EASTERN GATEWAYS STRATEGY AND IMPLEMENTATION PLAN

APPENDIX

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PUBLIC INVOLVEMENT PLAN

Eastern Gateways Study

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Last Updated: 4/4/2016

Eastern Gateways Study

PUBLIC INVOVLEMENT PLAN

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Introduction

The purpose of this Public Involvement Plan is to provide a framework and specific elements and activities to inform and engage the public in the Eastern Gateways Study. This study will be conducted by the Capitol Region Council of Governments (CRCOG), in partnership with the Connecticut Department of Transportation (CTDOT) and the Towns of Tolland, Mansfield, Coventry and Bolton.

The purpose of the Eastern Gateways Study is to develop a pro-active plan to address current and long-range travel and community quality of life issues on the Route 195 and Route 44 corridors that lead to/from the UCONN Storrs campus and to build on opportunities to enhance them. The study will focus on four major developments within the study area including Storrs Center, UCONN Technology Park, Tolland Technology Zone (and adjacent Residential Development), and Tolland Village. Key considerations of the study will be enhancing the safety, capacity, access management, connectivity, and multimodal options, while factoring in best practices for development and growth as well as fostering livable, economically sustainable communities, and complete streets.

The Public Involvement Plan is designed in accordance with CRCOG public participation policies to provide public review and input throughout the study, especially at critical study milestones. All public comments will inform the study products and will be documented. The Public Involvement Plan is a living document, to be updated during the study as needed and in collaboration with the study's Technical Advisory Committee. CRCOG's study consultant, Fitzgerald & Halliday, Inc. will have lead responsibility for carrying out the Public Involvement Plan.

1: Study Background

In the last two decades, investment in the University of Connecticut has transformed the university, located in a relatively rural area of the state. Its student population, programs and facilities have rapidly expanded, stimulating unprecedented growth within the surrounding towns, including the development of Storrs Center. Additionally, the municipalities adjacent to UCONN's Storrs Campus continue to invest in development opportunities that will also add regional value and increase the travel demand on Route 44 and Route 195 corridors that lead to and from the university and Route 195 from I-84 to Tolland Village.

The Capitol Regional Council of Governments (CRCOG) initiated the 18-month Eastern Gateways Study to examine the critical link between transportation and land use in the towns surrounding UCONN. The comprehensive systems planning study will address existing issues in the corridors. The Eastern Gateways Study will reflect the community development vision of the participating towns while at the same time continue to provide mobility to the users of the regional transportation system.

A Technical Advisory Committee will help guide the overall study process. This committee will consist of representatives from municipal staff from the Towns of Tolland, Mansfield, Coventry and Bolton, UCONN, and special interest groups. Special interest groups could include representatives from the business community, emergency responders, environmental interests, bike/pedestrian interests, residents and possibly some student representatives. Representatives from CRCOG and CTDOT will attend meetings but will not serve as members of the TAC.

A consultant team, led by Fitzgerald & Halliday, Inc. has been hired to conduct the study. The study is expected to be completed by fall 2017.

2: Guiding Principles

Pro-active public involvement in the development of transportation strategies is essential to produce the best possible results, as well as to generate support that is required to accomplish the study's implementation plan. Public engagement is embedded into the planning process, informing the development of the plan's vision, priorities, analysis, evaluation and recommendations.

The Study Team for Eastern Gateways Study's public outreach efforts will be guided by these principles:

- **Provide early, continuous and timely opportunities for public involvement,**
- **Disseminate information in multiple formats, including interactive formats in which communication can be two-way,**
- **Hold meetings at convenient and accessible locations and times,**
- **Go to where people gather to engage the public in non-traditional meetings venues,**
- **Reach out to a diverse spectrum of stakeholders,**
- **Use visualization tools, info graphics and illustrations to communicate complex topics,**
- **Collaborate with CRCOG member towns, study committee and existing community and advocacy groups to learn about the best avenues to engage the public in the study, and**
- **Listen to what people say and ensure that public feedback informs the study's implementation plan.**

3: Meetings

Public involvement meetings will take place on several different levels to provide the opportunity for both broad interactive community involvement and in-depth stakeholder participation.

- A study **Technical Advisory Committee** will be formed to provide on-going guidance to the Study Team.
- **Working Groups** may be formed for in-depth discussion and analysis on specific topics.
- **Public Information Meetings** will be held periodically to inform and engage the public. Meetings may be held in a "pop up" format where the Study Team brings a tent to community venues to meet with and receive feedback from specific populations or the general public.
- **Stakeholder Interviews** will be held one-on-one with a small group or individual stakeholders who do not or cannot participate in Technical Advisory Committee meetings and/or public meetings.
- **Presentations/briefings** followed by discussion will be made to Town Council/Board of Selectmen and CRCOG Transportation Committee/Policy Board Meetings.

The following describes each level of desired public, committee, and institutional involvement that will contribute to the preparation of the plan.

3.1 Technical Advisory Committee

A Technical Advisory Committee (TAC) will help guide the overall study process. This committee will consist of representatives from municipal staff from the Towns of Tolland, Mansfield, Coventry and Bolton, UCONN, and special interest groups. Special interest groups could include representatives from the business community, emergency responders, environmental interests, bike/pedestrian interests, residents and possibly some student representatives. Representatives from CRCOG and CTDOT will attend meetings but will not serve as members on the TAC.

The Study Team expects to meet with the TAC up to four times over the study period at key project milestones to report findings and to seek input. A tentative agenda for these meetings has been drafted as follows:

- Meeting #1: Hold kick off meeting, review community involvement plan, conduct interactive session to discuss key issues, vision, goals, and performance measures

- Meeting #2: Finalize vision, goals, and performance measures, review existing conditions, determine "preferred land use scenario" for planning purposes
- Meeting #3: Review of working group meetings; review draft Strategy and Implementation Plan
- Meeting #4: Present Final Draft Strategy and Implementation Plan

The Study Team will work with CRCOG in scheduling project meetings within the study area. Meeting materials will be sent to TAC members at least two weeks in advance, allowing the committee ample time to review materials in advance of the meeting. The TAC meetings are open to the general public and materials produced for the TAC meeting will be posted to the project website.

3.2 Working Groups

Up to eight Working Group meetings will be scheduled and facilitated by the Study Team to assess in more detail some specific technical aspects of the study and to facilitate coordination and communication. At least one meeting will be held with CTDOT State Design to review concepts and to coordinate with other anticipated projects. Working Group meetings will also be held with municipal staff as well as CTDOT and CT*transit* to ensure technical aspects of the study alternatives are feasible. Major topic areas could include:

- Bicycles and pedestrians
- Traffic operations, safety, and roadway issues and opportunities
- Transit service, access, and integration
- Land use, smart growth, and regulatory issues
- Future growth

3.3 Public Information Meetings

Three rounds of public information meetings associated with the development of the overall Transportation and Implementation Plan will be held at key project milestones and may follow the sequencing, approximately, below:

Public Meeting #1: The first round of broad public outreach will be in the form of "pop up" sessions at three locations in the study area. The Study Team will go to previously planned events and set up an interactive booth to solicit information about the communities' vision, issues and opportunities, and priorities. Pop up sessions will likely occur during warmer weather months. Potential venues and events

that have been identified include:

- **Storrs Farmers Market (summer and winter)**
    - May – November: Summer Farmers Markets
        - Saturdays at the Mansfield Town Hall from 3:00 pm – 6:00 pm
    - December – April: Winter Farmers Market
        - Two Saturdays a month at the Mansfield Public Library from 3:00 pm – 5:00 pm
- **Celebrate Mansfield Festival**
    - September 18, 2016 from 12:00 pm to 4:00 pm at Mansfield Town Green
- **Tolland's Cross Farms Recreation Complex:** A 100-acre gathering place with six athletic fields, playground, trails and 18-hole disc golf course.
- **Heritage Farm Day**
    - Annual event in September held at Bolton Town Green
- **Bolton Town Green Summer concert series**
    - Wednesday nights during the summer months
- **Coventry Fest**
    - June 25, 2016 (rain date: June 26, 2016) in Patriot's Park
- **Coventry Summer Concert Series**
    - Held at the band shell in Patriot's Park
- **Nash-Zimmer Transportation Center in Storrs Center:** Active bus transit hub, bike storage facility and library outpost where people pass through.
- **UCONN Spring Weekend**

    Thursday, April 21 – Saturday, April 23, 2016

The project website will be advertised during these events and distributed in the form of a project "business card" to raise awareness for the study and to begin to develop an email database for future meeting announcements. Visitors to the pop up sessions will be directed to an on-line survey that will further explore their opinion on the vision, concerns, and ideas for the study area previously developed by the TAC.

Public Meeting #2: Exploration and screening of alternatives. This session will be an interactive workshop format where attendees can participate in the development of ideas and help the project team understand how these ideas move towards the future vision for the study area and address the future transportation needs. The second round of public meetings will be held at three locations in the study area.

Public Meeting #3: Presentation of Draft Plan. This session will be an open house format where attendees can view the draft plan and talk one-on-one with Study Team members to provide final input on the plan. A short presentation will be prepared and delivered by the Study Team at this meeting. The third round of public meetings will be held at three locations in the study area.

The Study Team will develop visualization, presentation materials, handouts, and PowerPoint presentations to be utilized for the public information meetings and posting on the project's web site. Study Team members will facilitate these meetings and respond to questions, prepare summaries of the public meetings, distribute them to TAC members and post public meeting materials on the project's web site.

3.4 Stakeholder Interviews

The Study Team will conduct up to ten one-on-one or small group interviews with critical stakeholders who do not or cannot participate in TAC meetings and/or public meetings. The team anticipates conducting interviews with representatives from the Town of Windham, potentially impacted property owners, emergency responders, local officials, special interest groups, or residents in the study area. Stakeholder interviews will be documented and inform the study process.

3.5 Briefings and Presentations to Public Officials

The Study Team will prepare for and attend up to two Council/Selectmen meetings in each community (Tolland, Mansfield, Coventry, Bolton), for a total of up to eight meetings. At the first meeting, the Study Team will introduce the study, existing conditions, anticipated future operations, and preliminary alternatives. At the second meeting the Study Team will present the study recommendations and will seek final endorsement.

Additionally, CRCOG will present the study's findings to the CRCOG Transportation Committee and will attend one meeting of the CRCOG Policy Board to inform the board about the study and to seek final endorsement of the study's implementation plan.

4: Surveys

The Study Team will utilize surveys, both instruments developed by the team and by others, such as UCONN, to gather information that will be used to inform the study process. Survey methods that will be employed are text message-mobile surveys, on-line survey tools, and/or key pad polling. These applications provide an opportunity to gather input throughout the course of the study. The target audience would primarily be citizens in the study corridor who typically do not attend traditional public meetings such as families, young people, people with conflicting work schedules, and non-English speakers. These survey methodologies may additionally be used at outreach events too.

5: Newsletters

The Study Team will develop three project newsletters to be widely distributed which will inform the public of the study efforts at key project milestones. The newsletters will be, to the greatest extent possible, distributed electronically and posted on the study website. Hard copies (single-fold, four-page layout in color with graphics, photos, and text) will be provided to some venues, e.g., libraries and town halls.

6: Study Website

The Study Team will develop, maintain, and host a study website that will be used throughout the study to share information and serve as a venue for the submittal of public comments and distribution of surveys. All study documents will be posted on the website. The Study Team will be proactive about seeking permission from administrators of other website to provide a link to the Eastern Gateways Study website. CRCOG, municipalities participating in the study, and groups with related interests, such as www.bikemansfield.com, will likely provide a connection to the study website.

7: E-Blasts

The Study Team will develop an email distribution database as the project progresses and utilize e-blasts to notify email addresses of upcoming meetings, newsletter releases, and the availability of reports and other important information.

The Team will build relationships with administrators of electronic mailing lists (listservs), Facebook members and Twitter accounts managed by towns participating in the study to seek cooperation in distributing information on the Eastern Gateways Study to their members. Tapping into these communication networks will improve the Study Team's ability to reach people who have shown interest in civic affairs. For example, in Tolland 691 households subscribe to an e-blast list, Facebook has 330 members and Twitter 530 followers.
Additionally, special interest groups such as bike and trail advocates will be kept apprised of the study and will be asked to distribute notices of upcoming meetings, events and surveys to their constituents.

8: Media Outreach

The Study Team will utilize multiple communication tools to disseminate information about the Eastern Gateways Study and to provide opportunities for public input. Communication tools include:

- Press releases and news articles in print media
- Advertisements in print media
- Appearances on public access television
- Radio announcements
- Social media

A more detailed description is described in the Media Plan.

9: Branding

The Study Team, in collaboration with CRCOG and the TAC, will develop a "brand" for the study to be used on all presentations, newsletters, electronic communications, meeting handouts, flyers, study business card, website, study reports and other collateral materials. Branding will provide a uniform look to all products that the public can identify and associate with the study. The brand will include a logo, color palette and compatible fonts for text.

10: Compliance with Laws

This Public Involvement Plan and outreach process conducted by the Study Team will comply with Title VI of the Civil Rights Act of 1964; Environmental Justice Executive Order 12898; and Limited-English proficiency Executive Order 13166. CRCOG staff performed an analysis of the study area for Limited-English proficiency and concluded that providing materials and translation in languages other than English was not warranted.

11: Documentation

The Study Team will document all outreach activities performed throughout the study. Meeting presentations, summaries of all meetings (Public Meetings, Technical Advisory Committee Meetings, Working Groups, and Stakeholder Interviews), public comments and surveys will be part of the project record.

12: Revisions to the Public Involvement Plan

The Public Involvement Plan is a living document and will be periodically reviewed every 4-6 months and revised as necessary. Effective outreach is nimble; it responds to opportunities and challenges that arise throughout the course of a study.

Eastern Gateways Study

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MEDIA PLAN

Eastern Gateways Study

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Last Updated: 4/4/2016

Eastern Gateways Study
MEDIA PLAN

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INTRODUCTION

This Media Plan describes what will be done to engage the media in disseminating information to the public about the Eastern Gateways Study. This study will be conducted by the Capitol Region Council of Governments (CRCOG), in partnership with the Connecticut Department of Transportation (CTDOT) and the Towns of Tolland, Mansfield, Coventry and Bolton.

The purpose of the Eastern Gateways Study is to develop a pro-active plan to address current and long-range travel and community quality of life issues on the Route 195 and Route 44 corridors that lead to/from the UCONN Storrs campus and as well as on the Route 195 corridor from I-84 to Tolland Village. It will focus on four major developments within the study area including Storrs Center, UCONN Technology Park, Tolland Technology Zone (and adjacent Residential Development), and Tolland Village. Key considerations of the study will be enhancing the safety, capacity, access management, connectivity, and multimodal options, while factoring in smart growth planning, fostering livable, economically sustainable communities, and complete streets.

The Media Plan is designed in accordance with CRCOG public participation policies to provide public awareness and opportunities for review and input throughout the study, especially at critical study milestones. All public comments will inform the study products and will be documented. The Media Plan is a living document, to be updated during the study as needed and in collaboration with the study's Technical Advisory Committee. CRCOG's study consultant, Fitzgerald & Halliday, Inc. will have lead responsibility for carrying out the Media Plan.

1: Study Background

In the last two decades, investment in the University of Connecticut has transformed the university, located in a relatively rural area of the state. Its student population, programs and facilities have rapidly expanded, stimulating unprecedented growth within the surrounding towns, including the development of Storrs Center. Additionally, the municipalities adjacent to UCONN's Storrs Campus continue to invest in development opportunities that will also add regional value and increase the travel demand on Route 44 and Route 195 corridors that lead to and from the university and Route 195 from I-84 to Tolland Village.

The Capitol Regional Council of Governments (CRCOG) initiated the 18-month Eastern Gateways Study to examine the critical link between transportation and land use in the towns surrounding UCONN. The comprehensive systems planning study will address existing issues in the corridors. The Eastern Gateways Study will reflect the community development vision of the participating towns while at the same time continue to provide mobility to the users of the regional transportation system.

A Technical Advisory Committee will help guide the overall study process. This committee will consist of representatives from the municipal staff from the Towns of Tolland, Mansfield, Coventry and Bolton, UCONN, and special interest groups. Special interest groups could include representatives from the business community, emergency responders, environmental interests, bike/pedestrian interests, residents and possibly some student representatives. Representatives from CRCOG and CTDOT will attend meetings but will not serve as members of the TAC.

A consultant team, led by Fitzgerald & Halliday, Inc. has been hired to conduct the study. The study is expected to be completed by fall 2017.

2: Goals

This media plan outlines four key goals, with activities associated with the goals:

1. **Educate the public about the planning effort to improve transportation connections in the corridors leading to and from UCONN (Route 44 and Route 195) and the 195 corridor between I—84 and Tolland Village.**
    - Publicize study developments
    - Periodically provide updates
    - Strategically release information on the study's themes, issues, and topics that increase public understanding of the goals and content of the study

2. **Encourage the public to become engaged in the development of alternatives.**
    - Provide widespread advertisement of public meetings
    - Provide avenues for two-way communication – through social media, personal contacts, surveys and public appearance at events, fairs, etc.

3. **Tap into existing social media communication networks**
    - Identify and provide information to group mailing lists, Town-managed Facebook pages and Twitter feeds

4. **Proactively monitor messages that are getting out to the public via the media**
    - Keep a finger on the pulse of public conversations and attitudes to guide message and communication strategy
    - Clarify or correct misinformation or factual errors about the study

3: Target Audiences & Messaging

The Eastern Gateways Study will serve many different audiences, not all sharing the same interests or goals. People who will have a stake in the study include:

- Town residents (Tolland, Mansfield, Coventry and Bolton), especially people who live along the corridors. They will be concerned about congestion, noise and safety. Town residents may want relief from crowded conditions on local roadways when there are events at the UCONN campus.
- Employers and employees - Drive-time, getting to and from work, as well as convenient customer access will be important to this group. Business centers are located in many locations within the study area.

- UCONN students and staff - Delays getting to and from campus may be the norm for this group, a condition they would like improved. Travel between UConn campuses located in Storrs and Greater Hartford may also be an issue.
- Transit riders, bicyclists and pedestrians - Transit connections and frequency may be a concern. The lack of safe accommodations for non-motorized travelers could surface as a major issue. As more young people delay driving and car ownership, having convenient, frequent multi-modal options will become increasingly important.
- Entrepreneurs - Available land, human resource talent and financing could currently be in place but development may be held back by inadequate transportation facilities and land use policies. Entrepreneurs would want to keep an eye on this study.
- Preservationists - Some town residents will be very keen on preserving the character of their community as it is today so will be wary, if not opposed, to major change.

Social media posts and press releases will be written to appeal to the interests of various audiences in the study area so the public understands why the study is relevant to them.

4: Media Outreach

The Study Team will utilize multiple communication tools to disseminate information about the Eastern Gateways Study and to provide opportunities for public input. Communication tools include:

- Press releases and news articles in print media
- Advertisements in print media
- Appearances on public access television
- Radio announcements
- Social media

A more detailed description is described in the next section, Media Outlets.

5: Media Outlets

The Study Team will utilize all types of media – newspaper, television (network and public access), radio and social media - to deliver information about the study, especially opportunities in which the public can become engaged. A list of media outlets has been developed. It will be reviewed periodically during the study with the study's Technical Advisory Committee to identify additional opportunities to inform the public.

5.1 Newspapers - Print

No single newspaper has primary circulation within the study area. People get their news from three different daily newspapers, with readership preference varying by town.

- Journal Inquirer: Tolland, Coventry and Bolton
- The Chronicle (Willimantic): Mansfield, Coventry
- Hartford Courant: (circulated in all study towns but less likely relied upon for local news as compared to The Journal Inquirer and The Chronicle)

Additionally, local residents are served by:

- The Daily Campus: Mansfield (UCONN weekday student publication September - mid-December and mid-January – early May)
- Reminder: Coventry, Bolton, Tolland - a weekly circulator primarily for advertisement of local goods and service though it does have limited news

5.2 Newspapers – On Line

All the daily print newspapers offer an on line edition. In two towns, Tolland and Mansfield, there is a Patch publication, a locally generated news service that is focused on one community. The Patch prints stories submitted by volunteer contributors as it has limited staff. This would be an appropriate publication to submit information to about the study and upcoming meetings.

- Tolland: http://patch.com/connecticut/tolland
- Mansfield: http://patch.com/connecticut/mansfield

5.3 Radio

Among the radio stations with listening audiences within the study area, these stations have been identified as primary targets to transmit news of the study.

- WTIC– Hartford
- WILI - Willimantic
- WHUS – UCONN Radio
- WNPR – Hartford
- WECS - Willimantic

5.4 Network Television

Two main local television stations based in the Hartford area provide news coverage to the study area. They are:

- WFSB (CBS) – Hartford
- WVIT (NBC) – West Hartford

The Study Team will prepare a media advisory/press release for upcoming public meetings for release by CRCOG to advertise upcoming public meetings and/or produce new coverage of a public meeting.

5.5 Public Access Television

Local public access television stations are excellent venues to disseminate information about local studies. These stations have a high viewership among residents interested in civic affairs and programs videotaped for public access TV typically are run multiple times. Additionally, public access television stations have community bulletin boards that continually run notices of upcoming public meetings. CRCOG staff, with preparation by the Study Team, will proactively seek appearances on local public access stations. Study Team members will also participate in these appearances as appropriate.

There are four individual public access television stations broadcasting local programming for each town participating in the Eastern Gateways Study.

- Mansfield Charter Cable 191: www.mansfieldct.gov/MansfieldTV
- Coventry Vision 191: www.coventryct.org/index.aspx?NID=326
- Bolton Community Voice: www.cvcct.org
- Tolland Community Voice: www.cvcct.org

In addition, a UCONN student run television station, UCTV, will be investigated for potential programming.

5.6 Social Media

The Team will build relationships with administrators of electronic mailing lists (listservs), Facebook members and Twitter accounts managed by towns participating in the study to seek

cooperation in distributing information on the Eastern Gateways Study to their members. Tapping into these communication networks will improve the Study Team's ability to reach people who have shown interest in civic affairs. For example, in Tolland 691 households subscribe to an e-blast list, Facebook has 330 members and Twitter 530 followers. Additionally, special interest groups such as bike and trail advocates will be kept apprised of the study and will be asked to distribute notices of upcoming meetings, events and surveys to their constituents.

6: Documentation

The Study Team will document all media outreach activities and coverage performed throughout the study. Press releases, social media posts, news stories, radio and television coverage will be part of the study record.

7: Revisions to the Media Plan

The Study Team will periodically review the Media Plan every 4-6 months and revise as necessary to respond to opportunities and challenges that arise throughout the course of the study.

Eastern Gateways Study
Public Outreach Meeting Summary

The public outreach efforts for the Eastern Gateways Study included meetings with the Technical Advisory Committee (TAC), focus groups, stakeholder interviews, and public information meetings. A summary of the meetings and dates held is provided below.

Date	Meeting	Location
March 23, 2016	TAC Meeting #1	Tolland Fire Training Center
April 19, 2016	Public Meeting Series #1	Earth Day Spring Fling Event *UCONN Storrs Campus*
June 1, 2016	Stakeholder Interview *Bolton*	Bolton Municipal Center
June 1, 2016	Stakeholder Interview *Mansfield*	Mansfield Town Council Chamber
June 2, 2016	Stakeholder Interview *Coventry*	Coventry Town Hall
June 9, 2016	Stakeholder Interview *Town of Windham*	Windham Town Hall
June 14, 2016	Stakeholder Interview *UConn*	UConn Planning, Design, & Construction
May 30, 2016	Public Meeting Series #1	Bolton Family Fun Day Event *Center School on Bolton Notch Road*
June 25, 2016	Public Meeting Series #1	CoventryFest Event *Patriot's Park in Coventry*
July 27, 2016	Stakeholder Interview *Tolland*	Tolland Town Council Chamber
September 20, 2016	TAC Meeting #2	Tolland Fire Training Center
December 1, 2016	Public Meeting Series #2	Coventry Town Hall Annex
December 6, 2016	Public Meeting Series #2	Tolland High School
December 8, 2016	Public Meeting Series #2	Mansfield Town Hall

Date	Meeting	Location
January 17, 2017	Focus Group Meeting #1 *Preferred Land Use Scenario*	Coventry Town Hall Annex
February 24, 2017	Stakeholder Meeting *UConn*	UConn Planning, Design, & Contruction
March 23, 2017	Focus Group Meeting#2 *Pedestrian, Bicycling, and Transit Environments*	Coventry Town Hall Annex
September 11, 2017	Focus Group Meeting #3 *Future Planning Land Use Scenario*	Coventry Town Hall Annex
December 14, 2017	Focus Group Meeting #4 *Traffic Operations and Future Impacts*	Coventry Town Hall Annex
January 31, 2018	TAC Meeting #3	Tolland Fire Training Center
April 26, 2018	Public Meeting Series #3	Mansfield Council of Chambers
May 2, 2018	Public Meeting Series #3	Tolland Council of Chambers
May 3, 2018	Public Meeting Series #3	Coventry Town Hall Annex
August 28, 2018	TAC Meeting #4	Tolland Fire Training Center

Eastern Gateways Study
Pop Up Outreach Event #1

Earth Day Spring Fling
UCONN Storrs Campus
April 19, 2016
11 AM – 2 PM

The Eastern Gateways Study team participated in a Pop Up outreach event at the Earth Day Spring Fling celebration on April 19, 2016 at the UCONN Storrs campus. The study's table was one of approximately 40 exhibitors/food tents at the fair. CRCOG representatives, Cara Radzins and Ryan Visci, and FHI staff members, Jill Barrett and Stacy Graham-Hunt, greeted students, faculty, staff and campus visitors. Many expressed enthusiasm about the study and 119 people participated in a visioning exercise in which they used colored dots to indicate their views on how they would like to see the Route 44 and Route 195 corridors develop.

The majority of people who offered opinions about their vision for the future of the region were UCONN students who lived on campus. Twenty-three percent of respondents were UCONN staff or visitors and 36% of people who visited the booth resided in 22 different Connecticut towns.

Preserving agricultural land and high density mixed-use town centers, such as Storrs Center, were rated as very highly preferred land use. Growing sustainable business and encouraging agricultural and nature-based tourism were also highly valued by respondents. Transportation priorities did not show such dominant preferences; though, increasing parking options in walkable areas and reducing congestion rated as most important.

A summary of results of the visioning activity is provided on the following page.

Visioning Activity Summary

Topic	Number of Responses
Land Use Vision	
Agricultural Land Open Spaces	105
High Density Mixed-Use Town Centers with Streetscapes	83
Rural Residential	32
Low Density Mixed-Use Villages	26
Suburban Residential	7
Moderate to High-Density Commercial Clusters Focused at Major Intersections	6
Transportation Priorities	
Increase Parking Options in Walkable Areas	87
Reduce Congestion	75
Improve Bicycle Facilities	64
Increase Transit Options	62
Improve Pedestrian Amenities	48
Improve Safety	41
Economic Development	
Growing Sustainable Business	112
Encourage Agricultural and Nature-Based Tourism	73
Reduce Sprawl by Concentrating Development in or Near Town Centers	34
Attract and Retain Neighborhood Businesses Along the Corridor	31
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Establish an Identity within the Region and State for these Corridors	15

Eastern Gateways Study
Pop Up Outreach Event #2

Bolton Family Fun Day
Center School
May 30, 2016
11 AM – 2 PM

The Eastern Gateways Study team participated in a Pop Up outreach event at Bolton Family Fun Day held on Memorial Day, May 30, 2016, at the Center School on Bolton Notch Road. The study's table was one among a dozen community tables at the fair. CRCOG representative, Pramod Pandey, and FHI staff members, Jill Barrett and Ben Wargo, offered information about the study, responded to questions and encouraged fair attendees to participate in a visioning exercise. The visioning exercise instructed participants to use colored dots to indicate their views on how they would like to see the Route 44 and Route 195 corridors develop. Seventy-five people offered their views on transportation, land use and economic development.

Results from the visioning exercise indicated that preserving agricultural land and low density mixed-use villages were rated as highly preferred land uses. Growing sustainable business and attracting and retaining neighborhood businesses along the corridor were highly valued by at least two-thirds of the respondents. Approximately half of the participants also indicated that they wanted agriculture and nature-based tourism encouraged. Improving bicycle facilities was identified as a transportation priority to 75% of participants. Improving safety was noted as an important consideration as well.

The majority of people (84%) who participated in the visioning exercise were Bolton residents. Non-residents who offered opinions through the visioning exercise were frequent visitors to Bolton or former town residents.

A summary of results of the visioning activity is provided on the following page.

Visioning Activity Summary

Topic	Number of Responses
Land Use Vision	
Agricultural Land Open Spaces	8
High Density Mixed-Use Town Centers with Streetscapes	2
Rural Residential	46
Low Density Mixed-Use Villages	44
Suburban Residential	9
Moderate to High-Density Commercial Clusters Focused at Major Intersections	1
Transportation Priorities	
Increase Parking Options in Walkable Areas	27
Reduce Congestion	41
Improve Bicycle Facilities	56
Increase Transit Options	18
Improve Pedestrian Amenities	9
Improve Safety	17
Economic Development	
Growing Sustainable Business	51
Encourage Agricultural and Nature-Based Tourism	1
Reduce Sprawl by Concentrating Development in or Near Town Centers	47
Attract and Retain Neighborhood Businesses Along the Corridor	21
Maximize Competitiveness in Technology Sector	38
Establish an Identity within the Region and State for these Corridors	10

Eastern Gateways Study
Pop Up Outreach Event #3

CoventryFest
Patriot's Park
June 25, 2016
3 PM – 8 PM

The Eastern Gateways Study team participated in a Pop Up outreach event at CoventryFest held on Saturday, June 25, 2016, at Patriot's Park in Coventry. The study's table was one among two dozen at the fair. CRCOG representative, Ryan Visci, and FHI staff members, Jill Barrett and Deborah Hoffman, offered information about the study, responded to questions and encouraged fair attendees to participate in a visioning exercise. The visioning exercise instructed participants to use colored dots to indicate their views on how they would like to see the Route 44 and Route 195 corridors develop. Thirty-six people offered their views on transportation, land use and economic development.

Results from the visioning exercise indicated that rural residential and agricultural land uses were rated as highly preferred. Growing and retaining neighborhood businesses along the corridor and encouraging agricultural and nature-based tourism were highly valued by at least seventy-five percent of the respondents. Approximately half of the participants also indicated that they wanted to encourage sustainable businesses.

At least two thirds wanted to increase parking options in walkable areas, reduce congestion, and improve pedestrian amenities. A substantially less number of people (under 40%) cited the need for offering more transit options and improving safety and bicycle facilities.

Seventy-five percent of the people who participated in the visioning exercise were Coventry residents. Non-residents who offered opinions through the visioning exercise were frequent visitors to Coventry.

A summary of results of the visioning activity is provided on the following page.

Visioning Activity Summary

	Number of Responses
Land Use Vision	
Agricultural Land Open Spaces	23
High Density Mixed-Use Town Centers with Streetscapes	1
Rural Residential	28
Low Density Mixed-Use Villages	13
Suburban Residential	10
Moderate to High-Density Commercial Clusters Focused at Major Intersections	1
Transportation Priorities	
Increase Parking Options in Walkable Areas	27
Reduce Congestion	26
Improve Bicycle Facilities	14
Increase Transit Options	14
Improve Pedestrian Amenities	24
Improve Safety	15
Economic Development	
Growing Sustainable Business	18
Encourage Agricultural and Nature-Based Tourism	26
Reduce Sprawl by Concentrating Development in or Near Town Centers	3
Attract and Retain Neighborhood Businesses Along the Corridor	31
Maximize Competitiveness in Technology Sector	12
Establish an Identity within the Region and State for these Corridors	2

Eastern Gateways Study
Public Information Meeting Summary

Coventry Town Hall Annex
December 1, 2016

A public meeting of the Eastern Gateways Study was held on December 1, 2016 at Coventry Town Hall Annex. Project team members attending were: Carla Tillery, Mike Morehouse, and Mary Miltimore of Fitzgerald & Halliday, Inc. (FHI) and Jennifer Carrier, Cara Radzins, and Pramod Pandey of the Capitol Region Council of Governments (CRCOG). About 25 members of the public attended.

Meeting Presentation

The project team gave a 40-minute presentation of the study's background and overview, a summary of existing conditions, followed by an interactive workshop during which meeting attendees spoke with study team members, giving their perspective on specific issues and opportunities in the study area. The study is focused on two corridors – Route 44 from the terminus of I-384 in Bolton to Route 195 (10 miles) and Route 195 from the vicinity of I-84 to the intersection of Route 6 (14 miles).

Working with a Technical Advisory Committee and with input from three public outreach events the study team has developed a vision for the corridor:

> *Route 44 and Route 195 in Bolton, Coventry, Mansfield, and Tolland are known regionally as eastern gateways in Connecticut that blend rich rural character and scenic viewpoints with cohesive town, village, and educational centers that reflect a sense of community and vibrancy.*

In keeping with this vision, the study team will develop recommendations for these corridors that will provide a transportation network that is for all users, efficient and safe, balances local and regional needs for travel, commerce, and education and provides key connections between activity centers.

Most of the meeting presentation focused on a review of existing conditions of the region's transportation system and land use. The study team examined travel demand, where people are going to and from, travel speed, driveways and intersections, crash data, the bicycle and pedestrian network and transit. The team's findings on the transportation network are:

- There is a lack of identity at "edge of town" entry points in the study area
- There is a lack of wayfinding to direct travelers to UCONN who are unfamiliar with areas
- The corridors have pockets of congestion during commute periods, at major intersections, and at the UCONN campus

- High accident rates along Route 195 correlate with pedestrian activity nodes and driveway frequency
- There is a lack of pedestrian and bicycle accommodations and connectivity to destinations within the corridor
- Public transit service to desired destinations within and outside region is limited

The study team reviewed existing land use patterns, market conditions and identified sites for future development opportunities. Key findings identified are:

- The region is primarily rural and rich in resources--viewsheds, natural resources, historic properties, and open space
- The corridors have small commercial clusters and village/town centers
- Mansfield is the most developed of the communities, with UCONN and Storrs Center along Route 195
- Land use patterns are expected to remain stable over time, with limited change in density, intensity, and location
- Most development opportunities are in existing commercial nodes or town/village centers (six potential focus areas)
- Development could affect traffic and travel patterns in the region

Public Comment

Members of the public asked questions during the presentation and expressed their views during the presentation and workshop activity. Below is a summary of questions and views expressed.

General

- We hope there will be additional opportunities for more input since the number of people who have attended the meeting cannot accurately represent the views of all the towns.

Transportation

- There are issues with signal lights and timing along Route 44, particularly at the intersection with Quarry Road.
- Turning lanes are needed to turn from Route 44 onto Route 31.
- There is a need for a signalized intersection at the intersection between Highland Market and Route 44.

- Consider removing the climbing lane on Route 44 as it approaches the intersection with South Road.
- Could a roundabout replace the light at the intersection of Route 44 and Route 31/ Grant Hill Road? *Response*: *A roundabout could work, but minor property impacts are likely necessary. The alignment of Route 31 and Grant Hill is a little offset which makes designing the approaches to the roundabout challenging. Additionally, a right bypass lane is needed in the eastbound direction for the afternoon (PM) peak hour to avoid poor traffic operations (LOS F) for that approach. This requires additional width to the roundabout to accommodate the lane, and some encroachment on the property on the southwest quadrant. The property on the northeast quadrant would also likely be impacted slightly. A more detailed concept design can be developed if this option is something the committee wants to see.*
- What are Transportation Network Companies? *Response*: *Transportation Network Companies are private transportation services that connect paying passengers with drivers who provide transportation on their own non-commercial vehicles. All parties connect to the service via the web or mobile apps, i.e. Uber, Lyft, etc.*
- There is a potential to utilize the commuter lots along Route 44.
- Bike lockers should be considered at all commuter lots.
- There should be a safe way for bicyclists to continue travelling along Route 44 past the intersection with I-384.
- There is a need to widen the shoulders along Route 195 between Baxter Street and the town line between Coventry and Tolland.
- Goose Lane is a potential bicycle route to travel from Tolland to UCONN.
- A bike lane that is a minimum of 4’ should be considered along the north side of the entire length of Route 44 in the study area.

Development

- Potential areas for development opportunities are at the intersections of Route 44 and Route 31/ Grant Hill Road as well as Route 44 and Route 32.
- A potential area for development opportunities exists along Route 44 between the intersection with Route 31/ Grant Hill Road and Route 31/ Bread and Milk Street.
- Potential areas for development opportunities exist at the area surrounding the town line between Bolton and Coventry.

Eastern Gateways Study
Public Information Meeting Summary

Tolland High School
December 6, 2016

A public meeting of the Eastern Gateways Study was held on December 6, 2016 at Tolland High School. Project team members attending were: Carla Tillery, Mike Morehouse, Carol Gould and Jill Barrett of Fitzgerald & Halliday, Inc. (FHI) and Cara Radzins and Ryan Visci of the Capitol Region Council of Governments (CRCOG). About 20 members of the public attended.

Meeting Presentation

The project team gave a 40-minute presentation of the study's background and overview, a summary of existing conditions, followed by an interactive workshop during which meeting attendees spoke with study team members, giving their perspective on specific issues and opportunities in the study area. The study is focused on two corridors – Route 44 from the terminus of I-384 in Bolton to Route 195 (10 miles) and Route 195 from the vicinity of I-84 to the intersection of Route 6 (14 miles).

Working with a Technical Advisory Committee and with input from three public outreach events the study team has developed a vision for the corridor:

> *Route 44 and Route 195 in Bolton, Coventry, Mansfield, and Tolland are known regionally as eastern gateways in Connecticut that blend rich rural character and scenic viewpoints with cohesive town, village, and educational centers that reflect a sense of community and vibrancy.*

In keeping with this vision, the study team will develop recommendations for these corridors that will provide a transportation network that is for all users, efficient and safe, balances local and regional needs for travel, commerce, and education and provides key connections between activity centers.

Most of the meeting presentation focused on a review of existing conditions of the region's transportation system and land use. The study team examined travel demand, where people are going to and from, travel speed, driveways and intersections, crash data, the bicycle and pedestrian network and transit. The team's findings on the transportation network are:

- There is a lack of identity at "edge of town" entry points in the study area
- There is a lack of wayfinding to direct travelers to UCONN who are unfamiliar with areas
- The corridors have pockets of congestion during commute periods, at major intersections, and at the UCONN campus

- High accident rates along Route 195 correlate with pedestrian activity nodes and driveway frequency
- There is a lack of pedestrian and bicycle accommodations and connectivity to destinations within the corridor
- Public transit service to desired destinations within and outside region is limited

The study team reviewed existing land use patterns, market conditions and identified sites for future development opportunities. Key findings identified are:

- The region is primarily rural and rich in resources--viewsheds, natural resources, historic properties, and open space
- The corridors have small commercial clusters and village/town centers
- Mansfield is the most developed of the communities, with UCONN and Storrs Center along Route 195
- Land use patterns are expected to remain stable over time, with limited change in density, intensity, and location
- Most development opportunities are in existing commercial nodes or town/village centers (six potential focus areas)
- Development could affect traffic and travel patterns in the region

Public Comment

Members of the public asked questions during the presentation and expressed their views during the presentation and workshop activity. Below is a summary of questions and views expressed.

General

- We hope the Connecticut Department of Transportation will buy into the recommendations of the study.
- We hope the team is coordinating with UCONN as it has a big impact on travel in Tolland.
- The study should be sure to factor in traffic surges caused by UCONN events.
- How do you track data by cell phone accurately if not tracking individuals? *Response: Airsage only provides aggregated data by zone. This means we only get information on travel patterns from a large group of people moving between one region to another. The zones are not small enough to be able to discern individual movements. We can provide an example of the trip matrix, if requested. Any given origin to destination consists of*

hundreds, if not thousands, of combined trips. Any demographic information attributed to those trips are derived from Census data and generalized for the trips in that zone.

- What will be done with results of this study? It seems to take years to get improvements*. Response: The study will identify specific projects, cost estimates, potential funding sources to guide responsible parties and/or champions to move the projects forward to further planning, design, and construction.*
- Include signage near I-84 ramps to UCONN.

Transportation

- The study should consider the impact of the project that will add two extra lanes on Route 195 near the ramp to I-84.
- CT***fastrak*** should stop at the park-n-ride lot near the I-84 interchange with Route 195.
- How did you track speeds? How many times did you drive routes? *Response: Travel time runs were conducted during the AM (7:00 to 9:00 AM) and PM peak hours (4:00 to 6:00 PM) using a GPS instrument and timer to collect time and distance between key points along the corridors. The travel time speed was averaged of two complete runs in each direction for Route 44 and Route 195.* It seems like we experience more delay that what your data presented. Tracking travel time is challenging as it can vary significantly based on the time of day.
- Expand transit service to include transit stops at Norwegian Woods Apartments and the Technology Zone.
- There is a need for a regional transit ridership study.
- Sidewalks are needed from Tolland Village south to Technology Zone.
- Realign Goose Lane with Rhodes Road.
- Add a pedestrian island at the intersection of Route 195 with Goose Lane/Rhodes Road.
- It is difficult for residents to get onto Route 195 from Baxter Street/Anthony Road. Signalize the intersection.
- Turning lanes are needed on Route 195 at its intersection with Walbridge Hill Road.

Development

- Will the study consider the impact of large-scaled new projects like Tolland Village? *Response: The study will utilize CRCOG's 2040 travel demand model which includes population and employment growth over time resulting in organic growth of housing and economic development. Additionally, the project team will add to future travel demand large-scale projects that are considered significant generators for inclusion into the future travel demand forecasts.*

- How does the development of Tolland Village advance Tolland's needs? *Response: Tolland Village can contribute economic benefits to the Town of Tolland as a supporter of provisional housing for potential growth of UCONN.*
- Would like to see more mixed use and small businesses not big box, i.e. restaurants, small coffee shops

Eastern Gateways Study
Public Information Meeting Summary

Mansfield Town Hall
December 8, 2016

A public meeting of the Eastern Gateways Study was held on December 8, 2016 at Mansfield Town Hall. Project team members attending were: Carla Tillery, Mike Morehouse, Carol Gould, and Mary Miltimore of Fitzgerald & Halliday, Inc. (FHI) and Cara Radzins and Pramod Pandey of the Capitol Region Council of Governments (CRCOG). About 15 members of the public attended.

Meeting Presentation

The project team gave a 40-minute presentation of the study's background and overview, a summary of existing conditions, followed by an interactive workshop during which meeting attendees spoke with study team members, giving their perspective on specific issues and opportunities in the study area. The study is focused on two corridors – Route 44 from the terminus of I-384 in Bolton to Route 195 (10 miles) and Route 195 from the vicinity of I-84 to the intersection of Route 6 (14 miles).

Working with a Technical Advisory Committee and with input from three public outreach events the study team has developed a vision for the corridor:

> *Route 44 and Route 195 in Bolton, Coventry, Mansfield, and Tolland are known regionally as eastern gateways in Connecticut that blend rich rural character and scenic viewpoints with cohesive town, village, and educational centers that reflect a sense of community and vibrancy.*

In keeping with this vision, the study team will develop recommendations for these corridors that will provide a transportation network that is for all users, efficient and safe, balances local and regional needs for travel, commerce, and education and provides key connections between activity centers.

Most of the meeting presentation focused on a review of existing conditions of the region's transportation system and land use. The study team examined travel demand, where people are going to and from, travel speed, driveways and intersections, crash data, the bicycle and pedestrian network and transit. The team's findings on the transportation network are:

- There is a lack of identity at "edge of town" entry points in the study area
- There is a lack of wayfinding to direct travelers to UCONN who are unfamiliar with areas
- The corridors have pockets of congestion during commute periods, at major intersections, and at the UCONN campus

- High accident rates along Route 195 correlate with pedestrian activity nodes and driveway frequency
- There is a lack of pedestrian and bicycle accommodations and connectivity to destinations within the corridor
- Public transit service to desired destinations within and outside region is limited

The study team reviewed existing land use patterns, market conditions and identified sites for future development opportunities. Key findings identified are:

- The region is primarily rural and rich in resources--viewsheds, natural resources, historic properties, and open space
- The corridors have small commercial clusters and village/town centers
- Mansfield is the most developed of the communities, with UCONN and Storrs Center along Route 195
- Land use patterns are expected to remain stable over time, with limited change in density, intensity, and location
- Most development opportunities are in existing commercial nodes or town/village centers (six potential focus areas)
- Development could affect traffic and travel patterns in the region

Public Comment

Members of the public asked questions during the presentation and expressed their views during the presentation and workshop activity. Below is a summary of questions and views expressed.

General

- How were students counted for the AirSage data? *Response: Students are not counted explicitly. There is no way for Airsage to know which trips are students. However, they can differentiate between Home-Based-Work trips (trips starting from home and going to an employment destination) and Home-Based-Other trips (trips starting from home and going to a non-employment destination). From the Home-Based-Other trip matrix, we looked at the 18-24 year-old age demographic and made the assumption that those are student trips. It's not a perfect assumption, but it captures most of the students. We are comparing that trip matrix with data from UCONN on the origins of their commuter student population.*

Transportation

- Suggestion to identify potential side roads between southern Mansfield and UCONN that would provide people with an alternative to Route 195.

- Suggestion to identify potential side roads between Tolland and UCONN that would provide people with an alternative to Route 195.
- Improve turns at intersection with Route 195 and Hanks Hill.
- Discovery Drive should be marketed as an alternative access route into UCONN, especially for bicyclists and pedestrians.
- Consider a bicyclist route along Discovery Drive/ Maple Road/ Clover Mill Road that would allow bicyclists to bypass Route 195 through Storrs Center.
- Storrs Center is very dangerous for bicyclists because there is such limited space.
- Stonedust sidewalks in historic districts along Route 195 need to be better maintained. Consider if a new sidewalk project is possible.
- It will be a challenge to improve the bicycle and pedestrian environment as well as improve transit in this rural setting along Route 195 between the village area and UCONN.
- The study should be sure to factor in traffic surges caused by UCONN events.
- More bus service is needed at Bonemill Road along Route 44.
- Transit is needed year-round for UCONN students and employees.
- Add a bus stop at Clover Hill Road along Route 195.
- Add Peter Pan bus stops at existing bus stops in Mansfield Center.

Development

- There is a potential need for a hotel at the intersection between Route 44 and Route 195.
- There are potential opportunities for development along Route 195 between East Road and Clover Mill Road.
- There are potential opportunities for development along Route 195 between Warrenville Road and Bassetts Bridge Road.
- Development opportunities exist at Depot campus along Route 44, especially mixed-use, housing, and institutional uses.
- Student apartments that are vacant in the summer provide potential seasonal opportunities.
- Potential for multi-unit mixed-use development along Route 195 near intersection with Route 6.

Eastern Gateways Study
Public Information Meeting Summary

Mansfield Town Council Chambers
April 26, 2018

A public meeting of the Eastern Gateways Study was held on Thursday, April 26, 2018 at the Mansfield Town Council Chambers in Mansfield. Project team members attending were: Carla Tillery, Chris Henry, and Mary Miltimore of Fitzgerald & Halliday, Inc. (FHI) and Cara Radzins of the Capitol Region Council of Governments (CRCOG). Approximately 13 members of the public attended.

Meeting Presentation

The project team expressed the purpose of the meeting was to share the ideas of potential recommendations to address the existing and future corridor needs. Attendees were provided with a worksheet and were asked to follow along during the presentation and rate the importance of the regional recommendations and those specific to their town. The rating was a scale from 1 to 5 to rank the importance of the recommendation. A score of '1' indicated the recommendation was not important, whereas a scale of '5' indicated the recommendation was very important. The input was collected at the end of the meeting and used for the development of the final recommendations and their priority ranking.

The project team gave a 90-minute presentation of the overview of the study, a brief summary of the vision, mission, public outreach efforts and existing conditions. After which, the study team presented the draft recommendations that have been developed based on the input collected throughout the study process and technical analysis.

Discussion and Public Comment

Members of the public asked questions during the presentation and expressed their views during the presentation. Below is a summary of questions, comments and views expressed.

Regional Bicycle and Pedestrian Network

- What's the difference between a shared-use path and potential facilities along designated bicycle routes? *Response*: *A shared-use path is a designated space for bicyclist and pedestrian use within a road's right-of-way that is separated from traffic by pavement markings within the roadway or a curb. It is often also buffered from traffic by either a landscaped grass area, utility zone, or additional pavement markings. Such*

paths are typically a minimum of 10 feet wide. Facilities that could be provided along designated bicycle routes include a shared-use path. Other potential options include repaving the roadway to widen shoulders to a minimum of 4' wide to accommodate bicyclists, installing a bike lane, signage that identifies the bicycle route, signage that educates motorists, bicyclists and pedestrians on how to safely share the road with one another, installing bicycle signals or bike boxes at intersections, and traffic calming strategies. The decision as to what facility is appropriate is dependent on a variety of considerations, including timeline for implementation, available right-of-way, the average daily traffic numbers for a roadway, and more.

- What is the number of bicyclists that is expected as a result of designating bicycle routes and how many vehicles would be taken off the road as a result of this designation? Response: *Designating a roadway as a bicycle route would not take any vehicles off the roadway and should not have any significant impact of motorists aside from encouraging drivers to travel at the speed limit. There is no forecast for the number of bicyclists that can be expected to travel along any of the designated bicycle routes but there is evidence to support, including input from the community, that additional bicycle facilities would encourage more people to travel by bicycle.*

Route 44 and Route 31 / Bread and Milk Street (Coventry)

- Include label marker for the potential location for the proposed Cumberland Farms.

Route 44 and Route 31 / Main Street (Coventry)

- It is difficult to turn right out of Highland Park parking lot onto Route 44. The concept should include potential strategies that would slow traffic down more. *Response*: *The concept currently includes the addition of landscaped medians, which are an effective traffic calming strategy. These medians narrow the traffic lanes and provide a visual cue to motorists that indicates they need to slow down. These strategies are intended to design the roadway to better regulate traffic and encourage motorists to slow down when approaching the intersection.*

- Create an access point to the shopping center from Route 31.

Route 44 and Route 32 (Mansfield)

- Improve the intersection for bicyclists and pedestrians, especially a pedestrian signal.

- Improve the queue time for motorists traveling on Route 44 and turning southbound onto Route 32 at this intersection.

Route 195 and Baxter Street (Tolland)

- The slide title needs to be updated.

Route 195 and Route 32 (Mansfield)

- The additional right turn lane along Route 195 traveling southbound onto Route 32 will make this intersection even less safe for bicyclists.
- Do not allow right turn on red at this intersection.
- The driveway on the southeast corner of the intersection along Route 32 is too close to the intersection.

Discovery Drive Extension (Mansfield)

- There are environmental concerns in this area.
- Consider the alignment of a previous roadway that used to exist north of the buildings along Route 44. The alignment provided a connection between what is now Route 195 and towards what is now Tony's Garage.
- A representative from the Town of Mansfield confirmed that the roadway used to exist but that the town no longer owns the right-of-way.
- What is the purpose of the extension? *Response*: *The study team explained that the extension would improve traffic circulation by providing another option by which residents and visitors alike could travel to UCONN and Storrs Center. It would also alleviate some of the congestion from Route 195 and at Four Corners.*
- Since Discovery Drive was created, it is hard to turn left out of the driveway that is directly across from Discovery Drive's approach on Route 44.

East Brook Mall

- The elderly transit riders are often dropped off across the street from the entrance to the mall but then have no way to safely cross Route 195 to access the mall. Consider a pull-off bus stop southbound along Route 195 that would improve accessibility to the mall for all modes.
- There is a pinch point along Route 195 going northbound near the McDonalds. The number of traffic lanes decreases from three to two and motorists have difficultly

navigating through the area due to confusion and congestion. The area is particularly confusing for any visitors who are unfamiliar with the area.

  - There are simply too many driveways overall along this stretch of roadway.
  - There has been some discussion about widening the road at this point to allow for a consistent number of traffic lanes.
  - Improved education with signage explaining that "left-lane ends; merge" could help mitigate the difficulties at this location.

- Align driveway to Staples on the east side of Route 195 with North Frontage Road.
- Add a pedestrian signal at Route 195 with North Frontage Road across North Frontage Road crossing.
- There is a new development for a business that provides human services planned on North Frontage Road.
  - A sidewalk should be added along the road to provide pedestrian access to the mall for those individuals. The site plan for the planned development may already incorporate a pull-off area for a bus stop.
- There is a need for expedited snow removal along sidewalks to allow for pedestrian accessibility throughout all seasons.

Transit Improvements

- The transit services documented should include the dial-a-ride service. The study team clarified that the information provided in this presentation is only a snapshot of available transit services that are currently available to the community along the study corridors. A full summary of existing transit conditions is provided in the Existing Conditions Technical Memorandum.
- Since there have been recent budget cutbacks, will available funding sources be identified for any of the potential recommendations? *Response: The study team explained that potential funding sources may be identified within the implementation plan but not all recommendations are intended to be funded in the short-term. It's likely that some potential recommendations, such as those identified within the transit section, will take multiple years to implement, at which point the state of available funding could be entirely different. The importance of the Plan is to get the*

recommendations documented in a plan so that when funding does become available, the towns and the region will have a plan in place and be ready to take action.

Special Event Management Planning

- What are temporary trailblazers? *Response: The study team explained that since many of the potential strategies for special event management planning would require temporary changes to the normal circulation of the roadway network, temporary signage would be necessary to fully explain those temporary changes, including when they would be implemented, where, for how long and more.*

- Will any of the strategies outlined under the special event management planning have a similar effect to the Waze traffic app, which has often resulted in high traffic volumes along local streets? *Response: The study team stated that while some strategies would be intended to provide travelers with more options and disperse traffic, the effect would not be to overload local streets with more traffic than they are designed to handle.*

General Comments

- The study should incorporate the idea of branding Route 195 "Husky Way." This idea was first developed after a series of wins by UCONN sports teams and the branding effort was potentially tied to legislation at some point.

- More focus should be directed towards Storrs Center since it generates a significant amount of traffic and resulting safety concerns along the study corridors.

    - More crosswalks might be needed in the Storrs Center area.

    - Its possible motorists need additional education, rather than more crosswalks, to ensure they are aware that they are required to stop at crosswalks for pedestrians.

- There is a desire for transit service and bicycle access to the facility for the Adventure Park along Route 195. A town representative expressed that efforts have been made in the past to run shuttles from UCONN to the Adventure Park on Fridays, but they were not well marketed.

Eastern Gateways Study
Public Information Meeting Summary

Tolland Town Council Chambers
May 2, 2018

A public meeting of the Eastern Gateways Study was held on Wednesday, May 2, 2018 at the Tolland Town Council Chambers in Tolland. Project team members attending were: Carla Tillery, Chris Henry, and Mary Miltimore of Fitzgerald & Halliday, Inc. (FHI) and Cara Radzins of the Capitol Region Council of Governments (CRCOG). Approximately 13 members of the public attended.

Meeting Presentation

The project team expressed the purpose of the meeting was to share the ideas of potential recommendations to address the existing and future corridor needs. Attendees were provided with a worksheet and were asked to follow along during the presentation and rate the importance of the regional recommendations and those specific to their town. The rating was a scale from 1 to 5 to rank the importance of the recommendation. A score of '1' indicated the recommendation was not important, whereas a scale of '5' indicated the recommendation was very important. The input was collected at the end of the meeting and used for the development of the final recommendations and their priority ranking.

The project team gave a 90-minute presentation of the overview of the study, a brief summary of the vision, mission, public outreach efforts and existing conditions. After which, the study team presented the draft recommendations that have been developed based on the input collected throughout the study process and technical analysis.

Discussion and Public Comment

Members of the public asked questions during the presentation and expressed their views during the presentation. Below is a summary of questions, comments and views expressed.

Regional Bicycle and Pedestrian Network

- What's the difference between a shared-use path and potential facilities along designated bicycle routes? *Response*: *A shared-use path is a designated space for bicyclist and pedestrian use within a road's right-of-way that is separated from traffic by pavement markings within the roadway or a curb. It is often also buffered from traffic by either a landscaped grass area, utility zone, or additional pavement markings. Such*

paths are typically a minimum of 10 feet wide. Facilities that could be provided along designated bicycle routes include a shared-use path. Other potential options include repaving the roadway to widen shoulders to a minimum of 4' wide to accommodate bicyclists, installing a bike lane, signage that identifies the bicycle route, signage that educates motorists, bicyclists and pedestrians on how to safely share the road with one another, installing bicycle signals or bike boxes at intersections, and traffic calming strategies. The decision as to what facility is appropriate is dependent on a variety of considerations, including timeline for implementation, available right-of-way, the average daily traffic numbers for a roadway, and more.

Route 44 and Quarry Road (Bolton)

- Extend the left-turn lane along the eastbound approach to Quarry Road so that the travel lane goes back under the underpass.

Route 195 between I-84 and Goose Lane (Tolland)

- Efforts have been made to work with CTDOT to restripe this section of Route 195 in the past to reduce lane widths and increase shoulders. These efforts have not been successful thus far; though, the reasoning for such a decision is unclear and potentially due to a communication issue.
- Add a right-turn Lane into Fieldstone along Route 195 southbound.
- Businesses within the shopping center such as the Big Y provide bike parking, but it is rarely used.
- When traveling southbound along Route 195, it's challenging to turn left into the entrance to the Fire Department. One contributing issue is the median's proximity to the entrance.
- Are improvements related to safe routes to school explored as part of this project? Response: *The scope for the Eastern Gateways Study does not include safe routes to school initiatives as a specific planning effort. However, the draft recommended improvements that are intended to improve safety and accessibility for bicyclists and pedestrians along the corridors contribute to strengthening the multimodal network throughout the towns.*

Route 195 and Baxter Street (Tolland)

- What is the purpose of a curb bump-out at this intersection? *Response: The study team explained that bump-outs calm traffic, slow turning movements, shortens the crossing distance for pedestrians, and improves safety for all roadway users.*
- There is a desire for improvements for bicyclists along Route 195 to strengthen the connection between Tolland and UConn. Potential benefits include a reduction in traffic congestion, faster travel times, reduced need for automobile parking in Storrs Center and stronger community ties.

Discovery Drive Extension (Mansfield)

- The potential shortcut the Discovery Drive Extension would provide would be useful for those traveling on game days.

Transit Improvements

- CT***transit*** should improve marketing efforts to ensure people are more aware of existing routes.

Special Event Management Planning

- Provide buses or shuttles to all events to encourage local attendance.
- Special event recommendations should not be limited to just those events that draw large crowds.
- The police officers should assist with traffic control at lights in all the surrounding towns during game days, with specific reference to the need for this in Bolton.
- Flip the direction of the potential one-way travel routes along Discovery Drive and a section of Route 195.
- There are international examples where there are designated car-free zones. A similar approach could be applied to the Eastern Gateways communities to alleviate special event traffic.

Placemaking Improvements

- Like the idea of landscaped gateways.

Eastern Gateways Study
Public Information Meeting Summary

Coventry Town Hall Annex
May 3, 2018

A public meeting of the Eastern Gateways Study was held on Thursday, May 3, 2018 at the Coventry Town Hall Annex in Coventry. Project team members attending were: Carla Tillery, Chris Henry, and Mary Miltimore of Fitzgerald & Halliday, Inc. (FHI) and Jennifer Carrier and Pramod Pandey of the Capitol Region Council of Governments (CRCOG). Approximately 13 members of the public attended.

Meeting Presentation

The project team expressed the purpose of the meeting was to share the ideas of potential recommendations to address the existing and future corridor needs. Attendees were provided with a worksheet and were asked to follow along during the presentation and rate the importance of the regional recommendations and those specific to their town. The rating was a scale from 1 to 5 to rank the importance of the recommendation. A score of '1' indicated the recommendation was not important, whereas a scale of '5' indicated the recommendation was very important. The input was collected at the end of the meeting and used for the development of the final recommendations and their priority ranking.

The project team gave a 90-minute presentation of the overview of the study, a brief summary of the vision, mission, public outreach efforts and existing conditions. After which, the study team presented the draft recommendations that have been developed based on the input collected throughout the study process and technical analysis.

Discussion and Public Comment

Members of the public asked questions during the presentation and expressed their views during the presentation. Below is a summary of questions, comments and views expressed.

Optimize Signal Timings

- What agency would ultimately be responsible for the optimization of signals along Routes 44 and 195? *Response:* Since these signals exist along state roads, CTDOT would be responsible for their optimization. There is a program in place so that upon request, CTDOT will assess the potential for signal optimization and make updates accordingly.

Regional Bicycle and Pedestrian Network

- What's the difference between a shared-use path and potential facilities along designated bicycle routes? *Response*: *A shared-use path is a designated space for bicyclist and pedestrian use within a road's right-of-way that is separated from traffic by pavement markings within the roadway or a curb. It is often also buffered from traffic by either a landscaped grass area, utility zone, or additional pavement markings. Such paths are typically a minimum of 10 feet wide. Facilities that could be provided along designated bicycle routes include a shared-use path. Other potential options include repaving the roadway to widen shoulders to a minimum of 4' wide to accommodate bicyclists, installing a bike lane, signage that identifies the bicycle route, signage that educates motorists, bicyclists and pedestrians on how to safely share the road with one another, installing bicycle signals or bike boxes at intersections, and traffic calming strategies. The decision as to what facility is appropriate is dependent on a variety of considerations, including timeline for implementation, available right-of-way, the average daily traffic numbers for a roadway, and more.*

- A shared-use path would have negative impacts on users' health due to the exhaust and other fumes bicyclists and pedestrians would breathe in while utilizing the pathway next to a roadway. They are expensive and are difficult to install.

- I bicycle along Route 44 as part of my commute to work but do not often see other bicycle riders along the corridor.

- A representative from the Town of Bolton clarified that the shared-use path in Bolton has been studied and due to environmental concerns, it would need to be located along the northern side of Route 44. The potential for locating a shared-use path on the southern side of Route 44 could be investigated if the path was extended into Coventry.

- Change the shared-use path to the southern side of Route 44 at the intersection with Cedar Swamp Road.

Route 44/Route 6/I-384 Interchange (Bolton)

- The Route 6 study, including the *Hop River Corridor Transportation Study*, was led by CRCOG to address safety, access management and development potential / growth along the Route 6 corridor in the towns of Bolton, Coventry, Andover and Columbia.

- The recommendations that resulted from this study are still being pursued by the regional agency and are currently viewed as "necessary but unfunded."
- There is an upcoming grant application.

Route 44 and Route 31 / Bread and Milk Street (Coventry)

- How will the improvements illustrated in this concept plan be funded? *Response: This study will include an implementation plan that includes estimated order-of-magnitude costs for this recommendation as well as potential funding sources. Typically, a developer will pay for any direct impacts that will result from a new development. There is an opportunity for potential private-public partnerships but since the improvements for this concept are along local roads, the towns would likely be responsible for funding the majority of the improvements shown in this concept.*
- How much property would need to be taken in order to implement this recommendation? *Response: The determination of any necessary property takings and the process for proceeding on this course involves numerous variables and steps. Therefore, the approximate amount of property takings is not being calculated as part of this study.*

Route 44 and Route 31 / Main Street (Coventry)

- The majority of people traveling northbound along Route 31 turn left at the intersection with Route 44.
- Stage Road is not heavily used.
- The major problem at this location is the difficulty coming in and out of Highland Park shopping center and the gas station.
- The potential to share a driveway between the shopping center and the gas station would make this issue worse.

General Comments

- There is an initial concept plan at the intersection of Route 44 and Cedar Swamp Road that could be further assessed as part of this study.
- Include a recommendation to add electronic signage along Route 6 to notify motorists about potential accidents and provide them with alternative options to avoid delays.

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3	n/a	Change community to communities	Update as suggested	Yes	On page 3 - Change community to communities (2 places are noted)
7	n/a	Change is to are	Update as suggested	Yes	On page 7 - Change is to are
7	n/a	Change investigate to investigates	Update as suggested	Yes	On page 7 - Change investigate to investigates
9	n/a	Take out held on and put on	Update as suggested	Yes	On page 9 - Take out held on and put on
12	Coventry	Page 12 – The map does not show the 44/Bread and Milk Street intersection as a 'study area intersection' – should this be identified as such, since it did get analyzed and was the subject of recommendations?	The intersection of Route 44 and Bread & Milk Street was evaluated for future conditions and assessed for transportation improvements.	Yes	On page 12 - Add to the Study Area Intersections Map >The intersection of Route 44 and Bread and Milk Street to the study area intersections map and a footnote that existing conditions for this location was not evaluated.
14	n/a	Change lives to live	Update as suggested	Yes	On page 14 - Change lives to live
15	n/a	Change others to other	Update as suggested	Yes	On page 15 - Change others to other
21	n/a	Change 5 fatal crashes to 9 to match map on page 19	There was a total of 9 fatal crashes in the area bordering the four towns. Only five of the nine fatal crashes occurred within the study area limits.	Yes	On page 20 - Update the Crash Location map and remove the four fatality location symbols that are not in the study area limits
21	n/a	Identify what towns for the fatal crashes	Update as suggested	Yes	On page 21 - Add the following towns in sequence of the fatal crashes listed on page 21 (Mansfield, Mansfield, Coventry, Coventry, Bolton)
22	Bolton	Confirm "bicycle parking is provided at the commuter lot in Bolton." This was discussed, but nothing installed.	Bicycle parking has not yet been installed.	Yes	On page 22 - Remove the statement that refers to bicycle parking being provided at the commuter lot in Bolton
23	Bolton	Take out the word full	Update as suggested	Yes	On page 23 - Take out the word full
24	Bolton	Take out "The final design is expected to be completed during the summer of 2016." Bolton section of this project was completed (construction) in November, 2018	Update as suggested	Yes	On page 24 - Remove "The final design is expected to be completed during the summer of 2016." > Add "Bolton section of this project was completed (construction) in November, 2018
31	n/a	Do you mean Route 44/ I 384? If so take out Route 6	The reference of travel speeds is for Route 44	Yes	On page 31 - Change Route 6 to Route 44 in second paragraph

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32	n/a	Capitalize Eastern Gateways	Update as suggested	Yes	On page 32 - Capitalize Eastern Gateways
36	Coventry	Page 36 – A sewer service area is being proposed on RTE 44 from the Bolton/Coventry town line approximately .43 of a mile into Coventry. This should be noted on the map. An 'existing water pollution control facility' should be identified on the map at 394 Main Street, just after the Depot Road/Main Street intersection.	Update existing utility information	Yes	On page 36 - Add to the utility map >Potential sewer service area from Bolton/Coventry TL (.43 mile into Coventry) to the Utility Map >Water pollution control facility at 394 Main Street, just after the Depot Road/Main Street intersection. > Remove reference to utility information in the appendice due to updated map
39	Bolton	Existing Land Use. We're not sure where the calculations of land along Route 44 came from, but there is no "preserved" open space along that corridor that we can identify unless you are referring to Bolton Lake (which really doesn't touch Route 44) or the cemetery. We think about 1/3 of the corridor is residential, by the remainder (2/3rds) is either used for or zoned for mainly commercial use. We can discuss this if you'd like, but the paragraph should be corrected.	Available GIS data and information was obtained to characterize the existing land use at the commencement of the study. Per the comment, updates to Bolton's description will be corrected.	Yes	On page 39 > Modify the Bolton description to read, "Of that, approximately 1/3 or 33% of the corridor is residential and the remainder is either used for or zoned for mainly commercial use. > Remove "Another 35% of land along the corridor is in residential use." > Remove "Commercial land along the Route 44 corridor occurs predominantly near the junction of Route 44 with Route 6 and I-384. The remainder is low density residential use and some pockets of agriculture."
43	n/a	Change the word does to do	Update as suggested	Yes	On page 43 - Change the word does to do

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47	n/a	Add a comma after the word agriculture	The reference to the priorities includes agriculutral land, open spaces, town centers, and village development	Yes	Add a comma after the word land. The sentence will read, "Results from the pop-up events visioning exercise indicated that agricultural land, open spaces, town centers, and village development are high priorities."
50	n/a	Sentence doesn't make sense. Also, thought we weren't going to use "Smart Growth" term. It was removed elsewhere in the report	Change smart growth principles to best practices for development and growth	Yes	On page 50 - Change smart growth to best practices for development and growth > Remove " "can be supported and optimized.
52	Bolton	100? 42 units were discussed (1 bedroom) This plan has been shelved so not sure it will happen. But potential is still there. Not 100- maybe 50-80	The analysis was conducted, reviewed, and approved based on available information at the time.	Yes	On page 52 - Add "up to" 100 persons
62	Bolton	hello, I didn't realize this issue is about UConn. it should be about rt. 44 and the commuters who have suffered for decades with the congestion that occurs in Bolton each workday. namely at south rd. and Tolland rd in Bolton for lack of a dedicated left turn lane. there are left turn lanes on 44 all through Coventry but where the most volume of traffic is in Bolton there are none. traffic backs up are considerable delaying unnecessarily people going to work and then home to say nothing about idle time waiting to get through these intersections. not only should the intersection at south rd have a left turn lane but the light should be smarter with faster cycling for one or two cars on south rd.. it is of no sense to me that where the most traffic is, the least is done to address traffic.	Evaluate the intersection of Route 44 with Tolland Road The intersection of Route 44 with South Road was evaluated as part of this study. As noted in Recommendation 3, signal optimization and signal upgrades to include preemption are recommended. Projected travel demand for the year 2020 did not warrant additional capacity.	Yes	Add a list of locations for future study and evaluation to the Appendix. Include the following intersection: > Route 44 with Tolland Road (Bolton) > Route 44 and South Road (Bolton)
63	Bolton	It is my understanding that a shovel-ready plan is available for the shared-use path that would allow walkers and cyclists access to the trail and to the western sections of Bolton and beyond. The equally important plans for improvements for the 6/44/384 interchange are still a work in process. For this reason I STRONGLY endorse splitting the project in two parts and starting the shared-use path ASAP. As the new connections via the ECG become more apparent, we can expect more people who are desirous to gain access. There is great potential for the trail to become a commuter corridor if cyclists can gain access safely. I foresee an eventual opportunity for commuting cyclists from further east of Bolton to gain access to the trail as well as to the commuter lot where they could leave their bikes (in a bike locker) and bus to Hartford. I urge you to begin the shared-use path ASAP.	The Town supports the full interchange improvements and the shared-use path improvements. The Town supports advancing all of the proposed improvements. Recommendation 1.1 in Chapter 6 identifies endorsement and support for the interchange and the shared-use path improvements. The Plan also identifies these improvements as priority.	No	n/a

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63	Bolton	I endorse and encourage the development ASAP of the shared use path along Route44 that would allow pedestrians and cyclists access to the Hop River and Charter Oak trails from the western sections of Bolton. The bike/ped users from that section of town face a hazardous and illegal situation when trying to navigate Route 44. I feel this plan should have priority. I appreciate the forward looking approach the state is taking toward transportation	The Town supports the full interchange improvements and the shared-use path improvements. The Town supports advancing all of the proposed improvements. Recommendation 1.1 in Chapter 6 identifies endorsement and support for the interchange and the shared-use path improvements. The Plan also identifies these improvements as priority.	No	n/a
63	Bolton	Thank you for the long-needed in-depth analysis of transportation and safety concerns in these communities. The good news is that since your report was published, the gap between Porter St., Manchester and the Hop River Trail in Bolton has been closed and will soon be legally open. Many (note the huge number of users documented in the trail use study showing Hop River Trail as the second busiest in the State) multi-use trail advocates and users are enthused about the following elements of the study: 1. Item 1.1 Rte 44 and Quarry Rd. "endorse shared-use path along Route 44" - CTDOT's Mr. Will Britnell (retired) team has prepared a shared-use trail plan from the Hop River Trail along the north side of Route 44 to the Bolton Post Office. This eliminates the current illegal and hazardous use of this corridor by westbound bike/ped users. This has been overwhelmingly supported at CTDOT's public information presentations. 2. Perhaps you are aware that a preliminary engineering study has been done to extend the multi-use trail from the Bolton Post Office east to the Coventry line and can be easily extended to the Coventry park and ride facility. 3. It is helpful to note that CTDOT has indicated that much of the Route 44 access to UConn is not bicycle-friendly. Hopefully this will expedite separated shared-use paths.	Endorsed the shared-use paths This study was not intended to go the level of design as this commenter has suggested. The concept plans are intended for planning-level decision making.	Yes	On page 61 - Change the last sentence in the seventh paragraph to include "design" *; therefore, further engineering, analysis, and design is needed prior to implementation.* On page 61 in the last paragraph, include "design", *Actual project costs could be different depending on more detailed engineering, analysis, and design....*

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		Comment Continued 4. Design comment - Most multi-use trail users disagree with CTDOT's and some trail designer's policy of placing chain link or split rail fencing hazardously close to the trail. Over the past 30 years, CTDOT has argued that it is a requirement to place a fence between multi-use trails and highways. This is to prevent trail users from running onto the highway and being hit. This is not the policy of other state departments of transportation, thus, it is not a nationally mandated requirement. The cost, life cycle, and some time hazardous use of split rail fence may be attractive, but should not be used. 5. Recognizing that UConn is a desired destination for multi-use trails, it is a huge effort. Extending multi-use trails to park and ride sites, for example, Coventry, provides multi-modal transportation. Lockers, kiosks, and shelters at these locations would provide comfort for cyclists and pedestrians while waiting for a bus/Uber/car pool. 6. As you are aware, the many reports dealing with the return on investment generated by multi-use trails, e.g., Erie Canal, Maryland, Pennsylvania, should be emphasized thus removing the understandable perception of frivolous spending. Thank you for your outstanding report. Let's do it! Happy Trails, Bill O'Neill, P.E., L.S. East Coast Greenway Advisory Council CT Greenways Council			
63	Bolton	Please put time and money into the Bolton Greenway Extension Project. Right now there is no legal way to get past the Rte6/44 split and then rte 44 has no shoulder for bicycles or pedestrians. That part of Bolton is cut off from the other side because of this. PLEASE open the Hop River Greenway Extension!!! It is taunting all of us with it's completion but not being open!	This Plan endorses the recommendations of improvements at the I-384/Route 6/Route 44 interchange and has identified that as a high priority, as noted in Recommendation 1.1	No	n/a
63	Bolton Coventry Mansfield	I live in Manchester, work at UConn in Storrs and travel Rt 44 daily. I would love to see the bikeway now being built through Bolton Notch to be extended all the way to Mansfield! Talk with folks at Bike Mansfield, Bolton Bike and Walk, East Coast Greenway. These are advocates familiar with negotiating the local residents to pave the way for new bikeways.	Throughout the study process, areas identified in the draft Plan are considered the priority areas.	No	n/a
64	Bolton	Map needs to be extended or a second map included. Need to show Notch Rd. improvements (they are one plan). One can't happen without the other.	The illustration of the Quarry Road on page 64 was to focus on the multi-use path. The concept plan for the full study is identified on page 63.	Yes	On page 64 - Replace top and lower left photos with photos provided by Bolton > Add to pop-up box #1 “with safety improvements to Notch Road intersection.”

