal land records in accordance with the attached procedure.

6. That the State Traffic Commission reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

By _____
Division of Traffic Engineering
Bureau of Engineering and
Highway Operations

Mrs. Eve Barakos Landino, the applicant's authorized representative, was contacted and concurred with the above on December 13, 1994.

Chief Robert J. Wesche, the Legal Traffic Authority for the Town of Monroe, was contacted and concurred with the Department's findings on December 14, 1994.

EXISTING CONDITIONS:

Mr. Robert V. Baltramaitis in a December 8, 1994 letter to the State Traffic Commission requested that the owner of Century Plaza be granted permission to open without full compliance with Condition No. 5 of Certificate No. 1193 which was issued by the State Traffic Commission on November 16, 1993.

CL&P has yet to relocate their power lines to the relocated poles and remove the existing poles. This work is anticipated to be completed on or about the first of January 1995. It is also anticipated that all other required off-site improvements inclusive of roadway widening and traffic signal installation be completed by the December 15, 1994 scheduled opening date. However, roadway striping cannot be installed as depicted on the previously approved STC plans until the existing utility poles are removed.

Report By: ELB Date 1/95 Checked By: WJA Date 1/95 Completion Dates Signals ____ Signs ____ Markings ____ S.T.C. Notified ____ Memo No. ____ See Previous STC Report No. 084-9412-01	State of Connecticut Department of Transportation **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION** TOWN Monroe LOCATION Century Plaza on Route 111 (Monroe Turnpike) REQUESTED BY Mr. Bernard Sippin HOW REQUESTED Letter DATE Jan. 6, 1995	STC No. 084-9501-01 Loc. No. 084-216 Date to STC 1/13/95 Received By S.T.C. Date JAN 13 1995 Approved By S.T.C. Date JAN 17 1995 JAN. 17 1995 Executive Director

RECOMMENDATIONS:

It is recommended that the developers of Century Plaza be permitted to open without full compliance with Condition No. 5 of Certificate No. 1193. The following conditions are referenced to Sheet No. TPM-1 of Project No. 93011 entitled: "Temporary Traffic Control Plan, Century Plaza, Monroe, Connecticut" dated December 13, 1994. The plan was prepared by Barakos-Landino Design Group.

1. Rescind STC Report No. 084-9412-01.
2. That all conditions except Condition No. 5 of Certificate No. 1193 be completed prior to the opening of Century Plaza.
3. That Condition No. 5 by Certificate No. 1193 be completed by April 18, 1995.
4. That Route 111, in the vicinity of the site drive, have temporary pavement markings as shown on the above referenced plan until all conditions of Certificate No. 1193 have been completed.
5. That the applicant hire Town of Monroe police officers to monitor traffic and insure safe operation at the intersection of Route 111 and the site drive Monday thru Friday from 7:00 a.m. to 9:00 p.m., and Saturday from 8:00 a.m. to noontime, initially, and more or less hours upon subsequent requests to and by the Monroe Police Department or the State Traffic Commission until all conditions of Certificate No. 1193 have been completed.

BY: _____
DIVISION OF TRAFFIC ENGINEERING
BUREAU OF ENGINEERING
AND HIGHWAY OPERATIONS

6. That within sixty (60) days of the approval of the report, a copy thereof, be recorded on the municipal land records in accordance with the attached procedure.

7. That the State Traffic Commission reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mrs. Eve Barakos-Landino, the applicant's authorized representative, was contacted and concurred with the above on January 10, 1995.

Chief Robert J. Wesche, the Legal Traffic Authority for the Town of Monroe, could not be reached for concurrence at this time.

EXISTING CONDITIONS:

Mr. Bernard Sippin, owner of Century Plaza, requested in a January 6, 1995 letter to the State Traffic Commission (STC) that the development be granted an extension to remain open without full compliance with Condition No. 5 of Certificate No. 1193 which was issued by the State Traffic Commission on November 16, 1993. Condition No. 5 required that Route 111, in the vicinity of the site drive, be widened and have pavement markings and signs installed designating a northbound left-turn lane into the site. In STC Report No. 084-9412-01 (approved by STC on December 14, 1994), all conditions except Condition No. 5 were to be completed prior to the opening of Century Plaza on December 16, 1994. Condition No. 5 was to be completed by January 17, 1995, and until it was completed, temporary pavement markings were to be used. Because it is too cold for the paving company to finish the asphalt work, Mr. Sippin has requested that the January 17, 1995 deadline for the completion of Condition No. 5 be extended.

Police Chief Robert J. Wesche has indicated the signal operation after the December holiday shopping period, under temporary lane arrangement, is acceptable.

It is recommended by this Department that Condition No. 5 be completed and the temporary pavement markings be removed by April 18, 1995 instead of January 17, 1995 (approved in STC Report No. 084-9412-01).

APPENDIX J

Planned Study Area Intersection
and Roadway Improvements

Tighe&Bond

MOVEMENT DIAGRAM

NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
NONE	5 ↓ 1 → 2	3 ↓ 3 ← 1 → 2		5 4					

FACE #	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	Y	← G	←Y G	G	G	Y	R				R	R	R												
2	Y	G	G	G	G	Y	R				R	R	R												
3	Y	R	R	R	G	Y	R				R	R	R												
4	R	R	R	R	R	R	R				G	Y	R												
5	R	R →	R →Y	R	R	R	R				G	①Y →	②R →												
6	R	R	R	R	R	R	R				G	Y	R												

INTERVALS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
MIN GRN	5	18		7					
WALK				17					
PED CLR				1					
VEH EXT	2	2.5		3					
MAX 1	15	45		22					
MAX 2	15	45		22					
YELLOW	3.0	4.2		3.0					
RED	1.0	1.3		1.0					
ADD INIT									
MAX INIT									
TBR									
TTR									
MIN GAP									
MODE	NON-LOCK	MIN RECALL	OFF	NON-LOCK	OFF	OFF	OFF	OFF	OFF
INIT START		THIS PHASE							

DETECTORS				SYSTEM LOC	COORDINATION TYPE: NONE					
IDENT	SIZE (WXL)	TYPE	MODE	MASTER	PROGRAM FUNCTION	TIME	DAYS	CYCLE	OFFSET SEC	OFFSET %
D1	6'X35'	VIDEO	PRESENCE		FLASH	NONE	DAILY			
D2	18'X6'	VIDEO	PRESENCE		MAX 1	ALL TIMES	DAILY			
D2A	18'X6'	VIDEO	PRESENCE		MAX 2	FUTURE				
D2B	6'X6'	VIDEO	PRESENCE							
D2C	6'X6'	VIDEO	PRESENCE							
D4	6'X35'	VIDEO	PRESENCE							
D4A	6'X35'	VIDEO	PRESENCE							

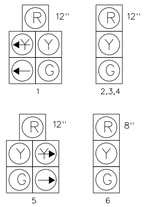
TECHNICAL NOTES

STANDARD SKIP OVERLAP SKIP FEATURES APPLY
PHASE 2 TO OMIT PHASE 1.
① TO BE "Y" IF PHASE 2 IS NEXT.
② TO BE "R" IF PHASE 2 IS NEXT.

OFFICE RECORD

REV #	TIR #	SM #	SIGNAL REVISED:
			WIDENED ROUTE 25; REPLACED SPAN POLES IN NE & SE CORNERS; REPLACED SPAN WIRE AND SIGNAL HEADS; REPLACED CABINET; ADDED PEDESTAL AND HEAD 6 IN NW CORNER; AND INSTALLED VIDEO DETECTION; REMOVED FLASHING OPERATION.

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.

ALL INDICATIONS HAVE TUNNEL VISORS.

ALL OVERHEAD SIGNAL FACES TO HAVE BACKPLATES WITH RETROREFLECTIVE YELLOW BORDERS.

SIGN LEGEND

(A)	41-4441	
(B)	31-0222	ONLY
(C)	31-0290Z	ONLY ONLY
(D)	31-1526Z	
(E)	SPAN MTD. 31-0135	ONLY
(F)	31-0219	
(G)	31-0552	STOP

NOTES:

SEE SEPARATE PLAN FOR SIGNS AND PAVEMENT MARKINGS EXCEPT SPAN MOUNTED SIGNS.

STATE TO MAINTAIN ALL SIGNS AND PAVMENT MARKINGS ON ROUTE 25, AND ALL STOP BARS.

TOWN OF MONROE TO MAINTAIN ALL OTHER SIGNS AND PAVMENT MARKINGS ON MAPLE AVE AND CRESCENT PL.

SIGNS AND PAVMENT MARKINGS ON VICTORIA PLACE TO BE MAINTAINED BY OTHERS.

CONSTRUCTION NOTES

ALL MATERIAL AND CONSTRUCTION METHODS SHALL CONFORM TO THE FOLLOWING CURRENT D.O.T. DOCUMENTS WHICH CAN BE ACCESSED ON THE D.O.T. WEBSITE:

- STANDARD SPECIFICATIONS FOR ROADS, BRIDGES AND INCIDENTAL CONSTRUCTION.
- SUPPLEMENTAL SPECIFICATIONS TO THE STANDARD SPECIFICATIONS.
- SPECIAL PROVISIONS TO THE STANDARD SPECIFICATIONS.
- STANDARD INSTALLATION AND GUIDE DETAIL SHEETS.

ALL TRAFFIC SIGNAL EQUIPMENT IS NEW EXCEPT AS NOTED.

ANY PROPOSED REVISIONS TO THE LOCATION OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE DIVISION OF TRAFFIC ENGINEERING PRIOR TO INSTALLATION.

REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT INCLUDING, BUT NOT LIMITED TO CONDUIT AND CABLE.

CLEAN EXISTING HANDHOLES AND CONDUIT WHERE REQUIRED

THE LOCATION OF TRAFFIC SIGNAL FOUNDATIONS WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE VERIFIED PRIOR TO INSTALLATION TO PROVIDE A FREE PATH OF NOT LESS THAN 4 FEET. IF A MINIMUM 4 FOOT FREE PATH IS UNAVAILABLE NOTIFY THE ENGINEER AND CONTACT THE DIVISION OF TRAFFIC ENGINEERING.

INSTALL RISER ON SNET # 615 UTILITY POLE.

COORDINATE WITH UTILITY COMPANY REPRESENTATIVES LISTED IN THE SPECIAL PROVISION, 1.07 – LEGAL RELATIONS AND RESPONSIBILITIES.

COORDINATE AND SCHEDULE THE FOLLOWING WORK BY: AUGUST 2017

ESTIMATED LOAD ON UTILITY POLES: SNET # 4040: 510 lbs., SNET #371: 1,049 lbs.

SPAN ATTACHMENT ON SNET #4040 AND SNET #371 TO HAVE A MINIMUM CLEARANCE OF 12" BELOW SECONDARY & 40" ABOVE HIGHEST COMMUNICATIONS.

VIDEO DECTECTOR NOTES:

VIDEO DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE MANUFACTURER OR HIS DESIGNATED REPRESENTATIVE. DETECTOR CABLES ARE TO BE INSTALLED CONTINOUS BETWEEN EACH DETECTOR AND THE CONTROLLER CABINET.

INSTALL VIDEO DETECTION PROCESSOR IN THE CONTROLLER CABINET

(K) INSTALL VIDEO DETECTOR ON 20' PEDESTAL TO DETECT ZONE D2 AND ZONE D2A BY A STANDARD VIDEO CAMARA.

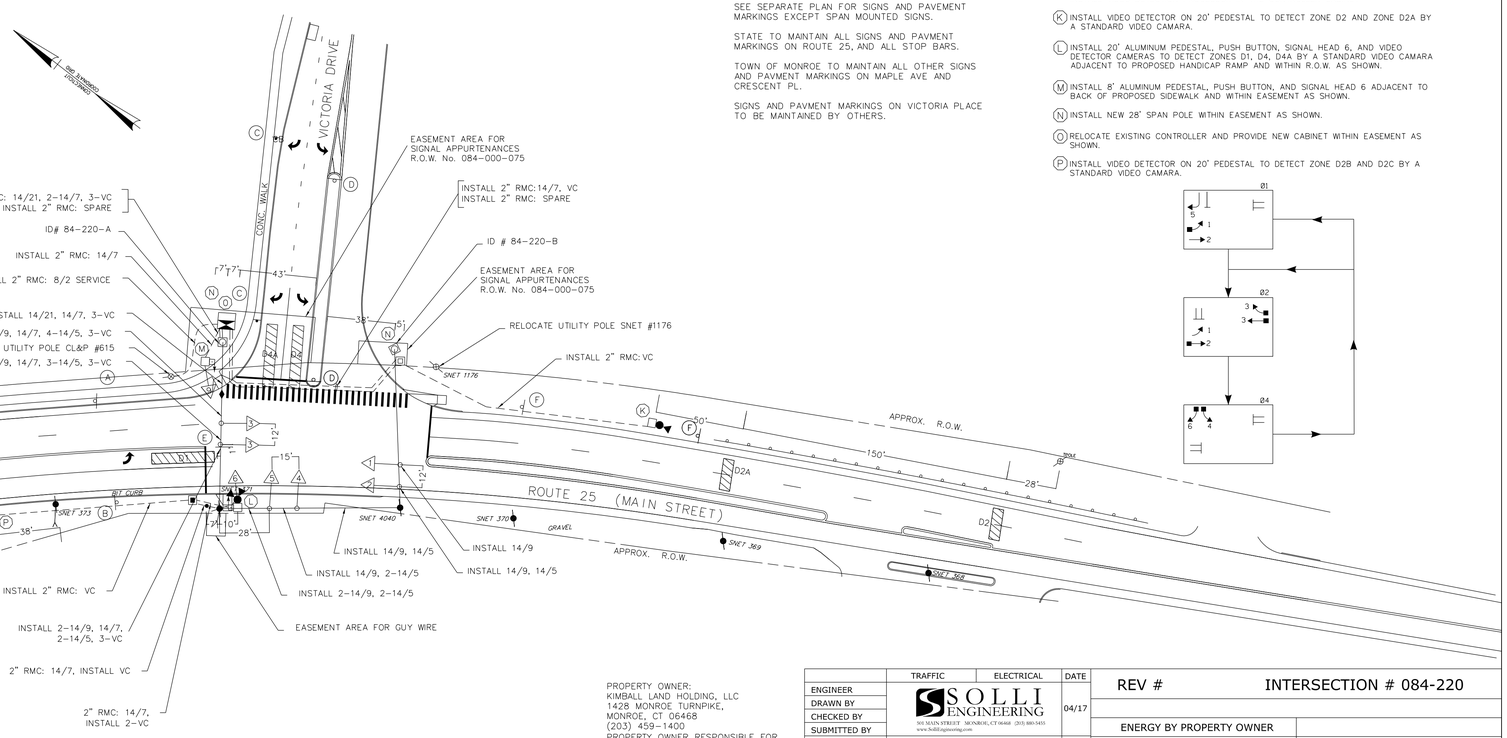
(L) INSTALL 20' ALUMINUM PEDESTAL, PUSH BUTTON, SIGNAL HEAD 6, AND VIDEO DETECTOR CAMERAS TO DETECT ZONES D1, D4, D4A BY A STANDARD VIDEO CAMARA ADJACENT TO PROPOSED HANDICAP RAMP AND WITHIN R.O.W. AS SHOWN.

(M) INSTALL 8' ALUMINUM PEDESTAL, PUSH BUTTON, AND SIGNAL HEAD 6 ADJACENT TO BACK OF PROPOSED SIDEWALK AND WITHIN EASEMENT AS SHOWN.

(N) INSTALL NEW 28' SPAN POLE WITHIN EASEMENT AS SHOWN.

(O) RELOCATE EXISTING CONTROLLER AND PROVIDE NEW CABINET WITHIN EASEMENT AS SHOWN.

(P) INSTALL VIDEO DETECTOR ON 20' PEDESTAL TO DETECT ZONE D2B AND D2C BY A STANDARD VIDEO CAMARA.



SPAN POLE INFORMATION

ID	POLE LENGTH	BOLT CIRCLE	YEAR INSTALLED
084-220-A	28'	24"	
084-220-B	28'	24"	

PROPERTY OWNER:
KIMBALL LAND HOLDING, LLC
1428 MONROE TURNPIKE,
MONROE, CT 06468
(203) 459-1400
PROPERTY OWNER RESPONSIBLE FOR MAJOR COMPONENT REPLACEMENT

	TRAFFIC	ELECTRICAL	DATE
ENGINEER	SOLLI ENGINEERING		04/17
DRAWN BY	565 MAIN STREET MONROE, CT 06468 (203) 880-5455 www.SolliEngineering.com		
CHECKED BY			
SUBMITTED BY			
APPROVED BY			
APPROVED DATE			

REV # | INTERSECTION # 084-220

ENERGY BY PROPERTY OWNER

MAINT LEVEL 5 | SERVICE POLE CL&P #615

UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R, Y, G RED, YEL, GRN
◄R RED ARROW
◄Y YELLOW ARROW
◄G GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTAL MOUNTING
- PEDESTRIAN PUSH BUTTON & SIGN
- DIRECTIONAL ARW. FOR PUSH BUTTON

- TRAFFIC SIGNAL FACE
- PEDESTRIAN SIGNAL FACE
- DET. LEADS IN SAW CUT
- PROPOSED RMC (RIGID METAL CONDUIT)
- EXISTING RMC (RIGID METAL CONDUIT)
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- VIDEO DETECTION ZONE

- PROPOSED CONTROLLER
- EXISTING CONTROLLER
- LOOP DETECTOR
- VC VIDEO CABLE
- MAGNETIC DETECTOR
- OPTICAL DETECTOR
- VIDEO DETECTOR
- AUDIO DETECTOR

- SIDEWALK RAMP
- CABLE CLOSURE
- WIRELESS SENSOR
- WIRELESS RECEIVER
- WIRELESS TRANSCEIVER
- GUY WIRE
- PROPOSED HANDHOLE
- EXISTING HANDHOLE

DATE PLOTTED : $DATE$ $FILE$

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 25 (MAIN STREET)
AT
VICTORIA DRIVE

SCALE 1" = 40'

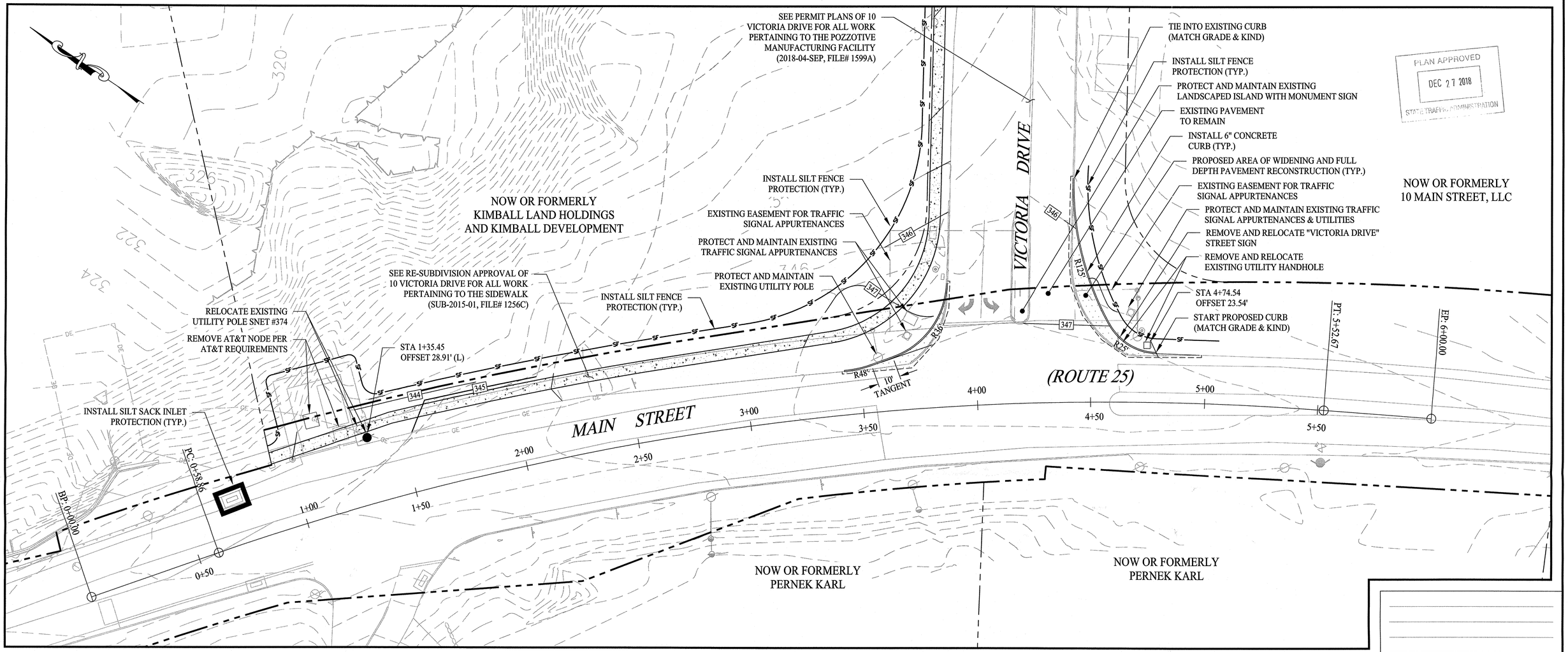
TOWN: **MONROE**

PROJECT NO.

DRAWING NO. TCS-##

SHEET NO.

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**



ROADWAY IMPROVEMENTS NOTES

1. ROADWAY SURVEY CONDUCTED BY ACCURATE LAND SURVEYING, LLC ON OCTOBER 31, 2012.
2. UTILITY RELOCATIONS SUBJECT TO UTILITY COMPANY REVIEW AND APPROVAL.
3. THE PROPOSED ROADWORK ON VICTORIA DRIVE SHALL INCLUDE A 2 INCH MILL AND OVERLAY WITHIN THE LIMITS OF CONSTRUCTION IN ACCORDANCE WITH CONNDOT STANDARDS AND SPECIFICATIONS.
4. FINAL PAVEMENT MARKING AND ROADWAY WIDENING SUBJECT TO CONNDOT REVIEW AND APPROVAL.
5. REFERENCE IS HEREBY MADE TO THE CORRESPONDING SPECIAL EXCEPTION PERMIT APPROVAL AS ISSUED BY THE MONROE PLANNING AND ZONING COMMISSION (SEP-2018-04, FILE #1599A).
6. REFERENCE IS HEREBY MADE TO THE CORRESPONDING RESUBDIVISION APPROVAL AS ISSUED BY THE MONROE PLANNING AND ZONING COMMISSION (SUB-2015-01, FILE #1256C).
7. REFER TO SHEET 5.01 FOR CONSTRUCTION DETAILS.
8. DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN OVER SCALED DIMENSIONS.
9. ALL NOTES AND DIMENSIONS DESIGNATED "TYP." APPLY TO ALL LIKE OR SIMILAR CONDITIONS THROUGHOUT THE PROJECT.
10. ALL SITE DIMENSIONS ARE REFERENCED TO THE FACE OF CURBS OR EDGE OF PAVING AS APPLICABLE UNLESS OTHERWISE NOTED.
11. THESE PLANS ARE FOR PERMITTING PURPOSES ONLY AND ARE NOT FOR CONSTRUCTION. NO CONSTRUCTION OR DEMOLITION SHALL BEGIN UNTIL APPROVAL OF THE FINAL PLANS IS GRANTED BY ALL GOVERNING AND REGULATORY AGENCIES.
12. CONTACT MR. VINCENT HANCHURUCK, DISTRICT 3 SURVEY SECTION, AT (203)389-3112 PRIOR TO CONSTRUCTION FOR REVIEW. THE PERMITEE/CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ENGINEERING COSTS ASSOCIATED WITH ANY DISTURBANCE OR DAMAGE TO THE SURVEY MARKERS.
13. FINAL LIMITS OF MILLING AND PAVING WILL BE DETERMINED BY CONNDOT PRIOR TO FINAL RESTORATION.
14. THE CONTRACTOR SHALL PRESERVE EXISTING VEGETATION WHERE POSSIBLE AND/OR AS NOTED ON DRAWINGS. REFER TO THE ROADWAY IMPROVEMENT PLAN (SHEET 4.11) FOR LIMIT OF DISTURBANCE AND THE ROADWAY IMPROVEMENT DETAILS (SHEET 5.01) FOR SOIL EROSION AND SEDIMENT CONTROL NOTES.
15. REFER TO SHEET 5.01 FOR SOIL EROSION & SEDIMENT CONTROL NOTES AND DETAILS.
16. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSTRUCTION PERMITS REQUIRED BY GOVERNMENT AND LOCAL AGENCIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY CONSTRUCTION PERMITS FROM THE CONNECTICUT DOT REQUIRED TO PERFORM ALL REQUIRED WORK, INCLUDING FOR STREET CUTS AND CONNECTIONS TO EXISTING UTILITIES. THE CONTRACTOR SHALL POST ALL BONDS, EXCEPT CONNECTICUT DOT ENCROACHMENT PERMIT BOND, PAY ALL FEES, PROVIDE PROOF OF INSURANCE AND PROVIDE TRAFFIC CONTROL NECESSARY FOR THIS WORK.
17. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TRAFFIC DEVICES FOR PROTECTION OF VEHICLES AND PEDESTRIANS CONSISTING OF DRUMS, BARRIERS, SIGNS, LIGHTS, FENCES AND UNIFORMED TRAFFIC CONTROLLERS AS REQUIRED, ORDERED BY THE ENGINEER OR REQUIRED BY THE STATE AND LOCAL GOVERNING AUTHORITIES.
18. ALL DISTURBANCE INCURRED TO TOWN, OR STATE PROPERTY DUE TO CONSTRUCTION SHALL BE RESTORED TO ITS PREVIOUS CONDITION OR BETTER, TO THE SATISFACTION OF THE TOWN OF MONROE AND STATE OF CONNECTICUT.
19. ALL CONSTRUCTION SHALL COMPLY WITH THE LOCAL MUNICIPALITY'S STANDARDS AND STATE DOT SPECIFICATIONS AS APPLICABLE FOR THE LOCATION OF THE WORK. ALL CONSTRUCTION WITHIN A CONNDOT RIGHT OF WAY SHALL COMPLY WITH ALL DEPARTMENT OF TRANSPORTATION STANDARDS. WHERE SPECIFICATIONS OR STANDARDS ARE IN CONFLICT, THE MORE STRINGENT SPECIFICATION OR STANDARD SHALL BE SUPERIOR.
20. IF IMPACTED OR CONTAMINATED SOIL IS ENCOUNTERED BY THE CONTRACTOR, THE CONTRACTOR SHALL SUSPEND EXCAVATION WORK OF IMPACTED SOIL AND NOTIFY THE OWNER AND/OR OWNER'S ENVIRONMENTAL CONSULTANT PRIOR TO PROCEEDING WITH FURTHER WORK IN THE IMPACTED SOIL LOCATION UNTIL FURTHER INSTRUCTED BY THE OWNER AND/OR OWNER'S ENVIRONMENTAL CONSULTANT.
21. SHOULD ANY UNCHARTED OR INCORRECTLY CHARTED, EXISTING PIPING OR OTHER UTILITY BE UNCOVERED DURING EXCAVATION, CONSULT THE CIVIL ENGINEER IMMEDIATELY FOR DIRECTIONS BEFORE PROCEEDING FURTHER WITH WORK IN THIS AREA.
22. THE CONTRACTOR SHALL COMPLY WITH CFR 29 PART 1926 FOR EXCAVATION TRENCHING AND TRENCH PROTECTION REQUIREMENTS.
23. INFORMATION ON EXISTING UTILITIES AND STORM DRAINAGE SYSTEMS HAS BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING UTILITY PROVIDER AND MUNICIPAL RECORD MAPS AND/OR FIELD SURVEY AND IS NOT GUARANTEED CORRECT OR COMPLETE. UTILITIES AND STORM DRAINAGE SYSTEMS ARE SHOWN TO ALERT THE CONTRACTOR TO THEIR PRESENCE AND THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES AND STORM DRAINAGE SYSTEMS INCLUDING SERVICES.
24. UTILITY POLE RELOCATION SHALL BE PERFORMED IN ACCORDANCE WITH THE APPLICABLE UTILITY COMPANY STANDARDS AND REQUIREMENTS. CONTRACTOR TO COORDINATE WITH APPLICABLE UTILITY COMPANIES PRIOR TO SITE WORK.

817 CONSTRUCTION NOTES

1. ALL WORK WITHIN THE STATE RIGHT-OF-WAY WILL COMPLY WITH FORM 817, "THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS, BRIDGES AND INCIDENTAL CONSTRUCTION " WITH THE LATEST SPECIAL PROVISIONS AND TYPICAL STATE STANDARD DETAILS. IN ANY CASE WHERE THE CONSTRUCTION IS NOT SPECIFICALLY DETAILED IN THE FORM 817, THE WORK WILL BE COMPLETED AS DIRECTED BY THE ENGINEER OR DISTRICT PERMIT SECTION REPRESENTATIVE.
2. REMOVAL OF PAVEMENT MARKINGS ALONG STATE ROADWAYS SHALL BE COMPLETED BY A NON-DESTRUCTIVE METHOD IN COMPLIANCE WITH THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD, BRIDGES, AND INCIDENTAL CONSTRUCTION FORM 817 SECTION 12.11 AS REVISED.
3. NEW PAVEMENT MARKINGS SHALL BE PAINTED WITH EPOXY RESIN PAINT IN COMPLIANCE WITH THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, AND INCIDENTAL CONSTRUCTION FORM 817 SECTION 12.10 AS REVISED.
4. NEW SIGN MATERIAL AND SHEETING SHALL BE MADE OF REFLECTIVE MATERIAL IN COMPLIANCE WITH STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, AND INCIDENTAL CONSTRUCTION FORM 817 SECTION 12.08 AS REVISED. TYPE 1 REFLECTIVE SHEETING SHALL BE USED FOR SIGNS WITH WHITE BACKGROUND , TYPE 3 REFLECTIVE SHEETING SHALL BE USED FOR SIGNS WITH COLORED BACKGROUND EXCEPT FOR SIGNS WITH RED BACKGROUND THAT SHALL BE TYPE 8 OR 9 REFLECTIVE SHEETING.
5. ALL SIGNS AND PAVEMENT MARKINGS INSTALLED WITHIN THE STATE RIGHT OF WAY MUST CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND THE LATEST STATE OF CONNECTICUT CATALOG OF SIGNS AS REVISED.
6. ANY DAMAGE TO THE EXISTING CURB, SIDEWALK OR ANY OTHER HIGHWAY APPURTENANCES DURING THE DEVELOPMENT OF THE PERMITTED SITE WILL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE DISTRICT 3 PERMIT SECTION AT NO COST TO THE STATE.

BASELINE INFORMATION

STATION	BEARING	DISTANCE
BP STA. 00+00	S52°32'13.25"E	58.858'
PC STA. 00+58.86	R=1,200', L=493.814' CB=S40°44'53.07"E 490.337' Δ=23°34'40.44"	-
PT STA. 05+52.67	S28°57'32.89"E	47.328'
EP STA. 6+00	-	-

GENERAL TRAFFIC NOTES

1. DURING THE PROGRESS OF WORK, ALL ROADS SHALL REMAIN OPEN FOR THE PASSAGE OF TRAFFIC AND PEDESTRIANS AND SHALL NOT BE UNNECESSARILY OBSTRUCTED UNLESS AUTHORIZED BY THE AUTHORITY HAVING JURISDICTION OVER SAME. THE CONTRACTOR SHALL NOTIFY THE DEPARTMENT OF TRANSPORTATION (D.O.T.), TOWN PUBLIC WORKS DEPARTMENT, LOCAL POLICE AND STATE POLICE AS REQUIRED.
2. WARNING SIGNS SHALL BE PROVIDED ALONG ALL ROADS WHERE WORK IS IN PROGRESS. THE CONTRACTOR SHALL NOTIFY AND MAKE ALL ARRANGEMENTS WITH THE D.O.T., TOWN PUBLIC WORKS DEPARTMENT, LOCAL POLICE AND STATE POLICE FOR DIRECTION OF TRAFFIC PAST THE EQUIPMENT, MACHINERY, OR CONSTRUCTION OPERATIONS. BARRICADES AND LIGHTS SHALL BE PROVIDED TO PROTECT TRAFFIC. WHERE TRENCHES HAVE BEEN CUT IN ROAD SHOULDERS, WARNING SIGNS SHALL BE PLACED AT FREQUENT INTERVALS AND MAINTAINED UNTIL THE SHOULDER IS SAFE TO TRAVEL. ALL SUCH WORK AND OPERATIONS SHALL BE IN ACCORDANCE WITH THE REQUIREMENT OF THE D.O.T., PUBLIC WORKS DEPARTMENT, LOCAL POLICE AND STATE POLICE.

LEGEND

- PROPERTY LINE/SUBDIVISION
- EXISTING RIGHT-OF-WAY LINE
- BITUMINOUS CONCRETE CURB
- SAWCUT PAVEMENT LINE
- SIDEWALK
- FULL DEPTH PAVEMENT
- 520 MAJOR CONTOURS
- 522 MINOR CONTOURS
- 520 EXISTING MAJOR CONTOURS
- 522 EXISTING MINOR CONTOURS
- SF SILT FENCE

RECEIVED
DEC 11 2018
STATE TRAFFIC ADMINISTRATION

Rev. #:	Date	Description
1	11/30/18	Revised Per CT DOT Comments

Graphic Scale: 20 0 20 40

SOLLI ENGINEERING
501 Main Street, Monroe, CT 06468 T: (203) 880-5455 | F: (203) 880-9695

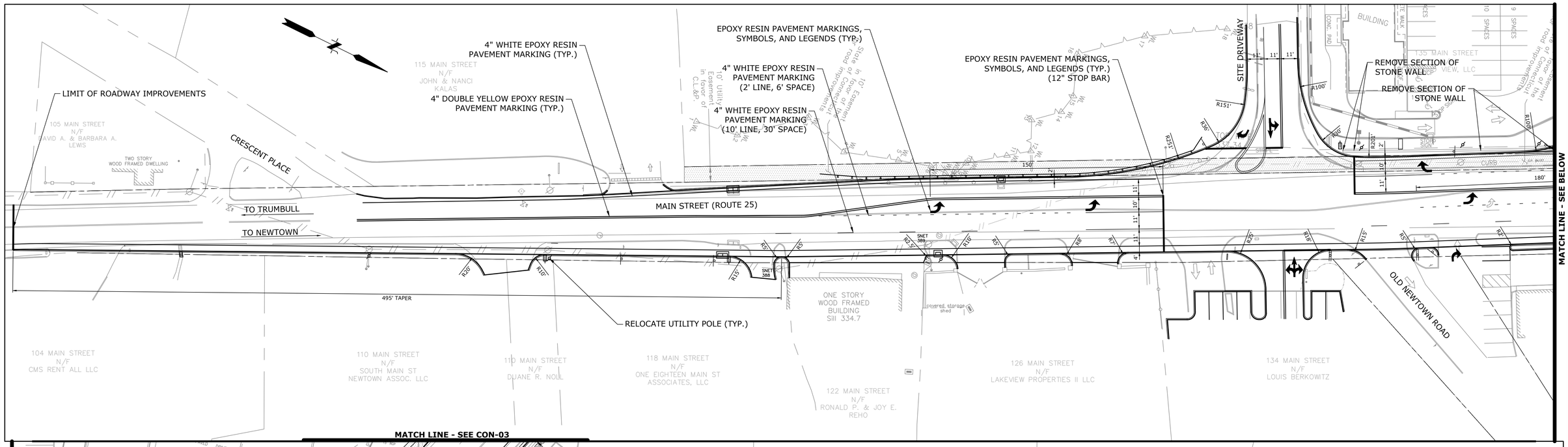
Drawn By:	RAS
Checked By:	CAB
Approved By:	KMS
Project #:	1800101
Plan Date:	11/05/18
Scale:	1" = 20'

STATE OF CONNECTICUT KEVIN R. SOLLI 25759 LICENSED PROFESSIONAL ENGINEER
Kevin Solli, P.E.
CT 25759

Project:
POZZOTIVE MANUFACTURING FACILITY
10 VICTORIA DRIVE
MONROE, CONNECTICUT

Sheet Title: ROADWAY IMPROVEMENT PLAN

Sheet #: 4.11



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Plotter: DWG TO PDF.PC3 CTB File: FO.STB
LAYER STATE:
MS VIEW:

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER
1.			XX/XX	XX

SEAL

SEAL

SCALE:
HORZ.: 1" = 30'
VERT.:
DATUM:
HORZ.:
VERT.:
30 15 0 30
GRAPHIC SCALE

FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

POND VIEW, LLC.

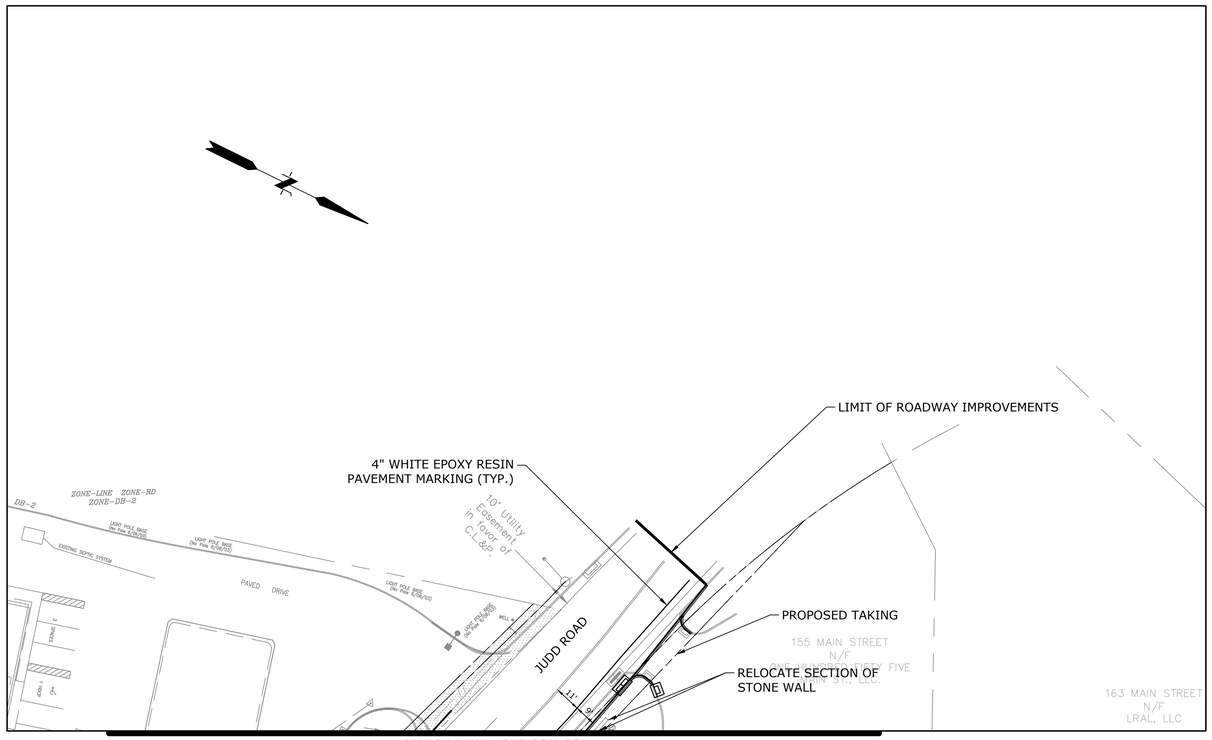
ROADWAY IMPROVEMENT PLAN

MAIN STREET (ROUTE 25)

MONROE CONNECTICUT

PROJ. No.: 2003500.A80
DATE: MARCH 2017

CON-02



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LAYER STATE:
MS VIEW:

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER
1.			XX/XX	XX

SEAL

SEAL

SCALE:
HORZ.: 1" = 30'
VERT.:
DATUM:
HORZ.:
VERT.:
30 15 0 30
GRAPHIC SCALE

FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

POND VIEW, LLC.

ROADWAY IMPROVEMENT PLAN

MAIN STREET (ROUTE 25)

MONROE CONNECTICUT

PROJ. No.: 2003500.A80
DATE: MARCH 2017

CON-03

MOVEMENT DIAGRAM

	NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
		7, 1, 6	5, 1, 6, 2		7, 4, 5	9, 8				
	FLASH	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL
FACE # 1	Y	◄G ◄Y G	G Y R		R R R	R R R				
2	Y	R R R	G Y R		R R R	R R R				
3	R	R R R	R R R		R R R	G Y R				
4	R	R R R	R R R		◄G Y R	R R R				
5	Y	R R R	G Y R		R ► R Y► ③ R ③	R R R				
6	Y	G G G	G Y R		R R R	R R R				
7	R	R ► R Y► R	R R R		G Y ① R ②	R R R				
8	R	R R R	R R R		R R R	G Y R				
9	R	R R R	R R R		R R R	◄G Y R				
10	R	R R R	◄ YIELD PT.		R R R	G Y R				
INTERVALS MIN GRN		5	15		10	5				
WALK						20				
PED CLR						1				
VEH EXT		2	2.5		2	2				
MAX 1		12	20		17	13				
MAX 2		17	25		17	13				
YELLOW		3.0	3.9		3.0	3.0				
RED		1.0	1.6		3.6	1.5				
ADD INIT			1.0							
MAX INIT			25							
TBR										
TTR										
MIN GAP			2.5							
MODE		NON-LOCK	MIN RECALL	OFF	NON-LOCK	NON-LOCK	OFF	OFF	OFF	
INT START			THIS PHASE							

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 6'	3	PRESENCE
D2	12' x 6'	4	PRESENCE
D2A,D2B	6' x 6'	4	PRESENCE
D4,D4A	6' x 6'	3	PRESENCE
D4B	6' x 6'	3	8" DELAY
D5	6' x 12'	3	PRESENCE
D6	6' x 6'	4	PRESENCE
D6A,D6B	6' x 6'	4	PRESENCE

SYSTEM LOC
MASTER 084-201
084-218

COORDINATION TYPE: TC/TBC

PROGRAM FUNCTION	PROGRAM TIME	PROGRAM DAYS	CYCLE	OFFSET SEC	OFFSET %
FLASH	FUTURE				
MAX 1	ALL OTHER TIMES				
MAX 2	0600-0900, 1500-1800	M - F			
FREE	2300 - 0500	DAILY			
PATTERN 1	ALL OTHER TIMES		90"	0	0
PATTERN 2	0600 - 0900	M - F	100	0	0
	1500 - 1800				

SIGN LEGEND

- (A) RELOCATE SPAN MTD. 31-0135 (ONLY)
- (B) EXIST. 31-1109Z (DO NOT ENTER)
- (C) EXIST. 31-1188 (ONE WAY)
- (D) EXIST. 31-1177 (ONE WAY)
- (E) EXIST. SPAN MTD. 31-0138 (ONLY)
- (F) REPLACE EXIST. 31-0307 (ONLY) WITH 31-0282 (ONLY)
- (G) EXIST. 31-0337 (ONLY ONLY)
- (H) REPLACE EXIST. 31-0302 (ONLY ONLY) WITH 31-03XX (ONLY)
- (I) INSTALL 31-03XX (ONLY)
- (J) EXIST. SPAN MTD. 31-0823 (NTOR)
- (K) EXIST. 31-0536Z (STOP)
- (L) EXIST. 31-0153 (RIGHT TURN ONLY)
- (M) EXIST. 31-0802 (STOP HERE ON RED)
- (N) REMOVE EXIST. SPAN MTD. 31-0135 (ONLY)
- (O) EXIST. 41-4442 ( )
- (P) INSTALL 31-0282 (ONLY)

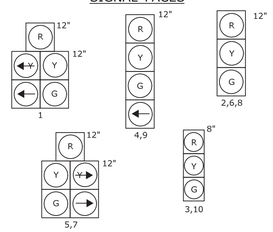
TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
ARTERY DETECTORS TO BE NON-ACTUATING DURING COORDINATION
① TO BE " Y ►"IF PHASE 1 IS NEXT.
② TO BE " R ►"IF PHASE 1 IS NEXT.
③ TO BE " R ►"IF PHASE 2 IS NEXT.
PEDESTRIAN ACTUATION MAY CAUSE THE SIGNAL TO DOUBLE CYCLE.

OFFICE RECORD

REV # | TIR # N/A | SM # | SIGNAL REVISED:
REVISED PAVEMENT MARKINGS AND DETECTION ON ROUTE 25; SHIFTED HEADS 1 & 6; REVISED TIMINGS. TRAFFIC DES: LBP | ELECT. DES:

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS
SIGNAL HEAD #1,3,7 HAVE TUNNEL VISORS

SIGNAL HEAD #10 HAS STRAIGHT VANE LOUVERS.

CONSTRUCTION NOTES FOR SM XXXXXX

- (P) RELOCATE TRAFFIC SIGNAL HEADS No. 1 AND 6 AS SHOWN.
- (A) RELOCATE SPAN MTD. 31-0135 FOR NB ROUTE 25 AS SHOWN.
- (N) REMOVE SPAN MTD. 31-0135 FOR SB ROUTE 25.
- (Q) DISCONNECT EXISTING D1 LOOP DETECTORS AND INSTALL NEW D1 LOOPS AS SHOWN.
- (R) DISCONNECT EXISTING LOOP DETECTOR IN THE SB ROUTE 25 RIGHT TURN LANE AND INSTALL NEW LOOP IN THE SB ROUTE 25 LEFT LANE AS SHOWN.
- (U) REVISE EXISTING D2 LOOP DETECTOR D2 FROM 12'X 6'TO 6'X 6'AS SHOWN.
- (X) DISCONNECT EXISTING LOOP DETECTOR IN THE NB ROUTE 25 MIDDLE LANE AS SHOWN.

REVISE TIMINGS AS SHOWN.

PAVEMENT MARKING NOTES:

ERADICATE EXISTING DOTTED LANE LINES FOR THE SB ROUTE 25 LEFT-TURN LANE AND INSTALL 4" BROKEN LANE LINES AS SHOWN.

(A) REVISE LEFT-TURN PAVEMENT MARKING ARROW TO DOUBLE LEFT-TURN PAVEMENT MARKING ARROW AS SHOWN.

ERADICATE THE EXISTING SOLID LANE LINE, LEFT-TURN PAVEMENT MARKING ARROWS, BROKEN LANE LINES, AND STOP BAR FOR THE NB ROUTE 25 LEFT TURN LANE AS SHOWN.

ERADICATE THE EXISTING DYCL ON ROUTE 25 FROM GREEN STREET TO ROUTE 59.

ERADICATE THE EXISTING SHOULDER LINE ON THE EAST SIDE OF ROUTE 25 BETWEEN GREEN STREET AND THE NORTH CURB LINE OF PENNY LANE AND INSTALL NEW 4" SHOULDER LINE (SWL) AS SHOWN.

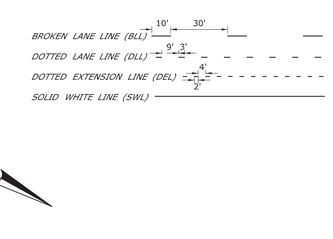
ERADICATE THE EXISTING BROKEN LANE LINE IN THE SB ROUTE 25 LEFT-TURN LANE AT GREEN STREET.

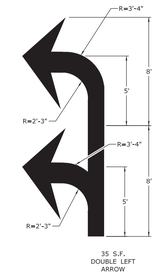
INSTALL 4" DYCL ON ROUTE 25 BETWEEN GREEN STREET AND ROUTE 59 AS SHOWN.

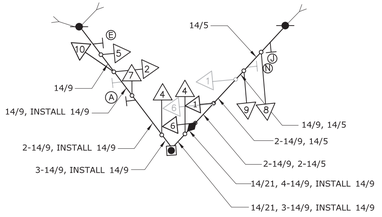
INSTALL 4" SOLID LANE LINE (SWL) OVER THE EXISTING BROKEN LANE LINES ON NB ROUTE 25 AND INSTALL 4" DOTTED EXTENSION LINES AS SHOWN.

(B) INSTALL LEFT-TURN PAVEMENT MARKING ARROWS IN ROUTE 25 LEFT-TURN LANES AS SHOWN.

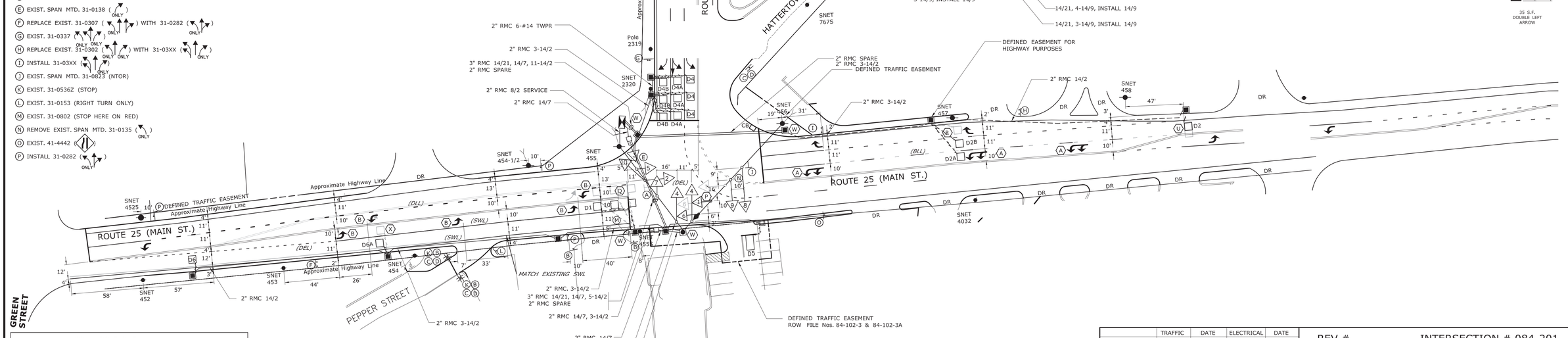
INSTALL 8" DOTTED LANE LINES ON SB ROUTE 25 BETWEEN ROUTE 59 AND GREEN STREET AS SHOWN.







COORDINATE GRID CONNECTION



SPAN POLE DATA

LENGTH	LOAD AT YIELD 18" FROM TOP	BOLT CIRCLE	YEAR INSTALLED
30'	7,800 lbs.	20"	2012

(W) 30" X 30" HANDHOLE

SEE SEPARATE SHEET FOR PAVEMENT MARKINGS AND SIGNS.

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY	MILONE & MACBROOM		MILONE & MACBROOM	
APPROVED DATE	4/26/10		4/26/10	

REV # | INTERSECTION # 084-201

ENERGY BY - STATE | METER # -
MAINT LEVEL 2 | SERVICE POLE - SNET #455
UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R RED
Y YELLOW
G GREEN
◄R RED ARROW
◄Y YELLOW ARROW
◄ GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTION ZONE

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
MAGNETIC DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

SIDEWALK RAMP
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

DATE PLOTTED : 4/4/2017 D:\Users\plttmanlb\Documents\Towns\Monroe-084 T\Route 25 at Route 59 complaint\January 22 2017\TR_TCS_084_201_19pendlng.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 25 (MAIN ST.) AT
ROUTE 59 (STEPNEY RD.)

SCALE 1" = 40'

TOWN: **MONROE**

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

PROJECT NO.
DRAWING NO.
SHEET NO.

APPENDIX K1
Capacity Analyses
2040 Background Conditions
Weekday Morning Peak Hour

Tighe&Bond

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1310	150	90	1130	1130	190	360	250	1030	270	90
Future Volume (vph)	190	1310	150	90	1130	1130	190	360	250	1030	270	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	10	11	10	12	11	12
Storage Length (ft)	225		0	175		500	430		100	500		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	200			175			75			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	3355	1501	1678	3471	1501	1620	3355	1449	3367	1699	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1678	3355	1501	1678	3471	1501	1620	3355	1449	3367	1699	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139			72			170		14	
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		877			839			636			734	
Travel Time (s)		14.9			10.4			10.8			14.3	
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	209	1440	165	93	1165	1165	216	409	284	1073	281	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	1440	165	93	1165	1165	216	409	284	1073	375	0
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Prot	Prot	NA	
Protected Phases	5	2	2 7	1	6	3 6	7	4	4	3	8	
Permitted Phases												
Detector Phase	5	2	2 7	1	6	3 6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		12.0	13.0	13.0	12.0	13.0	
Total Split (s)	12.0	47.0		12.0	47.0		20.0	21.0	21.0	42.0	43.0	
Total Split (%)	9.8%	38.5%		9.8%	38.5%		16.4%	17.2%	17.2%	34.4%	35.2%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None	None	None	None	
Act Effct Green (s)	7.0	40.0	60.0	7.0	40.0	84.0	15.0	15.0	15.0	37.0	37.0	
Actuated g/C Ratio	0.06	0.33	0.49	0.06	0.33	0.69	0.12	0.12	0.12	0.30	0.30	
v/c Ratio	2.18	1.31	0.20	0.97	1.02	1.10	1.09	0.99	0.87	1.05	0.71	
Control Delay	589.4	180.5	4.7	141.3	73.5	80.7	138.3	96.1	47.0	83.8	45.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	589.4	180.5	4.7	141.3	73.5	80.7	138.3	96.1	47.0	83.8	45.1	
LOS	F	F	A	F	E	F	F	F	D	F	D	
Approach Delay		211.6			79.6			90.8			73.8	
Approach LOS		F			E			F			E	

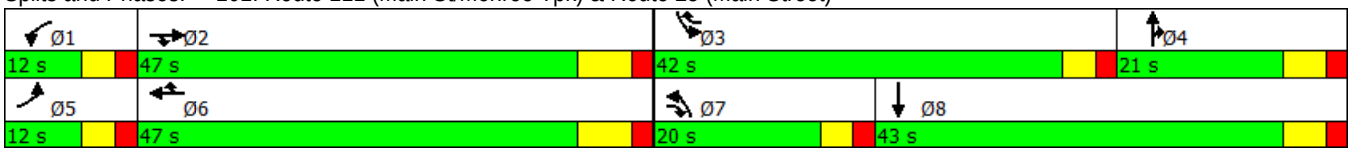
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~264	~767	10	75	~514	~1028	~191	172	91	~475	253	
Queue Length 95th (ft)	#420	#906	48	#185	#650	#1292	#337	#270	#235	#607	370	
Internal Link Dist (ft)		797			759			556			654	
Turn Bay Length (ft)	225			175		500	430		100	500		
Base Capacity (vph)	96	1100	808	96	1138	1055	199	412	327	1021	525	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	2.18	1.31	0.20	0.97	1.02	1.10	1.09	0.99	0.87	1.05	0.71	

Intersection Summary			
Area Type:	Other		
Cycle Length: 122			
Actuated Cycle Length: 122			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.18			
Intersection Signal Delay: 116.2		Intersection LOS: F	
Intersection Capacity Utilization 103.8%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	70	180	90	1310	1450	60	
Future Volume (vph)	70	180	90	1310	1450	60	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	12	12	
Storage Length (ft)	0	185	385			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		80				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850			0.995		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1694	1516	1694	1783	1835	0	
Flt Permitted	0.950		0.064				
Satd. Flow (perm)	1694	1516	114	1783	1835	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		40			4		
Link Speed (mph)	25			40	40		
Link Distance (ft)	661			1950	469		
Travel Time (s)	18.0			33.2	8.0		
Peak Hour Factor	0.83	0.83	0.91	0.91	0.97	0.97	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	84	217	99	1440	1495	62	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	84	217	99	1440	1557	0	
Turn Type	Prot	pt+ov	pm+pt	NA	NA		
Protected Phases	4	4 5	5	2	6		1
Permitted Phases			2				
Detector Phase	4	4 5	5	2	6		
Switch Phase							
Minimum Initial (s)	7.0		5.0	18.0	18.0		5.0
Minimum Split (s)	11.0		9.0	23.7	23.7		9.0
Total Split (s)	19.0		14.0	65.7	65.7		14.0
Total Split (%)	19.3%		14.2%	66.6%	66.6%		14%
Yellow Time (s)	3.0		3.0	4.3	4.3		3.0
All-Red Time (s)	1.0		1.0	1.4	1.4		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		4.0	5.7	5.7		
Lead/Lag			Lead	Lag	Lag		Lead
Lead-Lag Optimize?							
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	13.2	24.3	70.1	62.4	60.1		
Actuated g/C Ratio	0.14	0.26	0.74	0.66	0.64		
v/c Ratio	0.35	0.52	0.49	1.22	1.33		
Control Delay	41.4	28.6	19.0	127.6	163.2		
Queue Delay	0.0	0.0	0.0	0.8	0.1		
Total Delay	41.4	28.6	19.0	128.3	163.3		
LOS	D	C	B	F	F		
Approach Delay	32.2			121.3	163.3		
Approach LOS	C			F	F		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Queue Length 50th (ft)	46	89	12	~1112	~1243		
Queue Length 95th (ft)	86	142	60	#1438	m#239		
Internal Link Dist (ft)	581			1870	389		
Turn Bay Length (ft)		185	385				
Base Capacity (vph)	270	461	254	1180	1173		
Starvation Cap Reductn	0	0	0	0	35		
Spillback Cap Reductn	0	0	0	185	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.31	0.47	0.39	1.45	1.37		

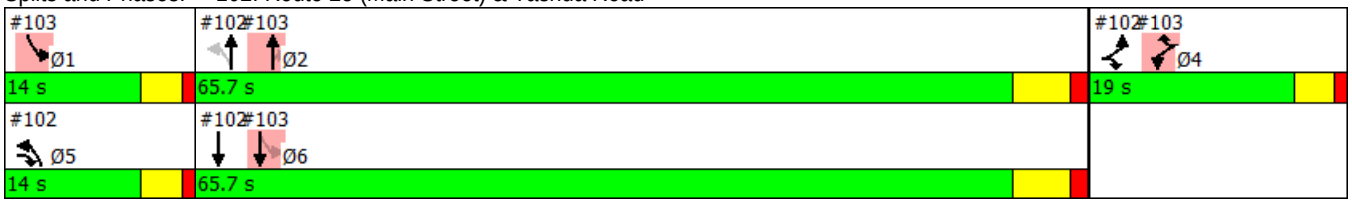
Intersection Summary			
Area Type:	Other		
Cycle Length: 98.7			
Actuated Cycle Length: 94.2			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.33			
Intersection Signal Delay: 132.7		Intersection LOS: F	
Intersection Capacity Utilization 99.2%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	90	90	1240	140	100	1420	
Future Volume (vph)	90	90	1240	140	100	1420	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	11	11	
Storage Length (ft)	235	0		175	160		
Storage Lanes	1	1		1	1		
Taper Length (ft)	125				90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1620	1501	1766	1501	1678	1766	
Flt Permitted	0.950				0.066		
Satd. Flow (perm)	1620	1501	1766	1501	117	1766	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		113		84			
Link Speed (mph)	30		40			40	
Link Distance (ft)	483		469			490	
Travel Time (s)	11.0		8.0			8.4	
Peak Hour Factor	0.80	0.80	0.89	0.89	0.96	0.96	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	
Adj. Flow (vph)	113	113	1393	157	104	1479	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	113	113	1393	157	104	1479	
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA	
Protected Phases	4	4	2		1	6	5
Permitted Phases				2	6		
Detector Phase	4	4	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0	18.0	5.0
Minimum Split (s)	11.0	11.0	23.7	23.7	9.0	23.7	9.0
Total Split (s)	19.0	19.0	65.7	65.7	14.0	65.7	14.0
Total Split (%)	19.3%	19.3%	66.6%	66.6%	14.2%	66.6%	14%
Yellow Time (s)	3.0	3.0	4.3	4.3	3.0	4.3	3.0
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0	1.4	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	5.7	5.7	4.0	5.7	
Lead/Lag			Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	None	Min	Min	None	Min	None
Act Effct Green (s)	13.2	13.2	62.4	62.4	68.7	60.1	
Actuated g/C Ratio	0.14	0.14	0.66	0.66	0.73	0.64	
v/c Ratio	0.50	0.37	1.19	0.15	0.53	1.31	
Control Delay	45.8	11.1	101.7	2.0	21.2	167.6	
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.3	
Total Delay	45.8	11.1	101.8	2.0	21.2	167.9	
LOS	D	B	F	A	C	F	
Approach Delay	28.5		91.7			158.3	
Approach LOS	C		F			F	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Queue Length 50th (ft)	63	0	~1050	2	13	~1179	
Queue Length 95th (ft)	106	35	m#817	m2	63	#1498	
Internal Link Dist (ft)	403		389			410	
Turn Bay Length (ft)	235			175	160		
Base Capacity (vph)	258	334	1169	1022	254	1127	
Starvation Cap Reductn	0	0	43	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	72	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.44	0.34	1.24	0.15	0.41	1.40	

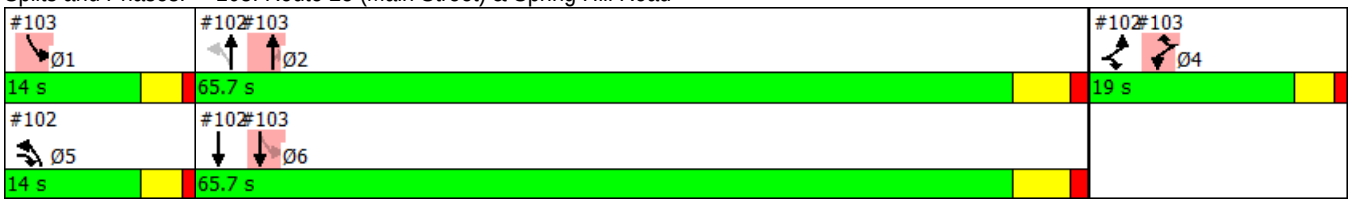
Intersection Summary			
Area Type:	Other		
Cycle Length: 98.7			
Actuated Cycle Length: 94.2			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.33			
Intersection Signal Delay: 118.8		Intersection LOS: F	
Intersection Capacity Utilization 88.7%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	80	60	1110	180	80	1440
Future Volume (vph)	80	60	1110	180	80	1440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	15	11	12	12	12
Storage Length (ft)	0	140		360	250	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850	0.979			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1851	1708	3285	0	1736	1827
Flt Permitted	0.950				0.120	
Satd. Flow (perm)	1851	1708	3285	0	219	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		27	26			
Link Speed (mph)	25		40			40
Link Distance (ft)	515		1819			502
Travel Time (s)	14.0		31.0			8.6
Peak Hour Factor	0.80	0.80	0.86	0.86	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	100	75	1291	209	85	1532
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	75	1500	0	85	1532
Turn Type	Prot	pt+ov	NA		D.P+P	NA
Protected Phases	4	4 1	2		1	1 2
Permitted Phases					2	
Detector Phase	4	4 1	2		1	2
Switch Phase						
Minimum Initial (s)	7.0		18.0		5.0	
Minimum Split (s)	11.0		23.5		9.0	
Total Split (s)	26.0		50.5		19.0	
Total Split (%)	27.2%		52.9%		19.9%	
Yellow Time (s)	3.0		4.2		3.0	
All-Red Time (s)	1.0		1.3		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.0		5.5		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		Min		None	
Act Effct Green (s)	9.7	17.5	49.8		54.7	58.8
Actuated g/C Ratio	0.13	0.24	0.68		0.75	0.80
v/c Ratio	0.41	0.18	0.67		0.30	1.04
Control Delay	34.9	15.5	11.7		5.6	49.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	34.9	15.5	11.7		5.6	49.3
LOS	C	B	B		A	D
Approach Delay	26.6		11.7			47.0
Approach LOS	C		B			D

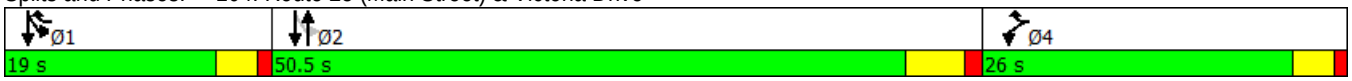
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	43	17	223		7	~808
Queue Length 95th (ft)	77	40	335		20	#1146
Internal Link Dist (ft)	435		1739			422
Turn Bay Length (ft)		140			250	
Base Capacity (vph)	559	667	2245		486	1468
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.18	0.11	0.67		0.17	1.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 95.5			
Actuated Cycle Length: 73.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 29.8		Intersection LOS: C	
Intersection Capacity Utilization 88.3%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive

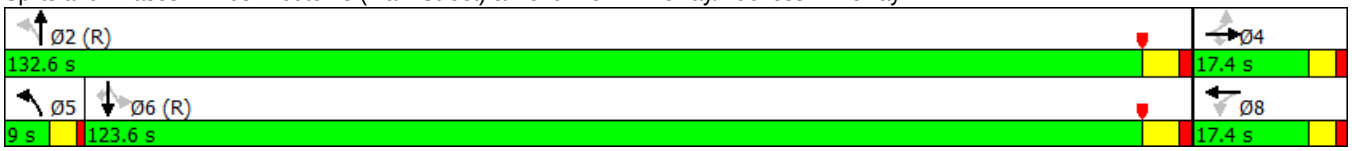


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	0	224	3	0	10	101	1025	22	13	1340	207
Future Volume (vph)	85	0	224	3	0	10	101	1025	22	13	1340	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	10	11	12	12	11	10
Storage Length (ft)	0		0	0		0	150		260	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	25			25			80			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.899			0.997				0.850
Flt Protected		0.950			0.988		0.950					
Satd. Flow (prot)	0	1678	1501	0	1623	0	1620	3345	0	0	1766	1449
Flt Permitted		0.747			0.931		0.033				0.985	
Satd. Flow (perm)	0	1319	1501	0	1529	0	56	3345	0	0	1740	1449
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146		49			7				188
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		180			127			1827			378	
Travel Time (s)		4.9			3.5			31.1			6.4	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.93	0.93	0.93	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	100	0	264	4	0	12	109	1102	24	13	1381	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	264	0	16	0	109	1126	0	0	1394	213
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	15.0		15.0	15.0	15.0
Minimum Split (s)	11.5	11.5	11.5	11.5	11.5		9.0	20.7		20.7	20.7	20.7
Total Split (s)	17.4	17.4	17.4	17.4	17.4		9.0	132.6		123.6	123.6	123.6
Total Split (%)	11.6%	11.6%	11.6%	11.6%	11.6%		6.0%	88.4%		82.4%	82.4%	82.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.2		4.2	4.2	4.2
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.0	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.0	5.7			5.7	5.7
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		C-Min	C-Min	C-Min
Act Effct Green (s)		12.9	12.9		12.9		128.6	126.9			117.9	117.9
Actuated g/C Ratio		0.09	0.09		0.09		0.86	0.85			0.79	0.79
v/c Ratio		0.88	1.01		0.09		1.09	0.40			1.02	0.18
Control Delay		124.5	86.8		1.0		148.5	3.1			22.4	0.5
Queue Delay		0.0	0.0		0.0		0.0	0.0			31.0	1.0
Total Delay		124.5	86.8		1.0		148.5	3.1			53.4	1.6
LOS		F	F		A		F	A			D	A
Approach Delay		97.2			1.0			16.0			46.5	
Approach LOS		F			A			B			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		99	~125		0		~72	105			~1434	4
Queue Length 95th (ft)		#197	#278		0		#205	124			m271	m0
Internal Link Dist (ft)		100			47			1747			298	
Turn Bay Length (ft)							150					
Base Capacity (vph)		113	262		176		100	2830			1367	1179
Starvation Cap Reductn		0	0		0		0	0			213	737
Spillback Cap Reductn		0	0		0		0	110			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		0.88	1.01		0.09		1.09	0.41			1.21	0.48

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 40.3		Intersection LOS: D	
Intersection Capacity Utilization 103.8%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway

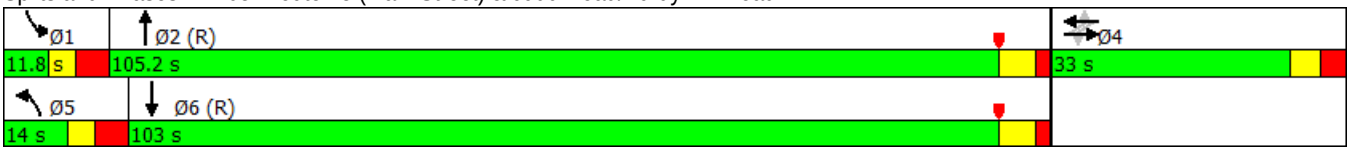


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	60	100	150	90	90	90	1000	30	10	1310	40
Future Volume (vph)	90	60	100	150	90	90	90	1000	30	10	1310	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	10	11	12	10	11	12
Storage Length (ft)	120		0	125		0	220		600	130		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	75			75			120			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.906			0.925			0.996			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	1655	0	1678	1634	0	1620	3342	0	1620	1759	0
Flt Permitted	0.418			0.418			0.950			0.950		
Satd. Flow (perm)	738	1655	0	738	1634	0	1620	3342	0	1620	1759	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		49						4				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		709			302			378			457	
Travel Time (s)		19.3			8.2			6.4			7.8	
Peak Hour Factor	0.80	0.80	0.80	0.90	0.90	0.90	0.93	0.93	0.93	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	113	75	125	167	100	100	97	1075	32	10	1351	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	200	0	167	200	0	97	1107	0	10	1392	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	33.0	33.0		33.0	33.0		14.0	105.2		11.8	103.0	
Total Split (%)	22.0%	22.0%		22.0%	22.0%		9.3%	70.1%		7.9%	68.7%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	26.6	26.6		26.6	26.6		7.2	106.3		5.0	97.0	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.05	0.71		0.03	0.65	
v/c Ratio	0.87	0.60		1.28	0.69		1.26	0.47		0.19	1.22	
Control Delay	109.7	50.9		221.3	71.5		233.8	11.3		78.5	135.6	
Queue Delay	0.0	3.6		5.5	0.0		0.0	0.2		0.0	0.0	
Total Delay	109.7	54.5		226.9	71.5		233.8	11.5		78.5	135.6	
LOS	F	D		F	E		F	B		E	F	
Approach Delay		74.4			142.2			29.4			135.2	
Approach LOS		E			F			C			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	109	138		~206	186		~119	247		10	~1670	
Queue Length 95th (ft)	#190	192		#362	279		m#234	366		32	#1938	
Internal Link Dist (ft)		629			222			298			377	
Turn Bay Length (ft)	120			125			220			130		
Base Capacity (vph)	130	333		130	289		77	2369		54	1137	
Starvation Cap Reductn	0	0		0	0		0	530		0	0	
Spillback Cap Reductn	0	69		29	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.87	0.76		1.65	0.69		1.26	0.60		0.19	1.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.28			
Intersection Signal Delay: 91.4		Intersection LOS: F	
Intersection Capacity Utilization 108.1%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road

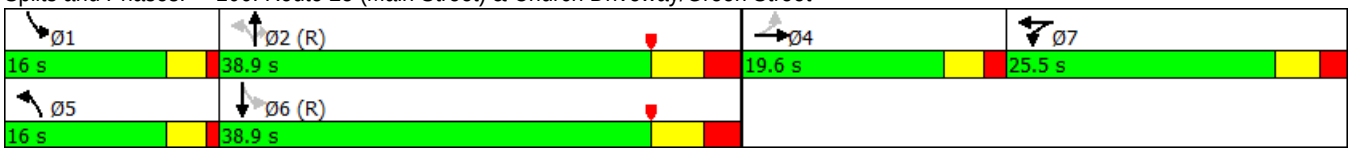


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	50	0	390	0	1050	10	150	1340	0
Future Volume (vph)	0	0	0	50	0	390	0	1050	10	150	1340	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	11	11	12	10	11	11	11	11	12
Storage Length (ft)	0		0	115		0	40		175	100		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			65			65			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1722	0	1694	1516	0	1722	1783	1516	1694	1783	0
Flt Permitted				0.950						0.057		
Satd. Flow (perm)	0	1722	0	1694	1516	0	1722	1783	1516	102	1783	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					502				121			
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		126			720			472			557	
Travel Time (s)		3.4			19.6			8.0			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.83	0.83	0.83	0.90	0.90	0.90	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	0	60	0	470	0	1167	11	160	1426	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	60	470	0	0	1167	11	160	1426	0
Turn Type				Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		7	7		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	4	4		7	7		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0	25.0	5.0	25.0	
Minimum Split (s)	9.6	9.6		10.5	10.5		9.0	31.8	31.8	9.0	31.8	
Total Split (s)	19.6	19.6		25.5	25.5		16.0	38.9	38.9	16.0	38.9	
Total Split (%)	19.6%	19.6%		25.5%	25.5%		16.0%	38.9%	38.9%	16.0%	38.9%	
Yellow Time (s)	3.0	3.0		3.3	3.3		3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	1.6	1.6		2.2	2.2		1.0	2.9	2.9	1.0	2.9	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		5.5	5.5		4.0	6.8	6.8	4.0	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)				9.0	9.0			66.0	66.0	81.5	78.7	
Actuated g/C Ratio				0.09	0.09			0.66	0.66	0.82	0.79	
v/c Ratio				0.39	0.79			0.99	0.01	0.72	1.02	
Control Delay				48.5	13.3			44.1	0.0	37.8	42.7	
Queue Delay				0.0	0.1			10.4	0.0	0.0	0.0	
Total Delay				48.5	13.4			54.5	0.0	37.8	42.7	
LOS				D	B			D	A	D	D	
Approach Delay					17.4			54.0			42.2	
Approach LOS					B			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)				37	0			628	0	59	474	
Queue Length 95th (ft)				65	37			#1159	0	m116	#1293	
Internal Link Dist (ft)		46			640			392			477	
Turn Bay Length (ft)				115					175	100		
Base Capacity (vph)				338	704			1176	1041	274	1402	
Starvation Cap Reductn				0	0			0	0	0	0	
Spillback Cap Reductn				0	12			43	0	0	0	
Storage Cap Reductn				0	0			0	0	0	0	
Reduced v/c Ratio				0.18	0.68			1.03	0.01	0.58	1.02	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 42.4		Intersection LOS: D	
Intersection Capacity Utilization 112.4%		ICU Level of Service H	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	0	440	0	10	0	490	960	0	0	1090	530
Future Volume (vph)	220	0	440	0	10	0	490	960	0	0	1090	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	11	11	10	11	11
Storage Length (ft)	375		370	0		0	250		0	280		170
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	100			25			200			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850									0.850
Flt Protected	0.950	0.950					0.950					
Satd. Flow (prot)	1625	1625	1531	0	1863	0	1652	1801	0	0	3421	1531
Flt Permitted	0.950	0.950					0.116					
Satd. Flow (perm)	1625	1625	1531	0	1863	0	202	1801	0	0	3421	1531
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			317									437
Link Speed (mph)		40			25			40			40	
Link Distance (ft)		745			139			557			391	
Travel Time (s)		12.7			3.8			9.5			6.7	
Peak Hour Factor	0.81	0.81	0.81	0.80	0.80	0.80	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	272	0	543	0	13	0	533	1043	0	0	1225	596
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	136	136	543	0	13	0	533	1043	0	0	1225	596
Turn Type	Split	NA	pm+ov		NA		D.P+P	NA			NA	pm+ov
Protected Phases	4	4	1		5		1	1 2			2	4
Permitted Phases			4	5			2			2		2
Detector Phase	4	4	1	5	5		1	2		2	2	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	5.0	5.0	5.0		5.0			15.0	15.0	10.0
Minimum Split (s)	16.6	16.6	9.0	9.5	9.5		9.0			20.5	20.5	16.6
Total Split (s)	23.6	23.6	21.0	17.5	17.5		21.0			37.9	37.9	23.6
Total Split (%)	23.6%	23.6%	21.0%	17.5%	17.5%		21.0%			37.9%	37.9%	23.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.9	3.9	3.0
All-Red Time (s)	3.6	3.6	1.0	1.5	1.5		1.0			1.6	1.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0				0.0	0.0
Total Lost Time (s)	6.6	6.6	4.0		4.5		4.0				5.5	6.6
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	None
Act Effct Green (s)	13.2	13.2	36.0		5.5		70.0	74.0			51.5	70.2
Actuated g/C Ratio	0.13	0.13	0.36		0.06		0.70	0.74			0.52	0.70
v/c Ratio	0.64	0.64	0.72		0.13		1.38	0.78			0.70	0.49
Control Delay	54.3	54.3	15.6		47.4		207.5	8.3			22.7	3.5
Queue Delay	0.0	0.0	0.0		0.0		0.0	1.1			0.0	0.0
Total Delay	54.3	54.3	15.6		47.4		207.5	9.5			22.7	3.5
LOS	D	D	B		D		F	A			C	A
Approach Delay		28.5			47.4			76.4			16.4	
Approach LOS		C			D			E			B	
Queue Length 50th (ft)	88	88	120		8		~385	101			277	27

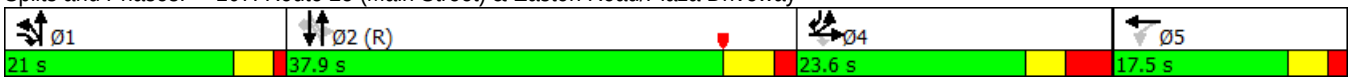
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	130	130	131		24		m#483	m213			#514	101
Internal Link Dist (ft)		665			59			477			311	
Turn Bay Length (ft)	375		370				250					170
Base Capacity (vph)	276	276	753		242		387	1332			1761	1246
Starvation Cap Reductn	0	0	0		0		0	116			0	0
Spillback Cap Reductn	0	0	0		0		0	0			0	0
Storage Cap Reductn	0	0	0		0		0	0			0	0
Reduced v/c Ratio	0.49	0.49	0.72		0.05		1.38	0.86			0.70	0.48

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.38
Intersection Signal Delay: 41.2 Intersection LOS: D
Intersection Capacity Utilization 106.8% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	10	1300	280	70	1330
Future Volume (vph)	40	10	1300	280	70	1330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Storage Length (ft)	0	60		0	225	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				65	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.973			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3444	0	1711	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3444	0	1711	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		13	42			
Link Speed (mph)	25		30			35
Link Distance (ft)	350		188			421
Travel Time (s)	9.5		4.3			8.2
Peak Hour Factor	0.80	0.80	0.90	0.90	0.90	0.90
Adj. Flow (vph)	50	13	1444	311	78	1478
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	13	1755	0	78	1478
Turn Type	Prot	Prot	NA		Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases						
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		5.0	15.0
Minimum Split (s)	10.5	10.5	20.9		9.0	20.9
Total Split (s)	23.5	23.5	32.5		14.0	46.5
Total Split (%)	33.6%	33.6%	46.4%		20.0%	66.4%
Yellow Time (s)	3.0	3.0	4.4		3.0	4.4
All-Red Time (s)	0.5	0.5	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	3.5	5.9		4.0	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)	7.5	7.5	48.6		7.6	59.7
Actuated g/C Ratio	0.11	0.11	0.69		0.11	0.85
v/c Ratio	0.26	0.07	0.73		0.42	0.49
Control Delay	32.2	15.8	13.1		34.0	2.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	32.2	15.8	13.1		34.0	2.1
LOS	C	B	B		C	A
Approach Delay	28.8		13.1			3.7
Approach LOS	C		B			A
Queue Length 50th (ft)	20	0	281		36	11

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	43	13	#523		m53	133
Internal Link Dist (ft)	270		108			341
Turn Bay Length (ft)		60			225	
Base Capacity (vph)	505	461	2406		244	3016
Starvation Cap Reductn	0	0	0		0	110
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.10	0.03	0.73		0.32	0.51

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 9.1		Intersection LOS: A	
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	10	170	50	10	30	210	1040	60	40	1180	50
Future Volume (vph)	50	10	170	50	10	30	210	1040	60	40	1180	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	11	12	12	12	12	12
Storage Length (ft)	0		130	90		0	250		250	200		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			60			125			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.859			0.888				0.850		0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1690	0	1752	1747	0	1694	3505	1568	1752	3484	0
Flt Permitted	0.724			0.408			0.950			0.950		
Satd. Flow (perm)	1336	1690	0	753	1747	0	1694	3505	1568	1752	3484	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		213			38				92		8	
Link Speed (mph)		25			25			35			40	
Link Distance (ft)		274			273			421			425	
Travel Time (s)		7.5			7.4			8.2			7.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	63	13	213	63	13	38	231	1143	66	44	1311	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	226	0	63	51	0	231	1143	66	44	1367	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4					2			
Detector Phase	4	4		4	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.8	11.8		11.8	11.8		9.1	19.9	19.9	9.1	19.9	
Total Split (s)	20.8	20.8		20.8	20.8		14.1	35.1	35.1	14.1	35.1	
Total Split (%)	29.7%	29.7%		29.7%	29.7%		20.1%	50.1%	50.1%	20.1%	50.1%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4	4.4	3.0	4.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.1	0.5	0.5	1.1	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8		4.1	4.9	4.9	4.1	4.9	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	9.8	9.8		9.8	9.8		10.0	43.6	43.6	6.5	36.4	
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.14	0.62	0.62	0.09	0.52	
v/c Ratio	0.34	0.54		0.60	0.18		0.95	0.52	0.07	0.27	0.75	
Control Delay	30.9	10.1		50.6	13.2		78.0	5.8	1.1	45.5	15.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.1	0.0	0.0	0.0	
Total Delay	30.9	10.1		50.6	13.2		78.0	5.9	1.1	45.5	15.3	
LOS	C	B		D	B		E	A	A	D	B	
Approach Delay		14.6			33.9			17.2			16.2	
Approach LOS		B			C			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	25	5		26	5		112	41	0	19	313	
Queue Length 95th (ft)	48	40		52	25		m#191	90	m2	m32	#422	
Internal Link Dist (ft)		194			193			341			345	
Turn Bay Length (ft)				90			250		250	200		
Base Capacity (vph)	305	550		172	428		242	2182	1011	250	1814	
Starvation Cap Reductn	0	0		0	0		0	205	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.21	0.41		0.37	0.12		0.95	0.58	0.07	0.18	0.75	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 17.2		Intersection LOS: B	
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr



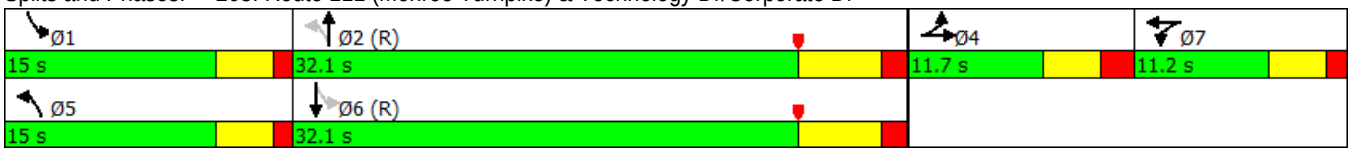
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	30	50	0	20	110	640	280	160	1190	100
Future Volume (vph)	20	0	30	50	0	20	110	640	280	160	1190	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	11	10	12	11	12	12	11	12	12
Storage Length (ft)	0		115	0		125	150		0	325		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.861			0.912			0.954			0.988	
Flt Protected	0.950	0.996		0.950	0.980		0.950			0.950		
Satd. Flow (prot)	1625	1568	0	1625	1476	0	1711	3376	0	1711	3497	0
Flt Permitted	0.950	0.996		0.950	0.980		0.136			0.199		
Satd. Flow (perm)	1625	1568	0	1625	1476	0	245	3376	0	358	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		171			179			113			14	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		311			293			1088			554	
Travel Time (s)		8.5			8.0			18.5			9.4	
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.88	0.88	0.88	0.96	0.96	0.96
Adj. Flow (vph)	25	0	37	60	0	24	125	727	318	167	1240	104
Shared Lane Traffic (%)	10%			28%								
Lane Group Flow (vph)	22	40	0	43	41	0	125	1045	0	167	1344	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.7	9.7		9.2	9.2		9.0	20.8		9.0	20.8	
Total Split (s)	11.7	11.7		11.2	11.2		15.0	32.1		15.0	32.1	
Total Split (%)	16.7%	16.7%		16.0%	16.0%		21.4%	45.9%		21.4%	45.9%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.7	1.7		1.2	1.2		1.0	1.4		1.0	1.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.2	4.2		4.0	5.8		4.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	5.2	5.2		5.8	5.8		48.6	40.6		51.4	44.6	
Actuated g/C Ratio	0.07	0.07		0.08	0.08		0.69	0.58		0.73	0.64	
v/c Ratio	0.18	0.15		0.32	0.14		0.42	0.52		0.42	0.60	
Control Delay	33.9	1.1		36.3	1.1		14.3	5.7		9.4	10.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.9	1.1		36.3	1.1		14.3	5.7		9.4	10.4	
LOS	C	A		D	A		B	A		A	B	
Approach Delay		12.8			19.1			6.6			10.3	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)	9	0		18	0		1	0		18	127	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	27	0		45	0		44	237		m58	#400	
Internal Link Dist (ft)		231			213			1008			474	
Turn Bay Length (ft)							150			325		
Base Capacity (vph)	162	310		162	308		414	2006		485	2231	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.13		0.27	0.13		0.30	0.52		0.34	0.60	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 32 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 9.1		Intersection LOS: A	
Intersection Capacity Utilization 62.5%		ICU Level of Service B	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

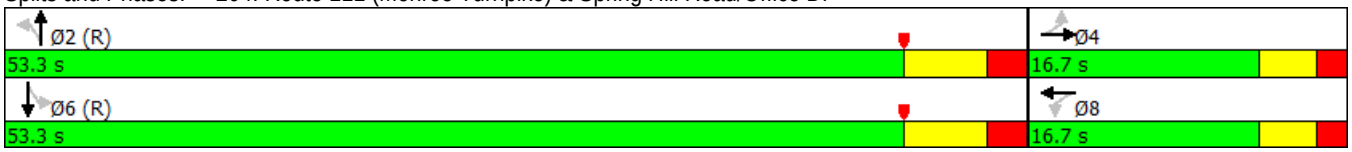


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	0	30	0	0	0	10	630	0	0	1430	100
Future Volume (vph)	50	0	30	0	0	0	10	630	0	0	1430	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.949									0.990	
Flt Protected		0.970						0.999				
Satd. Flow (prot)	0	1738	0	0	1888	0	0	3468	0	0	3436	0
Flt Permitted		0.810						0.922				
Satd. Flow (perm)	0	1451	0	0	1888	0	0	3200	0	0	3436	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55									22	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		364			150			1529			547	
Travel Time (s)		9.9			4.1			26.1			9.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.90	0.90	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	63	0	38	0	0	0	11	700	0	0	1459	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	101	0	0	0	0	0	711	0	0	1561	0
Turn Type	Perm	NA					Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		21.5	21.5		21.5	21.5	
Total Split (s)	16.7	16.7		16.7	16.7		53.3	53.3		53.3	53.3	
Total Split (%)	23.9%	23.9%		23.9%	23.9%		76.1%	76.1%		76.1%	76.1%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	1.7	1.7		1.7	1.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		8.2						54.2			54.2	
Actuated g/C Ratio		0.12						0.77			0.77	
v/c Ratio		0.46						0.29			0.59	
Control Delay		22.3						1.4			5.7	
Queue Delay		0.0						0.0			0.2	
Total Delay		22.3						1.4			5.9	
LOS		C						A			A	
Approach Delay		22.3						1.4			5.9	
Approach LOS		C						A			A	
Queue Length 50th (ft)		19						4			125	
Queue Length 95th (ft)		48						6			231	
Internal Link Dist (ft)		284			70			1449			467	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		294						2479			2667	
Starvation Cap Reductn		0						0			322	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.34						0.29			0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 14 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 5.2		Intersection LOS: A	
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	80	170	350	140	50	90	510	80	30	1010	50
Future Volume (vph)	60	80	170	350	140	50	90	510	80	30	1010	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	11	12	12
Storage Length (ft)	0		130	110		0	350		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.898			0.961			0.980			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1641	0	1736	1756	0	1678	3402	0	1678	3447	0
Flt Permitted	0.574			0.449			0.950			0.402		
Satd. Flow (perm)	1049	1641	0	820	1756	0	1678	3402	0	710	3447	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		134			22			37			7	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		468			420			547			444	
Travel Time (s)		10.6			11.5			9.3			7.6	
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.90	0.90	0.90	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	72	96	205	393	157	56	100	567	89	32	1086	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	301	0	393	213	0	100	656	0	32	1140	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4			4						2		
Detector Phase	4	4		4	4		1	2		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0			15.0	15.0	
Minimum Split (s)	13.1	13.1		13.1	13.1		9.0			21.1	21.1	
Total Split (s)	30.1	30.1		30.1	30.1		16.0			36.1	36.1	
Total Split (%)	36.6%	36.6%		36.6%	36.6%		19.5%			43.9%	43.9%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0			4.4	4.4	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0			1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0			0.0	0.0	
Total Lost Time (s)	5.1	5.1		5.1	5.1		4.0			6.1	6.1	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None			Max	Max	
Act Effct Green (s)	25.2	25.2		25.2	25.2		8.9	43.1		30.2	30.2	
Actuated g/C Ratio	0.33	0.33		0.33	0.33		0.11	0.56		0.39	0.39	
v/c Ratio	0.21	0.48		1.48	0.36		0.52	0.34		0.12	0.85	
Control Delay	22.9	15.2		260.1	21.3		42.9	9.2		18.4	29.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.9	15.2		260.1	21.3		42.9	9.2		18.4	29.9	
LOS	C	B		F	C		D	A		B	C	
Approach Delay		16.7			176.1			13.6			29.6	
Approach LOS		B			F			B			C	

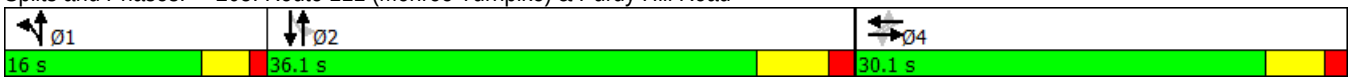
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	26	63		~277	72		47	77		10	268	
Queue Length 95th (ft)	56	122		#454	134		94	108		31	#415	
Internal Link Dist (ft)		388			340			467			364	
Turn Bay Length (ft)				110			350			125		
Base Capacity (vph)	341	623		266	585		261	1909		276	1348	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.21	0.48		1.48	0.36		0.38	0.34		0.12	0.85	

Intersection Summary			
Area Type:	Other		
Cycle Length: 82.2			
Actuated Cycle Length: 77.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.48			
Intersection Signal Delay: 54.4		Intersection LOS: D	
Intersection Capacity Utilization 85.5%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



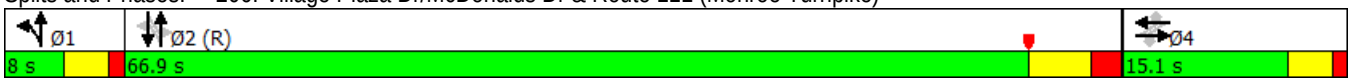
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	20	60	0	50	30	470	50	70	1210	10
Future Volume (vph)	10	0	20	60	0	50	30	470	50	70	1210	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	15	14	11	11	12	10	11	12
Storage Length (ft)	0		0	0		35	120		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			80			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.986			0.999	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1678	1501	0	1909	1656	1678	1741	0	1620	1764	0
Flt Permitted		0.708			0.749		0.063			0.444		
Satd. Flow (perm)	0	1250	1501	0	1505	1656	111	1741	0	757	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88			88		20			1	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		121			198			441			636	
Travel Time (s)		3.3			5.4			8.6			12.4	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.89	0.89	0.89	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	13	0	25	75	0	63	34	528	56	80	1375	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	25	0	75	63	34	584	0	80	1386	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4		4	2			2		
Detector Phase	4	4	4	4	4	4	1	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	4.0			36.0	36.0	
Minimum Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	8.0			42.3	42.3	
Total Split (s)	15.1	15.1	15.1	15.1	15.1	15.1	8.0			66.9	66.9	
Total Split (%)	16.8%	16.8%	16.8%	16.8%	16.8%	16.8%	8.9%			74.3%	74.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.2	4.2	
All-Red Time (s)	1.1	1.1	1.1	1.1	1.1	1.1	1.0			2.1	2.1	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Lost Time (s)		4.1	4.1		4.1	4.1	4.0			6.3	6.3	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max			C-Min	C-Min	
Act Effct Green (s)		9.7	9.7		9.7	9.7	70.8	75.6		64.5	64.5	
Actuated g/C Ratio		0.11	0.11		0.11	0.11	0.79	0.84		0.72	0.72	
v/c Ratio		0.10	0.10		0.46	0.25	0.22	0.40		0.15	1.10	
Control Delay		37.4	0.8		47.2	6.8	5.4	3.3		4.5	64.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		37.4	0.8		47.2	6.8	5.4	3.3		4.5	64.2	
LOS		D	A		D	A	A	A		A	E	
Approach Delay		13.4			28.8			3.4			60.9	
Approach LOS		B			C			A			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		7	0		41	0	3	64		10	~954	
Queue Length 95th (ft)		21	0		73	15	8	114		m15	m#1089	
Internal Link Dist (ft)		41			118			361			556	
Turn Bay Length (ft)						35	120			135		
Base Capacity (vph)		152	260		183	279	156	1465		542	1264	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.09	0.10		0.41	0.23	0.22	0.40		0.15	1.10	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 61 (68%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 42.4 Intersection LOS: D
Intersection Capacity Utilization 91.4% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)

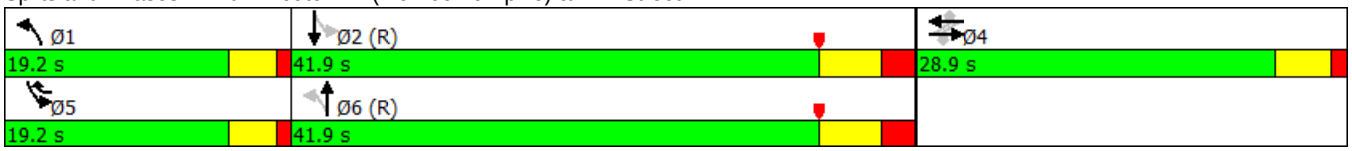


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	190	430	60	130	40	150	300	40	40	800	60
Future Volume (vph)	40	190	430	60	130	40	150	300	40	40	800	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	9	12	11	10	11	11	12	10	12	12
Storage Length (ft)	0		125	100		0	160		0	95		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			100			70			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.982			0.990	
Flt Protected		0.991			0.984		0.950			0.950		
Satd. Flow (prot)	0	1629	1398	0	1738	1449	1678	1734	0	1620	1809	0
Flt Permitted		0.818			0.564		0.082			0.518		
Satd. Flow (perm)	0	1345	1398	0	996	1449	145	1734	0	883	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			371			47		9			5	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		385			483			814			737	
Travel Time (s)		8.8			11.0			15.9			14.4	
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.82	0.82	0.82	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	46	218	494	70	151	47	183	366	49	41	825	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	264	494	0	221	47	183	415	0	41	887	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.9	9.9	9.9	9.9	9.9	9.2	9.2	21.6		9.2	21.6	
Total Split (s)	28.9	28.9	28.9	28.9	28.9	19.2	19.2	41.9		19.2	41.9	
Total Split (%)	32.1%	32.1%	32.1%	32.1%	32.1%	21.3%	21.3%	46.6%		21.3%	46.6%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.2	3.2	4.2		3.2	4.2	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.2	1.0	1.0	2.4		1.0	2.4	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.9	4.9		4.9	4.2	4.2	6.6		4.2	6.6	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		20.1	20.1		20.1	30.4	60.3	50.7		52.3	44.6	
Actuated g/C Ratio		0.22	0.22		0.22	0.34	0.67	0.56		0.58	0.50	
v/c Ratio		0.88	0.82		1.00	0.09	0.70	0.42		0.07	0.99	
Control Delay		62.3	20.9		94.4	6.0	30.0	15.9		5.4	52.7	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		62.3	20.9		94.4	6.0	30.0	15.9		5.4	52.7	
LOS		E	C		F	A	C	B		A	D	
Approach Delay		35.3			78.9			20.2			50.6	
Approach LOS		D			E			C			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		141	58		122	0	60	134		7	~568	
Queue Length 95th (ft)		#236	169		#227	19	104	222		m9	#897	
Internal Link Dist (ft)		305			403			734			657	
Turn Bay Length (ft)			125				160			95		
Base Capacity (vph)		358	644		265	670	353	980		708	898	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.74	0.77		0.83	0.07	0.52	0.42		0.06	0.99	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 29 (32%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 41.9		Intersection LOS: D	
Intersection Capacity Utilization 96.2%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street

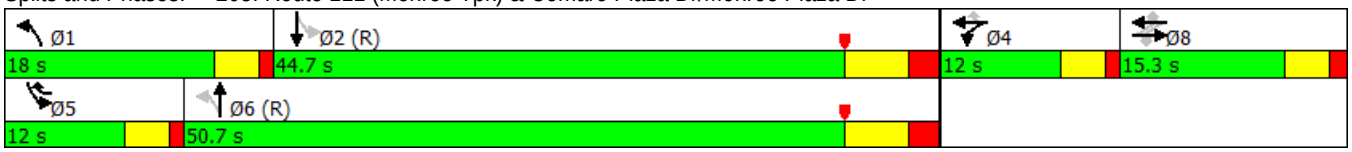


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	60	50	0	30	30	290	10	30	800	30
Future Volume (vph)	20	0	60	50	0	30	30	290	10	30	800	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	10	11	10	11	12	10	11	12
Storage Length (ft)	0		0	0		0	450		0	145		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			55			105		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.995			0.995	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1662	1538	0	1604	1487	1604	1740	0	1604	1740	0
Flt Permitted		0.727			0.741		0.188			0.520		
Satd. Flow (perm)	0	1272	1538	0	1251	1487	318	1740	0	878	1740	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187			90		3			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		102			224			737			443	
Travel Time (s)		2.8			6.1			14.4			8.6	
Peak Hour Factor	0.80	0.80	0.80	0.83	0.83	0.83	0.85	0.85	0.85	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	25	0	75	60	0	36	35	341	12	32	851	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	75	0	60	36	35	353	0	32	883	0
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8		4	4 8	5	1	6		5	2	
Permitted Phases	8		8	8		4 8	6			2		
Detector Phase	8	8	8	4	4 8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.3	9.3	9.3	9.0		9.0	9.0	21.4		9.0	21.4	
Total Split (s)	15.3	15.3	15.3	12.0		12.0	18.0	50.7		12.0	44.7	
Total Split (%)	17.0%	17.0%	17.0%	13.3%		13.3%	20.0%	56.3%		13.3%	49.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0	4.2		3.0	4.2	
All-Red Time (s)	1.3	1.3	1.3	1.0		1.0	1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.3	4.3			4.0	4.0	6.4		4.0	6.4	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None	None	C-Min		None	C-Min	
Act Effct Green (s)		6.5	6.5		12.8	23.3	64.6	59.4		65.5	61.2	
Actuated g/C Ratio		0.07	0.07		0.14	0.26	0.72	0.66		0.73	0.68	
v/c Ratio		0.27	0.26		0.29	0.08	0.12	0.31		0.05	0.75	
Control Delay		46.1	2.2		32.8	0.3	9.9	18.8		4.8	16.0	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	1.1	
Total Delay		46.1	2.2		32.8	0.3	9.9	18.8		4.8	17.1	
LOS		D	A		C	A	A	B		A	B	
Approach Delay		13.2			20.7			18.0			16.7	
Approach LOS		B			C			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		14	0		29	0	12	152		3	233	
Queue Length 95th (ft)		34	0		55	0	m28	239		m8	m#693	
Internal Link Dist (ft)		22			144			657			363	
Turn Bay Length (ft)							450			145		
Base Capacity (vph)		155	352		277	495	439	1149		719	1184	
Starvation Cap Reductn		0	0		0	0	0	0		0	123	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.16	0.21		0.22	0.07	0.08	0.31		0.04	0.83	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 17.1		Intersection LOS: B	
Intersection Capacity Utilization 64.5%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr

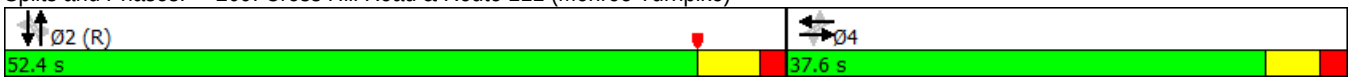


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	10	30	120	60	40	10	300	30	10	710	210
Future Volume (vph)	120	10	30	120	60	40	10	300	30	10	710	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	12	12	10	11	12	10	11	12
Storage Length (ft)	90		0	0		95	90		0	45		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			25			105			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.888			0.940			0.986			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1604	1553	0	1719	1701	0	1604	1725	0	1604	1690	0
Flt Permitted	0.677			0.724			0.169			0.527		
Satd. Flow (perm)	1143	1553	0	1310	1701	0	285	1725	0	890	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			41			8			24	
Link Speed (mph)		25			30			35			40	
Link Distance (ft)		354			360			443			949	
Travel Time (s)		9.7			8.2			8.6			16.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.89	0.89	0.89	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	150	13	38	150	75	50	11	337	34	11	747	221
Shared Lane Traffic (%)												
Lane Group Flow (vph)	150	51	0	150	125	0	11	371	0	11	968	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	12.6	12.6		12.6	12.6		26.0	26.0		26.0	26.0	
Total Split (s)	37.6	37.6		37.6	37.6		52.4	52.4		52.4	52.4	
Total Split (%)	41.8%	41.8%		41.8%	41.8%		58.2%	58.2%		58.2%	58.2%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.2	4.2		4.2	4.2	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	17.4	17.4		17.4	17.4		61.0	61.0		61.0	61.0	
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.68	0.68		0.68	0.68	
v/c Ratio	0.68	0.15		0.59	0.35		0.06	0.32		0.02	0.84	
Control Delay	47.9	12.8		41.4	22.0		2.1	2.1		7.5	16.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.1		0.0	3.4	
Total Delay	47.9	12.8		41.4	22.0		2.1	2.3		7.5	19.5	
LOS	D	B		D	C		A	A		A	B	
Approach Delay		39.0			32.6			2.3			19.4	
Approach LOS		D			C			A			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	80	6		79	41		1	20		2	135	
Queue Length 95th (ft)	111	26		108	68		m2	30		m4	#780	
Internal Link Dist (ft)		274			280			363			869	
Turn Bay Length (ft)	90						90			45		
Base Capacity (vph)	406	576		465	631		193	1170		602	1152	
Starvation Cap Reductn	0	0		0	0		0	198		0	0	
Spillback Cap Reductn	0	1		0	0		0	0		0	111	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.37	0.09		0.32	0.20		0.06	0.38		0.02	0.93	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 19.9		Intersection LOS: B	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)

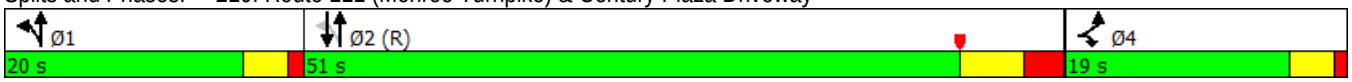


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	30	20	440	900	30
Future Volume (vph)	10	30	20	440	900	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	11	12
Storage Length (ft)	0	0	280			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		175			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.996	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1662	1538	1662	1749	1742	0
Flt Permitted	0.950		0.225			
Satd. Flow (perm)	1662	1538	394	1749	1742	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		38			3	
Link Speed (mph)	25			40	40	
Link Distance (ft)	142			949	728	
Travel Time (s)	3.9			16.2	12.4	
Peak Hour Factor	0.80	0.80	0.83	0.83	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	13	38	24	530	938	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	38	24	530	969	0
Turn Type	Prot	Prot	D.P+P	NA	NA	
Protected Phases	4	4	1	1 2	2	
Permitted Phases			2			
Detector Phase	4	4	1	2	2	
Switch Phase						
Minimum Initial (s)	9.0	9.0	3.0		15.0	
Minimum Split (s)	13.0	13.0	7.0		22.0	
Total Split (s)	19.0	19.0	20.0		51.0	
Total Split (%)	21.1%	21.1%	22.2%		56.7%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		2.8	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		7.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None		C-Max	
Act Effct Green (s)	9.0	9.0	76.6	79.8	74.8	
Actuated g/C Ratio	0.10	0.10	0.85	0.89	0.83	
v/c Ratio	0.08	0.20	0.06	0.34	0.67	
Control Delay	38.1	15.4	0.8	1.1	9.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	38.1	15.4	0.8	1.1	9.7	
LOS	D	B	A	A	A	
Approach Delay	21.2			1.1	9.7	
Approach LOS	C			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	7	0	0	7	211	
Queue Length 95th (ft)	22	24	1	9	538	
Internal Link Dist (ft)	62			869	648	
Turn Bay Length (ft)			280			
Base Capacity (vph)	277	288	567	1550	1448	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.05	0.13	0.04	0.34	0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 4 (4%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 7.0		Intersection LOS: A	
Intersection Capacity Utilization 65.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1060	60	0	1390
Future Volume (vph)	0	0	1060	60	0	1390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.993			
Flt Protected						
Satd. Flow (prot)	1722	0	1832	0	0	1845
Flt Permitted						
Satd. Flow (perm)	1722	0	1832	0	0	1845
Link Speed (mph)	30		40			40
Link Distance (ft)	316		5363			661
Travel Time (s)	7.2		91.4			11.3
Peak Hour Factor	0.80	0.80	0.86	0.86	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	1233	70	0	1479
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1303	0	0	1479
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1060	60	0	1390
Future Vol, veh/h	0	0	1060	60	0	1390
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	86	86	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	1233	70	0	1479

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2746	1267	0	0	1302	0
Stage 1	1267	-	-	-	-	-
Stage 2	1479	-	-	-	-	-
Critical Hdwy	7.13	6.23	-	-	4.13	-
Critical Hdwy Stg 1	6.13	-	-	-	-	-
Critical Hdwy Stg 2	6.13	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	13	205	-	-	529	-
Stage 1	206	-	-	-	-	-
Stage 2	156	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	13	205	-	-	529	-
Mov Cap-2 Maneuver	13	-	-	-	-	-
Stage 1	206	-	-	-	-	-
Stage 2	156	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	529	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	60	30	80	0	10	260
Future Volume (vph)	60	30	80	0	10	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.870	
Flt Protected		0.968			0.998	
Satd. Flow (prot)	0	1752	1749	0	1519	0
Flt Permitted		0.968			0.998	
Satd. Flow (perm)	0	1752	1749	0	1519	0
Link Speed (mph)		30	25		25	
Link Distance (ft)		1004	805		979	
Travel Time (s)		22.8	22.0		26.7	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.80	0.80
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	73	37	98	0	13	325
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	110	98	0	338	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	60	30	80	0	10	260
Future Vol, veh/h	60	30	80	0	10	260
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	80	80
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	73	37	98	0	13	325

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	98	0	-	0	281	98
Stage 1	-	-	-	-	98	-
Stage 2	-	-	-	-	183	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1476	-	-	-	703	950
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1476	-	-	-	668	950
Mov Cap-2 Maneuver	-	-	-	-	668	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	799	-

Approach	EB	WB	SB
HCM Control Delay, s	5	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1476	-	-	-	935
HCM Lane V/C Ratio	0.05	-	-	-	0.361
HCM Control Delay (s)	7.6	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	80	30	10	180	40	10	60	10	80	310	190
Future Volume (vph)	50	80	30	10	180	40	10	60	10	80	310	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.977			0.983			0.956	
Flt Protected		0.985			0.998			0.994			0.993	
Satd. Flow (prot)	0	1713	0	0	1799	0	0	1682	0	0	1751	0
Flt Permitted		0.985			0.998			0.994			0.993	
Satd. Flow (perm)	0	1713	0	0	1799	0	0	1682	0	0	1751	0
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		988			775			934			884	
Travel Time (s)		22.5			17.6			25.5			24.1	
Peak Hour Factor	0.86	0.86	0.86	0.83	0.83	0.83	0.80	0.80	0.80	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	58	93	35	12	217	48	13	75	13	88	341	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	186	0	0	277	0	0	101	0	0	638	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.3%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	36.3
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	50	80	30	0	10	180	40	0	10	60	10
Future Vol, veh/h	0	50	80	30	0	10	180	40	0	10	60	10
Peak Hour Factor	0.92	0.86	0.86	0.86	0.92	0.83	0.83	0.83	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	3	3	3	2	3	3	3	2	3	3	3
Mvmt Flow	0	58	93	35	0	12	217	48	0	13	75	13
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	13.5	15.9	11.4
HCM LOS	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	31%	4%	14%
Vol Thru, %	75%	50%	78%	53%
Vol Right, %	12%	19%	17%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	160	230	580
LT Vol	10	50	10	80
Through Vol	60	80	180	310
RT Vol	10	30	40	190
Lane Flow Rate	100	186	277	637
Geometry Grp	1	1	1	1
Degree of Util (X)	0.187	0.35	0.5	0.988
Departure Headway (Hd)	6.731	6.769	6.5	5.582
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	531	528	551	656
Service Time	4.801	4.838	4.563	3.582
HCM Lane V/C Ratio	0.188	0.352	0.503	0.971
HCM Control Delay	11.4	13.5	15.9	55.8
HCM Lane LOS	B	B	C	F
HCM 95th-tile Q	0.7	1.6	2.8	15

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	80	310	190
Future Vol, veh/h	0	80	310	190
Peak Hour Factor	0.92	0.91	0.91	0.91
Heavy Vehicles, %	2	3	3	3
Mvmt Flow	0	88	341	209
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	55.8
HCM LOS	F



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	1670	10	0	1380
Future Volume (vph)	10	10	1670	10	0	1380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	10	12	12	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932		0.999			
Flt Protected	0.976					
Satd. Flow (prot)	1734	0	3268	0	0	3271
Flt Permitted	0.976					
Satd. Flow (perm)	1734	0	3268	0	0	3271
Link Speed (mph)	25		35			35
Link Distance (ft)	465		734			285
Travel Time (s)	12.7		14.3			5.6
Peak Hour Factor	0.80	0.80	0.93	0.93	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	13	13	1796	11	0	1516
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	1807	0	0	1516
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	1670	10	0	1380
Future Vol, veh/h	10	10	1670	10	0	1380
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	93	93	91	91
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	13	13	1796	11	0	1516

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2559	903	0	0	1806	0
Stage 1	1801	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	21	278	-	-	333	-
Stage 1	116	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	21	278	-	-	333	-
Mov Cap-2 Maneuver	21	-	-	-	-	-
Stage 1	116	-	-	-	-	-
Stage 2	421	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	198.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	39	333	-
HCM Lane V/C Ratio	-	-	0.641	-	-
HCM Control Delay (s)	-	-	198.6	0	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	2.3	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	80	120	1560	1300	90
Future Volume (vph)	30	80	120	1560	1300	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	11	10	12
Storage Length (ft)	0	25	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		105			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.990	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1752	1777	1636	3388	3238	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1752	1777	1636	3388	3238	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	387			285	334	
Travel Time (s)	10.6			5.6	6.5	
Peak Hour Factor	0.90	0.90	0.93	0.93	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	33	89	129	1677	1461	101
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	89	129	1677	1562	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	12.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	80	120	1560	1300	90
Future Vol, veh/h	30	80	120	1560	1300	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	93	93	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	33	89	129	1677	1461	101

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2608	781	1562	0	-	0
Stage 1	1511	-	-	-	-	-
Stage 2	1097	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	~ 20	335	414	-	-	-
Stage 1	167	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 14	335	414	-	-	-
Mov Cap-2 Maneuver	~ 14	-	-	-	-	-
Stage 1	167	-	-	-	-	-
Stage 2	192	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 336.8	1.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	414	-	14	335	-	-
HCM Lane V/C Ratio	0.312	-	2.381	0.265	-	-
HCM Control Delay (s)	17.6	-	$ 1182.8	19.6	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	1.3	-	4.9	1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	30	0	1590	1360	0
Future Volume (vph)	0	30	0	1590	1360	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1755	0	3388	3271	0
Flt Permitted						
Satd. Flow (perm)	0	1755	0	3388	3271	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	348			334	300	
Travel Time (s)	9.5			6.5	5.8	
Peak Hour Factor	0.80	0.80	0.89	0.89	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	38	0	1787	1462	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	0	1787	1462	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	0	1590	1360	0
Future Vol, veh/h	0	30	0	1590	1360	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	89	89	93	93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	38	0	1787	1462	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	731	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	362	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	362	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	362	-	-
HCM Lane V/C Ratio	-	0.104	-	-
HCM Control Delay (s)	-	16.1	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	10	1580	1360	10
Future Volume (vph)	0	0	10	1580	1360	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt					0.999	
Flt Protected						
Satd. Flow (prot)	1925	0	0	3539	3418	0
Flt Permitted						
Satd. Flow (perm)	1925	0	0	3539	3418	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	167			300	188	
Travel Time (s)	4.6			5.8	3.7	
Peak Hour Factor	0.80	0.80	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	11	1756	1511	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1767	1522	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	10	1580	1360	10
Future Vol, veh/h	0	0	10	1580	1360	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	11	1756	1511	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2417	761	1522	0	-	0
Stage 1	1517	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Critical Hdwy	7.54	6.94	4.14	-	-	-
Critical Hdwy Stg 1	6.54	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	17	348	434	-	-	-
Stage 1	125	-	-	-	-	-
Stage 2	300	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	348	434	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	125	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	6.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	434	-	-	-	-
HCM Lane V/C Ratio	0.026	-	-	-	-
HCM Control Delay (s)	13.5	6.7	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	60	60	510	1160	110
Future Volume (vph)	40	60	60	510	1160	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.919				0.988	
Flt Protected	0.980			0.995		
Satd. Flow (prot)	1645	0	0	1757	1745	0
Flt Permitted	0.980			0.995		
Satd. Flow (perm)	1645	0	0	1757	1745	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	268			1631	381	
Travel Time (s)	7.3			31.8	7.4	
Peak Hour Factor	0.65	0.65	0.90	0.90	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	62	92	67	567	1184	112
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	0	0	634	1296	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.6%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	25.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	60	60	510	1160	110
Future Vol, veh/h	40	60	60	510	1160	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	90	90	98	98
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	62	92	67	567	1184	112

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1940	1240	1296	0	-	0
Stage 1	1240	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.14	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.236	-	-	-
Pot Cap-1 Maneuver	71	212	528	-	-	-
Stage 1	270	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 58	212	528	-	-	-
Mov Cap-2 Maneuver	~ 58	-	-	-	-	-
Stage 1	270	-	-	-	-	-
Stage 2	399	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 340.3	1.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	528	-	103	-	-
HCM Lane V/C Ratio	0.126	-	1.494	-	-
HCM Control Delay (s)	12.8	0	$ 340.3	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	11.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	20	0	550	1250	10
Future Volume (vph)	10	20	0	550	1250	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.999	
Flt Protected	0.950					
Satd. Flow (prot)	1967	1760	0	1766	1764	0
Flt Permitted	0.950					
Satd. Flow (perm)	1967	1760	0	1766	1764	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	126			381	323	
Travel Time (s)	3.4			7.4	6.3	
Peak Hour Factor	0.65	0.65	0.90	0.90	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	15	31	0	611	1316	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	31	0	611	1327	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.4%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	20	0	550	1250	10
Future Vol, veh/h	10	20	0	550	1250	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	90	90	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	15	31	0	611	1316	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1932	1321	-	0	-	0
Stage 1	1321	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	-	-
Pot Cap-1 Maneuver	72	190	0	-	-	-
Stage 1	247	-	0	-	-	-
Stage 2	538	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	72	190	-	-	-	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	247	-	-	-	-	-
Stage 2	538	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	72	190	-	-
HCM Lane V/C Ratio	-	0.214	0.162	-	-
HCM Control Delay (s)	-	68.1	27.6	-	-
HCM Lane LOS	-	F	D	-	-
HCM 95th %tile Q(veh)	-	0.7	0.6	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	0	10	10	540	10	10	1250	30
Future Volume (vph)	0	0	0	10	0	10	10	540	10	10	1250	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	14	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.998			0.997	
Flt Protected					0.950			0.999				
Satd. Flow (prot)	0	0	0	0	1909	1656	0	1761	0	0	1761	0
Flt Permitted					0.950			0.999				
Satd. Flow (perm)	0	0	0	0	1909	1656	0	1761	0	0	1761	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		181			109			323			441	
Travel Time (s)		4.9			3.0			6.3			8.6	
Peak Hour Factor	0.65	0.65	0.65	0.80	0.80	0.80	0.84	0.84	0.84	0.91	0.91	0.91
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	13	0	13	12	643	12	11	1374	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	13	13	0	667	0	0	1418	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.8%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	10	0	10	10	540	10	10	1250	30
Future Vol, veh/h	0	0	0	10	0	10	10	540	10	10	1250	30
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
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	80	80	80	84	84	84	91	91	91
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	13	0	13	12	643	12	11	1374	33

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	2085	2102	649	1407	0	0	655	0	0
Stage 1	673	673	-	-	-	-	-	-	-
Stage 2	1412	1429	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.44	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.44	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	57	51	466	479	-	-	923	-	-
Stage 1	503	451	-	-	-	-	-	-	-
Stage 2	223	198	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	52	0	466	479	-	-	923	-	-
Mov Cap-2 Maneuver	52	0	-	-	-	-	-	-	-
Stage 1	483	0	-	-	-	-	-	-	-
Stage 2	211	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	53.9	0.2	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	479	-	-	52	466	923	-	-
HCM Lane V/C Ratio	0.025	-	-	0.24	0.027	0.012	-	-
HCM Control Delay (s)	12.7	0	-	94.9	12.9	8.9	0	-
HCM Lane LOS	B	A	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.1	0	-	-

APPENDIX K2
Capacity Analyses
2040 Background Conditions
Weekday Afternoon Peak Hour

Tighe&Bond

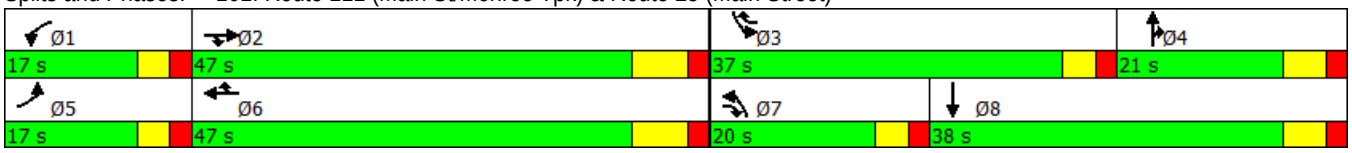
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	1330	340	220	1390	1050	270	440	140	1080	520	210
Future Volume (vph)	110	1330	340	220	1390	1050	270	440	140	1080	520	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	10	11	10	12	11	12
Storage Length (ft)	225		0	175		500	430		100	500		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	200			175			75			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.957	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1723	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			106			170		16	
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		877			839			636			734	
Travel Time (s)		14.9			10.4			10.8			14.3	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.86	0.86	0.86	0.82	0.82	0.82
Adj. Flow (vph)	116	1400	358	242	1527	1154	314	512	163	1317	634	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	1400	358	242	1527	1154	314	512	163	1317	890	0
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Prot	Prot	NA	
Protected Phases	5	2	2 7	1	6	3 6	7	4	4	3	8	
Permitted Phases												
Detector Phase	5	2	2 7	1	6	3 6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		12.0	13.0	13.0	12.0	13.0	
Total Split (s)	17.0	47.0		17.0	47.0		20.0	21.0	21.0	37.0	38.0	
Total Split (%)	13.9%	38.5%		13.9%	38.5%		16.4%	17.2%	17.2%	30.3%	31.1%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None	None	None	None	
Act Effct Green (s)	10.6	40.0	60.0	12.0	41.4	80.4	15.0	15.0	15.0	32.0	32.0	
Actuated g/C Ratio	0.09	0.33	0.49	0.10	0.34	0.66	0.12	0.12	0.12	0.26	0.26	
v/c Ratio	0.78	1.25	0.44	1.44	1.27	1.10	1.55	1.22	0.49	1.46	1.92	
Control Delay	87.5	155.4	15.0	267.8	163.7	81.9	305.1	163.2	11.9	248.6	449.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	87.5	155.4	15.0	267.8	163.7	81.9	305.1	163.2	11.9	248.6	449.7	
LOS	F	F	B	F	F	F	F	F	B	F	F	
Approach Delay		124.4			140.0			183.3			329.7	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	90	~724	117	~259	~816	~1021	~348	~260	0	~732	~1081	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#175	#863	195	#424	#955	#1284	#499	#348	50	#757	#1179	
Internal Link Dist (ft)		797			759			556			654	
Turn Bay Length (ft)	225			175		500	430		100	500		
Base Capacity (vph)	168	1121	811	168	1201	1045	203	420	330	900	463	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.69	1.25	0.44	1.44	1.27	1.10	1.55	1.22	0.49	1.46	1.92	

Intersection Summary

Area Type: Other
Cycle Length: 122
Actuated Cycle Length: 122
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.92
Intersection Signal Delay: 194.1 Intersection LOS: F
Intersection Capacity Utilization 123.2% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)

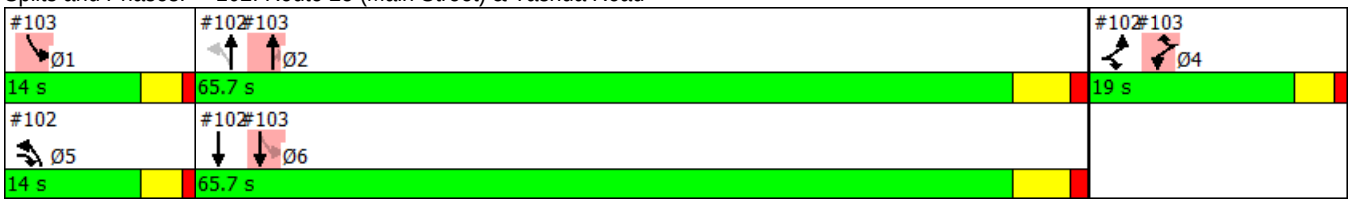


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	100	120	170	1690	1630	100	
Future Volume (vph)	100	120	170	1690	1630	100	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	12	12	
Storage Length (ft)	0	185	385			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		80				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850			0.992		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1711	1531	1711	1801	1848	0	
Flt Permitted	0.950		0.065				
Satd. Flow (perm)	1711	1531	117	1801	1848	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		21			6		
Link Speed (mph)	25			40	40		
Link Distance (ft)	661			1950	469		
Travel Time (s)	18.0			33.2	8.0		
Peak Hour Factor	0.80	0.80	0.95	0.95	0.92	0.92	
Adj. Flow (vph)	125	150	179	1779	1772	109	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	125	150	179	1779	1881	0	
Turn Type	Prot	pt+ov	pm+pt	NA	NA		
Protected Phases	4	4 5	5	2	6		1
Permitted Phases			2				
Detector Phase	4	4 5	5	2	6		
Switch Phase							
Minimum Initial (s)	7.0		5.0	18.0	18.0		5.0
Minimum Split (s)	11.0		9.0	23.7	23.7		9.0
Total Split (s)	19.0		14.0	65.7	65.7		14.0
Total Split (%)	19.3%		14.2%	66.6%	66.6%		14%
Yellow Time (s)	3.0		3.0	4.3	4.3		3.0
All-Red Time (s)	1.0		1.0	1.4	1.4		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		4.0	5.7	5.7		
Lead/Lag			Lead	Lag	Lag		Lead
Lead-Lag Optimize?							
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	13.3	26.1	71.7	61.3	60.1		
Actuated g/C Ratio	0.14	0.27	0.75	0.64	0.63		
v/c Ratio	0.53	0.35	0.77	1.55	1.62		
Control Delay	47.1	26.2	42.7	271.5	297.6		
Queue Delay	0.0	0.0	0.0	1.2	0.1		
Total Delay	47.1	26.2	42.7	272.7	297.8		
LOS	D	C	D	F	F		
Approach Delay	35.7			251.7	297.8		
Approach LOS	D			F	F		
Queue Length 50th (ft)	73	62	57	~1593	~1732		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Queue Length 95th (ft)	115	101	#158	#1883	m#256		
Internal Link Dist (ft)	581			1870	389		
Turn Bay Length (ft)		185	385				
Base Capacity (vph)	268	446	255	1150	1160		
Starvation Cap Reductn	0	0	0	0	29		
Spillback Cap Reductn	0	0	0	262	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.47	0.34	0.70	2.00	1.66		

Intersection Summary			
Area Type:	Other		
Cycle Length: 98.7			
Actuated Cycle Length: 95.9			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.62			
Intersection Signal Delay: 258.3		Intersection LOS: F	
Intersection Capacity Utilization 118.5%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	130	130	1670	120	120	1600	
Future Volume (vph)	130	130	1670	120	120	1600	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	11	11	
Storage Length (ft)	235	0		175	160		
Storage Lanes	1	1		1	1		
Taper Length (ft)	125				90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1636	1516	1783	1516	1694	1783	
Flt Permitted	0.950				0.066		
Satd. Flow (perm)	1636	1516	1783	1516	118	1783	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		163		53			
Link Speed (mph)	30		40			40	
Link Distance (ft)	483		469			490	
Travel Time (s)	11.0		8.0			8.4	
Peak Hour Factor	0.80	0.80	0.99	0.99	0.92	0.92	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	163	163	1687	121	130	1739	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	163	163	1687	121	130	1739	
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA	
Protected Phases	4	4	2		1	6	5
Permitted Phases				2	6		
Detector Phase	4	4	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0	18.0	5.0
Minimum Split (s)	11.0	11.0	23.7	23.7	9.0	23.7	9.0
Total Split (s)	19.0	19.0	65.7	65.7	14.0	65.7	14.0
Total Split (%)	19.3%	19.3%	66.6%	66.6%	14.2%	66.6%	14%
Yellow Time (s)	3.0	3.0	4.3	4.3	3.0	4.3	3.0
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0	1.4	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	5.7	5.7	4.0	5.7	
Lead/Lag			Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	None	Min	Min	None	Min	None
Act Effct Green (s)	13.3	13.3	61.3	61.3	69.4	60.1	
Actuated g/C Ratio	0.14	0.14	0.64	0.64	0.72	0.63	
v/c Ratio	0.72	0.46	1.48	0.12	0.62	1.56	
Control Delay	58.1	10.9	233.8	2.7	28.6	276.5	
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.6	
Total Delay	58.1	10.9	234.0	2.7	28.6	277.1	
LOS	E	B	F	A	C	F	
Approach Delay	34.5		218.5			259.8	
Approach LOS	C		F			F	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Queue Length 50th (ft)	98	0	~1475	2	28	~1575	
Queue Length 95th (ft)	146	39	m#774	m1	86	#1837	
Internal Link Dist (ft)	403		389			410	
Turn Bay Length (ft)	235			175	160		
Base Capacity (vph)	256	374	1138	987	253	1116	
Starvation Cap Reductn	0	0	58	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	143	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.64	0.44	1.56	0.12	0.51	1.79	

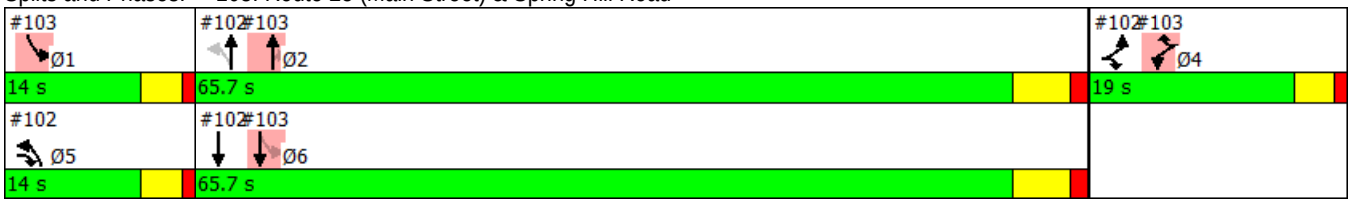
Intersection Summary			
Area Type:	Other		
Cycle Length: 98.7			
Actuated Cycle Length: 95.9			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.62			
Intersection Signal Delay: 222.8		Intersection LOS: F	
Intersection Capacity Utilization 113.2%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	260	170	1580	210	140	1440
Future Volume (vph)	260	170	1580	210	140	1440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	15	11	12	12	12
Storage Length (ft)	0	150		360	250	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850	0.982			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1869	1725	3327	0	1752	1845
Flt Permitted	0.950				0.088	
Satd. Flow (perm)	1869	1725	3327	0	162	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		10	20			
Link Speed (mph)	25		40			40
Link Distance (ft)	515		1819			502
Travel Time (s)	14.0		31.0			8.6
Peak Hour Factor	0.80	0.80	0.98	0.98	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	325	213	1612	214	151	1548
Shared Lane Traffic (%)						
Lane Group Flow (vph)	325	213	1826	0	151	1548
Turn Type	Prot	pt+ov	NA		D.P+P	NA
Protected Phases	4	4 1	2		1	1 2
Permitted Phases					2	
Detector Phase	4	4 1	2		1	2
Switch Phase						
Minimum Initial (s)	7.0		18.0		5.0	
Minimum Split (s)	11.0		23.5		9.0	
Total Split (s)	26.0		50.5		19.0	
Total Split (%)	27.2%		52.9%		19.9%	
Yellow Time (s)	3.0		4.2		3.0	
All-Red Time (s)	1.0		1.3		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.0		5.5		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		Min		None	
Act Effct Green (s)	19.0	31.4	45.2		55.2	59.2
Actuated g/C Ratio	0.22	0.36	0.52		0.64	0.69
v/c Ratio	0.79	0.34	1.04		0.59	1.22
Control Delay	47.1	20.0	55.6		21.7	125.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	47.1	20.0	55.6		21.7	125.8
LOS	D	B	E		C	F
Approach Delay	36.3		55.6			116.6
Approach LOS	D		E			F

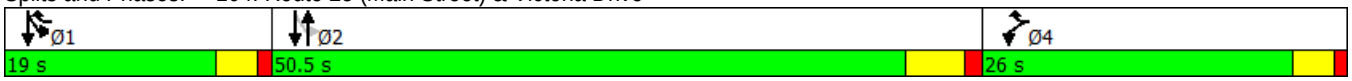
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	164	78	~580		27	~1072
Queue Length 95th (ft)	238	113	#811		88	#1406
Internal Link Dist (ft)	435		1739			422
Turn Bay Length (ft)		150			250	
Base Capacity (vph)	479	756	1754		388	1266
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.68	0.28	1.04		0.39	1.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 95.5			
Actuated Cycle Length: 86.2			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay: 78.5		Intersection LOS: E	
Intersection Capacity Utilization 96.9%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive

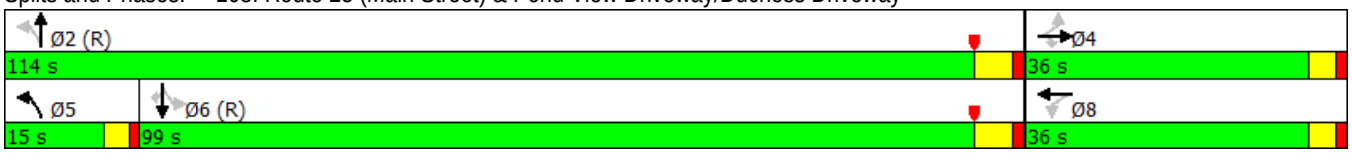


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	317	0	294	4	0	17	222	1296	23	25	1314	331
Future Volume (vph)	317	0	294	4	0	17	222	1296	23	25	1314	331
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	10	11	12	12	11	10
Storage Length (ft)	0		0	0		0	150		260	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.892			0.997				0.850
Flt Protected		0.950			0.990		0.950				0.999	
Satd. Flow (prot)	0	1678	1501	0	1613	0	1620	3345	0	0	1764	1449
Flt Permitted		0.741			0.715		0.041				0.947	
Satd. Flow (perm)	0	1309	1501	0	1165	0	70	3345	0	0	1672	1449
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168		49			3				172
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		174			143			1823			386	
Travel Time (s)		4.7			3.9			31.1			6.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.96	0.96	0.96	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	373	0	346	5	0	20	231	1350	24	26	1355	341
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	373	346	0	25	0	231	1374	0	0	1381	341
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	15.0		15.0	15.0	15.0
Minimum Split (s)	11.5	11.5	11.5	11.5	11.5		9.0	20.7		20.7	20.7	20.7
Total Split (s)	36.0	36.0	36.0	36.0	36.0		15.0	114.0		99.0	99.0	99.0
Total Split (%)	24.0%	24.0%	24.0%	24.0%	24.0%		10.0%	76.0%		66.0%	66.0%	66.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.2		4.2	4.2	4.2
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.0	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.0	5.7			5.7	5.7
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		C-Min	C-Min	C-Min
Act Effct Green (s)		31.5	31.5		31.5		110.0	108.3			93.3	93.3
Actuated g/C Ratio		0.21	0.21		0.21		0.73	0.72			0.62	0.62
v/c Ratio		1.36	0.77		0.09		1.40	0.57			1.33	0.35
Control Delay		227.9	40.9		3.1		246.2	10.9			167.9	3.0
Queue Delay		0.0	0.0		0.0		0.0	0.6			0.8	2.2
Total Delay		227.9	40.9		3.1		246.2	11.5			168.7	5.2
LOS		F	D		A		F	B			F	A
Approach Delay		137.9			3.1			45.3			136.3	
Approach LOS		F			A			D			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		~478	172		0		~255	304			~1744	26
Queue Length 95th (ft)		#634	266		5		#434	356			m251	m1
Internal Link Dist (ft)		94			63			1743			306	
Turn Bay Length (ft)							150					
Base Capacity (vph)		274	447		283		165	2415			1039	966
Starvation Cap Reductn		0	0		0		0	0			153	478
Spillback Cap Reductn		0	0		8		0	594			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		1.36	0.77		0.09		1.40	0.75			1.56	0.70

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.40			
Intersection Signal Delay: 99.9		Intersection LOS: F	
Intersection Capacity Utilization 144.6%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway

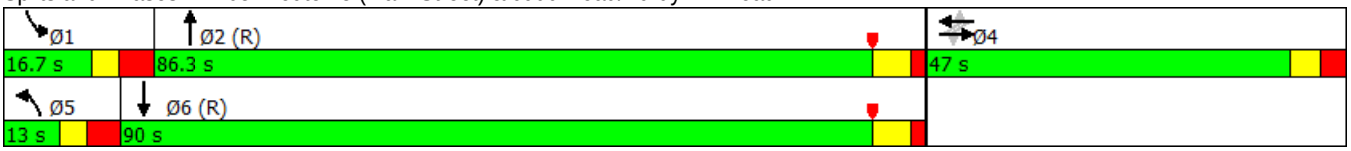


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	210	110	190	280	130	80	1470	80	80	1370	80
Future Volume (vph)	120	210	110	190	280	130	80	1470	80	80	1370	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	10	11	12	10	11	12
Storage Length (ft)	120		0	125		0	220		600	130		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	75			75			120			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.948			0.952			0.992			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	1732	0	1678	1681	0	1620	3329	0	1620	1752	0
Flt Permitted	0.144			0.264			0.950			0.950		
Satd. Flow (perm)	254	1732	0	466	1681	0	1620	3329	0	1620	1752	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		17						6				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		709			302			386			459	
Travel Time (s)		19.3			8.2			6.6			7.8	
Peak Hour Factor	0.89	0.89	0.89	0.93	0.93	0.93	0.96	0.96	0.96	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	135	236	124	204	301	140	83	1531	83	82	1398	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	360	0	204	441	0	83	1614	0	82	1480	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	47.0	47.0		47.0	47.0		13.0	86.3		16.7	90.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		8.7%	57.5%		11.1%	60.0%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	40.6	40.6		40.6	40.6		6.2	80.8		9.4	84.0	
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.04	0.54		0.06	0.56	
v/c Ratio	1.99	0.75		1.62	0.97		1.26	0.90		0.81	1.51	
Control Delay	520.3	58.6		346.9	89.3		230.8	38.9		118.0	262.1	
Queue Delay	0.0	6.7		3.8	0.0		0.0	2.8		0.0	0.3	
Total Delay	520.3	65.3		350.6	89.3		230.8	41.8		118.0	262.4	
LOS	F	E		F	F		F	D		F	F	
Approach Delay		189.3			172.0			51.0			254.8	
Approach LOS		F			F			D			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~204	310		~286	430		~99	782		80	~2007	
Queue Length 95th (ft)	#344	428		#454	#652		m#180	m791		#176	#2273	
Internal Link Dist (ft)		629			222			306			379	
Turn Bay Length (ft)	120			125			220			130		
Base Capacity (vph)	68	481		126	454		66	1795		106	981	
Starvation Cap Reductn	0	0		0	0		0	105		0	0	
Spillback Cap Reductn	0	81		20	0		0	0		0	57	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	1.99	0.90		1.92	0.97		1.26	0.96		0.77	1.60	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.99			
Intersection Signal Delay: 156.7		Intersection LOS: F	
Intersection Capacity Utilization 121.9%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	50	0	230	0	1050	10	390	1420	0
Future Volume (vph)	0	0	0	50	0	230	0	1050	10	390	1420	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	11	11	12	10	11	11	11	11	12
Storage Length (ft)	0		0	115		0	40		175	100		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			65			65			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1739	0	1711	1531	0	1739	1801	1531	1711	1801	0
Flt Permitted				0.950						0.059		
Satd. Flow (perm)	0	1739	0	1711	1531	0	1739	1801	1531	106	1801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					503				121			
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		126			720			472			557	
Travel Time (s)		3.4			19.6			8.0			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.93	0.93	0.93	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	54	0	247	0	1141	11	406	1479	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	54	247	0	0	1141	11	406	1479	0
Turn Type				Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		7	7		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	4	4		7	7		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0	25.0	5.0	25.0	
Minimum Split (s)	9.6	9.6		10.5	10.5		9.0	31.8	31.8	9.0	31.8	
Total Split (s)	19.6	19.6		25.5	25.5		16.0	38.9	38.9	16.0	38.9	
Total Split (%)	19.6%	19.6%		25.5%	25.5%		16.0%	38.9%	38.9%	16.0%	38.9%	
Yellow Time (s)	3.0	3.0		3.3	3.3		3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	1.6	1.6		2.2	2.2		1.0	2.9	2.9	1.0	2.9	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		5.5	5.5		4.0	6.8	6.8	4.0	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)				7.5	7.5			64.2	64.2	83.0	80.2	
Actuated g/C Ratio				0.08	0.08			0.64	0.64	0.83	0.80	
v/c Ratio				0.43	0.43			0.99	0.01	1.45	1.02	
Control Delay				53.6	2.3			42.9	0.0	229.6	34.0	
Queue Delay				0.0	0.1			39.0	0.0	0.0	0.0	
Total Delay				53.6	2.4			81.9	0.0	229.6	34.0	
LOS				D	A			F	A	F	C	
Approach Delay					11.6			81.1			76.2	
Approach LOS					B			F			E	
Queue Length 50th (ft)				34	0			641	0	~313	~537	

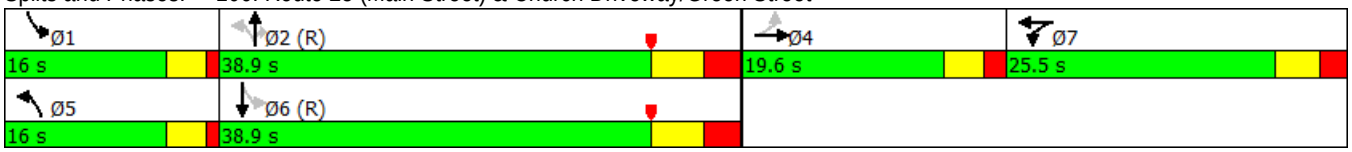
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)				71	0			#1036	0	m#320	m#623	
Internal Link Dist (ft)		46			640			392			477	
Turn Bay Length (ft)				115					175	100		
Base Capacity (vph)				342	708			1156	1026	280	1444	
Starvation Cap Reductn				0	0			0	0	0	0	
Spillback Cap Reductn				0	68			244	0	0	0	
Storage Cap Reductn				0	0			0	0	0	0	
Reduced v/c Ratio				0.16	0.39			1.25	0.01	1.45	1.02	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.45
Intersection Signal Delay: 72.0 Intersection LOS: E
Intersection Capacity Utilization 106.7% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	430	10	490	0	10	10	430	1420	0	10	1200	280
Future Volume (vph)	430	10	490	0	10	10	430	1420	0	10	1200	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	11	11	10	11	11
Storage Length (ft)	375		370	0		0	250		0	280		170
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	100			25			200			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850		0.932							0.850
Flt Protected	0.950	0.954					0.950					
Satd. Flow (prot)	1625	1632	1531	0	1736	0	1652	1801	0	0	3421	1531
Flt Permitted	0.950	0.954					0.093				0.734	
Satd. Flow (perm)	1625	1632	1531	0	1736	0	162	1801	0	0	2511	1531
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			315									274
Link Speed (mph)		40			25			40			40	
Link Distance (ft)		745			139			557			391	
Travel Time (s)		12.7			3.8			9.5			6.7	
Peak Hour Factor	0.92	0.92	0.92	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	467	11	533	0	13	13	473	1560	0	11	1319	308
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	238	240	533	0	26	0	473	1560	0	0	1330	308
Turn Type	Split	NA	pm+ov		NA		D.P+P	NA		Perm	NA	pm+ov
Protected Phases	4	4	1		5		1	1 2			2	4
Permitted Phases			4	5			2			2		2
Detector Phase	4	4	1	5	5		1	2		2	2	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	5.0	5.0	5.0		5.0			15.0	15.0	10.0
Minimum Split (s)	16.6	16.6	9.0	9.5	9.5		9.0			20.5	20.5	16.6
Total Split (s)	23.6	23.6	21.0	17.5	17.5		21.0			37.9	37.9	23.6
Total Split (%)	23.6%	23.6%	21.0%	17.5%	17.5%		21.0%			37.9%	37.9%	23.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.9	3.9	3.0
All-Red Time (s)	3.6	3.6	1.0	1.5	1.5		1.0			1.6	1.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0				0.0	0.0
Total Lost Time (s)	6.6	6.6	4.0		4.5		4.0				5.5	6.6
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	None
Act Effct Green (s)	16.3	16.3	38.3		6.2		64.3	68.3			45.8	67.6
Actuated g/C Ratio	0.16	0.16	0.38		0.06		0.64	0.68			0.46	0.68
v/c Ratio	0.90	0.90	0.68		0.25		1.32	1.27			1.16	0.27
Control Delay	76.3	76.9	12.7		49.7		193.7	141.9			108.8	2.2
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay	76.3	76.9	12.7		49.7		193.7	141.9			108.8	2.2
LOS	E	E	B		D		F	F			F	A
Approach Delay		42.9			49.7			154.0			88.7	
Approach LOS		D			D			F			F	
Queue Length 50th (ft)	156	158	104		16		~337	~1206			~494	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#298	#302	167		38		m#448	m#1493			#738	42
Internal Link Dist (ft)		665			59			477			311	
Turn Bay Length (ft)	375		370				250					170
Base Capacity (vph)	276	277	781		225		357	1229			1149	1132
Starvation Cap Reductn	0	0	0		0		0	0			0	0
Spillback Cap Reductn	0	0	0		0		0	0			0	0
Storage Cap Reductn	0	0	0		0		0	0			0	0
Reduced v/c Ratio	0.86	0.87	0.68		0.12		1.32	1.27			1.16	0.27

Intersection Summary

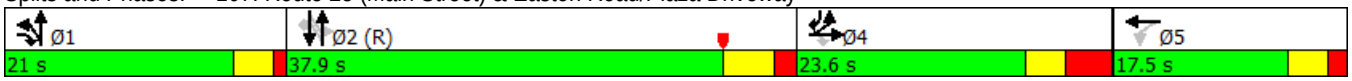
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.32
Intersection Signal Delay: 106.8 Intersection LOS: F
Intersection Capacity Utilization 140.5% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	240	60	1440	50	10	1570
Future Volume (vph)	240	60	1440	50	10	1570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Storage Length (ft)	0	60		0	225	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				65	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.995			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3522	0	1711	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3522	0	1711	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		61	6			
Link Speed (mph)	25		30			35
Link Distance (ft)	350		188			421
Travel Time (s)	9.5		4.3			8.2
Peak Hour Factor	0.80	0.80	0.97	0.97	0.85	0.85
Adj. Flow (vph)	300	75	1485	52	12	1847
Shared Lane Traffic (%)						
Lane Group Flow (vph)	300	75	1537	0	12	1847
Turn Type	Prot	Prot	NA		Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases						
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		5.0	15.0
Minimum Split (s)	10.5	10.5	20.9		9.0	20.9
Total Split (s)	23.5	23.5	32.5		14.0	46.5
Total Split (%)	33.6%	33.6%	46.4%		20.0%	66.4%
Yellow Time (s)	3.0	3.0	4.4		3.0	4.4
All-Red Time (s)	0.5	0.5	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	3.5	5.9		4.0	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)	15.7	15.7	42.8		5.4	44.9
Actuated g/C Ratio	0.22	0.22	0.61		0.08	0.64
v/c Ratio	0.76	0.19	0.71		0.09	0.81
Control Delay	37.4	8.9	14.6		34.8	10.0
Queue Delay	0.0	0.0	0.0		0.0	0.1
Total Delay	37.4	8.9	14.6		34.8	10.1
LOS	D	A	B		C	B
Approach Delay	31.7		14.6			10.3
Approach LOS	C		B			B
Queue Length 50th (ft)	120	5	194		5	104

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	160	26	#504		m7	222
Internal Link Dist (ft)	270		108			341
Turn Bay Length (ft)		60			225	
Base Capacity (vph)	505	495	2155		244	2269
Starvation Cap Reductn	0	0	0		0	30
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.59	0.15	0.71		0.05	0.82

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 14.2		Intersection LOS: B	
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	20	260	70	20	80	240	1180	80	50	1250	100
Future Volume (vph)	80	20	260	70	20	80	240	1180	80	50	1250	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	11	12	12	12	12	12
Storage Length (ft)	0		130	90		0	250		250	200		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			60			125			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.861			0.880				0.850		0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1711	0	1770	1748	0	1711	3539	1583	1770	3500	0
Flt Permitted	0.677			0.294			0.950			0.950		
Satd. Flow (perm)	1261	1711	0	548	1748	0	1711	3539	1583	1770	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		245			100				156		14	
Link Speed (mph)		25			25			35			40	
Link Distance (ft)		274			273			421			425	
Travel Time (s)		7.5			7.4			8.2			7.2	
Peak Hour Factor	0.81	0.81	0.81	0.80	0.80	0.80	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	99	25	321	88	25	100	279	1372	93	58	1453	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	346	0	88	125	0	279	1372	93	58	1569	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4					2			
Detector Phase	4	4		4	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.8	11.8		11.8	11.8		9.1	19.9	19.9	9.1	19.9	
Total Split (s)	24.8	24.8		24.8	24.8		11.1	28.1	28.1	17.1	34.1	
Total Split (%)	35.4%	35.4%		35.4%	35.4%		15.9%	40.1%	40.1%	24.4%	48.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4	4.4	3.0	4.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.1	0.5	0.5	1.1	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8		4.1	4.9	4.9	4.1	4.9	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	13.6	13.6		13.6	13.6		7.0	39.4	39.4	7.0	35.6	
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.10	0.56	0.56	0.10	0.51	
v/c Ratio	0.40	0.65		0.83	0.30		1.63	0.69	0.10	0.33	0.88	
Control Delay	27.8	13.7		77.5	8.9		334.2	12.1	1.0	40.2	24.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	27.8	13.7		77.5	8.9		334.2	12.1	1.0	40.2	24.1	
LOS	C	B		E	A		F	B	A	D	C	
Approach Delay		16.9			37.3			63.1			24.7	
Approach LOS		B			D			E			C	
Queue Length 50th (ft)	38	38		37	9		~187	66	0	27	387	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	62	75		#70	35		m#299	#404	m3	m38	m#491	
Internal Link Dist (ft)		194			193			341			345	
Turn Bay Length (ft)				90			250		250	200		
Base Capacity (vph)	360	663		156	570		171	1991	959	328	1786	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.28	0.52		0.56	0.22		1.63	0.69	0.10	0.18	0.88	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.63			
Intersection Signal Delay: 41.1		Intersection LOS: D	
Intersection Capacity Utilization 89.5%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	0	90	290	0	160	40	1210	60	30	900	20
Future Volume (vph)	70	0	90	290	0	160	40	1210	60	30	900	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	11	10	12	11	12	12	11	12	12
Storage Length (ft)	0		115	0		125	150		0	325		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.861			0.888			0.993			0.997	
Flt Protected	0.950	0.996		0.950	0.987		0.950			0.950		
Satd. Flow (prot)	1625	1568	0	1625	1448	0	1711	3514	0	1711	3529	0
Flt Permitted	0.950	0.996		0.950	0.987		0.170			0.133		
Satd. Flow (perm)	1625	1568	0	1625	1448	0	306	3514	0	239	3529	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		171			180			8			3	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		311			293			1088			554	
Travel Time (s)		8.5			8.0			18.5			9.4	
Peak Hour Factor	0.81	0.81	0.81	0.80	0.80	0.80	0.91	0.91	0.91	0.90	0.90	0.90
Adj. Flow (vph)	86	0	111	363	0	200	44	1330	66	33	1000	22
Shared Lane Traffic (%)	10%			19%								
Lane Group Flow (vph)	77	120	0	294	269	0	44	1396	0	33	1022	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.7	9.7		9.2	9.2		9.0	20.8		9.0	20.8	
Total Split (s)	14.7	14.7		16.2	16.2		10.0	29.1		10.0	29.1	
Total Split (%)	21.0%	21.0%		23.1%	23.1%		14.3%	41.6%		14.3%	41.6%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.7	1.7		1.2	1.2		1.0	1.4		1.0	1.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.2	4.2		4.0	5.8		4.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	6.9	6.9		12.0	12.0		38.6	34.5		37.7	32.7	
Actuated g/C Ratio	0.10	0.10		0.17	0.17		0.55	0.49		0.54	0.47	
v/c Ratio	0.48	0.39		1.06	0.68		0.16	0.80		0.14	0.62	
Control Delay	39.4	5.9		102.4	19.9		3.6	17.5		14.3	25.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	39.4	5.9		102.4	19.9		3.6	17.5		14.3	25.3	
LOS	D	A		F	B		A	B		B	C	
Approach Delay		19.0			63.0			17.1			25.0	
Approach LOS		B			E			B			C	
Queue Length 50th (ft)	33	0		~149	35		1	174		7	222	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	64	12		#248	86		m2	#536		22	#313	
Internal Link Dist (ft)		231			213			1008			474	
Turn Bay Length (ft)							150			325		
Base Capacity (vph)	232	370		278	397		289	1736		256	1648	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.33	0.32		1.06	0.68		0.15	0.80		0.13	0.62	

Intersection Summary

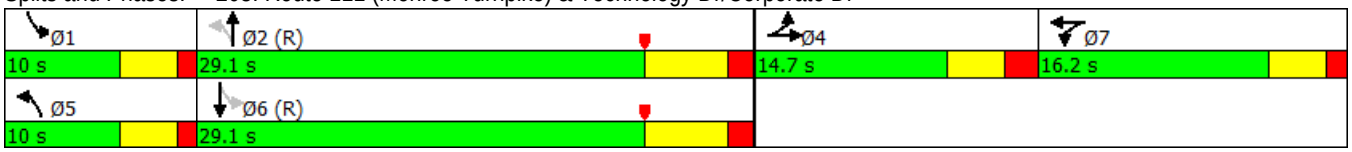
Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 32 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 27.7 Intersection LOS: C
Intersection Capacity Utilization 65.2% ICU Level of Service C
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

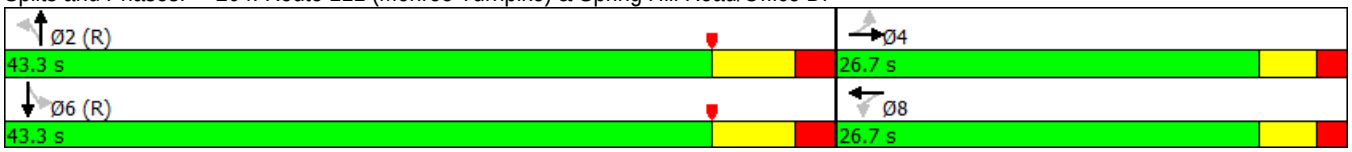


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	0	10	0	0	0	10	1470	0	0	860	40
Future Volume (vph)	60	0	10	0	0	0	10	1470	0	0	860	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.980									0.993	
Flt Protected		0.959										
Satd. Flow (prot)	0	1809	0	0	1925	0	0	3539	0	0	3514	0
Flt Permitted		0.757						0.947				
Satd. Flow (perm)	0	1428	0	0	1925	0	0	3352	0	0	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55									10	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		364			150			1529			547	
Travel Time (s)		9.9			4.1			26.1			9.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.90	0.90	0.91	0.91	0.91
Adj. Flow (vph)	75	0	13	0	0	0	11	1633	0	0	945	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	0	0	0	0	0	1644	0	0	989	0
Turn Type	Perm	NA					Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		21.5	21.5		21.5	21.5	
Total Split (s)	26.7	26.7		26.7	26.7		43.3	43.3		43.3	43.3	
Total Split (%)	38.1%	38.1%		38.1%	38.1%		61.9%	61.9%		61.9%	61.9%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	1.7	1.7		1.7	1.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		7.8						54.6			54.6	
Actuated g/C Ratio		0.11						0.78			0.78	
v/c Ratio		0.42						0.63			0.36	
Control Delay		20.4						4.7			2.2	
Queue Delay		0.0						0.0			0.0	
Total Delay		20.4						4.7			2.2	
LOS		C						A			A	
Approach Delay		20.4						4.7			2.2	
Approach LOS		C						A			A	
Queue Length 50th (ft)		13						26			38	
Queue Length 95th (ft)		42						123			m63	
Internal Link Dist (ft)		284			70			1449			467	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		486						2615			2743	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.18						0.63			0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 14 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 4.3		Intersection LOS: A	
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	190	120	170	120	100	190	1040	300	50	610	50
Future Volume (vph)	120	190	120	170	120	100	190	1040	300	50	610	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	11	12	12
Storage Length (ft)	0		130	110		0	350		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.942			0.932			0.966			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1755	0	1770	1736	0	1711	3419	0	1711	3500	0
Flt Permitted	0.510			0.323			0.950			0.169		
Satd. Flow (perm)	950	1755	0	602	1736	0	1711	3419	0	304	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			60			91			13	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		468			420			547			444	
Travel Time (s)		10.6			11.5			9.3			7.6	
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.89	0.89	0.89	0.86	0.86	0.86
Adj. Flow (vph)	145	229	145	195	138	115	213	1169	337	58	709	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	374	0	195	253	0	213	1506	0	58	767	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4			4						2		
Detector Phase	4	4		4	4		1	2		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0			15.0	15.0	
Minimum Split (s)	13.1	13.1		13.1	13.1		9.0			21.1	21.1	
Total Split (s)	25.1	25.1		25.1	25.1		16.0			28.9	28.9	
Total Split (%)	35.9%	35.9%		35.9%	35.9%		22.9%			41.3%	41.3%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0			4.4	4.4	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0			1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0			0.0	0.0	
Total Lost Time (s)	5.1	5.1		5.1	5.1		4.0			6.1	6.1	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None			C-Max	C-Max	
Act Effct Green (s)	20.0	20.0		20.0	20.0		11.2	40.9		23.6	23.6	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.16	0.58		0.34	0.34	
v/c Ratio	0.54	0.70		1.13	0.47		0.78	0.74		0.56	0.64	
Control Delay	29.7	27.9		138.6	18.9		53.5	6.5		46.0	22.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	29.7	27.9		138.6	18.9		53.5	6.5		46.0	22.6	
LOS	C	C		F	B		D	A		D	C	
Approach Delay		28.4			71.0			12.3			24.2	
Approach LOS		C			E			B			C	
Queue Length 50th (ft)	52	125		~100	66		78	21		21	145	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	97	191		#208	124		m#177	132		#71	191	
Internal Link Dist (ft)		388			340			467			364	
Turn Bay Length (ft)				110			350			125		
Base Capacity (vph)	271	534		172	538		293	2035		103	1190	
Starvation Cap Reductn	0	0		0	0		0	25		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.54	0.70		1.13	0.47		0.73	0.75		0.56	0.64	

Intersection Summary

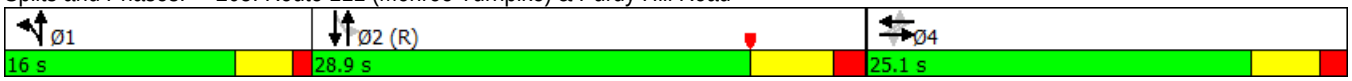
Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 7 (10%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 25.0 Intersection LOS: C
Intersection Capacity Utilization 94.5% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



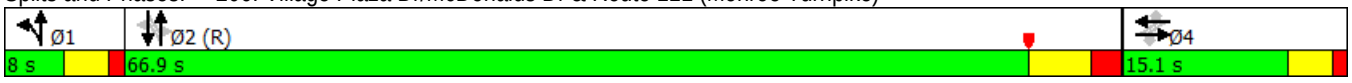
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	10	60	40	0	60	80	1080	40	50	700	40
Future Volume (vph)	70	10	60	40	0	60	80	1080	40	50	700	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	15	14	11	11	12	10	11	12
Storage Length (ft)	0		0	0		35	120		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			80			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.995			0.992	
Flt Protected		0.958			0.950		0.950			0.950		
Satd. Flow (prot)	0	1725	1531	0	1947	1689	1711	1792	0	1652	1786	0
Flt Permitted		0.719			0.661		0.267			0.147		
Satd. Flow (perm)	0	1295	1531	0	1354	1689	481	1792	0	256	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88			88		7			7	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		121			198			441			636	
Travel Time (s)		3.3			5.4			8.6			12.4	
Peak Hour Factor	0.81	0.81	0.81	0.85	0.85	0.85	0.96	0.96	0.96	0.93	0.93	0.93
Adj. Flow (vph)	86	12	74	47	0	71	83	1125	42	54	753	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	74	0	47	71	83	1167	0	54	796	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4		4	2			2		
Detector Phase	4	4	4	4	4	4	1	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	4.0			36.0	36.0	
Minimum Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	8.0			42.3	42.3	
Total Split (s)	15.1	15.1	15.1	15.1	15.1	15.1	8.0			66.9	66.9	
Total Split (%)	16.8%	16.8%	16.8%	16.8%	16.8%	16.8%	8.9%			74.3%	74.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.2	4.2	
All-Red Time (s)	1.1	1.1	1.1	1.1	1.1	1.1	1.0			2.1	2.1	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Lost Time (s)		4.1	4.1		4.1	4.1	4.0			6.3	6.3	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max			C-Min	C-Min	
Act Effct Green (s)		10.3	10.3		10.3	10.3	67.6	71.6		61.3	61.3	
Actuated g/C Ratio		0.11	0.11		0.11	0.11	0.75	0.80		0.68	0.68	
v/c Ratio		0.67	0.29		0.31	0.26	0.20	0.82		0.31	0.65	
Control Delay		60.7	9.8		41.9	8.6	3.3	11.8		7.6	6.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		60.7	9.8		41.9	8.6	3.3	11.8		7.6	6.2	
LOS		E	A		D	A	A	B		A	A	
Approach Delay		38.8			21.9			11.3			6.2	
Approach LOS		D			C			B			A	
Queue Length 50th (ft)		54	0		25	0	8	303		6	101	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#100	23		55	25	16	528		m13	m168	
Internal Link Dist (ft)		41			118			361			556	
Turn Bay Length (ft)						35	120			135		
Base Capacity (vph)		158	264		165	283	416	1427		174	1219	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.62	0.28		0.28	0.25	0.20	0.82		0.31	0.65	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 61 (68%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 12.0		Intersection LOS: B	
Intersection Capacity Utilization 84.4%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	150	250	80	220	130	210	680	180	90	510	70
Future Volume (vph)	90	150	250	80	220	130	210	680	180	90	510	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	9	12	11	10	11	11	12	10	12	12
Storage Length (ft)	0		125	100		0	160		0	95		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			100			70			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.969			0.982	
Flt Protected		0.982			0.987		0.950			0.950		
Satd. Flow (prot)	0	1646	1425	0	1777	1478	1711	1745	0	1652	1829	0
Flt Permitted		0.434			0.577		0.165			0.102		
Satd. Flow (perm)	0	728	1425	0	1039	1478	297	1745	0	177	1829	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			309			84		17			9	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		385			483			814			737	
Travel Time (s)		8.8			11.0			15.9			14.4	
Peak Hour Factor	0.81	0.81	0.81	0.91	0.91	0.91	0.90	0.90	0.90	0.89	0.89	0.89
Adj. Flow (vph)	111	185	309	88	242	143	233	756	200	101	573	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	296	309	0	330	143	233	956	0	101	652	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.9	9.9	9.9	9.9	9.9	9.2	9.2	21.6		9.2	21.6	
Total Split (s)	28.9	28.9	28.9	28.9	28.9	19.2	19.2	41.9		19.2	41.9	
Total Split (%)	32.1%	32.1%	32.1%	32.1%	32.1%	21.3%	21.3%	46.6%		21.3%	46.6%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.2	3.2	4.2		3.2	4.2	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.2	1.0	1.0	2.4		1.0	2.4	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.9	4.9		4.9	4.2	4.2	6.6		4.2	6.6	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		24.0	24.0		24.0	35.6	56.0	43.6		48.5	39.4	
Actuated g/C Ratio		0.27	0.27		0.27	0.40	0.62	0.48		0.54	0.44	
v/c Ratio		1.53	0.51		1.19	0.23	0.65	1.12		0.49	0.81	
Control Delay		289.0	6.6		148.4	8.8	15.6	90.2		16.9	32.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		289.0	6.6		148.4	8.8	15.6	90.2		16.9	32.8	
LOS		F	A		F	A	B	F		B	C	
Approach Delay		144.8			106.2			75.6			30.7	
Approach LOS		F			F			E			C	
Queue Length 50th (ft)		~238	0		~229	21	70	~615		23	342	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#344	40		#393	55	m83	#896		41	#552	
Internal Link Dist (ft)		305			403			734			657	
Turn Bay Length (ft)			125				160			95		
Base Capacity (vph)		194	606		277	763	423	854		354	805	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		1.53	0.51		1.19	0.19	0.55	1.12		0.29	0.81	

Intersection Summary

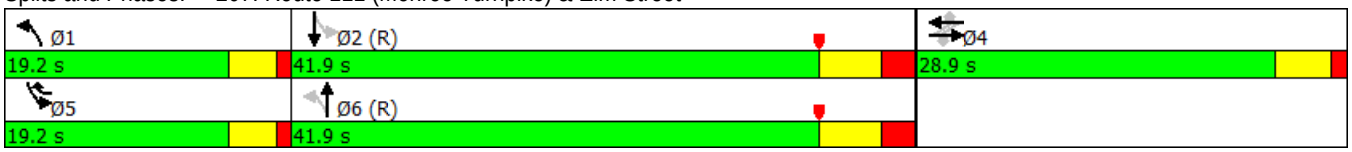
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 29 (32%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.53
Intersection Signal Delay: 83.0 Intersection LOS: F
Intersection Capacity Utilization 97.8% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



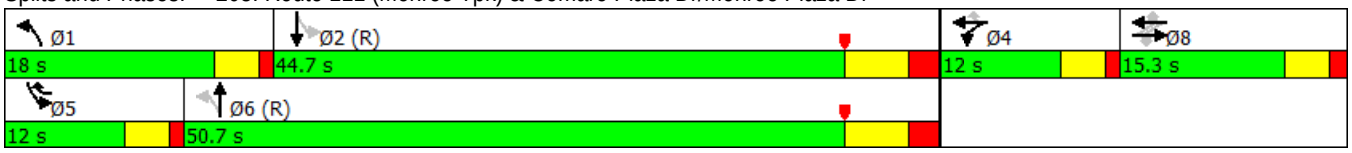
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	10	60	100	10	160	40	740	10	90	500	20
Future Volume (vph)	60	10	60	100	10	160	40	740	10	90	500	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	10	11	10	11	12	10	11	12
Storage Length (ft)	0		0	0		0	450		0	145		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			55			105		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.998			0.994	
Flt Protected		0.959			0.957		0.950			0.950		
Satd. Flow (prot)	0	1727	1583	0	1664	1531	1652	1797	0	1652	1790	0
Flt Permitted		0.677			0.692		0.361			0.156		
Satd. Flow (perm)	0	1219	1583	0	1203	1531	628	1797	0	271	1790	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187			129		1			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		102			224			737			443	
Travel Time (s)		2.8			6.1			14.4			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.93	0.93	0.93	0.88	0.88	0.88
Adj. Flow (vph)	65	11	65	106	11	170	43	796	11	102	568	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	65	0	117	170	43	807	0	102	591	0
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8		4	4 8	5	1	6		5	2	
Permitted Phases	8		8	8		4 8	6			2		
Detector Phase	8	8	8	4	4 8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.3	9.3	9.3	9.0		9.0	9.0	21.4		9.0	21.4	
Total Split (s)	15.3	15.3	15.3	12.0		12.0	18.0	50.7		12.0	44.7	
Total Split (%)	17.0%	17.0%	17.0%	13.3%		13.3%	20.0%	56.3%		13.3%	49.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0	4.2		3.0	4.2	
All-Red Time (s)	1.3	1.3	1.3	1.0		1.0	1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.3	4.3			4.0	4.0	6.4		4.0	6.4	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None	None	C-Min		None	C-Min	
Act Effct Green (s)		9.3	9.3		16.0	29.5	57.8	50.1		61.4	54.8	
Actuated g/C Ratio		0.10	0.10		0.18	0.33	0.64	0.56		0.68	0.61	
v/c Ratio		0.61	0.20		0.46	0.29	0.09	0.81		0.36	0.54	
Control Delay		58.6	1.3		34.7	7.2	6.2	24.1		8.6	13.7	
Queue Delay		0.0	0.0		0.0	0.0	0.0	10.8		0.0	0.4	
Total Delay		58.6	1.3		34.7	7.2	6.2	34.9		8.6	14.1	
LOS		E	A		C	A	A	C		A	B	
Approach Delay		32.2			18.4			33.4			13.3	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)		42	0		54	15	10	475		17	158	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#87	0		100	55	m10	m434		m33	255	
Internal Link Dist (ft)		22			144			657			363	
Turn Bay Length (ft)							450			145		
Base Capacity (vph)		148	357		277	614	597	1001		309	1090	
Starvation Cap Reductn		0	0		0	0	0	0		0	155	
Spillback Cap Reductn		0	0		0	12	0	177		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.51	0.18		0.42	0.28	0.07	0.98		0.33	0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 24.1		Intersection LOS: C	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	310	130	90	100	80	60	60	770	130	70	420	170
Future Volume (vph)	310	130	90	100	80	60	60	770	130	70	420	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	12	12	10	11	12	10	11	12
Storage Length (ft)	90		0	0		95	90		0	45		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			25			105			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.939			0.936			0.978			0.957	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	1691	0	1770	1744	0	1652	1761	0	1652	1723	0
Flt Permitted	0.639			0.534			0.267			0.083		
Satd. Flow (perm)	1111	1691	0	995	1744	0	464	1761	0	144	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43			47			14			33	
Link Speed (mph)		25			30			35			40	
Link Distance (ft)		354			360			443			949	
Travel Time (s)		9.7			8.2			8.6			16.2	
Peak Hour Factor	0.91	0.91	0.91	0.83	0.83	0.83	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	341	143	99	120	96	72	63	811	137	77	462	187
Shared Lane Traffic (%)												
Lane Group Flow (vph)	341	242	0	120	168	0	63	948	0	77	649	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	12.6	12.6		12.6	12.6		26.0	26.0		26.0	26.0	
Total Split (s)	37.6	37.6		37.6	37.6		52.4	52.4		52.4	52.4	
Total Split (%)	41.8%	41.8%		41.8%	41.8%		58.2%	58.2%		58.2%	58.2%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.2	4.2		4.2	4.2	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	30.1	30.1		30.1	30.1		48.3	48.3		48.3	48.3	
Actuated g/C Ratio	0.33	0.33		0.33	0.33		0.54	0.54		0.54	0.54	
v/c Ratio	0.92	0.41		0.36	0.27		0.25	1.00		1.00	0.69	
Control Delay	60.3	20.5		25.6	16.2		6.8	40.1		121.3	14.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	4.3		0.0	0.0	
Total Delay	60.3	20.5		25.6	16.2		6.8	44.5		121.3	14.9	
LOS	E	C		C	B		A	D		F	B	
Approach Delay		43.8			20.1			42.1			26.2	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	178	82		49	47		6	~604		~48	111	

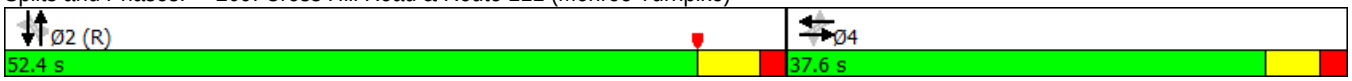
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#338	146		87	84		m11	#800		m#116	259	
Internal Link Dist (ft)		274			280			363			869	
Turn Bay Length (ft)	90						90			45		
Base Capacity (vph)	395	628		353	650		249	952		77	940	
Starvation Cap Reductn	0	0		0	0		0	16		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	7	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.86	0.39		0.34	0.26		0.25	1.01		1.00	0.70	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 35.6 Intersection LOS: D
Intersection Capacity Utilization 97.6% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)



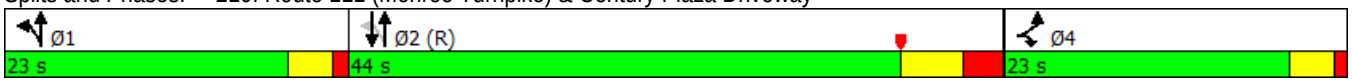
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	130	130	190	950	530	70
Future Volume (vph)	130	130	190	950	530	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	11	12
Storage Length (ft)	0	0	280			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		175			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.984	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1711	1583	1711	1801	1772	0
Flt Permitted	0.950		0.329			
Satd. Flow (perm)	1711	1583	592	1801	1772	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		163			9	
Link Speed (mph)	25			40	40	
Link Distance (ft)	142			949	728	
Travel Time (s)	3.9			16.2	12.4	
Peak Hour Factor	0.80	0.80	0.94	0.94	0.95	0.95
Adj. Flow (vph)	163	163	202	1011	558	74
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	163	202	1011	632	0
Turn Type	Prot	Prot	D.P+P	NA	NA	
Protected Phases	4	4	1	1 2	2	
Permitted Phases			2			
Detector Phase	4	4	1	2	2	
Switch Phase						
Minimum Initial (s)	9.0	9.0	3.0		15.0	
Minimum Split (s)	13.0	13.0	7.0		22.0	
Total Split (s)	23.0	23.0	23.0		44.0	
Total Split (%)	25.6%	25.6%	25.6%		48.9%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		2.8	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		7.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None		C-Max	
Act Effct Green (s)	13.0	13.0	65.0	69.0	54.3	
Actuated g/C Ratio	0.14	0.14	0.72	0.77	0.60	
v/c Ratio	0.66	0.44	0.39	0.73	0.59	
Control Delay	48.7	9.4	3.9	6.5	15.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.7	9.4	3.9	6.5	15.4	
LOS	D	A	A	A	B	
Approach Delay	29.1			6.1	15.4	
Approach LOS	C			A	B	
Queue Length 50th (ft)	89	0	19	218	190	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	126	36	m31	m287	404	
Internal Link Dist (ft)	62			869	648	
Turn Bay Length (ft)			280			
Base Capacity (vph)	361	462	689	1379	1071	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.45	0.35	0.29	0.73	0.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 4 (4%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 64.2%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1630	40	0	1470
Future Volume (vph)	0	0	1630	40	0	1470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997			
Flt Protected						
Satd. Flow (prot)	1722	0	1839	0	0	1845
Flt Permitted						
Satd. Flow (perm)	1722	0	1839	0	0	1845
Link Speed (mph)	30		40			40
Link Distance (ft)	316		5360			661
Travel Time (s)	7.2		91.4			11.3
Peak Hour Factor	0.80	0.80	0.95	0.95	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	1716	42	0	1564
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1758	0	0	1564
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 91.5%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1630	40	0	1470
Future Vol, veh/h	0	0	1630	40	0	1470
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	95	95	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	1716	42	0	1564

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3301	1737	0	0	1758	0
Stage 1	1737	-	-	-	-	-
Stage 2	1564	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	9	108	-	-	353	-
Stage 1	155	-	-	-	-	-
Stage 2	189	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	9	108	-	-	353	-
Mov Cap-2 Maneuver	9	-	-	-	-	-
Stage 1	155	-	-	-	-	-
Stage 2	189	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	353	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	440	100	40	40	20	220
Future Volume (vph)	440	100	40	40	20	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.932		0.876	
Flt Protected		0.961			0.996	
Satd. Flow (prot)	0	1756	1646	0	1541	0
Flt Permitted		0.961			0.996	
Satd. Flow (perm)	0	1756	1646	0	1541	0
Link Speed (mph)		30	25		25	
Link Distance (ft)		1004	805		979	
Travel Time (s)		22.8	22.0		26.7	
Peak Hour Factor	0.87	0.87	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	506	115	50	50	25	275
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	621	100	0	300	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	440	100	40	40	20	220
Future Vol, veh/h	440	100	40	40	20	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	80	80	80	80
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	506	115	50	50	25	275

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	100	0	-	0	1201	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	1126	-
Critical Hdwy	4.14	-	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.236	-	-	-	3.536	3.336
Pot Cap-1 Maneuver	1480	-	-	-	202	981
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	307	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1480	-	-	-	128	981
Mov Cap-2 Maneuver	-	-	-	-	128	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	195	-

Approach	EB	WB	SB
HCM Control Delay, s	7.1	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1480	-	-	-	631
HCM Lane V/C Ratio	0.342	-	-	-	0.475
HCM Control Delay (s)	8.7	0	-	-	15.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	1.5	-	-	-	2.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	210	30	10	180	130	30	230	10	100	190	120
Future Volume (vph)	250	210	30	10	180	130	30	230	10	100	190	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.945			0.995			0.961	
Flt Protected		0.975			0.998			0.994			0.988	
Satd. Flow (prot)	0	1742	0	0	1757	0	0	1719	0	0	1769	0
Flt Permitted		0.975			0.998			0.994			0.988	
Satd. Flow (perm)	0	1742	0	0	1757	0	0	1719	0	0	1769	0
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		988			775			934			884	
Travel Time (s)		22.5			17.6			25.5			24.1	
Peak Hour Factor	0.83	0.83	0.83	0.84	0.84	0.84	0.80	0.80	0.80	0.95	0.95	0.95
Adj. Flow (vph)	301	253	36	12	214	155	38	288	13	105	200	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	590	0	0	381	0	0	339	0	0	431	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 95.2%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	147.2
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	250	210	30	0	10	180	130	0	30	230	10
Future Vol, veh/h	0	250	210	30	0	10	180	130	0	30	230	10
Peak Hour Factor	0.92	0.83	0.83	0.83	0.92	0.84	0.84	0.84	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	301	253	36	0	12	214	155	0	38	288	13
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	271.9	74.2	61.6
HCM LOS	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	51%	3%	24%
Vol Thru, %	85%	43%	56%	46%
Vol Right, %	4%	6%	41%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	270	490	320	410
LT Vol	30	250	10	100
Through Vol	230	210	180	190
RT Vol	10	30	130	120
Lane Flow Rate	338	590	381	432
Geometry Grp	1	1	1	1
Degree of Util (X)	0.89	1.519	0.961	1.087
Departure Headway (Hd)	11.387	9.729	10.873	10.602
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	321	378	335	345
Service Time	9.387	7.729	8.873	8.602
HCM Lane V/C Ratio	1.053	1.561	1.137	1.252
HCM Control Delay	61.6	271.9	74.2	107.8
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	8.3	30.8	10.1	13.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	100	190	120
Future Vol, veh/h	0	100	190	120
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	105	200	126
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	107.8
HCM LOS	F



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	1580	20	20	1800
Future Volume (vph)	10	10	1580	20	20	1800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	10	12	12	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932		0.998			
Flt Protected	0.976					0.999
Satd. Flow (prot)	1751	0	3297	0	0	3300
Flt Permitted	0.976					0.999
Satd. Flow (perm)	1751	0	3297	0	0	3300
Link Speed (mph)	25		35			35
Link Distance (ft)	465		734			285
Travel Time (s)	12.7		14.3			5.6
Peak Hour Factor	0.80	0.80	0.86	0.86	0.91	0.91
Adj. Flow (vph)	13	13	1837	23	22	1978
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	1860	0	0	2000
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	1580	20	20	1800
Future Vol, veh/h	10	10	1580	20	20	1800
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	86	86	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	13	1837	23	22	1978

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2882	930	0	0	1860	0
Stage 1	1849	-	-	-	-	-
Stage 2	1033	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	13	269	-	-	321	-
Stage 1	110	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	13	269	-	-	321	-
Mov Cap-2 Maneuver	13	-	-	-	-	-
Stage 1	110	-	-	-	-	-
Stage 2	304	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 403.6	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	25	321	-
HCM Lane V/C Ratio	-	-	1	0.068	-
HCM Control Delay (s)	-	-	$ 403.6	17	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	3.1	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	120	170	1420	1700	110
Future Volume (vph)	70	120	170	1420	1700	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	11	10	12
Storage Length (ft)	0	25	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		105			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.991	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1794	1652	3421	3274	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1794	1652	3421	3274	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	387			285	334	
Travel Time (s)	10.6			5.6	6.5	
Peak Hour Factor	0.92	0.92	0.85	0.85	0.94	0.94
Adj. Flow (vph)	76	130	200	1671	1809	117
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	130	200	1671	1926	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	255.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	120	170	1420	1700	110
Future Vol, veh/h	70	120	170	1420	1700	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	85	85	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	130	200	1671	1809	117

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3102	963	1926	0	-	0
Stage 1	1867	-	-	-	-	-
Stage 2	1235	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 9	256	302	-	-	-
Stage 1	108	-	-	-	-	-
Stage 2	238	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 3	256	302	-	-	-
Mov Cap-2 Maneuver	~ 3	-	-	-	-	-
Stage 1	108	-	-	-	-	-
Stage 2	80	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 4920.9	4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	302	-	3	256	-	-
HCM Lane V/C Ratio	0.662	-	25.362	0.51	-	-
HCM Control Delay (s)	37.5	$	13300.4	32.8	-	-
HCM Lane LOS	E	-	F	D	-	-
HCM 95th %tile Q(veh)	4.4	-	11.6	2.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	20	0	1490	1790	20
Future Volume (vph)	0	20	0	1490	1790	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.998	
Flt Protected						
Satd. Flow (prot)	0	1772	0	3421	3297	0
Flt Permitted						
Satd. Flow (perm)	0	1772	0	3421	3297	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	348			334	300	
Travel Time (s)	9.5			6.5	5.8	
Peak Hour Factor	0.80	0.80	0.87	0.87	0.93	0.93
Adj. Flow (vph)	0	25	0	1713	1925	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	25	0	1713	1947	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	0	1490	1790	20
Future Vol, veh/h	0	20	0	1490	1790	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	87	87	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	0	1713	1925	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	973	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	252	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	252	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	252	-	-
HCM Lane V/C Ratio	-	0.099	-	-
HCM Control Delay (s)	-	20.9	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	0	1490	1800	10
Future Volume (vph)	0	10	0	1490	1800	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.865				0.999	
Flt Protected						
Satd. Flow (prot)	1665	0	0	3539	3418	0
Flt Permitted						
Satd. Flow (perm)	1665	0	0	3539	3418	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	167			300	188	
Travel Time (s)	4.6			5.8	3.7	
Peak Hour Factor	0.80	0.80	0.97	0.97	0.85	0.85
Adj. Flow (vph)	0	13	0	1536	2118	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	1536	2130	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	1490	1800	10
Future Vol, veh/h	0	10	0	1490	1800	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	97	97	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	1536	2118	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2892	1065	2129	0	-	0
Stage 1	2124	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	13	219	252	-	-	-
Stage 1	77	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	13	219	252	-	-	-
Mov Cap-2 Maneuver	13	-	-	-	-	-
Stage 1	77	-	-	-	-	-
Stage 2	418	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	252	-	219	-	-
HCM Lane V/C Ratio	-	-	0.057	-	-
HCM Control Delay (s)	0	-	22.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	20	10	1140	790	20
Future Volume (vph)	30	20	10	1140	790	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946				0.997	
Flt Protected	0.971					
Satd. Flow (prot)	1711	0	0	1801	1795	0
Flt Permitted	0.971					
Satd. Flow (perm)	1711	0	0	1801	1795	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	268			1631	381	
Travel Time (s)	7.3			31.8	7.4	
Peak Hour Factor	0.69	0.69	0.92	0.92	0.89	0.89
Adj. Flow (vph)	43	29	11	1239	888	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	0	1250	910	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.0%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	12.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	20	10	1140	790	20
Future Vol, veh/h	30	20	10	1140	790	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	92	92	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	29	11	1239	888	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2160	899	910	0	-	0
Stage 1	899	-	-	-	-	-
Stage 2	1261	-	-	-	-	-
Critical Hdwy	7.12	6.22	4.12	-	-	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 34	338	748	-	-	-
Stage 1	334	-	-	-	-	-
Stage 2	209	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 33	338	748	-	-	-
Mov Cap-2 Maneuver	~ 33	-	-	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	199	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 389.2	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	748	-	52	-	-
HCM Lane V/C Ratio	0.015	-	1.394	-	-
HCM Control Delay (s)	9.9	0	$ 389.2	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	6.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	20	0	1170	790	0
Future Volume (vph)	20	20	0	1170	790	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	2006	1794	0	1801	1801	0
Flt Permitted	0.950					
Satd. Flow (perm)	2006	1794	0	1801	1801	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	126			381	323	
Travel Time (s)	3.4			7.4	6.3	
Peak Hour Factor	0.65	0.65	0.89	0.89	0.89	0.89
Adj. Flow (vph)	31	31	0	1315	888	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	31	0	1315	888	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	20	0	1170	790	0
Future Vol, veh/h	20	20	0	1170	790	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	31	0	1315	888	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2203	888	-	0	-	0
Stage 1	888	-	-	-	-	-
Stage 2	1315	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	49	343	0	-	-	-
Stage 1	402	-	0	-	-	-
Stage 2	251	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	49	343	-	-	-	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	402	-	-	-	-	-
Stage 2	251	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	89	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	49	343	-	-
HCM Lane V/C Ratio	-	0.628	0.09	-	-
HCM Control Delay (s)	-	161.4	16.5	-	-
HCM Lane LOS	-	F	C	-	-
HCM 95th %tile Q(veh)	-	2.4	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	20	0	50	0	1150	40	20	770	10
Future Volume (vph)	0	0	0	20	0	50	0	1150	40	20	770	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	14	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.995			0.998	
Flt Protected					0.950						0.999	
Satd. Flow (prot)	0	0	0	0	1947	1689	0	1792	0	0	1795	0
Flt Permitted					0.950						0.999	
Satd. Flow (perm)	0	0	0	0	1947	1689	0	1792	0	0	1795	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		181			109			323			441	
Travel Time (s)		4.9			3.0			6.3			8.6	
Peak Hour Factor	0.65	0.65	0.65	0.80	0.80	0.80	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	25	0	63	0	1322	46	22	837	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	25	63	0	1368	0	0	870	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	20	0	50	0	1150	40	20	770	10
Future Vol, veh/h	0	0	0	20	0	50	0	1150	40	20	770	10
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
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	80	80	80	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	25	0	63	0	1322	46	22	837	11

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	2231	2236	1345	848	0	0	1368	0	0
Stage 1	1345	1345	-	-	-	-	-	-	-
Stage 2	886	891	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	47	42	185	790	-	-	502	-	-
Stage 1	243	220	-	-	-	-	-	-	-
Stage 2	403	361	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	43	0	185	790	-	-	502	-	-
Mov Cap-2 Maneuver	43	0	-	-	-	-	-	-	-
Stage 1	243	0	-	-	-	-	-	-	-
Stage 2	370	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	72.9	0	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	790	-	-	43	185	502	-	-
HCM Lane V/C Ratio	-	-	-	0.581	0.338	0.043	-	-
HCM Control Delay (s)	0	-	-	170	34.1	12.5	0	-
HCM Lane LOS	A	-	-	F	D	B	A	-
HCM 95th %tile Q(veh)	0	-	-	2.1	1.4	0.1	-	-

APPENDIX K3
Capacity Analyses
2040 Background Conditions
Saturday Midday Peak Hour

Tighe&Bond

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1200	370	120	1080	740	330	500	140	790	440	160
Future Volume (vph)	190	1200	370	120	1080	740	330	500	140	790	440	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	10	11	10	12	11	12
Storage Length (ft)	225		0	175		500	430		100	500		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	200			175			75			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.960	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1729	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1729	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			72			170		15	
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		877			839			636			734	
Travel Time (s)		14.9			10.4			10.8			14.3	
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.86	0.86	0.86
Adj. Flow (vph)	209	1319	407	129	1161	796	344	521	146	919	512	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	1319	407	129	1161	796	344	521	146	919	698	0
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Prot	Prot	NA	
Protected Phases	5	2	2 7	1	6	3 6	7	4	4	3	8	
Permitted Phases												
Detector Phase	5	2	2 7	1	6	3 6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		12.0	13.0	13.0	12.0	13.0	
Total Split (s)	17.0	47.0		17.0	47.0		20.0	21.0	21.0	37.0	38.0	
Total Split (%)	13.9%	38.5%		13.9%	38.5%		16.4%	17.2%	17.2%	30.3%	31.1%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None	None	None	None	
Act Effct Green (s)	12.0	41.0	61.0	11.0	40.0	79.0	15.0	15.0	15.0	32.0	32.0	
Actuated g/C Ratio	0.10	0.34	0.50	0.09	0.33	0.65	0.12	0.12	0.12	0.26	0.26	
v/c Ratio	1.24	1.15	0.49	0.84	1.00	0.78	1.69	1.24	0.44	1.02	1.50	
Control Delay	194.9	114.7	16.6	93.7	67.8	20.7	366.0	171.2	8.9	79.9	270.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	194.9	114.7	16.6	93.7	67.8	20.7	366.0	171.2	8.9	79.9	270.6	
LOS	F	F	B	F	E	C	F	F	A	E	F	
Approach Delay		102.8			51.4			214.0			162.2	
Approach LOS		F			D			F			F	
Queue Length 50th (ft)	~205	~654	148	101	~481	382	~398	~267	0	~396	~761	

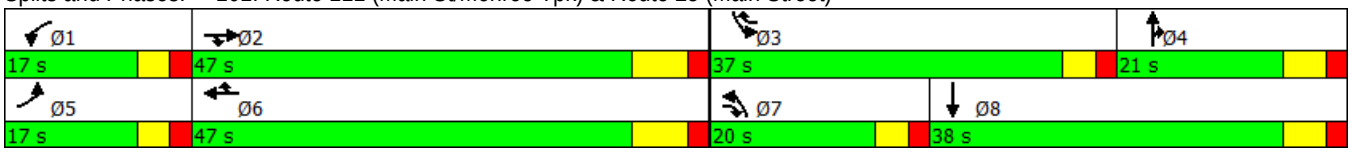
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#361	#793	237	#201	#637	575	#586	#382	43	#484	#936	
Internal Link Dist (ft)		797			759			556			654	
Turn Bay Length (ft)	225			175		500	430		100	500		
Base Capacity (vph)	168	1149	823	168	1160	1016	203	420	330	900	464	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.24	1.15	0.49	0.77	1.00	0.78	1.69	1.24	0.44	1.02	1.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 122			
Actuated Cycle Length: 122			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.69			
Intersection Signal Delay: 118.0		Intersection LOS: F	
Intersection Capacity Utilization 110.7%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	140	180	150	1470	1570	170	
Future Volume (vph)	140	180	150	1470	1570	170	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	12	12	
Storage Length (ft)	0	185	385			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		80				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850			0.987		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1711	1531	1711	1801	1839	0	
Flt Permitted	0.950		0.066				
Satd. Flow (perm)	1711	1531	119	1801	1839	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		23			10		
Link Speed (mph)	25			40	40		
Link Distance (ft)	661			1950	469		
Travel Time (s)	18.0			33.2	8.0		
Peak Hour Factor	0.89	0.89	0.92	0.92	0.91	0.91	
Adj. Flow (vph)	157	202	163	1598	1725	187	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	157	202	163	1598	1912	0	
Turn Type	Prot	pt+ov	pm+pt	NA	NA		
Protected Phases	4	4 5	5	2	6		1
Permitted Phases			2				
Detector Phase	4	4 5	5	2	6		
Switch Phase							
Minimum Initial (s)	7.0		5.0	18.0	18.0		5.0
Minimum Split (s)	11.0		9.0	23.7	23.7		9.0
Total Split (s)	19.0		14.0	65.7	65.7		14.0
Total Split (%)	19.3%		14.2%	66.6%	66.6%		14%
Yellow Time (s)	3.0		3.0	4.3	4.3		3.0
All-Red Time (s)	1.0		1.0	1.4	1.4		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		4.0	5.7	5.7		
Lead/Lag			Lead	Lag	Lag		Lead
Lead-Lag Optimize?							
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	14.9	27.4	70.7	60.5	60.0		
Actuated g/C Ratio	0.15	0.28	0.73	0.62	0.62		
v/c Ratio	0.60	0.45	0.72	1.43	1.68		
Control Delay	49.2	28.8	37.1	218.4	323.5		
Queue Delay	0.0	0.0	0.0	1.2	0.0		
Total Delay	49.2	28.8	37.1	219.6	323.5		
LOS	D	C	D	F	F		
Approach Delay	37.8			202.7	323.5		
Approach LOS	D			F	F		
Queue Length 50th (ft)	93	90	46	~1368	~1776		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Queue Length 95th (ft)	158	155	#130	#1643	m#1077		
Internal Link Dist (ft)	581			1870	389		
Turn Bay Length (ft)		185	385				
Base Capacity (vph)	264	460	252	1121	1139		
Starvation Cap Reductn	0	0	0	0	6		
Spillback Cap Reductn	0	0	0	253	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.59	0.44	0.65	1.84	1.69		

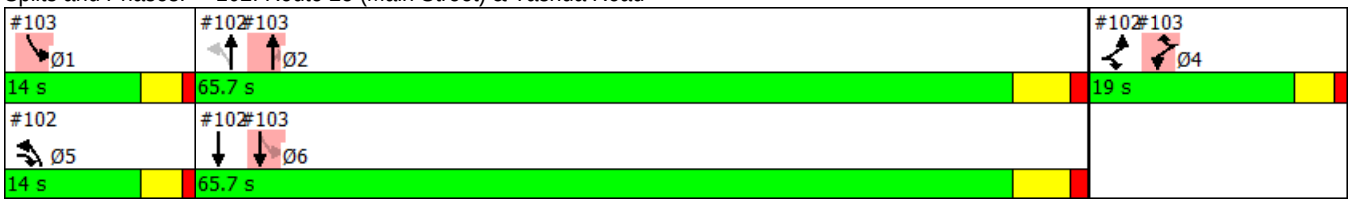
Intersection Summary			
Area Type:	Other		
Cycle Length: 98.7			
Actuated Cycle Length: 97.1			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.68			
Intersection Signal Delay: 245.3		Intersection LOS: F	
Intersection Capacity Utilization 120.4%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	210	170	1440	170	140	1530	
Future Volume (vph)	210	170	1440	170	140	1530	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	11	11	
Storage Length (ft)	235	0		175	160		
Storage Lanes	1	1		1	1		
Taper Length (ft)	125				90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1652	1531	1801	1531	1711	1801	
Flt Permitted	0.950				0.067		
Satd. Flow (perm)	1652	1531	1801	1531	121	1801	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		183		88			
Link Speed (mph)	30		40			40	
Link Distance (ft)	483		469			490	
Travel Time (s)	11.0		8.0			8.4	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	226	183	1565	185	152	1663	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	226	183	1565	185	152	1663	
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA	
Protected Phases	4	4	2		1	6	5
Permitted Phases				2	6		
Detector Phase	4	4	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0	18.0	5.0
Minimum Split (s)	11.0	11.0	23.7	23.7	9.0	23.7	9.0
Total Split (s)	19.0	19.0	65.7	65.7	14.0	65.7	14.0
Total Split (%)	19.3%	19.3%	66.6%	66.6%	14.2%	66.6%	14%
Yellow Time (s)	3.0	3.0	4.3	4.3	3.0	4.3	3.0
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0	1.4	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	5.7	5.7	4.0	5.7	
Lead/Lag			Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	None	Min	Min	None	Min	None
Act Effct Green (s)	14.9	14.9	60.5	60.5	69.8	60.0	
Actuated g/C Ratio	0.15	0.15	0.62	0.62	0.72	0.62	
v/c Ratio	0.89	0.47	1.40	0.19	0.70	1.50	
Control Delay	77.1	10.2	195.5	2.6	34.3	249.2	
Queue Delay	0.0	0.0	0.2	0.0	0.0	1.9	
Total Delay	77.1	10.2	195.8	2.6	34.3	251.1	
LOS	E	B	F	A	C	F	
Approach Delay	47.2		175.4			233.0	
Approach LOS	D		F			F	
Queue Length 50th (ft)	141	0	~1319	4	40	~1468	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Queue Length 95th (ft)	#280	59	m#791	m2	105	#1729	
Internal Link Dist (ft)	403		389			410	
Turn Bay Length (ft)	235			175	160		
Base Capacity (vph)	255	391	1121	986	252	1112	
Starvation Cap Reductn	0	0	61	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	348	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.89	0.47	1.48	0.19	0.60	2.18	

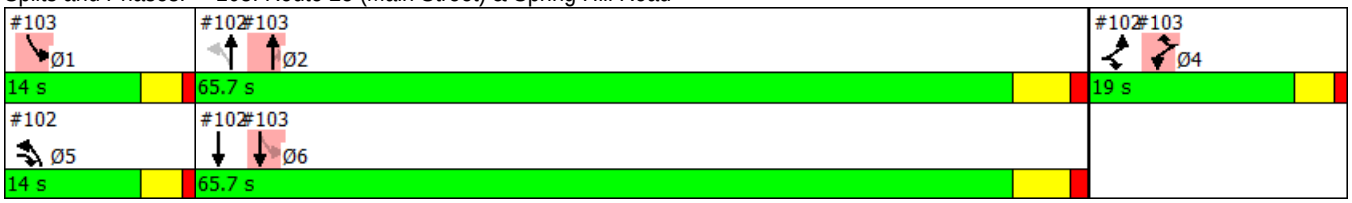
Intersection Summary			
Area Type:	Other		
Cycle Length: 98.7			
Actuated Cycle Length: 97.1			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.68			
Intersection Signal Delay: 188.5		Intersection LOS: F	
Intersection Capacity Utilization 106.6%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	260	170	1390	260	180	1360
Future Volume (vph)	260	170	1390	260	180	1360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	15	11	12	12	12
Storage Length (ft)	0	140		360	250	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850	0.976			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1888	1742	3339	0	1770	1863
Flt Permitted	0.950				0.088	
Satd. Flow (perm)	1888	1742	3339	0	164	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		14	31			
Link Speed (mph)	25		40			40
Link Distance (ft)	515		1819			502
Travel Time (s)	14.0		31.0			8.6
Peak Hour Factor	0.85	0.85	0.92	0.92	0.95	0.95
Adj. Flow (vph)	306	200	1511	283	189	1432
Shared Lane Traffic (%)						
Lane Group Flow (vph)	306	200	1794	0	189	1432
Turn Type	Prot	pt+ov	NA		D.P+P	NA
Protected Phases	4	4 1	2		1	1 2
Permitted Phases					2	
Detector Phase	4	4 1	2		1	2
Switch Phase						
Minimum Initial (s)	7.0		18.0		5.0	
Minimum Split (s)	11.0		23.5		9.0	
Total Split (s)	26.0		50.5		19.0	
Total Split (%)	27.2%		52.9%		19.9%	
Yellow Time (s)	3.0		4.2		3.0	
All-Red Time (s)	1.0		1.3		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.0		5.5		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		Min		None	
Act Effct Green (s)	18.2	31.9	45.3		56.5	60.5
Actuated g/C Ratio	0.21	0.37	0.52		0.65	0.70
v/c Ratio	0.77	0.31	1.02		0.66	1.10
Control Delay	46.9	18.9	49.8		26.8	75.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	46.9	18.9	49.8		26.8	75.0
LOS	D	B	D		C	E
Approach Delay	35.8		49.8			69.4
Approach LOS	D		D			E
Queue Length 50th (ft)	157	70	~562		47	~921

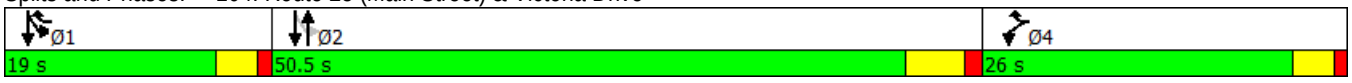
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	246	112	#806		120	#1264
Internal Link Dist (ft)	435		1739			422
Turn Bay Length (ft)		140			250	
Base Capacity (vph)	481	751	1758		391	1298
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.64	0.27	1.02		0.48	1.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 95.5			
Actuated Cycle Length: 86.8			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 56.1		Intersection LOS: E	
Intersection Capacity Utilization 92.7%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	353	0	296	20	0	24	248	1163	49	62	1271	387
Future Volume (vph)	353	0	296	20	0	24	248	1163	49	62	1271	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	10	11	12	12	11	10
Storage Length (ft)	0		0	0		0	150		260	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.927			0.994				0.850
Flt Protected		0.950			0.977		0.950				0.998	
Satd. Flow (prot)	0	1711	1531	0	1687	0	1652	3401	0	0	1797	1478
Flt Permitted		0.734			0.276		0.041				0.858	
Satd. Flow (perm)	0	1322	1531	0	477	0	71	3401	0	0	1545	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165		49			7				207
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		198			142			1800			403	
Travel Time (s)		5.4			3.9			30.7			6.9	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	415	0	348	24	0	28	264	1237	52	67	1382	421
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	415	348	0	52	0	264	1289	0	0	1449	421
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	15.0		15.0	15.0	15.0
Minimum Split (s)	11.5	11.5	11.5	11.5	11.5		9.0	20.7		20.7	20.7	20.7
Total Split (s)	35.0	35.0	35.0	35.0	35.0		15.0	115.0		100.0	100.0	100.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		10.0%	76.7%		66.7%	66.7%	66.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.2		4.2	4.2	4.2
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.0	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.0	5.7			5.7	5.7
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		C-Min	C-Min	C-Min
Act Effct Green (s)		30.5	30.5		30.5		111.0	109.3			94.3	94.3
Actuated g/C Ratio		0.20	0.20		0.20		0.74	0.73			0.63	0.63
v/c Ratio		1.55	0.79		0.38		1.57	0.52			1.49	0.42
Control Delay		303.1	42.9		22.7		315.0	9.7			243.5	4.1
Queue Delay		0.0	0.0		0.4		0.0	0.3			0.6	4.2
Total Delay		303.1	42.9		23.0		315.0	10.1			244.1	8.3
LOS		F	D		C		F	B			F	A
Approach Delay		184.4			23.0			61.9			191.0	
Approach LOS		F			C			E			F	
Queue Length 50th (ft)		~569	178		2		~318	262			~1960	50

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#725	272		42		#507	307			m#1093	m18
Internal Link Dist (ft)		118			62			1720			323	
Turn Bay Length (ft)							150					
Base Capacity (vph)		268	442		136		168	2480			971	1006
Starvation Cap Reductn		0	0		0		0	0			106	493
Spillback Cap Reductn		0	0		7		0	550			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		1.55	0.79		0.40		1.57	0.67			1.68	0.82

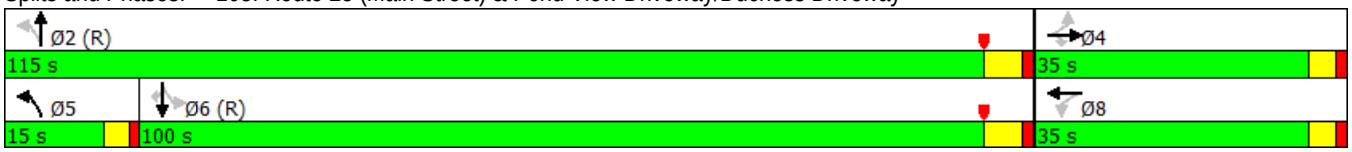
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.57			
Intersection Signal Delay: 140.4		Intersection LOS: F	
Intersection Capacity Utilization 143.5%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	80	90	250	110	130	70	1390	80	90	1380	80
Future Volume (vph)	90	80	90	250	110	130	70	1390	80	90	1380	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	10	11	12	10	11	12
Storage Length (ft)	120		0	125		0	220		600	130		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	75			75			120			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.921			0.919			0.992			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1716	0	1711	1655	0	1652	3394	0	1652	1786	0
Flt Permitted	0.289			0.496			0.950			0.950		
Satd. Flow (perm)	520	1716	0	893	1655	0	1652	3394	0	1652	1786	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		34						7				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		709			302			403			454	
Travel Time (s)		19.3			8.2			6.9			7.7	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	98	87	98	298	131	155	74	1479	85	98	1500	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	185	0	298	286	0	74	1564	0	98	1587	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	38.0	38.0		38.0	38.0		13.0	92.4		19.6	99.0	
Total Split (%)	25.3%	25.3%		25.3%	25.3%		8.7%	61.6%		13.1%	66.0%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	31.6	31.6		31.6	31.6		6.2	87.7		11.5	93.0	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.04	0.58		0.08	0.62	
v/c Ratio	0.90	0.48		1.59	0.82		1.09	0.79		0.78	1.43	
Control Delay	119.7	46.7		324.6	76.1		179.6	31.0		104.5	226.9	
Queue Delay	0.0	1.3		4.1	0.0		0.0	0.6		0.0	0.5	
Total Delay	119.7	48.0		328.7	76.1		179.6	31.6		104.5	227.4	
LOS	F	D		F	E		F	C		F	F	
Approach Delay		72.8			205.0			38.3			220.2	
Approach LOS		E			F			D			F	
Queue Length 50th (ft)	94	131		~414	270		~81	703		95	~2096	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#213	213		#554	#365		m#152	m680		#182	#2360	
Internal Link Dist (ft)		629			222			323			374	
Turn Bay Length (ft)	120			125			220			130		
Base Capacity (vph)	109	388		188	348		68	1987		140	1107	
Starvation Cap Reductn	0	0		0	0		0	142		0	0	
Spillback Cap Reductn	0	79		39	0		0	0		0	117	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.90	0.60		2.00	0.82		1.09	0.85		0.70	1.60	

Intersection Summary

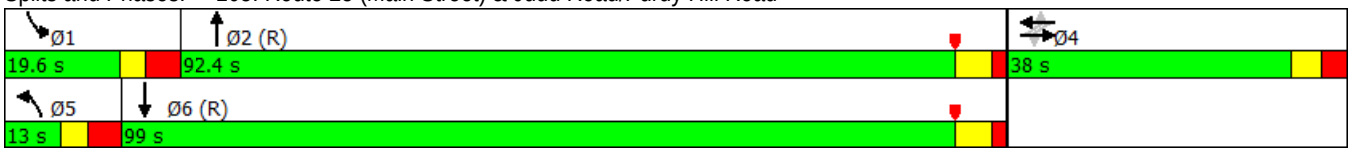
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.59
Intersection Signal Delay: 137.0 Intersection LOS: F
Intersection Capacity Utilization 116.7% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	40	0	230	0	1510	10	220	1470	0
Future Volume (vph)	0	0	0	40	0	230	0	1510	10	220	1470	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	11	11	12	10	11	11	11	11	12
Storage Length (ft)	0		0	115		0	40		175	100		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			65			65			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1722	0	1694	1516	0	1722	1783	1516	1694	1783	0
Flt Permitted				0.950						0.064		
Satd. Flow (perm)	0	1722	0	1694	1516	0	1722	1783	1516	114	1783	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					465				135			
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		126			720			472			557	
Travel Time (s)		3.4			19.6			8.0			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.87	0.87	0.87	0.95	0.95	0.95	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	0	46	0	264	0	1589	11	247	1652	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	46	264	0	0	1589	11	247	1652	0
Turn Type				Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		7	7		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	4	4		7	7		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0	25.0	5.0	25.0	
Minimum Split (s)	9.6	9.6		10.5	10.5		9.0	31.8	31.8	9.0	31.8	
Total Split (s)	19.6	19.6		20.5	20.5		12.0	37.9	37.9	12.0	37.9	
Total Split (%)	21.8%	21.8%		22.8%	22.8%		13.3%	42.1%	42.1%	13.3%	42.1%	
Yellow Time (s)	3.0	3.0		3.3	3.3		3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	1.6	1.6		2.2	2.2		1.0	2.9	2.9	1.0	2.9	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		5.5	5.5		4.0	6.8	6.8	4.0	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)				6.8	6.8			58.9	58.9	73.7	70.9	
Actuated g/C Ratio				0.08	0.08			0.65	0.65	0.82	0.79	
v/c Ratio				0.36	0.48			1.36	0.01	1.06	1.18	
Control Delay				46.7	3.1			189.1	0.0	78.7	103.8	
Queue Delay				0.0	0.1			0.5	0.0	0.0	0.0	
Total Delay				46.7	3.2			189.7	0.0	78.7	103.8	
LOS				D	A			F	A	E	F	
Approach Delay					9.6			188.4			100.5	
Approach LOS					A			F			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)				25	0			~1199	0	~118	~1113	
Queue Length 95th (ft)				56	0			#1490	0	m#120	m#782	
Internal Link Dist (ft)		46			640			392			477	
Turn Bay Length (ft)				115					175	100		
Base Capacity (vph)				282	640			1166	1038	233	1403	
Starvation Cap Reductn				0	0			0	0	0	0	
Spillback Cap Reductn				0	34			132	0	0	0	
Storage Cap Reductn				0	0			0	0	0	0	
Reduced v/c Ratio				0.16	0.44			1.54	0.01	1.06	1.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.36			
Intersection Signal Delay: 130.0		Intersection LOS: F	
Intersection Capacity Utilization 119.5%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	0	300	10	0	10	360	1290	10	10	1310	310
Future Volume (vph)	340	0	300	10	0	10	360	1290	10	10	1310	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	11	11	10	11	11
Storage Length (ft)	375		370	0		0	250		0	280		170
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	100			25			200			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850		0.932			0.999				0.850
Flt Protected	0.950	0.950			0.976		0.950					
Satd. Flow (prot)	1625	1625	1531	0	1694	0	1652	1799	0	0	3421	1531
Flt Permitted	0.950	0.950			0.968		0.100				0.739	
Satd. Flow (perm)	1625	1625	1531	0	1681	0	174	1799	0	0	2528	1531
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			314					1				313
Link Speed (mph)		40			25			40			40	
Link Distance (ft)		745			139			557			391	
Travel Time (s)		12.7			3.8			9.5			6.7	
Peak Hour Factor	0.89	0.89	0.89	0.80	0.80	0.80	0.99	0.99	0.99	0.94	0.94	0.94
Adj. Flow (vph)	382	0	337	13	0	13	364	1303	10	11	1394	330
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	191	191	337	0	26	0	364	1313	0	0	1405	330
Turn Type	Split	NA	pm+ov	Perm	NA		D.P+P	NA		Perm	NA	pm+ov
Protected Phases	4	4	1		5		1	1 2			2	4
Permitted Phases			4	5			2			2		2
Detector Phase	4	4	1	5	5		1	2		2	2	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	5.0	5.0	5.0		5.0			15.0	15.0	10.0
Minimum Split (s)	16.6	16.6	9.0	9.5	9.5		9.0			20.5	20.5	16.6
Total Split (s)	23.6	23.6	16.0	17.5	17.5		16.0			32.9	32.9	23.6
Total Split (%)	26.2%	26.2%	17.8%	19.4%	19.4%		17.8%			36.6%	36.6%	26.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.9	3.9	3.0
All-Red Time (s)	3.6	3.6	1.0	1.5	1.5		1.0			1.6	1.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0				0.0	0.0
Total Lost Time (s)	6.6	6.6	4.0		4.5		4.0				5.5	6.6
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	None
Act Effct Green (s)	14.2	14.2	31.2		6.4		56.2	60.2			42.7	62.5
Actuated g/C Ratio	0.16	0.16	0.35		0.07		0.62	0.67			0.47	0.69
v/c Ratio	0.75	0.75	0.46		0.22		1.19	1.09			1.17	0.28
Control Delay	53.7	53.7	4.2		43.2		121.5	56.2			111.8	1.8
Queue Delay	0.0	0.0	0.0		0.0		0.0	3.7			0.0	0.0
Total Delay	53.7	53.7	4.2		43.2		121.5	59.9			111.8	1.8
LOS	D	D	A		D		F	E			F	A
Approach Delay		30.5			43.2			73.3			90.9	
Approach LOS		C			D			E			F	
Queue Length 50th (ft)	109	109	8		14		~199	~191			~467	2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	178	178	43		34		m#146	m#645			#735	35
Internal Link Dist (ft)		665			59			477			311	
Turn Bay Length (ft)	375		370				250					170
Base Capacity (vph)	306	306	736		242		305	1203			1199	1195
Starvation Cap Reductn	0	0	0		0		0	53			0	0
Spillback Cap Reductn	0	0	0		0		0	0			0	0
Storage Cap Reductn	0	0	0		0		0	0			0	0
Reduced v/c Ratio	0.62	0.62	0.46		0.11		1.19	1.14			1.17	0.28

Intersection Summary

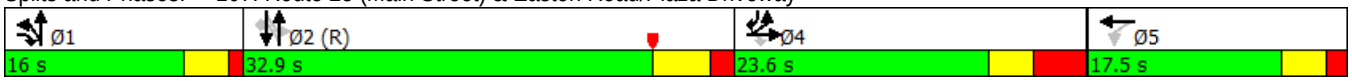
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay: 73.0 Intersection LOS: E
Intersection Capacity Utilization 134.5% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	10	1330	40	20	1290
Future Volume (vph)	40	10	1330	40	20	1290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Storage Length (ft)	0	60		0	225	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				65	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.996			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3525	0	1711	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3525	0	1711	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		13	5			
Link Speed (mph)	25		30			35
Link Distance (ft)	350		188			421
Travel Time (s)	9.5		4.3			8.2
Peak Hour Factor	0.80	0.80	0.88	0.88	0.92	0.92
Adj. Flow (vph)	50	13	1511	45	22	1402
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	13	1556	0	22	1402
Turn Type	Prot	Prot	NA		Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases						
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		5.0	15.0
Minimum Split (s)	10.5	10.5	20.9		9.0	20.9
Total Split (s)	23.5	23.5	32.5		14.0	46.5
Total Split (%)	33.6%	33.6%	46.4%		20.0%	66.4%
Yellow Time (s)	3.0	3.0	4.4		3.0	4.4
All-Red Time (s)	0.5	0.5	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	3.5	5.9		4.0	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)	7.5	7.5	55.4		5.8	59.7
Actuated g/C Ratio	0.11	0.11	0.79		0.08	0.85
v/c Ratio	0.26	0.07	0.56		0.16	0.46
Control Delay	32.2	15.8	7.1		28.2	2.1
Queue Delay	0.0	0.0	0.0		0.0	0.1
Total Delay	32.2	15.8	7.1		28.2	2.2
LOS	C	B	A		C	A
Approach Delay	28.8		7.1			2.6
Approach LOS	C		A			A
Queue Length 50th (ft)	20	0	105		9	7

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	43	13	308		m14	m135
Internal Link Dist (ft)	270		108			341
Turn Bay Length (ft)		60			225	
Base Capacity (vph)	505	461	2790		244	3016
Starvation Cap Reductn	0	0	0		0	315
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.10	0.03	0.56		0.09	0.52

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 5.4		Intersection LOS: A	
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	60	140	210	60	200	170	930	240	170	960	80
Future Volume (vph)	60	60	140	210	60	200	170	930	240	170	960	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	11	12	12	12	12	12
Storage Length (ft)	0		130	90		0	250		250	200		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			60			125			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.895			0.885				0.850		0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1778	0	1770	1758	0	1711	3539	1583	1770	3497	0
Flt Permitted	0.444			0.490			0.950			0.950		
Satd. Flow (perm)	827	1778	0	913	1758	0	1711	3539	1583	1770	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		168			213				253		15	
Link Speed (mph)		25			25			35			40	
Link Distance (ft)		274			273			421			425	
Travel Time (s)		7.5			7.4			8.2			7.2	
Peak Hour Factor	0.80	0.80	0.80	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94
Adj. Flow (vph)	75	75	175	223	64	213	179	979	253	181	1021	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	250	0	223	277	0	179	979	253	181	1106	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4					2			
Detector Phase	4	4		4	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.8	11.8		11.8	11.8		9.1	19.9	19.9	9.1	19.9	
Total Split (s)	24.8	24.8		24.8	24.8		11.1	28.1	28.1	17.1	34.1	
Total Split (%)	35.4%	35.4%		35.4%	35.4%		15.9%	40.1%	40.1%	24.4%	48.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4	4.4	3.0	4.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.1	0.5	0.5	1.1	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8		4.1	4.9	4.9	4.1	4.9	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	18.5	18.5		18.5	18.5		7.0	26.9	26.9	10.8	30.7	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.10	0.38	0.38	0.15	0.44	
v/c Ratio	0.34	0.42		0.93	0.45		1.05	0.72	0.33	0.67	0.72	
Control Delay	25.1	9.7		69.7	8.2		117.1	17.8	2.6	31.2	22.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	25.1	9.7		69.7	8.2		117.1	17.8	2.6	31.2	22.2	
LOS	C	A		E	A		F	B	A	C	C	
Approach Delay		13.3			35.6			27.7			23.4	
Approach LOS		B			D			C			C	
Queue Length 50th (ft)	25	26		90	20		~73	194	29	70	248	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	52	62		#210	74		#213	#226	14	96	338	
Internal Link Dist (ft)		194			193			341			345	
Turn Bay Length (ft)				90			250		250	200		
Base Capacity (vph)	236	628		260	654		171	1360	764	328	1541	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.32	0.40		0.86	0.42		1.05	0.72	0.33	0.55	0.72	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 25.9		Intersection LOS: C	
Intersection Capacity Utilization 77.4%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr



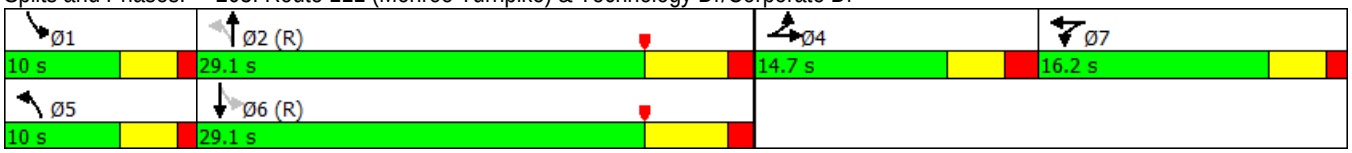
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	20	60	0	20	10	1150	30	30	1080	10
Future Volume (vph)	10	0	20	60	0	20	10	1150	30	30	1080	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	11	10	12	11	12	12	11	12	12
Storage Length (ft)	0		115	0		125	150		0	325		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.856			0.922			0.996			0.999	
Flt Protected	0.950	0.998		0.950	0.977		0.950			0.950		
Satd. Flow (prot)	1625	1562	0	1625	1488	0	1711	3525	0	1711	3536	0
Flt Permitted	0.950	0.998		0.950	0.977		0.212			0.136		
Satd. Flow (perm)	1625	1562	0	1625	1488	0	382	3525	0	245	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		171			179			4			1	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		311			293			1088			554	
Travel Time (s)		8.5			8.0			18.5			9.4	
Peak Hour Factor	0.80	0.80	0.80	0.87	0.87	0.87	0.88	0.88	0.88	0.97	0.97	0.97
Adj. Flow (vph)	13	0	25	69	0	23	11	1307	34	31	1113	10
Shared Lane Traffic (%)	10%			31%								
Lane Group Flow (vph)	12	26	0	48	44	0	11	1341	0	31	1123	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.7	9.7		9.2	9.2		9.0	20.8		9.0	20.8	
Total Split (s)	14.7	14.7		16.2	16.2		10.0	29.1		10.0	29.1	
Total Split (%)	21.0%	21.0%		23.1%	23.1%		14.3%	41.6%		14.3%	41.6%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.7	1.7		1.2	1.2		1.0	1.4		1.0	1.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.2	4.2		4.0	5.8		4.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	5.0	5.0		6.2	6.2		49.9	47.2		50.9	49.1	
Actuated g/C Ratio	0.07	0.07		0.09	0.09		0.71	0.67		0.73	0.70	
v/c Ratio	0.10	0.10		0.33	0.15		0.03	0.56		0.11	0.45	
Control Delay	32.5	0.7		35.7	1.1		2.5	5.6		8.7	12.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.5	0.7		35.7	1.1		2.5	5.6		8.7	12.0	
LOS	C	A		D	A		A	A		A	B	
Approach Delay		10.8			19.1			5.6			11.9	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)	5	0		21	0		1	41		7	157	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	18	0		49	0		m1	76		m12	213	
Internal Link Dist (ft)		231			213			1008			474	
Turn Bay Length (ft)							150			325		
Base Capacity (vph)	232	369		278	403		388	2379		303	2481	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.07		0.17	0.11		0.03	0.56		0.10	0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 32 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 8.9		Intersection LOS: A	
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

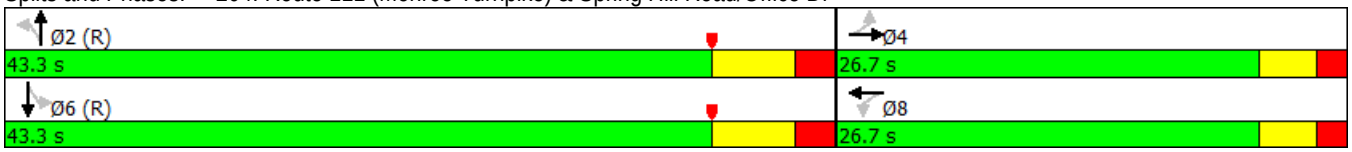


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	0	30	0	0	10	10	1200	0	10	1160	80
Future Volume (vph)	100	0	30	0	0	10	10	1200	0	10	1160	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.969			0.865						0.990	
Flt Protected		0.963										
Satd. Flow (prot)	0	1796	0	0	1665	0	0	3539	0	0	3504	0
Flt Permitted		0.768						0.940			0.940	
Satd. Flow (perm)	0	1432	0	0	1665	0	0	3327	0	0	3294	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55			55						15	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		364			150			1529			547	
Travel Time (s)		9.9			4.1			26.1			9.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.84	0.84	0.84	0.96	0.96	0.96
Adj. Flow (vph)	125	0	38	0	0	13	12	1429	0	10	1208	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	0	0	13	0	0	1441	0	0	1301	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		21.5	21.5		21.5	21.5	
Total Split (s)	26.7	26.7		26.7	26.7		43.3	43.3		43.3	43.3	
Total Split (%)	38.1%	38.1%		38.1%	38.1%		61.9%	61.9%		61.9%	61.9%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	1.7	1.7		1.7	1.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		10.6			10.6			48.2			48.2	
Actuated g/C Ratio		0.15			0.15			0.69			0.69	
v/c Ratio		0.62			0.04			0.63			0.57	
Control Delay		28.5			0.3			7.2			5.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		28.5			0.3			7.2			5.1	
LOS		C			A			A			A	
Approach Delay		28.5			0.3			7.2			5.1	
Approach LOS		C			A			A			A	
Queue Length 50th (ft)		44			0			62			87	
Queue Length 95th (ft)		77			0			396			m143	
Internal Link Dist (ft)		284			70			1449			467	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		487			561			2292			2274	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.33			0.02			0.63			0.57	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 14 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 7.4		Intersection LOS: A	
Intersection Capacity Utilization 65.1%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	130	170	220	100	90	170	960	180	80	860	120
Future Volume (vph)	180	130	170	220	100	90	170	960	180	80	860	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	11	12	12
Storage Length (ft)	0		130	110		0	350		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.915			0.929			0.976			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1704	0	1770	1730	0	1711	3454	0	1711	3476	0
Flt Permitted	0.578			0.361			0.950			0.238		
Satd. Flow (perm)	1077	1704	0	672	1730	0	1711	3454	0	429	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		94			65			53			23	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		468			420			547			444	
Travel Time (s)		10.6			11.5			9.3			7.6	
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	209	151	198	244	111	100	177	1000	188	83	896	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	349	0	244	211	0	177	1188	0	83	1021	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4			4						2		
Detector Phase	4	4		4	4		1	2		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0			15.0	15.0	
Minimum Split (s)	13.1	13.1		13.1	13.1		9.0			21.1	21.1	
Total Split (s)	25.1	25.1		25.1	25.1		16.0			28.9	28.9	
Total Split (%)	35.9%	35.9%		35.9%	35.9%		22.9%			41.3%	41.3%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0			4.4	4.4	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0			1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0			0.0	0.0	
Total Lost Time (s)	5.1	5.1		5.1	5.1		4.0			6.1	6.1	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None			C-Max	C-Max	
Act Effct Green (s)	20.0	20.0		20.0	20.0		10.5	40.9		24.3	24.3	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.15	0.58		0.35	0.35	
v/c Ratio	0.68	0.63		1.27	0.39		0.69	0.58		0.56	0.84	
Control Delay	35.8	21.6		183.7	16.2		51.8	3.5		38.2	29.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.8	21.6		183.7	16.2		51.8	3.5		38.2	29.0	
LOS	D	C		F	B		D	A		D	C	
Approach Delay		26.9			106.0			9.8			29.7	
Approach LOS		C			F			A			C	
Queue Length 50th (ft)	79	93		~136	49		71	13		29	210	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#159	164		#265	103		m137	100		#93	#327	
Internal Link Dist (ft)		388			340			467			364	
Turn Bay Length (ft)				110			350			125		
Base Capacity (vph)	307	554		192	540		293	2040		148	1222	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.68	0.63		1.27	0.39		0.60	0.58		0.56	0.84	

Intersection Summary

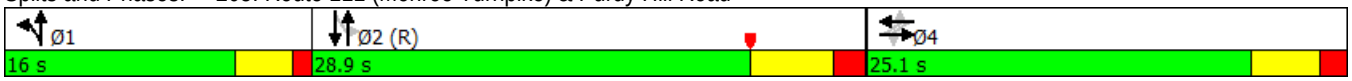
Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 7 (10%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.27
Intersection Signal Delay: 31.4 Intersection LOS: C
Intersection Capacity Utilization 91.1% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



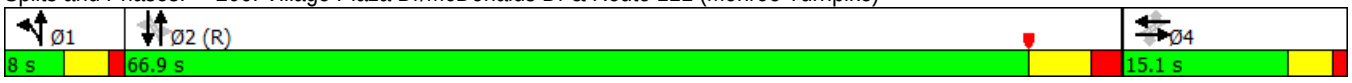
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	0	110	40	10	60	80	1000	60	50	980	70
Future Volume (vph)	110	0	110	40	10	60	80	1000	60	50	980	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	15	14	11	11	12	10	11	12
Storage Length (ft)	0		0	0		35	120		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			80			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.992			0.990	
Flt Protected		0.950			0.961		0.950			0.950		
Satd. Flow (prot)	0	1711	1531	0	1969	1689	1711	1786	0	1652	1783	0
Flt Permitted		0.717			0.568		0.108			0.153		
Satd. Flow (perm)	0	1291	1531	0	1164	1689	194	1786	0	266	1783	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125			88		11			9	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		121			198			441			636	
Travel Time (s)		3.3			5.4			8.6			12.4	
Peak Hour Factor	0.88	0.88	0.88	0.81	0.81	0.81	0.92	0.92	0.92	0.97	0.97	0.97
Adj. Flow (vph)	125	0	125	49	12	74	87	1087	65	52	1010	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	125	0	61	74	87	1152	0	52	1082	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4		4	2			2		
Detector Phase	4	4	4	4	4	4	1	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	4.0			36.0	36.0	
Minimum Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	8.0			42.3	42.3	
Total Split (s)	15.1	15.1	15.1	15.1	15.1	15.1	8.0			66.9	66.9	
Total Split (%)	16.8%	16.8%	16.8%	16.8%	16.8%	16.8%	8.9%			74.3%	74.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.2	4.2	
All-Red Time (s)	1.1	1.1	1.1	1.1	1.1	1.1	1.0			2.1	2.1	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Lost Time (s)		4.1	4.1		4.1	4.1	4.0			6.3	6.3	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max			C-Min	C-Min	
Act Effct Green (s)		10.6	10.6		10.6	10.6	67.3	71.3		61.0	61.0	
Actuated g/C Ratio		0.12	0.12		0.12	0.12	0.75	0.79		0.68	0.68	
v/c Ratio		0.83	0.43		0.45	0.27	0.41	0.81		0.29	0.89	
Control Delay		78.9	12.1		47.8	9.2	8.3	11.7		5.3	12.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		78.9	12.1		47.8	9.2	8.3	11.7		5.3	12.3	
LOS		E	B		D	A	A	B		A	B	
Approach Delay		45.5			26.6			11.4			11.9	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)		70	0		33	0	8	293		6	143	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#159	47		65	23	17	506		m9	m164	
Internal Link Dist (ft)		41			118			361			556	
Turn Bay Length (ft)						35	120			135		
Base Capacity (vph)		157	296		142	283	212	1417		180	1211	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.80	0.42		0.43	0.26	0.41	0.81		0.29	0.89	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 61 (68%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 15.5		Intersection LOS: B	
Intersection Capacity Utilization 86.0%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	140	250	100	130	140	250	810	60	130	720	130
Future Volume (vph)	150	140	250	100	130	140	250	810	60	130	720	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	9	12	11	10	11	11	12	10	12	12
Storage Length (ft)	0		125	100		0	160		0	95		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			100			70			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.990			0.977	
Flt Protected		0.975			0.979		0.950			0.950		
Satd. Flow (prot)	0	1635	1425	0	1763	1478	1711	1783	0	1652	1820	0
Flt Permitted		0.471			0.430		0.094			0.105		
Satd. Flow (perm)	0	790	1425	0	774	1478	169	1783	0	183	1820	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			278			63		5			12	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		385			483			814			737	
Travel Time (s)		8.8			11.0			15.9			14.4	
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	167	156	278	125	163	175	258	835	62	134	742	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	323	278	0	288	175	258	897	0	134	876	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.9	9.9	9.9	9.9	9.9	9.2	9.2	21.6		9.2	21.6	
Total Split (s)	28.9	28.9	28.9	28.9	28.9	19.2	19.2	41.9		19.2	41.9	
Total Split (%)	32.1%	32.1%	32.1%	32.1%	32.1%	21.3%	21.3%	46.6%		21.3%	46.6%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.2	3.2	4.2		3.2	4.2	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.2	1.0	1.0	2.4		1.0	2.4	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.9	4.9		4.9	4.2	4.2	6.6		4.2	6.6	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		24.0	24.0		24.0	36.7	56.2	42.5		48.4	38.2	
Actuated g/C Ratio		0.27	0.27		0.27	0.41	0.62	0.47		0.54	0.42	
v/c Ratio		1.54	0.48		1.40	0.27	0.82	1.06		0.59	1.13	
Control Delay		292.4	6.5		235.4	11.8	31.7	70.7		20.1	94.6	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		292.4	6.5		235.4	11.8	31.7	70.7		20.1	94.6	
LOS		F	A		F	B	C	E		C	F	
Approach Delay		160.1			150.9			62.0			84.8	
Approach LOS		F			F			E			F	
Queue Length 50th (ft)		~260	0		~221	40	91	~551		20	~603	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#423	59		#321	64	m128	#851		m34	#856	
Internal Link Dist (ft)		305			403			734			657	
Turn Bay Length (ft)			125				160			95		
Base Capacity (vph)		210	583		206	753	363	843		355	778	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		1.54	0.48		1.40	0.23	0.71	1.06		0.38	1.13	

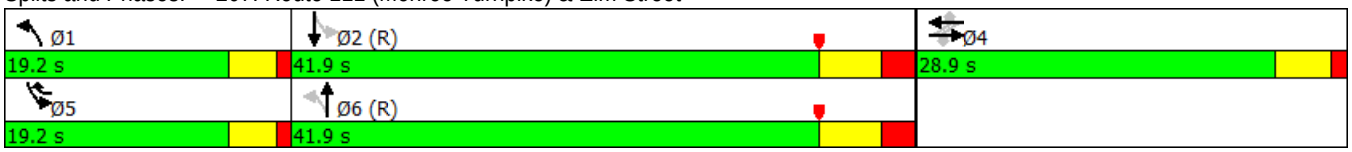
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 29 (32%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.54			
Intersection Signal Delay: 100.1		Intersection LOS: F	
Intersection Capacity Utilization 104.8%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



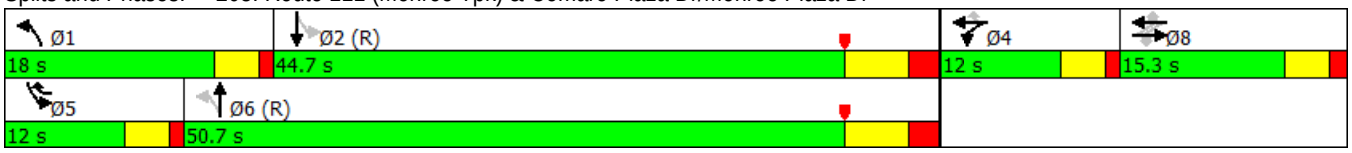
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	10	80	160	20	170	60	820	10	110	740	30
Future Volume (vph)	70	10	80	160	20	170	60	820	10	110	740	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	10	11	10	11	12	10	11	12
Storage Length (ft)	0		0	0		0	450		0	145		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			55			105		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.998			0.994	
Flt Protected		0.958			0.958		0.950			0.950		
Satd. Flow (prot)	0	1725	1583	0	1666	1531	1652	1797	0	1652	1790	0
Flt Permitted		0.625			0.689		0.167			0.091		
Satd. Flow (perm)	0	1125	1583	0	1198	1531	290	1797	0	158	1790	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187			107		1			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		102			224			737			443	
Travel Time (s)		2.8			6.1			14.4			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	76	11	87	172	22	183	63	863	11	116	779	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	87	0	194	183	63	874	0	116	811	0
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8		4	4 8	5	1	6		5	2	
Permitted Phases	8		8	8		4 8	6			2		
Detector Phase	8	8	8	4	4 8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.3	9.3	9.3	9.0		9.0	9.0	21.4		9.0	21.4	
Total Split (s)	15.3	15.3	15.3	12.0		12.0	18.0	50.7		12.0	44.7	
Total Split (%)	17.0%	17.0%	17.0%	13.3%		13.3%	20.0%	56.3%		13.3%	49.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0	4.2		3.0	4.2	
All-Red Time (s)	1.3	1.3	1.3	1.0		1.0	1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.3	4.3			4.0	4.0	6.4		4.0	6.4	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None	None	C-Min		None	C-Min	
Act Effct Green (s)		9.6	9.6		17.9	32.4	55.1	47.2		57.8	49.9	
Actuated g/C Ratio		0.11	0.11		0.20	0.36	0.61	0.52		0.64	0.55	
v/c Ratio		0.72	0.26		0.69	0.30	0.24	0.93		0.56	0.82	
Control Delay		71.4	1.9		43.8	9.8	6.3	29.7		19.4	22.7	
Queue Delay		0.0	0.0		0.0	0.0	0.0	18.1		0.0	4.7	
Total Delay		71.4	1.9		43.8	9.8	6.3	47.8		19.4	27.4	
LOS		E	A		D	A	A	D		B	C	
Approach Delay		36.6			27.3			45.0			26.4	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)		48	0		93	28	14	536		24	345	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#116	0		#162	72	m13	m498		m50	m#622	
Internal Link Dist (ft)		22			144			657			363	
Turn Bay Length (ft)							450			145		
Base Capacity (vph)		137	357		298	644	405	942		235	993	
Starvation Cap Reductn		0	0		0	0	0	0		0	124	
Spillback Cap Reductn		0	0		0	5	0	91		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.64	0.24		0.65	0.29	0.16	1.03		0.49	0.93	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 34.5		Intersection LOS: C	
Intersection Capacity Utilization 78.4%		ICU Level of Service D	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr



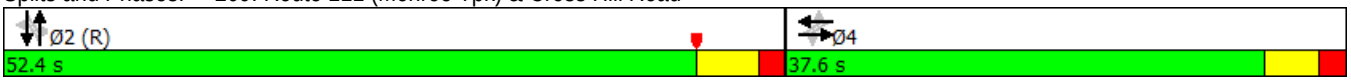
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	60	60	150	90	60	60	850	130	50	690	180
Future Volume (vph)	170	60	60	150	90	60	60	850	130	50	690	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	12	12	10	11	12	10	11	12
Storage Length (ft)	90		0	0		95	90		0	45		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			25			105			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925			0.940			0.980			0.969	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	1666	0	1770	1751	0	1652	1765	0	1652	1745	0
Flt Permitted	0.581			0.649			0.163			0.073		
Satd. Flow (perm)	1010	1666	0	1209	1751	0	283	1765	0	127	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62			41			13			22	
Link Speed (mph)		25			30			35			40	
Link Distance (ft)		354			360			443			949	
Travel Time (s)		9.7			8.2			8.6			16.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.95	0.95	0.95	0.98	0.98	0.98
Adj. Flow (vph)	213	75	75	188	113	75	63	895	137	51	704	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	213	150	0	188	188	0	63	1032	0	51	888	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	12.6	12.6		12.6	12.6		26.0	26.0		26.0	26.0	
Total Split (s)	37.6	37.6		37.6	37.6		52.4	52.4		52.4	52.4	
Total Split (%)	41.8%	41.8%		41.8%	41.8%		58.2%	58.2%		58.2%	58.2%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.2	4.2		4.2	4.2	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	23.5	23.5		23.5	23.5		54.9	54.9		54.9	54.9	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.61	0.61		0.61	0.61	
v/c Ratio	0.81	0.31		0.59	0.39		0.37	0.95		0.66	0.83	
Control Delay	52.6	15.6		35.6	21.7		8.7	23.0		48.5	18.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	2.6		0.0	5.6	
Total Delay	52.6	15.6		35.6	21.7		8.7	25.6		48.5	24.4	
LOS	D	B		D	C		A	C		D	C	
Approach Delay		37.3			28.7			24.7			25.7	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	112	39		93	67		6	111		9	147	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	148	64		123	93		m10	m#796		m#46	#724	
Internal Link Dist (ft)		274			280			363			869	
Turn Bay Length (ft)	90						90			45		
Base Capacity (vph)	359	632		429	649		172	1081		77	1072	
Starvation Cap Reductn	0	0		0	0		0	22		0	0	
Spillback Cap Reductn	0	4		0	0		0	0		0	136	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.59	0.24		0.44	0.29		0.37	0.97		0.66	0.95	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 27.2 Intersection LOS: C
Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 209: Route 111 (Monroe Tpk) & Cross Hill Road



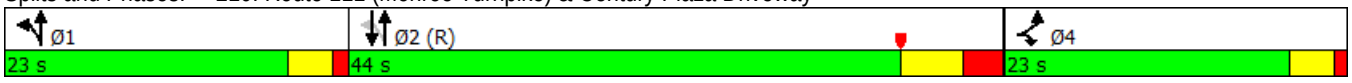
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	180	170	840	740	90
Future Volume (vph)	90	180	170	840	740	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	11	12
Storage Length (ft)	0	0	280			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		175			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.985	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1711	1583	1711	1801	1774	0
Flt Permitted	0.950		0.170			
Satd. Flow (perm)	1711	1583	306	1801	1774	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		200			8	
Link Speed (mph)	25			40	40	
Link Distance (ft)	142			949	728	
Travel Time (s)	3.9			16.2	12.4	
Peak Hour Factor	0.90	0.90	0.97	0.97	0.92	0.92
Adj. Flow (vph)	100	200	175	866	804	98
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	200	175	866	902	0
Turn Type	Prot	Prot	D.P+P	NA	NA	
Protected Phases	4	4	1	1 2	2	
Permitted Phases			2			
Detector Phase	4	4	1	2	2	
Switch Phase						
Minimum Initial (s)	9.0	9.0	3.0		15.0	
Minimum Split (s)	13.0	13.0	7.0		22.0	
Total Split (s)	23.0	23.0	23.0		44.0	
Total Split (%)	25.6%	25.6%	25.6%		48.9%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		2.8	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		7.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None		C-Max	
Act Effct Green (s)	10.5	10.5	67.5	71.5	56.0	
Actuated g/C Ratio	0.12	0.12	0.75	0.79	0.62	
v/c Ratio	0.51	0.56	0.48	0.61	0.81	
Control Delay	46.1	11.8	6.9	3.9	22.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	46.1	11.8	6.9	3.9	22.5	
LOS	D	B	A	A	C	
Approach Delay	23.2			4.4	22.5	
Approach LOS	C			A	C	
Queue Length 50th (ft)	55	0	12	94	336	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	101	59	m23	m167	#746	
Internal Link Dist (ft)	62			869	648	
Turn Bay Length (ft)			280			
Base Capacity (vph)	361	491	539	1431	1107	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.28	0.41	0.32	0.61	0.81	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 4 (4%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 14.2		Intersection LOS: B	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1520	30	10	1500
Future Volume (vph)	0	0	1520	30	10	1500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997			
Flt Protected						
Satd. Flow (prot)	1722	0	1839	0	0	1845
Flt Permitted						
Satd. Flow (perm)	1722	0	1839	0	0	1845
Link Speed (mph)	30		40			40
Link Distance (ft)	316		5365			661
Travel Time (s)	7.2		91.4			11.3
Peak Hour Factor	0.80	0.80	0.94	0.94	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	1617	32	11	1579
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1649	0	0	1590
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 90.2%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1520	30	10	1500
Future Vol, veh/h	0	0	1520	30	10	1500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	94	94	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	1617	32	11	1579

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3233	1633	0	0	1649	0
Stage 1	1633	-	-	-	-	-
Stage 2	1600	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	10	124	-	-	389	-
Stage 1	174	-	-	-	-	-
Stage 2	181	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	8	124	-	-	389	-
Mov Cap-2 Maneuver	8	-	-	-	-	-
Stage 1	174	-	-	-	-	-
Stage 2	139	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	389	-
HCM Lane V/C Ratio	-	-	-	0.027	-
HCM Control Delay (s)	-	-	0	14.5	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	160	80	50	0	20	170
Future Volume (vph)	160	80	50	0	20	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.879	
Flt Protected		0.968			0.995	
Satd. Flow (prot)	0	1803	1801	0	1575	0
Flt Permitted		0.968			0.995	
Satd. Flow (perm)	0	1803	1801	0	1575	0
Link Speed (mph)		30	25		25	
Link Distance (ft)		1004	805		979	
Travel Time (s)		22.8	22.0		26.7	
Peak Hour Factor	0.89	0.89	0.80	0.80	0.80	0.80
Adj. Flow (vph)	180	90	63	0	25	213
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	270	63	0	238	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	160	80	50	0	20	170
Future Vol, veh/h	160	80	50	0	20	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	180	90	63	0	25	213

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	63	0	-	0	512	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	449	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1540	-	-	-	522	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	643	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1540	-	-	-	458	1002
Mov Cap-2 Maneuver	-	-	-	-	458	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	564	-

Approach	EB	WB	SB
HCM Control Delay, s	5.1	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1540	-	-	-	891
HCM Lane V/C Ratio	0.117	-	-	-	0.267
HCM Control Delay (s)	7.6	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	180	20	20	180	80	20	120	20	110	150	160
Future Volume (vph)	140	180	20	20	180	80	20	120	20	110	150	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.961			0.983			0.949	
Flt Protected		0.980			0.996			0.994			0.987	
Satd. Flow (prot)	0	1751	0	0	1783	0	0	1699	0	0	1745	0
Flt Permitted		0.980			0.996			0.994			0.987	
Satd. Flow (perm)	0	1751	0	0	1783	0	0	1699	0	0	1745	0
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		988			775			934			884	
Travel Time (s)		22.5			17.6			25.5			24.1	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	175	225	25	25	225	100	25	150	25	138	188	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	425	0	0	350	0	0	200	0	0	526	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.6%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	63.2
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	140	180	20	0	20	180	80	0	20	120	20
Future Vol, veh/h	0	140	180	20	0	20	180	80	0	20	120	20
Peak Hour Factor	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	175	225	25	0	25	225	100	0	25	150	25
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	56.9	35	20.8
HCM LOS	F	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	41%	7%	26%
Vol Thru, %	75%	53%	64%	36%
Vol Right, %	12%	6%	29%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	340	280	420
LT Vol	20	140	20	110
Through Vol	120	180	180	150
RT Vol	20	20	80	160
Lane Flow Rate	200	425	350	525
Geometry Grp	1	1	1	1
Degree of Util (X)	0.488	0.931	0.775	1.113
Departure Headway (Hd)	9.253	8.337	8.445	7.635
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	392	438	431	473
Service Time	7.253	6.337	6.445	5.705
HCM Lane V/C Ratio	0.51	0.97	0.812	1.11
HCM Control Delay	20.8	56.9	35	103.3
HCM Lane LOS	C	F	D	F
HCM 95th-tile Q	2.6	10.6	6.6	17.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	110	150	160
Future Vol, veh/h	0	110	150	160
Peak Hour Factor	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	138	188	200
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	103.3
HCM LOS	F



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	1420	10	10	1380
Future Volume (vph)	10	10	1420	10	10	1380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	10	12	12	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932		0.999			
Flt Protected	0.976					
Satd. Flow (prot)	1751	0	3300	0	0	3303
Flt Permitted	0.976					
Satd. Flow (perm)	1751	0	3300	0	0	3303
Link Speed (mph)	25		35			35
Link Distance (ft)	465		734			285
Travel Time (s)	12.7		14.3			5.6
Peak Hour Factor	0.80	0.80	0.94	0.94	0.86	0.86
Adj. Flow (vph)	13	13	1511	11	12	1605
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	1522	0	0	1617
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	1420	10	10	1380
Future Vol, veh/h	10	10	1420	10	10	1380
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	94	94	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	13	1511	11	12	1605

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2342	761	0	0	1521	0
Stage 1	1516	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	30	348	-	-	435	-
Stage 1	168	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	22	348	-	-	435	-
Mov Cap-2 Maneuver	22	-	-	-	-	-
Stage 1	168	-	-	-	-	-
Stage 2	291	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	183.3	0	1.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	41	435	-
HCM Lane V/C Ratio	-	-	0.61	0.027	-
HCM Control Delay (s)	-	-	183.3	13.5	1.7
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	2.2	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	60	140	130	1300	1250	90
Future Volume (vph)	60	140	130	1300	1250	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	11	10	12
Storage Length (ft)	0	25	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		105			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.990	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1794	1652	3421	3270	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1794	1652	3421	3270	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	387			285	334	
Travel Time (s)	10.6			5.6	6.5	
Peak Hour Factor	0.80	0.80	0.92	0.92	0.94	0.94
Adj. Flow (vph)	75	175	141	1413	1330	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	175	141	1413	1426	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.0%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	39.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	140	130	1300	1250	90
Future Vol, veh/h	60	140	130	1300	1250	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	92	92	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	175	141	1413	1330	96

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2367	713	1426	0	-	0
Stage 1	1378	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 29	374	473	-	-	-
Stage 1	199	-	-	-	-	-
Stage 2	321	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 20	374	473	-	-	-
Mov Cap-2 Maneuver	~ 20	-	-	-	-	-
Stage 1	199	-	-	-	-	-
Stage 2	225	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 505.7	1.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	473	-	20	374	-	-
HCM Lane V/C Ratio	0.299	-	3.75	0.468	-	-
HCM Control Delay (s)	15.8	-	$ 1632.4	22.8	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	1.2	-	9.8	2.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	20	0	1360	1320	10
Future Volume (vph)	0	20	0	1360	1320	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.999	
Flt Protected						
Satd. Flow (prot)	0	1772	0	3421	3300	0
Flt Permitted						
Satd. Flow (perm)	0	1772	0	3421	3300	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	348			334	300	
Travel Time (s)	9.5			6.5	5.8	
Peak Hour Factor	0.80	0.80	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	25	0	1432	1389	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	25	0	1432	1400	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	0	1360	1320	10
Future Vol, veh/h	0	20	0	1360	1320	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	0	1432	1389	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	700	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	382	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	382	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	382	-	-
HCM Lane V/C Ratio	-	0.065	-	-
HCM Control Delay (s)	-	15.1	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	10	0	1360	1320	10
Future Volume (vph)	10	10	0	1360	1320	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1751	0	0	3539	3418	0
Flt Permitted	0.976					
Satd. Flow (perm)	1751	0	0	3539	3418	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	167			300	188	
Travel Time (s)	4.6			5.8	3.7	
Peak Hour Factor	0.80	0.80	0.88	0.88	0.92	0.92
Adj. Flow (vph)	13	13	0	1545	1435	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	1545	1446	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	0	1360	1320	10
Future Vol, veh/h	10	10	0	1360	1320	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	88	88	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	13	0	1545	1435	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2213	723	1446	0	-	0
Stage 1	1440	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	37	369	465	-	-	-
Stage 1	184	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	37	369	465	-	-	-
Mov Cap-2 Maneuver	37	-	-	-	-	-
Stage 1	184	-	-	-	-	-
Stage 2	416	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	87.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	465	-	67	-	-
HCM Lane V/C Ratio	-	-	0.373	-	-
HCM Control Delay (s)	0	-	87.7	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	1.4	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1801	1801	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1801	1801	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	268			1631	381	
Travel Time (s)	7.3			31.8	7.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	2111	2111	0	1801	1801	0
Flt Permitted						
Satd. Flow (perm)	2111	2111	0	1801	1801	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	126			381	323	
Travel Time (s)	3.4			7.4	6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	-	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	1022	1084	0	-	-	-
Stage 1	1022	-	0	-	-	-
Stage 2	-	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	0	0	-	-
HCM Lane LOS	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	14	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	2049	1987	0	1801	0	0	1801	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	2049	1987	0	1801	0	0	1801	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		181			109			323			441	
Travel Time (s)		4.9			3.0			6.3			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
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
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1	1	0	1	0	0	0	0	0
Stage 1	0	0	-	-	-	-	-	-	-
Stage 2	1	1	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	-	1622	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	1022	895	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	1022	0	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	1022	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	1022	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

APPENDIX L1
CAPACITY ANALYSES

2040 Background-Optimized Conditions
Weekday Morning Peak Hour

Tighe&Bond

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1310	150	90	1130	1130	190	360	250	1030	270	90
Future Volume (vph)	190	1310	150	90	1130	1130	190	360	250	1030	270	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	10	11	10	12	11	12
Storage Length (ft)	225		0	175		500	430		100	500		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	200			175			75			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	3355	1501	1678	3471	1501	1620	3355	1449	3367	1699	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1678	3355	1501	1678	3471	1501	1620	3355	1449	3367	1699	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139			95			175		11	
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		877			839			636			734	
Travel Time (s)		14.9			10.4			10.8			14.3	
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	209	1440	165	93	1165	1165	216	409	284	1073	281	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	1440	165	93	1165	1165	216	409	284	1073	375	0
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Prot	Prot	NA	
Protected Phases	5	2	2 7	1	6	3 6	7	4	4	3	8	
Permitted Phases												
Detector Phase	5	2	2 7	1	6	3 6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		12.0	13.0	13.0	12.0	13.0	
Total Split (s)	21.0	69.0		11.0	59.0		26.0	21.0	21.0	49.0	44.0	
Total Split (%)	14.0%	46.0%		7.3%	39.3%		17.3%	14.0%	14.0%	32.7%	29.3%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None	None	None	None	
Act Effct Green (s)	16.0	62.0	87.8	6.0	52.0	103.0	20.8	15.0	15.0	44.0	38.2	
Actuated g/C Ratio	0.11	0.41	0.59	0.04	0.35	0.69	0.14	0.10	0.10	0.29	0.25	
v/c Ratio	1.17	1.04	0.18	1.39	0.97	1.10	0.96	1.22	0.94	1.09	0.85	
Control Delay	177.6	77.5	3.6	292.2	67.4	81.5	114.3	177.2	63.6	104.3	70.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	177.6	77.5	3.6	292.2	67.4	81.5	114.3	177.2	63.6	104.3	70.5	
LOS	F	E	A	F	E	F	F	F	E	F	E	
Approach Delay		82.3			82.8			126.8			95.6	
Approach LOS		F			F			F			F	

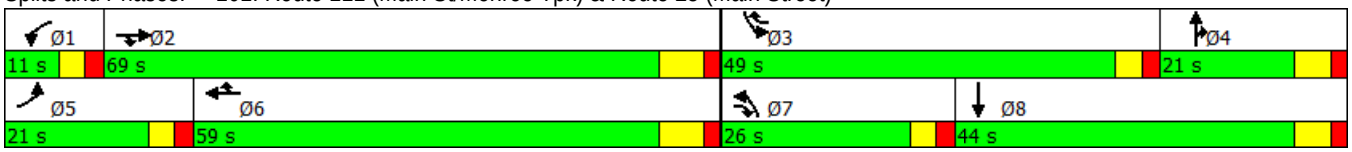
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~242	~797	10	~121	590	~1259	213	~257	113	~605	343	
Queue Length 95th (ft)	#413	#936	43	#244	#741	#1529	#366	#357	#282	#741	#517	
Internal Link Dist (ft)		797			759			556			654	
Turn Bay Length (ft)	225			175		500	430		100	500		
Base Capacity (vph)	178	1386	938	67	1203	1060	226	335	302	987	440	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.17	1.04	0.18	1.39	0.97	1.10	0.96	1.22	0.94	1.09	0.85	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.39			
Intersection Signal Delay: 91.5		Intersection LOS: F	
Intersection Capacity Utilization 103.8%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)