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66	Coventry	Slide 66 - There is significant impact to the homes and changes to their properties. Its not fair to the property owners.	The Town is supportive of the recommendation to realign and improve operations at the intersection of Route 44 and Route 31 (Bread & Milk Street). The Town will work with impacted property owners, per the town's land use and zoning requirements.	No	n/a
68	Coventry	Don't take away our rural property as this is the reason why most live in Coventry. Make sure all landowners are aware of any changes to and near their properties. We love the scenery and don't want it to change.	The Plan identifies best practices for site development to promote attractive, safe, and active environment, build safe and efficient on-site circulation and parking, and that enhance multimodal options and connectivity. The town's regulatory agency will notify landowners that may be impacted by proposed development per their land use and zoning requirements.	No	n/a
68	Coventry	Existing stormwater management infrastructure and current adverse impacts to the headwater area of Olson's Brook should be reviewed and opportunities sought to integrate flow reduction and treatment practices in support of better water quality conditions of Olson's Brook. Very significant sediment loads and high velocity/volume discharges to the brook from this contributing watershed have negatively impacted aquatic habitat downstream of this intersection, and created low quality stream corridor conditions ("urban stream syndrome") along the Town of Coventry's wooded trail and outdoor classroom space behind Coventry Grammar School.	Concerned about stormwater runoff into intersection due to "valley depression" impacts at the intersection of Route 44 and Route 31 (Main Street). Potential solutions include LID (low impact design techniques), i.e. pervious pavement and sidewalks, rain gardens in the median, etc.	Yes	On page 94 - Add text to the bullet list - Encourage low impact design techniques to manage stormwater runoff as part of green infrastructure
68	Coventry	Slide 68 - If there are breaks in the median, what's the point of the median? Who maintains the median and makes sure it looks nice year round? Medians in front of the farm at the left do not seem to add any value.	The proposed landscaped medians are used to improve access management, calm traffic, improve aesthetics, and increase safety at pedestrian crossings.	No	Share with all towns concerns for maintenance of medians

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69	Mansfield Bolton	Please consider a light at the Rte 44 and 32 intersection with turn arrows. Also a light at the Tolland Rd. Intersection would make it easier for people to enter 44 from there. In Coventry it is next to impossible at times to exit Mark and Lathrop Dr. onto 44. A light timing study of the lights at each 31/44 intersections might help.	The intersection of Route 44 with Route 32 has been evaluated. The Plan identifies realignment of the roadways and signal operation upgrades , noted in Recommendation 1.2 The intersection of Route 44 with Route 32 has been evaluated. The Plan identifies additional capacity, pedestrian improvements, and driveway modifications, noted in Recommendation 1.3. Additionally, signal timing optimization and signal operation upgrades to include pre-emption are noted in Recommendation 3.1 and 3.2	Yes	On page 87 - Add to the first paragraph - Optimizing signal operations may include, but are not limited to, modification to signal phasing, addition of left-turn arrows, revised phasing patterns, modified pedestrian phasing, and/or modified cycle lengths, etc. Add a list of locations for future study and evaluation to the Appendix. Include the following intersection: > Route 44 with Tolland Road (Bolton)
69	Mansfield	I am a Coventry resident who works in Mansfield. I am excited about these revision plans. The intersection I use most often is 32 and 44. I think left turn lanes and dedicated left turn arrows on the traffic lights would make that intersection much safer and easier to navigate.	Endorsed improvements at the intersection of Route 44 and Route 32	No	n/a
85	All Towns	What pedestrian traffic was evaluated to warrant the recommendation for cross walks and sidewalks? There are currently no events / POI that result in pedestrians crossing the road in this majors area. Having a pathway in this area is a waste of capital.	Specific area of concern for proposed sidewalks was not provided. Attendees from the public outreach meetings and members of the TAC have expressed interest in increasing multimodal options and improving sidewalk connectivity throughout the region and adding crosswalks to improve pedestrian safety. Throughout the study process, areas identified in the draft Plan are considered the priority areas.	No	n/a

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85	Mansfield	The Hill Improvement Association (HIA) is a voluntary group of neighbors. The purpose of the group is to maintain the Storrs Heights Road neighborhood, which includes a small Association owned space in the middle. The only means of access to Storrs Heights Road is by Flaherty Road which bisects Route 195 at two points. Due to limited visibility, heavy vehicular and pedestrian traffic, and consistent, excessive vehicle speeds, there has been a noticeable increase of vehicular accidents and near miss pedestrian incidents. Currently, a number of high school and University student, without bus or car transportation, cross Route 195 and Flaherty Road daily. With discussions of continued development of the University and Storrs Downtown, this will certainly exacerbate these dangerous conditions and must be addressed. Additional Focus Area Recommendation Route 195 and Flaherty Road/Hanks Hill Road â€¢Crosswalk with flashing caution pedestrian signals â€¢Eastbound sidewalk between Hanks Hill Road and Charles Smith Way â€¢New traffic study, including speed and vehicular counts, to be performed during University and school sessions	On Route 195 at Flaherty Road/Hanks Hill Road: > add a crosswalk with pedestrian signal >add sidewalk between Hanks Hill Road and Charles Smith Way >Conduct a traffic study at the intersection	Yes	Add a list of locations for future study and evaluation to the Appendix. Include the following intersection: > Route 195 with Flaherty Road/Hanks Hill Road (Mansfield)
85	Mansfield	The pedestrian/bike crossing of Route 195 from Hanks Hill Road and Flaherty is extremely dangerous. Ideally, we could have a pedestrian-activated traffic light for that crossing. At the very least, there should be a flashing set of lights like the one near the Liberty Bank crossing.	Consider upgrading pedestrian crossing at Route 195 with Hanks Hill Road to include new pedestrian signage with flashing lights, per MUTCD guidelines	No	Add a list of locations for future study and evaluation to the Appendix. Include the following intersections: >Route 195 and Hanks Hill Road (Mansfield) >Route 195 and Flaherty Road (Mansfield)
86	Coventry	Page 86 – The map should include the 44/Bread and Milk Street intersection as a location for signal operations upgrade since it is included in the recommendations section.	Update recommendation 3.0	Yes	On page 86 - Add the intersection of Route 44 and Route 31 (Bread & Milk Street) to recommendation 3.0 - upgrade signal operations
87	Mansfield	Regarding signal timing (page 86 - 87), the stretch of signals on Rte. 195 from North Eagleville to South Eagleville Rds. (in the UConn campus area, numbered 13, 14, 15, 16, and 17 in the page 86 map) would seem to be ripe for significant improvement in signal timing issues. There are significant traffic backups through this stretch on a daily basis, and its easy to observe how the traffic signal timing/cycles are a major cause of this backup. In particular, the use of dedicated full-pedestrian phases, rather than giving pedestrians their "walk" signs in conjunction with the parallel vehicular movement, adds lengthy pauses into the cycles at these signals wherein no vehicular traffic is moving. (Signal 15, at Mansfield Rd., is especially problematic in this regard, given the frequency of pedestrian-only cycles.)	Concerned with signal timings resulting from the pedestrian crossing demand resulting in longer vehicular delays Signal timing optimization and signal operation upgrades to include pre-emption are noted in Recommendation 3.1 and 3.2. This recommendation includes the signalized intersections on Route 195 between North Eagleville and South Eagleville Roads.	Yes	On page 87 - Add to the first paragraph - Optimizing signal operations may include, but are not limited to, modification to signal phasing, addition of left-turn arrows, revised phasing patterns, modified pedestrian phasing, and/or modified cycle lengths, etc.
97	n/a	Change require to requires	Update as suggested	Yes	On page 97 - Change require to requires

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100	Mansfield	Page 100: Special Event Management Task Force-Arterial Traffic Control Delete third bullet regarding extension of Discovery Drive	Remove extension of Discovery Drive from the special event management strategy toolbox	Yes	On page 100 - Remove extension of Discovery Drive from the special event management strategy toolbox
109	Mansfield	Page 109: Implementation Table-Improve Traffic Operation (Route 44 and 32): Change to high priority.	Make change to implementation table in recommendations and exec summary	Yes	On page 109 - Change priority 1.7 to high
110	All Towns	Page 110: Implementation Table-Improve Traffic Operations (All Towns): Change optimization of signal timing to high priority.	Make change to implementation table in recommendations and exec summary	Yes	On page 110 - Change priority 3.1 to high
28 75	WRTD Mansfield	Hi, Please remove the reference to "Provide new transit stop" on page 4 under 1.9. Please correct the following on page 28 to: A one-way cash fare for the Storrs-Willimantic Bus is $1.25. Fares for passengers with a disability are $0.75. Thank you, Katharine Katharine Otto Windham Region Transit District	Modify transit fare and remove the recommendation for a new transit stop on Route 195 between Riverview Road and North Frontage Road	Yes	Update page 28 with fare correction Modify last bullet in recommendation box on page 75 to read, Evaluate need for transit stop

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63-68	Bolton Coventry	Background first. SWM 41. I live in Coventry 2 houses away from Rte 44 near Rte 31 (Bread and Milk) and commute 3 days a week to Hartford. I also bike and hike recreationally. As such, I have 20 years experience with Rte 44. As a resident, my biggest complaints are noise (stereos, intentionally loud exhausts, and tractor trailer engine braking) and secondly traffic related to turning vehicles or from sporting events at UConn. As a someone who bicycles, I do NOT use Rte 44 because of its topography. It is way too hilly for that purpose and it is why I only see about a dozen people per year biking on this road. It has nothing to do with the lack of a bike lane and everything to do with the hills. Unless the plan is to flatten 44, it would be a immense waste of money to create a shared use path! A simple sidewalk will accommodate the vastly more prevalent pedestrians that I see on 44 mainly around the Cedar Swamp Rd junction. There must be turning lanes added at the intersections of Tolland Rd from 44 Eastbound and at South Rd from 44 Westbound. Also right onto Silver St from 44 East due to the farmer's market. A center staging lane would help when trying to turn left from Silver St. The 1.1 Quarry Rd redesign looks great. My only concern is the two traffic lights. Hopefully they will work in conjunction and not independently. It will be nice to get to 44 East easily from 6 West. And the elimination of the Notch Rd entrance onto 6 at the split is key to safety.	The intersection for Route 44 and Tolland Road was not evaluated as part of this study. Supports Recommendation 1.1 with signal coordination and improvements. Supports Recommendation 1.2 but would like the timeline moved to a short-term improvement. Does not support closing Stage Road and would like to see a signal at Highland Plaza due to the delays getting out of the plaza site driveway. Supports Recommendation 1.4 but would like to see the addition of a left-turn lanes on Route 44 eastbound and Route 32 southbound. Travel demand projected for future year 2040 does not support additional turn lanes than what has been proposed.	No	Add a list of locations for future study and evaluation to the Appendix: Include the following intersections: > Route 44 and South Road (Bolton) > Route 44 and Tolland Road (Bolton) > Route 44 and Highland Plaza driveways (Coventry)
		Comment Continued 1.2 plan is a no brainer. The only concern is the timeline. 5 to 10 years is ridiculous considering the Cumberland Farms situation. The 1.3 plan leaves a lot to be desired. First off, traveling 44 west, there's no turning lane into Highland Plaza which is always a source of trouble. Closing Stage road is incredibly stupid. At most, it should be turned into a one-way street flowing west. Traffic should be able to turn right onto Rte 44 only. Exiting Highland plaza left/west is always a long ordeal and a signal would be appreciated. Again, a bike (or multi use) path west of the commuter lot is pointless due to the grade/slope of the street. 1.4 is a slight improvement, but there also needs to be left turning lanes on the north side of 32 and west side of 44. That's just common sense- I don't know why it's not already in the plan. Also, I was once a passenger in a car that drove onto the pedestrian walkway to the south of 44/east of 32. It looks like a road and there's no signage or obstacle to prevent people from making the same mistake. Thanks for listening to suggestions (and reason).			

Eastern Gateways Study
Public Comments on Draft Plan
Release Date of Draft Plan: December 12, 2018

Page Number of Draft Plan Reference of Comment	Location Reference of Comment	Comment	Summary and/or Response to Comment	Action Taken for Revision to Draft Plan (Yes/No)	Action
69,71,73	Bolton Coventry Mansfield Tolland	Great plan. Love most of it. I use these areas a lot. Here are some comments. for improvements. Route 32/44 Intersection. Page 69. You should add left turn lanes for 32 S and 44 E. Vehicles on 32 S turning left can especially block afternoon rush hour traffic. Traffic turning from 44E to 32 N tends to get stuck in the middle of the intersection waiting for a left turn opportunity. All left turns should be yellow while their corresponding thru-lanes are green to allow turns when traffic is slow. This intersection could also benefit from blinking after 10pm. Allow 44 through and temporarily stop 32. Goose Lane and 195 Intersection P 71. Goose Lane Northbound needs a right turn lane. There is just enough room but people turning left or straight tend to park in the middle of the lane, blocking right turns. Also, the exit from the Citgo station could be moved slightly south on Goose ln as exiting cars are often stuck by stopped traffic at the light, Route 195/32 Intersection. Page 73. You should widen 195 northbound "north"(west) of the intersection to allow easier passing of stopped traffic that is turning left into the gas station. Also add a "Do not block driveway" sign on 195 S at that entrance.	The forecasted travel demand and traffic analysis do not support the following intersection improvements: > Addition of a left-turn lane on Route 32 southbound at the intersection of Route 44 and Route 32 > Addition of a right-turn lane on Goose Lane westbound at the intersection of Route 195 with Goose Lane > Widening on Route 195 northbound at Route 32 (north of intersection) to allow left-turning vehicles into gas station and the addition of signage to prevent blocking the gas station driveway	No	Add a list of locations for future study and evaluation to the Appendix. Include the following intersections: > Route 44 and 32 (Mansfield) > Route 195 and Goose Lane (Tolland) > Route 195 and Route 32 (Mansfield) >Route 44 and Tolland Road (Bolton) > Route 44 and N. River Road (Coventry)
		Comment Continued Apparently un-addressed. 44E into Tolland Street in Bolton needs a left turn lane. Tolland St to 44 E does too. 44 and North River Road intersection in Coventry needs a combination of left turn lanes on 44 and right turn lanes on North River, and improved sightlines or a real traffic light. Cars move fast and thru-cars passing turning cars may not be visible around turning cars for those entering the intersection. I've seen people almost hit several times. There is often gravel in this intersection for some reason. Maybe a frequent pothole or eroding driveway.			

Eastern Gateways Study
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Page Number of Draft Plan Reference of Comment	Location Reference of Comment	Comment	Summary and/or Response to Comment	Action Taken for Revision to Draft Plan (Yes/No)	Action
79-83	All Towns	You put bike paths in back of landowners property and now you invite crime. There is a reason why people bought property in rural areas. Why keep property if you cannot enjoy privacy. Again about UCONN! Really? The students aren't living and owning property around in the area. It's only temp for them and not us! Sad that CT can't afford anything but can afford this.	The proposed shared-use paths are proposed on the road or adjacent to the road. The shared-use paths are intended to increase transportation options for travelers on the Route 44 and Route 195 corridors.	No	n/a
Acknowledgments	n/a	Change Capital to Capitol	Update as suggested	Yes	On Acknowledgements page - Update with suggested change
n/a	All Towns	As with any project, there has been congestion. The bridges are not my personal favorite color but I would have thought that they would be green to keep with the greenway. Drainage in 44 has changed-there is now oooling on the road causing icy conditions. IF it extends up 44 I strongly object to those living there having to lose frontage and in one case a garage. The bridge over 85 is now narrowed and will be an issue when it snows. So many other projects would have benefitted by the money spent.	Concerned with aesthetics of bridges and drainage resulting in icy conditions on Route 44. (Town maintenance issue?)	No	Share with all towns concerns for maintenance of roads, bridges, and drainage systems
n/a	n/a	Nothing but PowerPoint pics with no plans visible	Internet browser issue with loading document	No	n/a
n/a	All Towns	Why do we care about one university in our state with so many in the State of CT? Why is this always about UCONN. Perhaps UCONN is the State of CT.	The study purpose, noted in the executive summary and the introduction explains the focus of the Route 44 and Route 195 corridors as the centerpiece and focus of the study.	No	n/a
n/a	n/a	Nothing shows on this page. The website is blank.	Internet browser issue with loading document	No	n/a
n/a	n/a	Nothing shows on this page. The website is blank.	Internet browser issue with loading document	No	n/a
n/a	n/a	Nothing shows on this page. The website is blank.	Internet browser issue with loading document	No	n/a
n/a	n/a	Nothing shows on this page. The website is blank.	Internet browser issue with loading document	No	n/a
n/a	n/a	Nothing shows on this page. The website is blank.	Internet browser issue with loading document	No	n/a
n/a	n/a	Nothing shows on this page. The website is blank.	Internet browser issue with loading document	No	n/a
n/a	n/a	The links for the report do not appear to be working . I cannot pull up any individual chapter or the full plan . Each link takes me to the " submit a comment" page .	Internet browser issue with loading document	No	n/a
n/a	n/a	Identify colors of the pie charts	Internet browser issue with loading document	No	n/a
n/a	All Towns	Do we have? Need to see Appendix	An appendix has been compiled and will be submitted as part of the final Plan	Yes	Include Appendix as part of the final Plan

Eastern Gateways Study
Bolton • Coventry • Mansfield
Tolland • UCONN

Eastern Gateways Study
Locations Identified for Further Evaluation

During the public review period of the *Eastern Gateways Strategy and Implementation Plan,* intersections were noted for future study. It is recommended that towns consider future study and evaluation of these locations, which have been listed below.

Bolton

- Route 44 and South Road
- Route 44 and Tolland Road

Coventry

- Route 44 and Highland Plaza driveways
- Route 44 and North River Road

Mansfield

- Route 44 and Route 32
- Route 195 and Route 32
- Route 195 and Hanks Hill Road
- Route 195 and Flaherty Road

Tolland

- Route 195 and Goose Lane

Eastern Gateways Study
Bolton • Coventry • Mansfield
Tolland • UCONN

Appendix B

Traffic Volume Data

Turning Movement Count Data

AM and PM Peak Hours

Automated Traffic Recorder and Speed

Traffic Volume Schematics

Existing Traffic Volumes (2015)

Future Traffic Volumes (2040)

Rte. 44 Boston Tpke. at Quarry Rd./Driveway

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

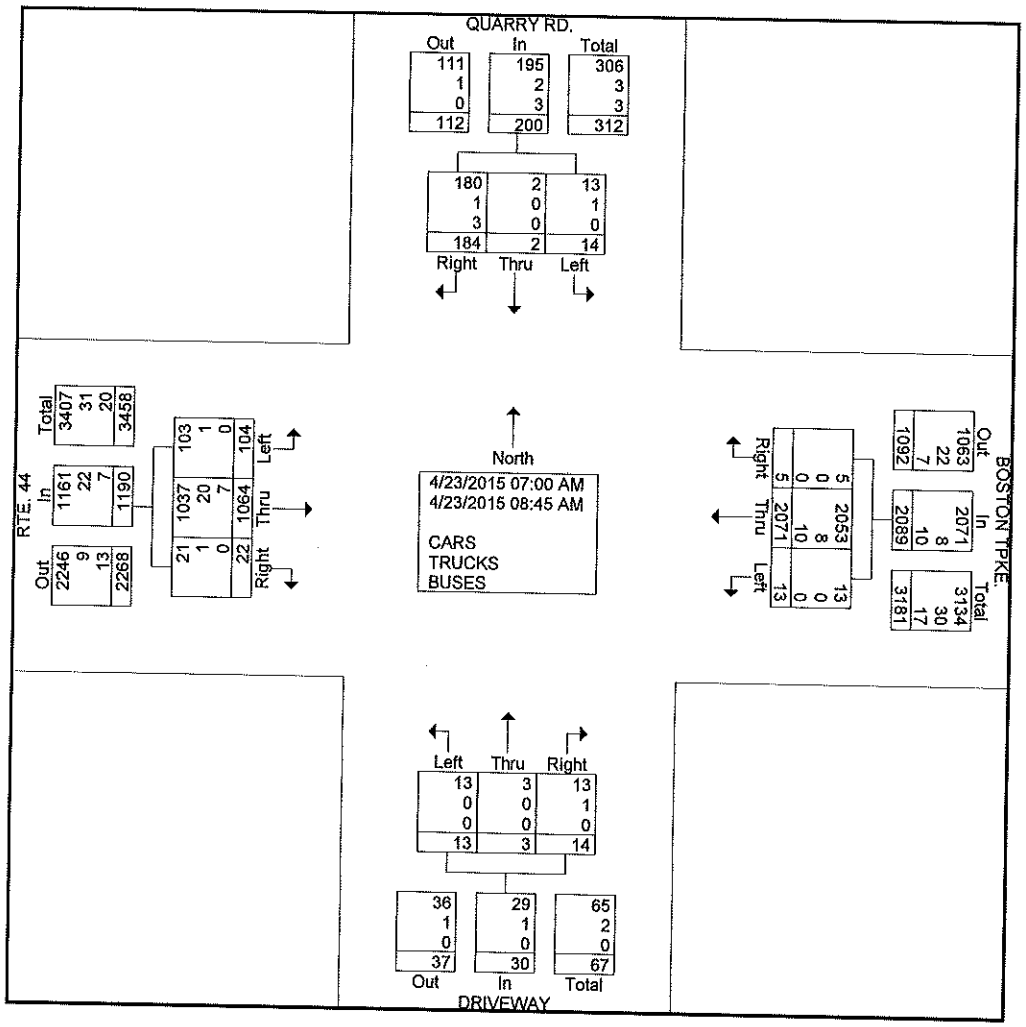
	QUARRY RD. Southbound				BOSTON TPKE. Westbound				DRIVEWAY Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	15	0	1	16	0	253	2	255	1	1	1	3	5	82	14	101	375
07:15 AM	29	0	2	31	1	320	1	322	2	0	2	4	2	150	13	165	522
07:30 AM	41	0	4	45	0	292	0	292	0	1	1	2	0	150	18	168	507
07:45 AM	37	0	3	40	1	305	1	307	0	1	0	1	5	133	20	158	506
Total	122	0	10	132	2	1170	4	1176	3	3	4	10	12	515	65	592	1910
08:00 AM	14	1	2	17	2	268	2	272	3	0	0	3	3	138	12	153	445
08:15 AM	22	0	2	24	0	236	3	239	4	0	2	6	3	147	7	157	426
08:30 AM	12	0	0	12	1	209	2	212	2	0	6	8	1	144	12	157	389
08:45 AM	14	1	0	15	0	188	2	190	2	0	1	3	3	120	8	131	339
Total	62	2	4	68	3	901	9	913	11	0	9	20	10	549	39	598	1599
Grand Total	184	2	14	200	5	2071	13	2089	14	3	13	30	22	1064	104	1190	3509
Apprch %	92	1	7		0.2	99.1	0.6		46.7	10	43.3		1.8	89.4	8.7		
Total %	5.2	0.1	0.4	5.7	0.1	59	0.4	59.5	0.4	0.1	0.4	0.9	0.6	30.3	3	33.9	
CARS	180	2	13	195	5	2053	13	2071	13	3	13	29	21	1037	103	1161	3456
% CARS	97.8	100	92.9	97.5	100	99.1	100	99.1	92.9	100	100	96.7	95.5	97.5	99	97.6	98.5
TRUCKS	1	0	1	2	0	8	0	8	1	0	0	1	1	20	1	22	33
% TRUCKS	0.5	0	7.1	1	0	0.4	0	0.4	7.1	0	0	3.3	4.5	1.9	1	1.8	0.9
BUSES	3	0	0	3	0	10	0	10	0	0	0	0	0	7	0	7	20
% BUSES	1.6	0	0	1.5	0	0.5	0	0.5	0	0	0	0	0	0.7	0	0.6	0.6

Rte. 44 Boston Tpke. at Quarry Rd./Driveway

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 2



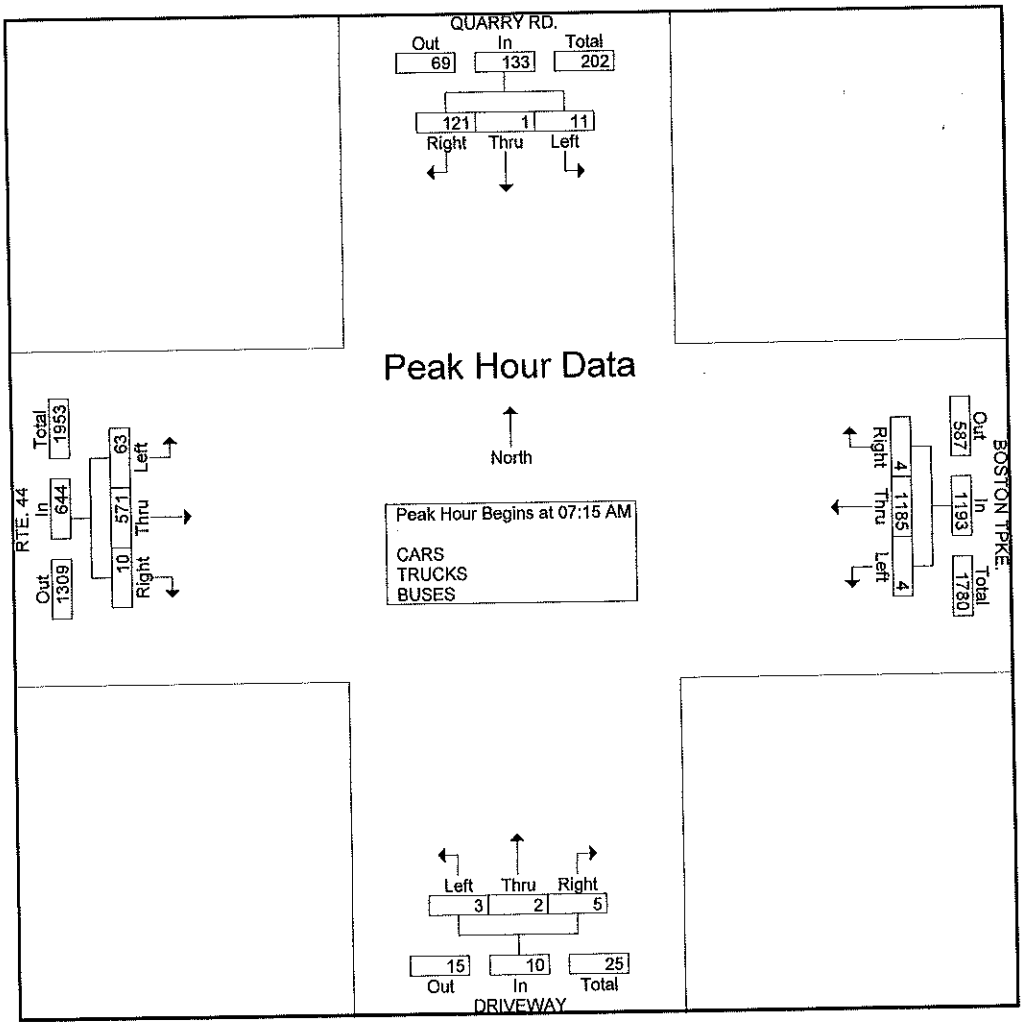
Rte. 44 Boston Tpke. at Quarry Rd./Driveway

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 3

	QUARRY RD. Southbound				BOSTON TPKE. Westbound				DRIVEWAY Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	29	0	2	31	1	**320**	1	**322**	2	0	**2**	**4**	2	**150**	13	165	**522**
07:30 AM	**41**	0	**4**	**45**	0	292	0	292	0	**1**	1	2	0	150	18	**168**	507
07:45 AM	37	0	3	40	1	305	1	307	0	1	0	1	**5**	133	**20**	158	506
08:00 AM	14	**1**	2	17	**2**	268	**2**	272	**3**	0	0	3	3	138	12	153	445
Total Volume	121	1	11	133	4	1185	4	1193	5	2	3	10	10	571	63	644	1980
% App. Total	91	0.8	8.3		0.3	99.3	0.3		50	20	30		1.6	88.7	9.8		
PHF	.738	.250	.688	.739	.500	.926	.500	.926	.417	.500	.375	.625	.500	.952	.788	.958	.948

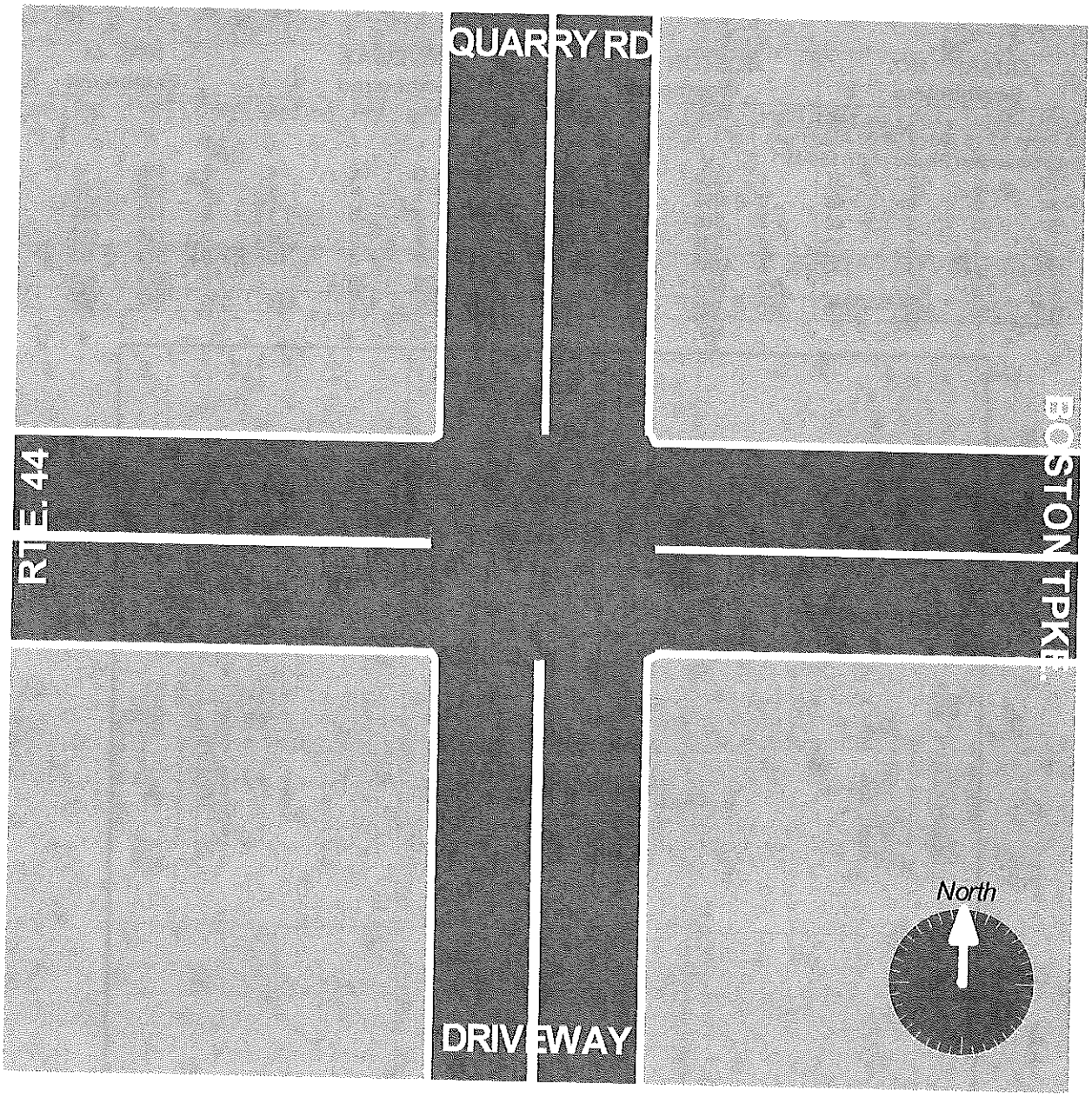


Rte. 44 Boston Tpke. at Quarry Rd./Driveway

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 4



Rte. 44 Boston Tpke. at Quarry Rd./Driveway

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 5

Groups Printed- CARS

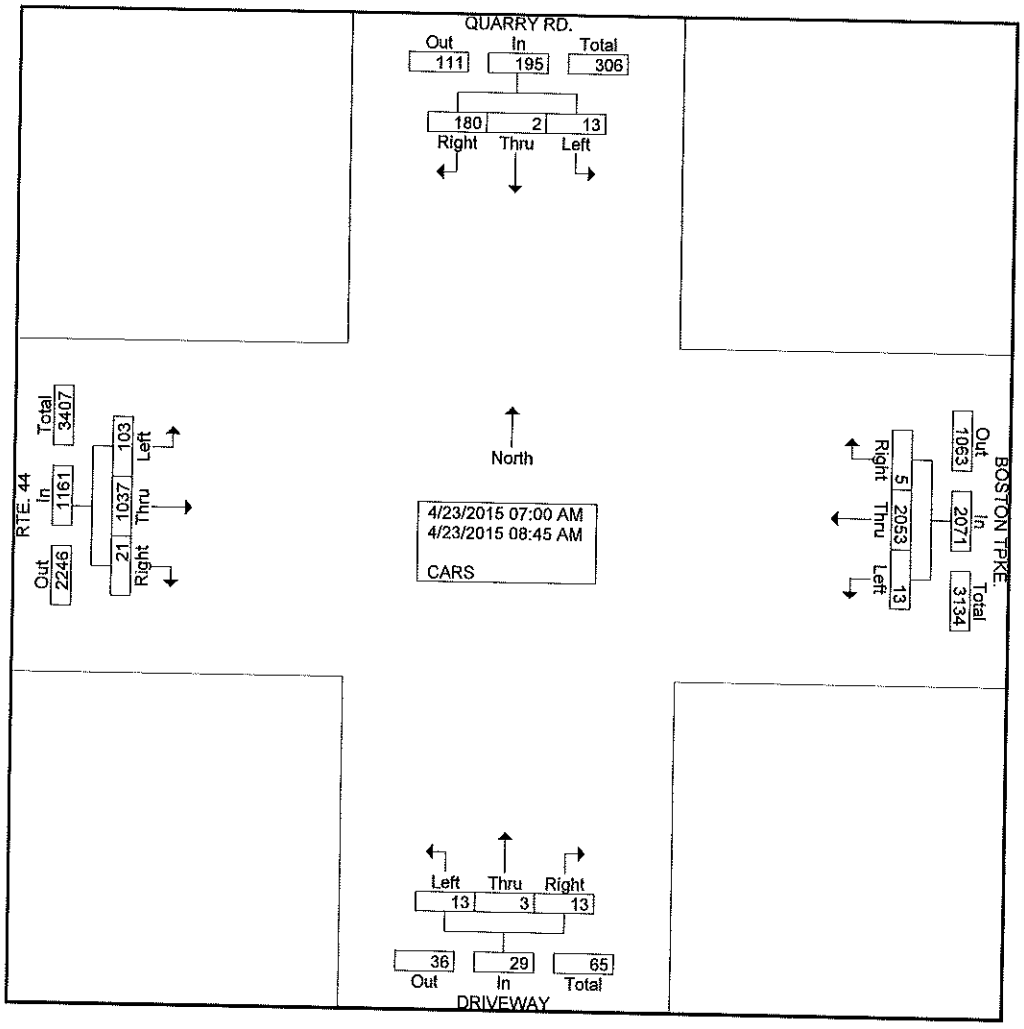
	QUARRY RD. Southbound				BOSTON TPKE. Westbound				DRIVEWAY Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	15	0	0	15	0	250	2	252	0	1	1	2	4	80	14	98	367
07:15 AM	29	0	2	31	1	317	1	319	2	0	2	4	2	146	13	161	515
07:30 AM	39	0	4	43	0	291	0	291	0	1	1	2	0	147	17	164	500
07:45 AM	37	0	3	40	1	305	1	307	0	1	0	1	5	130	20	155	503
Total	120	0	9	129	2	1163	4	1169	2	3	4	9	11	503	64	578	1885
08:00 AM	13	1	2	16	2	265	2	269	3	0	0	3	3	137	12	152	440
08:15 AM	21	0	2	23	0	234	3	237	4	0	2	6	3	143	7	153	419
08:30 AM	12	0	0	12	1	205	2	208	2	0	6	8	1	139	12	152	380
08:45 AM	14	1	0	15	0	186	2	188	2	0	1	3	3	115	8	126	332
Total	60	2	4	66	3	890	9	902	11	0	9	20	10	534	39	583	1571
Grand Total	180	2	13	195	5	2053	13	2071	13	3	13	29	21	1037	103	1161	3456
Apprch %	92.3	1	6.7		0.2	99.1	0.6		44.8	10.3	44.8		1.8	89.3	8.9		
Total %	5.2	0.1	0.4	5.6	0.1	59.4	0.4	59.9	0.4	0.1	0.4	0.8	0.6	30	3	33.6	

Rte. 44 Boston Tpke. at Quarry Rd./Driveway

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 6



Rte. 44 Boston Tpke. at Quarry Rd./Driveway

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 7

Groups Printed- TRUCKS

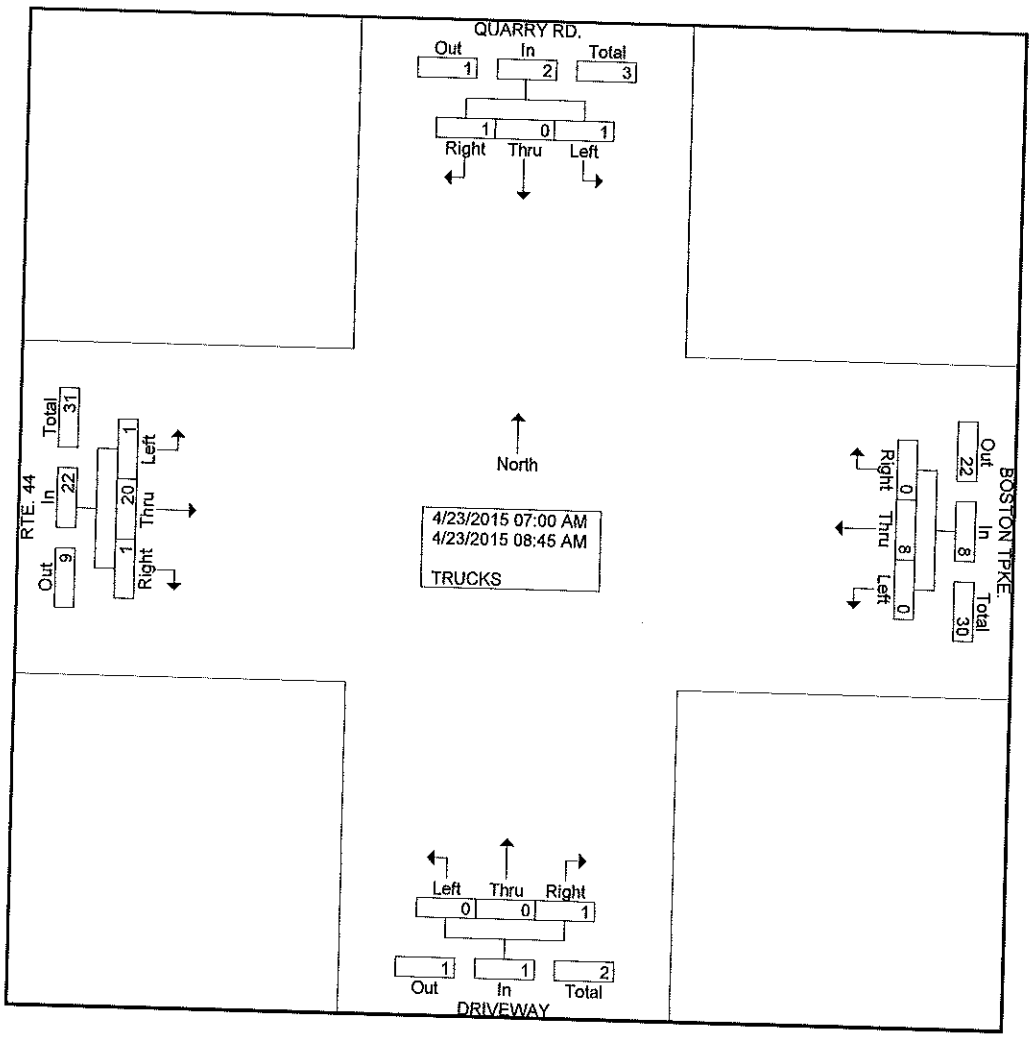
	QUARRY RD. Southbound				BOSTON TPKE. Westbound				DRIVEWAY Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	0	1	1	0	2	0	2	1	0	0	1	1	2	0	3	7
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	1	3	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	1	2	0	3	0	3	1	0	0	1	1	7	1	9	15
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	13	0	13	18
Grand Total	1	0	1	2	0	8	0	8	1	0	0	1	1	20	1	22	33
Apprch %	50	0	50		0	100	0		100	0	0		4.5	90.9	4.5		
Total %	3	0	3	6.1	0	24.2	0	24.2	3	0	0	3	3	60.6	3	66.7	

Rte. 44 Boston Tpke. at Quarry Rd./Driveway

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 8



Rte. 44 Boston Tpke. at Quarry Rd./Driveway

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 9

Groups Printed- BUSES

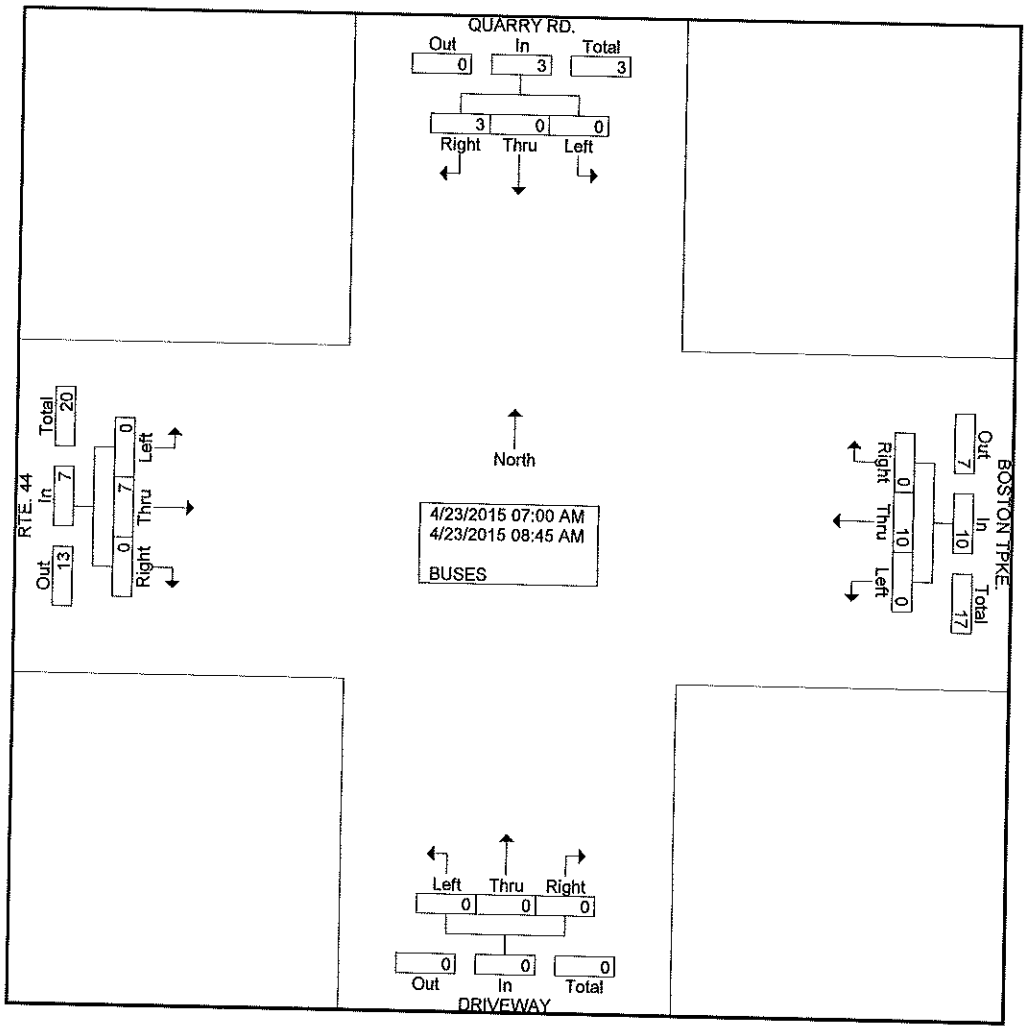
	QUARRY RD. Southbound				BOSTON TPKE. Westbound				DRIVEWAY Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:30 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	1	0	0	1	0	4	0	4	0	0	0	0	0	5	0	5	10
08:00 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
08:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	2	0	0	2	0	6	0	6	0	0	0	0	0	2	0	2	10
Grand Total	3	0	0	3	0	10	0	10	0	0	0	0	0	7	0	7	20
Apprch %	100	0	0		0	100	0		0	0	0		0	100	0		
Total %	15	0	0	15	0	50	0	50	0	0	0	0	0	35	0	35	

Rte. 44 Boston Tpke. at Quarry Rd./Driveway

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 10



Rte. 44 Boston Tpke. at South Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

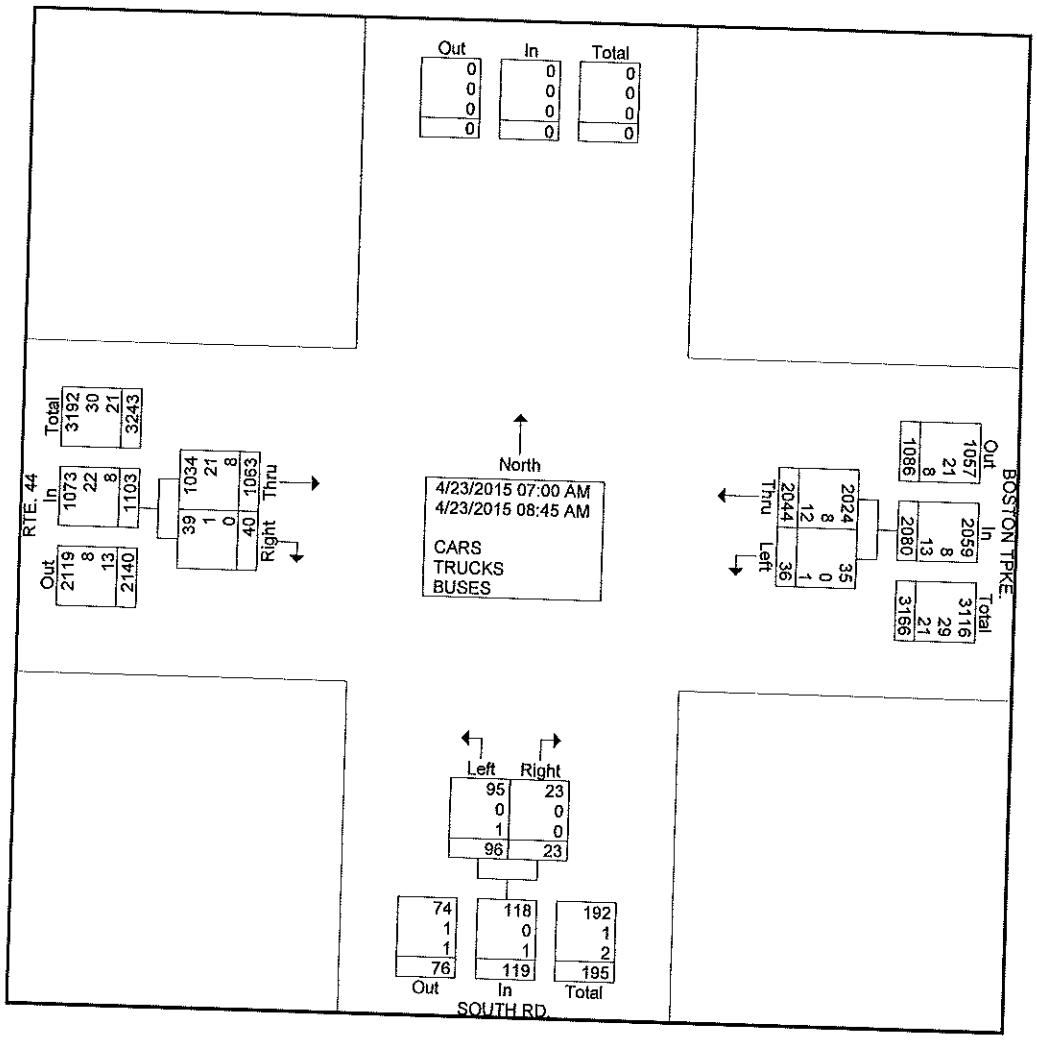
	Southbound	BOSTON TPKE. Westbound			SOUTH RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	0	247	3	250	0	17	17	3	81	84	351
07:15 AM	0	312	2	314	1	10	11	11	139	150	475
07:30 AM	0	294	5	299	2	12	14	5	153	158	471
07:45 AM	0	319	9	328	0	8	8	4	132	136	472
Total	0	1172	19	1191	3	47	50	23	505	528	1769
08:00 AM	0	251	7	258	6	18	24	3	137	140	422
08:15 AM	0	219	4	223	6	10	16	5	155	160	399
08:30 AM	0	216	3	219	4	7	11	6	143	149	379
08:45 AM	0	186	3	189	4	14	18	3	123	126	333
Total	0	872	17	889	20	49	69	17	558	575	1533
Grand Total	0	2044	36	2080	23	96	119	40	1063	1103	3302
Apprch %		98.3	1.7		19.3	80.7		3.6	96.4		
Total %	0	61.9	1.1	63	0.7	2.9	3.6	1.2	32.2	33.4	
CARS	0	2024	35	2059	23	95	118	39	1034	1073	3250
% CARS	0	99	97.2	99	100	99	99.2	97.5	97.3	97.3	98.4
TRUCKS	0	8	0	8	0	0	0	1	21	22	30
% TRUCKS	0	0.4	0	0.4	0	0	0	2.5	2	2	0.9
BUSES	0	12	1	13	0	1	1	0	8	8	22
% BUSES	0	0.6	2.8	0.6	0	1	0.8	0	0.8	0.7	0.7

Rte. 44 Boston Tpke. at South Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 2



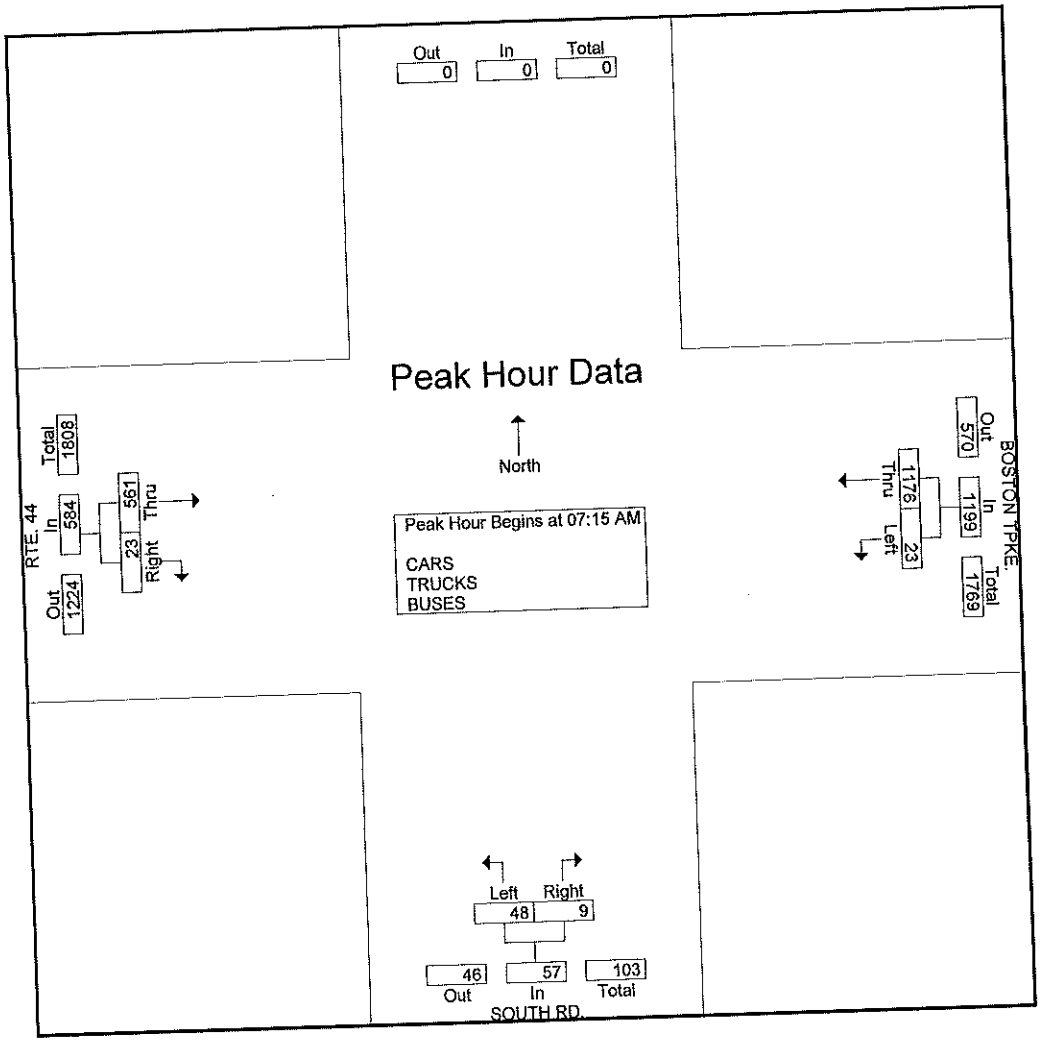
Rte. 44 Boston Tpke. at South Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 3

	Southbound	BOSTON TPKE. Westbound			SOUTH RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	0	312	2	314	1	10	11	**11**	139	150	**475**
07:30 AM	0	294	5	299	2	12	14	5	**153**	**158**	471
07:45 AM	0	**319**	**9**	**328**	0	8	8	4	132	136	472
08:00 AM	0	251	7	258	**6**	**18**	**24**	3	137	140	422
Total Volume	0	1176	23	1199	9	48	57	23	561	584	1840
% App. Total		98.1	1.9		15.8	84.2		3.9	96.1		
PHF	.000	.922	.639	.914	.375	.667	.594	.523	.917	.924	.968

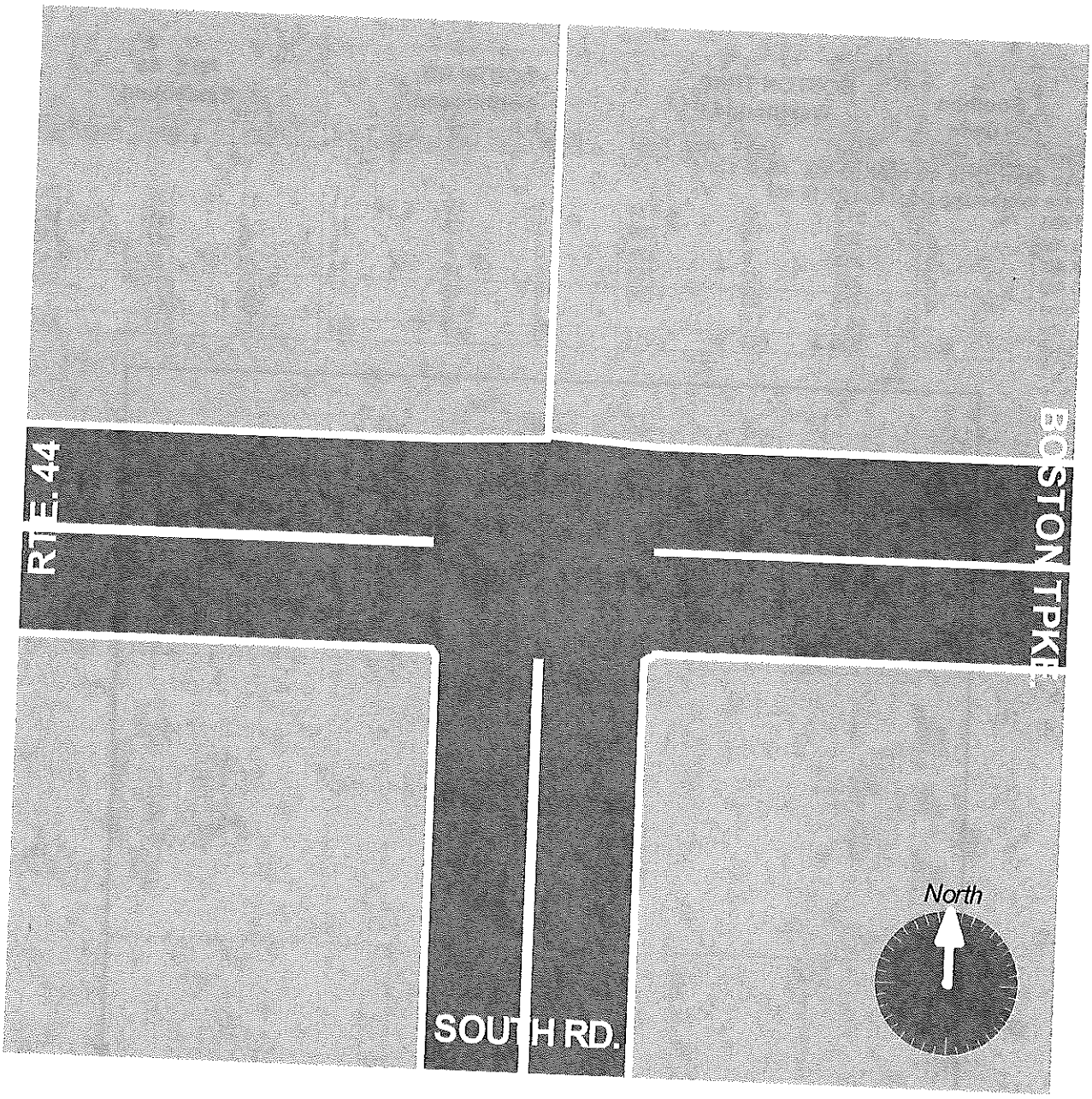


Rte. 44 Boston Tpke. at South Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 4



Rte. 44 Boston Tpke. at South Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 5

CARS
PEAK HOUR
7:15 TO 8:15 A.M.

Groups Printed- CARS

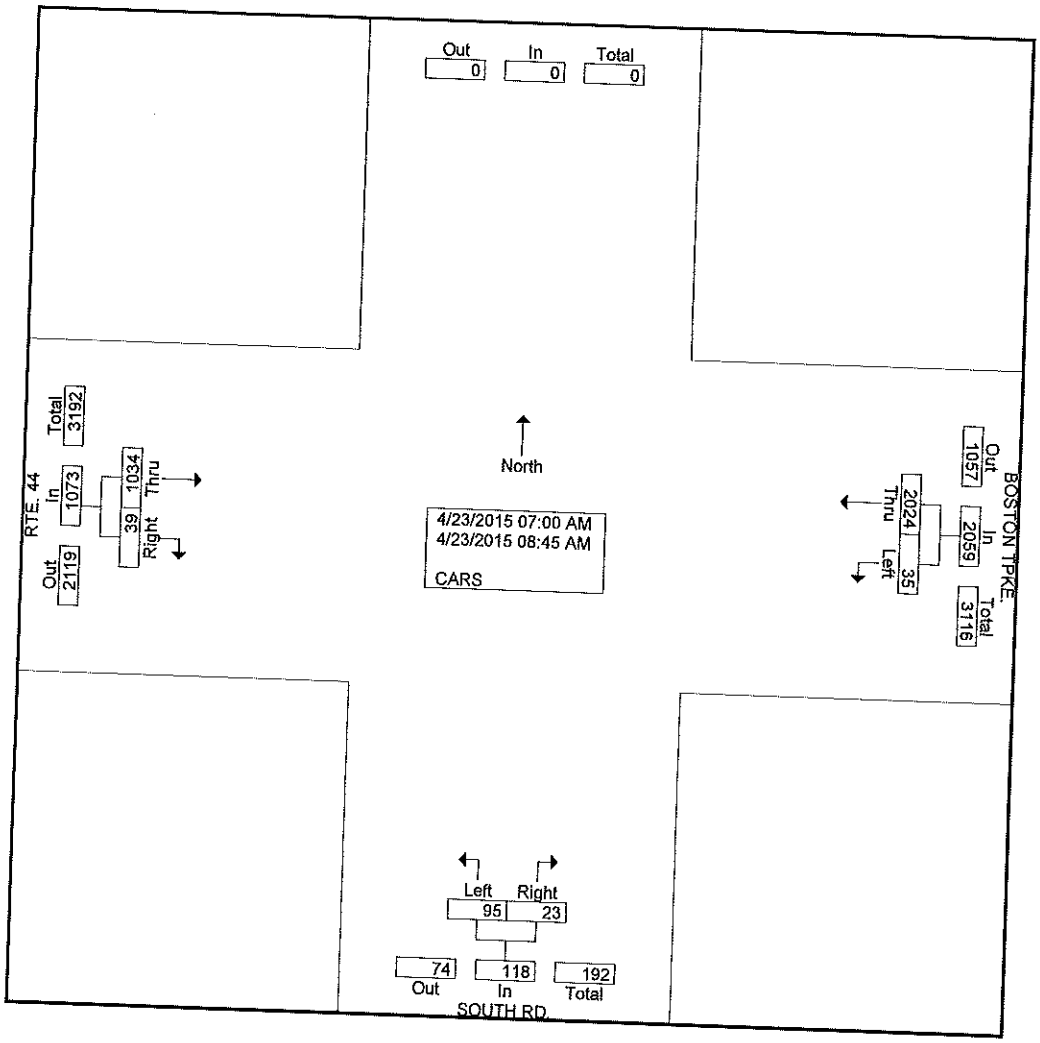
	Southbound	BOSTON TPKE. Westbound			SOUTH RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	0	242	3	245	0	17	17	2	77	79	341
07:15 AM	0	310	2	312	1	10	11	11	136	147	470
07:30 AM	0	293	4	297	2	12	14	5	149	154	465
07:45 AM	0	317	9	326	0	8	8	4	129	133	467
Total	0	1162	18	1180	3	47	50	22	491	513	1743
08:00 AM	0	248	7	255	6	17	23	3	136	139	417
08:15 AM	0	218	4	222	6	10	16	5	151	156	394
08:30 AM	0	211	3	214	4	7	11	6	138	144	369
08:45 AM	0	185	3	188	4	14	18	3	118	121	327
Total	0	862	17	879	20	48	68	17	543	560	1507
Grand Total	0	2024	35	2059	23	95	118	39	1034	1073	3250
Apprch %		98.3	1.7		19.5	80.5		3.6	96.4		
Total %	0	62.3	1.1	63.4	0.7	2.9	3.6	1.2	31.8	33	

Rte. 44 Boston Tpke. at South Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 6



Rte. 44 Boston Tpke. at South Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 7

Groups Printed- TRUCKS

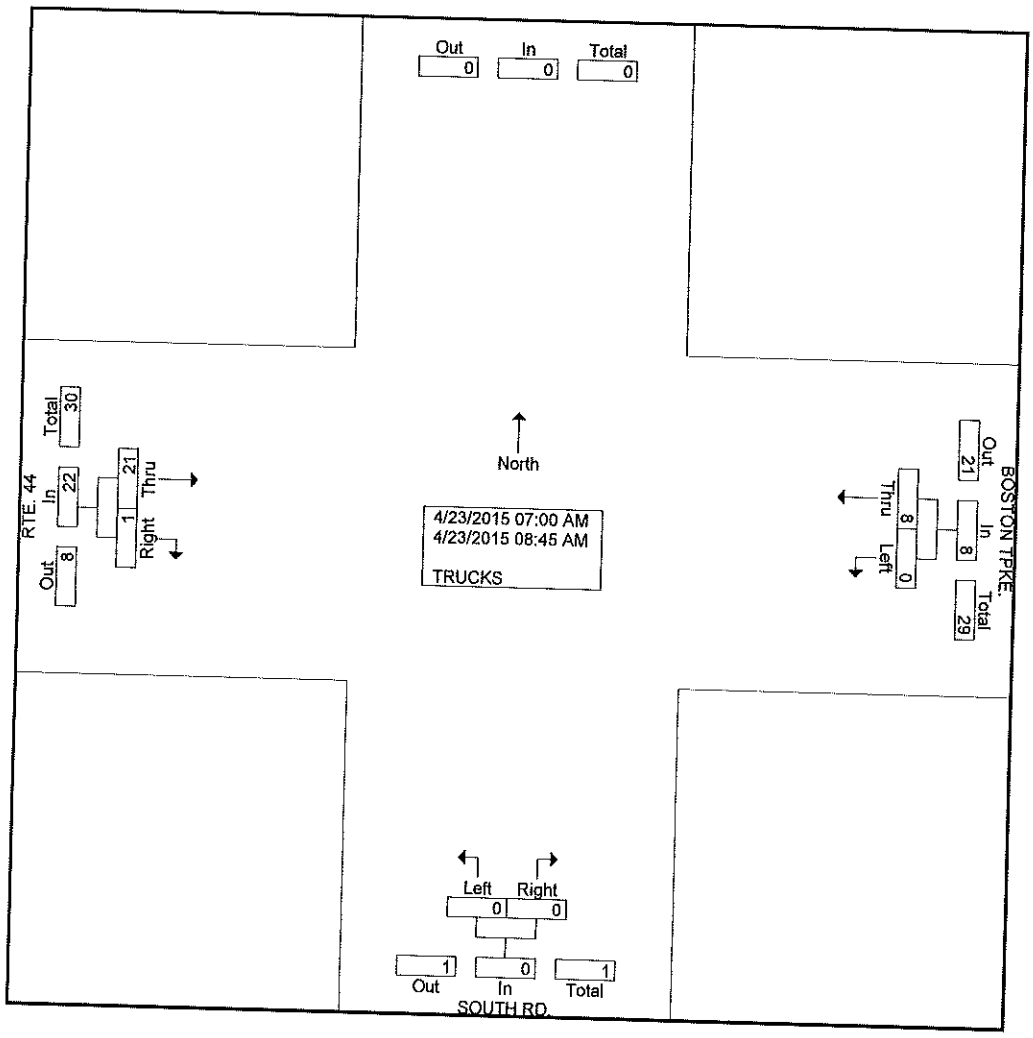
	Southbound	BOSTON TPKE. Westbound			SOUTH RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	0	3	0	3	0	0	0	1	3	4	7
07:15 AM	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	3	3	3
07:45 AM	0	0	0	0	0	0	0	0	1	1	1
Total	0	3	0	3	0	0	0	1	8	9	12
08:00 AM	0	1	0	1	0	0	0	0	1	1	2
08:15 AM	0	1	0	1	0	0	0	0	3	3	4
08:30 AM	0	3	0	3	0	0	0	0	4	4	7
08:45 AM	0	0	0	0	0	0	0	0	5	5	5
Total	0	5	0	5	0	0	0	0	13	13	18
Grand Total	0	8	0	8	0	0	0	1	21	22	30
Apprch %		100	0		0	0		4.5	95.5		
Total %	0	26.7	0	26.7	0	0	0	3.3	70	73.3	

Rte. 44 Boston Tpke. at South Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 8



Rte. 44 Boston Tpke. at South Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 9

Groups Printed- BUSES

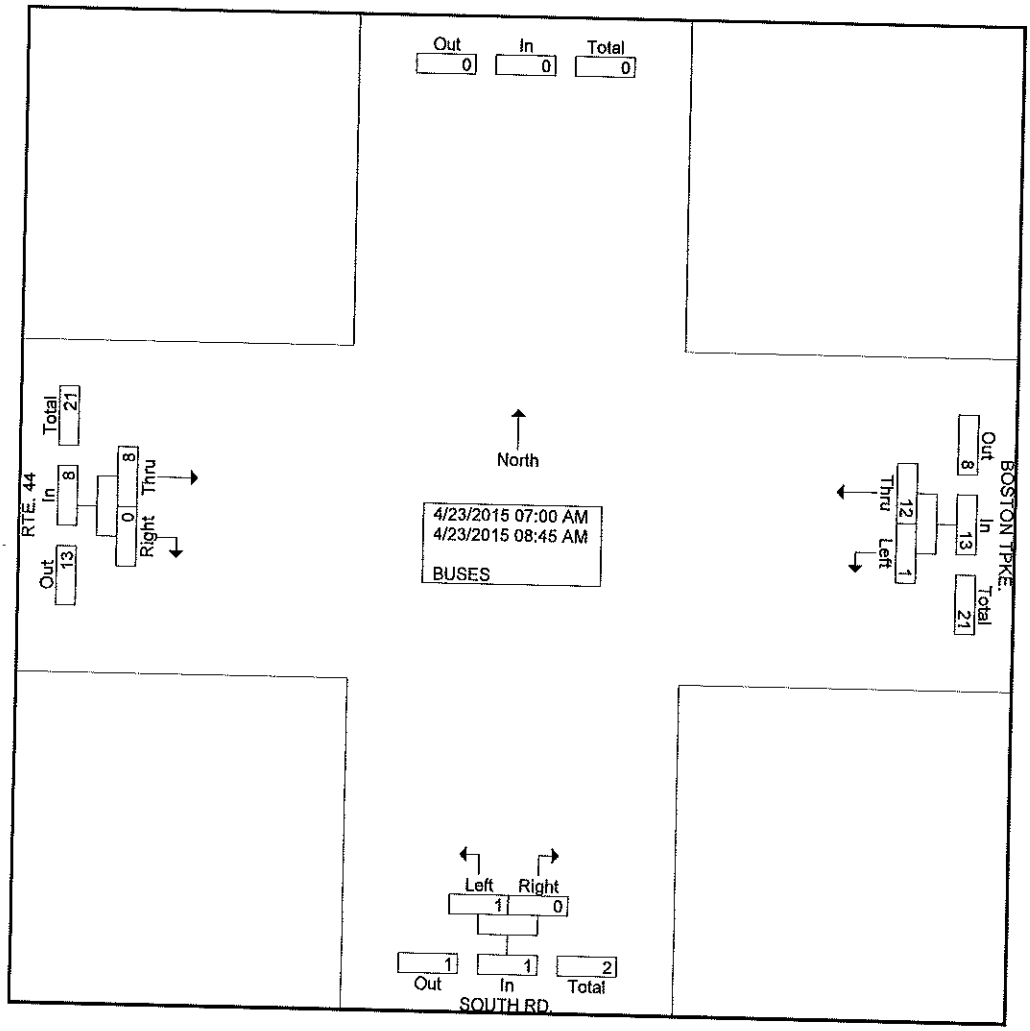
	Southbound	BOSTON TPKE. Westbound			SOUTH RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	1	1	3
07:15 AM	0	2	0	2	0	0	0	0	2	2	4
07:30 AM	0	1	1	2	0	0	0	0	1	1	3
07:45 AM	0	2	0	2	0	0	0	0	2	2	4
Total	0	7	1	8	0	0	0	0	6	6	14
08:00 AM	0	2	0	2	0	1	1	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	2	0	2	0	0	0	0	1	1	3
08:45 AM	0	1	0	1	0	0	0	0	0	0	1
Total	0	5	0	5	0	1	1	0	2	2	8
Grand Total	0	12	1	13	0	1	1	0	8	8	22
Apprch %		92.3	7.7		0	100		0	100		
Total %	0	54.5	4.5	59.1	0	4.5	4.5	0	36.4	36.4	

Rte. 44 Boston Tpke. at South Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 10



Rte. 44 Boston Tpke. at Tolland Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

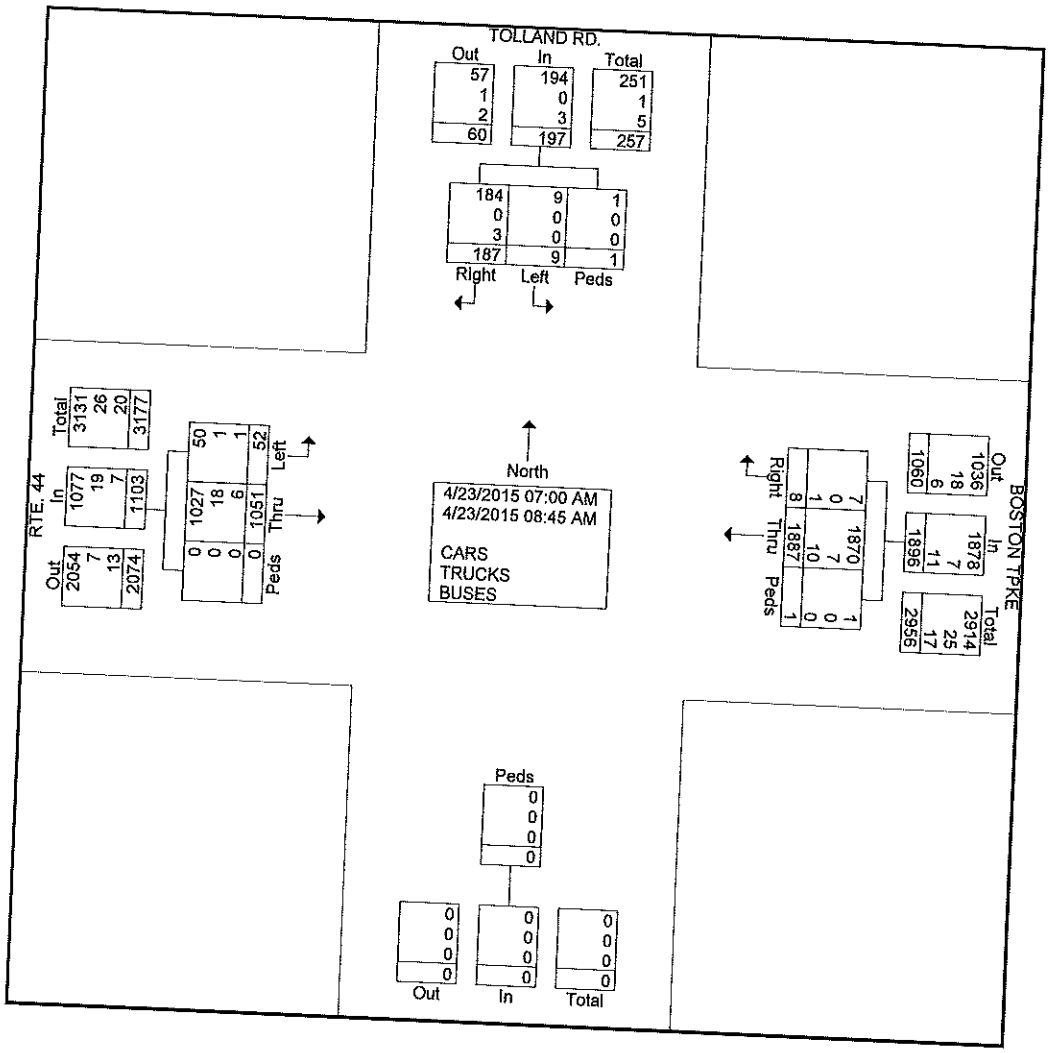
	TOLLAND RD. Southbound				BOSTON TPKE Westbound				Northbound		RTE. 44 Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	30	1	0	31	1	224	0	225	0	0	90	2	0	92	348
07:15 AM	20	0	0	20	0	293	1	294	0	0	131	3	0	134	448
07:30 AM	28	0	0	28	1	276	0	277	0	0	156	6	0	162	467
07:45 AM	31	1	0	32	1	302	0	303	0	0	126	17	0	143	478
Total	109	2	0	111	3	1095	1	1099	0	0	503	28	0	531	1741
08:00 AM	24	2	0	26	2	221	0	223	0	0	137	5	0	142	391
08:15 AM	26	0	0	26	1	201	0	202	0	0	147	6	0	153	381
08:30 AM	18	0	0	18	0	198	0	198	0	0	149	9	0	158	374
08:45 AM	10	5	1	16	2	172	0	174	0	0	115	4	0	119	309
Total	78	7	1	86	5	792	0	797	0	0	548	24	0	572	1455
Grand Total	187	9	1	197	8	1887	1	1896	0	0	1051	52	0	1103	3196
Apprch %	94.9	4.6	0.5		0.4	99.5	0.1		0		95.3	4.7	0		
Total %	5.9	0.3	0	6.2	0.3	59	0	59.3	0	0	32.9	1.6	0	34.5	
CARS	184	9	1	194	7	1870	1	1878	0	0	1027	50	0	1077	3149
% CARS	98.4	100	100	98.5	87.5	99.1	100	99.1	0	0	97.7	96.2	0	97.6	98.5
TRUCKS	0	0	0	0	0	7	0	7	0	0	18	1	0	19	26
% TRUCKS	0	0	0	0	0	0.4	0	0.4	0	0	1.7	1.9	0	1.7	0.8
BUSES	3	0	0	3	1	10	0	11	0	0	6	1	0	7	21
% BUSES	1.6	0	0	1.5	12.5	0.5	0	0.6	0	0	0.6	1.9	0	0.6	0.7

Rte. 44 Boston Tpke. at Tolland Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 2



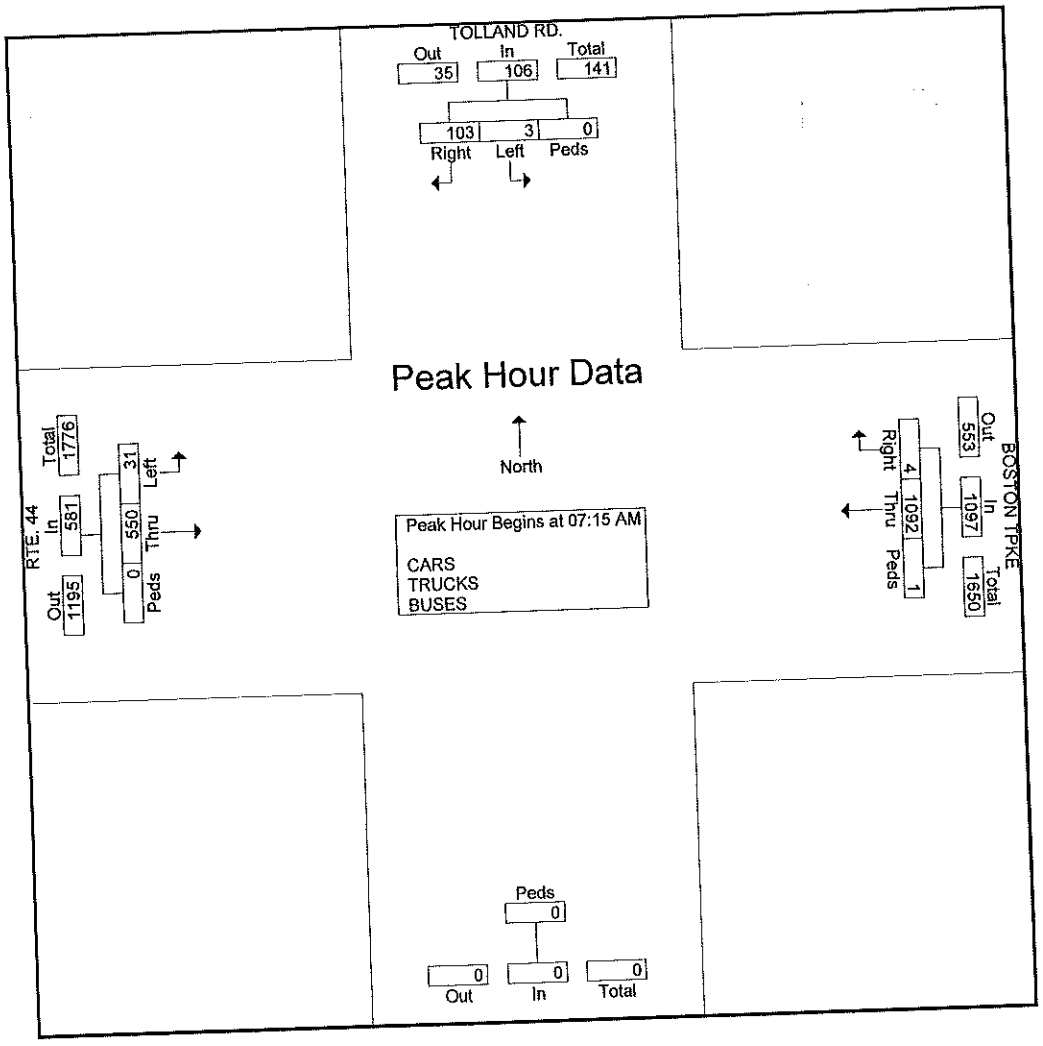
Rte. 44 Boston Tpke. at Tolland Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 3

	TOLLAND RD. Southbound				BOSTON TPKE Westbound				Northbound		RTE. 44 Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:15 AM															
07:15 AM	20	0	0	20	0	293	1	294	0	0	131	3	0	134	448
07:30 AM	28	0	0	28	1	276	0	277	0	0	**156**	6	0	**162**	467
07:45 AM	**31**	1	0	**32**	1	**302**	0	**303**	0	0	126	**17**	0	143	**478**
08:00 AM	24	**2**	0	26	**2**	221	0	223	0	0	137	5	0	142	391
Total Volume	103	3	0	106	4	1092	1	1097	0	0	550	31	0	581	1784
% App. Total	97.2	2.8	0		0.4	99.5	0.1		0		94.7	5.3	0		
PHF	.831	.375	.000	.828	.500	.904	.250	.905	.000	.000	.881	.456	.000	.897	.933

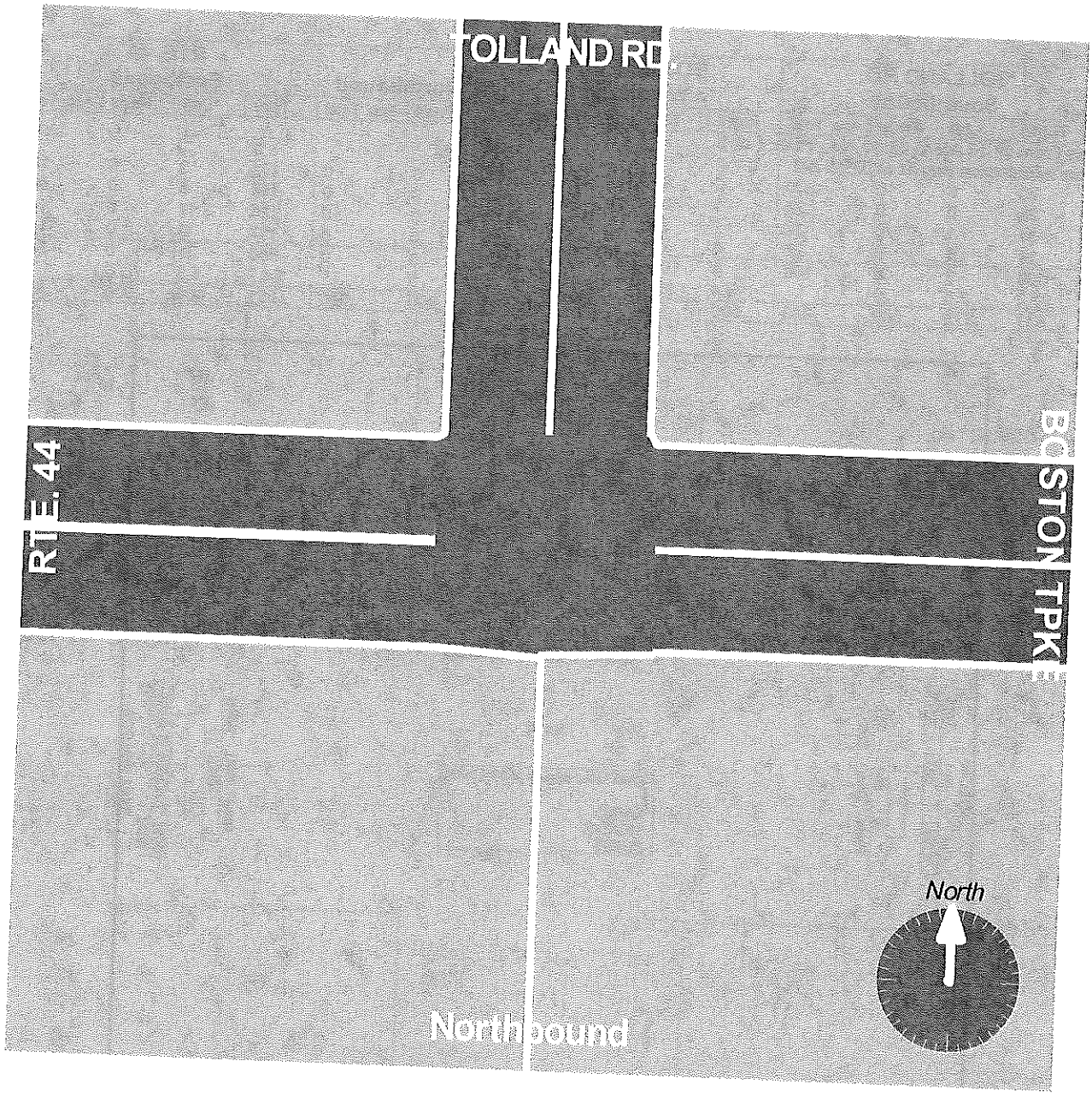


Rte. 44 Boston Tpke. at Tolland Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 4



Rte. 44 Boston Tpke. at Tolland Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 5

Groups Printed- CARS

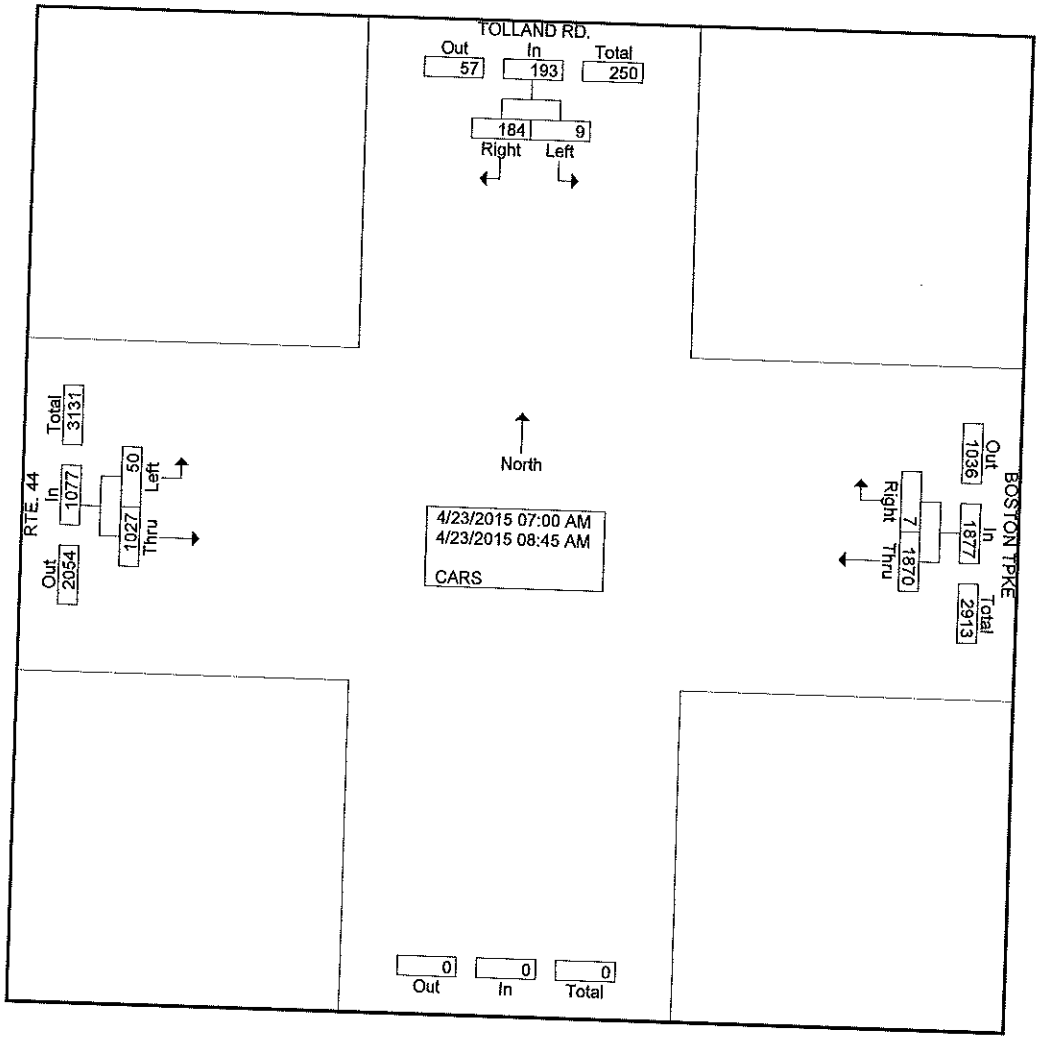
	TOLLAND RD. Southbound			BOSTON TPKE Westbound			Northbound	RTE. 44 Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
07:00 AM	29	1	30	1	220	221	0	86	2	88	339
07:15 AM	20	0	20	0	291	291	0	129	3	132	443
07:30 AM	28	0	28	0	274	274	0	153	5	158	460
07:45 AM	29	1	30	1	302	303	0	124	17	141	474
Total	106	2	108	2	1087	1089	0	492	27	519	1716
08:00 AM	24	2	26	2	218	220	0	136	5	141	387
08:15 AM	26	0	26	1	200	201	0	144	5	149	376
08:30 AM	18	0	18	0	194	194	0	145	9	154	366
08:45 AM	10	5	15	2	171	173	0	110	4	114	302
Total	78	7	85	5	783	788	0	535	23	558	1431
Grand Total	184	9	193	7	1870	1877	0	1027	50	1077	3147
Apprch %	95.3	4.7		0.4	99.6			95.4	4.6		
Total %	5.8	0.3	6.1	0.2	59.4	59.6	0	32.6	1.6	34.2	

Rte. 44 Boston Tpke. at Tolland Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 6



Rte. 44 Boston Tpke. at Tolland Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 7

Groups Printed- TRUCKS

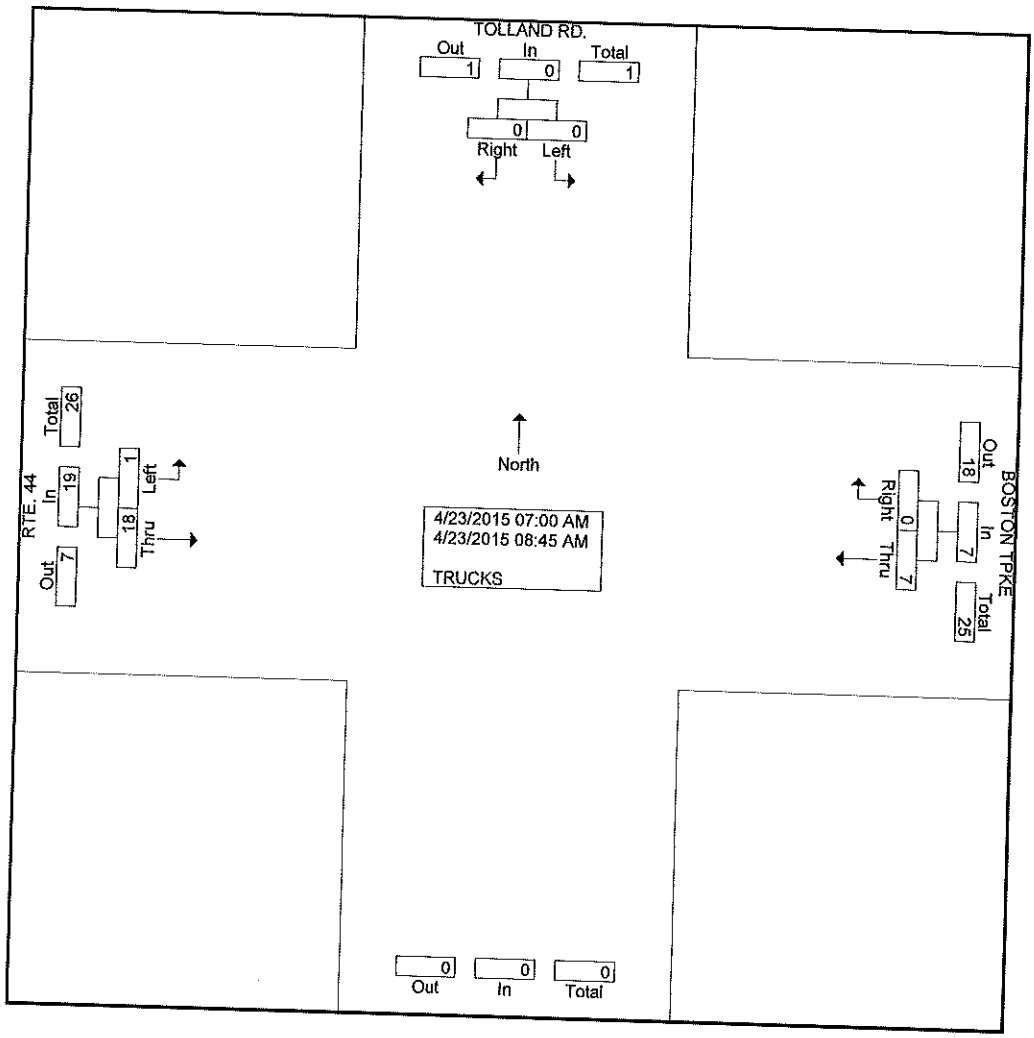
	TOLLAND RD. Southbound			BOSTON TPKE Westbound			Northbound	RTE. 44 Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
07:00 AM	0	0	0	0	3	3	0	3	0	3	6
07:15 AM	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	3	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	7	0	7	10
08:00 AM	0	0	0	0	1	1	0	1	0	1	2
08:15 AM	0	0	0	0	1	1	0	2	1	3	4
08:30 AM	0	0	0	0	2	2	0	3	0	3	5
08:45 AM	0	0	0	0	0	0	0	5	0	5	5
Total	0	0	0	0	4	4	0	11	1	12	16
Grand Total	0	0	0	0	7	7	0	18	1	19	26
Apprch %	0	0		0	100			94.7	5.3		
Total %	0	0	0	0	26.9	26.9	0	69.2	3.8	73.1	

Rte. 44 Boston Tpke. at Tolland Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 8



Rte. 44 Boston Tpke. at Tolland Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 9

Groups Printed- BUSES

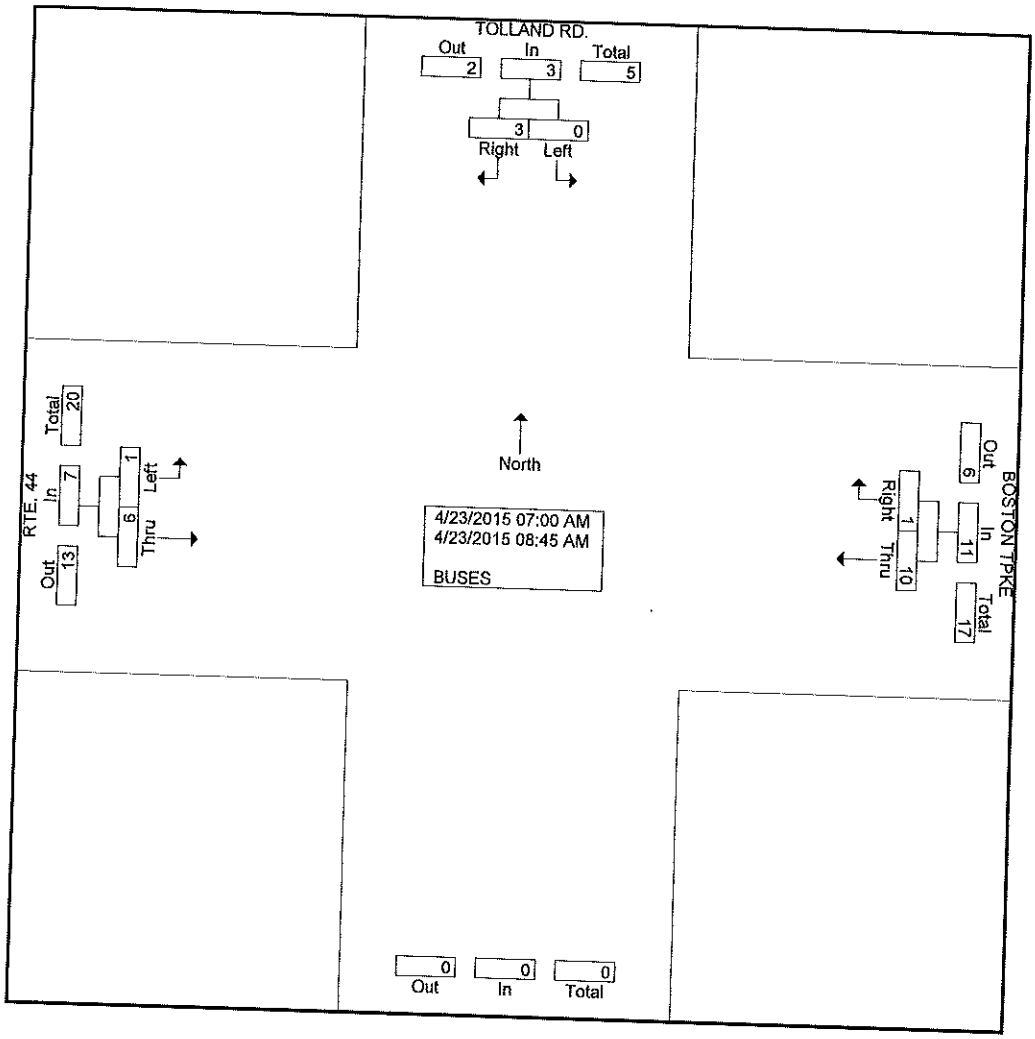
	TOLLAND RD. Southbound			BOSTON TPKE Westbound			Northbound	RTE. 44 Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
07:00 AM	1	0	1	0	1	1	0	1	0	1	3
07:15 AM	0	0	0	0	2	2	0	1	0	1	3
07:30 AM	0	0	0	1	2	3	0	0	1	1	4
07:45 AM	2	0	2	0	0	0	0	2	0	2	4
Total	3	0	3	1	5	6	0	4	1	5	14
08:00 AM	0	0	0	0	2	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	2	2	0	1	0	1	3
08:45 AM	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	5	5	0	2	0	2	7
Grand Total	3	0	3	1	10	11	0	6	1	7	21
Apprch %	100	0		9.1	90.9			85.7	14.3		
Total %	14.3	0	14.3	4.8	47.6	52.4	0	28.6	4.8	33.3	

Rte. 44 Boston Tpke. at Tolland Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 10



Rte. 44 Boston Tpke. at Grant Hill Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

LL VEHICLES
EAK HOUR
:15 TO 8:15 A.M.

File Name : 893-4TH
Site Code : 00000004
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

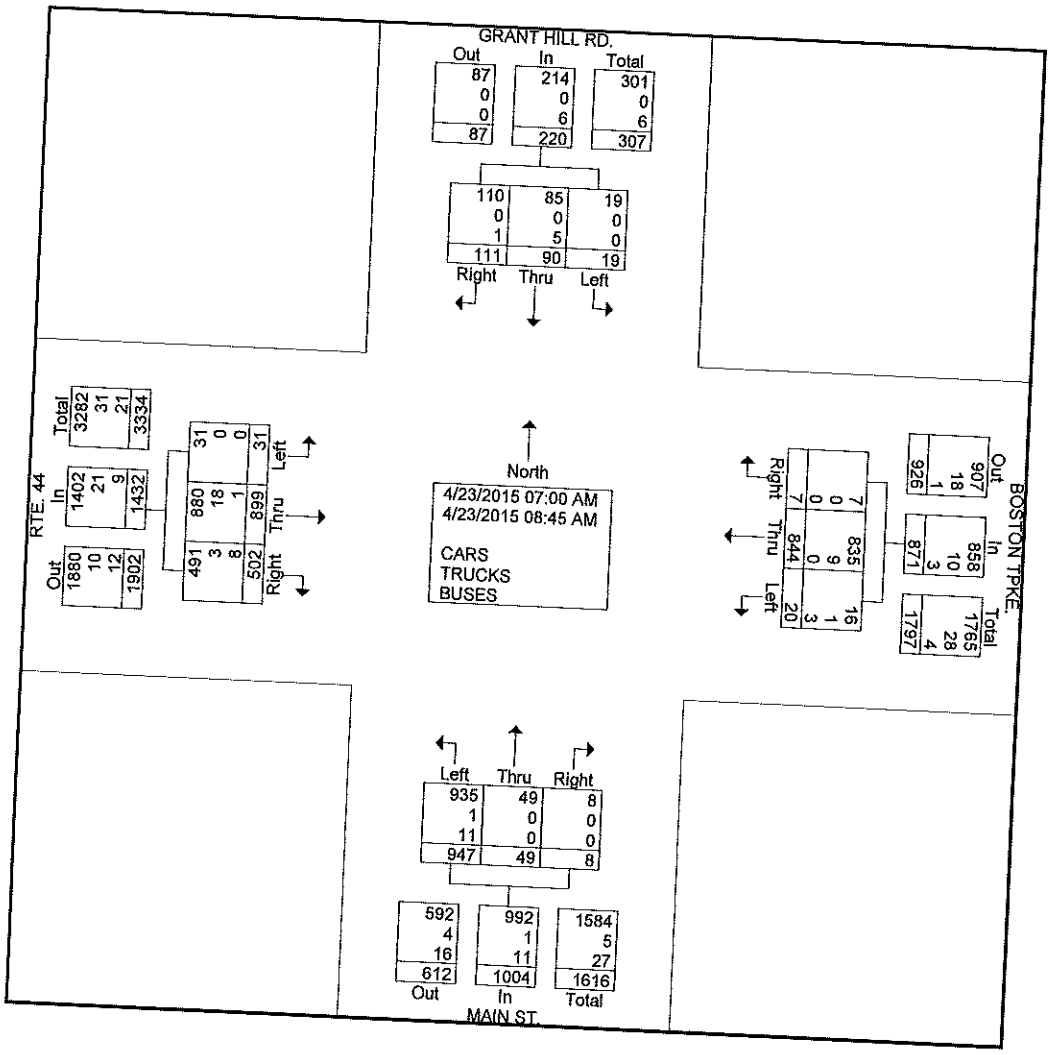
	GRANT HILL RD. Southbound				BOSTON TPKE. Westbound				MAIN ST. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	8	6	1	15	1	109	10	120	1	1	112	114	64	68	3	135	384
07:15 AM	16	14	3	33	0	102	1	103	0	7	139	146	77	96	2	175	457
07:30 AM	24	9	4	37	1	127	0	128	1	8	155	164	70	124	5	199	528
07:45 AM	18	13	3	34	2	105	2	109	1	4	131	136	65	105	6	176	455
Total	66	42	11	119	4	443	13	460	3	20	537	560	276	393	16	685	1824
08:00 AM	15	22	1	38	0	102	4	106	1	4	116	121	73	117	1	191	456
08:15 AM	10	13	2	25	0	105	1	106	1	9	108	118	48	144	5	197	446
08:30 AM	10	3	5	18	2	105	1	108	1	10	98	109	40	135	2	177	412
08:45 AM	10	10	0	20	1	89	1	91	2	6	88	96	65	110	7	182	389
Total	45	48	8	101	3	401	7	411	5	29	410	444	226	506	15	747	1703
Grand Total	111	90	19	220	7	844	20	871	8	49	947	1004	502	899	31	1432	3527
Apprch %	50.5	40.9	8.6		0.8	96.9	2.3		0.8	4.9	94.3		35.1	62.8	2.2		
Total %	3.1	2.6	0.5	6.2	0.2	23.9	0.6	24.7	0.2	1.4	26.9	28.5	14.2	25.5	0.9	40.6	
CARS	110	85	19	214	7	835	16	858	8	49	935	992	491	880	31	1402	3466
% CARS	99.1	94.4	100	97.3	100	98.9	80	98.5	100	100	98.7	98.8	97.8	97.9	100	97.9	98.3
TRUCKS	0	0	0	0	0	9	1	10	0	0	1	1	3	18	0	21	32
% TRUCKS	0	0	0	0	0	1.1	5	1.1	0	0	0.1	0.1	0.6	2	0	1.5	0.9
BUSES	1	5	0	6	0	0	3	3	0	0	11	11	8	1	0	9	29
% BUSES	0.9	5.6	0	2.7	0	0	15	0.3	0	0	1.2	1.1	1.6	0.1	0	0.6	0.8

Rte. 44 Boston Tpke. at Grant Hill Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-4TH
Site Code : 00000004
Start Date : 4/23/2015
Page No : 2



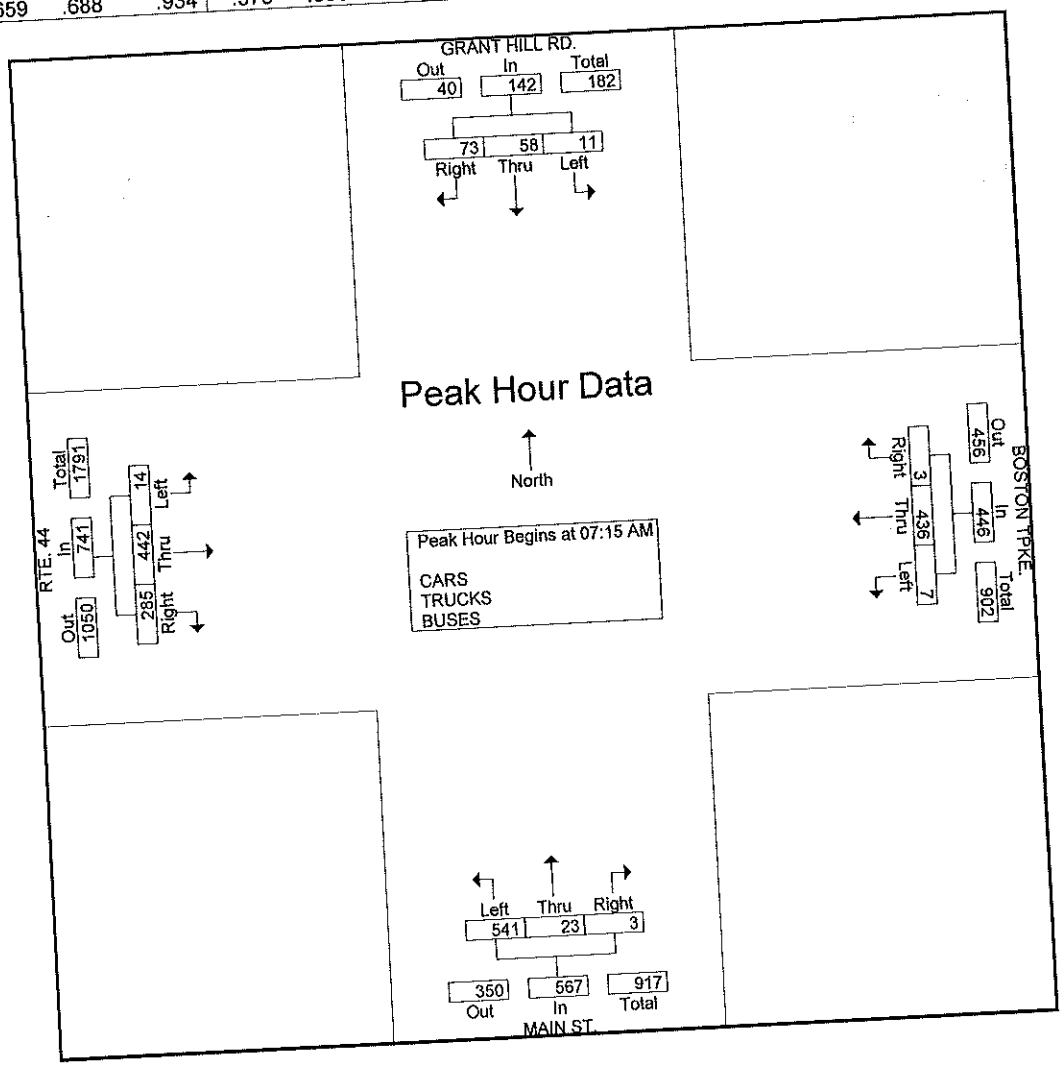
Rte. 44 Boston Tpke. at Grant Hill Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

File Name : 893-4TH
Site Code : 00000004
Start Date : 4/23/2015
Page No : 3

L VEHICLES
AK HOUR
5 TO 8:15 A.M.

	GRANT HILL RD. Southbound				BOSTON TPKE. Westbound				MAIN ST. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	16	14	3	33	0	102	1	103	0	7	139	146	**77**	96	2	175	457
07:30 AM	**24**	9	**4**	37	1	**127**	0	**128**	**1**	**8**	**155**	**164**	70	**124**	5	**199**	**528**
07:45 AM	18	13	3	34	**2**	105	2	109	1	4	131	136	65	105	**6**	176	455
08:00 AM	15	**22**	1	**38**	0	102	**4**	106	1	4	116	121	73	117	1	191	456
Total Volume	73	58	11	142	3	436	7	446	3	23	541	567	285	442	14	741	1896
% App. Total	51.4	40.8	7.7		0.7	97.8	1.6		0.5	4.1	95.4		38.5	59.6	1.9		
PHF	.760	.659	.688	.934	.375	.858	.438	.871	.750	.719	.873	.864	.925	.891	.583	.931	.898

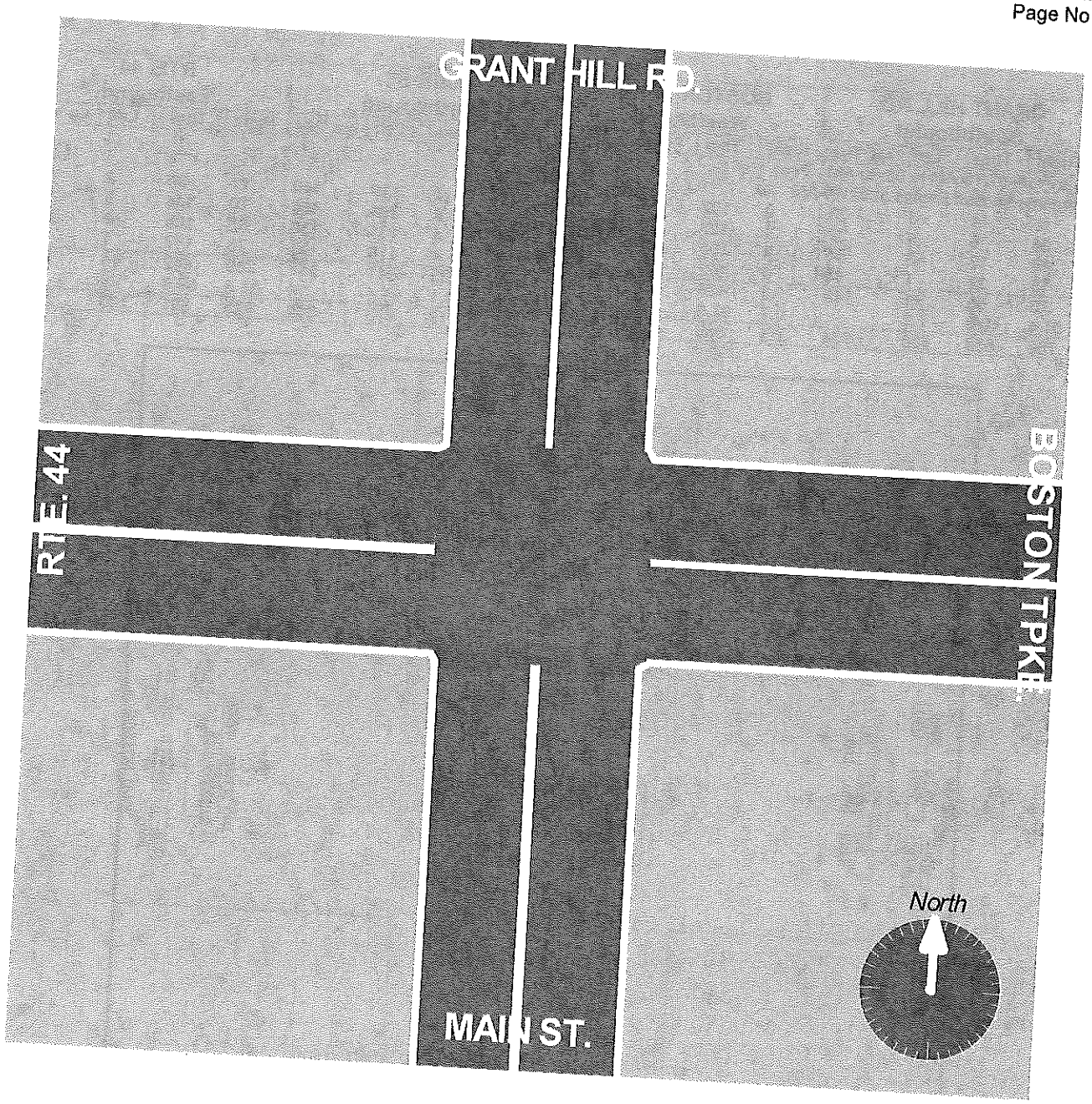


Rte. 44 Boston Tpke. at Grant Hill Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-4T
Site Code : 000000
Start Date : 4/23/20
Page No : 4



Rte. 44 Boston Tpke. at Grant Hill Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

File Name : 893-4TH
Site Code : 00000004
Start Date : 4/23/2015
Page No : 5

ARS
EAK HOUR
15 TO 8:15 A.M.

Groups Printed- CARS

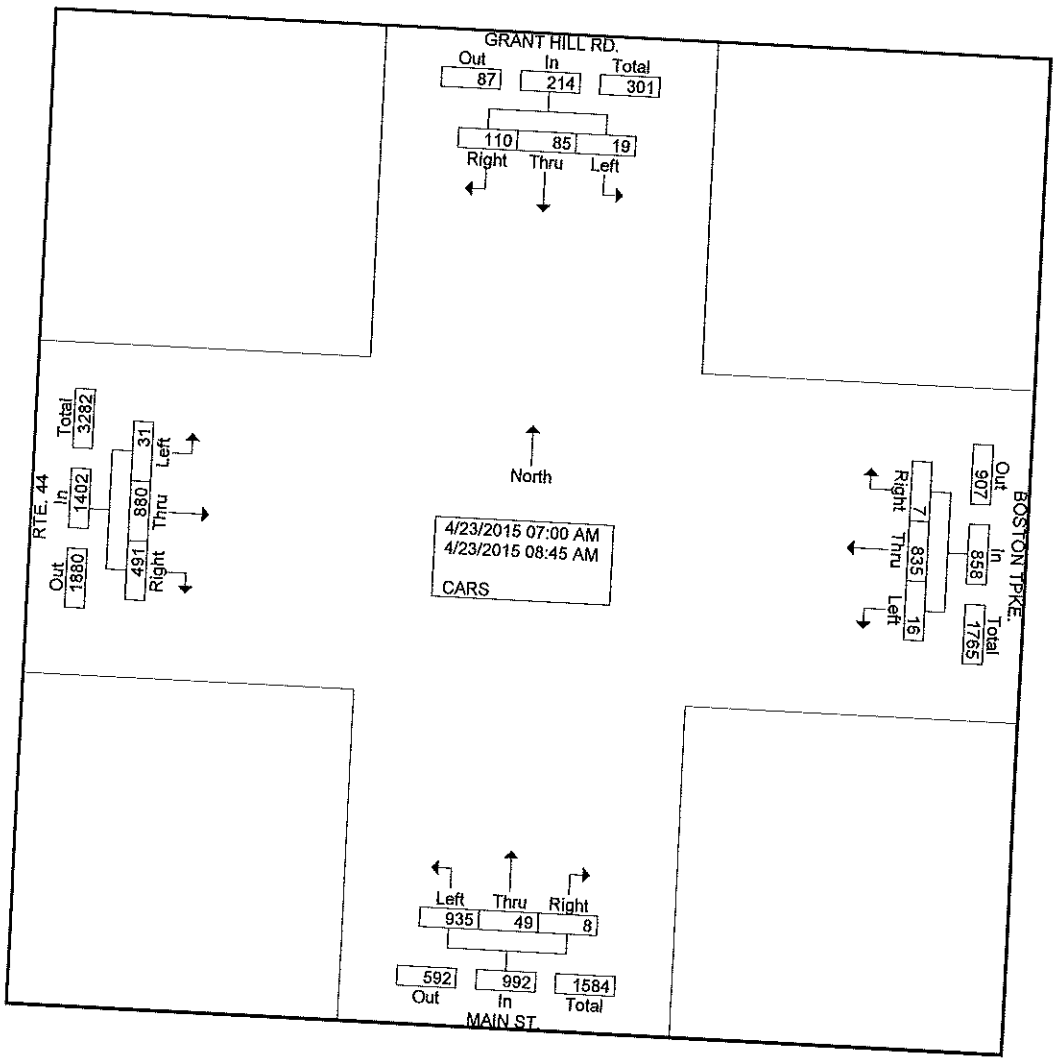
	GRANT HILL RD. Southbound				BOSTON TPKE. Westbound				MAIN ST. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	8	4	1	13	1	106	9	116	1	1	110	112	62	65	3	130	371
07:15 AM	16	14	3	33	0	102	1	103	0	7	137	144	75	96	2	173	453
07:30 AM	24	9	4	37	1	127	0	128	1	8	152	161	69	122	5	196	522
07:45 AM	18	13	3	34	2	105	2	109	1	4	131	136	62	104	6	172	451
Total	66	40	11	117	4	440	12	456	3	20	530	553	268	387	16	671	1797
08:00 AM	14	19	1	34	0	102	2	104	1	4	114	119	71	115	1	187	444
08:15 AM	10	13	2	25	0	102	0	102	1	9	108	118	48	142	5	195	440
08:30 AM	10	3	5	18	2	103	1	106	1	10	95	106	39	132	2	173	403
08:45 AM	10	10	0	20	1	88	1	90	2	6	88	96	65	104	7	176	382
Total	44	45	8	97	3	395	4	402	5	29	405	439	223	493	15	731	1669
Grand Total	110	85	19	214	7	835	16	858	8	49	935	992	491	880	31	1402	3466
Apprch %	51.4	39.7	8.9		0.8	97.3	1.9		0.8	4.9	94.3		35	62.8	2.2		
Total %	3.2	2.5	0.5	6.2	0.2	24.1	0.5	24.8	0.2	1.4	27	28.6	14.2	25.4	0.9	40.5	

Rte. 44 Boston Tpke. at Grant Hill Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-4TH
Site Code : 0000000
Start Date : 4/23/201
Page No : 6



Rte. 44 Boston Tpke. at Grant Hill Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

File Name : 893-4TH
Site Code : 00000004
Start Date : 4/23/2015
Page No : 7

RUCKS
EAK HOUR
15 TO 8:15 A.M.

Groups Printed- TRUCKS

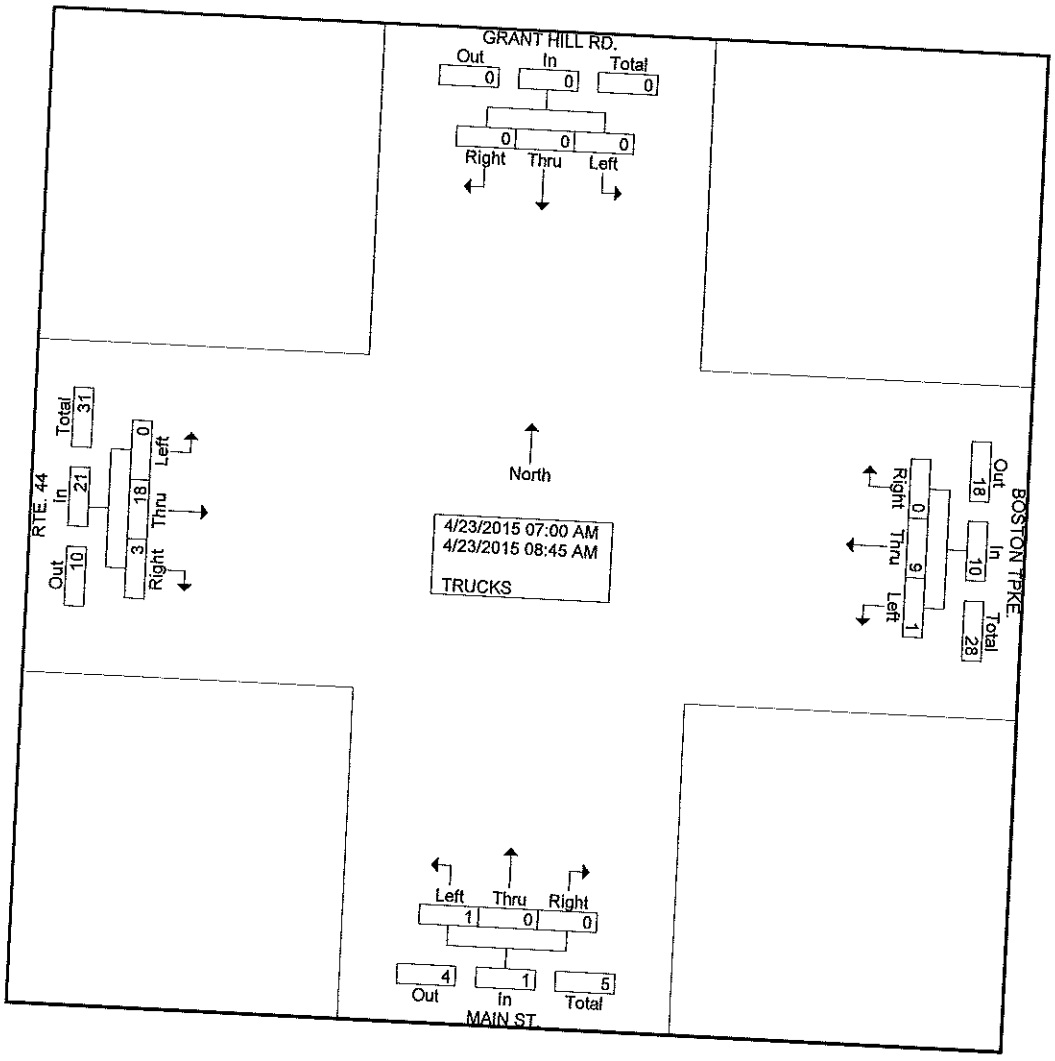
	GRANT HILL RD. Southbound				BOSTON TPKE. Westbound				MAIN ST. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	2	6	0	8	11
08:00 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	2	4
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	3	0	4	6
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
Total	0	0	0	0	0	6	1	7	0	0	1	1	1	12	0	13	21
Grand Total	0	0	0	0	0	9	1	10	0	0	1	1	3	18	0	21	32
Apprch %	0	0	0		0	90	10		0	0	100		14.3	85.7	0		
Total %	0	0	0	0	0	28.1	3.1	31.2	0	0	3.1	3.1	9.4	56.2	0	65.6	

Rte. 44 Boston Tpke. at Grant Hill Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-4TH
Site Code : 0000000
Start Date : 4/23/201
Page No : 8



Rte. 44 Boston Tpke. at Grant Hill Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

File Name : 893-4TH
Site Code : 00000004
Start Date : 4/23/2015
Page No : 9

USES
EAK HOUR
:15 TO 8:15 A.M.

Groups Printed- BUSES

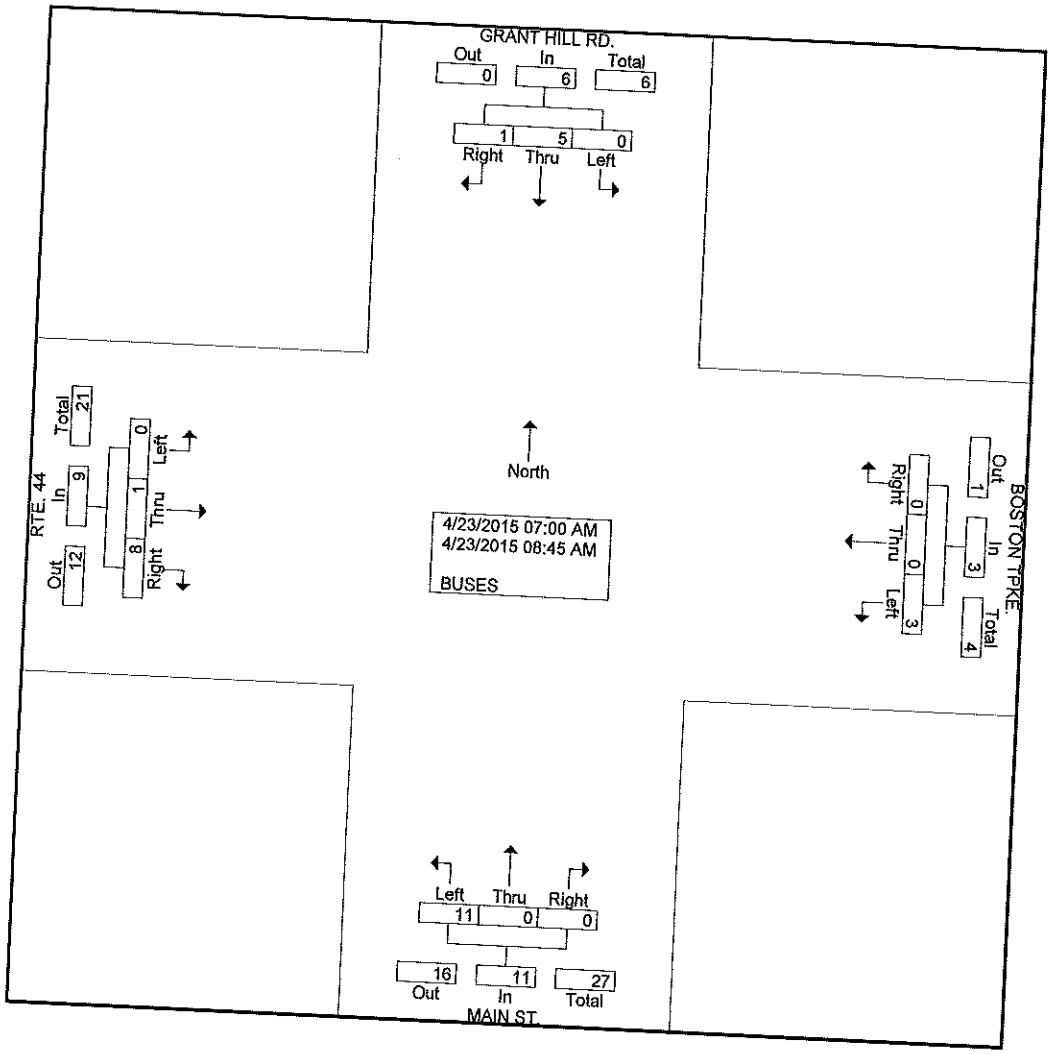
	GRANT HILL RD. Southbound				BOSTON TPKE. Westbound				MAIN ST. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	1	1	0	0	2	2	2	0	0	2	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	1	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	2	0	2	0	0	1	1	0	0	7	7	6	0	0	6	16
08:00 AM	1	3	0	4	0	0	1	1	0	0	1	1	2	0	0	2	8
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	3	0	4	0	0	2	2	0	0	4	4	2	1	0	3	13
Grand Total	1	5	0	6	0	0	3	3	0	0	11	11	8	1	0	9	29
Apprch %	16.7	83.3	0		0	0	100		0	0	100		88.9	11.1	0		
Total %	3.4	17.2	0	20.7	0	0	10.3	10.3	0	0	37.9	37.9	27.6	3.4	0	31	

Rte. 44 Boston Tpke. at Grant Hill Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:15 TO 8:15 A.M.

File Name : 893-4TH
Site Code : 0000000
Start Date : 4/23/201
Page No : 10



Rte. 44 Boston Tpke. at N. River Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:30 TO 8:30 A.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

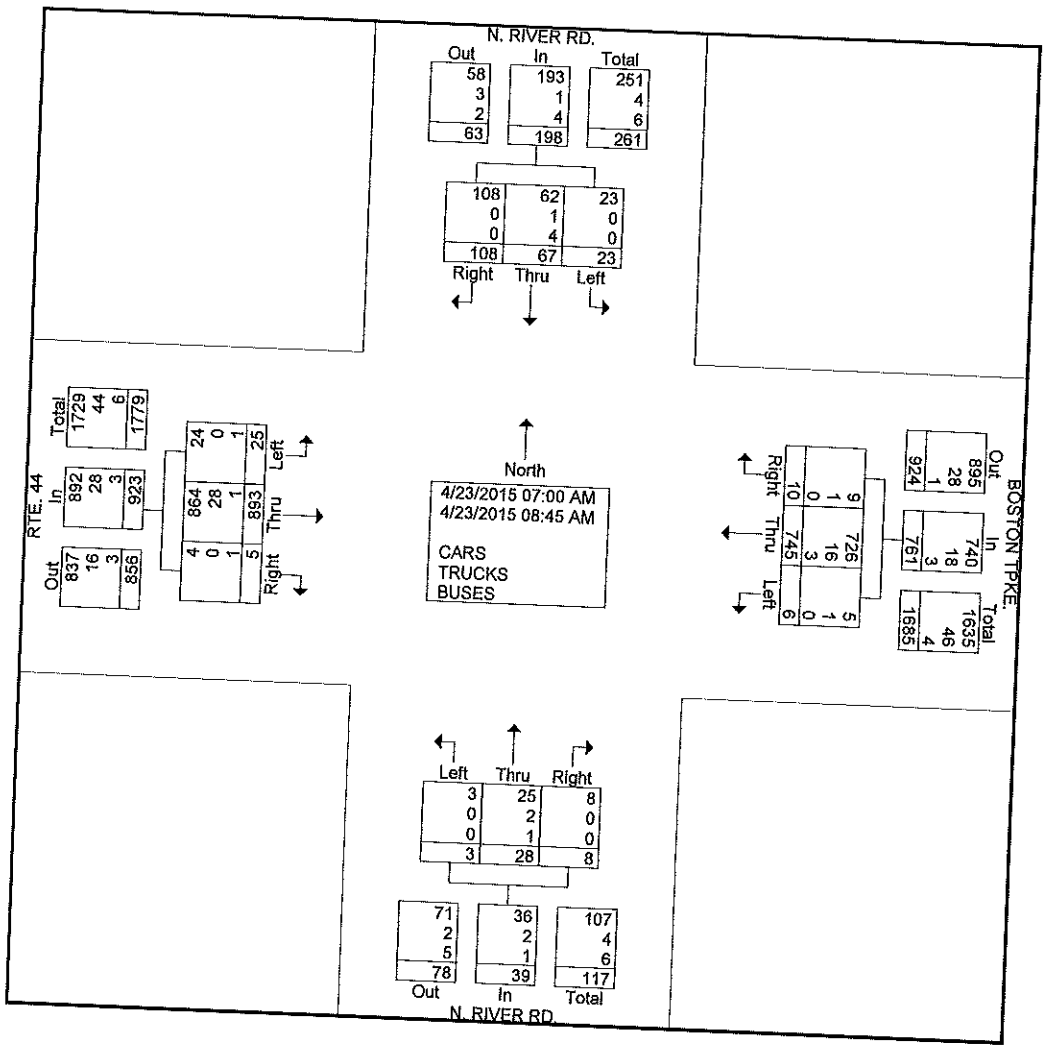
	N. RIVER RD. Southbound				BOSTON TPKE. Westbound				N. RIVER RD. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	18	12	4	34	2	101	2	105	3	2	0	5	0	69	3	72	216
07:15 AM	9	10	3	22	1	95	0	96	1	2	1	4	1	90	2	93	215
07:30 AM	16	7	2	25	3	101	0	104	1	3	0	4	1	127	1	129	262
07:45 AM	14	8	5	27	1	95	1	97	0	5	0	5	0	119	2	121	250
Total	57	37	14	108	7	392	3	402	5	12	1	18	2	405	8	415	943
08:00 AM	16	12	5	33	2	90	1	93	2	5	1	8	2	102	4	108	242
08:15 AM	14	11	2	27	0	105	1	106	0	2	0	2	0	125	6	131	266
08:30 AM	12	2	0	14	1	86	0	87	1	4	0	5	0	144	1	145	251
08:45 AM	9	5	2	16	0	72	1	73	0	5	1	6	1	117	6	124	219
Total	51	30	9	90	3	353	3	359	3	16	2	21	3	488	17	508	978
Grand Total	108	67	23	198	10	745	6	761	8	28	3	39	5	893	25	923	1921
Apprch %	54.5	33.8	11.6		1.3	97.9	0.8		20.5	71.8	7.7		0.5	96.7	2.7		
Total %	5.6	3.5	1.2	10.3	0.5	38.8	0.3	39.6	0.4	1.5	0.2	2	0.3	46.5	1.3	48	
CARS	108	62	23	193	9	726	5	740	8	25	3	36	4	864	24	892	1861
% CARS	100	92.5	100	97.5	90	97.4	83.3	97.2	100	89.3	100	92.3	80	96.8	96	96.6	96.9
TRUCKS	0	1	0	1	1	16	1	18	0	2	0	2	0	28	0	28	49
% TRUCKS	0	1.5	0	0.5	10	2.1	16.7	2.4	0	7.1	0	5.1	0	3.1	0	3	2.6
BUSES	0	4	0	4	0	3	0	3	0	1	0	1	1	1	1	3	11
% BUSES	0	6	0	2	0	0.4	0	0.4	0	3.6	0	2.6	20	0.1	4	0.3	0.6

Rte. 44 Boston Tpke. at N. River Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:30 TO 8:30 A.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 2



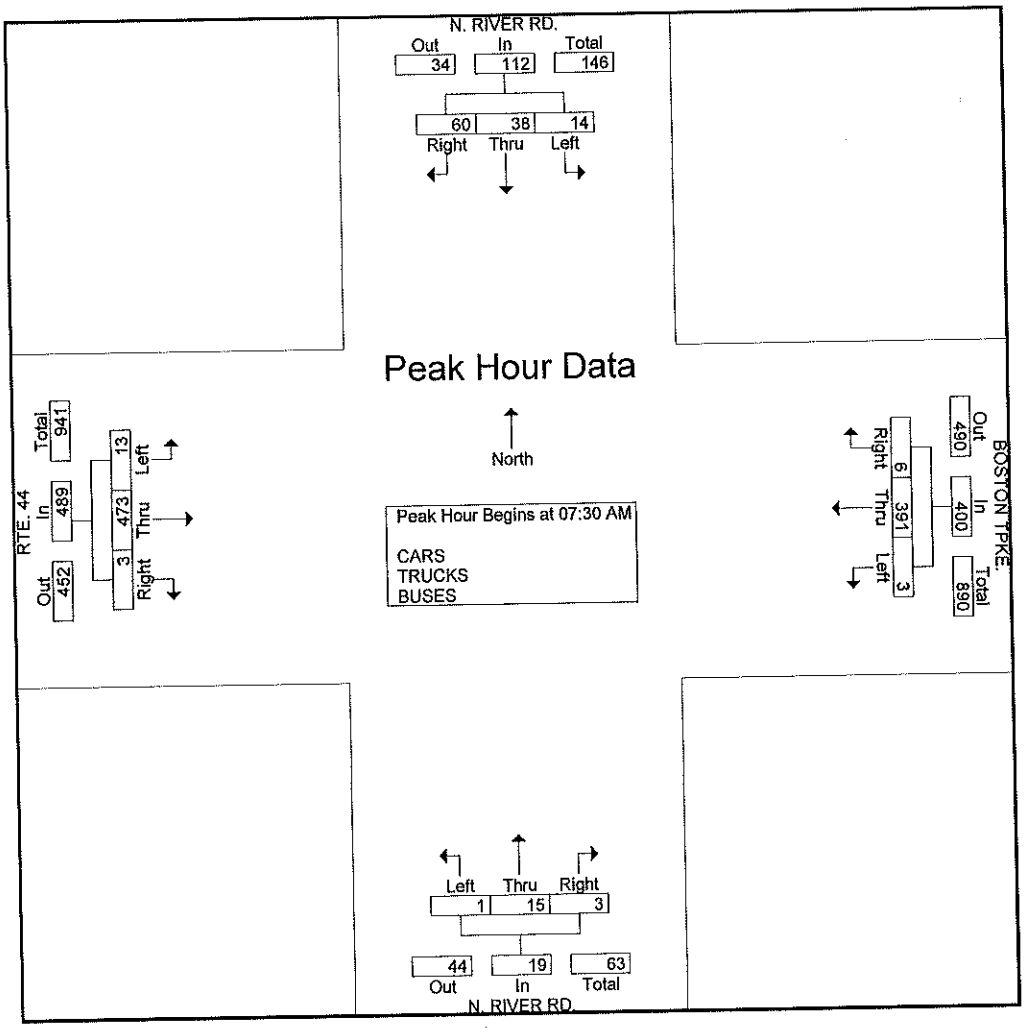
Rte. 44 Boston Tpke. at N. River Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:30 TO 8:30 A.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 3

	N. RIVER RD. Southbound				BOSTON TPKE. Westbound				N. RIVER RD. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**16**	7	2	25	**3**	101	0	104	1	3	0	4	1	**127**	1	129	262
07:45 AM	14	8	**5**	27	1	95	**1**	97	0	**5**	0	5	0	119	2	121	250
08:00 AM	16	**12**	5	**33**	2	90	1	93	**2**	5	**1**	**8**	**2**	102	4	108	242
08:15 AM	14	11	2	27	0	**105**	1	**106**	0	2	0	2	0	125	**6**	**131**	**266**
Total Volume	60	38	14	112	6	391	3	400	3	15	1	19	3	473	13	489	1020
% App. Total	53.6	33.9	12.5		1.5	97.8	0.8		15.8	78.9	5.3		0.6	96.7	2.7		
PHF	.938	.792	.700	.848	.500	.931	.750	.943	.375	.750	.250	.594	.375	.931	.542	.933	.959

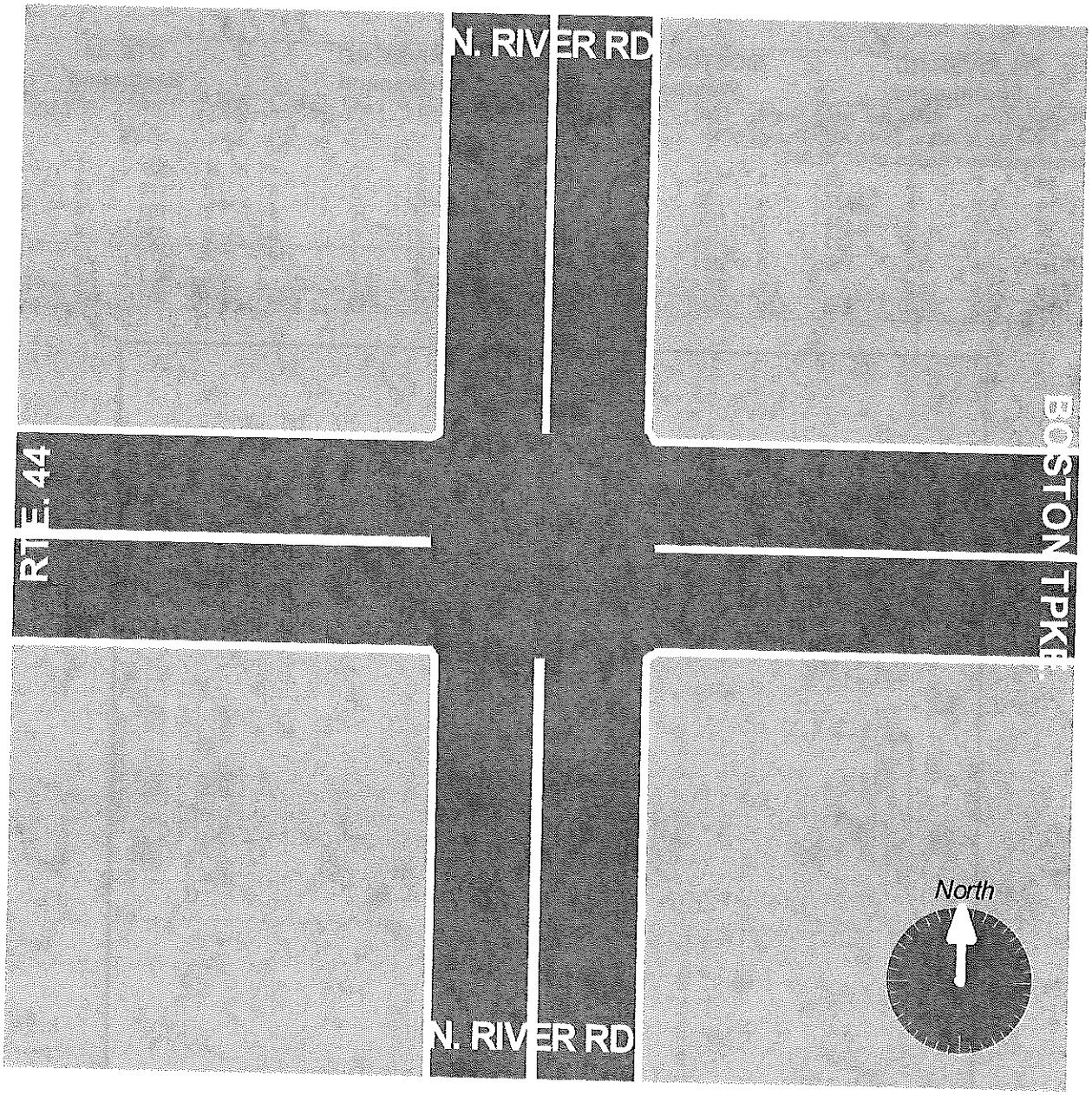


Rte. 44 Boston Tpke. at N. River Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:30 TO 8:30 A.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 4



Rte. 44 Boston Tpke. at N. River Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:30 TO 8:30 A.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 5

Groups Printed- CARS

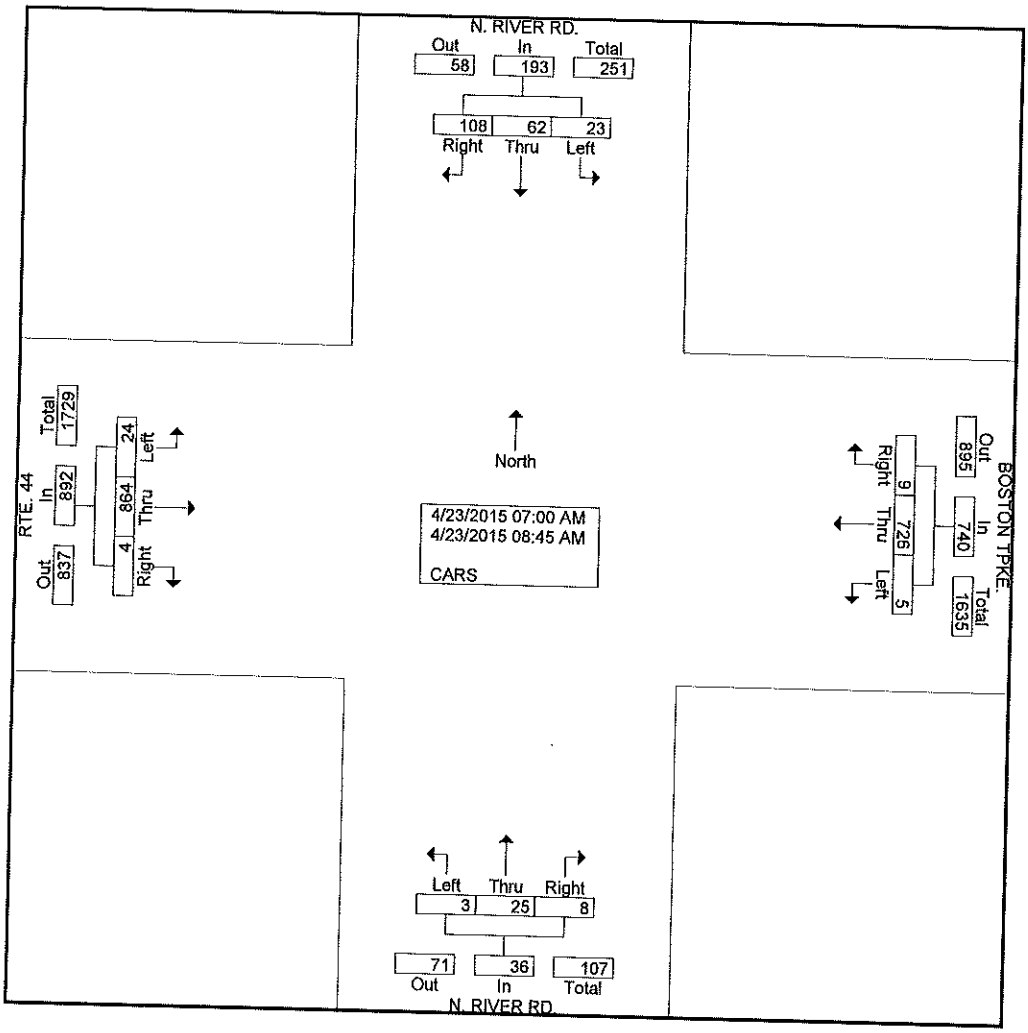
	N. RIVER RD. Southbound				BOSTON TPKE. Westbound				N. RIVER RD. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	18	11	4	33	2	98	2	102	3	2	0	5	0	66	3	69	209
07:15 AM	9	9	3	21	1	94	0	95	1	2	1	4	0	88	1	89	209
07:30 AM	16	7	2	25	3	98	0	101	1	2	0	3	1	123	1	125	254
07:45 AM	14	7	5	26	1	94	1	96	0	4	0	4	0	116	2	118	244
Total	57	34	14	105	7	384	3	394	5	10	1	16	1	393	7	401	916
08:00 AM	16	10	5	31	1	87	1	89	2	5	1	8	2	100	4	106	234
08:15 AM	14	11	2	27	0	99	0	99	0	2	0	2	0	123	6	129	257
08:30 AM	12	2	0	14	1	85	0	86	1	3	0	4	0	138	1	139	243
08:45 AM	9	5	2	16	0	71	1	72	0	5	1	6	1	110	6	117	211
Total	51	28	9	88	2	342	2	346	3	15	2	20	3	471	17	491	945
Grand Total	108	62	23	193	9	726	5	740	8	25	3	36	4	864	24	892	1861
Apprch %	56	32.1	11.9		1.2	98.1	0.7		22.2	69.4	8.3		0.4	96.9	2.7		
Total %	5.8	3.3	1.2	10.4	0.5	39	0.3	39.8	0.4	1.3	0.2	1.9	0.2	46.4	1.3	47.9	

Rte. 44 Boston Tpke. at N. River Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:30 TO 8:30 A.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 6



Rte. 44 Boston Tpke. at N. River Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:30 TO 8:30 A.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 7

Groups Printed- TRUCKS

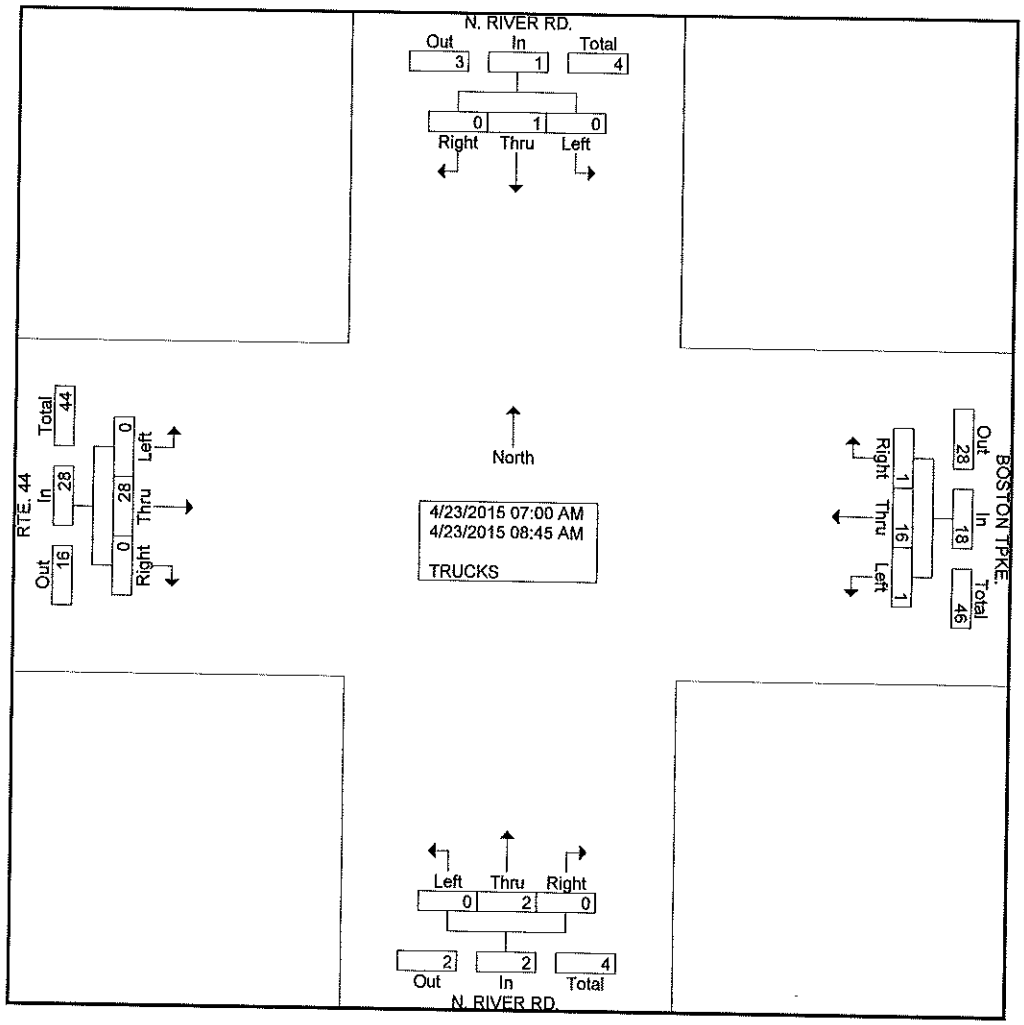
	N. RIVER RD. Southbound				BOSTON TPKE. Westbound				N. RIVER RD. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
07:45 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	3	0	3	6
Total	0	1	0	1	0	7	0	7	0	1	0	1	0	12	0	12	21
08:00 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	2	4
08:15 AM	0	0	0	0	0	6	1	7	0	0	0	0	0	2	0	2	9
08:30 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	6	0	6	8
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
Total	0	0	0	0	1	9	1	11	0	1	0	1	0	16	0	16	28
Grand Total	0	1	0	1	1	16	1	18	0	2	0	2	0	28	0	28	49
Apprch %	0	100	0		5.6	88.9	5.6		0	100	0		0	100	0		
Total %	0	2	0	2	2	32.7	2	36.7	0	4.1	0	4.1	0	57.1	0	57.1	

Rte. 44 Boston Tpke. at N. River Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:30 TO 8:30 A.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 8



Rte. 44 Boston Tpke. at N. River Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:30 TO 8:30 A.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 9

Groups Printed- BUSES

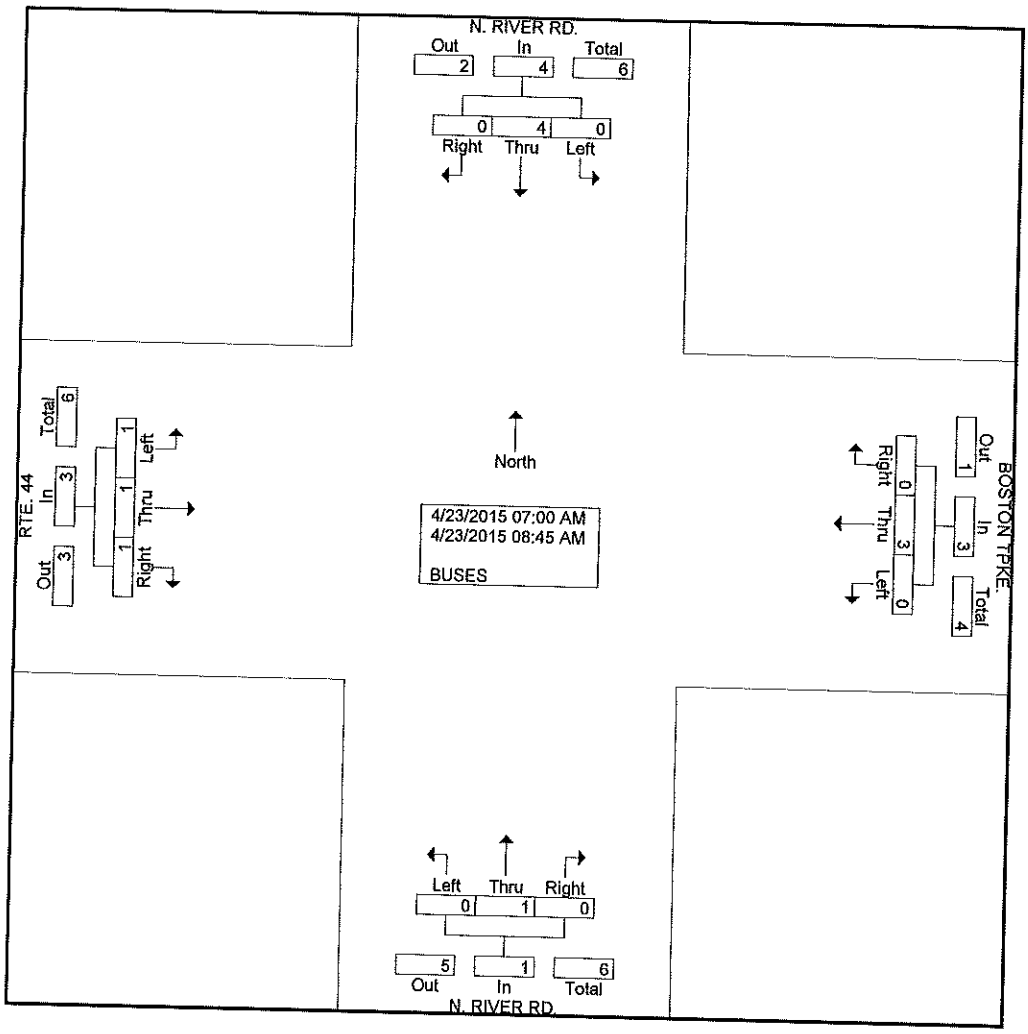
	N. RIVER RD. Southbound				BOSTON TPKE. Westbound				N. RIVER RD. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	2	3
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	1	0	1	0	1	0	1	1	0	1	2	6
08:00 AM	0	2	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Total	0	2	0	2	0	2	0	2	0	0	0	0	0	1	0	1	5
Grand Total	0	4	0	4	0	3	0	3	0	1	0	1	1	1	1	3	11
Apprch %	0	100	0		0	100	0		0	100	0		33.3	33.3	33.3		
Total %	0	36.4	0	36.4	0	27.3	0	27.3	0	9.1	0	9.1	9.1	9.1	9.1	27.3	

Rte. 44 Boston Tpke. at N. River Rd.