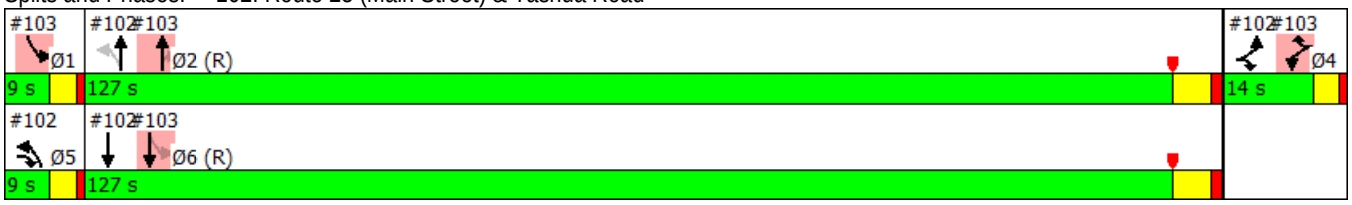


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	70	180	90	1310	1450	60	
Future Volume (vph)	70	180	90	1310	1450	60	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	12	12	
Storage Length (ft)	0	185	385			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		80				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850			0.995		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1694	1516	1694	1783	1835	0	
Flt Permitted	0.950		0.033				
Satd. Flow (perm)	1694	1516	59	1783	1835	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		94			5		
Link Speed (mph)	25			40	40		
Link Distance (ft)	661			1950	469		
Travel Time (s)	18.0			33.2	8.0		
Peak Hour Factor	0.83	0.83	0.91	0.91	0.97	0.97	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	84	217	99	1440	1495	62	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	84	217	99	1440	1557	0	
Turn Type	Prot	pt+ov	pm+pt	NA	NA		
Protected Phases	4	4 5	5	2	6		1
Permitted Phases			2				
Detector Phase	4	4 5	5	2	6		
Switch Phase							
Minimum Initial (s)	7.0		5.0	18.0	18.0		5.0
Minimum Split (s)	11.0		9.0	23.7	23.7		9.0
Total Split (s)	14.0		9.0	127.0	127.0		9.0
Total Split (%)	9.3%		6.0%	84.7%	84.7%		6%
Yellow Time (s)	3.0		3.0	4.3	4.3		3.0
All-Red Time (s)	1.0		1.0	1.4	1.4		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		4.0	5.7	5.7		
Lead/Lag			Lead	Lag	Lag		Lead
Lead-Lag Optimize?							
Recall Mode	None		None	C-Min	C-Min		None
Act Effct Green (s)	10.0	19.0	128.0	121.3	121.3		
Actuated g/C Ratio	0.07	0.13	0.85	0.81	0.81		
v/c Ratio	0.75	0.79	0.95	1.00	1.05		
Control Delay	104.8	56.4	109.0	38.4	33.2		
Queue Delay	0.0	0.0	0.0	17.4	20.1		
Total Delay	104.8	56.4	109.0	55.8	53.3		
LOS	F	E	F	E	D		
Approach Delay	69.9			59.2	53.3		
Approach LOS	E			E	D		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Queue Length 50th (ft)	82	120	48	1183	~290		
Queue Length 95th (ft)	#151	#203	#171	#1724	m#116		
Internal Link Dist (ft)	581			1870	389		
Turn Bay Length (ft)		185	385				
Base Capacity (vph)	112	274	104	1441	1484		
Starvation Cap Reductn	0	0	0	0	67		
Spillback Cap Reductn	0	0	0	74	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.75	0.79	0.95	1.05	1.10		

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 55 (37%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 57.5		Intersection LOS: E	
Intersection Capacity Utilization 99.2%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road

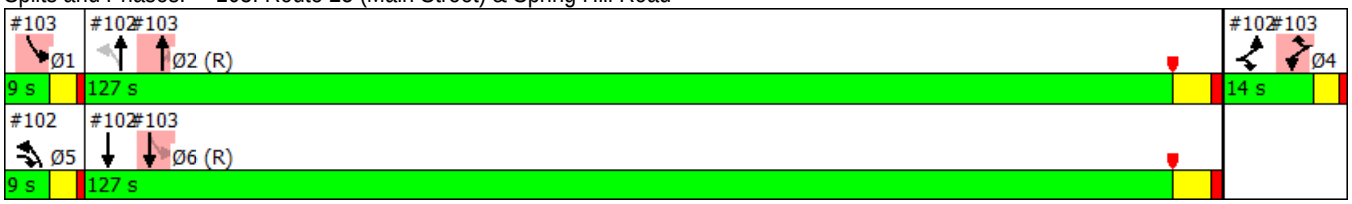


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	90	90	1240	140	100	1420	
Future Volume (vph)	90	90	1240	140	100	1420	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	11	11	
Storage Length (ft)	235	0		175	160		
Storage Lanes	1	1		1	1		
Taper Length (ft)	125				90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1620	1501	1766	1501	1678	1766	
Flt Permitted	0.950				0.049		
Satd. Flow (perm)	1620	1501	1766	1501	87	1766	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		113		113			
Link Speed (mph)	30		40			40	
Link Distance (ft)	483		469			490	
Travel Time (s)	11.0		8.0			8.4	
Peak Hour Factor	0.80	0.80	0.89	0.89	0.96	0.96	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	
Adj. Flow (vph)	113	113	1393	157	104	1479	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	113	113	1393	157	104	1479	
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA	
Protected Phases	4	4	2		1	6	5
Permitted Phases				2	6		
Detector Phase	4	4	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0	18.0	5.0
Minimum Split (s)	11.0	11.0	23.7	23.7	9.0	23.7	9.0
Total Split (s)	14.0	14.0	127.0	127.0	9.0	127.0	9.0
Total Split (%)	9.3%	9.3%	84.7%	84.7%	6.0%	84.7%	6%
Yellow Time (s)	3.0	3.0	4.3	4.3	3.0	4.3	3.0
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0	1.4	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	5.7	5.7	4.0	5.7	
Lead/Lag			Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	10.0	10.0	121.3	121.3	128.0	121.3	
Actuated g/C Ratio	0.07	0.07	0.81	0.81	0.85	0.81	
v/c Ratio	1.05	0.55	0.98	0.13	0.82	1.04	
Control Delay	164.3	21.6	15.0	0.5	40.0	34.9	
Queue Delay	0.0	0.0	15.4	0.0	0.0	0.0	
Total Delay	164.3	21.6	30.4	0.5	40.0	34.9	
LOS	F	C	C	A	D	C	
Approach Delay	92.9		27.4			35.3	
Approach LOS	F		C			D	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Queue Length 50th (ft)	~120	0	193	1	32	~1551	
Queue Length 95th (ft)	#213	44	m234	m1	m37	m#1711	
Internal Link Dist (ft)	403		389			410	
Turn Bay Length (ft)	235			175	160		
Base Capacity (vph)	108	205	1428	1235	127	1428	
Starvation Cap Reductn	0	0	83	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	1.05	0.55	1.04	0.13	0.82	1.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 55 (37%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 35.5		Intersection LOS: D	
Intersection Capacity Utilization 88.7%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road

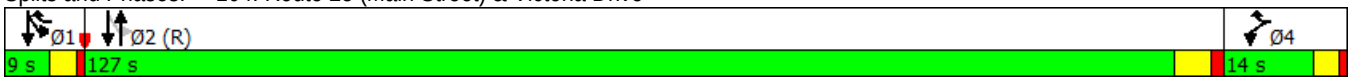


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	80	60	1110	180	80	1440
Future Volume (vph)	80	60	1110	180	80	1440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	15	11	12	12	12
Storage Length (ft)	0	140		360	250	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850	0.979			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1851	1708	3285	0	1736	1827
Flt Permitted	0.950				0.150	
Satd. Flow (perm)	1851	1708	3285	0	274	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		75	46			
Link Speed (mph)	25		40			40
Link Distance (ft)	515		1819			502
Travel Time (s)	14.0		31.0			8.6
Peak Hour Factor	0.80	0.80	0.86	0.86	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	100	75	1291	209	85	1532
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	75	1500	0	85	1532
Turn Type	Prot	pt+ov	NA		D.P+P	NA
Protected Phases	4	4 1	2		1	1 2
Permitted Phases					2	
Detector Phase	4	4 1	2		1	2
Switch Phase						
Minimum Initial (s)	7.0		18.0		5.0	
Minimum Split (s)	11.0		23.5		9.0	
Total Split (s)	14.0		127.0		9.0	
Total Split (%)	9.3%		84.7%		6.0%	
Yellow Time (s)	3.0		4.2		3.0	
All-Red Time (s)	1.0		1.3		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.0		5.5		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Min		None	
Act Effct Green (s)	9.9	18.9	121.6		128.1	132.1
Actuated g/C Ratio	0.07	0.13	0.81		0.85	0.88
v/c Ratio	0.82	0.27	0.56		0.30	0.95
Control Delay	111.8	14.2	7.1		1.0	12.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	111.8	14.2	7.1		1.0	12.5
LOS	F	B	A		A	B
Approach Delay	70.0		7.1			11.9
Approach LOS	E		A			B

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	98	0	317		4	1461
Queue Length 95th (ft)	#169	36	m331		m4	m1438
Internal Link Dist (ft)	435		1739			422
Turn Bay Length (ft)		140			250	
Base Capacity (vph)	123	272	2670		282	1608
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.81	0.28	0.56		0.30	0.95

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 62 (41%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 12.8		Intersection LOS: B	
Intersection Capacity Utilization 88.3%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive

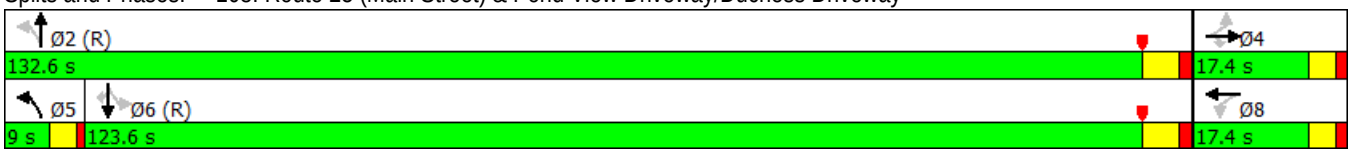


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	0	224	3	0	10	101	1025	22	13	1340	207
Future Volume (vph)	85	0	224	3	0	10	101	1025	22	13	1340	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	10	11	12	12	11	10
Storage Length (ft)	0		0	0		0	150		260	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	25			25			80			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.899			0.997				0.850
Flt Protected		0.950			0.988		0.950					
Satd. Flow (prot)	0	1678	1501	0	1623	0	1620	3345	0	0	1766	1449
Flt Permitted		0.747			0.931		0.033				0.985	
Satd. Flow (perm)	0	1319	1501	0	1529	0	56	3345	0	0	1740	1449
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146		49			7				188
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		180			127			1827			378	
Travel Time (s)		4.9			3.5			31.1			6.4	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.93	0.93	0.93	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	100	0	264	4	0	12	109	1102	24	13	1381	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	264	0	16	0	109	1126	0	0	1394	213
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	15.0		15.0	15.0	15.0
Minimum Split (s)	11.5	11.5	11.5	11.5	11.5		9.0	20.7		20.7	20.7	20.7
Total Split (s)	17.4	17.4	17.4	17.4	17.4		9.0	132.6		123.6	123.6	123.6
Total Split (%)	11.6%	11.6%	11.6%	11.6%	11.6%		6.0%	88.4%		82.4%	82.4%	82.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.2		4.2	4.2	4.2
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.0	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.0	5.7			5.7	5.7
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		C-Min	C-Min	C-Min
Act Effct Green (s)		12.9	12.9		12.9		128.6	126.9			117.9	117.9
Actuated g/C Ratio		0.09	0.09		0.09		0.86	0.85			0.79	0.79
v/c Ratio		0.88	1.01		0.09		1.09	0.40			1.02	0.18
Control Delay		124.5	86.8		1.0		141.8	4.5			27.7	1.6
Queue Delay		0.0	0.0		0.0		0.0	0.0			31.7	1.3
Total Delay		124.5	86.8		1.0		141.8	4.5			59.4	2.9
LOS		F	F		A		F	A			E	A
Approach Delay		97.2			1.0			16.6			51.9	
Approach LOS		F			A			B			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		99	~125		0		~75	132			~1434	14
Queue Length 95th (ft)		#197	#278		0		#209	187			m499	m8
Internal Link Dist (ft)		100			47			1747			298	
Turn Bay Length (ft)							150					
Base Capacity (vph)		113	262		176		100	2830			1367	1179
Starvation Cap Reductn		0	0		0		0	0			369	766
Spillback Cap Reductn		0	0		0		0	152			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		0.88	1.01		0.09		1.09	0.42			1.40	0.52

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 120 (80%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 43.3		Intersection LOS: D	
Intersection Capacity Utilization 103.8%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway



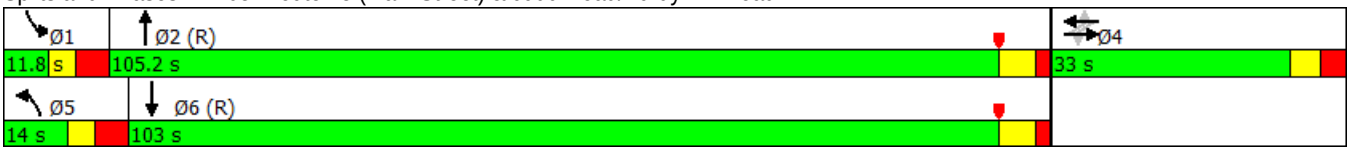
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	60	100	150	90	90	90	1000	30	10	1310	40
Future Volume (vph)	90	60	100	150	90	90	90	1000	30	10	1310	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	10	11	12	10	11	12
Storage Length (ft)	120		0	125		0	220		600	130		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	75			75			120			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.906			0.925			0.996			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	1655	0	1678	1634	0	1620	3342	0	1620	1759	0
Flt Permitted	0.418			0.418			0.950			0.950		
Satd. Flow (perm)	738	1655	0	738	1634	0	1620	3342	0	1620	1759	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		49						4				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		709			302			378			457	
Travel Time (s)		19.3			8.2			6.4			7.8	
Peak Hour Factor	0.80	0.80	0.80	0.90	0.90	0.90	0.93	0.93	0.93	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	113	75	125	167	100	100	97	1075	32	10	1351	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	200	0	167	200	0	97	1107	0	10	1392	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	33.0	33.0		33.0	33.0		14.0	105.2		11.8	103.0	
Total Split (%)	22.0%	22.0%		22.0%	22.0%		9.3%	70.1%		7.9%	68.7%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	26.6	26.6		26.6	26.6		7.2	106.3		5.0	97.0	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.05	0.71		0.03	0.65	
v/c Ratio	0.87	0.60		1.28	0.69		1.26	0.47		0.19	1.22	
Control Delay	109.7	50.9		221.3	71.5		235.2	14.0		75.1	124.1	
Queue Delay	0.0	16.0		11.4	0.0		0.0	0.4		0.0	0.2	
Total Delay	109.7	66.9		232.7	71.5		235.2	14.4		75.1	124.3	
LOS	F	E		F	E		F	B		E	F	
Approach Delay		82.3			144.9			32.2			123.9	
Approach LOS		F			F			C			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	109	138		~206	186		~118	253		10	~1671	
Queue Length 95th (ft)	#190	192		#362	279		m#236	443		m10	m#1640	
Internal Link Dist (ft)		629			222			298			377	
Turn Bay Length (ft)	120			125			220			130		
Base Capacity (vph)	130	333		130	289		77	2369		54	1137	
Starvation Cap Reductn	0	0		0	0		0	704		0	0	
Spillback Cap Reductn	0	115		50	0		0	0		0	43	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.87	0.92		2.09	0.69		1.26	0.66		0.19	1.27	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 142 (95%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.28
Intersection Signal Delay: 88.7 Intersection LOS: F
Intersection Capacity Utilization 108.1% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road

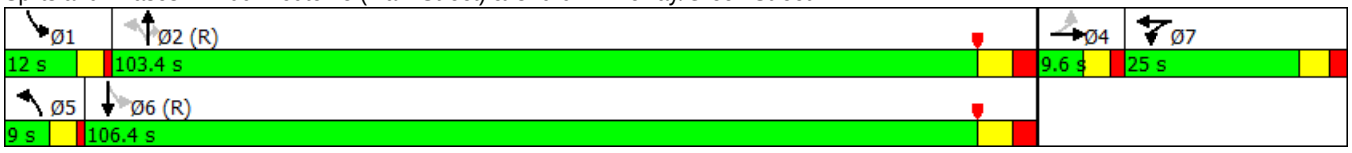


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	50	0	390	0	1050	10	150	1340	0
Future Volume (vph)	0	0	0	50	0	390	0	1050	10	150	1340	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	11	11	12	10	11	11	11	11	12
Storage Length (ft)	0		0	115		0	40		175	100		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			65			65			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1722	0	1694	1516	0	1722	1783	1516	1694	1783	0
Flt Permitted				0.950						0.075		
Satd. Flow (perm)	0	1722	0	1694	1516	0	1722	1783	1516	134	1783	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					192				81			
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		126			720			472			557	
Travel Time (s)		3.4			19.6			8.0			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.83	0.83	0.83	0.90	0.90	0.90	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	0	60	0	470	0	1167	11	160	1426	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	60	470	0	0	1167	11	160	1426	0
Turn Type				Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		7	7		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	4	4		7	7		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0	25.0	5.0	25.0	
Minimum Split (s)	9.6	9.6		10.5	10.5		9.0	31.8	31.8	9.0	31.8	
Total Split (s)	9.6	9.6		25.0	25.0		9.0	103.4	103.4	12.0	106.4	
Total Split (%)	6.4%	6.4%		16.7%	16.7%		6.0%	68.9%	68.9%	8.0%	70.9%	
Yellow Time (s)	3.0	3.0		3.3	3.3		3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	1.6	1.6		2.2	2.2		1.0	2.9	2.9	1.0	2.9	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		5.5	5.5		4.0	6.8	6.8	4.0	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)				19.5	19.5			106.2	106.2	121.0	118.2	
Actuated g/C Ratio				0.13	0.13			0.71	0.71	0.81	0.79	
v/c Ratio				0.27	1.29			0.92	0.01	0.84	1.01	
Control Delay				62.6	179.0			31.5	0.0	60.2	39.5	
Queue Delay				0.0	1.9			2.2	0.0	0.0	32.5	
Total Delay				62.6	180.9			33.7	0.0	60.2	72.1	
LOS				E	F			C	A	E	E	
Approach Delay					167.5			33.4			70.9	
Approach LOS					F			C			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)				54	~413			531	0	56	~1475	
Queue Length 95th (ft)				93	#547			#931	m0	m#136	#1776	
Internal Link Dist (ft)		46			640			392			477	
Turn Bay Length (ft)				115					175	100		
Base Capacity (vph)				220	364			1262	1096	191	1405	
Starvation Cap Reductn				0	0			0	0	0	226	
Spillback Cap Reductn				0	57			38	0	0	0	
Storage Cap Reductn				0	0			0	0	0	0	
Reduced v/c Ratio				0.27	1.53			0.95	0.01	0.84	1.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 49 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.29			
Intersection Signal Delay: 73.0		Intersection LOS: E	
Intersection Capacity Utilization 112.4%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



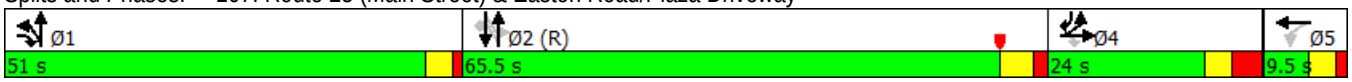
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	0	440	0	10	0	490	960	0	0	1090	530
Future Volume (vph)	220	0	440	0	10	0	490	960	0	0	1090	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	11	11	10	11	11
Storage Length (ft)	375		370	0		0	250		0	280		170
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	100			25			200			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850									0.850
Flt Protected	0.950	0.950					0.950					
Satd. Flow (prot)	1625	1625	1531	0	1863	0	1652	1801	0	0	3421	1531
Flt Permitted	0.950	0.950					0.086					
Satd. Flow (perm)	1625	1625	1531	0	1863	0	150	1801	0	0	3421	1531
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			99									197
Link Speed (mph)		40			25			40			40	
Link Distance (ft)		745			139			557			391	
Travel Time (s)		12.7			3.8			9.5			6.7	
Peak Hour Factor	0.81	0.81	0.81	0.80	0.80	0.80	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	272	0	543	0	13	0	533	1043	0	0	1225	596
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	136	136	543	0	13	0	533	1043	0	0	1225	596
Turn Type	Split	NA	pm+ov		NA		D.P+P	NA			NA	pm+ov
Protected Phases	4	4	1		5		1	1 2			2	4
Permitted Phases			4	5			2			2		2
Detector Phase	4	4	1	5	5		1	2		2	2	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	5.0	5.0	5.0		5.0			15.0	15.0	10.0
Minimum Split (s)	16.6	16.6	9.0	9.5	9.5		9.0			20.5	20.5	16.6
Total Split (s)	24.0	24.0	51.0	9.5	9.5		51.0			65.5	65.5	24.0
Total Split (%)	16.0%	16.0%	34.0%	6.3%	6.3%		34.0%			43.7%	43.7%	16.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.9	3.9	3.0
All-Red Time (s)	3.6	3.6	1.0	1.5	1.5		1.0			1.6	1.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0				0.0	0.0
Total Lost Time (s)	6.6	6.6	4.0		4.5		4.0				5.5	6.6
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	None
Act Effct Green (s)	15.5	15.5	66.2		5.0		116.1	120.1			68.9	89.9
Actuated g/C Ratio	0.10	0.10	0.44		0.03		0.77	0.80			0.46	0.60
v/c Ratio	0.81	0.81	0.74		0.21		0.93	0.72			0.78	0.60
Control Delay	98.9	98.9	33.1		78.6		38.8	10.4			39.9	15.6
Queue Delay	0.0	0.0	0.0		0.0		12.3	32.0			0.9	0.0
Total Delay	98.9	98.9	33.1		78.6		51.2	42.4			40.8	15.6
LOS	F	F	C		E		D	D			D	B
Approach Delay		55.1			78.6			45.3			32.6	
Approach LOS		E			E			D			C	
Queue Length 50th (ft)	137	137	343		13		430	456			518	221

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	194	194	348		33		m426	m650			677	385
Internal Link Dist (ft)		665			59			477			311	
Turn Bay Length (ft)	375		370				250					170
Base Capacity (vph)	188	188	743		62		587	1442			1571	1013
Starvation Cap Reductn	0	0	0		0		51	454			0	0
Spillback Cap Reductn	0	0	3		0		0	0			135	0
Storage Cap Reductn	0	0	0		0		0	0			0	0
Reduced v/c Ratio	0.72	0.72	0.73		0.21		0.99	1.06			0.85	0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 41.8		Intersection LOS: D	
Intersection Capacity Utilization 106.8%		ICU Level of Service G	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	10	1300	280	70	1330
Future Volume (vph)	40	10	1300	280	70	1330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Storage Length (ft)	0	60		0	225	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				65	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.973			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3444	0	1711	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3444	0	1711	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		13	59			
Link Speed (mph)	25		30			35
Link Distance (ft)	350		188			421
Travel Time (s)	9.5		4.3			8.2
Peak Hour Factor	0.80	0.80	0.90	0.90	0.90	0.90
Adj. Flow (vph)	50	13	1444	311	78	1478
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	13	1755	0	78	1478
Turn Type	Prot	Prot	NA		Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases						
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		5.0	15.0
Minimum Split (s)	10.5	10.5	20.9		9.0	20.9
Total Split (s)	11.0	11.0	80.0		14.0	94.0
Total Split (%)	10.5%	10.5%	76.2%		13.3%	89.5%
Yellow Time (s)	3.0	3.0	4.4		3.0	4.4
All-Red Time (s)	0.5	0.5	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	3.5	5.9		4.0	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)	7.3	7.3	81.0		8.5	91.6
Actuated g/C Ratio	0.07	0.07	0.77		0.08	0.87
v/c Ratio	0.41	0.11	0.66		0.57	0.48
Control Delay	57.0	23.8	8.8		47.2	3.6
Queue Delay	0.0	0.0	0.0		0.0	0.3
Total Delay	57.0	23.8	8.8		47.2	3.8
LOS	E	C	A		D	A
Approach Delay	50.2		8.8			6.0
Approach LOS	D		A			A
Queue Length 50th (ft)	33	0	303		55	137

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	63	16	390		m81	200
Internal Link Dist (ft)	270		108			341
Turn Bay Length (ft)		60			225	
Base Capacity (vph)	126	125	2669		162	3086
Starvation Cap Reductn	0	0	0		0	776
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.40	0.10	0.66		0.48	0.64

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 19 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 8.3		Intersection LOS: A	
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	10	170	50	10	30	210	1040	60	40	1180	50
Future Volume (vph)	50	10	170	50	10	30	210	1040	60	40	1180	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	11	12	12	12	12	12
Storage Length (ft)	0		130	90		0	250		250	200		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			60			125			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.859			0.888				0.850		0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1690	0	1752	1747	0	1694	3505	1568	1752	3484	0
Flt Permitted	0.724			0.294			0.950			0.950		
Satd. Flow (perm)	1336	1690	0	542	1747	0	1694	3505	1568	1752	3484	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		213			38				66		6	
Link Speed (mph)		25			25			35			40	
Link Distance (ft)		274			273			421			425	
Travel Time (s)		7.5			7.4			8.2			7.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	63	13	213	63	13	38	231	1143	66	44	1311	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	226	0	63	51	0	231	1143	66	44	1367	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4					2			
Detector Phase	4	4		4	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.8	11.8		11.8	11.8		9.1	19.9	19.9	9.1	19.9	
Total Split (s)	24.0	24.0		24.0	24.0		26.0	69.8	69.8	11.2	55.0	
Total Split (%)	22.9%	22.9%		22.9%	22.9%		24.8%	66.5%	66.5%	10.7%	52.4%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4	4.4	3.0	4.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.1	0.5	0.5	1.1	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8		4.1	4.9	4.9	4.1	4.9	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	13.6	13.6		13.6	13.6		17.9	75.0	75.0	6.5	59.7	
Actuated g/C Ratio	0.13	0.13		0.13	0.13		0.17	0.71	0.71	0.06	0.57	
v/c Ratio	0.36	0.56		0.90	0.20		0.80	0.46	0.06	0.41	0.69	
Control Delay	45.9	12.2		127.8	18.2		65.2	2.1	0.3	57.8	8.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.2	0.0	0.0	0.0	
Total Delay	45.9	12.2		127.8	18.2		65.2	2.2	0.3	57.8	8.6	
LOS	D	B		F	B		E	A	A	E	A	
Approach Delay		19.6			78.8			12.3			10.2	
Approach LOS		B			E			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	39	8		42	8		134	10	0	32	100	
Queue Length 95th (ft)	67	49		#86	33		207	74	m2	m59	137	
Internal Link Dist (ft)		194			193			341			345	
Turn Bay Length (ft)				90			250		250	200		
Base Capacity (vph)	244	483		99	350		353	2503	1138	118	1983	
Starvation Cap Reductn	0	0		0	0		0	495	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.26	0.47		0.64	0.15		0.65	0.57	0.06	0.37	0.69	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 26 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 14.3 Intersection LOS: B
Intersection Capacity Utilization 78.2% ICU Level of Service D
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr

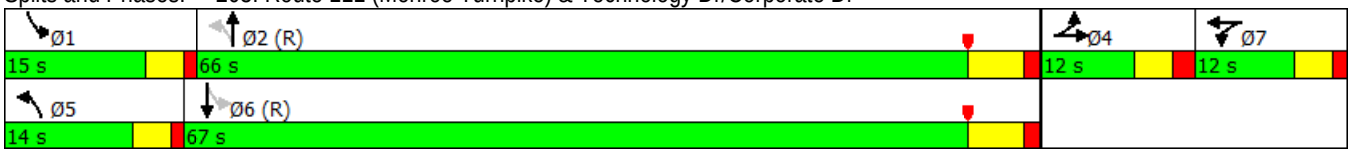


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	30	50	0	20	110	640	280	160	1190	100
Future Volume (vph)	20	0	30	50	0	20	110	640	280	160	1190	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	11	10	12	11	12	12	11	12	12
Storage Length (ft)	0		115	0		125	150		0	325		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.861			0.912			0.954			0.988	
Flt Protected	0.950	0.996		0.950	0.980		0.950			0.950		
Satd. Flow (prot)	1625	1568	0	1625	1476	0	1711	3376	0	1711	3497	0
Flt Permitted	0.950	0.996		0.950	0.980		0.156			0.232		
Satd. Flow (perm)	1625	1568	0	1625	1476	0	281	3376	0	418	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		114			119			110			14	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		311			293			1088			554	
Travel Time (s)		8.5			8.0			18.5			9.4	
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.88	0.88	0.88	0.96	0.96	0.96
Adj. Flow (vph)	25	0	37	60	0	24	125	727	318	167	1240	104
Shared Lane Traffic (%)	10%			28%								
Lane Group Flow (vph)	22	40	0	43	41	0	125	1045	0	167	1344	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.7	9.7		9.2	9.2		9.0	20.8		9.0	20.8	
Total Split (s)	12.0	12.0		12.0	12.0		14.0	66.0		15.0	67.0	
Total Split (%)	11.4%	11.4%		11.4%	11.4%		13.3%	62.9%		14.3%	63.8%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.7	1.7		1.2	1.2		1.0	1.4		1.0	1.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.2	4.2		4.0	5.8		4.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	5.5	5.5		6.5	6.5		79.1	71.2		80.7	71.9	
Actuated g/C Ratio	0.05	0.05		0.06	0.06		0.75	0.68		0.77	0.68	
v/c Ratio	0.26	0.21		0.43	0.20		0.42	0.45		0.41	0.56	
Control Delay	55.1	2.5		60.6	2.3		12.2	6.9		4.0	4.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	55.1	2.5		60.6	2.3		12.2	6.9		4.0	4.4	
LOS	E	A		E	A		B	A		A	A	
Approach Delay		21.2			32.1			7.4			4.4	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	15	0		29	0		16	92		7	110	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	37	0		63	0		64	133		12	128	
Internal Link Dist (ft)		231			213			1008			474	
Turn Bay Length (ft)							150			325		
Base Capacity (vph)	112	215		120	219		357	2323		468	2400	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.20	0.19		0.36	0.19		0.35	0.45		0.36	0.56	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 23 (22%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 6.8		Intersection LOS: A	
Intersection Capacity Utilization 62.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr



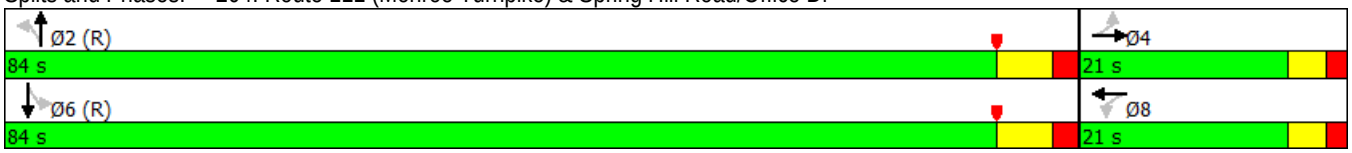
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	0	30	0	0	0	10	630	0	0	1430	100
Future Volume (vph)	50	0	30	0	0	0	10	630	0	0	1430	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.949									0.990	
Flt Protected		0.970						0.999				
Satd. Flow (prot)	0	1738	0	0	1888	0	0	3468	0	0	3436	0
Flt Permitted		0.810						0.919				
Satd. Flow (perm)	0	1451	0	0	1888	0	0	3190	0	0	3436	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36									19	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		364			150			1529			547	
Travel Time (s)		9.9			4.1			26.1			9.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.90	0.90	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	63	0	38	0	0	0	11	700	0	0	1459	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	101	0	0	0	0	0	711	0	0	1561	0
Turn Type	Perm	NA					Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		21.5	21.5		21.5	21.5	
Total Split (s)	21.0	21.0		21.0	21.0		84.0	84.0		84.0	84.0	
Total Split (%)	20.0%	20.0%		20.0%	20.0%		80.0%	80.0%		80.0%	80.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	1.7	1.7		1.7	1.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		9.9						83.9			83.9	
Actuated g/C Ratio		0.09						0.80			0.80	
v/c Ratio		0.59						0.28			0.57	
Control Delay		43.9						4.1			2.6	
Queue Delay		0.0						0.0			0.3	
Total Delay		43.9						4.1			2.9	
LOS		D						A			A	
Approach Delay		43.9						4.1			2.9	
Approach LOS		D						A			A	
Queue Length 50th (ft)		42						75			76	
Queue Length 95th (ft)		78						98			m110	
Internal Link Dist (ft)		284			70			1449			467	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		255						2548			2747	
Starvation Cap Reductn		0						0			542	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.40						0.28			0.71	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 91 (87%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 5.0		Intersection LOS: A	
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr

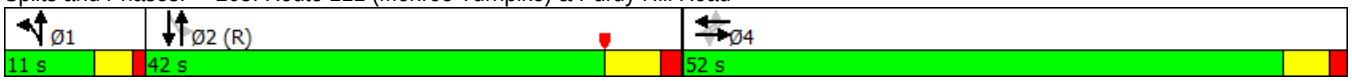


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	80	170	350	140	50	90	510	80	30	1010	50
Future Volume (vph)	60	80	170	350	140	50	90	510	80	30	1010	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	11	12	12
Storage Length (ft)	0		130	110		0	350		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.898			0.961			0.980			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1641	0	1736	1756	0	1678	3402	0	1678	3447	0
Flt Permitted	0.588			0.494			0.950			0.402		
Satd. Flow (perm)	1074	1641	0	902	1756	0	1678	3402	0	710	3447	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		132			22			22			5	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		468			420			547			444	
Travel Time (s)		10.6			11.5			9.3			7.6	
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.90	0.90	0.90	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	72	96	205	393	157	56	100	567	89	32	1086	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	301	0	393	213	0	100	656	0	32	1140	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4			4						2		
Detector Phase	4	4		4	4		1	2		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0			15.0	15.0	
Minimum Split (s)	13.1	13.1		13.1	13.1		9.0			21.1	21.1	
Total Split (s)	52.0	52.0		52.0	52.0		11.0			42.0	42.0	
Total Split (%)	49.5%	49.5%		49.5%	49.5%		10.5%			40.0%	40.0%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0			4.4	4.4	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0			1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0			0.0	0.0	
Total Lost Time (s)	5.1	5.1		5.1	5.1		4.0			6.1	6.1	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None			C-Max	C-Max	
Act Effct Green (s)	46.5	46.5		46.5	46.5		7.0	49.4		36.3	36.3	
Actuated g/C Ratio	0.44	0.44		0.44	0.44		0.07	0.47		0.35	0.35	
v/c Ratio	0.15	0.38		0.98	0.27		0.90	0.41		0.13	0.95	
Control Delay	18.4	11.9		72.4	17.5		122.6	7.3		17.0	36.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.4	11.9		72.4	17.5		122.6	7.3		17.0	36.3	
LOS	B	B		E	B		F	A		B	D	
Approach Delay		13.2			53.1			22.5			35.8	
Approach LOS		B			D			C			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	28	68		252	78		58	38		12	374	
Queue Length 95th (ft)	53	114		#447	128		#177	55		m15	m374	
Internal Link Dist (ft)		388			340			467			364	
Turn Bay Length (ft)				110			350			125		
Base Capacity (vph)	479	806		402	796		111	1612		245	1194	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.37		0.98	0.27		0.90	0.41		0.13	0.95	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 61 (58%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 33.0		Intersection LOS: C	
Intersection Capacity Utilization 85.5%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road

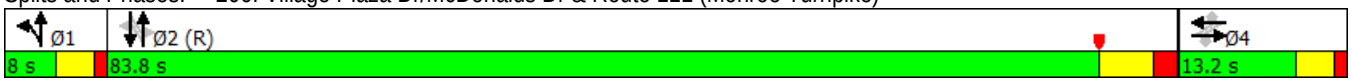


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	20	60	0	50	30	470	50	70	1210	10
Future Volume (vph)	10	0	20	60	0	50	30	470	50	70	1210	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	15	14	11	11	12	10	11	12
Storage Length (ft)	0		0	0		35	120		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			80			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.986			0.999	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1678	1501	0	1909	1656	1678	1741	0	1620	1764	0
Flt Permitted		0.694			0.749		0.050			0.444		
Satd. Flow (perm)	0	1226	1501	0	1505	1656	88	1741	0	757	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			76		22			1	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		121			198			441			636	
Travel Time (s)		3.3			5.4			8.6			12.4	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.89	0.89	0.89	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	13	0	25	75	0	63	34	528	56	80	1375	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	25	0	75	63	34	584	0	80	1386	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4		4	2			2		
Detector Phase	4	4	4	4	4	4	1	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	4.0			36.0	36.0	
Minimum Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	8.0			42.3	42.3	
Total Split (s)	13.2	13.2	13.2	13.2	13.2	13.2	8.0			83.8	83.8	
Total Split (%)	12.6%	12.6%	12.6%	12.6%	12.6%	12.6%	7.6%			79.8%	79.8%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.2	4.2	
All-Red Time (s)	1.1	1.1	1.1	1.1	1.1	1.1	1.0			2.1	2.1	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Lost Time (s)		4.1	4.1		4.1	4.1	4.0			6.3	6.3	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max			C-Min	C-Min	
Act Effct Green (s)		9.1	9.1		9.1	9.1	86.5	91.3		80.2	80.2	
Actuated g/C Ratio		0.09	0.09		0.09	0.09	0.82	0.87		0.76	0.76	
v/c Ratio		0.12	0.13		0.58	0.30	0.26	0.39		0.14	1.03	
Control Delay		47.3	1.3		64.6	11.8	10.8	2.7		3.5	35.5	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		47.3	1.3		64.6	11.8	10.8	2.7		3.5	35.5	
LOS		D	A		E	B	B	A		A	D	
Approach Delay		17.0			40.5			3.2			33.8	
Approach LOS		B			D			A			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		8	0		49	0	2	44		13	~1024	
Queue Length 95th (ft)		24	0		86	22	21	102		m13	m#1143	
Internal Link Dist (ft)		41			118			361			556	
Turn Bay Length (ft)						35	120			135		
Base Capacity (vph)		106	199		130	212	132	1516		577	1346	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.12	0.13		0.58	0.30	0.26	0.39		0.14	1.03	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 3 (3%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 25.5		Intersection LOS: C	
Intersection Capacity Utilization 91.4%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)

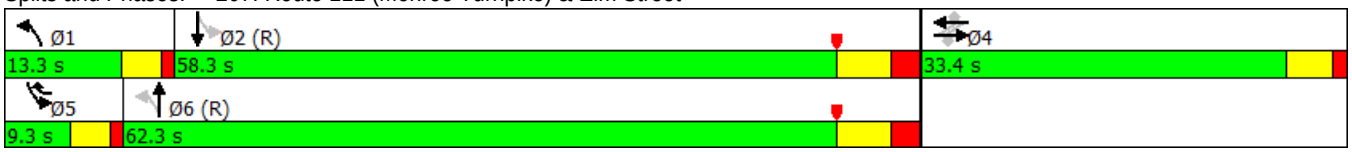


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	190	430	60	130	40	150	300	40	40	800	60
Future Volume (vph)	40	190	430	60	130	40	150	300	40	40	800	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	9	12	11	10	11	11	12	10	12	12
Storage Length (ft)	0		125	100		0	160		0	95		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			100			70			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.982			0.990	
Flt Protected		0.991			0.984		0.950			0.950		
Satd. Flow (prot)	0	1629	1398	0	1738	1449	1678	1734	0	1620	1809	0
Flt Permitted		0.861			0.621		0.069			0.492		
Satd. Flow (perm)	0	1416	1398	0	1097	1449	122	1734	0	839	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			206			47		10			5	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		385			483			814			737	
Travel Time (s)		8.8			11.0			15.9			14.4	
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.82	0.82	0.82	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	46	218	494	70	151	47	183	366	49	41	825	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	264	494	0	221	47	183	415	0	41	887	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.9	9.9	9.9	9.9	9.9	9.2	9.2	21.6		9.2	21.6	
Total Split (s)	33.4	33.4	33.4	33.4	33.4	9.3	13.3	62.3		9.3	58.3	
Total Split (%)	31.8%	31.8%	31.8%	31.8%	31.8%	8.9%	12.7%	59.3%		8.9%	55.5%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.2	3.2	4.2		3.2	4.2	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.2	1.0	1.0	2.4		1.0	2.4	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.9	4.9		4.9	4.2	4.2	6.6		4.2	6.6	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		26.9	26.9		26.9	36.9	68.8	59.1		61.1	53.6	
Actuated g/C Ratio		0.26	0.26		0.26	0.35	0.66	0.56		0.58	0.51	
v/c Ratio		0.73	0.97		0.79	0.09	0.88	0.42		0.08	0.96	
Control Delay		48.0	55.5		56.7	6.8	54.1	15.8		8.0	40.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		48.0	55.5		56.7	6.8	54.1	15.8		8.0	40.8	
LOS		D	E		E	A	D	B		A	D	
Approach Delay		52.8			48.0			27.5			39.3	
Approach LOS		D			D			C			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		159	205		135	0	81	202		5	514	
Queue Length 95th (ft)		242	#386		#230	22	#159	249		m20	#846	
Internal Link Dist (ft)		305			403			734			657	
Turn Bay Length (ft)			125				160			95		
Base Capacity (vph)		384	529		297	540	214	981		525	926	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.69	0.93		0.74	0.09	0.86	0.42		0.08	0.96	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 80 (76%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 41.5		Intersection LOS: D	
Intersection Capacity Utilization 96.2%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street

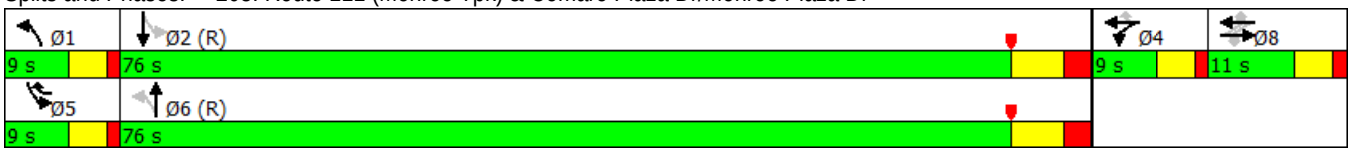


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	60	50	0	30	30	290	10	30	800	30
Future Volume (vph)	20	0	60	50	0	30	30	290	10	30	800	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	10	11	10	11	12	10	11	12
Storage Length (ft)	0		0	0		0	450		0	145		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			55			105		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.995			0.995	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1662	1538	0	1604	1487	1604	1740	0	1604	1740	0
Flt Permitted		0.800			0.800		0.235			0.532		
Satd. Flow (perm)	0	1399	1538	0	1351	1487	397	1740	0	898	1740	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			118			36		4			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		102			224			737			443	
Travel Time (s)		2.8			6.1			14.4			8.6	
Peak Hour Factor	0.80	0.80	0.80	0.83	0.83	0.83	0.85	0.85	0.85	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	25	0	75	60	0	36	35	341	12	32	851	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	75	0	60	36	35	353	0	32	883	0
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8		4	4 8	5	1	6		5	2	
Permitted Phases	8		8	8		4 8	6			2		
Detector Phase	8	8	8	4	4 8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.3	9.3	9.3	9.0		9.0	9.0	21.4		9.0	21.4	
Total Split (s)	11.0	11.0	11.0	9.0		9.0	9.0	76.0		9.0	76.0	
Total Split (%)	10.5%	10.5%	10.5%	8.6%		8.6%	8.6%	72.4%		8.6%	72.4%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0	4.2		3.0	4.2	
All-Red Time (s)	1.3	1.3	1.3	1.0		1.0	1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.3	4.3			4.0	4.0	6.4		4.0	6.4	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None	None	C-Min		None	C-Min	
Act Effct Green (s)		6.0	6.0		10.3	20.7	82.1	77.0		82.9	78.8	
Actuated g/C Ratio		0.06	0.06		0.10	0.20	0.78	0.73		0.79	0.75	
v/c Ratio		0.31	0.38		0.41	0.11	0.10	0.28		0.04	0.68	
Control Delay		57.6	8.1		49.2	11.1	2.0	3.7		2.6	9.5	
Queue Delay		0.0	0.1		0.0	0.0	0.0	0.0		0.0	1.0	
Total Delay		57.6	8.2		49.2	11.1	2.0	3.7		2.6	10.5	
LOS		E	A		D	B	A	A		A	B	
Approach Delay		20.6			34.9			3.5			10.2	
Approach LOS		C			C			A			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		16	0		36	0	2	34		3	216	
Queue Length 95th (ft)		39	5		69	22	m5	41		m5	412	
Internal Link Dist (ft)		22			144			657			363	
Turn Bay Length (ft)							450			145		
Base Capacity (vph)		89	208		153	321	367	1277		742	1306	
Starvation Cap Reductn		0	0		0	0	0	0		0	193	
Spillback Cap Reductn		0	6		0	0	0	0		0	91	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.28	0.37		0.39	0.11	0.10	0.28		0.04	0.79	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 104 (99%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 64.5%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr

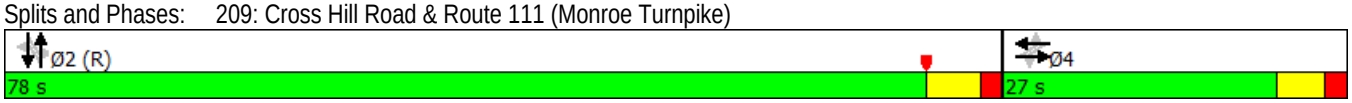


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	10	30	120	60	40	10	300	30	10	710	210
Future Volume (vph)	120	10	30	120	60	40	10	300	30	10	710	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	12	12	10	11	12	10	11	12
Storage Length (ft)	90		0	0		95	90		0	45		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			25			105			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.888			0.940			0.986			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1604	1553	0	1719	1701	0	1604	1725	0	1604	1690	0
Flt Permitted	0.643			0.724			0.193			0.529		
Satd. Flow (perm)	1086	1553	0	1310	1701	0	326	1725	0	893	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			29			11			32	
Link Speed (mph)		25			30			35			40	
Link Distance (ft)		354			360			443			949	
Travel Time (s)		9.7			8.2			8.6			16.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.89	0.89	0.89	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	150	13	38	150	75	50	11	337	34	11	747	221
Shared Lane Traffic (%)												
Lane Group Flow (vph)	150	51	0	150	125	0	11	371	0	11	968	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	12.6	12.6		12.6	12.6		26.0	26.0		26.0	26.0	
Total Split (s)	27.0	27.0		27.0	27.0		78.0	78.0		78.0	78.0	
Total Split (%)	25.7%	25.7%		25.7%	25.7%		74.3%	74.3%		74.3%	74.3%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.2	4.2		4.2	4.2	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	18.0	18.0		18.0	18.0		75.4	75.4		75.4	75.4	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.72	0.72		0.72	0.72	
v/c Ratio	0.81	0.17		0.67	0.40		0.05	0.30		0.02	0.79	
Control Delay	71.7	16.7		54.9	32.2		3.0	2.9		1.4	10.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.2		0.0	0.5	
Total Delay	71.7	16.7		54.9	32.2		3.0	3.1		1.4	11.0	
LOS	E	B		D	C		A	A		A	B	
Approach Delay		57.8			44.6			3.1			10.9	
Approach LOS		E			D			A			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	96	7		93	56		1	22		1	108	
Queue Length 95th (ft)	144	33		138	94		4	57		m0	323	
Internal Link Dist (ft)		274			280			363			869	
Turn Bay Length (ft)	90						90			45		
Base Capacity (vph)	221	346		266	369		233	1241		640	1221	
Starvation Cap Reductn	0	0		0	0		0	334		0	0	
Spillback Cap Reductn	0	1		0	0		0	0		0	54	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.68	0.15		0.56	0.34		0.05	0.41		0.02	0.83	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 19.5		Intersection LOS: B	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)

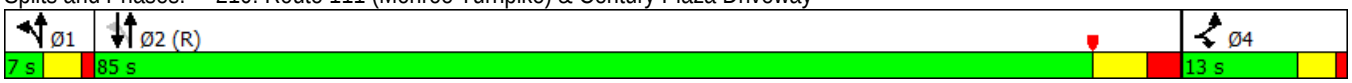


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	30	20	440	900	30
Future Volume (vph)	10	30	20	440	900	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	11	12
Storage Length (ft)	0	0	280			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		175			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.996	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1662	1538	1662	1749	1742	0
Flt Permitted	0.950		0.242			
Satd. Flow (perm)	1662	1538	423	1749	1742	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		38			4	
Link Speed (mph)	25			40	40	
Link Distance (ft)	142			949	728	
Travel Time (s)	3.9			16.2	12.4	
Peak Hour Factor	0.80	0.80	0.83	0.83	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	13	38	24	530	938	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	38	24	530	969	0
Turn Type	Prot	Prot	D.P+P	NA	NA	
Protected Phases	4	4	1	1 2	2	
Permitted Phases			2			
Detector Phase	4	4	1	2	2	
Switch Phase						
Minimum Initial (s)	9.0	9.0	3.0		15.0	
Minimum Split (s)	13.0	13.0	7.0		22.0	
Total Split (s)	13.0	13.0	7.0		85.0	
Total Split (%)	12.4%	12.4%	6.7%		81.0%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		2.8	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		7.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None		C-Max	
Act Effct Green (s)	9.0	9.0	91.6	94.8	90.2	
Actuated g/C Ratio	0.09	0.09	0.87	0.90	0.86	
v/c Ratio	0.09	0.23	0.06	0.34	0.65	
Control Delay	45.9	18.0	1.5	1.7	7.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	45.9	18.0	1.5	1.7	7.8	
LOS	D	B	A	A	A	
Approach Delay	25.1			1.7	7.8	
Approach LOS	C			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	8	0	2	41	211	
Queue Length 95th (ft)	24	26	m4	54	482	
Internal Link Dist (ft)	62			869	648	
Turn Bay Length (ft)			280			
Base Capacity (vph)	142	166	404	1579	1497	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	14	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.09	0.23	0.06	0.34	0.65	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 89 (85%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 6.2		Intersection LOS: A	
Intersection Capacity Utilization 65.9%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1060	60	0	1390
Future Volume (vph)	0	0	1060	60	0	1390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.993			
Flt Protected						
Satd. Flow (prot)	1722	0	1832	0	0	1845
Flt Permitted						
Satd. Flow (perm)	1722	0	1832	0	0	1845
Link Speed (mph)	30		40			40
Link Distance (ft)	316		5363			661
Travel Time (s)	7.2		91.4			11.3
Peak Hour Factor	0.80	0.80	0.86	0.86	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	1233	70	0	1479
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1303	0	0	1479
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1060	60	0	1390
Future Vol, veh/h	0	0	1060	60	0	1390
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	86	86	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	1233	70	0	1479

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2746	1267	0	0	1302	0
Stage 1	1267	-	-	-	-	-
Stage 2	1479	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	22	205	-	-	529	-
Stage 1	264	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	22	205	-	-	529	-
Mov Cap-2 Maneuver	22	-	-	-	-	-
Stage 1	264	-	-	-	-	-
Stage 2	208	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	529	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	60	30	80	0	10	260
Future Volume (vph)	60	30	80	0	10	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.870	
Flt Protected		0.968			0.998	
Satd. Flow (prot)	0	1752	1749	0	1519	0
Flt Permitted		0.968			0.998	
Satd. Flow (perm)	0	1752	1749	0	1519	0
Link Speed (mph)		30	25		25	
Link Distance (ft)		1004	805		979	
Travel Time (s)		22.8	22.0		26.7	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.80	0.80
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	73	37	98	0	13	325
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	110	98	0	338	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	60	30	80	0	10	260
Future Vol, veh/h	60	30	80	0	10	260
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	80	80
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	73	37	98	0	13	325

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	98	0	-	0	281	98
Stage 1	-	-	-	-	98	-
Stage 2	-	-	-	-	183	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1476	-	-	-	703	950
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1476	-	-	-	668	950
Mov Cap-2 Maneuver	-	-	-	-	668	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	799	-

Approach	EB	WB	SB
HCM Control Delay, s	5	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1476	-	-	-	935
HCM Lane V/C Ratio	0.05	-	-	-	0.361
HCM Control Delay (s)	7.6	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	80	30	10	180	40	10	60	10	80	310	190
Future Volume (vph)	50	80	30	10	180	40	10	60	10	80	310	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.977			0.983			0.956	
Flt Protected		0.985			0.998			0.994			0.993	
Satd. Flow (prot)	0	1713	0	0	1799	0	0	1682	0	0	1751	0
Flt Permitted		0.985			0.998			0.994			0.993	
Satd. Flow (perm)	0	1713	0	0	1799	0	0	1682	0	0	1751	0
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		988			775			934			884	
Travel Time (s)		22.5			17.6			25.5			24.1	
Peak Hour Factor	0.86	0.86	0.86	0.83	0.83	0.83	0.80	0.80	0.80	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	58	93	35	12	217	48	13	75	13	88	341	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	186	0	0	277	0	0	101	0	0	638	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.3%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	36.3
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	50	80	30	0	10	180	40	0	10	60	10
Future Vol, veh/h	0	50	80	30	0	10	180	40	0	10	60	10
Peak Hour Factor	0.92	0.86	0.86	0.86	0.92	0.83	0.83	0.83	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	3	3	3	2	3	3	3	2	3	3	3
Mvmt Flow	0	58	93	35	0	12	217	48	0	13	75	13
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	13.5	15.9	11.4
HCM LOS	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	31%	4%	14%
Vol Thru, %	75%	50%	78%	53%
Vol Right, %	12%	19%	17%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	160	230	580
LT Vol	10	50	10	80
Through Vol	60	80	180	310
RT Vol	10	30	40	190
Lane Flow Rate	100	186	277	637
Geometry Grp	1	1	1	1
Degree of Util (X)	0.187	0.35	0.5	0.988
Departure Headway (Hd)	6.731	6.769	6.5	5.582
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	531	528	551	656
Service Time	4.801	4.838	4.563	3.582
HCM Lane V/C Ratio	0.188	0.352	0.503	0.971
HCM Control Delay	11.4	13.5	15.9	55.8
HCM Lane LOS	B	B	C	F
HCM 95th-tile Q	0.7	1.6	2.8	15

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	80	310	190
Future Vol, veh/h	0	80	310	190
Peak Hour Factor	0.92	0.91	0.91	0.91
Heavy Vehicles, %	2	3	3	3
Mvmt Flow	0	88	341	209
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	55.8
HCM LOS	F



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	1670	10	0	1380
Future Volume (vph)	10	10	1670	10	0	1380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	10	12	12	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932		0.999			
Flt Protected	0.976					
Satd. Flow (prot)	1734	0	3268	0	0	3271
Flt Permitted	0.976					
Satd. Flow (perm)	1734	0	3268	0	0	3271
Link Speed (mph)	25		35			35
Link Distance (ft)	465		734			285
Travel Time (s)	12.7		14.3			5.6
Peak Hour Factor	0.80	0.80	0.93	0.93	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	13	13	1796	11	0	1516
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	1807	0	0	1516
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	1670	10	0	1380
Future Vol, veh/h	10	10	1670	10	0	1380
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	93	93	91	91
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	13	13	1796	11	0	1516

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2559	903	0	0	1806	0
Stage 1	1801	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	21	278	-	-	333	-
Stage 1	116	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	21	278	-	-	333	-
Mov Cap-2 Maneuver	21	-	-	-	-	-
Stage 1	116	-	-	-	-	-
Stage 2	421	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	198.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	39	333	-
HCM Lane V/C Ratio	-	-	0.641	-	-
HCM Control Delay (s)	-	-	198.6	0	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	2.3	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	80	120	1560	1300	90
Future Volume (vph)	30	80	120	1560	1300	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	11	10	12
Storage Length (ft)	0	25	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		105			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.990	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1752	1777	1636	3388	3238	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1752	1777	1636	3388	3238	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	387			285	334	
Travel Time (s)	10.6			5.6	6.5	
Peak Hour Factor	0.90	0.90	0.93	0.93	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	33	89	129	1677	1461	101
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	89	129	1677	1562	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	12.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	80	120	1560	1300	90
Future Vol, veh/h	30	80	120	1560	1300	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	93	93	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	33	89	129	1677	1461	101

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2608	781	1562	0	-	0
Stage 1	1511	-	-	-	-	-
Stage 2	1097	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	~ 20	335	414	-	-	-
Stage 1	167	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 14	335	414	-	-	-
Mov Cap-2 Maneuver	~ 14	-	-	-	-	-
Stage 1	167	-	-	-	-	-
Stage 2	192	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 336.8	1.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	414	-	14	335	-	-
HCM Lane V/C Ratio	0.312	-	2.381	0.265	-	-
HCM Control Delay (s)	17.6	-	$ 1182.8	19.6	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	1.3	-	4.9	1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	30	0	1590	1360	0
Future Volume (vph)	0	30	0	1590	1360	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1755	0	3388	3271	0
Flt Permitted						
Satd. Flow (perm)	0	1755	0	3388	3271	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	348			334	300	
Travel Time (s)	9.5			6.5	5.8	
Peak Hour Factor	0.80	0.80	0.89	0.89	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	38	0	1787	1462	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	0	1787	1462	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	0	1590	1360	0
Future Vol, veh/h	0	30	0	1590	1360	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	89	89	93	93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	38	0	1787	1462	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	731	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	362	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	362	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	362	-	-
HCM Lane V/C Ratio	-	0.104	-	-
HCM Control Delay (s)	-	16.1	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	10	1580	1360	10
Future Volume (vph)	0	0	10	1580	1360	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt					0.999	
Flt Protected						
Satd. Flow (prot)	1925	0	0	3539	3418	0
Flt Permitted						
Satd. Flow (perm)	1925	0	0	3539	3418	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	167			300	188	
Travel Time (s)	4.6			5.8	3.7	
Peak Hour Factor	0.80	0.80	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	11	1756	1511	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1767	1522	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	10	1580	1360	10
Future Vol, veh/h	0	0	10	1580	1360	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	11	1756	1511	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2417	761	1522	0	-	0
Stage 1	1517	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	27	348	434	-	-	-
Stage 1	167	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	0	348	434	-	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	167	-	-	-	-	-
Stage 2	0	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	6.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	434	-	-	-	-
HCM Lane V/C Ratio	0.026	-	-	-	-
HCM Control Delay (s)	13.5	6.7	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	60	60	510	1160	110
Future Volume (vph)	40	60	60	510	1160	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.919				0.988	
Flt Protected	0.980			0.995		
Satd. Flow (prot)	1645	0	0	1757	1745	0
Flt Permitted	0.980			0.995		
Satd. Flow (perm)	1645	0	0	1757	1745	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	268			1631	381	
Travel Time (s)	7.3			31.8	7.4	
Peak Hour Factor	0.65	0.65	0.90	0.90	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	62	92	67	567	1184	112
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	0	0	634	1296	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.6%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	25.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	60	60	510	1160	110
Future Vol, veh/h	40	60	60	510	1160	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	90	90	98	98
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	62	92	67	567	1184	112

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1940	1240	1296	0	-	0
Stage 1	1240	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.14	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.236	-	-	-
Pot Cap-1 Maneuver	71	212	528	-	-	-
Stage 1	270	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 58	212	528	-	-	-
Mov Cap-2 Maneuver	~ 58	-	-	-	-	-
Stage 1	270	-	-	-	-	-
Stage 2	399	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 340.3	1.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	528	-	103	-	-
HCM Lane V/C Ratio	0.126	-	1.494	-	-
HCM Control Delay (s)	12.8	0	$ 340.3	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	11.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	20	0	550	1250	10
Future Volume (vph)	10	20	0	550	1250	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.999	
Flt Protected	0.950					
Satd. Flow (prot)	1967	1760	0	1766	1764	0
Flt Permitted	0.950					
Satd. Flow (perm)	1967	1760	0	1766	1764	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	126			381	323	
Travel Time (s)	3.4			7.4	6.3	
Peak Hour Factor	0.65	0.65	0.90	0.90	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	15	31	0	611	1316	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	31	0	611	1327	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.4%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	20	0	550	1250	10
Future Vol, veh/h	10	20	0	550	1250	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	90	90	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	15	31	0	611	1316	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1932	1321	-	0	-	0
Stage 1	1321	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	-	-
Pot Cap-1 Maneuver	72	190	0	-	-	-
Stage 1	247	-	0	-	-	-
Stage 2	538	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	72	190	-	-	-	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	247	-	-	-	-	-
Stage 2	538	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	72	190	-	-
HCM Lane V/C Ratio	-	0.214	0.162	-	-
HCM Control Delay (s)	-	68.1	27.6	-	-
HCM Lane LOS	-	F	D	-	-
HCM 95th %tile Q(veh)	-	0.7	0.6	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	0	10	10	540	10	10	1250	30
Future Volume (vph)	0	0	0	10	0	10	10	540	10	10	1250	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	14	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.998			0.997	
Flt Protected					0.950			0.999				
Satd. Flow (prot)	0	0	0	0	1909	1656	0	1761	0	0	1761	0
Flt Permitted					0.950			0.999				
Satd. Flow (perm)	0	0	0	0	1909	1656	0	1761	0	0	1761	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		181			109			323			441	
Travel Time (s)		4.9			3.0			6.3			8.6	
Peak Hour Factor	0.65	0.65	0.65	0.80	0.80	0.80	0.84	0.84	0.84	0.91	0.91	0.91
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	13	0	13	12	643	12	11	1374	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	13	13	0	667	0	0	1418	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.8%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	10	0	10	10	540	10	10	1250	30
Future Vol, veh/h	0	0	0	10	0	10	10	540	10	10	1250	30
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
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	80	80	80	84	84	84	91	91	91
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	13	0	13	12	643	12	11	1374	33

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	2085	2102	649	1407	0	0	655	0	0
Stage 1	673	673	-	-	-	-	-	-	-
Stage 2	1412	1429	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.44	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.44	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	57	51	466	479	-	-	923	-	-
Stage 1	503	451	-	-	-	-	-	-	-
Stage 2	223	198	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	52	0	466	479	-	-	923	-	-
Mov Cap-2 Maneuver	52	0	-	-	-	-	-	-	-
Stage 1	483	0	-	-	-	-	-	-	-
Stage 2	211	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	53.9	0.2	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	479	-	-	52	466	923	-	-
HCM Lane V/C Ratio	0.025	-	-	0.24	0.027	0.012	-	-
HCM Control Delay (s)	12.7	0	-	94.9	12.9	8.9	0	-
HCM Lane LOS	B	A	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.1	0	-	-

APPENDIX L2
CAPACITY ANALYSES
2040 Background-Optimized Conditions
Weekday Afternoon Peak Hour

Tighe&Bond

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	1330	340	220	1390	1050	270	440	140	1080	520	210
Future Volume (vph)	110	1330	340	220	1390	1050	270	440	140	1080	520	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	10	11	10	12	11	12
Storage Length (ft)	225		0	175		500	430		100	500		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	200			175			75			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.957	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1723	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131			58			175		14	
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		877			839			636			734	
Travel Time (s)		14.9			10.4			10.8			14.3	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.86	0.86	0.86	0.82	0.82	0.82
Adj. Flow (vph)	116	1400	358	242	1527	1154	314	512	163	1317	634	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	1400	358	242	1527	1154	314	512	163	1317	890	0
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Prot	Prot	NA	
Protected Phases	5	2	2 7	1	6	3 6	7	4	4	3	8	
Permitted Phases												
Detector Phase	5	2	2 7	1	6	3 6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		12.0	13.0	13.0	12.0	13.0	
Total Split (s)	13.0	53.0		19.0	59.0		24.0	36.0	36.0	42.0	54.0	
Total Split (%)	8.7%	35.3%		12.7%	39.3%		16.0%	24.0%	24.0%	28.0%	36.0%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None	None	None	None	
Act Effct Green (s)	8.0	46.0	70.0	14.0	52.0	96.0	19.0	30.0	30.0	37.0	48.0	
Actuated g/C Ratio	0.05	0.31	0.47	0.09	0.35	0.64	0.13	0.20	0.20	0.25	0.32	
v/c Ratio	1.27	1.33	0.46	1.52	1.25	1.15	1.50	0.75	0.37	1.56	1.59	
Control Delay	238.0	197.6	18.5	307.0	158.5	106.8	291.7	64.2	7.9	293.4	307.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	238.0	197.6	18.5	307.0	158.5	106.8	291.7	64.2	7.9	293.4	307.2	
LOS	F	F	B	F	F	F	F	E	A	F	F	
Approach Delay		165.9			150.4			127.2			299.0	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~143	~934	145	~329	~975	~1308	~425	251	0	~934	~1236	

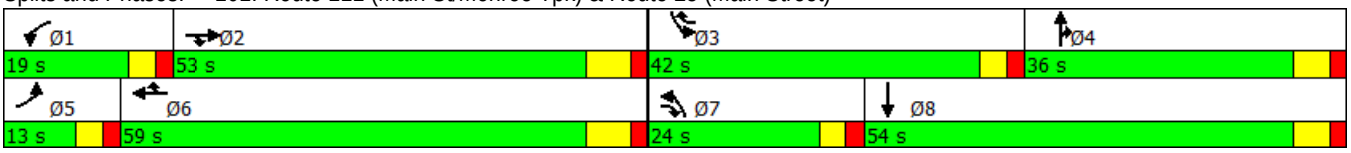
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#279	#1075	233	#507	#1115	#1578	#585	301	44	#936	#1312	
Internal Link Dist (ft)		797			759			556			654	
Turn Bay Length (ft)	225			175		500	430		100	500		
Base Capacity (vph)	91	1049	784	159	1226	1000	209	684	435	846	560	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.27	1.33	0.46	1.52	1.25	1.15	1.50	0.75	0.37	1.56	1.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.59			
Intersection Signal Delay: 192.2		Intersection LOS: F	
Intersection Capacity Utilization 123.2%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	100	120	170	1690	1630	100	
Future Volume (vph)	100	120	170	1690	1630	100	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	12	12	
Storage Length (ft)	0	185	385			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		80				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850			0.992		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1711	1531	1711	1801	1848	0	
Flt Permitted	0.950		0.034				
Satd. Flow (perm)	1711	1531	61	1801	1848	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		52			7		
Link Speed (mph)	25			40	40		
Link Distance (ft)	661			1950	469		
Travel Time (s)	18.0			33.2	8.0		
Peak Hour Factor	0.80	0.80	0.95	0.95	0.92	0.92	
Adj. Flow (vph)	125	150	179	1779	1772	109	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	125	150	179	1779	1881	0	
Turn Type	Prot	pt+ov	pm+pt	NA	NA		
Protected Phases	4	4 5	5	2	6		1
Permitted Phases			2				
Detector Phase	4	4 5	5	2	6		
Switch Phase							
Minimum Initial (s)	7.0		5.0	18.0	18.0		5.0
Minimum Split (s)	11.0		9.0	23.7	23.7		9.0
Total Split (s)	16.0		11.0	125.0	123.0		9.0
Total Split (%)	10.7%		7.3%	83.3%	82.0%		6%
Yellow Time (s)	3.0		3.0	4.3	4.3		3.0
All-Red Time (s)	1.0		1.0	1.4	1.4		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		4.0	5.7	5.7		
Lead/Lag			Lead	Lag	Lag		Lead
Lead-Lag Optimize?							
Recall Mode	None		None	C-Min	C-Min		None
Act Effct Green (s)	12.0	23.0	128.0	119.3	117.3		
Actuated g/C Ratio	0.08	0.15	0.85	0.80	0.78		
v/c Ratio	0.92	0.54	1.39	1.24	1.30		
Control Delay	125.2	45.8	247.1	134.5	151.4		
Queue Delay	0.0	0.0	0.0	0.4	0.1		
Total Delay	125.2	45.8	247.1	134.9	151.5		
LOS	F	D	F	F	F		
Approach Delay	81.9			145.2	151.5		
Approach LOS	F			F	F		
Queue Length 50th (ft)	124	89	~182	~2156	~2356		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Queue Length 95th (ft)	#210	140	#345	#2416	m#288		
Internal Link Dist (ft)	581			1870	389		
Turn Bay Length (ft)		185	385				
Base Capacity (vph)	136	278	129	1432	1446		
Starvation Cap Reductn	0	0	0	0	51		
Spillback Cap Reductn	0	0	0	151	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.92	0.54	1.39	1.39	1.35		

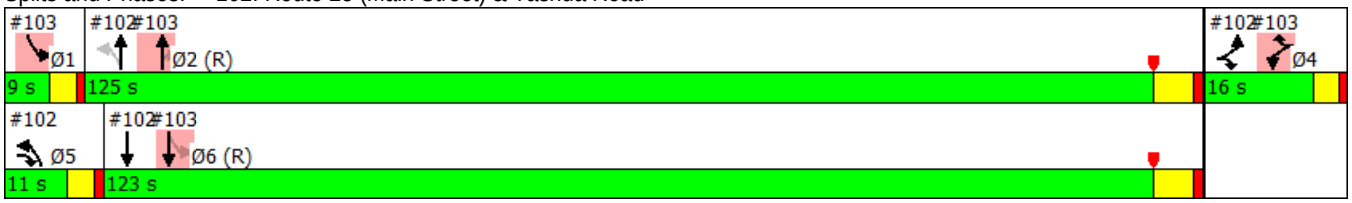
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 104 (69%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.39			
Intersection Signal Delay: 143.8		Intersection LOS: F	
Intersection Capacity Utilization 118.5%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road

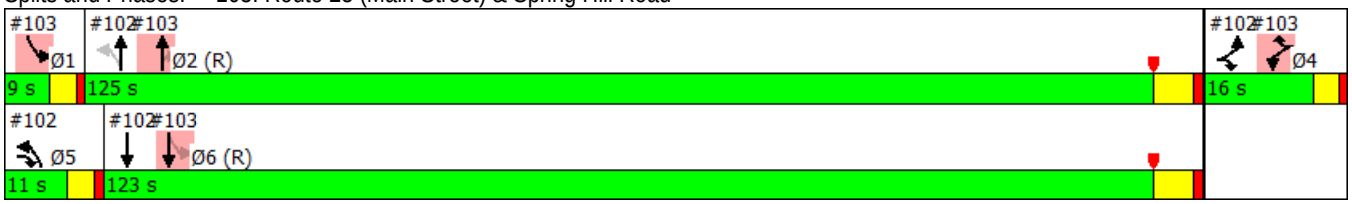


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	130	130	1670	120	120	1600	
Future Volume (vph)	130	130	1670	120	120	1600	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	11	11	
Storage Length (ft)	235	0		175	160		
Storage Lanes	1	1		1	1		
Taper Length (ft)	125				90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1636	1516	1783	1516	1694	1783	
Flt Permitted	0.950				0.034		
Satd. Flow (perm)	1636	1516	1783	1516	61	1783	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		106		67			
Link Speed (mph)	30		40			40	
Link Distance (ft)	483		469			490	
Travel Time (s)	11.0		8.0			8.4	
Peak Hour Factor	0.80	0.80	0.99	0.99	0.92	0.92	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	163	163	1687	121	130	1739	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	163	163	1687	121	130	1739	
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA	
Protected Phases	4	4	2		1	6	5
Permitted Phases				2	6		
Detector Phase	4	4	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0	18.0	5.0
Minimum Split (s)	11.0	11.0	23.7	23.7	9.0	23.7	9.0
Total Split (s)	16.0	16.0	125.0	125.0	9.0	123.0	11.0
Total Split (%)	10.7%	10.7%	83.3%	83.3%	6.0%	82.0%	7%
Yellow Time (s)	3.0	3.0	4.3	4.3	3.0	4.3	3.0
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0	1.4	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	5.7	5.7	4.0	5.7	
Lead/Lag			Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	12.0	12.0	119.3	119.3	124.0	117.3	
Actuated g/C Ratio	0.08	0.08	0.80	0.80	0.83	0.78	
v/c Ratio	1.25	0.75	1.19	0.10	1.25	1.25	
Control Delay	215.3	46.0	98.8	0.9	150.7	133.0	
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.2	
Total Delay	215.3	46.0	99.1	0.9	150.7	133.2	
LOS	F	D	F	A	F	F	
Approach Delay	130.7		92.6			134.4	
Approach LOS	F		F			F	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Queue Length 50th (ft)	~198	54	~1986	2	~108	~2121	
Queue Length 95th (ft)	#299	109	m331	m1	m#91	m#1889	
Internal Link Dist (ft)	403		389			410	
Turn Bay Length (ft)	235			175	160		
Base Capacity (vph)	130	218	1418	1219	104	1394	
Starvation Cap Reductn	0	0	110	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	85	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	1.25	0.75	1.29	0.10	1.25	1.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 104 (69%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.39			
Intersection Signal Delay: 115.2		Intersection LOS: F	
Intersection Capacity Utilization 113.2%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road

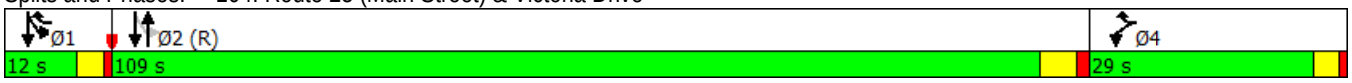


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	260	170	1580	210	140	1440
Future Volume (vph)	260	170	1580	210	140	1440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	15	11	12	12	12
Storage Length (ft)	0	150		360	250	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850	0.982			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1869	1725	3327	0	1752	1845
Flt Permitted	0.950				0.067	
Satd. Flow (perm)	1869	1725	3327	0	124	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		47	22			
Link Speed (mph)	25		40			40
Link Distance (ft)	515		1819			502
Travel Time (s)	14.0		31.0			8.6
Peak Hour Factor	0.80	0.80	0.98	0.98	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	325	213	1612	214	151	1548
Shared Lane Traffic (%)						
Lane Group Flow (vph)	325	213	1826	0	151	1548
Turn Type	Prot	pt+ov	NA		D.P+P	NA
Protected Phases	4	4 1	2		1	1 2
Permitted Phases					2	
Detector Phase	4	4 1	2		1	2
Switch Phase						
Minimum Initial (s)	7.0		18.0		5.0	
Minimum Split (s)	11.0		23.5		9.0	
Total Split (s)	29.0		109.0		12.0	
Total Split (%)	19.3%		72.7%		8.0%	
Yellow Time (s)	3.0		4.2		3.0	
All-Red Time (s)	1.0		1.3		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.0		5.5		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Min		None	
Act Effct Green (s)	25.0	36.9	103.6		113.0	117.0
Actuated g/C Ratio	0.17	0.25	0.69		0.75	0.78
v/c Ratio	1.05	0.46	0.79		0.84	1.08
Control Delay	122.1	40.8	6.4		38.6	49.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	122.1	40.8	6.4		38.6	49.5
LOS	F	D	A		D	D
Approach Delay	89.9		6.4			48.5
Approach LOS	F		A			D

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	~343	139	347		53	~1715
Queue Length 95th (ft)	#447	189	m252		m32	m712
Internal Link Dist (ft)	435		1739			422
Turn Bay Length (ft)		150			250	
Base Capacity (vph)	311	460	2304		180	1439
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	1.05	0.46	0.79		0.84	1.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 39 (26%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 35.1		Intersection LOS: D	
Intersection Capacity Utilization 96.9%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive

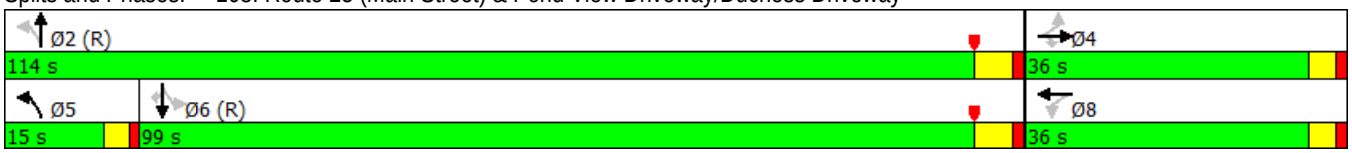


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	317	0	294	4	0	17	222	1296	23	25	1314	331
Future Volume (vph)	317	0	294	4	0	17	222	1296	23	25	1314	331
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	10	11	12	12	11	10
Storage Length (ft)	0		0	0		0	150		260	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.892			0.997				0.850
Flt Protected		0.950			0.990		0.950				0.999	
Satd. Flow (prot)	0	1678	1501	0	1613	0	1620	3345	0	0	1764	1449
Flt Permitted		0.741			0.715		0.041				0.947	
Satd. Flow (perm)	0	1309	1501	0	1165	0	70	3345	0	0	1672	1449
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168		49			3				172
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		174			143			1823			386	
Travel Time (s)		4.7			3.9			31.1			6.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.96	0.96	0.96	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	373	0	346	5	0	20	231	1350	24	26	1355	341
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	373	346	0	25	0	231	1374	0	0	1381	341
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	15.0		15.0	15.0	15.0
Minimum Split (s)	11.5	11.5	11.5	11.5	11.5		9.0	20.7		20.7	20.7	20.7
Total Split (s)	36.0	36.0	36.0	36.0	36.0		15.0	114.0		99.0	99.0	99.0
Total Split (%)	24.0%	24.0%	24.0%	24.0%	24.0%		10.0%	76.0%		66.0%	66.0%	66.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.2		4.2	4.2	4.2
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.0	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.0	5.7			5.7	5.7
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		C-Min	C-Min	C-Min
Act Effct Green (s)		31.5	31.5		31.5		110.0	108.3			93.3	93.3
Actuated g/C Ratio		0.21	0.21		0.21		0.73	0.72			0.62	0.62
v/c Ratio		1.36	0.77		0.09		1.40	0.57			1.33	0.35
Control Delay		227.9	40.9		3.1		233.4	20.1			172.8	2.5
Queue Delay		0.0	0.0		0.0		0.0	0.0			1.8	3.8
Total Delay		227.9	40.9		3.1		233.4	20.1			174.6	6.2
LOS		F	D		A		F	C			F	A
Approach Delay		137.9			3.1			50.8			141.3	
Approach LOS		F			A			D			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		~478	172		0		~255	536			~1769	47
Queue Length 95th (ft)		#634	266		5		m#364	634			m887	m23
Internal Link Dist (ft)		94			63			1743			306	
Turn Bay Length (ft)							150					
Base Capacity (vph)		274	447		283		165	2415			1039	966
Starvation Cap Reductn		0	0		0		0	0			295	526
Spillback Cap Reductn		0	0		2		0	94			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		1.36	0.77		0.09		1.40	0.59			1.86	0.78

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 77 (51%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.40			
Intersection Signal Delay: 104.2		Intersection LOS: F	
Intersection Capacity Utilization 144.6%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway

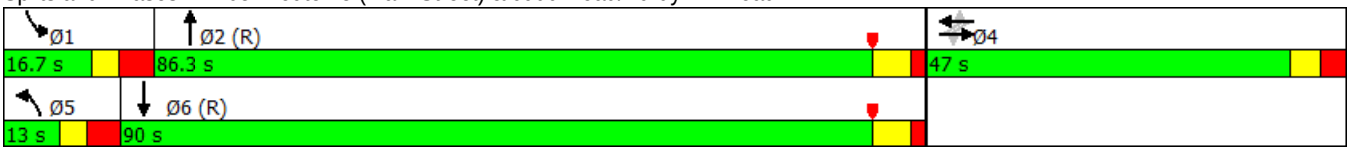


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	210	110	190	280	130	80	1470	80	80	1370	80
Future Volume (vph)	120	210	110	190	280	130	80	1470	80	80	1370	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	10	11	12	10	11	12
Storage Length (ft)	120		0	125		0	220		600	130		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	75			75			120			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.948			0.952			0.992			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	1732	0	1678	1681	0	1620	3329	0	1620	1752	0
Flt Permitted	0.144			0.264			0.950			0.950		
Satd. Flow (perm)	254	1732	0	466	1681	0	1620	3329	0	1620	1752	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		17						6				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		709			302			386			459	
Travel Time (s)		19.3			8.2			6.6			7.8	
Peak Hour Factor	0.89	0.89	0.89	0.93	0.93	0.93	0.96	0.96	0.96	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	135	236	124	204	301	140	83	1531	83	82	1398	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	360	0	204	441	0	83	1614	0	82	1480	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	47.0	47.0		47.0	47.0		13.0	86.3		16.7	90.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		8.7%	57.5%		11.1%	60.0%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	40.6	40.6		40.6	40.6		6.2	80.8		9.4	84.0	
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.04	0.54		0.06	0.56	
v/c Ratio	1.99	0.75		1.62	0.97		1.26	0.90		0.81	1.51	
Control Delay	520.3	58.6		346.9	89.3		238.0	16.1		88.8	261.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	2.8		0.0	1.2	
Total Delay	520.3	58.6		346.9	89.3		238.0	18.9		88.8	262.3	
LOS	F	E		F	F		F	B		F	F	
Approach Delay		184.5			170.8			29.6			253.2	
Approach LOS		F			F			C			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~204	310		~286	430		~101	264		80	~2028	
Queue Length 95th (ft)	#344	428		#454	#652		m#182	m285		m89	m#2234	
Internal Link Dist (ft)		629			222			306			379	
Turn Bay Length (ft)	120			125			220			130		
Base Capacity (vph)	68	481		126	454		66	1795		106	981	
Starvation Cap Reductn	0	0		0	0		0	105		0	0	
Spillback Cap Reductn	0	1		0	0		0	0		0	196	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	1.99	0.75		1.62	0.97		1.26	0.96		0.77	1.89	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 39 (26%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.99			
Intersection Signal Delay: 147.1		Intersection LOS: F	
Intersection Capacity Utilization 121.9%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	50	0	230	0	1050	10	390	1420	0
Future Volume (vph)	0	0	0	50	0	230	0	1050	10	390	1420	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	11	11	12	10	11	11	11	11	12
Storage Length (ft)	0		0	115		0	40		175	100		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			65			65			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1739	0	1711	1531	0	1739	1801	1531	1711	1801	0
Flt Permitted				0.950						0.056		
Satd. Flow (perm)	0	1739	0	1711	1531	0	1739	1801	1531	101	1801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					325				110			
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		126			720			472			557	
Travel Time (s)		3.4			19.6			8.0			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.93	0.93	0.93	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	54	0	247	0	1141	11	406	1479	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	54	247	0	0	1141	11	406	1479	0
Turn Type				Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		7	7		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	4	4		7	7		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0	25.0	5.0	25.0	
Minimum Split (s)	9.6	9.6		10.5	10.5		9.0	31.8	31.8	9.0	31.8	
Total Split (s)	9.6	9.6		11.4	11.4		9.0	98.0	98.0	31.0	120.0	
Total Split (%)	6.4%	6.4%		7.6%	7.6%		6.0%	65.3%	65.3%	20.7%	80.0%	
Yellow Time (s)	3.0	3.0		3.3	3.3		3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	1.6	1.6		2.2	2.2		1.0	2.9	2.9	1.0	2.9	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		5.5	5.5		4.0	6.8	6.8	4.0	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)				5.9	5.9			100.8	100.8	134.6	131.8	
Actuated g/C Ratio				0.04	0.04			0.67	0.67	0.90	0.88	
v/c Ratio				0.81	0.66			0.94	0.01	1.07	0.93	
Control Delay				134.2	10.2			16.7	0.0	100.4	13.2	
Queue Delay				0.0	3.8			1.1	0.0	0.0	5.0	
Total Delay				134.2	14.0			17.8	0.0	100.4	18.2	
LOS				F	B			B	A	F	B	
Approach Delay					35.6			17.7			35.9	
Approach LOS					D			B			D	
Queue Length 50th (ft)				53	0			1142	0	~364	207	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)				#139	12			m#1244	m0	m#426	m303	
Internal Link Dist (ft)		46			640			392			477	
Turn Bay Length (ft)				115					175	100		
Base Capacity (vph)				67	372			1210	1064	380	1582	
Starvation Cap Reductn				0	0			0	0	0	77	
Spillback Cap Reductn				0	64			15	0	0	0	
Storage Cap Reductn				0	0			0	0	0	0	
Reduced v/c Ratio				0.81	0.80			0.95	0.01	1.07	0.98	

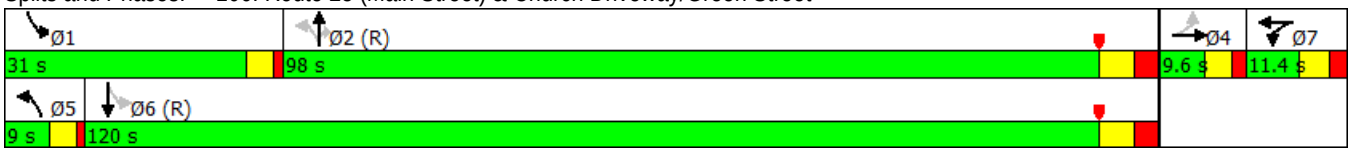
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 18 (12%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 29.6		Intersection LOS: C	
Intersection Capacity Utilization 106.7%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	430	10	490	0	10	10	430	1420	0	10	1200	280
Future Volume (vph)	430	10	490	0	10	10	430	1420	0	10	1200	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	11	11	10	11	11
Storage Length (ft)	375		370	0		0	250		0	280		170
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	100			25			200			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850		0.932							0.850
Flt Protected	0.950	0.954					0.950					
Satd. Flow (prot)	1625	1632	1531	0	1736	0	1652	1801	0	0	3421	1531
Flt Permitted	0.950	0.954					0.124				0.725	
Satd. Flow (perm)	1625	1632	1531	0	1736	0	216	1801	0	0	2480	1531
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			106									173
Link Speed (mph)		40			25			40			40	
Link Distance (ft)		745			139			557			391	
Travel Time (s)		12.7			3.8			9.5			6.7	
Peak Hour Factor	0.92	0.92	0.92	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	467	11	533	0	13	13	473	1560	0	11	1319	308
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	238	240	533	0	26	0	473	1560	0	0	1330	308
Turn Type	Split	NA	pm+ov		NA		D.P+P	NA		Perm	NA	pm+ov
Protected Phases	4	4	1		5		1	1 2			2	4
Permitted Phases			4	5			2			2		2
Detector Phase	4	4	1	5	5		1	2		2	2	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	5.0	5.0	5.0		5.0			15.0	15.0	10.0
Minimum Split (s)	16.6	16.6	9.0	9.5	9.5		9.0			20.5	20.5	16.6
Total Split (s)	25.0	25.0	25.0	9.5	9.5		25.0			90.5	90.5	25.0
Total Split (%)	16.7%	16.7%	16.7%	6.3%	6.3%		16.7%			60.3%	60.3%	16.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.9	3.9	3.0
All-Red Time (s)	3.6	3.6	1.0	1.5	1.5		1.0			1.6	1.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0				0.0	0.0
Total Lost Time (s)	6.6	6.6	4.0		4.5		4.0				5.5	6.6
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	None
Act Effct Green (s)	18.4	18.4	43.6		5.0		111.3	115.3			88.8	112.7
Actuated g/C Ratio	0.12	0.12	0.29		0.03		0.74	0.77			0.59	0.75
v/c Ratio	1.20	1.20	1.02		0.46		1.31	1.13			0.91	0.26
Control Delay	180.3	181.5	84.1		95.8		188.0	81.4			37.9	3.2
Queue Delay	0.0	0.0	20.3		0.0		0.0	0.0			0.0	0.0
Total Delay	180.3	181.5	104.4		95.8		188.0	81.4			37.9	3.2
LOS	F	F	F		F		F	F			D	A
Approach Delay		140.6			95.8			106.2			31.3	
Approach LOS		F			F			F			C	
Queue Length 50th (ft)	~295	~298	~441		26		~479	~1801			618	36

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#483	#488	#501		54		m#615	m#2026			#810	67
Internal Link Dist (ft)		665			59			477			311	
Turn Bay Length (ft)	375		370				250					170
Base Capacity (vph)	199	200	520		57		361	1384			1468	1192
Starvation Cap Reductn	0	0	0		0		0	0			0	0
Spillback Cap Reductn	0	0	28		0		0	0			0	0
Storage Cap Reductn	0	0	0		0		0	0			0	0
Reduced v/c Ratio	1.20	1.20	1.08		0.46		1.31	1.13			0.91	0.26

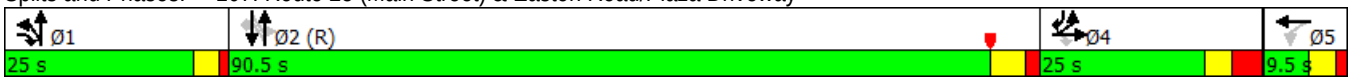
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.31			
Intersection Signal Delay: 87.5		Intersection LOS: F	
Intersection Capacity Utilization 140.5%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	240	60	1440	50	10	1570
Future Volume (vph)	240	60	1440	50	10	1570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Storage Length (ft)	0	60		0	225	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				65	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.995			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3522	0	1711	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3522	0	1711	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		39	5			
Link Speed (mph)	25		30			35
Link Distance (ft)	350		188			421
Travel Time (s)	9.5		4.3			8.2
Peak Hour Factor	0.80	0.80	0.97	0.97	0.85	0.85
Adj. Flow (vph)	300	75	1485	52	12	1847
Shared Lane Traffic (%)						
Lane Group Flow (vph)	300	75	1537	0	12	1847
Turn Type	Prot	Prot	NA		Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases						
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		5.0	15.0
Minimum Split (s)	10.5	10.5	20.9		9.0	20.9
Total Split (s)	31.0	31.0	65.0		9.0	74.0
Total Split (%)	29.5%	29.5%	61.9%		8.6%	70.5%
Yellow Time (s)	3.0	3.0	4.4		3.0	4.4
All-Red Time (s)	0.5	0.5	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	3.5	5.9		4.0	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)	21.7	21.7	72.1		5.0	73.9
Actuated g/C Ratio	0.21	0.21	0.69		0.05	0.70
v/c Ratio	0.82	0.21	0.64		0.15	0.74
Control Delay	57.5	18.9	12.1		57.6	5.3
Queue Delay	0.0	0.0	0.0		0.0	0.1
Total Delay	57.5	18.9	12.1		57.6	5.4
LOS	E	B	B		E	A
Approach Delay	49.8		12.1			5.7
Approach LOS	D		B			A
Queue Length 50th (ft)	193	20	254		9	92

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	235	46	491		m10	m122
Internal Link Dist (ft)	270		108			341
Turn Bay Length (ft)		60			225	
Base Capacity (vph)	463	443	2419		81	2490
Starvation Cap Reductn	0	0	0		0	44
Spillback Cap Reductn	0	0	53		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.65	0.17	0.65		0.15	0.76

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 34 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway



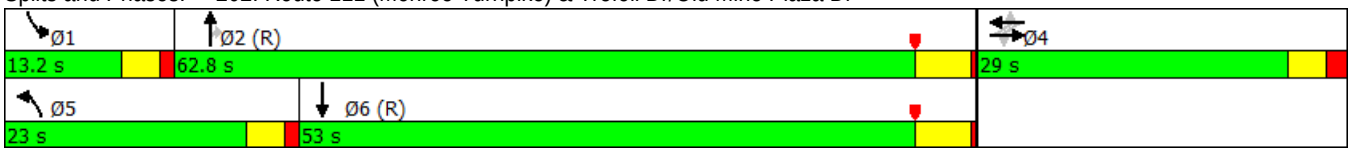
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	20	260	70	20	80	240	1180	80	50	1250	100
Future Volume (vph)	80	20	260	70	20	80	240	1180	80	50	1250	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	11	12	12	12	12	12
Storage Length (ft)	0		130	90		0	250		250	200		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			60			125			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.861			0.880				0.850		0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1711	0	1770	1748	0	1711	3539	1583	1770	3500	0
Flt Permitted	0.639			0.206			0.950			0.950		
Satd. Flow (perm)	1190	1711	0	384	1748	0	1711	3539	1583	1770	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		268			100				93		10	
Link Speed (mph)		25			25			35			40	
Link Distance (ft)		274			273			421			425	
Travel Time (s)		7.5			7.4			8.2			7.2	
Peak Hour Factor	0.81	0.81	0.81	0.80	0.80	0.80	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	99	25	321	88	25	100	279	1372	93	58	1453	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	346	0	88	125	0	279	1372	93	58	1569	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4					2			
Detector Phase	4	4		4	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.8	11.8		11.8	11.8		9.1	19.9	19.9	9.1	19.9	
Total Split (s)	29.0	29.0		29.0	29.0		23.0	62.8	62.8	13.2	53.0	
Total Split (%)	27.6%	27.6%		27.6%	27.6%		21.9%	59.8%	59.8%	12.6%	50.5%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4	4.4	3.0	4.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.1	0.5	0.5	1.1	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8		4.1	4.9	4.9	4.1	4.9	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	23.3	23.3		23.3	23.3		18.5	62.2	62.2	7.5	49.4	
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.18	0.59	0.59	0.07	0.47	
v/c Ratio	0.38	0.59		1.04	0.27		0.93	0.65	0.10	0.46	0.95	
Control Delay	39.0	13.4		150.9	11.5		88.4	10.4	1.4	63.0	28.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.3	0.0	0.0	0.0	
Total Delay	39.0	13.4		150.9	11.5		88.4	10.7	1.4	63.0	28.0	
LOS	D	B		F	B		F	B	A	E	C	
Approach Delay		19.1			69.1			22.6			29.3	
Approach LOS		B			E			C			C	
Queue Length 50th (ft)	56	43		59	13		182	153	0	41	236	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	95	94		#137	47		#326	155	m9	m72	#624	
Internal Link Dist (ft)		194			193			341			345	
Turn Bay Length (ft)				90			250		250	200		
Base Capacity (vph)	274	600		88	479		307	2095	975	153	1653	
Starvation Cap Reductn	0	0		0	0		0	212	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.36	0.58		1.00	0.26		0.91	0.73	0.10	0.38	0.95	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 26 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 27.4 Intersection LOS: C
Intersection Capacity Utilization 89.5% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr



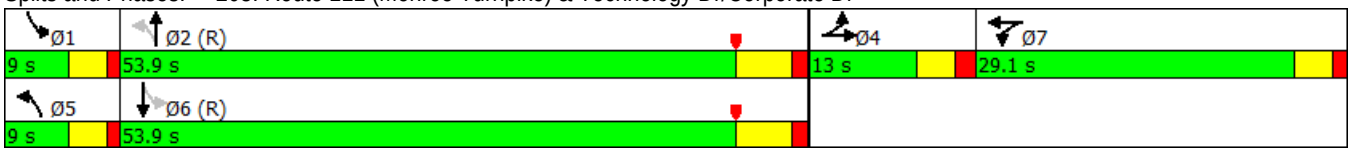
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	0	90	290	0	160	40	1210	60	30	900	20
Future Volume (vph)	70	0	90	290	0	160	40	1210	60	30	900	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	11	10	12	11	12	12	11	12	12
Storage Length (ft)	0		115	0		125	150		0	325		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.861			0.888			0.993			0.997	
Flt Protected	0.950	0.996		0.950	0.987		0.950			0.950		
Satd. Flow (prot)	1625	1568	0	1625	1448	0	1711	3514	0	1711	3529	0
Flt Permitted	0.950	0.996		0.950	0.987		0.199			0.090		
Satd. Flow (perm)	1625	1568	0	1625	1448	0	358	3514	0	162	3529	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		114			130			6			3	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		311			293			1088			554	
Travel Time (s)		8.5			8.0			18.5			9.4	
Peak Hour Factor	0.81	0.81	0.81	0.80	0.80	0.80	0.91	0.91	0.91	0.90	0.90	0.90
Adj. Flow (vph)	86	0	111	363	0	200	44	1330	66	33	1000	22
Shared Lane Traffic (%)	10%			19%								
Lane Group Flow (vph)	77	120	0	294	269	0	44	1396	0	33	1022	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.7	9.7		9.2	9.2		9.0	20.8		9.0	20.8	
Total Split (s)	13.0	13.0		29.1	29.1		9.0	53.9		9.0	53.9	
Total Split (%)	12.4%	12.4%		27.7%	27.7%		8.6%	51.3%		8.6%	51.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.7	1.7		1.2	1.2		1.0	1.4		1.0	1.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.2	4.2		4.0	5.8		4.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	7.3	7.3		21.6	21.6		60.8	56.0		60.8	56.0	
Actuated g/C Ratio	0.07	0.07		0.21	0.21		0.58	0.53		0.58	0.53	
v/c Ratio	0.68	0.56		0.88	0.67		0.16	0.74		0.20	0.54	
Control Delay	76.7	20.6		67.1	27.7		12.7	19.5		9.5	14.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	76.7	20.6		67.1	27.7		12.7	19.5		9.5	14.6	
LOS	E	C		E	C		B	B		A	B	
Approach Delay		42.5			48.3			19.3			14.5	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	53	4		198	87		10	186		7	235	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#96	48		256	143		m25	350		18	383	
Internal Link Dist (ft)		231			213			1008			474	
Turn Bay Length (ft)							150			325		
Base Capacity (vph)	128	228		385	442		271	1876		167	1883	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.60	0.53		0.76	0.61		0.16	0.74		0.20	0.54	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 22 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 24.1		Intersection LOS: C	
Intersection Capacity Utilization 65.2%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

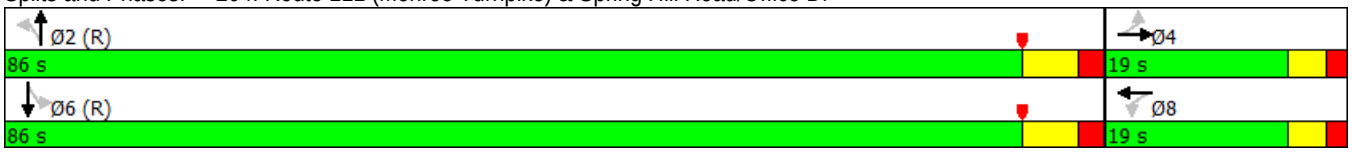


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	0	10	0	0	0	10	1470	0	0	860	40
Future Volume (vph)	60	0	10	0	0	0	10	1470	0	0	860	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.980									0.993	
Flt Protected		0.959										
Satd. Flow (prot)	0	1809	0	0	1925	0	0	3539	0	0	3514	0
Flt Permitted		0.757						0.946				
Satd. Flow (perm)	0	1428	0	0	1925	0	0	3348	0	0	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36									13	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		364			150			1529			547	
Travel Time (s)		9.9			4.1			26.1			9.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.90	0.90	0.91	0.91	0.91
Adj. Flow (vph)	75	0	13	0	0	0	11	1633	0	0	945	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	0	0	0	0	0	1644	0	0	989	0
Turn Type	Perm	NA					Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		21.5	21.5		21.5	21.5	
Total Split (s)	19.0	19.0		19.0	19.0		86.0	86.0		86.0	86.0	
Total Split (%)	18.1%	18.1%		18.1%	18.1%		81.9%	81.9%		81.9%	81.9%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	1.7	1.7		1.7	1.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		9.3						88.1			88.1	
Actuated g/C Ratio		0.09						0.84			0.84	
v/c Ratio		0.55						0.59			0.34	
Control Delay		41.4						2.9			3.2	
Queue Delay		0.0						0.0			0.0	
Total Delay		41.4						2.9			3.3	
LOS		D						A			A	
Approach Delay		41.4						2.9			3.3	
Approach LOS		D						A			A	
Queue Length 50th (ft)		34						10			79	
Queue Length 95th (ft)		68						23			m113	
Internal Link Dist (ft)		284			70			1449			467	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		225						2809			2951	
Starvation Cap Reductn		0						0			433	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.39						0.59			0.39	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 92 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 4.3		Intersection LOS: A	
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr



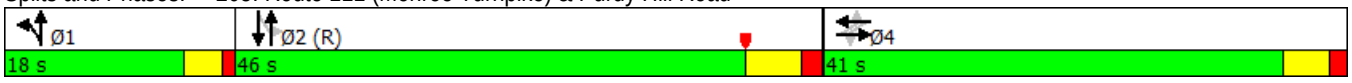
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	190	120	170	120	100	190	1040	300	50	610	50
Future Volume (vph)	120	190	120	170	120	100	190	1040	300	50	610	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	11	12	12
Storage Length (ft)	0		130	110		0	350		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.942			0.932			0.966			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1755	0	1770	1736	0	1711	3419	0	1711	3500	0
Flt Permitted	0.486			0.323			0.950			0.117		
Satd. Flow (perm)	905	1755	0	602	1736	0	1711	3419	0	211	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			43			59			9	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		468			420			547			444	
Travel Time (s)		10.6			11.5			9.3			7.6	
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.89	0.89	0.89	0.86	0.86	0.86
Adj. Flow (vph)	145	229	145	195	138	115	213	1169	337	58	709	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	374	0	195	253	0	213	1506	0	58	767	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4			4						2		
Detector Phase	4	4		4	4		1	2		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0			15.0	15.0	
Minimum Split (s)	13.1	13.1		13.1	13.1		9.0			21.1	21.1	
Total Split (s)	41.0	41.0		41.0	41.0		18.0			46.0	46.0	
Total Split (%)	39.0%	39.0%		39.0%	39.0%		17.1%			43.8%	43.8%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0			4.4	4.4	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0			1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0			0.0	0.0	
Total Lost Time (s)	5.1	5.1		5.1	5.1		4.0			6.1	6.1	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None			C-Max	C-Max	
Act Effct Green (s)	33.8	33.8		33.8	33.8		14.0	62.1		42.0	42.0	
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.13	0.59		0.40	0.40	
v/c Ratio	0.50	0.64		1.01	0.43		0.93	0.74		0.69	0.55	
Control Delay	34.7	32.6		103.9	24.9		93.2	6.3		61.4	19.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.2		0.0	0.0	
Total Delay	34.7	32.6		103.9	24.9		93.2	6.5		61.4	19.3	
LOS	C	C		F	C		F	A		E	B	
Approach Delay		33.2			59.3			17.3			22.3	
Approach LOS		C			E			B			C	
Queue Length 50th (ft)	76	188		127	106		129	56		32	188	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	125	256		#258	168		#279	76		m#80	227	
Internal Link Dist (ft)		388			340			467			364	
Turn Bay Length (ft)				110			350			125		
Base Capacity (vph)	309	621		205	621		228	2045		84	1404	
Starvation Cap Reductn	0	0		0	0		0	99		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.47	0.60		0.95	0.41		0.93	0.77		0.69	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 75 (71%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 26.2		Intersection LOS: C	
Intersection Capacity Utilization 94.5%		ICU Level of Service F	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



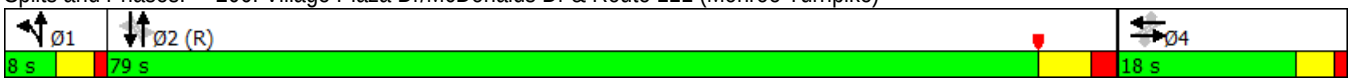
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	10	60	40	0	60	80	1080	40	50	700	40
Future Volume (vph)	70	10	60	40	0	60	80	1080	40	50	700	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	15	14	11	11	12	10	11	12
Storage Length (ft)	0		0	0		35	120		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			80			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.995			0.992	
Flt Protected		0.958			0.950		0.950			0.950		
Satd. Flow (prot)	0	1725	1531	0	1947	1689	1711	1792	0	1652	1786	0
Flt Permitted		0.719			0.619		0.279			0.158		
Satd. Flow (perm)	0	1295	1531	0	1268	1689	502	1792	0	275	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			76		6			6	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		121			198			441			636	
Travel Time (s)		3.3			5.4			8.6			12.4	
Peak Hour Factor	0.81	0.81	0.81	0.85	0.85	0.85	0.96	0.96	0.96	0.93	0.93	0.93
Adj. Flow (vph)	86	12	74	47	0	71	83	1125	42	54	753	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	74	0	47	71	83	1167	0	54	796	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4		4	2			2		
Detector Phase	4	4	4	4	4	4	1	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	4.0			36.0	36.0	
Minimum Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	8.0			42.3	42.3	
Total Split (s)	18.0	18.0	18.0	18.0	18.0	18.0	8.0			79.0	79.0	
Total Split (%)	17.1%	17.1%	17.1%	17.1%	17.1%	17.1%	7.6%			75.2%	75.2%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.2	4.2	
All-Red Time (s)	1.1	1.1	1.1	1.1	1.1	1.1	1.0			2.1	2.1	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Lost Time (s)		4.1	4.1		4.1	4.1	4.0			6.3	6.3	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max			C-Min	C-Min	
Act Effct Green (s)		11.8	11.8		11.8	11.8	81.1	85.1		74.8	74.8	
Actuated g/C Ratio		0.11	0.11		0.11	0.11	0.77	0.81		0.71	0.71	
v/c Ratio		0.67	0.31		0.33	0.28	0.19	0.80		0.28	0.63	
Control Delay		66.9	13.0		48.6	11.7	2.4	8.3		5.6	5.1	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		66.9	13.0		48.6	11.7	2.4	8.3		5.6	5.1	
LOS		E	B		D	B	A	A		A	A	
Approach Delay		43.7			26.4			7.9			5.1	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		64	0		29	0	4	165		7	110	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		105	31		61	32	m11	185		m8	m101	
Internal Link Dist (ft)		41			118			361			556	
Turn Bay Length (ft)						35	120			135		
Base Capacity (vph)		171	268		167	289	433	1452		195	1273	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.57	0.28		0.28	0.25	0.19	0.80		0.28	0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 34 (32%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 84.4%		ICU Level of Service E	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	150	250	80	220	130	210	680	180	90	510	70
Future Volume (vph)	90	150	250	80	220	130	210	680	180	90	510	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	9	12	11	10	11	11	12	10	12	12
Storage Length (ft)	0		125	100		0	160		0	95		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			100			70			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.969			0.982	
Flt Protected		0.982			0.987		0.950			0.950		
Satd. Flow (prot)	0	1646	1425	0	1777	1478	1711	1745	0	1652	1829	0
Flt Permitted		0.505			0.647		0.166			0.085		
Satd. Flow (perm)	0	847	1425	0	1165	1478	299	1745	0	148	1829	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			296			141		18			8	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		385			483			814			737	
Travel Time (s)		8.8			11.0			15.9			14.4	
Peak Hour Factor	0.81	0.81	0.81	0.91	0.91	0.91	0.90	0.90	0.90	0.89	0.89	0.89
Adj. Flow (vph)	111	185	309	88	242	143	233	756	200	101	573	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	296	309	0	330	143	233	956	0	101	652	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.9	9.9	9.9	9.9	9.9	9.2	9.2	21.6		9.2	21.6	
Total Split (s)	38.0	38.0	38.0	38.0	38.0	9.2	14.0	57.8		9.2	53.0	
Total Split (%)	36.2%	36.2%	36.2%	36.2%	36.2%	8.8%	13.3%	55.0%		8.8%	50.5%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.2	3.2	4.2		3.2	4.2	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.2	1.0	1.0	2.4		1.0	2.4	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.9	4.9		4.9	4.2	4.2	6.6		4.2	6.6	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		33.1	33.1		33.1	43.0	62.5	51.2		54.2	46.8	
Actuated g/C Ratio		0.32	0.32		0.32	0.41	0.60	0.49		0.52	0.45	
v/c Ratio		1.11	0.47		0.90	0.21	0.77	1.11		0.68	0.80	
Control Delay		123.0	6.5		63.3	4.3	25.0	91.0		42.1	28.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.2		0.0	0.0	
Total Delay		123.0	6.5		63.3	4.3	25.0	91.2		42.1	28.3	
LOS		F	A		E	A	C	F		D	C	
Approach Delay		63.5			45.4			78.2			30.1	
Approach LOS		E			D			E			C	
Queue Length 50th (ft)		~228	6		211	1	71	~745		24	317	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#338	45		#381	38	m108	#980		#92	341	
Internal Link Dist (ft)		305			403			734			657	
Turn Bay Length (ft)			125				160			95		
Base Capacity (vph)		267	651		367	688	310	860		148	819	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	2	0	26		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		1.11	0.47		0.90	0.21	0.75	1.15		0.68	0.80	

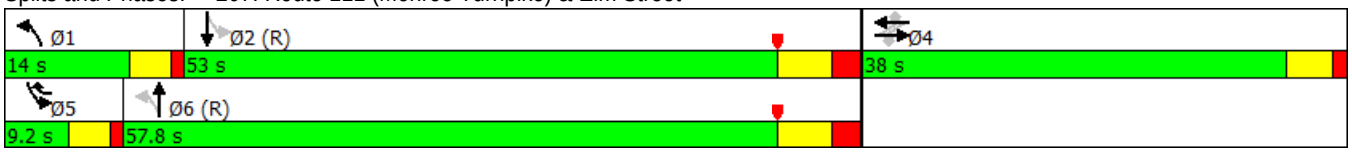
Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 91 (87%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 58.1		Intersection LOS: E	
Intersection Capacity Utilization 97.8%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



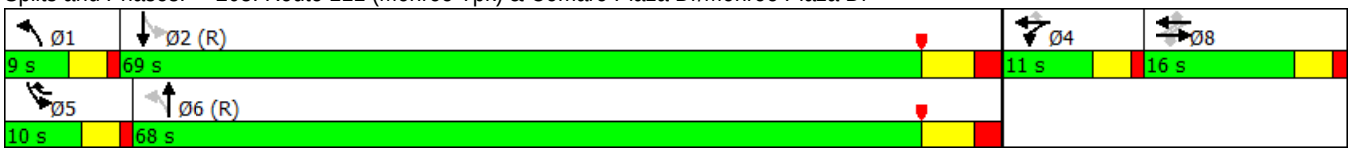
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	10	60	100	10	160	40	740	10	90	500	20
Future Volume (vph)	60	10	60	100	10	160	40	740	10	90	500	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	10	11	10	11	12	10	11	12
Storage Length (ft)	0		0	0		0	450		0	145		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			55			105		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.998			0.994	
Flt Protected		0.959			0.957		0.950			0.950		
Satd. Flow (prot)	0	1727	1583	0	1664	1531	1652	1797	0	1652	1790	0
Flt Permitted		0.677			0.692		0.375			0.201		
Satd. Flow (perm)	0	1219	1583	0	1203	1531	652	1797	0	349	1790	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			118			170		1			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		102			224			737			443	
Travel Time (s)		2.8			6.1			14.4			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.93	0.93	0.93	0.88	0.88	0.88
Adj. Flow (vph)	65	11	65	106	11	170	43	796	11	102	568	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	65	0	117	170	43	807	0	102	591	0
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8		4	4 8	5	1	6		5	2	
Permitted Phases	8		8	8		4 8	6			2		
Detector Phase	8	8	8	4	4 8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.3	9.3	9.3	9.0		9.0	9.0	21.4		9.0	21.4	
Total Split (s)	16.0	16.0	16.0	11.0		10.0	9.0	68.0		10.0	69.0	
Total Split (%)	15.2%	15.2%	15.2%	10.5%		9.5%	8.6%	64.8%		9.5%	65.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0	4.2		3.0	4.2	
All-Red Time (s)	1.3	1.3	1.3	1.0		1.0	1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.3	4.3			4.0	4.0	6.4		4.0	6.4	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None	None	C-Min		None	C-Min	
Act Effct Green (s)		9.7	9.7		16.9	30.6	71.4	64.0		74.3	68.3	
Actuated g/C Ratio		0.09	0.09		0.16	0.29	0.68	0.61		0.71	0.65	
v/c Ratio		0.68	0.26		0.52	0.30	0.09	0.74		0.32	0.51	
Control Delay		74.6	3.5		45.2	5.6	3.1	11.4		6.9	10.7	
Queue Delay		0.0	0.0		0.0	0.0	0.0	1.0		0.0	0.6	
Total Delay		74.6	3.5		45.2	5.6	3.1	12.4		6.9	11.3	
LOS		E	A		D	A	A	B		A	B	
Approach Delay		41.8			21.8			11.9			10.7	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)		50	0		67	0	5	187		16	179	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#107	7		119	47	m4	m129		m36	297	
Internal Link Dist (ft)		22			144			657			363	
Turn Bay Length (ft)							450			145		
Base Capacity (vph)		135	281		248	570	491	1095		321	1165	
Starvation Cap Reductn		0	0		0	0	0	86		0	246	
Spillback Cap Reductn		0	0		0	10	0	107		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.56	0.23		0.47	0.30	0.09	0.82		0.32	0.64	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 11 (10%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	310	130	90	100	80	60	60	770	130	70	420	170
Future Volume (vph)	310	130	90	100	80	60	60	770	130	70	420	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	12	12	10	11	12	10	11	12
Storage Length (ft)	90		0	0		95	90		0	45		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			25			105			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.939			0.936			0.978			0.957	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	1691	0	1770	1744	0	1652	1761	0	1652	1723	0
Flt Permitted	0.616			0.508			0.283			0.084		
Satd. Flow (perm)	1071	1691	0	946	1744	0	492	1761	0	146	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			38			14			32	
Link Speed (mph)		25			30			35			40	
Link Distance (ft)		354			360			443			949	
Travel Time (s)		9.7			8.2			8.6			16.2	
Peak Hour Factor	0.91	0.91	0.91	0.83	0.83	0.83	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	341	143	99	120	96	72	63	811	137	77	462	187
Shared Lane Traffic (%)												
Lane Group Flow (vph)	341	242	0	120	168	0	63	948	0	77	649	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	12.6	12.6		12.6	12.6		26.0	26.0		26.0	26.0	
Total Split (s)	39.0	39.0		39.0	39.0		66.0	66.0		66.0	66.0	
Total Split (%)	37.1%	37.1%		37.1%	37.1%		62.9%	62.9%		62.9%	62.9%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.2	4.2		4.2	4.2	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	33.4	33.4		33.4	33.4		60.0	60.0		60.0	60.0	
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.57	0.57		0.57	0.57	
v/c Ratio	1.00	0.43		0.40	0.29		0.22	0.94		0.93	0.65	
Control Delay	86.9	26.9		32.9	22.2		9.9	28.2		97.0	11.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	1.6		0.0	0.1	
Total Delay	86.9	26.9		32.9	22.2		9.9	29.8		97.0	11.2	
LOS	F	C		C	C		A	C		F	B	
Approach Delay		62.0			26.7			28.6			20.3	
Approach LOS		E			C			C			C	
Queue Length 50th (ft)	~228	108		63	64		6	285		44	98	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#416	181		107	107		m26	#850		m#145	155	
Internal Link Dist (ft)		274			280			363			869	
Turn Bay Length (ft)	90						90			45		
Base Capacity (vph)	340	561		300	580		281	1012		83	998	
Starvation Cap Reductn	0	0		0	0		0	18		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	27	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	1.00	0.43		0.40	0.29		0.22	0.95		0.93	0.67	

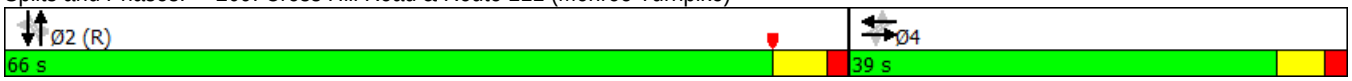
Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 33.5		Intersection LOS: C	
Intersection Capacity Utilization 97.6%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)



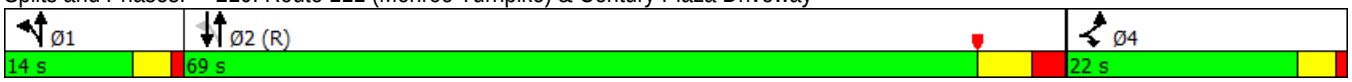
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	130	130	190	950	530	70
Future Volume (vph)	130	130	190	950	530	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	11	12
Storage Length (ft)	0	0	280			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		175			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.984	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1711	1583	1711	1801	1772	0
Flt Permitted	0.950		0.350			
Satd. Flow (perm)	1711	1583	630	1801	1772	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		163			11	
Link Speed (mph)	25			40	40	
Link Distance (ft)	142			949	728	
Travel Time (s)	3.9			16.2	12.4	
Peak Hour Factor	0.80	0.80	0.94	0.94	0.95	0.95
Adj. Flow (vph)	163	163	202	1011	558	74
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	163	202	1011	632	0
Turn Type	Prot	Prot	D.P+P	NA	NA	
Protected Phases	4	4	1	1 2	2	
Permitted Phases			2			
Detector Phase	4	4	1	2	2	
Switch Phase						
Minimum Initial (s)	9.0	9.0	3.0		15.0	
Minimum Split (s)	13.0	13.0	7.0		22.0	
Total Split (s)	22.0	22.0	14.0		69.0	
Total Split (%)	21.0%	21.0%	13.3%		65.7%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		2.8	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		7.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None		C-Max	
Act Effct Green (s)	13.9	13.9	79.1	83.1	69.5	
Actuated g/C Ratio	0.13	0.13	0.75	0.79	0.66	
v/c Ratio	0.72	0.47	0.37	0.71	0.54	
Control Delay	61.3	10.8	3.5	6.2	12.2	
Queue Delay	0.0	0.0	0.0	0.2	0.0	
Total Delay	61.3	10.8	3.5	6.4	12.2	
LOS	E	B	A	A	B	
Approach Delay	36.1			5.9	12.2	
Approach LOS	D			A	B	
Queue Length 50th (ft)	106	0	18	198	197	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	149	39	m30	m334	351	
Internal Link Dist (ft)	62			869	648	
Turn Bay Length (ft)			280			
Base Capacity (vph)	293	406	595	1425	1176	
Starvation Cap Reductn	0	0	0	71	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.56	0.40	0.34	0.75	0.54	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 64.2%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1630	40	0	1470
Future Volume (vph)	0	0	1630	40	0	1470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997			
Flt Protected						
Satd. Flow (prot)	1722	0	1839	0	0	1845
Flt Permitted						
Satd. Flow (perm)	1722	0	1839	0	0	1845
Link Speed (mph)	30		40			40
Link Distance (ft)	316		5360			661
Travel Time (s)	7.2		91.4			11.3
Peak Hour Factor	0.80	0.80	0.95	0.95	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	1716	42	0	1564
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1758	0	0	1564
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 91.5%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1630	40	0	1470
Future Vol, veh/h	0	0	1630	40	0	1470
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	95	95	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	1716	42	0	1564

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3301	1737	0	0	1758	0
Stage 1	1737	-	-	-	-	-
Stage 2	1564	-	-	-	-	-
Critical Hdwy	7.13	6.23	-	-	4.13	-
Critical Hdwy Stg 1	6.13	-	-	-	-	-
Critical Hdwy Stg 2	6.13	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	5	108	-	-	353	-
Stage 1	110	-	-	-	-	-
Stage 2	139	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	5	108	-	-	353	-
Mov Cap-2 Maneuver	5	-	-	-	-	-
Stage 1	110	-	-	-	-	-
Stage 2	139	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	353	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	440	100	40	40	20	220
Future Volume (vph)	440	100	40	40	20	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.932		0.876	
Flt Protected		0.961			0.996	
Satd. Flow (prot)	0	1756	1646	0	1541	0
Flt Permitted		0.961			0.996	
Satd. Flow (perm)	0	1756	1646	0	1541	0
Link Speed (mph)		30	25		25	
Link Distance (ft)		1004	805		979	
Travel Time (s)		22.8	22.0		26.7	
Peak Hour Factor	0.87	0.87	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	506	115	50	50	25	275
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	621	100	0	300	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	440	100	40	40	20	220
Future Vol, veh/h	440	100	40	40	20	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	80	80	80	80
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	506	115	50	50	25	275

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	100	0	-	0	1201	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	1126	-
Critical Hdwy	4.14	-	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.236	-	-	-	3.536	3.336
Pot Cap-1 Maneuver	1480	-	-	-	202	981
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	307	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1480	-	-	-	128	981
Mov Cap-2 Maneuver	-	-	-	-	128	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	195	-

Approach	EB	WB	SB
HCM Control Delay, s	7.1	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1480	-	-	-	631
HCM Lane V/C Ratio	0.342	-	-	-	0.475
HCM Control Delay (s)	8.7	0	-	-	15.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	1.5	-	-	-	2.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	210	30	10	180	130	30	230	10	100	190	120
Future Volume (vph)	250	210	30	10	180	130	30	230	10	100	190	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.945			0.995			0.961	
Flt Protected		0.975			0.998			0.994			0.988	
Satd. Flow (prot)	0	1742	0	0	1757	0	0	1719	0	0	1769	0
Flt Permitted		0.975			0.998			0.994			0.988	
Satd. Flow (perm)	0	1742	0	0	1757	0	0	1719	0	0	1769	0
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		988			775			934			884	
Travel Time (s)		22.5			17.6			25.5			24.1	
Peak Hour Factor	0.83	0.83	0.83	0.84	0.84	0.84	0.80	0.80	0.80	0.95	0.95	0.95
Adj. Flow (vph)	301	253	36	12	214	155	38	288	13	105	200	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	590	0	0	381	0	0	339	0	0	431	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 95.2%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	147.2
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	250	210	30	0	10	180	130	0	30	230	10
Future Vol, veh/h	0	250	210	30	0	10	180	130	0	30	230	10
Peak Hour Factor	0.92	0.83	0.83	0.83	0.92	0.84	0.84	0.84	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	301	253	36	0	12	214	155	0	38	288	13
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	271.9	74.2	61.6
HCM LOS	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	51%	3%	24%
Vol Thru, %	85%	43%	56%	46%
Vol Right, %	4%	6%	41%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	270	490	320	410
LT Vol	30	250	10	100
Through Vol	230	210	180	190
RT Vol	10	30	130	120
Lane Flow Rate	338	590	381	432
Geometry Grp	1	1	1	1
Degree of Util (X)	0.89	1.519	0.961	1.087
Departure Headway (Hd)	11.387	9.729	10.873	10.602
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	321	378	335	345
Service Time	9.387	7.729	8.873	8.602
HCM Lane V/C Ratio	1.053	1.561	1.137	1.252
HCM Control Delay	61.6	271.9	74.2	107.8
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	8.3	30.8	10.1	13.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	100	190	120
Future Vol, veh/h	0	100	190	120
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	105	200	126
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	107.8
HCM LOS	F



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	1580	20	20	1800
Future Volume (vph)	10	10	1580	20	20	1800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	10	12	12	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932		0.998			
Flt Protected	0.976					0.999
Satd. Flow (prot)	1751	0	3297	0	0	3300
Flt Permitted	0.976					0.999
Satd. Flow (perm)	1751	0	3297	0	0	3300
Link Speed (mph)	25		35			35
Link Distance (ft)	465		734			285
Travel Time (s)	12.7		14.3			5.6
Peak Hour Factor	0.80	0.80	0.86	0.86	0.91	0.91
Adj. Flow (vph)	13	13	1837	23	22	1978
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	1860	0	0	2000
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	1580	20	20	1800
Future Vol, veh/h	10	10	1580	20	20	1800
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	86	86	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	13	1837	23	22	1978

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2882	930	0	0	1860	0
Stage 1	1849	-	-	-	-	-
Stage 2	1033	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	13	269	-	-	321	-
Stage 1	110	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	13	269	-	-	321	-
Mov Cap-2 Maneuver	13	-	-	-	-	-
Stage 1	110	-	-	-	-	-
Stage 2	304	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 403.6	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	25	321	-
HCM Lane V/C Ratio	-	-	1	0.068	-
HCM Control Delay (s)	-	-	$ 403.6	17	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	3.1	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	120	170	1420	1700	110
Future Volume (vph)	70	120	170	1420	1700	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	11	10	12
Storage Length (ft)	0	25	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		105			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.991	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1794	1652	3421	3274	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1794	1652	3421	3274	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	387			285	334	
Travel Time (s)	10.6			5.6	6.5	
Peak Hour Factor	0.92	0.92	0.85	0.85	0.94	0.94
Adj. Flow (vph)	76	130	200	1671	1809	117
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	130	200	1671	1926	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	255.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	120	170	1420	1700	110
Future Vol, veh/h	70	120	170	1420	1700	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	85	85	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	130	200	1671	1809	117

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3102	963	1926	0	-	0
Stage 1	1867	-	-	-	-	-
Stage 2	1235	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 9	256	302	-	-	-
Stage 1	108	-	-	-	-	-
Stage 2	238	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 3	256	302	-	-	-
Mov Cap-2 Maneuver	~ 3	-	-	-	-	-
Stage 1	108	-	-	-	-	-
Stage 2	80	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 4920.9	4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	302	-	3	256	-	-
HCM Lane V/C Ratio	0.662	-	25.362	0.51	-	-
HCM Control Delay (s)	37.5	$	13300.4	32.8	-	-
HCM Lane LOS	E	-	F	D	-	-
HCM 95th %tile Q(veh)	4.4	-	11.6	2.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	20	0	1490	1790	20
Future Volume (vph)	0	20	0	1490	1790	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.998	
Flt Protected						
Satd. Flow (prot)	0	1772	0	3421	3297	0
Flt Permitted						
Satd. Flow (perm)	0	1772	0	3421	3297	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	348			334	300	
Travel Time (s)	9.5			6.5	5.8	
Peak Hour Factor	0.80	0.80	0.87	0.87	0.93	0.93
Adj. Flow (vph)	0	25	0	1713	1925	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	25	0	1713	1947	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	0	1490	1790	20
Future Vol, veh/h	0	20	0	1490	1790	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	87	87	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	0	1713	1925	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	973	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	252	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	252	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	252	-	-
HCM Lane V/C Ratio	-	0.099	-	-
HCM Control Delay (s)	-	20.9	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	0	1490	1800	10
Future Volume (vph)	0	10	0	1490	1800	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.865				0.999	
Flt Protected						
Satd. Flow (prot)	1665	0	0	3539	3418	0
Flt Permitted						
Satd. Flow (perm)	1665	0	0	3539	3418	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	167			300	188	
Travel Time (s)	4.6			5.8	3.7	
Peak Hour Factor	0.80	0.80	0.97	0.97	0.85	0.85
Adj. Flow (vph)	0	13	0	1536	2118	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	1536	2130	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	1490	1800	10
Future Vol, veh/h	0	10	0	1490	1800	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	97	97	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	1536	2118	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2892	1065	2129	0	-	0
Stage 1	2124	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	13	219	252	-	-	-
Stage 1	77	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	13	219	252	-	-	-
Mov Cap-2 Maneuver	13	-	-	-	-	-
Stage 1	77	-	-	-	-	-
Stage 2	418	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	252	-	219	-	-
HCM Lane V/C Ratio	-	-	0.057	-	-
HCM Control Delay (s)	0	-	22.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	20	10	1140	790	20
Future Volume (vph)	30	20	10	1140	790	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946				0.997	
Flt Protected	0.971					
Satd. Flow (prot)	1711	0	0	1801	1795	0
Flt Permitted	0.971					
Satd. Flow (perm)	1711	0	0	1801	1795	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	268			1631	381	
Travel Time (s)	7.3			31.8	7.4	
Peak Hour Factor	0.69	0.69	0.92	0.92	0.89	0.89
Adj. Flow (vph)	43	29	11	1239	888	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	0	1250	910	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.0%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	20	10	1140	790	20
Future Vol, veh/h	30	20	10	1140	790	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	92	92	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	29	11	1239	888	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2160	899	910	0	-	0
Stage 1	899	-	-	-	-	-
Stage 2	1261	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	52	338	748	-	-	-
Stage 1	397	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	50	338	748	-	-	-
Mov Cap-2 Maneuver	50	-	-	-	-	-
Stage 1	397	-	-	-	-	-
Stage 2	254	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	184.8	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	748	-	76	-	-
HCM Lane V/C Ratio	0.015	-	0.953	-	-
HCM Control Delay (s)	9.9	0	184.8	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	5	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	20	0	1170	790	0
Future Volume (vph)	20	20	0	1170	790	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	2006	1794	0	1801	1801	0
Flt Permitted	0.950					
Satd. Flow (perm)	2006	1794	0	1801	1801	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	126			381	323	
Travel Time (s)	3.4			7.4	6.3	
Peak Hour Factor	0.65	0.65	0.89	0.89	0.89	0.89
Adj. Flow (vph)	31	31	0	1315	888	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	31	0	1315	888	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	20	0	1170	790	0
Future Vol, veh/h	20	20	0	1170	790	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	31	0	1315	888	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2203	888	-	0	-	0
Stage 1	888	-	-	-	-	-
Stage 2	1315	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	49	343	0	-	-	-
Stage 1	402	-	0	-	-	-
Stage 2	251	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	49	343	-	-	-	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	402	-	-	-	-	-
Stage 2	251	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	89	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	49	343	-	-
HCM Lane V/C Ratio	-	0.628	0.09	-	-
HCM Control Delay (s)	-	161.4	16.5	-	-
HCM Lane LOS	-	F	C	-	-
HCM 95th %tile Q(veh)	-	2.4	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	20	0	50	0	1150	40	20	770	10
Future Volume (vph)	0	0	0	20	0	50	0	1150	40	20	770	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	14	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.995			0.998	
Flt Protected					0.950						0.999	
Satd. Flow (prot)	0	0	0	0	1947	1689	0	1792	0	0	1795	0
Flt Permitted					0.950						0.999	
Satd. Flow (perm)	0	0	0	0	1947	1689	0	1792	0	0	1795	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		181			109			323			441	
Travel Time (s)		4.9			3.0			6.3			8.6	
Peak Hour Factor	0.65	0.65	0.65	0.80	0.80	0.80	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	25	0	63	0	1322	46	22	837	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	25	63	0	1368	0	0	870	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	20	0	50	0	1150	40	20	770	10
Future Vol, veh/h	0	0	0	20	0	50	0	1150	40	20	770	10
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
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	80	80	80	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	25	0	63	0	1322	46	22	837	11