A.M. TRAFFIC COUNTS (7:00 to 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:30 TO 8:30 A.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 10



Rte. 44 Boston Tpke. at Richmond Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

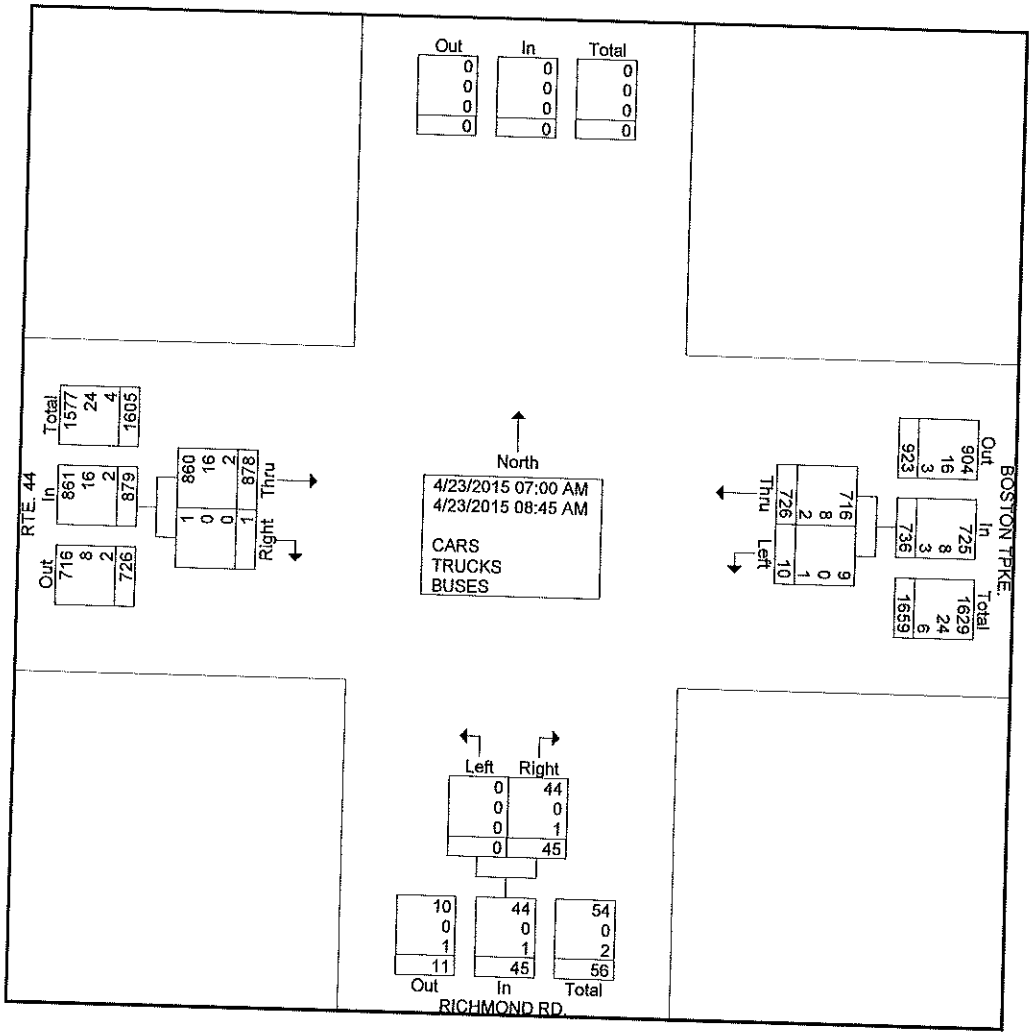
	Southbound	BOSTON TPKE. Westbound			RICHMOND RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	0	96	0	96	5	0	5	0	57	57	158
07:15 AM	0	91	1	92	8	0	8	0	92	92	192
07:30 AM	0	105	1	106	7	0	7	0	116	116	229
07:45 AM	0	83	0	83	4	0	4	0	133	133	220
Total	0	375	2	377	24	0	24	0	398	398	799
08:00 AM	0	90	1	91	6	0	6	0	106	106	203
08:15 AM	0	102	3	105	5	0	5	0	128	128	238
08:30 AM	0	87	3	90	6	0	6	0	141	141	237
08:45 AM	0	72	1	73	4	0	4	1	105	106	183
Total	0	351	8	359	21	0	21	1	480	481	861
Grand Total	0	726	10	736	45	0	45	1	878	879	1660
Apprch %		98.6	1.4		100	0		0.1	99.9		
Total %	0	43.7	0.6	44.3	2.7	0	2.7	0.1	52.9	53	
CARS	0	716	9	725	44	0	44	1	860	861	1630
% CARS	0	98.6	90	98.5	97.8	0	97.8	100	97.9	98	98.2
TRUCKS	0	8	0	8	0	0	0	0	16	16	24
% TRUCKS	0	1.1	0	1.1	0	0	0	0	1.8	1.8	1.4
BUSES	0	2	1	3	1	0	1	0	2	2	6
% BUSES	0	0.3	10	0.4	2.2	0	2.2	0	0.2	0.2	0.4

Rte. 44 Boston Tpke. at Richmond Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 2



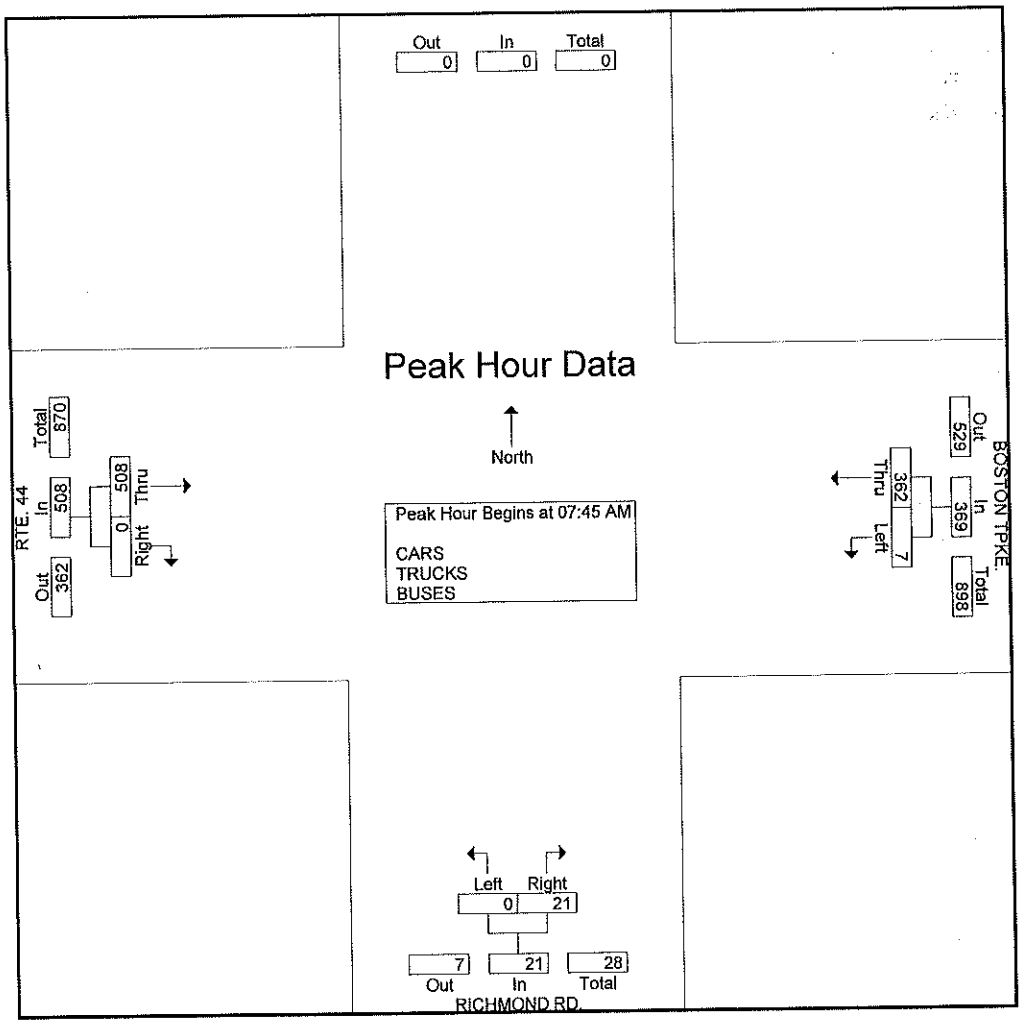
Rte. 44 Boston Tpke. at Richmond Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 3

	Southbound	BOSTON TPKE. Westbound			RICHMOND RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:45 AM											
07:45 AM	0	83	0	83	4	0	4	0	133	133	220
08:00 AM	0	90	1	91	**6**	0	**6**	0	106	106	203
08:15 AM	0	**102**	**3**	**105**	5	0	5	0	128	128	**238**
08:30 AM	0	87	3	90	6	0	6	0	**141**	**141**	237
Total Volume	0	362	7	369	21	0	21	0	508	508	898
% App. Total		98.1	1.9		100	0		0	100		
PHF	.000	.887	.583	.879	.875	.000	.875	.000	.901	.901	.943

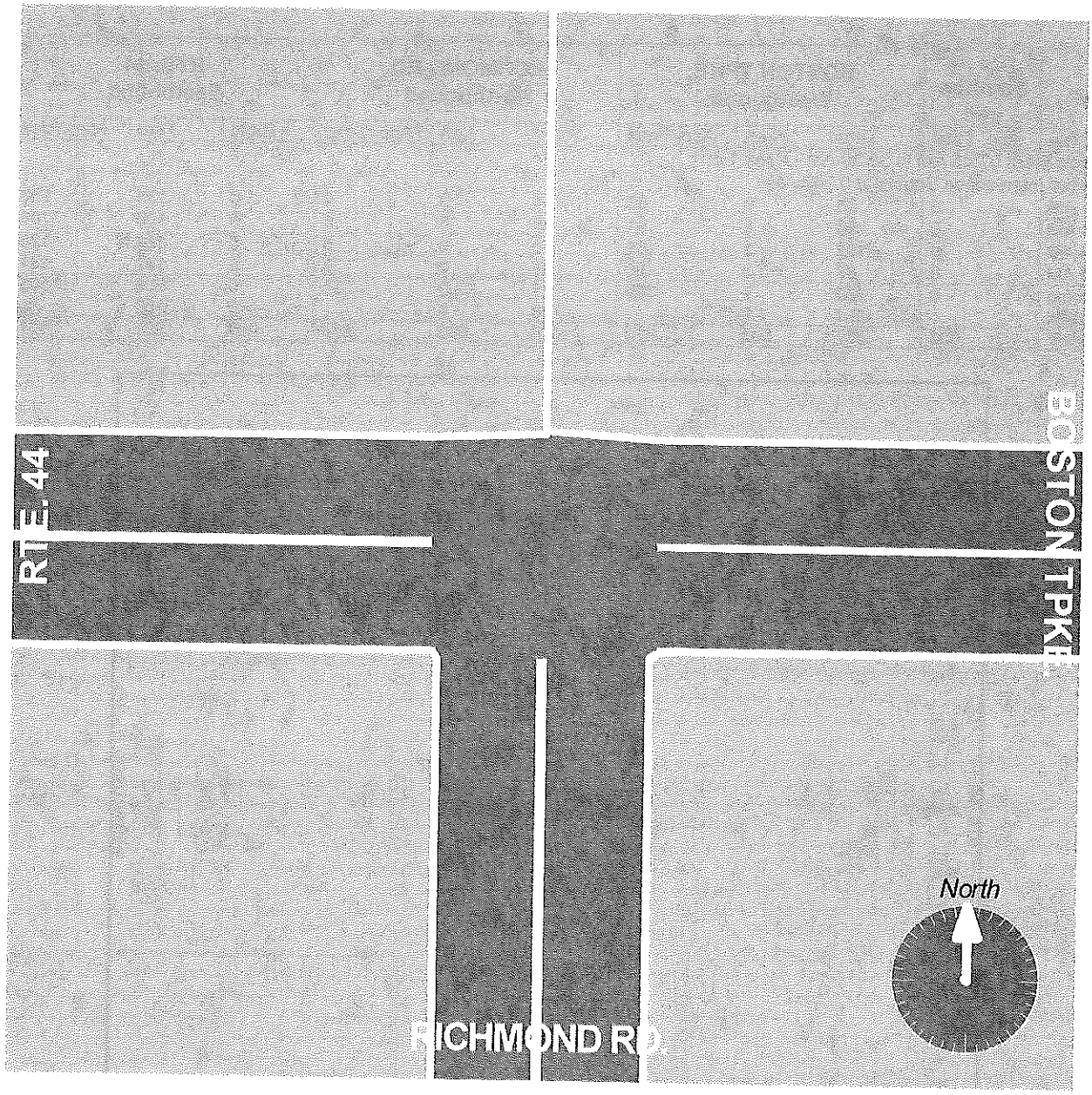


Rte. 44 Boston Tpke. at Richmond Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 4



Rte. 44 Boston Tpke. at Richmond Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 5

Groups Printed- CARS

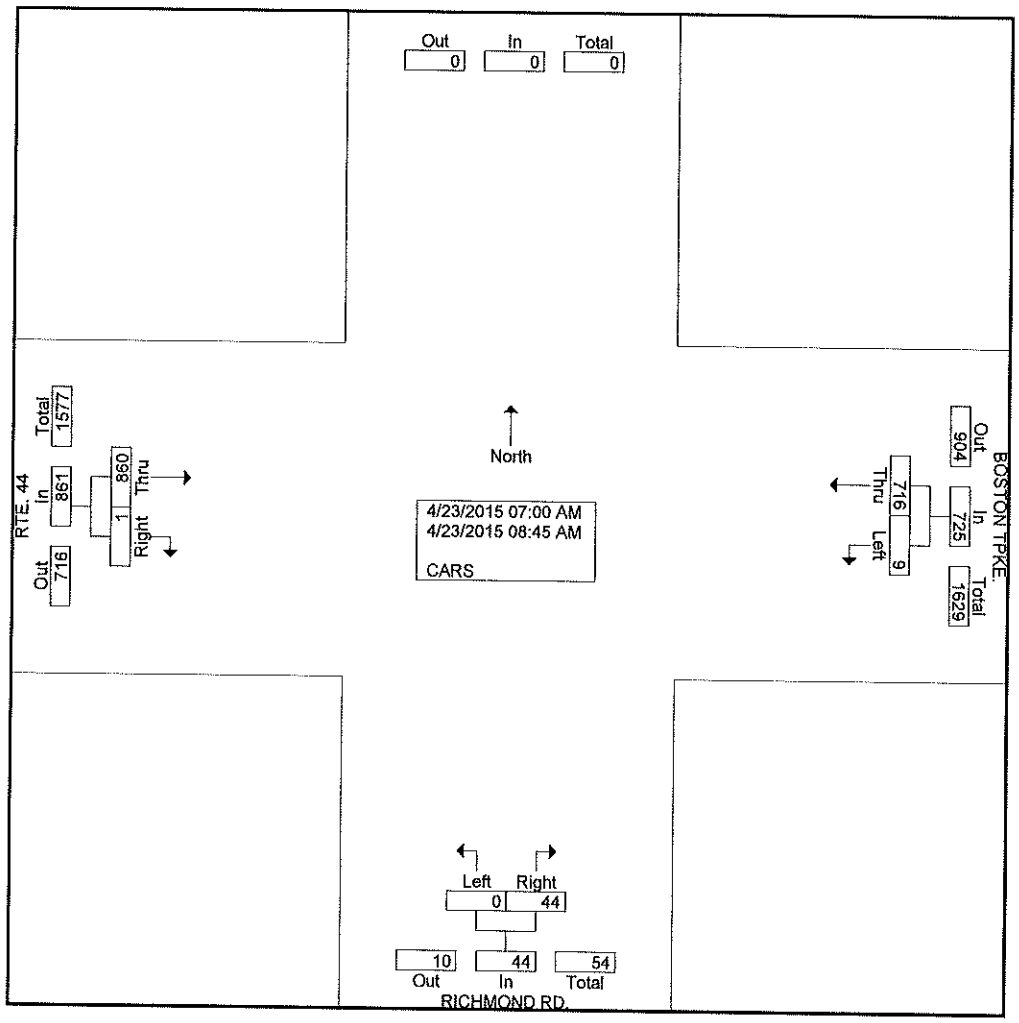
	Southbound	BOSTON TPKE. Westbound			RICHMOND RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	0	94	0	94	5	0	5	0	56	56	155
07:15 AM	0	91	1	92	8	0	8	0	90	90	190
07:30 AM	0	105	0	105	6	0	6	0	114	114	225
07:45 AM	0	82	0	82	4	0	4	0	130	130	216
Total	0	372	1	373	23	0	23	0	390	390	786
08:00 AM	0	88	1	89	6	0	6	0	105	105	200
08:15 AM	0	98	3	101	5	0	5	0	127	127	233
08:30 AM	0	86	3	89	6	0	6	0	138	138	233
08:45 AM	0	72	1	73	4	0	4	1	100	101	178
Total	0	344	8	352	21	0	21	1	470	471	844
Grand Total	0	716	9	725	44	0	44	1	860	861	1630
Apprch %		98.8	1.2		100	0		0.1	99.9		
Total %	0	43.9	0.6	44.5	2.7	0	2.7	0.1	52.8	52.8	

Rte. 44 Boston Tpke. at Richmond Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 6



Rte. 44 Boston Tpke. at Richmond Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 7

Groups Printed- TRUCKS

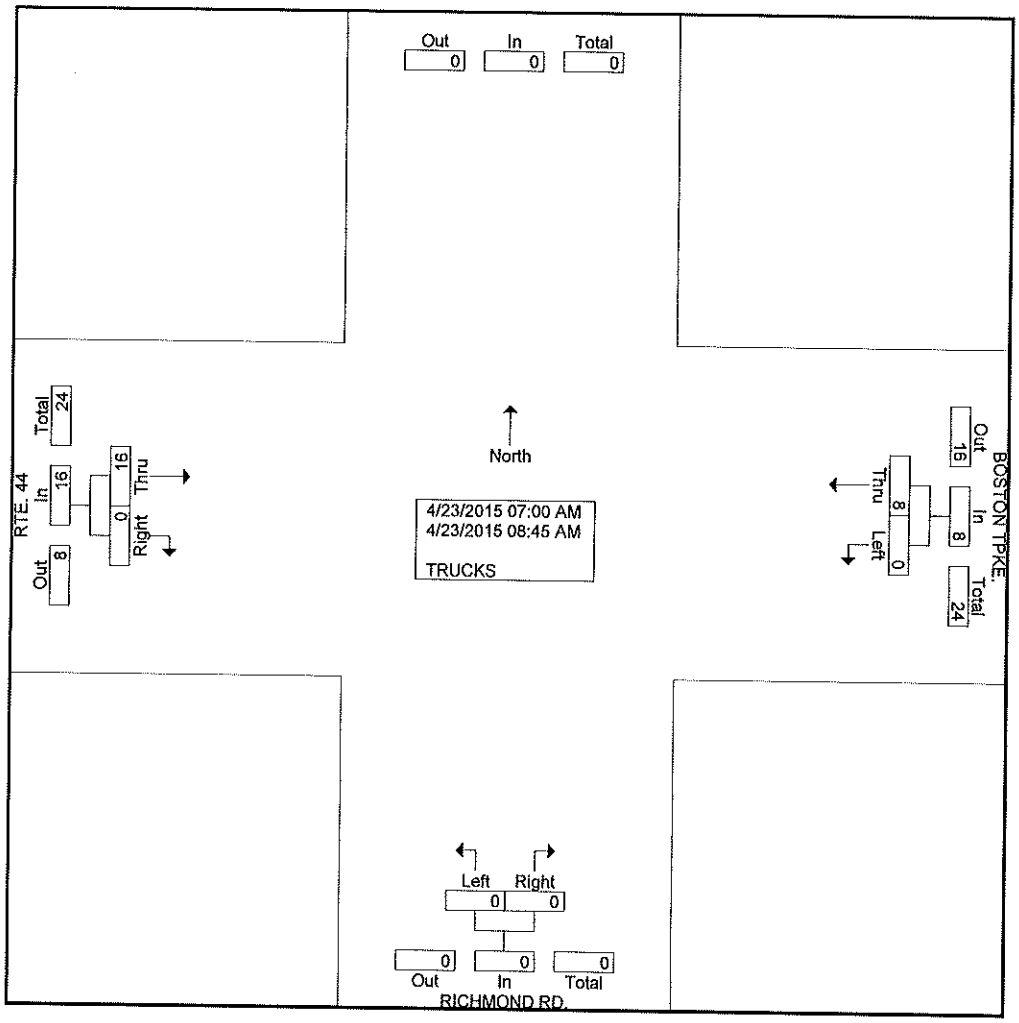
	Southbound	BOSTON TPKE. Westbound			RICHMOND RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	1	1	3
07:15 AM	0	0	0	0	0	0	0	0	2	2	2
07:30 AM	0	0	0	0	0	0	0	0	2	2	2
07:45 AM	0	1	0	1	0	0	0	0	2	2	3
Total	0	3	0	3	0	0	0	0	7	7	10
08:00 AM	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	4	0	4	0	0	0	0	1	1	5
08:30 AM	0	1	0	1	0	0	0	0	3	3	4
08:45 AM	0	0	0	0	0	0	0	0	4	4	4
Total	0	5	0	5	0	0	0	0	9	9	14
Grand Total	0	8	0	8	0	0	0	0	16	16	24
Apprch %		100	0		0	0		0	100		
Total %	0	33.3	0	33.3	0	0	0	0	66.7	66.7	

Rte. 44 Boston Tpke. at Richmond Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 8



Rte. 44 Boston Tpke. at Richmond Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 9

Groups Printed- BUSES

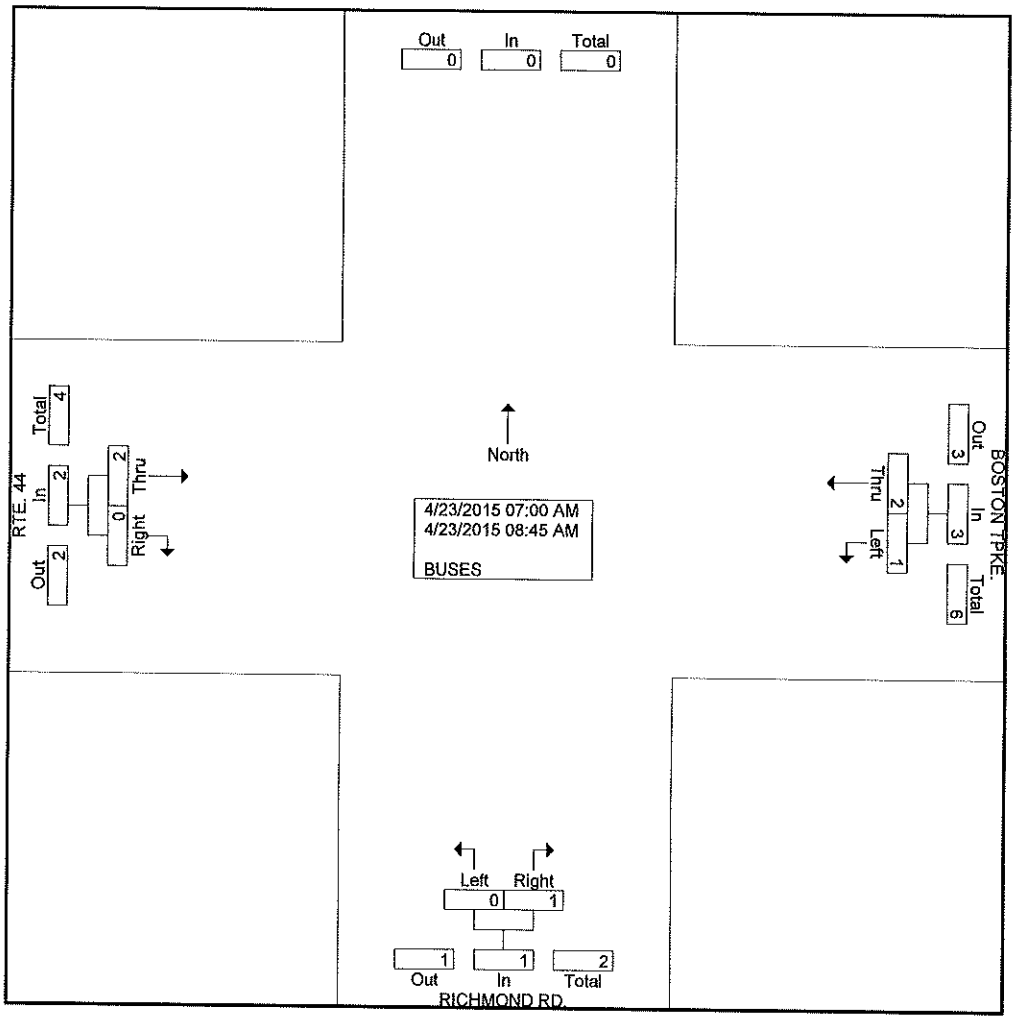
	Southbound	BOSTON TPKE. Westbound			RICHMOND RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	1	1	0	1	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	1	1	1	0	1	0	1	1	3
08:00 AM	0	2	0	2	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	1	1
Total	0	2	0	2	0	0	0	0	1	1	3
Grand Total	0	2	1	3	1	0	1	0	2	2	6
Apprch %		66.7	33.3		100	0		0	100		
Total %	0	33.3	16.7	50	16.7	0	16.7	0	33.3	33.3	

Rte. 44 Boston Tpke. at Richmond Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 10



Rte. 44 Boston Tpke. at Richmond Rd. (West)

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-7TH
Site Code : 00000007
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

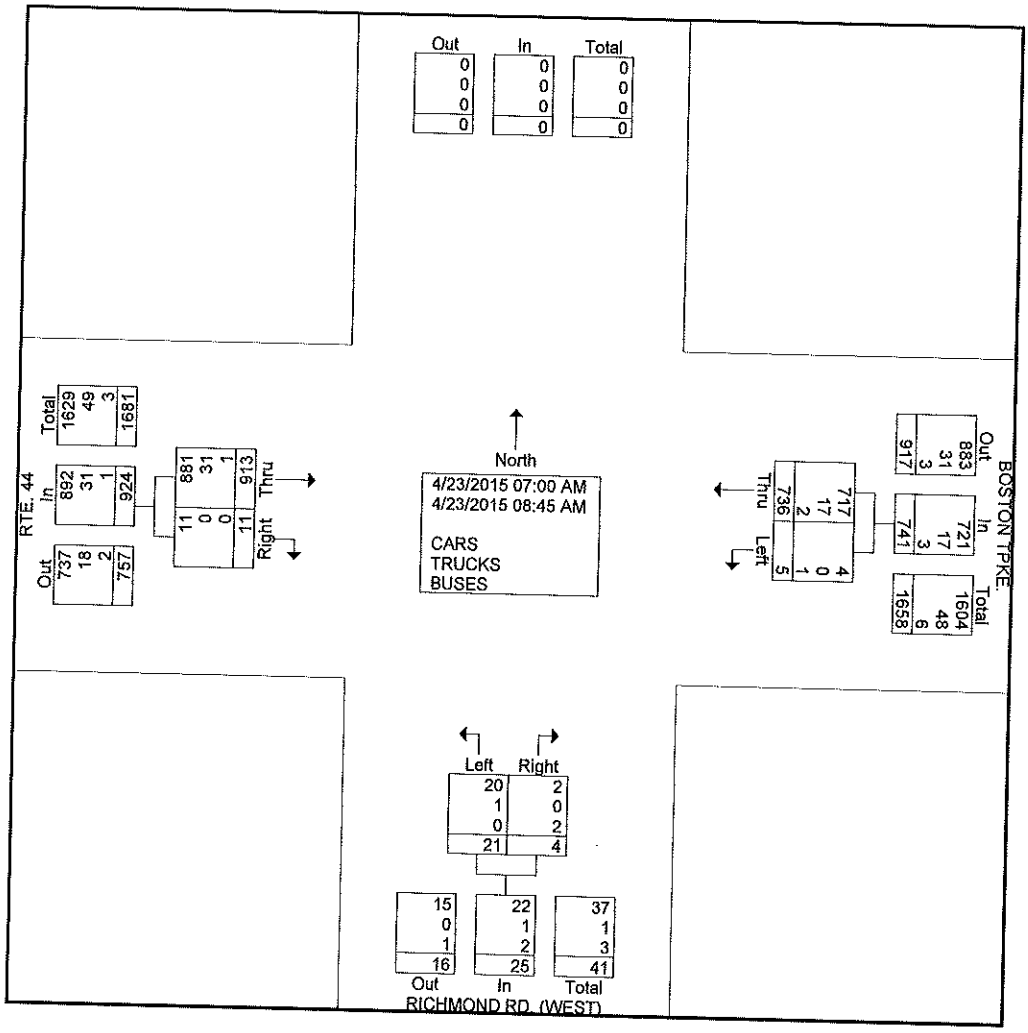
	Southbound	BOSTON TPKE. Westbound			RICHMOND RD. (WEST) Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	0	104	5	109	2	1	3	0	71	71	183
07:15 AM	0	88	0	88	0	3	3	0	92	92	183
07:30 AM	0	104	0	104	0	1	1	1	128	129	234
07:45 AM	0	95	0	95	1	7	8	2	124	126	229
Total	0	391	5	396	3	12	15	3	415	418	829
08:00 AM	0	89	0	89	0	2	2	2	105	107	198
08:15 AM	0	96	0	96	0	1	1	3	129	132	229
08:30 AM	0	89	0	89	1	3	4	1	147	148	241
08:45 AM	0	71	0	71	0	3	3	2	117	119	193
Total	0	345	0	345	1	9	10	8	498	506	861
Grand Total	0	736	5	741	4	21	25	11	913	924	1690
Apprch %		99.3	0.7		16	84		1.2	98.8		
Total %	0	43.6	0.3	43.8	0.2	1.2	1.5	0.7	54	54.7	
CARS	0	717	4	721	2	20	22	11	881	892	1635
% CARS	0	97.4	80	97.3	50	95.2	88	100	96.5	96.5	96.7
TRUCKS	0	17	0	17	0	1	1	0	31	31	49
% TRUCKS	0	2.3	0	2.3	0	4.8	4	0	3.4	3.4	2.9
BUSES	0	2	1	3	2	0	2	0	1	1	6
% BUSES	0	0.3	20	0.4	50	0	8	0	0.1	0.1	0.4

Rte. 44 Boston Tpke. at Richmond Rd. (West)

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-7TH
Site Code : 00000007
Start Date : 4/23/2015
Page No : 2



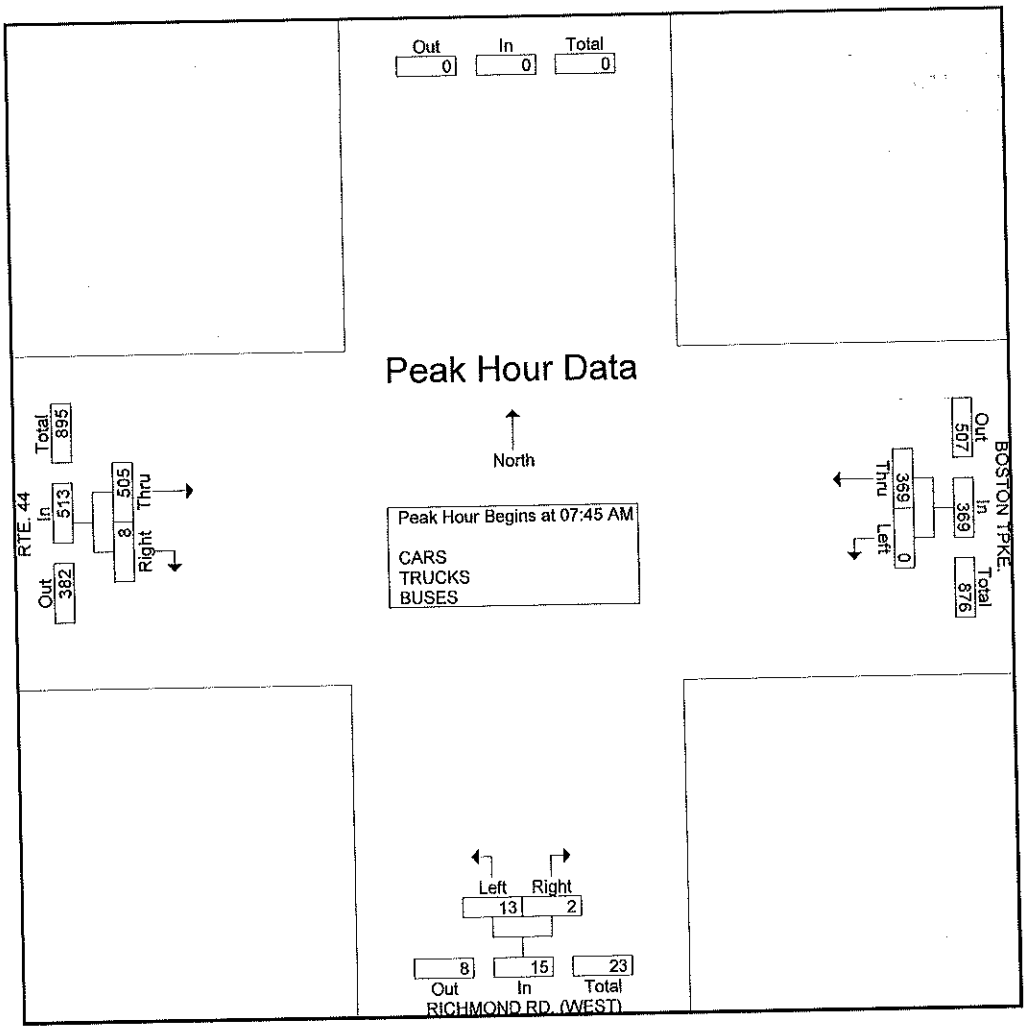
Rte. 44 Boston Tpke. at Richmond Rd. (West)

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-7TH
Site Code : 00000007
Start Date : 4/23/2015
Page No : 3

	Southbound	BOSTON TPKE. Westbound			RICHMOND RD. (WEST) Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:45 AM											
07:45 AM	0	95	0	95	1	7	8	2	124	126	229
08:00 AM	0	89	0	89	0	2	2	2	105	107	198
08:15 AM	0	**96**	0	**96**	0	1	1	**3**	129	132	229
08:30 AM	0	89	0	89	1	3	4	1	**147**	**148**	**241**
Total Volume	0	369	0	369	2	13	15	8	505	513	897
% App. Total		100	0		13.3	86.7		1.6	98.4		
PHF	.000	.961	.000	.961	.500	.464	.469	.667	.859	.867	.930

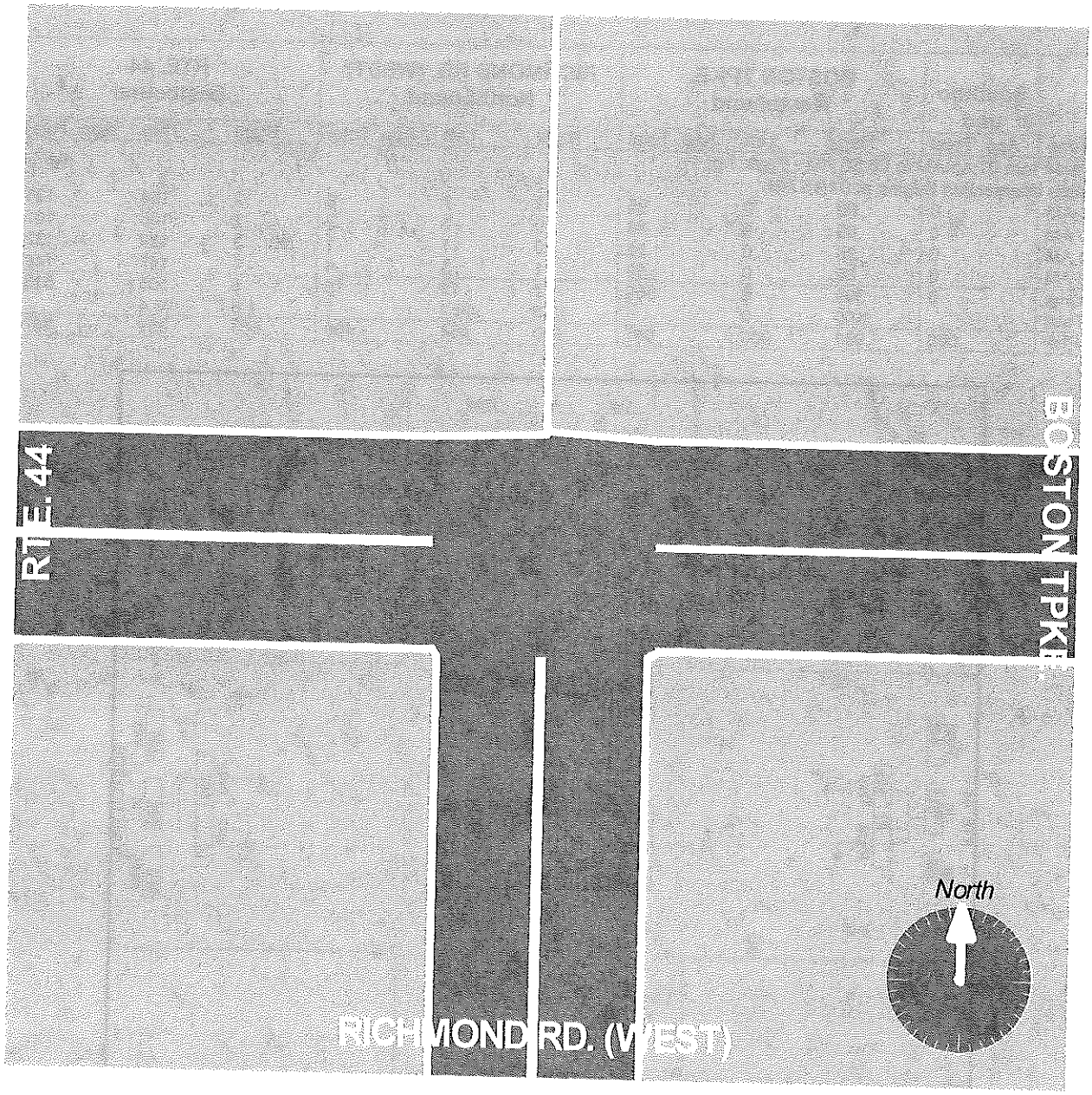


Rte. 44 Boston Tpke. at Richmond Rd. (West)

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-7TH
Site Code : 00000007
Start Date : 4/23/2015
Page No : 4



Rte. 44 Boston Tpke. at Richmond Rd. (West)

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-7TH
Site Code : 00000007
Start Date : 4/23/2015
Page No : 5

Groups Printed- CARS

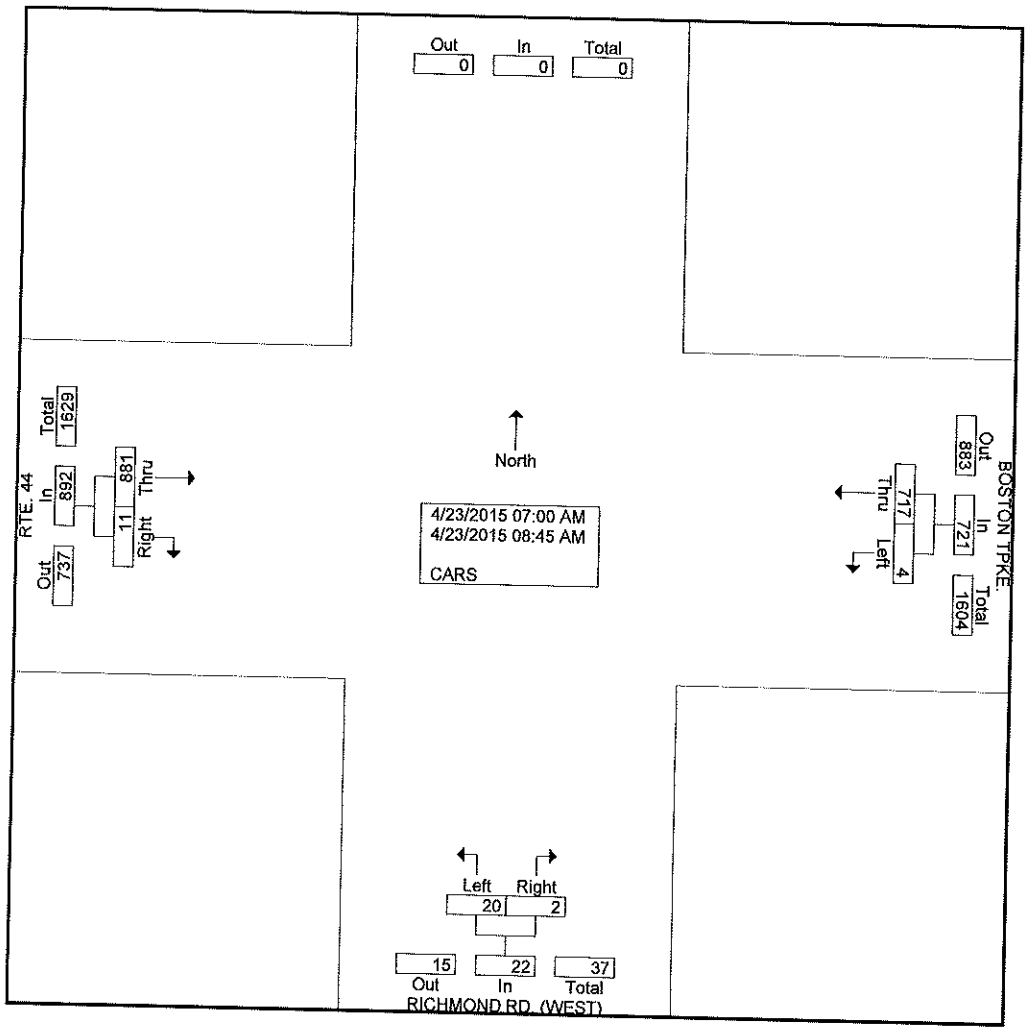
	Southbound	BOSTON TPKE. Westbound			RICHMOND RD. (WEST) Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	0	102	4	106	1	1	2	0	68	68	176
07:15 AM	0	85	0	85	0	3	3	0	90	90	178
07:30 AM	0	102	0	102	0	1	1	1	123	124	227
07:45 AM	0	93	0	93	0	7	7	2	122	124	224
Total	0	382	4	386	1	12	13	3	403	406	805
08:00 AM	0	85	0	85	0	1	1	2	102	104	190
08:15 AM	0	92	0	92	0	1	1	3	126	129	222
08:30 AM	0	88	0	88	1	3	4	1	140	141	233
08:45 AM	0	70	0	70	0	3	3	2	110	112	185
Total	0	335	0	335	1	8	9	8	478	486	830
Grand Total	0	717	4	721	2	20	22	11	881	892	1635
Apprch %		99.4	0.6		9.1	90.9		1.2	98.8		
Total %	0	43.9	0.2	44.1	0.1	1.2	1.3	0.7	53.9	54.6	

Rte. 44 Boston Tpke. at Richmond Rd. (West)

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-7TH
Site Code : 00000007
Start Date : 4/23/2015
Page No : 6



Rte. 44 Boston Tpke. at Richmond Rd. (West)

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-7TH
Site Code : 00000007
Start Date : 4/23/2015
Page No : 7

Groups Printed- TRUCKS

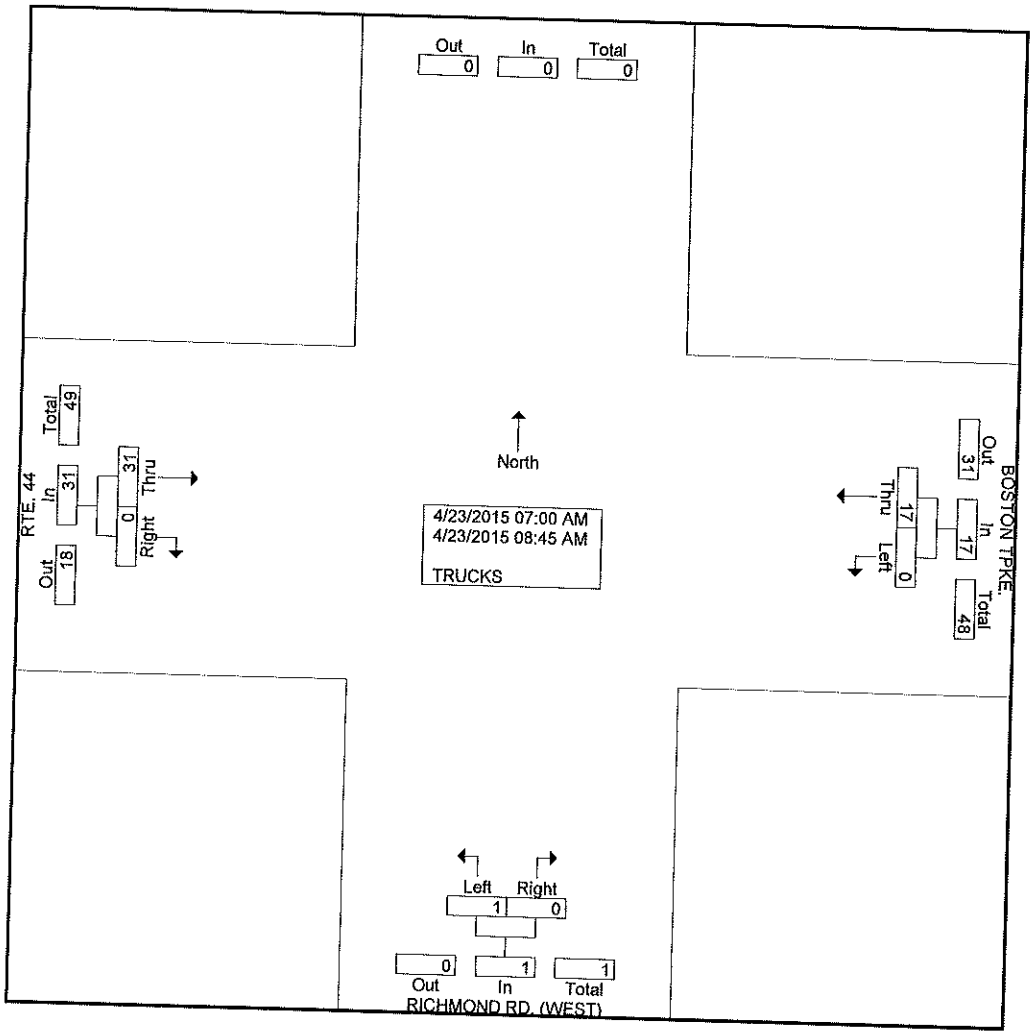
	Southbound	BOSTON TPKE. Westbound			RICHMOND RD. (WEST) Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	3	3	5
07:15 AM	0	3	0	3	0	0	0	0	2	2	5
07:30 AM	0	2	0	2	0	0	0	0	5	5	7
07:45 AM	0	2	0	2	0	0	0	0	2	2	4
Total	0	9	0	9	0	0	0	0	12	12	21
08:00 AM	0	2	0	2	0	1	1	0	3	3	6
08:15 AM	0	4	0	4	0	0	0	0	3	3	7
08:30 AM	0	1	0	1	0	0	0	0	7	7	8
08:45 AM	0	1	0	1	0	0	0	0	6	6	7
Total	0	8	0	8	0	1	1	0	19	19	28
Grand Total	0	17	0	17	0	1	1	0	31	31	49
Apprch %		100	0		0	100		0	100		
Total %	0	34.7	0	34.7	0	2	2	0	63.3	63.3	

Rte. 44 Boston Tpke. at Richmond Rd. (West)

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-7TH
Site Code : 00000007
Start Date : 4/23/2015
Page No : 8



Rte. 44 Boston Tpke. at Richmond Rd. (West)

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

File Name : 893-7TH
Site Code : 00000007
Start Date : 4/23/2015
Page No : 9

BUSES
PEAK HOUR
7:45 TO 8:45 A.M.

Groups Printed- BUSES

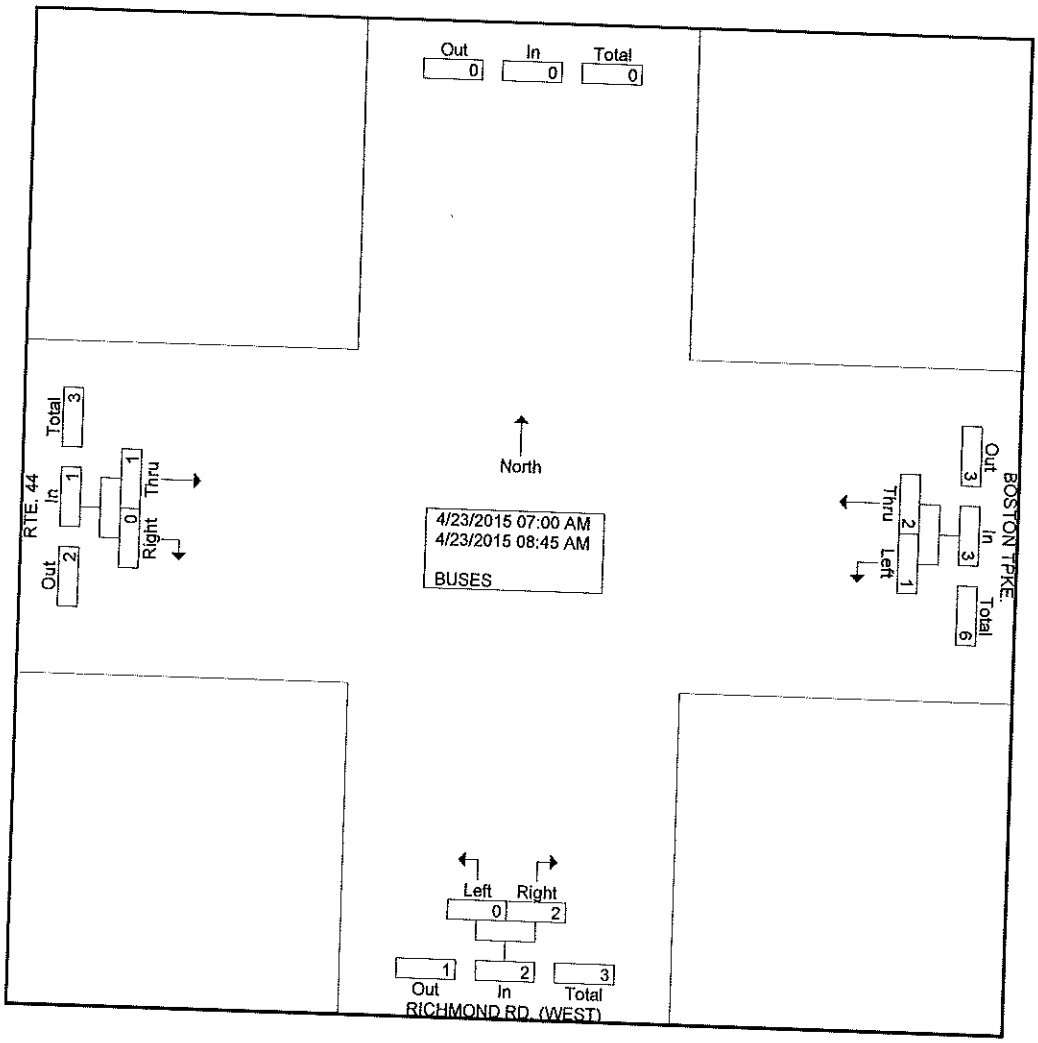
	Southbound	BOSTON TPKE. Westbound			RICHMOND RD. (WEST) Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	0	0	1	1	1	0	1	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	1	0	0	0	1
Total	0	0	1	1	2	0	2	0	0	0	3
08:00 AM	0	2	0	2	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	1	1
Total	0	2	0	2	0	0	0	0	1	1	3
Grand Total	0	2	1	3	2	0	2	0	1	1	6
Apprch %		66.7	33.3		100	0		0	100		
Total %	0	33.3	16.7	50	33.3	0	33.3	0	16.7	16.7	

Rte. 44 Boston Tpke. at Richmond Rd. (West)

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-7TH
Site Code : 00000007
Start Date : 4/23/2015
Page No : 10



Rte. 44 Boston Tpke. at Bringham Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

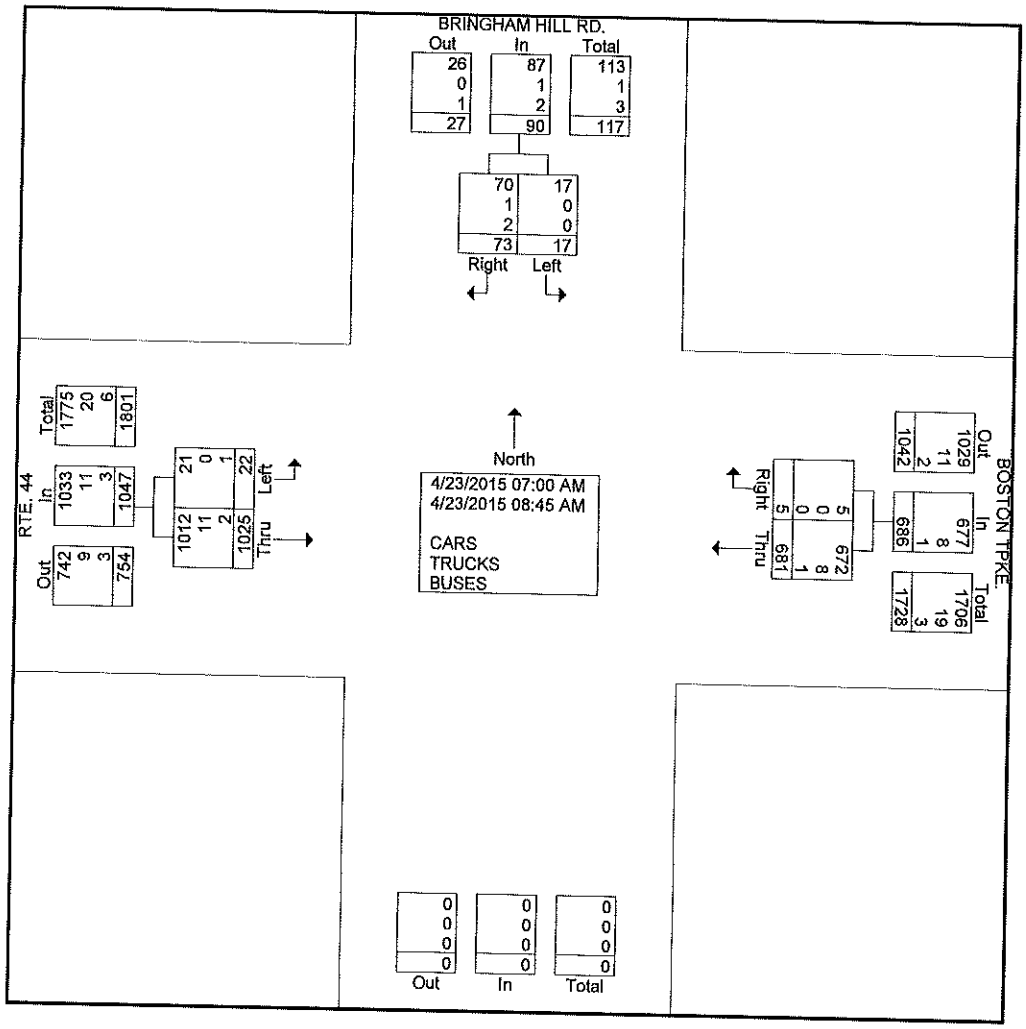
	BRINGHAM HILL RD. Southbound			BOSTON TPKE. Westbound			Northbound	RTE. 44 Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
07:00 AM	12	1	13	1	98	99	0	77	1	78	190
07:15 AM	16	2	18	0	76	76	0	110	5	115	209
07:30 AM	11	5	16	0	91	91	0	128	4	132	239
07:45 AM	9	1	10	2	74	76	0	141	4	145	231
Total	48	9	57	3	339	342	0	456	14	470	869
08:00 AM	8	4	12	0	82	82	0	125	3	128	222
08:15 AM	7	0	7	1	99	100	0	138	3	141	248
08:30 AM	5	2	7	0	81	81	0	156	1	157	245
08:45 AM	5	2	7	1	80	81	0	150	1	151	239
Total	25	8	33	2	342	344	0	569	8	577	954
Grand Total	73	17	90	5	681	686	0	1025	22	1047	1823
Apprch %	81.1	18.9		0.7	99.3			97.9	2.1		
Total %	4	0.9	4.9	0.3	37.4	37.6	0	56.2	1.2	57.4	
CARS	70	17	87	5	672	677	0	1012	21	1033	1797
% CARS	95.9	100	96.7	100	98.7	98.7	0	98.7	95.5	98.7	98.6
TRUCKS	1	0	1	0	8	8	0	11	0	11	20
% TRUCKS	1.4	0	1.1	0	1.2	1.2	0	1.1	0	1.1	1.1
BUSES	2	0	2	0	1	1	0	2	1	3	6
% BUSES	2.7	0	2.2	0	0.1	0.1	0	0.2	4.5	0.3	0.3

Rte. 44 Boston Tpke. at Bringham Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 2



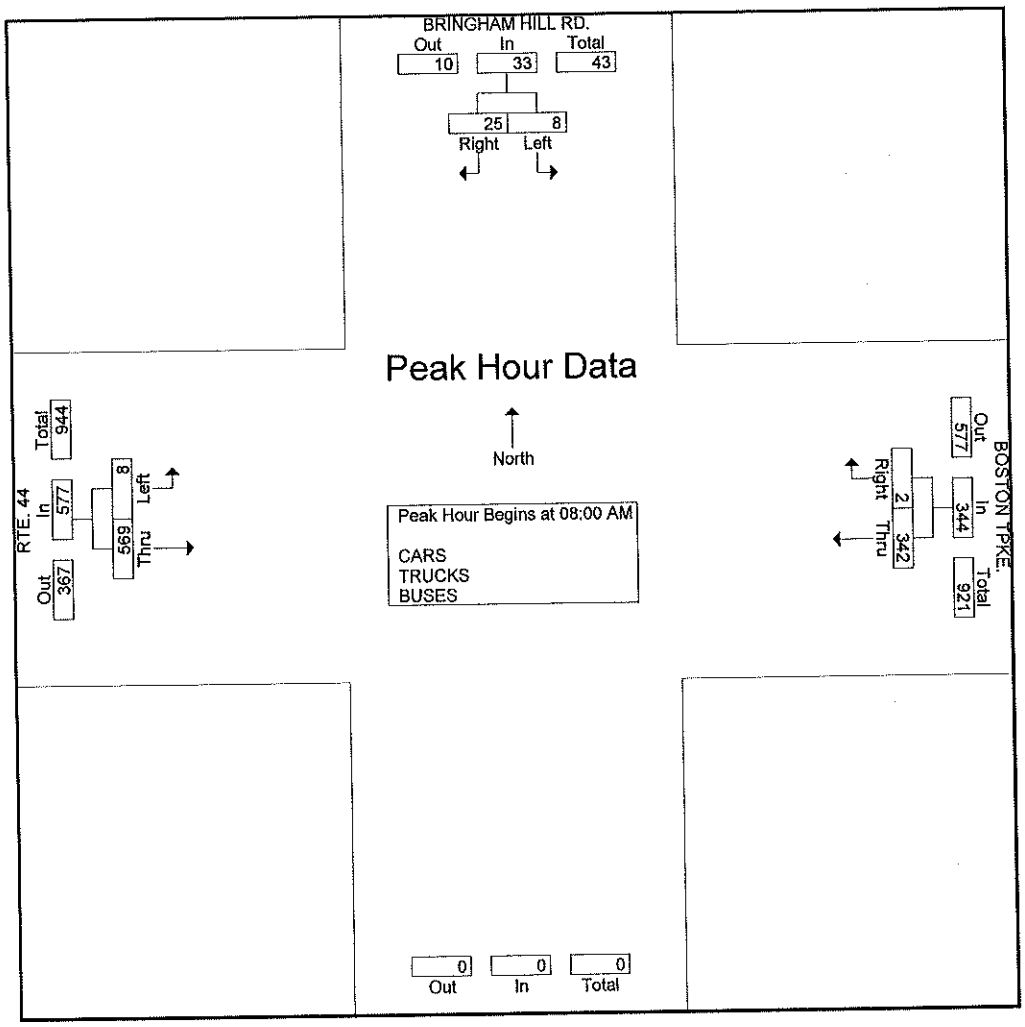
Rte. 44 Boston Tpke. at Bringham Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 3

	BRINGHAM HILL RD. Southbound			BOSTON TPKE. Westbound			Northbound	RTE. 44 Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	**8**	**4**	**12**	0	82	82	0	125	**3**	128	222
08:15 AM	7	0	7	**1**	**99**	**100**	0	138	3	141	**248**
08:30 AM	5	2	7	0	81	81	0	**156**	1	**157**	245
08:45 AM	5	2	7	1	80	81	0	150	1	151	239
Total Volume	25	8	33	2	342	344	0	569	8	577	954
% App. Total	75.8	24.2		0.6	99.4			98.6	1.4		
PHF	.781	.500	.688	.500	.864	.860	.000	.912	.667	.919	.962

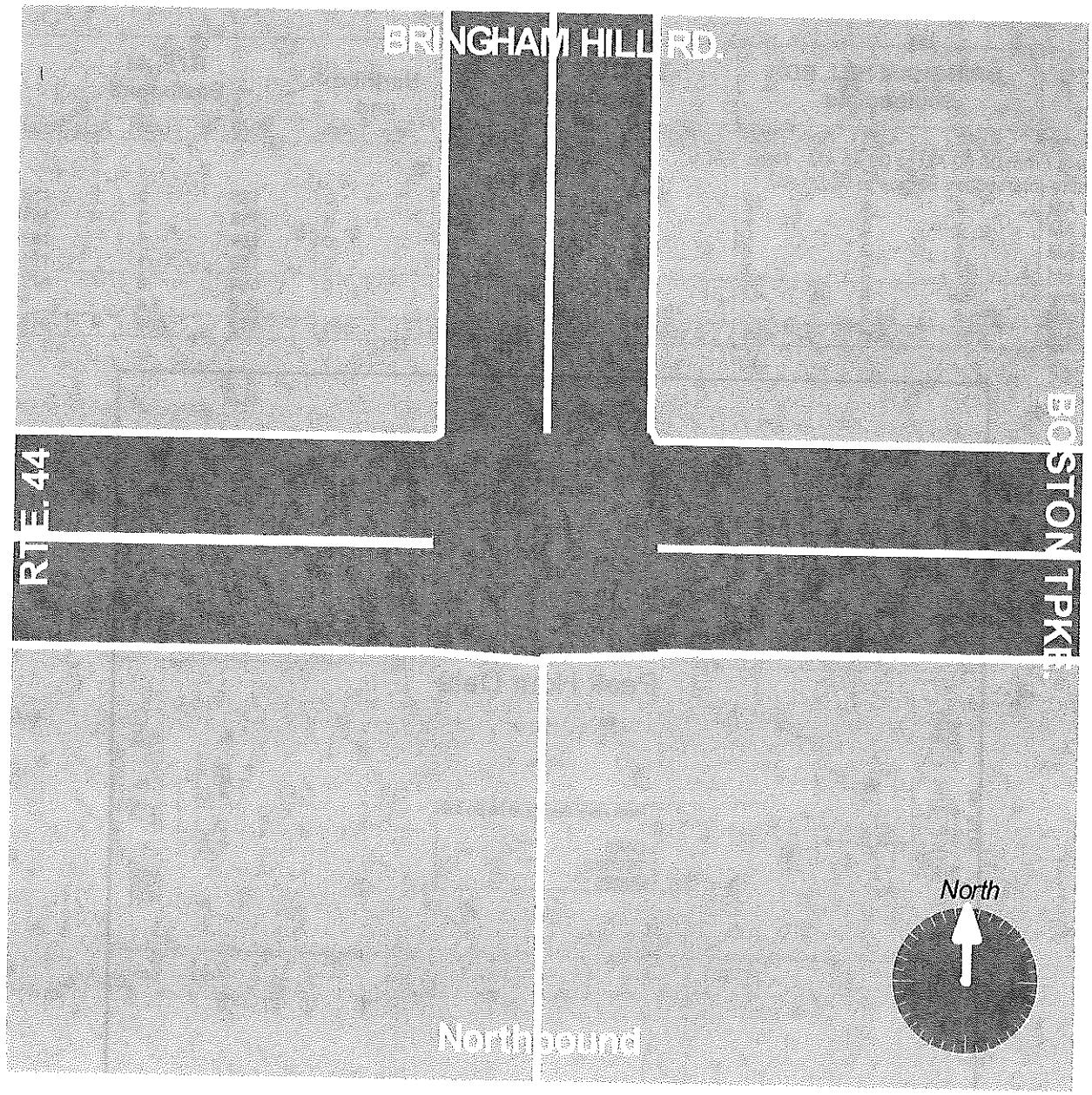


Rte. 44 Boston Tpke. at Bringham Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 4



Rte. 44 Boston Tpke. at Bringham Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 5

Groups Printed- CARS

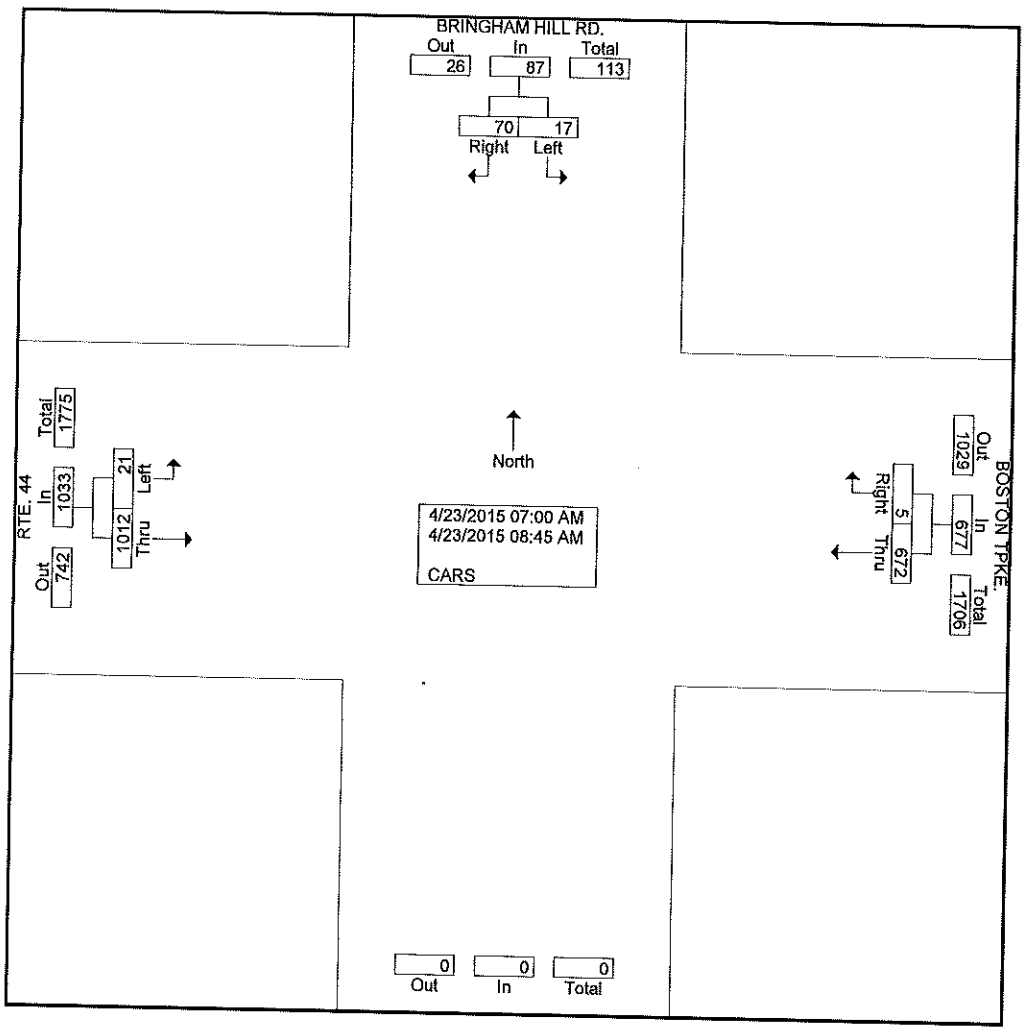
	BRINGHAM HILL RD. Southbound			BOSTON TPKE. Westbound			Northbound	RTE. 44 Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
07:00 AM	11	1	12	1	96	97	0	76	1	77	186
07:15 AM	16	2	18	0	76	76	0	108	5	113	207
07:30 AM	11	5	16	0	91	91	0	126	4	130	237
07:45 AM	7	1	8	2	72	74	0	138	3	141	223
Total	45	9	54	3	335	338	0	448	13	461	853
08:00 AM	8	4	12	0	82	82	0	124	3	127	221
08:15 AM	7	0	7	1	95	96	0	137	3	140	243
08:30 AM	5	2	7	0	80	80	0	153	1	154	241
08:45 AM	5	2	7	1	80	81	0	150	1	151	239
Total	25	8	33	2	337	339	0	564	8	572	944
Grand Total	70	17	87	5	672	677	0	1012	21	1033	1797
Apprch %	80.5	19.5		0.7	99.3			98	2		
Total %	3.9	0.9	4.8	0.3	37.4	37.7	0	56.3	1.2	57.5	

Rte. 44 Boston Tpke. at Bringham Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 6



Rte. 44 Boston Tpke. at Bringham Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 7

Groups Printed- TRUCKS

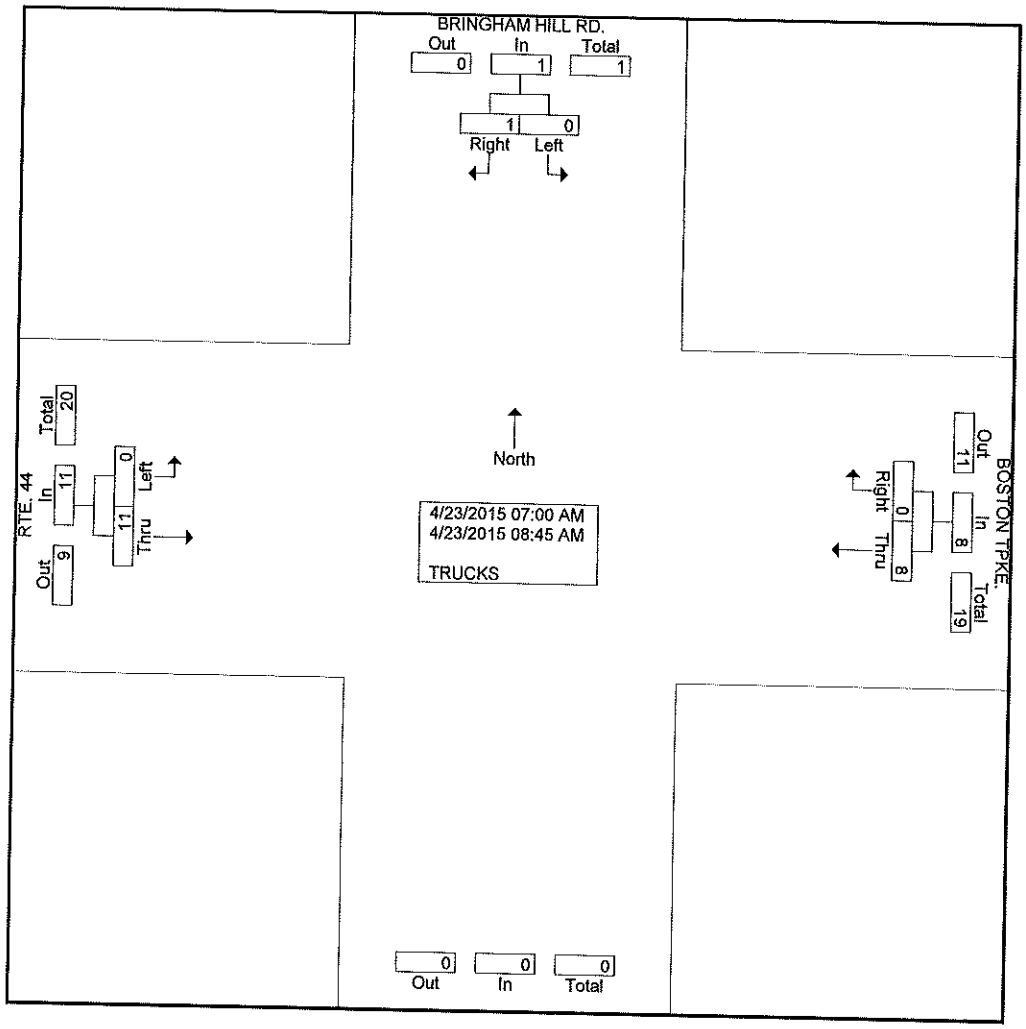
	BRINGHAM HILL RD. Southbound			BOSTON TPKE. Westbound			Northbound	RTE. 44 Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
07:00 AM	0	0	0	0	2	2	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	0	2	0	2	2
07:30 AM	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	1	0	1	0	1	1	0	2	0	2	4
Total	1	0	1	0	3	3	0	6	0	6	10
08:00 AM	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	4	4	0	1	0	1	5
08:30 AM	0	0	0	0	1	1	0	3	0	3	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	5	5	0	5	0	5	10
Grand Total	1	0	1	0	8	8	0	11	0	11	20
Apprch %	100	0		0	100			100	0		
Total %	5	0	5	0	40	40	0	55	0	55	

Rte. 44 Boston Tpke. at Bringham Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 8



Rte. 44 Boston Tpke. at Bringham Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 9

Groups Printed- BUSES

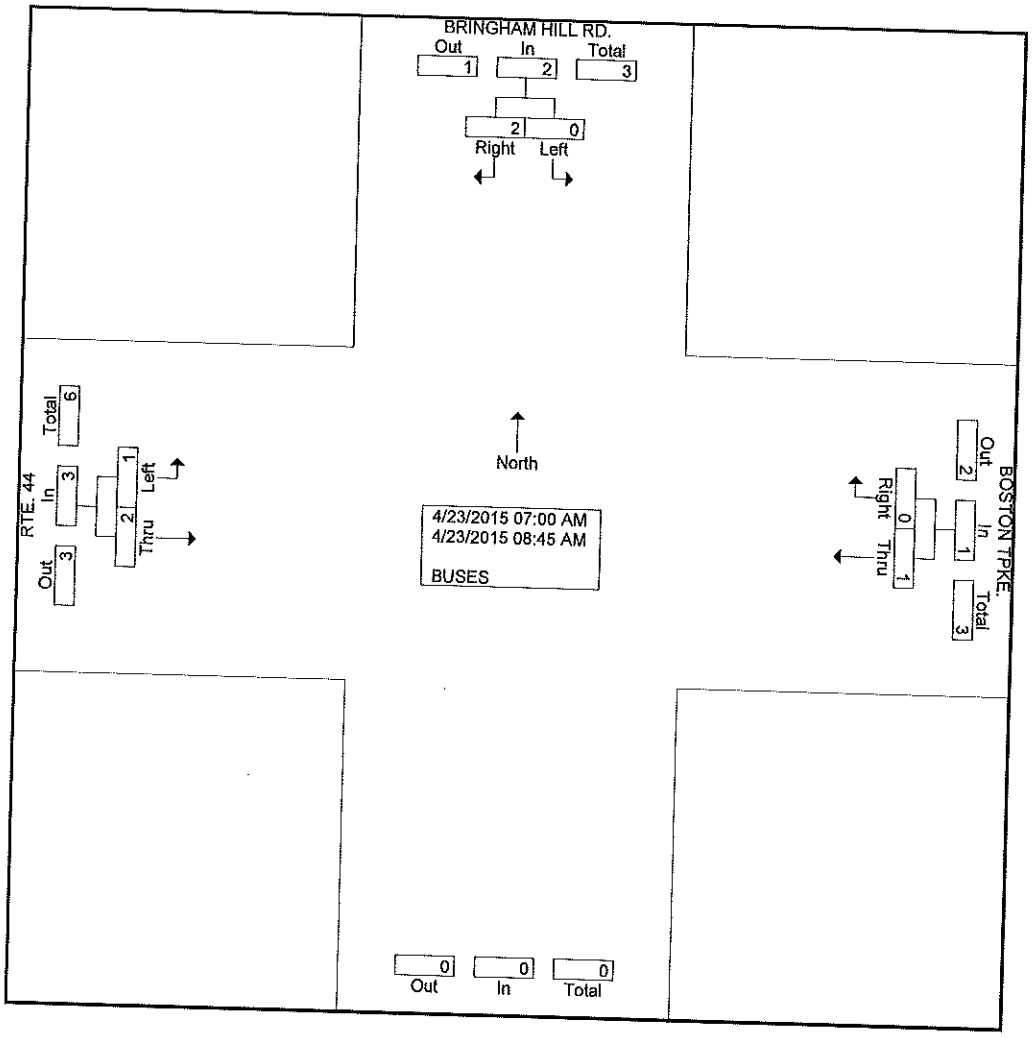
	BRINGHAM HILL RD. Southbound			BOSTON TPKE. Westbound			Northbound	RTE. 44 Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
07:00 AM	1	0	1	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	1	0	1	0	1	1	0	1	1	2	4
Total	2	0	2	0	1	1	0	2	1	3	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	0	2	0	1	1	0	2	1	3	6
Apprch %	100	0		0	100			66.7	33.3		
Total %	33.3	0	33.3	0	16.7	16.7	0	33.3	16.7	50	

Rte. 44 Boston Tpke. at Bringham Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 10



Rte. 44 Boston Tpke. at Lewis Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventer, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

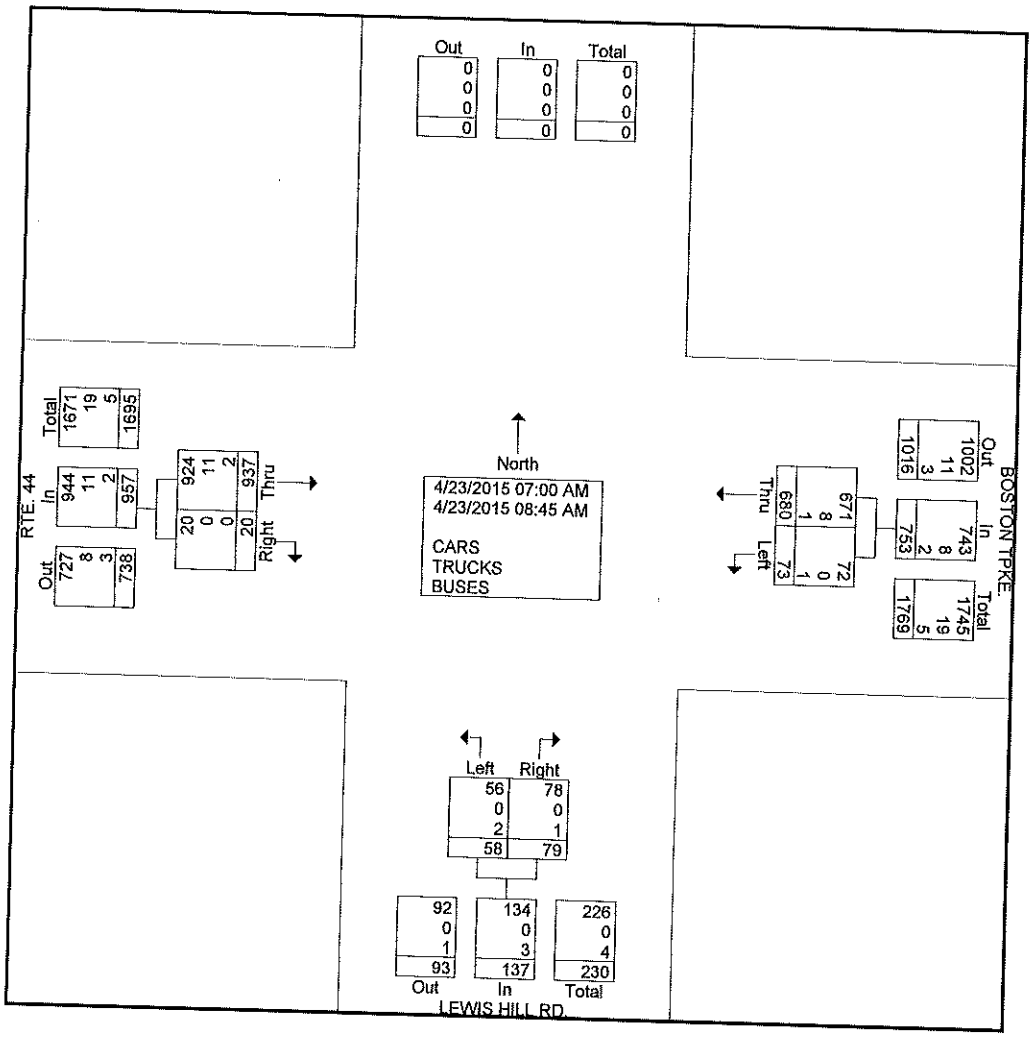
	Southbound	BOSTON TPKE. Westbound			LEWIS HILL RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	0	98	17	115	6	7	13	6	70	76	204
07:15 AM	0	76	22	98	17	11	28	5	91	96	222
07:30 AM	0	91	6	97	14	14	28	3	112	115	240
07:45 AM	0	74	8	82	12	5	17	1	126	127	226
Total	0	339	53	392	49	37	86	15	399	414	892
08:00 AM	0	82	3	85	10	7	17	1	114	115	217
08:15 AM	0	99	5	104	8	4	12	1	130	131	247
08:30 AM	0	81	7	88	7	5	12	2	149	151	251
08:45 AM	0	79	5	84	5	5	10	1	145	146	240
Total	0	341	20	361	30	21	51	5	538	543	955
Grand Total	0	680	73	753	79	58	137	20	937	957	1847
Apprch %		90.3	9.7		57.7	42.3		2.1	97.9		
Total %	0	36.8	4	40.8	4.3	3.1	7.4	1.1	50.7	51.8	
CARS	0	671	72	743	78	56	134	20	924	944	1821
% CARS	0	98.7	98.6	98.7	98.7	96.6	97.8	100	98.6	98.6	98.6
TRUCKS	0	8	0	8	0	0	0	0	11	11	19
% TRUCKS	0	1.2	0	1.1	0	0	0	0	1.2	1.1	1
BUSES	0	1	1	2	1	2	3	0	2	2	7
% BUSES	0	0.1	1.4	0.3	1.3	3.4	2.2	0	0.2	0.2	0.4

Rte. 44 Boston Tpke. at Lewis Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventer, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 2



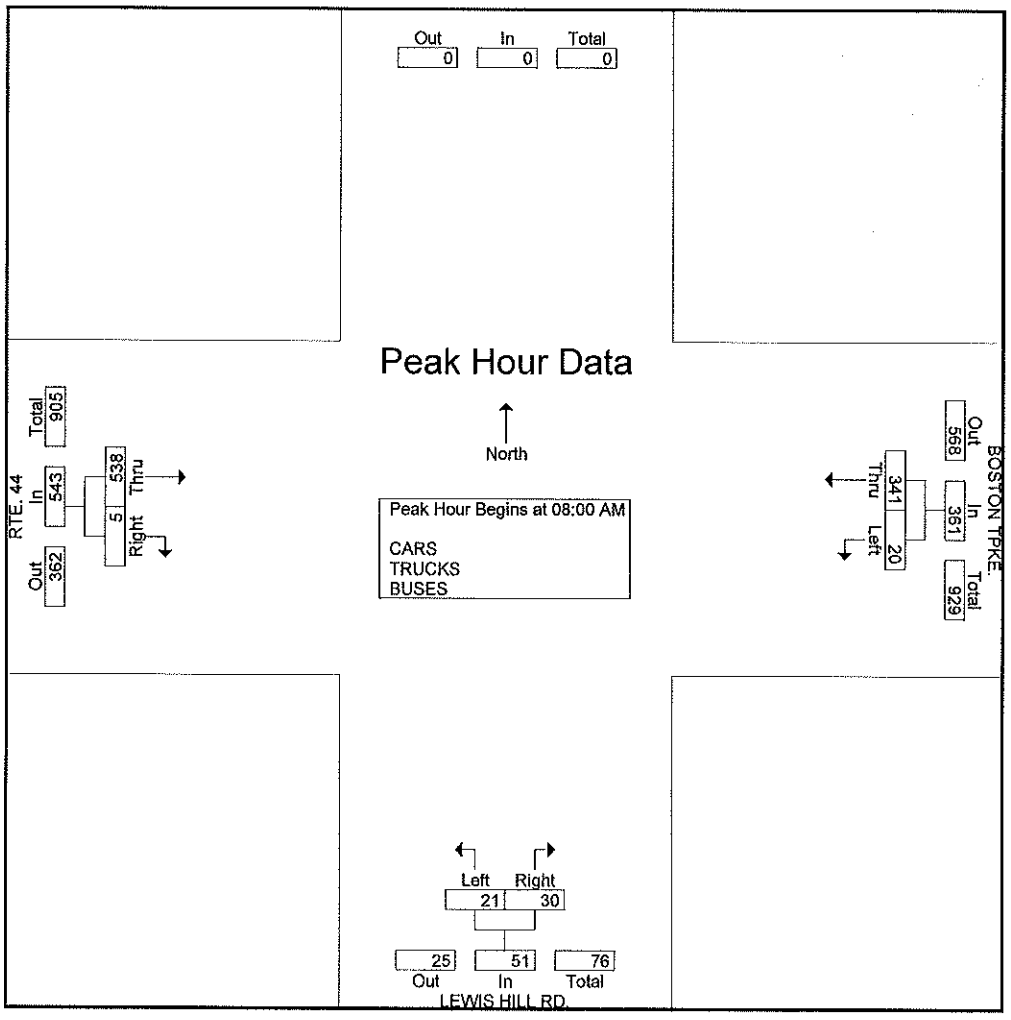
Rte. 44 Boston Tpke. at Lewis Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventer, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 3

	Southbound	BOSTON TPKE. Westbound			LEWIS HILL RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	0	82	3	85	**10**	**7**	**17**	1	114	115	217
08:15 AM	0	**99**	5	**104**	8	4	12	1	130	131	247
08:30 AM	0	81	**7**	88	7	5	12	**2**	**149**	**151**	**251**
08:45 AM	0	79	5	84	5	5	10	1	145	146	240
Total Volume	0	341	20	361	30	21	51	5	538	543	955
% App. Total		94.5	5.5		58.8	41.2		0.9	99.1		
PHF	.000	.861	.714	.868	.750	.750	.750	.625	.903	.899	.951

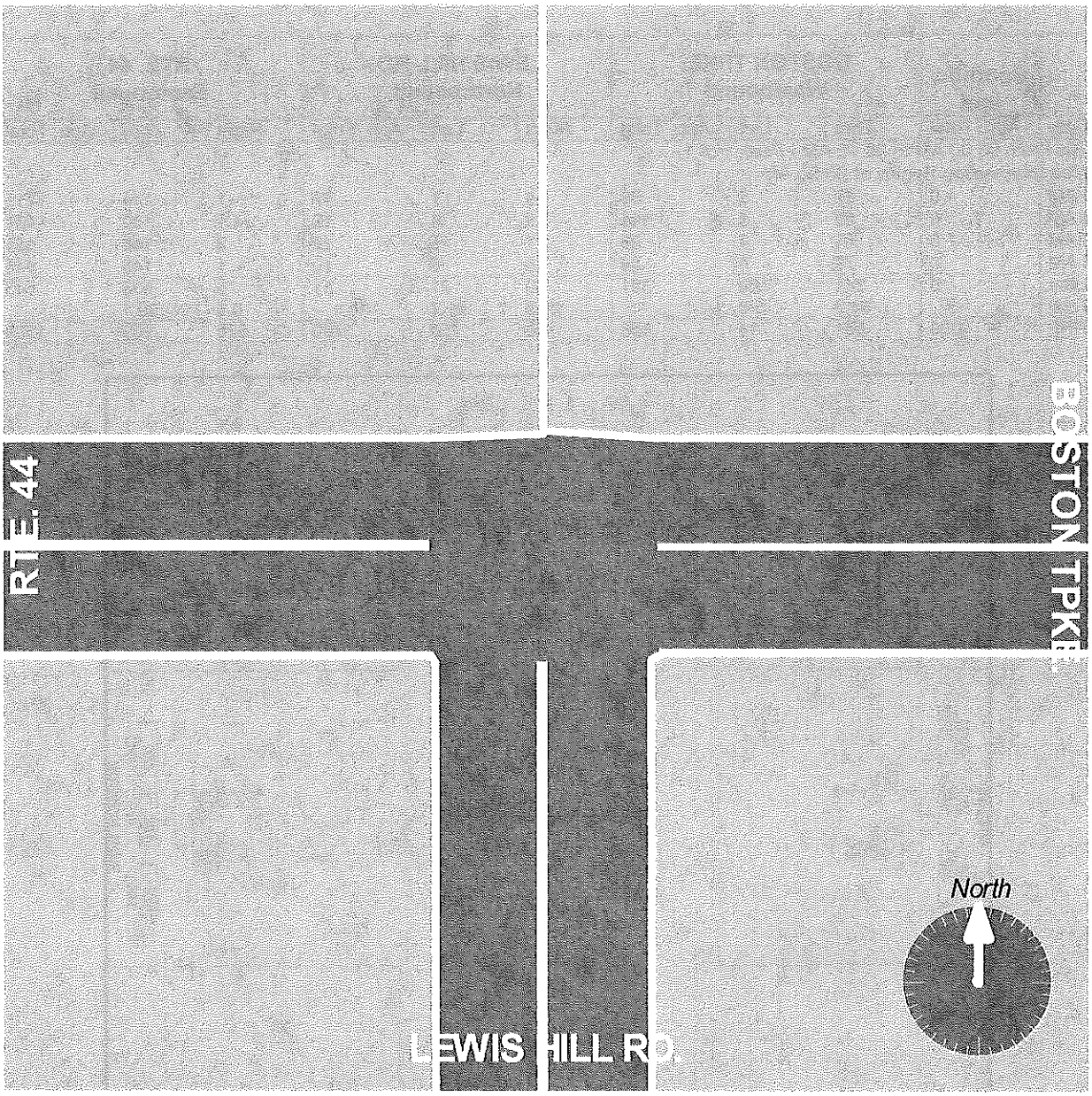


Rte. 44 Boston Tpke. at Lewis Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventer, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 4



Rte. 44 Boston Tpke. at Lewis Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventer, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 5

Groups Printed- CARS

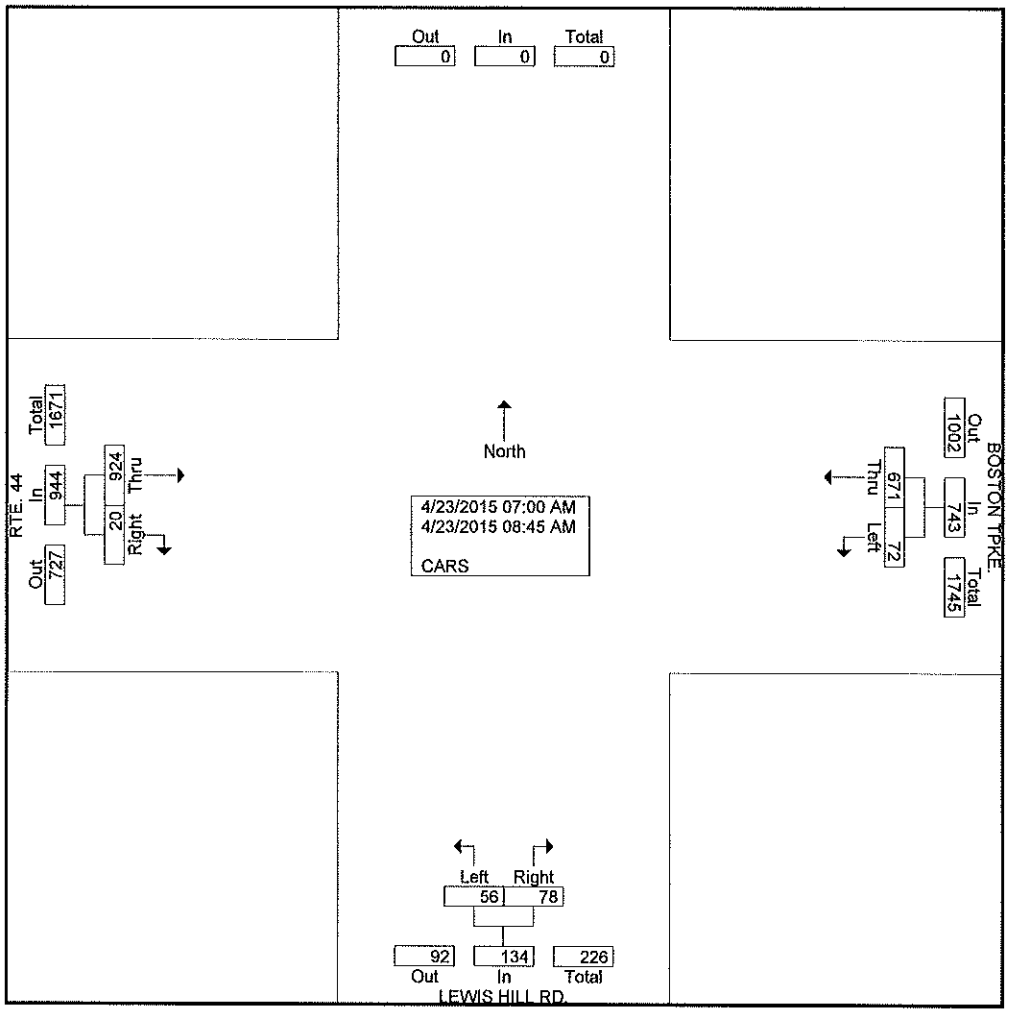
	Southbound	BOSTON TPKE. Westbound			LEWIS HILL RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	0	96	16	112	6	7	13	6	69	75	200
07:15 AM	0	76	22	98	17	11	28	5	89	94	220
07:30 AM	0	91	6	97	13	13	26	3	110	113	236
07:45 AM	0	72	8	80	12	5	17	1	123	124	221
Total	0	335	52	387	48	36	84	15	391	406	877
08:00 AM	0	82	3	85	10	6	16	1	113	114	215
08:15 AM	0	95	5	100	8	4	12	1	129	130	242
08:30 AM	0	80	7	87	7	5	12	2	146	148	247
08:45 AM	0	79	5	84	5	5	10	1	145	146	240
Total	0	336	20	356	30	20	50	5	533	538	944
Grand Total	0	671	72	743	78	56	134	20	924	944	1821
Apprch %		90.3	9.7		58.2	41.8		2.1	97.9		
Total %	0	36.8	4	40.8	4.3	3.1	7.4	1.1	50.7	51.8	

Rte. 44 Boston Tpke. at Lewis Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventer, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 6



Rte. 44 Boston Tpke. at Lewis Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventer, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 7

Groups Printed- TRUCKS

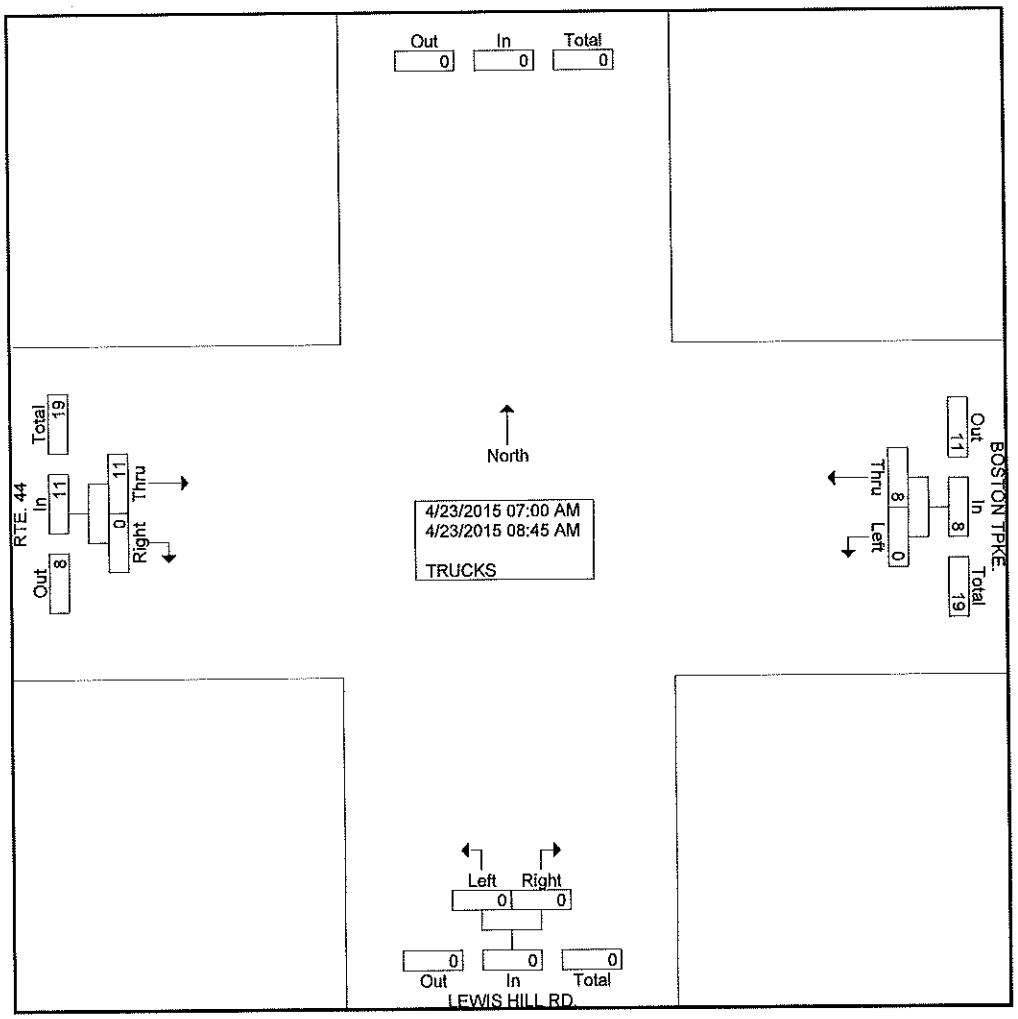
	Southbound	BOSTON TPKE. Westbound			LEWIS HILL RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	1	1	3
07:15 AM	0	0	0	0	0	0	0	0	2	2	2
07:30 AM	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	1	0	1	0	0	0	0	2	2	3
Total	0	3	0	3	0	0	0	0	6	6	9
08:00 AM	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	4	0	4	0	0	0	0	1	1	5
08:30 AM	0	1	0	1	0	0	0	0	3	3	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	5	0	0	0	0	5	5	10
Grand Total	0	8	0	8	0	0	0	0	11	11	19
Apprch %		100	0		0	0		0	100		
Total %	0	42.1	0	42.1	0	0	0	0	57.9	57.9	

Rte. 44 Boston Tpke. at Lewis Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventer, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 8



Rte. 44 Boston Tpke. at Lewis Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventer, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 9

Groups Printed- BUSES

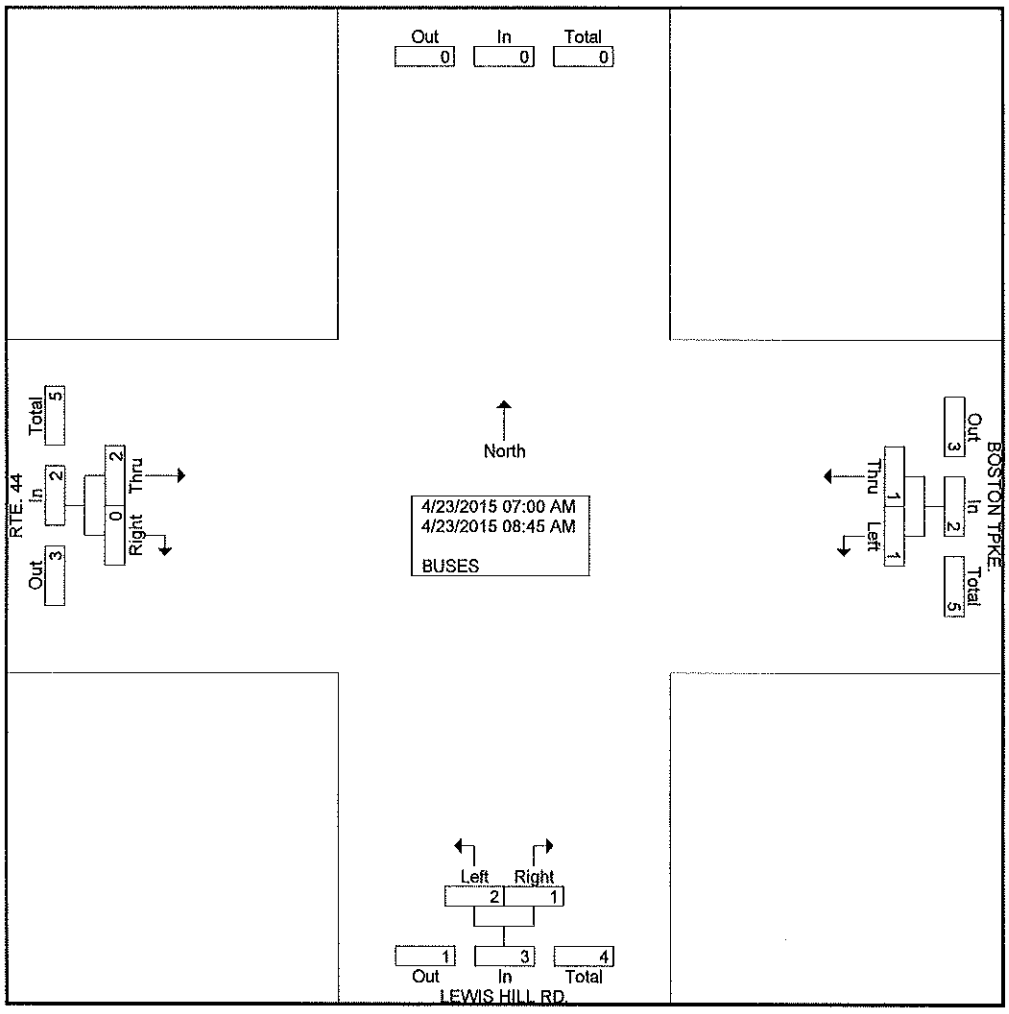
	Southbound	BOSTON TPKE. Westbound			LEWIS HILL RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	1	2	0	1	1	3
07:45 AM	0	1	0	1	0	0	0	0	1	1	2
Total	0	1	1	2	1	1	2	0	2	2	6
08:00 AM	0	0	0	0	0	1	1	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	0	0	1
Grand Total	0	1	1	2	1	2	3	0	2	2	7
Apprch %		50	50		33.3	66.7		0	100		
Total %	0	14.3	14.3	28.6	14.3	28.6	42.9	0	28.6	28.6	

Rte. 44 Boston Tpke. at Lewis Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Coventer, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 10



Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

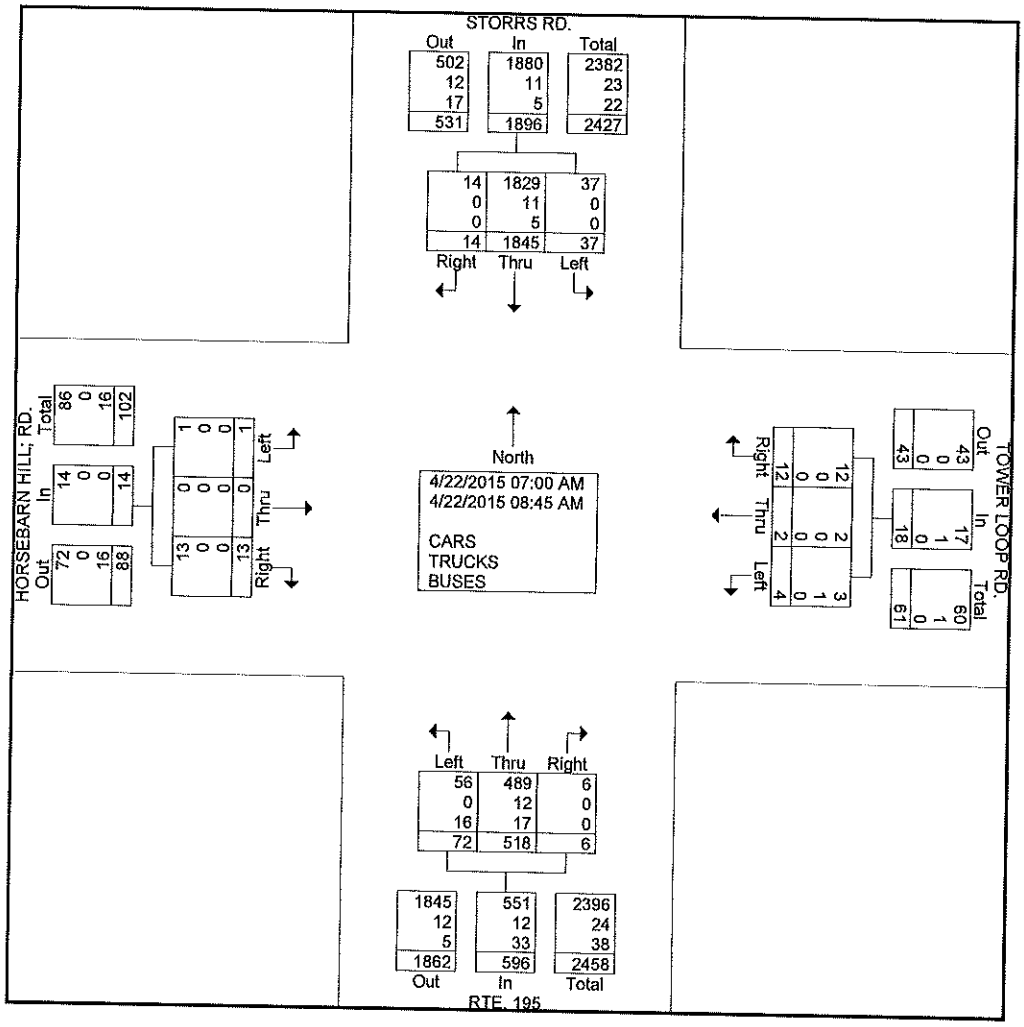
	STORRS RD. Southbound				TOWER LOOP RD. Westbound				RTE. 195 Northbound				HORSEBARN HILL				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	2	162	2	166	1	0	0	1	0	65	3	68	1	0	0	1	236
07:15 AM	3	187	4	194	0	0	1	1	2	76	9	87	1	0	0	1	283
07:30 AM	1	215	4	220	3	1	0	4	0	50	7	57	4	0	1	5	286
07:45 AM	3	248	7	258	1	0	1	2	1	66	12	79	1	0	0	1	340
Total	9	812	17	838	5	1	2	8	3	257	31	291	7	0	1	8	1145
08:00 AM	1	208	7	216	1	0	0	1	2	62	8	72	1	0	0	1	290
08:15 AM	1	274	4	279	1	0	1	2	0	63	6	69	0	0	0	0	350
08:30 AM	2	304	4	310	3	0	0	3	0	70	15	85	2	0	0	2	400
08:45 AM	1	247	5	253	2	1	1	4	1	66	12	79	3	0	0	3	339
Total	5	1033	20	1058	7	1	2	10	3	261	41	305	6	0	0	6	1379
Grand Total	14	1845	37	1896	12	2	4	18	6	518	72	596	13	0	1	14	2524
Apprch %	0.7	97.3	2		66.7	11.1	22.2		1	86.9	12.1		92.9	0	7.1		
Total %	0.6	73.1	1.5	75.1	0.5	0.1	0.2	0.7	0.2	20.5	2.9	23.6	0.5	0	0	0.6	
CARS	14	1829	37	1880	12	2	3	17	6	489	56	551	13	0	1	14	2462
% CARS	100	99.1	100	99.2	100	100	75	94.4	100	94.4	77.8	92.4	100	0	100	100	97.5
TRUCKS	0	11	0	11	0	0	1	1	0	12	0	12	0	0	0	0	24
% TRUCKS	0	0.6	0	0.6	0	0	25	5.6	0	2.3	0	2	0	0	0	0	1
BUSES	0	5	0	5	0	0	0	0	0	17	16	33	0	0	0	0	38
% BUSES	0	0.3	0	0.3	0	0	0	0	0	3.3	22.2	5.5	0	0	0	0	1.5

Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 2



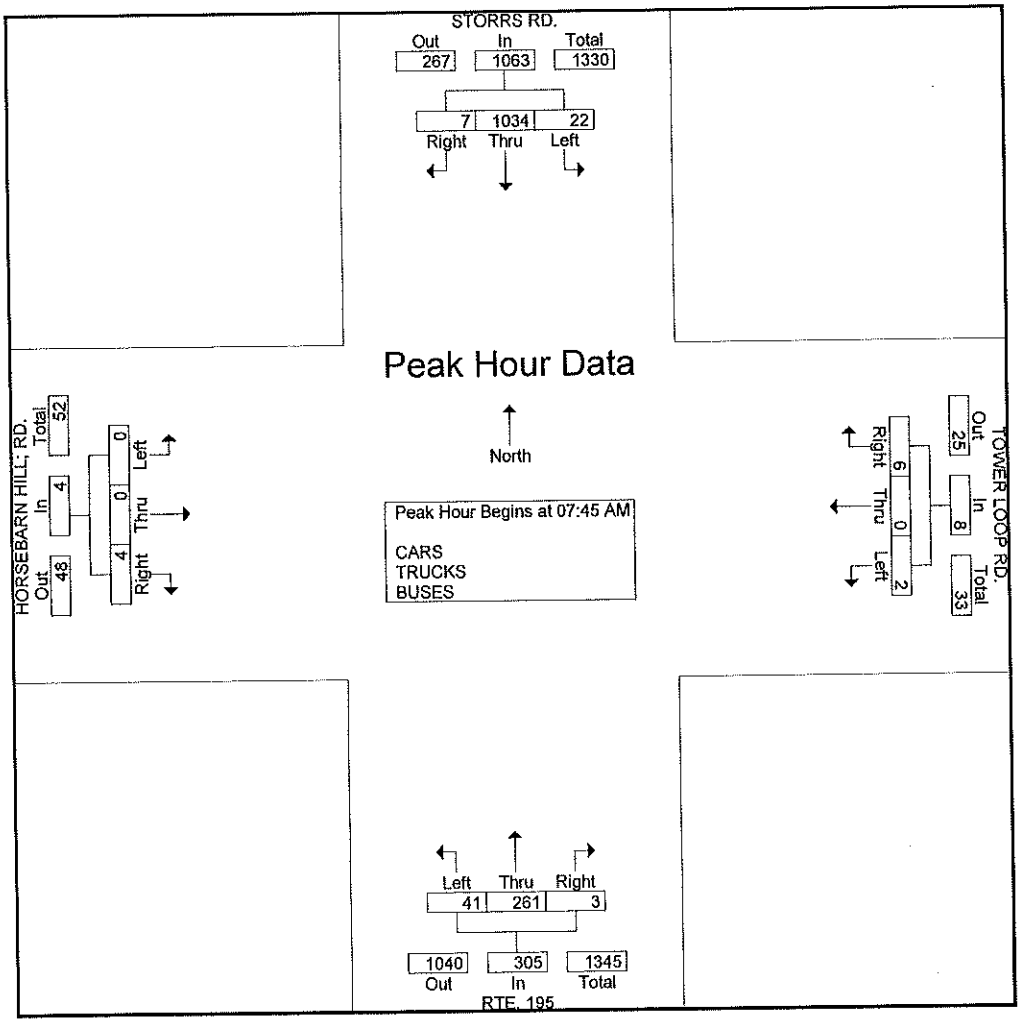
Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 3

	STORRS RD. Southbound				TOWER LOOP RD. Westbound				RTE. 195 Northbound				HORSEBARN HILL				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**3**	248	**7**	258	1	0	1	2	1	66	12	79	1	0	0	1	340
08:00 AM	1	208	7	216	1	0	0	1	**2**	62	8	72	1	0	0	1	290
08:15 AM	1	274	4	279	1	0	1	2	0	63	6	69	0	0	0	0	350
08:30 AM	2	**304**	4	**310**	**3**	0	0	**3**	0	**70**	**15**	**85**	**2**	0	0	**2**	**400**
Total Volume	7	1034	22	1063	6	0	2	8	3	261	41	305	4	0	0	4	1380
% App. Total	0.7	97.3	2.1		75	0	25		1	85.6	13.4		100	0	0		
PHF	.583	.850	.786	.857	.500	.000	.500	.667	.375	.932	.683	.897	.500	.000	.000	.500	.863

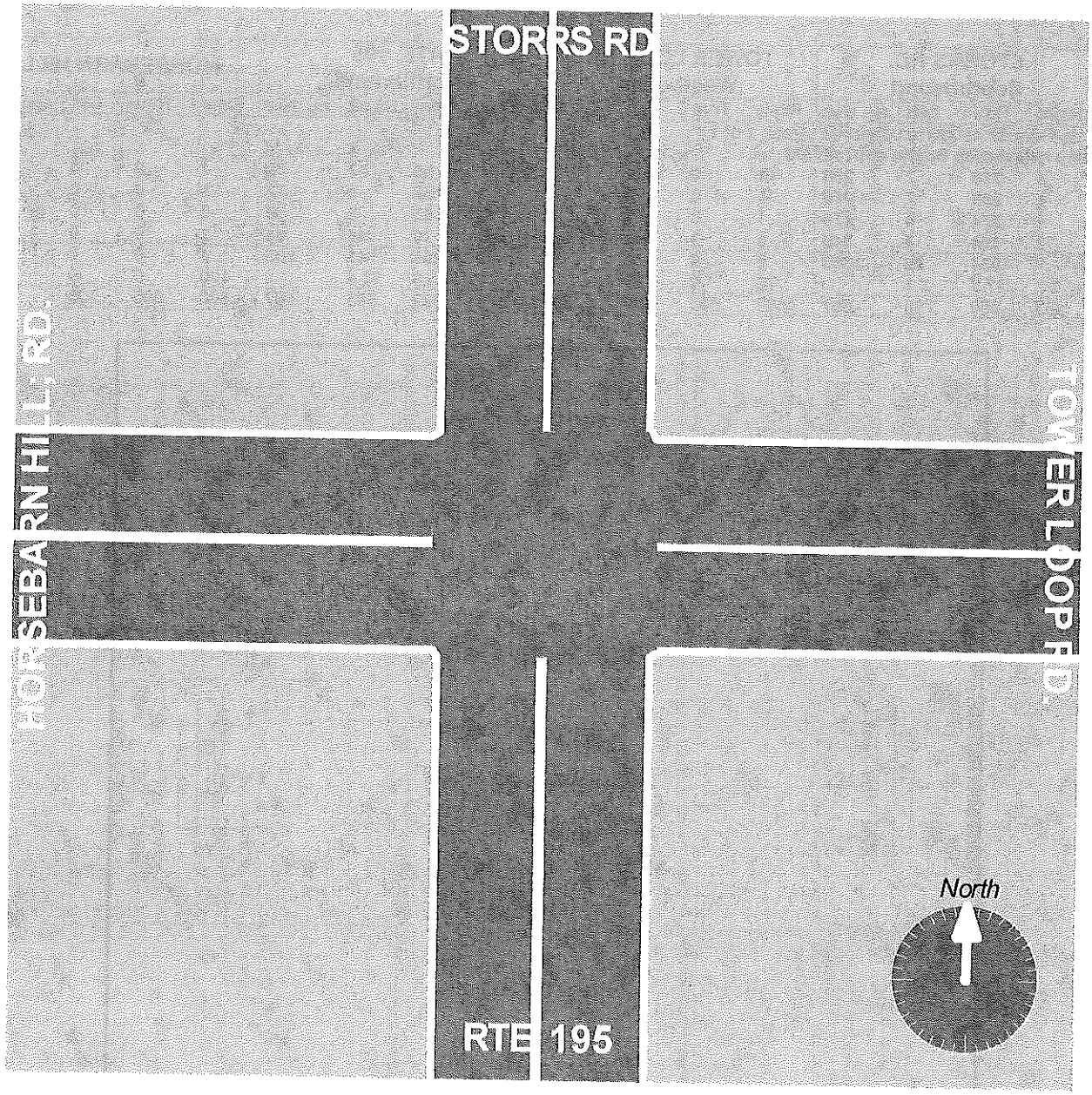


Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 4



Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 5

Groups Printed- CARS

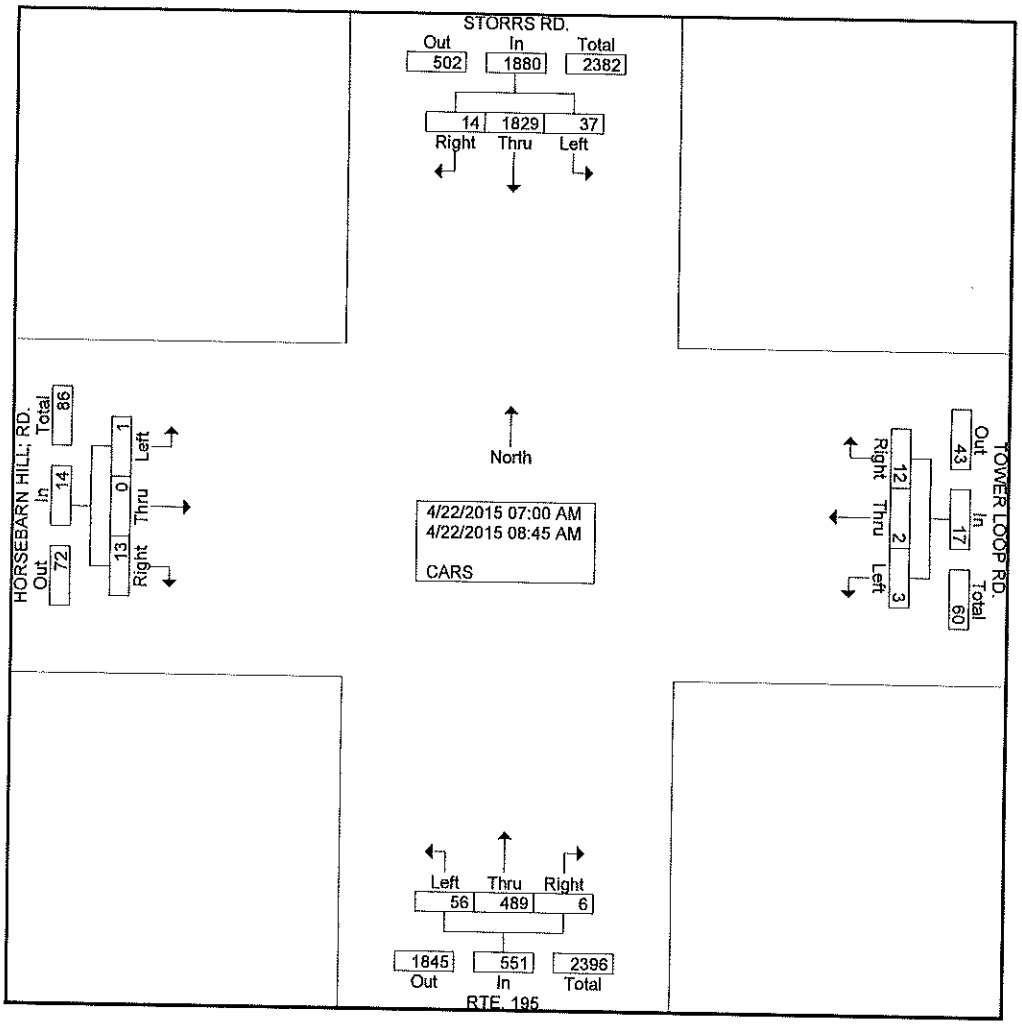
	STORRS RD. Southbound				TOWER LOOP RD. Westbound				RTE. 195 Northbound				HORSEBARN HILL				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	2	159	2	163	1	0	0	1	0	53	1	54	1	0	0	1	219
07:15 AM	3	183	4	190	0	0	0	0	2	74	7	83	1	0	0	1	274
07:30 AM	1	213	4	218	3	1	0	4	0	49	5	54	4	0	1	5	281
07:45 AM	3	245	7	255	1	0	1	2	1	64	9	74	1	0	0	1	332
Total	9	800	17	826	5	1	1	7	3	240	22	265	7	0	1	8	1106
08:00 AM	1	207	7	215	1	0	0	1	2	62	6	70	1	0	0	1	287
08:15 AM	1	274	4	279	1	0	1	2	0	61	4	65	0	0	0	0	346
08:30 AM	2	301	4	307	3	0	0	3	0	67	14	81	2	0	0	2	393
08:45 AM	1	247	5	253	2	1	1	4	1	59	10	70	3	0	0	3	330
Total	5	1029	20	1054	7	1	2	10	3	249	34	286	6	0	0	6	1356
Grand Total	14	1829	37	1880	12	2	3	17	6	489	56	551	13	0	1	14	2462
Apprch %	0.7	97.3	2		70.6	11.8	17.6		1.1	88.7	10.2		92.9	0	7.1		
Total %	0.6	74.3	1.5	76.4	0.5	0.1	0.1	0.7	0.2	19.9	2.3	22.4	0.5	0	0	0.6	

Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 6



Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 7

Groups Printed- TRUCKS

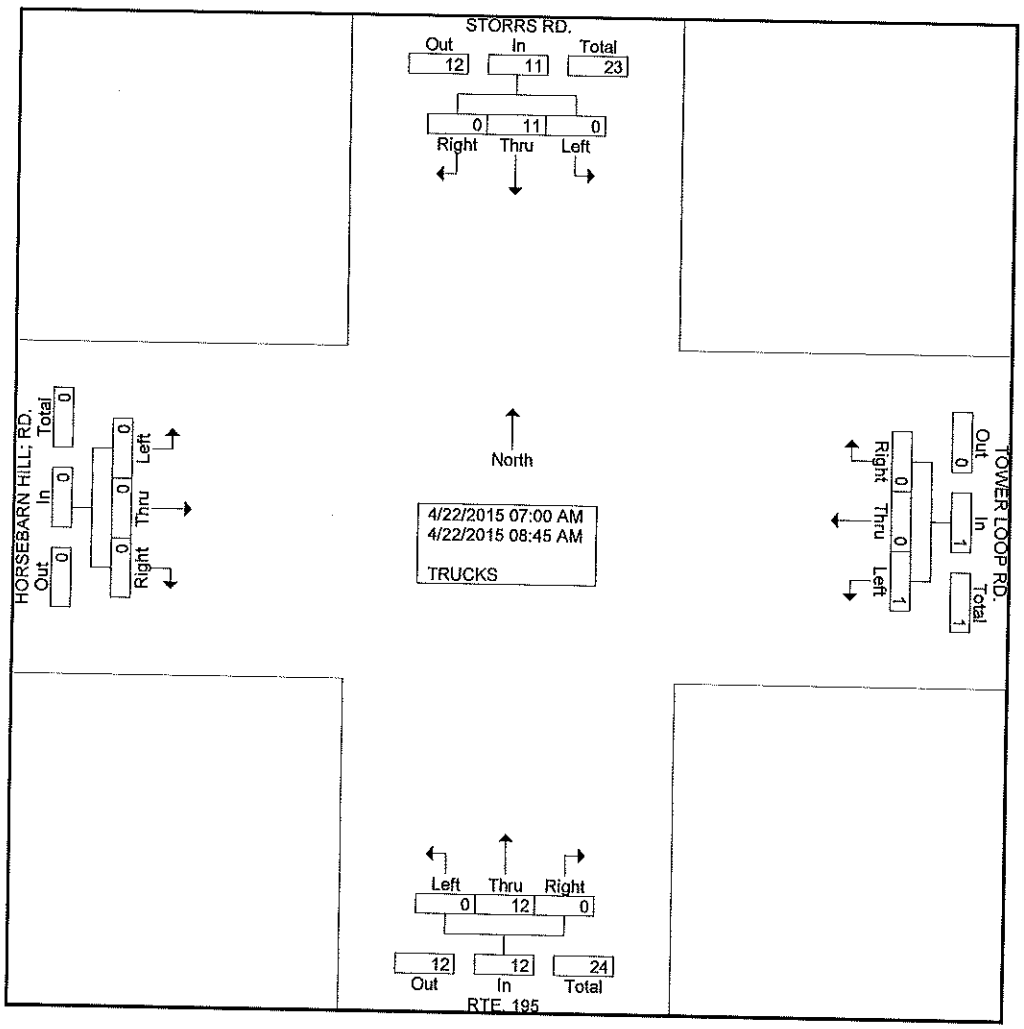
	STORRS RD. Southbound				TOWER LOOP RD. Westbound				RTE. 195 Northbound				HORSEBARN HILL				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15 AM	0	3	0	3	0	0	1	1	0	0	0	0	0	0	0	0	4
07:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total	0	9	0	9	0	0	1	1	0	3	0	3	0	0	0	0	13
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	6
Total	0	2	0	2	0	0	0	0	0	9	0	9	0	0	0	0	11
Grand Total	0	11	0	11	0	0	1	1	0	12	0	12	0	0	0	0	24
Apprch %	0	100	0		0	0	100		0	100	0		0	0	0		
Total %	0	45.8	0	45.8	0	0	4.2	4.2	0	50	0	50	0	0	0	0	

Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 8



Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 9

Groups Printed- BUSES

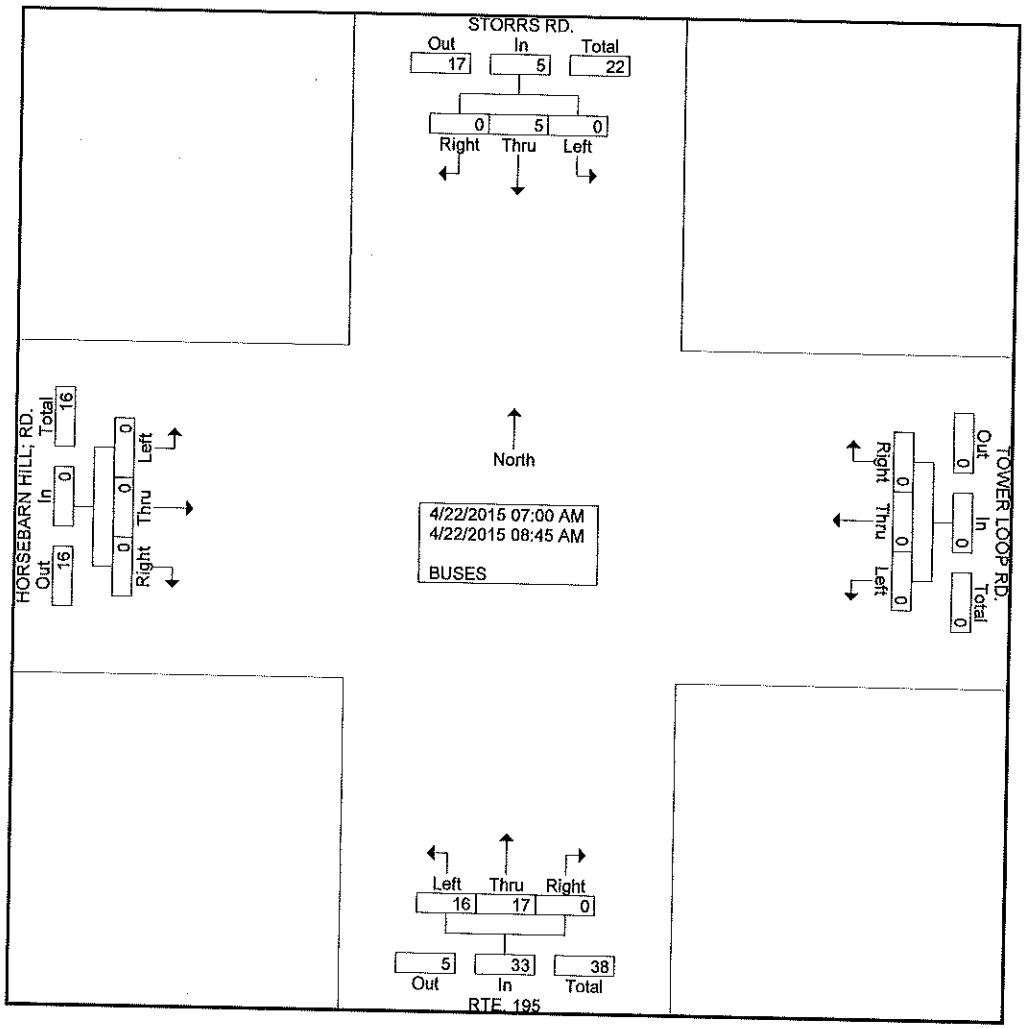
	STORRS RD. Southbound				TOWER LOOP RD. Westbound				RTE. 195 Northbound				HORSEBARN HILL				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	11	2	13	0	0	0	0	15
07:15 AM	0	1	0	1	0	0	0	0	0	2	2	4	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	4
Total	0	3	0	3	0	0	0	0	0	14	9	23	0	0	0	0	26
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	3
08:30 AM	0	2	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	3
Total	0	2	0	2	0	0	0	0	0	3	7	10	0	0	0	0	12
Grand Total	0	5	0	5	0	0	0	0	0	17	16	33	0	0	0	0	38
Apprch %	0	100	0		0	0	0		0	51.5	48.5		0	0	0		
Total %	0	13.2	0	13.2	0	0	0	0	0	44.7	42.1	86.8	0	0	0	0	

Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 10



Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

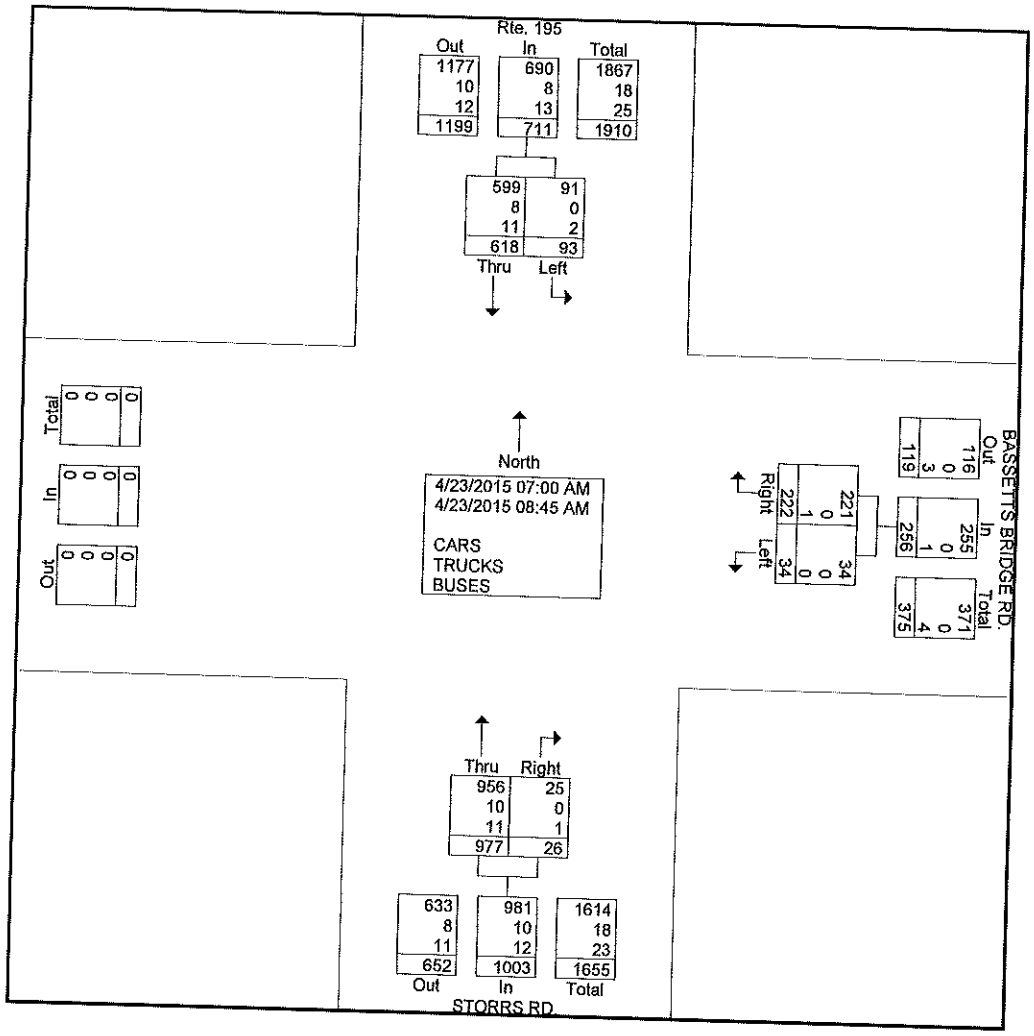
	Rte. 195 Southbound			BASSETTS BRIDGE RD. Westbound			STORRS RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
07:00 AM	78	5	83	27	3	30	1	85	86	0	199
07:15 AM	69	11	80	21	4	25	1	86	87	0	192
07:30 AM	92	5	97	34	2	36	4	114	118	0	251
07:45 AM	85	19	104	36	3	39	6	124	130	0	273
Total	324	40	364	118	12	130	12	409	421	0	915
08:00 AM	79	14	93	35	7	42	3	121	124	0	259
08:15 AM	49	13	62	25	1	26	2	135	137	0	225
08:30 AM	78	9	87	23	9	32	6	149	155	0	274
08:45 AM	88	17	105	21	5	26	3	163	166	0	297
Total	294	53	347	104	22	126	14	568	582	0	1055
Grand Total	618	93	711	222	34	256	26	977	1003	0	1970
Apprch %	86.9	13.1		86.7	13.3		2.6	97.4			
Total %	31.4	4.7	36.1	11.3	1.7	13	1.3	49.6	50.9	0	
CARS	599	91	690	221	34	255	25	956	981	0	1926
% CARS	96.9	97.8	97	99.5	100	99.6	96.2	97.9	97.8	0	97.8
TRUCKS	8	0	8	0	0	0	0	10	10	0	18
% TRUCKS	1.3	0	1.1	0	0	0	0	1	1	0	0.9
BUSES	11	2	13	1	0	1	1	11	12	0	26
% BUSES	1.8	2.2	1.8	0.5	0	0.4	3.8	1.1	1.2	0	1.3

Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 2



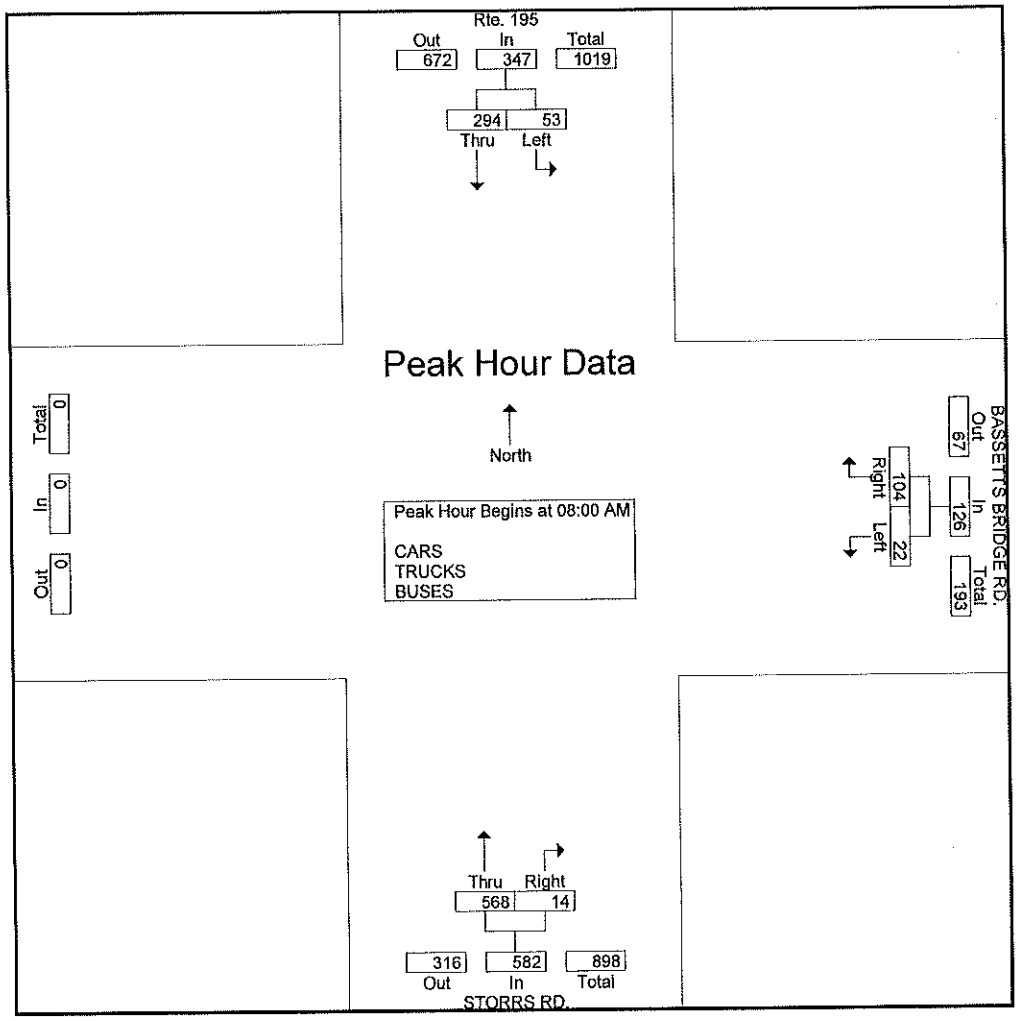
Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 3

	Rte. 195 Southbound			BASSETTS BRIDGE RD. Westbound			STORRS RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	79	14	93	**35**	7	**42**	3	121	124	0	259
08:15 AM	49	13	62	25	1	26	2	135	137	0	225
08:30 AM	78	9	87	23	**9**	32	**6**	149	155	0	274
08:45 AM	**88**	**17**	**105**	21	5	26	3	**163**	**166**	0	**297**
Total Volume	294	53	347	104	22	126	14	568	582	0	1055
% App. Total	84.7	15.3		82.5	17.5		2.4	97.6			
PHF	.835	.779	.826	.743	.611	.750	.583	.871	.877	.000	.888

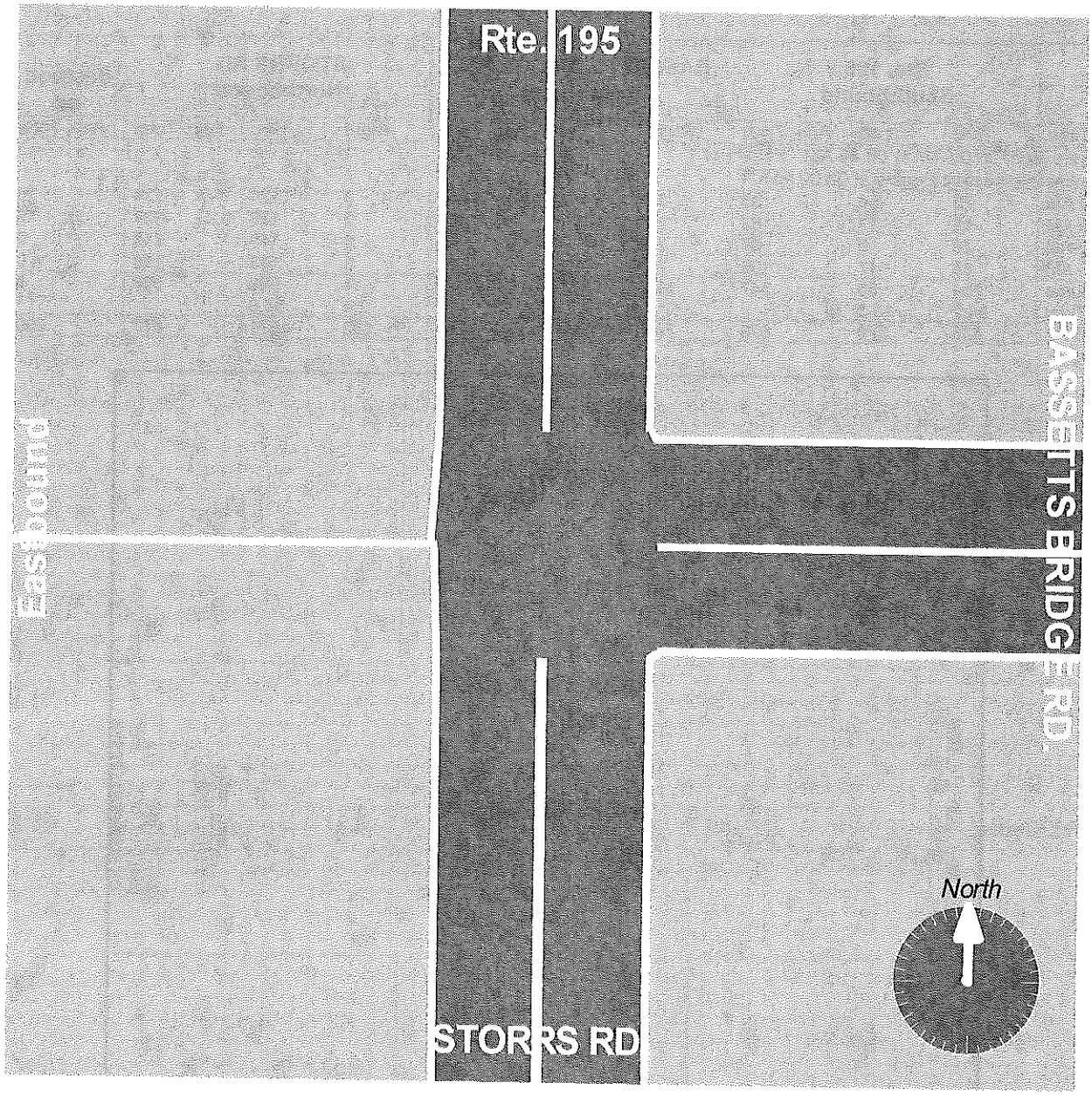


Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 4



Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 5

Groups Printed- CARS

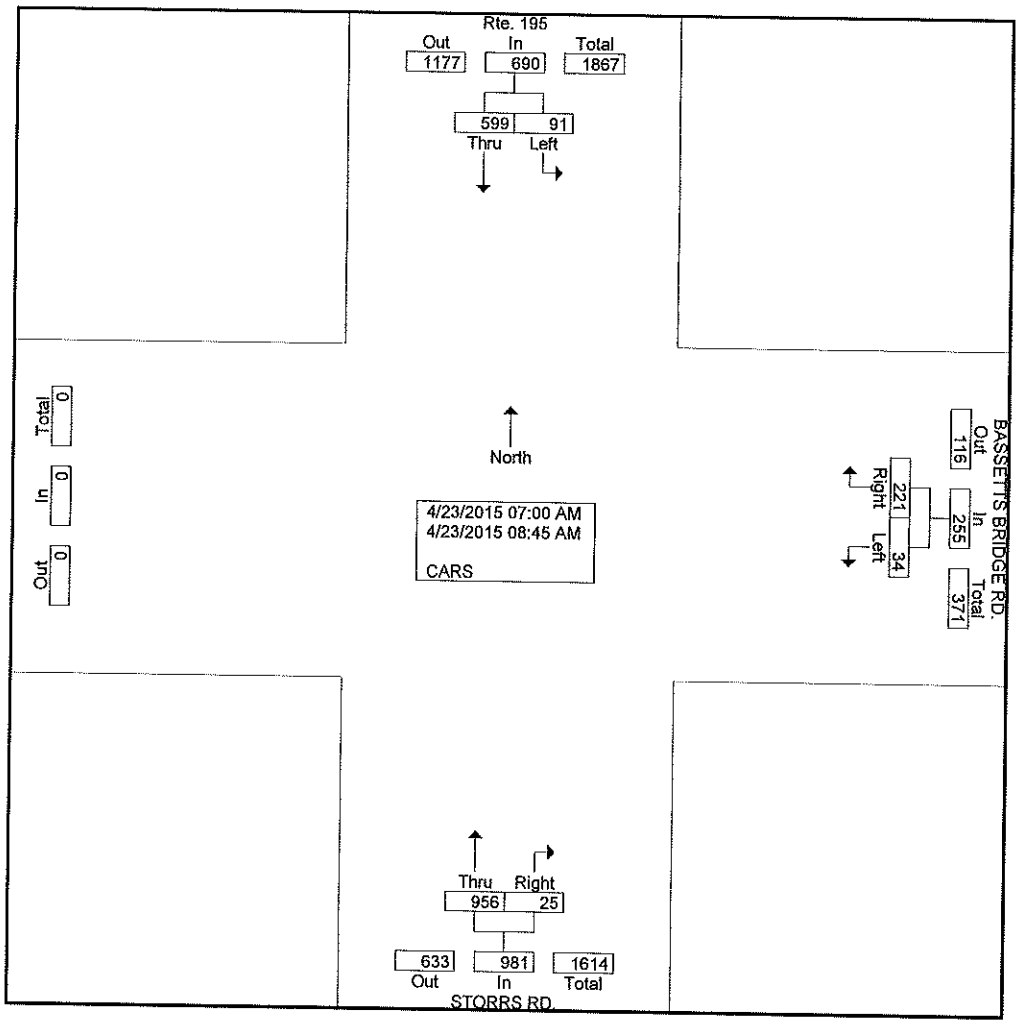
	Rte. 195 Southbound			BASSETTS BRIDGE RD. Westbound			STORRS RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
07:00 AM	74	5	79	27	3	30	1	83	84	0	193
07:15 AM	67	10	77	21	4	25	1	81	82	0	184
07:30 AM	90	5	95	34	2	36	4	109	113	0	244
07:45 AM	83	18	101	35	3	38	6	121	127	0	266
Total	314	38	352	117	12	129	12	394	406	0	887
08:00 AM	76	14	90	35	7	42	3	118	121	0	253
08:15 AM	48	13	61	25	1	26	1	135	136	0	223
08:30 AM	74	9	83	23	9	32	6	148	154	0	269
08:45 AM	87	17	104	21	5	26	3	161	164	0	294
Total	285	53	338	104	22	126	13	562	575	0	1039
Grand Total	599	91	690	221	34	255	25	956	981	0	1926
Apprch %	86.8	13.2		86.7	13.3		2.5	97.5			
Total %	31.1	4.7	35.8	11.5	1.8	13.2	1.3	49.6	50.9	0	

Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 6



Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 7

Groups Printed- TRUCKS

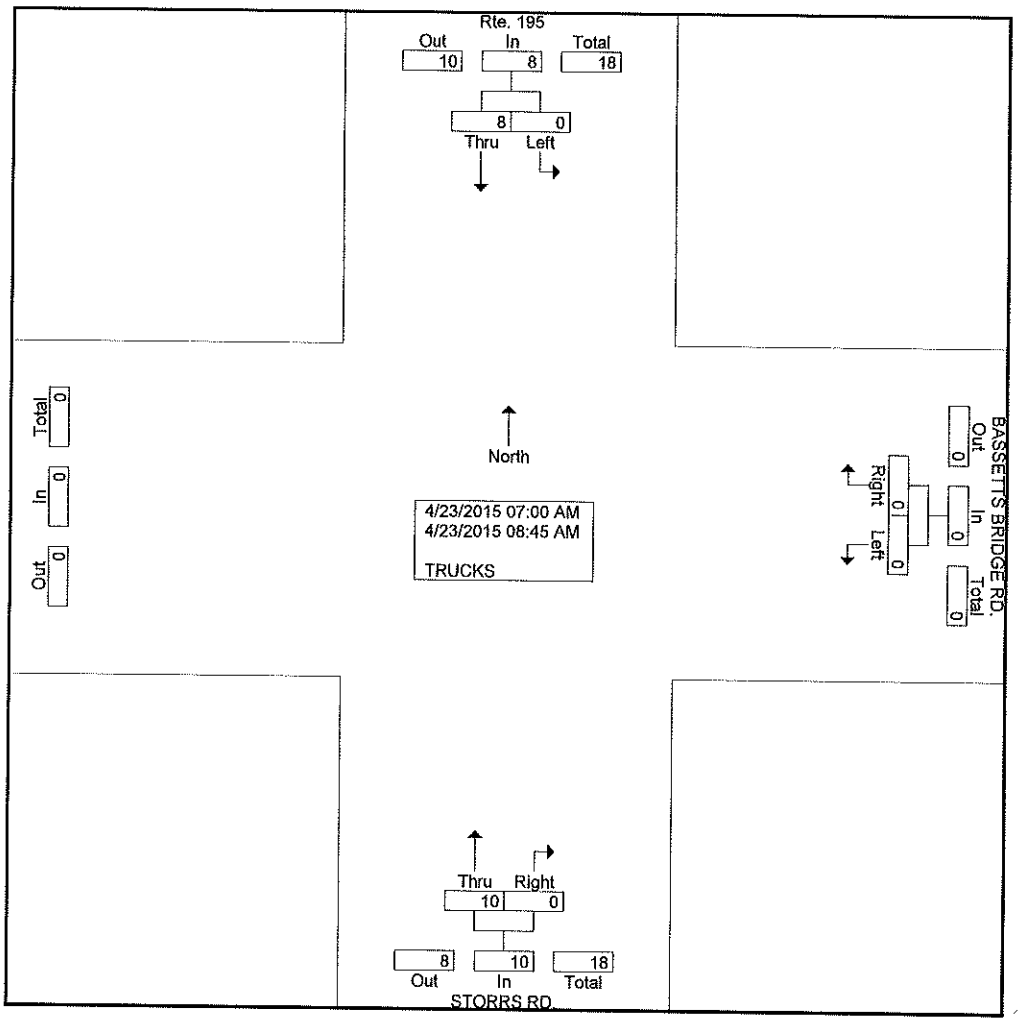
	Rte. 195 Southbound			BASSETTS BRIDGE RD. Westbound			STORRS RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
07:00 AM	1	0	1	0	0	0	0	1	1	0	2
07:15 AM	1	0	1	0	0	0	0	1	1	0	2
07:30 AM	0	0	0	0	0	0	0	5	5	0	5
07:45 AM	1	0	1	0	0	0	0	1	1	0	2
Total	3	0	3	0	0	0	0	8	8	0	11
08:00 AM	2	0	2	0	0	0	0	1	1	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	2	0	2	0	0	0	0	0	0	0	2
08:45 AM	1	0	1	0	0	0	0	1	1	0	2
Total	5	0	5	0	0	0	0	2	2	0	7
Grand Total	8	0	8	0	0	0	0	10	10	0	18
Apprch %	100	0		0	0		0	100			
Total %	44.4	0	44.4	0	0	0	0	55.6	55.6	0	

Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 8



Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 9

Groups Printed- BUSES

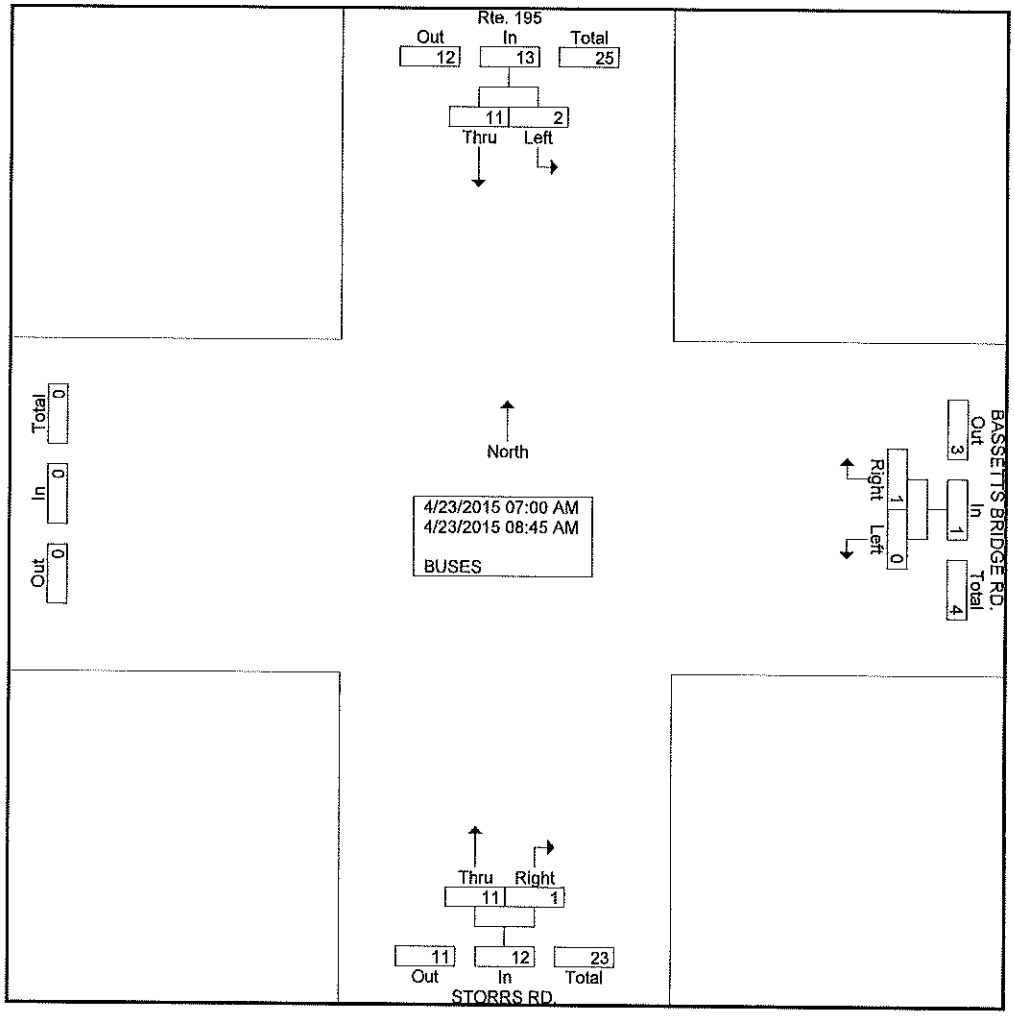
	Rte. 195 Southbound			BASSETTS BRIDGE RD. Westbound			STORRS RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
07:00 AM	3	0	3	0	0	0	0	1	1	0	4
07:15 AM	1	1	2	0	0	0	0	4	4	0	6
07:30 AM	2	0	2	0	0	0	0	0	0	0	2
07:45 AM	1	1	2	1	0	1	0	2	2	0	5
Total	7	2	9	1	0	1	0	7	7	0	17
08:00 AM	1	0	1	0	0	0	0	2	2	0	3
08:15 AM	1	0	1	0	0	0	1	0	1	0	2
08:30 AM	2	0	2	0	0	0	0	1	1	0	3
08:45 AM	0	0	0	0	0	0	0	1	1	0	1
Total	4	0	4	0	0	0	1	4	5	0	9
Grand Total	11	2	13	1	0	1	1	11	12	0	26
Apprch %	84.6	15.4		100	0		8.3	91.7			
Total %	42.3	7.7	50	3.8	0	3.8	3.8	42.3	46.2	0	

Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
8:00 TO 9:00 A.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 10



Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane
A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:47 TO 8:45 A.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