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	2231	2236	1345	848	0	0	1368	0	0
Stage 1	1345	1345	-	-	-	-	-	-	-
Stage 2	886	891	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	47	42	185	790	-	-	502	-	-
Stage 1	243	220	-	-	-	-	-	-	-
Stage 2	403	361	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	43	0	185	790	-	-	502	-	-
Mov Cap-2 Maneuver	43	0	-	-	-	-	-	-	-
Stage 1	243	0	-	-	-	-	-	-	-
Stage 2	370	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	72.9	0	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	790	-	-	43	185	502	-	-
HCM Lane V/C Ratio	-	-	-	0.581	0.338	0.043	-	-
HCM Control Delay (s)	0	-	-	170	34.1	12.5	0	-
HCM Lane LOS	A	-	-	F	D	B	A	-
HCM 95th %tile Q(veh)	0	-	-	2.1	1.4	0.1	-	-

APPENDIX L3
CAPACITY ANALYSES

2040 Background-Optimized Conditions
Saturday Midday Peak Hour

Tighe&Bond

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1200	370	120	1080	740	330	500	140	790	440	160
Future Volume (vph)	190	1200	370	120	1080	740	330	500	140	790	440	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	10	11	10	12	11	12
Storage Length (ft)	225		0	175		500	430		100	500		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	200			175			75			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.960	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1729	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1729	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			99			58			138		12	
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		877			839			636			734	
Travel Time (s)		14.9			10.4			10.8			14.3	
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.86	0.86	0.86
Adj. Flow (vph)	209	1319	407	129	1161	796	344	521	146	919	512	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	1319	407	129	1161	796	344	521	146	919	698	0
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Prot	Prot	NA	
Protected Phases	5	2	2 7	1	6	3 6	7	4	4	3	8	
Permitted Phases												
Detector Phase	5	2	2 7	1	6	3 6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		12.0	13.0	13.0	12.0	13.0	
Total Split (s)	19.0	56.0		14.0	51.0		30.0	33.0	33.0	47.0	50.0	
Total Split (%)	12.7%	37.3%		9.3%	34.0%		20.0%	22.0%	22.0%	31.3%	33.3%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None	None	None	None	
Act Effct Green (s)	14.0	49.0	79.0	9.0	44.0	92.5	25.0	27.5	27.5	41.5	44.0	
Actuated g/C Ratio	0.09	0.33	0.53	0.06	0.29	0.62	0.17	0.18	0.18	0.28	0.29	
v/c Ratio	1.31	1.18	0.48	1.26	1.12	0.82	1.25	0.83	0.38	0.97	1.36	
Control Delay	228.8	134.7	18.6	229.4	114.3	29.4	188.6	71.6	12.4	75.5	212.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	228.8	134.7	18.6	229.4	114.3	29.4	188.6	71.6	12.4	75.5	212.0	
LOS	F	F	B	F	F	C	F	E	B	E	F	
Approach Delay		120.5			89.0			102.8			134.4	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~262	~811	184	~158	~685	540	~419	262	7	458	~889	

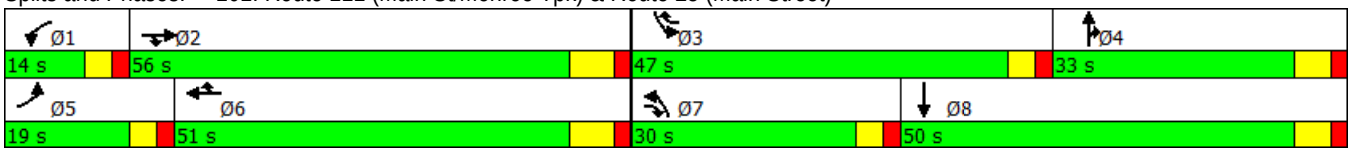
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#432	#952	275	#300	#825	762	#621	#349	71	#543	#1064	
Internal Link Dist (ft)		797			759			556			654	
Turn Bay Length (ft)	225			175		500	430		100	500		
Base Capacity (vph)	159	1117	853	102	1038	971	275	626	383	961	515	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.31	1.18	0.48	1.26	1.12	0.82	1.25	0.83	0.38	0.96	1.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.36			
Intersection Signal Delay: 111.3		Intersection LOS: F	
Intersection Capacity Utilization 110.7%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	140	180	150	1470	1570	170	
Future Volume (vph)	140	180	150	1470	1570	170	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	12	12	
Storage Length (ft)	0	185	385			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		80				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850			0.987		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1711	1531	1711	1801	1839	0	
Flt Permitted	0.950		0.035				
Satd. Flow (perm)	1711	1531	63	1801	1839	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		54			11		
Link Speed (mph)	25			40	40		
Link Distance (ft)	661			1950	469		
Travel Time (s)	18.0			33.2	8.0		
Peak Hour Factor	0.89	0.89	0.92	0.92	0.91	0.91	
Adj. Flow (vph)	157	202	163	1598	1725	187	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	157	202	163	1598	1912	0	
Turn Type	Prot	pt+ov	pm+pt	NA	NA		
Protected Phases	4	4 5	5	2	6		1
Permitted Phases			2				
Detector Phase	4	4 5	5	2	6		
Switch Phase							
Minimum Initial (s)	7.0		5.0	18.0	18.0		5.0
Minimum Split (s)	11.0		9.0	23.7	23.7		9.0
Total Split (s)	19.0		10.0	121.0	121.0		10.0
Total Split (%)	12.7%		6.7%	80.7%	80.7%		7%
Yellow Time (s)	3.0		3.0	4.3	4.3		3.0
All-Red Time (s)	1.0		1.0	1.4	1.4		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		4.0	5.7	5.7		
Lead/Lag			Lead	Lag	Lag		Lead
Lead-Lag Optimize?							
Recall Mode	None		None	C-Min	C-Min		None
Act Effct Green (s)	15.0	25.0	123.0	115.3	115.3		
Actuated g/C Ratio	0.10	0.17	0.82	0.77	0.77		
v/c Ratio	0.92	0.67	1.39	1.15	1.35		
Control Delay	115.9	54.8	251.2	98.1	175.4		
Queue Delay	0.0	0.0	0.0	0.5	0.0		
Total Delay	115.9	54.8	251.2	98.6	175.5		
LOS	F	D	F	F	F		
Approach Delay	81.5			112.7	175.5		
Approach LOS	F			F	F		
Queue Length 50th (ft)	155	138	~161	~1837	~2447		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Queue Length 95th (ft)	#293	228	#318	#2101	m#1753		
Internal Link Dist (ft)	581			1870	389		
Turn Bay Length (ft)		185	385				
Base Capacity (vph)	171	300	117	1384	1416		
Starvation Cap Reductn	0	0	0	0	10		
Spillback Cap Reductn	0	0	0	162	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.92	0.67	1.39	1.31	1.36		

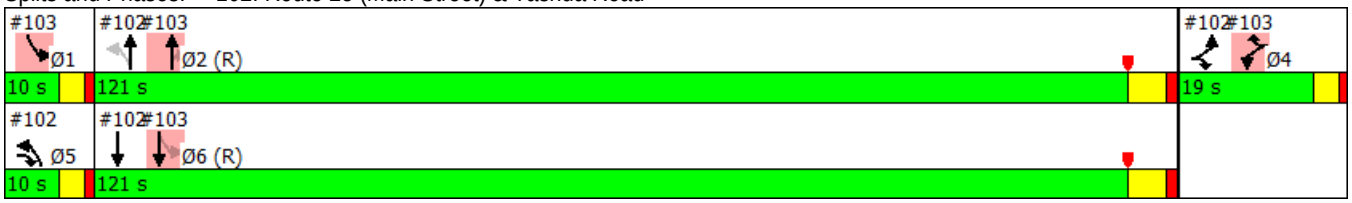
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 108 (72%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.39			
Intersection Signal Delay: 139.7		Intersection LOS: F	
Intersection Capacity Utilization 120.4%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	210	170	1440	170	140	1530	
Future Volume (vph)	210	170	1440	170	140	1530	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	11	11	
Storage Length (ft)	235	0		175	160		
Storage Lanes	1	1		1	1		
Taper Length (ft)	125				90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1652	1531	1801	1531	1711	1801	
Flt Permitted	0.950				0.035		
Satd. Flow (perm)	1652	1531	1801	1531	63	1801	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		123		98			
Link Speed (mph)	30		40			40	
Link Distance (ft)	483		469			490	
Travel Time (s)	11.0		8.0			8.4	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	226	183	1565	185	152	1663	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	226	183	1565	185	152	1663	
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA	
Protected Phases	4	4	2		1	6	5
Permitted Phases				2	6		
Detector Phase	4	4	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0	18.0	5.0
Minimum Split (s)	11.0	11.0	23.7	23.7	9.0	23.7	9.0
Total Split (s)	19.0	19.0	121.0	121.0	10.0	121.0	10.0
Total Split (%)	12.7%	12.7%	80.7%	80.7%	6.7%	80.7%	7%
Yellow Time (s)	3.0	3.0	4.3	4.3	3.0	4.3	3.0
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0	1.4	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	5.7	5.7	4.0	5.7	
Lead/Lag			Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	15.0	15.0	115.3	115.3	123.0	115.3	
Actuated g/C Ratio	0.10	0.10	0.77	0.77	0.82	0.77	
v/c Ratio	1.37	0.70	1.13	0.15	1.30	1.20	
Control Delay	247.5	37.4	72.7	1.2	185.7	114.7	
Queue Delay	0.8	0.0	0.3	0.0	0.0	0.8	
Total Delay	248.3	37.4	73.0	1.2	185.7	115.5	
LOS	F	D	E	A	F	F	
Approach Delay	153.9		65.5			121.4	
Approach LOS	F		E			F	
Queue Length 50th (ft)	~291	56	~1771	7	~138	~1977	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Queue Length 95th (ft)	#465	145	m#721	m4	m#151	m#2048	
Internal Link Dist (ft)	403		389			410	
Turn Bay Length (ft)	235			175	160		
Base Capacity (vph)	165	263	1384	1199	117	1384	
Starvation Cap Reductn	0	0	110	0	0	0	
Spillback Cap Reductn	7	0	0	0	0	248	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	1.43	0.70	1.23	0.15	1.30	1.46	

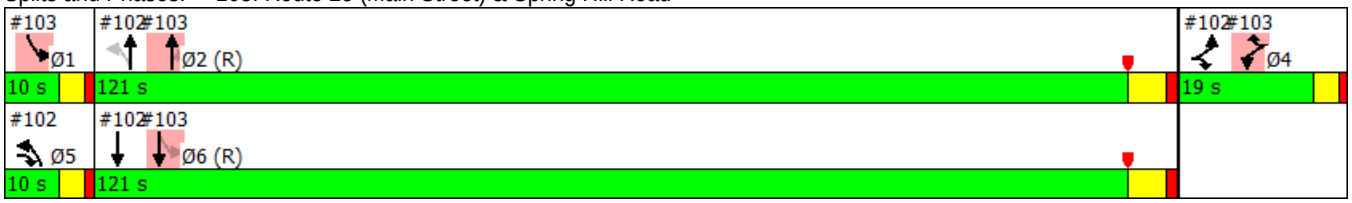
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 108 (72%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.39			
Intersection Signal Delay: 100.1		Intersection LOS: F	
Intersection Capacity Utilization 106.6%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road



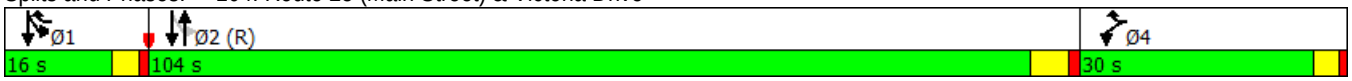
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	260	170	1390	260	180	1360
Future Volume (vph)	260	170	1390	260	180	1360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	15	11	12	12	12
Storage Length (ft)	0	140		360	250	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850	0.976			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1888	1742	3339	0	1770	1863
Flt Permitted	0.950				0.064	
Satd. Flow (perm)	1888	1742	3339	0	119	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		50	30			
Link Speed (mph)	25		40			40
Link Distance (ft)	515		1819			502
Travel Time (s)	14.0		31.0			8.6
Peak Hour Factor	0.85	0.85	0.92	0.92	0.95	0.95
Adj. Flow (vph)	306	200	1511	283	189	1432
Shared Lane Traffic (%)						
Lane Group Flow (vph)	306	200	1794	0	189	1432
Turn Type	Prot	pt+ov	NA		D.P+P	NA
Protected Phases	4	4 1	2		1	1 2
Permitted Phases					2	
Detector Phase	4	4 1	2		1	2
Switch Phase						
Minimum Initial (s)	7.0		18.0		5.0	
Minimum Split (s)	11.0		23.5		9.0	
Total Split (s)	30.0		104.0		16.0	
Total Split (%)	20.0%		69.3%		10.7%	
Yellow Time (s)	3.0		4.2		3.0	
All-Red Time (s)	1.0		1.3		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.0		5.5		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Min		None	
Act Effct Green (s)	25.7	41.1	99.4		112.3	116.3
Actuated g/C Ratio	0.17	0.27	0.66		0.75	0.78
v/c Ratio	0.95	0.39	0.81		0.89	0.99
Control Delay	98.8	35.0	7.8		49.2	14.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	98.8	35.0	7.8		49.2	14.6
LOS	F	C	A		D	B
Approach Delay	73.6		7.8			18.7
Approach LOS	E		A			B
Queue Length 50th (ft)	299	118	404		96	1357

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	#439	179	m333		m60	m110
Internal Link Dist (ft)	435		1739			422
Turn Bay Length (ft)		140			250	
Base Capacity (vph)	327	514	2223		221	1444
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.94	0.39	0.81		0.86	0.99

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 49 (33%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 20.8		Intersection LOS: C	
Intersection Capacity Utilization 92.7%		ICU Level of Service F	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	353	0	296	20	0	24	248	1163	49	62	1271	387
Future Volume (vph)	353	0	296	20	0	24	248	1163	49	62	1271	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	10	11	12	12	11	10
Storage Length (ft)	0		0	0		0	150		260	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.927			0.994				0.850
Flt Protected		0.950			0.977		0.950				0.998	
Satd. Flow (prot)	0	1711	1531	0	1687	0	1652	3401	0	0	1797	1478
Flt Permitted		0.734			0.276		0.041				0.858	
Satd. Flow (perm)	0	1322	1531	0	477	0	71	3401	0	0	1545	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165		49			7				207
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		198			142			1800			403	
Travel Time (s)		5.4			3.9			30.7			6.9	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	415	0	348	24	0	28	264	1237	52	67	1382	421
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	415	348	0	52	0	264	1289	0	0	1449	421
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	15.0		15.0	15.0	15.0
Minimum Split (s)	11.5	11.5	11.5	11.5	11.5		9.0	20.7		20.7	20.7	20.7
Total Split (s)	35.0	35.0	35.0	35.0	35.0		15.0	115.0		100.0	100.0	100.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		10.0%	76.7%		66.7%	66.7%	66.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.2		4.2	4.2	4.2
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.0	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.0	5.7			5.7	5.7
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		C-Min	C-Min	C-Min
Act Effct Green (s)		30.5	30.5		30.5		111.0	109.3			94.3	94.3
Actuated g/C Ratio		0.20	0.20		0.20		0.74	0.73			0.63	0.63
v/c Ratio		1.55	0.79		0.38		1.57	0.52			1.49	0.42
Control Delay		303.1	42.9		22.7		303.4	20.0			246.1	5.3
Queue Delay		0.5	0.0		0.1		0.0	0.0			1.0	5.7
Total Delay		303.6	42.9		22.8		303.4	20.0			247.2	11.0
LOS		F	D		C		F	B			F	B
Approach Delay		184.7			22.8			68.1			194.0	
Approach LOS		F			C			E			F	
Queue Length 50th (ft)		~569	178		2		~318	514			~1982	100

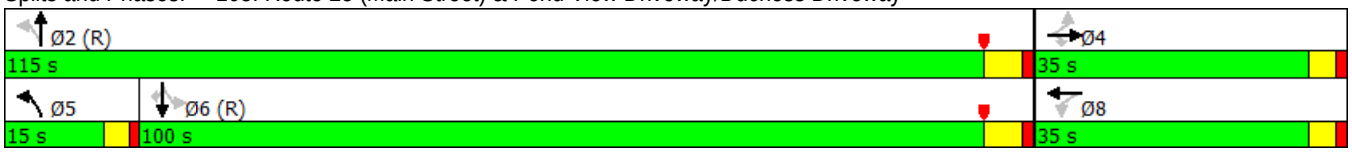
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#725	272		42		m#452	610			m#1110	m44
Internal Link Dist (ft)		118			62			1720			323	
Turn Bay Length (ft)							150					
Base Capacity (vph)		268	442		136		168	2480			971	1006
Starvation Cap Reductn		0	0		0		0	0			170	516
Spillback Cap Reductn		10	0		3		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		1.61	0.79		0.39		1.57	0.52			1.81	0.86

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 89 (59%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.57
Intersection Signal Delay: 144.1 Intersection LOS: F
Intersection Capacity Utilization 143.5% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	80	90	250	110	130	70	1390	80	90	1380	80
Future Volume (vph)	90	80	90	250	110	130	70	1390	80	90	1380	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	10	11	12	10	11	12
Storage Length (ft)	120		0	125		0	220		600	130		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	75			75			120			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.921			0.919			0.992			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1716	0	1711	1655	0	1652	3394	0	1652	1786	0
Flt Permitted	0.289			0.496			0.950			0.950		
Satd. Flow (perm)	520	1716	0	893	1655	0	1652	3394	0	1652	1786	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		34						7				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		709			302			403			454	
Travel Time (s)		19.3			8.2			6.9			7.7	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	98	87	98	298	131	155	74	1479	85	98	1500	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	185	0	298	286	0	74	1564	0	98	1587	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	38.0	38.0		38.0	38.0		13.0	92.4		19.6	99.0	
Total Split (%)	25.3%	25.3%		25.3%	25.3%		8.7%	61.6%		13.1%	66.0%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	31.6	31.6		31.6	31.6		6.2	87.7		11.5	93.0	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.04	0.58		0.08	0.62	
v/c Ratio	0.90	0.48		1.59	0.82		1.09	0.79		0.78	1.43	
Control Delay	119.7	46.7		324.6	76.1		185.0	7.7		77.3	225.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	1.2		0.0	1.3	
Total Delay	119.7	46.8		324.6	76.1		185.0	8.9		77.3	226.7	
LOS	F	D		F	E		F	A		E	F	
Approach Delay		72.0			202.9			16.9			218.0	
Approach LOS		E			F			B			F	
Queue Length 50th (ft)	94	131		~414	270		~83	174		94	~2107	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#213	213		#554	#365		m#156	m207		m94	m#1945	
Internal Link Dist (ft)		629			222			323			374	
Turn Bay Length (ft)	120			125			220			130		
Base Capacity (vph)	109	388		188	348		68	1987		140	1107	
Starvation Cap Reductn	0	0		0	0		0	213		0	0	
Spillback Cap Reductn	0	4		0	0		0	0		0	254	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.90	0.48		1.59	0.82		1.09	0.88		0.70	1.86	

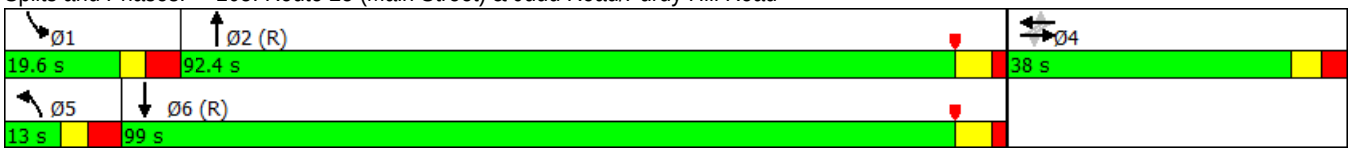
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 44 (29%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.59			
Intersection Signal Delay: 127.4		Intersection LOS: F	
Intersection Capacity Utilization 116.7%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road

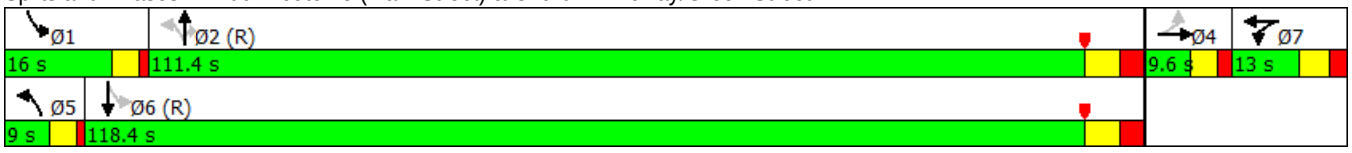


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	40	0	230	0	1510	10	220	1470	0
Future Volume (vph)	0	0	0	40	0	230	0	1510	10	220	1470	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	11	11	12	10	11	11	11	11	12
Storage Length (ft)	0		0	115		0	40		175	100		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			65			65			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1722	0	1694	1516	0	1722	1783	1516	1694	1783	0
Flt Permitted				0.950						0.034		
Satd. Flow (perm)	0	1722	0	1694	1516	0	1722	1783	1516	61	1783	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					166				110			
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		126			720			472			557	
Travel Time (s)		3.4			19.6			8.0			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.87	0.87	0.87	0.95	0.95	0.95	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	0	46	0	264	0	1589	11	247	1652	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	46	264	0	0	1589	11	247	1652	0
Turn Type				Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		7	7		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	4	4		7	7		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0	25.0	5.0	25.0	
Minimum Split (s)	9.6	9.6		10.5	10.5		9.0	31.8	31.8	9.0	31.8	
Total Split (s)	9.6	9.6		13.0	13.0		9.0	111.4	111.4	16.0	118.4	
Total Split (%)	6.4%	6.4%		8.7%	8.7%		6.0%	74.3%	74.3%	10.7%	78.9%	
Yellow Time (s)	3.0	3.0		3.3	3.3		3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	1.6	1.6		2.2	2.2		1.0	2.9	2.9	1.0	2.9	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		5.5	5.5		4.0	6.8	6.8	4.0	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)				7.5	7.5			114.2	114.2	133.0	130.2	
Actuated g/C Ratio				0.05	0.05			0.76	0.76	0.89	0.87	
v/c Ratio				0.55	1.13			1.17	0.01	1.34	1.07	
Control Delay				93.3	121.2			96.6	0.0	220.6	53.9	
Queue Delay				0.0	4.7			0.1	0.0	0.0	13.5	
Total Delay				93.3	125.9			96.7	0.0	220.6	67.4	
LOS				F	F			F	A	F	E	
Approach Delay					121.1			96.0			87.3	
Approach LOS					F			F			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)				45	~135			~1863	0	~270	~1793	
Queue Length 95th (ft)				#93	#300			#2136	m0	m#382	#2031	
Internal Link Dist (ft)		46			640			392			477	
Turn Bay Length (ft)				115					175	100		
Base Capacity (vph)				84	233			1357	1180	184	1547	
Starvation Cap Reductn				0	0			0	0	0	91	
Spillback Cap Reductn				0	61			37	0	0	0	
Storage Cap Reductn				0	0			0	0	0	0	
Reduced v/c Ratio				0.55	1.53			1.20	0.01	1.34	1.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 29 (19%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.34			
Intersection Signal Delay: 93.7		Intersection LOS: F	
Intersection Capacity Utilization 119.5%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	0	300	10	0	10	360	1290	10	10	1310	310
Future Volume (vph)	340	0	300	10	0	10	360	1290	10	10	1310	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	11	11	10	11	11
Storage Length (ft)	375		370	0		0	250		0	280		170
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	100			25			200			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850		0.932			0.999				0.850
Flt Protected	0.950	0.950			0.976		0.950					
Satd. Flow (prot)	1625	1625	1531	0	1694	0	1652	1799	0	0	3421	1531
Flt Permitted	0.950	0.950			0.750		0.118				0.792	
Satd. Flow (perm)	1625	1625	1531	0	1302	0	205	1799	0	0	2710	1531
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			81					1				318
Link Speed (mph)		40			25			40			40	
Link Distance (ft)		745			139			557			391	
Travel Time (s)		12.7			3.8			9.5			6.7	
Peak Hour Factor	0.89	0.89	0.89	0.80	0.80	0.80	0.99	0.99	0.99	0.94	0.94	0.94
Adj. Flow (vph)	382	0	337	13	0	13	364	1303	10	11	1394	330
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	191	191	337	0	26	0	364	1313	0	0	1405	330
Turn Type	Split	NA	pm+ov	Perm	NA		D.P+P	NA		Perm	NA	pm+ov
Protected Phases	4	4	1		5		1	1 2			2	4
Permitted Phases			4	5			2			2		2
Detector Phase	4	4	1	5	5		1	2		2	2	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	5.0	5.0	5.0		5.0			15.0	15.0	10.0
Minimum Split (s)	16.6	16.6	9.0	9.5	9.5		9.0			20.5	20.5	16.6
Total Split (s)	24.2	24.2	20.0	9.5	9.5		20.0			96.3	96.3	24.2
Total Split (%)	16.1%	16.1%	13.3%	6.3%	6.3%		13.3%			64.2%	64.2%	16.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.9	3.9	3.0
All-Red Time (s)	3.6	3.6	1.0	1.5	1.5		1.0			1.6	1.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0				0.0	0.0
Total Lost Time (s)	6.6	6.6	4.0		4.5		4.0				5.5	6.6
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	None
Act Effct Green (s)	17.6	17.6	37.0		5.0		110.2	114.2			92.7	115.8
Actuated g/C Ratio	0.12	0.12	0.25		0.03		0.73	0.76			0.62	0.77
v/c Ratio	1.01	1.01	0.77		0.60		1.19	0.96			0.84	0.26
Control Delay	131.0	131.0	46.6		120.6		121.9	16.9			29.2	1.1
Queue Delay	0.0	0.0	13.0		0.0		0.0	42.9			0.9	0.0
Total Delay	131.0	131.0	59.6		120.6		121.9	59.8			30.1	1.1
LOS	F	F	E		F		F	E			C	A
Approach Delay		97.5			120.6			73.3			24.6	
Approach LOS		F			F			E			C	
Queue Length 50th (ft)	~200	~200	211		26		~307	503			567	3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#370	#370	#317		#66		m#223	m427			690	25
Internal Link Dist (ft)		665			59			477			311	
Turn Bay Length (ft)	375		370				250					170
Base Capacity (vph)	190	190	438		43		305	1370			1674	1254
Starvation Cap Reductn	0	0	0		0		0	207			0	0
Spillback Cap Reductn	0	0	84		0		0	0			90	0
Storage Cap Reductn	0	0	0		0		0	0			0	0
Reduced v/c Ratio	1.01	1.01	0.95		0.60		1.19	1.13			0.89	0.26

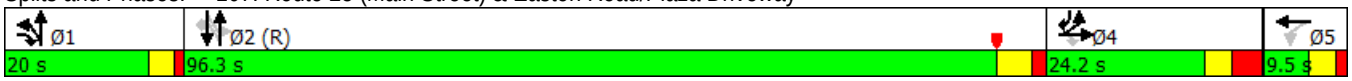
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.19			
Intersection Signal Delay: 57.4		Intersection LOS: E	
Intersection Capacity Utilization 134.5%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	10	1330	40	20	1290
Future Volume (vph)	40	10	1330	40	20	1290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Storage Length (ft)	0	60		0	225	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				65	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.996			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3525	0	1711	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3525	0	1711	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		13	8			
Link Speed (mph)	25		30			35
Link Distance (ft)	350		188			421
Travel Time (s)	9.5		4.3			8.2
Peak Hour Factor	0.80	0.80	0.88	0.88	0.92	0.92
Adj. Flow (vph)	50	13	1511	45	22	1402
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	13	1556	0	22	1402
Turn Type	Prot	Prot	NA		Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases						
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		5.0	15.0
Minimum Split (s)	10.5	10.5	20.9		9.0	20.9
Total Split (s)	11.0	11.0	65.0		9.0	74.0
Total Split (%)	12.9%	12.9%	76.5%		10.6%	87.1%
Yellow Time (s)	3.0	3.0	4.4		3.0	4.4
All-Red Time (s)	0.5	0.5	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	3.5	5.9		4.0	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)	7.2	7.2	71.4		5.0	75.0
Actuated g/C Ratio	0.08	0.08	0.84		0.06	0.88
v/c Ratio	0.34	0.09	0.53		0.22	0.45
Control Delay	43.0	19.6	4.9		37.0	1.3
Queue Delay	0.0	0.0	0.0		0.0	0.1
Total Delay	43.0	19.6	4.9		37.0	1.4
LOS	D	B	A		D	A
Approach Delay	38.2		4.9			2.0
Approach LOS	D		A			A
Queue Length 50th (ft)	26	0	105		12	54

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	53	15	248		m18	74
Internal Link Dist (ft)	270		108			341
Turn Bay Length (ft)		60			225	
Base Capacity (vph)	156	151	2960		100	3121
Starvation Cap Reductn	0	0	0		0	509
Spillback Cap Reductn	0	0	49		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.32	0.09	0.53		0.22	0.54

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 43 (51%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 4.2		Intersection LOS: A	
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

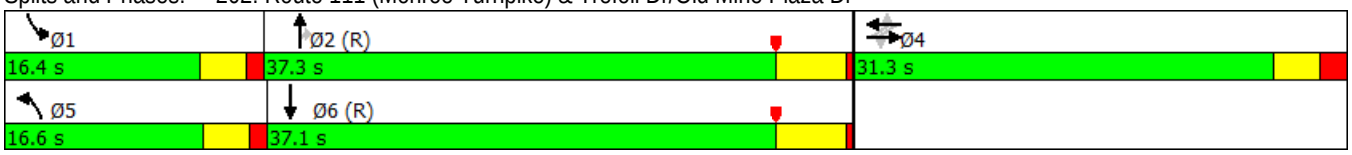


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	60	140	210	60	200	170	930	240	170	960	80
Future Volume (vph)	60	60	140	210	60	200	170	930	240	170	960	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	11	12	12	12	12	12
Storage Length (ft)	0		130	90		0	250		250	200		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			60			125			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.895			0.885				0.850		0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1778	0	1770	1758	0	1711	3539	1583	1770	3497	0
Flt Permitted	0.423			0.467			0.950			0.950		
Satd. Flow (perm)	788	1778	0	870	1758	0	1711	3539	1583	1770	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		144			205				253		12	
Link Speed (mph)		25			25			35			40	
Link Distance (ft)		274			273			421			425	
Travel Time (s)		7.5			7.4			8.2			7.2	
Peak Hour Factor	0.80	0.80	0.80	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94
Adj. Flow (vph)	75	75	175	223	64	213	179	979	253	181	1021	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	250	0	223	277	0	179	979	253	181	1106	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4					2			
Detector Phase	4	4		4	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.8	11.8		11.8	11.8		9.1	19.9	19.9	9.1	19.9	
Total Split (s)	31.3	31.3		31.3	31.3		16.6	37.3	37.3	16.4	37.1	
Total Split (%)	36.8%	36.8%		36.8%	36.8%		19.5%	43.9%	43.9%	19.3%	43.6%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4	4.4	3.0	4.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.1	0.5	0.5	1.1	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8		4.1	4.9	4.9	4.1	4.9	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	23.0	23.0		23.0	23.0		11.5	36.9	36.9	11.3	36.7	
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.14	0.43	0.43	0.13	0.43	
v/c Ratio	0.35	0.43		0.94	0.44		0.78	0.64	0.31	0.77	0.73	
Control Delay	28.5	12.5		77.7	9.2		61.7	17.9	2.4	54.7	27.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.2	0.0	0.0	0.0	
Total Delay	28.5	12.5		77.7	9.2		61.7	18.1	2.4	54.7	27.9	
LOS	C	B		E	A		E	B	A	D	C	
Approach Delay		16.2			39.8			20.8			31.7	
Approach LOS		B			D			C			C	
Queue Length 50th (ft)	31	42		111	28		76	227	28	76	323	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	59	78		#236	86		#179	287	20	#181	390	
Internal Link Dist (ft)		194			193			341			345	
Turn Bay Length (ft)				90			250		250	200		
Base Capacity (vph)	245	653		271	689		251	1535	829	256	1516	
Starvation Cap Reductn	0	0		0	0		0	97	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.31	0.38		0.82	0.40		0.71	0.68	0.31	0.71	0.73	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 35 (41%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 27.0		Intersection LOS: C	
Intersection Capacity Utilization 77.4%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr



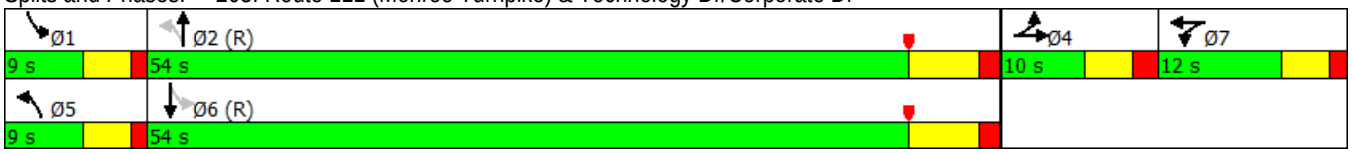
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	20	60	0	20	10	1150	30	30	1080	10
Future Volume (vph)	10	0	20	60	0	20	10	1150	30	30	1080	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	11	10	12	11	12	12	11	12	12
Storage Length (ft)	0		115	0		125	150		0	325		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.856			0.922			0.996			0.999	
Flt Protected	0.950	0.998		0.950	0.977		0.950			0.950		
Satd. Flow (prot)	1625	1562	0	1625	1488	0	1711	3525	0	1711	3536	0
Flt Permitted	0.950	0.998		0.950	0.977		0.226			0.148		
Satd. Flow (perm)	1625	1562	0	1625	1488	0	407	3525	0	266	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		141			148			5			2	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		311			293			1088			554	
Travel Time (s)		8.5			8.0			18.5			9.4	
Peak Hour Factor	0.80	0.80	0.80	0.87	0.87	0.87	0.88	0.88	0.88	0.97	0.97	0.97
Adj. Flow (vph)	13	0	25	69	0	23	11	1307	34	31	1113	10
Shared Lane Traffic (%)	10%			31%								
Lane Group Flow (vph)	12	26	0	48	44	0	11	1341	0	31	1123	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.7	9.7		9.2	9.2		9.0	20.8		9.0	20.8	
Total Split (s)	10.0	10.0		12.0	12.0		9.0	54.0		9.0	54.0	
Total Split (%)	11.8%	11.8%		14.1%	14.1%		10.6%	63.5%		10.6%	63.5%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.7	1.7		1.2	1.2		1.0	1.4		1.0	1.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.2	4.2		4.0	5.8		4.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	5.1	5.1		6.3	6.3		64.1	60.4		65.7	64.0	
Actuated g/C Ratio	0.06	0.06		0.07	0.07		0.75	0.71		0.77	0.75	
v/c Ratio	0.12	0.12		0.40	0.18		0.03	0.53		0.11	0.42	
Control Delay	40.8	1.0		47.0	1.6		1.2	3.1		1.5	2.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	40.8	1.0		47.0	1.6		1.2	3.1		1.5	2.3	
LOS	D	A		D	A		A	A		A	A	
Approach Delay		13.6			25.3			3.1			2.3	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)	6	0		26	0		1	35		0	23	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	21	0		58	0		m1	48		m1	161	
Internal Link Dist (ft)		231			213			1008			474	
Turn Bay Length (ft)							150			325		
Base Capacity (vph)	101	229		149	270		383	2507		290	2663	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.12	0.11		0.32	0.16		0.03	0.53		0.11	0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 74 (87%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 3.7		Intersection LOS: A	
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

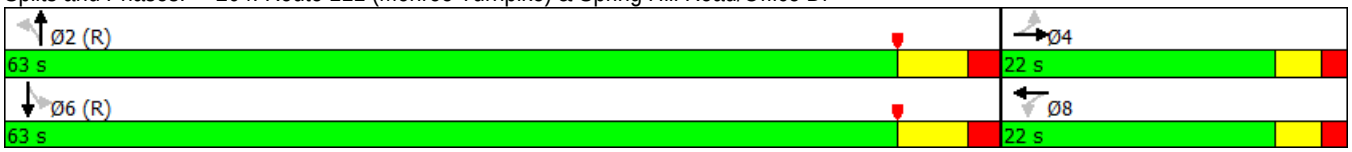


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	0	30	0	0	10	10	1200	0	10	1160	80
Future Volume (vph)	100	0	30	0	0	10	10	1200	0	10	1160	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.969			0.865						0.990	
Flt Protected		0.963										
Satd. Flow (prot)	0	1796	0	0	1665	0	0	3539	0	0	3504	0
Flt Permitted		0.768						0.939			0.939	
Satd. Flow (perm)	0	1432	0	0	1665	0	0	3323	0	0	3290	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			62						17	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		364			150			1529			547	
Travel Time (s)		9.9			4.1			26.1			9.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.84	0.84	0.84	0.96	0.96	0.96
Adj. Flow (vph)	125	0	38	0	0	13	12	1429	0	10	1208	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	0	0	13	0	0	1441	0	0	1301	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		21.5	21.5		21.5	21.5	
Total Split (s)	22.0	22.0		22.0	22.0		63.0	63.0		63.0	63.0	
Total Split (%)	25.9%	25.9%		25.9%	25.9%		74.1%	74.1%		74.1%	74.1%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	1.7	1.7		1.7	1.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		11.9			11.9			61.9			61.9	
Actuated g/C Ratio		0.14			0.14			0.73			0.73	
v/c Ratio		0.68			0.05			0.60			0.54	
Control Delay		39.1			0.3			4.3			4.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		39.1			0.3			4.3			4.4	
LOS		D			A			A			A	
Approach Delay		39.1			0.3			4.3			4.4	
Approach LOS		D			A			A			A	
Queue Length 50th (ft)		60			0			8			90	
Queue Length 95th (ft)		98			0			12			m159	
Internal Link Dist (ft)		284			70			1449			467	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		327			388			2421			2402	
Starvation Cap Reductn		0			0			0			73	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.50			0.03			0.60			0.56	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 36 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 6.3		Intersection LOS: A	
Intersection Capacity Utilization 65.1%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr

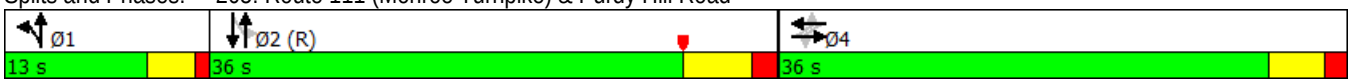


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	130	170	220	100	90	170	960	180	80	860	120
Future Volume (vph)	180	130	170	220	100	90	170	960	180	80	860	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	11	12	12
Storage Length (ft)	0		130	110		0	350		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.915			0.929			0.976			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1704	0	1770	1730	0	1711	3454	0	1711	3476	0
Flt Permitted	0.576			0.393			0.950			0.204		
Satd. Flow (perm)	1073	1704	0	732	1730	0	1711	3454	0	367	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		87			60			39			20	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		468			420			547			444	
Travel Time (s)		10.6			11.5			9.3			7.6	
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	209	151	198	244	111	100	177	1000	188	83	896	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	349	0	244	211	0	177	1188	0	83	1021	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4			4						2		
Detector Phase	4	4		4	4		1	2		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0			15.0	15.0	
Minimum Split (s)	13.1	13.1		13.1	13.1		9.0			21.1	21.1	
Total Split (s)	36.0	36.0		36.0	36.0		13.0			36.0	36.0	
Total Split (%)	42.4%	42.4%		42.4%	42.4%		15.3%			42.4%	42.4%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0			4.4	4.4	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0			1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0			0.0	0.0	
Total Lost Time (s)	5.1	5.1		5.1	5.1		4.0			6.1	6.1	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None			C-Max	C-Max	
Act Effct Green (s)	29.1	29.1		29.1	29.1		9.0	46.8		31.7	31.7	
Actuated g/C Ratio	0.34	0.34		0.34	0.34		0.11	0.55		0.37	0.37	
v/c Ratio	0.57	0.55		0.98	0.33		0.98	0.62		0.61	0.78	
Control Delay	29.2	19.7		80.7	15.6		102.2	4.3		45.9	29.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.1		0.0	0.0	
Total Delay	29.2	19.7		80.7	15.6		102.2	4.3		45.9	29.0	
LOS	C	B		F	B		F	A		D	C	
Approach Delay		23.3			50.5			17.0			30.2	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	87	106		122	55		83	29		37	253	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	148	173		#267	108		#218	50		#111	334	
Internal Link Dist (ft)		388			340			467			364	
Turn Bay Length (ft)				110			350			125		
Base Capacity (vph)	390	674		266	667		181	1918		137	1308	
Starvation Cap Reductn	0	0		0	0		0	80		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.54	0.52		0.92	0.32		0.98	0.65		0.61	0.78	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 29 (34%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 26.6		Intersection LOS: C	
Intersection Capacity Utilization 91.1%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



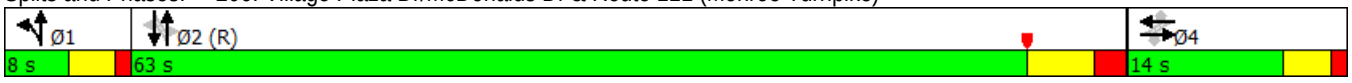
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	0	110	40	10	60	80	1000	60	50	980	70
Future Volume (vph)	110	0	110	40	10	60	80	1000	60	50	980	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	15	14	11	11	12	10	11	12
Storage Length (ft)	0		0	0		35	120		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			80			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.992			0.990	
Flt Protected		0.950			0.961		0.950			0.950		
Satd. Flow (prot)	0	1711	1531	0	1969	1689	1711	1786	0	1652	1783	0
Flt Permitted		0.717			0.578		0.102			0.152		
Satd. Flow (perm)	0	1291	1531	0	1184	1689	184	1786	0	264	1783	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125			94		12			9	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		121			198			441			636	
Travel Time (s)		3.3			5.4			8.6			12.4	
Peak Hour Factor	0.88	0.88	0.88	0.81	0.81	0.81	0.92	0.92	0.92	0.97	0.97	0.97
Adj. Flow (vph)	125	0	125	49	12	74	87	1087	65	52	1010	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	125	0	61	74	87	1152	0	52	1082	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4		4	2			2		
Detector Phase	4	4	4	4	4	4	1	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	4.0			36.0	36.0	
Minimum Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	8.0			42.3	42.3	
Total Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	8.0			63.0	63.0	
Total Split (%)	16.5%	16.5%	16.5%	16.5%	16.5%	16.5%	9.4%			74.1%	74.1%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.2	4.2	
All-Red Time (s)	1.1	1.1	1.1	1.1	1.1	1.1	1.0			2.1	2.1	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Lost Time (s)		4.1	4.1		4.1	4.1	4.0			6.3	6.3	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max			C-Min	C-Min	
Act Effct Green (s)		9.7	9.7		9.7	9.7	63.2	67.2		56.9	56.9	
Actuated g/C Ratio		0.11	0.11		0.11	0.11	0.74	0.79		0.67	0.67	
v/c Ratio		0.85	0.44		0.45	0.27	0.42	0.81		0.30	0.90	
Control Delay		82.2	12.2		46.6	8.0	8.6	11.5		4.5	11.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		82.2	12.2		46.6	8.0	8.6	11.5		4.5	11.3	
LOS		F	B		D	A	A	B		A	B	
Approach Delay		47.2			25.5			11.3			11.0	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)		67	0		31	0	8	268		5	100	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#159	46		62	20	16	477		m6	m104	
Internal Link Dist (ft)		41			118			361			556	
Turn Bay Length (ft)						35	120			135		
Base Capacity (vph)		150	288		137	279	208	1414		176	1196	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.83	0.43		0.45	0.27	0.42	0.81		0.30	0.90	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 25 (29%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 15.1 Intersection LOS: B
Intersection Capacity Utilization 86.0% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	140	250	100	130	140	250	810	60	130	720	130
Future Volume (vph)	150	140	250	100	130	140	250	810	60	130	720	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	9	12	11	10	11	11	12	10	12	12
Storage Length (ft)	0		125	100		0	160		0	95		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			100			70			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.990			0.977	
Flt Protected		0.975			0.979		0.950			0.950		
Satd. Flow (prot)	0	1635	1425	0	1763	1478	1711	1783	0	1652	1820	0
Flt Permitted		0.525			0.495		0.105			0.113		
Satd. Flow (perm)	0	880	1425	0	891	1478	189	1783	0	196	1820	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			225			92		6			13	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		385			483			814			737	
Travel Time (s)		8.8			11.0			15.9			14.4	
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	167	156	278	125	163	175	258	835	62	134	742	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	323	278	0	288	175	258	897	0	134	876	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.9	9.9	9.9	9.9	9.9	9.2	9.2	21.6		9.2	21.6	
Total Split (s)	31.0	31.0	31.0	31.0	31.0	9.2	12.0	44.8		9.2	42.0	
Total Split (%)	36.5%	36.5%	36.5%	36.5%	36.5%	10.8%	14.1%	52.7%		10.8%	49.4%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.2	3.2	4.2		3.2	4.2	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.2	1.0	1.0	2.4		1.0	2.4	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.9	4.9		4.9	4.2	4.2	6.6		4.2	6.6	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		26.1	26.1		26.1	36.0	48.4	38.2		42.8	35.4	
Actuated g/C Ratio		0.31	0.31		0.31	0.42	0.57	0.45		0.50	0.42	
v/c Ratio		1.20	0.47		1.05	0.26	1.04	1.12		0.73	1.15	
Control Delay		148.6	8.6		101.7	8.9	76.9	89.2		32.4	100.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		148.6	8.6		101.7	8.9	76.9	89.2		32.4	100.2	
LOS		F	A		F	A	E	F		C	F	
Approach Delay		83.9			66.6			86.4			91.2	
Approach LOS		F			E			F			F	
Queue Length 50th (ft)		~212	20		~170	26	~99	~557		34	~537	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#370	82		#269	54	m#169	m#787		m56	m#760	
Internal Link Dist (ft)		305			403			734			657	
Turn Bay Length (ft)			125				160			95		
Base Capacity (vph)		270	593		273	679	247	804		184	765	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		1.20	0.47		1.05	0.26	1.04	1.12		0.73	1.15	

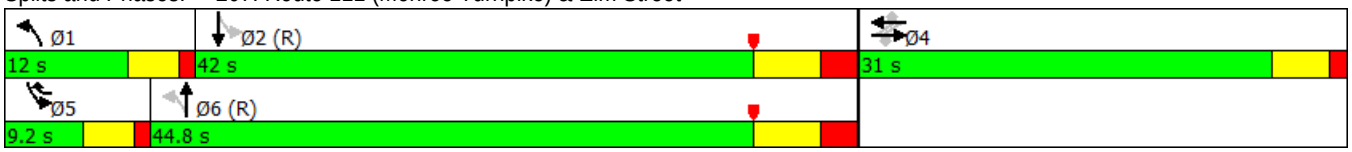
Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 67 (79%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.20			
Intersection Signal Delay: 84.6		Intersection LOS: F	
Intersection Capacity Utilization 104.8%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



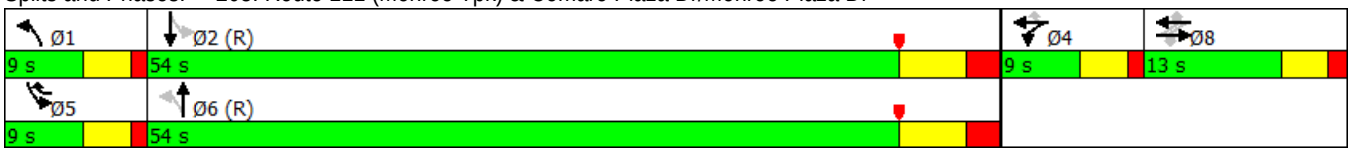
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	10	80	160	20	170	60	820	10	110	740	30
Future Volume (vph)	70	10	80	160	20	170	60	820	10	110	740	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	10	11	10	11	12	10	11	12
Storage Length (ft)	0		0	0		0	450		0	145		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			55			105		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.998			0.994	
Flt Protected		0.958			0.958		0.950			0.950		
Satd. Flow (prot)	0	1725	1583	0	1666	1531	1652	1797	0	1652	1790	0
Flt Permitted		0.625			0.689		0.192			0.133		
Satd. Flow (perm)	0	1125	1583	0	1198	1531	334	1797	0	231	1790	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146			143		1			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		102			224			737			443	
Travel Time (s)		2.8			6.1			14.4			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	76	11	87	172	22	183	63	863	11	116	779	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	87	0	194	183	63	874	0	116	811	0
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8		4	4 8	5	1	6		5	2	
Permitted Phases	8		8	8		4 8	6			2		
Detector Phase	8	8	8	4	4 8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.3	9.3	9.3	9.0		9.0	9.0	21.4		9.0	21.4	
Total Split (s)	13.0	13.0	13.0	9.0		9.0	9.0	54.0		9.0	54.0	
Total Split (%)	15.3%	15.3%	15.3%	10.6%		10.6%	10.6%	63.5%		10.6%	63.5%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0	4.2		3.0	4.2	
All-Red Time (s)	1.3	1.3	1.3	1.0		1.0	1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.3	4.3			4.0	4.0	6.4		4.0	6.4	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None	None	C-Min		None	C-Min	
Act Effct Green (s)		8.5	8.5		13.8	26.8	55.2	47.8		56.0	49.6	
Actuated g/C Ratio		0.10	0.10		0.16	0.32	0.65	0.56		0.66	0.58	
v/c Ratio		0.78	0.30		0.88	0.32	0.21	0.86		0.49	0.77	
Control Delay		80.5	4.2		70.8	8.0	3.3	14.6		9.0	15.7	
Queue Delay		0.0	0.0		0.0	0.0	0.0	2.7		0.0	2.8	
Total Delay		80.5	4.2		70.8	8.0	3.3	17.3		9.0	18.5	
LOS		F	A		E	A	A	B		A	B	
Approach Delay		42.4			40.3			16.4			17.3	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)		46	0		93	15	6	173		10	195	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#124	11		#221	61	m6	m151		m21	#452	
Internal Link Dist (ft)		22			144			657			363	
Turn Bay Length (ft)							450			145		
Base Capacity (vph)		115	293		224	579	294	1011		236	1047	
Starvation Cap Reductn		0	0		0	0	0	0		0	139	
Spillback Cap Reductn		0	0		0	4	0	66		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.76	0.30		0.87	0.32	0.21	0.92		0.49	0.89	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 79 (93%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 22.4 Intersection LOS: C
Intersection Capacity Utilization 78.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr



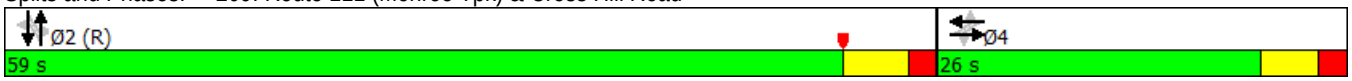
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	60	60	150	90	60	60	850	130	50	690	180
Future Volume (vph)	170	60	60	150	90	60	60	850	130	50	690	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	12	12	10	11	12	10	11	12
Storage Length (ft)	90		0	0		95	90		0	45		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			25			105			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925			0.940			0.980			0.969	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	1666	0	1770	1751	0	1652	1765	0	1652	1745	0
Flt Permitted	0.574			0.650			0.182			0.096		
Satd. Flow (perm)	998	1666	0	1211	1751	0	316	1765	0	167	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56			37			17			29	
Link Speed (mph)		25			30			35			40	
Link Distance (ft)		354			360			443			949	
Travel Time (s)		9.7			8.2			8.6			16.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.95	0.95	0.95	0.98	0.98	0.98
Adj. Flow (vph)	213	75	75	188	113	75	63	895	137	51	704	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	213	150	0	188	188	0	63	1032	0	51	888	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	12.6	12.6		12.6	12.6		26.0	26.0		26.0	26.0	
Total Split (s)	26.0	26.0		26.0	26.0		59.0	59.0		59.0	59.0	
Total Split (%)	30.6%	30.6%		30.6%	30.6%		69.4%	69.4%		69.4%	69.4%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.2	4.2		4.2	4.2	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	19.7	19.7		19.7	19.7		53.7	53.7		53.7	53.7	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.63	0.63		0.63	0.63	
v/c Ratio	0.93	0.35		0.67	0.43		0.32	0.92		0.49	0.80	
Control Delay	77.0	19.4		42.8	25.5		6.5	17.2		15.6	9.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	1.1		0.0	1.2	
Total Delay	77.0	19.4		42.8	25.5		6.5	18.3		15.6	10.2	
LOS	E	B		D	C		A	B		B	B	
Approach Delay		53.2			34.2			17.6			10.5	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)	110	41		91	67		6	97		2	33	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#197	77		140	109		m11	m#721		m5	160	
Internal Link Dist (ft)		274			280			363			869	
Turn Bay Length (ft)	90						90			45		
Base Capacity (vph)	239	442		290	448		200	1121		105	1113	
Starvation Cap Reductn	0	0		0	0		0	19		0	0	
Spillback Cap Reductn	0	2		0	0		0	0		0	82	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.89	0.34		0.65	0.42		0.32	0.94		0.49	0.86	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 22.1 Intersection LOS: C
Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 209: Route 111 (Monroe Tpk) & Cross Hill Road



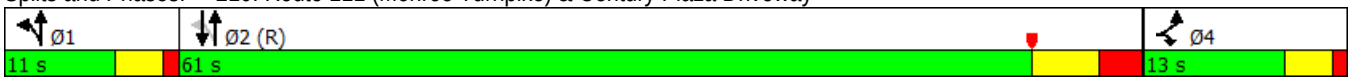
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	180	170	840	740	90
Future Volume (vph)	90	180	170	840	740	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	11	12
Storage Length (ft)	0	0	280			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		175			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.985	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1711	1583	1711	1801	1774	0
Flt Permitted	0.950		0.196			
Satd. Flow (perm)	1711	1583	353	1801	1774	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		200			14	
Link Speed (mph)	25			40	40	
Link Distance (ft)	142			949	728	
Travel Time (s)	3.9			16.2	12.4	
Peak Hour Factor	0.90	0.90	0.97	0.97	0.92	0.92
Adj. Flow (vph)	100	200	175	866	804	98
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	200	175	866	902	0
Turn Type	Prot	Prot	D.P+P	NA	NA	
Protected Phases	4	4	1	1 2	2	
Permitted Phases			2			
Detector Phase	4	4	1	2	2	
Switch Phase						
Minimum Initial (s)	9.0	9.0	3.0		15.0	
Minimum Split (s)	13.0	13.0	7.0		22.0	
Total Split (s)	13.0	13.0	11.0		61.0	
Total Split (%)	15.3%	15.3%	12.9%		71.8%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		2.8	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		7.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None		C-Max	
Act Effct Green (s)	9.0	9.0	64.0	68.0	55.6	
Actuated g/C Ratio	0.11	0.11	0.75	0.80	0.65	
v/c Ratio	0.55	0.58	0.50	0.60	0.77	
Control Delay	48.5	12.9	5.0	5.5	16.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.5	12.9	5.0	5.5	16.4	
LOS	D	B	A	A	B	
Approach Delay	24.8			5.4	16.4	
Approach LOS	C			A	B	
Queue Length 50th (ft)	52	0	19	175	293	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	#107	61	m22	m236	494	
Internal Link Dist (ft)	62			869	648	
Turn Bay Length (ft)			280			
Base Capacity (vph)	181	346	384	1440	1164	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.55	0.58	0.46	0.60	0.77	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 69 (81%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1520	30	10	1500
Future Volume (vph)	0	0	1520	30	10	1500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997			
Flt Protected						
Satd. Flow (prot)	1722	0	1839	0	0	1845
Flt Permitted						
Satd. Flow (perm)	1722	0	1839	0	0	1845
Link Speed (mph)	30		40			40
Link Distance (ft)	316		5365			661
Travel Time (s)	7.2		91.4			11.3
Peak Hour Factor	0.80	0.80	0.94	0.94	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	1617	32	11	1579
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1649	0	0	1590
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	90.2%	ICU Level of Service	E
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1520	30	10	1500
Future Vol, veh/h	0	0	1520	30	10	1500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	94	94	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	1617	32	11	1579

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3233	1633	0	0	1649	0
Stage 1	1633	-	-	-	-	-
Stage 2	1600	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	10	124	-	-	389	-
Stage 1	174	-	-	-	-	-
Stage 2	181	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	8	124	-	-	389	-
Mov Cap-2 Maneuver	8	-	-	-	-	-
Stage 1	174	-	-	-	-	-
Stage 2	139	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	389	-
HCM Lane V/C Ratio	-	-	-	0.027	-
HCM Control Delay (s)	-	-	0	14.5	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	160	80	50	0	20	170
Future Volume (vph)	160	80	50	0	20	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.879	
Flt Protected		0.968			0.995	
Satd. Flow (prot)	0	1803	1801	0	1575	0
Flt Permitted		0.968			0.995	
Satd. Flow (perm)	0	1803	1801	0	1575	0
Link Speed (mph)		30	25		25	
Link Distance (ft)		1004	805		979	
Travel Time (s)		22.8	22.0		26.7	
Peak Hour Factor	0.89	0.89	0.80	0.80	0.80	0.80
Adj. Flow (vph)	180	90	63	0	25	213
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	270	63	0	238	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	160	80	50	0	20	170
Future Vol, veh/h	160	80	50	0	20	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	180	90	63	0	25	213

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	63	0	-	0	512	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	449	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1540	-	-	-	522	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	643	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1540	-	-	-	458	1002
Mov Cap-2 Maneuver	-	-	-	-	458	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	564	-

Approach	EB	WB	SB
HCM Control Delay, s	5.1	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1540	-	-	-	891
HCM Lane V/C Ratio	0.117	-	-	-	0.267
HCM Control Delay (s)	7.6	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	180	20	20	180	80	20	120	20	110	150	160
Future Volume (vph)	140	180	20	20	180	80	20	120	20	110	150	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.961			0.983			0.949	
Flt Protected		0.980			0.996			0.994			0.987	
Satd. Flow (prot)	0	1751	0	0	1783	0	0	1699	0	0	1745	0
Flt Permitted		0.980			0.996			0.994			0.987	
Satd. Flow (perm)	0	1751	0	0	1783	0	0	1699	0	0	1745	0
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		988			775			934			884	
Travel Time (s)		22.5			17.6			25.5			24.1	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	175	225	25	25	225	100	25	150	25	138	188	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	425	0	0	350	0	0	200	0	0	526	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.6%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	63.2
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	140	180	20	0	20	180	80	0	20	120	20
Future Vol, veh/h	0	140	180	20	0	20	180	80	0	20	120	20
Peak Hour Factor	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	175	225	25	0	25	225	100	0	25	150	25
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	56.9	35	20.8
HCM LOS	F	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	41%	7%	26%
Vol Thru, %	75%	53%	64%	36%
Vol Right, %	12%	6%	29%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	340	280	420
LT Vol	20	140	20	110
Through Vol	120	180	180	150
RT Vol	20	20	80	160
Lane Flow Rate	200	425	350	525
Geometry Grp	1	1	1	1
Degree of Util (X)	0.488	0.931	0.775	1.113
Departure Headway (Hd)	9.253	8.337	8.445	7.635
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	392	438	431	473
Service Time	7.253	6.337	6.445	5.705
HCM Lane V/C Ratio	0.51	0.97	0.812	1.11
HCM Control Delay	20.8	56.9	35	103.3
HCM Lane LOS	C	F	D	F
HCM 95th-tile Q	2.6	10.6	6.6	17.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	110	150	160
Future Vol, veh/h	0	110	150	160
Peak Hour Factor	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	138	188	200
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	103.3
HCM LOS	F

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	1420	10	10	1380
Future Volume (vph)	10	10	1420	10	10	1380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	10	12	12	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932		0.999			
Flt Protected	0.976					
Satd. Flow (prot)	1751	0	3300	0	0	3303
Flt Permitted	0.976					
Satd. Flow (perm)	1751	0	3300	0	0	3303
Link Speed (mph)	25		35			35
Link Distance (ft)	465		734			285
Travel Time (s)	12.7		14.3			5.6
Peak Hour Factor	0.80	0.80	0.94	0.94	0.86	0.86
Adj. Flow (vph)	13	13	1511	11	12	1605
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	1522	0	0	1617
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	1420	10	10	1380
Future Vol, veh/h	10	10	1420	10	10	1380
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	94	94	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	13	1511	11	12	1605

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2342	761	0	0	1521	0
Stage 1	1516	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	30	348	-	-	435	-
Stage 1	168	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	22	348	-	-	435	-
Mov Cap-2 Maneuver	22	-	-	-	-	-
Stage 1	168	-	-	-	-	-
Stage 2	291	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	183.3	0	1.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	41	435	-
HCM Lane V/C Ratio	-	-	0.61	0.027	-
HCM Control Delay (s)	-	-	183.3	13.5	1.7
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	2.2	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	60	140	130	1300	1250	90
Future Volume (vph)	60	140	130	1300	1250	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	11	10	12
Storage Length (ft)	0	25	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		105			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.990	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1794	1652	3421	3270	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1794	1652	3421	3270	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	387			285	334	
Travel Time (s)	10.6			5.6	6.5	
Peak Hour Factor	0.80	0.80	0.92	0.92	0.94	0.94
Adj. Flow (vph)	75	175	141	1413	1330	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	175	141	1413	1426	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.0%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	39.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	140	130	1300	1250	90
Future Vol, veh/h	60	140	130	1300	1250	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	92	92	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	175	141	1413	1330	96

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2367	713	1426	0	-	0
Stage 1	1378	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 29	374	473	-	-	-
Stage 1	199	-	-	-	-	-
Stage 2	321	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 20	374	473	-	-	-
Mov Cap-2 Maneuver	~ 20	-	-	-	-	-
Stage 1	199	-	-	-	-	-
Stage 2	225	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 505.7	1.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	473	-	20	374	-	-
HCM Lane V/C Ratio	0.299	-	3.75	0.468	-	-
HCM Control Delay (s)	15.8	-	$ 1632.4	22.8	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	1.2	-	9.8	2.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	20	0	1360	1320	10
Future Volume (vph)	0	20	0	1360	1320	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.999	
Flt Protected						
Satd. Flow (prot)	0	1772	0	3421	3300	0
Flt Permitted						
Satd. Flow (perm)	0	1772	0	3421	3300	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	348			334	300	
Travel Time (s)	9.5			6.5	5.8	
Peak Hour Factor	0.80	0.80	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	25	0	1432	1389	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	25	0	1432	1400	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	0	1360	1320	10
Future Vol, veh/h	0	20	0	1360	1320	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	0	1432	1389	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	700	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	382	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	382	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	382	-	-
HCM Lane V/C Ratio	-	0.065	-	-
HCM Control Delay (s)	-	15.1	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	10	0	1360	1320	10
Future Volume (vph)	10	10	0	1360	1320	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1751	0	0	3539	3418	0
Flt Permitted	0.976					
Satd. Flow (perm)	1751	0	0	3539	3418	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	167			300	188	
Travel Time (s)	4.6			5.8	3.7	
Peak Hour Factor	0.80	0.80	0.88	0.88	0.92	0.92
Adj. Flow (vph)	13	13	0	1545	1435	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	1545	1446	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	0	1360	1320	10
Future Vol, veh/h	10	10	0	1360	1320	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	88	88	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	13	0	1545	1435	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2213	723	1446	0	-	0
Stage 1	1440	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Critical Hdwy	7.54	6.94	4.14	-	-	-
Critical Hdwy Stg 1	6.54	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	24	369	465	-	-	-
Stage 1	139	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	24	369	465	-	-	-
Mov Cap-2 Maneuver	24	-	-	-	-	-
Stage 1	139	-	-	-	-	-
Stage 2	358	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	158.2	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	465	-	45	-	-
HCM Lane V/C Ratio	-	-	0.556	-	-
HCM Control Delay (s)	0	-	158.2	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	2.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1801	1801	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1801	1801	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	268			1631	381	
Travel Time (s)	7.3			31.8	7.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	2111	2111	0	1801	1801	0
Flt Permitted						
Satd. Flow (perm)	2111	2111	0	1801	1801	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	126			381	323	
Travel Time (s)	3.4			7.4	6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	-	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	1022	1084	0	-	-	-
Stage 1	1022	-	0	-	-	-
Stage 2	-	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	0	0	-	-
HCM Lane LOS	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	14	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	2049	1987	0	1801	0	0	1801	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	2049	1987	0	1801	0	0	1801	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		181			109			323			441	
Travel Time (s)		4.9			3.0			6.3			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
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
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1	1	0	1	0	0	0	0	0
Stage 1	0	0	-	-	-	-	-	-	-
Stage 2	1	1	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	-	1622	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	1022	895	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	1022	0	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	1022	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	1022	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

APPENDIX M1
CAPACITY ANALYSES
2040 Future Conditions
Weekday Morning Peak Hour

Tighe&Bond

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	193	1322	159	90	1145	1135	201	364	250	1034	273	93
Future Volume (vph)	193	1322	159	90	1145	1135	201	364	250	1034	273	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	10	11	10	12	11	12
Storage Length (ft)	225		0	175		500	430		100	500		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	200			175			75			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	3355	1501	1678	3471	1501	1620	3355	1449	3367	1699	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1678	3355	1501	1678	3471	1501	1620	3355	1449	3367	1699	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149			95			175		11	
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		877			839			636			734	
Travel Time (s)		14.9			10.4			10.8			14.3	
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	212	1453	175	93	1180	1170	228	414	284	1077	284	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	212	1453	175	93	1180	1170	228	414	284	1077	381	0
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Prot	Prot	NA	
Protected Phases	5	2	2 7	1	6	3 6	7	4	4	3	8	
Permitted Phases												
Detector Phase	5	2	2 7	1	6	3 6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		12.0	13.0	13.0	12.0	13.0	
Total Split (s)	21.0	69.0		11.0	59.0		27.0	21.0	21.0	49.0	43.0	
Total Split (%)	14.0%	46.0%		7.3%	39.3%		18.0%	14.0%	14.0%	32.7%	28.7%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None	None	None	None	
Act Effct Green (s)	16.0	62.0	88.9	6.0	52.0	103.0	21.9	15.0	15.0	44.0	37.1	
Actuated g/C Ratio	0.11	0.41	0.59	0.04	0.35	0.69	0.15	0.10	0.10	0.29	0.25	
v/c Ratio	1.19	1.05	0.18	1.39	0.98	1.10	0.97	1.24	0.94	1.09	0.89	
Control Delay	182.9	80.3	3.4	292.2	69.9	83.3	112.7	182.4	63.6	105.6	76.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	182.9	80.3	3.4	292.2	69.9	83.3	112.7	182.4	63.6	105.6	76.4	
LOS	F	F	A	F	E	F	F	F	E	F	E	
Approach Delay		84.8			84.8			128.8			98.0	
Approach LOS		F			F			F			F	

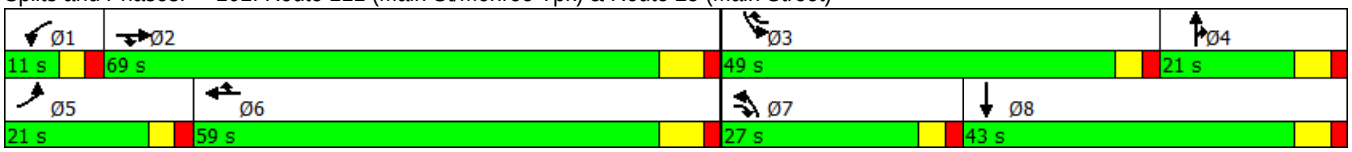
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~249	~811	10	~121	601	~1270	225	~263	113	~609	354	
Queue Length 95th (ft)	#419	#951	43	#244	#757	#1539	#384	#364	#282	#745	#541	
Internal Link Dist (ft)		797			759			556			654	
Turn Bay Length (ft)	225			175		500	430		100	500		
Base Capacity (vph)	178	1386	951	67	1203	1060	237	335	302	987	428	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.19	1.05	0.18	1.39	0.98	1.10	0.96	1.24	0.94	1.09	0.89	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.39			
Intersection Signal Delay: 93.8		Intersection LOS: F	
Intersection Capacity Utilization 104.4%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)

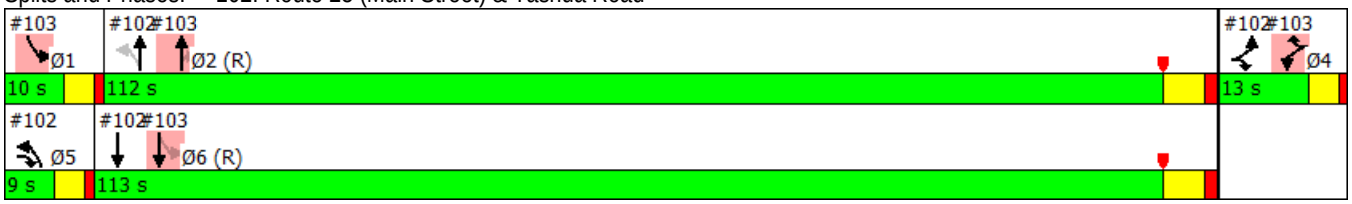


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	79	181	91	1339	1473	67	
Future Volume (vph)	79	181	91	1339	1473	67	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	12	12	
Storage Length (ft)	0	185	385			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		80				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850			0.994		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1694	1516	1694	1783	1834	0	
Flt Permitted	0.950		0.038				
Satd. Flow (perm)	1694	1516	68	1783	1834	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		86			6		
Link Speed (mph)	25			40	40		
Link Distance (ft)	661			1950	469		
Travel Time (s)	18.0			33.2	8.0		
Peak Hour Factor	0.83	0.83	0.91	0.91	0.97	0.97	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	95	218	100	1471	1519	69	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	95	218	100	1471	1588	0	
Turn Type	Prot	pt+ov	pm+pt	NA	NA		
Protected Phases	4	4 5	5	2	6		1
Permitted Phases			2				
Detector Phase	4	4 5	5	2	6		
Switch Phase							
Minimum Initial (s)	7.0		5.0	18.0	18.0		5.0
Minimum Split (s)	11.0		9.0	23.7	23.7		9.0
Total Split (s)	13.0		9.0	112.0	113.0		10.0
Total Split (%)	9.6%		6.7%	83.0%	83.7%		7%
Yellow Time (s)	3.0		3.0	4.3	4.3		3.0
All-Red Time (s)	1.0		1.0	1.4	1.4		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		4.0	5.7	5.7		
Lead/Lag			Lead	Lag	Lag		Lead
Lead-Lag Optimize?							
Recall Mode	None		None	C-Min	C-Min		None
Act Effct Green (s)	9.0	18.0	113.0	106.3	107.3		
Actuated g/C Ratio	0.07	0.13	0.84	0.79	0.79		
v/c Ratio	0.85	0.79	0.85	1.05	1.09		
Control Delay	113.3	54.6	78.8	53.8	52.0		
Queue Delay	0.0	0.0	0.0	20.9	4.7		
Total Delay	113.3	54.6	78.8	74.8	56.7		
LOS	F	D	E	E	E		
Approach Delay	72.4			75.0	56.7		
Approach LOS	E			E	E		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Queue Length 50th (ft)	84	115	37	~1400	~329		
Queue Length 95th (ft)	#167	#197	#148	#1666	m#116		
Internal Link Dist (ft)	581			1870	389		
Turn Bay Length (ft)		185	385				
Base Capacity (vph)	112	276	117	1403	1458		
Starvation Cap Reductn	0	0	0	0	63		
Spillback Cap Reductn	0	0	0	101	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.85	0.79	0.85	1.13	1.14		

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 2 (1%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 66.4		Intersection LOS: E	
Intersection Capacity Utilization 100.9%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road

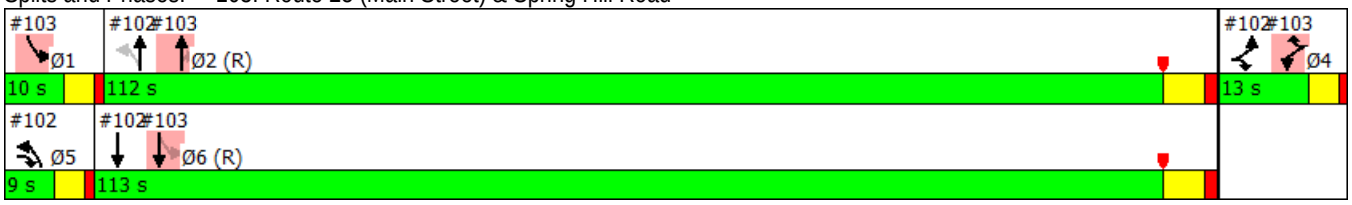


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	91	132	1276	141	132	1449	
Future Volume (vph)	91	132	1276	141	132	1449	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	11	11	
Storage Length (ft)	235	0		175	160		
Storage Lanes	1	1		1	1		
Taper Length (ft)	125				90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1620	1501	1766	1501	1678	1766	
Flt Permitted	0.950				0.037		
Satd. Flow (perm)	1620	1501	1766	1501	65	1766	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		142		111			
Link Speed (mph)	30		40			40	
Link Distance (ft)	483		469			490	
Travel Time (s)	11.0		8.0			8.4	
Peak Hour Factor	0.80	0.80	0.89	0.89	0.96	0.96	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	
Adj. Flow (vph)	114	165	1434	158	138	1509	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	114	165	1434	158	138	1509	
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA	
Protected Phases	4	4	2		1	6	5
Permitted Phases				2	6		
Detector Phase	4	4	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0	18.0	5.0
Minimum Split (s)	11.0	11.0	23.7	23.7	9.0	23.7	9.0
Total Split (s)	13.0	13.0	112.0	112.0	10.0	113.0	9.0
Total Split (%)	9.6%	9.6%	83.0%	83.0%	7.4%	83.7%	7%
Yellow Time (s)	3.0	3.0	4.3	4.3	3.0	4.3	3.0
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0	1.4	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	5.7	5.7	4.0	5.7	
Lead/Lag			Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	9.0	9.0	106.3	106.3	115.0	107.3	
Actuated g/C Ratio	0.07	0.07	0.79	0.79	0.85	0.79	
v/c Ratio	1.06	0.71	1.03	0.13	1.09	1.08	
Control Delay	161.1	31.1	26.0	0.6	83.9	53.5	
Queue Delay	0.0	0.0	22.9	0.0	0.0	0.0	
Total Delay	161.1	31.1	48.8	0.6	83.9	53.5	
LOS	F	C	D	A	F	D	
Approach Delay	84.2		44.0			56.1	
Approach LOS	F		D			E	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Queue Length 50th (ft)	~109	19	~1341	1	~86	~1470	
Queue Length 95th (ft)	#200	68	m219	m1	m#86	m#1462	
Internal Link Dist (ft)	403		389			410	
Turn Bay Length (ft)	235			175	160		
Base Capacity (vph)	108	232	1390	1205	127	1403	
Starvation Cap Reductn	0	0	75	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	1.06	0.71	1.09	0.13	1.09	1.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 2 (1%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 52.9		Intersection LOS: D	
Intersection Capacity Utilization 91.7%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road

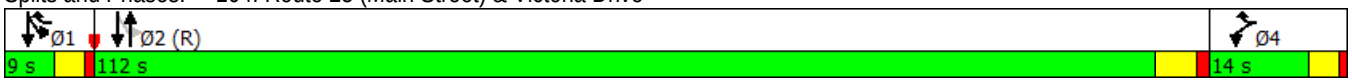


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	105	98	1132	197	104	1499
Future Volume (vph)	105	98	1132	197	104	1499
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	15	11	12	12	12
Storage Length (ft)	0	140		360	250	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850	0.978			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1851	1708	3282	0	1736	1827
Flt Permitted	0.950				0.138	
Satd. Flow (perm)	1851	1708	3282	0	252	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		120	50			
Link Speed (mph)	25		40			40
Link Distance (ft)	515		1819			502
Travel Time (s)	14.0		31.0			8.6
Peak Hour Factor	0.80	0.80	0.86	0.86	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	131	123	1316	229	111	1595
Shared Lane Traffic (%)						
Lane Group Flow (vph)	131	123	1545	0	111	1595
Turn Type	Prot	pt+ov	NA		D.P+P	NA
Protected Phases	4	4 1	2		1	1 2
Permitted Phases					2	
Detector Phase	4	4 1	2		1	2
Switch Phase						
Minimum Initial (s)	7.0		18.0		5.0	
Minimum Split (s)	11.0		23.5		9.0	
Total Split (s)	14.0		112.0		9.0	
Total Split (%)	10.4%		83.0%		6.7%	
Yellow Time (s)	3.0		4.2		3.0	
All-Red Time (s)	1.0		1.3		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.0		5.5		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Min		None	
Act Effct Green (s)	10.0	19.0	106.5		113.0	117.0
Actuated g/C Ratio	0.07	0.14	0.79		0.84	0.87
v/c Ratio	0.96	0.36	0.59		0.42	1.01
Control Delay	127.6	12.3	0.8		2.2	27.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	127.6	12.3	0.8		2.2	27.9
LOS	F	B	A		A	C
Approach Delay	71.8		0.8			26.2
Approach LOS	E		A			C

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	117	2	18		12	~1503
Queue Length 95th (ft)	#207	43	m34		m11	m1391
Internal Link Dist (ft)	435		1739			422
Turn Bay Length (ft)		140			250	
Base Capacity (vph)	137	343	2599		265	1583
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.96	0.36	0.59		0.42	1.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 70 (52%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 18.3		Intersection LOS: B	
Intersection Capacity Utilization 91.4%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive

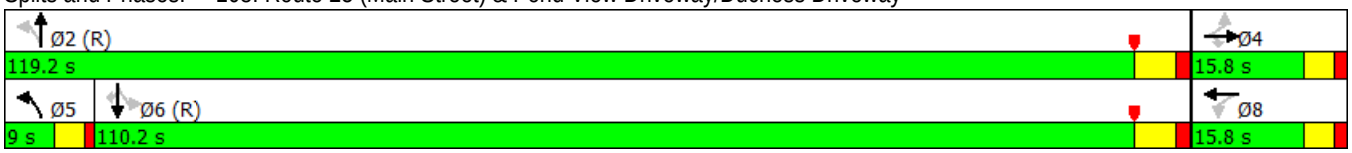


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	0	224	3	0	10	101	1074	22	13	1387	207
Future Volume (vph)	85	0	224	3	0	10	101	1074	22	13	1387	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	10	11	12	12	11	10
Storage Length (ft)	0		0	0		0	150		260	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	25			25			80			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.899			0.997				0.850
Flt Protected		0.950			0.988		0.950					
Satd. Flow (prot)	0	1678	1501	0	1623	0	1620	3345	0	0	1766	1449
Flt Permitted		0.747			0.927		0.037				0.985	
Satd. Flow (perm)	0	1319	1501	0	1523	0	63	3345	0	0	1740	1449
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139		54			7				192
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		180			127			1827			378	
Travel Time (s)		4.9			3.5			31.1			6.4	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.93	0.93	0.93	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	100	0	264	4	0	12	109	1155	24	13	1430	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	264	0	16	0	109	1179	0	0	1443	213
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	15.0		15.0	15.0	15.0
Minimum Split (s)	11.5	11.5	11.5	11.5	11.5		9.0	20.7		20.7	20.7	20.7
Total Split (s)	15.8	15.8	15.8	15.8	15.8		9.0	119.2		110.2	110.2	110.2
Total Split (%)	11.7%	11.7%	11.7%	11.7%	11.7%		6.7%	88.3%		81.6%	81.6%	81.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.2		4.2	4.2	4.2
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.0	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.0	5.7			5.7	5.7
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		C-Min	C-Min	C-Min
Act Effct Green (s)		11.3	11.3		11.3		115.2	113.5			104.5	104.5
Actuated g/C Ratio		0.08	0.08		0.08		0.85	0.84			0.77	0.77
v/c Ratio		0.91	1.04		0.09		0.98	0.42			1.07	0.18
Control Delay		124.8	96.1		1.0		107.0	4.5			45.9	0.6
Queue Delay		0.0	0.0		0.0		0.0	0.0			12.2	1.0
Total Delay		124.8	96.1		1.0		107.0	4.5			58.1	1.5
LOS		F	F		A		F	A			E	A
Approach Delay		104.0			1.0			13.2			50.8	
Approach LOS		F			A			B			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		88	~131		0		48	148			~1428	2
Queue Length 95th (ft)		#185	#275		0		#176	193			m173	m0
Internal Link Dist (ft)		100			47			1747			298	
Turn Bay Length (ft)							150					
Base Capacity (vph)		110	253		176		111	2813			1346	1165
Starvation Cap Reductn		0	0		0		0	0			225	716
Spillback Cap Reductn		0	0		0		0	64			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		0.91	1.04		0.09		0.98	0.43			1.29	0.47

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 108 (80%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 41.8		Intersection LOS: D	
Intersection Capacity Utilization 105.7%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway

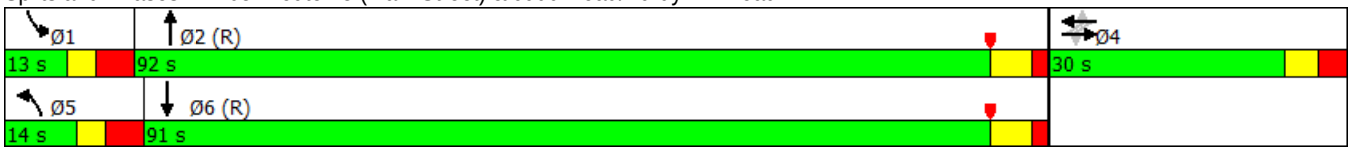


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	62	106	159	92	101	96	1032	41	18	1348	41
Future Volume (vph)	91	62	106	159	92	101	96	1032	41	18	1348	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	10	11	12	10	11	12
Storage Length (ft)	120		0	125		0	220		600	130		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	75			75			120			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.905			0.921			0.994			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	1653	0	1678	1627	0	1620	3335	0	1620	1759	0
Flt Permitted	0.396			0.403			0.950			0.950		
Satd. Flow (perm)	699	1653	0	712	1627	0	1620	3335	0	1620	1759	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		55						6				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		709			302			378			457	
Travel Time (s)		19.3			8.2			6.4			7.8	
Peak Hour Factor	0.80	0.80	0.80	0.90	0.90	0.90	0.93	0.93	0.93	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	114	78	133	177	102	112	103	1110	44	19	1390	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	211	0	177	214	0	103	1154	0	19	1432	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	30.0	30.0		30.0	30.0		14.0	92.0		13.0	91.0	
Total Split (%)	22.2%	22.2%		22.2%	22.2%		10.4%	68.1%		9.6%	67.4%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	23.6	23.6		23.6	23.6		7.2	93.8		5.6	85.0	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.05	0.69		0.04	0.63	
v/c Ratio	0.93	0.63		1.43	0.75		1.20	0.50		0.28	1.29	
Control Delay	120.5	47.2		272.2	70.4		219.9	5.1		57.9	159.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.2		0.0	0.2	
Total Delay	120.5	47.2		272.2	70.4		219.9	5.3		57.9	159.7	
LOS	F	D		F	E		F	A		E	F	
Approach Delay		73.0			161.8			22.9			158.4	
Approach LOS		E			F			C			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	100	128		~209	180		~110	43		16	~1600	
Queue Length 95th (ft)	#187	182		#362	#295		m#228	m347		m16	m#1505	
Internal Link Dist (ft)		629			222			298			377	
Turn Bay Length (ft)	120			125			220			130		
Base Capacity (vph)	122	334		124	284		86	2319		74	1107	
Starvation Cap Reductn	0	0		0	0		0	430		0	0	
Spillback Cap Reductn	0	1		0	0		0	0		0	47	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.93	0.63		1.43	0.75		1.20	0.61		0.26	1.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 94 (70%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.43			
Intersection Signal Delay: 100.9		Intersection LOS: F	
Intersection Capacity Utilization 114.0%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road

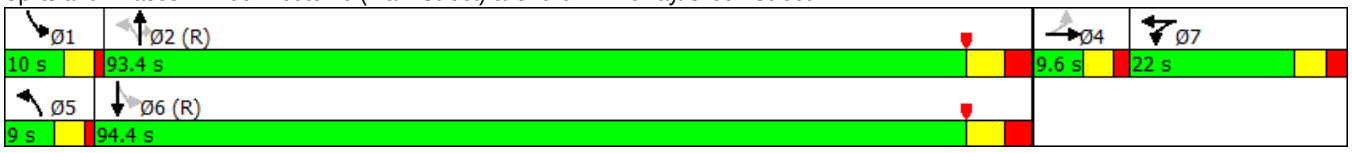


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	52	0	390	0	1081	11	150	1378	0
Future Volume (vph)	0	0	0	52	0	390	0	1081	11	150	1378	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	11	11	12	10	11	11	11	11	12
Storage Length (ft)	0		0	115		0	40		175	100		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			65			65			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1722	0	1694	1516	0	1722	1783	1516	1694	1783	0
Flt Permitted				0.950						0.063		
Satd. Flow (perm)	0	1722	0	1694	1516	0	1722	1783	1516	112	1783	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					194				90			
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		126			720			472			557	
Travel Time (s)		3.4			19.6			8.0			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.83	0.83	0.83	0.90	0.90	0.90	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	0	63	0	470	0	1201	12	160	1466	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	63	470	0	0	1201	12	160	1466	0
Turn Type				Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		7	7		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	4	4		7	7		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0	25.0	5.0	25.0	
Minimum Split (s)	9.6	9.6		10.5	10.5		9.0	31.8	31.8	9.0	31.8	
Total Split (s)	9.6	9.6		22.0	22.0		9.0	93.4	93.4	10.0	94.4	
Total Split (%)	7.1%	7.1%		16.3%	16.3%		6.7%	69.2%	69.2%	7.4%	69.9%	
Yellow Time (s)	3.0	3.0		3.3	3.3		3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	1.6	1.6		2.2	2.2		1.0	2.9	2.9	1.0	2.9	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		5.5	5.5		4.0	6.8	6.8	4.0	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)				16.5	16.5			96.2	96.2	109.0	106.2	
Actuated g/C Ratio				0.12	0.12			0.71	0.71	0.81	0.79	
v/c Ratio				0.30	1.32			0.95	0.01	1.00	1.05	
Control Delay				58.5	190.5			30.8	0.0	91.7	45.8	
Queue Delay				0.0	2.5			1.7	0.0	0.0	22.3	
Total Delay				58.5	193.0			32.4	0.0	91.7	68.1	
LOS				E	F			C	A	F	E	
Approach Delay					177.1			32.1			70.4	
Approach LOS					F			C			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)				51	~375			899	0	72	~1402	
Queue Length 95th (ft)				90	#510			m#735	m0	m#142	#1707	
Internal Link Dist (ft)		46			640			392			477	
Turn Bay Length (ft)				115					175	100		
Base Capacity (vph)				207	355			1270	1106	160	1402	
Starvation Cap Reductn				0	0			0	0	0	190	
Spillback Cap Reductn				0	70			22	0	0	0	
Storage Cap Reductn				0	0			0	0	0	0	
Reduced v/c Ratio				0.30	1.65			0.96	0.01	1.00	1.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 39 (29%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.32			
Intersection Signal Delay: 73.5		Intersection LOS: E	
Intersection Capacity Utilization 114.4%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



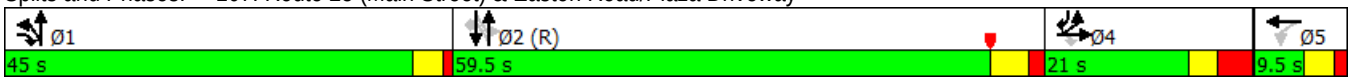
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	0	460	0	10	0	506	974	0	0	1108	530
Future Volume (vph)	220	0	460	0	10	0	506	974	0	0	1108	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	11	11	10	11	11
Storage Length (ft)	375		370	0		0	250		0	280		170
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	100			25			200			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850									0.850
Flt Protected	0.950	0.950					0.950					
Satd. Flow (prot)	1625	1625	1531	0	1863	0	1652	1801	0	0	3421	1531
Flt Permitted	0.950	0.950					0.075					
Satd. Flow (perm)	1625	1625	1531	0	1863	0	130	1801	0	0	3421	1531
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			107									188
Link Speed (mph)		40			25			40			40	
Link Distance (ft)		745			139			557			391	
Travel Time (s)		12.7			3.8			9.5			6.7	
Peak Hour Factor	0.81	0.81	0.81	0.80	0.80	0.80	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	272	0	568	0	13	0	550	1059	0	0	1245	596
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	136	136	568	0	13	0	550	1059	0	0	1245	596
Turn Type	Split	NA	pm+ov		NA		D.P+P	NA			NA	pm+ov
Protected Phases	4	4	1		5		1	1 2			2	4
Permitted Phases			4	5			2			2		2
Detector Phase	4	4	1	5	5		1	2		2	2	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	5.0	5.0	5.0		5.0			15.0	15.0	10.0
Minimum Split (s)	16.6	16.6	9.0	9.5	9.5		9.0			20.5	20.5	16.6
Total Split (s)	21.0	21.0	45.0	9.5	9.5		45.0			59.5	59.5	21.0
Total Split (%)	15.6%	15.6%	33.3%	7.0%	7.0%		33.3%			44.1%	44.1%	15.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.9	3.9	3.0
All-Red Time (s)	3.6	3.6	1.0	1.5	1.5		1.0			1.6	1.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0				0.0	0.0
Total Lost Time (s)	6.6	6.6	4.0		4.5		4.0				5.5	6.6
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	None
Act Effct Green (s)	13.5	13.5	59.5		5.0		103.1	107.1			60.6	79.6
Actuated g/C Ratio	0.10	0.10	0.44		0.04		0.76	0.79			0.45	0.59
v/c Ratio	0.84	0.84	0.77		0.19		0.98	0.74			0.81	0.61
Control Delay	97.8	97.8	32.6		69.5		44.4	10.9			38.3	15.3
Queue Delay	0.0	0.0	0.1		0.0		0.0	26.9			1.3	0.0
Total Delay	97.8	97.8	32.6		69.5		44.4	37.7			39.6	15.3
LOS	F	F	C		E		D	D			D	B
Approach Delay		53.7			69.5			40.0			31.7	
Approach LOS		D			E			D			C	
Queue Length 50th (ft)	124	124	334		11		403	410			468	199

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#197	#197	341		31		m429	m543			#635	364
Internal Link Dist (ft)		665			59			477			311	
Turn Bay Length (ft)	375		370				250					170
Base Capacity (vph)	173	173	734		69		561	1429			1536	989
Starvation Cap Reductn	0	0	0		0		0	413			0	0
Spillback Cap Reductn	0	0	3		0		0	0			126	0
Storage Cap Reductn	0	0	0		0		0	0			0	0
Reduced v/c Ratio	0.79	0.79	0.78		0.19		0.98	1.04			0.88	0.60

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 39.2		Intersection LOS: D	
Intersection Capacity Utilization 108.1%		ICU Level of Service G	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	10	1311	280	70	1340
Future Volume (vph)	40	10	1311	280	70	1340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Storage Length (ft)	0	60		0	225	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				65	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.974			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3447	0	1711	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3447	0	1711	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		13	55			
Link Speed (mph)	25		30			35
Link Distance (ft)	350		188			421
Travel Time (s)	9.5		4.3			8.2
Peak Hour Factor	0.80	0.80	0.90	0.90	0.90	0.90
Adj. Flow (vph)	50	13	1457	311	78	1489
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	13	1768	0	78	1489
Turn Type	Prot	Prot	NA		Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases						
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		5.0	15.0
Minimum Split (s)	10.5	10.5	20.9		9.0	20.9
Total Split (s)	13.0	13.0	83.0		14.0	97.0
Total Split (%)	11.8%	11.8%	75.5%		12.7%	88.2%
Yellow Time (s)	3.0	3.0	4.4		3.0	4.4
All-Red Time (s)	0.5	0.5	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	3.5	5.9		4.0	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)	8.0	8.0	85.2		8.6	95.9
Actuated g/C Ratio	0.07	0.07	0.77		0.08	0.87
v/c Ratio	0.39	0.10	0.66		0.59	0.48
Control Delay	57.4	23.8	9.1		49.5	4.1
Queue Delay	0.0	0.0	0.0		0.0	0.3
Total Delay	57.4	23.8	9.1		49.5	4.4
LOS	E	C	A		D	A
Approach Delay	50.5		9.1			6.7
Approach LOS	D		A			A
Queue Length 50th (ft)	34	0	314		56	159

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	65	17	425		m86	240
Internal Link Dist (ft)	270		108			341
Turn Bay Length (ft)		60			225	
Base Capacity (vph)	152	148	2681		155	3084
Starvation Cap Reductn	0	0	0		0	860
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.33	0.09	0.66		0.50	0.67

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 37 (34%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 8.8		Intersection LOS: A	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	10	170	50	10	30	210	1051	60	40	1190	52
Future Volume (vph)	52	10	170	50	10	30	210	1051	60	40	1190	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	11	12	12	12	12	12
Storage Length (ft)	0		130	90		0	250		250	200		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			60			125			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.859			0.888				0.850		0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1690	0	1752	1747	0	1694	3505	1568	1752	3484	0
Flt Permitted	0.724			0.282			0.950			0.950		
Satd. Flow (perm)	1336	1690	0	520	1747	0	1694	3505	1568	1752	3484	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		213			38				66		5	
Link Speed (mph)		25			25			35			40	
Link Distance (ft)		274			273			421			425	
Travel Time (s)		7.5			7.4			8.2			7.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	65	13	213	63	13	38	231	1155	66	44	1322	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	226	0	63	51	0	231	1155	66	44	1380	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4					2			
Detector Phase	4	4		4	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.8	11.8		11.8	11.8		9.1	19.9	19.9	9.1	19.9	
Total Split (s)	25.0	25.0		25.0	25.0		27.0	73.8	73.8	11.2	58.0	
Total Split (%)	22.7%	22.7%		22.7%	22.7%		24.5%	67.1%	67.1%	10.2%	52.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4	4.4	3.0	4.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.1	0.5	0.5	1.1	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8		4.1	4.9	4.9	4.1	4.9	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	14.2	14.2		14.2	14.2		18.6	77.4	77.4	6.5	63.4	
Actuated g/C Ratio	0.13	0.13		0.13	0.13		0.17	0.70	0.70	0.06	0.58	
v/c Ratio	0.38	0.56		0.94	0.20		0.81	0.47	0.06	0.43	0.69	
Control Delay	48.2	12.4		142.2	18.7		66.0	2.3	0.5	62.8	7.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.2	0.0	0.0	0.0	
Total Delay	48.2	12.4		142.2	18.7		66.0	2.5	0.5	62.8	7.7	
LOS	D	B		F	B		E	A	A	E	A	
Approach Delay		20.4			87.0			12.5			9.4	
Approach LOS		C			F			B			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	42	8		45	8		132	30	0	33	93	
Queue Length 95th (ft)	72	50		#92	34		218	102	m3	m61	125	
Internal Link Dist (ft)		194			193			341			345	
Turn Bay Length (ft)				90			250		250	200		
Base Capacity (vph)	245	484		95	351		352	2465	1122	113	2009	
Starvation Cap Reductn	0	0		0	0		0	553	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.27	0.47		0.66	0.15		0.66	0.60	0.06	0.39	0.69	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 47 (43%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 14.5		Intersection LOS: B	
Intersection Capacity Utilization 78.6%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr

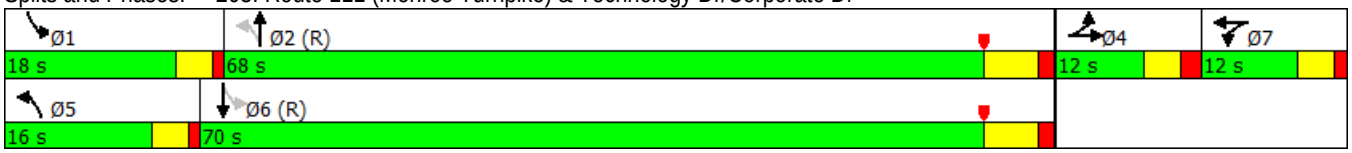


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	30	50	0	20	110	653	280	160	1202	100
Future Volume (vph)	20	0	30	50	0	20	110	653	280	160	1202	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	11	10	12	11	12	12	11	12	12
Storage Length (ft)	0		115	0		125	150		0	325		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.861			0.912			0.955			0.988	
Flt Protected	0.950	0.996		0.950	0.980		0.950			0.950		
Satd. Flow (prot)	1625	1568	0	1625	1476	0	1711	3380	0	1711	3497	0
Flt Permitted	0.950	0.996		0.950	0.980		0.157			0.230		
Satd. Flow (perm)	1625	1568	0	1625	1476	0	283	3380	0	414	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		109			114			100			13	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		311			293			1088			554	
Travel Time (s)		8.5			8.0			18.5			9.4	
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.88	0.88	0.88	0.96	0.96	0.96
Adj. Flow (vph)	25	0	37	60	0	24	125	742	318	167	1252	104
Shared Lane Traffic (%)	10%			28%								
Lane Group Flow (vph)	22	40	0	43	41	0	125	1060	0	167	1356	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.7	9.7		9.2	9.2		9.0	20.8		9.0	20.8	
Total Split (s)	12.0	12.0		12.0	12.0		16.0	68.0		18.0	70.0	
Total Split (%)	10.9%	10.9%		10.9%	10.9%		14.5%	61.8%		16.4%	63.6%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.7	1.7		1.2	1.2		1.0	1.4		1.0	1.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.2	4.2		4.0	5.8		4.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	5.5	5.5		6.5	6.5		84.1	76.1		85.6	76.8	
Actuated g/C Ratio	0.05	0.05		0.06	0.06		0.76	0.69		0.78	0.70	
v/c Ratio	0.27	0.22		0.45	0.21		0.42	0.45		0.41	0.55	
Control Delay	58.3	2.8		64.5	2.5		12.0	6.3		3.9	5.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	58.3	2.8		64.5	2.5		12.0	6.3		3.9	5.3	
LOS	E	A		E	A		B	A		A	A	
Approach Delay		22.5			34.2			6.9			5.2	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	15	0		31	0		16	105		10	136	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	38	0		65	0		58	124		10	165	
Internal Link Dist (ft)		231			213			1008			474	
Turn Bay Length (ft)							150			325		
Base Capacity (vph)	107	205		115	210		383	2368		499	2446	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.21	0.20		0.37	0.20		0.33	0.45		0.33	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 45 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 7.1		Intersection LOS: A	
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr



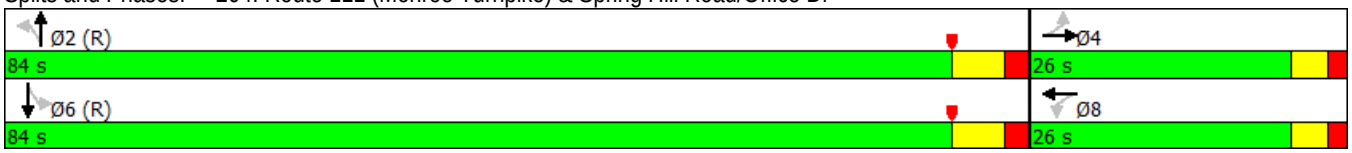
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	1	31	0	1	0	11	656	0	0	1456	136
Future Volume (vph)	75	1	31	0	1	0	11	656	0	0	1456	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.961									0.987	
Flt Protected		0.966						0.999				
Satd. Flow (prot)	0	1753	0	0	1888	0	0	3468	0	0	3426	0
Flt Permitted		0.791						0.912				
Satd. Flow (perm)	0	1435	0	0	1888	0	0	3166	0	0	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17									22	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		364			150			1529			547	
Travel Time (s)		9.9			4.1			26.1			9.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.90	0.90	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	94	1	39	0	1	0	12	729	0	0	1486	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	134	0	0	1	0	0	741	0	0	1625	0
Turn Type	Perm	NA			NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		21.5	21.5		21.5	21.5	
Total Split (s)	26.0	26.0		26.0	26.0		84.0	84.0		84.0	84.0	
Total Split (%)	23.6%	23.6%		23.6%	23.6%		76.4%	76.4%		76.4%	76.4%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	1.7	1.7		1.7	1.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		13.5			13.5			85.3			85.3	
Actuated g/C Ratio		0.12			0.12			0.78			0.78	
v/c Ratio		0.70			0.00			0.30			0.61	
Control Delay		58.8			38.0			4.9			3.7	
Queue Delay		0.0			0.0			0.0			0.4	
Total Delay		58.8			38.0			4.9			4.0	
LOS		E			D			A			A	
Approach Delay		58.8			38.0			4.9			4.0	
Approach LOS		E			D			A			A	
Queue Length 50th (ft)		80			1			74			102	
Queue Length 95th (ft)		119			5			95			m155	
Internal Link Dist (ft)		284			70			1449			467	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		291			365			2455			2661	
Starvation Cap Reductn		0			0			0			460	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.46			0.00			0.30			0.74	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 3 (3%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 7.2		Intersection LOS: A	
Intersection Capacity Utilization 66.7%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr

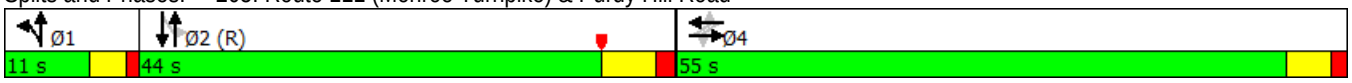


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	85	179	373	144	51	99	534	97	30	1040	54
Future Volume (vph)	67	85	179	373	144	51	99	534	97	30	1040	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	11	12	12
Storage Length (ft)	0		130	110		0	350		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.898			0.961			0.977			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1641	0	1736	1756	0	1678	3391	0	1678	3447	0
Flt Permitted	0.581			0.479			0.950			0.377		
Satd. Flow (perm)	1061	1641	0	875	1756	0	1678	3391	0	666	3447	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		127			21			25			5	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		468			420			547			444	
Travel Time (s)		10.6			11.5			9.3			7.6	
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.90	0.90	0.90	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	81	102	216	419	162	57	110	593	108	32	1118	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	318	0	419	219	0	110	701	0	32	1176	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4			4						2		
Detector Phase	4	4		4	4		1	2		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0			15.0	15.0	
Minimum Split (s)	13.1	13.1		13.1	13.1		9.0			21.1	21.1	
Total Split (s)	55.0	55.0		55.0	55.0		11.0			44.0	44.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		10.0%			40.0%	40.0%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0			4.4	4.4	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0			1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0			0.0	0.0	
Total Lost Time (s)	5.1	5.1		5.1	5.1		4.0			6.1	6.1	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None			C-Max	C-Max	
Act Effct Green (s)	49.9	49.9		49.9	49.9		7.0	51.0		37.9	37.9	
Actuated g/C Ratio	0.45	0.45		0.45	0.45		0.06	0.46		0.34	0.34	
v/c Ratio	0.17	0.39		1.06	0.27		1.04	0.44		0.14	0.99	
Control Delay	19.0	13.1		92.4	17.9		153.9	7.3		18.2	42.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.0	13.1		92.4	17.9		153.9	7.3		18.2	42.8	
LOS	B	B		F	B		F	A		B	D	
Approach Delay		14.3			66.8			27.2			42.1	
Approach LOS		B			E			C			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	33	83		~325	84		~67	42		13	412	
Queue Length 95th (ft)	60	130		#510	136		#200	52		m16	m405	
Internal Link Dist (ft)		388			340			467			364	
Turn Bay Length (ft)				110			350			125		
Base Capacity (vph)	481	813		396	808		106	1585		229	1190	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.17	0.39		1.06	0.27		1.04	0.44		0.14	0.99	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 87 (79%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 39.7		Intersection LOS: D	
Intersection Capacity Utilization 89.0%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road

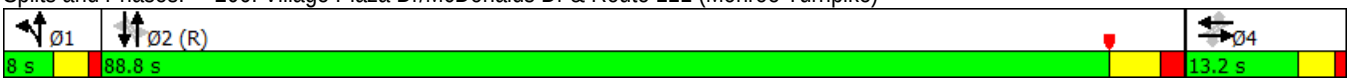


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	20	60	0	50	30	499	50	70	1245	10
Future Volume (vph)	10	0	20	60	0	50	30	499	50	70	1245	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	15	14	11	11	12	10	11	12
Storage Length (ft)	0		0	0		35	120		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			80			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.986			0.999	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1678	1501	0	1909	1656	1678	1741	0	1620	1764	0
Flt Permitted		0.673			0.749		0.047			0.431		
Satd. Flow (perm)	0	1189	1501	0	1505	1656	83	1741	0	735	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72			72		21			1	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		121			198			441			636	
Travel Time (s)		3.3			5.4			8.6			12.4	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.89	0.89	0.89	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	13	0	25	75	0	63	34	561	56	80	1415	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	25	0	75	63	34	617	0	80	1426	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4		4	2			2		
Detector Phase	4	4	4	4	4	4	1	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	4.0			36.0	36.0	
Minimum Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	8.0			42.3	42.3	
Total Split (s)	13.2	13.2	13.2	13.2	13.2	13.2	8.0			88.8	88.8	
Total Split (%)	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	7.3%			80.7%	80.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.2	4.2	
All-Red Time (s)	1.1	1.1	1.1	1.1	1.1	1.1	1.0			2.1	2.1	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Lost Time (s)		4.1	4.1		4.1	4.1	4.0			6.3	6.3	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max			C-Min	C-Min	
Act Effct Green (s)		9.1	9.1		9.1	9.1	91.5	96.3		85.2	85.2	
Actuated g/C Ratio		0.08	0.08		0.08	0.08	0.83	0.88		0.77	0.77	
v/c Ratio		0.13	0.13		0.60	0.31	0.27	0.40		0.14	1.04	
Control Delay		50.2	1.4		70.0	13.6	13.6	2.4		2.8	40.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		50.2	1.4		70.0	13.6	13.6	2.4		2.8	40.4	
LOS		D	A		E	B	B	A		A	D	
Approach Delay		18.1			44.2			3.0			38.4	
Approach LOS		B			D			A			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		9	0		52	0	2	55		7	~1121	
Queue Length 95th (ft)		26	0		#90	26	m20	57		m9	m#1186	
Internal Link Dist (ft)		41			118			361			556	
Turn Bay Length (ft)						35	120			135		
Base Capacity (vph)		98	190		124	203	127	1526		569	1365	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.13	0.13		0.60	0.31	0.27	0.40		0.14	1.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 30 (27%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 28.6		Intersection LOS: C	
Intersection Capacity Utilization 93.2%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)

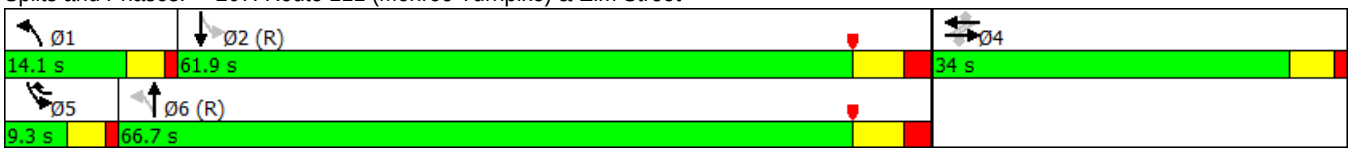


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	190	442	61	130	40	160	318	41	40	822	60
Future Volume (vph)	40	190	442	61	130	40	160	318	41	40	822	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	9	12	11	10	11	11	12	10	12	12
Storage Length (ft)	0		125	100		0	160		0	95		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			100			70			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.983			0.990	
Flt Protected		0.991			0.984		0.950			0.950		
Satd. Flow (prot)	0	1629	1398	0	1738	1449	1678	1736	0	1620	1809	0
Flt Permitted		0.856			0.617		0.066			0.478		
Satd. Flow (perm)	0	1407	1398	0	1090	1449	117	1736	0	815	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			208			77		9			5	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		385			483			814			737	
Travel Time (s)		8.8			11.0			15.9			14.4	
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.82	0.82	0.82	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	46	218	508	71	151	47	195	388	50	41	847	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	264	508	0	222	47	195	438	0	41	909	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.9	9.9	9.9	9.9	9.9	9.2	9.2	21.6		9.2	21.6	
Total Split (s)	34.0	34.0	34.0	34.0	34.0	9.3	14.1	66.7		9.3	61.9	
Total Split (%)	30.9%	30.9%	30.9%	30.9%	30.9%	8.5%	12.8%	60.6%		8.5%	56.3%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.2	3.2	4.2		3.2	4.2	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.2	1.0	1.0	2.4		1.0	2.4	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.9	4.9		4.9	4.2	4.2	6.6		4.2	6.6	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		28.6	28.6		28.6	38.6	72.3	62.4		63.4	56.0	
Actuated g/C Ratio		0.26	0.26		0.26	0.35	0.66	0.57		0.58	0.51	
v/c Ratio		0.72	0.98		0.78	0.08	0.91	0.44		0.08	0.99	
Control Delay		49.5	60.3		58.2	2.2	71.3	9.7		7.4	47.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	1.6	
Total Delay		49.5	60.3		58.2	2.2	71.3	9.7		7.4	49.0	
LOS		D	E		E	A	E	A		A	D	
Approach Delay		56.6			48.4			28.7			47.2	
Approach LOS		E			D			C			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		169	232		145	0	66	204		4	557	
Queue Length 95th (ft)		254	#423		#246	9	#179	183		m19	#902	
Internal Link Dist (ft)		305			403			734			657	
Turn Bay Length (ft)			125				160			95		
Base Capacity (vph)		372	522		288	558	217	989		507	922	
Starvation Cap Reductn		0	0		0	0	0	0		0	7	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.71	0.97		0.77	0.08	0.90	0.44		0.08	0.99	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 87 (79%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 45.6		Intersection LOS: D	
Intersection Capacity Utilization 98.2%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street

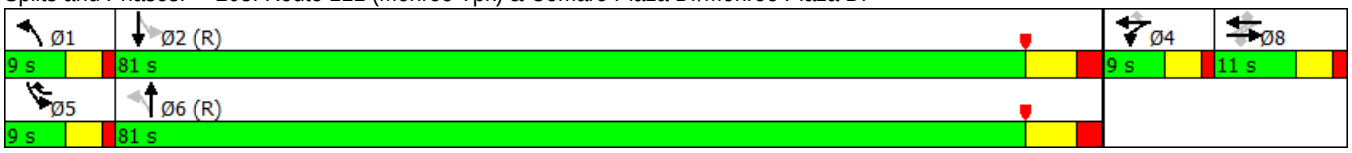


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	60	50	0	30	30	308	10	30	822	30
Future Volume (vph)	20	0	60	50	0	30	30	308	10	30	822	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	10	11	10	11	12	10	11	12
Storage Length (ft)	0		0	0		0	450		0	145		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			55			105		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.995			0.995	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1662	1538	0	1604	1487	1604	1740	0	1604	1740	0
Flt Permitted		0.784			0.784		0.229			0.519		
Satd. Flow (perm)	0	1371	1538	0	1324	1487	387	1740	0	877	1740	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			36		3			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		102			224			737			443	
Travel Time (s)		2.8			6.1			14.4			8.6	
Peak Hour Factor	0.80	0.80	0.80	0.83	0.83	0.83	0.85	0.85	0.85	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	25	0	75	60	0	36	35	362	12	32	874	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	75	0	60	36	35	374	0	32	906	0
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8		4	4 8	5	1	6		5	2	
Permitted Phases	8		8	8		4 8	6			2		
Detector Phase	8	8	8	4	4 8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.3	9.3	9.3	9.0		9.0	9.0	21.4		9.0	21.4	
Total Split (s)	11.0	11.0	11.0	9.0		9.0	9.0	81.0		9.0	81.0	
Total Split (%)	10.0%	10.0%	10.0%	8.2%		8.2%	8.2%	73.6%		8.2%	73.6%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0	4.2		3.0	4.2	
All-Red Time (s)	1.3	1.3	1.3	1.0		1.0	1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.3	4.3			4.0	4.0	6.4		4.0	6.4	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None	None	C-Min		None	C-Min	
Act Effct Green (s)		6.1	6.1		10.4	20.7	87.1	82.0		87.9	83.8	
Actuated g/C Ratio		0.06	0.06		0.09	0.19	0.79	0.75		0.80	0.76	
v/c Ratio		0.33	0.39		0.44	0.12	0.10	0.29		0.04	0.68	
Control Delay		61.8	9.4		53.2	11.9	2.5	4.4		2.6	9.5	
Queue Delay		0.0	0.1		0.0	0.0	0.0	0.0		0.0	1.1	
Total Delay		61.8	9.5		53.2	11.9	2.5	4.4		2.6	10.6	
LOS		E	A		D	B	A	A		A	B	
Approach Delay		22.6			37.7			4.2			10.4	
Approach LOS		C			D			A			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		17	0		38	0	4	63		3	244	
Queue Length 95th (ft)		41	8		72	23	m4	45		m5	436	
Internal Link Dist (ft)		22			144			657			363	
Turn Bay Length (ft)							450			145		
Base Capacity (vph)		83	199		145	308	361	1297		733	1326	
Starvation Cap Reductn		0	0		0	0	0	0		0	206	
Spillback Cap Reductn		0	6		0	0	0	0		0	101	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.30	0.39		0.41	0.12	0.10	0.29		0.04	0.81	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 109 (99%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 11.2		Intersection LOS: B	
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr

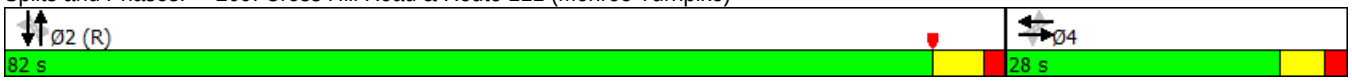


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	13	35	126	64	40	14	309	35	10	721	212
Future Volume (vph)	121	13	35	126	64	40	14	309	35	10	721	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	12	12	10	11	12	10	11	12
Storage Length (ft)	90		0	0		95	90		0	45		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			25			105			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.890			0.942			0.985			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1604	1557	0	1719	1705	0	1604	1723	0	1604	1690	0
Flt Permitted	0.622			0.718			0.187			0.517		
Satd. Flow (perm)	1050	1557	0	1299	1705	0	316	1723	0	873	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44			26			12			31	
Link Speed (mph)		25			30			35			40	
Link Distance (ft)		354			360			443			949	
Travel Time (s)		9.7			8.2			8.6			16.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.89	0.89	0.89	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	151	16	44	158	80	50	16	347	39	11	759	223
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	60	0	158	130	0	16	386	0	11	982	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	12.6	12.6		12.6	12.6		26.0	26.0		26.0	26.0	
Total Split (s)	28.0	28.0		28.0	28.0		82.0	82.0		82.0	82.0	
Total Split (%)	25.5%	25.5%		25.5%	25.5%		74.5%	74.5%		74.5%	74.5%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.2	4.2		4.2	4.2	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	19.1	19.1		19.1	19.1		79.3	79.3		79.3	79.3	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.72	0.72		0.72	0.72	
v/c Ratio	0.83	0.20		0.70	0.41		0.07	0.31		0.02	0.80	
Control Delay	77.2	16.9		58.9	35.1		3.1	3.3		1.7	10.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.3		0.0	0.6	
Total Delay	77.2	16.9		58.9	35.1		3.1	3.6		1.7	11.3	
LOS	E	B		E	D		A	A		A	B	
Approach Delay		60.1			48.2			3.6			11.2	
Approach LOS		E			D			A			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	102	9		103	64		1	23		1	112	
Queue Length 95th (ft)	#153	37		151	103		5	50		m0	516	
Internal Link Dist (ft)		274			280			363			869	
Turn Bay Length (ft)	90						90			45		
Base Capacity (vph)	213	352		264	367		227	1244		629	1226	
Starvation Cap Reductn	0	0		0	0		0	348		0	0	
Spillback Cap Reductn	0	1		0	0		0	0		0	56	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.71	0.17		0.60	0.35		0.07	0.43		0.02	0.84	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 20.7		Intersection LOS: C	
Intersection Capacity Utilization 74.2%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)

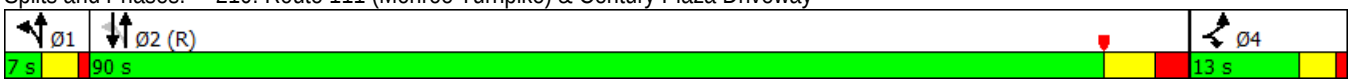


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	30	20	450	912	30
Future Volume (vph)	10	30	20	450	912	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	11	12
Storage Length (ft)	0	0	280			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		175			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.996	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1662	1538	1662	1749	1742	0
Flt Permitted	0.950		0.238			
Satd. Flow (perm)	1662	1538	416	1749	1742	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		38			4	
Link Speed (mph)	25			40	40	
Link Distance (ft)	142			949	728	
Travel Time (s)	3.9			16.2	12.4	
Peak Hour Factor	0.80	0.80	0.83	0.83	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	13	38	24	542	950	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	38	24	542	981	0
Turn Type	Prot	Prot	D.P+P	NA	NA	
Protected Phases	4	4	1	1 2	2	
Permitted Phases			2			
Detector Phase	4	4	1	2	2	
Switch Phase						
Minimum Initial (s)	9.0	9.0	3.0		15.0	
Minimum Split (s)	13.0	13.0	7.0		22.0	
Total Split (s)	13.0	13.0	7.0		90.0	
Total Split (%)	11.8%	11.8%	6.4%		81.8%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		2.8	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		7.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None		C-Max	
Act Effct Green (s)	9.0	9.0	95.8	99.8	93.8	
Actuated g/C Ratio	0.08	0.08	0.87	0.91	0.85	
v/c Ratio	0.10	0.24	0.06	0.34	0.66	
Control Delay	48.6	18.9	0.8	0.9	8.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.6	18.9	0.8	0.9	8.4	
LOS	D	B	A	A	A	
Approach Delay	26.5			0.9	8.4	
Approach LOS	C			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	9	0	1	14	327	
Queue Length 95th (ft)	26	26	m2	23	490	
Internal Link Dist (ft)	62			869	648	
Turn Bay Length (ft)			280			
Base Capacity (vph)	135	160	396	1586	1486	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	25	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.10	0.24	0.06	0.34	0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 95 (86%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 6.3		Intersection LOS: A	
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	0	1092	62	0	1429
Future Volume (vph)	2	0	1092	62	0	1429
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.993			
Flt Protected	0.950					
Satd. Flow (prot)	1636	0	1832	0	0	1845
Flt Permitted	0.950					
Satd. Flow (perm)	1636	0	1832	0	0	1845
Link Speed (mph)	30		40			40
Link Distance (ft)	316		5363			661
Travel Time (s)	7.2		91.4			11.3
Peak Hour Factor	0.80	0.80	0.86	0.86	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	3	0	1270	72	0	1520
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	1342	0	0	1520
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 85.2%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	1092	62	0	1429
Future Vol, veh/h	2	0	1092	62	0	1429
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	86	86	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	3	0	1270	72	0	1520

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2826	1306	0	0	1342	0
Stage 1	1306	-	-	-	-	-
Stage 2	1520	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	19	194	-	-	510	-
Stage 1	252	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	19	194	-	-	510	-
Mov Cap-2 Maneuver	19	-	-	-	-	-
Stage 1	252	-	-	-	-	-
Stage 2	198	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	221.3	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	19	510	-
HCM Lane V/C Ratio	-	-	0.132	-	-
HCM Control Delay (s)	-	-	221.3	0	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	70	57	118	0	10	275
Future Volume (vph)	70	57	118	0	10	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.870	
Flt Protected		0.973			0.998	
Satd. Flow (prot)	0	1761	1749	0	1519	0
Flt Permitted		0.973			0.998	
Satd. Flow (perm)	0	1761	1749	0	1519	0
Link Speed (mph)		30	25		25	
Link Distance (ft)		1004	805		979	
Travel Time (s)		22.8	22.0		26.7	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.80	0.80
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	85	70	144	0	13	344
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	155	144	0	357	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	70	57	118	0	10	275
Future Vol, veh/h	70	57	118	0	10	275
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	80	80
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	85	70	144	0	13	344

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	144	0	-	0	384	144
Stage 1	-	-	-	-	144	-
Stage 2	-	-	-	-	240	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1420	-	-	-	613	895
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	793	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1420	-	-	-	575	895
Mov Cap-2 Maneuver	-	-	-	-	575	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	744	-

Approach	EB	WB	SB
HCM Control Delay, s	4.2	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1420	-	-	-	878
HCM Lane V/C Ratio	0.06	-	-	-	0.406
HCM Control Delay (s)	7.7	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	94	30	11	191	46	10	69	11	87	325	204
Future Volume (vph)	65	94	30	11	191	46	10	69	11	87	325	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.979			0.975			0.983			0.955	
Flt Protected		0.983			0.998			0.994			0.993	
Satd. Flow (prot)	0	1716	0	0	1795	0	0	1682	0	0	1749	0
Flt Permitted		0.983			0.998			0.994			0.993	
Satd. Flow (perm)	0	1716	0	0	1795	0	0	1682	0	0	1749	0
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		988			775			934			884	
Travel Time (s)		22.5			17.6			25.5			24.1	
Peak Hour Factor	0.86	0.86	0.86	0.83	0.83	0.83	0.80	0.80	0.80	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	76	109	35	13	230	55	13	86	14	96	357	224
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	220	0	0	298	0	0	113	0	0	677	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	50.5
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	65	94	30	0	11	191	46	0	10	69	11
Future Vol, veh/h	0	65	94	30	0	11	191	46	0	10	69	11
Peak Hour Factor	0.92	0.86	0.86	0.86	0.92	0.83	0.83	0.83	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	3	3	3	2	3	3	3	2	3	3	3
Mvmt Flow	0	76	109	35	0	13	230	55	0	13	86	14
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	15.2	17.9	12.2
HCM LOS	C	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	34%	4%	14%
Vol Thru, %	77%	50%	77%	53%
Vol Right, %	12%	16%	19%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	189	248	616
LT Vol	10	65	11	87
Through Vol	69	94	191	325
RT Vol	11	30	46	204
Lane Flow Rate	112	220	299	677
Geometry Grp	1	1	1	1
Degree of Util (X)	0.215	0.418	0.546	1.079
Departure Headway (Hd)	7.22	7.186	6.9	5.738
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	501	503	526	630
Service Time	5.22	5.186	4.9	3.827
HCM Lane V/C Ratio	0.224	0.437	0.568	1.075
HCM Control Delay	12.2	15.2	17.9	82.7
HCM Lane LOS	B	C	C	F
HCM 95th-tile Q	0.8	2	3.3	19.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	87	325	204
Future Vol, veh/h	0	87	325	204
Peak Hour Factor	0.92	0.91	0.91	0.91
Heavy Vehicles, %	2	3	3	3
Mvmt Flow	0	96	357	224
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	82.7
HCM LOS	F