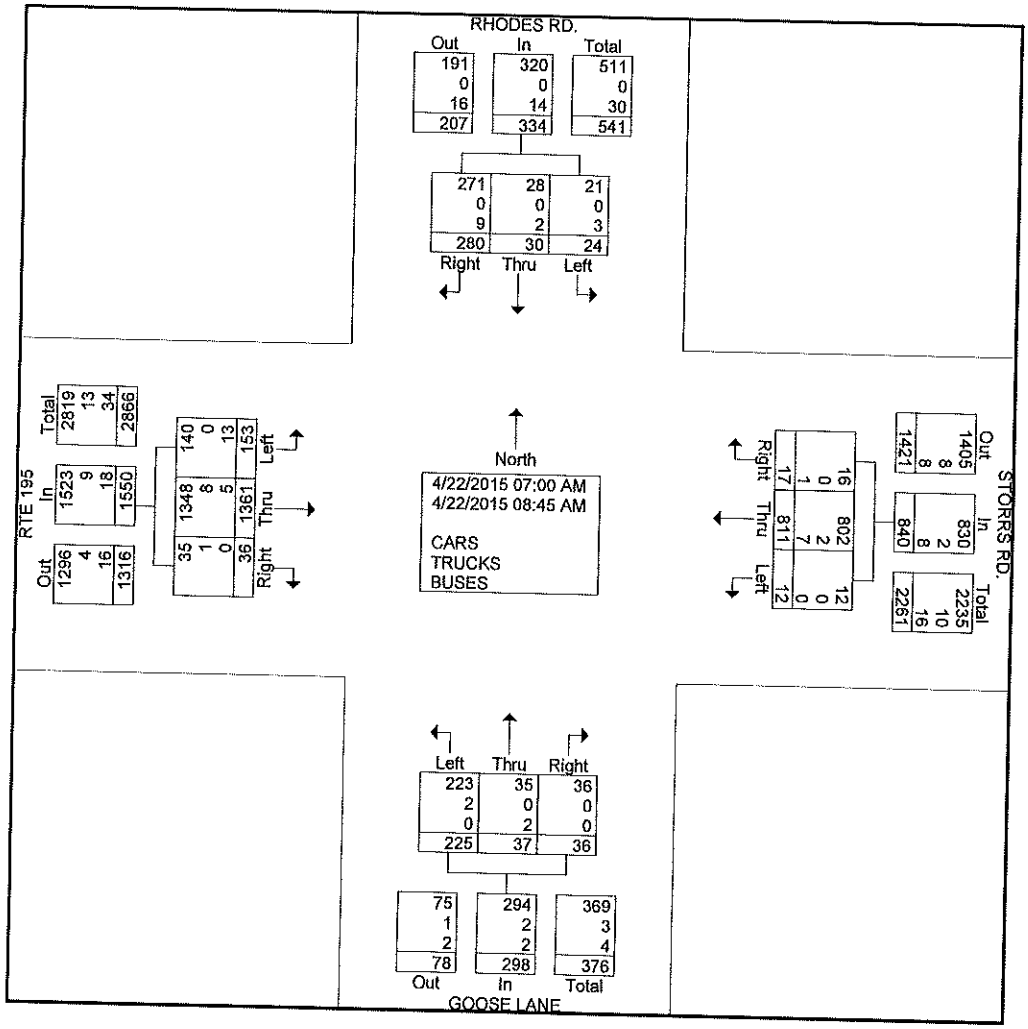
	RHODES RD. Southbound				STORRS RD. Westbound				GOOSE LANE Northbound				RTE 195 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	37	6	3	46	2	102	1	105	3	13	26	42	2	113	25	140	333
07:15 AM	30	2	4	36	3	114	1	118	2	3	35	40	2	157	12	171	365
07:30 AM	34	5	4	43	3	99	1	103	9	5	28	42	2	162	13	177	365
07:45 AM	40	4	1	45	1	109	2	112	4	5	31	40	5	165	12	182	379
Total	141	17	12	170	9	424	5	438	18	26	120	164	11	597	62	670	1442
08:00 AM	29	2	4	35	2	97	2	101	3	3	21	27	7	184	22	213	376
08:15 AM	23	2	1	26	3	88	1	92	8	4	25	37	10	214	20	244	399
08:30 AM	51	6	2	59	0	105	3	108	3	2	35	40	2	201	32	235	442
08:45 AM	36	3	5	44	3	97	1	101	4	2	24	30	6	165	17	188	363
Total	139	13	12	164	8	387	7	402	18	11	105	134	25	764	91	880	1580
Grand Total	280	30	24	334	17	811	12	840	36	37	225	298	36	1361	153	1550	3022
Apprch %	83.8	9	7.2		2	96.5	1.4		12.1	12.4	75.5		2.3	87.8	9.9		
Total %	9.3	1	0.8	11.1	0.6	26.8	0.4	27.8	1.2	1.2	7.4	9.9	1.2	45	5.1	51.3	
CARS	271	28	21	320	16	802	12	830	36	35	223	294	35	1348	140	1523	2967
% CARS	96.8	93.3	87.5	95.8	94.1	98.9	100	98.8	100	94.6	99.1	98.7	97.2	99	91.5	98.3	98.2
TRUCKS	0	0	0	0	0	2	0	2	0	0	2	2	1	8	0	9	13
% TRUCKS	0	0	0	0	0	0.2	0	0.2	0	0	0.9	0.7	2.8	0.6	0	0.6	0.4
BUSES	9	2	3	14	1	7	0	8	0	2	0	2	0	5	13	18	42
% BUSES	3.2	6.7	12.5	4.2	5.9	0.9	0	1	0	5.4	0	0.7	0	0.4	8.5	1.2	1.4

Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:47 TO 8:45 A.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 2



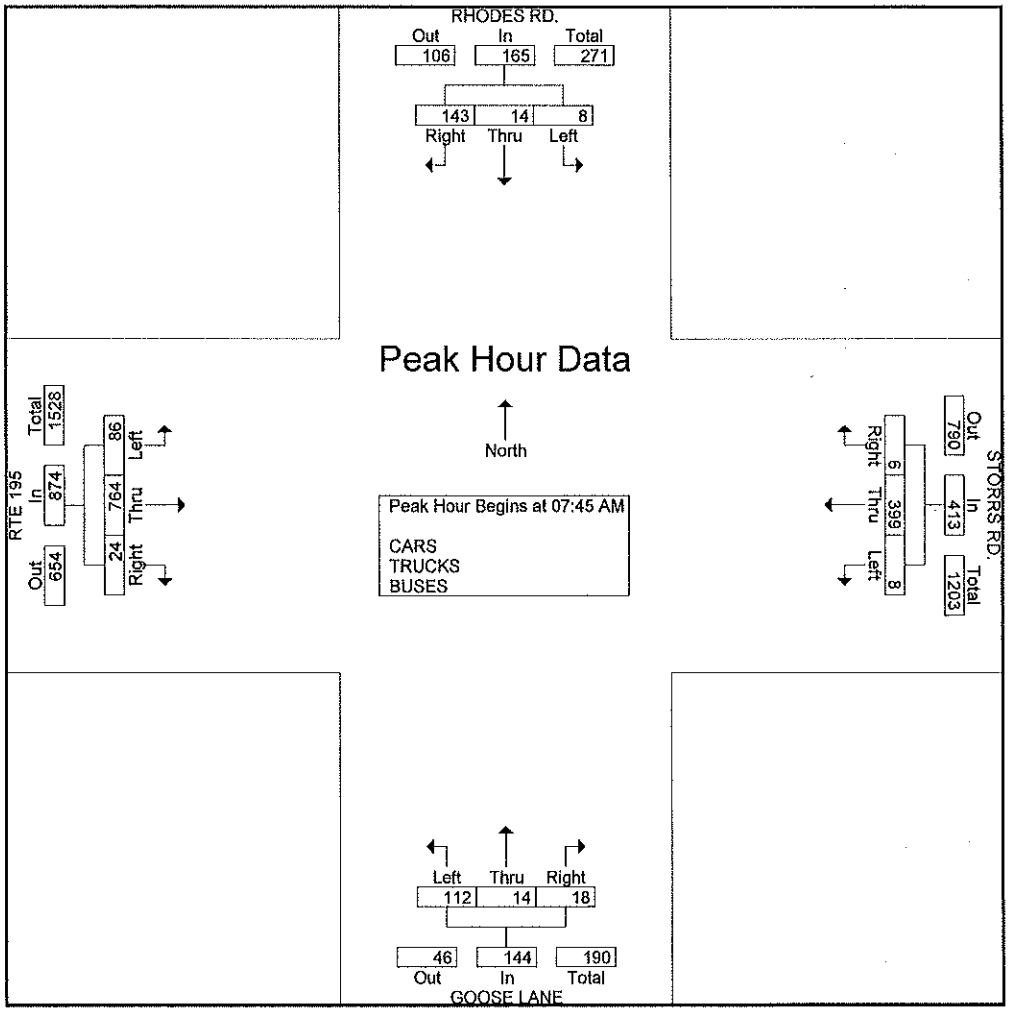
Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:47 TO 8:45 A.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 3

	RHODES RD. Southbound				STORRS RD. Westbound				GOOSE LANE Northbound				RTE 195 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	40	4	1	45	1	**109**	2	**112**	4	**5**	31	**40**	5	165	12	182	379
08:00 AM	29	2	**4**	35	2	97	2	101	3	3	21	27	7	184	22	213	376
08:15 AM	23	2	1	26	**3**	88	1	92	**8**	4	25	37	**10**	**214**	20	**244**	399
08:30 AM	**51**	**6**	2	**59**	0	105	**3**	108	3	2	**35**	40	2	201	**32**	235	**442**
Total Volume	143	14	8	165	6	399	8	413	18	14	112	144	24	764	86	874	1596
% App. Total	86.7	8.5	4.8		1.5	96.6	1.9		12.5	9.7	77.8		2.7	87.4	9.8		
PHF	.701	.583	.500	.699	.500	.915	.667	.922	.563	.700	.800	.900	.600	.893	.672	.895	.903

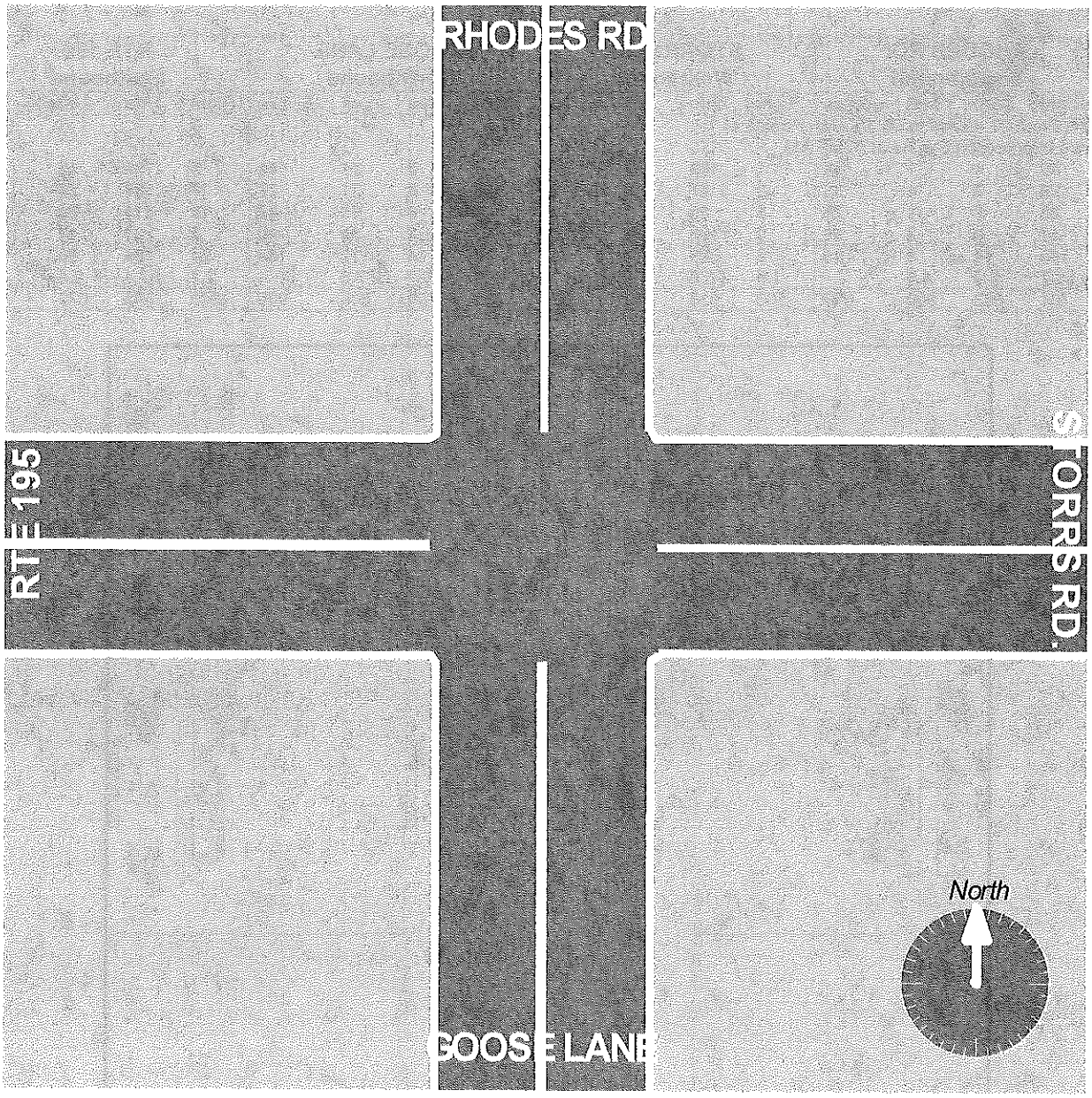


Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:47 TO 8:45 A.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 4



Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:47 TO 8:45 A.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 5

Groups Printed- CARS

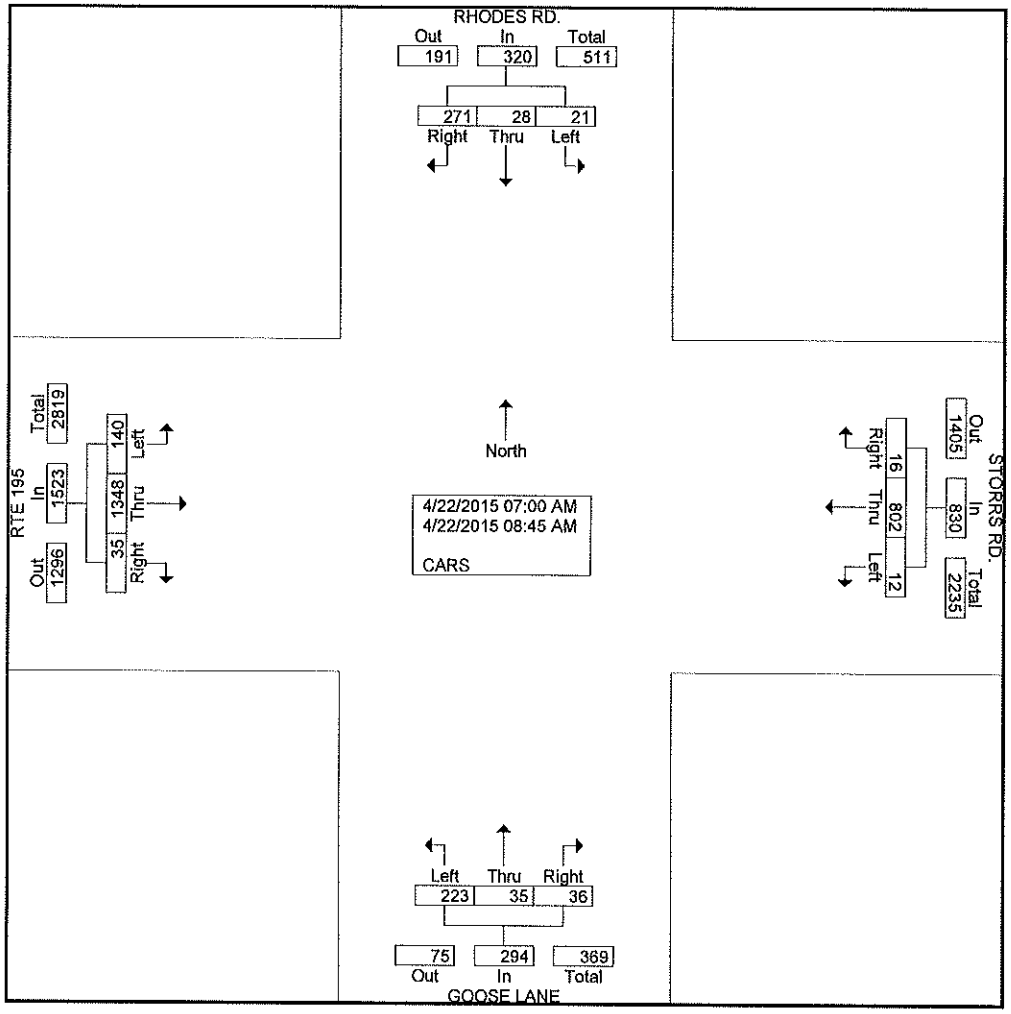
	RHODES RD. Southbound				STORRS RD. Westbound				GOOSE LANE Northbound				RTE 195 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	37	5	2	44	2	101	1	104	3	13	26	42	2	111	24	137	327
07:15 AM	29	1	4	34	3	113	1	117	2	3	35	40	2	156	12	170	361
07:30 AM	34	5	4	43	3	98	1	102	9	4	28	41	2	160	13	175	361
07:45 AM	40	4	1	45	1	109	2	112	4	5	31	40	5	163	12	180	377
Total	140	15	11	166	9	421	5	435	18	25	120	163	11	590	61	662	1426
08:00 AM	29	2	2	33	1	97	2	100	3	3	21	27	6	184	22	212	372
08:15 AM	23	2	1	26	3	88	1	92	8	3	25	36	10	211	20	241	395
08:30 AM	47	6	2	55	0	101	3	104	3	2	34	39	2	198	22	222	420
08:45 AM	32	3	5	40	3	95	1	99	4	2	23	29	6	165	15	186	354
Total	131	13	10	154	7	381	7	395	18	10	103	131	24	758	79	861	1541
Grand Total	271	28	21	320	16	802	12	830	36	35	223	294	35	1348	140	1523	2967
Apprch %	84.7	8.8	6.6		1.9	96.6	1.4		12.2	11.9	75.9		2.3	88.5	9.2		
Total %	9.1	0.9	0.7	10.8	0.5	27	0.4	28	1.2	1.2	7.5	9.9	1.2	45.4	4.7	51.3	

Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:47 TO 8:45 A.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 6



Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:47 TO 8:45 A.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 7

Groups Printed- TRUCKS

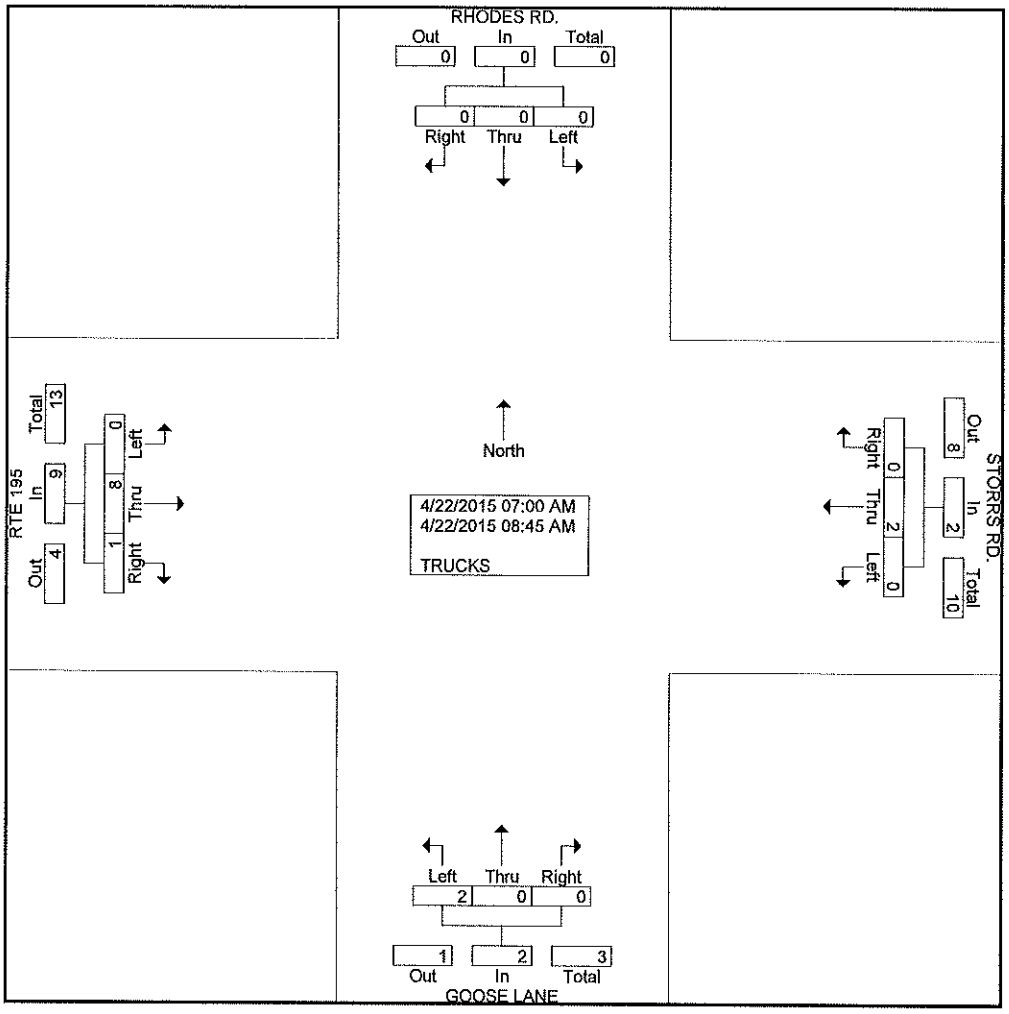
	RHODES RD. Southbound				STORRS RD. Westbound				GOOSE LANE Northbound				RTE 195 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
08:45 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
Total	0	0	0	0	0	2	0	2	0	0	2	2	1	1	0	2	6
Grand Total	0	0	0	0	0	2	0	2	0	0	2	2	1	8	0	9	13
Apprch %	0	0	0		0	100	0		0	0	100		11.1	88.9	0		
Total %	0	0	0	0	0	15.4	0	15.4	0	0	15.4	15.4	7.7	61.5	0	69.2	

Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:47 TO 8:45 A.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 8



Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:47 TO 8:45 A.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 9

Groups Printed- BUSES

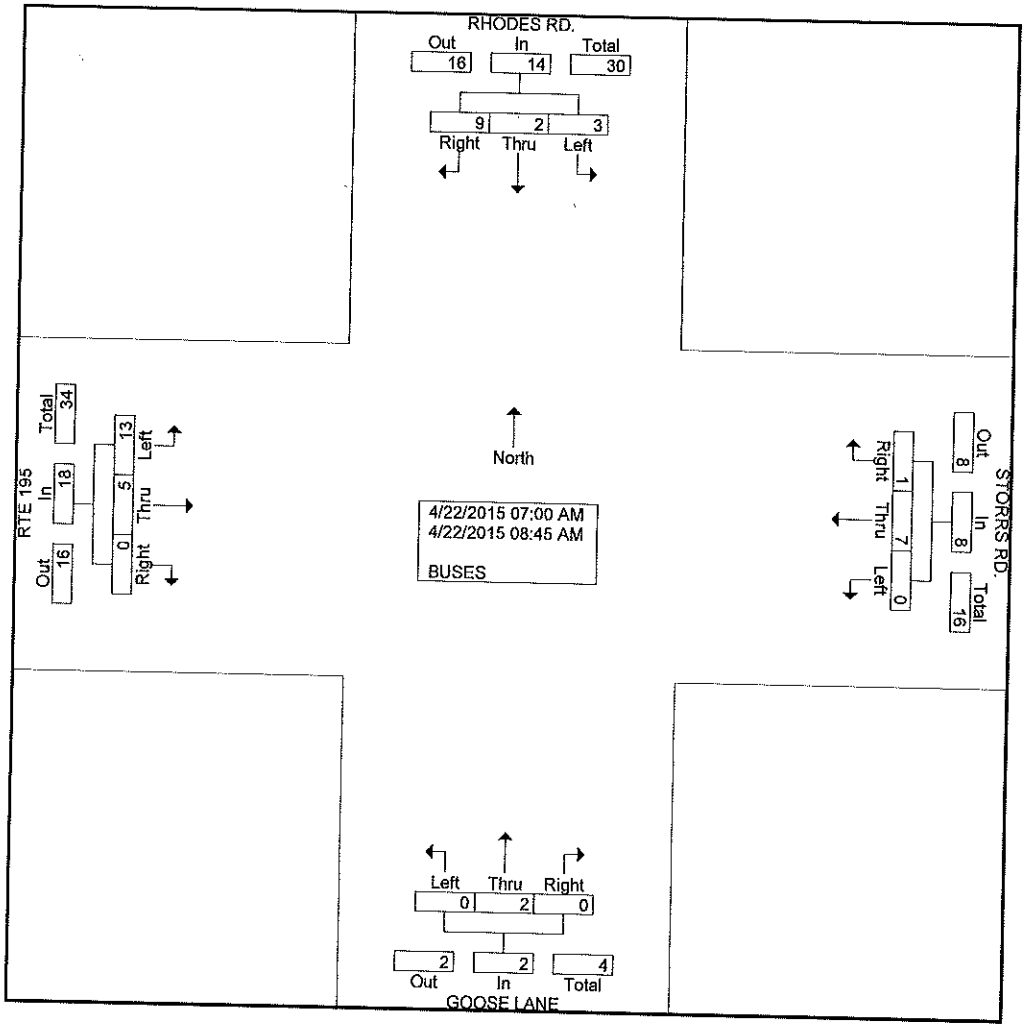
	RHODES RD. Southbound				STORRS RD. Westbound				GOOSE LANE Northbound				RTE 195 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	1	1	2	0	1	0	1	0	0	0	0	0	0	1	1	4
07:15 AM	1	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	1	4	0	3	0	3	0	1	0	1	0	0	1	1	9
08:00 AM	0	0	2	2	1	0	0	1	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	4
08:30 AM	4	0	0	4	0	4	0	4	0	0	0	0	0	2	10	12	20
08:45 AM	4	0	0	4	0	0	0	0	0	0	0	0	0	0	2	2	6
Total	8	0	2	10	1	4	0	5	0	1	0	1	0	5	12	17	33
Grand Total	9	2	3	14	1	7	0	8	0	2	0	2	0	5	13	18	42
Apprch %	64.3	14.3	21.4		12.5	87.5	0		0	100	0		0	27.8	72.2		
Total %	21.4	4.8	7.1	33.3	2.4	16.7	0	19	0	4.8	0	4.8	0	11.9	31	42.9	

Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:47 TO 8:45 A.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 10



Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

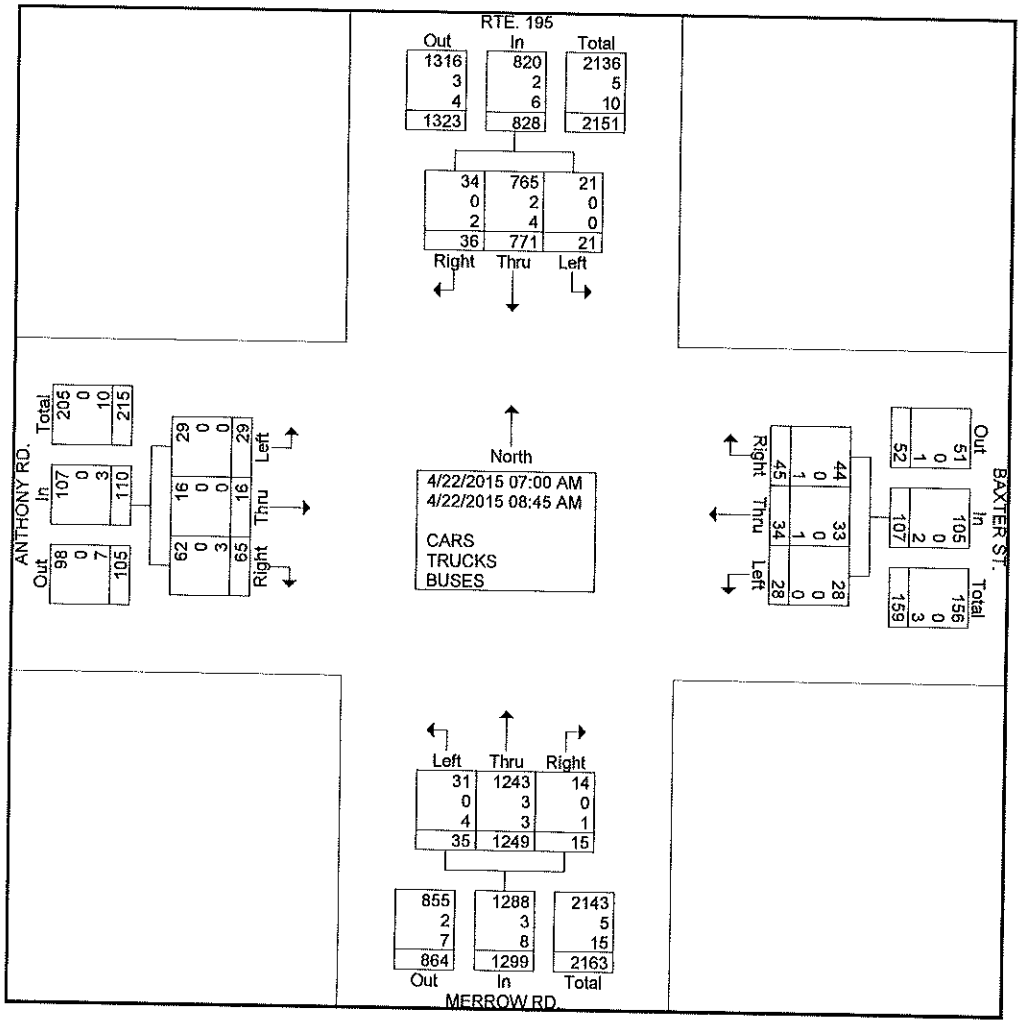
	RTE. 195 Southbound				BAXTER ST. Westbound				MERROW RD. Northbound				ANTHONY RD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	85	1	86	3	6	4	13	1	89	0	90	4	5	4	13	202
07:15 AM	2	111	4	117	5	2	6	13	2	150	2	154	5	2	5	12	296
07:30 AM	7	106	2	115	11	3	1	15	1	157	4	162	4	1	6	11	303
07:45 AM	5	108	4	117	4	2	5	11	1	153	2	156	9	1	4	14	298
Total	14	410	11	435	23	13	16	52	5	549	8	562	22	9	19	50	1099
08:00 AM	7	93	3	103	8	2	3	13	2	171	2	175	6	1	6	13	304
08:15 AM	8	84	1	93	7	9	2	18	2	190	7	199	7	1	1	9	319
08:30 AM	2	97	3	102	2	6	4	12	2	193	14	209	17	1	1	19	342
08:45 AM	5	87	3	95	5	4	3	12	4	146	4	154	13	4	2	19	280
Total	22	361	10	393	22	21	12	55	10	700	27	737	43	7	10	60	1245
Grand Total	36	771	21	828	45	34	28	107	15	1249	35	1299	65	16	29	110	2344
Apprch %	4.3	93.1	2.5		42.1	31.8	26.2		1.2	96.2	2.7		59.1	14.5	26.4		
Total %	1.5	32.9	0.9	35.3	1.9	1.5	1.2	4.6	0.6	53.3	1.5	55.4	2.8	0.7	1.2	4.7	
CARS	34	765	21	820	44	33	28	105	14	1243	31	1288	62	16	29	107	2320
% CARS	94.4	99.2	100	99	97.8	97.1	100	98.1	93.3	99.5	88.6	99.2	95.4	100	100	97.3	99
TRUCKS	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
% TRUCKS	0	0.3	0	0.2	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0.2
BUSES	2	4	0	6	1	1	0	2	1	3	4	8	3	0	0	3	19
% BUSES	5.6	0.5	0	0.7	2.2	2.9	0	1.9	6.7	0.2	11.4	0.6	4.6	0	0	2.7	0.8

Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 2



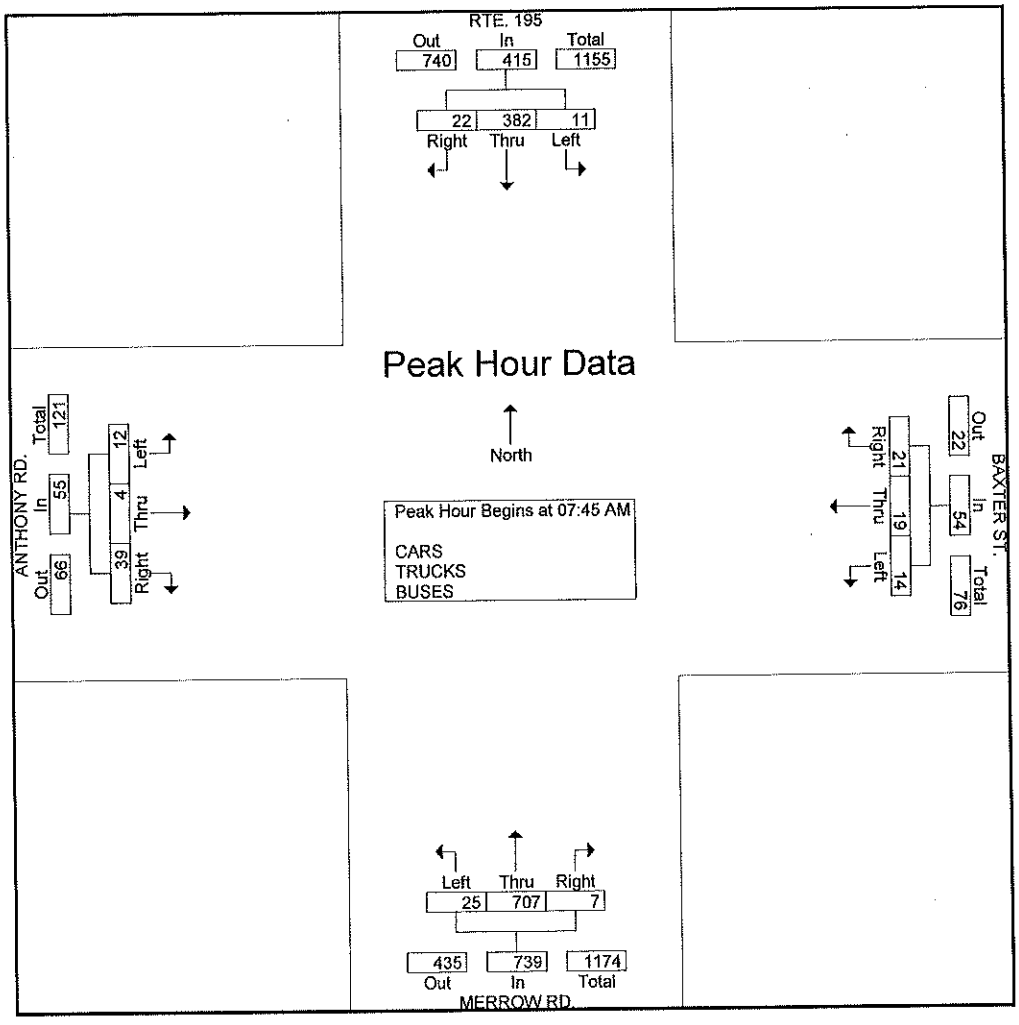
Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 3

	RTE. 195 Southbound				BAXTER ST. Westbound				MERROW RD. Northbound				ANTHONY RD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	**108**	**4**	**117**	4	2	**5**	11	1	153	2	156	9	**1**	4	14	298
08:00 AM	7	93	3	103	**8**	2	3	13	**2**	171	2	175	6	1	**6**	13	304
08:15 AM	**8**	84	1	93	7	**9**	2	**18**	2	190	7	199	7	1	1	9	319
08:30 AM	2	97	3	102	2	6	4	12	2	**193**	**14**	**209**	**17**	1	1	**19**	**342**
Total Volume	22	382	11	415	21	19	14	54	7	707	25	739	39	4	12	55	1263
% App. Total	5.3	92	2.7		38.9	35.2	25.9		0.9	95.7	3.4		70.9	7.3	21.8		
PHF	.688	.884	.688	.887	.656	.528	.700	.750	.875	.916	.446	.884	.574	1.000	.500	.724	.923

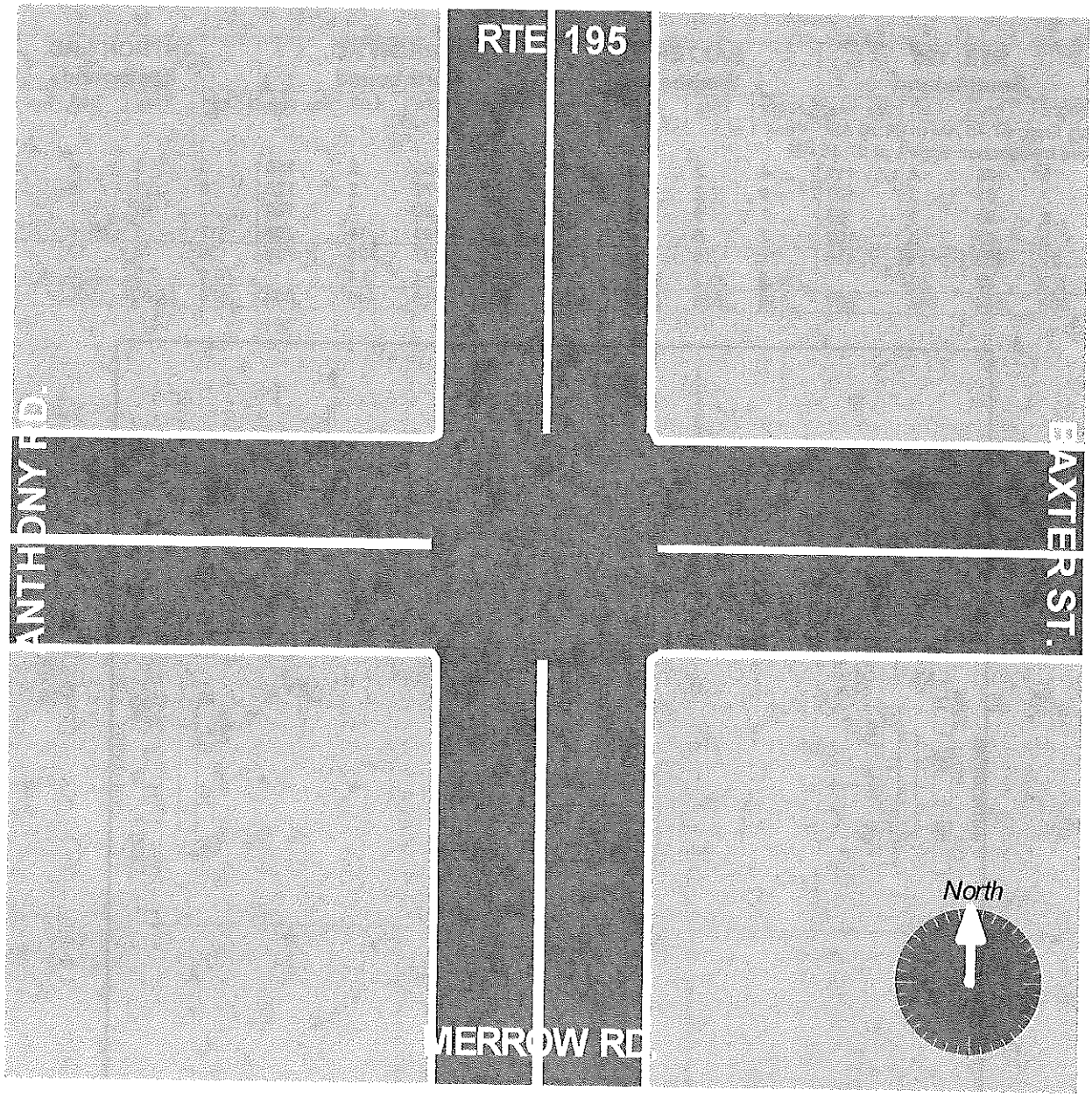


Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 4



Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 5

Groups Printed- CARS

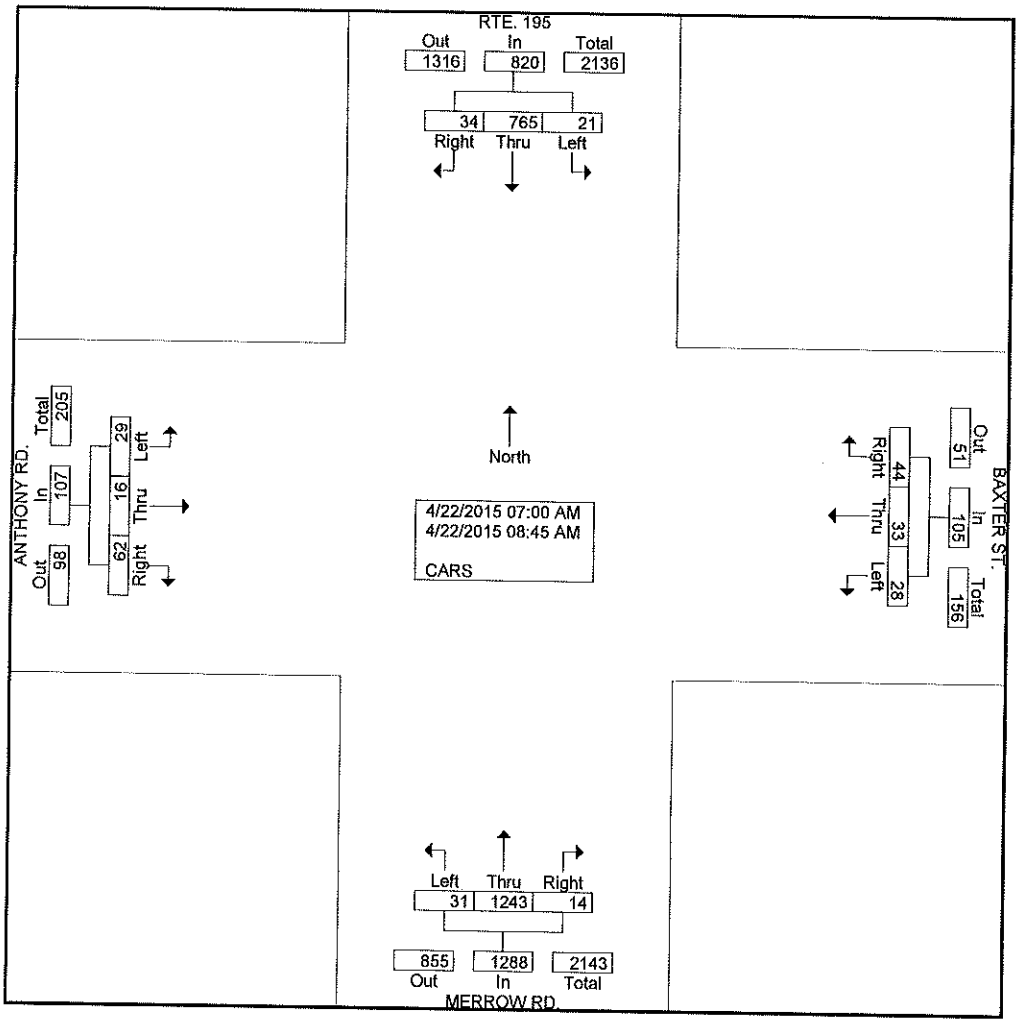
	RTE. 195 Southbound				BAXTER ST. Westbound				MERROW RD. Northbound				ANTHONY RD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	84	1	85	2	6	4	12	1	88	0	89	4	5	4	13	199
07:15 AM	1	109	4	114	5	2	6	13	2	150	2	154	5	2	5	12	293
07:30 AM	7	106	2	115	11	3	1	15	1	155	4	160	4	1	6	11	301
07:45 AM	5	108	4	117	4	2	5	11	1	152	2	155	9	1	4	14	297
Total	13	407	11	431	22	13	16	51	5	545	8	558	22	9	19	50	1090
08:00 AM	7	93	3	103	8	2	3	13	1	170	2	173	6	1	6	13	302
08:15 AM	7	84	1	92	7	8	2	17	2	189	5	196	7	1	1	9	314
08:30 AM	2	96	3	101	2	6	4	12	2	193	12	207	14	1	1	16	336
08:45 AM	5	85	3	93	5	4	3	12	4	146	4	154	13	4	2	19	278
Total	21	358	10	389	22	20	12	54	9	698	23	730	40	7	10	57	1230
Grand Total	34	765	21	820	44	33	28	105	14	1243	31	1288	62	16	29	107	2320
Apprch %	4.1	93.3	2.6		41.9	31.4	26.7		1.1	96.5	2.4		57.9	15	27.1		
Total %	1.5	33	0.9	35.3	1.9	1.4	1.2	4.5	0.6	53.6	1.3	55.5	2.7	0.7	1.2	4.6	

Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 6



Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 7

Groups Printed- TRUCKS

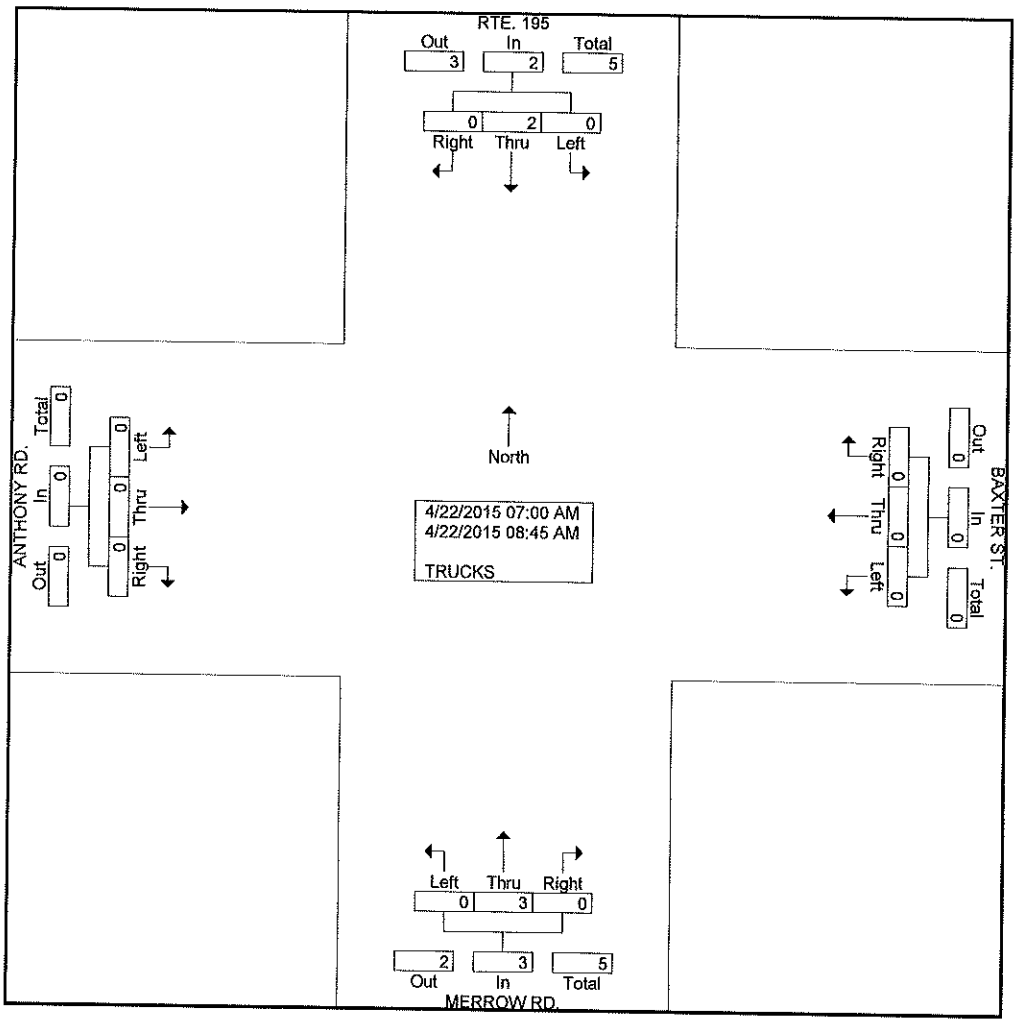
	RTE. 195 Southbound				BAXTER ST. Westbound				MERROW RD. Northbound				ANTHONY RD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	40	0	40	0	0	0	0	0	60	0	60	0	0	0	0	

Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 8



Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 9

Groups Printed- BUSES

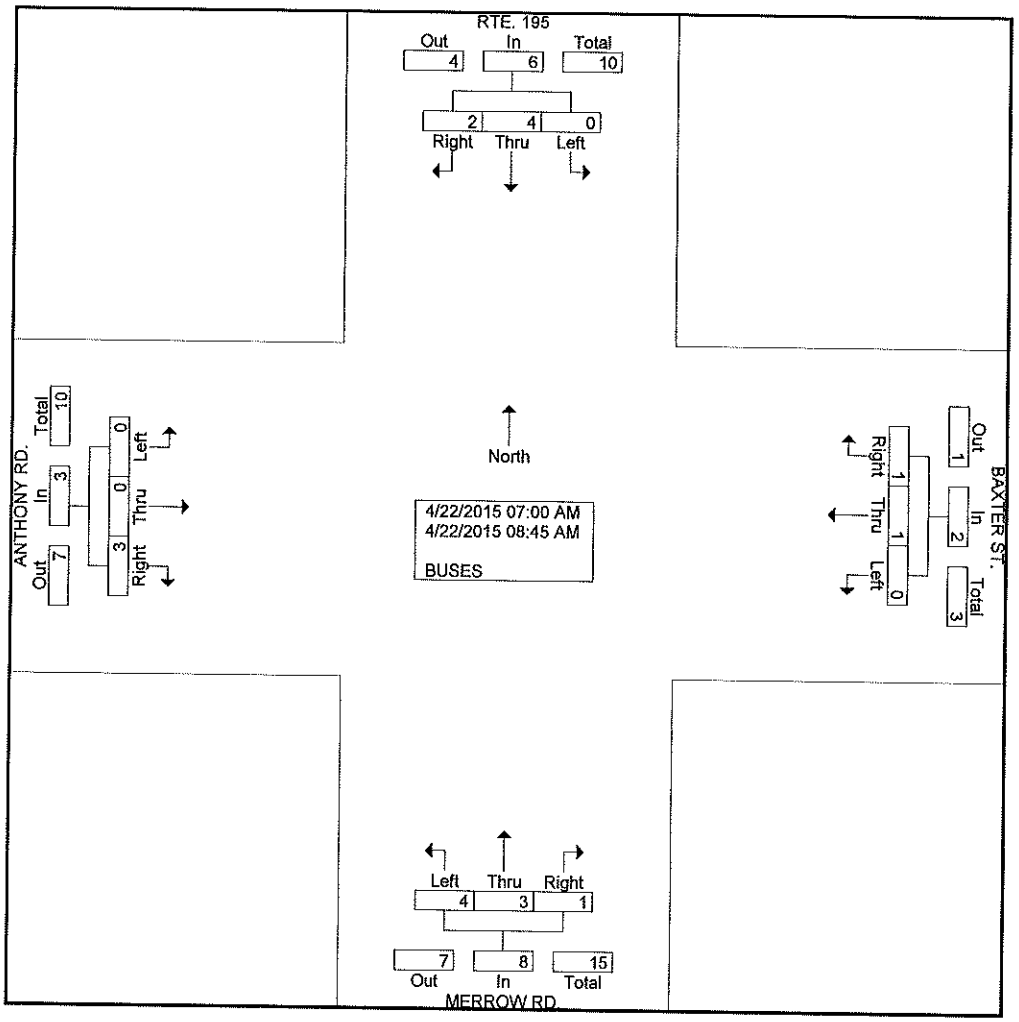
	RTE. 195 Southbound				BAXTER ST. Westbound				MERROW RD. Northbound				ANTHONY RD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
07:15 AM	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	3	0	4	1	0	0	1	0	1	0	1	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
08:15 AM	1	0	0	1	0	1	0	1	0	1	2	3	0	0	0	0	5
08:30 AM	0	1	0	1	0	0	0	0	0	0	2	2	3	0	0	3	6
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	0	1	0	1	1	2	4	7	3	0	0	3	13
Grand Total	2	4	0	6	1	1	0	2	1	3	4	8	3	0	0	3	19
Apprch %	33.3	66.7	0		50	50	0		12.5	37.5	50		100	0	0		
Total %	10.5	21.1	0	31.6	5.3	5.3	0	10.5	5.3	15.8	21.1	42.1	15.8	0	0	15.8	

Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 10



Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

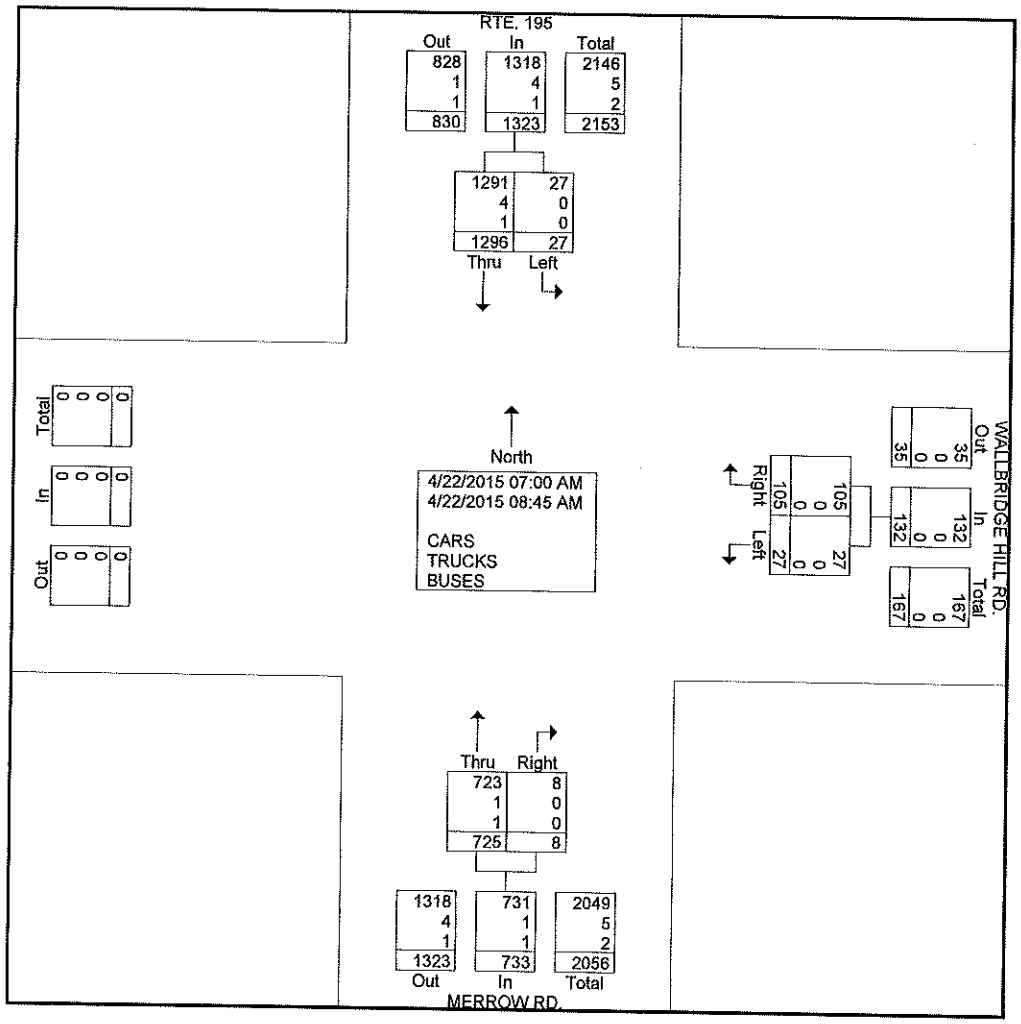
	RTE. 195 Southbound			WALLBRIDGE HILL RD. Westbound			MERROW RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
07:00 AM	99	5	104	20	1	21	0	83	83	0	208
07:15 AM	158	3	161	22	5	27	2	97	99	0	287
07:30 AM	171	3	174	13	7	20	1	95	96	0	290
07:45 AM	156	0	156	14	5	19	0	103	103	0	278
Total	584	11	595	69	18	87	3	378	381	0	1063
08:00 AM	181	2	183	8	2	10	2	89	91	0	284
08:15 AM	195	5	200	10	5	15	1	87	88	0	303
08:30 AM	189	3	192	12	0	12	1	86	87	0	291
08:45 AM	147	6	153	6	2	8	1	85	86	0	247
Total	712	16	728	36	9	45	5	347	352	0	1125
Grand Total	1296	27	1323	105	27	132	8	725	733	0	2188
Apprch %	98	2		79.5	20.5		1.1	98.9			
Total %	59.2	1.2	60.5	4.8	1.2	6	0.4	33.1	33.5	0	
CARS	1291	27	1318	105	27	132	8	723	731	0	2181
% CARS	99.6	100	99.6	100	100	100	100	99.7	99.7	0	99.7
TRUCKS	4	0	4	0	0	0	0	1	1	0	5
% TRUCKS	0.3	0	0.3	0	0	0	0	0.1	0.1	0	0.2
BUSES	1	0	1	0	0	0	0	1	1	0	2
% BUSES	0.1	0	0.1	0	0	0	0	0.1	0.1	0	0.1

Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015
Page No : 2



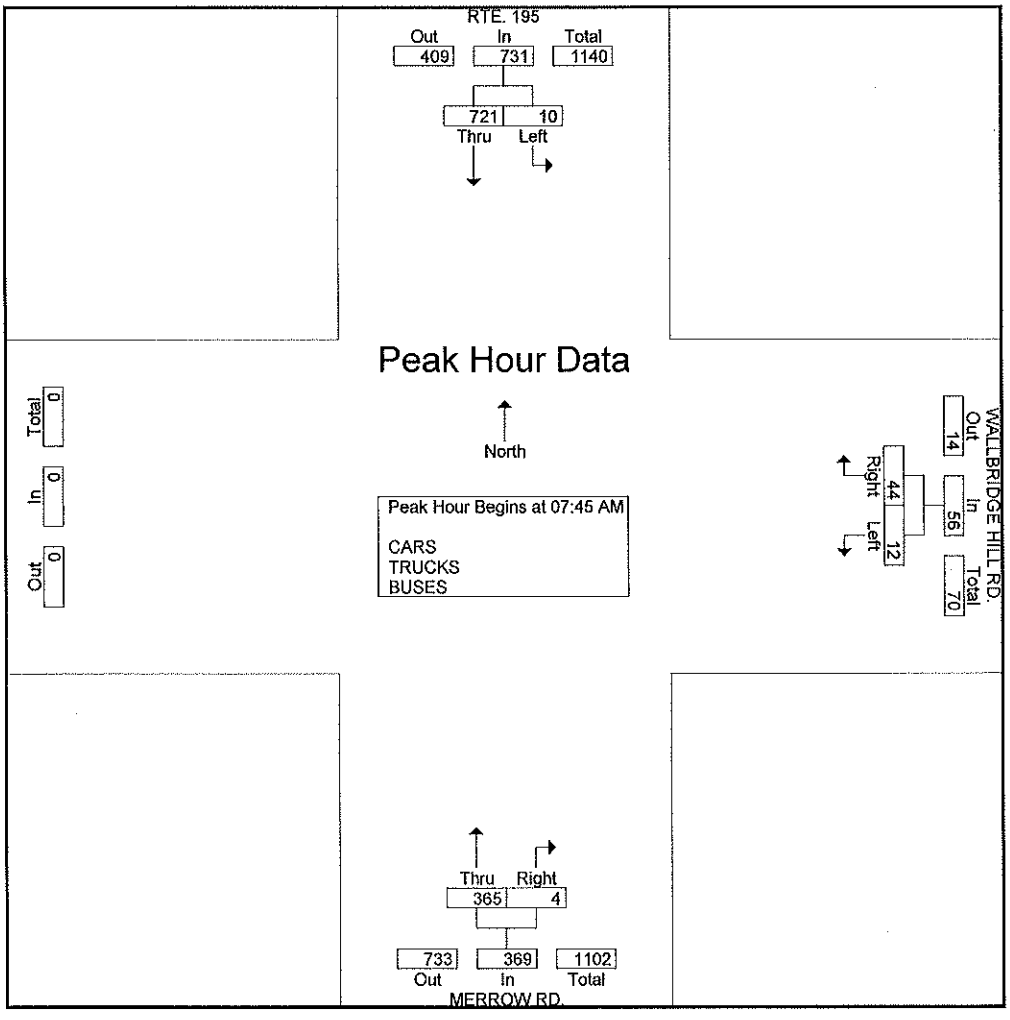
Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015
Page No : 3

	RTE. 195 Southbound			WALLBRIDGE HILL RD. Westbound			MERROW RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:45 AM											
07:45 AM	156	0	156	**14**	**5**	**19**	0	**103**	**103**	0	278
08:00 AM	181	2	183	8	2	10	**2**	89	91	0	284
08:15 AM	**195**	**5**	**200**	10	5	15	1	87	88	0	**303**
08:30 AM	189	3	192	12	0	12	1	86	87	0	291
Total Volume	721	10	731	44	12	56	4	365	369	0	1156
% App. Total	98.6	1.4		78.6	21.4		1.1	98.9			
PHF	.924	.500	.914	.786	.600	.737	.500	.886	.896	.000	.954

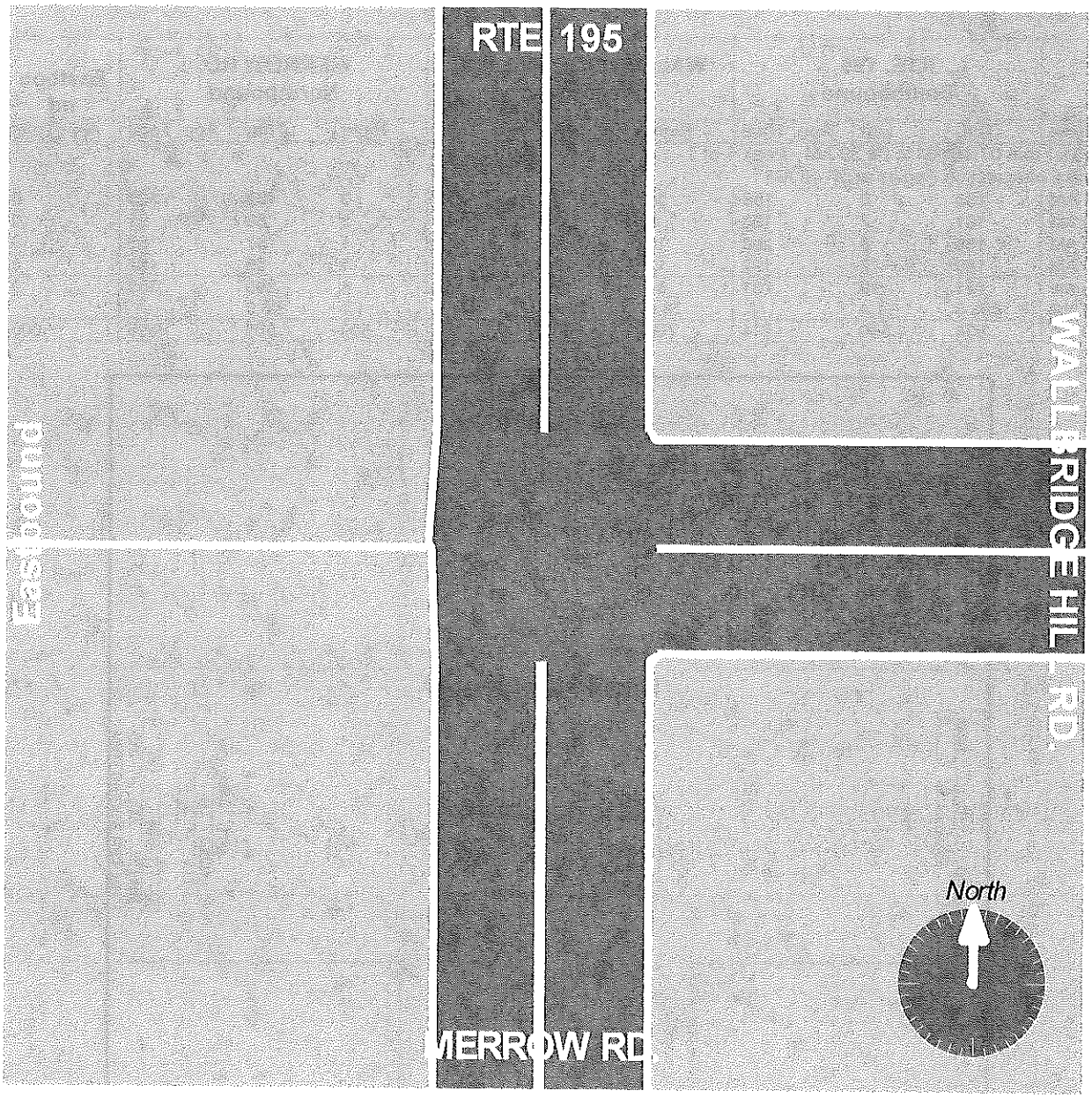


Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

ALL VEHICLES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015
Page No : 4



Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015
Page No : 5

Groups Printed- CARS

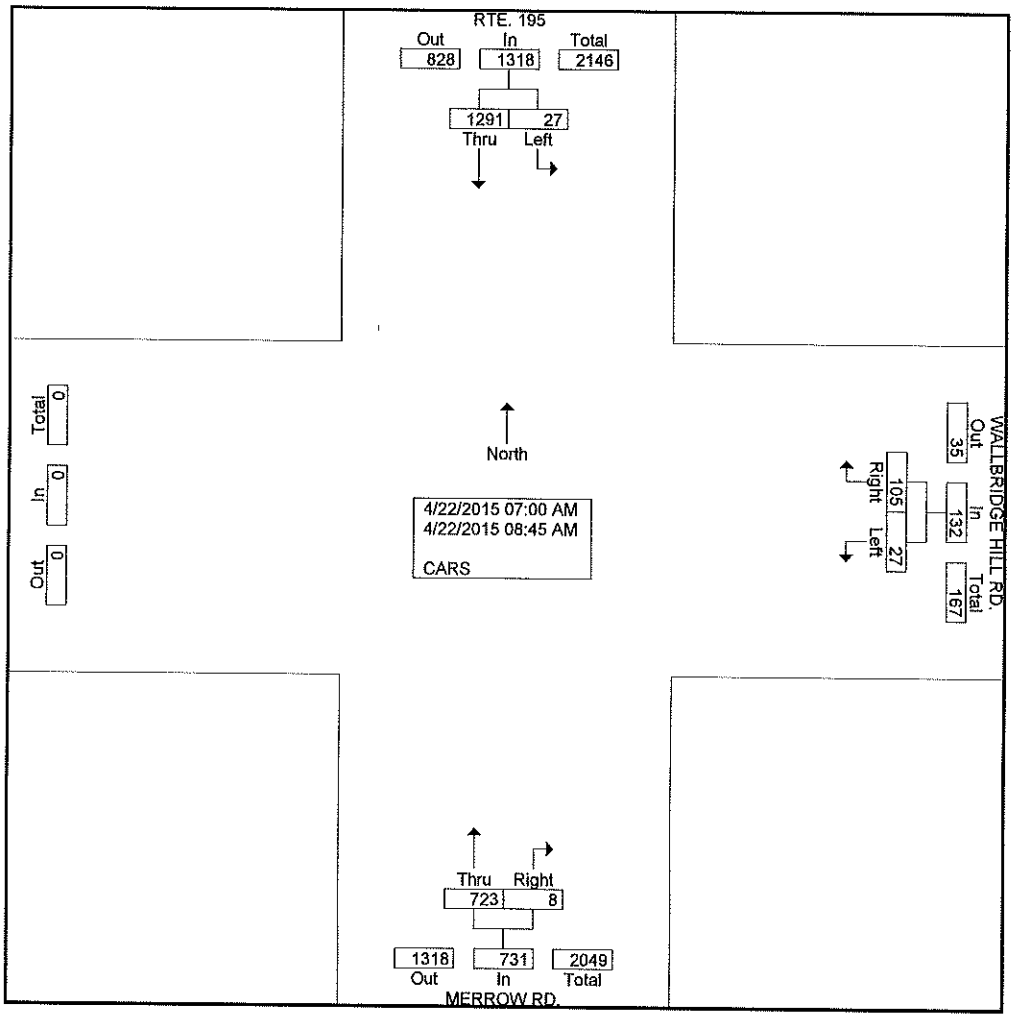
	RTE. 195 Southbound			WALLBRIDGE HILL RD. Westbound			MERROW RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
07:00 AM	98	5	103	20	1	21	0	83	83	0	207
07:15 AM	158	3	161	22	5	27	2	96	98	0	286
07:30 AM	169	3	172	13	7	20	1	95	96	0	288
07:45 AM	155	0	155	14	5	19	0	103	103	0	277
Total	580	11	591	69	18	87	3	377	380	0	1058
08:00 AM	181	2	183	8	2	10	2	89	91	0	284
08:15 AM	194	5	199	10	5	15	1	87	88	0	302
08:30 AM	189	3	192	12	0	12	1	86	87	0	291
08:45 AM	147	6	153	6	2	8	1	84	85	0	246
Total	711	16	727	36	9	45	5	346	351	0	1123
Grand Total	1291	27	1318	105	27	132	8	723	731	0	2181
Apprch %	98	2		79.5	20.5		1.1	98.9			
Total %	59.2	1.2	60.4	4.8	1.2	6.1	0.4	33.1	33.5	0	

Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

CARS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015
Page No : 6



Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015
Page No : 7

Groups Printed- TRUCKS

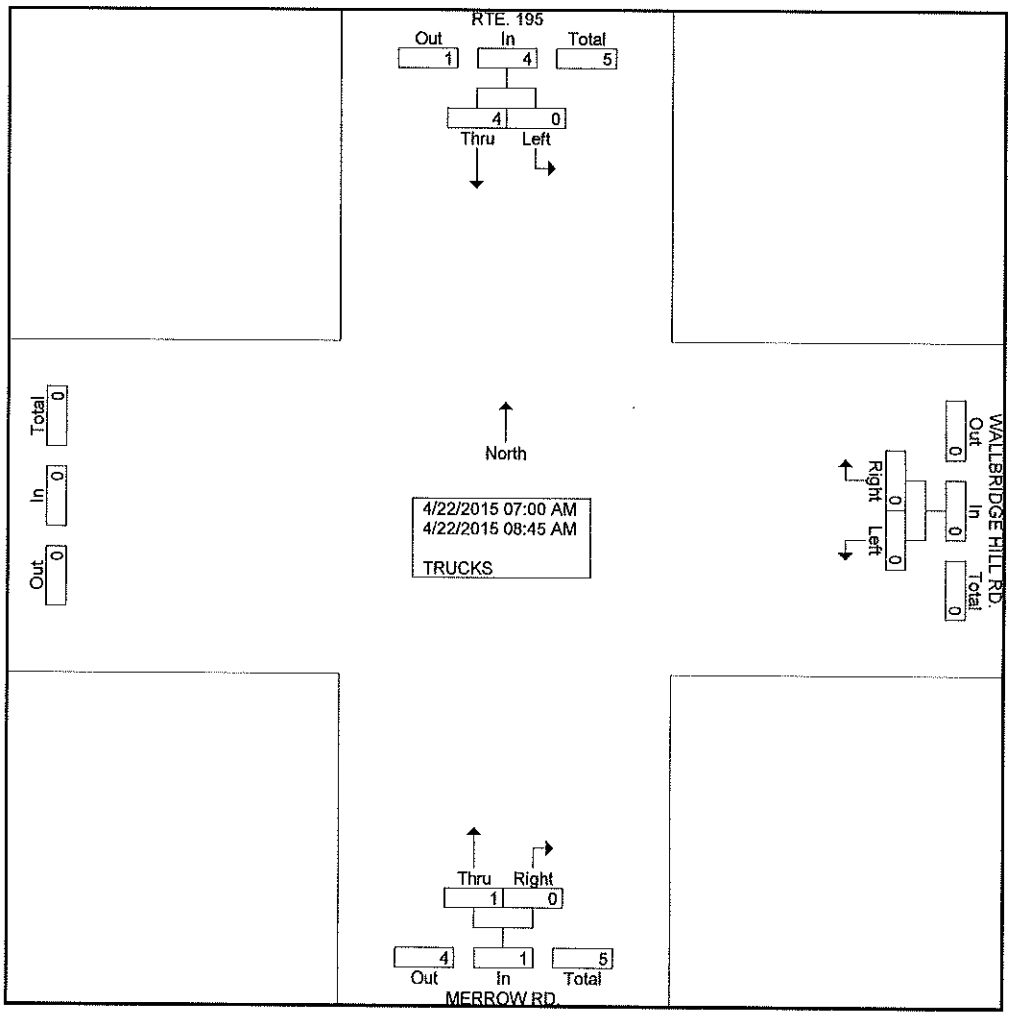
	RTE. 195 Southbound			WALLBRIDGE HILL RD. Westbound			MERROW RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
07:00 AM	1	0	1	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	2	0	2	0	0	0	0	0	0	0	2
07:45 AM	1	0	1	0	0	0	0	0	0	0	1
Total	4	0	4	0	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	1	0	1
Total	0	0	0	0	0	0	0	1	1	0	1
Grand Total	4	0	4	0	0	0	0	1	1	0	5
Apprch %	100	0		0	0		0	100			
Total %	80	0	80	0	0	0	0	20	20	0	

Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

TRUCKS
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015
Page No : 8



Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015
Page No : 9

Groups Printed- BUSES

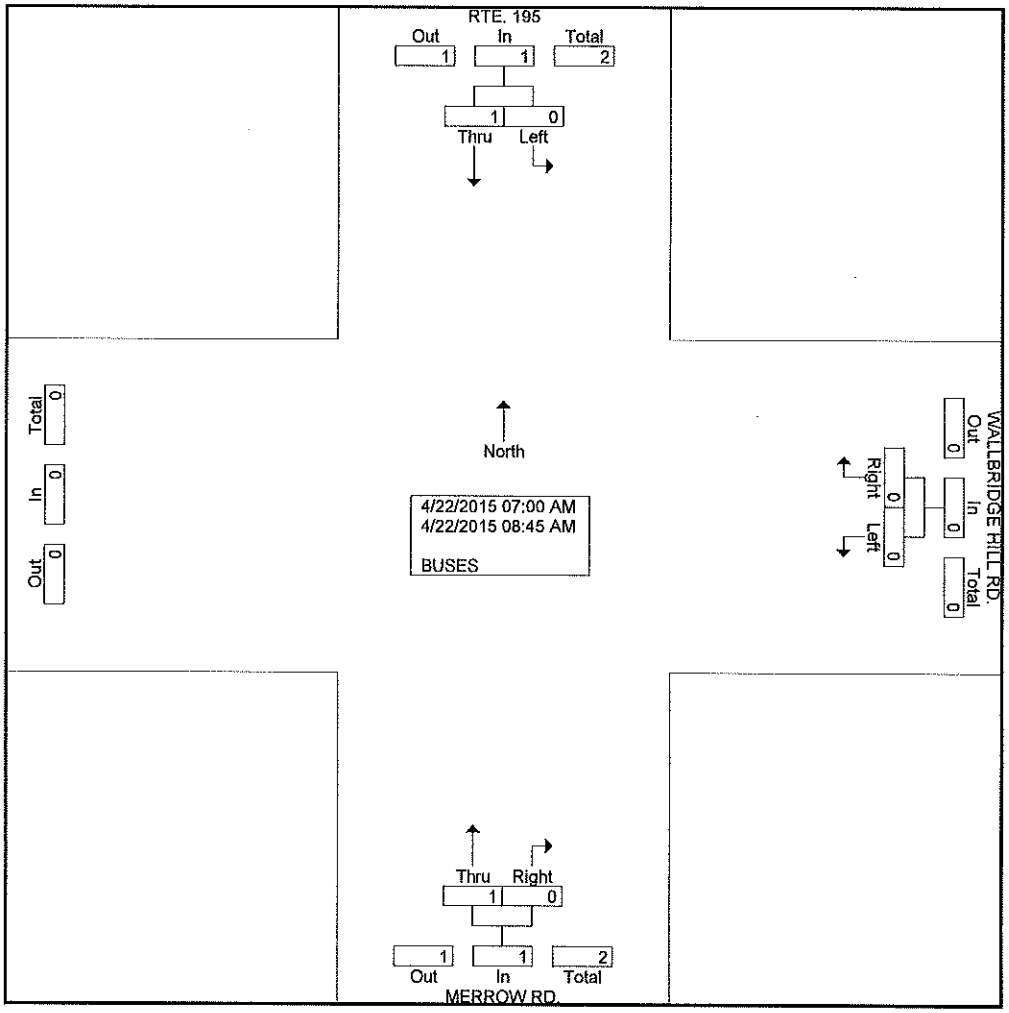
	RTE. 195 Southbound			WALLBRIDGE HILL RD. Westbound			MERROW RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	1	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	0	1
Grand Total	1	0	1	0	0	0	0	1	1	0	2
Apprch %	100	0		0	0		0	100			
Total %	50	0	50	0	0	0	0	50	50	0	

Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

A.M. TRAFFIC COUNTS (7:00 TO 9:00)
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy. 40 degrees

BUSES
PEAK HOUR
7:45 TO 8:45 A.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015
Page No : 10



Rte. 44 Boston Tpke. at Quarry Rd./Driveway

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

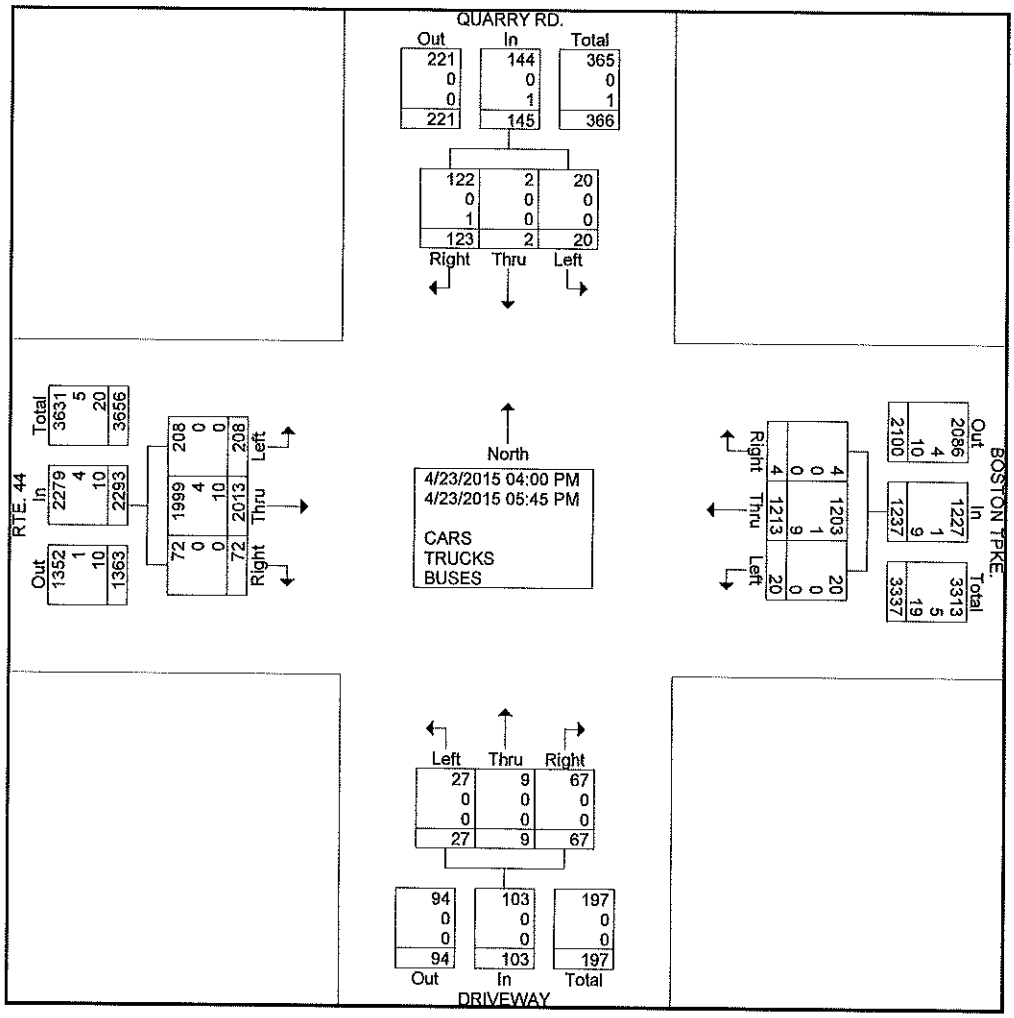
	QUARRY RD. Southbound				BOSTON TPKE. Westbound				DRIVEWAY Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	17	0	1	18	0	124	3	127	15	0	4	19	14	243	21	278	442
04:15 PM	12	0	3	15	0	154	3	157	9	1	6	16	14	261	28	303	491
04:30 PM	14	0	6	20	1	161	3	165	15	0	4	19	10	259	22	291	495
04:45 PM	16	1	1	18	0	168	2	170	6	4	5	15	10	283	29	322	525
Total	59	1	11	71	1	607	11	619	45	5	19	69	48	1046	100	1194	1953
05:00 PM	18	0	3	21	1	150	2	153	5	3	2	10	7	255	27	289	473
05:15 PM	16	0	2	18	0	151	2	153	5	1	1	7	3	252	27	282	460
05:30 PM	18	0	1	19	2	155	2	159	6	0	3	9	7	237	24	268	455
05:45 PM	12	1	3	16	0	150	3	153	6	0	2	8	7	223	30	260	437
Total	64	1	9	74	3	606	9	618	22	4	8	34	24	967	108	1099	1825
Grand Total	123	2	20	145	4	1213	20	1237	67	9	27	103	72	2013	208	2293	3778
Apprch %	84.8	1.4	13.8		0.3	98.1	1.6		65	8.7	26.2		3.1	87.8	9.1		
Total %	3.3	0.1	0.5	3.8	0.1	32.1	0.5	32.7	1.8	0.2	0.7	2.7	1.9	53.3	5.5	60.7	
CARS	122	2	20	144	4	1203	20	1227	67	9	27	103	72	1999	208	2279	3753
% CARS	99.2	100	100	99.3	100	99.2	100	99.2	100	100	100	100	100	99.3	100	99.4	99.3
TRUCKS	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
% TRUCKS	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.2	0	0.2	0.1
BUSES	1	0	0	1	0	9	0	9	0	0	0	0	0	10	0	10	20
% BUSES	0.8	0	0	0.7	0	0.7	0	0.7	0	0	0	0	0	0.5	0	0.4	0.5

Rte. 44 Boston Tpke. at Quarry Rd./Driveway

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 2



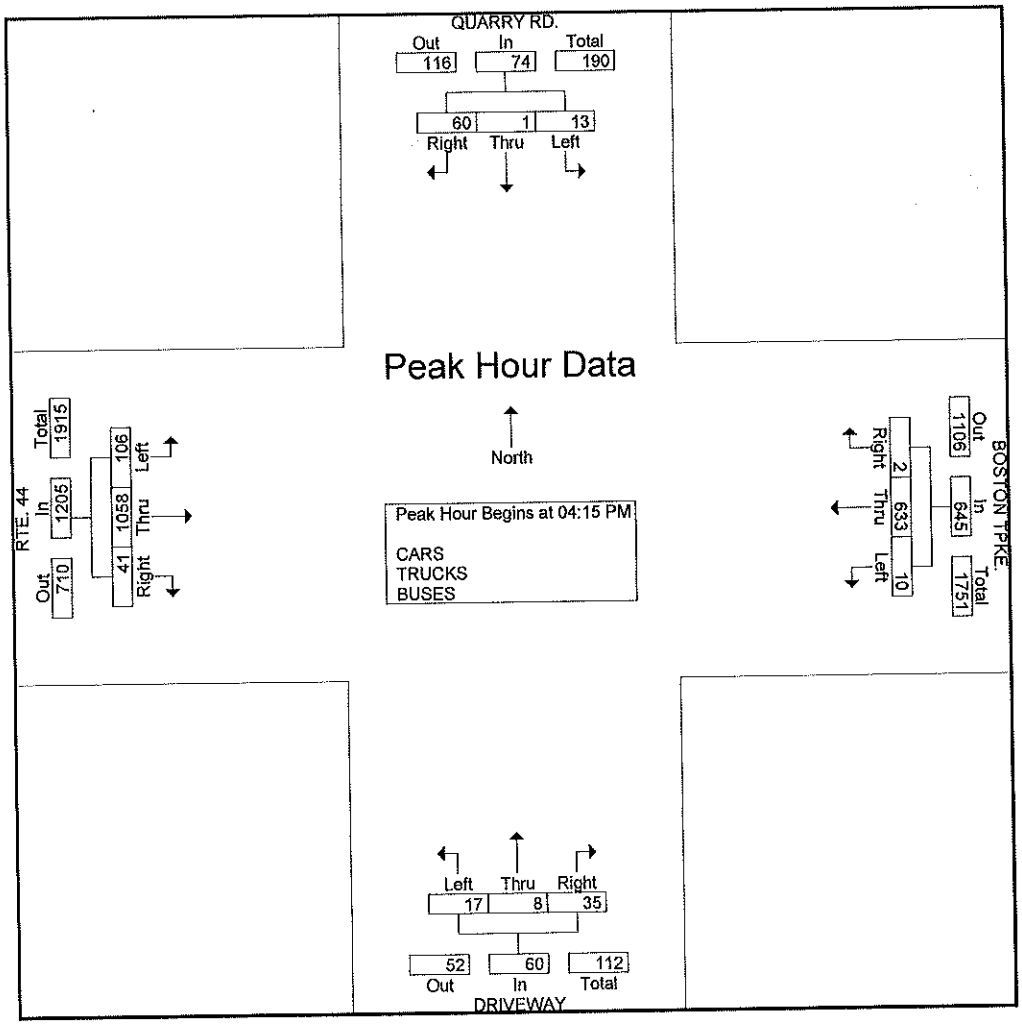
Rte. 44 Boston Tpke. at Quarry Rd./Driveway

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 3

	QUARRY RD. Southbound				BOSTON TPKE. Westbound				DRIVEWAY Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	12	0	3	15	0	154	**3**	157	9	1	**6**	16	**14**	261	28	303	491
04:30 PM	14	0	**6**	20	**1**	161	3	165	**15**	0	4	**19**	10	259	22	291	495
04:45 PM	16	**1**	1	18	0	**168**	2	**170**	6	**4**	5	15	10	**283**	**29**	**322**	**525**
05:00 PM	**18**	0	3	**21**	1	150	2	153	5	3	2	10	7	255	27	289	473
Total Volume	60	1	13	74	2	633	10	645	35	8	17	60	41	1058	106	1205	1984
% App. Total	81.1	1.4	17.6		0.3	98.1	1.6		58.3	13.3	28.3		3.4	87.8	8.8		
PHF	.833	.250	.542	.881	.500	.942	.833	.949	.583	.500	.708	.789	.732	.935	.914	.936	.945

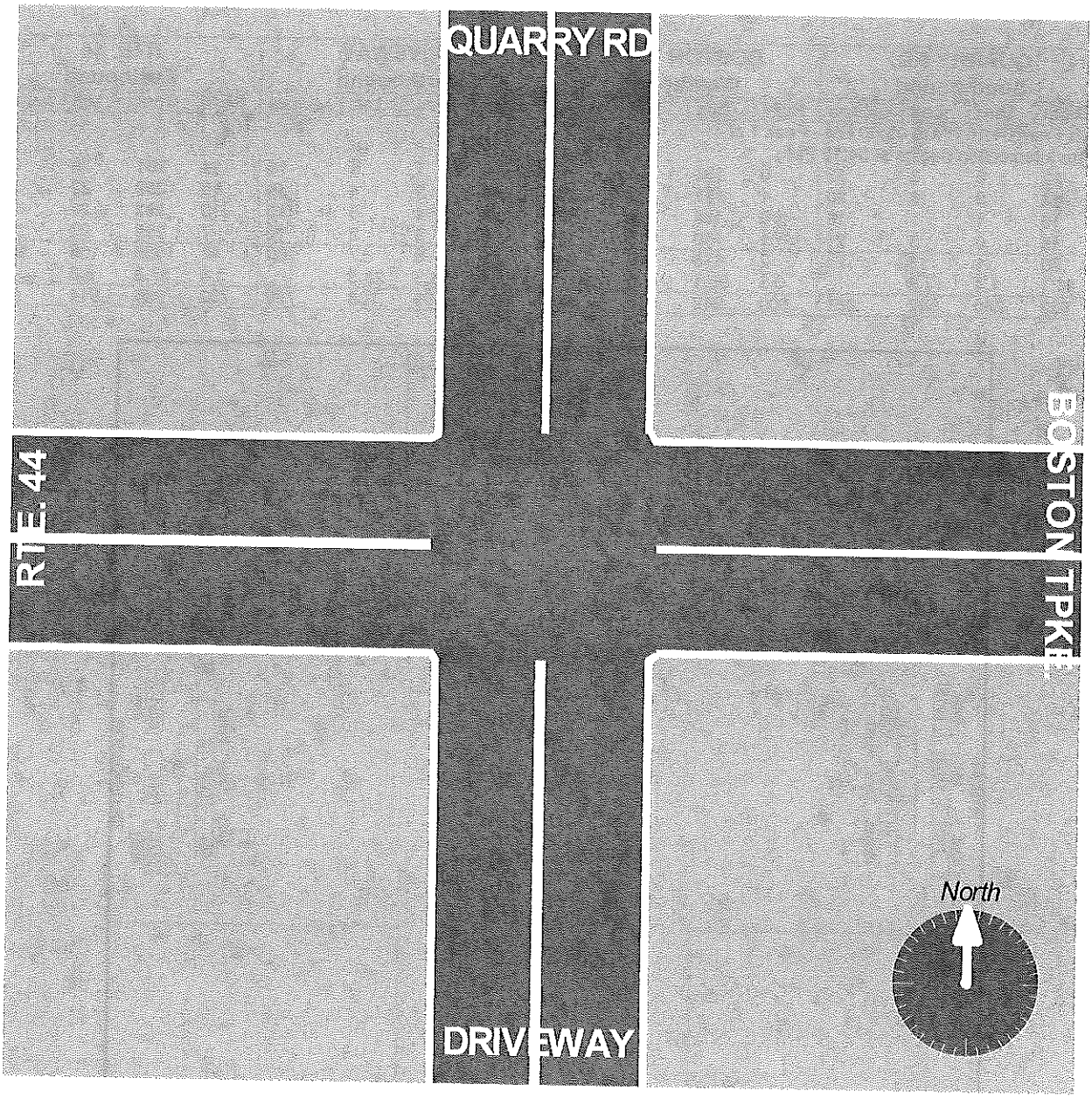


Rte. 44 Boston Tpke. at Quarry Rd./Driveway

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 4



Rte. 44 Boston Tpke. at Quarry Rd./Driveway

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 5

Groups Printed- CARS

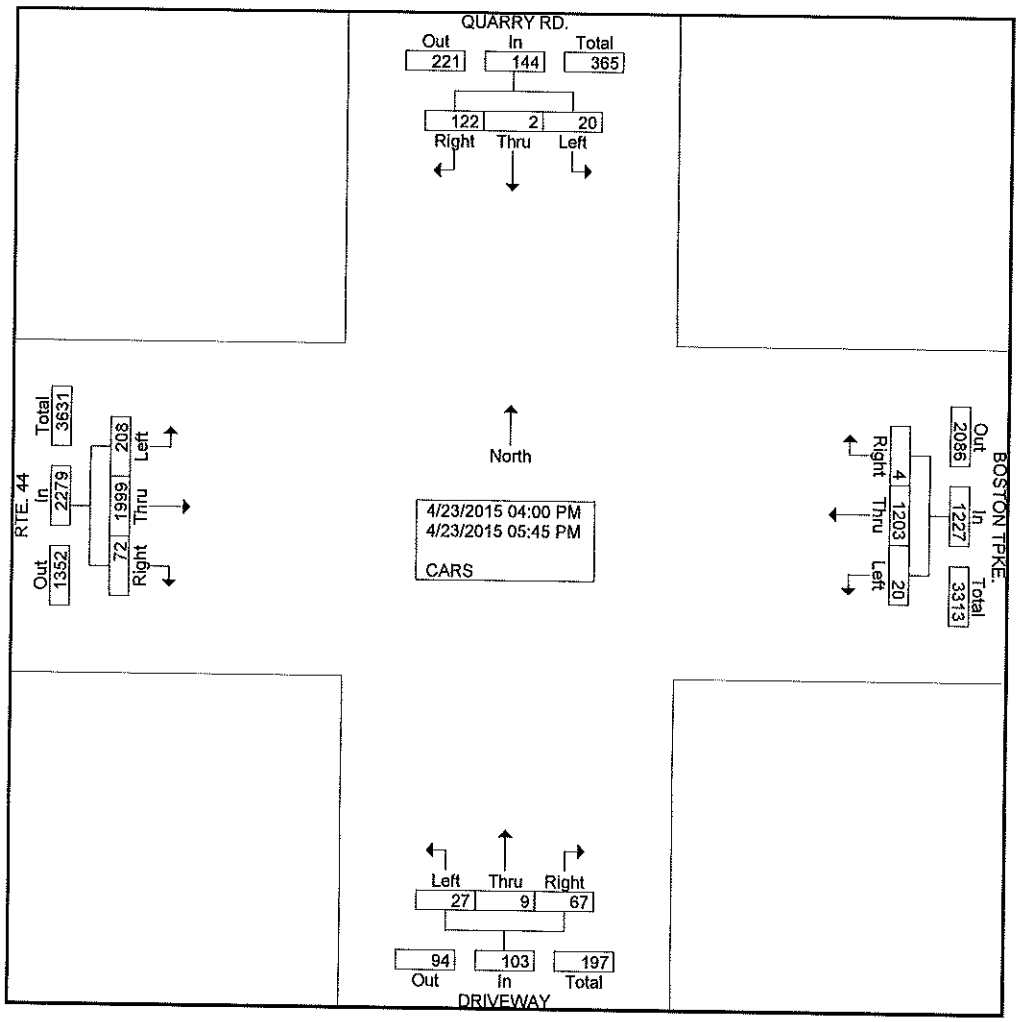
	QUARRY RD. Southbound				BOSTON TPKE. Westbound				DRIVEWAY Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	16	0	1	17	0	124	3	127	15	0	4	19	14	241	21	276	439
04:15 PM	12	0	3	15	0	151	3	154	9	1	6	16	14	259	28	301	486
04:30 PM	14	0	6	20	1	159	3	163	15	0	4	19	10	257	22	289	491
04:45 PM	16	1	1	18	0	167	2	169	6	4	5	15	10	282	29	321	523
Total	58	1	11	70	1	601	11	613	45	5	19	69	48	1039	100	1187	1939
05:00 PM	18	0	3	21	1	148	2	151	5	3	2	10	7	254	27	288	470
05:15 PM	16	0	2	18	0	151	2	153	5	1	1	7	3	251	27	281	459
05:30 PM	18	0	1	19	2	153	2	157	6	0	3	9	7	235	24	266	451
05:45 PM	12	1	3	16	0	150	3	153	6	0	2	8	7	220	30	257	434
Total	64	1	9	74	3	602	9	614	22	4	8	34	24	960	108	1092	1814
Grand Total	122	2	20	144	4	1203	20	1227	67	9	27	103	72	1999	208	2279	3753
Apprch %	84.7	1.4	13.9		0.3	98	1.6		65	8.7	26.2		3.2	87.7	9.1		
Total %	3.3	0.1	0.5	3.8	0.1	32.1	0.5	32.7	1.8	0.2	0.7	2.7	1.9	53.3	5.5	60.7	

Rte. 44 Boston Tpke. at Quarry Rd./Driveway

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 6



Rte. 44 Boston Tpke. at Quarry Rd./Driveway

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 7

Groups Printed- TRUCKS

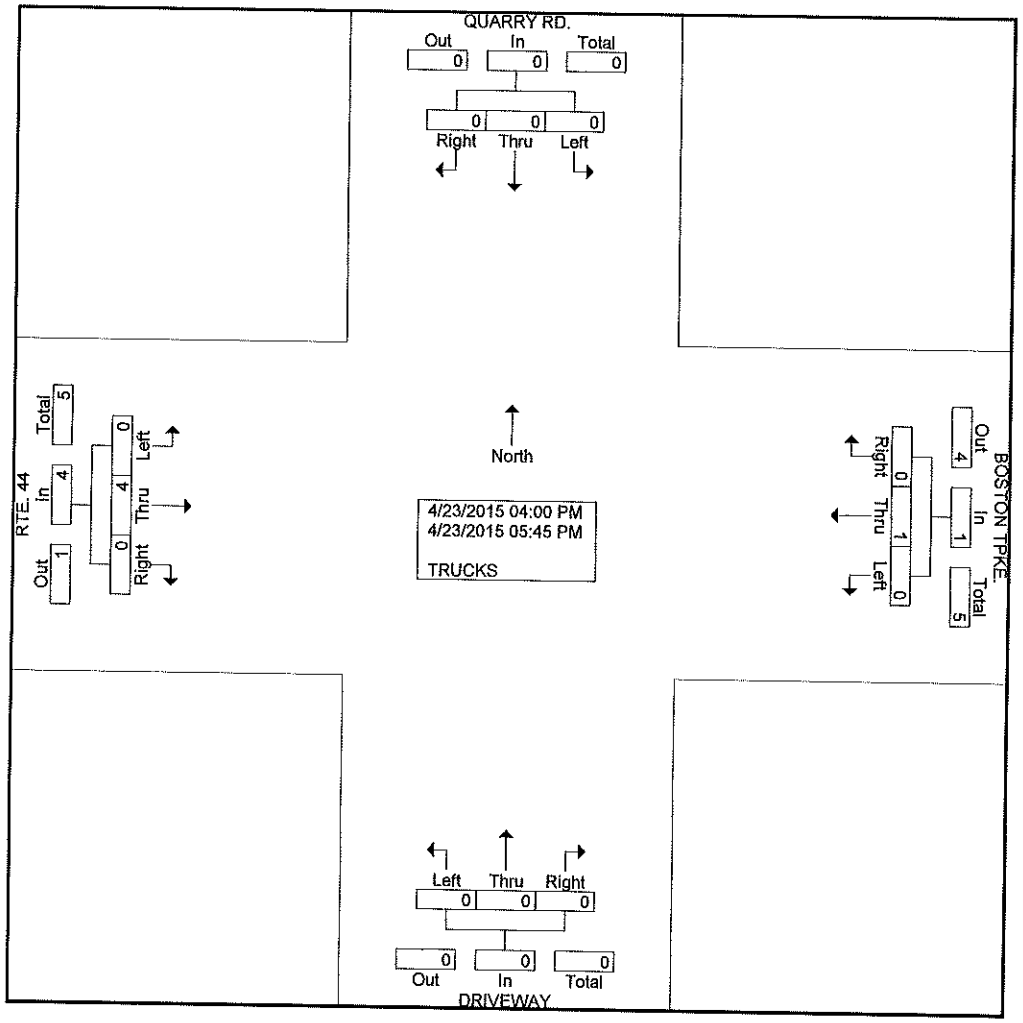
	QUARRY RD. Southbound				BOSTON TPKE. Westbound				DRIVEWAY Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	20	0	20	0	0	0	0	0	80	0	80	

Rte. 44 Boston Tpke. at Quarry Rd./Driveway

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 8



Rte. 44 Boston Tpke. at Quarry Rd./Driveway

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 9

Groups Printed- BUSES

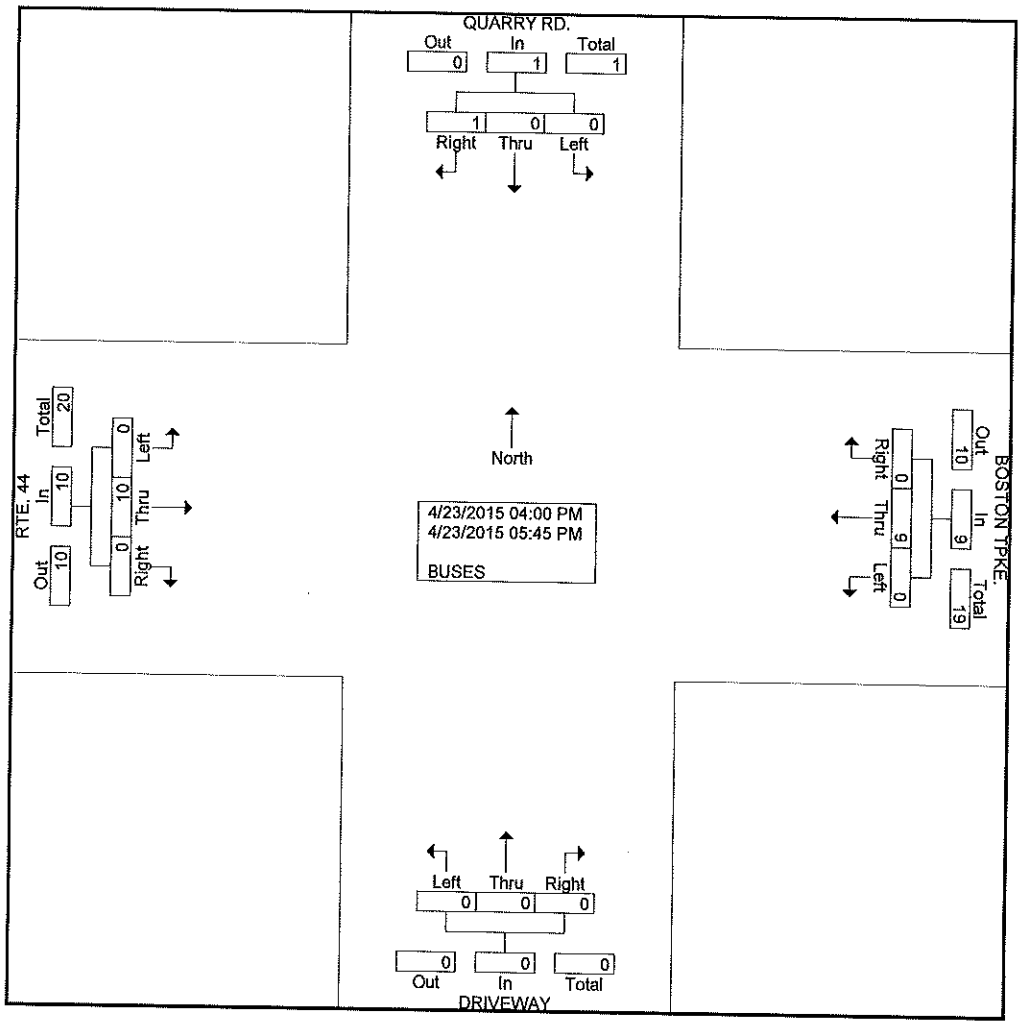
	QUARRY RD. Southbound				BOSTON TPKE. Westbound				DRIVEWAY Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	1	0	0	1	0	5	0	5	0	0	0	0	0	6	0	6	12
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
Grand Total	1	0	0	1	0	9	0	9	0	0	0	0	0	10	0	10	20
Apprch %	100	0	0		0	100	0		0	0	0		0	100	0		
Total %	5	0	0	5	0	45	0	45	0	0	0	0	0	50	0	50	

Rte. 44 Boston Tpke. at Quarry Rd./Driveway

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-1TH
Site Code : 00000001
Start Date : 4/23/2015
Page No : 10



Rte. 44 Boston Tpke. at South Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

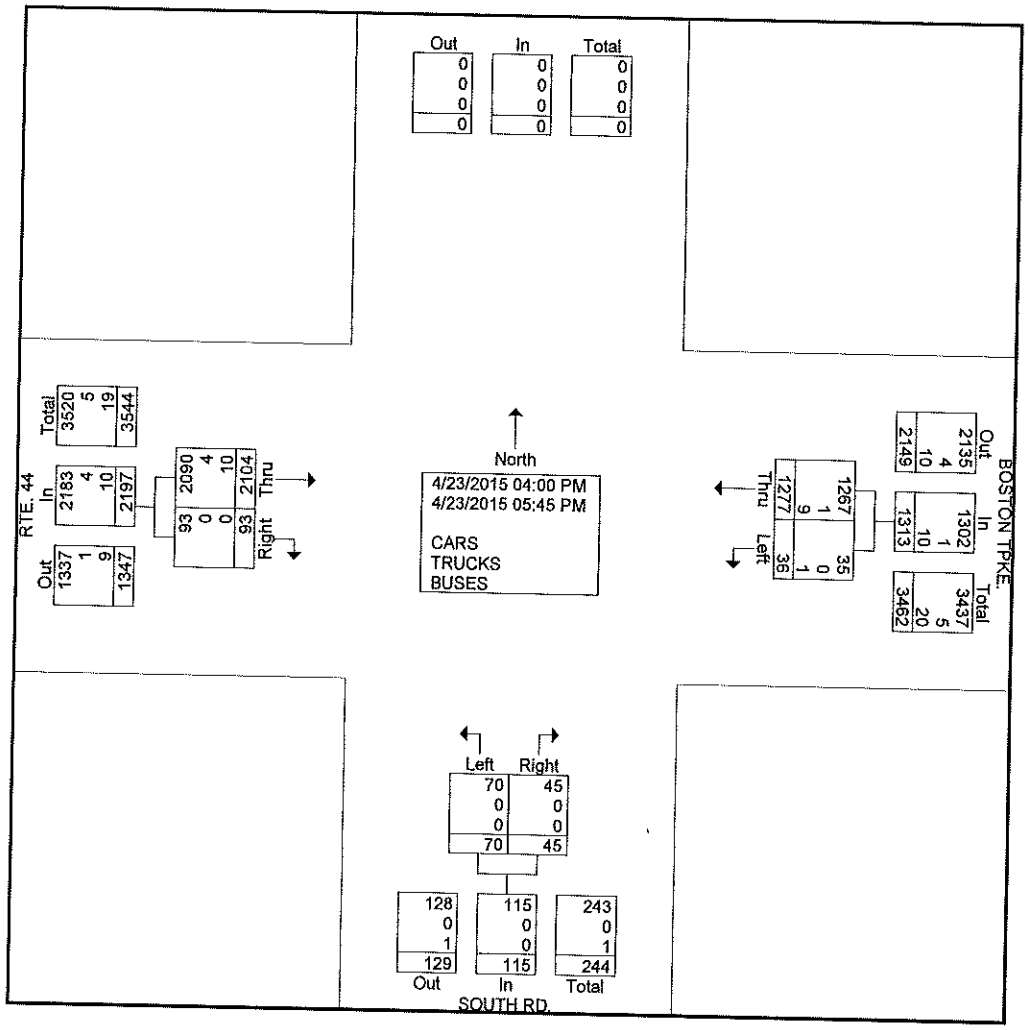
	Southbound	BOSTON TPKE. Westbound			SOUTH RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	0	133	0	133	6	6	12	11	267	278	423
04:15 PM	0	166	4	170	9	10	19	9	274	283	472
04:30 PM	0	174	3	177	7	10	17	17	261	278	472
04:45 PM	0	175	9	184	2	9	11	12	287	299	494
Total	0	648	16	664	24	35	59	49	1089	1138	1861
05:00 PM	0	166	7	173	2	4	6	12	270	282	461
05:15 PM	0	149	7	156	8	12	20	9	259	268	444
05:30 PM	0	154	3	157	5	8	13	11	247	258	428
05:45 PM	0	160	3	163	6	11	17	12	239	251	431
Total	0	629	20	649	21	35	56	44	1015	1059	1764
Grand Total	0	1277	36	1313	45	70	115	93	2104	2197	3625
Apprch %		97.3	2.7		39.1	60.9		4.2	95.8		
Total %	0	35.2	1	36.2	1.2	1.9	3.2	2.6	58	60.6	
CARS	0	1267	35	1302	45	70	115	93	2090	2183	3600
% CARS	0	99.2	97.2	99.2	100	100	100	100	99.3	99.4	99.3
TRUCKS	0	1	0	1	0	0	0	0	4	4	5
% TRUCKS	0	0.1	0	0.1	0	0	0	0	0.2	0.2	0.1
BUSES	0	9	1	10	0	0	0	0	10	10	20
% BUSES	0	0.7	2.8	0.8	0	0	0	0	0.5	0.5	0.6

Rte. 44 Boston Tpke. at South Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 2



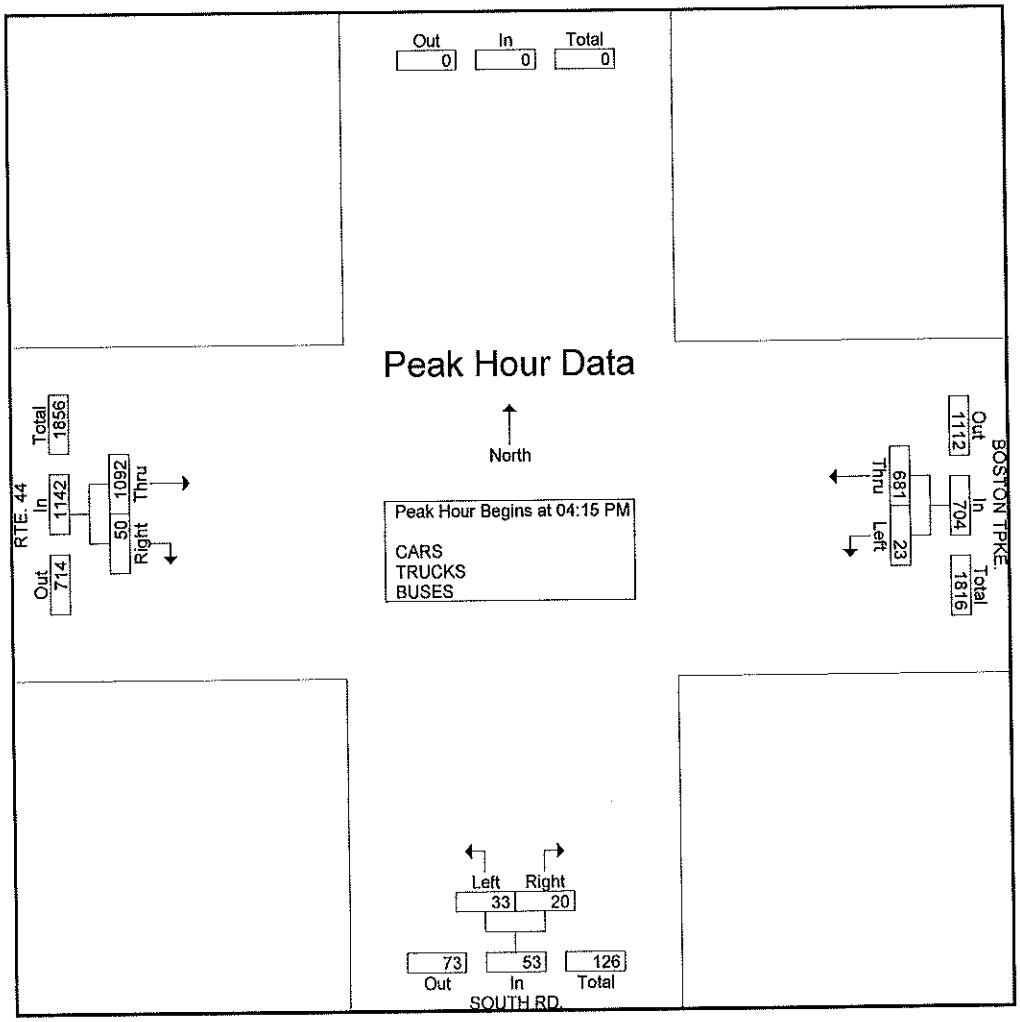
Rte. 44 Boston Tpke. at South Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 3

	Southbound	BOSTON TPKE. Westbound			SOUTH RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:15 PM											
04:15 PM	0	166	4	170	**9**	**10**	**19**	9	274	283	472
04:30 PM	0	174	3	177	7	10	17	**17**	261	278	472
04:45 PM	0	**175**	**9**	**184**	2	9	11	12	**287**	**299**	**494**
05:00 PM	0	166	7	173	2	4	6	12	270	282	461
Total Volume	0	681	23	704	20	33	53	50	1092	1142	1899
% App. Total		96.7	3.3		37.7	62.3		4.4	95.6		
PHF	.000	.973	.639	.957	.556	.825	.697	.735	.951	.955	.961

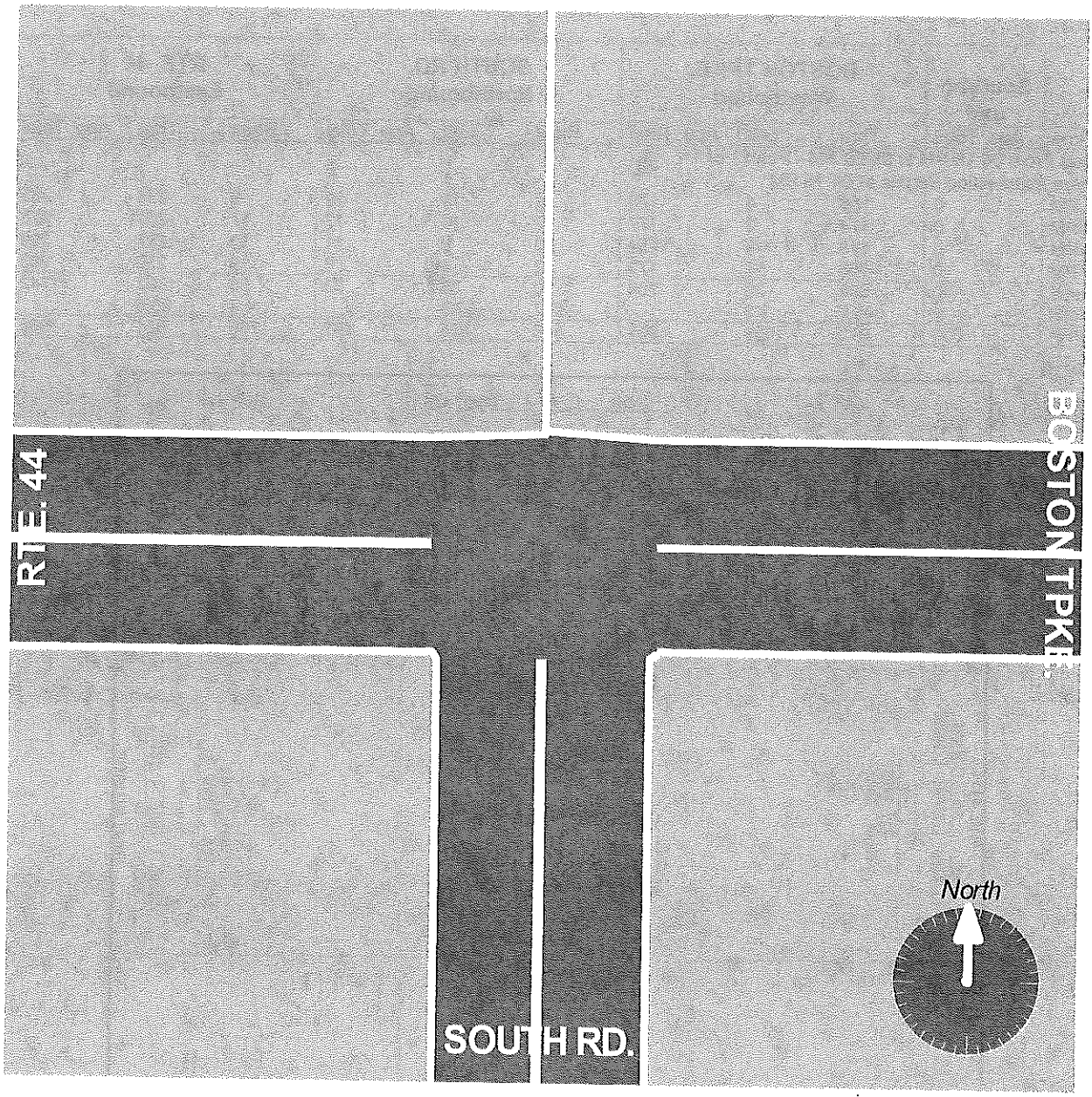


Rte. 44 Boston Tpke. at South Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 4



Rte. 44 Boston Tpke. at South Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 5

Groups Printed- CARS

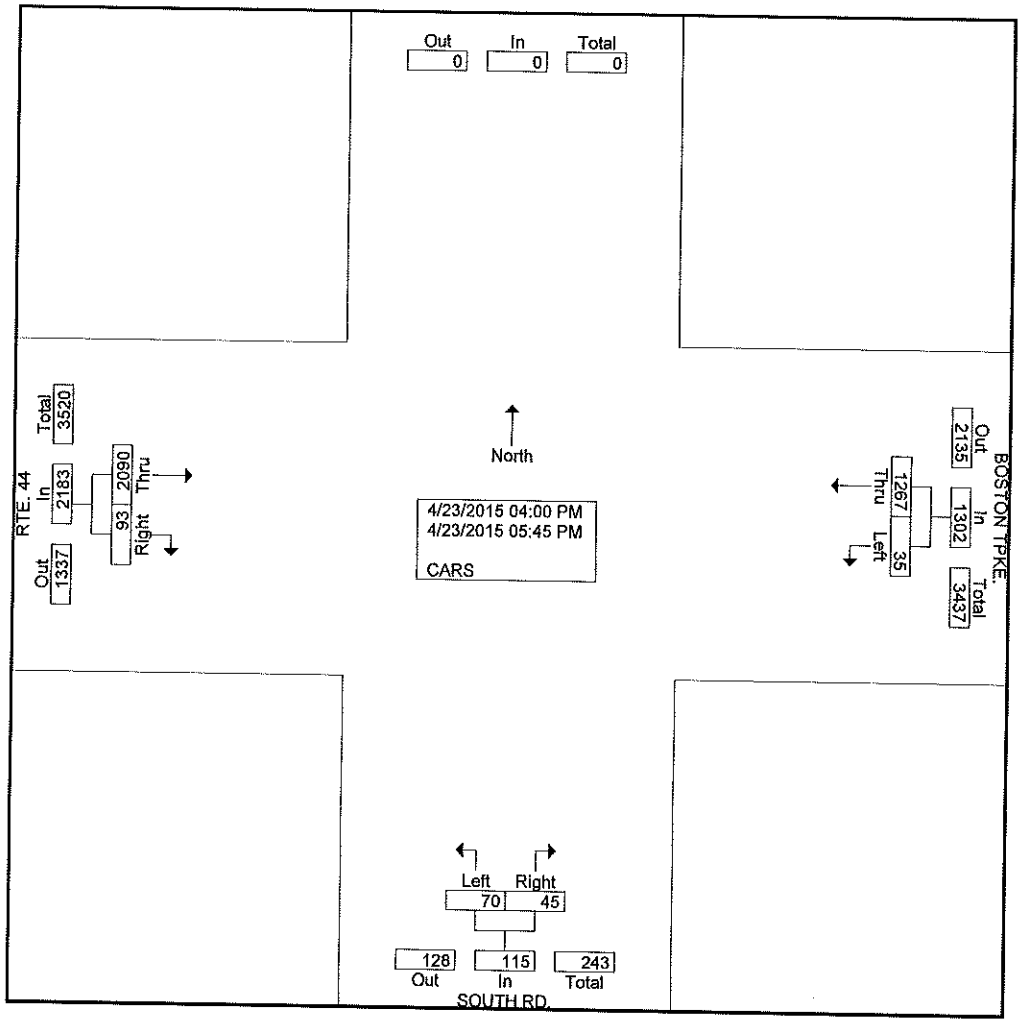
	Southbound	BOSTON TPKE. Westbound			SOUTH RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	0	133	0	133	6	6	12	11	265	276	421
04:15 PM	0	163	4	167	9	10	19	9	272	281	467
04:30 PM	0	172	3	175	7	10	17	17	259	276	468
04:45 PM	0	173	9	182	2	9	11	12	286	298	491
Total	0	641	16	657	24	35	59	49	1082	1131	1847
05:00 PM	0	165	7	172	2	4	6	12	269	281	459
05:15 PM	0	149	7	156	8	12	20	9	258	267	443
05:30 PM	0	152	3	155	5	8	13	11	245	256	424
05:45 PM	0	160	2	162	6	11	17	12	236	248	427
Total	0	626	19	645	21	35	56	44	1008	1052	1753
Grand Total	0	1267	35	1302	45	70	115	93	2090	2183	3600
Apprch %		97.3	2.7		39.1	60.9		4.3	95.7		
Total %	0	35.2	1	36.2	1.2	1.9	3.2	2.6	58.1	60.6	

Rte. 44 Boston Tpke. at South Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 6



Rte. 44 Boston Tpke. at South Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 7

Groups Printed- TRUCKS

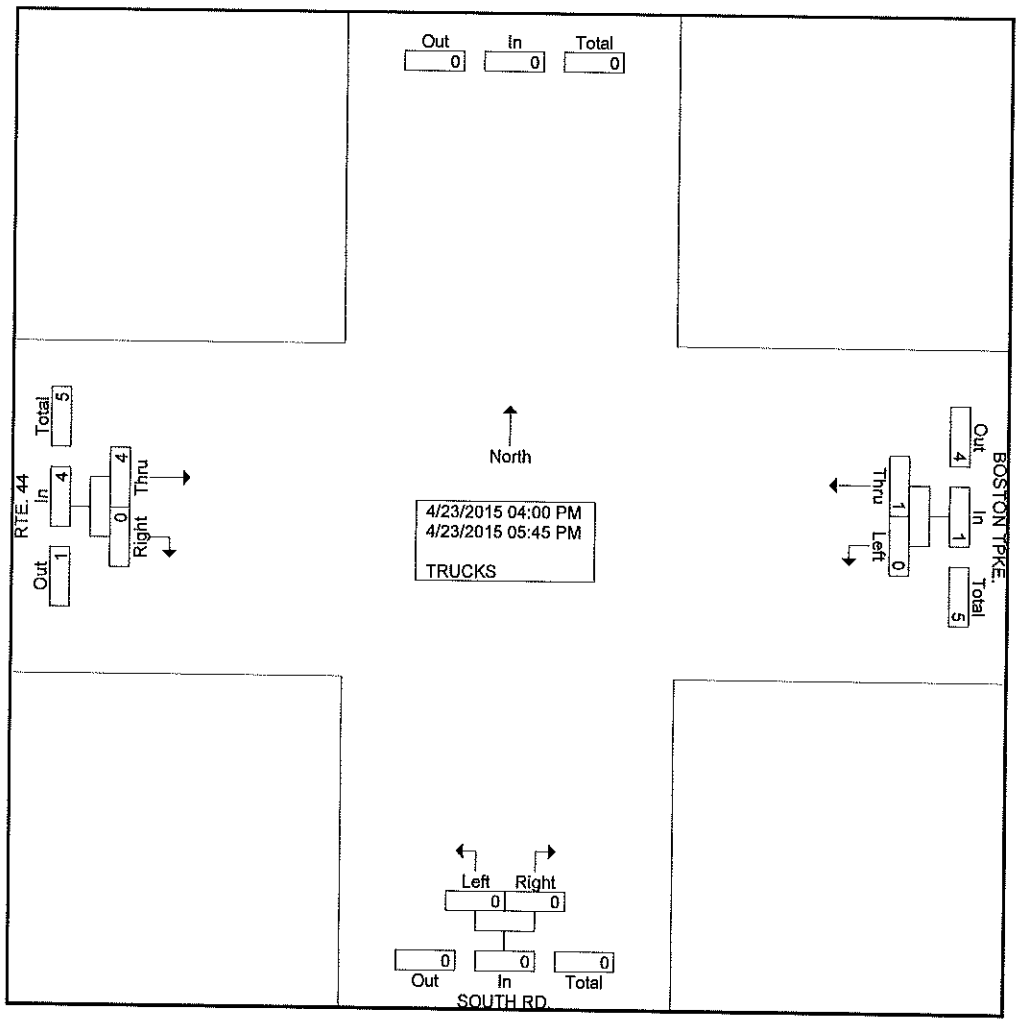
	Southbound	BOSTON TPKE. Westbound			SOUTH RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	0	0	0	0	0	3	3	3
Grand Total	0	1	0	1	0	0	0	0	4	4	5
Apprch %		100	0		0	0		0	100		
Total %	0	20	0	20	0	0	0	0	80	80	

Rte. 44 Boston Tpke. at South Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 8



Rte. 44 Boston Tpke. at South Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 9

Groups Printed- BUSES

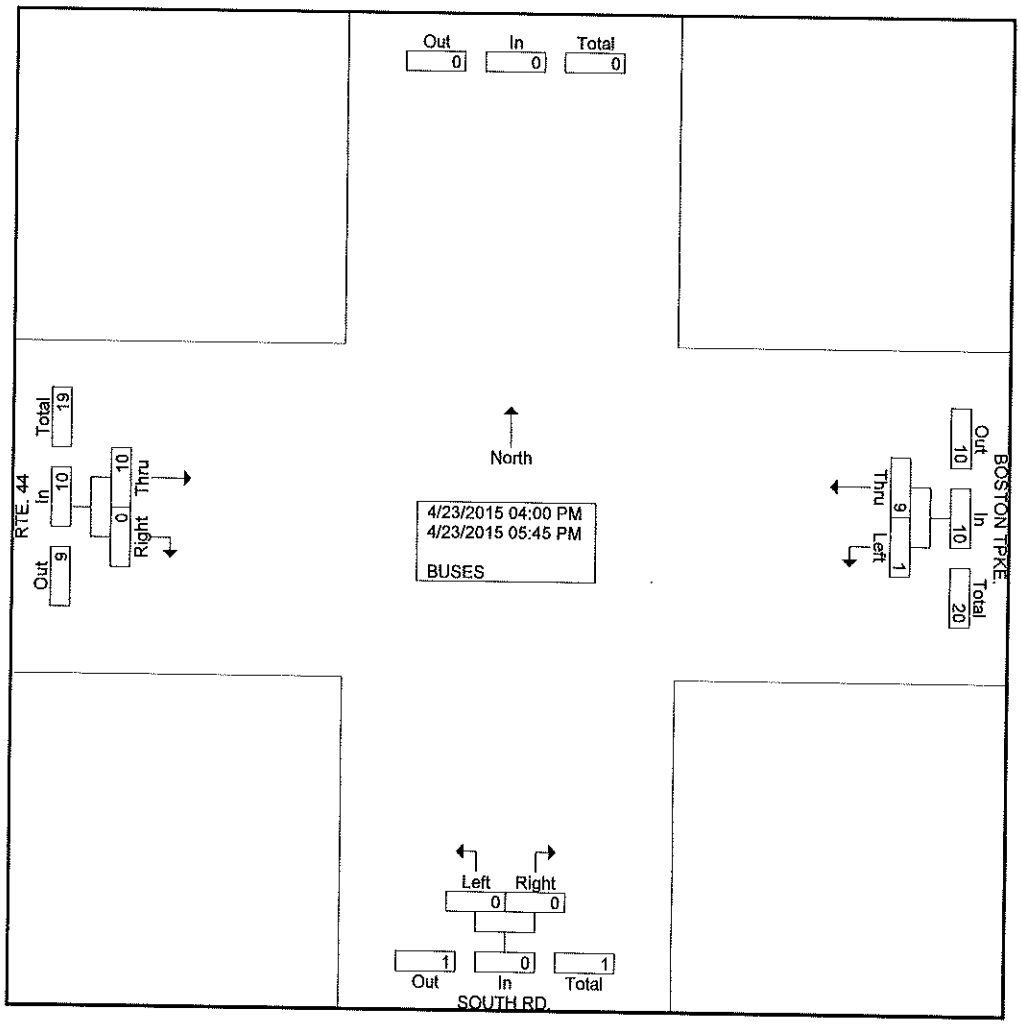
	Southbound	BOSTON TPKE. Westbound			SOUTH RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	2	2	2
04:15 PM	0	3	0	3	0	0	0	0	1	1	4
04:30 PM	0	1	0	1	0	0	0	0	2	2	3
04:45 PM	0	2	0	2	0	0	0	0	1	1	3
Total	0	6	0	6	0	0	0	0	6	6	12
05:00 PM	0	1	0	1	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	2	0	2	0	0	0	0	2	2	4
05:45 PM	0	0	1	1	0	0	0	0	1	1	2
Total	0	3	1	4	0	0	0	0	4	4	8
Grand Total	0	9	1	10	0	0	0	0	10	10	20
Apprch %		90	10		0	0		0	100		
Total %	0	45	5	50	0	0	0	0	50	50	

Rte. 44 Boston Tpke. at South Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-2TH
Site Code : 00000002
Start Date : 4/23/2015
Page No : 10



Rte. 44 Boston Tpke. at Tolland Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

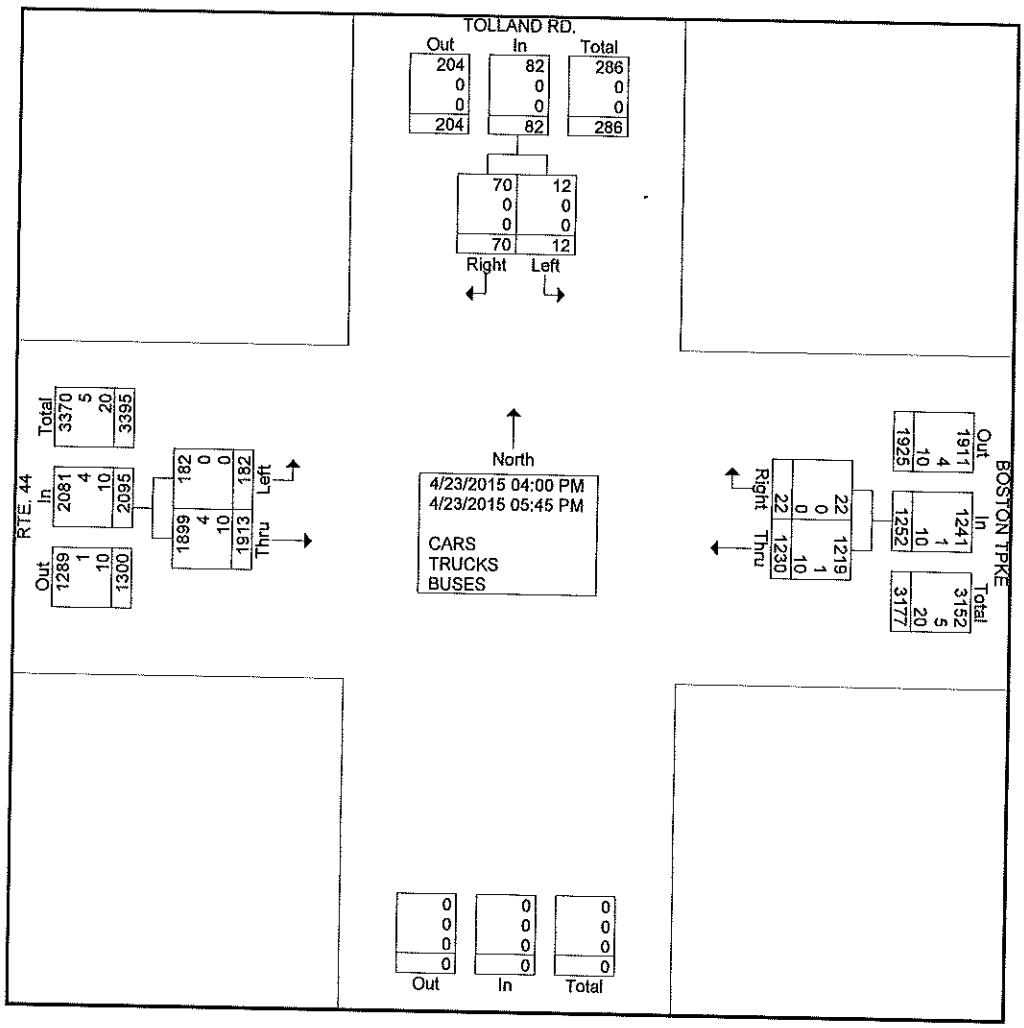
	TOLLAND RD. Southbound			BOSTON TPKE Westbound			Northbo und	RTE. 44 Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
04:00 PM	7	1	8	2	122	124	0	237	17	254	386
04:15 PM	5	1	6	5	156	161	0	249	23	272	439
04:30 PM	12	2	14	5	159	164	0	251	25	276	454
04:45 PM	13	0	13	2	175	177	0	254	30	284	474
Total	37	4	41	14	612	626	0	991	95	1086	1753
05:00 PM	8	2	10	1	169	170	0	247	22	269	449
05:15 PM	9	2	11	0	140	140	0	232	23	255	406
05:30 PM	8	2	10	3	144	147	0	235	20	255	412
05:45 PM	8	2	10	4	165	169	0	208	22	230	409
Total	33	8	41	8	618	626	0	922	87	1009	1676
Grand Total	70	12	82	22	1230	1252	0	1913	182	2095	3429
Apprch %	85.4	14.6		1.8	98.2			91.3	8.7		
Total %	2	0.3	2.4	0.6	35.9	36.5	0	55.8	5.3	61.1	
CARS	70	12	82	22	1219	1241	0	1899	182	2081	3404
% CARS	100	100	100	100	99.1	99.1	0	99.3	100	99.3	99.3
TRUCKS	0	0	0	0	1	1	0	4	0	4	5
% TRUCKS	0	0	0	0	0.1	0.1	0	0.2	0	0.2	0.1
BUSES	0	0	0	0	10	10	0	10	0	10	20
% BUSES	0	0	0	0	0.8	0.8	0	0.5	0	0.5	0.6

Rte. 44 Boston Tpke. at Tolland Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 2



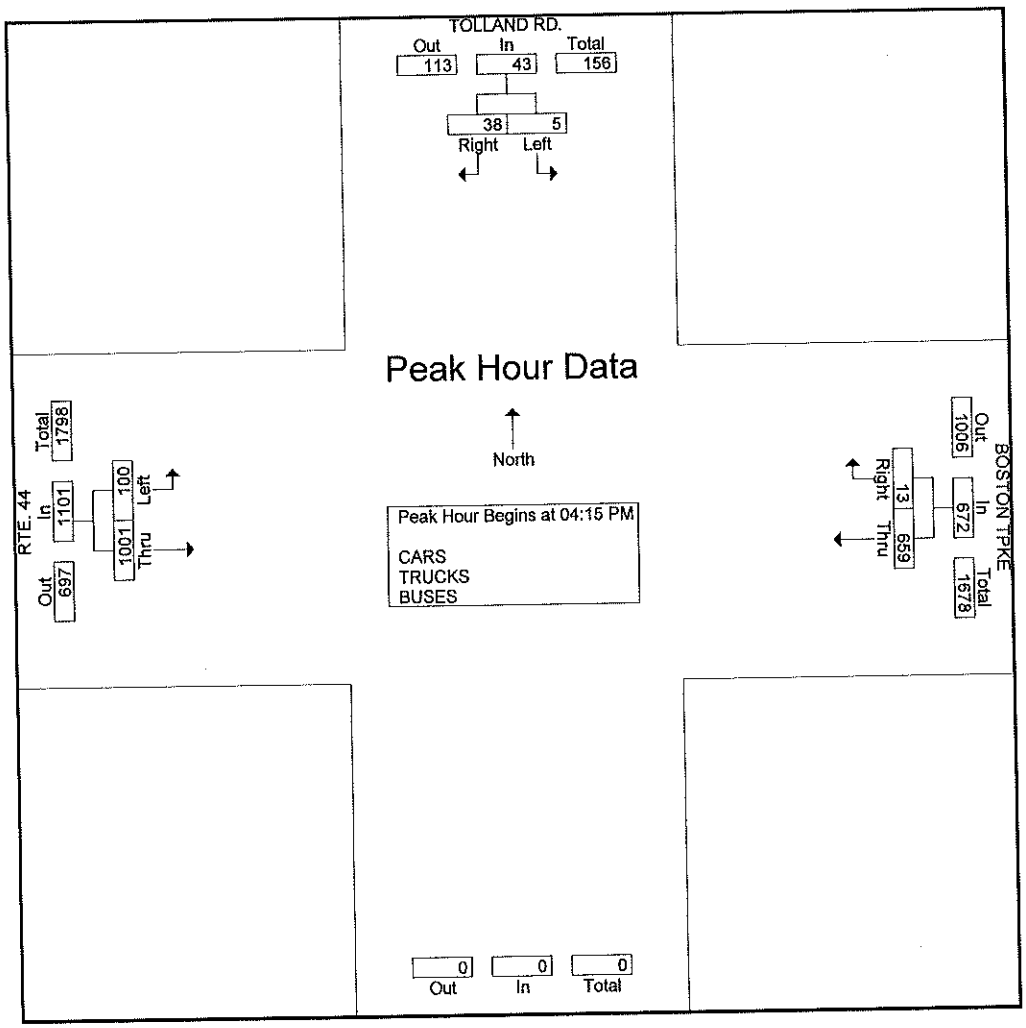
Rte. 44 Boston Tpke. at Tolland Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 3

	TOLLAND RD. Southbound			BOSTON TPKE Westbound			Northbound	RTE. 44 Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:15 PM											
04:15 PM	5	1	6	**5**	156	161	0	249	23	272	439
04:30 PM	12	**2**	**14**	5	159	164	0	251	25	276	454
04:45 PM	**13**	0	13	2	**175**	**177**	0	**254**	**30**	**284**	**474**
05:00 PM	8	2	10	1	169	170	0	247	22	269	449
Total Volume	38	5	43	13	659	672	0	1001	100	1101	1816
% App. Total	88.4	11.6		1.9	98.1			90.9	9.1		
PHF	.731	.625	.768	.650	.941	.949	.000	.985	.833	.969	.958

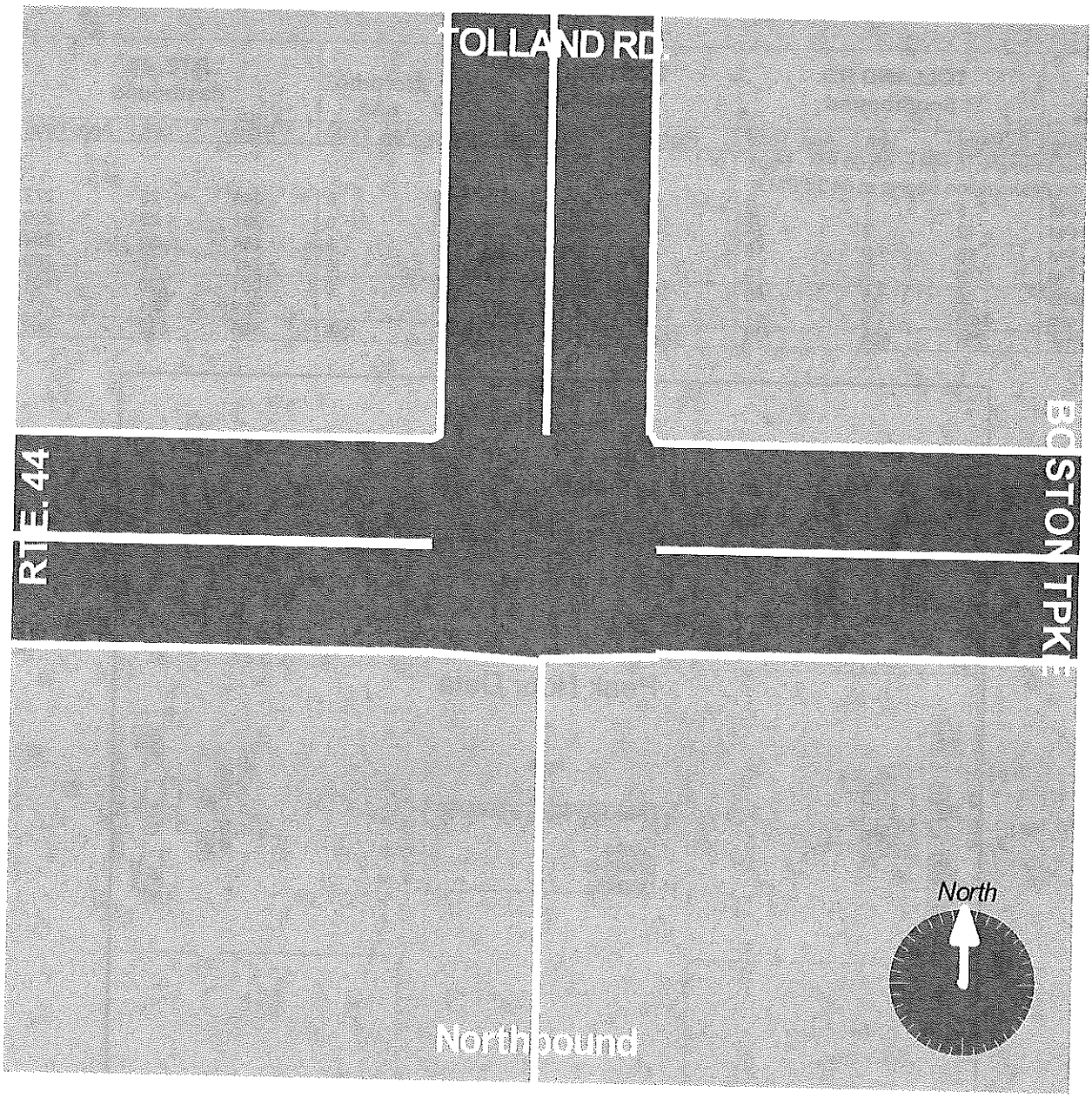


Rte. 44 Boston Tpke. at Tolland Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 4



Rte. 44 Boston Tpke. at Tolland Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 5

Groups Printed- CARS

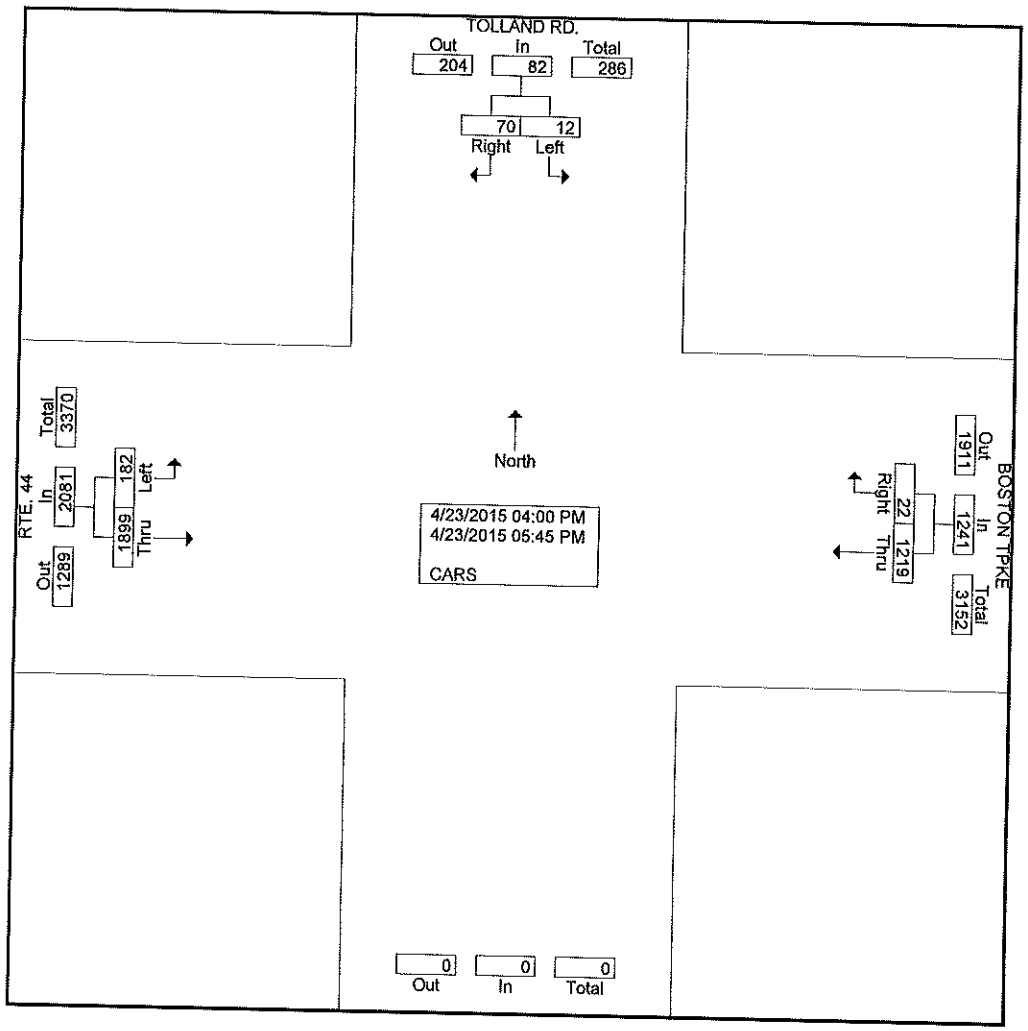
	TOLLAND RD. Southbound			BOSTON TPKE Westbound			Northbound	RTE. 44 Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
04:00 PM	7	1	8	2	122	124	0	235	17	252	384
04:15 PM	5	1	6	5	153	158	0	247	23	270	434
04:30 PM	12	2	14	5	157	162	0	249	25	274	450
04:45 PM	13	0	13	2	173	175	0	253	30	283	471
Total	37	4	41	14	605	619	0	984	95	1079	1739
05:00 PM	8	2	10	1	168	169	0	246	22	268	447
05:15 PM	9	2	11	0	140	140	0	231	23	254	405
05:30 PM	8	2	10	3	142	145	0	233	20	253	408
05:45 PM	8	2	10	4	164	168	0	205	22	227	405
Total	33	8	41	8	614	622	0	915	87	1002	1665
Grand Total	70	12	82	22	1219	1241	0	1899	182	2081	3404
Apprch %	85.4	14.6		1.8	98.2			91.3	8.7		
Total %	2.1	0.4	2.4	0.6	35.8	36.5	0	55.8	5.3	61.1	

Rte. 44 Boston Tpke. at Tolland Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 6



Rte. 44 Boston Tpke. at Tolland Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 7

Groups Printed- TRUCKS

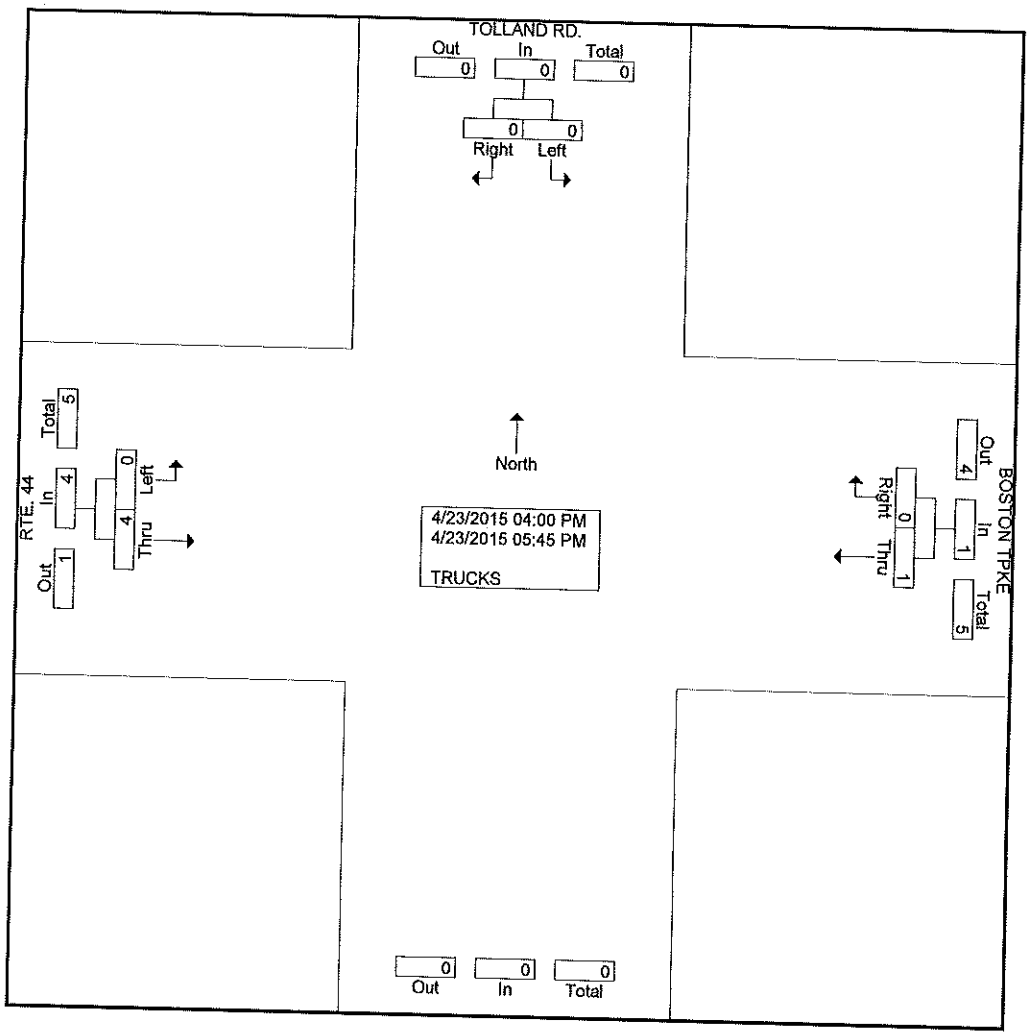
	TOLLAND RD. Southbound			BOSTON TPKE Westbound			Northbound	RTE. 44 Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	1	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	3	0	3	3
Grand Total	0	0	0	0	1	1	0	4	0	4	5
Apprch %	0	0		0	100			100	0		
Total %	0	0	0	0	20	20	0	80	0	80	

Rte. 44 Boston Tpke. at Tolland Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 8



Rte. 44 Boston Tpke. at Tolland Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 9

Groups Printed- BUSES

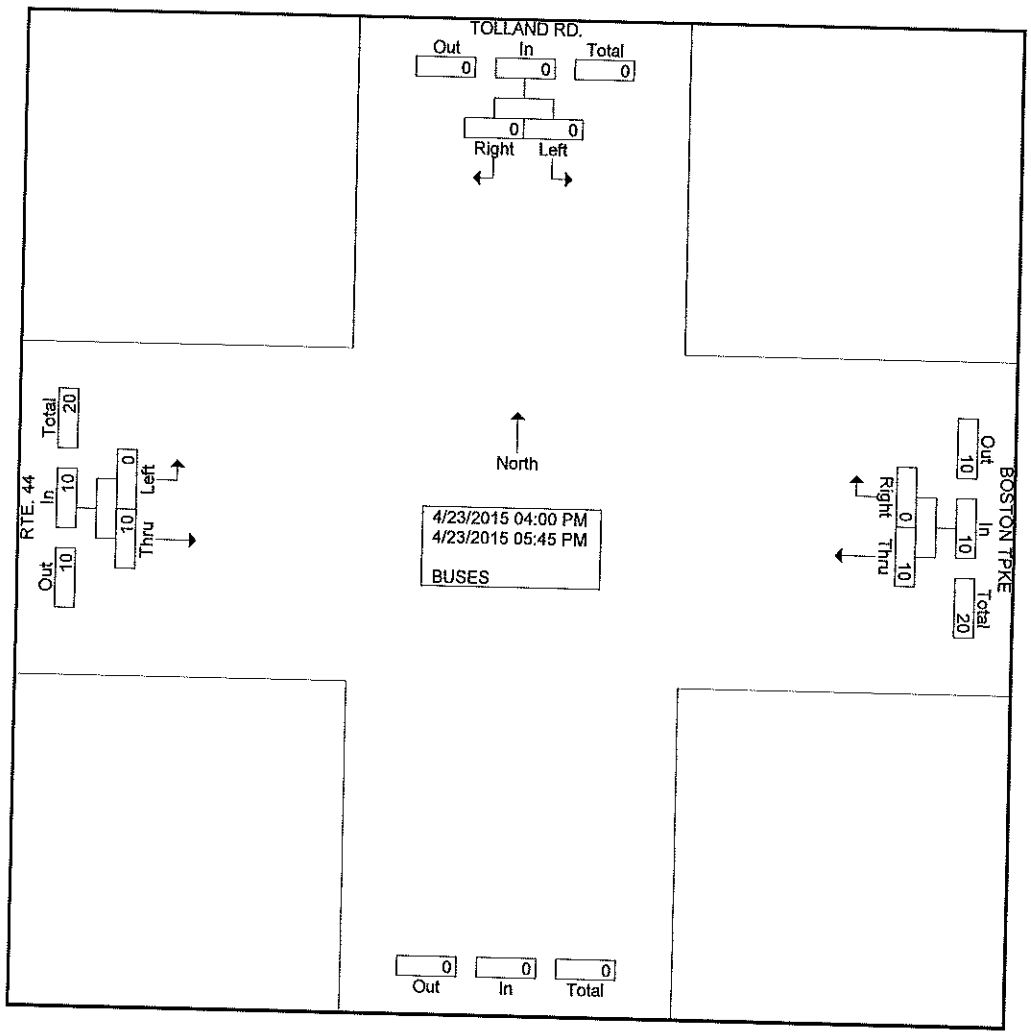
	TOLLAND RD. Southbound			BOSTON TPKE Westbound			Northbound	RTE. 44 Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	0	0	0	3	3	0	1	0	1	4
04:30 PM	0	0	0	0	1	1	0	2	0	2	3
04:45 PM	0	0	0	0	2	2	0	1	0	1	3
Total	0	0	0	0	6	6	0	6	0	6	12
05:00 PM	0	0	0	0	1	1	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	2	2	0	2	0	2	4
05:45 PM	0	0	0	0	1	1	0	1	0	1	2
Total	0	0	0	0	4	4	0	4	0	4	8
Grand Total	0	0	0	0	10	10	0	10	0	10	20
Apprch %	0	0		0	100			100	0		
Total %	0	0	0	0	50	50	0	50	0	50	

Rte. 44 Boston Tpke. at Tolland Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-3TH
Site Code : 00000003
Start Date : 4/23/2015
Page No : 10



Rte. 44 Boston Tpke. at Grant Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-4TH
Site Code : 00000004
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