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	1681	10	0	1390
Future Volume (vph)	10	10	1681	10	0	1390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	10	12	12	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932		0.999			
Flt Protected	0.976					
Satd. Flow (prot)	1734	0	3268	0	0	3271
Flt Permitted	0.976					
Satd. Flow (perm)	1734	0	3268	0	0	3271
Link Speed (mph)	25		35			35
Link Distance (ft)	465		734			285
Travel Time (s)	12.7		14.3			5.6
Peak Hour Factor	0.80	0.80	0.93	0.93	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	13	13	1808	11	0	1527
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	1819	0	0	1527
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	1681	10	0	1390
Future Vol, veh/h	10	10	1681	10	0	1390
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	93	93	91	91
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	13	13	1808	11	0	1527

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2577	909	0	0	1818	0
Stage 1	1813	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	21	276	-	-	329	-
Stage 1	114	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	21	276	-	-	329	-
Mov Cap-2 Maneuver	21	-	-	-	-	-
Stage 1	114	-	-	-	-	-
Stage 2	418	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	198.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	39	329	-
HCM Lane V/C Ratio	-	-	0.641	-	-
HCM Control Delay (s)	-	-	198.6	0	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	2.3	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	80	120	1571	1310	90
Future Volume (vph)	30	80	120	1571	1310	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	11	10	12
Storage Length (ft)	0	25	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		105			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.990	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1752	1777	1636	3388	3238	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1752	1777	1636	3388	3238	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	387			285	334	
Travel Time (s)	10.6			5.6	6.5	
Peak Hour Factor	0.90	0.90	0.93	0.93	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	33	89	129	1689	1472	101
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	89	129	1689	1573	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	13.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	80	120	1571	1310	90
Future Vol, veh/h	30	80	120	1571	1310	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	93	93	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	33	89	129	1689	1472	101

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2625	787	1573	0	-	0
Stage 1	1522	-	-	-	-	-
Stage 2	1103	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	~ 19	332	410	-	-	-
Stage 1	165	-	-	-	-	-
Stage 2	277	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 13	332	410	-	-	-
Mov Cap-2 Maneuver	~ 13	-	-	-	-	-
Stage 1	165	-	-	-	-	-
Stage 2	190	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 368.9	1.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	410	-	13	332	-	-
HCM Lane V/C Ratio	0.315	-	2.564	0.268	-	-
HCM Control Delay (s)	17.8	-	$ 1299.7	19.8	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	1.3	-	5	1.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	30	0	1601	1370	0
Future Volume (vph)	0	30	0	1601	1370	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1755	0	3388	3271	0
Flt Permitted						
Satd. Flow (perm)	0	1755	0	3388	3271	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	348			334	300	
Travel Time (s)	9.5			6.5	5.8	
Peak Hour Factor	0.80	0.80	0.89	0.89	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	38	0	1799	1473	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	0	1799	1473	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	0	1601	1370	0
Future Vol, veh/h	0	30	0	1601	1370	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	89	89	93	93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	38	0	1799	1473	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	737	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	359	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	359	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	359	-	-
HCM Lane V/C Ratio	-	0.104	-	-
HCM Control Delay (s)	-	16.2	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	10	1591	1370	10
Future Volume (vph)	0	0	10	1591	1370	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt					0.999	
Flt Protected						
Satd. Flow (prot)	1925	0	0	3539	3418	0
Flt Permitted						
Satd. Flow (perm)	1925	0	0	3539	3418	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	167			300	188	
Travel Time (s)	4.6			5.8	3.7	
Peak Hour Factor	0.80	0.80	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	11	1768	1522	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1779	1533	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	10	1591	1370	10
Future Vol, veh/h	0	0	10	1591	1370	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	11	1768	1522	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2434	767	1533	0	-	0
Stage 1	1528	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	26	345	430	-	-	-
Stage 1	165	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	0	345	430	-	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	165	-	-	-	-	-
Stage 2	0	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	6.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	430	-	-	-	-
HCM Lane V/C Ratio	0.026	-	-	-	-
HCM Control Delay (s)	13.6	6.7	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	60	60	541	1195	110
Future Volume (vph)	40	60	60	541	1195	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.919				0.989	
Flt Protected	0.980			0.995		
Satd. Flow (prot)	1645	0	0	1757	1747	0
Flt Permitted	0.980			0.995		
Satd. Flow (perm)	1645	0	0	1757	1747	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	268			1631	381	
Travel Time (s)	7.3			31.8	7.4	
Peak Hour Factor	0.65	0.65	0.90	0.90	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	62	92	67	601	1219	112
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	0	0	668	1331	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 91.1%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	30.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	60	60	541	1195	110
Future Vol, veh/h	40	60	60	541	1195	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	90	90	98	98
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	62	92	67	601	1219	112

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2010	1276	1332	0	-	0
Stage 1	1276	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.14	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.236	-	-	-
Pot Cap-1 Maneuver	64	202	512	-	-	-
Stage 1	260	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 51	202	512	-	-	-
Mov Cap-2 Maneuver	~ 51	-	-	-	-	-
Stage 1	260	-	-	-	-	-
Stage 2	379	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 424.1	1.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	512	-	92	-	-
HCM Lane V/C Ratio	0.13	-	1.672	-	-
HCM Control Delay (s)	13.1	0	$ 424.1	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	12.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	20	0	581	1285	10
Future Volume (vph)	10	20	0	581	1285	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.999	
Flt Protected	0.950					
Satd. Flow (prot)	1967	1760	0	1766	1764	0
Flt Permitted	0.950					
Satd. Flow (perm)	1967	1760	0	1766	1764	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	126			381	323	
Travel Time (s)	3.4			7.4	6.3	
Peak Hour Factor	0.65	0.65	0.90	0.90	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	15	31	0	646	1353	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	31	0	646	1364	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	20	0	581	1285	10
Future Vol, veh/h	10	20	0	581	1285	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	90	90	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	15	31	0	646	1353	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2004	1358	-	0	-	0
Stage 1	1358	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	-	-
Pot Cap-1 Maneuver	65	180	0	-	-	-
Stage 1	237	-	0	-	-	-
Stage 2	518	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	65	180	-	-	-	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	237	-	-	-	-	-
Stage 2	518	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	45	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	65	180	-	-
HCM Lane V/C Ratio	-	0.237	0.171	-	-
HCM Control Delay (s)	-	76.8	29.1	-	-
HCM Lane LOS	-	F	D	-	-
HCM 95th %tile Q(veh)	-	0.8	0.6	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	16	0	14	10	565	17	16	1279	30
Future Volume (vph)	0	0	0	16	0	14	10	565	17	16	1279	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	14	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.996			0.997	
Flt Protected					0.950			0.999			0.999	
Satd. Flow (prot)	0	0	0	0	1909	1656	0	1757	0	0	1759	0
Flt Permitted					0.950			0.999			0.999	
Satd. Flow (perm)	0	0	0	0	1909	1656	0	1757	0	0	1759	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		181			109			323			441	
Travel Time (s)		4.9			3.0			6.3			8.6	
Peak Hour Factor	0.65	0.65	0.65	0.80	0.80	0.80	0.84	0.84	0.84	0.91	0.91	0.91
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	20	0	18	12	673	20	18	1405	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	20	18	0	705	0	0	1456	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 87.7%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	16	0	14	10	565	17	16	1279	30
Future Vol, veh/h	0	0	0	16	0	14	10	565	17	16	1279	30
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
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	80	80	80	84	84	84	91	91	91
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	20	0	18	12	673	20	18	1405	33

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	2164	2181	683	1438	0	0	693	0	0
Stage 1	707	707	-	-	-	-	-	-	-
Stage 2	1457	1474	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.44	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.44	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	51	45	446	466	-	-	893	-	-
Stage 1	485	435	-	-	-	-	-	-	-
Stage 2	212	189	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	44	0	446	466	-	-	893	-	-
Mov Cap-2 Maneuver	44	0	-	-	-	-	-	-	-
Stage 1	465	0	-	-	-	-	-	-	-
Stage 2	190	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	82.2	0.2	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	466	-	-	44	446	893	-	-
HCM Lane V/C Ratio	0.026	-	-	0.455	0.039	0.02	-	-
HCM Control Delay (s)	12.9	0	-	142.4	13.4	9.1	0	-
HCM Lane LOS	B	A	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	0.1	0.1	-	-

APPENDIX M2
CAPACITY ANALYSES
2040 Future Conditions
Weekday Afternoon Peak Hour

Tighe&Bond

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	1371	371	220	1428	1060	299	447	140	1090	528	216
Future Volume (vph)	116	1371	371	220	1428	1060	299	447	140	1090	528	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	10	11	10	12	11	12
Storage Length (ft)	225		0	175		500	430		100	500		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	200			175			75			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.957	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1723	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131			58			175		14	
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		877			839			636			734	
Travel Time (s)		14.9			10.4			10.8			14.3	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.86	0.86	0.86	0.82	0.82	0.82
Adj. Flow (vph)	122	1443	391	242	1569	1165	348	520	163	1329	644	263
Shared Lane Traffic (%)												
Lane Group Flow (vph)	122	1443	391	242	1569	1165	348	520	163	1329	907	0
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Prot	Prot	NA	
Protected Phases	5	2	2 7	1	6	3 6	7	4	4	3	8	
Permitted Phases												
Detector Phase	5	2	2 7	1	6	3 6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		12.0	13.0	13.0	12.0	13.0	
Total Split (s)	13.0	52.0		19.0	58.0		26.0	38.0	38.0	41.0	53.0	
Total Split (%)	8.7%	34.7%		12.7%	38.7%		17.3%	25.3%	25.3%	27.3%	35.3%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None	None	None	None	
Act Effct Green (s)	8.0	45.0	71.0	14.0	51.0	94.0	21.0	32.0	32.0	36.0	47.0	
Actuated g/C Ratio	0.05	0.30	0.47	0.09	0.34	0.63	0.14	0.21	0.21	0.24	0.31	
v/c Ratio	1.34	1.41	0.49	1.52	1.30	1.19	1.51	0.71	0.36	1.61	1.65	
Control Delay	260.3	227.6	19.7	307.0	182.9	121.4	290.9	61.0	7.5	318.3	334.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	260.3	227.6	19.7	307.0	182.9	121.4	290.9	61.0	7.5	318.3	334.2	
LOS	F	F	B	F	F	F	F	E	A	F	F	
Approach Delay		188.1			168.9			130.2			324.8	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~155	~992	170	~329	~1032	~1351	~471	251	0	~958	~1282	

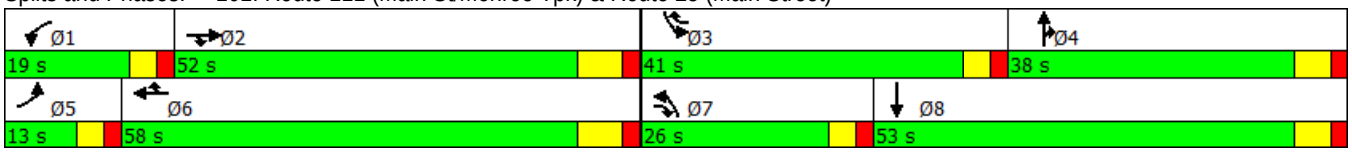
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#293	#1132	265	#507	#1171	#1620	#634	301	44	#960	#1356	
Internal Link Dist (ft)		797			759			556			654	
Turn Bay Length (ft)	225			175		500	430		100	500		
Base Capacity (vph)	91	1026	793	159	1203	981	231	729	452	823	549	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.34	1.41	0.49	1.52	1.30	1.19	1.51	0.71	0.36	1.61	1.65	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.65			
Intersection Signal Delay: 211.1		Intersection LOS: F	
Intersection Capacity Utilization 126.8%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	122	122	172	1760	1705	123	
Future Volume (vph)	122	122	172	1760	1705	123	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	12	12	
Storage Length (ft)	0	185	385			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		80				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850			0.991		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1711	1531	1711	1801	1846	0	
Flt Permitted	0.950		0.036				
Satd. Flow (perm)	1711	1531	65	1801	1846	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		44			8		
Link Speed (mph)	25			40	40		
Link Distance (ft)	661			1950	469		
Travel Time (s)	18.0			33.2	8.0		
Peak Hour Factor	0.80	0.80	0.95	0.95	0.92	0.92	
Adj. Flow (vph)	153	153	181	1853	1853	134	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	153	153	181	1853	1987	0	
Turn Type	Prot	pt+ov	pm+pt	NA	NA		
Protected Phases	4	4 5	5	2	6		1
Permitted Phases			2				
Detector Phase	4	4 5	5	2	6		
Switch Phase							
Minimum Initial (s)	7.0		5.0	18.0	18.0		5.0
Minimum Split (s)	11.0		9.0	23.7	23.7		9.0
Total Split (s)	17.0		11.0	118.0	122.0		15.0
Total Split (%)	11.3%		7.3%	78.7%	81.3%		10%
Yellow Time (s)	3.0		3.0	4.3	4.3		3.0
All-Red Time (s)	1.0		1.0	1.4	1.4		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		4.0	5.7	5.7		
Lead/Lag			Lead	Lag	Lag		Lead
Lead-Lag Optimize?							
Recall Mode	None		None	C-Min	C-Min		None
Act Effct Green (s)	13.0	24.0	121.0	112.3	116.3		
Actuated g/C Ratio	0.09	0.16	0.81	0.75	0.78		
v/c Ratio	1.03	0.54	1.40	1.37	1.39		
Control Delay	147.6	48.9	253.6	195.2	190.6		
Queue Delay	0.0	0.0	0.0	0.6	0.1		
Total Delay	147.6	48.9	253.6	195.8	190.7		
LOS	F	D	F	F	F		
Approach Delay	98.3			201.0	190.7		
Approach LOS	F			F	F		
Queue Length 50th (ft)	~160	99	~186	~2391	~2585		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Queue Length 95th (ft)	#259	150	#348	#2649	m#286		
Internal Link Dist (ft)	581			1870	389		
Turn Bay Length (ft)		185	385				
Base Capacity (vph)	148	281	129	1348	1433		
Starvation Cap Reductn	0	0	0	0	49		
Spillback Cap Reductn	0	0	0	191	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	1.03	0.54	1.40	1.60	1.44		

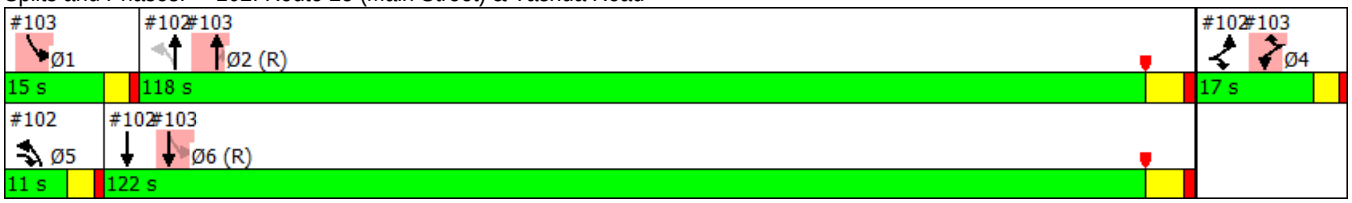
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 88 (59%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.53			
Intersection Signal Delay: 189.0		Intersection LOS: F	
Intersection Capacity Utilization 124.9%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road

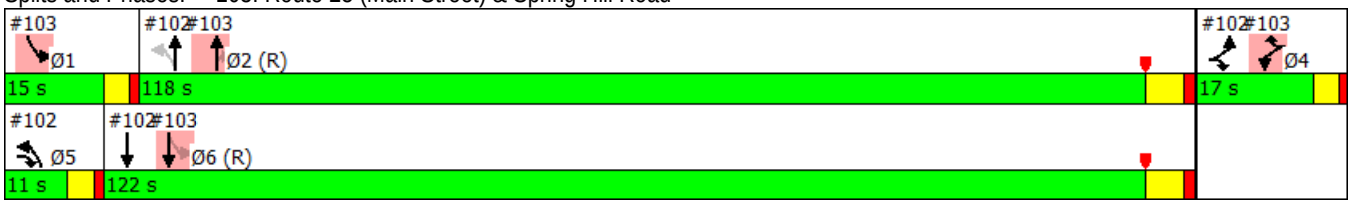


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	132	245	1759	123	242	1695	
Future Volume (vph)	132	245	1759	123	242	1695	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	11	11	
Storage Length (ft)	235	0		175	160		
Storage Lanes	1	1		1	1		
Taper Length (ft)	125				90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1636	1516	1783	1516	1694	1783	
Flt Permitted	0.950				0.034		
Satd. Flow (perm)	1636	1516	1783	1516	61	1783	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		106		53			
Link Speed (mph)	30		40			40	
Link Distance (ft)	483		469			490	
Travel Time (s)	11.0		8.0			8.4	
Peak Hour Factor	0.80	0.80	0.99	0.99	0.92	0.92	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	165	306	1777	124	263	1842	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	165	306	1777	124	263	1842	
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA	
Protected Phases	4	4	2		1	6	5
Permitted Phases				2	6		
Detector Phase	4	4	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0	18.0	5.0
Minimum Split (s)	11.0	11.0	23.7	23.7	9.0	23.7	9.0
Total Split (s)	17.0	17.0	118.0	118.0	15.0	122.0	11.0
Total Split (%)	11.3%	11.3%	78.7%	78.7%	10.0%	81.3%	7%
Yellow Time (s)	3.0	3.0	4.3	4.3	3.0	4.3	3.0
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0	1.4	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	5.7	5.7	4.0	5.7	
Lead/Lag			Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	13.0	13.0	112.3	112.3	129.0	116.3	
Actuated g/C Ratio	0.09	0.09	0.75	0.75	0.86	0.78	
v/c Ratio	1.17	1.34	1.33	0.11	1.53	1.33	
Control Delay	185.4	211.9	165.8	1.7	273.6	171.9	
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.4	
Total Delay	185.4	211.9	166.1	1.7	273.6	172.3	
LOS	F	F	F	A	F	F	
Approach Delay	202.6		155.3			185.0	
Approach LOS	F		F			F	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Queue Length 50th (ft)	~191	~291	~2256	5	~280	~2346	
Queue Length 95th (ft)	#292	#397	m465	m2	m#257	m#1925	
Internal Link Dist (ft)	403		389			410	
Turn Bay Length (ft)	235			175	160		
Base Capacity (vph)	141	228	1334	1148	172	1382	
Starvation Cap Reductn	0	0	101	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	146	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	1.17	1.34	1.44	0.11	1.53	1.49	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 88 (59%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.53			
Intersection Signal Delay: 174.3		Intersection LOS: F	
Intersection Capacity Utilization 124.7%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road

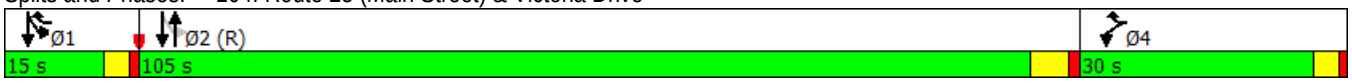


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	293	219	1692	245	190	1515
Future Volume (vph)	293	219	1692	245	190	1515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	15	11	12	12	12
Storage Length (ft)	0	150		360	250	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850	0.981			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1869	1725	3324	0	1752	1845
Flt Permitted	0.950				0.040	
Satd. Flow (perm)	1869	1725	3324	0	74	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		32	23			
Link Speed (mph)	25		40			40
Link Distance (ft)	515		1819			502
Travel Time (s)	14.0		31.0			8.6
Peak Hour Factor	0.80	0.80	0.98	0.98	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	366	274	1727	250	204	1629
Shared Lane Traffic (%)						
Lane Group Flow (vph)	366	274	1977	0	204	1629
Turn Type	Prot	pt+ov	NA		D.P+P	NA
Protected Phases	4	4 1	2		1	1 2
Permitted Phases					2	
Detector Phase	4	4 1	2		1	2
Switch Phase						
Minimum Initial (s)	7.0		18.0		5.0	
Minimum Split (s)	11.0		23.5		9.0	
Total Split (s)	30.0		105.0		15.0	
Total Split (%)	20.0%		70.0%		10.0%	
Yellow Time (s)	3.0		4.2		3.0	
All-Red Time (s)	1.0		1.3		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.0		5.5		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Min		None	
Act Effct Green (s)	26.0	41.0	99.5		112.0	116.0
Actuated g/C Ratio	0.17	0.27	0.66		0.75	0.77
v/c Ratio	1.13	0.55	0.89		1.15	1.14
Control Delay	145.1	45.9	11.5		120.9	75.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	145.1	45.9	11.5		120.9	75.7
LOS	F	D	B		F	E
Approach Delay	102.6		11.5			80.8
Approach LOS	F		B			F

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	~414	204	570		~187	~1897
Queue Length 95th (ft)	#515	258	m258		m118	m186
Internal Link Dist (ft)	435		1739			422
Turn Bay Length (ft)		150			250	
Base Capacity (vph)	323	494	2212		178	1426
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	1.13	0.55	0.89		1.15	1.14

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 28 (19%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay: 53.1		Intersection LOS: D	
Intersection Capacity Utilization 102.6%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive

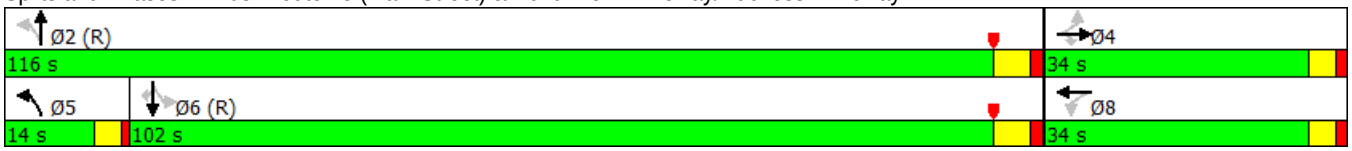


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	317	0	294	4	0	17	222	1437	23	25	1442	331
Future Volume (vph)	317	0	294	4	0	17	222	1437	23	25	1442	331
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	10	11	12	12	11	10
Storage Length (ft)	0		0	0		0	150		260	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.892			0.998				0.850
Flt Protected		0.950			0.990		0.950				0.999	
Satd. Flow (prot)	0	1678	1501	0	1613	0	1620	3349	0	0	1764	1449
Flt Permitted		0.741			0.644		0.040				0.943	
Satd. Flow (perm)	0	1309	1501	0	1049	0	68	3349	0	0	1665	1449
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			147		49			3				166
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		174			143			1823			386	
Travel Time (s)		4.7			3.9			31.1			6.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.96	0.96	0.96	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	373	0	346	5	0	20	231	1497	24	26	1487	341
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	373	346	0	25	0	231	1521	0	0	1513	341
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	15.0		15.0	15.0	15.0
Minimum Split (s)	11.5	11.5	11.5	11.5	11.5		9.0	20.7		20.7	20.7	20.7
Total Split (s)	34.0	34.0	34.0	34.0	34.0		14.0	116.0		102.0	102.0	102.0
Total Split (%)	22.7%	22.7%	22.7%	22.7%	22.7%		9.3%	77.3%		68.0%	68.0%	68.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.2		4.2	4.2	4.2
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.0	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.0	5.7			5.7	5.7
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		C-Min	C-Min	C-Min
Act Effct Green (s)		29.5	29.5		29.5		112.0	110.3			96.3	96.3
Actuated g/C Ratio		0.20	0.20		0.20		0.75	0.74			0.64	0.64
v/c Ratio		1.45	0.84		0.10		1.50	0.62			1.42	0.34
Control Delay		265.0	51.2		3.4		269.9	18.3			211.6	2.2
Queue Delay		3.1	0.0		0.1		0.0	0.1			1.7	4.2
Total Delay		268.1	51.2		3.6		269.9	18.4			213.3	6.3
LOS		F	D		A		F	B			F	A
Approach Delay		163.7			3.6			51.5			175.2	
Approach LOS		F			A			D			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		~496	198		0		~266	572			~2011	43
Queue Length 95th (ft)		#652	#314		5		m#337	641			m884	m18
Internal Link Dist (ft)		94			63			1743			306	
Turn Bay Length (ft)							150					
Base Capacity (vph)		257	413		245		154	2463			1068	989
Starvation Cap Reductn		0	0		0		0	0			298	557
Spillback Cap Reductn		50	0		43		0	150			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		1.80	0.84		0.12		1.50	0.66			1.96	0.79

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 86 (57%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.50			
Intersection Signal Delay: 122.5		Intersection LOS: F	
Intersection Capacity Utilization 155.2%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway



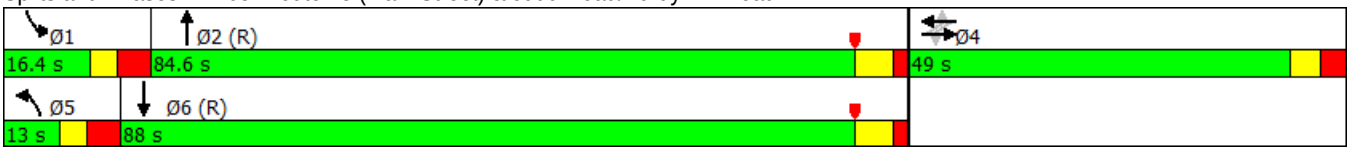
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	215	125	212	285	162	98	1570	103	111	1465	82
Future Volume (vph)	123	215	125	212	285	162	98	1570	103	111	1465	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	10	11	12	10	11	12
Storage Length (ft)	120		0	125		0	220		600	130		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	75			75			120			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.945			0.946			0.991			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	1726	0	1678	1671	0	1620	3325	0	1620	1752	0
Flt Permitted	0.114			0.252			0.950			0.950		
Satd. Flow (perm)	201	1726	0	445	1671	0	1620	3325	0	1620	1752	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		19						7				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		709			302			386			459	
Travel Time (s)		19.3			8.2			6.6			7.8	
Peak Hour Factor	0.89	0.89	0.89	0.93	0.93	0.93	0.96	0.96	0.96	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	138	242	140	228	306	174	102	1635	107	113	1495	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	382	0	228	480	0	102	1742	0	113	1579	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	49.0	49.0		49.0	49.0		13.0	84.6		16.4	88.0	
Total Split (%)	32.7%	32.7%		32.7%	32.7%		8.7%	56.4%		10.9%	58.7%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	42.6	42.6		42.6	42.6		6.2	78.6		9.6	82.0	
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.04	0.52		0.06	0.55	
v/c Ratio	2.42	0.76		1.81	1.01		1.55	1.00		1.10	1.65	
Control Delay	713.1	57.5		425.0	97.0		333.2	36.6		137.1	322.2	
Queue Delay	0.0	0.1		0.0	0.0		0.0	20.3		0.0	1.2	
Total Delay	713.1	57.6		425.0	97.0		333.2	57.0		137.1	323.4	
LOS	F	E		F	F		F	E		F	F	
Approach Delay		231.6			202.6			72.2			311.0	
Approach LOS		F			F			E			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~222	327		~334	~482		~140	910		~124	~2247	
Queue Length 95th (ft)	#312	450		#511	#718		m#232	m731		m#130	m#2290	
Internal Link Dist (ft)		629			222			306			379	
Turn Bay Length (ft)	120			125			220			130		
Base Capacity (vph)	57	503		126	474		66	1745		103	957	
Starvation Cap Reductn	0	0		0	0		0	101		0	0	
Spillback Cap Reductn	0	2		0	0		0	0		0	193	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	2.42	0.76		1.81	1.01		1.55	1.06		1.10	2.07	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 45 (30%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.42
Intersection Signal Delay: 193.8 Intersection LOS: F
Intersection Capacity Utilization 139.6% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	54	0	230	0	1147	14	390	1511	0
Future Volume (vph)	0	0	0	54	0	230	0	1147	14	390	1511	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	11	11	12	10	11	11	11	11	12
Storage Length (ft)	0		0	115		0	40		175	100		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			65			65			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1739	0	1711	1531	0	1739	1801	1531	1711	1801	0
Flt Permitted				0.950						0.037		
Satd. Flow (perm)	0	1739	0	1711	1531	0	1739	1801	1531	67	1801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					290				110			
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		126			720			472			557	
Travel Time (s)		3.4			19.6			8.0			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.93	0.93	0.93	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	58	0	247	0	1247	15	406	1574	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	58	247	0	0	1247	15	406	1574	0
Turn Type				Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		7	7		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	4	4		7	7		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0	25.0	5.0	25.0	
Minimum Split (s)	9.6	9.6		10.5	10.5		9.0	31.8	31.8	9.0	31.8	
Total Split (s)	9.6	9.6		10.5	10.5		9.0	101.9	101.9	28.0	120.9	
Total Split (%)	6.4%	6.4%		7.0%	7.0%		6.0%	67.9%	67.9%	18.7%	80.6%	
Yellow Time (s)	3.0	3.0		3.3	3.3		3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	1.6	1.6		2.2	2.2		1.0	2.9	2.9	1.0	2.9	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		5.5	5.5		4.0	6.8	6.8	4.0	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)				5.0	5.0			104.7	104.7	135.5	132.7	
Actuated g/C Ratio				0.03	0.03			0.70	0.70	0.90	0.88	
v/c Ratio				1.02	0.75			0.99	0.01	1.26	0.99	
Control Delay				192.3	17.4			17.0	0.0	169.2	18.9	
Queue Delay				0.0	59.3			1.2	0.0	0.0	19.1	
Total Delay				192.3	76.7			18.2	0.0	169.2	38.0	
LOS				F	E			B	A	F	D	
Approach Delay					98.7			18.0			64.9	
Approach LOS					F			B			E	
Queue Length 50th (ft)				~60	0			199	0	~449	318	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)				#159	#56			m186	m0	m#447	m293	
Internal Link Dist (ft)		46			640			392			477	
Turn Bay Length (ft)				115					175	100		
Base Capacity (vph)				57	331			1257	1101	323	1593	
Starvation Cap Reductn				0	0			0	0	0	96	
Spillback Cap Reductn				0	110			7	0	0	0	
Storage Cap Reductn				0	0			0	0	0	0	
Reduced v/c Ratio				1.02	1.12			1.00	0.01	1.26	1.05	

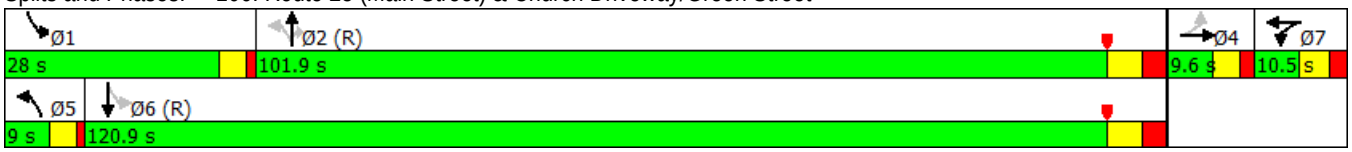
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 23 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay: 51.1		Intersection LOS: D	
Intersection Capacity Utilization 111.5%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	430	10	538	0	10	10	481	1466	0	10	1243	280
Future Volume (vph)	430	10	538	0	10	10	481	1466	0	10	1243	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	11	11	10	11	11
Storage Length (ft)	375		370	0		0	250		0	280		170
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	100			25			200			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850		0.932							0.850
Flt Protected	0.950	0.954					0.950					
Satd. Flow (prot)	1625	1632	1531	0	1736	0	1652	1801	0	0	3421	1531
Flt Permitted	0.950	0.954					0.103				0.724	
Satd. Flow (perm)	1625	1632	1531	0	1736	0	179	1801	0	0	2477	1531
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			97									149
Link Speed (mph)		40			25			40			40	
Link Distance (ft)		745			139			557			391	
Travel Time (s)		12.7			3.8			9.5			6.7	
Peak Hour Factor	0.92	0.92	0.92	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	467	11	585	0	13	13	529	1611	0	11	1366	308
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	238	240	585	0	26	0	529	1611	0	0	1377	308
Turn Type	Split	NA	pm+ov		NA		D.P+P	NA		Perm	NA	pm+ov
Protected Phases	4	4	1		5		1	1 2			2	4
Permitted Phases			4	5			2			2		2
Detector Phase	4	4	1	5	5		1	2		2	2	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	5.0	5.0	5.0		5.0			15.0	15.0	10.0
Minimum Split (s)	16.6	16.6	9.0	9.5	9.5		9.0			20.5	20.5	16.6
Total Split (s)	25.0	25.0	29.0	9.5	9.5		29.0			86.5	86.5	25.0
Total Split (%)	16.7%	16.7%	19.3%	6.3%	6.3%		19.3%			57.7%	57.7%	16.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.9	3.9	3.0
All-Red Time (s)	3.6	3.6	1.0	1.5	1.5		1.0			1.6	1.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0				0.0	0.0
Total Lost Time (s)	6.6	6.6	4.0		4.5		4.0				5.5	6.6
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	None
Act Effct Green (s)	18.4	18.4	47.6		5.0		111.3	115.3			84.8	108.7
Actuated g/C Ratio	0.12	0.12	0.32		0.03		0.74	0.77			0.57	0.72
v/c Ratio	1.20	1.20	1.06		0.46		1.40	1.16			0.98	0.27
Control Delay	180.3	181.5	93.0		95.8		225.5	97.5			52.7	4.4
Queue Delay	0.0	0.0	16.0		0.0		0.0	0.0			0.0	0.0
Total Delay	180.3	181.5	109.0		95.8		225.5	97.5			52.7	4.4
LOS	F	F	F		F		F	F			D	A
Approach Delay		141.3			95.8			129.1			43.8	
Approach LOS		F			F			F			D	
Queue Length 50th (ft)	~295	~298	~538		26		~605	~1907			~756	48

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#483	#488	#823		54		m#709	m#2037			#895	86
Internal Link Dist (ft)		665			59			477			311	
Turn Bay Length (ft)	375		370				250					170
Base Capacity (vph)	199	200	552		57		378	1384			1400	1150
Starvation Cap Reductn	0	0	0		0		0	0			0	0
Spillback Cap Reductn	0	0	58		0		0	0			0	0
Storage Cap Reductn	0	0	0		0		0	0			0	0
Reduced v/c Ratio	1.20	1.20	1.18		0.46		1.40	1.16			0.98	0.27

Intersection Summary

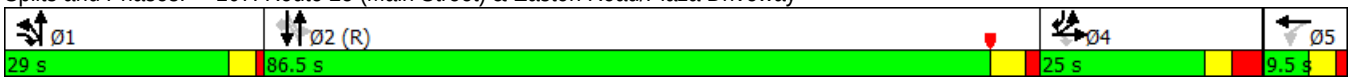
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.40
Intersection Signal Delay: 102.3 Intersection LOS: F
Intersection Capacity Utilization 144.1% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	240	60	1463	50	10	1594
Future Volume (vph)	240	60	1463	50	10	1594
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Storage Length (ft)	0	60		0	225	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				65	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.995			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3522	0	1711	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3522	0	1711	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		38	5			
Link Speed (mph)	25		30			35
Link Distance (ft)	350		188			421
Travel Time (s)	9.5		4.3			8.2
Peak Hour Factor	0.80	0.80	0.97	0.97	0.85	0.85
Adj. Flow (vph)	300	75	1508	52	12	1875
Shared Lane Traffic (%)						
Lane Group Flow (vph)	300	75	1560	0	12	1875
Turn Type	Prot	Prot	NA		Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases						
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		5.0	15.0
Minimum Split (s)	10.5	10.5	20.9		9.0	20.9
Total Split (s)	32.0	32.0	69.0		9.0	78.0
Total Split (%)	29.1%	29.1%	62.7%		8.2%	70.9%
Yellow Time (s)	3.0	3.0	4.4		3.0	4.4
All-Red Time (s)	0.5	0.5	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	3.5	5.9		4.0	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)	22.6	22.6	76.2		5.0	78.0
Actuated g/C Ratio	0.21	0.21	0.69		0.05	0.71
v/c Ratio	0.83	0.21	0.64		0.16	0.75
Control Delay	60.2	20.2	12.3		59.9	5.7
Queue Delay	0.0	0.0	0.1		0.0	0.1
Total Delay	60.2	20.2	12.3		59.9	5.7
LOS	E	C	B		E	A
Approach Delay	52.2		12.3			6.1
Approach LOS	D		B			A
Queue Length 50th (ft)	203	21	270		9	101

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	245	48	512		m11	m140
Internal Link Dist (ft)	270		108			341
Turn Bay Length (ft)		60			225	
Base Capacity (vph)	458	438	2441		77	2509
Starvation Cap Reductn	0	0	0		0	67
Spillback Cap Reductn	0	0	78		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.66	0.17	0.66		0.16	0.77

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 28 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 13.1		Intersection LOS: B	
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway



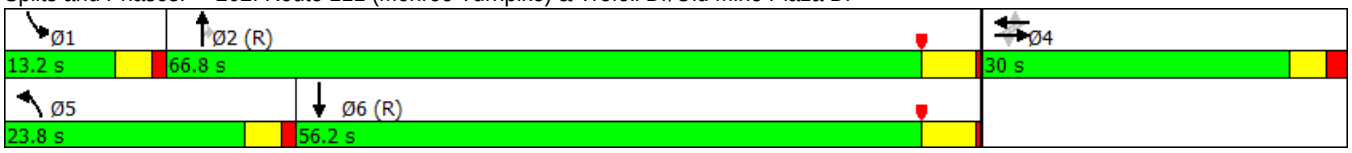
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	20	260	70	20	80	240	1203	80	50	1274	103
Future Volume (vph)	83	20	260	70	20	80	240	1203	80	50	1274	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	11	12	12	12	12	12
Storage Length (ft)	0		130	90		0	250		250	200		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			60			125			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.861			0.880				0.850		0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1711	0	1770	1748	0	1711	3539	1583	1770	3500	0
Flt Permitted	0.635			0.212			0.950			0.950		
Satd. Flow (perm)	1183	1711	0	395	1748	0	1711	3539	1583	1770	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		265			100				93		10	
Link Speed (mph)		25			25			35			40	
Link Distance (ft)		274			273			421			425	
Travel Time (s)		7.5			7.4			8.2			7.2	
Peak Hour Factor	0.81	0.81	0.81	0.80	0.80	0.80	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	102	25	321	88	25	100	279	1399	93	58	1481	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	346	0	88	125	0	279	1399	93	58	1601	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4					2			
Detector Phase	4	4		4	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.8	11.8		11.8	11.8		9.1	19.9	19.9	9.1	19.9	
Total Split (s)	30.0	30.0		30.0	30.0		23.8	66.8	66.8	13.2	56.2	
Total Split (%)	27.3%	27.3%		27.3%	27.3%		21.6%	60.7%	60.7%	12.0%	51.1%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4	4.4	3.0	4.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.1	0.5	0.5	1.1	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8		4.1	4.9	4.9	4.1	4.9	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	25.0	25.0		25.0	25.0		19.2	65.4	65.4	7.6	52.0	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.17	0.59	0.59	0.07	0.47	
v/c Ratio	0.38	0.58		0.99	0.26		0.93	0.66	0.09	0.48	0.97	
Control Delay	40.7	13.9		136.8	11.9		89.9	10.2	0.9	66.5	28.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.3	0.0	0.0	0.0	
Total Delay	40.7	13.9		136.8	11.9		89.9	10.5	0.9	66.5	28.3	
LOS	D	B		F	B		F	B	A	E	C	
Approach Delay		20.0			63.5			22.5			29.6	
Approach LOS		C			E			C			C	
Queue Length 50th (ft)	61	47		62	14		185	217	0	41	221	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	101	99		#141	48		#338	141	m7	m71	#664	
Internal Link Dist (ft)		194			193			341			345	
Turn Bay Length (ft)				90			250		250	200		
Base Capacity (vph)	271	596		90	477		306	2104	979	146	1658	
Starvation Cap Reductn	0	0		0	0		0	221	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.38	0.58		0.98	0.26		0.91	0.74	0.09	0.40	0.97	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 21 (19%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 27.3 Intersection LOS: C
Intersection Capacity Utilization 90.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr



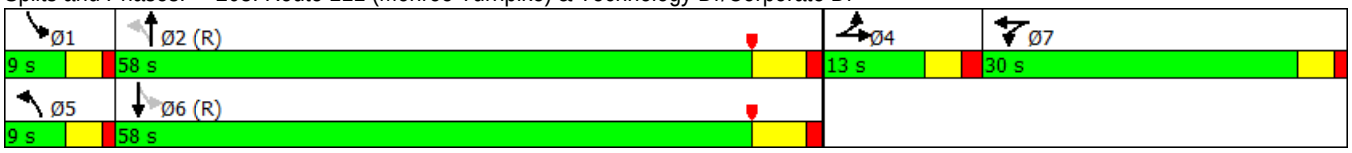
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	0	90	290	0	160	40	1236	60	30	927	20
Future Volume (vph)	70	0	90	290	0	160	40	1236	60	30	927	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	11	10	12	11	12	12	11	12	12
Storage Length (ft)	0		115	0		125	150		0	325		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.861			0.888			0.993			0.997	
Flt Protected	0.950	0.996		0.950	0.987		0.950			0.950		
Satd. Flow (prot)	1625	1568	0	1625	1448	0	1711	3514	0	1711	3529	0
Flt Permitted	0.950	0.996		0.950	0.987		0.186			0.089		
Satd. Flow (perm)	1625	1568	0	1625	1448	0	335	3514	0	160	3529	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		111			124			6			3	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		311			293			1088			554	
Travel Time (s)		8.5			8.0			18.5			9.4	
Peak Hour Factor	0.81	0.81	0.81	0.80	0.80	0.80	0.91	0.91	0.91	0.90	0.90	0.90
Adj. Flow (vph)	86	0	111	363	0	200	44	1358	66	33	1030	22
Shared Lane Traffic (%)	10%			19%								
Lane Group Flow (vph)	77	120	0	294	269	0	44	1424	0	33	1052	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.7	9.7		9.2	9.2		9.0	20.8		9.0	20.8	
Total Split (s)	13.0	13.0		30.0	30.0		9.0	58.0		9.0	58.0	
Total Split (%)	11.8%	11.8%		27.3%	27.3%		8.2%	52.7%		8.2%	52.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.7	1.7		1.2	1.2		1.0	1.4		1.0	1.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.2	4.2		4.0	5.8		4.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	7.4	7.4		22.5	22.5		64.8	60.0		64.0	58.2	
Actuated g/C Ratio	0.07	0.07		0.20	0.20		0.59	0.55		0.58	0.53	
v/c Ratio	0.71	0.58		0.89	0.68		0.17	0.74		0.20	0.56	
Control Delay	83.2	22.7		69.9	30.2		12.7	19.5		10.5	15.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	83.2	22.7		69.9	30.2		12.7	19.5		10.5	15.9	
LOS	F	C		E	C		B	B		B	B	
Approach Delay		46.3			50.9			19.3			15.7	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	56	6		209	97		10	201		9	159	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#106	51		268	152		m26	357		m21	299	
Internal Link Dist (ft)		231			213			1008			474	
Turn Bay Length (ft)							150			325		
Base Capacity (vph)	122	220		381	434		260	1920		163	1870	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.63	0.55		0.77	0.62		0.17	0.74		0.20	0.56	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 15 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 25.1 Intersection LOS: C
Intersection Capacity Utilization 66.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

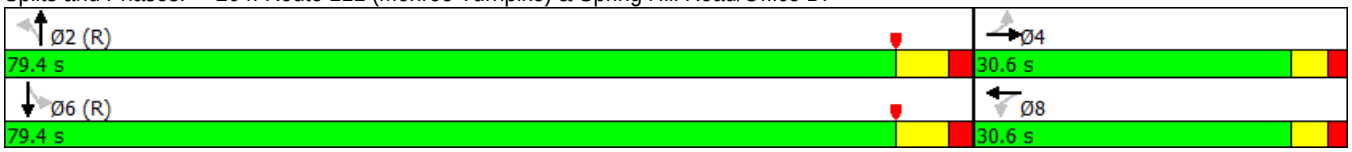


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	4	12	0	4	0	12	1523	0	0	913	127
Future Volume (vph)	155	4	12	0	4	0	12	1523	0	0	913	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.991									0.982	
Flt Protected		0.957										
Satd. Flow (prot)	0	1825	0	0	1925	0	0	3539	0	0	3476	0
Flt Permitted		0.743						0.941				
Satd. Flow (perm)	0	1417	0	0	1925	0	0	3330	0	0	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3									29	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		364			150			1529			547	
Travel Time (s)		9.9			4.1			26.1			9.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.90	0.90	0.91	0.91	0.91
Adj. Flow (vph)	194	5	15	0	5	0	13	1692	0	0	1003	140
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	214	0	0	5	0	0	1705	0	0	1143	0
Turn Type	Perm	NA			NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		21.5	21.5		21.5	21.5	
Total Split (s)	30.6	30.6		30.6	30.6		79.4	79.4		79.4	79.4	
Total Split (%)	27.8%	27.8%		27.8%	27.8%		72.2%	72.2%		72.2%	72.2%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	1.7	1.7		1.7	1.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		20.2			20.2			78.6			78.6	
Actuated g/C Ratio		0.18			0.18			0.71			0.71	
v/c Ratio		0.82			0.01			0.72			0.46	
Control Delay		65.8			33.5			7.7			5.1	
Queue Delay		0.0			0.0			0.0			0.1	
Total Delay		65.8			33.5			7.7			5.3	
LOS		E			C			A			A	
Approach Delay		65.8			33.5			7.7			5.3	
Approach LOS		E			C			A			A	
Queue Length 50th (ft)		143			3			41			114	
Queue Length 95th (ft)		189			12			695			m157	
Internal Link Dist (ft)		284			70			1449			467	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		335			453			2380			2492	
Starvation Cap Reductn		0			0			0			345	
Spillback Cap Reductn		0			0			20			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.64			0.01			0.72			0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 75 (68%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 10.9		Intersection LOS: B	
Intersection Capacity Utilization 76.0%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	202	137	222	132	102	208	1115	356	52	681	66
Future Volume (vph)	135	202	137	222	132	102	208	1115	356	52	681	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	11	12	12
Storage Length (ft)	0		130	110		0	350		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.939			0.935			0.964			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1749	0	1770	1742	0	1711	3412	0	1711	3493	0
Flt Permitted	0.504			0.350			0.950			0.110		
Satd. Flow (perm)	939	1749	0	652	1742	0	1711	3412	0	198	3493	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			42			58			10	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		468			420			547			444	
Travel Time (s)		10.6			11.5			9.3			7.6	
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.89	0.89	0.89	0.86	0.86	0.86
Adj. Flow (vph)	163	243	165	255	152	117	234	1253	400	60	792	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	408	0	255	269	0	234	1653	0	60	869	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4			4						2		
Detector Phase	4	4		4	4		1	2		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0			15.0	15.0	
Minimum Split (s)	13.1	13.1		13.1	13.1		9.0			21.1	21.1	
Total Split (s)	49.0	49.0		49.0	49.0		19.0			42.0	42.0	
Total Split (%)	44.5%	44.5%		44.5%	44.5%		17.3%			38.2%	38.2%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0			4.4	4.4	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0			1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0			0.0	0.0	
Total Lost Time (s)	5.1	5.1		5.1	5.1		4.0			6.1	6.1	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None			C-Max	C-Max	
Act Effct Green (s)	43.6	43.6		43.6	43.6		15.0	57.3		36.2	36.2	
Actuated g/C Ratio	0.40	0.40		0.40	0.40		0.14	0.52		0.33	0.33	
v/c Ratio	0.44	0.57		0.99	0.38		1.00	0.92		0.92	0.75	
Control Delay	28.8	27.1		88.0	21.4		102.1	19.6		118.3	26.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	3.3		0.0	0.0	
Total Delay	28.8	27.1		88.0	21.4		102.1	23.0		118.3	26.9	
LOS	C	C		F	C		F	C		F	C	
Approach Delay		27.6			53.8			32.8			32.8	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	82	200		175	110		~163	85		37	237	

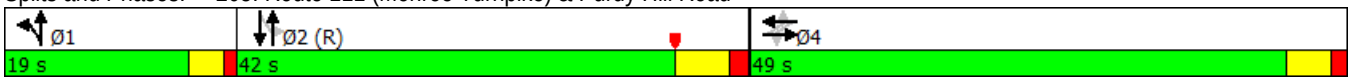
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	131	266		#327	170		m#309	#155		m#92	303	
Internal Link Dist (ft)		388			340			467			364	
Turn Bay Length (ft)				110			350			125		
Base Capacity (vph)	374	720		260	720		233	1805		65	1156	
Starvation Cap Reductn	0	0		0	0		0	94		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.44	0.57		0.98	0.37		1.00	0.97		0.92	0.75	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 69 (63%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 34.8 Intersection LOS: C
Intersection Capacity Utilization 102.9% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



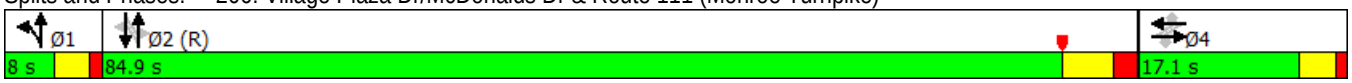
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	10	60	40	0	60	80	1168	40	50	782	40
Future Volume (vph)	70	10	60	40	0	60	80	1168	40	50	782	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	15	14	11	11	12	10	11	12
Storage Length (ft)	0		0	0		35	120		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			80			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.995			0.993	
Flt Protected		0.958			0.950		0.950			0.950		
Satd. Flow (prot)	0	1725	1531	0	1947	1689	1711	1792	0	1652	1788	0
Flt Permitted		0.719			0.601		0.240			0.119		
Satd. Flow (perm)	0	1295	1531	0	1231	1689	432	1792	0	207	1788	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			74			72		6			6	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		121			198			441			636	
Travel Time (s)		3.3			5.4			8.6			12.4	
Peak Hour Factor	0.81	0.81	0.81	0.85	0.85	0.85	0.96	0.96	0.96	0.93	0.93	0.93
Adj. Flow (vph)	86	12	74	47	0	71	83	1217	42	54	841	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	74	0	47	71	83	1259	0	54	884	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4		4	2			2		
Detector Phase	4	4	4	4	4	4	1	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	4.0			36.0	36.0	
Minimum Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	8.0			42.3	42.3	
Total Split (s)	17.1	17.1	17.1	17.1	17.1	17.1	8.0			84.9	84.9	
Total Split (%)	15.5%	15.5%	15.5%	15.5%	15.5%	15.5%	7.3%			77.2%	77.2%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.2	4.2	
All-Red Time (s)	1.1	1.1	1.1	1.1	1.1	1.1	1.0			2.1	2.1	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Lost Time (s)		4.1	4.1		4.1	4.1	4.0			6.3	6.3	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max			C-Min	C-Min	
Act Effct Green (s)		11.7	11.7		11.7	11.7	86.2	90.2		79.9	79.9	
Actuated g/C Ratio		0.11	0.11		0.11	0.11	0.78	0.82		0.73	0.73	
v/c Ratio		0.71	0.32		0.36	0.29	0.22	0.86		0.36	0.68	
Control Delay		74.8	14.4		53.2	13.6	2.0	10.0		6.8	4.7	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		74.8	14.4		53.2	13.6	2.0	10.0		6.8	4.7	
LOS		E	B		D	B	A	B		A	A	
Approach Delay		48.8			29.3			9.5			4.8	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		67	0		31	0	3	78		5	92	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#113	34		65	37	m7	m121		m7	m97	
Internal Link Dist (ft)		41			118			361			556	
Turn Bay Length (ft)						35	120			135		
Base Capacity (vph)		153	246		145	263	384	1470		150	1300	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.64	0.30		0.32	0.27	0.22	0.86		0.36	0.68	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 37 (34%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 89.1%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	150	278	83	220	130	240	734	183	90	561	70
Future Volume (vph)	90	150	278	83	220	130	240	734	183	90	561	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	9	12	11	10	11	11	12	10	12	12
Storage Length (ft)	0		125	100		0	160		0	95		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			100			70			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.970			0.983	
Flt Protected		0.982			0.987		0.950			0.950		
Satd. Flow (prot)	0	1646	1425	0	1777	1478	1711	1747	0	1652	1831	0
Flt Permitted		0.484			0.621		0.093			0.086		
Satd. Flow (perm)	0	811	1425	0	1118	1478	167	1747	0	150	1831	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			319			127		16			7	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		385			483			814			737	
Travel Time (s)		8.8			11.0			15.9			14.4	
Peak Hour Factor	0.81	0.81	0.81	0.91	0.91	0.91	0.90	0.90	0.90	0.89	0.89	0.89
Adj. Flow (vph)	111	185	343	91	242	143	267	816	203	101	630	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	296	343	0	333	143	267	1019	0	101	709	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.9	9.9	9.9	9.9	9.9	9.2	9.2	21.6		9.2	21.6	
Total Split (s)	39.0	39.0	39.0	39.0	39.0	9.2	18.5	61.8		9.2	52.5	
Total Split (%)	35.5%	35.5%	35.5%	35.5%	35.5%	8.4%	16.8%	56.2%		8.4%	47.7%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.2	3.2	4.2		3.2	4.2	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.2	1.0	1.0	2.4		1.0	2.4	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.9	4.9		4.9	4.2	4.2	6.6		4.2	6.6	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		34.1	34.1		34.1	44.0	66.8	55.2		54.0	46.6	
Actuated g/C Ratio		0.31	0.31		0.31	0.40	0.61	0.50		0.49	0.42	
v/c Ratio		1.18	0.52		0.96	0.21	0.91	1.15		0.72	0.91	
Control Delay		149.6	7.4		78.5	5.8	45.6	107.8		46.0	39.5	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.3		0.0	0.0	
Total Delay		149.6	7.4		78.5	5.8	45.6	108.1		46.0	39.5	
LOS		F	A		E	A	D	F		D	D	
Approach Delay		73.3			56.6			95.1			40.3	
Approach LOS		E			E			F			D	
Queue Length 50th (ft)		~251	12		230	7	118	~845		26	397	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#361	52		#415	46	m#188	#1094		#103	#678	
Internal Link Dist (ft)		305			403			734			657	
Turn Bay Length (ft)			125				160			95		
Base Capacity (vph)		251	661		346	667	302	884		141	779	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	2	0	40		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		1.18	0.52		0.96	0.22	0.88	1.21		0.72	0.91	

Intersection Summary

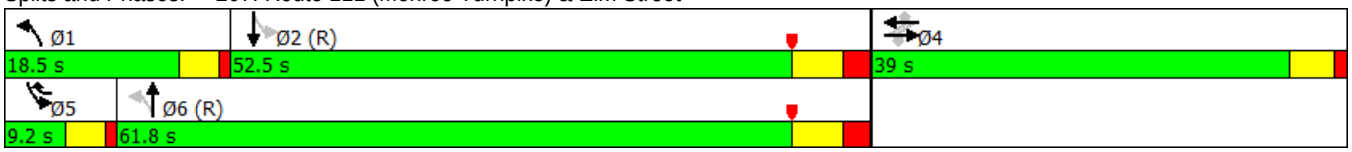
Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.18
Intersection Signal Delay: 71.2 Intersection LOS: E
Intersection Capacity Utilization 100.9% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



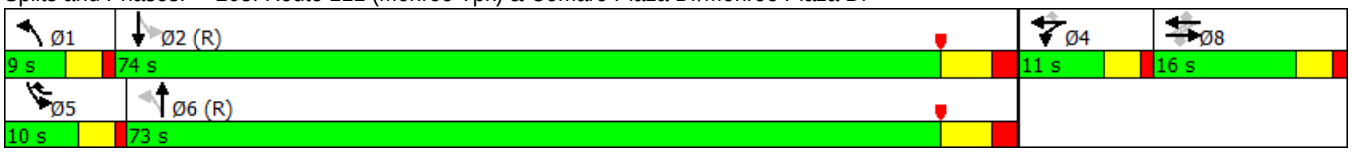
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	10	60	100	10	160	40	794	10	90	551	20
Future Volume (vph)	60	10	60	100	10	160	40	794	10	90	551	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	10	11	10	11	12	10	11	12
Storage Length (ft)	0		0	0		0	450		0	145		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			55			105		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.998			0.995	
Flt Protected		0.959			0.957		0.950			0.950		
Satd. Flow (prot)	0	1727	1583	0	1664	1531	1652	1797	0	1652	1792	0
Flt Permitted		0.677			0.684		0.342			0.177		
Satd. Flow (perm)	0	1219	1583	0	1189	1531	595	1797	0	308	1792	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			170		1			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		102			224			737			443	
Travel Time (s)		2.8			6.1			14.4			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.93	0.93	0.93	0.88	0.88	0.88
Adj. Flow (vph)	65	11	65	106	11	170	43	854	11	102	626	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	65	0	117	170	43	865	0	102	649	0
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8		4	4 8	5	1	6		5	2	
Permitted Phases	8		8	8		4 8	6			2		
Detector Phase	8	8	8	4	4 8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.3	9.3	9.3	9.0		9.0	9.0	21.4		9.0	21.4	
Total Split (s)	16.0	16.0	16.0	11.0		10.0	9.0	73.0		10.0	74.0	
Total Split (%)	14.5%	14.5%	14.5%	10.0%		9.1%	8.2%	66.4%		9.1%	67.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0	4.2		3.0	4.2	
All-Red Time (s)	1.3	1.3	1.3	1.0		1.0	1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.3	4.3			4.0	4.0	6.4		4.0	6.4	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None	None	C-Min		None	C-Min	
Act Effct Green (s)		9.9	9.9		17.1	30.8	76.2	68.8		79.1	73.1	
Actuated g/C Ratio		0.09	0.09		0.16	0.28	0.69	0.63		0.72	0.66	
v/c Ratio		0.70	0.27		0.54	0.31	0.09	0.77		0.35	0.54	
Control Delay		79.4	4.1		48.8	6.0	2.9	10.8		7.2	11.5	
Queue Delay		0.3	0.0		0.0	0.1	0.0	1.4		0.0	0.8	
Total Delay		79.7	4.1		48.8	6.1	2.9	12.2		7.2	12.2	
LOS		E	A		D	A	A	B		A	B	
Approach Delay		44.9			23.5			11.8			11.5	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)		52	0		71	0	6	201		16	214	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#114	9		126	49	m4	m119		m39	365	
Internal Link Dist (ft)		22			144			657			363	
Turn Bay Length (ft)							450			145		
Base Capacity (vph)		129	269		235	555	460	1124		294	1191	
Starvation Cap Reductn		0	0		0	0	0	112		0	258	
Spillback Cap Reductn		2	0		0	62	0	108		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.60	0.24		0.50	0.34	0.09	0.85		0.35	0.70	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 11 (10%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	314	141	102	114	90	60	73	797	145	70	445	174
Future Volume (vph)	314	141	102	114	90	60	73	797	145	70	445	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	12	12	10	11	12	10	11	12
Storage Length (ft)	90		0	0		95	90		0	45		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			25			105			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.937			0.940			0.977			0.958	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	1687	0	1770	1751	0	1652	1759	0	1652	1725	0
Flt Permitted	0.588			0.457			0.273			0.074		
Satd. Flow (perm)	1022	1687	0	851	1751	0	475	1759	0	129	1725	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			31			15			31	
Link Speed (mph)		25			30			35			40	
Link Distance (ft)		354			360			443			949	
Travel Time (s)		9.7			8.2			8.6			16.2	
Peak Hour Factor	0.91	0.91	0.91	0.83	0.83	0.83	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	345	155	112	137	108	72	77	839	153	77	489	191
Shared Lane Traffic (%)												
Lane Group Flow (vph)	345	267	0	137	180	0	77	992	0	77	680	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	12.6	12.6		12.6	12.6		26.0	26.0		26.0	26.0	
Total Split (s)	39.0	39.0		39.0	39.0		71.0	71.0		71.0	71.0	
Total Split (%)	35.5%	35.5%		35.5%	35.5%		64.5%	64.5%		64.5%	64.5%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.2	4.2		4.2	4.2	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	33.4	33.4		33.4	33.4		65.0	65.0		65.0	65.0	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.59	0.59		0.59	0.59	
v/c Ratio	1.11	0.50		0.53	0.33		0.28	0.95		1.01	0.66	
Control Delay	122.1	31.0		40.8	26.2		10.0	29.0		123.9	10.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	2.4		0.0	0.2	
Total Delay	122.1	31.0		40.8	26.2		10.0	31.4		123.9	10.8	
LOS	F	C		D	C		A	C		F	B	
Approach Delay		82.4			32.5			29.9			22.3	
Approach LOS		F			C			C			C	
Queue Length 50th (ft)	~280	134		80	80		7	296		~57	98	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#461	217		133	126		m32	#924		m#152	155	
Internal Link Dist (ft)		274			280			363			869	
Turn Bay Length (ft)	90						90			45		
Base Capacity (vph)	310	535		258	553		280	1045		76	1032	
Starvation Cap Reductn	0	0		0	0		0	21		0	0	
Spillback Cap Reductn	0	1		0	0		0	0		0	54	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	1.11	0.50		0.53	0.33		0.28	0.97		1.01	0.70	

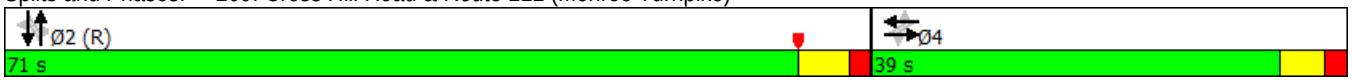
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 39.8		Intersection LOS: D	
Intersection Capacity Utilization 100.8%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)



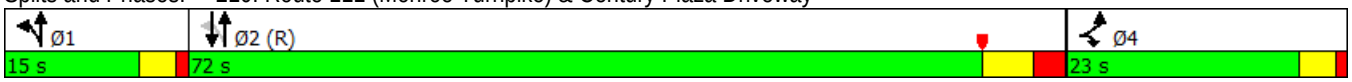
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	130	130	190	981	559	70
Future Volume (vph)	130	130	190	981	559	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	11	12
Storage Length (ft)	0	0	280			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		175			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.985	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1711	1583	1711	1801	1774	0
Flt Permitted	0.950		0.335			
Satd. Flow (perm)	1711	1583	603	1801	1774	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		163			10	
Link Speed (mph)	25			40	40	
Link Distance (ft)	142			949	728	
Travel Time (s)	3.9			16.2	12.4	
Peak Hour Factor	0.80	0.80	0.94	0.94	0.95	0.95
Adj. Flow (vph)	163	163	202	1044	588	74
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	163	202	1044	662	0
Turn Type	Prot	Prot	D.P+P	NA	NA	
Protected Phases	4	4	1	1 2	2	
Permitted Phases			2			
Detector Phase	4	4	1	2	2	
Switch Phase						
Minimum Initial (s)	9.0	9.0	3.0		15.0	
Minimum Split (s)	13.0	13.0	7.0		22.0	
Total Split (s)	23.0	23.0	15.0		72.0	
Total Split (%)	20.9%	20.9%	13.6%		65.5%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		2.8	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		7.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None		C-Max	
Act Effct Green (s)	14.4	14.4	83.6	87.6	74.0	
Actuated g/C Ratio	0.13	0.13	0.76	0.80	0.67	
v/c Ratio	0.73	0.47	0.38	0.73	0.55	
Control Delay	64.4	11.0	3.4	6.2	12.5	
Queue Delay	0.0	0.0	0.0	0.4	0.0	
Total Delay	64.4	11.0	3.4	6.5	12.5	
LOS	E	B	A	A	B	
Approach Delay	37.7			6.0	12.5	
Approach LOS	D			A	B	
Queue Length 50th (ft)	112	0	19	233	217	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	154	39	m30	m363	385	
Internal Link Dist (ft)	62			869	648	
Turn Bay Length (ft)			280			
Base Capacity (vph)	295	408	588	1434	1195	
Starvation Cap Reductn	0	0	0	91	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.55	0.40	0.34	0.78	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 109 (99%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 12.6		Intersection LOS: B	
Intersection Capacity Utilization 65.8%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	0	1731	48	0	1565
Future Volume (vph)	8	0	1731	48	0	1565
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996			
Flt Protected	0.950					
Satd. Flow (prot)	1636	0	1837	0	0	1845
Flt Permitted	0.950					
Satd. Flow (perm)	1636	0	1837	0	0	1845
Link Speed (mph)	30		40			40
Link Distance (ft)	316		5360			661
Travel Time (s)	7.2		91.4			11.3
Peak Hour Factor	0.80	0.80	0.95	0.95	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	10	0	1822	51	0	1665
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	1873	0	0	1665
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 104.0%		ICU Level of Service G	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	0	1731	48	0	1565
Future Vol, veh/h	8	0	1731	48	0	1565
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	95	95	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	10	0	1822	51	0	1665

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3512	1847	0	0	1873	0
Stage 1	1847	-	-	-	-	-
Stage 2	1665	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	~ 7	92	-	-	318	-
Stage 1	136	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 7	92	-	-	318	-
Mov Cap-2 Maneuver	~ 7	-	-	-	-	-
Stage 1	136	-	-	-	-	-
Stage 2	168	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 1198.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	7	318	-
HCM Lane V/C Ratio	-	-	1.429	-	-
HCM Control Delay (s)	-	-	$ 1198.7	0	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	2.1	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	479	201	133	40	20	255
Future Volume (vph)	479	201	133	40	20	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.969		0.875	
Flt Protected		0.966			0.996	
Satd. Flow (prot)	0	1765	1711	0	1539	0
Flt Permitted		0.966			0.996	
Satd. Flow (perm)	0	1765	1711	0	1539	0
Link Speed (mph)		30	25		25	
Link Distance (ft)		1004	805		979	
Travel Time (s)		22.8	22.0		26.7	
Peak Hour Factor	0.87	0.87	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	551	231	166	50	25	319
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	782	216	0	344	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	12.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	479	201	133	40	20	255
Future Vol, veh/h	479	201	133	40	20	255
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	80	80	80	80
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	551	231	166	50	25	319

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	216	0	-	0	1523	191
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	1332	-
Critical Hdwy	4.14	-	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.236	-	-	-	3.536	3.336
Pot Cap-1 Maneuver	1342	-	-	-	129	846
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	244	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1342	-	-	-	68	846
Mov Cap-2 Maneuver	-	-	-	-	68	-
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	129	-

Approach	EB	WB	SB
HCM Control Delay, s	6.7	0	32.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1342	-	-	-	462
HCM Lane V/C Ratio	0.41	-	-	-	0.744
HCM Control Delay (s)	9.5	0	-	-	32.2
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	2	-	-	-	6.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	239	30	11	210	144	30	269	11	113	225	158
Future Volume (vph)	290	239	30	11	210	144	30	269	11	113	225	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.947			0.995			0.957	
Flt Protected		0.975			0.999			0.995			0.989	
Satd. Flow (prot)	0	1743	0	0	1762	0	0	1721	0	0	1763	0
Flt Permitted		0.975			0.999			0.995			0.989	
Satd. Flow (perm)	0	1743	0	0	1762	0	0	1721	0	0	1763	0
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		988			775			934			884	
Travel Time (s)		22.5			17.6			25.5			24.1	
Peak Hour Factor	0.83	0.83	0.83	0.84	0.84	0.84	0.80	0.80	0.80	0.95	0.95	0.95
Adj. Flow (vph)	349	288	36	13	250	171	38	336	14	119	237	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	673	0	0	434	0	0	388	0	0	522	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 108.4%		ICU Level of Service G	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	241.9
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	290	239	30	0	11	210	144	0	30	269	11
Future Vol, veh/h	0	290	239	30	0	11	210	144	0	30	269	11
Peak Hour Factor	0.92	0.83	0.83	0.83	0.92	0.84	0.84	0.84	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	349	288	36	0	13	250	171	0	38	336	14
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	405.1	134.6	106
HCM LOS	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	52%	3%	23%
Vol Thru, %	87%	43%	58%	45%
Vol Right, %	4%	5%	39%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	310	559	365	496
LT Vol	30	290	11	113
Through Vol	269	239	210	225
RT Vol	11	30	144	158
Lane Flow Rate	388	673	435	522
Geometry Grp	1	1	1	1
Degree of Util (X)	1.036	1.815	1.135	1.376
Departure Headway (Hd)	13.919	11.441	13.329	12.377
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	264	323	278	298
Service Time	11.919	9.441	11.329	10.377
HCM Lane V/C Ratio	1.47	2.084	1.565	1.752
HCM Control Delay	106	405.1	134.6	221.7
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	10.6	37.7	13.2	20.9

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	113	225	158
Future Vol, veh/h	0	113	225	158
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	119	237	166
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	221.7
HCM LOS	F



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	1603	20	20	1824
Future Volume (vph)	10	10	1603	20	20	1824
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	10	12	12	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932		0.998			
Flt Protected	0.976					0.999
Satd. Flow (prot)	1751	0	3297	0	0	3300
Flt Permitted	0.976					0.999
Satd. Flow (perm)	1751	0	3297	0	0	3300
Link Speed (mph)	25		35			35
Link Distance (ft)	465		734			285
Travel Time (s)	12.7		14.3			5.6
Peak Hour Factor	0.80	0.80	0.86	0.86	0.91	0.91
Adj. Flow (vph)	13	13	1864	23	22	2004
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	1887	0	0	2026
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.5%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	1603	20	20	1824
Future Vol, veh/h	10	10	1603	20	20	1824
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	86	86	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	13	1864	23	22	2004

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2922	944	0	0	1887	0
Stage 1	1876	-	-	-	-	-
Stage 2	1046	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 12	263	-	-	313	-
Stage 1	106	-	-	-	-	-
Stage 2	299	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 12	263	-	-	313	-
Mov Cap-2 Maneuver	~ 12	-	-	-	-	-
Stage 1	106	-	-	-	-	-
Stage 2	299	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 458.5	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	23	313	-
HCM Lane V/C Ratio	-	-	1.087	0.07	-
HCM Control Delay (s)	-	-	$ 458.5	17.4	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	3.2	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	120	170	1443	1724	110
Future Volume (vph)	70	120	170	1443	1724	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	11	10	12
Storage Length (ft)	0	25	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		105			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.991	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1794	1652	3421	3274	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1794	1652	3421	3274	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	387			285	334	
Travel Time (s)	10.6			5.6	6.5	
Peak Hour Factor	0.92	0.92	0.85	0.85	0.94	0.94
Adj. Flow (vph)	76	130	200	1698	1834	117
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	130	200	1698	1951	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.5%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	252.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	120	170	1443	1724	110
Future Vol, veh/h	70	120	170	1443	1724	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	85	85	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	130	200	1698	1834	117

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3142	976	1951	0	-	0
Stage 1	1893	-	-	-	-	-
Stage 2	1249	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 8	251	296	-	-	-
Stage 1	104	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 3	251	296	-	-	-
Mov Cap-2 Maneuver	~ 3	-	-	-	-	-
Stage 1	104	-	-	-	-	-
Stage 2	~ 76	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 4921.6	4.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	296	-	3	251	-	-
HCM Lane V/C Ratio	0.676	-	25.362	0.52	-	-
HCM Control Delay (s)	39.2	$	13300.4	33.9	-	-
HCM Lane LOS	E	-	F	D	-	-
HCM 95th %tile Q(veh)	4.5	-	11.6	2.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	20	0	1513	1814	20
Future Volume (vph)	0	20	0	1513	1814	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.998	
Flt Protected						
Satd. Flow (prot)	0	1772	0	3421	3297	0
Flt Permitted						
Satd. Flow (perm)	0	1772	0	3421	3297	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	348			334	300	
Travel Time (s)	9.5			6.5	5.8	
Peak Hour Factor	0.80	0.80	0.87	0.87	0.93	0.93
Adj. Flow (vph)	0	25	0	1739	1951	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	25	0	1739	1973	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	0	1513	1814	20
Future Vol, veh/h	0	20	0	1513	1814	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	87	87	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	0	1739	1951	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	986	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	247	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	247	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	247	-	-
HCM Lane V/C Ratio	-	0.101	-	-
HCM Control Delay (s)	-	21.2	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	0	1513	1824	10
Future Volume (vph)	0	10	0	1513	1824	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.865				0.999	
Flt Protected						
Satd. Flow (prot)	1665	0	0	3539	3418	0
Flt Permitted						
Satd. Flow (perm)	1665	0	0	3539	3418	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	167			300	188	
Travel Time (s)	4.6			5.8	3.7	
Peak Hour Factor	0.80	0.80	0.97	0.97	0.85	0.85
Adj. Flow (vph)	0	13	0	1560	2146	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	1560	2158	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	1513	1824	10
Future Vol, veh/h	0	10	0	1513	1824	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	97	97	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	1560	2146	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2932	1079	2158	0	-	0
Stage 1	2152	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	12	214	245	-	-	-
Stage 1	75	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	12	214	245	-	-	-
Mov Cap-2 Maneuver	12	-	-	-	-	-
Stage 1	75	-	-	-	-	-
Stage 2	412	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	245	-	214	-	-
HCM Lane V/C Ratio	-	-	0.058	-	-
HCM Control Delay (s)	0	-	22.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	20	10	1231	878	20
Future Volume (vph)	30	20	10	1231	878	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946				0.997	
Flt Protected	0.971					
Satd. Flow (prot)	1711	0	0	1801	1795	0
Flt Permitted	0.971					
Satd. Flow (perm)	1711	0	0	1801	1795	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	268			1631	381	
Travel Time (s)	7.3			31.8	7.4	
Peak Hour Factor	0.69	0.69	0.92	0.92	0.89	0.89
Adj. Flow (vph)	43	29	11	1338	987	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	0	1349	1009	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.8%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	9.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	20	10	1231	878	20
Future Vol, veh/h	30	20	10	1231	878	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	92	92	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	29	11	1338	987	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2358	998	1009	0	-	0
Stage 1	998	-	-	-	-	-
Stage 2	1360	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 39	296	687	-	-	-
Stage 1	357	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 37	296	687	-	-	-
Mov Cap-2 Maneuver	~ 37	-	-	-	-	-
Stage 1	357	-	-	-	-	-
Stage 2	224	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 328.8	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	687	-	57	-	-
HCM Lane V/C Ratio	0.016	-	1.271	-	-
HCM Control Delay (s)	10.3	0	$ 328.8	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	6.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	20	0	1261	878	0
Future Volume (vph)	20	20	0	1261	878	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	2006	1794	0	1801	1801	0
Flt Permitted	0.950					
Satd. Flow (perm)	2006	1794	0	1801	1801	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	126			381	323	
Travel Time (s)	3.4			7.4	6.3	
Peak Hour Factor	0.65	0.65	0.89	0.89	0.89	0.89
Adj. Flow (vph)	31	31	0	1417	987	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	31	0	1417	987	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.4%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	20	0	1261	878	0
Future Vol, veh/h	20	20	0	1261	878	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	31	0	1417	987	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2404	987	-	0	-	0
Stage 1	987	-	-	-	-	-
Stage 2	1417	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	37	300	0	-	-	-
Stage 1	361	-	0	-	-	-
Stage 2	224	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	37	300	-	-	-	-
Mov Cap-2 Maneuver	37	-	-	-	-	-
Stage 1	361	-	-	-	-	-
Stage 2	224	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	138.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	37	300	-	-
HCM Lane V/C Ratio	-	0.832	0.103	-	-
HCM Control Delay (s)	-	258.9	18.4	-	-
HCM Lane LOS	-	F	C	-	-
HCM 95th %tile Q(veh)	-	3	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	45	0	69	0	1218	63	38	834	10
Future Volume (vph)	0	0	0	45	0	69	0	1218	63	38	834	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	14	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.993			0.998	
Flt Protected					0.950						0.998	
Satd. Flow (prot)	0	0	0	0	1947	1689	0	1788	0	0	1793	0
Flt Permitted					0.950						0.998	
Satd. Flow (perm)	0	0	0	0	1947	1689	0	1788	0	0	1793	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		181			109			323			441	
Travel Time (s)		4.9			3.0			6.3			8.6	
Peak Hour Factor	0.65	0.65	0.65	0.80	0.80	0.80	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	56	0	86	0	1400	72	41	907	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	56	86	0	1472	0	0	959	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 85.4%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	17.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	45	0	69	0	1218	63	38	834	10
Future Vol, veh/h	0	0	0	45	0	69	0	1218	63	38	834	10
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
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	80	80	80	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	56	0	86	0	1400	72	41	907	11

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	2431	2436	1436	917	0	0	1472	0	0
Stage 1	1436	1436	-	-	-	-	-	-	-
Stage 2	995	1000	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 35	32	164	744	-	-	458	-	-
Stage 1	219	199	-	-	-	-	-	-	-
Stage 2	358	321	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	~ 29	0	164	744	-	-	458	-	-
Mov Cap-2 Maneuver	~ 29	0	-	-	-	-	-	-	-
Stage 1	219	0	-	-	-	-	-	-	-
Stage 2	292	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 318.5	0	0.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	744	-	-	29	164	458	-	-
HCM Lane V/C Ratio	-	-	-	1.94	0.526	0.09	-	-
HCM Control Delay (s)	0	-	-	$ 731.8	49	13.6	0	-
HCM Lane LOS	A	-	-	F	E	B	A	-
HCM 95th %tile Q(veh)	0	-	-	6.6	2.6	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

APPENDIX M3
CAPACITY ANALYSES
2040 Future Conditions
Saturday Midday Peak Hour

Tighe&Bond

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	1264	418	120	1148	753	381	509	140	802	449	166
Future Volume (vph)	197	1264	418	120	1148	753	381	509	140	802	449	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	10	11	10	12	11	12
Storage Length (ft)	225		0	175		500	430		100	500		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	200			175			75			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.960	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1729	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1729	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			95			58			138		12	
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		877			839			636			734	
Travel Time (s)		14.9			10.4			10.8			14.3	
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.86	0.86	0.86
Adj. Flow (vph)	216	1389	459	129	1234	810	397	530	146	933	522	193
Shared Lane Traffic (%)												
Lane Group Flow (vph)	216	1389	459	129	1234	810	397	530	146	933	715	0
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Prot	Prot	NA	
Protected Phases	5	2	2 7	1	6	3 6	7	4	4	3	8	
Permitted Phases												
Detector Phase	5	2	2 7	1	6	3 6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		12.0	13.0	13.0	12.0	13.0	
Total Split (s)	19.0	56.0		14.0	51.0		32.0	33.0	33.0	47.0	48.0	
Total Split (%)	12.7%	37.3%		9.3%	34.0%		21.3%	22.0%	22.0%	31.3%	32.0%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None	None	None	None	
Act Effct Green (s)	14.0	49.0	81.0	9.0	44.0	92.8	27.0	27.2	27.2	41.8	42.0	
Actuated g/C Ratio	0.09	0.33	0.54	0.06	0.29	0.62	0.18	0.18	0.18	0.28	0.28	
v/c Ratio	1.36	1.24	0.53	1.26	1.19	0.84	1.34	0.85	0.38	0.98	1.45	
Control Delay	244.7	159.4	19.6	229.4	140.2	30.3	218.2	73.7	12.4	76.9	252.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	244.7	159.4	19.6	229.4	140.2	30.3	218.2	73.7	12.4	76.9	252.9	
LOS	F	F	B	F	F	C	F	E	B	E	F	
Approach Delay		137.2			104.5			118.8			153.3	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~276	~886	222	~158	~763	561	~504	268	7	468	~948	

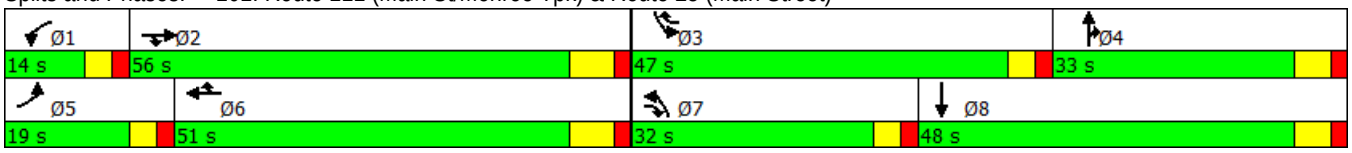
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#449	#1026	324	#300	#903	792	#717	#358	71	#557	#1122	
Internal Link Dist (ft)		797			759			556			654	
Turn Bay Length (ft)	225			175		500	430		100	500		
Base Capacity (vph)	159	1117	870	102	1038	971	297	620	381	961	492	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.36	1.24	0.53	1.26	1.19	0.83	1.34	0.85	0.38	0.97	1.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.45			
Intersection Signal Delay: 128.0		Intersection LOS: F	
Intersection Capacity Utilization 116.7%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	178	183	153	1593	1686	205	
Future Volume (vph)	178	183	153	1593	1686	205	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	12	12	
Storage Length (ft)	0	185	385			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		80				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850			0.985		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1711	1531	1711	1801	1835	0	
Flt Permitted	0.950		0.038				
Satd. Flow (perm)	1711	1531	68	1801	1835	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		41			12		
Link Speed (mph)	25			40	40		
Link Distance (ft)	661			1950	469		
Travel Time (s)	18.0			33.2	8.0		
Peak Hour Factor	0.89	0.89	0.92	0.92	0.91	0.91	
Adj. Flow (vph)	200	206	166	1732	1853	225	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	200	206	166	1732	2078	0	
Turn Type	Prot	pt+ov	pm+pt	NA	NA		
Protected Phases	4	4 5	5	2	6		1
Permitted Phases			2				
Detector Phase	4	4 5	5	2	6		
Switch Phase							
Minimum Initial (s)	7.0		5.0	18.0	18.0		5.0
Minimum Split (s)	11.0		9.0	23.7	23.7		9.0
Total Split (s)	20.0		10.0	110.0	120.0		20.0
Total Split (%)	13.3%		6.7%	73.3%	80.0%		13%
Yellow Time (s)	3.0		3.0	4.3	4.3		3.0
All-Red Time (s)	1.0		1.0	1.4	1.4		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		4.0	5.7	5.7		
Lead/Lag			Lead	Lag	Lag		Lead
Lead-Lag Optimize?							
Recall Mode	None		None	C-Min	C-Min		None
Act Effct Green (s)	16.0	26.0	112.0	104.3	114.3		
Actuated g/C Ratio	0.11	0.17	0.75	0.70	0.76		
v/c Ratio	1.10	0.69	1.43	1.38	1.48		
Control Delay	155.0	59.3	267.5	201.5	235.6		
Queue Delay	0.0	0.0	0.0	0.9	0.0		
Total Delay	155.0	59.3	267.5	202.4	235.6		
LOS	F	E	F	F	F		
Approach Delay	106.5			208.1	235.6		
Approach LOS	F			F	F		
Queue Length 50th (ft)	~221	154	~170	~2243	~2801		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Queue Length 95th (ft)	#381	246	#328	#2503	m#1772		
Internal Link Dist (ft)	581			1870	389		
Turn Bay Length (ft)		185	385				
Base Capacity (vph)	182	299	116	1252	1401		
Starvation Cap Reductn	0	0	0	0	7		
Spillback Cap Reductn	0	0	0	227	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	1.10	0.69	1.43	1.69	1.49		

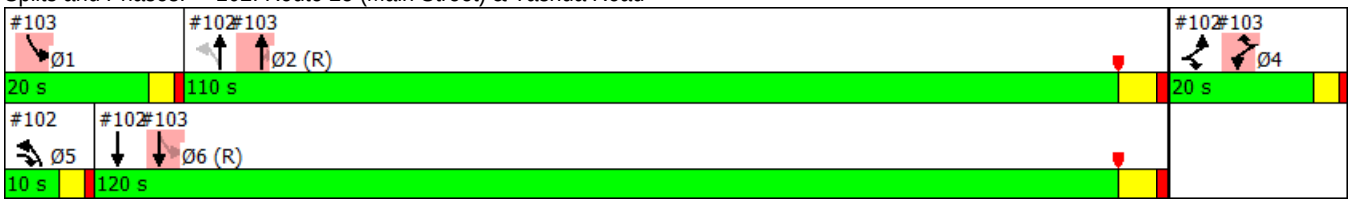
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 89 (59%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.52			
Intersection Signal Delay: 211.7		Intersection LOS: F	
Intersection Capacity Utilization 130.9%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	212	366	1598	174	322	1678	
Future Volume (vph)	212	366	1598	174	322	1678	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	11	11	
Storage Length (ft)	235	0		175	160		
Storage Lanes	1	1		1	1		
Taper Length (ft)	125				90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1652	1531	1801	1531	1711	1801	
Flt Permitted	0.950				0.037		
Satd. Flow (perm)	1652	1531	1801	1531	67	1801	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		146		69			
Link Speed (mph)	30		40			40	
Link Distance (ft)	483		469			490	
Travel Time (s)	11.0		8.0			8.4	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	228	394	1737	189	350	1824	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	228	394	1737	189	350	1824	
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA	
Protected Phases	4	4	2		1	6	5
Permitted Phases				2	6		
Detector Phase	4	4	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0	18.0	5.0
Minimum Split (s)	11.0	11.0	23.7	23.7	9.0	23.7	9.0
Total Split (s)	20.0	20.0	110.0	110.0	20.0	120.0	10.0
Total Split (%)	13.3%	13.3%	73.3%	73.3%	13.3%	80.0%	7%
Yellow Time (s)	3.0	3.0	4.3	4.3	3.0	4.3	3.0
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0	1.4	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	5.7	5.7	4.0	5.7	
Lead/Lag			Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	16.0	16.0	104.3	104.3	126.0	114.3	
Actuated g/C Ratio	0.11	0.11	0.70	0.70	0.84	0.76	
v/c Ratio	1.30	1.34	1.39	0.17	1.52	1.33	
Control Delay	218.5	206.1	192.7	3.0	268.2	170.7	
Queue Delay	1.0	0.0	0.3	0.0	0.0	0.8	
Total Delay	219.5	206.1	193.0	3.0	268.2	171.5	
LOS	F	F	F	A	F	F	
Approach Delay	211.0		174.3			187.1	
Approach LOS	F		F			F	
Queue Length 50th (ft)	~284	~368	~2256	14	~427	~2321	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Queue Length 95th (ft)	#460	#584	m#1338	m7	m#317	m#1715	
Internal Link Dist (ft)	403		389			410	
Turn Bay Length (ft)	235			175	160		
Base Capacity (vph)	176	293	1252	1085	231	1372	
Starvation Cap Reductn	0	0	91	0	0	0	
Spillback Cap Reductn	10	0	0	0	0	256	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	1.37	1.34	1.50	0.17	1.52	1.63	

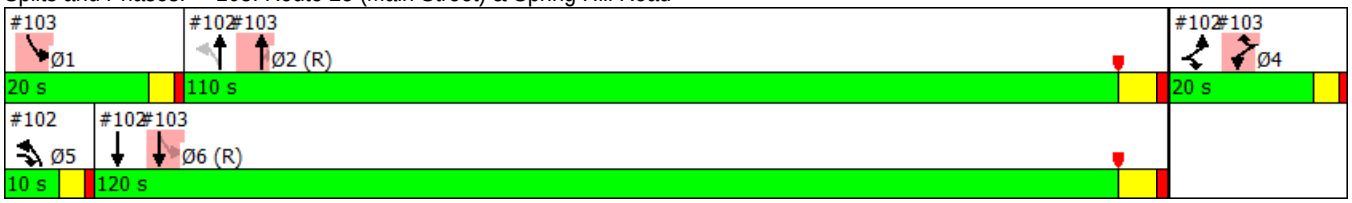
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 89 (59%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.52			
Intersection Signal Delay: 185.0		Intersection LOS: F	
Intersection Capacity Utilization 125.1%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	369	329	1513	372	345	1605
Future Volume (vph)	369	329	1513	372	345	1605
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	15	11	12	12	12
Storage Length (ft)	0	140		360	250	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850	0.970			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1888	1742	3319	0	1770	1863
Flt Permitted	0.950				0.045	
Satd. Flow (perm)	1888	1742	3319	0	84	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		25	35			
Link Speed (mph)	25		40			40
Link Distance (ft)	515		1819			502
Travel Time (s)	14.0		31.0			8.6
Peak Hour Factor	0.85	0.85	0.92	0.92	0.95	0.95
Adj. Flow (vph)	434	387	1645	404	363	1689
Shared Lane Traffic (%)						
Lane Group Flow (vph)	434	387	2049	0	363	1689
Turn Type	Prot	pt+ov	NA		D.P+P	NA
Protected Phases	4	4 1	2		1	1 2
Permitted Phases					2	
Detector Phase	4	4 1	2		1	2
Switch Phase						
Minimum Initial (s)	7.0		18.0		5.0	
Minimum Split (s)	11.0		23.5		9.0	
Total Split (s)	32.0		94.0		24.0	
Total Split (%)	21.3%		62.7%		16.0%	
Yellow Time (s)	3.0		4.2		3.0	
All-Red Time (s)	1.0		1.3		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.0		5.5		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Min		None	
Act Effct Green (s)	28.0	52.0	88.5		110.0	114.0
Actuated g/C Ratio	0.19	0.35	0.59		0.73	0.76
v/c Ratio	1.23	0.62	1.04		1.27	1.19
Control Delay	176.2	43.3	38.0		168.5	105.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	176.2	43.3	38.0		168.5	105.6
LOS	F	D	D		F	F
Approach Delay	113.6		38.0			116.7
Approach LOS	F		D			F
Queue Length 50th (ft)	~523	296	~1122		~392	~2012

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	#681	381	m367		m193	m507
Internal Link Dist (ft)	435		1739			422
Turn Bay Length (ft)		140			250	
Base Capacity (vph)	352	620	1972		286	1415
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	1.23	0.62	1.04		1.27	1.19

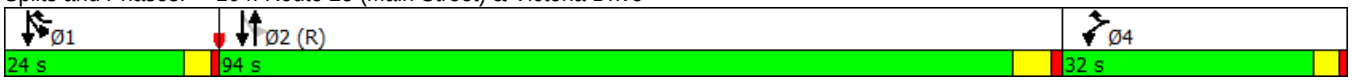
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 40 (27%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 83.4		Intersection LOS: F	
Intersection Capacity Utilization 111.6%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	353	0	296	20	0	24	248	1398	49	62	1477	387
Future Volume (vph)	353	0	296	20	0	24	248	1398	49	62	1477	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	10	11	12	12	11	10
Storage Length (ft)	0		0	0		0	150		260	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.927			0.995				0.850
Flt Protected		0.950			0.977		0.950				0.998	
Satd. Flow (prot)	0	1711	1531	0	1687	0	1652	3404	0	0	1797	1478
Flt Permitted		0.733			0.265		0.040				0.839	
Satd. Flow (perm)	0	1320	1531	0	458	0	70	3404	0	0	1511	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146		49			6				186
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		198			142			1800			403	
Travel Time (s)		5.4			3.9			30.7			6.9	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	415	0	348	24	0	28	264	1487	52	67	1605	421
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	415	348	0	52	0	264	1539	0	0	1672	421
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	15.0		15.0	15.0	15.0
Minimum Split (s)	11.5	11.5	11.5	11.5	11.5		9.0	20.7		20.7	20.7	20.7
Total Split (s)	33.0	33.0	33.0	33.0	33.0		15.0	117.0		102.0	102.0	102.0
Total Split (%)	22.0%	22.0%	22.0%	22.0%	22.0%		10.0%	78.0%		68.0%	68.0%	68.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.2		4.2	4.2	4.2
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.0	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.0	5.7			5.7	5.7
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		C-Min	C-Min	C-Min
Act Effct Green (s)		28.5	28.5		28.5		113.0	111.3			96.3	96.3
Actuated g/C Ratio		0.19	0.19		0.19		0.75	0.74			0.64	0.64
v/c Ratio		1.66	0.85		0.41		1.57	0.61			1.72	0.41
Control Delay		350.5	53.3		25.0		298.9	8.8			347.8	3.0
Queue Delay		2.4	0.0		1.3		0.0	0.1			0.8	7.9
Total Delay		352.9	53.3		26.3		298.9	8.9			348.6	10.8
LOS		F	D		C		F	A			F	B
Approach Delay		216.3			26.3			51.3			280.7	
Approach LOS		F			C			D			F	
Queue Length 50th (ft)		~587	202		2		~315	390			~2442	67

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#744	#320		43		m#335	m374			m#1103	m24
Internal Link Dist (ft)		118			62			1720			323	
Turn Bay Length (ft)							150					
Base Capacity (vph)		250	409		126		168	2527			970	1015
Starvation Cap Reductn		0	0		0		0	0			137	544
Spillback Cap Reductn		39	0		16		0	116			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		1.97	0.85		0.47		1.57	0.64			2.01	0.89

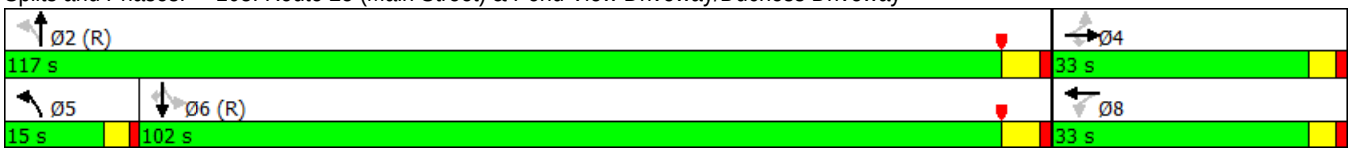
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 64 (43%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.72			
Intersection Signal Delay: 179.7		Intersection LOS: F	
Intersection Capacity Utilization 160.8%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	86	119	303	116	172	99	1545	131	129	1544	83
Future Volume (vph)	94	86	119	303	116	172	99	1545	131	129	1544	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	10	11	12	10	11	12
Storage Length (ft)	120		0	125		0	220		600	130		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	75			75			120			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.913			0.910			0.988			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1701	0	1711	1639	0	1652	3380	0	1652	1786	0
Flt Permitted	0.235			0.451			0.950			0.950		
Satd. Flow (perm)	423	1701	0	812	1639	0	1652	3380	0	1652	1786	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		44						9				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		709			302			403			454	
Travel Time (s)		19.3			8.2			6.9			7.7	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	102	93	129	361	138	205	105	1644	139	140	1678	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	222	0	361	343	0	105	1783	0	140	1768	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	42.0	42.0		42.0	42.0		14.0	88.2		19.8	94.0	
Total Split (%)	28.0%	28.0%		28.0%	28.0%		9.3%	58.8%		13.2%	62.7%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	35.6	35.6		35.6	35.6		7.2	82.2		13.0	88.0	
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.05	0.55		0.09	0.59	
v/c Ratio	1.02	0.51		1.88	0.88		1.33	0.96		0.98	1.69	
Control Delay	150.8	44.0		446.3	79.5		245.4	25.3		83.4	337.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	15.3		0.0	1.3	
Total Delay	150.8	44.1		446.3	79.5		245.4	40.6		83.4	338.8	
LOS	F	D		F	E		F	D		F	F	
Approach Delay		77.7			267.6			52.0			320.1	
Approach LOS		E			F			D			F	
Queue Length 50th (ft)	~103	152		~537	327		~133	828		139	~2540	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#233	240		#681	#443		m#219	m511		m126	m#2055	
Internal Link Dist (ft)		629			222			323			374	
Turn Bay Length (ft)	120			125			220			130		
Base Capacity (vph)	100	437		192	388		79	1856		143	1047	
Starvation Cap Reductn	0	0		0	0		0	126		0	0	
Spillback Cap Reductn	0	5		0	0		0	0		0	237	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	1.02	0.51		1.88	0.88		1.33	1.03		0.98	2.18	

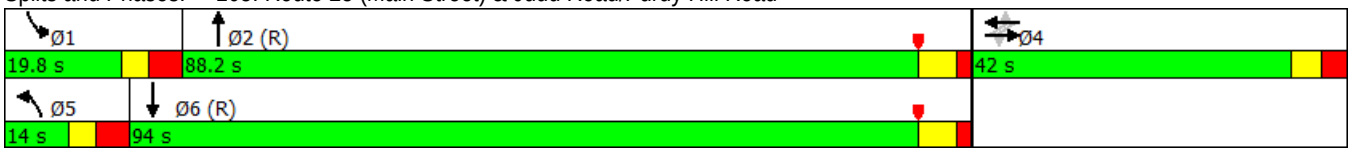
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 24 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.88			
Intersection Signal Delay: 191.2		Intersection LOS: F	
Intersection Capacity Utilization 141.7%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road

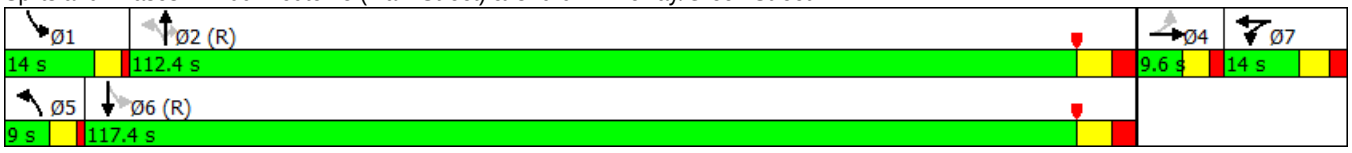


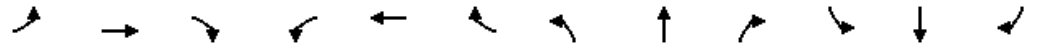
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	47	0	230	0	1655	16	220	1625	0
Future Volume (vph)	0	0	0	47	0	230	0	1655	16	220	1625	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	11	11	12	10	11	11	11	11	12
Storage Length (ft)	0		0	115		0	40		175	100		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			65			65			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1722	0	1694	1516	0	1722	1783	1516	1694	1783	0
Flt Permitted				0.950						0.034		
Satd. Flow (perm)	0	1722	0	1694	1516	0	1722	1783	1516	61	1783	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					138				110			
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		126			720			472			557	
Travel Time (s)		3.4			19.6			8.0			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.87	0.87	0.87	0.95	0.95	0.95	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	0	54	0	264	0	1742	17	247	1826	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	54	264	0	0	1742	17	247	1826	0
Turn Type				Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		7	7		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	4	4		7	7		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0	25.0	5.0	25.0	
Minimum Split (s)	9.6	9.6		10.5	10.5		9.0	31.8	31.8	9.0	31.8	
Total Split (s)	9.6	9.6		14.0	14.0		9.0	112.4	112.4	14.0	117.4	
Total Split (%)	6.4%	6.4%		9.3%	9.3%		6.0%	74.9%	74.9%	9.3%	78.3%	
Yellow Time (s)	3.0	3.0		3.3	3.3		3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	1.6	1.6		2.2	2.2		1.0	2.9	2.9	1.0	2.9	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		5.5	5.5		4.0	6.8	6.8	4.0	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)				8.5	8.5			115.2	115.2	132.0	129.2	
Actuated g/C Ratio				0.06	0.06			0.77	0.77	0.88	0.86	
v/c Ratio				0.57	1.22			1.27	0.01	1.52	1.19	
Control Delay				91.8	159.8			141.8	0.0	282.4	104.6	
Queue Delay				0.0	0.6			0.3	0.0	0.0	0.1	
Total Delay				91.8	160.3			142.1	0.0	282.4	104.7	
LOS				F	F			F	A	F	F	
Approach Delay					148.7			140.7			125.9	
Approach LOS					F			F			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)				52	~182			~2171	0	~294	~2202	
Queue Length 95th (ft)				#101	#347			m#2325	m0	m#310	m#2186	
Internal Link Dist (ft)		46			640			392			477	
Turn Bay Length (ft)				115					175	100		
Base Capacity (vph)				95	216			1369	1189	162	1535	
Starvation Cap Reductn				0	0			0	0	0	60	
Spillback Cap Reductn				0	8			109	0	0	0	
Storage Cap Reductn				0	0			0	0	0	0	
Reduced v/c Ratio				0.57	1.27			1.38	0.01	1.52	1.24	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 15 (10%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.52			
Intersection Signal Delay: 133.9		Intersection LOS: F	
Intersection Capacity Utilization 127.1%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	0	381	10	0	10	436	1360	10	10	1385	310
Future Volume (vph)	340	0	381	10	0	10	436	1360	10	10	1385	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	11	11	10	11	11
Storage Length (ft)	375		370	0		0	250		0	280		170
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	100			25			200			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850		0.932			0.999				0.850
Flt Protected	0.950	0.950			0.976		0.950					
Satd. Flow (prot)	1625	1625	1531	0	1694	0	1652	1799	0	0	3421	1531
Flt Permitted	0.950	0.950			0.750		0.087				0.725	
Satd. Flow (perm)	1625	1625	1531	0	1302	0	151	1799	0	0	2480	1531
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			67					1				246
Link Speed (mph)		40			25			40			40	
Link Distance (ft)		745			139			557			391	
Travel Time (s)		12.7			3.8			9.5			6.7	
Peak Hour Factor	0.89	0.89	0.89	0.80	0.80	0.80	0.99	0.99	0.99	0.94	0.94	0.94
Adj. Flow (vph)	382	0	428	13	0	13	440	1374	10	11	1473	330
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	191	191	428	0	26	0	440	1384	0	0	1484	330
Turn Type	Split	NA	pm+ov	Perm	NA		D.P+P	NA		Perm	NA	pm+ov
Protected Phases	4	4	1		5		1	1 2			2	4
Permitted Phases			4	5			2			2		2
Detector Phase	4	4	1	5	5		1	2		2	2	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	5.0	5.0	5.0		5.0			15.0	15.0	10.0
Minimum Split (s)	16.6	16.6	9.0	9.5	9.5		9.0			20.5	20.5	16.6
Total Split (s)	23.0	23.0	27.0	9.5	9.5		27.0			90.5	90.5	23.0
Total Split (%)	15.3%	15.3%	18.0%	6.3%	6.3%		18.0%			60.3%	60.3%	15.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.9	3.9	3.0
All-Red Time (s)	3.6	3.6	1.0	1.5	1.5		1.0			1.6	1.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0				0.0	0.0
Total Lost Time (s)	6.6	6.6	4.0		4.5		4.0				5.5	6.6
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	None
Act Effct Green (s)	16.4	16.4	42.8		5.0		111.4	115.4			86.9	108.8
Actuated g/C Ratio	0.11	0.11	0.29		0.03		0.74	0.77			0.58	0.73
v/c Ratio	1.08	1.08	0.88		0.60		1.29	1.00			1.03	0.28
Control Delay	150.6	150.6	59.3		120.6		172.6	19.9			64.2	2.5
Queue Delay	0.0	0.0	50.6		0.0		0.0	36.4			0.0	0.0
Total Delay	150.6	150.6	109.9		120.6		172.6	56.3			64.2	2.5
LOS	F	F	F		F		F	E			E	A
Approach Delay		129.1			120.6			84.3			53.0	
Approach LOS		F			F			F			D	
Queue Length 50th (ft)	~217	~217	304		26		~464	~1070			~834	23

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#384	#384	#516		#66		m#272	m285			#974	53
Internal Link Dist (ft)		665			59			477			311	
Turn Bay Length (ft)	375		370				250					170
Base Capacity (vph)	177	177	484		43		342	1384			1436	1177
Starvation Cap Reductn	0	0	0		0		0	237			0	0
Spillback Cap Reductn	0	0	132		0		0	0			0	0
Storage Cap Reductn	0	0	0		0		0	0			0	0
Reduced v/c Ratio	1.08	1.08	1.22		0.60		1.29	1.21			1.03	0.28

Intersection Summary

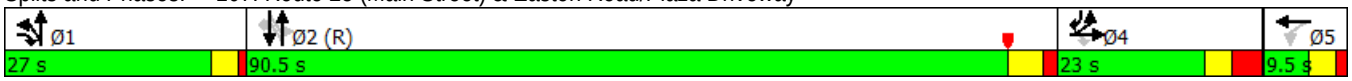
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 79.9 Intersection LOS: E
Intersection Capacity Utilization 140.3% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	10	1359	40	20	1317
Future Volume (vph)	40	10	1359	40	20	1317
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Storage Length (ft)	0	60		0	225	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				65	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.996			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3525	0	1711	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3525	0	1711	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		13	7			
Link Speed (mph)	25		30			35
Link Distance (ft)	350		188			421
Travel Time (s)	9.5		4.3			8.2
Peak Hour Factor	0.80	0.80	0.88	0.88	0.92	0.92
Adj. Flow (vph)	50	13	1544	45	22	1432
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	13	1589	0	22	1432
Turn Type	Prot	Prot	NA		Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases						
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		5.0	15.0
Minimum Split (s)	10.5	10.5	20.9		9.0	20.9
Total Split (s)	13.0	13.0	81.0		11.0	92.0
Total Split (%)	12.4%	12.4%	77.1%		10.5%	87.6%
Yellow Time (s)	3.0	3.0	4.4		3.0	4.4
All-Red Time (s)	0.5	0.5	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	3.5	5.9		4.0	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)	7.9	7.9	86.6		6.0	90.9
Actuated g/C Ratio	0.08	0.08	0.82		0.06	0.87
v/c Ratio	0.37	0.10	0.55		0.23	0.47
Control Delay	54.0	22.8	5.5		44.6	1.8
Queue Delay	0.0	0.0	0.0		0.0	0.2
Total Delay	54.0	22.8	5.5		44.6	2.0
LOS	D	C	A		D	A
Approach Delay	47.6		5.5			2.7
Approach LOS	D		A			A
Queue Length 50th (ft)	33	0	114		15	73

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	62	16	297		m23	98
Internal Link Dist (ft)	270		108			341
Turn Bay Length (ft)		60			225	
Base Capacity (vph)	160	155	2907		114	3065
Starvation Cap Reductn	0	0	0		0	741
Spillback Cap Reductn	0	0	137		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.31	0.08	0.57		0.19	0.62

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 85 (81%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 5.0		Intersection LOS: A	
Intersection Capacity Utilization 52.9%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

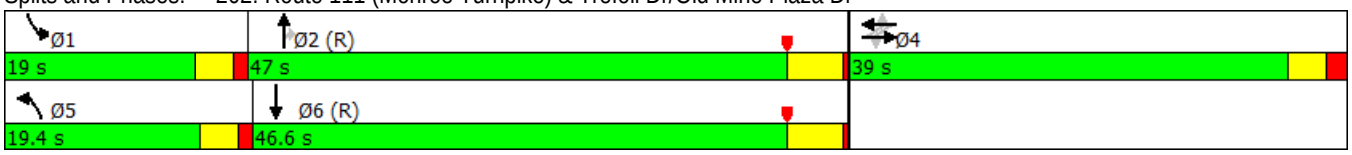


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	60	140	210	60	200	170	959	240	170	987	83
Future Volume (vph)	64	60	140	210	60	200	170	959	240	170	987	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	11	12	12	12	12	12
Storage Length (ft)	0		130	90		0	250		250	200		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			60			125			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.895			0.885				0.850		0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1778	0	1770	1758	0	1711	3539	1583	1770	3497	0
Flt Permitted	0.405			0.448			0.950			0.950		
Satd. Flow (perm)	754	1778	0	835	1758	0	1711	3539	1583	1770	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		119			169				253		10	
Link Speed (mph)		25			25			35			40	
Link Distance (ft)		274			273			421			425	
Travel Time (s)		7.5			7.4			8.2			7.2	
Peak Hour Factor	0.80	0.80	0.80	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94
Adj. Flow (vph)	80	75	175	223	64	213	179	1009	253	181	1050	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	250	0	223	277	0	179	1009	253	181	1138	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4					2			
Detector Phase	4	4		4	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.8	11.8		11.8	11.8		9.1	19.9	19.9	9.1	19.9	
Total Split (s)	39.0	39.0		39.0	39.0		19.4	47.0	47.0	19.0	46.6	
Total Split (%)	37.1%	37.1%		37.1%	37.1%		18.5%	44.8%	44.8%	18.1%	44.4%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4	4.4	3.0	4.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.1	0.5	0.5	1.1	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8		4.1	4.9	4.9	4.1	4.9	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	28.9	28.9		28.9	28.9		13.8	48.7	48.7	13.5	48.5	
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.13	0.46	0.46	0.13	0.46	
v/c Ratio	0.39	0.43		0.97	0.46		0.80	0.61	0.29	0.79	0.70	
Control Delay	34.8	17.2		90.2	13.6		69.2	19.7	3.4	77.2	23.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.4	0.0	0.0	0.0	
Total Delay	34.8	17.2		90.2	13.6		69.2	20.0	3.4	77.2	23.1	
LOS	C	B		F	B		E	C	A	E	C	
Approach Delay		21.4			47.8			23.2			30.5	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	42	66		143	54		114	278	29	131	168	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	73	106		#272	121		#208	370	48	#222	281	
Internal Link Dist (ft)		194			193			341			345	
Turn Bay Length (ft)				90			250		250	200		
Base Capacity (vph)	245	659		271	686		249	1642	870	251	1619	
Starvation Cap Reductn	0	0		0	0		0	215	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.33	0.38		0.82	0.40		0.72	0.71	0.29	0.72	0.70	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 78 (74%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 29.2		Intersection LOS: C	
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr



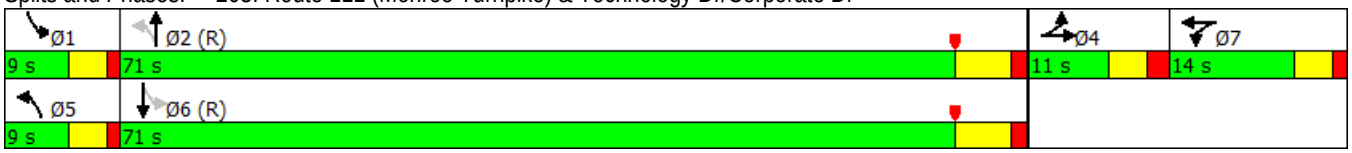
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	20	60	0	20	10	1182	30	30	1111	10
Future Volume (vph)	10	0	20	60	0	20	10	1182	30	30	1111	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	11	10	12	11	12	12	11	12	12
Storage Length (ft)	0		115	0		125	150		0	325		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.856			0.922			0.996			0.999	
Flt Protected	0.950	0.998		0.950	0.977		0.950			0.950		
Satd. Flow (prot)	1625	1562	0	1625	1488	0	1711	3525	0	1711	3536	0
Flt Permitted	0.950	0.998		0.950	0.977		0.223			0.152		
Satd. Flow (perm)	1625	1562	0	1625	1488	0	402	3525	0	274	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		114			119			4			2	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		311			293			1088			554	
Travel Time (s)		8.5			8.0			18.5			9.4	
Peak Hour Factor	0.80	0.80	0.80	0.87	0.87	0.87	0.88	0.88	0.88	0.97	0.97	0.97
Adj. Flow (vph)	13	0	25	69	0	23	11	1343	34	31	1145	10
Shared Lane Traffic (%)	10%			31%								
Lane Group Flow (vph)	12	26	0	48	44	0	11	1377	0	31	1155	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.7	9.7		9.2	9.2		9.0	20.8		9.0	20.8	
Total Split (s)	11.0	11.0		14.0	14.0		9.0	71.0		9.0	71.0	
Total Split (%)	10.5%	10.5%		13.3%	13.3%		8.6%	67.6%		8.6%	67.6%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.7	1.7		1.2	1.2		1.0	1.4		1.0	1.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.2	4.2		4.0	5.8		4.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	5.1	5.1		7.1	7.1		83.2	79.6		84.8	83.2	
Actuated g/C Ratio	0.05	0.05		0.07	0.07		0.79	0.76		0.81	0.79	
v/c Ratio	0.15	0.14		0.44	0.21		0.03	0.52		0.11	0.41	
Control Delay	52.1	1.6		59.0	2.2		2.8	5.1		1.6	3.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	52.1	1.6		59.0	2.2		2.8	5.1		1.6	3.8	
LOS	D	A		E	A		A	A		A	A	
Approach Delay		17.6			31.9			5.1			3.8	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)	8	0		33	0		1	110		2	116	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	25	0		69	0		m2	138		m3	310	
Internal Link Dist (ft)		231			213			1008			474	
Turn Bay Length (ft)							150			325		
Base Capacity (vph)	97	200		151	246		381	2672		289	2801	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.12	0.13		0.32	0.18		0.03	0.52		0.11	0.41	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 98 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 5.6		Intersection LOS: A	
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

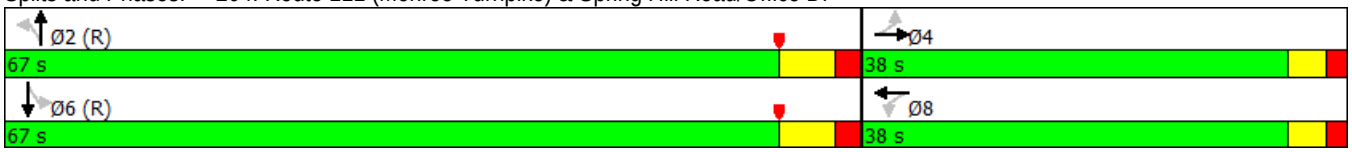


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	5	33	0	5	10	13	1261	0	10	1223	227
Future Volume (vph)	236	5	33	0	5	10	13	1261	0	10	1223	227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.984			0.908						0.977	
Flt Protected		0.959										
Satd. Flow (prot)	0	1816	0	0	1748	0	0	3539	0	0	3458	0
Flt Permitted		0.742						0.925			0.939	
Satd. Flow (perm)	0	1405	0	0	1748	0	0	3274	0	0	3247	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			13						34	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		364			150			1529			547	
Travel Time (s)		9.9			4.1			26.1			9.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.84	0.84	0.84	0.96	0.96	0.96
Adj. Flow (vph)	295	6	41	0	6	13	15	1501	0	10	1274	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	342	0	0	19	0	0	1516	0	0	1520	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		21.5	21.5		21.5	21.5	
Total Split (s)	38.0	38.0		38.0	38.0		67.0	67.0		67.0	67.0	
Total Split (%)	36.2%	36.2%		36.2%	36.2%		63.8%	63.8%		63.8%	63.8%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	1.7	1.7		1.7	1.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		28.5			28.5			65.3			65.3	
Actuated g/C Ratio		0.27			0.27			0.62			0.62	
v/c Ratio		0.89			0.04			0.75			0.75	
Control Delay		60.0			14.9			9.1			9.6	
Queue Delay		0.0			0.0			0.0			0.1	
Total Delay		60.0			14.9			9.1			9.7	
LOS		E			B			A			A	
Approach Delay		60.0			14.9			9.1			9.7	
Approach LOS		E			B			A			A	
Queue Length 50th (ft)		212			3			155			200	
Queue Length 95th (ft)		265			17			176			m213	
Internal Link Dist (ft)		284			70			1449			467	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		450			563			2034			2031	
Starvation Cap Reductn		0			0			0			67	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.76			0.03			0.75			0.77	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 38 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 14.5		Intersection LOS: B	
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	209	154	190	304	125	92	189	1059	258	82	965	149
Future Volume (vph)	209	154	190	304	125	92	189	1059	258	82	965	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	11	12	12
Storage Length (ft)	0		130	110		0	350		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.917			0.937			0.971			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1708	0	1770	1745	0	1711	3437	0	1711	3468	0
Flt Permitted	0.537			0.356			0.950			0.112		
Satd. Flow (perm)	1000	1708	0	663	1745	0	1711	3437	0	202	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		69			41			43			19	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		468			420			547			444	
Travel Time (s)		10.6			11.5			9.3			7.6	
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	243	179	221	338	139	102	197	1103	269	85	1005	155
Shared Lane Traffic (%)												
Lane Group Flow (vph)	243	400	0	338	241	0	197	1372	0	85	1160	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4			4						2		
Detector Phase	4	4		4	4		1	2		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0			15.0	15.0	
Minimum Split (s)	13.1	13.1		13.1	13.1		9.0			21.1	21.1	
Total Split (s)	46.0	46.0		46.0	46.0		14.0			45.0	45.0	
Total Split (%)	43.8%	43.8%		43.8%	43.8%		13.3%			42.9%	42.9%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0			4.4	4.4	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0			1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0			0.0	0.0	
Total Lost Time (s)	5.1	5.1		5.1	5.1		4.0			6.1	6.1	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None			C-Max	C-Max	
Act Effct Green (s)	40.9	40.9		40.9	40.9		10.0	55.0		38.9	38.9	
Actuated g/C Ratio	0.39	0.39		0.39	0.39		0.10	0.52		0.37	0.37	
v/c Ratio	0.62	0.57		1.31	0.34		1.22	0.75		1.15	0.90	
Control Delay	34.4	24.2		194.4	20.2		177.6	11.6		185.5	41.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.6		0.0	0.0	
Total Delay	34.4	24.2		194.4	20.2		177.6	12.2		185.5	41.0	
LOS	C	C		F	C		F	B		F	D	
Approach Delay		28.0			121.9			33.0			50.9	
Approach LOS		C			F			C			D	
Queue Length 50th (ft)	130	171		~293	92		~162	108		~67	375	

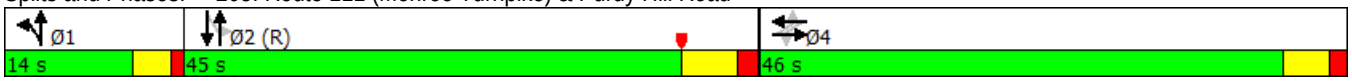
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	206	250		#470	155		m#267	208		#168	#506	
Internal Link Dist (ft)		388			340			467			364	
Turn Bay Length (ft)				110			350			125		
Base Capacity (vph)	389	707		258	704		162	1820		74	1296	
Starvation Cap Reductn	0	0		0	0		0	158		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.62	0.57		1.31	0.34		1.22	0.83		1.15	0.90	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 29 (28%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.31
Intersection Signal Delay: 50.5 Intersection LOS: D
Intersection Capacity Utilization 103.5% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



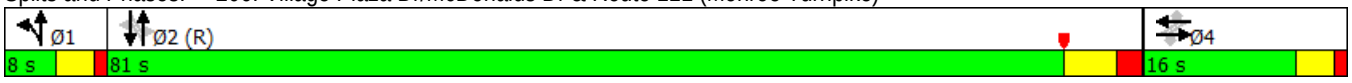
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	0	110	40	10	60	80	1123	60	50	1111	70
Future Volume (vph)	110	0	110	40	10	60	80	1123	60	50	1111	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	15	14	11	11	12	10	11	12
Storage Length (ft)	0		0	0		35	120		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			80			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.992			0.991	
Flt Protected		0.950			0.961		0.950			0.950		
Satd. Flow (prot)	0	1711	1531	0	1969	1689	1711	1786	0	1652	1784	0
Flt Permitted		0.717			0.514		0.062			0.099		
Satd. Flow (perm)	0	1291	1531	0	1053	1689	112	1786	0	172	1784	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125			76		10			7	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		121			198			441			636	
Travel Time (s)		3.3			5.4			8.6			12.4	
Peak Hour Factor	0.88	0.88	0.88	0.81	0.81	0.81	0.92	0.92	0.92	0.97	0.97	0.97
Adj. Flow (vph)	125	0	125	49	12	74	87	1221	65	52	1145	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	125	0	61	74	87	1286	0	52	1217	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4		4	2			2		
Detector Phase	4	4	4	4	4	4	1	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	4.0			36.0	36.0	
Minimum Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	8.0			42.3	42.3	
Total Split (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0			81.0	81.0	
Total Split (%)	15.2%	15.2%	15.2%	15.2%	15.2%	15.2%	7.6%			77.1%	77.1%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.2	4.2	
All-Red Time (s)	1.1	1.1	1.1	1.1	1.1	1.1	1.0			2.1	2.1	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Lost Time (s)		4.1	4.1		4.1	4.1	4.0			6.3	6.3	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max			C-Min	C-Min	
Act Effct Green (s)		11.5	11.5		11.5	11.5	81.4	85.4		75.1	75.1	
Actuated g/C Ratio		0.11	0.11		0.11	0.11	0.78	0.81		0.72	0.72	
v/c Ratio		0.88	0.45		0.53	0.29	0.59	0.89		0.42	0.95	
Control Delay		96.9	13.3		61.3	12.9	26.0	16.2		4.8	10.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		96.9	13.3		61.3	12.9	26.0	16.2		4.8	10.2	
LOS		F	B		E	B	C	B		A	B	
Approach Delay		55.1			34.8			16.9			10.0	
Approach LOS		E			C			B			A	
Queue Length 50th (ft)		84	0		39	0	9	444		5	128	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#185	51		74	32	#60	#879		m7	m152	
Internal Link Dist (ft)		41			118			361			556	
Turn Bay Length (ft)						35	120			135		
Base Capacity (vph)		146	284		119	258	147	1453		123	1277	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.86	0.44		0.51	0.29	0.59	0.89		0.42	0.95	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 27 (26%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 17.9		Intersection LOS: B	
Intersection Capacity Utilization 89.8%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	140	296	104	130	140	293	886	64	130	801	130
Future Volume (vph)	150	140	296	104	130	140	293	886	64	130	801	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	9	12	11	10	11	11	12	10	12	12
Storage Length (ft)	0		125	100		0	160		0	95		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			100			70			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.990			0.979	
Flt Protected		0.975			0.978		0.950			0.950		
Satd. Flow (prot)	0	1635	1425	0	1761	1478	1711	1783	0	1652	1824	0
Flt Permitted		0.491			0.465		0.079			0.086		
Satd. Flow (perm)	0	823	1425	0	837	1478	142	1783	0	150	1824	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			216			95		5			10	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		385			483			814			737	
Travel Time (s)		8.8			11.0			15.9			14.4	
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	167	156	329	130	163	175	302	913	66	134	826	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	323	329	0	293	175	302	979	0	134	960	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.9	9.9	9.9	9.9	9.9	9.2	9.2	21.6		9.2	21.6	
Total Split (s)	37.0	37.0	37.0	37.0	37.0	9.2	15.0	58.8		9.2	53.0	
Total Split (%)	35.2%	35.2%	35.2%	35.2%	35.2%	8.8%	14.3%	56.0%		8.8%	50.5%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.2	3.2	4.2		3.2	4.2	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.2	1.0	1.0	2.4		1.0	2.4	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.9	4.9		4.9	4.2	4.2	6.6		4.2	6.6	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		32.1	32.1		32.1	42.0	63.8	52.2		53.8	46.4	
Actuated g/C Ratio		0.31	0.31		0.31	0.40	0.61	0.50		0.51	0.44	
v/c Ratio		1.29	0.56		1.15	0.27	1.22	1.10		0.91	1.18	
Control Delay		188.5	14.6		137.8	11.0	142.7	84.7		61.8	116.7	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.2		0.0	0.0	
Total Delay		188.5	14.6		137.8	11.0	142.7	84.9		61.8	116.7	
LOS		F	B		F	B	F	F		E	F	
Approach Delay		100.7			90.4			98.5			109.9	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)		~277	57		~232	34	~201	~745		46	~775	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#449	149		#334	65	m#263	m#941		m#85	#1016	
Internal Link Dist (ft)		305			403			734			657	
Turn Bay Length (ft)			125				160			95		
Base Capacity (vph)		251	585		255	648	247	888		148	811	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	1	0	32		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		1.29	0.56		1.15	0.27	1.22	1.14		0.91	1.18	

Intersection Summary

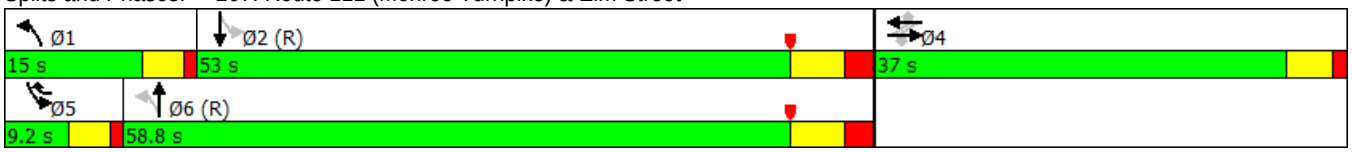
Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 87 (83%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 101.4 Intersection LOS: F
Intersection Capacity Utilization 111.7% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



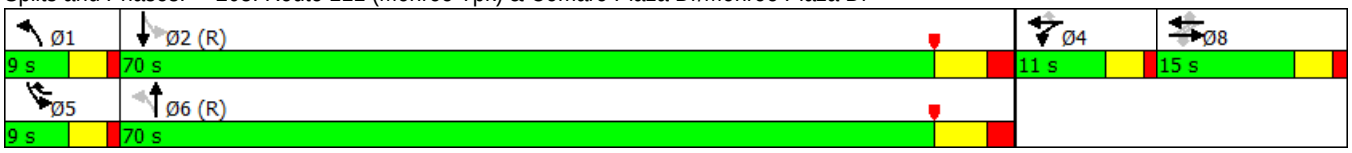
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	10	80	160	20	170	60	896	10	110	821	30
Future Volume (vph)	70	10	80	160	20	170	60	896	10	110	821	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	10	11	10	11	12	10	11	12
Storage Length (ft)	0		0	0		0	450		0	145		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			55			105		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.998			0.995	
Flt Protected		0.958			0.958		0.950			0.950		
Satd. Flow (prot)	0	1725	1583	0	1666	1531	1652	1797	0	1652	1792	0
Flt Permitted		0.625			0.653		0.167			0.119		
Satd. Flow (perm)	0	1125	1583	0	1135	1531	290	1797	0	207	1792	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			118			140		1			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		102			224			737			443	
Travel Time (s)		2.8			6.1			14.4			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	76	11	87	172	22	183	63	943	11	116	864	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	87	0	194	183	63	954	0	116	896	0
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8		4	4 8	5	1	6		5	2	
Permitted Phases	8		8	8		4 8	6			2		
Detector Phase	8	8	8	4	4 8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.3	9.3	9.3	9.0		9.0	9.0	21.4		9.0	21.4	
Total Split (s)	15.0	15.0	15.0	11.0		9.0	9.0	70.0		9.0	70.0	
Total Split (%)	14.3%	14.3%	14.3%	10.5%		8.6%	8.6%	66.7%		8.6%	66.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0	4.2		3.0	4.2	
All-Red Time (s)	1.3	1.3	1.3	1.0		1.0	1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.3	4.3			4.0	4.0	6.4		4.0	6.4	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None	None	C-Min		None	C-Min	
Act Effct Green (s)		10.0	10.0		17.3	30.3	71.7	64.3		72.5	66.1	
Actuated g/C Ratio		0.10	0.10		0.16	0.29	0.68	0.61		0.69	0.63	
v/c Ratio		0.81	0.34		0.87	0.34	0.24	0.87		0.55	0.79	
Control Delay		94.8	7.4		75.8	10.2	3.6	12.3		10.6	16.0	
Queue Delay		0.0	0.0		0.0	0.0	0.0	9.5		0.0	8.3	
Total Delay		94.8	7.4		75.8	10.2	3.6	21.8		10.6	24.3	
LOS		F	A		E	B	A	C		B	C	
Approach Delay		51.1			43.9			20.7			22.7	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)		58	0		117	21	8	212		16	294	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#143	26		#246	75	m8	m164		m25	602	
Internal Link Dist (ft)		22			144			657			363	
Turn Bay Length (ft)							450			145		
Base Capacity (vph)		114	267		229	541	262	1099		211	1128	
Starvation Cap Reductn		0	0		0	0	0	54		0	201	
Spillback Cap Reductn		0	0		0	10	0	130		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.76	0.33		0.85	0.34	0.24	0.98		0.55	0.97	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 101 (96%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 26.9		Intersection LOS: C	
Intersection Capacity Utilization 82.4%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr



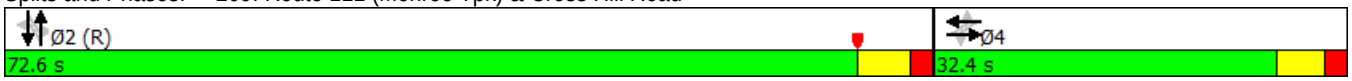
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	76	76	173	108	60	75	889	151	50	732	185
Future Volume (vph)	175	76	76	173	108	60	75	889	151	50	732	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	12	12	10	11	12	10	11	12
Storage Length (ft)	90		0	0		95	90		0	45		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			25			105			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925			0.946			0.978			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	1666	0	1770	1762	0	1652	1761	0	1652	1747	0
Flt Permitted	0.516			0.552			0.149			0.060		
Satd. Flow (perm)	897	1666	0	1028	1762	0	259	1761	0	104	1747	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			26			16			24	
Link Speed (mph)		25			30			35			40	
Link Distance (ft)		354			360			443			949	
Travel Time (s)		9.7			8.2			8.6			16.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.95	0.95	0.95	0.98	0.98	0.98
Adj. Flow (vph)	219	95	95	216	135	75	79	936	159	51	747	189
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	190	0	216	210	0	79	1095	0	51	936	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	12.6	12.6		12.6	12.6		26.0	26.0		26.0	26.0	
Total Split (s)	32.4	32.4		32.4	32.4		72.6	72.6		72.6	72.6	
Total Split (%)	30.9%	30.9%		30.9%	30.9%		69.1%	69.1%		69.1%	69.1%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.2	4.2		4.2	4.2	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	26.8	26.8		26.8	26.8		66.6	66.6		66.6	66.6	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.63	0.63		0.63	0.63	
v/c Ratio	0.96	0.41		0.82	0.45		0.48	0.98		0.78	0.84	
Control Delay	91.0	27.6		63.3	32.2		11.6	28.3		62.6	12.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	4.5		0.0	6.5	
Total Delay	91.0	27.6		63.3	32.2		11.6	32.8		62.6	19.3	
LOS	F	C		E	C		B	C		E	B	
Approach Delay		61.5			48.0			31.3			21.5	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	145	79		137	104		8	369		19	440	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#246	124		#217	150		m17	m#977		m#53	339	
Internal Link Dist (ft)		274			280			363			869	
Turn Bay Length (ft)	90						90			45		
Base Capacity (vph)	228	459		262	469		164	1123		65	1117	
Starvation Cap Reductn	0	0		0	0		0	26		0	0	
Spillback Cap Reductn	0	3		0	0		0	0		0	142	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.96	0.42		0.82	0.45		0.48	1.00		0.78	0.96	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 34.6 Intersection LOS: C
Intersection Capacity Utilization 95.7% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 209: Route 111 (Monroe Tpk) & Cross Hill Road



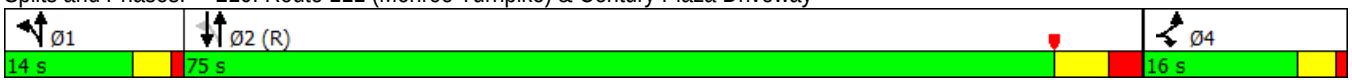
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	180	170	884	787	90
Future Volume (vph)	90	180	170	884	787	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	11	12
Storage Length (ft)	0	0	280			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		175			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.986	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1711	1583	1711	1801	1775	0
Flt Permitted	0.950		0.194			
Satd. Flow (perm)	1711	1583	349	1801	1775	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		200			11	
Link Speed (mph)	25			40	40	
Link Distance (ft)	142			949	728	
Travel Time (s)	3.9			16.2	12.4	
Peak Hour Factor	0.90	0.90	0.97	0.97	0.92	0.92
Adj. Flow (vph)	100	200	175	911	855	98
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	200	175	911	953	0
Turn Type	Prot	Prot	D.P+P	NA	NA	
Protected Phases	4	4	1	1 2	2	
Permitted Phases			2			
Detector Phase	4	4	1	2	2	
Switch Phase						
Minimum Initial (s)	9.0	9.0	3.0		15.0	
Minimum Split (s)	13.0	13.0	7.0		22.0	
Total Split (s)	16.0	16.0	14.0		75.0	
Total Split (%)	15.2%	15.2%	13.3%		71.4%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		2.8	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		7.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None		C-Max	
Act Effct Green (s)	10.5	10.5	82.5	86.5	73.6	
Actuated g/C Ratio	0.10	0.10	0.79	0.82	0.70	
v/c Ratio	0.59	0.59	0.50	0.61	0.76	
Control Delay	59.4	14.0	4.3	5.2	16.0	
Queue Delay	0.0	0.0	0.0	0.2	0.0	
Total Delay	59.4	14.0	4.3	5.4	16.0	
LOS	E	B	A	A	B	
Approach Delay	29.2			5.2	16.0	
Approach LOS	C			A	B	
Queue Length 50th (ft)	65	0	21	215	349	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	118	66	m25	m231	627	
Internal Link Dist (ft)	62			869	648	
Turn Bay Length (ft)			280			
Base Capacity (vph)	195	358	415	1484	1247	
Starvation Cap Reductn	0	0	0	116	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.51	0.56	0.42	0.67	0.76	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 89 (85%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	0	1672	43	10	1662
Future Volume (vph)	13	0	1672	43	10	1662
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997			
Flt Protected	0.950					
Satd. Flow (prot)	1636	0	1839	0	0	1845
Flt Permitted	0.950					
Satd. Flow (perm)	1636	0	1839	0	0	1845
Link Speed (mph)	30		40			40
Link Distance (ft)	316		5365			661
Travel Time (s)	7.2		91.4			11.3
Peak Hour Factor	0.80	0.80	0.94	0.94	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	16	0	1779	46	11	1749
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	1825	0	0	1760
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 105.4%		ICU Level of Service G	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	0	1672	43	10	1662
Future Vol, veh/h	13	0	1672	43	10	1662
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	94	94	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	16	0	1779	46	11	1749

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3573	1802	0	0	1824	0
Stage 1	1802	-	-	-	-	-
Stage 2	1771	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	~ 6	98	-	-	333	-
Stage 1	143	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	0	98	-	-	333	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	143	-	-	-	-	-
Stage 2	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	0.1
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	333	-
HCM Lane V/C Ratio	-	-	-	0.032	-
HCM Control Delay (s)	-	-	-	16.2	0
HCM Lane LOS	-	-	-	C	A
HCM 95th %tile Q(veh)	-	-	-	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	213	224	205	0	20	227
Future Volume (vph)	213	224	205	0	20	227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.876	
Flt Protected		0.976			0.996	
Satd. Flow (prot)	0	1818	1801	0	1571	0
Flt Permitted		0.976			0.996	
Satd. Flow (perm)	0	1818	1801	0	1571	0
Link Speed (mph)		30	25		25	
Link Distance (ft)		1004	805		979	
Travel Time (s)		22.8	22.0		26.7	
Peak Hour Factor	0.89	0.89	0.80	0.80	0.80	0.80
Adj. Flow (vph)	239	252	256	0	25	284
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	491	256	0	309	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	213	224	205	0	20	227
Future Vol, veh/h	213	224	205	0	20	227
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	239	252	256	0	25	284

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	256	0	-	0	986	256
Stage 1	-	-	-	-	256	-
Stage 2	-	-	-	-	730	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1309	-	-	-	275	783
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	477	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1309	-	-	-	217	783
Mov Cap-2 Maneuver	-	-	-	-	217	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	376	-

Approach	EB	WB	SB
HCM Control Delay, s	4.1	0	15.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1309	-	-	-	646
HCM Lane V/C Ratio	0.183	-	-	-	0.478
HCM Control Delay (s)	8.4	0	-	-	15.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.7	-	-	-	2.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	233	20	24	234	96	20	170	24	127	205	237
Future Volume (vph)	213	233	20	24	234	96	20	170	24	127	205	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.963			0.985			0.944	
Flt Protected		0.978			0.997			0.995			0.989	
Satd. Flow (prot)	0	1750	0	0	1788	0	0	1704	0	0	1739	0
Flt Permitted		0.978			0.997			0.995			0.989	
Satd. Flow (perm)	0	1750	0	0	1788	0	0	1704	0	0	1739	0
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		988			775			934			884	
Travel Time (s)		22.5			17.6			25.5			24.1	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	266	291	25	30	293	120	25	213	30	159	256	296
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	582	0	0	443	0	0	268	0	0	711	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 101.9%		ICU Level of Service G	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	228.7
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	213	233	20	0	24	234	96	0	20	170	24
Future Vol, veh/h	0	213	233	20	0	24	234	96	0	20	170	24
Peak Hour Factor	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	266	291	25	0	30	293	120	0	25	213	30
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	247.1	110.1	44.3
HCM LOS	F	F	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	46%	7%	22%
Vol Thru, %	79%	50%	66%	36%
Vol Right, %	11%	4%	27%	42%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	214	466	354	569
LT Vol	20	213	24	127
Through Vol	170	233	234	205
RT Vol	24	20	96	237
Lane Flow Rate	268	582	442	711
Geometry Grp	1	1	1	1
Degree of Util (X)	0.712	1.448	1.074	1.714
Departure Headway (Hd)	13.615	11.202	12.118	10.025
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	268	332	305	370
Service Time	11.615	9.202	10.118	8.025
HCM Lane V/C Ratio	1	1.753	1.449	1.922
HCM Control Delay	44.3	247.1	110.1	356.8
HCM Lane LOS	E	F	F	F
HCM 95th-tile Q	4.9	25	12.4	38.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	127	205	237
Future Vol, veh/h	0	127	205	237
Peak Hour Factor	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	159	256	296
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	356.8
HCM LOS	F



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	1449	10	10	1407
Future Volume (vph)	10	10	1449	10	10	1407
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	10	12	12	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932		0.999			
Flt Protected	0.976					
Satd. Flow (prot)	1751	0	3300	0	0	3303
Flt Permitted	0.976					
Satd. Flow (perm)	1751	0	3300	0	0	3303
Link Speed (mph)	25		35			35
Link Distance (ft)	465		734			285
Travel Time (s)	12.7		14.3			5.6
Peak Hour Factor	0.80	0.80	0.94	0.94	0.86	0.86
Adj. Flow (vph)	13	13	1541	11	12	1636
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	1552	0	0	1648
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	1449	10	10	1407
Future Vol, veh/h	10	10	1449	10	10	1407
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	94	94	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	13	1541	11	12	1636

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2388	776	0	0	1552	0
Stage 1	1547	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	28	340	-	-	423	-
Stage 1	161	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	19	340	-	-	423	-
Mov Cap-2 Maneuver	19	-	-	-	-	-
Stage 1	161	-	-	-	-	-
Stage 2	264	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	225.9	0	2.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	36	423	-
HCM Lane V/C Ratio	-	-	0.694	0.027	-
HCM Control Delay (s)	-	-	225.9	13.8	2.1
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	2.5	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	60	140	130	1329	1277	90
Future Volume (vph)	60	140	130	1329	1277	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	11	10	12
Storage Length (ft)	0	25	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		105			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.990	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1794	1652	3421	3270	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1794	1652	3421	3270	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	387			285	334	
Travel Time (s)	10.6			5.6	6.5	
Peak Hour Factor	0.80	0.80	0.92	0.92	0.94	0.94
Adj. Flow (vph)	75	175	141	1445	1359	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	175	141	1445	1455	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	41.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	140	130	1329	1277	90
Future Vol, veh/h	60	140	130	1329	1277	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	92	92	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	175	141	1445	1359	96

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2411	727	1454	0	-	0
Stage 1	1406	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 27	366	461	-	-	-
Stage 1	192	-	-	-	-	-
Stage 2	315	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 19	366	461	-	-	-
Mov Cap-2 Maneuver	~ 19	-	-	-	-	-
Stage 1	192	-	-	-	-	-
Stage 2	219	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 538.1	1.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	461	-	19	366	-	-
HCM Lane V/C Ratio	0.307	-	3.947	0.478	-	-
HCM Control Delay (s)	16.2	-	$ 1738.7	23.5	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	1.3	-	9.9	2.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	20	0	1389	1347	10
Future Volume (vph)	0	20	0	1389	1347	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.999	
Flt Protected						
Satd. Flow (prot)	0	1772	0	3421	3300	0
Flt Permitted						
Satd. Flow (perm)	0	1772	0	3421	3300	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	348			334	300	
Travel Time (s)	9.5			6.5	5.8	
Peak Hour Factor	0.80	0.80	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	25	0	1462	1418	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	25	0	1462	1429	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	0	1389	1347	10
Future Vol, veh/h	0	20	0	1389	1347	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	0	1462	1418	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	714	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	374	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	374	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	374	-	-
HCM Lane V/C Ratio	-	0.067	-	-
HCM Control Delay (s)	-	15.3	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	10	0	1389	1347	10
Future Volume (vph)	10	10	0	1389	1347	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1751	0	0	3539	3418	0
Flt Permitted	0.976					
Satd. Flow (perm)	1751	0	0	3539	3418	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	167			300	188	
Travel Time (s)	4.6			5.8	3.7	
Peak Hour Factor	0.80	0.80	0.88	0.88	0.92	0.92
Adj. Flow (vph)	13	13	0	1578	1464	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	1578	1475	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	0	1389	1347	10
Future Vol, veh/h	10	10	0	1389	1347	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	88	88	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	13	0	1578	1464	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2259	738	1475	0	-	0
Stage 1	1470	-	-	-	-	-
Stage 2	789	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	35	360	453	-	-	-
Stage 1	178	-	-	-	-	-
Stage 2	408	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	35	360	453	-	-	-
Mov Cap-2 Maneuver	35	-	-	-	-	-
Stage 1	178	-	-	-	-	-
Stage 2	408	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	93.5	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	453	-	64	-	-
HCM Lane V/C Ratio	-	-	0.391	-	-
HCM Control Delay (s)	0	-	93.5	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	1.5	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1801	1801	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1801	1801	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	268			1631	381	
Travel Time (s)	7.3			31.8	7.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	2111	2111	0	1801	1801	0
Flt Permitted						
Satd. Flow (perm)	2111	2111	0	1801	1801	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	126			381	323	
Travel Time (s)	3.4			7.4	6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	-	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	1022	1084	0	-	-	-
Stage 1	1022	-	0	-	-	-
Stage 2	-	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	0	0	-	-
HCM Lane LOS	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	14	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	2049	1987	0	1801	0	0	1801	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	2049	1987	0	1801	0	0	1801	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		181			109			323			441	
Travel Time (s)		4.9			3.0			6.3			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
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
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1	1	0	1	0	0	0	0	0
Stage 1	0	0	-	-	-	-	-	-	-
Stage 2	1	1	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	-	1622	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	1022	895	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	1022	0	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	1022	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	1022	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

APPENDIX N1
CAPACITY ANALYSES
2040 Improved Conditions
Weekday Morning Peak Hour

Tighe&Bond

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1310	150	90	1130	1130	190	360	250	1030	270	90
Future Volume (vph)	190	1310	150	90	1130	1130	190	360	250	1030	270	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	10	11	10	12	11	12
Storage Length (ft)	225		0	175		500	430		100	500		500
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	200			175			75			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3255	3355	1501	3255	3471	1501	3143	3355	1449	3367	3355	1553
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3255	3355	1501	3255	3471	1501	3143	3355	1449	3367	3355	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131			58			102			65
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		877			839			636			734	
Travel Time (s)		14.9			10.4			10.8			14.3	
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	209	1440	165	93	1165	1165	216	409	284	1073	281	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	1440	165	93	1165	1165	216	409	284	1073	281	94
Turn Type	Prot	NA	Perm	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	5	2		1	6	3 6	7	4	4 1	3	8	8 5
Permitted Phases			2									
Detector Phase	5	2	2	1	6	3 6	7	4	4 1	3	8	8 5
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	10.0	22.0	22.0	10.0	22.0		12.0	13.0		12.0	13.0	
Total Split (s)	15.0	67.0	67.0	10.0	62.0		21.0	22.0		51.0	52.0	
Total Split (%)	10.0%	44.7%	44.7%	6.7%	41.3%		14.0%	14.7%		34.0%	34.7%	
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0		5.0	6.0		5.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	None	Min		None	None		None	None	
Act Effct Green (s)	10.0	60.0	60.0	5.0	55.0	108.0	13.7	16.0	26.0	46.0	48.3	63.3
Actuated g/C Ratio	0.07	0.40	0.40	0.03	0.37	0.72	0.09	0.11	0.17	0.31	0.32	0.42
v/c Ratio	0.96	1.07	0.24	0.86	0.92	1.06	0.75	1.15	0.85	1.04	0.26	0.14
Control Delay	120.7	89.4	8.4	125.6	57.2	66.6	82.7	150.6	60.8	88.7	38.9	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	120.7	89.4	8.4	125.6	57.2	66.6	82.7	150.6	60.8	88.7	38.9	10.7
LOS	F	F	A	F	E	E	F	F	E	F	D	B
Approach Delay		85.7			64.3			106.4			74.0	
Approach LOS		F			E			F			E	

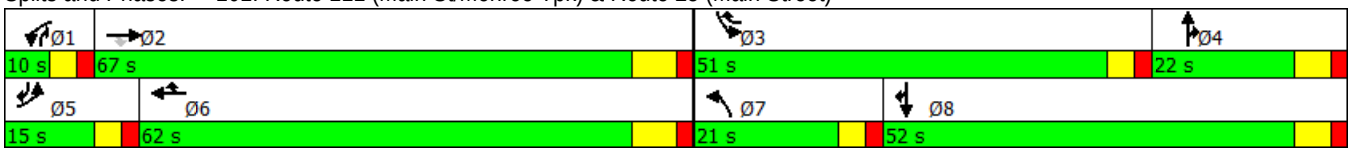
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	107	~821	20	47	570	~1236	107	~245	180	~581	107	17
Queue Length 95th (ft)	#192	#961	71	#104	#704	#1505	148	#345	#323	#718	151	55
Internal Link Dist (ft)		797			759			556			654	
Turn Bay Length (ft)	225			175		500	430		100	500		500
Base Capacity (vph)	217	1342	679	108	1272	1096	335	357	335	1032	1079	692
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	1.07	0.24	0.86	0.92	1.06	0.64	1.15	0.85	1.04	0.26	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 78.1	Intersection LOS: E
Intersection Capacity Utilization 98.9%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



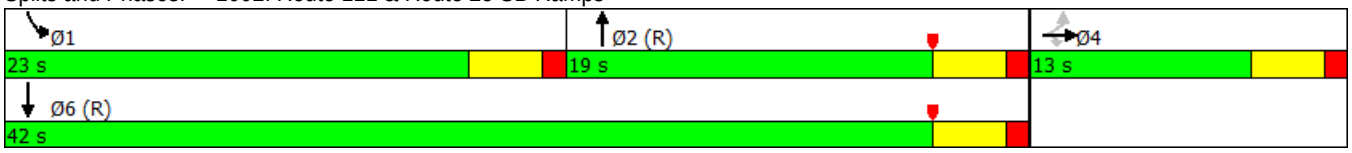
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	0	150	0	0	0	0	550	250	1030	360	0
Future Volume (vph)	190	0	150	0	0	0	0	550	250	1030	360	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	2		0
Taper Length (ft)	100			25			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.97	1.00	1.00
Frt			0.850					0.953				
Flt Protected		0.950								0.950		
Satd. Flow (prot)	0	1736	1553	0	0	0	0	5989	0	3367	1827	0
Flt Permitted		0.950								0.950		
Satd. Flow (perm)	0	1736	1553	0	0	0	0	5989	0	3367	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165					204				
Link Speed (mph)		40			30			40			35	
Link Distance (ft)		362			177			332			150	
Travel Time (s)		6.2			4.0			5.7			2.9	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	209	0	165	0	0	0	0	625	284	1073	375	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	209	165	0	0	0	0	909	0	1073	375	0
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4									
Detector Phase	4	4	4					2		1	6	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0					15.0		5.0	15.0	
Minimum Split (s)	13.0	13.0	13.0					19.0		9.0	19.0	
Total Split (s)	13.0	13.0	13.0					19.0		23.0	42.0	
Total Split (%)	23.6%	23.6%	23.6%					34.5%		41.8%	76.4%	
Yellow Time (s)	3.0	3.0	3.0					3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)		4.0	4.0					4.0		4.0	4.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max		None	C-Max	
Act Effct Green (s)		9.0	9.0					15.0		19.0	38.0	
Actuated g/C Ratio		0.16	0.16					0.27		0.35	0.69	
v/c Ratio		0.74	0.42					0.51		0.92	0.30	
Control Delay		40.5	8.1					14.1		14.2	0.5	
Queue Delay		12.1	0.0					1.2		0.3	2.1	
Total Delay		52.6	8.1					15.3		14.5	2.5	
LOS		D	A					B		B	A	
Approach Delay		32.9						15.3			11.4	
Approach LOS		C						B			B	
Queue Length 50th (ft)		66	0					54		13	1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#155	42					77		m#231	m1	
Internal Link Dist (ft)		282			97			252			70	
Turn Bay Length (ft)												
Base Capacity (vph)		284	392					1781		1163	1262	
Starvation Cap Reductn		0	0					0		6	723	
Spillback Cap Reductn		55	0					599		0	0	
Storage Cap Reductn		0	0					0		0	0	
Reduced v/c Ratio		0.91	0.42					0.77		0.93	0.70	

Intersection Summary

Area Type: Other
Cycle Length: 55
Actuated Cycle Length: 55
Offset: 19 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 15.6 Intersection LOS: B
Intersection Capacity Utilization 96.2% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1002: Route 111 & Route 25 SB Ramps



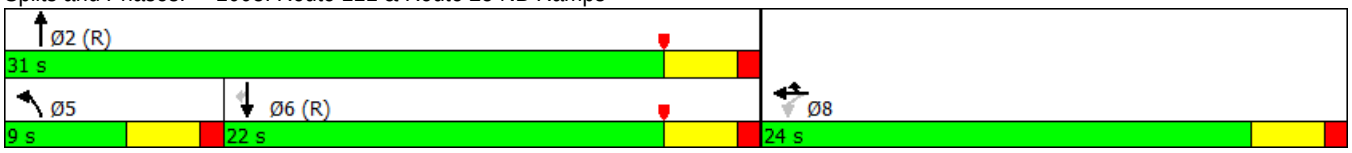
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	90	0	1130	190	550	0	0	1300	90
Future Volume (vph)	0	0	0	90	0	1130	190	550	0	0	1300	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		300	0		0	0		0
Storage Lanes	0		0	0		2	2		0	0		1
Taper Length (ft)	25			100			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	0.97	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1736	2733	3367	3471	0	0	4988	1553
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1736	2733	3367	3471	0	0	4988	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						363						99
Link Speed (mph)		30			40			40			35	
Link Distance (ft)		193			427			150			347	
Travel Time (s)		4.4			7.3			2.6			6.8	
Peak Hour Factor	0.92	0.92	0.92	0.97	0.97	0.97	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	93	0	1165	216	625	0	0	1354	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	93	1165	216	625	0	0	1354	94
Turn Type				Perm	NA	Prot	Prot	NA			NA	Perm
Protected Phases					8	8	5	2			6	
Permitted Phases				8								6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				9.0	9.0	9.0	5.0	15.0			15.0	15.0
Minimum Split (s)				13.0	13.0	13.0	9.0	19.0			19.0	19.0
Total Split (s)				24.0	24.0	24.0	9.0	31.0			22.0	22.0
Total Split (%)				43.6%	43.6%	43.6%	16.4%	56.4%			40.0%	40.0%
Yellow Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Act Effct Green (s)					20.0	20.0	5.0	27.0			18.0	18.0
Actuated g/C Ratio					0.36	0.36	0.09	0.49			0.33	0.33
v/c Ratio					0.15	0.95	0.71	0.37			0.83	0.16
Control Delay					12.6	30.7	31.3	13.5			22.9	4.3
Queue Delay					0.0	0.0	3.3	56.0			0.4	0.0
Total Delay					12.6	30.7	34.6	69.5			23.3	4.3
LOS					B	C	C	E			C	A
Approach Delay					29.4			60.6			22.0	
Approach LOS					C			E			C	
Queue Length 50th (ft)					20	145	34	84			146	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)					45	#293	m#68	139			#201	24
Internal Link Dist (ft)		113			347			70			267	
Turn Bay Length (ft)						300						
Base Capacity (vph)					631	1224	306	1703			1632	574
Starvation Cap Reductn					0	0	36	1277			0	0
Spillback Cap Reductn					0	0	0	0			46	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					0.15	0.95	0.80	1.47			0.85	0.16

Intersection Summary

Area Type: Other
Cycle Length: 55
Actuated Cycle Length: 55
Offset: 52 (95%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 33.8 Intersection LOS: C
Intersection Capacity Utilization 96.7% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1003: Route 111 & Route 25 NB Ramps

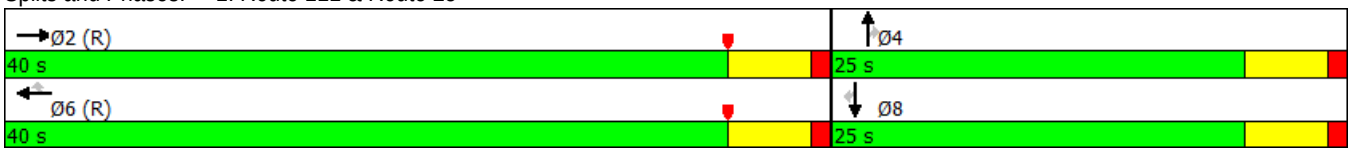


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2340	0	0	1220	1130	0	550	250	0	1300	90
Future Volume (vph)	0	2340	0	0	1220	1130	0	550	250	0	1300	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	175		500	430		100	500		500
Storage Lanes	0		0	0		2	0		0	0		2
Taper Length (ft)	200			175			75			100		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.95	0.88	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850			0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	6285	0	0	3471	2733	0	3471	1553	0	4988	1553
Flt Permitted												
Satd. Flow (perm)	0	6285	0	0	3471	2733	0	3471	1553	0	4988	1553
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		535			888			429			735	
Travel Time (s)		9.1			11.0			7.3			14.3	
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	2571	0	0	1258	1165	0	625	284	0	1354	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2571	0	0	1258	1165	0	625	284	0	1354	94
Turn Type		NA			NA	Perm		NA	Perm		NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases						6			4			8
Detector Phase		2			6	6		4	4		8	8
Switch Phase												
Minimum Initial (s)		15.0			15.0	15.0		7.0	7.0		7.0	7.0
Minimum Split (s)		20.0			20.0	20.0		12.0	12.0		12.0	12.0
Total Split (s)		40.0			40.0	40.0		25.0	25.0		25.0	25.0
Total Split (%)		61.5%			61.5%	61.5%		38.5%	38.5%		38.5%	38.5%
Yellow Time (s)		4.0			4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)		1.0			1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0			5.0	5.0		5.0	5.0		5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Min			C-Min	C-Min		None	None		None	None
Act Effct Green (s)		35.5			35.5	35.5		19.5	19.5		19.5	19.5
Actuated g/C Ratio		0.55			0.55	0.55		0.30	0.30		0.30	0.30
v/c Ratio		0.75			0.66	0.78		0.60	0.61		0.90	0.20
Control Delay		4.0			12.8	16.7		17.7	20.7		31.9	18.1
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		4.0			12.8	16.7		17.7	20.7		31.9	18.1
LOS		A			B	B		B	C		C	B
Approach Delay		4.0			14.7			18.7			31.0	
Approach LOS		A			B			B			C	
Queue Length 50th (ft)		18			173	192		94	82		184	27

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		47			237	282		120	133		#265	59
Internal Link Dist (ft)		455			808			349			655	
Turn Bay Length (ft)						500			100			500
Base Capacity (vph)		3428			1893	1490		1068	477		1534	477
Starvation Cap Reductn		0			0	0		0	0		0	0
Spillback Cap Reductn		0			0	0		0	0		0	0
Storage Cap Reductn		0			0	0		0	0		0	0
Reduced v/c Ratio		0.75			0.66	0.78		0.59	0.60		0.88	0.20

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 14.7		Intersection LOS: B	
Intersection Capacity Utilization 67.4%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Route 111 & Route 25



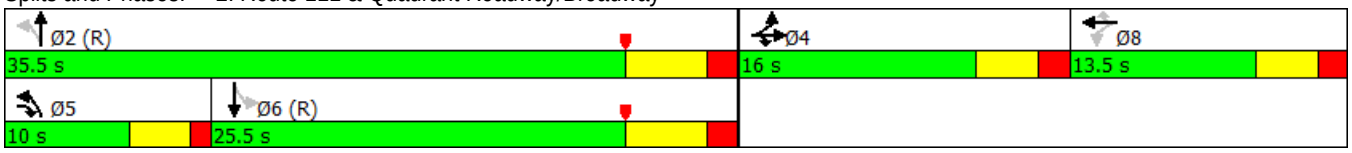
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	0	240	0	0	0	190	610	0	0	270	1030
Future Volume (vph)	190	0	240	0	0	0	190	610	0	0	270	1030
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	0		100	200		0	100		0
Storage Lanes	0		1	0		1	1		0	1		2
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88
Frt			0.850									0.850
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1736	1553	0	1863	1863	1736	1827	0	1863	1827	2733
Flt Permitted		0.950					0.491					
Satd. Flow (perm)	0	1736	1553	0	1863	1863	897	1827	0	1863	1827	2733
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		831			333			399			429	
Travel Time (s)		18.9			7.6			6.8			7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	4%	2%	2%	2%	4%	4%	2%	2%	4%	4%
Adj. Flow (vph)	207	0	261	0	0	0	207	663	0	0	293	1120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	207	261	0	0	0	207	663	0	0	293	1120
Turn Type	Split	NA	pt+ov			Perm	pm+pt	NA		Perm	NA	Free
Protected Phases	4	4	4 5		8		5	2			6	
Permitted Phases				8		8	2			6		Free
Detector Phase	4	4	4 5	8	8	8	5	2		6	6	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	5.0	15.0		15.0	15.0	
Minimum Split (s)	13.5	13.5		13.5	13.5	13.5	9.0	20.5		20.5	20.5	
Total Split (s)	16.0	16.0		13.5	13.5	13.5	10.0	35.5		25.5	25.5	
Total Split (%)	24.6%	24.6%		20.8%	20.8%	20.8%	15.4%	54.6%		39.2%	39.2%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.0	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	4.0	5.5		5.5	5.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	C-Min		C-Min	C-Min	
Act Effct Green (s)		12.3	24.9				44.2	42.7			30.1	65.0
Actuated g/C Ratio		0.19	0.38				0.68	0.66			0.46	1.00
v/c Ratio		0.63	0.44				0.29	0.55			0.35	0.41
Control Delay		34.8	16.8				5.1	8.4			1.0	4.6
Queue Delay		0.0	0.0				0.0	0.0			0.0	0.0
Total Delay		34.8	16.8				5.1	8.4			1.0	4.6
LOS		C	B				A	A			A	A
Approach Delay		24.8						7.7			3.9	
Approach LOS		C						A			A	
Queue Length 50th (ft)		79	76				26	125			2	97

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#166	131				42	183			m3	m102
Internal Link Dist (ft)		751			253			319			349	
Turn Bay Length (ft)			300				200					
Base Capacity (vph)		340	585				722	1201			845	2733
Starvation Cap Reductn		0	0				0	0			0	0
Spillback Cap Reductn		0	0				0	0			0	0
Storage Cap Reductn		0	0				0	0			0	0
Reduced v/c Ratio		0.61	0.45				0.29	0.55			0.35	0.41

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 65
Offset: 40 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 8.6 Intersection LOS: A
Intersection Capacity Utilization 68.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Route 111 & Quadrant Roadway/Broadway



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1310	340	90	1220	190	1030
Future Volume (vph)	1310	340	90	1220	190	1030
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	300		315	0
Storage Lanes		1	1		0	2
Taper Length (ft)			50		50	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	0.88
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3471	1553	1736	3471	1736	2733
Flt Permitted			0.102		0.950	
Satd. Flow (perm)	3471	1553	186	3471	1736	2733
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		370				
Link Speed (mph)	40			40	30	
Link Distance (ft)	509			535	831	
Travel Time (s)	8.7			9.1	18.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1424	370	98	1326	207	1120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1424	370	98	1326	207	1120
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Free
Protected Phases	6	3	5	2	3	
Permitted Phases		6	2			Free
Detector Phase	6	3	5	2	3	
Switch Phase						
Minimum Initial (s)	15.0	9.0	5.0	15.0	9.0	
Minimum Split (s)	20.5	13.5	9.0	20.5	13.5	
Total Split (s)	39.0	17.0	9.0	48.0	17.0	
Total Split (%)	60.0%	26.2%	13.8%	73.8%	26.2%	
Yellow Time (s)	4.0	3.0	3.0	4.0	3.0	
All-Red Time (s)	1.5	1.5	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Min	None	None	C-Min	None	
Act Effct Green (s)	36.1	54.0	45.0	43.5	11.5	65.0
Actuated g/C Ratio	0.56	0.83	0.69	0.67	0.18	1.00
v/c Ratio	0.74	0.27	0.38	0.57	0.68	0.41
Control Delay	14.9	0.7	14.8	7.7	33.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	0.7	14.8	7.7	33.3	0.4
LOS	B	A	B	A	C	A
Approach Delay	12.0			8.2	5.6	
Approach LOS	B			A	A	
Queue Length 50th (ft)	225	0	16	84	93	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	310	10	m39	174	#161	0
Internal Link Dist (ft)	429			455	751	
Turn Bay Length (ft)		300	300		315	
Base Capacity (vph)	1926	1354	255	2322	333	2733
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.27	0.38	0.57	0.62	0.41

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 56 (86%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 8.9		Intersection LOS: A	
Intersection Capacity Utilization 63.4%		ICU Level of Service B	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Quadrant Roadway & Route 25



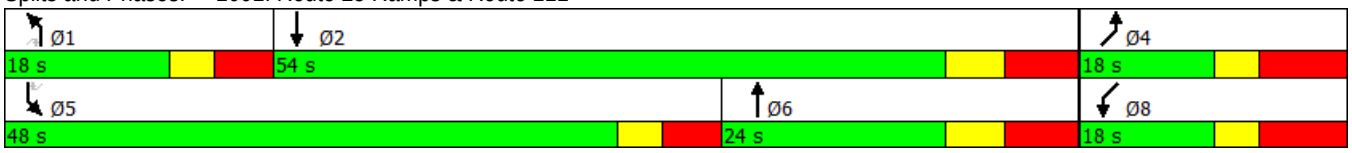
Lane Group	NBL	NBT	NBR2	SBL	SBT	SBR2	NEL	NER2	SWL	SWR2
Lane Configurations										
Traffic Volume (vph)	190	360	250	1030	270	90	190	150	90	1130
Future Volume (vph)	190	360	250	1030	270	90	190	150	90	1130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12
Storage Length (ft)	200			200			200		200	
Storage Lanes	2			1			1		1	
Taper Length (ft)	100			100			100		100	
Lane Util. Factor	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	0.97	0.88
Frt			0.850			0.850		0.850		0.850
Flt Protected	0.950			0.950			0.950		0.950	
Satd. Flow (prot)	3255	3355	1501	3255	1766	1501	3367	1553	3367	2733
Flt Permitted	0.950			0.950			0.950		0.950	
Satd. Flow (perm)	3255	3355	1501	3255	1766	1501	3367	1553	3367	2733
Right Turn on Red			Yes			Yes		Yes		No
Satd. Flow (RTOR)			352			352		267		
Link Speed (mph)		40			35					
Link Distance (ft)		521			684					
Travel Time (s)		8.9			13.3					
Peak Hour Factor	0.88	0.88	0.88	0.96	0.96	0.96	0.91	0.91	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	216	409	284	1073	281	94	209	165	93	1165
Shared Lane Traffic (%)										
Lane Group Flow (vph)	216	409	284	1073	281	94	209	165	93	1165
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	Perm	Prot	Perm
Protected Phases	1	6		5	2		4		8	
Permitted Phases			Free			Free		1		5
Detector Phase	1	6		5	2		4	1	8	5
Switch Phase										
Minimum Initial (s)	9.0	15.0		9.0	15.0		9.0	9.0	9.0	9.0
Minimum Split (s)	16.0	24.0		16.0	24.0		18.0	16.0	18.0	16.0
Total Split (s)	18.0	24.0		48.0	54.0		18.0	18.0	18.0	48.0
Total Split (%)	20.0%	26.7%		53.3%	60.0%		20.0%	20.0%	20.0%	53.3%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	3.0	3.0	3.0
All-Red Time (s)	4.0	5.0		4.0	5.0		6.0	4.0	6.0	4.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	9.0		7.0	9.0		9.0	7.0	9.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag			Lead		Lead
Lead-Lag Optimize?										
Recall Mode	None	Min		None	Min		None	None	None	None
Act Effct Green (s)	9.8	15.0	88.2	39.1	44.3	88.2	9.0	9.8	9.0	39.1
Actuated g/C Ratio	0.11	0.17	1.00	0.44	0.50	1.00	0.10	0.11	0.10	0.44
v/c Ratio	0.60	0.72	0.19	0.74	0.32	0.06	0.61	0.40	0.27	0.96
Control Delay	45.0	43.0	0.3	24.1	14.3	0.1	46.6	3.0	39.7	42.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	43.0	0.3	24.1	14.3	0.1	46.6	3.0	39.7	42.9
LOS	D	D	A	C	B	A	D	A	D	D
Approach Delay		30.1			20.6					
Approach LOS		C			C					

Lane Group	NBL	NBT	NBR2	SBL	SBT	SBR2	NEL	NER2	SWL	SWR2
Queue Length 50th (ft)	61	117	0	246	87	0	59	0	25	344
Queue Length 95th (ft)	94	164	0	322	145	0	95	1	49	#506
Internal Link Dist (ft)		441			604					
Turn Bay Length (ft)	200		200	200		200	200	200	200	200
Base Capacity (vph)	406	572	1501	1516	917	1501	344	427	344	1273
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.72	0.19	0.71	0.31	0.06	0.61	0.39	0.27	0.92

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 88.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 30.4		Intersection LOS: C	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1001: Route 25 Ramps & Route 111

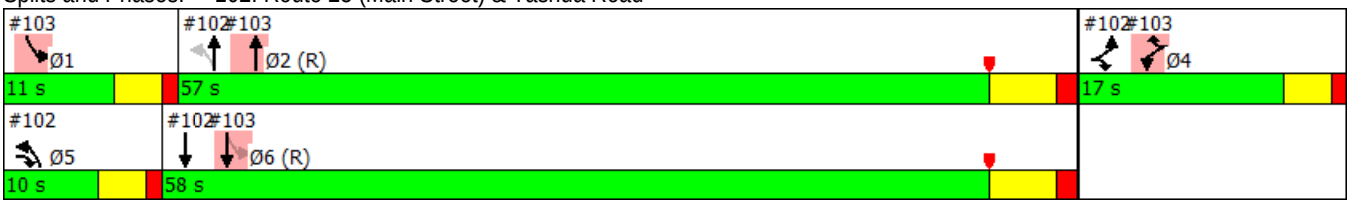


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	70	180	90	1310	1450	60	
Future Volume (vph)	70	180	90	1310	1450	60	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	12	12	
Storage Length (ft)	0	185	385			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		80				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	
Frt		0.850			0.994		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1694	1516	1694	3388	3484	0	
Flt Permitted	0.950		0.100				
Satd. Flow (perm)	1694	1516	178	3388	3484	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		41			9		
Link Speed (mph)	25			40	40		
Link Distance (ft)	661			1950	469		
Travel Time (s)	18.0			33.2	8.0		
Peak Hour Factor	0.83	0.83	0.91	0.91	0.97	0.97	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	84	217	99	1440	1495	62	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	84	217	99	1440	1557	0	
Turn Type	Prot	pt+ov	pm+pt	NA	NA		
Protected Phases	4	4 5	5	2	6		1
Permitted Phases			2				
Detector Phase	4	4 5	5	2	6		
Switch Phase							
Minimum Initial (s)	7.0		5.0	18.0	18.0		5.0
Minimum Split (s)	11.0		9.0	23.7	23.7		9.0
Total Split (s)	17.0		10.0	57.0	58.0		11.0
Total Split (%)	20.0%		11.8%	67.1%	68.2%		13%
Yellow Time (s)	3.0		3.0	4.3	4.3		3.0
All-Red Time (s)	1.0		1.0	1.4	1.4		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		4.0	5.7	5.7		
Lead/Lag			Lead	Lag	Lag		Lead
Lead-Lag Optimize?							
Recall Mode	None		None	C-Min	C-Min		None
Act Effct Green (s)	11.8	21.5	61.7	55.4	53.8		
Actuated g/C Ratio	0.14	0.25	0.73	0.65	0.63		
v/c Ratio	0.36	0.53	0.43	0.65	0.70		
Control Delay	37.2	26.7	10.7	11.8	4.8		
Queue Delay	0.0	0.0	0.0	0.0	0.1		
Total Delay	37.2	26.7	10.7	11.8	4.9		
LOS	D	C	B	B	A		
Approach Delay	29.6			11.7	4.9		
Approach LOS	C			B	A		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Queue Length 50th (ft)	41	78	11	243	66		
Queue Length 95th (ft)	76	130	32	330	71		
Internal Link Dist (ft)	581			1870	389		
Turn Bay Length (ft)		185	385				
Base Capacity (vph)	259	410	236	2206	2210		
Starvation Cap Reductn	0	0	0	0	53		
Spillback Cap Reductn	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.32	0.53	0.42	0.65	0.72		

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 51 (60%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 10.2		Intersection LOS: B	
Intersection Capacity Utilization 64.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road

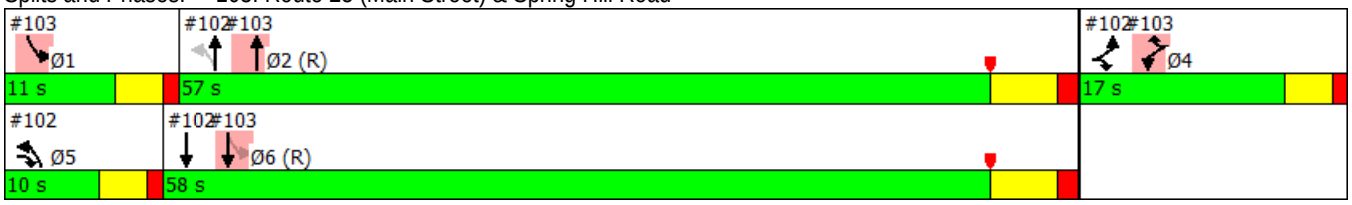


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	90	90	1240	140	100	1420	
Future Volume (vph)	90	90	1240	140	100	1420	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	11	11	
Storage Length (ft)	235	0		175	160		
Storage Lanes	1	1		0	1		
Taper Length (ft)	125				90		
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95	
Frt		0.850	0.985				
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1620	1501	3305	0	1678	3355	
Flt Permitted	0.950				0.108		
Satd. Flow (perm)	1620	1501	3305	0	191	3355	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		113	25				
Link Speed (mph)	30		40			40	
Link Distance (ft)	483		469			490	
Travel Time (s)	11.0		8.0			8.4	
Peak Hour Factor	0.80	0.80	0.89	0.89	0.96	0.96	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	
Adj. Flow (vph)	113	113	1393	157	104	1479	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	113	113	1550	0	104	1479	
Turn Type	Prot	Prot	NA		pm+pt	NA	
Protected Phases	4	4	2		1	6	5
Permitted Phases					6		
Detector Phase	4	4	2		1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	18.0		5.0	18.0	5.0
Minimum Split (s)	11.0	11.0	23.7		9.0	23.7	9.0
Total Split (s)	17.0	17.0	57.0		11.0	58.0	10.0
Total Split (%)	20.0%	20.0%	67.1%		12.9%	68.2%	12%
Yellow Time (s)	3.0	3.0	4.3		3.0	4.3	3.0
All-Red Time (s)	1.0	1.0	1.4		1.0	1.4	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0	5.7		4.0	5.7	
Lead/Lag			Lag		Lead	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min		None	C-Min	None
Act Effct Green (s)	11.8	11.8	55.4		61.5	53.8	
Actuated g/C Ratio	0.14	0.14	0.65		0.72	0.63	
v/c Ratio	0.50	0.37	0.72		0.43	0.70	
Control Delay	41.7	10.5	5.4		11.1	7.7	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay	41.7	10.5	5.4		11.1	7.7	
LOS	D	B	A		B	A	
Approach Delay	26.1		5.4			7.9	
Approach LOS	C		A			A	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Queue Length 50th (ft)	56	0	68		7	107	
Queue Length 95th (ft)	94	33	77		41	206	
Internal Link Dist (ft)	403		389			410	
Turn Bay Length (ft)	235				160		
Base Capacity (vph)	247	325	2161		263	2125	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.46	0.35	0.72		0.40	0.70	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 51 (60%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 8.0		Intersection LOS: A	
Intersection Capacity Utilization 61.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road

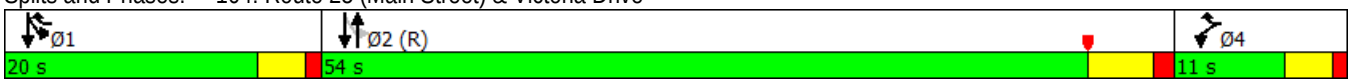


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	80	60	1110	180	80	1440
Future Volume (vph)	80	60	1110	180	80	1440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	15	11	12	12	12
Storage Length (ft)	140	140		360	250	
Storage Lanes	1	1		0	1	
Taper Length (ft)	55				75	
Lane Util. Factor	0.97	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.979			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3591	1708	3285	0	1736	3471
Flt Permitted	0.950				0.102	
Satd. Flow (perm)	3591	1708	3285	0	186	3471
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		53	36			
Link Speed (mph)	25		40			40
Link Distance (ft)	515		1819			502
Travel Time (s)	14.0		31.0			8.6
Peak Hour Factor	0.80	0.80	0.86	0.86	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	100	75	1291	209	85	1532
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	75	1500	0	85	1532
Turn Type	Prot	pt+ov	NA		D.P+P	NA
Protected Phases	4	4 1	2		1	1 2
Permitted Phases					2	
Detector Phase	4	4 1	2		1	1 2
Switch Phase						
Minimum Initial (s)	7.0		18.0		5.0	
Minimum Split (s)	11.0		23.5		9.0	
Total Split (s)	11.0		54.0		20.0	
Total Split (%)	12.9%		63.5%		23.5%	
Yellow Time (s)	3.0		4.2		3.0	
All-Red Time (s)	1.0		1.3		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.0		5.5		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Min		None	
Act Effct Green (s)	7.0	23.7	51.8		68.2	73.0
Actuated g/C Ratio	0.08	0.28	0.61		0.80	0.86
v/c Ratio	0.34	0.15	0.74		0.20	0.51
Control Delay	40.2	9.8	4.2		4.7	1.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	40.2	9.8	4.2		4.7	1.2
LOS	D	A	A		A	A
Approach Delay	27.2		4.2			1.4
Approach LOS	C		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	26	8	18		1	21
Queue Length 95th (ft)	44	31	30		m9	51
Internal Link Dist (ft)	435		1739			422
Turn Bay Length (ft)	140	140			250	
Base Capacity (vph)	295	535	2015		443	2981
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.34	0.14	0.74		0.19	0.51

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 4 (5%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 4.1		Intersection LOS: A	
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive

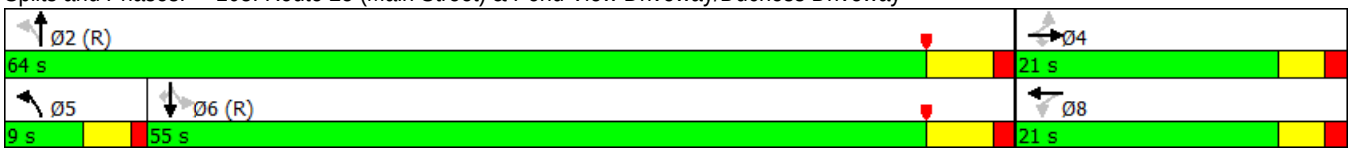


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	0	224	3	0	10	101	1025	22	13	1340	207
Future Volume (vph)	85	0	224	3	0	10	101	1025	22	13	1340	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	10	11	12	12	11	10
Storage Length (ft)	0		0	0		0	150		260	0		0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (ft)	25			25			80			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850		0.899			0.997				0.850
Flt Protected		0.950			0.988		0.950					
Satd. Flow (prot)	0	1678	1501	0	1623	0	1620	3345	0	0	3355	1449
Flt Permitted		0.747			0.937		0.129				0.940	
Satd. Flow (perm)	0	1319	1501	0	1539	0	220	3345	0	0	3154	1449
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			141		86			6				213
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		180			127			1827			378	
Travel Time (s)		4.9			3.5			31.1			6.4	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.93	0.93	0.93	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	100	0	264	4	0	12	109	1102	24	13	1381	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	264	0	16	0	109	1126	0	0	1394	213
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	15.0		15.0	15.0	15.0
Minimum Split (s)	11.5	11.5	11.5	11.5	11.5		9.0	20.7		20.7	20.7	20.7
Total Split (s)	21.0	21.0	21.0	21.0	21.0		9.0	64.0		55.0	55.0	55.0
Total Split (%)	24.7%	24.7%	24.7%	24.7%	24.7%		10.6%	75.3%		64.7%	64.7%	64.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.2		4.2	4.2	4.2
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.0	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.0	5.7			5.7	5.7
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		C-Min	C-Min	C-Min
Act Effct Green (s)		12.5	12.5		12.5		64.0	62.3			55.1	55.1
Actuated g/C Ratio		0.15	0.15		0.15		0.75	0.73			0.65	0.65
v/c Ratio		0.52	0.77		0.05		0.44	0.46			0.68	0.21
Control Delay		42.0	31.6		0.4		9.9	1.1			5.4	0.3
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.1	0.0
Total Delay		42.0	31.6		0.4		9.9	1.1			5.6	0.3
LOS		D	C		A		A	A			A	A
Approach Delay		34.5			0.4			1.8			4.9	
Approach LOS		C			A			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		50	61		0		2	5			55	0
Queue Length 95th (ft)		88	126		0		m9	7			86	m0
Internal Link Dist (ft)		100			47			1747			298	
Turn Bay Length (ft)							150					
Base Capacity (vph)		256	405		368		248	2453			2044	1013
Starvation Cap Reductn		0	0		0		0	0			103	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		0.39	0.65		0.04		0.44	0.46			0.72	0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 54 (64%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 7.0		Intersection LOS: A	
Intersection Capacity Utilization 91.1%		ICU Level of Service F	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway



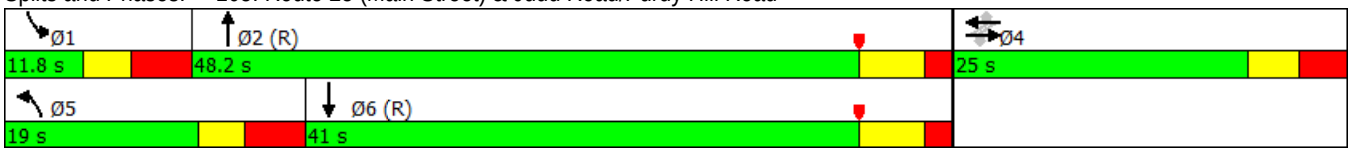
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	60	100	150	90	90	90	1000	30	10	1310	40
Future Volume (vph)	90	60	100	150	90	90	90	1000	30	10	1310	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	10	11	12	10	11	12
Storage Length (ft)	120		120	125		125	220		600	130		0
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	75			75			120			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.996			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	1827	1553	1678	1766	1553	1620	3342	0	1620	3342	0
Flt Permitted	0.692			0.708			0.950			0.950		
Satd. Flow (perm)	1222	1827	1553	1250	1766	1553	1620	3342	0	1620	3342	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)			213					5				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		709			302			378			457	
Travel Time (s)		19.3			8.2			6.4			7.8	
Peak Hour Factor	0.80	0.80	0.80	0.90	0.90	0.90	0.93	0.93	0.93	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	113	75	125	167	100	100	97	1075	32	10	1351	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	75	125	167	100	100	97	1107	0	10	1392	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4						
Detector Phase	4	4	4	4	4	4	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4	11.4	11.4	11.4	11.4	11.8	31.0		11.8	31.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	19.0	48.2		11.8	41.0	
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	29.4%	22.4%	56.7%		13.9%	48.2%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4	7.4	6.4	6.4	7.4	6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	14.9	14.9	13.9	14.9	14.9	13.9	8.9	55.3		5.0	44.4	
Actuated g/C Ratio	0.18	0.18	0.16	0.18	0.18	0.16	0.10	0.65		0.06	0.52	
v/c Ratio	0.53	0.23	0.29	0.76	0.32	0.40	0.57	0.51		0.11	0.80	
Control Delay	40.1	30.4	1.9	55.0	32.2	35.2	60.9	4.0		46.7	15.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1		0.0	0.0	
Total Delay	40.1	30.4	1.9	55.0	32.2	35.2	60.9	4.1		46.7	15.1	
LOS	D	C	A	D	C	D	E	A		D	B	
Approach Delay		22.5			43.4			8.7			15.3	
Approach LOS		C			D			A			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	55	34	0	85	47	48	56	44		5	371	
Queue Length 95th (ft)	90	61	0	#149	87	90	99	117		m9	#531	
Internal Link Dist (ft)		629			222			298			377	
Turn Bay Length (ft)	120		120	125		125	220			130		
Base Capacity (vph)	267	399	490	273	386	321	232	2177		95	1745	
Starvation Cap Reductn	0	0	0	0	0	0	0	176		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.42	0.19	0.26	0.61	0.26	0.31	0.42	0.55		0.11	0.80	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 47 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 16.7 Intersection LOS: B
Intersection Capacity Utilization 73.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road

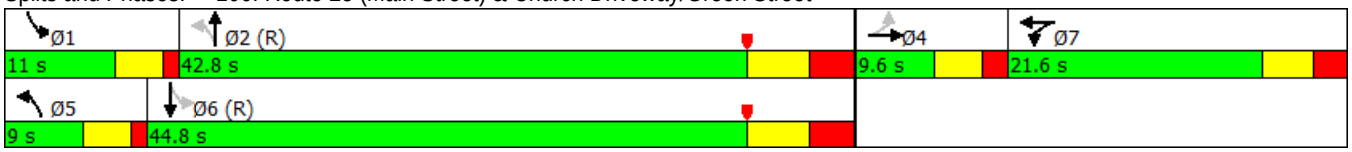


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	50	0	390	0	1050	10	150	1340	0
Future Volume (vph)	0	0	0	50	0	390	0	1050	10	150	1340	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	11	11	12	10	11	11	11	11	12
Storage Length (ft)	0		0	115		0	40		175	100		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			65			65			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.850			0.999				
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1722	0	1694	1516	0	1722	3385	0	1694	3388	0
Flt Permitted				0.950						0.159		
Satd. Flow (perm)	0	1722	0	1694	1516	0	1722	3385	0	284	3388	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					257			1				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		126			720			472			557	
Travel Time (s)		3.4			19.6			8.0			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.83	0.83	0.83	0.90	0.90	0.90	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	0	60	0	470	0	1167	11	160	1426	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	60	470	0	0	1178	0	160	1426	0
Turn Type				Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4		7	7		5	2		1	6	
Permitted Phases	4						2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	9.6	9.6		10.5	10.5		9.0	31.8		9.0	31.8	
Total Split (s)	9.6	9.6		21.6	21.6		9.0	42.8		11.0	44.8	
Total Split (%)	11.3%	11.3%		25.4%	25.4%		10.6%	50.4%		12.9%	52.7%	
Yellow Time (s)	3.0	3.0		3.3	3.3		3.0	3.9		3.0	3.9	
All-Red Time (s)	1.6	1.6		2.2	2.2		1.0	2.9		1.0	2.9	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.6		5.5	5.5		4.0	6.8		4.0	6.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)				15.3	15.3			46.8		60.2	57.4	
Actuated g/C Ratio				0.18	0.18			0.55		0.71	0.68	
v/c Ratio				0.20	0.97			0.63		0.52	0.62	
Control Delay				30.9	52.0			12.8		14.2	4.1	
Queue Delay				0.0	0.0			0.0		0.0	0.0	
Total Delay				30.9	52.0			12.8		14.2	4.1	
LOS				C	D			B		B	A	
Approach Delay					49.6			12.8			5.1	
Approach LOS					D			B			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)				27	119			264		10	57	
Queue Length 95th (ft)				56	#257			320		m37	82	
Internal Link Dist (ft)		46			640			392			477	
Turn Bay Length (ft)				115						100		
Base Capacity (vph)				320	495			1865		317	2286	
Starvation Cap Reductn				0	0			0		0	0	
Spillback Cap Reductn				0	0			0		0	0	
Storage Cap Reductn				0	0			0		0	0	
Reduced v/c Ratio				0.19	0.95			0.63		0.50	0.62	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 14 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 78.9%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



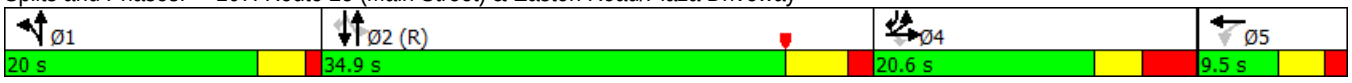
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	0	440	0	10	0	490	960	0	0	1090	530
Future Volume (vph)	220	0	440	0	10	0	490	960	0	0	1090	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	11	11	10	11	11
Storage Length (ft)	375		370	0		0	250		0	280		170
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	100			25			200			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected	0.950	0.950					0.950					
Satd. Flow (prot)	1625	1625	1531	0	1863	0	3204	3421	0	1739	3421	1531
Flt Permitted	0.950	0.950					0.950					
Satd. Flow (perm)	1625	1625	1531	0	1863	0	3204	3421	0	1739	3421	1531
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			459									214
Link Speed (mph)		40			25			40			40	
Link Distance (ft)		745			139			557			391	
Travel Time (s)		12.7			3.8			9.5			6.7	
Peak Hour Factor	0.81	0.81	0.81	0.80	0.80	0.80	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	272	0	543	0	13	0	533	1043	0	0	1225	596
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	136	136	543	0	13	0	533	1043	0	0	1225	596
Turn Type	Split	NA	Perm		NA		Prot	NA		Perm	NA	pm+ov
Protected Phases	4	4			5		1	1 2			2	4
Permitted Phases			4	5						2		2
Detector Phase	4	4	4	5	5		1	2		2	2	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0		5.0			15.0	15.0	10.0
Minimum Split (s)	16.6	16.6	16.6	9.5	9.5		9.0			20.5	20.5	16.6
Total Split (s)	20.6	20.6	20.6	9.5	9.5		20.0			34.9	34.9	20.6
Total Split (%)	24.2%	24.2%	24.2%	11.2%	11.2%		23.5%			41.1%	41.1%	24.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.9	3.9	3.0
All-Red Time (s)	3.6	3.6	3.6	1.5	1.5		1.0			1.6	1.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0			0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.6		4.5		4.0			5.5	5.5	6.6
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	None
Act Effct Green (s)	12.5	12.5	12.5		5.0		15.7	60.0			38.8	56.8
Actuated g/C Ratio	0.15	0.15	0.15		0.06		0.18	0.71			0.46	0.67
v/c Ratio	0.57	0.57	0.88		0.12		0.90	0.43			0.78	0.55
Control Delay	43.4	43.4	24.4		40.5		52.3	5.5			25.9	7.2
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay	43.4	43.4	24.4		40.5		52.3	5.5			25.9	7.2
LOS	D	D	C		D		D	A			C	A
Approach Delay		30.7			40.5			21.3			19.8	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)	70	70	40		7		145	57			280	75

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	114	114	#116		22		m#217	m162			#493	212
Internal Link Dist (ft)		665			59			477			311	
Turn Bay Length (ft)	375		370				250					170
Base Capacity (vph)	267	267	635		109		603	2416			1563	1117
Starvation Cap Reductn	0	0	0		0		0	0			0	0
Spillback Cap Reductn	0	0	0		0		0	0			0	0
Storage Cap Reductn	0	0	0		0		0	0			0	0
Reduced v/c Ratio	0.51	0.51	0.86		0.12		0.88	0.43			0.78	0.53

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 22.5		Intersection LOS: C	
Intersection Capacity Utilization 75.4%		ICU Level of Service D	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	10	1300	280	70	1330
Future Volume (vph)	40	10	1300	280	70	1330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Storage Length (ft)	0	60		0	225	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				65	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.973			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3444	0	1711	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3444	0	1711	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		13	56			
Link Speed (mph)	25		30			35
Link Distance (ft)	350		188			421
Travel Time (s)	9.5		4.3			8.2
Peak Hour Factor	0.80	0.80	0.90	0.90	0.90	0.90
Adj. Flow (vph)	50	13	1444	311	78	1478
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	13	1755	0	78	1478
Turn Type	Prot	Prot	NA		Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases						
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		5.0	15.0
Minimum Split (s)	10.5	10.5	20.9		9.0	20.9
Total Split (s)	13.0	13.0	83.0		14.0	97.0
Total Split (%)	11.8%	11.8%	75.5%		12.7%	88.2%
Yellow Time (s)	3.0	3.0	4.4		3.0	4.4
All-Red Time (s)	0.5	0.5	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	3.5	5.9		4.0	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)	8.0	8.0	85.2		8.6	95.9
Actuated g/C Ratio	0.07	0.07	0.77		0.08	0.87
v/c Ratio	0.39	0.10	0.66		0.59	0.48
Control Delay	57.4	23.8	6.8		51.5	3.3
Queue Delay	0.0	0.0	0.0		0.0	0.2
Total Delay	57.4	23.8	6.8		51.5	3.5
LOS	E	C	A		D	A
Approach Delay	50.5		6.8			5.9
Approach LOS	D		A			A
Queue Length 50th (ft)	34	0	214		56	121

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	65	17	237		m87	192
Internal Link Dist (ft)	270		108			341
Turn Bay Length (ft)		60			225	
Base Capacity (vph)	152	148	2679		155	3084
Starvation Cap Reductn	0	0	6		0	656
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.33	0.09	0.66		0.50	0.61

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 55 (50%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 7.2		Intersection LOS: A	
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

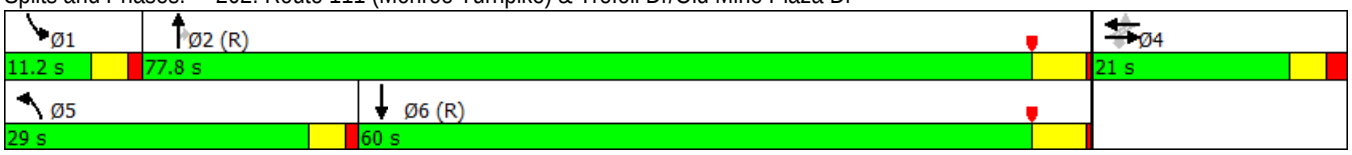


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	10	170	50	10	30	210	1040	60	40	1180	50
Future Volume (vph)	50	10	170	50	10	30	210	1040	60	40	1180	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	11	12	12	12	12	12
Storage Length (ft)	0		130	90		0	250		250	200		0
Storage Lanes	0		1	1		0	1		1	1		0
Taper Length (ft)	25			60			125			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.888				0.850		0.994	
Flt Protected		0.960		0.950			0.950			0.950		
Satd. Flow (prot)	0	1889	1568	1752	1747	0	1694	3505	1568	1752	3484	0
Flt Permitted		0.727		0.708			0.950			0.950		
Satd. Flow (perm)	0	1430	1568	1306	1747	0	1694	3505	1568	1752	3484	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			213		38				66		6	
Link Speed (mph)		25			25			35			40	
Link Distance (ft)		274			273			421			425	
Travel Time (s)		7.5			7.4			8.2			7.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	63	13	213	63	13	38	231	1143	66	44	1311	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	213	63	51	0	231	1143	66	44	1367	0
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4					2			
Detector Phase	4	4	4	4	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.8	11.8	11.8	11.8	11.8		9.1	19.9	19.9	9.1	19.9	
Total Split (s)	21.0	21.0	21.0	21.0	21.0		29.0	77.8	77.8	11.2	60.0	
Total Split (%)	19.1%	19.1%	19.1%	19.1%	19.1%		26.4%	70.7%	70.7%	10.2%	54.5%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.4	4.4	3.0	4.4	
All-Red Time (s)	1.8	1.8	1.8	1.8	1.8		1.1	0.5	0.5	1.1	0.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.8	4.8	4.8	4.8		4.1	4.9	4.9	4.1	4.9	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)		10.6	10.6	10.6	10.6		19.1	81.0	81.0	6.5	66.5	
Actuated g/C Ratio		0.10	0.10	0.10	0.10		0.17	0.74	0.74	0.06	0.60	
v/c Ratio		0.55	0.62	0.50	0.25		0.79	0.44	0.06	0.43	0.65	
Control Delay		61.9	14.5	60.0	22.0		68.5	1.2	0.1	58.9	6.7	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.2	0.0	0.0	0.0	
Total Delay		61.9	14.5	60.0	22.0		68.5	1.4	0.1	58.9	6.7	
LOS		E	B	E	C		E	A	A	E	A	
Approach Delay		27.0			43.0			12.1			8.3	
Approach LOS		C			D			B			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		52	0	43	9		152	8	0	32	77	
Queue Length 95th (ft)		85	43	74	36		205	10	m0	m61	136	
Internal Link Dist (ft)		194			193			341			345	
Turn Bay Length (ft)			130	90			250		250	200		
Base Capacity (vph)		210	412	192	289		383	2579	1171	113	2109	
Starvation Cap Reductn		0	0	0	0		0	572	0	0	0	
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio		0.36	0.52	0.33	0.18		0.60	0.57	0.06	0.39	0.65	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 62 (56%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 12.8		Intersection LOS: B	
Intersection Capacity Utilization 67.3%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr

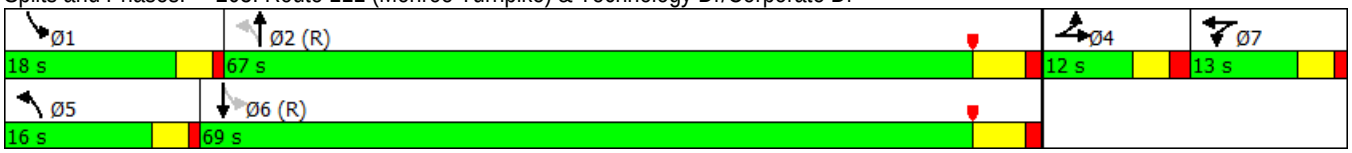


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	30	50	0	20	110	640	280	160	1190	100
Future Volume (vph)	20	0	30	50	0	20	110	640	280	160	1190	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	11	10	12	11	12	12	11	12	12
Storage Length (ft)	0		115	0		125	150		0	325		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.861			0.912			0.954			0.988	
Flt Protected	0.950	0.996		0.950	0.980		0.950			0.950		
Satd. Flow (prot)	1625	1568	0	1625	1476	0	1711	3376	0	1711	3497	0
Flt Permitted	0.950	0.996		0.950	0.980		0.159			0.235		
Satd. Flow (perm)	1625	1568	0	1625	1476	0	286	3376	0	423	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		109			114			101			13	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		311			293			1088			554	
Travel Time (s)		8.5			8.0			18.5			9.4	
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.88	0.88	0.88	0.96	0.96	0.96
Adj. Flow (vph)	25	0	37	60	0	24	125	727	318	167	1240	104
Shared Lane Traffic (%)	10%			28%								
Lane Group Flow (vph)	22	40	0	43	41	0	125	1045	0	167	1344	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.7	9.7		9.2	9.2		9.0	20.8		9.0	20.8	
Total Split (s)	12.0	12.0		13.0	13.0		16.0	67.0		18.0	69.0	
Total Split (%)	10.9%	10.9%		11.8%	11.8%		14.5%	60.9%		16.4%	62.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.7	1.7		1.2	1.2		1.0	1.4		1.0	1.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.2	4.2		4.0	5.8		4.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	5.5	5.5		6.7	6.7		83.9	75.8		85.3	76.6	
Actuated g/C Ratio	0.05	0.05		0.06	0.06		0.76	0.69		0.78	0.70	
v/c Ratio	0.27	0.22		0.43	0.21		0.42	0.44		0.41	0.55	
Control Delay	58.3	2.8		62.7	2.4		9.4	6.7		3.7	5.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	58.3	2.8		62.7	2.4		9.4	6.7		3.7	5.3	
LOS	E	A		E	A		A	A		A	A	
Approach Delay		22.5			33.3			7.0			5.2	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	15	0		31	0		16	91		10	137	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	38	0		65	0		49	136		10	182	
Internal Link Dist (ft)		231			213			1008			474	
Turn Bay Length (ft)							150			325		
Base Capacity (vph)	107	205		130	222		385	2358		504	2437	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.21	0.20		0.33	0.18		0.32	0.44		0.33	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 59 (54%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 7.1		Intersection LOS: A	
Intersection Capacity Utilization 62.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

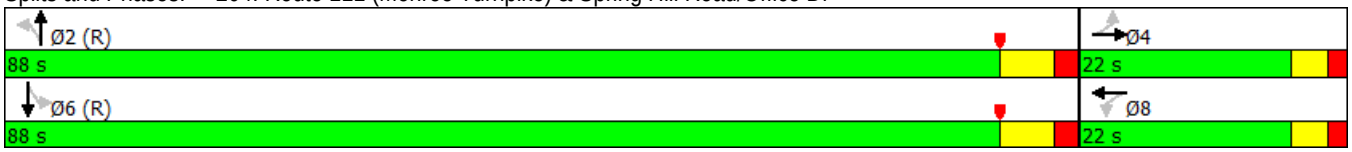


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	0	30	0	0	0	10	630	0	0	1430	100
Future Volume (vph)	50	0	30	0	0	0	10	630	0	0	1430	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.949									0.990	
Flt Protected		0.970						0.999				
Satd. Flow (prot)	0	1738	0	0	1888	0	0	3468	0	0	3436	0
Flt Permitted		0.810						0.918				
Satd. Flow (perm)	0	1451	0	0	1888	0	0	3187	0	0	3436	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35									18	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		364			150			1529			547	
Travel Time (s)		9.9			4.1			26.1			9.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.90	0.90	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	63	0	38	0	0	0	11	700	0	0	1459	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	101	0	0	0	0	0	711	0	0	1561	0
Turn Type	Perm	NA					Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		21.5	21.5		21.5	21.5	
Total Split (s)	22.0	22.0		22.0	22.0		88.0	88.0		88.0	88.0	
Total Split (%)	20.0%	20.0%		20.0%	20.0%		80.0%	80.0%		80.0%	80.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	1.7	1.7		1.7	1.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		10.2						88.6			88.6	
Actuated g/C Ratio		0.09						0.81			0.81	
v/c Ratio		0.61						0.28			0.56	
Control Delay		46.8						4.9			3.8	
Queue Delay		0.0						0.0			0.2	
Total Delay		46.8						4.9			4.0	
LOS		D						A			A	
Approach Delay		46.8						4.9			4.0	
Approach LOS		D						A			A	
Queue Length 50th (ft)		45						75			120	
Queue Length 95th (ft)		83						111			174	
Internal Link Dist (ft)		284			70			1449			467	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		257						2567			2771	
Starvation Cap Reductn		0						0			368	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.39						0.28			0.65	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 21 (19%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 6.1		Intersection LOS: A	
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr

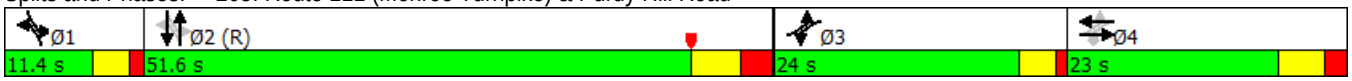


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	80	170	350	140	50	90	510	80	30	1010	50
Future Volume (vph)	60	80	170	350	140	50	90	510	80	30	1010	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	11	12	12
Storage Length (ft)	0		130	110		0	350		0	125		0
Storage Lanes	1		2	1		0	1		0	1		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.961			0.980			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1827	1553	1736	1756	0	1678	3402	0	1678	3447	0
Flt Permitted	0.343			0.695			0.120			0.334		
Satd. Flow (perm)	627	1827	1553	1270	1756	0	212	3402	0	590	3447	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185		14			19			5	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		468			420			547			444	
Travel Time (s)		10.6			11.5			9.3			7.6	
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.90	0.90	0.90	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	72	96	205	393	157	56	100	567	89	32	1086	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	96	205	393	213	0	100	656	0	32	1140	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	4		3	4		1	2		1	2	
Permitted Phases	4		4	4			2			2		
Detector Phase	3	4	4	3	4		1	2		1	2	
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.0	13.7	13.7	9.0	13.7		9.2	21.8		9.2	21.8	
Total Split (s)	24.0	23.0	23.0	24.0	23.0		11.4	51.6		11.4	51.6	
Total Split (%)	21.8%	20.9%	20.9%	21.8%	20.9%		10.4%	46.9%		10.4%	46.9%	
Yellow Time (s)	3.0	3.7	3.7	3.0	3.7		3.0	4.1		3.0	4.1	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.2	2.7		1.2	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.7	5.7	4.0	5.7		4.2	6.8		4.2	6.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	36.9	15.5	15.5	36.9	15.5		56.7	47.3		56.7	47.3	
Actuated g/C Ratio	0.34	0.14	0.14	0.34	0.14		0.52	0.43		0.52	0.43	
v/c Ratio	0.18	0.37	0.54	0.77	0.82		0.50	0.45		0.09	0.77	
Control Delay	23.0	46.5	14.0	39.7	67.6		21.7	12.5		8.3	25.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.0	46.5	14.0	39.7	67.6		21.7	12.5		8.3	25.8	
LOS	C	D	B	D	E		C	B		A	C	
Approach Delay		24.1			49.5			13.7			25.3	
Approach LOS		C			D			B			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	32	61	12	216	136		7	168		8	381	
Queue Length 95th (ft)	58	103	62	311	#239		47	203		m10	m383	
Internal Link Dist (ft)		388			340			467			364	
Turn Bay Length (ft)			130	110			350			125		
Base Capacity (vph)	413	287	400	514	287		206	1474		377	1485	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.17	0.33	0.51	0.76	0.74		0.49	0.45		0.08	0.77	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 27.2		Intersection LOS: C	
Intersection Capacity Utilization 77.8%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road

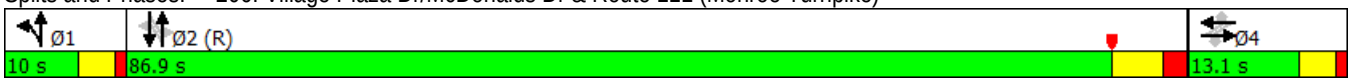


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	20	60	0	50	30	470	50	70	1210	10
Future Volume (vph)	10	0	20	60	0	50	30	470	50	70	1210	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	15	14	11	11	12	10	11	12
Storage Length (ft)	0		0	0		35	120		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			80			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.986			0.999	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1678	1501	0	1909	1656	1678	1741	0	1620	1764	0
Flt Permitted		0.672			0.749		0.049			0.444		
Satd. Flow (perm)	0	1187	1501	0	1505	1656	87	1741	0	757	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72			72		22			1	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		121			198			441			636	
Travel Time (s)		3.3			5.4			8.6			12.4	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.89	0.89	0.89	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	13	0	25	75	0	63	34	528	56	80	1375	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	25	0	75	63	34	584	0	80	1386	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4		4	2			2		
Detector Phase	4	4	4	4	4	4	1	1 2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	4.0			36.0	36.0	
Minimum Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	8.0			42.3	42.3	
Total Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	10.0			86.9	86.9	
Total Split (%)	11.9%	11.9%	11.9%	11.9%	11.9%	11.9%	9.1%			79.0%	79.0%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.2	4.2	
All-Red Time (s)	1.1	1.1	1.1	1.1	1.1	1.1	1.0			2.1	2.1	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Lost Time (s)		4.1	4.1		4.1	4.1	4.0			6.3	6.3	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max			C-Min	C-Min	
Act Effct Green (s)		9.0	9.0		9.0	9.0	91.5	96.3		83.2	83.2	
Actuated g/C Ratio		0.08	0.08		0.08	0.08	0.83	0.88		0.76	0.76	
v/c Ratio		0.13	0.13		0.61	0.31	0.21	0.38		0.14	1.04	
Control Delay		50.4	1.4		70.3	13.7	12.6	3.0		2.8	41.5	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		50.4	1.4		70.3	13.7	12.6	3.0		2.8	41.5	
LOS		D	A		E	B	B	A		A	D	
Approach Delay		18.2			44.5			3.5			39.4	
Approach LOS		B			D			A			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		9	0		52	0	3	36		7	~1092	
Queue Length 95th (ft)		26	0		#91	26	m24	48		m9	m#1239	
Internal Link Dist (ft)		41			118			361			556	
Turn Bay Length (ft)						35	120			135		
Base Capacity (vph)		97	188		123	201	159	1527		572	1334	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.13	0.13		0.61	0.31	0.21	0.38		0.14	1.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 44 (40%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 29.5		Intersection LOS: C	
Intersection Capacity Utilization 91.4%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)

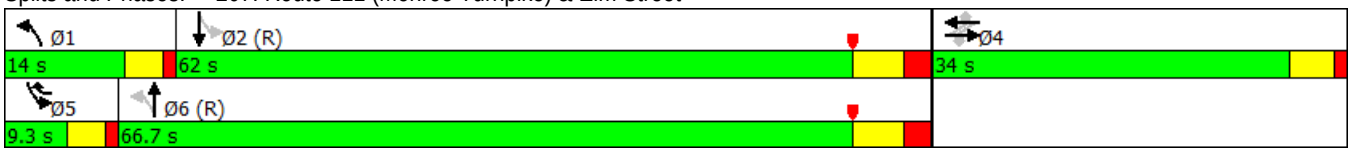


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	190	430	60	130	40	150	300	40	40	800	60
Future Volume (vph)	40	190	430	60	130	40	150	300	40	40	800	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	9	12	11	10	11	11	12	10	12	12
Storage Length (ft)	125		125	100		100	160		160	95		95
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	40			100			70			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.982			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1644	1398	1736	1766	1449	1678	1734	0	1620	1809	0
Flt Permitted	0.597			0.476			0.070			0.499		
Satd. Flow (perm)	1091	1644	1398	870	1766	1449	124	1734	0	851	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			214			77		10			5	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		385			483			814			737	
Travel Time (s)		8.8			11.0			15.9			14.4	
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.82	0.82	0.82	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	46	218	494	70	151	47	183	366	49	41	825	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	218	494	70	151	47	183	415	0	41	887	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.9	9.9	9.9	9.9	9.9	9.2	9.2	21.6		9.2	21.6	
Total Split (s)	34.0	34.0	34.0	34.0	34.0	9.3	14.0	66.7		9.3	62.0	
Total Split (%)	30.9%	30.9%	30.9%	30.9%	30.9%	8.5%	12.7%	60.6%		8.5%	56.4%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.2	3.2	4.2		3.2	4.2	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.2	1.0	1.0	2.4		1.0	2.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9	4.2	4.2	6.6		4.2	6.6	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	27.5	27.5	27.5	27.5	27.5	37.5	73.4	63.5		64.8	57.4	
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.25	0.34	0.67	0.58		0.59	0.52	
v/c Ratio	0.17	0.53	0.97	0.32	0.34	0.09	0.85	0.41		0.08	0.94	
Control Delay	33.1	40.5	56.4	37.5	35.7	2.2	70.9	6.6		6.5	37.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.8	
Total Delay	33.1	40.5	56.4	37.5	35.7	2.2	70.9	6.6		6.5	38.2	
LOS	C	D	E	D	D	A	E	A		A	D	
Approach Delay		50.4			30.3			26.3			36.8	
Approach LOS		D			C			C			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	25	131	212	40	86	0	85	63		3	511	
Queue Length 95th (ft)	55	199	#395	78	138	9	#168	74		m15	#865	
Internal Link Dist (ft)		305			403			734			657	
Turn Bay Length (ft)	125		125	100		100	160			95		
Base Capacity (vph)	288	434	527	230	467	545	221	1005		537	945	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	8	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.50	0.94	0.30	0.32	0.09	0.83	0.41		0.08	0.95	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 101 (92%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 37.7		Intersection LOS: D	
Intersection Capacity Utilization 90.2%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street

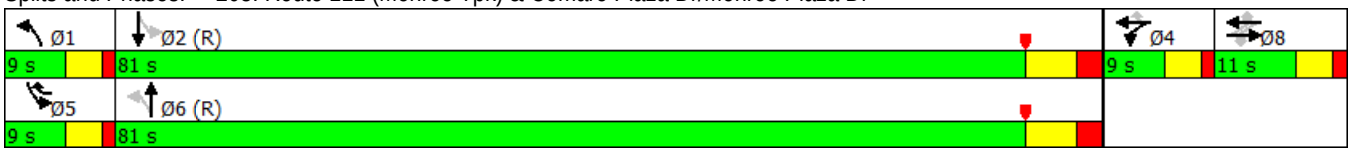


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	60	50	0	30	30	290	10	30	800	30
Future Volume (vph)	20	0	60	50	0	30	30	290	10	30	800	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	10	11	10	11	12	10	11	12
Storage Length (ft)	0		0	0		0	450		0	145		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			55			105		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.995			0.995	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1662	1538	0	1604	1487	1604	1740	0	1604	1740	0
Flt Permitted		0.784			0.784		0.241			0.533		
Satd. Flow (perm)	0	1371	1538	0	1324	1487	407	1740	0	900	1740	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			36		4			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		102			224			737			443	
Travel Time (s)		2.8			6.1			14.4			8.6	
Peak Hour Factor	0.80	0.80	0.80	0.83	0.83	0.83	0.85	0.85	0.85	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	25	0	75	60	0	36	35	341	12	32	851	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	75	0	60	36	35	353	0	32	883	0
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8		4	4 8	5	1	6		5	2	
Permitted Phases	8		8	8		4 8	6			2		
Detector Phase	8	8	8	4	4 8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.3	9.3	9.3	9.0		9.0	9.0	21.4		9.0	21.4	
Total Split (s)	11.0	11.0	11.0	9.0		9.0	9.0	81.0		9.0	81.0	
Total Split (%)	10.0%	10.0%	10.0%	8.2%		8.2%	8.2%	73.6%		8.2%	73.6%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0	4.2		3.0	4.2	
All-Red Time (s)	1.3	1.3	1.3	1.0		1.0	1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.3	4.3			4.0	4.0	6.4		4.0	6.4	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None	None	C-Min		None	C-Min	
Act Effct Green (s)		6.1	6.1		10.4	20.7	87.1	82.0		87.9	83.8	
Actuated g/C Ratio		0.06	0.06		0.09	0.19	0.79	0.75		0.80	0.76	
v/c Ratio		0.33	0.39		0.44	0.12	0.09	0.27		0.04	0.67	
Control Delay		61.8	9.4		53.2	11.9	2.4	4.3		2.1	8.5	
Queue Delay		0.0	0.1		0.0	0.0	0.0	0.0		0.0	1.0	
Total Delay		61.8	9.5		53.2	11.9	2.4	4.3		2.1	9.4	
LOS		E	A		D	B	A	A		A	A	
Approach Delay		22.6			37.7			4.1			9.2	
Approach LOS		C			D			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		17	0		38	0	2	58		3	196	
Queue Length 95th (ft)		41	8		72	23	7	50		m5	377	
Internal Link Dist (ft)		22			144			657			363	
Turn Bay Length (ft)							450			145		
Base Capacity (vph)		83	199		145	308	376	1297		751	1326	
Starvation Cap Reductn		0	0		0	0	0	0		0	206	
Spillback Cap Reductn		0	4		0	0	0	0		0	73	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.30	0.38		0.41	0.12	0.09	0.27		0.04	0.79	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 7 (6%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 10.6		Intersection LOS: B	
Intersection Capacity Utilization 64.5%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr

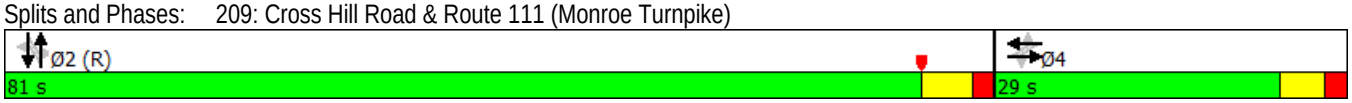


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	10	30	120	60	40	10	300	30	10	710	210
Future Volume (vph)	120	10	30	120	60	40	10	300	30	10	710	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	12	12	10	11	12	10	11	12
Storage Length (ft)	90		90	0		95	90		90	45		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			25			105			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.888			0.940			0.986			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1604	1553	0	1719	1701	0	1604	1725	0	1604	1690	0
Flt Permitted	0.635			0.724			0.194			0.527		
Satd. Flow (perm)	1072	1553	0	1310	1701	0	328	1725	0	890	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			28			10			30	
Link Speed (mph)		25			30			35			40	
Link Distance (ft)		354			360			443			949	
Travel Time (s)		9.7			8.2			8.6			16.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.89	0.89	0.89	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	150	13	38	150	75	50	11	337	34	11	747	221
Shared Lane Traffic (%)												
Lane Group Flow (vph)	150	51	0	150	125	0	11	371	0	11	968	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	12.6	12.6		12.6	12.6		26.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0		29.0	29.0		81.0	81.0		81.0	81.0	
Total Split (%)	26.4%	26.4%		26.4%	26.4%		73.6%	73.6%		73.6%	73.6%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.2	4.2		4.2	4.2	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	19.1	19.1		19.1	19.1		79.3	79.3		79.3	79.3	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.72	0.72		0.72	0.72	
v/c Ratio	0.81	0.17		0.66	0.39		0.05	0.30		0.02	0.79	
Control Delay	73.4	16.8		55.9	33.5		4.1	4.6		1.3	7.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.2		0.0	0.4	
Total Delay	73.4	16.8		55.9	33.5		4.1	4.8		1.3	8.1	
LOS	E	B		E	C		A	A		A	A	
Approach Delay		59.0			45.7			4.8			8.0	
Approach LOS		E			D			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	101	8		98	60		1	29		1	123	
Queue Length 95th (ft)	148	33		142	97		5	89		m0	19	
Internal Link Dist (ft)		274			280			363			869	
Turn Bay Length (ft)	90						90			45		
Base Capacity (vph)	228	360		278	383		236	1246		641	1226	
Starvation Cap Reductn	0	0		0	0		0	346		0	1	
Spillback Cap Reductn	0	1		0	0		0	0		0	45	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.66	0.14		0.54	0.33		0.05	0.41		0.02	0.82	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 18.6		Intersection LOS: B	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)

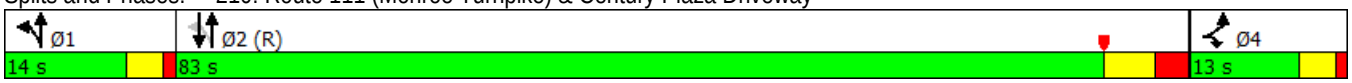


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	30	20	440	900	30
Future Volume (vph)	10	30	20	440	900	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	11	12
Storage Length (ft)	0	0	280			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		175			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.996	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1662	1538	1662	1749	1742	0
Flt Permitted	0.950		0.211			
Satd. Flow (perm)	1662	1538	369	1749	1742	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		38			3	
Link Speed (mph)	25			40	40	
Link Distance (ft)	142			949	728	
Travel Time (s)	3.9			16.2	12.4	
Peak Hour Factor	0.80	0.80	0.83	0.83	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	13	38	24	530	938	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	38	24	530	969	0
Turn Type	Prot	Prot	D.P+P	NA	NA	
Protected Phases	4	4	1	1 2	2	
Permitted Phases			2			
Detector Phase	4	4	1	1 2	2	
Switch Phase						
Minimum Initial (s)	9.0	9.0	3.0		15.0	
Minimum Split (s)	13.0	13.0	7.0		22.0	
Total Split (s)	13.0	13.0	14.0		83.0	
Total Split (%)	11.8%	11.8%	12.7%		75.5%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		2.8	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		7.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	Min		C-Max	
Act Effct Green (s)	9.0	9.0	94.2	99.8	83.3	
Actuated g/C Ratio	0.08	0.08	0.86	0.91	0.76	
v/c Ratio	0.10	0.24	0.06	0.33	0.73	
Control Delay	48.6	18.9	1.4	1.5	13.8	
Queue Delay	0.0	0.0	0.0	0.0	0.1	
Total Delay	48.6	18.9	1.4	1.5	13.8	
LOS	D	B	A	A	B	
Approach Delay	26.5			1.5	13.8	
Approach LOS	C			A	B	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	9	0	1	23	423	
Queue Length 95th (ft)	26	26	m4	58	634	
Internal Link Dist (ft)	62			869	648	
Turn Bay Length (ft)			280			
Base Capacity (vph)	135	160	439	1586	1320	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	14	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.10	0.24	0.05	0.33	0.74	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 94 (85%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 9.9		Intersection LOS: A	
Intersection Capacity Utilization 65.9%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1060	60	0	1390
Future Volume (vph)	0	0	1060	60	0	1390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.993			
Flt Protected						
Satd. Flow (prot)	1722	0	1832	0	0	1845
Flt Permitted						
Satd. Flow (perm)	1722	0	1832	0	0	1845
Link Speed (mph)	30		40			40
Link Distance (ft)	316		5363			661
Travel Time (s)	7.2		91.4			11.3
Peak Hour Factor	0.80	0.80	0.86	0.86	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	1233	70	0	1479
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1303	0	0	1479
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1060	60	0	1390
Future Vol, veh/h	0	0	1060	60	0	1390
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	86	86	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	1233	70	0	1479

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2746	1267	0	0	1302	0
Stage 1	1267	-	-	-	-	-
Stage 2	1479	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	22	205	-	-	529	-
Stage 1	264	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	22	205	-	-	529	-
Mov Cap-2 Maneuver	22	-	-	-	-	-
Stage 1	264	-	-	-	-	-
Stage 2	208	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	529	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	80	30	10	180	40	10	60	10	80	310	190
Future Volume (vph)	50	80	30	10	180	40	10	60	10	80	310	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	10	12	12	12	12
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.977			0.983			0.956	
Flt Protected	0.950				0.998			0.994			0.993	
Satd. Flow (prot)	1752	1710	0	0	1799	0	0	1682	0	0	1751	0
Flt Permitted	0.487				0.984			0.917			0.942	
Satd. Flow (perm)	898	1710	0	0	1773	0	0	1552	0	0	1661	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			16			13			57	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		988			775			934			884	
Travel Time (s)		22.5			17.6			25.5			24.1	
Peak Hour Factor	0.86	0.86	0.86	0.83	0.83	0.83	0.80	0.80	0.80	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	58	93	35	12	217	48	13	75	13	88	341	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	128	0	0	277	0	0	101	0	0	638	0
Turn Type	D.P+P	NA		Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases	7	4			8			2		1	6	
Permitted Phases	8			8			2			2		
Detector Phase	7	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		9.0	9.0		9.0	9.0		5.0	5.0	
Minimum Split (s)	9.0	10.0		14.0	14.0		14.0	14.0		9.0	10.0	
Total Split (s)	9.0	26.0		17.0	17.0		25.0	25.0		9.0	34.0	
Total Split (%)	15.0%	43.3%		28.3%	28.3%		41.7%	41.7%		15.0%	56.7%	
Yellow Time (s)	3.0	3.5		3.5	3.5		3.5	3.5		3.0	3.5	
All-Red Time (s)	1.0	1.5		1.5	1.5		1.5	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.0			5.0			5.0			5.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	15.1	16.1			11.6			22.4			22.4	
Actuated g/C Ratio	0.31	0.33			0.24			0.45			0.45	
v/c Ratio	0.16	0.22			0.65			0.14			0.81	
Control Delay	13.4	11.3			28.9			8.1			21.1	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay	13.4	11.3			28.9			8.1			21.1	
LOS	B	B			C			A			C	
Approach Delay		12.0			28.9			8.1			21.1	
Approach LOS		B			C			A			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	13	21			85			16			160	
Queue Length 95th (ft)	32	52			#169			33			#337	
Internal Link Dist (ft)		908			695			854			804	
Turn Bay Length (ft)	100											
Base Capacity (vph)	369	807			478			818			1078	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.16	0.16			0.58			0.12			0.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 49.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 20.4		Intersection LOS: C	
Intersection Capacity Utilization 70.0%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 402: Cutler's Farm Road & Purdy Hill Road

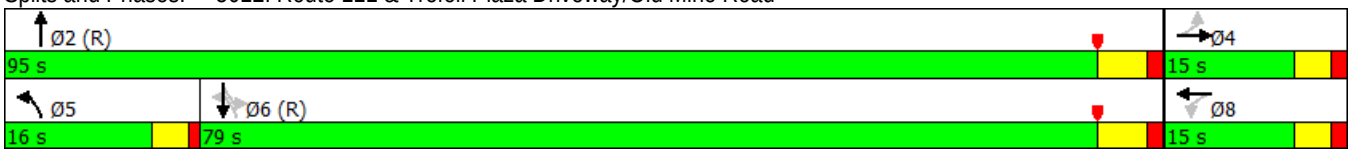


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	0	80	10	0	10	120	1550	10	0	1300	90
Future Volume (vph)	30	0	80	10	0	10	120	1550	10	0	1300	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	100		0	0		0	150		0	100		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	100			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.932			0.999			0.990	
Flt Protected	0.950				0.976		0.950					
Satd. Flow (prot)	1694	1516	0	0	1622	0	1694	3385	0	1783	3354	0
Flt Permitted	0.740				0.736		0.128					
Satd. Flow (perm)	1320	1516	0	0	1223	0	228	3385	0	1783	3354	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		205			64			2			14	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		275			277			321			269	
Travel Time (s)		7.5			7.6			6.3			5.2	
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.93	0.93	0.93	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	33	0	89	13	0	13	129	1667	11	0	1444	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	89	0	0	26	0	129	1678	0	0	1544	0
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			6			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		5.0	15.0		9.0	9.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		9.0	20.5		20.5	20.5	
Total Split (s)	15.0	15.0		15.0	15.0		16.0	95.0		79.0	79.0	
Total Split (%)	13.6%	13.6%		13.6%	13.6%		14.5%	86.4%		71.8%	71.8%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5			4.5		4.0	5.5		5.5	5.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Act Effct Green (s)	9.4	9.4			9.4		90.8	94.4			81.9	
Actuated g/C Ratio	0.09	0.09			0.09		0.83	0.86			0.74	
v/c Ratio	0.29	0.28			0.16		0.45	0.58			0.62	
Control Delay	54.0	2.2			2.1		7.1	3.9			8.9	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	
Total Delay	54.0	2.2			2.1		7.1	3.9			8.9	
LOS	D	A			A		A	A			A	
Approach Delay		16.2			2.1			4.2			8.9	
Approach LOS		B			A			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	22	0			0		11	158			248	
Queue Length 95th (ft)	54	0			0		22	217			369	
Internal Link Dist (ft)		195			197			241			189	
Turn Bay Length (ft)	100						150					
Base Capacity (vph)	126	330			174		355	2904			2499	
Starvation Cap Reductn	0	0			0		0	0			0	
Spillback Cap Reductn	0	0			0		0	0			0	
Storage Cap Reductn	0	0			0		0	0			0	
Reduced v/c Ratio	0.26	0.27			0.15		0.36	0.58			0.62	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 6.6		Intersection LOS: A	
Intersection Capacity Utilization 71.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5012: Route 111 & Trefoil Plaza Driveway/Old Mine Road

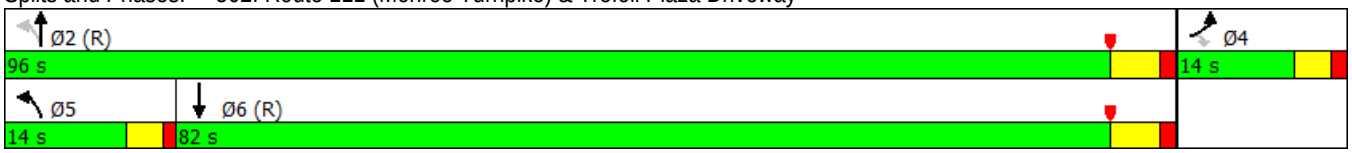


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	80	120	1560	1300	90
Future Volume (vph)	30	80	120	1560	1300	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	11	10	12
Storage Length (ft)	0	25	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		105			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.990	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1752	1777	1636	3388	3238	0
Flt Permitted	0.950		0.120			
Satd. Flow (perm)	1752	1777	207	3388	3238	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		89			15	
Link Speed (mph)	25			35	35	
Link Distance (ft)	387			285	334	
Travel Time (s)	10.6			5.6	6.5	
Peak Hour Factor	0.90	0.90	0.93	0.93	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	33	89	129	1677	1461	101
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	89	129	1677	1562	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	9.0	9.0	5.0	15.0	15.0	
Minimum Split (s)	13.5	13.5	9.0	20.5	20.5	
Total Split (s)	14.0	14.0	14.0	96.0	82.0	
Total Split (%)	12.7%	12.7%	12.7%	87.3%	74.5%	
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	
All-Red Time (s)	1.5	1.5	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.0	5.5	5.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Max	C-Max	
Act Effct Green (s)	9.1	9.1	95.1	94.7	82.4	
Actuated g/C Ratio	0.08	0.08	0.86	0.86	0.75	
v/c Ratio	0.23	0.39	0.47	0.58	0.64	
Control Delay	51.3	15.3	7.7	3.8	5.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	51.3	15.3	7.7	3.8	5.1	
LOS	D	B	A	A	A	
Approach Delay	25.0			4.0	5.1	
Approach LOS	C			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	22	0	11	158	141	
Queue Length 95th (ft)	54	49	24	203	227	
Internal Link Dist (ft)	307			205	254	
Turn Bay Length (ft)		25	95			
Base Capacity (vph)	151	234	308	2916	2429	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.22	0.38	0.42	0.58	0.64	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 71 (65%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 5.3		Intersection LOS: A	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 502: Route 111 (Monroe Turnpike) & Trefoil Plaza Driveway



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	30	0	1590	1360	0
Future Volume (vph)	0	30	0	1590	1360	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1755	0	3388	3271	0
Flt Permitted						
Satd. Flow (perm)	0	1755	0	3388	3271	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	348			334	300	
Travel Time (s)	9.5			6.5	5.8	
Peak Hour Factor	0.80	0.80	0.89	0.89	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	38	0	1787	1462	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	0	1787	1462	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	0	1590	1360	0
Future Vol, veh/h	0	30	0	1590	1360	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	89	89	93	93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	38	0	1787	1462	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	731	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	362	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	362	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	362	-	-
HCM Lane V/C Ratio	-	0.104	-	-
HCM Control Delay (s)	-	16.1	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	10	1580	1360	10
Future Volume (vph)	0	0	10	1580	1360	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt					0.999	
Flt Protected						
Satd. Flow (prot)	1925	0	0	3539	3418	0
Flt Permitted						
Satd. Flow (perm)	1925	0	0	3539	3418	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	167			300	188	
Travel Time (s)	4.6			5.8	3.7	
Peak Hour Factor	0.80	0.80	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	11	1756	1511	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1767	1522	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	10	1580	1360	10
Future Vol, veh/h	0	0	10	1580	1360	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	11	1756	1511	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2417	761	1522	0	-	0
Stage 1	1517	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	27	348	434	-	-	-
Stage 1	167	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	0	348	434	-	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	167	-	-	-	-	-
Stage 2	0	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	6.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	434	-	-	-	-
HCM Lane V/C Ratio	0.026	-	-	-	-
HCM Control Delay (s)	13.5	6.7	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	60	60	510	1160	110
Future Volume (vph)	40	60	60	510	1160	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.919				0.988	
Flt Protected	0.980			0.995		
Satd. Flow (prot)	1645	0	0	1757	1745	0
Flt Permitted	0.980			0.995		
Satd. Flow (perm)	1645	0	0	1757	1745	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	268			1631	381	
Travel Time (s)	7.3			31.8	7.4	
Peak Hour Factor	0.65	0.65	0.90	0.90	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	62	92	67	567	1184	112
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	0	0	634	1296	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.6%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	25.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	60	60	510	1160	110
Future Vol, veh/h	40	60	60	510	1160	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	90	90	98	98
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	62	92	67	567	1184	112

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1940	1240	1296	0	-	0
Stage 1	1240	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.14	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.236	-	-	-
Pot Cap-1 Maneuver	71	212	528	-	-	-
Stage 1	270	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 58	212	528	-	-	-
Mov Cap-2 Maneuver	~ 58	-	-	-	-	-
Stage 1	270	-	-	-	-	-
Stage 2	399	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 340.3	1.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	528	-	103	-	-
HCM Lane V/C Ratio	0.126	-	1.494	-	-
HCM Control Delay (s)	12.8	0	$ 340.3	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	11.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	20	0	550	1250	10
Future Volume (vph)	10	20	0	550	1250	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.999	
Flt Protected	0.950					
Satd. Flow (prot)	1967	1760	0	1766	1764	0
Flt Permitted	0.950					
Satd. Flow (perm)	1967	1760	0	1766	1764	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	126			381	323	
Travel Time (s)	3.4			7.4	6.3	
Peak Hour Factor	0.65	0.65	0.90	0.90	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	15	31	0	611	1316	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	31	0	611	1327	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.4%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	20	0	550	1250	10
Future Vol, veh/h	10	20	0	550	1250	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	90	90	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	15	31	0	611	1316	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1932	1321	-	0	-	0
Stage 1	1321	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	-	-
Pot Cap-1 Maneuver	72	190	0	-	-	-
Stage 1	247	-	0	-	-	-
Stage 2	538	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	72	190	-	-	-	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	247	-	-	-	-	-
Stage 2	538	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	72	190	-	-
HCM Lane V/C Ratio	-	0.214	0.162	-	-
HCM Control Delay (s)	-	68.1	27.6	-	-
HCM Lane LOS	-	F	D	-	-
HCM 95th %tile Q(veh)	-	0.7	0.6	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	0	10	10	540	10	10	1250	30
Future Volume (vph)	0	0	0	10	0	10	10	540	10	10	1250	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	14	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.998			0.997	
Flt Protected					0.950			0.999				
Satd. Flow (prot)	0	0	0	0	1909	1656	0	1761	0	0	1761	0
Flt Permitted					0.950			0.999				
Satd. Flow (perm)	0	0	0	0	1909	1656	0	1761	0	0	1761	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		181			109			323			441	
Travel Time (s)		4.9			3.0			6.3			8.6	
Peak Hour Factor	0.65	0.65	0.65	0.80	0.80	0.80	0.84	0.84	0.84	0.91	0.91	0.91
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	13	0	13	12	643	12	11	1374	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	13	13	0	667	0	0	1418	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.8%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	10	0	10	10	540	10	10	1250	30
Future Vol, veh/h	0	0	0	10	0	10	10	540	10	10	1250	30
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
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	80	80	80	84	84	84	91	91	91
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	13	0	13	12	643	12	11	1374	33

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	2085	2102	649	1407	0	0	655	0	0
Stage 1	673	673	-	-	-	-	-	-	-
Stage 2	1412	1429	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.44	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.44	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	57	51	466	479	-	-	923	-	-
Stage 1	503	451	-	-	-	-	-	-	-
Stage 2	223	198	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	52	0	466	479	-	-	923	-	-
Mov Cap-2 Maneuver	52	0	-	-	-	-	-	-	-
Stage 1	483	0	-	-	-	-	-	-	-
Stage 2	211	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	53.9	0.2	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	479	-	-	52	466	923	-	-
HCM Lane V/C Ratio	0.025	-	-	0.24	0.027	0.012	-	-
HCM Control Delay (s)	12.7	0	-	94.9	12.9	8.9	0	-
HCM Lane LOS	B	A	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.1	0	-	-

APPENDIX N2
CAPACITY ANALYSES
2040 Improved Conditions
Weekday Afternoon Peak Hour

Tighe&Bond

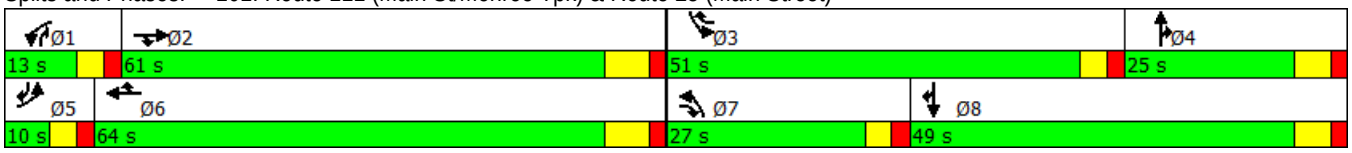
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	1330	340	220	1390	1050	270	440	140	1080	520	210
Future Volume (vph)	110	1330	340	220	1390	1050	270	440	140	1080	520	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	10	11	10	12	11	12
Storage Length (ft)	225		0	175		500	430		100	500		500
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	200			175			75			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	3421	1531	3319	3539	1531	3204	3421	1478	3433	3421	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	3421	1531	3319	3539	1531	3204	3421	1478	3433	3421	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			95			58			102			65
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		877			839			636			734	
Travel Time (s)		14.9			10.4			10.8			14.3	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.86	0.86	0.86	0.82	0.82	0.82
Adj. Flow (vph)	116	1400	358	242	1527	1154	314	512	163	1317	634	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	1400	358	242	1527	1154	314	512	163	1317	634	256
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	5	2	2 7	1	6	3 6	7	4	4 1	3	8	8 5
Permitted Phases												
Detector Phase	5	2	2 7	1	6	3 6	7	4	4 1	3	8	8 5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		12.0	13.0		12.0	13.0	
Total Split (s)	10.0	61.0		13.0	64.0		27.0	25.0		51.0	49.0	
Total Split (%)	6.7%	40.7%		8.7%	42.7%		18.0%	16.7%		34.0%	32.7%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	6.0		5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	5.0	54.0	77.3	8.0	57.0	110.0	18.3	19.0	32.0	46.0	46.7	56.7
Actuated g/C Ratio	0.03	0.36	0.52	0.05	0.38	0.73	0.12	0.13	0.21	0.31	0.31	0.38
v/c Ratio	1.05	1.14	0.43	1.37	1.14	1.01	0.81	1.18	0.41	1.25	0.59	0.40
Control Delay	167.5	115.5	17.4	246.5	113.2	49.8	80.0	157.8	23.1	164.1	47.0	27.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	167.5	115.5	17.4	246.5	113.2	49.8	80.0	157.8	23.1	164.1	47.0	27.8
LOS	F	F	B	F	F	D	E	F	C	F	D	C
Approach Delay		100.0			99.2			110.9			114.6	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~63	~837	153	~160	~912	~1171	156	~315	50	~826	277	135

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#133	#978	222	#252	#1052	#1440	195	#406	112	#828	316	195
Internal Link Dist (ft)		797			759			556			654	
Turn Bay Length (ft)	225			175		500	430		100	500		500
Base Capacity (vph)	110	1231	870	177	1344	1138	469	433	395	1052	1066	639
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.05	1.14	0.41	1.37	1.14	1.01	0.67	1.18	0.41	1.25	0.59	0.40

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.37
Intersection Signal Delay: 105.1 Intersection LOS: F
Intersection Capacity Utilization 105.2% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)

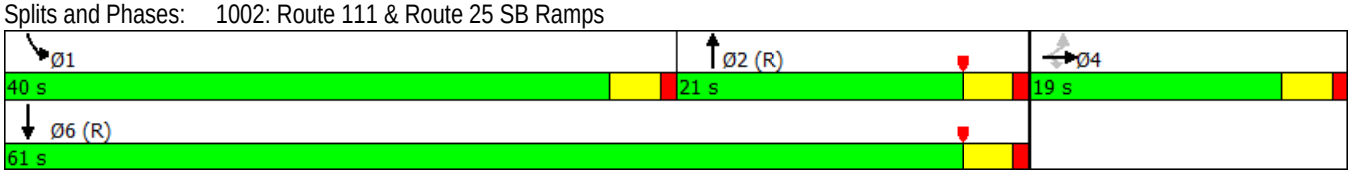


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	0	340	0	0	0	0	710	140	1080	740	0
Future Volume (vph)	110	0	340	0	0	0	0	710	140	1080	740	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	2		0
Taper Length (ft)	100			25			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.97	1.00	1.00
Frt			0.850					0.975				
Flt Protected		0.950								0.950		
Satd. Flow (prot)	0	1770	1583	0	0	0	0	6248	0	3433	1863	0
Flt Permitted		0.950								0.950		
Satd. Flow (perm)	0	1770	1583	0	0	0	0	6248	0	3433	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			208					56				
Link Speed (mph)		40			30			40			35	
Link Distance (ft)		362			177			332			150	
Travel Time (s)		6.2			4.0			5.7			2.9	
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.86	0.86	0.86	0.82	0.82	0.82
Adj. Flow (vph)	116	0	358	0	0	0	0	826	163	1317	902	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	116	358	0	0	0	0	989	0	1317	902	0
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4									
Detector Phase	4	4	4					2		1	6	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0					15.0		5.0	15.0	
Minimum Split (s)	13.0	13.0	13.0					19.0		9.0	19.0	
Total Split (s)	19.0	19.0	19.0					21.0		40.0	61.0	
Total Split (%)	23.8%	23.8%	23.8%					26.3%		50.0%	76.3%	
Yellow Time (s)	3.0	3.0	3.0					3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)		4.0	4.0					4.0		4.0	4.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max		None	C-Max	
Act Effct Green (s)		12.9	12.9					20.5		34.6	59.1	
Actuated g/C Ratio		0.16	0.16					0.26		0.43	0.74	
v/c Ratio		0.41	0.83					0.60		0.89	0.66	
Control Delay		33.9	31.4					27.3		11.0	3.7	
Queue Delay		1.0	0.0					2.9		3.2	2.9	
Total Delay		34.9	31.4					30.2		14.2	6.6	
LOS		C	C					C		B	A	
Approach Delay		32.3						30.2			11.1	
Approach LOS		C						C			B	
Queue Length 50th (ft)		51	69					126		48	40	
Queue Length 95th (ft)		99	#200					153		56	m50	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		282			97			252			70	
Turn Bay Length (ft)												
Base Capacity (vph)		331	465					1642		1544	1375	
Starvation Cap Reductn		0	0					0		144	350	
Spillback Cap Reductn		84	0					521		0	0	
Storage Cap Reductn		0	0					0		0	0	
Reduced v/c Ratio		0.47	0.77					0.88		0.94	0.88	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 23 (29%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 18.9		Intersection LOS: B	
Intersection Capacity Utilization 109.8%		ICU Level of Service H	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1002: Route 111 & Route 25 SB Ramps

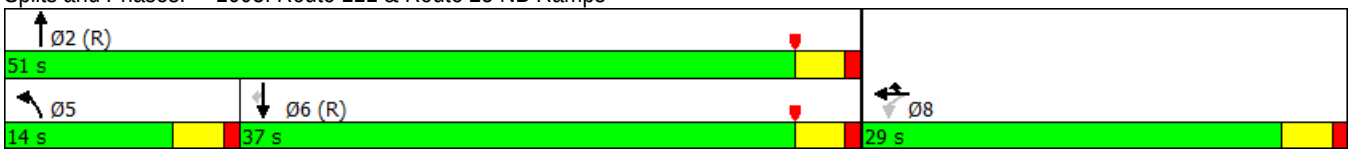


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	220	0	1050	270	550	0	0	1600	210
Future Volume (vph)	0	0	0	220	0	1050	270	550	0	0	1600	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		300	0		0	0		0
Storage Lanes	0		0	0		2	2		0	0		1
Taper Length (ft)	25			100			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	0.97	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1770	2787	3433	3539	0	0	5085	1583
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1770	2787	3433	3539	0	0	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						465						256
Link Speed (mph)		30			40			40			35	
Link Distance (ft)		193			427			150			347	
Travel Time (s)		4.4			7.3			2.6			6.8	
Peak Hour Factor	0.92	0.92	0.92	0.91	0.91	0.91	0.86	0.86	0.86	0.82	0.82	0.82
Adj. Flow (vph)	0	0	0	242	0	1154	314	640	0	0	1951	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	242	1154	314	640	0	0	1951	256
Turn Type				Perm	NA	Prot	Prot	NA			NA	Perm
Protected Phases					8	8	5	2			6	
Permitted Phases				8								6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				9.0	9.0	9.0	5.0	15.0			15.0	15.0
Minimum Split (s)				13.0	13.0	13.0	9.0	19.0			19.0	19.0
Total Split (s)				29.0	29.0	29.0	14.0	51.0			37.0	37.0
Total Split (%)				36.3%	36.3%	36.3%	17.5%	63.8%			46.3%	46.3%
Yellow Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Act Effct Green (s)					25.0	25.0	9.9	47.0			33.1	33.1
Actuated g/C Ratio					0.31	0.31	0.12	0.59			0.41	0.41
v/c Ratio					0.44	0.97	0.74	0.31			0.93	0.32
Control Delay					25.0	37.5	32.3	22.7			31.7	3.3
Queue Delay					0.3	0.0	61.3	60.9			2.2	0.0
Total Delay					25.3	37.5	93.6	83.6			33.8	3.3
LOS					C	D	F	F			C	A
Approach Delay					35.3			86.9			30.3	
Approach LOS					D			F			C	
Queue Length 50th (ft)					96	209	88	180			330	0
Queue Length 95th (ft)					161	#370	#127	225			343	30

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		113			347			70			267	
Turn Bay Length (ft)						300						
Base Capacity (vph)					553	1190	429	2079			2106	805
Starvation Cap Reductn					0	0	218	1805			0	0
Spillback Cap Reductn					59	0	0	0			77	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					0.49	0.97	1.49	2.34			0.96	0.32

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 43.7		Intersection LOS: D	
Intersection Capacity Utilization 110.3%		ICU Level of Service H	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1003: Route 111 & Route 25 NB Ramps

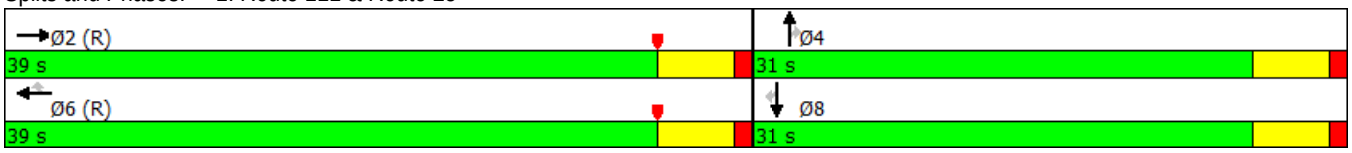


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2410	0	0	1610	1050	0	550	140	0	1600	210
Future Volume (vph)	0	2410	0	0	1610	1050	0	550	140	0	1600	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	175		500	430		100	500		500
Storage Lanes	0		0	0		2	0		0	0		2
Taper Length (ft)	200			175			75			100		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.95	0.88	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850			0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	6408	0	0	3539	2787	0	3539	1583	0	5085	1583
Flt Permitted												
Satd. Flow (perm)	0	6408	0	0	3539	2787	0	3539	1583	0	5085	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		535			888			429			735	
Travel Time (s)		9.1			11.0			7.3			14.3	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.86	0.86	0.86	0.82	0.82	0.82
Adj. Flow (vph)	0	2537	0	0	1769	1154	0	640	163	0	1951	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2537	0	0	1769	1154	0	640	163	0	1951	256
Turn Type		NA			NA	Perm		NA	Perm		NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases						6			4			8
Detector Phase		2			6	6		4	4		8	8
Switch Phase												
Minimum Initial (s)		15.0			15.0	15.0		7.0	7.0		7.0	7.0
Minimum Split (s)		20.0			20.0	20.0		12.0	12.0		12.0	12.0
Total Split (s)		39.0			39.0	39.0		31.0	31.0		31.0	31.0
Total Split (%)		55.7%			55.7%	55.7%		44.3%	44.3%		44.3%	44.3%
Yellow Time (s)		4.0			4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)		1.0			1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0			5.0	5.0		5.0	5.0		5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Min			C-Min	C-Min		None	None		None	None
Act Effct Green (s)		34.0			34.0	34.0		26.0	26.0		26.0	26.0
Actuated g/C Ratio		0.49			0.49	0.49		0.37	0.37		0.37	0.37
v/c Ratio		0.82			1.03	0.85		0.49	0.28		1.03	0.44
Control Delay		4.2			49.8	23.9		13.7	12.3		53.6	19.4
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		4.2			49.8	23.9		13.7	12.3		53.6	19.4
LOS		A			D	C		B	B		D	B
Approach Delay		4.2			39.5			13.4			49.6	
Approach LOS		A			D			B			D	
Queue Length 50th (ft)		15			~410	233		73	28		~338	81
Queue Length 95th (ft)		53			#569	#376		96	53		#363	125

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		455			808			349			655	
Turn Bay Length (ft)						500			100			500
Base Capacity (vph)		3112			1718	1353		1314	587		1888	587
Starvation Cap Reductn		0			0	0		0	0		0	0
Spillback Cap Reductn		0			0	0		0	0		0	0
Storage Cap Reductn		0			0	0		0	0		0	0
Reduced v/c Ratio		0.82			1.03	0.85		0.49	0.28		1.03	0.44

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 29.1		Intersection LOS: C	
Intersection Capacity Utilization 83.8%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Route 111 & Route 25

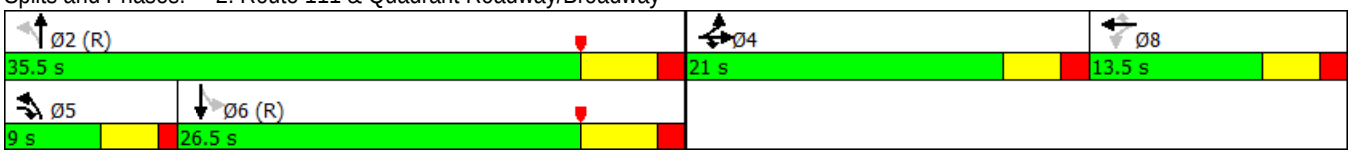


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	0	560	0	0	0	270	580	0	0	520	1080
Future Volume (vph)	110	0	560	0	0	0	270	580	0	0	520	1080
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	0		100	200		0	100		0
Storage Lanes	0		1	0		1	1		0	1		2
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88
Frt			0.850									0.850
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1770	1583	0	1863	1863	1770	1863	0	1863	1863	2787
Flt Permitted		0.950					0.160					
Satd. Flow (perm)	0	1770	1583	0	1863	1863	298	1863	0	1863	1863	2787
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		831			333			399			429	
Travel Time (s)		18.9			7.6			6.8			7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	120	0	609	0	0	0	293	630	0	0	565	1174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	609	0	0	0	293	630	0	0	565	1174
Turn Type	Split	NA	pt+ov			Perm	pm+pt	NA		Perm	NA	Free
Protected Phases	4	4	4 5		8		5	2			6	
Permitted Phases				8		8	2			6		Free
Detector Phase	4	4	4 5	8	8	8	5	2		6	6	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	5.0	15.0		15.0	15.0	
Minimum Split (s)	13.5	13.5		13.5	13.5	13.5	9.0	20.5		20.5	20.5	
Total Split (s)	21.0	21.0		13.5	13.5	13.5	9.0	35.5		26.5	26.5	
Total Split (%)	30.0%	30.0%		19.3%	19.3%	19.3%	12.9%	50.7%		37.9%	37.9%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.0	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	4.0	5.5		5.5	5.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	C-Min		C-Min	C-Min	
Act Effct Green (s)		16.5	39.0				45.0	43.5			21.0	70.0
Actuated g/C Ratio		0.24	0.56				0.64	0.62			0.30	1.00
v/c Ratio		0.29	0.69				0.51	0.54			1.01	0.42
Control Delay		20.6	14.9				11.2	9.8			23.8	2.8
Queue Delay		0.0	0.0				0.0	0.0			0.0	0.0
Total Delay		20.6	14.9				11.2	9.8			23.8	2.8
LOS		C	B				B	A			C	A
Approach Delay		15.9						10.2			9.6	
Approach LOS		B						B			A	
Queue Length 50th (ft)		40	200				46	136			~6	34
Queue Length 95th (ft)		m67	m299				115	215			m3	m23

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		751			253			319			349	
Turn Bay Length (ft)			300				200					
Base Capacity (vph)		417	881				580	1157			558	2787
Starvation Cap Reductn		0	0				0	0			0	0
Spillback Cap Reductn		0	0				0	0			0	0
Storage Cap Reductn		0	0				0	0			0	0
Reduced v/c Ratio		0.29	0.69				0.51	0.54			1.01	0.42

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 38 (54%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 70.4%		ICU Level of Service C	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Route 111 & Quadrant Roadway/Broadway



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1330	450	220	1600	270	1080
Future Volume (vph)	1330	450	220	1600	270	1080
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	300		315	0
Storage Lanes		1	1		0	2
Taper Length (ft)			50		50	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	0.88
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	1770	2787
Flt Permitted			0.105		0.950	
Satd. Flow (perm)	3539	1583	196	3539	1770	2787
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		156				
Link Speed (mph)	40			40	30	
Link Distance (ft)	509			535	831	
Travel Time (s)	8.7			9.1	18.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1446	489	239	1739	293	1174
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1446	489	239	1739	293	1174
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Free
Protected Phases	6	3	5	2	3	
Permitted Phases		6	2			Free
Detector Phase	6	3	5	2	3	
Switch Phase						
Minimum Initial (s)	15.0	9.0	5.0	15.0	9.0	
Minimum Split (s)	20.5	13.5	9.0	20.5	13.5	
Total Split (s)	39.0	20.0	11.0	50.0	20.0	
Total Split (%)	55.7%	28.6%	15.7%	71.4%	28.6%	
Yellow Time (s)	4.0	3.0	3.0	4.0	3.0	
All-Red Time (s)	1.5	1.5	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Min	None	None	C-Min	None	
Act Effct Green (s)	34.2	54.1	47.0	45.5	14.5	70.0
Actuated g/C Ratio	0.49	0.77	0.67	0.65	0.21	1.00
v/c Ratio	0.84	0.39	0.80	0.76	0.80	0.42
Control Delay	21.6	2.6	28.9	14.2	45.7	0.4
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	21.6	2.6	28.9	14.3	45.7	0.4
LOS	C	A	C	B	D	A
Approach Delay	16.8			16.0	9.5	
Approach LOS	B			B	A	
Queue Length 50th (ft)	273	28	82	255	143	0
Queue Length 95th (ft)	#372	51	m86	m254	#243	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Internal Link Dist (ft)	429			455	751	
Turn Bay Length (ft)		300	300		315	
Base Capacity (vph)	1726	1280	297	2301	391	2787
Starvation Cap Reductn	0	0	0	56	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.38	0.80	0.77	0.75	0.42

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 61 (87%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 14.5		Intersection LOS: B	
Intersection Capacity Utilization 75.6%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3: Quadrant Roadway & Route 25



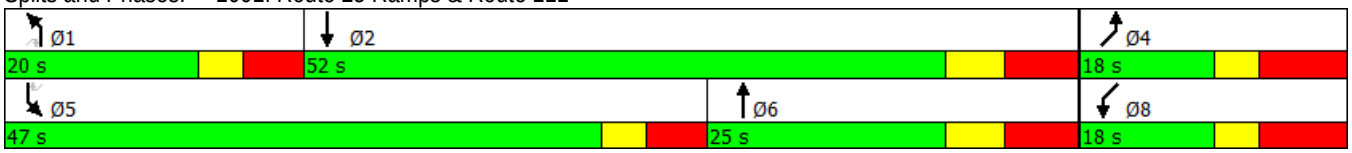
Lane Group	NBL	NBT	NBR2	SBL	SBT	SBR2	NEL	NER2	SWL	SWR2
Lane Configurations										
Traffic Volume (vph)	270	440	140	1080	520	210	110	340	220	1050
Future Volume (vph)	270	440	140	1080	520	210	110	340	220	1050
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12
Storage Length (ft)	200			200			200		200	
Storage Lanes	2			1			1		1	
Taper Length (ft)	100			100			100		100	
Lane Util. Factor	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	0.97	0.88
Frt			0.850			0.850		0.850		0.850
Flt Protected	0.950			0.950			0.950		0.950	
Satd. Flow (prot)	3319	3421	1531	3319	1801	1531	3433	1583	3433	2787
Flt Permitted	0.950			0.950			0.950		0.950	
Satd. Flow (perm)	3319	3421	1531	3319	1801	1531	3433	1583	3433	2787
Right Turn on Red			Yes			Yes		Yes		No
Satd. Flow (RTOR)			352			352		267		
Link Speed (mph)		40			35					
Link Distance (ft)		521			684					
Travel Time (s)		8.9			13.3					
Peak Hour Factor	0.86	0.86	0.86	0.82	0.82	0.82	0.95	0.95	0.91	0.91
Adj. Flow (vph)	314	512	163	1317	634	256	116	358	242	1154
Shared Lane Traffic (%)										
Lane Group Flow (vph)	314	512	163	1317	634	256	116	358	242	1154
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	Perm	Prot	Perm
Protected Phases	1	6		5	2		4		8	
Permitted Phases			Free			Free		1		5
Detector Phase	1	6		5	2		4	1	8	5
Switch Phase										
Minimum Initial (s)	9.0	15.0		9.0	15.0		9.0	9.0	9.0	9.0
Minimum Split (s)	16.0	24.0		16.0	24.0		18.0	16.0	18.0	16.0
Total Split (s)	20.0	25.0		47.0	52.0		18.0	20.0	18.0	47.0
Total Split (%)	22.2%	27.8%		52.2%	57.8%		20.0%	22.2%	20.0%	52.2%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	3.0	3.0	3.0
All-Red Time (s)	4.0	5.0		4.0	5.0		6.0	4.0	6.0	4.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	9.0		7.0	9.0		9.0	7.0	9.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag			Lead		Lead
Lead-Lag Optimize?										
Recall Mode	None	Min		None	Min		None	None	None	None
Act Effct Green (s)	11.4	15.8	88.0	38.1	42.5	88.0	9.0	11.4	9.0	38.1
Actuated g/C Ratio	0.13	0.18	1.00	0.43	0.48	1.00	0.10	0.13	0.10	0.43
v/c Ratio	0.73	0.83	0.11	0.92	0.73	0.17	0.33	0.82	0.69	0.96
Control Delay	47.7	48.7	0.1	34.7	24.4	0.2	40.3	27.2	50.0	42.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.7	48.7	0.1	34.7	24.4	0.2	40.3	27.2	50.0	42.3
LOS	D	D	A	C	C	A	D	C	D	D
Approach Delay		40.4			27.7					
Approach LOS		D			C					
Queue Length 50th (ft)	89	149	0	343	271	0	32	48	70	342

Lane Group	NBL	NBT	NBR2	SBL	SBT	SBR2	NEL	NER2	SWL	SWR2
Queue Length 95th (ft)	124	#212	0	376	354	0	58	#183	#118	#500
Internal Link Dist (ft)		441			604					
Turn Bay Length (ft)	200		200	200		200	200	200	200	200
Base Capacity (vph)	491	623	1531	1511	894	1531	351	462	351	1268
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.82	0.11	0.87	0.71	0.17	0.33	0.77	0.69	0.91

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 88
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 34.8 Intersection LOS: C
Intersection Capacity Utilization Err% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1001: Route 25 Ramps & Route 111

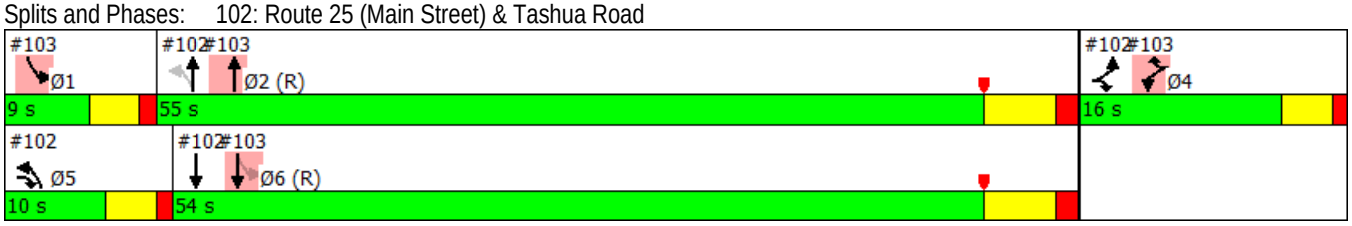


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	100	120	170	1690	1630	100	
Future Volume (vph)	100	120	170	1690	1630	100	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	12	12	
Storage Length (ft)	0	185	385			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		80				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	
Frt		0.850			0.991		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1711	1531	1711	3421	3507	0	
Flt Permitted	0.950		0.080				
Satd. Flow (perm)	1711	1531	144	3421	3507	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		20			14		
Link Speed (mph)	25			40	40		
Link Distance (ft)	661			1950	469		
Travel Time (s)	18.0			33.2	8.0		
Peak Hour Factor	0.80	0.80	0.95	0.95	0.92	0.92	
Adj. Flow (vph)	125	150	179	1779	1772	109	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	125	150	179	1779	1881	0	
Turn Type	Prot	pt+ov	pm+pt	NA	NA		
Protected Phases	4	4 5	5	2	6		1
Permitted Phases			2				
Detector Phase	4	4 5	5	2	6		
Switch Phase							
Minimum Initial (s)	7.0		5.0	18.0	18.0		5.0
Minimum Split (s)	11.0		9.0	23.7	23.7		9.0
Total Split (s)	16.0		10.0	55.0	54.0		9.0
Total Split (%)	20.0%		12.5%	68.8%	67.5%		11%
Yellow Time (s)	3.0		3.0	4.3	4.3		3.0
All-Red Time (s)	1.0		1.0	1.4	1.4		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		4.0	5.7	5.7		
Lead/Lag			Lead	Lag	Lag		Lead
Lead-Lag Optimize?							
Recall Mode	None		None	C-Min	C-Min		None
Act Effct Green (s)	11.2	21.2	57.8	50.1	49.1		
Actuated g/C Ratio	0.14	0.26	0.72	0.63	0.61		
v/c Ratio	0.52	0.36	0.81	0.83	0.87		
Control Delay	40.0	23.0	42.9	16.4	7.6		
Queue Delay	0.0	0.0	0.0	0.0	0.3		
Total Delay	40.0	23.0	42.9	16.4	7.9		
LOS	D	C	D	B	A		
Approach Delay	30.7			18.9	7.9		
Approach LOS	C			B	A		
Queue Length 50th (ft)	58	51	37	335	62		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Queue Length 95th (ft)	96	87	#145	446	#147		
Internal Link Dist (ft)	581			1870	389		
Turn Bay Length (ft)		185	385				
Base Capacity (vph)	256	405	221	2140	2155		
Starvation Cap Reductn	0	0	0	0	37		
Spillback Cap Reductn	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.49	0.37	0.81	0.83	0.89		

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 59 (74%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 14.6		Intersection LOS: B	
Intersection Capacity Utilization 74.9%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road

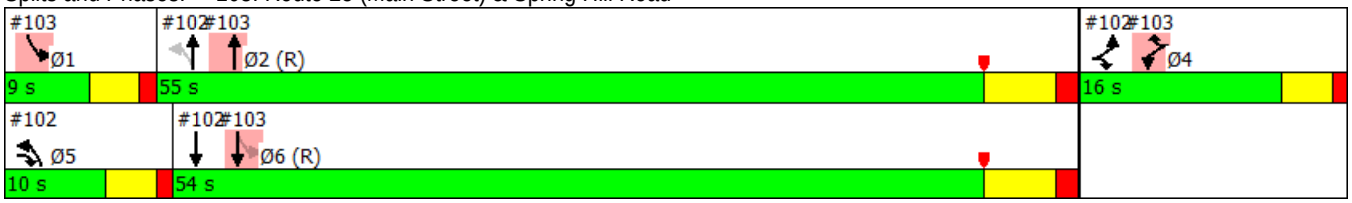


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	130	130	1670	120	120	1600	
Future Volume (vph)	130	130	1670	120	120	1600	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	11	11	
Storage Length (ft)	235	0		175	160		
Storage Lanes	1	1		0	1		
Taper Length (ft)	125				90		
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95	
Frt		0.850	0.990				
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1636	1516	3354	0	1694	3388	
Flt Permitted	0.950				0.081		
Satd. Flow (perm)	1636	1516	3354	0	144	3388	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		126	17				
Link Speed (mph)	30		40			40	
Link Distance (ft)	483		469			490	
Travel Time (s)	11.0		8.0			8.4	
Peak Hour Factor	0.80	0.80	0.99	0.99	0.92	0.92	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	163	163	1687	121	130	1739	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	163	163	1808	0	130	1739	
Turn Type	Prot	Prot	NA		pm+pt	NA	
Protected Phases	4	4	2		1	6	5
Permitted Phases					6		
Detector Phase	4	4	2		1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	18.0		5.0	18.0	5.0
Minimum Split (s)	11.0	11.0	23.7		9.0	23.7	9.0
Total Split (s)	16.0	16.0	55.0		9.0	54.0	10.0
Total Split (%)	20.0%	20.0%	68.8%		11.3%	67.5%	13%
Yellow Time (s)	3.0	3.0	4.3		3.0	4.3	3.0
All-Red Time (s)	1.0	1.0	1.4		1.0	1.4	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0	5.7		4.0	5.7	
Lead/Lag			Lag		Lead	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min		None	C-Min	None
Act Effct Green (s)	11.2	11.2	50.1		55.8	49.1	
Actuated g/C Ratio	0.14	0.14	0.63		0.70	0.61	
v/c Ratio	0.71	0.51	0.86		0.66	0.84	
Control Delay	50.9	15.9	7.9		29.4	14.4	
Queue Delay	0.0	0.0	0.2		0.0	0.0	
Total Delay	50.9	15.9	8.1		29.4	14.4	
LOS	D	B	A		C	B	
Approach Delay	33.4		8.1			15.4	
Approach LOS	C		A			B	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Queue Length 50th (ft)	78	16	82		21	250	
Queue Length 95th (ft)	123	55	128		m#83	565	
Internal Link Dist (ft)	403		389			410	
Turn Bay Length (ft)	235				160		
Base Capacity (vph)	245	334	2105		196	2077	
Starvation Cap Reductn	0	0	25		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.67	0.49	0.87		0.66	0.84	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 59 (74%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 13.6		Intersection LOS: B	
Intersection Capacity Utilization 75.3%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road

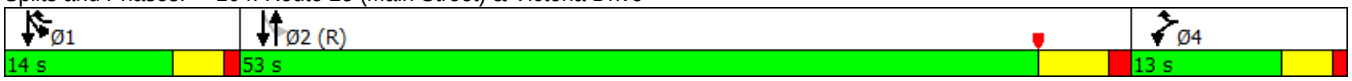


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	260	170	1580	210	140	1440
Future Volume (vph)	260	170	1580	210	140	1440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	15	11	12	12	12
Storage Length (ft)	150	150		360	250	
Storage Lanes	1	1		0	1	
Taper Length (ft)	50				75	
Lane Util. Factor	0.97	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.982			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3626	1725	3327	0	1752	3505
Flt Permitted	0.950				0.084	
Satd. Flow (perm)	3626	1725	3327	0	155	3505
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		28	32			
Link Speed (mph)	25		40			40
Link Distance (ft)	515		1819			502
Travel Time (s)	14.0		31.0			8.6
Peak Hour Factor	0.80	0.80	0.98	0.98	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	325	213	1612	214	151	1548
Shared Lane Traffic (%)						
Lane Group Flow (vph)	325	213	1826	0	151	1548
Turn Type	Prot	pt+ov	NA		D.P+P	NA
Protected Phases	4	4 1	2		1	1 2
Permitted Phases					2	
Detector Phase	4	4 1	2		1	1 2
Switch Phase						
Minimum Initial (s)	7.0		18.0		5.0	
Minimum Split (s)	11.0		23.5		9.0	
Total Split (s)	13.0		53.0		14.0	
Total Split (%)	16.3%		66.3%		17.5%	
Yellow Time (s)	3.0		4.2		3.0	
All-Red Time (s)	1.0		1.3		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.0		5.5		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Min		None	
Act Effct Green (s)	9.0	23.0	47.5		59.0	63.0
Actuated g/C Ratio	0.11	0.29	0.59		0.74	0.79
v/c Ratio	0.80	0.41	0.92		0.48	0.56
Control Delay	50.9	22.8	8.9		21.4	1.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	50.9	22.8	8.9		21.4	1.3
LOS	D	C	A		C	A
Approach Delay	39.8		8.9			3.1
Approach LOS	D		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	82	74	30		32	32
Queue Length 95th (ft)	#113	115	#580		m41	m51
Internal Link Dist (ft)	435		1739			422
Turn Bay Length (ft)	150	150			250	
Base Capacity (vph)	407	515	1988		313	2760
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.80	0.41	0.92		0.48	0.56

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 17 (21%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 10.6		Intersection LOS: B	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive

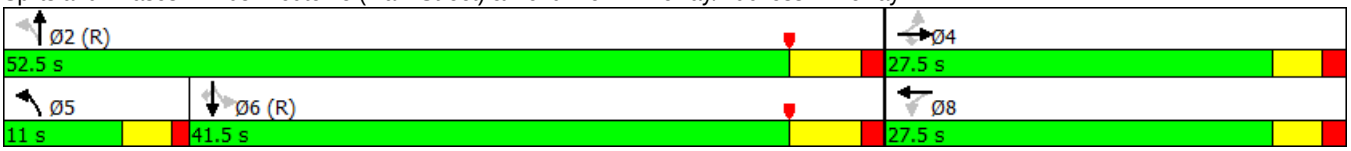


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	317	0	294	4	0	17	222	1296	23	25	1314	331
Future Volume (vph)	317	0	294	4	0	17	222	1296	23	25	1314	331
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	10	11	12	12	11	10
Storage Length (ft)	0		0	0		0	150		260	0		0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850		0.892			0.997				0.850
Flt Protected		0.950			0.990		0.950				0.999	
Satd. Flow (prot)	0	1678	1501	0	1613	0	1620	3345	0	0	3352	1449
Flt Permitted		0.741			0.934		0.101				0.898	
Satd. Flow (perm)	0	1309	1501	0	1522	0	172	3345	0	0	3013	1449
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			193		91			4				341
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		174			143			1823			386	
Travel Time (s)		4.7			3.9			31.1			6.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.96	0.96	0.96	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	373	0	346	5	0	20	231	1350	24	26	1355	341
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	373	346	0	25	0	231	1374	0	0	1381	341
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	15.0		15.0	15.0	15.0
Minimum Split (s)	11.5	11.5	11.5	11.5	11.5		9.0	20.7		20.7	20.7	20.7
Total Split (s)	27.5	27.5	27.5	27.5	27.5		11.0	52.5		41.5	41.5	41.5
Total Split (%)	34.4%	34.4%	34.4%	34.4%	34.4%		13.8%	65.6%		51.9%	51.9%	51.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.2		4.2	4.2	4.2
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.0	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.0	5.7			5.7	5.7
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		C-Min	C-Min	C-Min
Act Effct Green (s)		23.0	23.0		23.0		48.5	46.8			35.8	35.8
Actuated g/C Ratio		0.29	0.29		0.29		0.61	0.58			0.45	0.45
v/c Ratio		0.99	0.61		0.05		1.00	0.70			1.02	0.41
Control Delay		76.0	15.8		0.2		71.8	6.4			39.7	2.6
Queue Delay		0.0	0.0		0.0		0.0	2.2			10.9	0.3
Total Delay		76.0	15.8		0.2		71.8	8.6			50.6	2.8
LOS		E	B		A		E	A			D	A
Approach Delay		47.0			0.2			17.7			41.1	
Approach LOS		D			A			B			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		185	60		0		~77	71			~163	9
Queue Length 95th (ft)		#327	130		0		m#113	m105			m#418	m11
Internal Link Dist (ft)		94			63			1743			306	
Turn Bay Length (ft)							150					
Base Capacity (vph)		376	569		502		230	1958			1348	836
Starvation Cap Reductn		0	0		0		0	0			39	125
Spillback Cap Reductn		0	0		11		0	425			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		0.99	0.61		0.05		1.00	0.90			1.06	0.48

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 50 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 32.7		Intersection LOS: C	
Intersection Capacity Utilization 111.1%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway

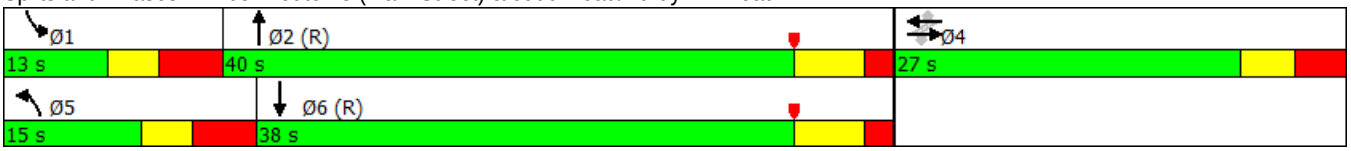


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	210	110	190	280	130	80	1470	80	80	1370	80
Future Volume (vph)	120	210	110	190	280	130	80	1470	80	80	1370	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	10	11	12	10	11	12
Storage Length (ft)	120		120	125		125	220		600	130		0
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	75			75			120			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.992			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	1827	1553	1678	1766	1553	1620	3329	0	1620	3329	0
Flt Permitted	0.402			0.523			0.950			0.950		
Satd. Flow (perm)	710	1827	1553	924	1766	1553	1620	3329	0	1620	3329	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)			134					8				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		709			302			386			459	
Travel Time (s)		19.3			8.2			6.6			7.8	
Peak Hour Factor	0.89	0.89	0.89	0.93	0.93	0.93	0.96	0.96	0.96	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	135	236	124	204	301	140	83	1531	83	82	1398	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	236	124	204	301	140	83	1614	0	82	1480	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4						
Detector Phase	4	4	4	4	4	4	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4	11.4	11.4	11.4	11.4	11.8	31.0		11.8	31.0	
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	15.0	40.0		13.0	38.0	
Total Split (%)	33.8%	33.8%	33.8%	33.8%	33.8%	33.8%	18.8%	50.0%		16.3%	47.5%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4	7.4	6.4	6.4	7.4	6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	19.2	19.2	18.2	19.2	19.2	18.2	7.2	38.0		6.0	36.8	
Actuated g/C Ratio	0.24	0.24	0.23	0.24	0.24	0.23	0.09	0.48		0.08	0.46	
v/c Ratio	0.80	0.54	0.27	0.92	0.71	0.40	0.57	1.02		0.68	0.97	
Control Delay	62.0	31.2	5.9	75.9	37.8	29.4	52.1	42.6		69.3	31.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3		0.0	12.7	
Total Delay	62.0	31.2	5.9	75.9	37.8	29.4	52.1	48.9		69.3	44.2	
LOS	E	C	A	E	D	C	D	D		E	D	
Approach Delay		33.3			48.0			49.1			45.5	
Approach LOS		C			D			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	62	101	0	97	135	58	42	~500		44	~469	
Queue Length 95th (ft)	#151	167	34	#219	219	109	m57	m#608		m#95	#568	
Internal Link Dist (ft)		629			222			306			379	
Turn Bay Length (ft)	120		120	125		125	220			130		
Base Capacity (vph)	182	470	481	237	454	380	166	1587		125	1531	
Starvation Cap Reductn	0	0	0	0	0	0	0	29		0	0	
Spillback Cap Reductn	0	0	3	0	0	0	0	0		0	86	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.74	0.50	0.26	0.86	0.66	0.37	0.50	1.04		0.66	1.02	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 52 (65%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 45.9		Intersection LOS: D	
Intersection Capacity Utilization 90.5%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road



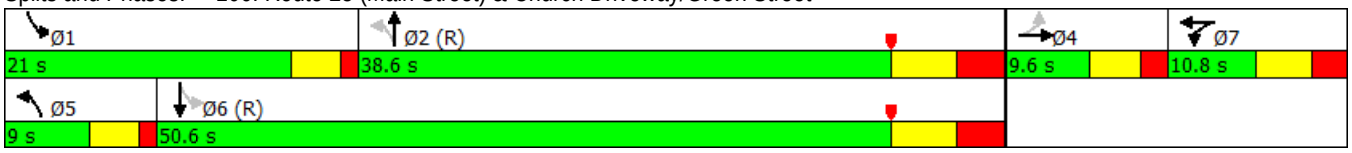
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	50	0	230	0	1050	10	390	1420	0
Future Volume (vph)	0	0	0	50	0	230	0	1050	10	390	1420	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	11	11	12	10	11	11	11	11	12
Storage Length (ft)	0		0	115		0	40		175	100		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			65			65			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.850			0.999				
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1739	0	1711	1531	0	1739	3418	0	1711	3421	0
Flt Permitted				0.950						0.160		
Satd. Flow (perm)	0	1739	0	1711	1531	0	1739	3418	0	288	3421	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					408			1				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		126			720			472			557	
Travel Time (s)		3.4			19.6			8.0			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.93	0.93	0.93	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	54	0	247	0	1141	11	406	1479	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	54	247	0	0	1152	0	406	1479	0
Turn Type				Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4		7	7		5	2		1	6	
Permitted Phases	4						2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	9.6	9.6		10.5	10.5		9.0	31.8		9.0	31.8	
Total Split (s)	9.6	9.6		10.8	10.8		9.0	38.6		21.0	50.6	
Total Split (%)	12.0%	12.0%		13.5%	13.5%		11.3%	48.3%		26.3%	63.3%	
Yellow Time (s)	3.0	3.0		3.3	3.3		3.0	3.9		3.0	3.9	
All-Red Time (s)	1.6	1.6		2.2	2.2		1.0	2.9		1.0	2.9	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.6		5.5	5.5		4.0	6.8		4.0	6.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)				5.2	5.2			42.4		65.3	62.5	
Actuated g/C Ratio				0.06	0.06			0.53		0.82	0.78	
v/c Ratio				0.48	0.51			0.64		0.78	0.55	
Control Delay				51.2	3.9			6.1		29.8	3.0	
Queue Delay				0.0	0.0			0.0		0.0	0.1	
Total Delay				51.2	3.9			6.1		29.8	3.1	
LOS				D	A			A		C	A	
Approach Delay					12.4			6.1			8.9	
Approach LOS					B			A			A	
Queue Length 50th (ft)				27	0			52		128	33	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)				#69	0			m52		m168	m57	
Internal Link Dist (ft)		46			640			392			477	
Turn Bay Length (ft)				115						100		
Base Capacity (vph)				113	482			1811		537	2671	
Starvation Cap Reductn				0	0			0		0	273	
Spillback Cap Reductn				0	0			4		0	0	
Storage Cap Reductn				0	0			0		0	0	
Reduced v/c Ratio				0.48	0.51			0.64		0.76	0.62	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 16 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 8.2		Intersection LOS: A	
Intersection Capacity Utilization 78.8%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street

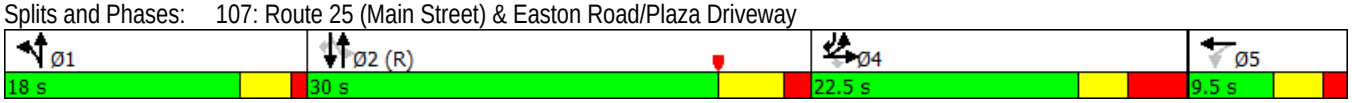


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	430	10	490	0	10	10	430	1420	0	10	1200	280
Future Volume (vph)	430	10	490	0	10	10	430	1420	0	10	1200	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	11	11	10	11	11
Storage Length (ft)	375		370	0		0	250		0	280		170
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	100			25			200			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.932							0.850
Flt Protected	0.950	0.954					0.950			0.950		
Satd. Flow (prot)	1625	1632	1531	0	1736	0	3204	3421	0	1652	3421	1531
Flt Permitted	0.950	0.954					0.950			0.137		
Satd. Flow (perm)	1625	1632	1531	0	1736	0	3204	3421	0	238	3421	1531
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			478									241
Link Speed (mph)		40			25			40			40	
Link Distance (ft)		745			139			557			391	
Travel Time (s)		12.7			3.8			9.5			6.7	
Peak Hour Factor	0.92	0.92	0.92	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	467	11	533	0	13	13	473	1560	0	11	1319	308
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	238	240	533	0	26	0	473	1560	0	11	1319	308
Turn Type	Split	NA	Perm		NA		Prot	NA		Perm	NA	pm+ov
Protected Phases	4	4			5		1	1 2			2	4
Permitted Phases			4	5						2		2
Detector Phase	4	4	4	5	5		1	2		2	2	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0		5.0			15.0	15.0	10.0
Minimum Split (s)	16.6	16.6	16.6	9.5	9.5		9.0			20.5	20.5	16.6
Total Split (s)	22.5	22.5	22.5	9.5	9.5		18.0			30.0	30.0	22.5
Total Split (%)	28.1%	28.1%	28.1%	11.9%	11.9%		22.5%			37.5%	37.5%	28.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.9	3.9	3.0
All-Red Time (s)	3.6	3.6	3.6	1.5	1.5		1.0			1.6	1.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0			0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.6		4.5		4.0			5.5	5.5	6.6
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	None
Act Effct Green (s)	14.5	14.5	14.5		5.0		13.7	51.1		31.9	31.9	51.9
Actuated g/C Ratio	0.18	0.18	0.18		0.06		0.17	0.64		0.40	0.40	0.65
v/c Ratio	0.81	0.81	0.80		0.24		0.87	0.71		0.12	0.97	0.29
Control Delay	53.0	53.2	15.1		41.4		52.6	13.8		23.7	45.3	2.8
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	53.0	53.2	15.1		41.4		52.6	13.8		23.7	45.3	2.8
LOS	D	D	B		D		D	B		C	D	A
Approach Delay		33.1			41.4			22.8			37.2	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	117	120	23		13		128	211		3	314	9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#228	#231	#174		33		#203	297		18	#569	48
Internal Link Dist (ft)		665			59			477			311	
Turn Bay Length (ft)	375		370				250			280		170
Base Capacity (vph)	322	324	687		108		560	2183		94	1363	1100
Starvation Cap Reductn	0	0	0		0		0	3		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.74	0.74	0.78		0.24		0.84	0.72		0.12	0.97	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 30.1		Intersection LOS: C	
Intersection Capacity Utilization 84.0%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	240	60	1440	50	10	1570
Future Volume (vph)	240	60	1440	50	10	1570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Storage Length (ft)	0	60		0	225	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				65	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.995			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3522	0	1711	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3522	0	1711	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		41	6			
Link Speed (mph)	25		30			35
Link Distance (ft)	350		188			421
Travel Time (s)	9.5		4.3			8.2
Peak Hour Factor	0.80	0.80	0.97	0.97	0.85	0.85
Adj. Flow (vph)	300	75	1485	52	12	1847
Shared Lane Traffic (%)						
Lane Group Flow (vph)	300	75	1537	0	12	1847
Turn Type	Prot	Prot	NA		Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases						
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		5.0	15.0
Minimum Split (s)	10.5	10.5	20.9		9.0	20.9
Total Split (s)	29.0	29.0	62.0		9.0	71.0
Total Split (%)	29.0%	29.0%	62.0%		9.0%	71.0%
Yellow Time (s)	3.0	3.0	4.4		3.0	4.4
All-Red Time (s)	0.5	0.5	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	3.5	5.9		4.0	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)	20.7	20.7	68.1		5.0	69.9
Actuated g/C Ratio	0.21	0.21	0.68		0.05	0.70
v/c Ratio	0.82	0.21	0.64		0.14	0.75
Control Delay	55.8	17.7	9.6		58.7	4.4
Queue Delay	0.0	0.0	0.0		0.0	0.1
Total Delay	55.8	17.7	9.6		58.7	4.5
LOS	E	B	A		E	A
Approach Delay	48.2		9.6			4.8
Approach LOS	D		A			A
Queue Length 50th (ft)	182	18	177		8	78

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	228	44	206		m10	110
Internal Link Dist (ft)	270		108			341
Turn Bay Length (ft)		60			225	
Base Capacity (vph)	451	434	2401		85	2475
Starvation Cap Reductn	0	0	0		0	25
Spillback Cap Reductn	0	0	0		0	56
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.67	0.17	0.64		0.14	0.76

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 36 (36%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway



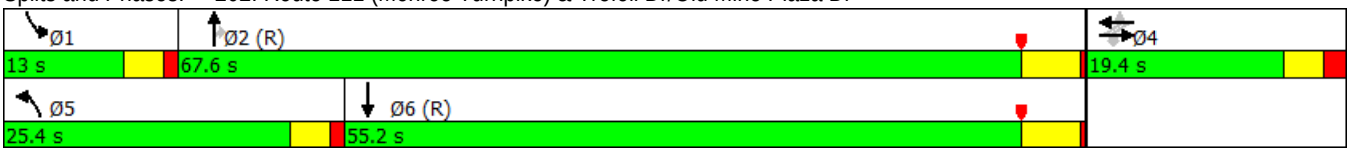
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	20	260	70	20	80	240	1180	80	50	1250	100
Future Volume (vph)	80	20	260	70	20	80	240	1180	80	50	1250	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	11	12	12	12	12	12
Storage Length (ft)	0		130	90		0	250		250	200		0
Storage Lanes	0		1	1		0	1		1	1		0
Taper Length (ft)	25			60			125			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.880				0.850		0.989	
Flt Protected		0.962		0.950			0.950			0.950		
Satd. Flow (prot)	0	1911	1583	1770	1748	0	1711	3539	1583	1770	3500	0
Flt Permitted		0.596		0.591			0.950			0.950		
Satd. Flow (perm)	0	1184	1583	1101	1748	0	1711	3539	1583	1770	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			294		100				93		12	
Link Speed (mph)		25			25			35			40	
Link Distance (ft)		274			273			421			425	
Travel Time (s)		7.5			7.4			8.2			7.2	
Peak Hour Factor	0.81	0.81	0.81	0.80	0.80	0.80	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	99	25	321	88	25	100	279	1372	93	58	1453	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	124	321	88	125	0	279	1372	93	58	1569	0
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4					2			
Detector Phase	4	4	4	4	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.8	11.8	11.8	11.8	11.8		9.1	19.9	19.9	9.1	19.9	
Total Split (s)	19.4	19.4	19.4	19.4	19.4		25.4	67.6	67.6	13.0	55.2	
Total Split (%)	19.4%	19.4%	19.4%	19.4%	19.4%		25.4%	67.6%	67.6%	13.0%	55.2%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.4	4.4	3.0	4.4	
All-Red Time (s)	1.8	1.8	1.8	1.8	1.8		1.1	0.5	0.5	1.1	0.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.8	4.8	4.8	4.8		4.1	4.9	4.9	4.1	4.9	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)		12.9	12.9	12.9	12.9		19.2	67.7	67.7	7.4	54.1	
Actuated g/C Ratio		0.13	0.13	0.13	0.13		0.19	0.68	0.68	0.07	0.54	
v/c Ratio		0.82	0.70	0.62	0.40		0.85	0.57	0.08	0.44	0.83	
Control Delay		79.5	15.5	60.1	15.9		71.2	6.6	1.4	51.6	21.1	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.1	0.0	0.0	0.0	
Total Delay		79.5	15.5	60.1	15.9		71.2	6.8	1.4	51.6	21.1	
LOS		E	B	E	B		E	A	A	D	C	
Approach Delay		33.3			34.2			16.8			22.2	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)		76	15	53	14		191	100	0	39	326	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#138	65	92	51		#275	153	m10	m67	365	
Internal Link Dist (ft)		194			193			341			345	
Turn Bay Length (ft)			130	90			250		250	200		
Base Capacity (vph)		172	482	160	340		364	2396	1102	157	1899	
Starvation Cap Reductn		0	0	0	0		0	254	0	0	0	
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio		0.72	0.67	0.55	0.37		0.77	0.64	0.08	0.37	0.83	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 28 (28%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 21.7		Intersection LOS: C	
Intersection Capacity Utilization 74.7%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	0	90	290	0	160	40	1210	60	30	900	20
Future Volume (vph)	70	0	90	290	0	160	40	1210	60	30	900	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	11	10	12	11	12	12	11	12	12
Storage Length (ft)	0		115	0		125	150		0	325		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.861			0.888			0.993			0.997	
Flt Protected	0.950	0.996		0.950	0.987		0.950			0.950		
Satd. Flow (prot)	1625	1568	0	1625	1448	0	1711	3514	0	1711	3529	0
Flt Permitted	0.950	0.996		0.950	0.987		0.196			0.085		
Satd. Flow (perm)	1625	1568	0	1625	1448	0	353	3514	0	153	3529	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		120			136			6			3	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		311			293			1088			554	
Travel Time (s)		8.5			8.0			18.5			9.4	
Peak Hour Factor	0.81	0.81	0.81	0.80	0.80	0.80	0.91	0.91	0.91	0.90	0.90	0.90
Adj. Flow (vph)	86	0	111	363	0	200	44	1330	66	33	1000	22
Shared Lane Traffic (%)	10%			19%								
Lane Group Flow (vph)	77	120	0	294	269	0	44	1396	0	33	1022	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.7	9.7		9.2	9.2		9.0	20.8		9.0	20.8	
Total Split (s)	12.6	12.6		27.6	27.6		9.0	50.8		9.0	50.8	
Total Split (%)	12.6%	12.6%		27.6%	27.6%		9.0%	50.8%		9.0%	50.8%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.7	1.7		1.2	1.2		1.0	1.4		1.0	1.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.2	4.2		4.0	5.8		4.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	7.0	7.0		20.6	20.6		57.1	52.3		57.1	52.3	
Actuated g/C Ratio	0.07	0.07		0.21	0.21		0.57	0.52		0.57	0.52	
v/c Ratio	0.68	0.54		0.88	0.66		0.16	0.76		0.20	0.55	
Control Delay	73.6	18.0		65.2	25.6		13.9	24.5		8.8	10.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	73.6	18.0		65.2	25.6		13.9	24.5		8.8	10.2	
LOS	E	B		E	C		B	C		A	B	
Approach Delay		39.7			46.3			24.1			10.1	
Approach LOS		D			D			C			B	
Queue Length 50th (ft)	50	0		188	77		12	334		6	137	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#96	43		247	133		m27	#486		17	183	
Internal Link Dist (ft)		231			213			1008			474	
Turn Bay Length (ft)							150			325		
Base Capacity (vph)	128	234		380	443		269	1840		165	1846	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.60	0.51		0.77	0.61		0.16	0.76		0.20	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 24 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 24.4		Intersection LOS: C	
Intersection Capacity Utilization 65.2%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

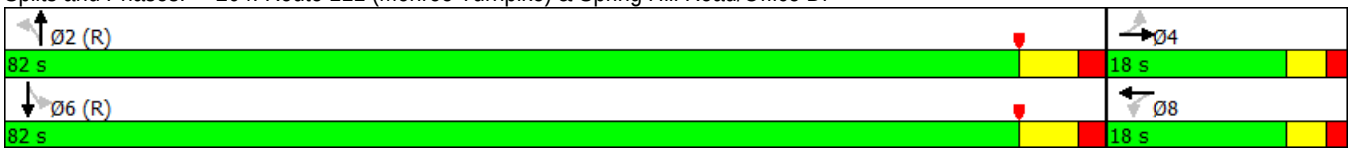


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	0	10	0	0	0	10	1470	0	0	860	40
Future Volume (vph)	60	0	10	0	0	0	10	1470	0	0	860	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.980									0.993	
Flt Protected		0.959										
Satd. Flow (prot)	0	1809	0	0	1925	0	0	3539	0	0	3514	0
Flt Permitted		0.757						0.947				
Satd. Flow (perm)	0	1428	0	0	1925	0	0	3352	0	0	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38									14	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		364			150			1529			547	
Travel Time (s)		9.9			4.1			26.1			9.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.90	0.90	0.91	0.91	0.91
Adj. Flow (vph)	75	0	13	0	0	0	11	1633	0	0	945	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	0	0	0	0	0	1644	0	0	989	0
Turn Type	Perm	NA					Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		21.5	21.5		21.5	21.5	
Total Split (s)	18.0	18.0		18.0	18.0		82.0	82.0		82.0	82.0	
Total Split (%)	18.0%	18.0%		18.0%	18.0%		82.0%	82.0%		82.0%	82.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	1.7	1.7		1.7	1.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		9.1						83.3			83.3	
Actuated g/C Ratio		0.09						0.83			0.83	
v/c Ratio		0.54						0.59			0.34	
Control Delay		38.2						2.3			1.4	
Queue Delay		0.1						0.8			0.1	
Total Delay		38.3						3.0			1.5	
LOS		D						A			A	
Approach Delay		38.3						3.0			1.5	
Approach LOS		D						A			A	
Queue Length 50th (ft)		31						15			27	
Queue Length 95th (ft)		65						41			m44	
Internal Link Dist (ft)		284			70			1449			467	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		222						2793			2931	
Starvation Cap Reductn		0						0			726	
Spillback Cap Reductn		7						738			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.41						0.80			0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 86 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 3.6		Intersection LOS: A	
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr



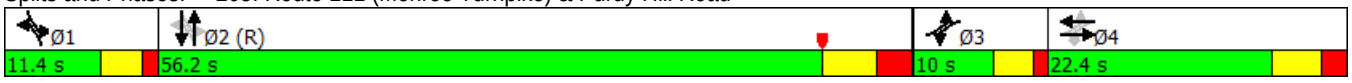
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	190	120	170	120	100	190	1040	300	50	610	50
Future Volume (vph)	120	190	120	170	120	100	190	1040	300	50	610	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	11	12	12
Storage Length (ft)	0		130	110		0	350		0	125		0
Storage Lanes	1		2	1		0	1		0	1		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.932			0.966			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1736	0	1711	3419	0	1711	3500	0
Flt Permitted	0.281			0.348			0.308			0.079		
Satd. Flow (perm)	523	1863	1583	648	1736	0	555	3419	0	142	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145		36			53			12	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		468			420			547			444	
Travel Time (s)		10.6			11.5			9.3			7.6	
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.89	0.89	0.89	0.86	0.86	0.86
Adj. Flow (vph)	145	229	145	195	138	115	213	1169	337	58	709	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	229	145	195	253	0	213	1506	0	58	767	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	4		3	4		1	2		1	2	
Permitted Phases	4		4	4			2			2		
Detector Phase	3	4	4	3	4		1	2		1	2	
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.0	13.7	13.7	9.0	13.7		9.2	21.8		9.2	21.8	
Total Split (s)	10.0	22.4	22.4	10.0	22.4		11.4	56.2		11.4	56.2	
Total Split (%)	10.0%	22.4%	22.4%	10.0%	22.4%		11.4%	56.2%		11.4%	56.2%	
Yellow Time (s)	3.0	3.7	3.7	3.0	3.7		3.0	4.1		3.0	4.1	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.2	2.7		1.2	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.7	5.7	4.0	5.7		4.2	6.8		4.2	6.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	23.0	15.3	15.3	23.0	15.3		60.6	51.0		60.6	51.0	
Actuated g/C Ratio	0.23	0.15	0.15	0.23	0.15		0.61	0.51		0.61	0.51	
v/c Ratio	0.74	0.81	0.40	0.90	0.86		0.51	0.85		0.29	0.43	
Control Delay	54.4	62.5	9.8	75.0	62.2		11.8	30.3		8.7	11.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	4.0		0.0	0.0	
Total Delay	54.4	62.5	9.8	75.0	62.2		11.8	34.3		8.7	11.9	
LOS	D	E	A	E	E		B	C		A	B	
Approach Delay		45.5			67.8			31.5			11.7	
Approach LOS		D			E			C			B	
Queue Length 50th (ft)	72	140	0	100	135		51	509		6	173	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#126	#205	42	#207	#243		80	596		m7	m172	
Internal Link Dist (ft)		388			340			467			364	
Turn Bay Length (ft)			130	110			350			125		
Base Capacity (vph)	195	311	385	216	319		420	1768		199	1789	
Starvation Cap Reductn	0	0	0	0	0		0	192		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.74	0.74	0.38	0.90	0.79		0.51	0.96		0.29	0.43	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 33.6 Intersection LOS: C
Intersection Capacity Utilization 79.2% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



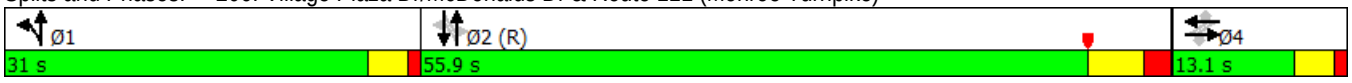
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	10	60	40	0	60	80	1080	40	50	700	40
Future Volume (vph)	70	10	60	40	0	60	80	1080	40	50	700	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	15	14	11	11	12	10	11	12
Storage Length (ft)	0		0	0		35	120		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			80			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.995			0.992	
Flt Protected		0.958			0.950		0.950			0.950		
Satd. Flow (prot)	0	1725	1531	0	1947	1689	1711	1792	0	1652	1786	0
Flt Permitted		0.719			0.606		0.117			0.253		
Satd. Flow (perm)	0	1295	1531	0	1242	1689	211	1792	0	440	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			80			80		8			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		121			198			441			636	
Travel Time (s)		3.3			5.4			8.6			12.4	
Peak Hour Factor	0.81	0.81	0.81	0.85	0.85	0.85	0.96	0.96	0.96	0.93	0.93	0.93
Adj. Flow (vph)	86	12	74	47	0	71	83	1125	42	54	753	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	74	0	47	71	83	1167	0	54	796	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4		4	2			2		
Detector Phase	4	4	4	4	4	4	1	1 2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	4.0			36.0	36.0	
Minimum Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	8.0			42.3	42.3	
Total Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	31.0			55.9	55.9	
Total Split (%)	13.1%	13.1%	13.1%	13.1%	13.1%	13.1%	31.0%			55.9%	55.9%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.2	4.2	
All-Red Time (s)	1.1	1.1	1.1	1.1	1.1	1.1	1.0			2.1	2.1	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Lost Time (s)		4.1	4.1		4.1	4.1	4.0			6.3	6.3	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max			C-Min	C-Min	
Act Effct Green (s)		9.0	9.0		9.0	9.0	78.9	82.9		49.6	49.6	
Actuated g/C Ratio		0.09	0.09		0.09	0.09	0.79	0.83		0.50	0.50	
v/c Ratio		0.84	0.35		0.42	0.32	0.15	0.79		0.25	0.90	
Control Delay		96.5	14.0		55.4	12.6	3.3	18.1		18.3	37.7	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		96.5	14.0		55.4	12.6	3.3	18.1		18.3	37.7	
LOS		F	B		E	B	A	B		B	D	
Approach Delay		61.0			29.6			17.1			36.5	
Approach LOS		E			C			B			D	
Queue Length 50th (ft)		63	0		29	0	12	590		19	441	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#134	30		63	31	m14	792		48	#699	
Internal Link Dist (ft)		41			118			361			556	
Turn Bay Length (ft)						35	120			135		
Base Capacity (vph)		116	210		111	224	571	1486		218	887	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.84	0.35		0.42	0.32	0.15	0.79		0.25	0.90	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 20 (20%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 27.8		Intersection LOS: C	
Intersection Capacity Utilization 84.4%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



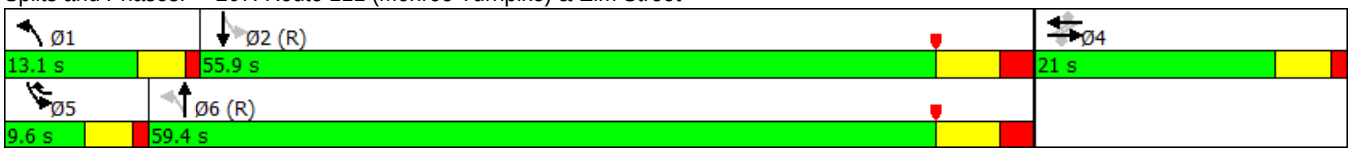
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	150	250	80	220	130	210	680	180	90	510	70
Future Volume (vph)	90	150	250	80	220	130	210	680	180	90	510	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	9	12	11	10	11	11	12	10	12	12
Storage Length (ft)	125		125	100		100	160		160	95		95
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	40			100			70			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.969			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1676	1425	1770	1801	1478	1711	1745	0	1652	1829	0
Flt Permitted	0.353			0.495			0.276			0.112		
Satd. Flow (perm)	658	1676	1425	922	1801	1478	497	1745	0	195	1829	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			309			143		26			12	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		385			483			814			737	
Travel Time (s)		8.8			11.0			15.9			14.4	
Peak Hour Factor	0.81	0.81	0.81	0.91	0.91	0.91	0.90	0.90	0.90	0.89	0.89	0.89
Adj. Flow (vph)	111	185	309	88	242	143	233	756	200	101	573	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	185	309	88	242	143	233	956	0	101	652	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.9	9.9	9.9	9.9	9.9	9.2	9.2	21.6		9.2	21.6	
Total Split (s)	21.0	21.0	21.0	21.0	21.0	9.6	13.1	59.4		9.6	55.9	
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%	10.7%	14.6%	66.0%		10.7%	62.1%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.2	3.2	4.2		3.2	4.2	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.2	1.0	1.0	2.4		1.0	2.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9	4.2	4.2	6.6		4.2	6.6	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	15.8	15.8	15.8	15.8	15.8	25.9	63.3	53.3		58.5	50.9	
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.29	0.70	0.59		0.65	0.57	
v/c Ratio	0.97	0.63	0.61	0.55	0.77	0.27	0.51	0.92		0.48	0.63	
Control Delay	116.7	44.9	9.9	47.7	52.8	5.8	8.3	31.6		13.5	16.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	116.7	44.9	9.9	47.7	52.8	5.8	8.3	31.6		13.5	16.7	
LOS	F	D	A	D	D	A	A	C		B	B	
Approach Delay		40.2			37.7			27.0			16.3	
Approach LOS		D			D			C			B	
Queue Length 50th (ft)	63	98	0	46	132	0	36	444		14	233	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#144	148	45	#98	#243	42	60	#753		32	350	
Internal Link Dist (ft)		305			403			734			657	
Turn Bay Length (ft)	125		125	100		100	160			95		
Base Capacity (vph)	117	299	508	164	322	529	476	1043		214	1038	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.95	0.62	0.61	0.54	0.75	0.27	0.49	0.92		0.47	0.63	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 28.7 Intersection LOS: C
Intersection Capacity Utilization 85.4% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



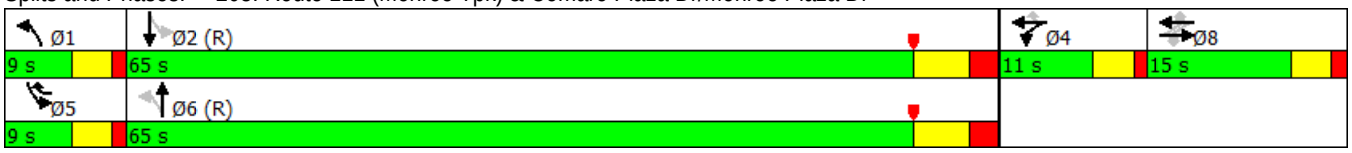
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	10	60	100	10	160	40	740	10	90	500	20
Future Volume (vph)	60	10	60	100	10	160	40	740	10	90	500	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	10	11	10	11	12	10	11	12
Storage Length (ft)	0		0	0		0	450		0	145		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			55			105		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.998			0.994	
Flt Protected		0.959			0.957		0.950			0.950		
Satd. Flow (prot)	0	1727	1583	0	1664	1531	1652	1797	0	1652	1790	0
Flt Permitted		0.677			0.692		0.368			0.199		
Satd. Flow (perm)	0	1219	1583	0	1203	1531	640	1797	0	346	1790	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124			170		1			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		102			224			737			443	
Travel Time (s)		2.8			6.1			14.4			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.93	0.93	0.93	0.88	0.88	0.88
Adj. Flow (vph)	65	11	65	106	11	170	43	796	11	102	568	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	65	0	117	170	43	807	0	102	591	0
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8		4	4 8	5	1	6		5	2	
Permitted Phases	8		8	8		4 8	6			2		
Detector Phase	8	8	8	4	4 8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.3	9.3	9.3	9.0		9.0	9.0	21.4		9.0	21.4	
Total Split (s)	15.0	15.0	15.0	11.0		9.0	9.0	65.0		9.0	65.0	
Total Split (%)	15.0%	15.0%	15.0%	11.0%		9.0%	9.0%	65.0%		9.0%	65.0%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0	4.2		3.0	4.2	
All-Red Time (s)	1.3	1.3	1.3	1.0		1.0	1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.3	4.3			4.0	4.0	6.4		4.0	6.4	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None	None	C-Min		None	C-Min	
Act Effct Green (s)		9.2	9.2		16.4	29.4	67.6	60.2		69.2	63.8	
Actuated g/C Ratio		0.09	0.09		0.16	0.29	0.68	0.60		0.69	0.64	
v/c Ratio		0.68	0.25		0.51	0.30	0.09	0.75		0.34	0.52	
Control Delay		72.8	2.7		42.6	5.5	5.1	20.3		6.5	9.5	
Queue Delay		0.0	0.0		0.0	0.0	0.0	2.7		0.0	0.5	
Total Delay		72.8	2.7		42.6	5.6	5.1	23.0		6.5	10.0	
LOS		E	A		D	A	A	C		A	B	
Approach Delay		40.5			20.7			22.1			9.5	
Approach LOS		D			C			C			A	
Queue Length 50th (ft)		47	0		63	0	7	360		10	143	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#108	4		115	46	17	527		m33	264	
Internal Link Dist (ft)		22			144			657			363	
Turn Bay Length (ft)							450			145		
Base Capacity (vph)		130	280		248	569	483	1082		304	1143	
Starvation Cap Reductn		0	0		0	0	0	60		0	219	
Spillback Cap Reductn		0	0		0	15	0	168		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.58	0.23		0.47	0.31	0.09	0.88		0.34	0.64	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 9 (9%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 18.8		Intersection LOS: B	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	310	130	90	100	80	60	60	770	130	70	420	170
Future Volume (vph)	310	130	90	100	80	60	60	770	130	70	420	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	12	12	10	11	12	10	11	12
Storage Length (ft)	90		90	0		95	90		90	45		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			25			105			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.939			0.936			0.978			0.957	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	1691	0	1770	1744	0	1652	1761	0	1652	1723	0
Flt Permitted	0.621			0.511			0.284			0.083		
Satd. Flow (perm)	1080	1691	0	952	1744	0	494	1761	0	144	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			39			14			34	
Link Speed (mph)		25			30			35			40	
Link Distance (ft)		354			360			443			949	
Travel Time (s)		9.7			8.2			8.6			16.2	
Peak Hour Factor	0.91	0.91	0.91	0.83	0.83	0.83	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	341	143	99	120	96	72	63	811	137	77	462	187
Shared Lane Traffic (%)												
Lane Group Flow (vph)	341	242	0	120	168	0	63	948	0	77	649	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	12.6	12.6		12.6	12.6		26.0	26.0		26.0	26.0	
Total Split (s)	37.1	37.1		37.1	37.1		62.9	62.9		62.9	62.9	
Total Split (%)	37.1%	37.1%		37.1%	37.1%		62.9%	62.9%		62.9%	62.9%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.2	4.2		4.2	4.2	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	31.5	31.5		31.5	31.5		56.9	56.9		56.9	56.9	
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.57	0.57		0.57	0.57	
v/c Ratio	1.00	0.43		0.40	0.29		0.22	0.94		0.95	0.65	
Control Delay	85.7	25.8		31.8	21.2		8.9	29.7		92.7	5.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	1.5		0.0	0.1	
Total Delay	85.7	25.8		31.8	21.2		8.9	31.2		92.7	6.0	
LOS	F	C		C	C		A	C		F	A	
Approach Delay		60.8			25.7			29.8			15.2	
Approach LOS		E			C			C			B	
Queue Length 50th (ft)	~217	103		60	61		6	539		52	34	

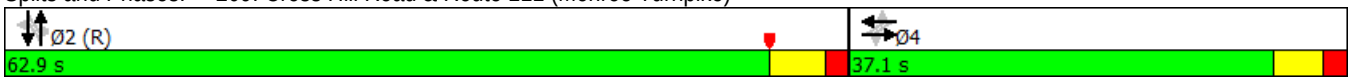
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#401	174		102	103		m24	#817		m#96	33	
Internal Link Dist (ft)		274			280			363			869	
Turn Bay Length (ft)	90						90			45		
Base Capacity (vph)	340	557		299	576		281	1008		81	995	
Starvation Cap Reductn	0	0		0	0		0	16		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	20	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	1.00	0.43		0.40	0.29		0.22	0.96		0.95	0.67	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 32.2 Intersection LOS: C
Intersection Capacity Utilization 97.6% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)



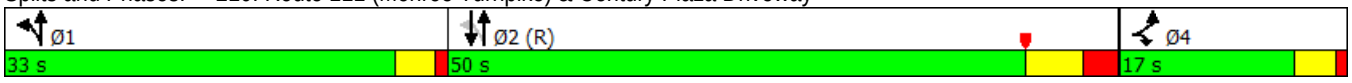
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	130	130	190	950	530	70
Future Volume (vph)	130	130	190	950	530	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	11	12
Storage Length (ft)	0	0	280			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		175			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.984	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1711	1583	1711	1801	1772	0
Flt Permitted	0.950		0.234			
Satd. Flow (perm)	1711	1583	421	1801	1772	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		163			8	
Link Speed (mph)	25			40	40	
Link Distance (ft)	142			949	728	
Travel Time (s)	3.9			16.2	12.4	
Peak Hour Factor	0.80	0.80	0.94	0.94	0.95	0.95
Adj. Flow (vph)	163	163	202	1011	558	74
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	163	202	1011	632	0
Turn Type	Prot	Prot	D.P+P	NA	NA	
Protected Phases	4	4	1	1 2	2	
Permitted Phases			2			
Detector Phase	4	4	1	1 2	2	
Switch Phase						
Minimum Initial (s)	9.0	9.0	3.0		15.0	
Minimum Split (s)	13.0	13.0	7.0		22.0	
Total Split (s)	17.0	17.0	33.0		50.0	
Total Split (%)	17.0%	17.0%	33.0%		50.0%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		2.8	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		7.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	Min		C-Max	
Act Effct Green (s)	12.0	12.0	76.0	80.0	47.7	
Actuated g/C Ratio	0.12	0.12	0.76	0.80	0.48	
v/c Ratio	0.80	0.49	0.31	0.70	0.75	
Control Delay	70.3	11.9	4.0	8.6	29.5	
Queue Delay	0.0	0.0	0.0	0.2	0.0	
Total Delay	70.3	11.9	4.0	8.8	29.5	
LOS	E	B	A	A	C	
Approach Delay	41.1			8.0	29.5	
Approach LOS	D			A	C	
Queue Length 50th (ft)	101	0	31	340	343	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	#160	40	m31	m364	#543	
Internal Link Dist (ft)	62			869	648	
Turn Bay Length (ft)			280			
Base Capacity (vph)	222	347	700	1440	848	
Starvation Cap Reductn	0	0	0	61	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.73	0.47	0.29	0.73	0.75	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 71 (71%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 19.2		Intersection LOS: B	
Intersection Capacity Utilization 64.2%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1630	40	0	1470
Future Volume (vph)	0	0	1630	40	0	1470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997			
Flt Protected						
Satd. Flow (prot)	1722	0	1839	0	0	1845
Flt Permitted						
Satd. Flow (perm)	1722	0	1839	0	0	1845
Link Speed (mph)	30		40			40
Link Distance (ft)	316		5360			661
Travel Time (s)	7.2		91.4			11.3
Peak Hour Factor	0.80	0.80	0.95	0.95	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	1716	42	0	1564
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1758	0	0	1564
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	91.5%	ICU Level of Service	F
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1630	40	0	1470
Future Vol, veh/h	0	0	1630	40	0	1470
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	95	95	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	1716	42	0	1564

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3301	1737	0	0	1758	0
Stage 1	1737	-	-	-	-	-
Stage 2	1564	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	9	108	-	-	353	-
Stage 1	155	-	-	-	-	-
Stage 2	189	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	9	108	-	-	353	-
Mov Cap-2 Maneuver	9	-	-	-	-	-
Stage 1	155	-	-	-	-	-
Stage 2	189	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	353	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

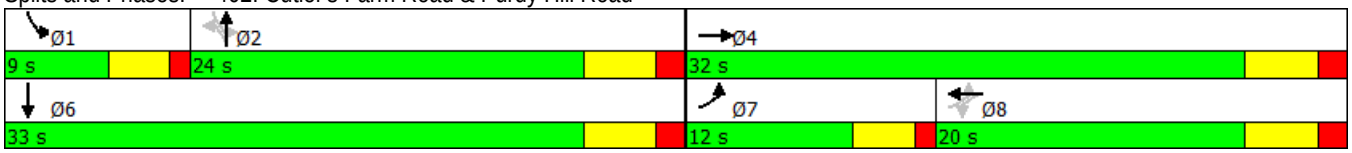
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	210	30	10	180	130	30	230	10	100	190	120
Future Volume (vph)	250	210	30	10	180	130	30	230	10	100	190	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	10	12	12	12	12
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.945			0.995			0.961	
Flt Protected	0.950				0.998			0.994			0.988	
Satd. Flow (prot)	1770	1766	0	0	1757	0	0	1719	0	0	1769	0
Flt Permitted	0.328				0.984			0.931			0.819	
Satd. Flow (perm)	611	1766	0	0	1732	0	0	1611	0	0	1466	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			49			3			40	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		988			775			934			884	
Travel Time (s)		22.5			17.6			25.5			24.1	
Peak Hour Factor	0.83	0.83	0.83	0.84	0.84	0.84	0.80	0.80	0.80	0.95	0.95	0.95
Adj. Flow (vph)	301	253	36	12	214	155	38	288	13	105	200	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	301	289	0	0	381	0	0	339	0	0	431	0
Turn Type	D.P+P	NA		Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases	7	4			8			2		1	6	
Permitted Phases	8			8			2			2		
Detector Phase	7	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		9.0	9.0		9.0	9.0		5.0	5.0	
Minimum Split (s)	9.0	10.0		14.0	14.0		14.0	14.0		9.0	10.0	
Total Split (s)	12.0	32.0		20.0	20.0		24.0	24.0		9.0	33.0	
Total Split (%)	18.5%	49.2%		30.8%	30.8%		36.9%	36.9%		13.8%	50.8%	
Yellow Time (s)	3.0	3.5		3.5	3.5		3.5	3.5		3.0	3.5	
All-Red Time (s)	1.0	1.5		1.5	1.5		1.5	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.0			5.0			5.0			5.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	23.4	26.5			14.3			21.5			21.5	
Actuated g/C Ratio	0.40	0.46			0.25			0.37			0.37	
v/c Ratio	0.74	0.36			0.83			0.57			0.76	
Control Delay	26.8	12.8			37.6			18.3			23.9	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay	26.8	12.8			37.6			18.3			23.9	
LOS	C	B			D			B			C	
Approach Delay		19.9			37.6			18.3			23.9	
Approach LOS		B			D			B			C	
Queue Length 50th (ft)	66	62			113			91			117	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#137	115			#242			134			212	
Internal Link Dist (ft)		908			695			854			804	
Turn Bay Length (ft)	100											
Base Capacity (vph)	408	841			490			648			738	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.74	0.34			0.78			0.52			0.58	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 58.2			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 24.5		Intersection LOS: C	
Intersection Capacity Utilization 85.7%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 402: Cutler's Farm Road & Purdy Hill Road

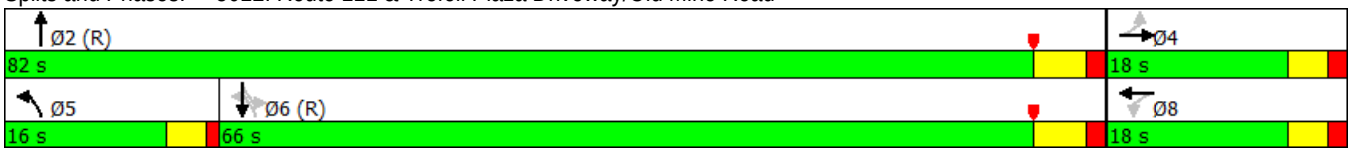


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	0	120	10	0	10	170	1410	20	20	1680	110
Future Volume (vph)	70	0	120	10	0	10	170	1410	20	20	1680	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	100		0	0		0	150		0	100		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	100			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.932			0.998			0.991	
Flt Protected	0.950				0.976		0.950			0.950		
Satd. Flow (prot)	1711	1531	0	0	1638	0	1711	3414	0	1711	3390	0
Flt Permitted	0.740				0.828		0.063			0.147		
Satd. Flow (perm)	1332	1531	0	0	1390	0	113	3414	0	265	3390	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		196			71			4			12	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		275			277			321			269	
Travel Time (s)		7.5			7.6			6.3			5.2	
Peak Hour Factor	0.92	0.92	0.92	0.80	0.80	0.80	0.86	0.86	0.86	0.93	0.93	0.93
Adj. Flow (vph)	76	0	130	13	0	13	198	1640	23	22	1806	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	130	0	0	26	0	198	1663	0	22	1924	0
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			6			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		5.0	15.0		9.0	9.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		9.0	20.5		20.5	20.5	
Total Split (s)	18.0	18.0		18.0	18.0		16.0	82.0		66.0	66.0	
Total Split (%)	18.0%	18.0%		18.0%	18.0%		16.0%	82.0%		66.0%	66.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5			4.5		4.0	5.5		5.5	5.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Act Effct Green (s)	11.2	11.2			11.2		76.3	78.8		63.9	63.9	
Actuated g/C Ratio	0.11	0.11			0.11		0.76	0.79		0.64	0.64	
v/c Ratio	0.51	0.38			0.12		0.76	0.62		0.13	0.89	
Control Delay	53.9	4.4			1.1		41.9	5.8		10.7	22.3	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	53.9	4.4			1.1		41.9	5.8		10.7	22.3	
LOS	D	A			A		D	A		B	C	
Approach Delay		22.7			1.1			9.6			22.2	
Approach LOS		C			A			A			C	
Queue Length 50th (ft)	46	0			0		70	178		5	515	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	92	13			0		#155	236		18	#766	
Internal Link Dist (ft)		195			197			241			189	
Turn Bay Length (ft)	100						150			100		
Base Capacity (vph)	179	376			249		283	2692		169	2171	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.42	0.35			0.10		0.70	0.62		0.13	0.89	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:NBSB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 16.3		Intersection LOS: B	
Intersection Capacity Utilization 78.9%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 5012: Route 111 & Trefoil Plaza Driveway/Old Mine Road

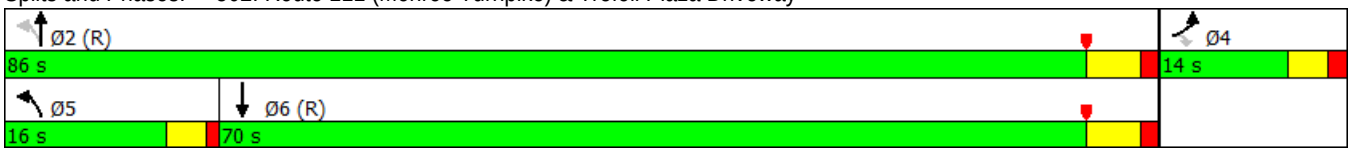


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	120	170	1420	1700	110
Future Volume (vph)	70	120	170	1420	1700	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	11	10	12
Storage Length (ft)	0	25	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		105			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.991	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1794	1652	3421	3274	0
Flt Permitted	0.950		0.057			
Satd. Flow (perm)	1770	1794	99	3421	3274	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		130			13	
Link Speed (mph)	25			35	35	
Link Distance (ft)	387			285	334	
Travel Time (s)	10.6			5.6	6.5	
Peak Hour Factor	0.92	0.92	0.85	0.85	0.94	0.94
Adj. Flow (vph)	76	130	200	1671	1809	117
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	130	200	1671	1926	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	9.0	9.0	5.0	15.0	15.0	
Minimum Split (s)	13.5	13.5	9.0	20.5	20.5	
Total Split (s)	14.0	14.0	16.0	86.0	70.0	
Total Split (%)	14.0%	14.0%	16.0%	86.0%	70.0%	
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	
All-Red Time (s)	1.5	1.5	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.0	5.5	5.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Max	C-Max	
Act Effct Green (s)	9.3	9.3	82.2	80.7	66.0	
Actuated g/C Ratio	0.09	0.09	0.82	0.81	0.66	
v/c Ratio	0.46	0.46	0.81	0.61	0.89	
Control Delay	52.6	13.4	47.8	4.8	11.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	52.6	13.4	47.8	4.8	11.2	
LOS	D	B	D	A	B	
Approach Delay	27.9			9.4	11.2	
Approach LOS	C			A	B	
Queue Length 50th (ft)	47	0	75	161	192	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	93	55	#160	180	#246	
Internal Link Dist (ft)	307			205	254	
Turn Bay Length (ft)		25	95			
Base Capacity (vph)	168	288	267	2760	2164	
Starvation Cap Reductn	0	0	0	0	1	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.45	0.45	0.75	0.61	0.89	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 51 (51%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 11.2		Intersection LOS: B	
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 502: Route 111 (Monroe Turnpike) & Trefoil Plaza Driveway



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	20	0	1490	1790	20
Future Volume (vph)	0	20	0	1490	1790	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.998	
Flt Protected						
Satd. Flow (prot)	0	1772	0	3421	3297	0
Flt Permitted						
Satd. Flow (perm)	0	1772	0	3421	3297	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	348			334	300	
Travel Time (s)	9.5			6.5	5.8	
Peak Hour Factor	0.80	0.80	0.87	0.87	0.93	0.93
Adj. Flow (vph)	0	25	0	1713	1925	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	25	0	1713	1947	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	0	1490	1790	20
Future Vol, veh/h	0	20	0	1490	1790	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	87	87	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	0	1713	1925	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	973	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	252	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	252	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	252	-	-
HCM Lane V/C Ratio	-	0.099	-	-
HCM Control Delay (s)	-	20.9	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	0	1490	1800	10
Future Volume (vph)	0	10	0	1490	1800	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.865				0.999	
Flt Protected						
Satd. Flow (prot)	1665	0	0	3539	3418	0
Flt Permitted						
Satd. Flow (perm)	1665	0	0	3539	3418	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	167			300	188	
Travel Time (s)	4.6			5.8	3.7	
Peak Hour Factor	0.80	0.80	0.97	0.97	0.85	0.85
Adj. Flow (vph)	0	13	0	1536	2118	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	1536	2130	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	1490	1800	10
Future Vol, veh/h	0	10	0	1490	1800	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	97	97	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	1536	2118	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2892	1065	2129	0	-	0
Stage 1	2124	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	13	219	252	-	-	-
Stage 1	77	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	13	219	252	-	-	-
Mov Cap-2 Maneuver	13	-	-	-	-	-
Stage 1	77	-	-	-	-	-
Stage 2	418	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	252	-	219	-	-
HCM Lane V/C Ratio	-	-	0.057	-	-
HCM Control Delay (s)	0	-	22.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	20	10	1140	790	20
Future Volume (vph)	30	20	10	1140	790	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946				0.997	
Flt Protected	0.971					
Satd. Flow (prot)	1711	0	0	1801	1795	0
Flt Permitted	0.971					
Satd. Flow (perm)	1711	0	0	1801	1795	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	268			1631	381	
Travel Time (s)	7.3			31.8	7.4	
Peak Hour Factor	0.69	0.69	0.92	0.92	0.89	0.89
Adj. Flow (vph)	43	29	11	1239	888	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	0	1250	910	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.0%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	20	10	1140	790	20
Future Vol, veh/h	30	20	10	1140	790	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	92	92	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	29	11	1239	888	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2160	899	910	0	-	0
Stage 1	899	-	-	-	-	-
Stage 2	1261	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	52	338	748	-	-	-
Stage 1	397	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	50	338	748	-	-	-
Mov Cap-2 Maneuver	50	-	-	-	-	-
Stage 1	397	-	-	-	-	-
Stage 2	254	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	184.8	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	748	-	76	-	-
HCM Lane V/C Ratio	0.015	-	0.953	-	-
HCM Control Delay (s)	9.9	0	184.8	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	5	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	20	0	1170	790	0
Future Volume (vph)	20	20	0	1170	790	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	2006	1794	0	1801	1801	0
Flt Permitted	0.950					
Satd. Flow (perm)	2006	1794	0	1801	1801	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	126			381	323	
Travel Time (s)	3.4			7.4	6.3	
Peak Hour Factor	0.65	0.65	0.89	0.89	0.89	0.89
Adj. Flow (vph)	31	31	0	1315	888	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	31	0	1315	888	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	20	0	1170	790	0
Future Vol, veh/h	20	20	0	1170	790	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	31	0	1315	888	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2203	888	-	0	-	0
Stage 1	888	-	-	-	-	-
Stage 2	1315	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	49	343	0	-	-	-
Stage 1	402	-	0	-	-	-
Stage 2	251	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	49	343	-	-	-	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	402	-	-	-	-	-
Stage 2	251	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	89	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	49	343	-	-
HCM Lane V/C Ratio	-	0.628	0.09	-	-
HCM Control Delay (s)	-	161.4	16.5	-	-
HCM Lane LOS	-	F	C	-	-
HCM 95th %tile Q(veh)	-	2.4	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	20	0	50	0	1150	40	20	770	10
Future Volume (vph)	0	0	0	20	0	50	0	1150	40	20	770	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	14	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.995			0.998	
Flt Protected					0.950						0.999	
Satd. Flow (prot)	0	0	0	0	1947	1689	0	1792	0	0	1795	0
Flt Permitted					0.950						0.999	
Satd. Flow (perm)	0	0	0	0	1947	1689	0	1792	0	0	1795	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		181			109			323			441	
Travel Time (s)		4.9			3.0			6.3			8.6	
Peak Hour Factor	0.65	0.65	0.65	0.80	0.80	0.80	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	25	0	63	0	1322	46	22	837	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	25	63	0	1368	0	0	870	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	20	0	50	0	1150	40	20	770	10
Future Vol, veh/h	0	0	0	20	0	50	0	1150	40	20	770	10
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
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	80	80	80	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	25	0	63	0	1322	46	22	837	11

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	2231	2236	1345	848	0	0	1368	0	0
Stage 1	1345	1345	-	-	-	-	-	-	-
Stage 2	886	891	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	47	42	185	790	-	-	502	-	-
Stage 1	243	220	-	-	-	-	-	-	-
Stage 2	403	361	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	43	0	185	790	-	-	502	-	-
Mov Cap-2 Maneuver	43	0	-	-	-	-	-	-	-
Stage 1	243	0	-	-	-	-	-	-	-
Stage 2	370	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	72.9	0	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	790	-	-	43	185	502	-	-
HCM Lane V/C Ratio	-	-	-	0.581	0.338	0.043	-	-
HCM Control Delay (s)	0	-	-	170	34.1	12.5	0	-
HCM Lane LOS	A	-	-	F	D	B	A	-
HCM 95th %tile Q(veh)	0	-	-	2.1	1.4	0.1	-	-

APPENDIX N3
CAPACITY ANALYSES
2040 Improved Conditions
Saturday Midday Peak Hour

Tighe&Bond

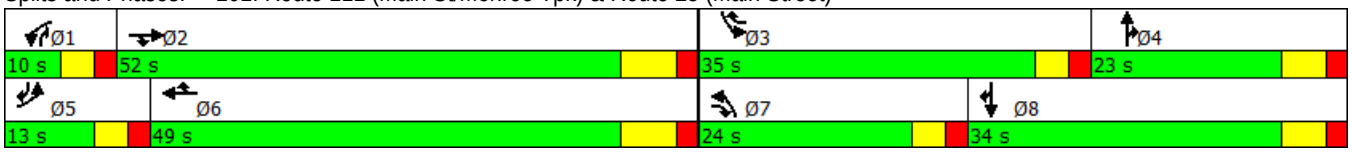
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1200	370	120	1080	740	330	500	140	790	440	160
Future Volume (vph)	190	1200	370	120	1080	740	330	500	140	790	440	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	10	11	10	12	11	12
Storage Length (ft)	225		0	175		500	430		100	500		500
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	200			175			75			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	3421	1531	3319	3539	1531	3204	3421	1478	3433	3421	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	3421	1531	3319	3539	1531	3204	3421	1478	3433	3421	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			118			73			127			82
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		877			839			636			734	
Travel Time (s)		14.9			10.4			10.8			14.3	
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.86	0.86	0.86
Adj. Flow (vph)	209	1319	407	129	1161	796	344	521	146	919	512	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	1319	407	129	1161	796	344	521	146	919	512	186
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	5	2	2 7	1	6	3 6	7	4	4 1	3	8	8 5
Permitted Phases												
Detector Phase	5	2	2 7	1	6	3 6	7	4	4 1	3	8	8 5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		12.0	13.0		12.0	13.0	
Total Split (s)	13.0	52.0		10.0	49.0		24.0	23.0		35.0	34.0	
Total Split (%)	10.8%	43.3%		8.3%	40.8%		20.0%	19.2%		29.2%	28.3%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	6.0		5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	8.0	45.0	66.3	5.0	42.0	79.0	16.3	17.0	27.0	30.0	30.7	43.7
Actuated g/C Ratio	0.07	0.38	0.55	0.04	0.35	0.66	0.14	0.14	0.22	0.25	0.26	0.36
v/c Ratio	0.95	1.03	0.45	0.93	0.94	0.77	0.79	1.08	0.34	1.07	0.58	0.30
Control Delay	103.9	70.0	12.4	118.4	52.6	19.1	63.8	111.5	11.4	94.6	42.8	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.9	70.0	12.4	118.4	52.6	19.1	63.8	111.5	11.4	94.6	42.8	16.9
LOS	F	E	B	F	D	B	E	F	B	F	D	B
Approach Delay		61.6			43.9			80.8			69.3	
Approach LOS		E			D			F			E	
Queue Length 50th (ft)	84	~574	122	52	454	360	134	~236	12	~407	184	55

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#161	#712	190	#115	#595	547	182	#349	67	#494	236	108
Internal Link Dist (ft)		797			759			556			654	
Turn Bay Length (ft)	225			175		500	430		100	500		500
Base Capacity (vph)	221	1282	930	138	1238	1032	507	484	430	858	876	629
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	1.03	0.44	0.93	0.94	0.77	0.68	1.08	0.34	1.07	0.58	0.30

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 60.8 Intersection LOS: E
Intersection Capacity Utilization 92.9% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)

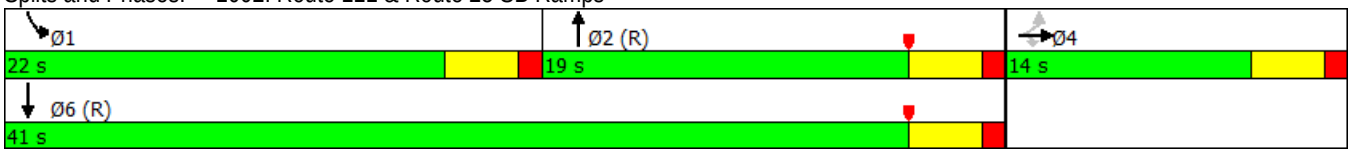


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	0	370	0	0	0	0	830	140	790	560	0
Future Volume (vph)	190	0	370	0	0	0	0	830	140	790	560	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	2		0
Taper Length (ft)	100			25			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.97	1.00	1.00
Frt			0.850					0.978				
Flt Protected		0.950								0.950		
Satd. Flow (prot)	0	1770	1583	0	0	0	0	6267	0	3433	1863	0
Flt Permitted		0.950								0.950		
Satd. Flow (perm)	0	1770	1583	0	0	0	0	6267	0	3433	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			311					76				
Link Speed (mph)		40			30			40			35	
Link Distance (ft)		362			177			332			150	
Travel Time (s)		6.2			4.0			5.7			2.9	
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.86	0.86	0.86
Adj. Flow (vph)	209	0	407	0	0	0	0	865	146	919	651	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	209	407	0	0	0	0	1011	0	919	651	0
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4									
Detector Phase	4	4	4					2		1	6	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0					15.0		5.0	15.0	
Minimum Split (s)	13.0	13.0	13.0					19.0		9.0	19.0	
Total Split (s)	14.0	14.0	14.0					19.0		22.0	41.0	
Total Split (%)	25.5%	25.5%	25.5%					34.5%		40.0%	74.5%	
Yellow Time (s)	3.0	3.0	3.0					3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)		4.0	4.0					4.0		4.0	4.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max		None	C-Max	
Act Effct Green (s)		9.8	9.8					15.8		17.4	37.2	
Actuated g/C Ratio		0.18	0.18					0.29		0.32	0.68	
v/c Ratio		0.66	0.76					0.55		0.84	0.52	
Control Delay		33.4	17.3					16.8		13.4	2.6	
Queue Delay		0.3	0.0					1.8		2.1	2.4	
Total Delay		33.7	17.3					18.7		15.5	5.0	
LOS		C	B					B		B	A	
Approach Delay		22.9						18.7			11.2	
Approach LOS		C						B			B	
Queue Length 50th (ft)		64	28					75		24	16	
Queue Length 95th (ft)		#142	#143					104		#48	35	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		282			97			252			70	
Turn Bay Length (ft)												
Base Capacity (vph)		321	542					1850		1123	1260	
Starvation Cap Reductn		0	0					0		99	460	
Spillback Cap Reductn		8	0					638		0	0	
Storage Cap Reductn		0	0					0		0	0	
Reduced v/c Ratio		0.67	0.75					0.83		0.90	0.81	

Intersection Summary			
Area Type:	Other		
Cycle Length: 55			
Actuated Cycle Length: 55			
Offset: 19 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 15.8		Intersection LOS: B	
Intersection Capacity Utilization 95.4%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1002: Route 111 & Route 25 SB Ramps

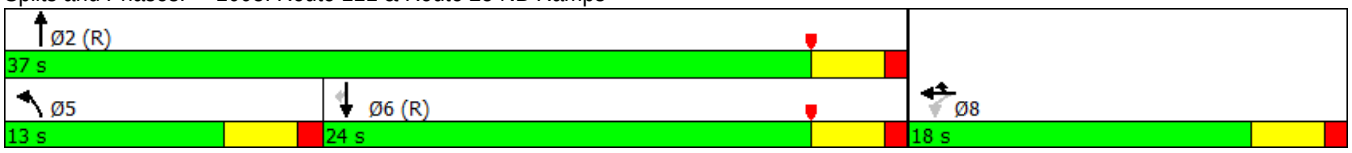


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	120	0	740	330	690	0	0	1230	160
Future Volume (vph)	0	0	0	120	0	740	330	690	0	0	1230	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		300	0		0	0		0
Storage Lanes	0		0	0		2	2		0	0		1
Taper Length (ft)	25			100			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	0.97	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1770	2787	3433	3539	0	0	5085	1583
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1770	2787	3433	3539	0	0	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						401						186
Link Speed (mph)		30			40			40			35	
Link Distance (ft)		193			427			150			347	
Travel Time (s)		4.4			7.3			2.6			6.8	
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.96	0.96	0.96	0.86	0.86	0.86
Adj. Flow (vph)	0	0	0	129	0	796	344	719	0	0	1430	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	129	796	344	719	0	0	1430	186
Turn Type				Perm	NA	Prot	Prot	NA			NA	Perm
Protected Phases					8	8	5	2			6	
Permitted Phases				8								6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				9.0	9.0	9.0	5.0	15.0			15.0	15.0
Minimum Split (s)				13.0	13.0	13.0	9.0	19.0			19.0	19.0
Total Split (s)				18.0	18.0	18.0	13.0	37.0			24.0	24.0
Total Split (%)				32.7%	32.7%	32.7%	23.6%	67.3%			43.6%	43.6%
Yellow Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Act Effct Green (s)					12.9	12.9	8.8	34.1			21.3	21.3
Actuated g/C Ratio					0.23	0.23	0.16	0.62			0.39	0.39
v/c Ratio					0.31	0.83	0.63	0.33			0.73	0.26
Control Delay					19.0	18.5	19.0	12.4			17.5	3.5
Queue Delay					0.0	0.0	57.9	53.9			0.2	0.0
Total Delay					19.0	18.5	76.9	66.3			17.7	3.5
LOS					B	B	E	E			B	A
Approach Delay					18.6			69.8			16.0	
Approach LOS					B			E			B	
Queue Length 50th (ft)					34	63	55	111			146	0
Queue Length 95th (ft)					71	#157	m92	164			182	29

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		113			347			70			267	
Turn Bay Length (ft)						300						
Base Capacity (vph)					450	1008	561	2191			1969	727
Starvation Cap Reductn					0	0	249	1644			0	0
Spillback Cap Reductn					0	0	0	0			98	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					0.29	0.79	1.10	1.31			0.76	0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 55			
Actuated Cycle Length: 55			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 32.5		Intersection LOS: C	
Intersection Capacity Utilization 95.9%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1003: Route 111 & Route 25 NB Ramps

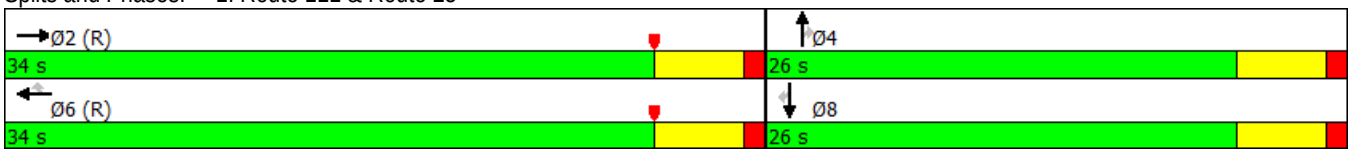


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1990	0	0	1200	740	0	690	140	0	1230	160
Future Volume (vph)	0	1990	0	0	1200	740	0	690	140	0	1230	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	175		500	430		100	500		500
Storage Lanes	0		0	0		2	0		0	0		2
Taper Length (ft)	200			175			75			100		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.95	0.88	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850			0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	6408	0	0	3539	2787	0	3539	1583	0	5085	1583
Flt Permitted												
Satd. Flow (perm)	0	6408	0	0	3539	2787	0	3539	1583	0	5085	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		535			888			429			735	
Travel Time (s)		9.1			11.0			7.3			14.3	
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.86	0.86	0.86
Adj. Flow (vph)	0	2187	0	0	1290	796	0	719	146	0	1430	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2187	0	0	1290	796	0	719	146	0	1430	186
Turn Type		NA			NA	Perm		NA	Perm		NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases						6			4			8
Detector Phase		2			6	6		4	4		8	8
Switch Phase												
Minimum Initial (s)		15.0			15.0	15.0		7.0	7.0		7.0	7.0
Minimum Split (s)		20.0			20.0	20.0		12.0	12.0		12.0	12.0
Total Split (s)		34.0			34.0	34.0		26.0	26.0		26.0	26.0
Total Split (%)		56.7%			56.7%	56.7%		43.3%	43.3%		43.3%	43.3%
Yellow Time (s)		4.0			4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)		1.0			1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0			5.0	5.0		5.0	5.0		5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Min			C-Min	C-Min		None	None		None	None
Act Effct Green (s)		29.9			29.9	29.9		20.1	20.1		20.1	20.1
Actuated g/C Ratio		0.50			0.50	0.50		0.34	0.34		0.34	0.34
v/c Ratio		0.68			0.73	0.57		0.61	0.28		0.84	0.35
Control Delay		4.7			15.2	12.9		14.7	11.8		23.9	17.0
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		4.7			15.2	12.9		14.7	11.8		23.9	17.0
LOS		A			B	B		B	B		C	B
Approach Delay		4.7			14.3			14.3			23.1	
Approach LOS		A			B			B			C	
Queue Length 50th (ft)		29			185	109		86	25		167	48
Queue Length 95th (ft)		70			259	164		121	m46		204	88

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		455			808			349			655	
Turn Bay Length (ft)						500			100			500
Base Capacity (vph)		3197			1765	1390		1238	554		1779	554
Starvation Cap Reductn		0			0	0		0	0		0	0
Spillback Cap Reductn		0			0	0		0	0		0	0
Storage Cap Reductn		0			0	0		0	0		0	0
Reduced v/c Ratio		0.68			0.73	0.57		0.58	0.26		0.80	0.34

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 13.3		Intersection LOS: B	
Intersection Capacity Utilization 65.3%		ICU Level of Service C	
Analysis Period (min) 15			
m	Volume for 95th percentile queue is metered by upstream signal.		

Splits and Phases: 1: Route 111 & Route 25

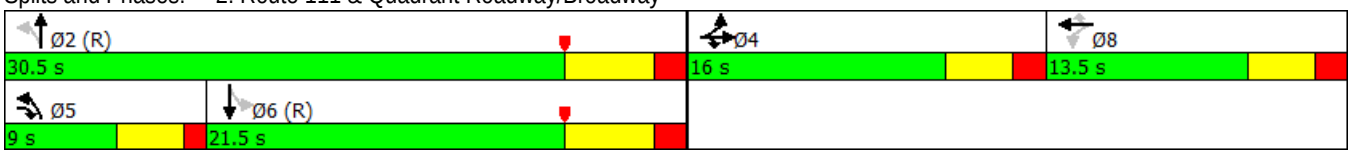


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	0	490	0	0	0	330	640	0	0	440	790
Future Volume (vph)	190	0	490	0	0	0	330	640	0	0	440	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	0		100	200		0	100		0
Storage Lanes	0		1	0		1	1		0	1		2
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88
Frt			0.850									0.850
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1770	1583	0	1863	1863	1770	1863	0	1863	1863	2787
Flt Permitted		0.950					0.200					
Satd. Flow (perm)	0	1770	1583	0	1863	1863	373	1863	0	1863	1863	2787
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		831			333			399			429	
Travel Time (s)		18.9			7.6			6.8			7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	0	533	0	0	0	359	696	0	0	478	859
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	207	533	0	0	0	359	696	0	0	478	859
Turn Type	Split	NA	pt+ov			Perm	pm+pt	NA		Perm	NA	Free
Protected Phases	4	4	4 5		8		5	2			6	
Permitted Phases				8		8	2			6		Free
Detector Phase	4	4	4 5	8	8	8	5	2		6	6	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	5.0	15.0		15.0	15.0	
Minimum Split (s)	13.5	13.5		13.5	13.5	13.5	9.0	20.5		20.5	20.5	
Total Split (s)	16.0	16.0		13.5	13.5	13.5	9.0	30.5		21.5	21.5	
Total Split (%)	26.7%	26.7%		22.5%	22.5%	22.5%	15.0%	50.8%		35.8%	35.8%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.0	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	4.0	5.5		5.5	5.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	C-Min		C-Min	C-Min	
Act Effct Green (s)		11.5	34.0				40.0	38.5			16.0	60.0
Actuated g/C Ratio		0.19	0.57				0.67	0.64			0.27	1.00
v/c Ratio		0.61	0.59				0.53	0.58			0.96	0.31
Control Delay		31.0	11.0				9.2	8.6			32.6	1.1
Queue Delay		0.0	0.0				0.0	0.0			0.0	0.0
Total Delay		31.0	11.0				9.2	8.6			32.6	1.1
LOS		C	B				A	A			C	A
Approach Delay		16.6						8.8			12.4	
Approach LOS		B						A			B	
Queue Length 50th (ft)		65	112				44	120			1	11
Queue Length 95th (ft)		#143	181				111	200			m#243	m17

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		751			253			319			349	
Turn Bay Length (ft)			300				200					
Base Capacity (vph)		339	897				679	1195			496	2787
Starvation Cap Reductn		0	0				0	0			0	0
Spillback Cap Reductn		0	0				0	0			0	0
Storage Cap Reductn		0	0				0	0			0	0
Reduced v/c Ratio		0.61	0.59				0.53	0.58			0.96	0.31

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 33 (55%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 12.2		Intersection LOS: B	
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Route 111 & Quadrant Roadway/Broadway



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1200	370	120	1360	330	790
Future Volume (vph)	1200	370	120	1360	330	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	300		315	0
Storage Lanes		1	1		0	2
Taper Length (ft)			50		50	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	0.88
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	1770	2787
Flt Permitted			0.128		0.950	
Satd. Flow (perm)	3539	1583	238	3539	1770	2787
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		362				
Link Speed (mph)	40			40	30	
Link Distance (ft)	509			535	831	
Travel Time (s)	8.7			9.1	18.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1304	402	130	1478	359	859
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1304	402	130	1478	359	859
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Free
Protected Phases	6	3	5	2	3	
Permitted Phases		6	2			Free
Detector Phase	6	3	5	2	3	
Switch Phase						
Minimum Initial (s)	15.0	9.0	5.0	15.0	9.0	
Minimum Split (s)	20.5	13.5	9.0	20.5	13.5	
Total Split (s)	31.0	20.0	9.0	40.0	20.0	
Total Split (%)	51.7%	33.3%	15.0%	66.7%	33.3%	
Yellow Time (s)	4.0	3.0	3.0	4.0	3.0	
All-Red Time (s)	1.5	1.5	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Min	None	None	C-Min	None	
Act Effct Green (s)	28.0	49.2	36.8	35.3	14.7	60.0
Actuated g/C Ratio	0.47	0.82	0.61	0.59	0.24	1.00
v/c Ratio	0.79	0.30	0.47	0.71	0.83	0.31
Control Delay	19.6	0.9	16.2	9.4	43.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	0.9	16.2	9.4	43.4	0.3
LOS	B	A	B	A	D	A
Approach Delay	15.2			10.0	13.0	
Approach LOS	B			A	B	
Queue Length 50th (ft)	215	2	20	114	137	0
Queue Length 95th (ft)	#342	14	m44	193	#247	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Internal Link Dist (ft)	429			455	751	
Turn Bay Length (ft)		300	300		315	
Base Capacity (vph)	1654	1360	277	2080	457	2787
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.30	0.47	0.71	0.79	0.31

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 56 (93%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 12.8		Intersection LOS: B	
Intersection Capacity Utilization 69.8%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3: Quadrant Roadway & Route 25



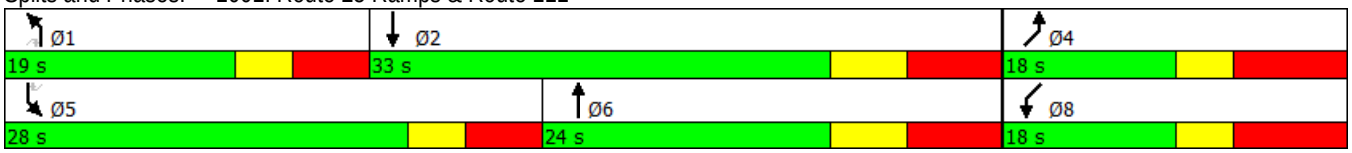
Lane Group	NBL	NBT	NBR2	SBL	SBT	SBR2	NEL	NER2	SWL	SWR2
Lane Configurations										
Traffic Volume (vph)	330	500	140	790	440	160	190	370	120	740
Future Volume (vph)	330	500	140	790	440	160	190	370	120	740
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12
Storage Length (ft)	200			200			200		200	
Storage Lanes	2			1			1		1	
Taper Length (ft)	100			100			100		100	
Lane Util. Factor	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	0.97	0.88
Frt			0.850			0.850		0.850		0.850
Flt Protected	0.950			0.950			0.950		0.950	
Satd. Flow (prot)	3319	3421	1531	3319	1801	1531	3433	1583	3433	2787
Flt Permitted	0.950			0.950			0.950		0.950	
Satd. Flow (perm)	3319	3421	1531	3319	1801	1531	3433	1583	3433	2787
Right Turn on Red			Yes			Yes		Yes		No
Satd. Flow (RTOR)			452			452		343		
Link Speed (mph)		40			35					
Link Distance (ft)		521			684					
Travel Time (s)		8.9			13.3					
Peak Hour Factor	0.96	0.96	0.96	0.86	0.86	0.86	0.91	0.91	0.93	0.93
Adj. Flow (vph)	344	521	146	919	512	186	209	407	129	796
Shared Lane Traffic (%)										
Lane Group Flow (vph)	344	521	146	919	512	186	209	407	129	796
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	Perm	Prot	Perm
Protected Phases	1	6		5	2		4		8	
Permitted Phases			Free			Free		1		5
Detector Phase	1	6		5	2		4	1	8	5
Switch Phase										
Minimum Initial (s)	9.0	15.0		9.0	15.0		9.0	9.0	9.0	9.0
Minimum Split (s)	16.0	24.0		16.0	24.0		18.0	16.0	18.0	16.0
Total Split (s)	19.0	24.0		28.0	33.0		18.0	19.0	18.0	28.0
Total Split (%)	27.1%	34.3%		40.0%	47.1%		25.7%	27.1%	25.7%	40.0%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	3.0	3.0	3.0
All-Red Time (s)	4.0	5.0		4.0	5.0		6.0	4.0	6.0	4.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	9.0		7.0	9.0		9.0	7.0	9.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag			Lead		Lead
Lead-Lag Optimize?										
Recall Mode	None	Min		None	Min		None	None	None	None
Act Effct Green (s)	10.6	15.0	69.7	20.7	25.2	69.7	9.0	10.6	9.0	20.7
Actuated g/C Ratio	0.15	0.22	1.00	0.30	0.36	1.00	0.13	0.15	0.13	0.30
v/c Ratio	0.69	0.71	0.10	0.93	0.79	0.12	0.47	0.77	0.29	0.96
Control Delay	35.5	31.5	0.1	41.8	31.4	0.2	32.2	17.0	29.6	49.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	31.5	0.1	41.8	31.4	0.2	32.2	17.0	29.6	49.4
LOS	D	C	A	D	C	A	C	B	C	D
Approach Delay		28.3			33.7					
Approach LOS		C			C					
Queue Length 50th (ft)	73	110	0	195	192	0	43	25	26	189

Lane Group	NBL	NBT	NBR2	SBL	SBT	SBR2	NEL	NER2	SWL	SWR2
Queue Length 95th (ft)	111	161	0	#284	#331	0	74	#141	50	#311
Internal Link Dist (ft)		441			604					
Turn Bay Length (ft)	200		200	200		200	200	200	200	200
Base Capacity (vph)	570	736	1531	999	650	1531	443	556	443	839
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.71	0.10	0.92	0.79	0.12	0.47	0.73	0.29	0.95

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69.7			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 33.6		Intersection LOS: C	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1001: Route 25 Ramps & Route 111

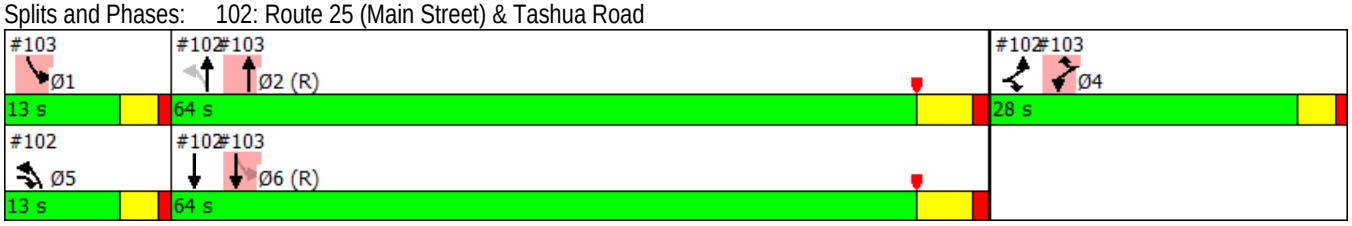


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	140	180	150	1470	1570	170	
Future Volume (vph)	140	180	150	1470	1570	170	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	12	12	
Storage Length (ft)	0	185	385			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		80				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	
Frt		0.850			0.985		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1711	1531	1711	3421	3486	0	
Flt Permitted	0.950		0.063				
Satd. Flow (perm)	1711	1531	113	3421	3486	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		16			18		
Link Speed (mph)	25			40	40		
Link Distance (ft)	661			1950	469		
Travel Time (s)	18.0			33.2	8.0		
Peak Hour Factor	0.89	0.89	0.92	0.92	0.91	0.91	
Adj. Flow (vph)	157	202	163	1598	1725	187	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	157	202	163	1598	1912	0	
Turn Type	Prot	pt+ov	pm+pt	NA	NA		
Protected Phases	4	4 5	5	2	6		1
Permitted Phases			2				
Detector Phase	4	4 5	5	2	6		
Switch Phase							
Minimum Initial (s)	7.0		5.0	18.0	18.0		5.0
Minimum Split (s)	11.0		9.0	23.7	23.7		9.0
Total Split (s)	28.0		13.0	64.0	64.0		13.0
Total Split (%)	26.7%		12.4%	61.0%	61.0%		12%
Yellow Time (s)	3.0		3.0	4.3	4.3		3.0
All-Red Time (s)	1.0		1.0	1.4	1.4		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		4.0	5.7	5.7		
Lead/Lag			Lead	Lag	Lag		Lead
Lead-Lag Optimize?							
Recall Mode	None		None	C-Min	C-Min		None
Act Effct Green (s)	19.7	31.9	73.5	63.6	63.4		
Actuated g/C Ratio	0.19	0.30	0.70	0.61	0.60		
v/c Ratio	0.49	0.43	0.80	0.77	0.91		
Control Delay	42.6	28.6	50.2	19.8	14.5		
Queue Delay	0.0	0.0	0.0	0.0	0.2		
Total Delay	42.6	28.6	50.2	19.8	14.7		
LOS	D	C	D	B	B		
Approach Delay	34.7			22.6	14.7		
Approach LOS	C			C	B		
Queue Length 50th (ft)	94	97	58	408	138		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Queue Length 95th (ft)	150	153	#167	555	#815		
Internal Link Dist (ft)	581			1870	389		
Turn Bay Length (ft)		185	385				
Base Capacity (vph)	391	485	216	2072	2112		
Starvation Cap Reductn	0	0	0	0	14		
Spillback Cap Reductn	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.40	0.42	0.75	0.77	0.91		

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 66 (63%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 19.9		Intersection LOS: B	
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road



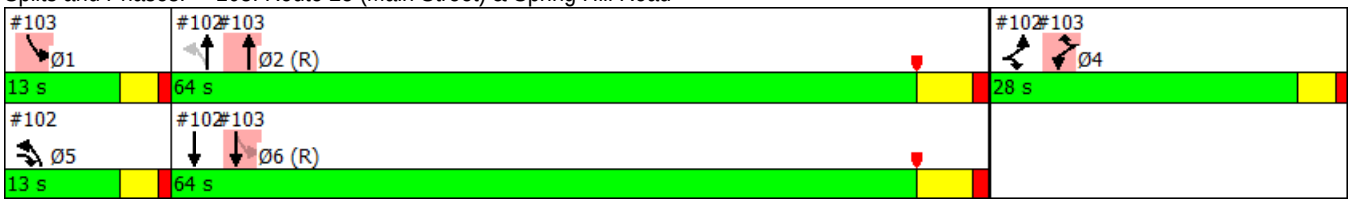
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	210	170	1440	170	140	1530	
Future Volume (vph)	210	170	1440	170	140	1530	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	11	11	
Storage Length (ft)	235	0		175	160		
Storage Lanes	1	1		0	1		
Taper Length (ft)	125				90		
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95	
Frt		0.850	0.984				
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1652	1531	3367	0	1711	3421	
Flt Permitted	0.950				0.063		
Satd. Flow (perm)	1652	1531	3367	0	113	3421	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		166	19				
Link Speed (mph)	30		40			40	
Link Distance (ft)	483		469			490	
Travel Time (s)	11.0		8.0			8.4	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	226	183	1565	185	152	1663	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	226	183	1750	0	152	1663	
Turn Type	Prot	Prot	NA		pm+pt	NA	
Protected Phases	4	4	2		1	6	5
Permitted Phases					6		
Detector Phase	4	4	2		1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	18.0		5.0	18.0	5.0
Minimum Split (s)	11.0	11.0	23.7		9.0	23.7	9.0
Total Split (s)	28.0	28.0	64.0		13.0	64.0	13.0
Total Split (%)	26.7%	26.7%	61.0%		12.4%	61.0%	12%
Yellow Time (s)	3.0	3.0	4.3		3.0	4.3	3.0
All-Red Time (s)	1.0	1.0	1.4		1.0	1.4	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0	5.7		4.0	5.7	
Lead/Lag			Lag		Lead	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min		None	C-Min	None
Act Effct Green (s)	19.7	19.7	63.6		73.2	63.4	
Actuated g/C Ratio	0.19	0.19	0.61		0.70	0.60	
v/c Ratio	0.73	0.43	0.86		0.76	0.80	
Control Delay	53.8	10.4	11.0		47.8	14.6	
Queue Delay	0.0	0.0	0.0		0.0	0.7	
Total Delay	53.8	10.4	11.0		47.8	15.3	
LOS	D	B	B		D	B	
Approach Delay	34.4		11.0			18.0	
Approach LOS	C		B			B	
Queue Length 50th (ft)	143	9	104		44	430	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Queue Length 95th (ft)	218	66	#179		m#141	538	
Internal Link Dist (ft)	403		389			410	
Turn Bay Length (ft)	235				160		
Base Capacity (vph)	377	478	2046		216	2066	
Starvation Cap Reductn	0	0	3		0	0	
Spillback Cap Reductn	0	0	0		0	148	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.60	0.38	0.86		0.70	0.87	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 66 (63%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 16.6 Intersection LOS: B
Intersection Capacity Utilization 76.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road



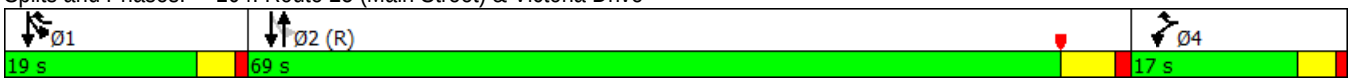
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	260	170	1390	260	180	1360
Future Volume (vph)	260	170	1390	260	180	1360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	15	11	12	12	12
Storage Length (ft)	140	140		360	250	
Storage Lanes	1	1		0	1	
Taper Length (ft)	55				75	
Lane Util. Factor	0.97	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.976			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3662	1742	3339	0	1770	3539
Flt Permitted	0.950				0.062	
Satd. Flow (perm)	3662	1742	3339	0	115	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		38	37			
Link Speed (mph)	25		40			40
Link Distance (ft)	515		1819			502
Travel Time (s)	14.0		31.0			8.6
Peak Hour Factor	0.85	0.85	0.92	0.92	0.95	0.95
Adj. Flow (vph)	306	200	1511	283	189	1432
Shared Lane Traffic (%)						
Lane Group Flow (vph)	306	200	1794	0	189	1432
Turn Type	Prot	pt+ov	NA		D.P+P	NA
Protected Phases	4	4 1	2		1	1 2
Permitted Phases					2	
Detector Phase	4	4 1	2		1	1 2
Switch Phase						
Minimum Initial (s)	7.0		18.0		5.0	
Minimum Split (s)	11.0		23.5		9.0	
Total Split (s)	17.0		69.0		19.0	
Total Split (%)	16.2%		65.7%		18.1%	
Yellow Time (s)	3.0		4.2		3.0	
All-Red Time (s)	1.0		1.3		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.0		5.5		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Min		None	
Act Effct Green (s)	12.4	31.4	64.1		80.6	84.6
Actuated g/C Ratio	0.12	0.30	0.61		0.77	0.81
v/c Ratio	0.71	0.36	0.87		0.58	0.50
Control Delay	54.0	25.2	6.9		32.2	1.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	54.0	25.2	6.9		32.2	1.4
LOS	D	C	A		C	A
Approach Delay	42.6		6.9			5.0
Approach LOS	D		A			A
Queue Length 50th (ft)	102	83	35		89	53

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	139	136	58		m93	m55
Internal Link Dist (ft)	435		1739			422
Turn Bay Length (ft)	140	140			250	
Base Capacity (vph)	453	531	2051		324	2850
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.68	0.38	0.87		0.58	0.50

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 75.4%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	353	0	296	20	0	24	248	1163	49	62	1271	387
Future Volume (vph)	353	0	296	20	0	24	248	1163	49	62	1271	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	10	11	12	12	11	10
Storage Length (ft)	0		0	0		0	150		260	0		0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850		0.927			0.994				0.850
Flt Protected		0.950			0.977		0.950				0.998	
Satd. Flow (prot)	0	1711	1531	0	1687	0	1652	3401	0	0	3414	1478
Flt Permitted		0.769			0.605		0.072				0.774	
Satd. Flow (perm)	0	1385	1531	0	1045	0	125	3401	0	0	2648	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			198		70			8				407
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		198			142			1800			403	
Travel Time (s)		5.4			3.9			30.7			6.9	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	415	0	348	24	0	28	264	1237	52	67	1382	421
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	415	348	0	52	0	264	1289	0	0	1449	421
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	15.0		15.0	15.0	15.0
Minimum Split (s)	11.5	11.5	11.5	11.5	11.5		9.0	20.7		20.7	20.7	20.7
Total Split (s)	34.0	34.0	34.0	34.0	34.0		14.0	71.0		57.0	57.0	57.0
Total Split (%)	32.4%	32.4%	32.4%	32.4%	32.4%		13.3%	67.6%		54.3%	54.3%	54.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.2		4.2	4.2	4.2
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.0	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.0	5.7			5.7	5.7
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		C-Min	C-Min	C-Min
Act Effct Green (s)		29.5	29.5		29.5		67.0	65.3			51.3	51.3
Actuated g/C Ratio		0.28	0.28		0.28		0.64	0.62			0.49	0.49
v/c Ratio		1.07	0.61		0.15		1.17	0.61			1.12	0.45
Control Delay		102.1	18.7		5.2		126.3	12.7			77.8	1.0
Queue Delay		0.0	0.0		0.0		0.0	0.5			0.1	0.8
Total Delay		102.1	18.7		5.2		126.3	13.2			77.8	1.8
LOS		F	B		A		F	B			E	A
Approach Delay		64.1			5.3			32.4			60.7	
Approach LOS		E			A			C			E	
Queue Length 50th (ft)		~309	83		0		~160	371			~581	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#455	160		16		m#228	388			m#697	m0
Internal Link Dist (ft)		118			62			1720			323	
Turn Bay Length (ft)							150					
Base Capacity (vph)		389	572		343		225	2118			1293	930
Starvation Cap Reductn		0	0		0		0	0			28	251
Spillback Cap Reductn		0	0		7		0	384			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		1.07	0.61		0.15		1.17	0.74			1.15	0.62

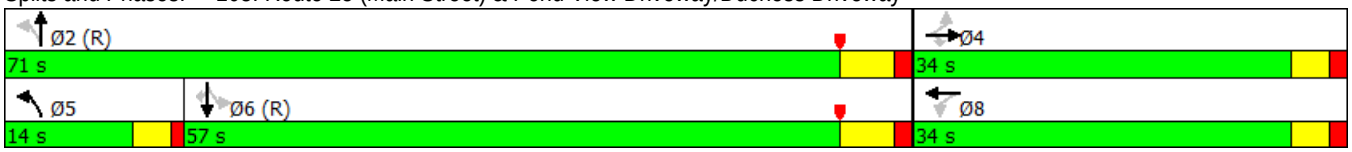
Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 64 (61%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay: 50.3		Intersection LOS: D	
Intersection Capacity Utilization 110.1%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	80	90	250	110	130	70	1390	80	90	1380	80
Future Volume (vph)	90	80	90	250	110	130	70	1390	80	90	1380	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	10	11	12	10	11	12
Storage Length (ft)	120		120	125		125	220		600	130		0
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	75			75			120			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.992			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1863	1583	1711	1801	1583	1652	3394	0	1652	3394	0
Flt Permitted	0.673			0.701			0.950			0.950		
Satd. Flow (perm)	1212	1863	1583	1262	1801	1583	1652	3394	0	1652	3394	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)			102					7				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		709			302			403			454	
Travel Time (s)		19.3			8.2			6.9			7.7	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	98	87	98	298	131	155	74	1479	85	98	1500	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	87	98	298	131	155	74	1564	0	98	1587	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4						
Detector Phase	4	4	4	4	4	4	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4	11.4	11.4	11.4	11.4	11.8	31.0		11.8	31.0	
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	15.0	54.0		17.0	56.0	
Total Split (%)	32.4%	32.4%	32.4%	32.4%	32.4%	32.4%	14.3%	51.4%		16.2%	53.3%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4	7.4	6.4	6.4	7.4	6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	26.5	26.5	25.5	26.5	26.5	25.5	7.4	50.3		9.0	54.3	
Actuated g/C Ratio	0.25	0.25	0.24	0.25	0.25	0.24	0.07	0.48		0.09	0.52	
v/c Ratio	0.32	0.19	0.21	0.94	0.29	0.40	0.64	0.96		0.70	0.90	
Control Delay	34.8	31.4	7.0	76.4	33.2	36.6	74.3	30.8		62.8	31.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.5		0.0	16.6	
Total Delay	34.8	31.4	7.0	76.4	33.2	36.6	74.3	39.3		62.8	48.3	
LOS	C	C	A	E	C	D	E	D		E	D	
Approach Delay		24.1			56.1			40.9			49.1	
Approach LOS		C			E			D			D	
Queue Length 50th (ft)	53	45	0	194	70	87	49	~574		59	595	

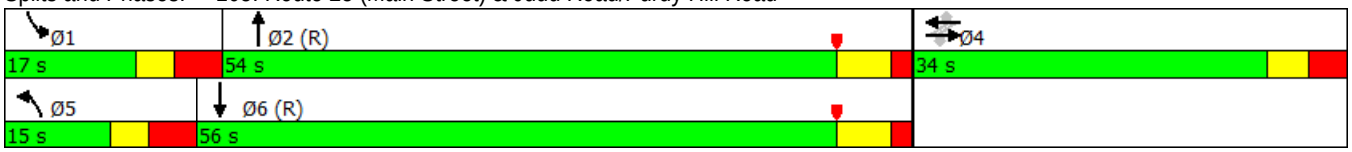
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	101	86	38	#315	113	136	m74	m#678		m#108	#700	
Internal Link Dist (ft)		629			222			323			374	
Turn Bay Length (ft)	120		120	125		125	220			130		
Base Capacity (vph)	318	489	477	331	473	401	129	1630		160	1756	
Starvation Cap Reductn	0	0	0	0	0	0	0	78		0	0	
Spillback Cap Reductn	0	0	5	0	0	0	0	0		0	207	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.31	0.18	0.21	0.90	0.28	0.39	0.57	1.01		0.61	1.02	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 58 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 45.2 Intersection LOS: D
Intersection Capacity Utilization 82.5% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road

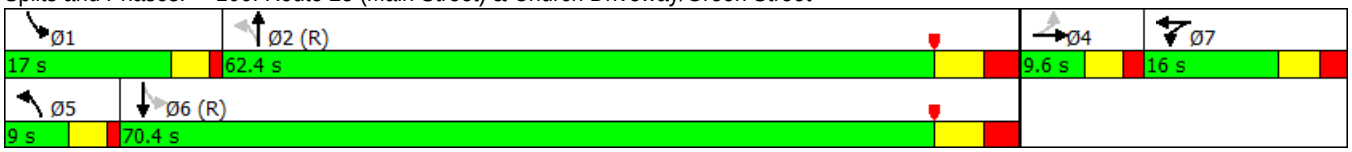


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	40	0	230	0	1510	10	220	1470	0
Future Volume (vph)	0	0	0	40	0	230	0	1510	10	220	1470	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	11	11	12	10	11	11	11	11	12
Storage Length (ft)	0		0	115		0	40		175	100		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			65			65			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.850			0.999				
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1722	0	1694	1516	0	1722	3385	0	1694	3388	0
Flt Permitted				0.950						0.093		
Satd. Flow (perm)	0	1722	0	1694	1516	0	1722	3385	0	166	3388	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					234			1				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		126			720			472			557	
Travel Time (s)		3.4			19.6			8.0			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.87	0.87	0.87	0.95	0.95	0.95	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	0	46	0	264	0	1589	11	247	1652	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	46	264	0	0	1600	0	247	1652	0
Turn Type				Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4		7	7		5	2		1	6	
Permitted Phases	4						2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	9.6	9.6		10.5	10.5		9.0	31.8		9.0	31.8	
Total Split (s)	9.6	9.6		16.0	16.0		9.0	62.4		17.0	70.4	
Total Split (%)	9.1%	9.1%		15.2%	15.2%		8.6%	59.4%		16.2%	67.0%	
Yellow Time (s)	3.0	3.0		3.3	3.3		3.0	3.9		3.0	3.9	
All-Red Time (s)	1.6	1.6		2.2	2.2		1.0	2.9		1.0	2.9	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.6		5.5	5.5		4.0	6.8		4.0	6.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)				7.8	7.8			68.3		87.7	84.9	
Actuated g/C Ratio				0.07	0.07			0.65		0.84	0.81	
v/c Ratio				0.37	0.80			0.73		0.77	0.60	
Control Delay				53.7	28.0			5.3		31.5	10.9	
Queue Delay				0.0	0.0			0.0		0.0	0.6	
Total Delay				53.7	28.0			5.3		31.5	11.5	
LOS				D	C			A		C	B	
Approach Delay					31.8			5.3			14.1	
Approach LOS					C			A			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)				30	20			10		123	262	
Queue Length 95th (ft)				63	#98			m358		m169	438	
Internal Link Dist (ft)		46			640			392			477	
Turn Bay Length (ft)				115						100		
Base Capacity (vph)				169	362			2202		327	2740	
Starvation Cap Reductn				0	0			0		0	633	
Spillback Cap Reductn				0	0			0		0	0	
Storage Cap Reductn				0	0			0		0	0	
Reduced v/c Ratio				0.27	0.73			0.73		0.76	0.78	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 96 (91%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 82.1%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street

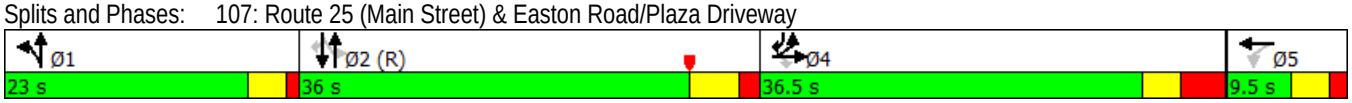


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	0	300	10	0	10	360	1290	10	10	1310	310
Future Volume (vph)	340	0	300	10	0	10	360	1290	10	10	1310	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	11	11	10	11	11
Storage Length (ft)	375		370	0		0	250		0	280		170
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	100			25			200			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.932			0.999				0.850
Flt Protected	0.950	0.950			0.976		0.950			0.950		
Satd. Flow (prot)	1625	1625	1531	0	1694	0	3204	3418	0	1652	3421	1531
Flt Permitted	0.950	0.950					0.950			0.209		
Satd. Flow (perm)	1625	1625	1531	0	1736	0	3204	3418	0	363	3421	1531
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			337					1				286
Link Speed (mph)		40			25			40			40	
Link Distance (ft)		745			139			557			391	
Travel Time (s)		12.7			3.8			9.5			6.7	
Peak Hour Factor	0.89	0.89	0.89	0.80	0.80	0.80	0.99	0.99	0.99	0.94	0.94	0.94
Adj. Flow (vph)	382	0	337	13	0	13	364	1303	10	11	1394	330
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	191	191	337	0	26	0	364	1313	0	11	1394	330
Turn Type	Split	NA	Perm	Perm	NA		Prot	NA		Perm	NA	pm+ov
Protected Phases	4	4			5		1	1 2			2	4
Permitted Phases			4	5						2		2
Detector Phase	4	4	4	5	5		1	2		2	2	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0		5.0			15.0	15.0	10.0
Minimum Split (s)	16.6	16.6	16.6	9.5	9.5		9.0			20.5	20.5	16.6
Total Split (s)	36.5	36.5	36.5	9.5	9.5		23.0			36.0	36.0	36.5
Total Split (%)	34.8%	34.8%	34.8%	9.0%	9.0%		21.9%			34.3%	34.3%	34.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.9	3.9	3.0
All-Red Time (s)	3.6	3.6	3.6	1.5	1.5		1.0			1.6	1.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0			0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.6		4.5		4.0			5.5	5.5	6.6
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	None
Act Effct Green (s)	17.4	17.4	17.4		5.0		15.9	71.3		49.8	49.8	72.8
Actuated g/C Ratio	0.17	0.17	0.17		0.05		0.15	0.68		0.47	0.47	0.69
v/c Ratio	0.71	0.71	0.63		0.32		0.75	0.57		0.06	0.86	0.29
Control Delay	55.0	55.0	9.6		58.8		54.7	3.9		23.3	34.1	2.2
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.2		0.0	0.0	0.0
Total Delay	55.0	55.0	9.6		58.8		54.7	4.1		23.3	34.1	2.2
LOS	D	D	A		E		D	A		C	C	A
Approach Delay		33.7			58.8			15.1			28.0	
Approach LOS		C			E			B			C	
Queue Length 50th (ft)	128	128	0		17		105	84		4	461	10

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	189	189	68		41		152	177		19	#740	44
Internal Link Dist (ft)		665			59			477			311	
Turn Bay Length (ft)	375		370				250			280		170
Base Capacity (vph)	462	462	677		82		579	2320		172	1623	1296
Starvation Cap Reductn	0	0	0		0		0	271		0	0	0
Spillback Cap Reductn	0	0	2		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.41	0.41	0.50		0.32		0.63	0.64		0.06	0.86	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 24.0		Intersection LOS: C	
Intersection Capacity Utilization 78.0%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	10	1330	40	20	1290
Future Volume (vph)	40	10	1330	40	20	1290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Storage Length (ft)	0	60		0	225	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				65	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.996			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3525	0	1711	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3525	0	1711	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		13	8			
Link Speed (mph)	25		30			35
Link Distance (ft)	350		188			421
Travel Time (s)	9.5		4.3			8.2
Peak Hour Factor	0.80	0.80	0.88	0.88	0.92	0.92
Adj. Flow (vph)	50	13	1511	45	22	1402
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	13	1556	0	22	1402
Turn Type	Prot	Prot	NA		Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases						
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		5.0	15.0
Minimum Split (s)	10.5	10.5	20.9		9.0	20.9
Total Split (s)	12.0	12.0	69.0		9.0	78.0
Total Split (%)	13.3%	13.3%	76.7%		10.0%	86.7%
Yellow Time (s)	3.0	3.0	4.4		3.0	4.4
All-Red Time (s)	0.5	0.5	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	3.5	5.9		4.0	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)	7.5	7.5	76.0		5.0	79.6
Actuated g/C Ratio	0.08	0.08	0.84		0.06	0.88
v/c Ratio	0.34	0.09	0.52		0.23	0.45
Control Delay	45.2	20.2	4.0		41.0	1.4
Queue Delay	0.0	0.0	0.0		0.0	0.1
Total Delay	45.2	20.2	4.0		41.0	1.5
LOS	D	C	A		D	A
Approach Delay	40.0		4.0			2.1
Approach LOS	D		A			A
Queue Length 50th (ft)	28	0	96		12	46

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	55	15	197		m21	76
Internal Link Dist (ft)	270		108			341
Turn Bay Length (ft)		60			225	
Base Capacity (vph)	167	161	2978		95	3131
Starvation Cap Reductn	0	0	0		0	407
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.30	0.08	0.52		0.23	0.51

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 36 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 3.9		Intersection LOS: A	
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

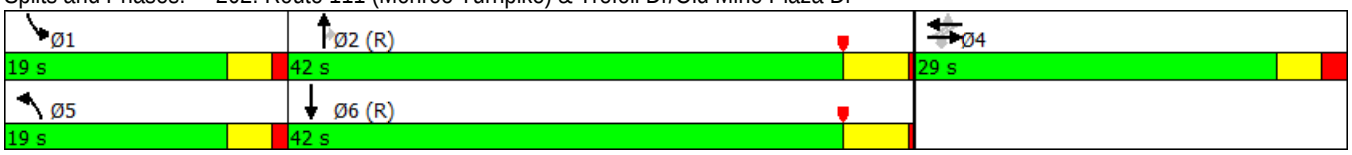


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	60	140	210	60	200	170	930	240	170	960	80
Future Volume (vph)	60	60	140	210	60	200	170	930	240	170	960	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	11	12	12	12	12	12
Storage Length (ft)	0		130	90		0	250		250	200		0
Storage Lanes	0		1	1		0	1		1	1		0
Taper Length (ft)	25			60			125			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.885				0.850		0.988	
Flt Protected		0.976		0.950			0.950			0.950		
Satd. Flow (prot)	0	1939	1583	1770	1758	0	1711	3539	1583	1770	3497	0
Flt Permitted		0.474		0.612			0.950			0.950		
Satd. Flow (perm)	0	942	1583	1140	1758	0	1711	3539	1583	1770	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			175		182				253		12	
Link Speed (mph)		25			25			35			40	
Link Distance (ft)		274			273			421			425	
Travel Time (s)		7.5			7.4			8.2			7.2	
Peak Hour Factor	0.80	0.80	0.80	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94
Adj. Flow (vph)	75	75	175	223	64	213	179	979	253	181	1021	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	175	223	277	0	179	979	253	181	1106	0
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4					2			
Detector Phase	4	4	4	4	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.8	11.8	11.8	11.8	11.8		9.1	19.9	19.9	9.1	19.9	
Total Split (s)	29.0	29.0	29.0	29.0	29.0		19.0	42.0	42.0	19.0	42.0	
Total Split (%)	32.2%	32.2%	32.2%	32.2%	32.2%		21.1%	46.7%	46.7%	21.1%	46.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.4	4.4	3.0	4.4	
All-Red Time (s)	1.8	1.8	1.8	1.8	1.8		1.1	0.5	0.5	1.1	0.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.8	4.8	4.8	4.8		4.1	4.9	4.9	4.1	4.9	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)		20.3	20.3	20.3	20.3		12.7	43.3	43.3	12.6	43.2	
Actuated g/C Ratio		0.23	0.23	0.23	0.23		0.14	0.48	0.48	0.14	0.48	
v/c Ratio		0.71	0.36	0.87	0.52		0.74	0.57	0.28	0.73	0.66	
Control Delay		49.6	6.4	64.2	13.8		58.2	14.4	2.1	45.8	31.4	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.2	0.0	0.0	0.0	
Total Delay		49.6	6.4	64.2	13.8		58.2	14.6	2.1	45.8	31.4	
LOS		D	A	E	B		E	B	A	D	C	
Approach Delay		26.4			36.3			17.9			33.5	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)		77	0	120	43		78	182	16	104	262	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		121	33	#223	111		#159	238	17	179	406	
Internal Link Dist (ft)		194			193			341			345	
Turn Bay Length (ft)			130	90			250		250	200		
Base Capacity (vph)		253	553	306	605		283	1703	893	293	1683	
Starvation Cap Reductn		0	0	0	0		0	188	0	0	0	
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio		0.59	0.32	0.73	0.46		0.63	0.65	0.28	0.62	0.66	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 28 (31%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 27.0		Intersection LOS: C	
Intersection Capacity Utilization 75.9%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr



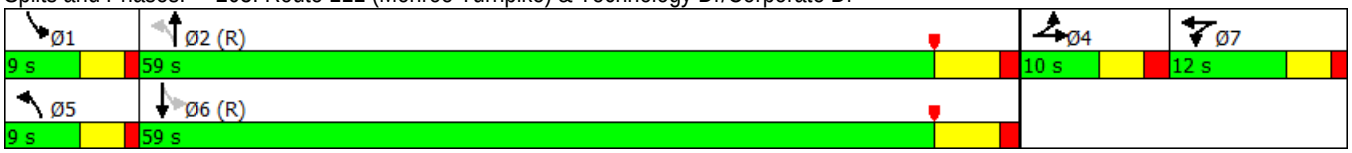
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	20	60	0	20	10	1150	30	30	1080	10
Future Volume (vph)	10	0	20	60	0	20	10	1150	30	30	1080	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	11	10	12	11	12	12	11	12	12
Storage Length (ft)	0		115	0		125	150		0	325		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.856			0.922			0.996			0.999	
Flt Protected	0.950	0.998		0.950	0.977		0.950			0.950		
Satd. Flow (prot)	1625	1562	0	1625	1488	0	1711	3525	0	1711	3536	0
Flt Permitted	0.950	0.998		0.950	0.977		0.228			0.152		
Satd. Flow (perm)	1625	1562	0	1625	1488	0	411	3525	0	274	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		133			139			5			2	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		311			293			1088			554	
Travel Time (s)		8.5			8.0			18.5			9.4	
Peak Hour Factor	0.80	0.80	0.80	0.87	0.87	0.87	0.88	0.88	0.88	0.97	0.97	0.97
Adj. Flow (vph)	13	0	25	69	0	23	11	1307	34	31	1113	10
Shared Lane Traffic (%)	10%			31%								
Lane Group Flow (vph)	12	26	0	48	44	0	11	1341	0	31	1123	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.7	9.7		9.2	9.2		9.0	20.8		9.0	20.8	
Total Split (s)	10.0	10.0		12.0	12.0		9.0	59.0		9.0	59.0	
Total Split (%)	11.1%	11.1%		13.3%	13.3%		10.0%	65.6%		10.0%	65.6%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.7	1.7		1.2	1.2		1.0	1.4		1.0	1.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.2	4.2		4.0	5.8		4.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	5.1	5.1		6.4	6.4		69.0	65.3		70.6	68.9	
Actuated g/C Ratio	0.06	0.06		0.07	0.07		0.77	0.73		0.78	0.77	
v/c Ratio	0.13	0.12		0.42	0.19		0.03	0.52		0.11	0.41	
Control Delay	43.7	1.2		50.8	1.8		2.7	4.2		1.3	1.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	43.7	1.2		50.8	1.8		2.7	4.2		1.3	1.6	
LOS	D	A		D	A		A	A		A	A	
Approach Delay		14.6			27.3			4.2			1.6	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)	7	0		28	0		1	76		0	10	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	22	0		62	0		m2	98		m1	124	
Internal Link Dist (ft)		231			213			1008			474	
Turn Bay Length (ft)							150			325		
Base Capacity (vph)	95	217		140	255		387	2560		294	2709	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.12		0.34	0.17		0.03	0.52		0.11	0.41	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 54 (60%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 4.0		Intersection LOS: A	
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

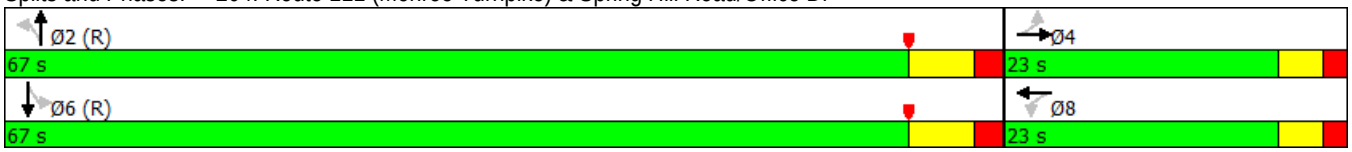


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	0	30	0	0	10	10	1200	0	10	1160	80
Future Volume (vph)	100	0	30	0	0	10	10	1200	0	10	1160	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.969			0.865						0.990	
Flt Protected		0.963										
Satd. Flow (prot)	0	1796	0	0	1665	0	0	3539	0	0	3504	0
Flt Permitted		0.768						0.939			0.939	
Satd. Flow (perm)	0	1432	0	0	1665	0	0	3323	0	0	3290	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			64						17	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		364			150			1529			547	
Travel Time (s)		9.9			4.1			26.1			9.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.84	0.84	0.84	0.96	0.96	0.96
Adj. Flow (vph)	125	0	38	0	0	13	12	1429	0	10	1208	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	0	0	13	0	0	1441	0	0	1301	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		21.5	21.5		21.5	21.5	
Total Split (s)	23.0	23.0		23.0	23.0		67.0	67.0		67.0	67.0	
Total Split (%)	25.6%	25.6%		25.6%	25.6%		74.4%	74.4%		74.4%	74.4%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	1.7	1.7		1.7	1.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		12.4			12.4			66.4			66.4	
Actuated g/C Ratio		0.14			0.14			0.74			0.74	
v/c Ratio		0.70			0.05			0.59			0.54	
Control Delay		42.4			0.3			4.8			4.6	
Queue Delay		0.0			0.0			0.0			0.1	
Total Delay		42.4			0.3			4.8			4.7	
LOS		D			A			A			A	
Approach Delay		42.4			0.3			4.8			4.7	
Approach LOS		D			A			A			A	
Queue Length 50th (ft)		66			0			93			81	
Queue Length 95th (ft)		104			0			117			126	
Internal Link Dist (ft)		284			70			1449			467	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		324			389			2451			2431	
Starvation Cap Reductn		0			0			0			296	
Spillback Cap Reductn		0			0			29			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.50			0.03			0.59			0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 18 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 65.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr

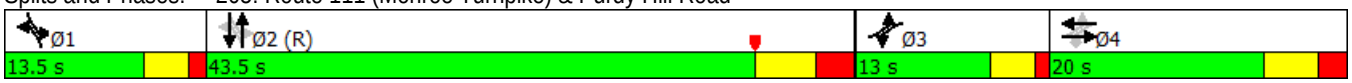


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	130	170	220	100	90	170	960	180	80	860	120
Future Volume (vph)	180	130	170	220	100	90	170	960	180	80	860	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	11	12	12
Storage Length (ft)	0		130	110		0	350		0	125		0
Storage Lanes	1		2	1		0	1		0	1		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.929			0.976			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1730	0	1711	3454	0	1711	3476	0
Flt Permitted	0.391			0.585			0.178			0.119		
Satd. Flow (perm)	728	1863	1583	1090	1730	0	321	3454	0	214	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			198		43			29			20	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		468			420			547			444	
Travel Time (s)		10.6			11.5			9.3			7.6	
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	209	151	198	244	111	100	177	1000	188	83	896	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	151	198	244	211	0	177	1188	0	83	1021	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	4		3	4		1	2		1	2	
Permitted Phases	4		4	4			2			2		
Detector Phase	3	4	4	3	4		1	2		1	2	
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.0	13.7	13.7	9.0	13.7		9.2	21.8		9.2	21.8	
Total Split (s)	13.0	20.0	20.0	13.0	20.0		13.5	43.5		13.5	43.5	
Total Split (%)	14.4%	22.2%	22.2%	14.4%	22.2%		15.0%	48.3%		15.0%	48.3%	
Yellow Time (s)	3.0	3.7	3.7	3.0	3.7		3.0	4.1		3.0	4.1	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.2	2.7		1.2	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.7	5.7	4.0	5.7		4.2	6.8		4.2	6.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	23.0	12.3	12.3	23.0	12.3		50.6	39.8		50.6	39.8	
Actuated g/C Ratio	0.26	0.14	0.14	0.26	0.14		0.56	0.44		0.56	0.44	
v/c Ratio	0.72	0.59	0.51	0.71	0.77		0.58	0.77		0.32	0.66	
Control Delay	40.8	46.1	10.3	38.3	48.9		20.2	14.4		11.5	22.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	40.8	46.1	10.3	38.3	48.9		20.2	14.4		11.5	22.6	
LOS	D	D	B	D	D		C	B		B	C	
Approach Delay		31.4			43.2			15.2			21.7	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	92	80	0	110	92		14	74		19	238	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#145	133	51	176	#182		92	246		38	318	
Internal Link Dist (ft)		388			340			467			364	
Turn Bay Length (ft)			130	110			350			125		
Base Capacity (vph)	290	296	418	346	311		327	1545		277	1549	
Starvation Cap Reductn	0	0	0	0	0		0	2		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.72	0.51	0.47	0.71	0.68		0.54	0.77		0.30	0.66	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 23.5		Intersection LOS: C	
Intersection Capacity Utilization 75.0%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	0	110	40	10	60	80	1000	60	50	980	70
Future Volume (vph)	110	0	110	40	10	60	80	1000	60	50	980	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	15	14	11	11	12	10	11	12
Storage Length (ft)	0		0	0		35	120		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			80			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.992			0.990	
Flt Protected		0.950			0.961		0.950			0.950		
Satd. Flow (prot)	0	1711	1531	0	1969	1689	1711	1786	0	1652	1783	0
Flt Permitted		0.717			0.540		0.076			0.198		
Satd. Flow (perm)	0	1291	1531	0	1106	1689	137	1786	0	344	1783	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125			88		13			7	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		121			198			441			636	
Travel Time (s)		3.3			5.4			8.6			12.4	
Peak Hour Factor	0.88	0.88	0.88	0.81	0.81	0.81	0.92	0.92	0.92	0.97	0.97	0.97
Adj. Flow (vph)	125	0	125	49	12	74	87	1087	65	52	1010	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	125	0	61	74	87	1152	0	52	1082	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4		4	2			2		
Detector Phase	4	4	4	4	4	4	1	1 2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	4.0			36.0	36.0	
Minimum Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	8.0			42.3	42.3	
Total Split (s)	13.2	13.2	13.2	13.2	13.2	13.2	18.0			58.8	58.8	
Total Split (%)	14.7%	14.7%	14.7%	14.7%	14.7%	14.7%	20.0%			65.3%	65.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.2	4.2	
All-Red Time (s)	1.1	1.1	1.1	1.1	1.1	1.1	1.0			2.1	2.1	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Lost Time (s)		4.1	4.1		4.1	4.1	4.0			6.3	6.3	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max			C-Min	C-Min	
Act Effct Green (s)		9.1	9.1		9.1	9.1	68.8	72.8		52.5	52.5	
Actuated g/C Ratio		0.10	0.10		0.10	0.10	0.76	0.81		0.58	0.58	
v/c Ratio		0.96	0.47		0.55	0.30	0.25	0.80		0.26	1.04	
Control Delay		112.9	13.7		58.4	10.2	6.7	9.9		8.1	46.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		112.9	13.7		58.4	10.2	6.7	9.9		8.1	46.2	
LOS		F	B		E	B	A	A		A	D	
Approach Delay		63.3			32.0			9.7			44.4	
Approach LOS		E			C			A			D	
Queue Length 50th (ft)		72	0		34	0	7	249		7	~661	

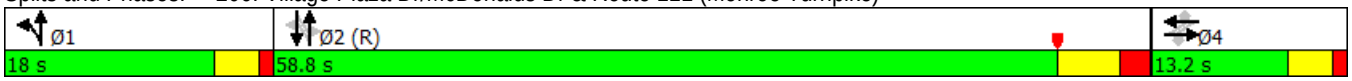
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#175	48		#69	24	32	432		m11	m#828	
Internal Link Dist (ft)		41			118			361			556	
Turn Bay Length (ft)						35	120			135		
Base Capacity (vph)		130	267		111	249	349	1447		200	1043	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.96	0.47		0.55	0.30	0.25	0.80		0.26	1.04	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 29.9 Intersection LOS: C
Intersection Capacity Utilization 86.0% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



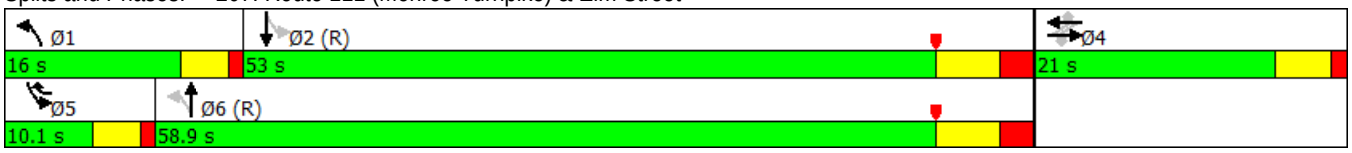
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	140	250	100	130	140	250	810	60	130	720	130
Future Volume (vph)	150	140	250	100	130	140	250	810	60	130	720	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	9	12	11	10	11	11	12	10	12	12
Storage Length (ft)	125		125	100		100	160		160	95		95
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	40			100			70			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.990			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1676	1425	1770	1801	1478	1711	1783	0	1652	1820	0
Flt Permitted	0.550			0.568			0.088			0.159		
Satd. Flow (perm)	1025	1676	1425	1058	1801	1478	158	1783	0	276	1820	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			278			165		7			15	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		385			483			814			737	
Travel Time (s)		8.8			11.0			15.9			14.4	
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	167	156	278	125	163	175	258	835	62	134	742	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	156	278	125	163	175	258	897	0	134	876	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.9	9.9	9.9	9.9	9.9	9.2	9.2	21.6		9.2	21.6	
Total Split (s)	21.0	21.0	21.0	21.0	21.0	10.1	16.0	58.9		10.1	53.0	
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%	11.2%	17.8%	65.4%		11.2%	58.9%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.2	3.2	4.2		3.2	4.2	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.2	1.0	1.0	2.4		1.0	2.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9	4.2	4.2	6.6		4.2	6.6	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	15.7	15.7	15.7	15.7	15.7	26.3	65.2	52.9		55.4	47.3	
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17	0.29	0.72	0.59		0.62	0.53	
v/c Ratio	0.94	0.54	0.58	0.68	0.52	0.32	0.83	0.85		0.52	0.91	
Control Delay	92.0	41.2	9.7	54.8	40.2	6.5	32.9	24.7		11.9	30.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8		0.0	0.0	
Total Delay	92.0	41.2	9.7	54.8	40.2	6.5	32.9	25.5		11.9	30.3	
LOS	F	D	A	D	D	A	C	C		B	C	
Approach Delay		40.8			31.4			27.2			27.8	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	94	81	0	67	85	4	86	378		21	273	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#214	143	68	#114	129	36	m#129	m#660		m39	#697	
Internal Link Dist (ft)		305			403			734			657	
Turn Bay Length (ft)	125		125	100		100	160			95		
Base Capacity (vph)	183	299	483	189	322	551	318	1052		260	964	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	3	0	32		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.91	0.52	0.58	0.66	0.51	0.32	0.81	0.88		0.52	0.91	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 30.5 Intersection LOS: C
Intersection Capacity Utilization 92.0% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



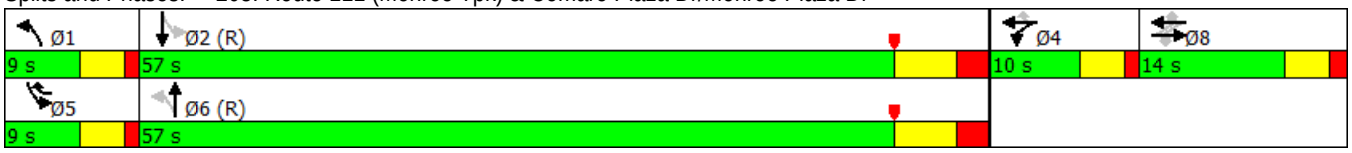
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	10	80	160	20	170	60	820	10	110	740	30
Future Volume (vph)	70	10	80	160	20	170	60	820	10	110	740	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	10	11	10	11	12	10	11	12
Storage Length (ft)	0		0	0		0	450		0	145		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			55			105		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.998			0.994	
Flt Protected		0.958			0.958		0.950			0.950		
Satd. Flow (prot)	0	1725	1583	0	1666	1531	1652	1797	0	1652	1790	0
Flt Permitted		0.625			0.689		0.195			0.137		
Satd. Flow (perm)	0	1125	1583	0	1198	1531	339	1797	0	238	1790	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138			145		1			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		102			224			737			443	
Travel Time (s)		2.8			6.1			14.4			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	76	11	87	172	22	183	63	863	11	116	779	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	87	0	194	183	63	874	0	116	811	0
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8		4	4 8	5	1	6		5	2	
Permitted Phases	8		8	8		4 8	6			2		
Detector Phase	8	8	8	4	4 8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.3	9.3	9.3	9.0		9.0	9.0	21.4		9.0	21.4	
Total Split (s)	14.0	14.0	14.0	10.0		9.0	9.0	57.0		9.0	57.0	
Total Split (%)	15.6%	15.6%	15.6%	11.1%		10.0%	10.0%	63.3%		10.0%	63.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0	4.2		3.0	4.2	
All-Red Time (s)	1.3	1.3	1.3	1.0		1.0	1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.3	4.3			4.0	4.0	6.4		4.0	6.4	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None	None	C-Min		None	C-Min	
Act Effct Green (s)		9.0	9.0		15.3	28.3	58.7	51.3		59.5	53.1	
Actuated g/C Ratio		0.10	0.10		0.17	0.31	0.65	0.57		0.66	0.59	
v/c Ratio		0.78	0.31		0.83	0.31	0.21	0.85		0.49	0.77	
Control Delay		80.9	4.9		61.9	8.0	4.6	17.5		9.4	17.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	2.8		0.0	3.0	
Total Delay		80.9	4.9		61.9	8.0	4.6	20.3		9.4	20.2	
LOS		F	A		E	A	A	C		A	C	
Approach Delay		42.9			35.8			19.2			18.8	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)		49	0		98	15	8	269		17	241	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#126	15		#209	62	m11	m#469		m25	469	
Internal Link Dist (ft)		22			144			657			363	
Turn Bay Length (ft)							450			145		
Base Capacity (vph)		121	293		244	581	294	1024		235	1057	
Starvation Cap Reductn		0	0		0	0	0	0		0	152	
Spillback Cap Reductn		0	0		0	6	0	75		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.72	0.30		0.80	0.32	0.21	0.92		0.49	0.90	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 86 (96%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 23.4 Intersection LOS: C
Intersection Capacity Utilization 78.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr



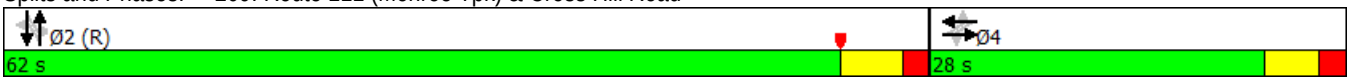
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	60	60	150	90	60	60	850	130	50	690	180
Future Volume (vph)	170	60	60	150	90	60	60	850	130	50	690	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	12	12	10	11	12	10	11	12
Storage Length (ft)	90		90	0		95	90		90	45		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			25			105			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925			0.940			0.980			0.969	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	1666	0	1770	1751	0	1652	1765	0	1652	1745	0
Flt Permitted	0.567			0.642			0.182			0.097		
Satd. Flow (perm)	986	1666	0	1196	1751	0	316	1765	0	169	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53			35			16			28	
Link Speed (mph)		25			30			35			40	
Link Distance (ft)		354			360			443			949	
Travel Time (s)		9.7			8.2			8.6			16.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.95	0.95	0.95	0.98	0.98	0.98
Adj. Flow (vph)	213	75	75	188	113	75	63	895	137	51	704	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	213	150	0	188	188	0	63	1032	0	51	888	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	12.6	12.6		12.6	12.6		26.0	26.0		26.0	26.0	
Total Split (s)	28.0	28.0		28.0	28.0		62.0	62.0		62.0	62.0	
Total Split (%)	31.1%	31.1%		31.1%	31.1%		68.9%	68.9%		68.9%	68.9%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.2	4.2		4.2	4.2	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	21.3	21.3		21.3	21.3		57.1	57.1		57.1	57.1	
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.63	0.63		0.63	0.63	
v/c Ratio	0.91	0.35		0.67	0.43		0.32	0.92		0.48	0.79	
Control Delay	75.9	20.3		43.4	26.5		7.0	17.3		11.4	6.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	1.0		0.0	1.2	
Total Delay	75.9	20.3		43.4	26.5		7.0	18.3		11.4	7.2	
LOS	E	C		D	C		A	B		B	A	
Approach Delay		52.9			35.0			17.7			7.5	
Approach LOS		D			C			B			A	
Queue Length 50th (ft)	116	44		96	72		6	106		2	34	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#202	81		146	114		m13	m#775		m5	m71	
Internal Link Dist (ft)		274			280			363			869	
Turn Bay Length (ft)	90						90			45		
Base Capacity (vph)	245	454		297	462		200	1126		107	1117	
Starvation Cap Reductn	0	0		0	0		0	20		0	0	
Spillback Cap Reductn	0	2		0	0		0	0		0	83	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.87	0.33		0.63	0.41		0.32	0.93		0.48	0.86	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 21.2 Intersection LOS: C
Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 209: Route 111 (Monroe Tpk) & Cross Hill Road



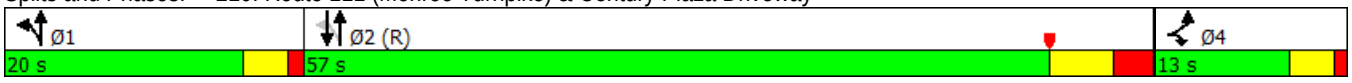
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	180	170	840	740	90
Future Volume (vph)	90	180	170	840	740	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	11	12
Storage Length (ft)	0	0	280			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		175			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.985	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1711	1583	1711	1801	1774	0
Flt Permitted	0.950		0.119			
Satd. Flow (perm)	1711	1583	214	1801	1774	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		200			11	
Link Speed (mph)	25			40	40	
Link Distance (ft)	142			949	728	
Travel Time (s)	3.9			16.2	12.4	
Peak Hour Factor	0.90	0.90	0.97	0.97	0.92	0.92
Adj. Flow (vph)	100	200	175	866	804	98
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	200	175	866	902	0
Turn Type	Prot	Prot	D.P+P	NA	NA	
Protected Phases	4	4	1	1 2	2	
Permitted Phases			2			
Detector Phase	4	4	1	1 2	2	
Switch Phase						
Minimum Initial (s)	9.0	9.0	3.0		15.0	
Minimum Split (s)	13.0	13.0	7.0		22.0	
Total Split (s)	13.0	13.0	20.0		57.0	
Total Split (%)	14.4%	14.4%	22.2%		63.3%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		2.8	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		7.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	Min		C-Max	
Act Effct Green (s)	9.0	9.0	69.0	73.0	50.7	
Actuated g/C Ratio	0.10	0.10	0.77	0.81	0.56	
v/c Ratio	0.58	0.59	0.42	0.59	0.90	
Control Delay	53.6	13.8	6.7	5.2	31.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.6	13.8	6.7	5.2	31.4	
LOS	D	B	A	A	C	
Approach Delay	27.0			5.4	31.4	
Approach LOS	C			A	C	
Queue Length 50th (ft)	55	0	23	192	428	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	#118	63	m28	m246	#714	
Internal Link Dist (ft)	62			869	648	
Turn Bay Length (ft)			280			
Base Capacity (vph)	171	338	432	1458	1004	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.58	0.59	0.41	0.59	0.90	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 73 (81%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 18.8		Intersection LOS: B	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1520	30	10	1500
Future Volume (vph)	0	0	1520	30	10	1500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997			
Flt Protected						
Satd. Flow (prot)	1722	0	1839	0	0	1845
Flt Permitted						
Satd. Flow (perm)	1722	0	1839	0	0	1845
Link Speed (mph)	30		40			40
Link Distance (ft)	316		5365			661
Travel Time (s)	7.2		91.4			11.3
Peak Hour Factor	0.80	0.80	0.94	0.94	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	1617	32	11	1579
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1649	0	0	1590
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 90.2%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1520	30	10	1500
Future Vol, veh/h	0	0	1520	30	10	1500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	94	94	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	1617	32	11	1579

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3233	1633	0	0	1649	0
Stage 1	1633	-	-	-	-	-
Stage 2	1600	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	10	124	-	-	389	-
Stage 1	174	-	-	-	-	-
Stage 2	181	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	8	124	-	-	389	-
Mov Cap-2 Maneuver	8	-	-	-	-	-
Stage 1	174	-	-	-	-	-
Stage 2	139	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	389	-
HCM Lane V/C Ratio	-	-	-	0.027	-
HCM Control Delay (s)	-	-	0	14.5	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0.1	-

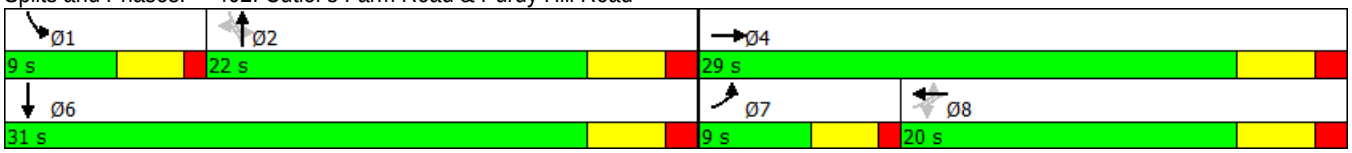
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	180	20	20	180	80	20	120	20	110	150	160
Future Volume (vph)	140	180	20	20	180	80	20	120	20	110	150	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	10	12	12	12	12
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.961			0.983			0.949	
Flt Protected	0.950				0.996			0.994			0.987	
Satd. Flow (prot)	1770	1774	0	0	1783	0	0	1699	0	0	1745	0
Flt Permitted	0.410				0.961			0.913			0.862	
Satd. Flow (perm)	764	1774	0	0	1720	0	0	1560	0	0	1524	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			32			12			65	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		988			775			934			884	
Travel Time (s)		22.5			17.6			25.5			24.1	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	175	225	25	25	225	100	25	150	25	138	188	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	175	250	0	0	350	0	0	200	0	0	526	0
Turn Type	D.P+P	NA		Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases	7	4			8			2		1	6	
Permitted Phases	8			8			2			2		
Detector Phase	7	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		9.0	9.0		9.0	9.0		5.0	5.0	
Minimum Split (s)	9.0	10.0		14.0	14.0		14.0	14.0		9.0	10.0	
Total Split (s)	9.0	29.0		20.0	20.0		22.0	22.0		9.0	31.0	
Total Split (%)	15.0%	48.3%		33.3%	33.3%		36.7%	36.7%		15.0%	51.7%	
Yellow Time (s)	3.0	3.5		3.5	3.5		3.5	3.5		3.0	3.5	
All-Red Time (s)	1.0	1.5		1.5	1.5		1.5	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.0			5.0			5.0			5.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	18.4	20.2			13.7			21.6			21.6	
Actuated g/C Ratio	0.35	0.38			0.26			0.41			0.41	
v/c Ratio	0.47	0.36			0.74			0.31			0.79	
Control Delay	16.5	13.4			30.4			12.0			23.0	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay	16.5	13.4			30.4			12.0			23.0	
LOS	B	B			C			B			C	
Approach Delay		14.7			30.4			12.0			23.0	
Approach LOS		B			C			B			C	
Queue Length 50th (ft)	39	58			107			42			133	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	66	91			#171			70			196	
Internal Link Dist (ft)		908			695			854			804	
Turn Bay Length (ft)	100											
Base Capacity (vph)	369	874			549			707			839	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.47	0.29			0.64			0.28			0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 52.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 20.9		Intersection LOS: C	
Intersection Capacity Utilization 75.2%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 402: Cutler's Farm Road & Purdy Hill Road

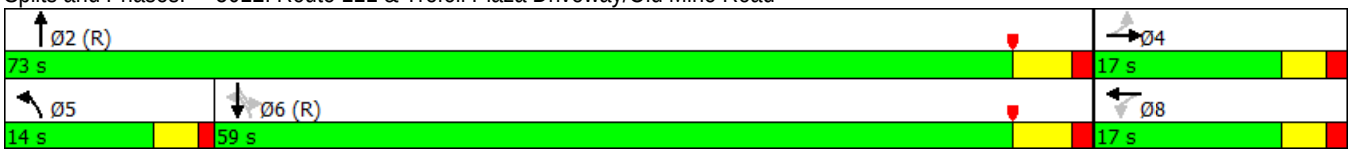


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	0	140	10	0	10	130	1290	10	10	1240	90
Future Volume (vph)	60	0	140	10	0	10	130	1290	10	10	1240	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	100		0	0		0	150		0	100		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	100			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.932			0.999			0.990	
Flt Protected	0.950				0.976		0.950			0.950		
Satd. Flow (prot)	1711	1531	0	0	1638	0	1711	3418	0	1711	3387	0
Flt Permitted	0.740				0.703		0.118			0.192		
Satd. Flow (perm)	1332	1531	0	0	1180	0	212	3418	0	346	3387	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		213			79			2			15	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		275			277			321			269	
Travel Time (s)		7.5			7.6			6.3			5.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.93	0.93	0.93	0.90	0.90	0.90
Adj. Flow (vph)	75	0	175	13	0	13	140	1387	11	11	1378	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	175	0	0	26	0	140	1398	0	11	1478	0
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			6			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		5.0	15.0		9.0	9.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		9.0	20.5		20.5	20.5	
Total Split (s)	17.0	17.0		17.0	17.0		14.0	73.0		59.0	59.0	
Total Split (%)	18.9%	18.9%		18.9%	18.9%		15.6%	81.1%		65.6%	65.6%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5			4.5		4.0	5.5		5.5	5.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Act Effct Green (s)	10.7	10.7			10.7		66.8	69.3		57.6	57.6	
Actuated g/C Ratio	0.12	0.12			0.12		0.74	0.77		0.64	0.64	
v/c Ratio	0.47	0.47			0.12		0.49	0.53		0.05	0.68	
Control Delay	47.0	7.3			1.2		10.9	5.0		8.0	12.8	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	47.0	7.3			1.2		10.9	5.0		8.0	12.8	
LOS	D	A			A		B	A		A	B	
Approach Delay		19.3			1.2			5.6			12.7	
Approach LOS		B			A			A			B	
Queue Length 50th (ft)	41	0			0		14	125		2	243	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	73	19			0		48	183		10	372	
Internal Link Dist (ft)		195			197			241			189	
Turn Bay Length (ft)	100						150			100		
Base Capacity (vph)	185	396			231		329	2633		221	2174	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.41	0.44			0.11		0.43	0.53		0.05	0.68	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 9.8		Intersection LOS: A	
Intersection Capacity Utilization 66.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5012: Route 111 & Trefoil Plaza Driveway/Old Mine Road



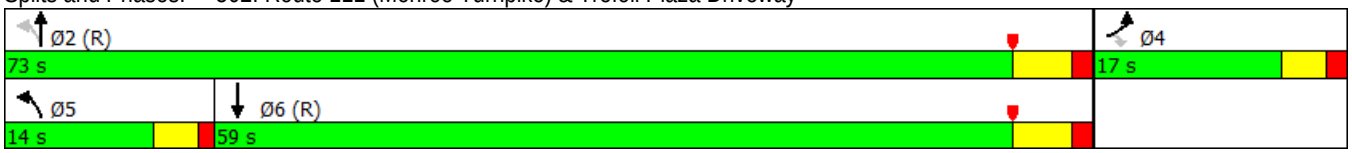


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	60	140	130	1300	1250	90
Future Volume (vph)	60	140	130	1300	1250	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	11	10	12
Storage Length (ft)	0	25	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		105			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.990	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1794	1652	3421	3270	0
Flt Permitted	0.950		0.124			
Satd. Flow (perm)	1770	1794	216	3421	3270	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		175			14	
Link Speed (mph)	25			35	35	
Link Distance (ft)	387			285	334	
Travel Time (s)	10.6			5.6	6.5	
Peak Hour Factor	0.80	0.80	0.92	0.92	0.94	0.94
Adj. Flow (vph)	75	175	141	1413	1330	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	175	141	1413	1426	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	9.0	9.0	5.0	15.0	15.0	
Minimum Split (s)	13.5	13.5	9.0	20.5	20.5	
Total Split (s)	17.0	17.0	14.0	73.0	59.0	
Total Split (%)	18.9%	18.9%	15.6%	81.1%	65.6%	
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	
All-Red Time (s)	1.5	1.5	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.0	5.5	5.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Max	C-Max	
Act Effct Green (s)	10.0	10.0	71.5	70.0	58.5	
Actuated g/C Ratio	0.11	0.11	0.79	0.78	0.65	
v/c Ratio	0.38	0.49	0.48	0.53	0.67	
Control Delay	42.5	11.0	9.0	4.8	6.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	42.5	11.0	9.0	4.8	6.4	
LOS	D	B	A	A	A	
Approach Delay	20.5			5.2	6.4	
Approach LOS	C			A	A	
Queue Length 50th (ft)	41	0	13	115	112	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	71	39	40	186	148	
Internal Link Dist (ft)	307			205	254	
Turn Bay Length (ft)		25	95			
Base Capacity (vph)	245	399	331	2658	2129	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.31	0.44	0.43	0.53	0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 52 (58%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 502: Route 111 (Monroe Turnpike) & Trefoil Plaza Driveway



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	20	0	1360	1320	10
Future Volume (vph)	0	20	0	1360	1320	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.999	
Flt Protected						
Satd. Flow (prot)	0	1772	0	3421	3300	0
Flt Permitted						
Satd. Flow (perm)	0	1772	0	3421	3300	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	348			334	300	
Travel Time (s)	9.5			6.5	5.8	
Peak Hour Factor	0.80	0.80	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	25	0	1432	1389	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	25	0	1432	1400	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	0	1360	1320	10
Future Vol, veh/h	0	20	0	1360	1320	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	0	1432	1389	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	700	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	382	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	382	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	382	-	-
HCM Lane V/C Ratio	-	0.065	-	-
HCM Control Delay (s)	-	15.1	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	10	0	1360	1320	10
Future Volume (vph)	10	10	0	1360	1320	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1751	0	0	3539	3418	0
Flt Permitted	0.976					
Satd. Flow (perm)	1751	0	0	3539	3418	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	167			300	188	
Travel Time (s)	4.6			5.8	3.7	
Peak Hour Factor	0.80	0.80	0.88	0.88	0.92	0.92
Adj. Flow (vph)	13	13	0	1545	1435	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	1545	1446	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	0	1360	1320	10
Future Vol, veh/h	10	10	0	1360	1320	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	88	88	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	13	0	1545	1435	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2213	723	1446	0	-	0
Stage 1	1440	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	37	369	465	-	-	-
Stage 1	184	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	37	369	465	-	-	-
Mov Cap-2 Maneuver	37	-	-	-	-	-
Stage 1	184	-	-	-	-	-
Stage 2	416	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	87.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	465	-	67	-	-
HCM Lane V/C Ratio	-	-	0.373	-	-
HCM Control Delay (s)	0	-	87.7	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	1.4	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1801	1801	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1801	1801	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	268			1631	381	
Travel Time (s)	7.3			31.8	7.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	2111	2111	0	1801	1801	0
Flt Permitted						
Satd. Flow (perm)	2111	2111	0	1801	1801	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	126			381	323	
Travel Time (s)	3.4			7.4	6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	-	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	1022	1084	0	-	-	-
Stage 1	1022	-	0	-	-	-
Stage 2	-	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	0	0	-	-
HCM Lane LOS	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	14	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	2049	1987	0	1801	0	0	1801	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	2049	1987	0	1801	0	0	1801	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		181			109			323			441	
Travel Time (s)		4.9			3.0			6.3			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
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
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1	1	0	1	0	0	0	0	0
Stage 1	0	0	-	-	-	-	-	-	-
Stage 2	1	1	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	-	1622	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	1022	895	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	1022	0	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	1022	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	1022	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

APPENDIX O

Opinions of Probable
Construction Cost by Concept

Tighe&Bond

Tighe&Bond
Engineers | Environmental Specialists

Prep'd Date	7/27/2018	By	ALW
Ch'kd Date	12/1/2019	By	COG
Town of	Trumbull, CT		
Project No.	12-1106		
Sheet No.	1	of	23

Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 1 - Route 25 at Route 111 Quadrant Roadway

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	70,000	$20.00	$1,400,000
Rock Excavation	CY	10,000	$100.00	$1,000,000
Formation of Subgrade	SY	11,000	$3.00	$33,000
Subbase	CY	3,700	$40.00	$148,000
Sedimentation Control System	LF	3,000	$4.00	$12,000
HMA S1.0	TN	3,200	$120.00	$384,000
HMA S0.5	TN	15,500	$105.00	$1,627,500
Milling of Bituminous Concrete 0-4"	SY	41,000	$5.00	$205,000
15" R.C. Pipe	LF	800	$75.00	$60,000
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	16,000	$8.00	$128,000
Concrete Sidewalk	SF	0	$10.00	$0
Concrete Sidewalk Ramp	EA	0	$1,250.00	$0
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	12,000	$8.00	$96,000
Turf Establishment	SY	12,000	$2.00	$24,000
Trafficperson (Municipal Police Officer)	HR	4,300	$90.00	$387,000
Utility Pole Relocation	EA	6	$10,000.00	$60,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	16	$3,500.00	$56,000
Type "CL" Catch Basin	EA	2	$3,500.00	$7,000
Manhole	EA	25	$3,100.00	$77,500
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	2	$250,000.00	$500,000
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	1	$80,000.00	$80,000
Utility Relocation	LS	0	$7,000.00	$0
Pequonnock River Bridge Widening	LS	1	$200,000.00	$200,000
Identified Items Subtotal				$6,485,000
Minor Items (25%)				$1,621,000
Items Subtotal				$8,106,000
Lump Sum Items				
Clearing and Grubbing (3%)				$243,200
M&P of Traffic (5%)				$405,300
Mobilization (7%)				$567,400
Construction Staking (2%)				$162,100
Incidentals (25%)				$2,371,000
Contingencies (25%)				$2,371,000
Total				**$14,226,000**

Tighe&Bond
Engineers | Environmental Specialists

Prep'd Date	7/27/2018	By	ALW
Ch'kd Date	12/1/2019	By	COG
Town of	Trumbull, CT		
Project No.	12-1106		
Sheet No.	2	of	23

Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 2 - Route 25 at Route 111 Single Point Urban Interchange

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	65,000	$20.00	$1,300,000
Rock Excavation	CY	10,000	$100.00	$1,000,000
Formation of Subgrade	SY	21,000	$3.00	$63,000
Subbase	CY	7,000	$40.00	$280,000
Sedimentation Control System	LF	3,000	$4.00	$12,000
HMA S1.0	TN	9,500	$120.00	$1,140,000
HMA S0.5	TN	15,000	$105.00	$1,575,000
Milling of Bituminous Concrete 0-4"	SY	33,500	$5.00	$167,500
15" R.C. Pipe	LF	750	$75.00	$56,250
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	18,000	$8.00	$144,000
Concrete Sidewalk	SF	0	$10.00	$0
Concrete Sidewalk Ramp	EA	0	$1,250.00	$0
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	10,000	$8.00	$80,000
Turf Establishment	SY	10,000	$2.00	$20,000
Trafficperson (Municipal Police Officer)	HR	4,300	$90.00	$387,000
Utility Pole Relocation	EA	9	$10,000.00	$90,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	18	$3,500.00	$63,000
Type "CL" Catch Basin	EA	3	$3,500.00	$10,500
Manhole	EA	25	$3,100.00	$77,500
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	1	$250,000.00	$250,000
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Peqonnock River Bridge Widening	LS	1	$200,000.00	$200,000
Route 25 Overpass	LS	1	$10,000,000.00	$10,000,000
Identified Items Subtotal				$16,916,000
Minor Items (25%)				$4,229,000
Items Subtotal				$21,145,000
Lump Sum Items				
Clearing and Grubbing (3%)				$634,400
M&P of Traffic (5%)				$1,057,300
Mobilization (7%)				$1,480,200
Construction Staking (2%)				$422,900
Incidentals (25%)				$6,185,000
Contingencies (25%)				$6,185,000
Total				**$37,110,000**

Tighe&Bond
Engineers | Environmental Specialists

Prep'd Date	7/27/2018	By	ALW
Ch'kd Date	12/1/2019	By	COG
Town of	Trumbull, CT		
Project No.	12-1106		
Sheet No.	3	of	23

Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 3 - Route 25 at Spring Meadows and St. Stephen's

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	2,500	$20.00	$50,000
Rock Excavation	CY	250	$100.00	$25,000
Formation of Subgrade	SY	3,900	$3.00	$11,700
Subbase	CY	1,700	$40.00	$68,000
Sedimentation Control System	LF	3,000	$4.00	$12,000
HMA S1.0	TN	1,100	$120.00	$132,000
HMA S0.5	TN	1,600	$105.00	$168,000
Milling of Bituminous Concrete 0-4"	SY	5,500	$5.00	$27,500
15" R.C. Pipe	LF	50	$75.00	$3,750
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	6,200	$8.00	$49,600
Concrete Sidewalk	SF	4,300	$10.00	$43,000
Concrete Sidewalk Ramp	EA	4	$1,250.00	$5,000
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	150	$45.00	$6,750
Furnishing And Placing Topsoil	SY	2,600	$8.00	$20,800
Turf Establishment	SY	2,600	$2.00	$5,200
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	12	$10,000.00	$120,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	4	$3,500.00	$14,000
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	4	$3,100.00	$12,400
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Culvert Extension	LS	1	$100,000.00	$100,000
Identified Items Subtotal				$1,068,000
Minor Items (25%)				$267,000
Items Subtotal				$1,335,000
Lump Sum Items				
Clearing and Grubbing (3%)				$40,100
M&P of Traffic (5%)				$66,800
Mobilization (7%)				$93,500
Construction Staking (2%)				$26,700
Incidentals (25%)				$391,000
Contingencies (25%)				$391,000
Total				**$2,344,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 4 - Route 25 at Tashua Road and Spring Hill Road

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	1,500	$20.00	$30,000
Rock Excavation	CY	150	$100.00	$15,000
Formation of Subgrade	SY	2,300	$3.00	$6,900
Subbase	CY	750	$40.00	$30,000
Sedimentation Control System	LF	4,000	$4.00	$16,000
HMA S1.0	TN	700	$120.00	$84,000
HMA S0.5	TN	1,700	$105.00	$178,500
Milling of Bituminous Concrete 0-4"	SY	10,100	$5.00	$50,500
15" R.C. Pipe	LF	50	$75.00	$3,750
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	4,100	$8.00	$32,800
Concrete Sidewalk	SF	4,000	$10.00	$40,000
Concrete Sidewalk Ramp	EA	9	$1,250.00	$11,250
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	200	$45.00	$9,000
Furnishing And Placing Topsoil	SY	300	$8.00	$2,400
Turf Establishment	SY	300	$2.00	$600
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	11	$10,000.00	$110,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	6	$3,500.00	$21,000
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	6	$3,100.00	$18,600
8' Aluminum Pedestal	EA	5	$700.00	$3,500
1 Way Pedestrian Signal Pedestal Mounted	EA	4	$650.00	$2,600
2 Way Pedestrian Signal Pedestal Mounted	EA	1	$1,200.00	$1,200
2" Rigid Metal Conduit In Trench/ Roadway	LF	300	$13.00	$3,900
Pedestrian Push Button and Sign	EA	5	$320.00	$1,600
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	2	$250,000.00	$500,000
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$1,367,000
Minor Items (25%)				$342,000
Items Subtotal				$1,709,000
Lump Sum Items				
Clearing and Grubbing (3%)				$51,300
M&P of Traffic (5%)				$85,500
Mobilization (7%)				$119,600
Construction Staking (2%)				$34,200
Incidentals (25%)				$500,000
Contingencies (25%)				$500,000
Total				**$3,000,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 5 - Route 25 at Old Turnpike Road

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	2,200	$20.00	$44,000
Rock Excavation	CY	250	$100.00	$25,000
Formation of Subgrade	SY	3,400	$3.00	$10,200
Subbase	CY	1,100	$40.00	$44,000
Sedimentation Control System	LF	2,800	$4.00	$11,200
HMA S1.0	TN	1,000	$120.00	$120,000
HMA S0.5	TN	1,500	$105.00	$157,500
Milling of Bituminous Concrete 0-4"	SY	5,800	$5.00	$29,000
15" R.C. Pipe	LF	75	$75.00	$5,625
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	3,000	$8.00	$24,000
Concrete Sidewalk	SF	6,700	$10.00	$67,000
Concrete Sidewalk Ramp	EA	14	$1,250.00	$17,500
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	300	$45.00	$13,500
Furnishing And Placing Topsoil	SY	600	$8.00	$4,800
Turf Establishment	SY	600	$2.00	$1,200
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	2	$10,000.00	$20,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	3	$3,500.00	$10,500
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	3	$3,100.00	$9,300
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$808,000
Minor Items (25%)				$202,000
Items Subtotal				$1,010,000
Lump Sum Items				
Clearing and Grubbing (3%)				$30,300
M&P of Traffic (5%)				$50,500
Mobilization (7%)				$70,700
Construction Staking (2%)				$20,200
Incidentals (25%)				$295,000
Contingencies (25%)				$295,000
Total				**$1,772,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 6 - Route 25 at Victoria Drive

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	1,600	$20.00	$32,000
Rock Excavation	CY	200	$100.00	$20,000
Formation of Subgrade	SY	2,500	$3.00	$7,500
Subbase	CY	900	$40.00	$36,000
Sedimentation Control System	LF	3,700	$4.00	$14,800
HMA S1.0	TN	700	$120.00	$84,000
HMA S0.5	TN	1,500	$105.00	$157,500
Milling of Bituminous Concrete 0-4"	SY	7,800	$5.00	$39,000
15" R.C. Pipe	LF	25	$75.00	$1,875
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	3,400	$8.00	$27,200
Concrete Sidewalk	SF	10,600	$10.00	$106,000
Concrete Sidewalk Ramp	EA	5	$1,250.00	$6,250
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	40	$45.00	$1,800
Furnishing And Placing Topsoil	SY	700	$8.00	$5,600
Turf Establishment	SY	700	$2.00	$1,400
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	14	$10,000.00	$140,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	1	$3,500.00	$3,500
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	1	$3,100.00	$3,100
8' Aluminum Pedestal	EA	3	$700.00	$2,100
1 Way Pedestrian Signal Pedestal Mounted	EA	2	$650.00	$1,300
2 Way Pedestrian Signal Pedestal Mounted	EA	1	$1,200.00	$1,200
2" Rigid Metal Conduit In Trench/ Roadway	LF	150	$13.00	$1,950
Pedestrian Push Button and Sign	EA	4	$320.00	$1,280
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	1	$250,000.00	$250,000
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$1,139,000
Minor Items (25%)				$285,000
Items Subtotal				$1,424,000
Lump Sum Items				
Clearing and Grubbing (3%)				$42,700
M&P of Traffic (5%)				$71,200
Mobilization (7%)				$99,700
Construction Staking (2%)				$28,500
Incidentals (25%)				$417,000
Contingencies (25%)				$417,000
Total				**$2,500,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 7 - Route 25 at Crescent Place, Mill Street, and Maple Drive

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	2,000	$20.00	$40,000
Rock Excavation	CY	200	$100.00	$20,000
Formation of Subgrade	SY	3,100	$3.00	$9,300
Subbase	CY	1,100	$40.00	$44,000
Sedimentation Control System	LF	3,000	$4.00	$12,000
HMA S1.0	TN	900	$120.00	$108,000
HMA S0.5	TN	1,300	$105.00	$136,500
Milling of Bituminous Concrete 0-4"	SY	5,000	$5.00	$25,000
15" R.C. Pipe	LF	50	$75.00	$3,750
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	2,600	$8.00	$20,800
Concrete Sidewalk	SF	6,000	$10.00	$60,000
Concrete Sidewalk Ramp	EA	9	$1,250.00	$11,250
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	150	$45.00	$6,750
Furnishing And Placing Topsoil	SY	500	$8.00	$4,000
Turf Establishment	SY	500	$2.00	$1,000
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	8	$10,000.00	$80,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	2	$3,500.00	$7,000
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	2	$3,100.00	$6,200
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$789,000
Minor Items (25%)				$197,000
Items Subtotal				$986,000
Lump Sum Items				
Clearing and Grubbing (3%)				$29,600
M&P of Traffic (5%)				$49,300
Mobilization (7%)				$69,000
Construction Staking (2%)				$19,700
Incidentals (25%)				$288,000
Contingencies (25%)				$288,000
Total				**$1,730,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 8 - Route 25 at Judd Road and Purdy Hill Road Realigned

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	3,200	$20.00	$64,000
Rock Excavation	CY	350	$100.00	$35,000
Formation of Subgrade	SY	4,900	$3.00	$14,700
Subbase	CY	1,700	$40.00	$68,000
Sedimentation Control System	LF	1,800	$4.00	$7,200
HMA S1.0	TN	1,500	$120.00	$180,000
HMA S0.5	TN	2,400	$105.00	$252,000
Milling of Bituminous Concrete 0-4"	SY	10,500	$5.00	$52,500
15" R.C. Pipe	LF	500	$75.00	$37,500
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	5,600	$8.00	$44,800
Concrete Sidewalk	SF	9,500	$10.00	$95,000
Concrete Sidewalk Ramp	EA	25	$1,250.00	$31,250
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	400	$45.00	$18,000
Furnishing And Placing Topsoil	SY	5,900	$8.00	$47,200
Turf Establishment	SY	5,900	$2.00	$11,800
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	14	$10,000.00	$140,000
Landscaping	LS	1	$50,000.00	$50,000
Type "C" Catch Basin	EA	14	$3,500.00	$49,000
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	11	$3,100.00	$34,100
8' Aluminum Pedestal	EA	7	$700.00	$4,900
1 Way Pedestrian Signal Pedestal Mounted	EA	2	$650.00	$1,300
2 Way Pedestrian Signal Pedestal Mounted	EA	5	$1,200.00	$6,000
2" Rigid Metal Conduit In Trench/ Roadway	LF	500	$13.00	$6,500
Pedestrian Push Button and Sign	EA	7	$320.00	$2,240
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	2	$250,000.00	$500,000
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Bridge Culvert Reconstruction	LS	1	$600,000.00	$600,000
Identified Items Subtotal				$2,546,000
Minor Items (25%)				$637,000
Items Subtotal				$3,183,000
Lump Sum Items				
Clearing and Grubbing (3%)				$95,500
M&P of Traffic (5%)				$159,200
Mobilization (7%)				$222,800
Construction Staking (2%)				$63,700
Incidentals (25%)				$931,000
Contingencies (25%)				$931,000
Total				**$5,586,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 9 - Route 25 North of Purdy Hill Road and Judd Road

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	1,300	$20.00	$26,000
Rock Excavation	CY	150	$100.00	$15,000
Formation of Subgrade	SY	2,000	$3.00	$6,000
Subbase	CY	700	$40.00	$28,000
Sedimentation Control System	LF	2,500	$4.00	$10,000
HMA S1.0	TN	600	$120.00	$72,000
HMA S0.5	TN	1,100	$105.00	$115,500
Milling of Bituminous Concrete 0-4"	SY	5,200	$5.00	$26,000
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	2,700	$8.00	$21,600
Concrete Sidewalk	SF	1,900	$10.00	$19,000
Concrete Sidewalk Ramp	EA	2	$1,250.00	$2,500
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	450	$45.00	$20,250
Furnishing And Placing Topsoil	SY	200	$8.00	$1,600
Turf Establishment	SY	200	$2.00	$400
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	0	$10,000.00	$0
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$557,000
Minor Items (25%)				$139,000
Items Subtotal				$696,000
Lump Sum Items				
Clearing and Grubbing (3%)				$20,900
M&P of Traffic (5%)				$34,800
Mobilization (7%)				$48,700
Construction Staking (2%)				$13,900
Incidentals (25%)				$204,000
Contingencies (25%)				$204,000
Total				**$1,222,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 12 - Route 25 at Brook Street

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	600	$20.00	$12,000
Rock Excavation	CY	100	$100.00	$10,000
Formation of Subgrade	SY	900	$3.00	$2,700
Subbase	CY	300	$40.00	$12,000
Sedimentation Control System	LF	2,300	$4.00	$9,200
HMA S1.0	TN	300	$120.00	$36,000
HMA S0.5	TN	700	$105.00	$73,500
Milling of Bituminous Concrete 0-4"	SY	3,800	$5.00	$19,000
15" R.C. Pipe	LF	25	$75.00	$1,875
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	2,300	$8.00	$18,400
Concrete Sidewalk	SF	2,000	$10.00	$20,000
Concrete Sidewalk Ramp	EA	5	$1,250.00	$6,250
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	50	$45.00	$2,250
Furnishing And Placing Topsoil	SY	900	$8.00	$7,200
Turf Establishment	SY	900	$2.00	$1,800
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	3	$10,000.00	$30,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	3	$3,500.00	$10,500
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	2	$3,100.00	$6,200
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$472,000
Minor Items (25%)				$118,000
Items Subtotal				$590,000
Lump Sum Items				
Clearing and Grubbing (3%)				$17,700
M&P of Traffic (5%)				$29,500
Mobilization (7%)				$41,300
Construction Staking (2%)				$11,800
Incidentals (25%)				$173,000
Contingencies (25%)				$173,000
Total				**$1,036,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 13 - Route 25 at Green Street and Route 59

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	1,600	$20.00	$32,000
Rock Excavation	CY	200	$100.00	$20,000
Formation of Subgrade	SY	2,500	$3.00	$7,500
Subbase	CY	800	$40.00	$32,000
Sedimentation Control System	LF	2,800	$4.00	$11,200
HMA S1.0	TN	700	$120.00	$84,000
HMA S0.5	TN	2,500	$105.00	$262,500
Milling of Bituminous Concrete 0-4"	SY	16,500	$5.00	$82,500
15" R.C. Pipe	LF	100	$75.00	$7,500
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	6,200	$8.00	$49,600
Concrete Sidewalk	SF	11,300	$10.00	$113,000
Concrete Sidewalk Ramp	EA	30	$1,250.00	$37,500
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	350	$45.00	$15,750
Furnishing And Placing Topsoil	SY	800	$8.00	$6,400
Turf Establishment	SY	800	$2.00	$1,600
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	19	$10,000.00	$190,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	11	$3,500.00	$38,500
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	11	$3,100.00	$34,100
8' Aluminum Pedestal	EA	6	$700.00	$4,200
1 Way Pedestrian Signal Pedestal Mounted	EA	4	$650.00	$2,600
2 Way Pedestrian Signal Pedestal Mounted	EA	2	$1,200.00	$2,400
2" Rigid Metal Conduit In Trench/ Roadway	LF	350	$13.00	$4,550
Pedestrian Push Button and Sign	EA	6	$320.00	$1,920
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	2	$250,000.00	$500,000
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$1,735,000
Minor Items (25%)				$434,000
Items Subtotal				$2,169,000
Lump Sum Items				
Clearing and Grubbing (3%)				$65,100
M&P of Traffic (5%)				$108,500
Mobilization (7%)				$151,800
Construction Staking (2%)				$43,400
Incidentals (25%)				$634,000
Contingencies (25%)				$634,000
Total				**$3,806,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 14 - Route 111 at Old Mine Rd and Pequonnock River Trail Xing

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	400	$20.00	$8,000
Rock Excavation	CY	50	$100.00	$5,000
Formation of Subgrade	SY	1,100	$3.00	$3,300
Subbase	CY	300	$40.00	$12,000
Sedimentation Control System	LF	1,000	$4.00	$4,000
HMA S1.0	TN	0	$120.00	$0
HMA S0.5	TN	100	$105.00	$10,500
Milling of Bituminous Concrete 0-4"	SY	500	$5.00	$2,500
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	200	$8.00	$1,600
Concrete Sidewalk	SF	3,300	$10.00	$33,000
Concrete Sidewalk Ramp	EA	2	$1,250.00	$2,500
Bituminous Concrete Sidewalk	SY	3,100	$50.00	$155,000
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	100	$8.00	$800
Turf Establishment	SY	100	$2.00	$200
Trafficperson (Municipal Police Officer)	HR	40	$90.00	$3,600
Utility Pole Relocation	EA	1	$10,000.00	$10,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$252,000
Minor Items (25%)				$63,000
Items Subtotal				$315,000
Lump Sum Items				
Clearing and Grubbing (3%)				$9,500
M&P of Traffic (5%)				$15,800
Mobilization (7%)				$22,100
Construction Staking (2%)				$6,300
Incidentals (25%)				$92,000
Contingencies (25%)				$92,000
Total				**$553,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 15 - Route 111 at Trefoil Plaza and Woodland Hills Driveways

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	250	$20.00	$5,000
Rock Excavation	CY	25	$100.00	$2,500
Formation of Subgrade	SY	800	$3.00	$2,400
Subbase	CY	200	$40.00	$8,000
Sedimentation Control System	LF	800	$4.00	$3,200
HMA S1.0	TN	0	$120.00	$0
HMA S0.5	TN	730	$105.00	$76,650
Milling of Bituminous Concrete 0-4"	SY	5,650	$5.00	$28,250
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	1,300	$8.00	$10,400
Concrete Sidewalk	SF	4,800	$10.00	$48,000
Concrete Sidewalk Ramp	EA	5	$1,250.00	$6,250
Bituminous Concrete Sidewalk	SY	1,750	$50.00	$87,500
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	500	$8.00	$4,000
Turf Establishment	SY	500	$2.00	$1,000
Trafficperson (Municipal Police Officer)	HR	850	$90.00	$76,500
Utility Pole Relocation	EA	7	$10,000.00	$70,000
Landscaping	LS	1	$10,000.00	$10,000
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	2	$700.00	$1,400
1 Way Pedestrian Signal Pedestal Mounted	EA	2	$650.00	$1,300
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	1	$250,000.00	$250,000
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$692,000
Minor Items (25%)				$173,000
Items Subtotal				$865,000
Lump Sum Items				
Clearing and Grubbing (3%)				$26,000
M&P of Traffic (5%)				$43,300
Mobilization (7%)				$60,600
Construction Staking (2%)				$17,300
Incidentals (25%)				$253,000
Contingencies (25%)				$253,000
Total				**$1,518,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 16 - Route 111 at Trefoil Drive and Home Depot Driveway

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	0	$20.00	$0
Rock Excavation	CY	0	$100.00	$0
Formation of Subgrade	SY	0	$3.00	$0
Subbase	CY	0	$40.00	$0
Sedimentation Control System	LF	0	$4.00	$0
HMA S1.0	TN	0	$120.00	$0
HMA S0.5	TN	0	$105.00	$0
Milling of Bituminous Concrete 0-4"	SY	0	$5.00	$0
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	0	$8.00	$0
Concrete Sidewalk	SF	0	$10.00	$0
Concrete Sidewalk Ramp	EA	0	$1,250.00	$0
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	0	$8.00	$0
Turf Establishment	SY	0	$2.00	$0
Trafficperson (Municipal Police Officer)	HR	0	$90.00	$0
Utility Pole Relocation	EA	0	$10,000.00	$0
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	1	$30,000.00	$30,000
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Sign Installation and Pavement Markings	LS	1	$5,000.00	$5,000
Identified Items Subtotal				$35,000
Minor Items (25%)				$9,000
Items Subtotal				$44,000
Lump Sum Items				
Clearing and Grubbing (3%)				$1,300
M&P of Traffic (5%)				$2,200
Mobilization (7%)				$3,100
Construction Staking (2%)				$900
Incidentals (25%)				$13,000
Contingencies (25%)				$13,000
Total				**$78,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 17 - Route 111 at Purdy Hill Road

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	300	$20.00	$6,000
Rock Excavation	CY	50	$100.00	$5,000
Formation of Subgrade	SY	500	$3.00	$1,500
Subbase	CY	200	$40.00	$8,000
Sedimentation Control System	LF	1,500	$4.00	$6,000
HMA S1.0	TN	200	$120.00	$24,000
HMA S0.5	TN	800	$105.00	$84,000
Milling of Bituminous Concrete 0-4"	SY	5,800	$5.00	$29,000
15" R.C. Pipe	LF	25	$75.00	$1,875
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	1,900	$8.00	$15,200
Concrete Sidewalk	SF	7,500	$10.00	$75,000
Concrete Sidewalk Ramp	EA	13	$1,250.00	$16,250
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	400	$8.00	$3,200
Turf Establishment	SY	400	$2.00	$800
Trafficperson (Municipal Police Officer)	HR	1,000	$90.00	$90,000
Utility Pole Relocation	EA	4	$10,000.00	$40,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	1	$3,500.00	$3,500
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	1	$3,100.00	$3,100
8' Aluminum Pedestal	EA	7	$700.00	$4,900
1 Way Pedestrian Signal Pedestal Mounted	EA	6	$650.00	$3,900
2 Way Pedestrian Signal Pedestal Mounted	EA	1	$1,200.00	$1,200
2" Rigid Metal Conduit In Trench/ Roadway	LF	500	$13.00	$6,500
Pedestrian Push Button and Sign	EA	7	$320.00	$2,240
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	1	$30,000.00	$30,000
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$461,000
Minor Items (25%)				$115,000
Items Subtotal				$576,000
Lump Sum Items				
Clearing and Grubbing (3%)				$17,300
M&P of Traffic (5%)				$28,800
Mobilization (7%)				$40,300
Construction Staking (2%)				$11,500
Incidentals (25%)				$168,000
Contingencies (25%)				$168,000
Total				**$1,010,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 18 - Route 111 at Elm Street

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	800	$20.00	$16,000
Rock Excavation	CY	100	$100.00	$10,000
Formation of Subgrade	SY	1,200	$3.00	$3,600
Subbase	CY	400	$40.00	$16,000
Sedimentation Control System	LF	1,400	$4.00	$5,600
HMA S1.0	TN	400	$120.00	$48,000
HMA S0.5	TN	900	$105.00	$94,500
Milling of Bituminous Concrete 0-4"	SY	4,800	$5.00	$24,000
15" R.C. Pipe	LF	25	$75.00	$1,875
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	2,000	$8.00	$16,000
Concrete Sidewalk	SF	3,000	$10.00	$30,000
Concrete Sidewalk Ramp	EA	10	$1,250.00	$12,500
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	0	$8.00	$0
Turf Establishment	SY	0	$2.00	$0
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	3	$10,000.00	$30,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	2	$3,500.00	$7,000
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	2	$3,100.00	$6,200
8' Aluminum Pedestal	EA	6	$700.00	$4,200
1 Way Pedestrian Signal Pedestal Mounted	EA	4	$650.00	$2,600
2 Way Pedestrian Signal Pedestal Mounted	EA	2	$1,200.00	$2,400
2" Rigid Metal Conduit In Trench/ Roadway	LF	300	$13.00	$3,900
Pedestrian Push Button and Sign	EA	6	$320.00	$1,920
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	1	$80,000.00	$80,000
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$610,000
Minor Items (25%)				$153,000
Items Subtotal				$763,000
Lump Sum Items				
Clearing and Grubbing (3%)				$22,900
M&P of Traffic (5%)				$38,200
Mobilization (7%)				$53,400
Construction Staking (2%)				$15,300
Incidentals (25%)				$223,000
Contingencies (25%)				$223,000
Total				**$1,339,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 19 - Cutlers Farm Road at Purdy Hill Road

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	400	$20.00	$8,000
Rock Excavation	CY	50	$100.00	$5,000
Formation of Subgrade	SY	600	$3.00	$1,800
Subbase	CY	200	$40.00	$8,000
Sedimentation Control System	LF	1,700	$4.00	$6,800
HMA S1.0	TN	100	$120.00	$12,000
HMA S0.5	TN	500	$105.00	$52,500
Milling of Bituminous Concrete 0-4"	SY	3,000	$5.00	$15,000
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	1,800	$8.00	$14,400
Concrete Sidewalk	SF	0	$10.00	$0
Concrete Sidewalk Ramp	EA	0	$1,250.00	$0
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	0	$8.00	$0
Turf Establishment	SY	0	$2.00	$0
Trafficperson (Municipal Police Officer)	HR	1,000	$90.00	$90,000
Utility Pole Relocation	EA	2	$10,000.00	$20,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	1	$240,000.00	$240,000
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$474,000
Minor Items (25%)				$119,000
Items Subtotal				$593,000
Lump Sum Items				
Clearing and Grubbing (3%)				$17,800
M&P of Traffic (5%)				$29,700
Mobilization (7%)				$41,500
Construction Staking (2%)				$11,900
Incidentals (25%)				$173,000
Contingencies (25%)				$173,000
Total				**$1,040,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 20 - Spring Hill Road at Cutlers Farm Road

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	0	$20.00	$0
Rock Excavation	CY	0	$100.00	$0
Formation of Subgrade	SY	0	$3.00	$0
Subbase	CY	0	$40.00	$0
Sedimentation Control System	LF	0	$4.00	$0
HMA S1.0	TN	0	$120.00	$0
HMA S0.5	TN	0	$105.00	$0
Milling of Bituminous Concrete 0-4"	SY	0	$5.00	$0
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	0	$8.00	$0
Concrete Sidewalk	SF	0	$10.00	$0
Concrete Sidewalk Ramp	EA	0	$1,250.00	$0
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	0	$8.00	$0
Turf Establishment	SY	0	$2.00	$0
Trafficperson (Municipal Police Officer)	HR	0	$90.00	$0
Trafficperson (Uniformed Flagger)	HR	0	$35.00	$0
Utility Pole Relocation	EA	0	$10,000.00	$0
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Sign Installation and Pavement Markings	LS	1	$1,000.00	$1,000
Identified Items Subtotal				$1,000
Minor Items (25%)				$0
Items Subtotal				$1,000
Lump Sum Items				
Clearing and Grubbing (3%)				$0
M&P of Traffic (5%)				$100
Mobilization (7%)				$100
Construction Staking (2%)				$0
Incidentals (25%)				$0
Contingencies (25%)				$0
Total				**$1,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 21 - Spring Hill Road at Trumbull Transfer Station

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	1,100	$20.00	$22,000
Rock Excavation	CY	150	$100.00	$15,000
Formation of Subgrade	SY	1,700	$3.00	$5,100
Subbase	CY	600	$40.00	$24,000
Sedimentation Control System	LF	1,000	$4.00	$4,000
HMA S1.0	TN	400	$120.00	$48,000
HMA S0.5	TN	900	$105.00	$94,500
Milling of Bituminous Concrete 0-4"	SY	3,700	$5.00	$18,500
15" R.C. Pipe	LF	350	$75.00	$26,250
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	2,600	$8.00	$20,800
Concrete Sidewalk	SF	4,900	$10.00	$49,000
Concrete Sidewalk Ramp	EA	4	$1,250.00	$5,000
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	1,700	$8.00	$13,600
Turf Establishment	SY	1,700	$2.00	$3,400
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	0	$10,000.00	$0
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	2	$3,500.00	$7,000
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$550,000
Minor Items (25%)				$138,000
Items Subtotal				$688,000
Lump Sum Items				
Clearing and Grubbing (3%)				$20,600
M&P of Traffic (5%)				$34,400
Mobilization (7%)				$48,200
Construction Staking (2%)				$13,800
Incidentals (25%)				$201,000
Contingencies (25%)				$201,000
Total				**$1,207,000**

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Prep'd Date	7/27/2018	By	ALW
Ch'kd Date	12/1/2019	By	COG
Town of	Monroe, CT		
Project No.	12-1106		
Sheet No.	20	of	23

Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 22 - Route 25 at Crescent Place South End

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	0	$20.00	$0
Rock Excavation	CY	0	$100.00	$0
Formation of Subgrade	SY	0	$3.00	$0
Subbase	CY	0	$40.00	$0
Sedimentation Control System	LF	0	$4.00	$0
HMA S1.0	TN	0	$120.00	$0
HMA S0.5	TN	0	$105.00	$0
Milling of Bituminous Concrete 0-4"	SY	0	$5.00	$0
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	100	$8.00	$800
Concrete Sidewalk	SF	0	$10.00	$0
Concrete Sidewalk Ramp	EA	0	$1,250.00	$0
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	100	$8.00	$800
Turf Establishment	SY	100	$2.00	$200
Trafficperson (Municipal Police Officer)	HR	0	$90.00	$0
Trafficperson (Uniformed Flagger)	HR	0	$35.00	$0
Utility Pole Relocation	EA	0	$10,000.00	$0
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Sign Installation and Pavement Markings	LS	1	$1,000.00	$1,000
Identified Items Subtotal				$3,000
Minor Items (25%)				$1,000
Items Subtotal				$4,000
Lump Sum Items				
Clearing and Grubbing (3%)				$100
M&P of Traffic (5%)				$200
Mobilization (7%)				$300
Construction Staking (2%)				$100
Incidentals (25%)				$1,000
Contingencies (25%)				$1,000
Total				**$7,000**

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Prep'd Date	7/27/2018	By	ALW
Ch'kd Date	12/1/2019	By	COG
Town of	Monroe, CT		
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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 23 - Route 25 at Crescent Place North End

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	50	$20.00	$1,000
Rock Excavation	CY	5	$100.00	$500
Formation of Subgrade	SY	50	$3.00	$150
Subbase	CY	25	$40.00	$1,000
Sedimentation Control System	LF	0	$4.00	$0
HMA S1.0	TN	10	$120.00	$1,200
HMA S0.5	TN	50	$105.00	$5,250
Milling of Bituminous Concrete 0-4"	SY	400	$5.00	$2,000
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	150	$8.00	$1,200
Concrete Sidewalk	SF	0	$10.00	$0
Concrete Sidewalk Ramp	EA	0	$1,250.00	$0
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	100	$8.00	$800
Turf Establishment	SY	100	$2.00	$200
Trafficperson (Municipal Police Officer)	HR	40	$90.00	$3,600
Utility Pole Relocation	EA	0	$10,000.00	$0
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Sign Installation and Pavement Markings	LS	1	$1,000.00	$1,000
Identified Items Subtotal				$18,000
Minor Items (25%)				$5,000
Items Subtotal				$23,000
Lump Sum Items				
Clearing and Grubbing (3%)				$700
M&P of Traffic (5%)				$1,200
Mobilization (7%)				$1,600
Construction Staking (2%)				$500
Incidentals (25%)				$7,000
Contingencies (25%)				$7,000
Total				**$41,000**

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Prep'd Date	7/27/2018	By	ALW
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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 24 - Route 25 at Mill Street

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	0	$20.00	$0
Rock Excavation	CY	0	$100.00	$0
Formation of Subgrade	SY	0	$3.00	$0
Subbase	CY	0	$40.00	$0
Sedimentation Control System	LF	0	$4.00	$0
HMA S1.0	TN	0	$120.00	$0
HMA S0.5	TN	0	$105.00	$0
Milling of Bituminous Concrete 0-4"	SY	0	$5.00	$0
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	0	$8.00	$0
Concrete Sidewalk	SF	0	$10.00	$0
Concrete Sidewalk Ramp	EA	0	$1,250.00	$0
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	0	$8.00	$0
Turf Establishment	SY	0	$2.00	$0
Trafficperson (Municipal Police Officer)	HR	0	$90.00	$0
Trafficperson (Uniformed Flagger)	HR	0	$35.00	$0
Utility Pole Relocation	EA	0	$10,000.00	$0
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Sign Installation and Pavement Markings	LS	1	$1,000.00	$1,000
Identified Items Subtotal				$1,000
Minor Items (25%)				$0
Items Subtotal				$1,000
Lump Sum Items				
Clearing and Grubbing (3%)				$0
M&P of Traffic (5%)				$100
Mobilization (7%)				$100
Construction Staking (2%)				$0
Incidentals (25%)				$0
Contingencies (25%)				$0
Total				**$1,000**

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Prep'd Date	7/27/2018	By	ALW
Ch'kd Date	12/1/2019	By	COG
Town of	Trumbull & Monroe, CT		
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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 25 - Route 25 at Old Turnpike Road Realigned

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	200	$20.00	$4,000
Rock Excavation	CY	20	$100.00	$2,000
Formation of Subgrade	SY	300	$3.00	$900
Subbase	CY	100	$40.00	$4,000
Sedimentation Control System	LF	500	$4.00	$2,000
HMA S1.0	TN	50	$120.00	$6,000
HMA S0.5	TN	100	$105.00	$10,500
Milling of Bituminous Concrete 0-4"	SY	300	$5.00	$1,500
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	900	$8.00	$7,200
Concrete Sidewalk	SF	0	$10.00	$0
Concrete Sidewalk Ramp	EA	0	$1,250.00	$0
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	2,000	$8.00	$16,000
Turf Establishment	SY	2,000	$2.00	$4,000
Trafficperson (Municipal Police Officer)	HR	200	$90.00	$18,000
Trafficperson (Uniformed Flagger)	HR	0	$35.00	$0
Utility Pole Relocation	EA	1	$10,000.00	$10,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	1	$3,500.00	$3,500
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$90,000
Minor Items (25%)				$23,000
Items Subtotal				$113,000
Lump Sum Items				
Clearing and Grubbing (3%)				$3,400
M&P of Traffic (5%)				$5,700
Mobilization (7%)				$7,900
Construction Staking (2%)				$2,300
Incidentals (25%)				$33,000
Contingencies (25%)				$33,000
Total				**$198,000**

APPENDIX P

Public Comment Summary

Tighe&Bond

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Public Comment Summary

Comment ID	Person/Entity	Submitted Via	Date
1	Public Information Meeting #1	Meeting	4/6/2016
2	Philip Aquilina Jr. (philipaquilinajr@gmail.com)	Letter	5/3/2016
3	Regency Meadows Condo Association	Letter	5/21/2016
4	Matthew Palmieri (mattsweather1@aol.com)	Email	12/5/2016
5	Public Information Meeting #2	Meeting	4/27/2017
6	Regency Meadows Condo Association	Letter	6/14/2017
7	Karen Burnaska (karenb01@earthlink.net)	Comment Card	6/13/2018
8	Public Information Meeting #3	Meeting	6/13/2018
9	Brian Quinn (brian@brianquinn.com)	Website	7/16/2018
10	Robert Cody (jobsearch.rootword@outlook.com)	Website	9/10/2018
11	Rosemary Volpe	Website	1/31/2019

MEETING SUMMARY Tighe&Bond

Public Information Meeting #1: Engineering Planning Study for Route 25 and 111 – Monroe and Trumbull, CT

TO: Project Website Project Team

ATTENDEES: Sign-in Sheet (attached)

FROM: Christopher Granatini, P.E., Tighe & Bond

DATE: April 20, 2016

On April 20, 2016, a Public Information Meeting was held at the Monroe Elementary School. The meeting was the kickoff of the Public Involvement program for the Route 25/111 Engineering Planning Study (the Study) in Monroe and Trumbull, CT. This memo summarizes the meeting in two sections, the events of the meeting and the feedback received from the public on the study area. The public's comments were provided on three key topics, Traffic Operations and Safety, Economic Development, and Alternative Travel Modes (Bike/Ped/Transit).

Meeting Events

1. The meeting began with First Selectman Steve Vavrek of Monroe and First Selectman Tim Herbst of Trumbull explaining the impetus behind the Study. The First Selectmen explained that the Study builds on the collaborative work both communities have undertaken to solve regional and local transportation issues and to promote economic development along the 25/111 corridors.

2. A brief presentation was given by Christopher Granatini, the Project Manager for the lead Study consultant Tighe & Bond. The presentation included a summary of the Study team and their roles, the Study area, the Study scope, goals and objectives, and a summary of the public involvement program. Chris explained that the ultimate goal of the Study was to create a comprehensive transportation improvement plan based on the vision of the Towns. The Towns and METROCOG will use this planning document to help prioritize improvements, seek funding for the corridors and address current deficiencies and future needs. A copy of the presentation handout is attached.

3. Following the presentation of the background information, Francisco Gomes of Fitzgerald & Halliday, sub-consultant on the Study team, discussed the open house process that would guide the Public Informational Meeting. Francisco instructed the public to divide into three groups which would rotate between three stations (listed below). The groups were instructed to spend 10-15 minutes at each station to provide feedback to the study team:

    - Traffic Operations and Safety
    - Economic Development
    - Alternative Travel Modes – Pedestrian, Bicycle, and Transit

    Francisco explained that the goal of the meeting was to understand the strengths (if any), weaknesses / issues, and ideas for improving the corridors for each of the topic areas from the public's perspective. He explained that the feedback will assist the Study team in focusing on the goals, objectives, and ultimately the proposed improvements on the key issues identified by the public.

4. The Public Feedback section provides a summary of the issues discussed by the public at each of the three stations.

5. Following the public feedback period, the focus area leaders summarized the discussions and highlighted several of the key concerns. The meeting facilitators also fielded some additional questions from the public.

6. The meeting concluded with a brief discussion of the next steps of the process. Data collection would start Monday, April 25th, a Technical Advisory Committee Meeting will be scheduled for May, and the next public information meeting in the Fall/Winter of this year following the data collection and analysis.

7. The final slide in the presentation handout includes contact information for key study team members and the link to the project webpage. The webpage will be updated throughout the duration of the Study for public review and comment.

Public Feedback

Station 1: Traffic and Safety

- **Congestion and Safety Issues:**
    - Bottle-necks in the area of:
        - Route 111 from McDonalds to Big Y
        - Route 25 merge to one lane west of Route 111
        - Route 25 on Brook Street to Route 59
    - Monroe Elementary School during weekday morning school operations and on Saturday and Sunday for extra-curricular activities
    - Emergency vehicle access along corridor during congested periods
    - Congestion during traffic incidents on either corridor
    - Trumbull transfer station on Spring Hill Road during Saturday peaks - review the need for turn lanes
    - Insports – congestion during Saturday activities with vehicles parking on roadway
    - Edge/Chips plaza – review the need for a traffic light, general lack of parking, and site egress during heavy volume on Route 111
    - Concerns were noted about the pending impact of Walmart development traffic on existing congestion once the development opens
    - Access from Old Turnpike Road onto Route 25
    - Northbrook Drive – need light (north of study area)
    - Route 111 trail crossing is a safety concern

- **Cut-through Traffic Issues:**
    - Corridor to corridor using Spring Hill Road, Purdy Hill Road, Cutler's Farm Road, Cross Hill Road and Pepper Street
    - Brook Street to Pepper Street to by-pass Route 25 to industrial park to north
    - Northbrook Drive between Route 25 and Pepper Street (north of Study area)
- **Location Specific Issues & Suggested Treatments:**
    - Tashua Road – review the need for the existing traffic signal
    - Consolidate access to Route 25 from Crescent Place, Autumn Drive and Maple Drive
    - Route 111 southbound right turn lane onto Route 25
    - Flooding of Route 25 between Brook Street and Monroe Animal Hospital
    - McDonalds – review need for protected left turn entering the site
    - Purdy Hill Road at Route 111 – need southbound left turn arrow
    - St. Stephens and Spring Meadows – review need for traffic signal, particularly following church services – currently controlled by police officer
- **Corridor-Wide Issues & Suggested Treatments:**
    - Widen 25 to four lanes
    - Will the study review a better/alternative connection to Interstate 84 for regional traffic – no regional freeway connection
    - Lack of signal synchronization along corridors
    - Speeding entering congested areas on both corridors
    - Install charging stations for electric vehicles
    - Lack of connectivity on side streets from Route 111 to other local roads – ex. Technology Drive

Station 2: Economic Development

- **Weaknesses / Issues:**
    - Concerns related to planned and approved development within the area and impact on existing congestion issues
    - Roadway widening has not been continuous – developments need to be accountable for traffic added to the roadway system

- Several small developments have resulted in fragmented spot improvements along both corridors
- Limited right of way along both corridors
- Review zoning regulations to determine if revisions and improvements are warranted
- Access to developments along corridor is dangerous due to high speeds and congestion
- Need more information on planned developments coming to the area
- Lack of sidewalks along areas with businesses

- **Ideas:**
  - Consider utility infrastructure improvements during all roadway improvement projects to serve existing and future needs
  - Create a Development Master plan for the area to guide future development
  - Renovate existing vacant buildings instead of adding new development
  - Create a town center in Monroe to focus economic development and investment
  - Designate by-pass or alternate routing for Route 25 at times of accidents/incidents

Station 3: Alternative Modes

- **Strengths:**
  - Pequonnock River Trail
  - Emerging sidewalk infrastructure
- **Weaknesses / Issues:**
  - Speed and volume of traffic on Route 111, 25, and local roads
  - Lack of the following facilities along the corridors:
    - Crosswalks at intersections and sidewalks
    - Bus stop identification or amenities
    - Bike lanes or sufficient shoulder width to facilitate biking on roadways
  - Unsafe and unmarked crossings at intersections
  - Pequonnock River Trail Crossing at Route 111 is difficult and flashing beacons do not seem to have the desired effect

- Route 25/111 intersection is difficult to navigate as a pedestrian
- The Village Square to McDonald's (near Monroe Elementary) crosswalk does not have a protected pedestrian phase
- Zoning regulations in both Monroe and Trumbull don't require sidewalks, residents often turn out at hearings to request them
- Route 25 and Route 111 are generally unsafe for walking, yet there is a walking demand, forcing people to walk in the roadway due to a lack of sidewalks
- Adjacent shopping centers and stores don't have pedestrian connections to reduce the need for plaza to plaza vehicle trips
- There is a lack of waiting areas and bus shelters at bus stops. Bus riders use the buses to access jobs at stores and businesses in the study area and are often forced to stand in the roadway to wait for the bus.

- **Ideas:**
  - Develop a continuous pedestrian network in the form of continuous sidewalks on both sides of Route 25 and Route 111
  - Add crosswalks at high demand locations and improve existing crosswalks- add crosswalks to the Route 25/111 intersection
  - Expand the Pequonnock River Trail to better connect to planned and existing trails in the region so that the trail is practical to use for both recreation and as a transportation alternative
  - Provide pedestrian connections between adjacent retail areas so that shoppers can park once and visit more than one destination on foot
  - Add paved waiting areas and bus shelters at bus stops, provide sidewalks leading to those stops
  - Provide bicycle lanes on the roads or bicycle paths adjacent to the roadway
  - Extend Greater Bridgeport Transit routes north to planned roundabout at Route 110
  - Add sidewalk requirements to the zoning regulations of both towns

Route 25 and 111 Engineering Planning Study Public Information Meeting
4/20/2016 - 6:30 pm
Monroe Elementary School

Name	Town	Email
First Selectman Steve Vavrek	Town of Monroe	
First Selectman Timothy Herbst	Town of Trumbull	
Scott Schatzlein, Town Engineer	Town of Monroe	
William Agresta, Town Planner	Town of Monroe	
Bill Maurer, Asst. Town Engineer	Town of Trumbull	
Brian Bidoli	METROCOG	
Meghan Sloan	METROCOG	
Matt Fulda	METROCOG	
Christopher Granatini	Tighe & Bond	
Craig Yannes	Tighe & Bond	
Dana Huff	Tighe & Bond	
Stacy Graham-Hunt	Fitzgerald & Halliday	
Francisco Gomes	Fitzgerald & Halliday	
Public Attendees		
Tony D'Aquila	Trumbull	eaglenest@att.net
Jim Wendt	Monroe ZBA	jwendt@fairfieldct.org
Samuel Miller	Trumbull	samuelmiller1@aol.com
Mike Porsella	Trumbull	mjporsella@gmail.com
Patrick O'Hara	Monroe P&Z	
Margaret Lee	Monroe	margaretL0720@gmail.com
Maria Yerma	Monroe	mariahverma@yahoo.com
Carol Ahern	Trumbull	muf909@gmail.com
Ed Ahern	Trumbull	furnone@gmail.com
Karen French	Monroe	shutlles1@aol.com
Doug Wenz	Trumbull	dwenz@trumbull-ct.gov
Robert Painter	Monroe	rbakalar@trumbull-ct.gov
Joseph M Bouchard	Monroe	JMBouchard@fairfield.edu
Julie Heussner	Trumbull	hah105@yahoo.com
Shelby Levino	Trumbull	slevino@gmail.com
Jennifer Baranello	Monroe	jbaranello@yahoo.com
Joanne Orme	Trumbull	joanne_orme@msn.com
Barbara Fahr	Monroe	bfahr@monroect.org
Kevin Solli	Monroe	kevin@sollillc.com
Dennis Condon	Monroe	condon41@msn.com
Veronica Condon	Monroe	condon41@msn.com
Rina Bakalar	Trumbull	
Sue Waters	Monroe	suethejamlady@gmail.com
Lynn Nordyk	Monroe	lnordyk@earthlink.com
Ray Cummings	Trumbull	cummingsrc@aol.com
Bill Blasé	Trumbull	wblase@wtblase.com
Phil Aquilina	Monroe	philipaquilinajr@gmail.com

Route 25 and 111 Engineering Planning Study Public Information Meeting
4/20/2016 - 6:30 pm
Monroe Elementary School

Name	Town	Email
Ashish Verma	Monroe	axverma@gmail.com
Lee Hossler	Monroe	dlhossler@sbcglobal.net
Peter Galant	Trumbull	pbgalant@tighebond.com
David Forte	Monroe	dj_forte@sbcglobal.net
Matthew Palmieri	Monroe	mattsweather1@aol.com
Collene Byrne	Monroe	collene@sollillc.com
Jay Kielor	Monroe	jay@sollillc.com
John Cardinale	Trumbull	info@carindaleautoservice.com
George Marr	Monroe	gsmarr@yahoo.com
Tracy Lewis	Monroe	Tlewis@lewisassocaites.net
Tom Orsitto	Monroe	woodyhollow@charter.net
Vida Stone	Monroe	vstone@monroect.org
Jon Stone	Monroe	jstone@monroect.org
Vicki Tesoro	Trumbull	footscevic@aol.com
Jon Richter	Monroe	jarichter79@gmail.com
Brian Quinn	Monroe	brian@brianquinn.com
John Signes	Trumbull	siglinux@snet.net
Karen Signes	Trumbull	siglinux@snet.net
Paul Lisi	Monroe	plisi@antinozzi.com



Public Information Meeting
Engineering Planning Study for Route 25 and Route 111
Monroe and Trumbull, Connecticut

April 20, 2016

Presentation Team

Brian Bidolli, Connecticut Metropolitan Council of Governments

Steve Vavrek, First Selectman, Town of Monroe

Timothy Herbst, First Selectman, Town of Trumbull

Christopher Granatini, P.E., Project Manager



Agenda

- Study Team & Roles
- Study Area
- Project Scope
- Project Goals & Objectives
- Public Involvement
- Public Information Meeting Goals
- Open House
- Summary & Next Steps

METROCOG
Connecticut Metropolitan Council of Governments

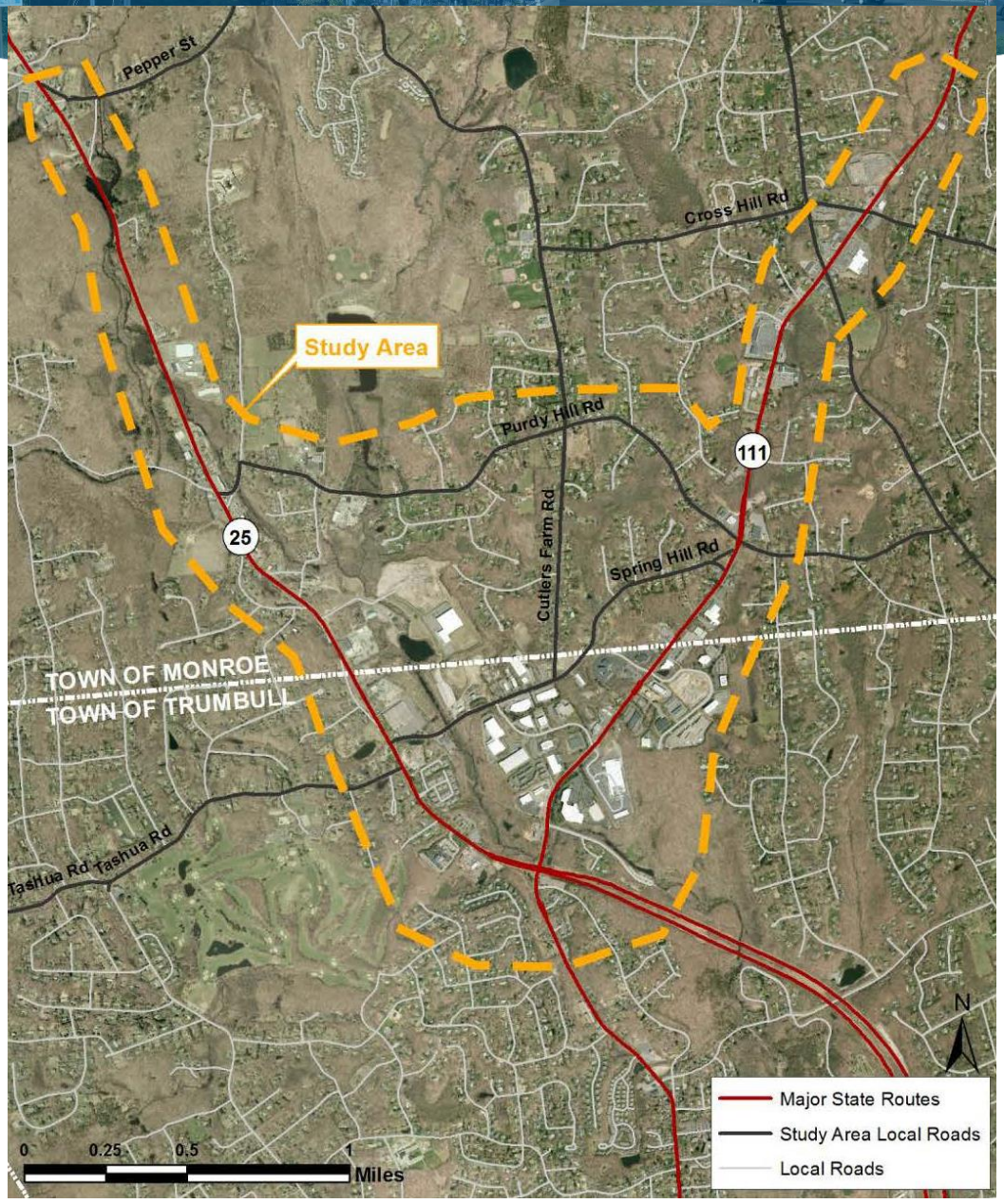
Tighe&Bond



Study Team & Roles

- Connecticut Metropolitan Council of Governments (METROCOG)
- Towns of Monroe and Trumbull
- Connecticut Department of Transportation (CTDOT)
- Tighe & Bond – Prime Consultant
- Fitzgerald & Halliday – Sub-Consultant

Study Area


Pepper St
Cross Hill Rd
Study Area
Purdy Hill Rd
111
25
Cutlers Farm Rd
Spring Hill Rd
TOWN OF MONROE
TOWN OF TRUMBULL
Tashua Rd
Tashua Rd
N
0
0.25
0.5
1
Miles
Major State Routes
Study Area Local Roads
Local Roads

Project Scope

- Data Collection
- Traffic Engineering & Operations Analysis
- Safety Assessment
- Future Growth Scenarios
- Improvement Alternatives
- Final Report





TOWN OF MONROE 1823 CONNECTICUT

SEAL TOWN OF TRUMBULL CONNECTICUT INCORPORATED 1797

METROCOG Connecticut Metropolitan Council of Governments

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Tighe&Bond



Goals & Objectives

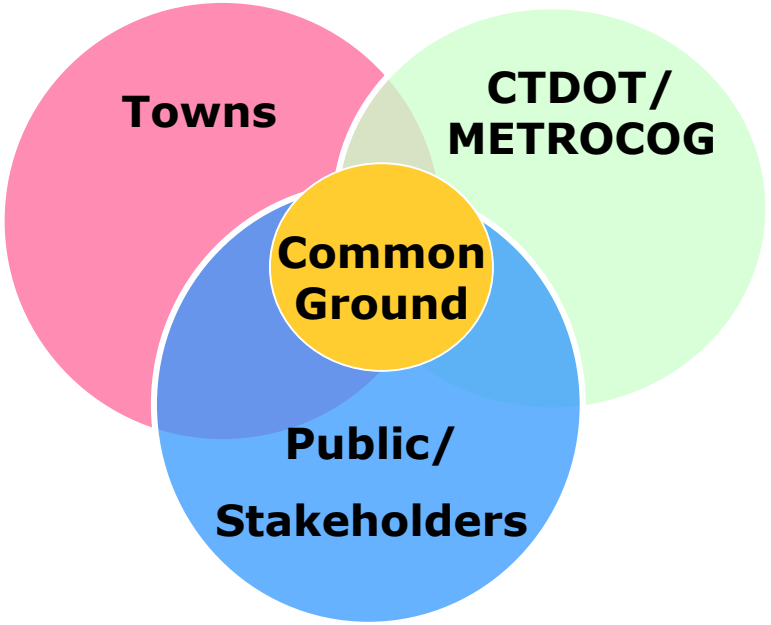
- **Develop cost effective transportation infrastructure alternatives to improve traffic operations**
- **Safely accommodate future development opportunities along the corridors and within the region**
- **Develop solutions that provide the infrastructure to improve mobility for alternative travel modes**
- **Develop a comprehensive transportation improvement plan providing a vision to prioritize improvements on the corridor to address current deficiencies and future corridor needs.**

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Public Involvement Program

- Technical Advisory Committee (4)
- Community Advisory Committee (2)
- Public Information Meetings (3)
- Project Website





METROCOG
Connecticut Metropolitan Council of Governments

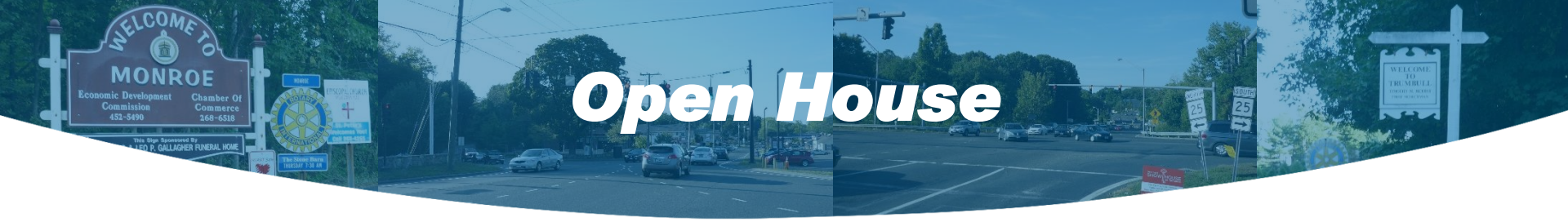
Tighe&Bond



Information Meeting Goals

- **Receive Feedback from YOU!**
- **Begin to Understand Local Issues and Experiences in the Study Area**
- **Identify Important Issues and Deficiencies to Mitigate**
- **Develop a Study Vision Framework to Guide the Study Team during Development of Improvement Concepts**

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Open House

- **3 Learning Stations**
  - Traffic Operations and Safety Issues
  - Alternative Travel Modes – Bicycle / Pedestrian / Transit
  - Economic Development
- **10-15 Minutes at Each Station to Discuss Issues**
- **Summary of Comments by Project Team**

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Station Leaders

- **Traffic Operations and Safety**
  - Chris Granatini – Tighe & Bond
  - Craig Yannes – Tighe & Bond
- **Alternative Travel Modes**
  - Matt Fulda - METROCOG
  - Francisco Gomes – Fitzgerald & Halliday
- **Economic Development**
  - Dana Huff – Tighe & Bond
  - Stacy Graham Hunt– Fitzgerald & Halliday

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Next Steps & Contact Information

- **Next Steps:**
  - Data Collection: Starting April 25th through mid-June
  - Technical Advisory Committee Meeting: May 2016
  - Next Public Information Meeting: Fall/Winter 2016
- **Contact Information:**
  - METROCOG: Matthew Fulda, Regional Planner
    mfulda@ctmetro.org - 203.366.5405 x28
  - MONROE: Will Agresta, Planning & Zoning Administrator
    wagresta@monroect.org - 203.452.8628
  - TRUMBULL: Rob Librandi, Land Use Planner
    rlibrandi@trumbull-ct.gov - 203.452.5047
- **Study Webpage: http://bit.ly/Route-25-111-Study**

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Public Comment #2

Untitled

Bicycle Bridge over Rte 111, Current situation is too dangerous → critical

Need sensors on traffic lights that will keep lights green longer especially at rush hour.

Especially at Rte 111, Purdy Hill, Elm, Cross Hill

Need loops to tell signals no one in left hand turns

Also at Rte 25 and Spring, Purdy Hill and Rte 59

Need sidewalks to connect to each other, you are requiring sidewalks in front of new construction, but not in front of existing
structures, ie Monroe El, Bank of America, Village square etc...

We need sidewalks cleared of snow, State plows the snow on the walks, owners do not make any attempt to clean them??

I was told it is anti Business to inforce the law??

We need wider breakdown lanes, for disabled vehicles and for pedestrians that may walk or ride their bikes, especially on

Rte 111 from Big Y east.

TRAFFIC LIGHT @ THE EDGE CLUB

PHILIPAQUILINAJR@GMAIL.COM

Public Comment #3

Regency Meadows

At Trumbull

May 21, 2016

First Selectman Herbst,

As a resident of Regency Meadows, Trumbull, Ct. and the President of our Condo Association, I wanted to take this opportunity to express the thoughts and concerns of all 81 residents in our community as it relates to the "Route 25/111 Engineering Planning Study." I am specifically concerned about any future plans for Route 25 that might make a currently dangerous situation worse and create an inevitable future calamity with increased speeds and additional traffic lanes at our door step.

As background to my "introduction," I recently had the opportunity to attend the initial meeting regarding the "Route 25/111 Engineering Planning Study." Unfortunately, I left the meeting with the distinct impression that there is a predisposition for many decisions regarding this significant project and that the study is simply a formality to offer a vehicle for residents to vent. I hope my initial cynicism is proven wrong. The basis of this unsettled feeling is the impression that Monroe has a problem and the solution resides in Trumbull!

Even prior to the announcement of the aforementioned study the residents of Regency Meadows have expressed grave concerns related to the current extremely dangerous daily traffic situation entering and exiting Regency Meadows at our only entry on Route 25. During certain hours of the day, it is virtually impossible to exit on to Rt 25 heading south. Unfortunately, automobiles and trucks routinely reach speeds in excess of 50 and 60 MPH in both directions. Of course, my fears are exacerbated by the demographic residing and driving to and from our homes. The fact that the Regency Meadows community is populated by seniors in an age range of 55 to late 80's only underscores the daily danger. In addition to Regency Meadows I believe that St. Stephen's Church, Spring Meadows, White Birch Nursery, and Cedar Hill Drive may all become victims of

the ambition of Monroe and the State as it relates to the eventual extreme traffic created by the planned Walmart, the Pond View Project, and the Shops At Victoria Place.

The expectation of an expansion of Route 25 as an accommodation to the planned commercial outlets can only be described as a potential catastrophe to the surroundings and the residents of Trumbull. It is equally clear to me as to the motivation of our Monroe neighbors, simply stated, revenue. After all, the negative impact of the colossal increase in Route 25 traffic will have a far greater impact on residents of Trumbull.

I am sending this plea to you since it is obvious there is an inadequate plan to discuss this project with residents, since the only expected follow-up meeting will be sometime in September. In your role as Trumbull's First Selectman, I expect that you will carry and communicate the alarm being expressed in our Community.

One side note. That is, in the event the State considers further development of Spring Hill Road, perhaps the State could find a way to provide a modest entrance/exit from that venue into Regency Meadows. This option might mitigate the necessity for a traffic signal on Route 25 at the Regency Meadows entrance.

Just to reiterate. As the representative of Regency Meadows residents I am vehemently opposed to any expansion of Route 25 in an effort to satisfy the needs of Walmart, the Shops At Victoria Place, and Pond View Shopping Center. While the Walmart Project was quietly approved, I hope Trumbull opposition to the 2 additional projects, as well as, any expansion of Route 25 will be insured and conveyed. Hopefully, before anyone is maimed or killed by any increase in traffic and speeds along Route 25.

First Selectman Herbst, I would like to sincerely thank you for representing our interests, as well as, looking out for our safety and quality of life here in Trumbull. If you would like to discuss our concerns in person just let me know.

Respectfully,

R.C. Cummings, President

Public Comment #4

From: Matt's Weather [mailto:mattsweather1@aol.com]
Sent: Monday, December 05, 2016 1:16 PM
To: Matt Fulda
Cc: svavrek@monroect.org
Subject: Route 25 & 111 Study Questions - From: Matthew Palmieri

Hi Matthew,

I'm a resident in the town of Monroe. Over the last couple months I've been in communication with First Selectmen Steve Vavrek about a few transportation concerns in the area. He has resolved some of my concerns and for my remaining concerns he has referred me to you and the Traffic Study that is underway that is looking at Routes 25 and 111. I actually attended the initial public information meeting about the study earlier this year, unfortunately, I wasn't able to stay for the entire meeting so I missed the part for public input - though I did review the summary of the meeting that's posted online and I'm looking forward to seeing some of those things addressed. Below I've listed my concerns in the areas in or near the limits of the study, please let me know any thoughts you have on these.

1. I've noticed that the intersection of Cross Hill Road and Elm Street has become busier over the years. I think a traffic light is warranted at this intersection, if not perhaps at least a flashing beacon similar to the one at Route 110 and Moose Hill Road. It seems to have gotten far busier at Cross Hill and Elm in the years following the Stop & Shop and other new businesses opening along the route 111 corridor. I'm not sure if this is something that the study could look at since the specific intersection I'm talking about is a local road not a state road and I'm not sure that it's within the limits of the study, though it is just west of Route 111 and Cross Hill Road and it's just northwest of Route 111 and Elm Street which are both a signal controlled intersections within the study area.

2. I understand that routes 25, 111, and 110 are all state roads and all the traffic lights along them are maintained by the state DOT and any traffic lights on local roads would be town maintained. So any lights at Cross Hill and Elm would be town maintained. As I thought about it, I don't think that Monroe currently has any traffic lights that are solely on local roads. I think all current traffic lights within the town are along state roads, is this correct?

3. Over recent weeks I've noticed some work being done to either repair or replace faulty loop detectors at many of the traffic lights within the study area and I've definitely noticed some improvement in traffic after this was done. I'm not sure about every light within the study area but I know that only some of the lights within the study area had loop detector work done. It's clear that the lights at Route 111 and Elm Street, the Stop & Shop Plaza, and Cross Hill Road have been done as the changes in the timing of the lights is like night and day. However, it's also clear that the light at 111 and the BigY Plaza as well as 111 and Village Square/McDonalds have not been done. Are they slated to be done and it just hasn't happened yet or is there reasoning for not working on the loop detectors at these intersections?

I also wanted to note that I think this having been done at the light at Route 111 and Elm Street was also a major safety improvement. I'm not sure if you realized this but the default way the light at this intersection used to go through its cycles was it would give north and south Route 111 left turn lanes onto Elm Street the green protected left turn arrow while traffic continuing straight north and south on Route 111 still had a red light. The danger was when that left turn only green arrow would appear while the light was also still red for north and south Route 111 traffic going straight I've seen people intending to go straight begin to do so when they saw the green arrow light and then jam on their brakes when they realized it was just the green arrow for the left turn and they still had the red light. A time or two I've even seen some people go straight through the red light when the green arrow would appear with the red light and thankfully no one was turning left from the other direction at the same time! - Now since all the loop detectors at this intersection are functional, the green left turn arrow only comes on when cars are waiting in the left turn lane and when there are, the green arrow only comes on with the solid green in the same direction while holding traffic going the other direction on Route 111 at a solid red until the left turn cycle for the other direction is complete, it's much smoother going through this spot now.

4. At the heart of this study is the major Route 111 and 25 intersection, what's being considered for implementation for improvements here? I know one of the things listed in the meeting summary was that people would like to see a separate right turn lane from south Route 111 to turn right onto north Route 25. Though, is anything been considered for traffic control tech upgrades? Perhaps motion detection cameras that impact the timing of the signals in real time more efficiently and more reliability than the loop detectors. This "motion detection" technology has been implenmented at traffic lights all around downtown New Haven near where I go to school at Gateway Community College and it certainly helps things flow nicely in the very busy downtown area.

5. I was also concerned about the visibility of an intersection outside of the study area but not far from it at Route 110 and Wheeler Road. There have been occasional accidents here over the years and I feel like a flashing beacon is warranted at this intersection that would flash yellow for north and south Route 110 and red for Wheeler Road traffic. Perhaps making this intersection a 4-way stop with a red flashing beacon in all directions could be another option to look at - though that option may not be great for traffic flow with this intersection's proximity to the much busier 4-way stop at Route 110 and Moose Hill Road.

6. Lastly, I am aware of the Roundabout intersection that is going to start being constructed at Route 111/110 in Spring 2017. While this is also outside of the study area I feel it's worth mentioning that with the proximity of this intersection to Route 110 and Moose Hill Road, perhaps this intersection should be examined to see how the roundabout might change traffic flow through this intersection. Currently, Route 110 and Moose Hill Road is so busy sometimes that I feel like the current 4-way stop with the flashing beacons can be inefficient and and sometimes hazardous when people can't decide who's turn it is to go when 4 cars stop at once from all directions at this intersection. So perhaps options for a traffic signal could be examined.

I know I've asked you about a lot of different things and I really appreciate you taking the time to take to read through them. I look forward to hearing from you.

Thanks,

-Matthew Palmieri

CC: Steve Vavrek

Public Comment #5

MEETING SUMMARY Tighe&Bond

Route 25/111 Public Info Meeting 2

TO: Communities of Trumbull & Monroe

ATTENDEES: See Attached Sign-in Sheet

FROM: Christopher Granatini, P.E.

DATE: April 27, 2017

On April 27, 2017, the second Route 25/111 Engineering Planning Study Public Info Meeting was held at the Monroe Elementary School. The following are discussion items from this meeting.

Discussion Items

1. The meeting was opened with introductions from the members of the Study Team. METROCOG provided an introductory summary regarding the basis of the study followed by an overview from Tighe & Bond of the progress that has been accomplished.

2. Tighe & Bond provided a presentation on the following topics:
   - Review of existing traffic operations, crash history, multi-modal transportation, and access management
   - Description of the background traffic operations and future operations with included planned developments in the study area
   - Identification of areas of concern within the network that should be investigated for potential improvements
3. Tighe & Bond responded to questions during the presentation and facilitated an open discussion at the end to address the public's comments and concerns. The following items were identified by the various attendees:
   - A citizen expressed concern that one week of ATR data was insufficient to capture existing conditions. The Study Team assured that this is the industry standard and the data was collected during an adequate representative timeframe and that the individual peak hours were derived from the recorded period. Additionally, historical data was looked at from 1998 through 2013 to investigate long-term trends.
   - It was pointed out that the conclusions of the travel time study were opposite of what locals perceived. The team explained that the results were simply reflective of the data collected. It should be noted that conditions were comparable in both directions and significant issues were noted throughout the corridors. Additionally, the travel time study was only one of the metrics used to analyze flow through the network.
   - A member of the community inquired into whether or not the future model accounted for the potential growth of surrounding towns. The Study Team explained that the state's background analysis is very comprehensive and attempts to model this as best as possible. CTDOT discusses possible growth with town representatives in order to accurately forecast future trends.

- Residents expressed concern over who the representatives of the Community Advisory Committee were as well as the availability of those meeting agendas to the public. The team explained that the committee was comprised of key residents, local stakeholders, and members of the town boards. The meetings are not public, but cover the same info as the public meetings, only in greater technical depth.

- One citizen identified three specific issues and offered potential solutions to fix them:

    1. A protected left turn phase should be provided for traffic on Route 111 attempting to turn left onto Purdy Hill Road in order to facilitate this movement – the team noted this request and will investigate implementing it into the signal phasing.

    2. The existing Pequannock Trail crossing on Route 111 is inadequate and red/blue flashing lights should be used to draw greater attention to the crosswalk – the team explained that regulations do not allow for that combination of lights, but interim treatments would be implemented while long-term solutions were developed to address the known issues in the area.

    3. Jersey barriers should be used to restrict left turns into/out of Trefoil Plaza and Woodland Hills – the Study Team will consider this option when developing its concepts, but there would be associated issues with the roadway width as well as restricting access to the site.

- A resident asked how the watersheds north of the Route 25/111 intersection would be impacted by potential improvements. The team explained that the specifics of environmental permitting were not covered in this study, but areas of environmental concern were documented. The study instead identifies potential projects that would have to adhere to environmental regulations during the design process.

- It was questioned whether the north end of the study area on Route 25 ended at Route 59 or if it included the entire intersection as there are intense delays on the southbound approach. Additionally, concern was expressed that alternative transportation improvements won't alleviate trips on Route 25 due to its regional use. The Study Team confirmed that the entire Route 25 and 59 intersection was included in the study area. It was explained that increased sidewalk connectivity between sites would eliminate some trips on the corridors, but additional improvements would be needed in order to rectify the existing capacity issues.

- A citizen inquired as to whether potential additions to the sidewalk network would be fragmented and how their effectiveness could be measured in the future. The team responded by stating that sidewalks matter to those who use them even if they appear to be underutilized. The study will be used to guide future development and create a plan that incorporates cost, benefit, and safety. Having a plan enables change to occur by making funding easier to obtain. Public feedback is desired so that the most important projects with the highest public support can be prioritized.

- An attendee asked if CTDOT would be improving the Route 25/111 intersection in the near future. The Study Team explained that they would wait for the conclusion of this study before beginning any improvements to the intersection.

- Concern was raised over the idea of widening Route 25 to four travel lanes due to the adverse safety effect it could have on vehicles crossing multiple lanes in order to turn onto the corridor. The team assured that design concepts would seek to minimize these

adverse impacts while still making improvements to the corridors. Feedback is useful for determining what the public's priorities are.

- It was claimed that existing traffic delays are a result of the towns continuing to allow more development along the corridors and that relief cannot be achieved while this continues because the roadways are simply over capacity. The Study Team responded by stating that continuing with the status quo would result in major traffic congestion issues.

- The public raised concern over the number of near collisions that occur at the Route 111 Pequannock Trail crossing that are not reflected in the four incidents reported in the data. The team explained that a signal does not meet the required warrant for installation, but interim solutions would be implemented in the summer to alleviate issues until a permanent solution could be developed to increase driver compliance.

- Issues with the placement of utility poles and signs on the sidewalks along the corridor were addressed. The team suggested that the town engineers be contacted about specific issues and assured that the design concepts would seek to avoid this conflict.

- A citizen requested that a traffic signal be installed at Monroe Elementary School due to vehicles having difficultly exiting during school hours and low compliance with the existing flashers. The Study Team explained that signal warrants were not met at that location and the state would therefore not approve the signal.

- Multiple attendees suggested that a pedestrian tunnel or bridge be considered for the Pequannock Trail crossing on Route 111. The team explained that there were some issues with the surrounding wetlands and maintaining handicapped accessibility, but all concepts will be considered when creating designs.

- A resident on Crescent Place expressed concern over difficulty turning onto Route 25 and stated that widening the corridor would only exacerbate the problem. She asked if a signal could alleviate the issue. The Study Team explained that a signal would not be warranted, but other solutions, such as closing one end or relocating the exit, could be implemented.

- A citizen stated that it was unlikely that traffic flow could be markedly improved and that the study should instead focus on safety improvements that could make a difference. He suggested that right turn on red movements be restricted for vehicles on Elm Street accessing Route 111. The team noted this request and will aim to incorporate the most feasible solutions into the recommendations.

- A resident on Spring Hill Road expressed concern over increased development along the corridors resulting in congestion and more utilization of Spring Hill Road as a cut-through route. The Study Team stated that changes to either restrict or facilitate movements on the cut-through routes would be investigated and suggested that locals contact their town officials with regards to limiting development.

4. A project schedule summary was provided to the public. The schedule details the analysis of concepts/alternatives to occur in the spring/summer and the next public info meeting in the fall.

MEETING SIGN-IN

METROCOG Connecticut Metropolitan Council of Governments Tighe&Bond

Route 25/111 Public Information Meeting #2
April 27, 2017

Name	Affiliation	E-mail
Thomas Wamser	Tighe & Bond	tjwamser@tighebond.com
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Craig Yannes	Tighe & Bond	cdyannes@tighebond.com
Mark Hoover	MetroCOG	mhoover@ctmetro.org
DICK ENNIS	RESIDENT TRUMBULL	DICKENNIS33@gmail.com
ALICE ENNIS	" "	
M. Sloan	MetroCOG	msloane
Cecile Lancia	resident / Monroe	
Roger Hanock	" "	
Al Cusano	" "	acusano33@snet.net
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KEN KELLOGG	MONROE	KKELLOGG@MONROECT.ORG

MEETING SIGN-IN

METROCOG Connecticut Metropolitan Council of Governments Tighe&Bond

Route 25/111 Public Information Meeting #2
April 27, 2017

Name	Affiliation	E-mail
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Rich Buck	Monroe Res.	rialbo@aol.com
Ed + Carol Ahern	Trumbull	
John Cardinale	Trumbull	
Mark Antinolli	Monroe	
Carlos Solis	Monroe	carlos.solis@gmail.com
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Zachary Gingras	Monroe	Zachgingras18@gmail.com
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Laurie Conley	Monroe	lauriecconley2004@yahoo.com

MEETING SIGN-IN

METROCOG Connecticut Metropolitan Council of Governments Tighe&Bond

Route 25/111 Public Information Meeting #2
April 27, 2017

Name	Affiliation	E-mail
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Vicki Tesoro	Trumbull resident	footsievice@aol.com
TONY DAQUILA	TRUMBULL	~~ee~~eaglenest@att.net
Rose Marie DiAquila	Trumbull	
Keith Simons	Monroe Resident	KSimons@oemcontrols.com
DAVE BOWEN	Monroe Resident	djb1522@gmail.com
MARK BLOCK	TRUMBULL TOWN COUNCIL	MARK.BLOCK@HOTMAIL.COM
RAY CUMMINGS	REGENCY MEADOWS	CUMMINGSRC@AOL.COM

Public Comment #6

Regency
Meadows
At Trumbull
Condominium Association,
Inc.

June 14, 2017

Mr. Matthew Fulda,
METROCOG Regional Planner
1000 Lafayette Blvd.
Suite 925
Bridgeport, Ct 06604

Mr. Fulda,

I am writing to you as a follow-up to our previous discussions on the Planning Study for Route 25 / 111 in Trumbull and Monroe. You may recall I had expressed to you my continuing concern about the impact of the recommendations on the safety of residents of Regency Meadows and its senior citizens.

I've previously noted, as an age-related community, that our ability to enter Route 25 is severly impacted by the increasing volume of traffic, visibility and the speed of drivers passing our entrance, which is our only way of entering and exiting our site.

The most recent report from METROCOG, I believe endorsed the idea of expanding or widening Route 25, which would only exascerbate the concern of all our residents. Matt, yet another accident occurred last week at our entrance, fortunately with no fatalities. I am writing to you, as I suspect you are finalizing the findings of your work over the past year. In addition to findings and facts, I'm hopeful you can include recommendations for those that will have to live with the outcome. Please address the safety concern of our residents who need an alternate access to and from Regency Meadows.

We believe an access road from Regency Meadows to Spring Hill Road or to the existing traffic light at Tashua Road are not only feasible, but may be the safety answer. I'd welcome the opportunity to discuss these alternates with you, in hope that they might find their way into your final report.

R.C.Cummings, President
Regency Meadows Condo Assoc.

Public Comment #7

Name: KAREN BURNASKA

Town: MONROE

E-mail: karenb81@earthlink.net

Comment: Did your traffic study take into account the many residents who now avoid Rts. 111 + 25 & take side roads? My fear is that if the roads are widened & improved, within 4+ years the users who have avoided Rts. 111 + 25 will go back to using those roads & congestion will be back.

MEETING SUMMARY Tighe&Bond

Route 25/111 Public Info Meeting 3

TO: Communities of Trumbull & Monroe

ATTENDEES: See Attached Sign-in Sheet

FROM: Christopher Granatini, P.E.

DATE: June 13, 2018

On June 13, 2018, the third and final Route 25/111 Engineering Planning Study Public Info Meeting was held at the Town of Trumbull Board of Education Administrative Building. The following are discussion items from this meeting.

Discussion Items

1. The meeting was opened with introductions from the Trumbull and Monroe First Selectmen. METROCOG provided an introductory overview summarizing the goals and basis of the study followed by a presentation from Tighe & Bond on the conceptual improvement alternatives that were developed from the findings of the study.

2. Tighe & Bond provided a presentation on the following topics:
   - Review of existing and future traffic operations
   - Presentation of conceptual improvement alternatives and recommendations

3. Tighe & Bond responded to questions after the conclusion of the presentation and facilitated an open discussion to address the public's comments and concerns. The following items were identified by the various attendees:
   - A resident expressed concern over excessive curb cuts along Route 25 that cause delays. Trumbull Economic & Community Development stated that they were planning to encourage access management, but cannot require it. Property owners must implement this into their sites voluntarily.
   - It was questioned why there was not already a signal at the Trefoil Plaza Driveway. It was explained that there were issues with warrants, funding, lease agreements, and proximity to the Route 25/111 intersection.
   - It was also explained that the Woodland Hills Driveway did not meet signal warrants. However, a potential traffic signal located at the Trefoil Plaza Driveway could create gaps in traffic to allow for safe egress from the driveway.
   - A Regency Meadows resident inquired as to how left turns into and out of the community's driveway would operate with the median shown in the concept. The Study Team explained that U-turns would have to be made at the Route 25/111 and Trefoil Drive intersections. Accommodations for U-turns at these intersections are feasible and would be implemented during the design process. Additionally, median breaks with left turn pockets could be provided if they were deemed to be appropriate.

- A Regency Meadows resident also asked why a concept showing a connection between the community and Spring Hill Road was not developed. The team explained that it was not feasible to transfer property between private owners in order to prioritize the needs of one over the other. Transactions of private property must be conducted independently from this study.

- It was stated by a resident that the area of proposed clearing of vegetation by Regency Meadows is located within wetlands and special permits are needed in order to conduct that work. Although this may be true, the work is worth pursuing due to the potential benefits it can have on intersection sight distance.

- A citizen questioned how transit could be facilitated safely and if the buses could stop traffic like school buses. It was explained that only school buses were allowed to stop traffic, but the study proposes sidewalks, landings, crosswalks, and bus shelters to be located strategically throughout the corridors so transit users would have safe and effective accommodations.

- One resident proposed connecting Maple Drive into Victoria Drive and closing access to Route 25 due to Maple Drive having poor sight lines at Route 25. The Study Team expressed that there were issues associated with crossing private property and explained that the sight lines would be improved as part of the Route 25 widening.

- There was discussion over reconfiguring the Pond View Driveway, Old Newtown Road, Judd Road, and Purdy Hill Road intersections on Route 25. The team stated that many options were investigated in this location, but the proposed improvement alternatives were the only feasible options. The location of the Pond View Driveway was taken from the plans submitted as part of the development's approval process with CTDOT and the concepts were developed around it. Rerouting Judd or Purdy Hill Road would not make sense for the location and leaving Old Newtown Road open only helps traffic operations.

- It was questioned why the proposed tunnel for the Pequonnock River Trail crossing was not placed at the current location. Additionally, desire for trail spurs like the ones in Trumbull to be added in Monroe was expressed. It was explained that the rerouting of the trail was due to grade issues and that the new proposed path would better follow the Pequonnock River. Additional spurs would need to be coordinated with business owners and the Town of Monroe.

- An attendee inquired as to whether or not the costs of the proposed concepts would be included in the final report. The Study Team stated that the cost as well as the total square footage of takings would be included in the implementation plan in the final report. Reports will be publicly available and submitted to CTDOT, METROCOG, and the Towns of Trumbull and Monroe to be used in planning for future projects.

4. A project schedule summary was provided to the public. The schedule details the revision of concepts and drafting of the final report to occur in the summer/fall and the final version of the report to be submitted in the winter.

MEETING SIGN-IN

Route 25/111 Transportation Planning Study
Public Information Meeting #3
June 13, 2018

Name	Affiliation	Address	E-mail
FLANCISCO GOMES	FHI		FGOMES@FHIPLAN.COM
M. Sloan	MetroCOG		msloan@ctmetro.org
BILL MAURER	TOWN OF TRUMBULL		WMAURER@TRUMBULL-CT.GOV
Thomas Wramser	T&B	-	tjwramser@tighebond.com
Craig Yannes	T&B	-	cdyannes@tighebond.com
Chris Granatini	T&B	-	CGranatini@tighebond.com
FRANK SMERIGLIO	TOWN of TRUMBULL		fsmeriglio@trumbull-ct.gov
Mark Hoover	MetroCOG		mhoover@ctmetro.org
Louise Belinski	(corner of Jeanette) 596 Monroe Turnpike.		cbelinski@gmail.com
JOEL LENEKER			JLeneker@aol.com
Matt ISaac			MattISAAC@Gmail.com
Samuel Miller	Trumbull Rep		samuelmiller1@aol.com
SHELBY LEVINO	TRUMBULL		SHELBYLEVINO@GMAIL.COM
JERRY TORRELL	TRUMBULL		JTORRELL@EARGROUP.COM
Dana Huff	T&B	-	dchuff@tighebond.com
Karen Burnaska	99 Bagbean Rd. Monroe		~~2~~katinbal@earthlink.net
BRIAN QUINN	9 TREFOIL DRIVE 296 STANLEY		BRIAN@BRIANQUINN.COM

MEETING SIGN-IN

METROCOG Connecticut Metropolitan Council of Governments Tighe&Bond

Route 25/111 Transportation Planning Study
Public Information Meeting #3
June 13, 2018

Name	Affiliation	Address	E-mail
Ray Diane Cummings	Board	37 Regency Circle	
Sandra Barton	Homeowner	735 Stepney, Easton	
Emil Spicka		69 Ridgefield Rd Monroe	
LEE Hassler		272 STANLEY RD MONROE.	
Jeff Pytlinski		35 Carriehill Rd Monroe	
KEN KELLOGG	Town of Monroe	7 Fan Hill Rd.	
Julie Heussner	Homeowner	255 Park Lane	
Tony D'Aquila	P&Z Commissioner	29 Valley View Rd Trumbull	eaglenest@att.net
Cathy Gradstrom	Resident Monroe	505 Quarry Rd. Monroe	

Comment Card

Route 25 & Route 111
Engineering & Planning Study
June 13th, 2018 Public Meeting

To leave a comment on the webpage, scan the QR Code or visit: http://bit.ly/Routes-25-111-Study

Comment Card

Route 25 & Route 111
Engineering & Planning Study
June 13th, 2018 Public Meeting

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Public Comment #9

---------- Forwarded message ----------
From: "**MetroCog**" <no-reply@wufoo.com>
Date: Mon, Jul 16, 2018 at 6:23 PM -0400
Subject: Route 25/111 Comments & Questions [#8]
To: "Matt Fulda" <mfulda@ctmetro.org>, "Colleen Kelleher" <ckelleher@ctmetro.org>

Please let us know what you think. *	I've been to all 3 public meetings and I think they have been very useful. This is a great illustration that would apply to the 25/111 intersection makeover. It would help meeting attendees visualize the benefits. The only thing better would be if it included price tags for each. https://www.youtube.com/watch?v=yITr127KZtQ
Name *	Brian Quinn
Email *	brian@brianquinn.com

Public Comment #10

From: MetroCog [mailto:no-reply@wufoo.com]
Sent: Saturday, September 08, 2018 8:50 AM
To: Matt Fulda <mfulda@ctmetro.org>; Colleen Kelleher <ckelleher@ctmetro.org>
Subject: Route 25/111 Comments & Questions [#9]

Please let us know what you think. *

Subject: Backed up Rt. 25 southbound traffic.

Subject: Backed up Rt. 25 southbound traffic.

Location: Intersection of Rt. 25 and Rt. 59.

Problem: At this four-way intersection (including a retail driveway), traffic in all but one of these directions is never more than six vehicles deep before the traffic signal goes green just long enough to empty these three directions. Perfect timing here.

However, the Rt. 25 southbound lane will routinely be backed up several times each day by approximately 225 vehicles (or 1 miles worth of bumper to bumper traffic). The reason is because Rt. 25 southbound is often restricted to one-lane whereas the other directions have more than one-lane.

Although southbound congestion is often during rush-hour traffic, it can also occur in the middle of the afternoon and even on weekends.

As widening the roadway is out of the question, the only solution is to use variable timed programming for the three applicable traffic signals. We should have in-ground sensors detecting congested southbound traffic and turning all three southbound traffic signals green until the congestion is abated.

The three intersections are:

1) Rt 25 and Clock Tower Square to the north

2) Rt. 25 and Rt. 59

3) Rt. 25 and Green St. to the south

Special attention needs to be paid to the Green St. intersection as it only takes five southbound vehicles waiting to turn left onto Green St. to cause an extended backup well beyond Clock Tower Square. This condition should be detected so that the protected left green signal can be illuminated to clear this situation.

Another trouble spot is the Rt. 25 and Judd Road intersection to the south. This intersection often experiences one mile backups both south and northbound. Here as well we should have congestion detection and variable timed traffic signals.

Name Robert Cody

*

Email jobsearch.rootword@outlook.com

*

Public Comment #11

From: MetroCog <no-reply@wufoo.com>
Sent: Thursday, January 31, 2019 8:07 PM
To: Matt Fulda <mfulda@ctmetro.org>; Colleen Kelleher <ckelleher@ctmetro.org>
Subject: Route 25/111 Comments & Questions [#10]

Please let us know what you think. *	I would love to see lane lines and other road marks painted with highly reflective paint on these roads for any future projects. Reflective paint makes the road infinitely more safe at night and in bad weather when visibility is poor. With an aging population and so many people that I know who have trouble driving at night, this would be a wise, efficient and low cost way to improve traffic safety. I would like to see all roads in CT use reflective paint and other reflective safety hardware to assist drivers.
Name *	Rosemary Volpe
Email *	gardenpath140@charter.net

APPENDIX Q

Responses to CTDOT Comments

Tighe&Bond

Response to CTDOT Comments

The following is provided in response to the comments received via email on April 29, 2019 concerning the Route 25 & 111 Engineering Planning Study Final Report.

Comment 1: *Plan 1: The Quadrant Roadway eastbound right at Route 111 95th percentile queues exceed the available storage during the PM peak. Would a channelized right-turn lane or revising the lane use to a right turn lane and shared right/through/left turn improve the operation?*

Response: **Revisions to the Quadrant Roadway eastbound right-turn lane at Route 111 could benefit the capacity of the approach and should be investigated during the design process.**

Comment 2: *Plan 2: Can Broadway be relocated further south away from the intersection?*

i. *Reduces the number of lanes vehicles turning left from Broadway would need to cross.*
ii. *Reduce the likelihood of Broadway being blocked by Route 111 northbound queues.*
iii. *Improve sightlines to and from Broadway.*
iv. *Could provide Route 111 southbound left-turn lane into Broadway.*

Response: **The orientation of Broadway shown in the plan was chosen to avoid creating a skewed intersection alignment with Route 111 and reduce the impact to adjacent residences, while also maintaining the commuter parking lot. The final layout of Broadway should be further reviewed during the design process to improve operations as listed above, including the potential Route 111 southbound left-turn lane onto Broadway.**

Comment 3: *Plan 8: Was any consideration given to providing a two-way left-turn lane due to the concentration of driveways?*

Response: **A two-way left-turn lane was considered, but not provided due to the projected traffic operations of the southbound left-turn movement to Purdy Hill Road and the need to provide a turn lane to accommodate storage beyond the southbound through lane design queue. Further review of the turn lane length and the feasibility of a two-way left-turn lane should be considered during design.**

Comment 4: *Plans 14 and 15, pages 5-36, 5-37: The landscaped median island on the Route 111 south leg at Old Mine Road should be removed when trail is relocated.*

Response: **Removal of the landscaped median island will be considered during the design of the on-going LOTCIP project (L144-0005).**

Comment 5: *Plan 18: Elm Street eastbound through lane is aligned with the Elm Street westbound left-turn lane which could result in a head on collision or opposite direction sideswipe. Is the proposed Elm Street westbound right-turn lane necessary? Please revise to correct alignment.*

Response: **The westbound right-turn lane on Elm Street is necessary to achieve acceptable operations. The alignment was revised on the eastbound approach to resolve the potential conflict. Revisions to the parking configuration for the Elm Street Shopping Center are suggested due to the impacts of the improvements.**

Comment 6: *Plan 19 (local roads): Was any consideration given to a roundabout?*

Response: **A roundabout was considered, but ultimately screened, as it resulted in significant impacts to adjacent properties, including an approved development on the southeast corner with site development elements that fell within the area required for the roundabout.**