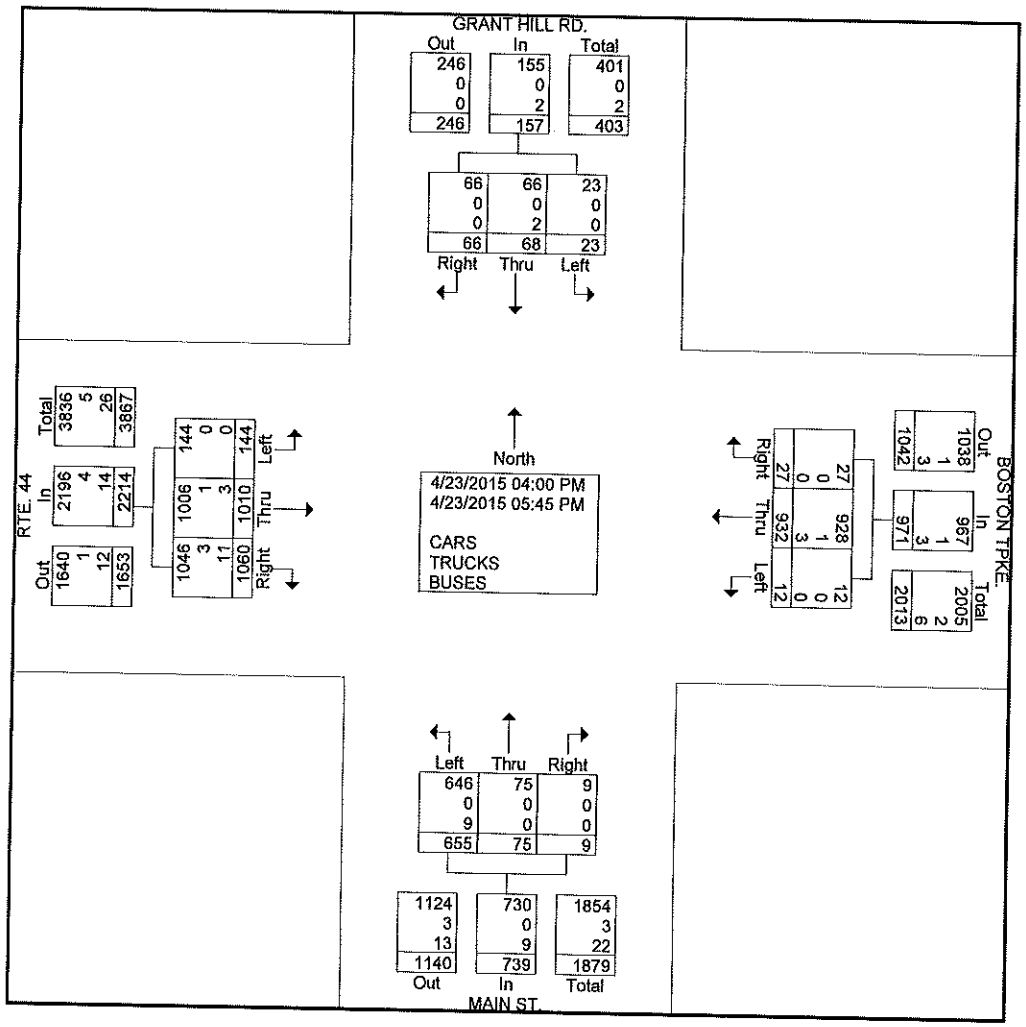
	GRANT HILL RD. Southbound				BOSTON TPKE. Westbound				MAIN ST. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	7	7	2	16	3	96	4	103	1	12	91	104	120	128	11	259	482
04:15 PM	10	9	3	22	4	112	1	117	1	7	85	93	128	119	18	265	497
04:30 PM	6	5	1	12	5	120	0	125	1	7	87	95	125	124	17	266	498
04:45 PM	10	8	4	22	2	145	0	147	1	12	76	89	151	126	21	298	556
Total	33	29	10	72	14	473	5	492	4	38	339	381	524	497	67	1088	2033
05:00 PM	10	16	2	28	3	111	3	117	0	8	74	82	144	130	19	293	520
05:15 PM	10	9	0	19	3	128	1	132	3	11	97	111	137	134	16	287	549
05:30 PM	5	8	3	16	4	116	1	121	1	5	72	78	127	136	21	284	499
05:45 PM	8	6	8	22	3	104	2	109	1	13	73	87	128	113	21	262	480
Total	33	39	13	85	13	459	7	479	5	37	316	358	536	513	77	1126	2048
Grand Total	66	68	23	157	27	932	12	971	9	75	655	739	1060	1010	144	2214	4081
Apprch %	42	43.3	14.6		2.8	96	1.2		1.2	10.1	88.6		47.9	45.6	6.5		
Total %	1.6	1.7	0.6	3.8	0.7	22.8	0.3	23.8	0.2	1.8	16	18.1	26	24.7	3.5	54.3	
CARS	66	66	23	155	27	928	12	967	9	75	646	730	1046	1006	144	2196	4048
% CARS	100	97.1	100	98.7	100	99.6	100	99.6	100	100	98.6	98.8	98.7	99.6	100	99.2	99.2
TRUCKS	0	0	0	0	0	1	0	1	0	0	0	0	3	1	0	4	5
% TRUCKS	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.3	0.1	0	0.2	0.1
BUSES	0	2	0	2	0	3	0	3	0	0	9	9	11	3	0	14	28
% BUSES	0	2.9	0	1.3	0	0.3	0	0.3	0	0	1.4	1.2	1	0.3	0	0.6	0.7

Rte. 44 Boston Tpke. at Grant Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-4TH
Site Code : 00000004
Start Date : 4/23/2015
Page No : 2



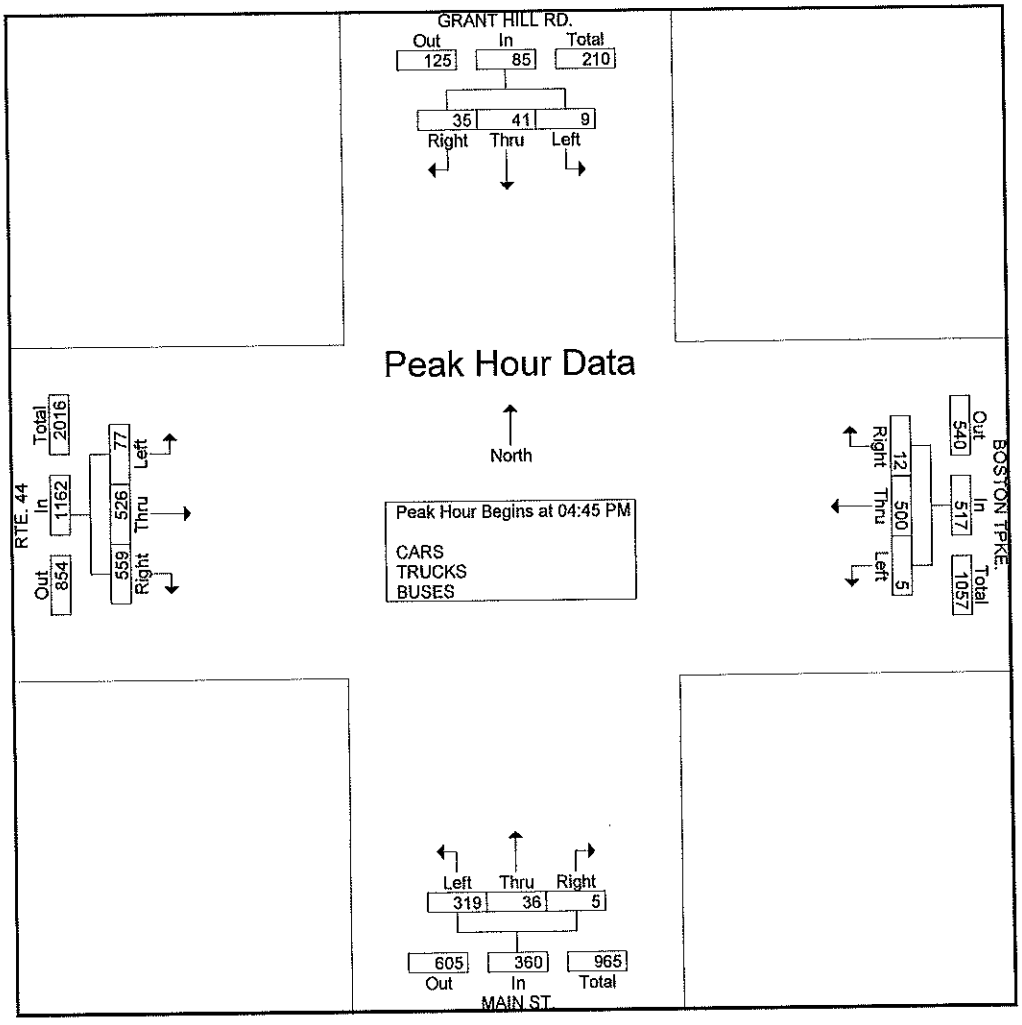
Rte. 44 Boston Tpke. at Grant Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-4TH
Site Code : 00000004
Start Date : 4/23/2015
Page No : 3

	GRANT HILL RD. Southbound				BOSTON TPKE. Westbound				MAIN ST. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**10**	8	**4**	22	2	**145**	0	**147**	1	**12**	76	89	**151**	126	**21**	**298**	**556**
05:00 PM	10	**16**	2	**28**	3	111	**3**	117	0	8	74	82	144	130	19	293	520
05:15 PM	10	9	0	19	3	128	1	132	**3**	11	**97**	**111**	137	134	16	287	549
05:30 PM	5	8	3	16	**4**	116	1	121	1	5	72	78	127	**136**	21	284	499
Total Volume	35	41	9	85	12	500	5	517	5	36	319	360	559	526	77	1162	2124
% App. Total	41.2	48.2	10.6		2.3	96.7	1		1.4	10	88.6		48.1	45.3	6.6		
PHF	.875	.641	.563	.759	.750	.862	.417	.879	.417	.750	.822	.811	.925	.967	.917	.975	.955

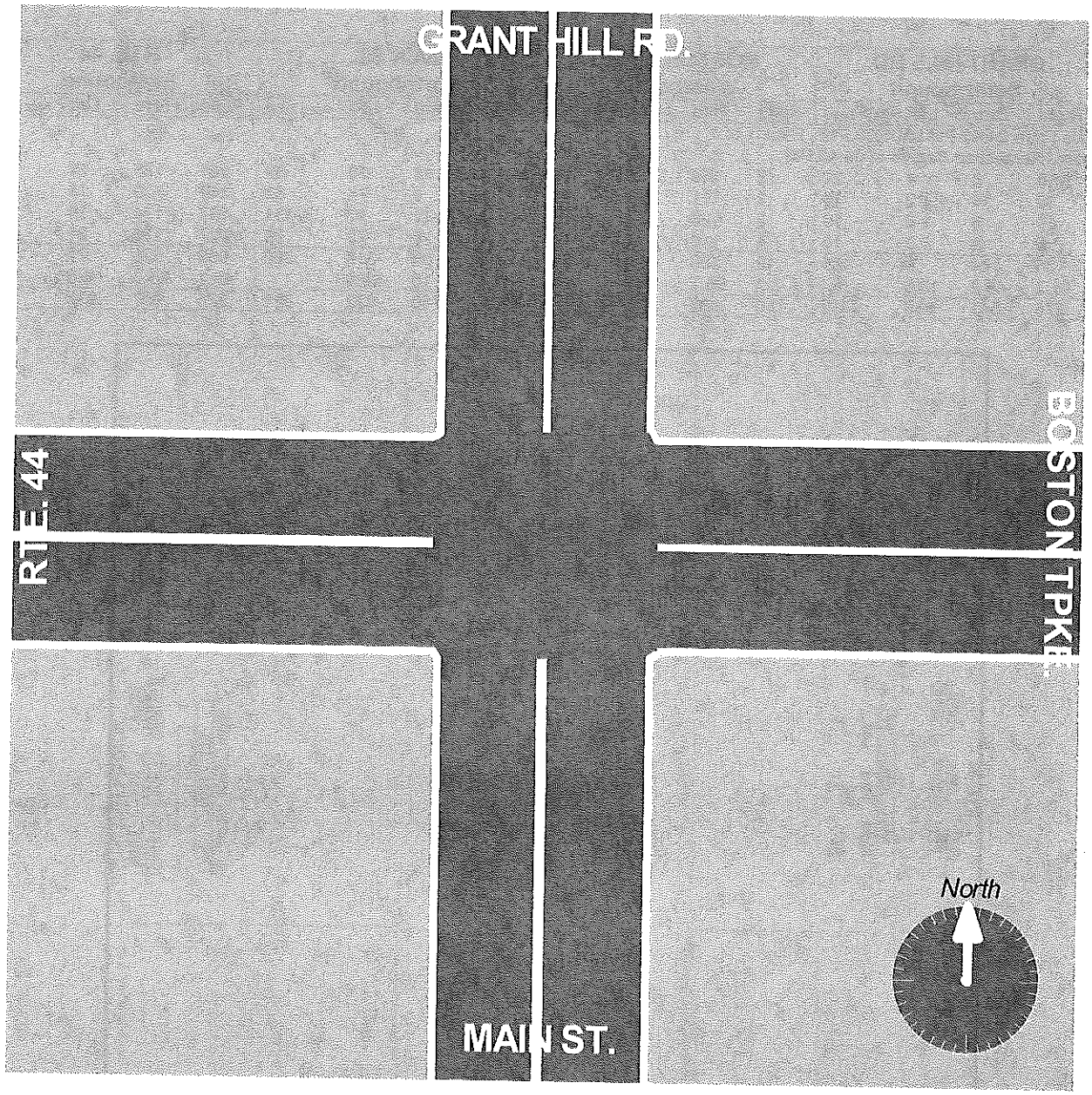


Rte. 44 Boston Tpke. at Grant Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-4TH
Site Code : 00000004
Start Date : 4/23/2015
Page No : 4



Rte. 44 Boston Tpke. at Grant Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-4TH
Site Code : 00000004
Start Date : 4/23/2015
Page No : 5

Groups Printed- CARS

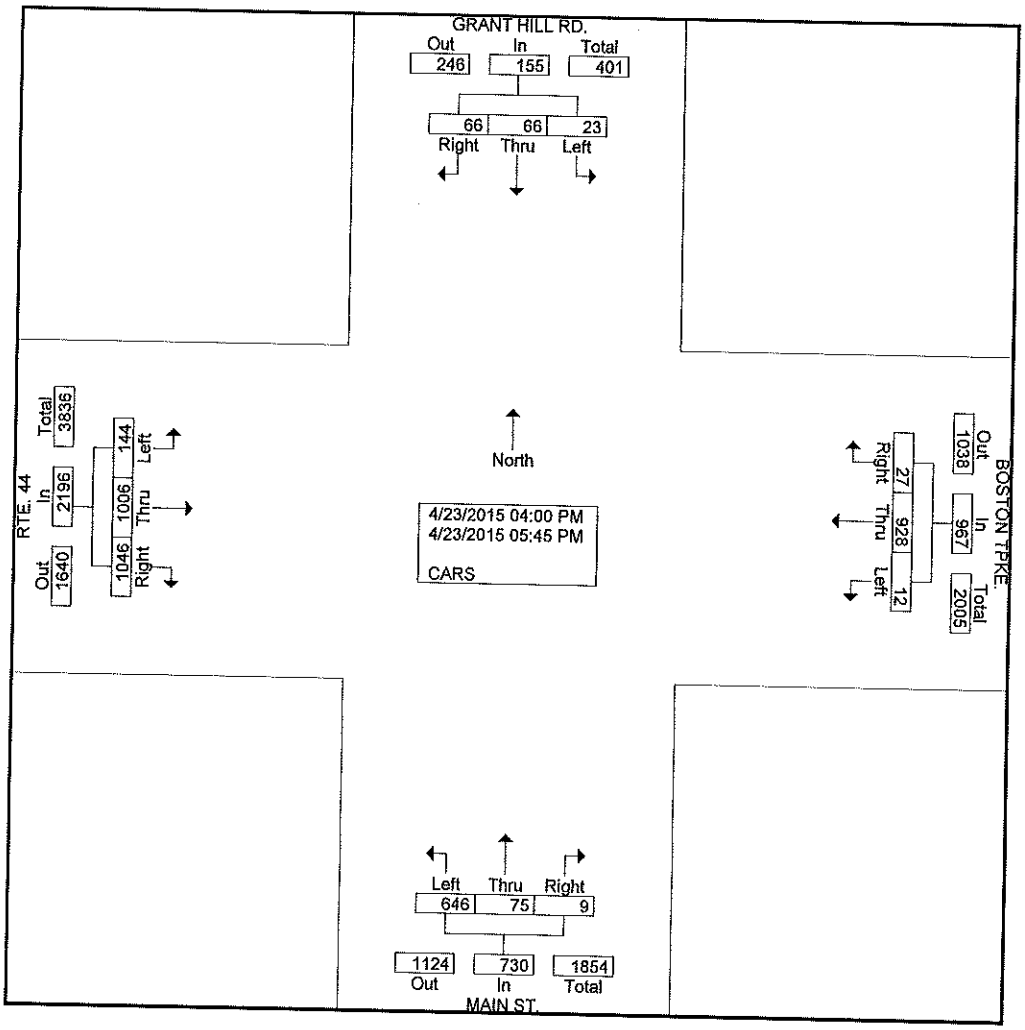
	GRANT HILL RD. Southbound				BOSTON TPKE. Westbound				MAIN ST. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	7	6	2	15	3	96	4	103	1	12	88	101	114	127	11	252	471
04:15 PM	10	8	3	21	4	112	1	117	1	7	84	92	127	119	18	264	494
04:30 PM	6	5	1	12	5	118	0	123	1	7	86	94	123	124	17	264	493
04:45 PM	10	8	4	22	2	144	0	146	1	12	74	87	150	126	21	297	552
Total	33	27	10	70	14	470	5	489	4	38	332	374	514	496	67	1077	2010
05:00 PM	10	16	2	28	3	111	3	117	0	8	74	82	143	130	19	292	519
05:15 PM	10	9	0	19	3	128	1	132	3	11	97	111	136	133	16	285	547
05:30 PM	5	8	3	16	4	115	1	120	1	5	72	78	127	136	21	284	498
05:45 PM	8	6	8	22	3	104	2	109	1	13	71	85	126	111	21	258	474
Total	33	39	13	85	13	458	7	478	5	37	314	356	532	510	77	1119	2038
Grand Total	66	66	23	155	27	928	12	967	9	75	646	730	1046	1006	144	2196	4048
Apprch %	42.6	42.6	14.8		2.8	96	1.2		1.2	10.3	88.5		47.6	45.8	6.6		
Total %	1.6	1.6	0.6	3.8	0.7	22.9	0.3	23.9	0.2	1.9	16	18	25.8	24.9	3.6	54.2	

Rte. 44 Boston Tpke. at Grant Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-4TH
Site Code : 00000004
Start Date : 4/23/2015
Page No : 6



Rte. 44 Boston Tpke. at Grant Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-4TH
Site Code : 00000004
Start Date : 4/23/2015
Page No : 7

Groups Printed- TRUCKS

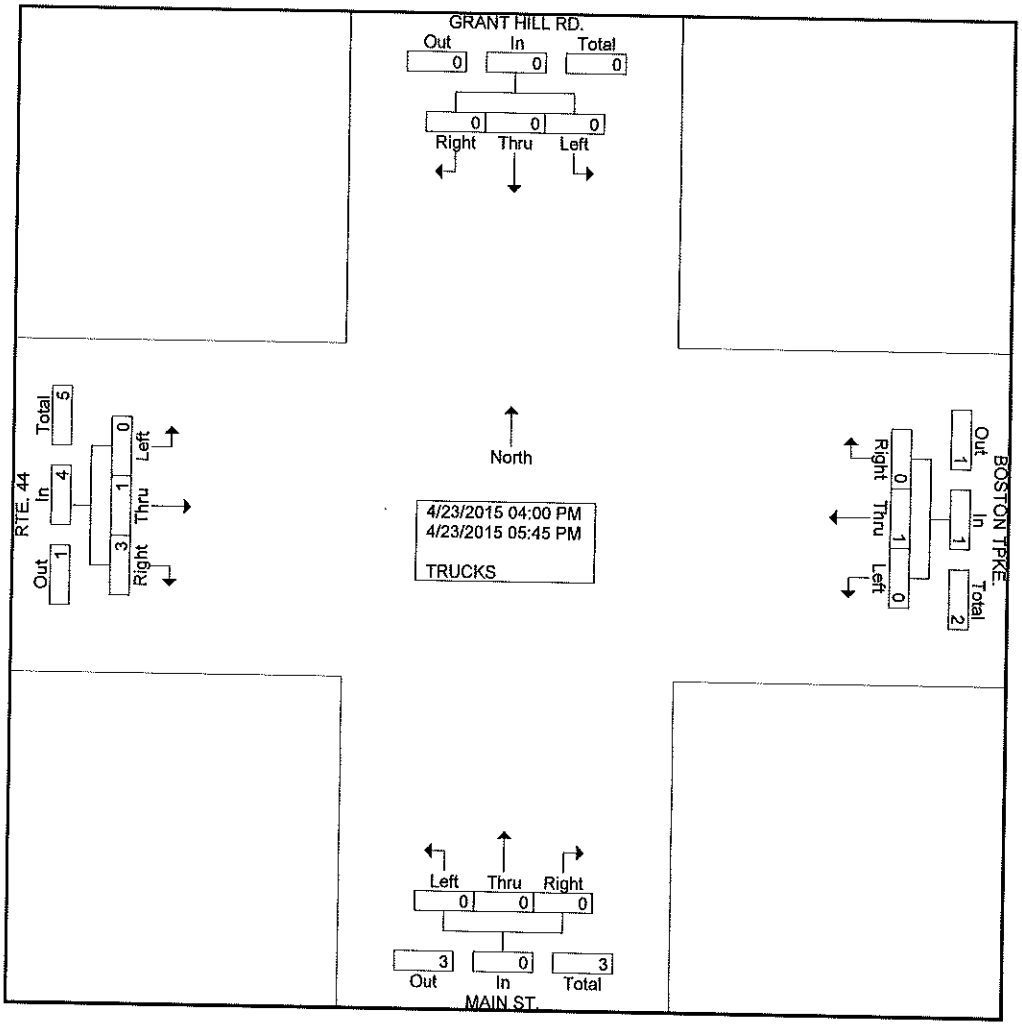
	GRANT HILL RD. Southbound				BOSTON TPKE. Westbound				MAIN ST. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	3	1	0	4	5
Apprch %	0	0	0		0	100	0		0	0	0		75	25	0		
Total %	0	0	0	0	0	20	0	20	0	0	0	0	60	20	0	80	

Rte. 44 Boston Tpke. at Grant Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-4TH
Site Code : 00000004
Start Date : 4/23/2015
Page No : 8



Rte. 44 Boston Tpke. at Grant Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-4TH
Site Code : 00000004
Start Date : 4/23/2015
Page No : 9

Groups Printed- BUSES

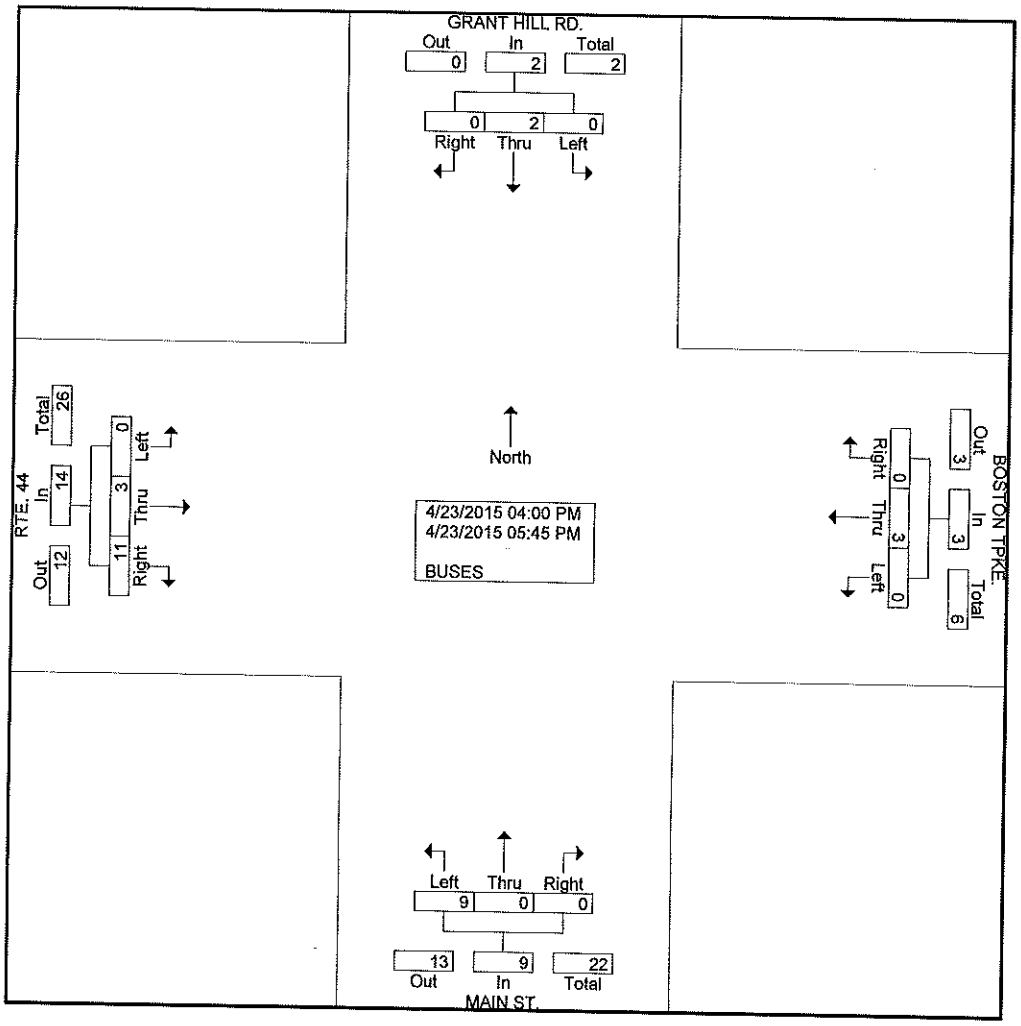
	GRANT HILL RD. Southbound				BOSTON TPKE. Westbound				MAIN ST. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	3	3	5	1	0	6	10
04:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	2	0	0	2	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	2	2	1	0	0	1	4
Total	0	2	0	2	0	2	0	2	0	0	7	7	8	1	0	9	20
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	1	2	0	3	5
Total	0	0	0	0	0	1	0	1	0	0	2	2	3	2	0	5	8
Grand Total	0	2	0	2	0	3	0	3	0	0	9	9	11	3	0	14	28
Apprch %	0	100	0		0	100	0		0	0	100		78.6	21.4	0		
Total %	0	7.1	0	7.1	0	10.7	0	10.7	0	0	32.1	32.1	39.3	10.7	0	50	

Rte. 44 Boston Tpke. at Grant Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Bolton, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-4TH
Site Code : 00000004
Start Date : 4/23/2015
Page No : 10



Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

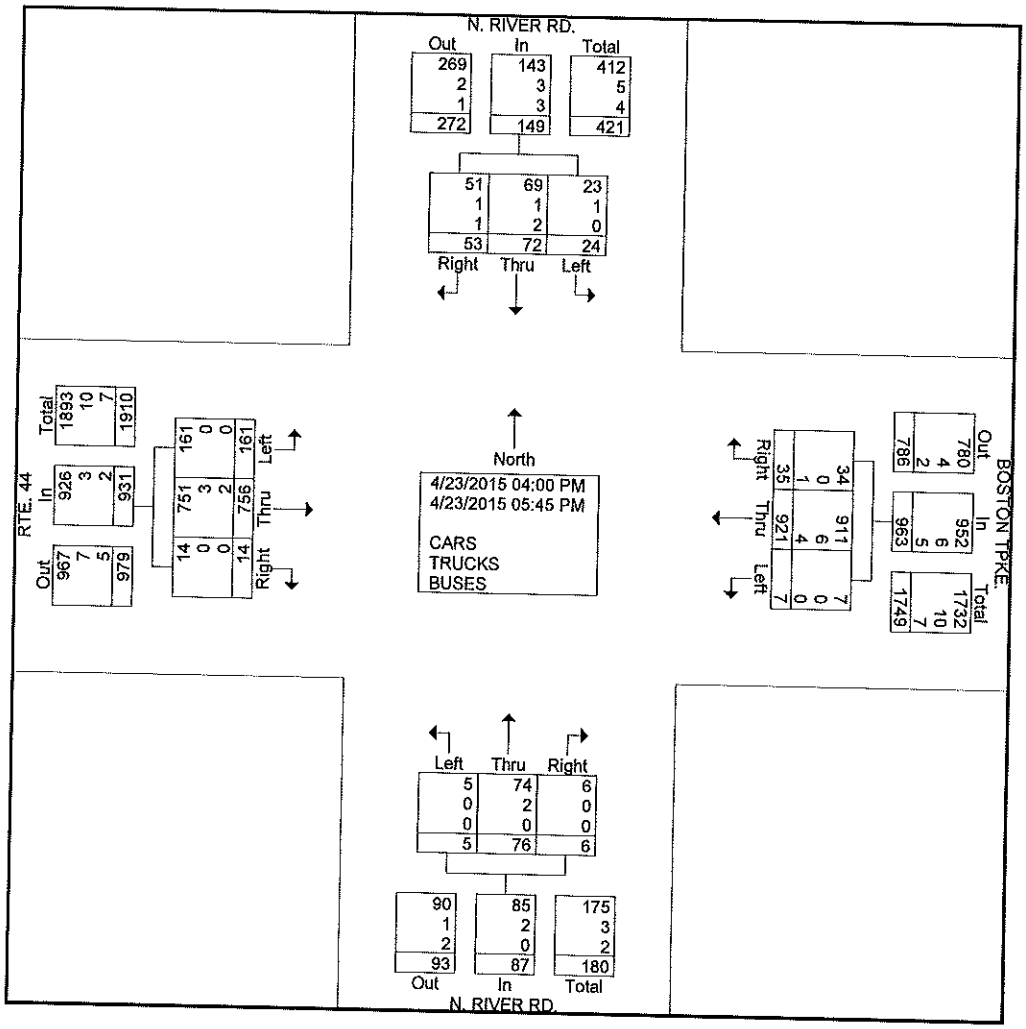
	N. RIVER RD. Southbound				BOSTON TPKE. Westbound				N. RIVER RD. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	7	14	2	23	3	99	0	102	1	7	1	9	1	99	19	119	253
04:15 PM	8	6	3	17	5	109	2	116	2	10	0	12	3	82	13	98	243
04:30 PM	6	9	6	21	5	118	2	125	1	7	1	9	0	102	18	120	275
04:45 PM	4	6	2	12	6	139	1	146	1	13	0	14	0	97	14	111	283
Total	25	35	13	73	19	465	5	489	5	37	2	44	4	380	64	448	1054
05:00 PM	7	8	3	18	6	111	0	117	0	7	0	7	2	111	19	132	274
05:15 PM	8	10	1	19	3	125	0	128	0	14	1	15	0	83	19	102	264
05:30 PM	4	11	3	18	3	117	0	120	0	9	2	11	2	93	27	122	271
05:45 PM	9	8	4	21	4	103	2	109	1	9	0	10	6	89	32	127	267
Total	28	37	11	76	16	456	2	474	1	39	3	43	10	376	97	483	1076
Grand Total	53	72	24	149	35	921	7	963	6	76	5	87	14	756	161	931	2130
Apprch %	35.6	48.3	16.1		3.6	95.6	0.7		6.9	87.4	5.7		1.5	81.2	17.3		
Total %	2.5	3.4	1.1	7	1.6	43.2	0.3	45.2	0.3	3.6	0.2	4.1	0.7	35.5	7.6	43.7	
CARS	51	69	23	143	34	911	7	952	6	74	5	85	14	751	161	926	2106
% CARS	96.2	95.8	95.8	96	97.1	98.9	100	98.9	100	97.4	100	97.7	100	99.3	100	99.5	98.9
TRUCKS	1	1	1	3	0	6	0	6	0	2	0	2	0	3	0	3	14
% TRUCKS	1.9	1.4	4.2	2	0	0.7	0	0.6	0	2.6	0	2.3	0	0.4	0	0.3	0.7
BUSES	1	2	0	3	1	4	0	5	0	0	0	0	0	2	0	2	10
% BUSES	1.9	2.8	0	2	2.9	0.4	0	0.5	0	0	0	0	0	0.3	0	0.2	0.5

Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 2



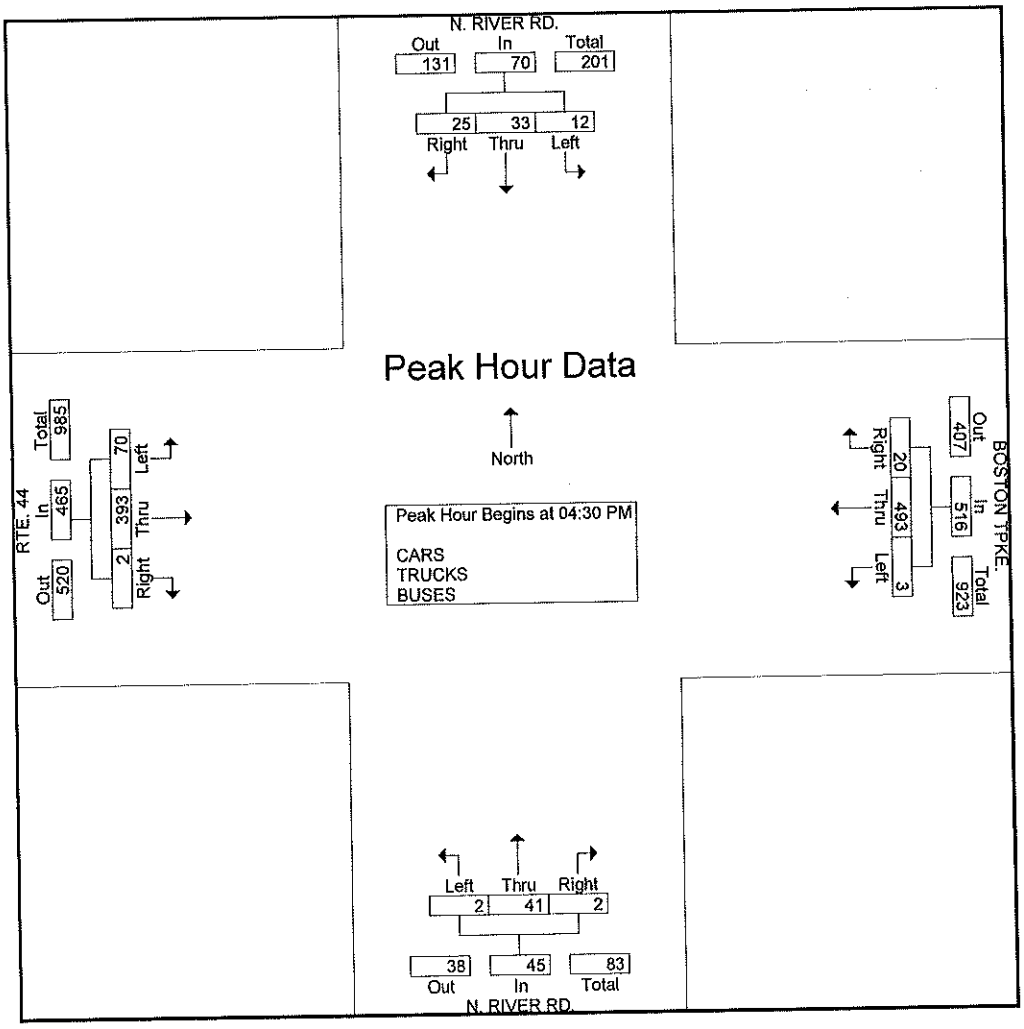
Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 3

	N. RIVER RD. Southbound				BOSTON TPKE. Westbound				N. RIVER RD. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	6	9	**6**	**21**	5	118	**2**	125	**1**	7	**1**	9	0	102	18	120	275
04:45 PM	4	6	2	12	**6**	**139**	1	**146**	1	13	0	14	0	97	14	111	**283**
05:00 PM	7	8	3	18	6	111	0	117	0	7	0	7	**2**	**111**	**19**	**132**	274
05:15 PM	**8**	**10**	1	19	3	125	0	128	0	**14**	1	**15**	0	83	19	102	264
Total Volume	25	33	12	70	20	493	3	516	2	41	2	45	2	393	70	465	1096
% App. Total	35.7	47.1	17.1		3.9	95.5	0.6		4.4	91.1	4.4		0.4	84.5	15.1		
PHF	.781	.825	.500	.833	.833	.887	.375	.884	.500	.732	.500	.750	.250	.885	.921	.881	.968

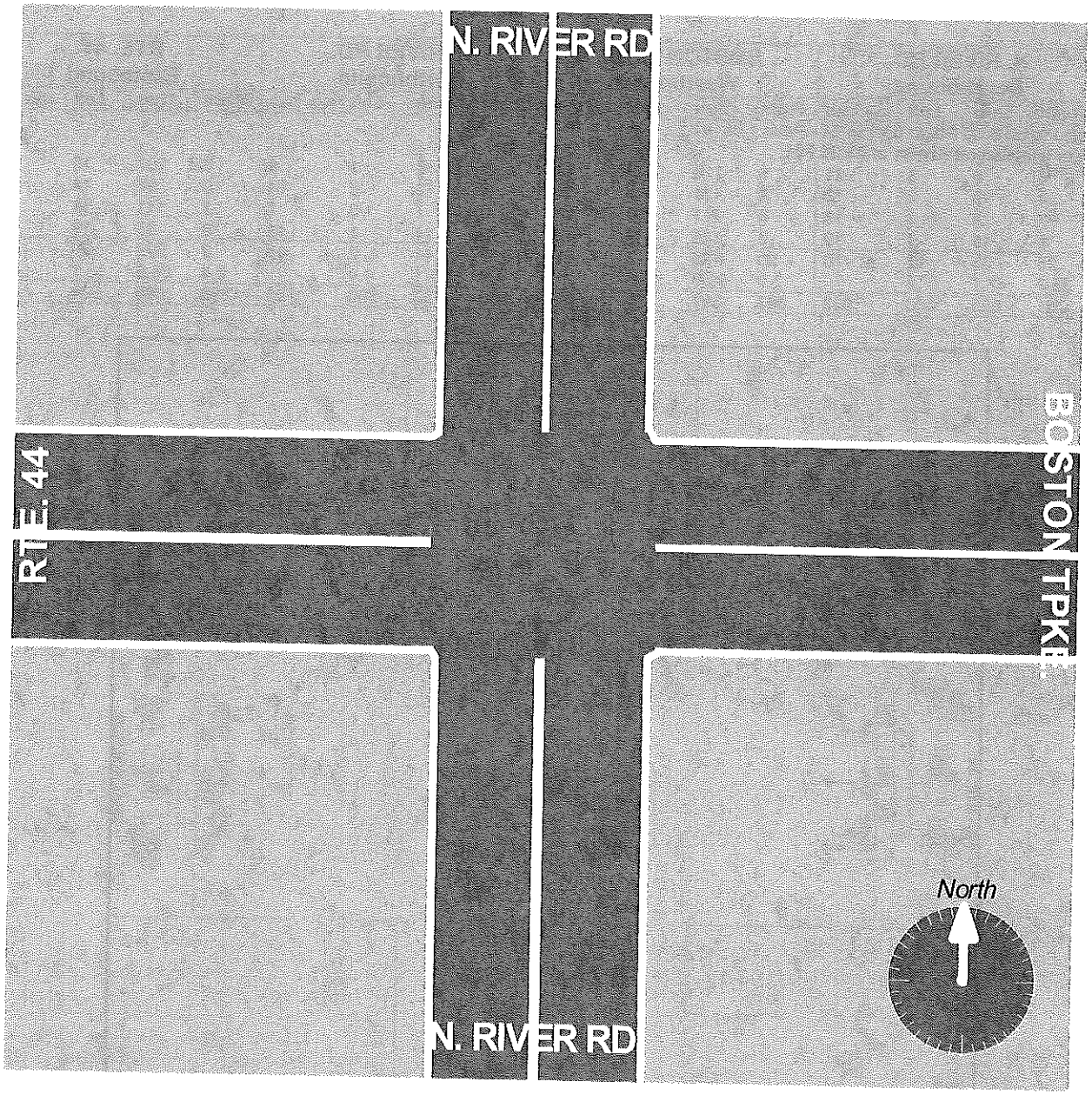


Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 4



Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 5

Groups Printed- CARS

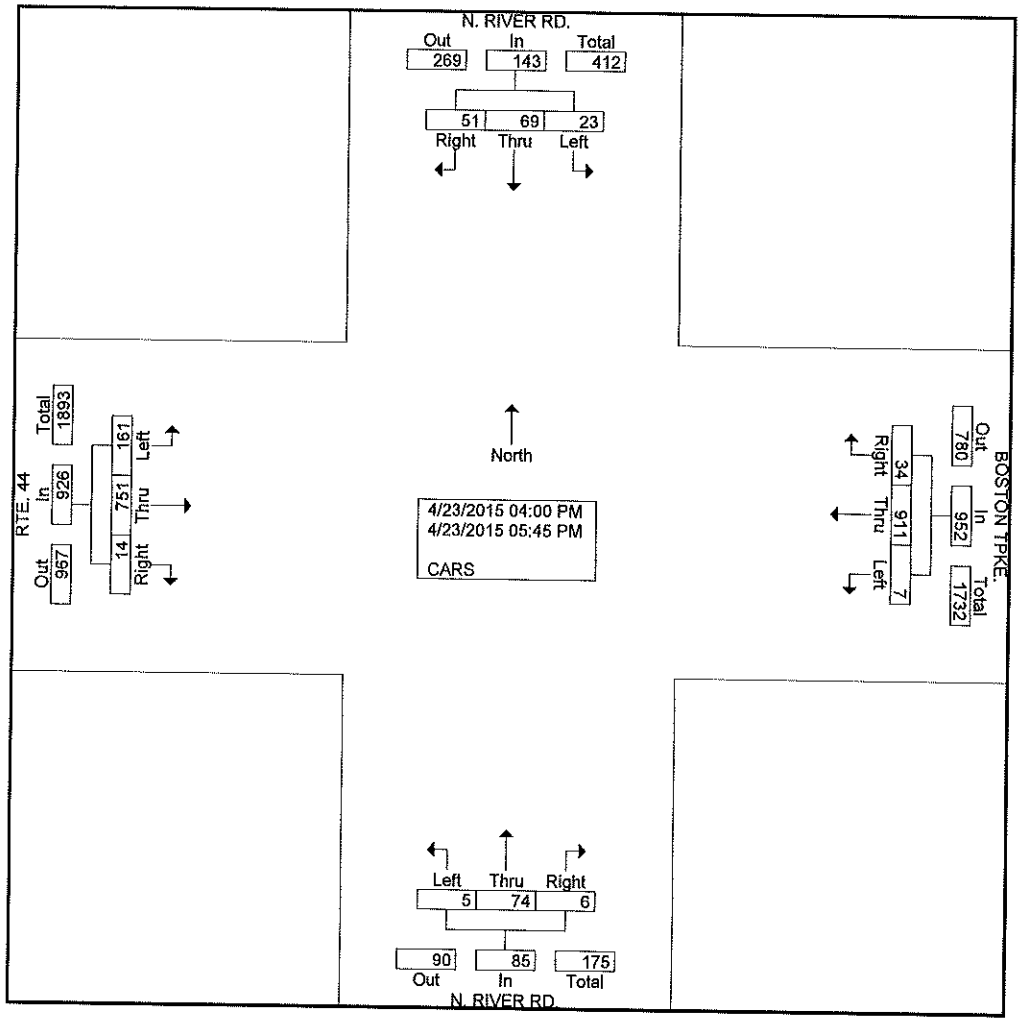
	N. RIVER RD. Southbound				BOSTON TPKE. Westbound				N. RIVER RD. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	7	13	2	22	3	95	0	98	1	7	1	9	1	97	19	117	246
04:15 PM	8	5	3	16	5	108	2	115	2	10	0	12	3	82	13	98	241
04:30 PM	6	8	5	19	5	116	2	123	1	7	1	9	0	102	18	120	271
04:45 PM	3	6	2	11	5	138	1	144	1	13	0	14	0	97	14	111	280
Total	24	32	12	68	18	457	5	480	5	37	2	44	4	378	64	446	1038
05:00 PM	7	8	3	18	6	111	0	117	0	6	0	6	2	111	19	132	273
05:15 PM	8	10	1	19	3	125	0	128	0	13	1	14	0	81	19	100	261
05:30 PM	3	11	3	17	3	115	0	118	0	9	2	11	2	93	27	122	268
05:45 PM	9	8	4	21	4	103	2	109	1	9	0	10	6	88	32	126	266
Total	27	37	11	75	16	454	2	472	1	37	3	41	10	373	97	480	1068
Grand Total	51	69	23	143	34	911	7	952	6	74	5	85	14	751	161	926	2106
Apprch %	35.7	48.3	16.1		3.6	95.7	0.7		7.1	87.1	5.9		1.5	81.1	17.4		
Total %	2.4	3.3	1.1	6.8	1.6	43.3	0.3	45.2	0.3	3.5	0.2	4	0.7	35.7	7.6	44	

Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 6



Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 7

Groups Printed- TRUCKS

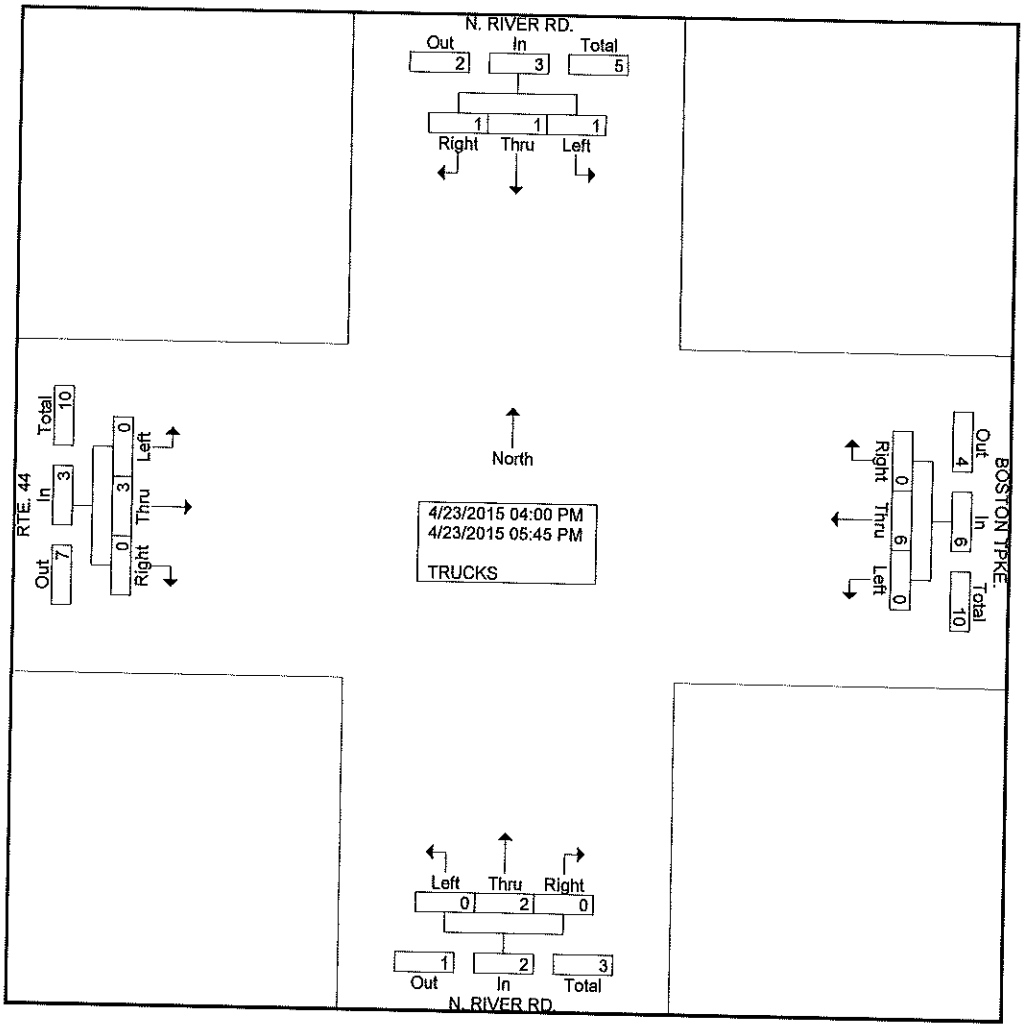
	N. RIVER RD. Southbound				BOSTON TPKE. Westbound				N. RIVER RD. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	1	2	0	5	0	5	0	0	0	0	0	1	0	1	8
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
05:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	1	0	1	0	2	0	2	0	2	0	2	6
Grand Total	1	1	1	3	0	6	0	6	0	2	0	2	0	3	0	3	14
Apprch %	33.3	33.3	33.3		0	100	0		0	100	0		0	100	0		
Total %	7.1	7.1	7.1	21.4	0	42.9	0	42.9	0	14.3	0	14.3	0	21.4	0	21.4	

Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 8



Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 9

Groups Printed- BUSES

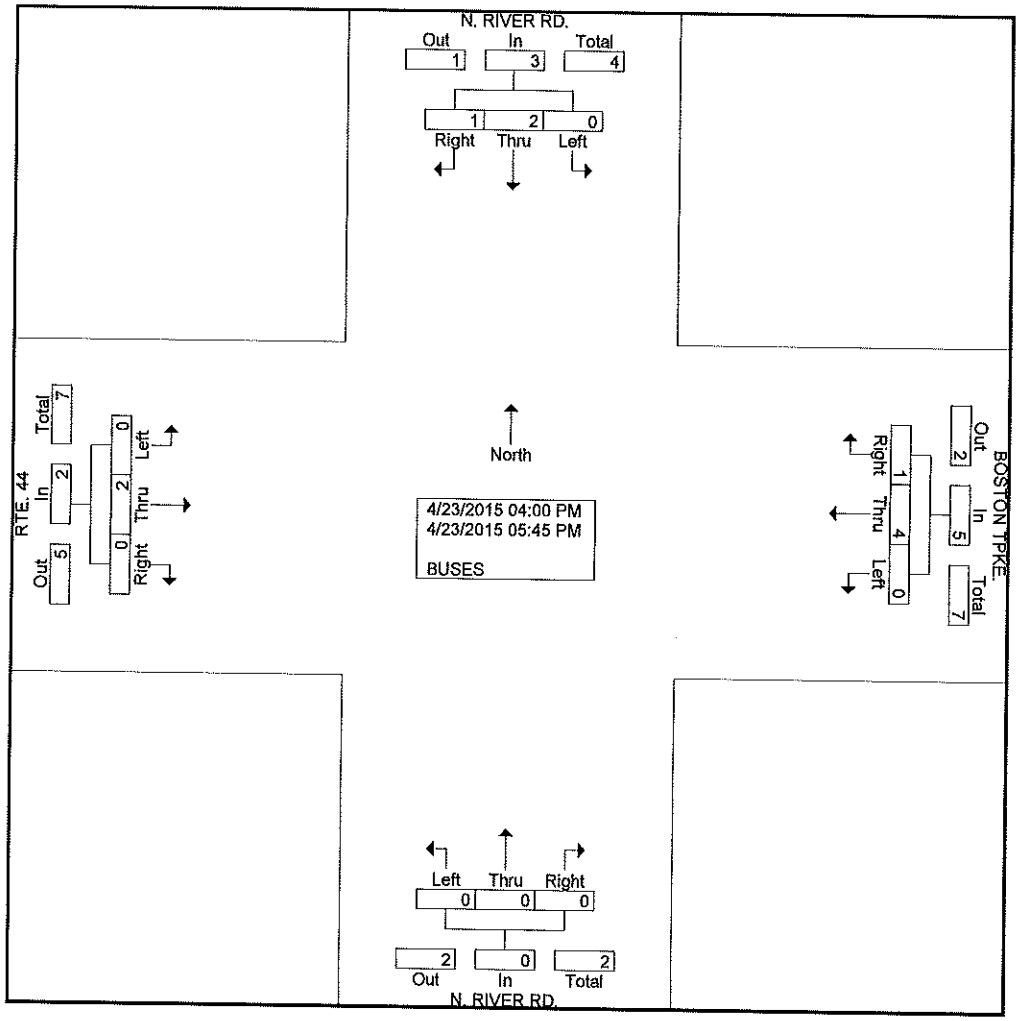
	N. RIVER RD. Southbound				BOSTON TPKE. Westbound				N. RIVER RD. Northbound				RTE. 44 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
04:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	1	2	0	3	1	3	0	4	0	0	0	0	0	1	0	1	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Grand Total	1	2	0	3	1	4	0	5	0	0	0	0	0	2	0	2	10
Apprch %	33.3	66.7	0		20	80	0		0	0	0		0	100	0		
Total %	10	20	0	30	10	40	0	50	0	0	0	0	0	20	0	20	

Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-5TH
Site Code : 00000005
Start Date : 4/23/2015
Page No : 10



Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

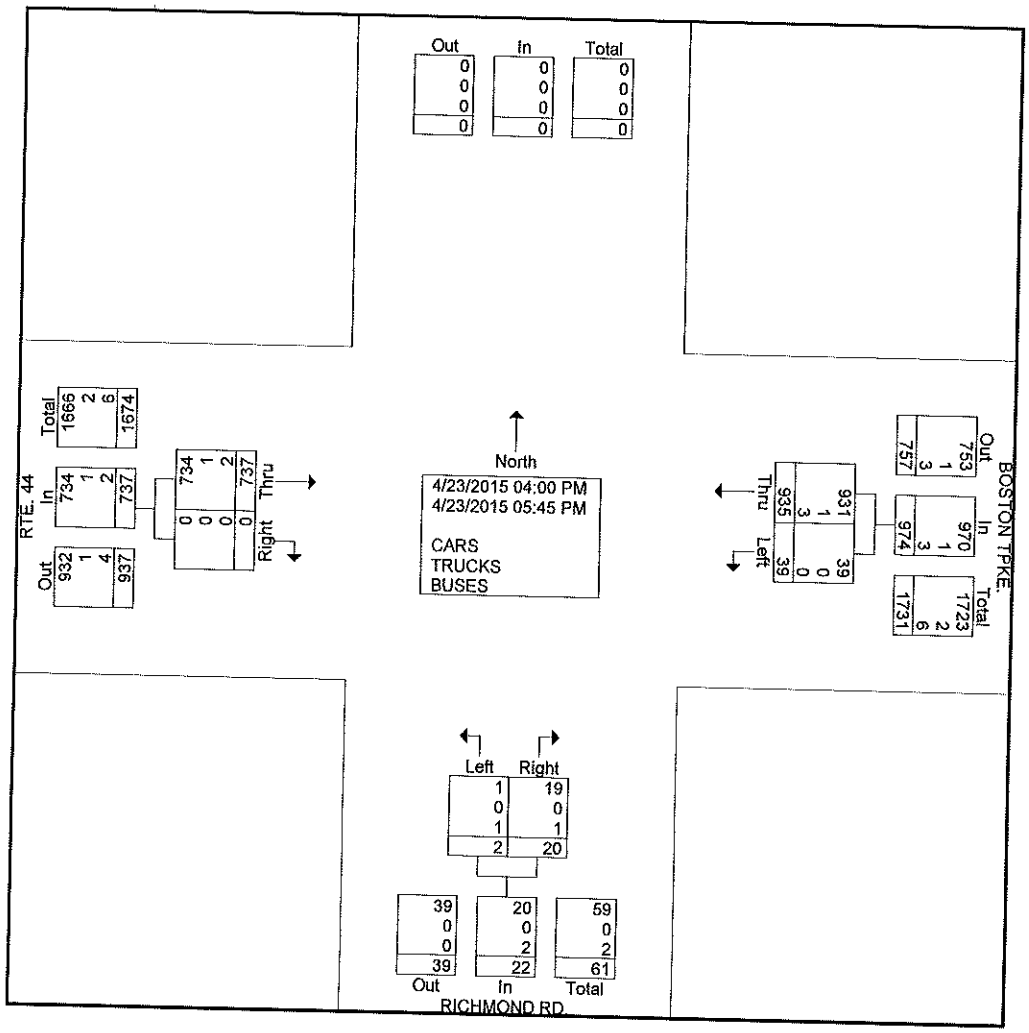
	Southbound	BOSTON TPKE. Westbound			RICHMOND RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	0	99	5	104	5	0	5	0	85	85	194
04:15 PM	0	116	5	121	0	1	1	0	95	95	217
04:30 PM	0	114	5	119	4	1	5	0	103	103	227
04:45 PM	0	143	5	148	2	0	2	0	95	95	245
Total	0	472	20	492	11	2	13	0	378	378	883
05:00 PM	0	122	8	130	2	0	2	0	101	101	233
05:15 PM	0	117	5	122	3	0	3	0	92	92	217
05:30 PM	0	122	3	125	1	0	1	0	80	80	206
05:45 PM	0	102	3	105	3	0	3	0	86	86	194
Total	0	463	19	482	9	0	9	0	359	359	850
Grand Total	0	935	39	974	20	2	22	0	737	737	1733
Apprch %		96	4		90.9	9.1		0	100		
Total %	0	54	2.3	56.2	1.2	0.1	1.3	0	42.5	42.5	
CARS	0	931	39	970	19	1	20	0	734	734	1724
% CARS	0	99.6	100	99.6	95	50	90.9	0	99.6	99.6	99.5
TRUCKS	0	1	0	1	0	0	0	0	1	1	2
% TRUCKS	0	0.1	0	0.1	0	0	0	0	0.1	0.1	0.1
BUSES	0	3	0	3	1	1	2	0	2	2	7
% BUSES	0	0.3	0	0.3	5	50	9.1	0	0.3	0.3	0.4

Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 2



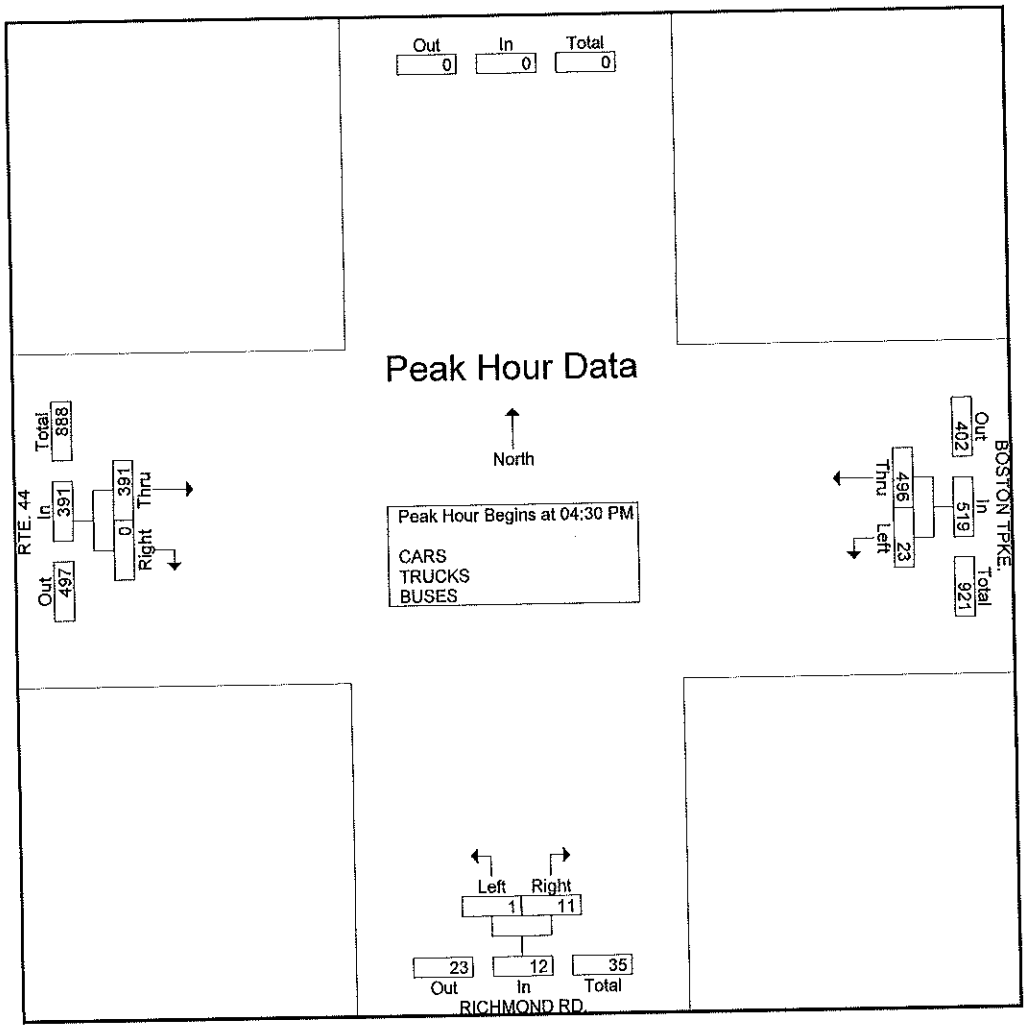
Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 3

	Southbound	BOSTON TPKE. Westbound			RICHMOND RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:30 PM											
04:30 PM	0	114	5	119	**4**	**1**	**5**	0	**103**	**103**	227
04:45 PM	0	**143**	5	**148**	2	0	2	0	95	95	**245**
05:00 PM	0	122	**8**	130	2	0	2	0	101	101	233
05:15 PM	0	117	5	122	3	0	3	0	92	92	217
Total Volume	0	496	23	519	11	1	12	0	391	391	922
% App. Total		95.6	4.4		91.7	8.3		0	100		
PHF	.000	.867	.719	.877	.688	.250	.600	.000	.949	.949	.941

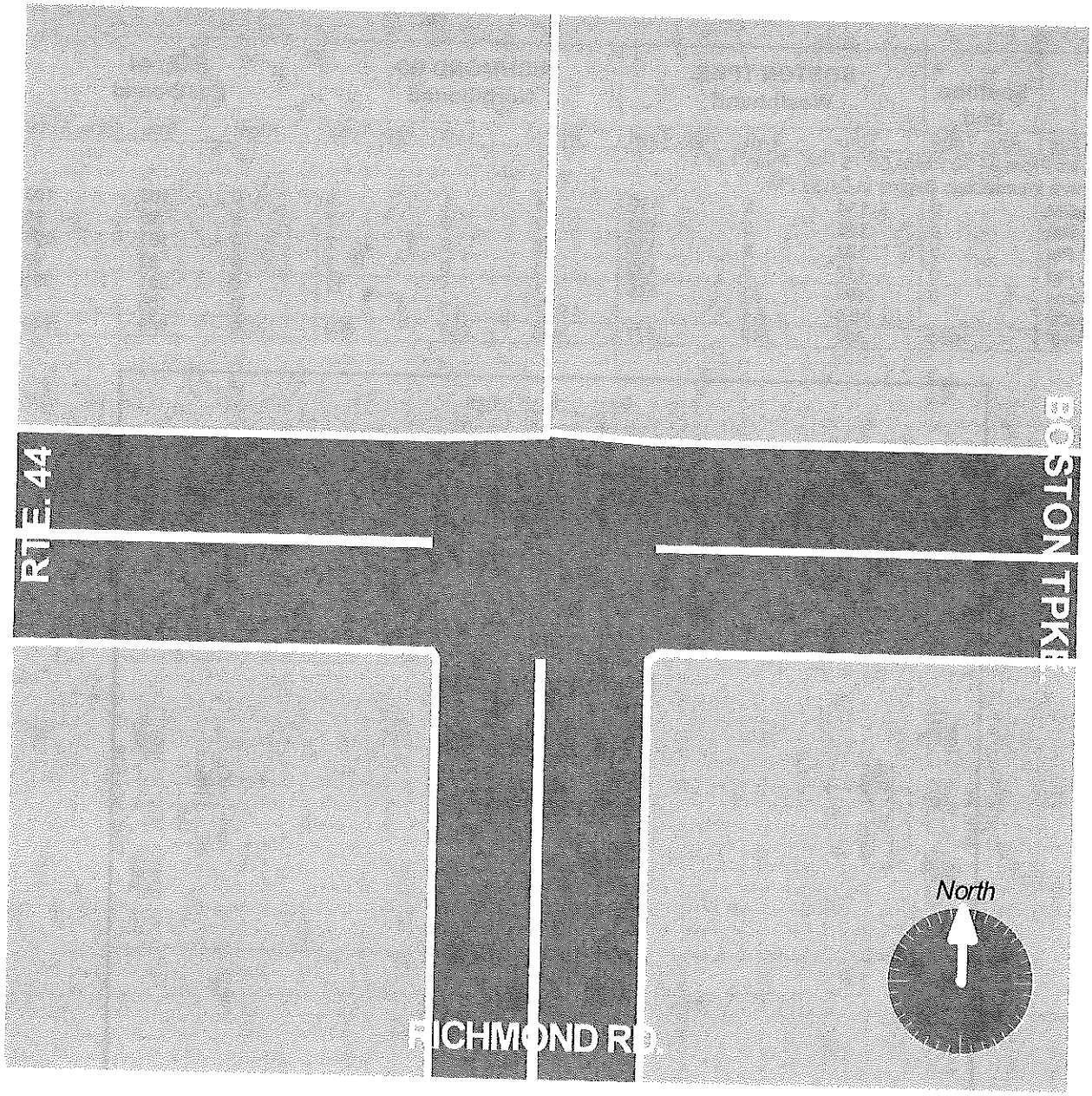


Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 4



Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 5

Groups Printed- CARS

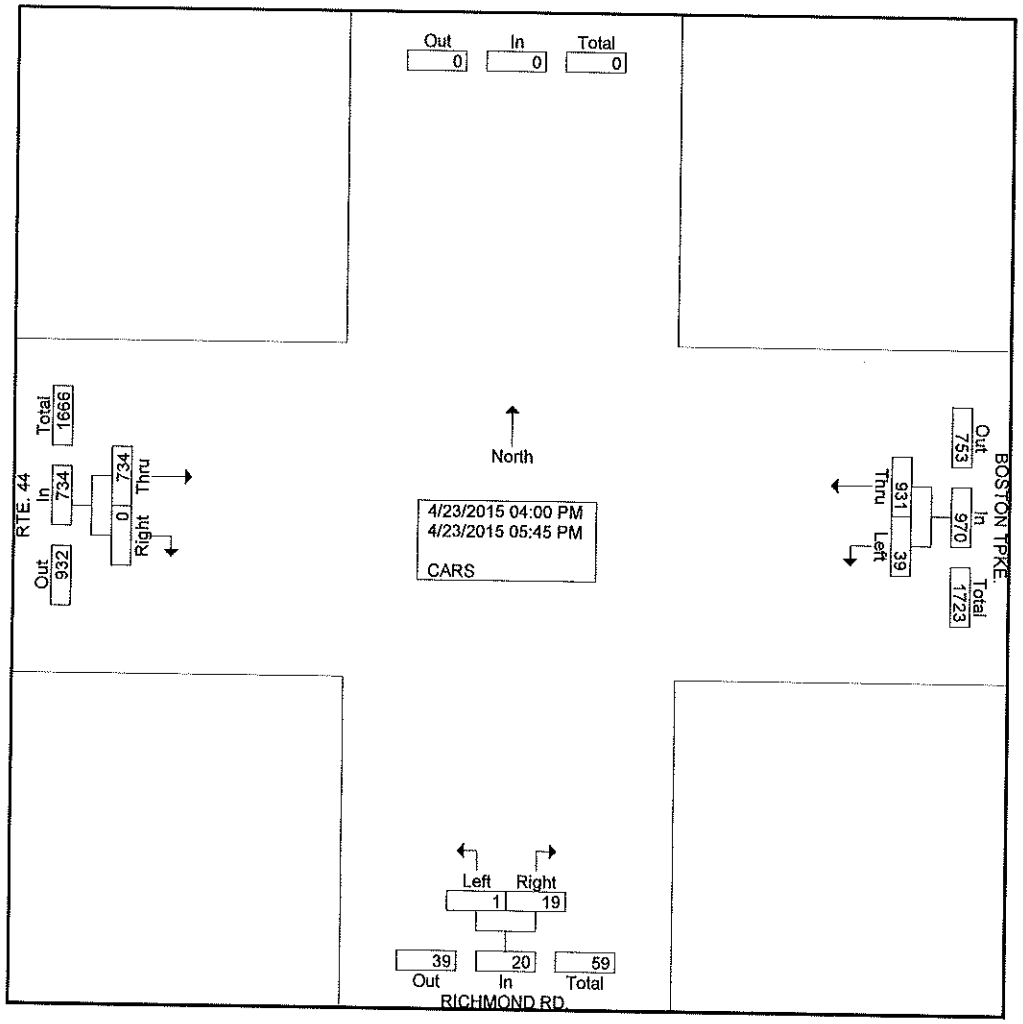
	Southbound	BOSTON TPKE. Westbound			RICHMOND RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	0	98	5	103	4	0	4	0	84	84	191
04:15 PM	0	115	5	120	0	0	0	0	95	95	215
04:30 PM	0	113	5	118	4	1	5	0	103	103	226
04:45 PM	0	143	5	148	2	0	2	0	95	95	245
Total	0	469	20	489	10	1	11	0	377	377	877
05:00 PM	0	122	8	130	2	0	2	0	101	101	233
05:15 PM	0	117	5	122	3	0	3	0	92	92	217
05:30 PM	0	121	3	124	1	0	1	0	79	79	204
05:45 PM	0	102	3	105	3	0	3	0	85	85	193
Total	0	462	19	481	9	0	9	0	357	357	847
Grand Total	0	931	39	970	19	1	20	0	734	734	1724
Apprch %		96	4		95	5		0	100		
Total %	0	54	2.3	56.3	1.1	0.1	1.2	0	42.6	42.6	

Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 6



Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 7

Groups Printed- TRUCKS

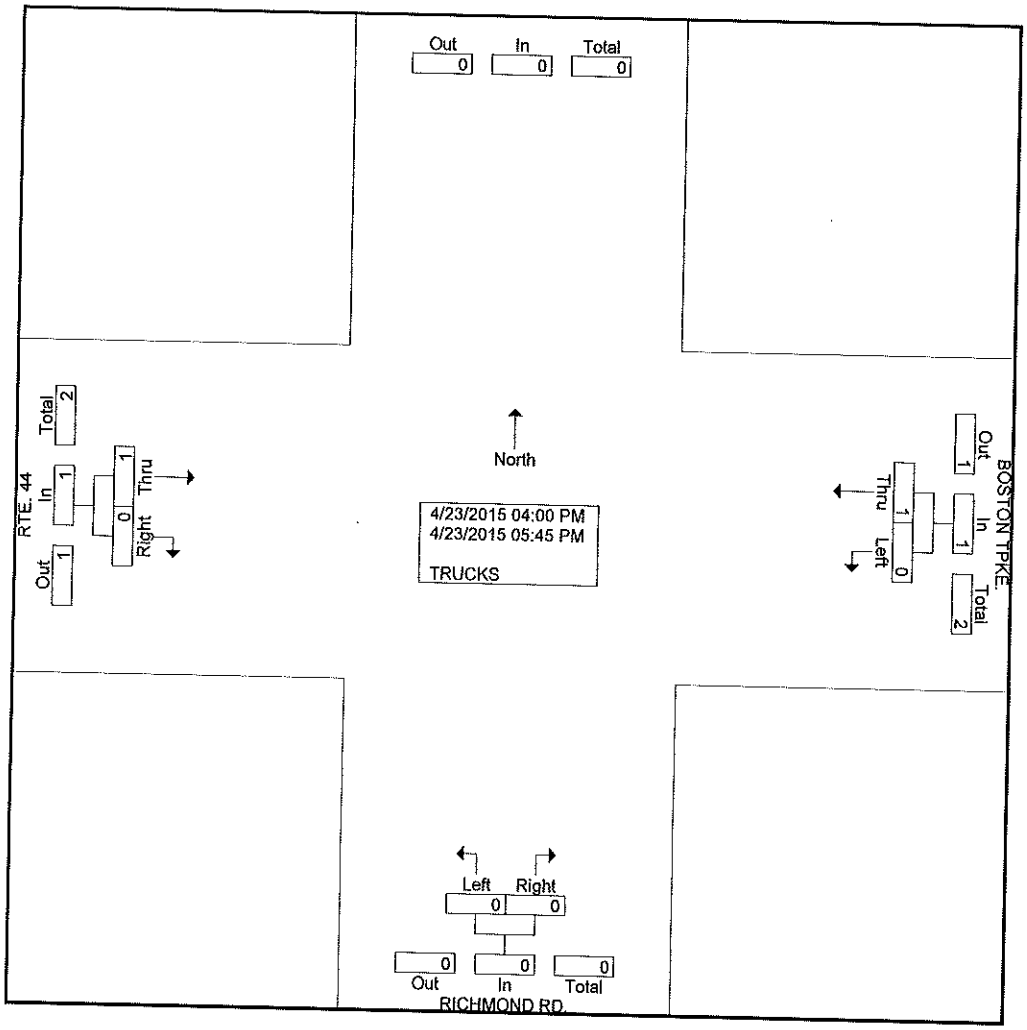
	Southbound	BOSTON TPKE. Westbound			RICHMOND RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	1	0	1	0	0	0	0	1	1	2
Apprch %		100	0		0	0		0	100		
Total %	0	50	0	50	0	0	0	0	50	50	

Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 8



Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 9

Groups Printed- BUSES

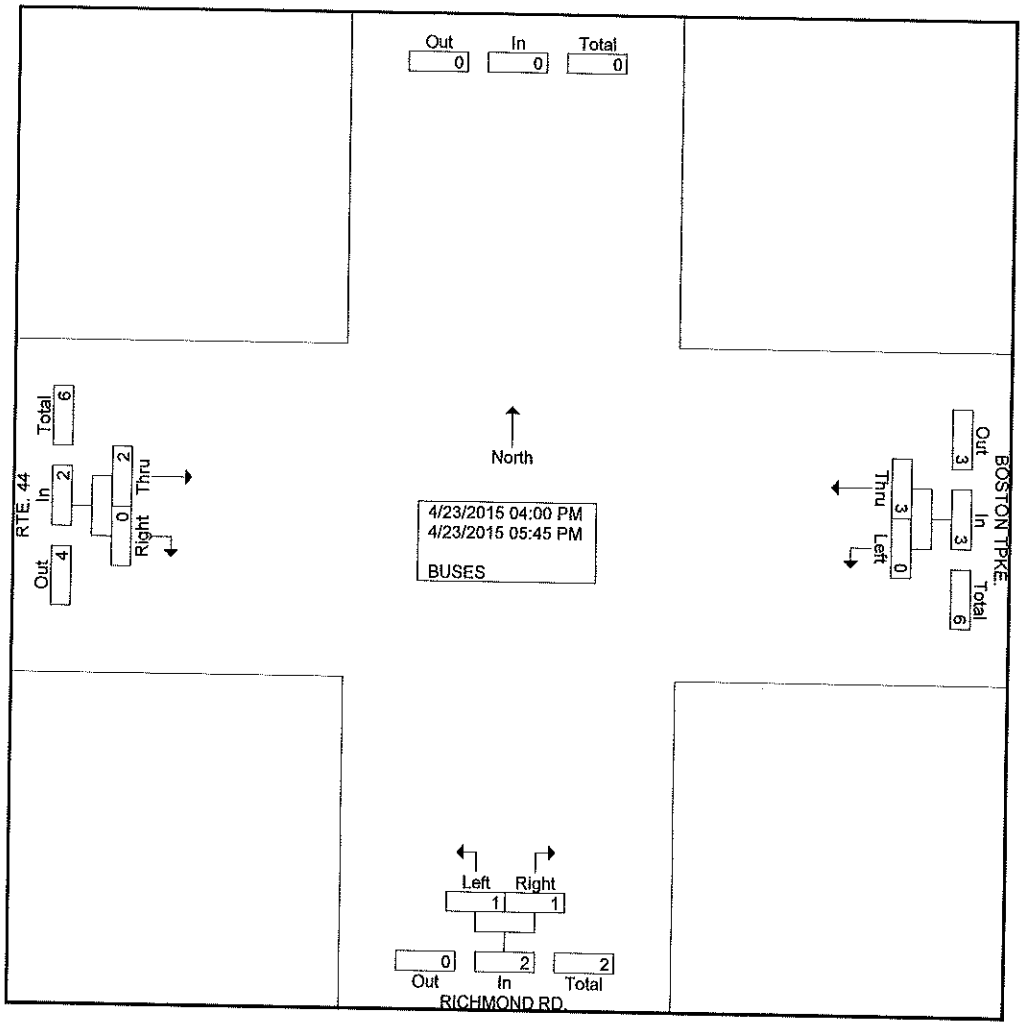
	Southbound	BOSTON TPKE. Westbound			RICHMOND RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	0	1	0	1	1	0	1	0	1	1	3
04:15 PM	0	1	0	1	0	1	1	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	1	1	2	0	1	1	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	1	1	1
Total	0	1	0	1	0	0	0	0	1	1	2
Grand Total	0	3	0	3	1	1	2	0	2	2	7
Apprch %		100	0		50	50		0	100		
Total %	0	42.9	0	42.9	14.3	14.3	28.6	0	28.6	28.6	

Rte. 44 Boston Tpke. at N. River Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 893-6TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 10



Rte. 44 Boston Tpke. at N. River Rd. (West)

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-7TH
Site Code : 00000007
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

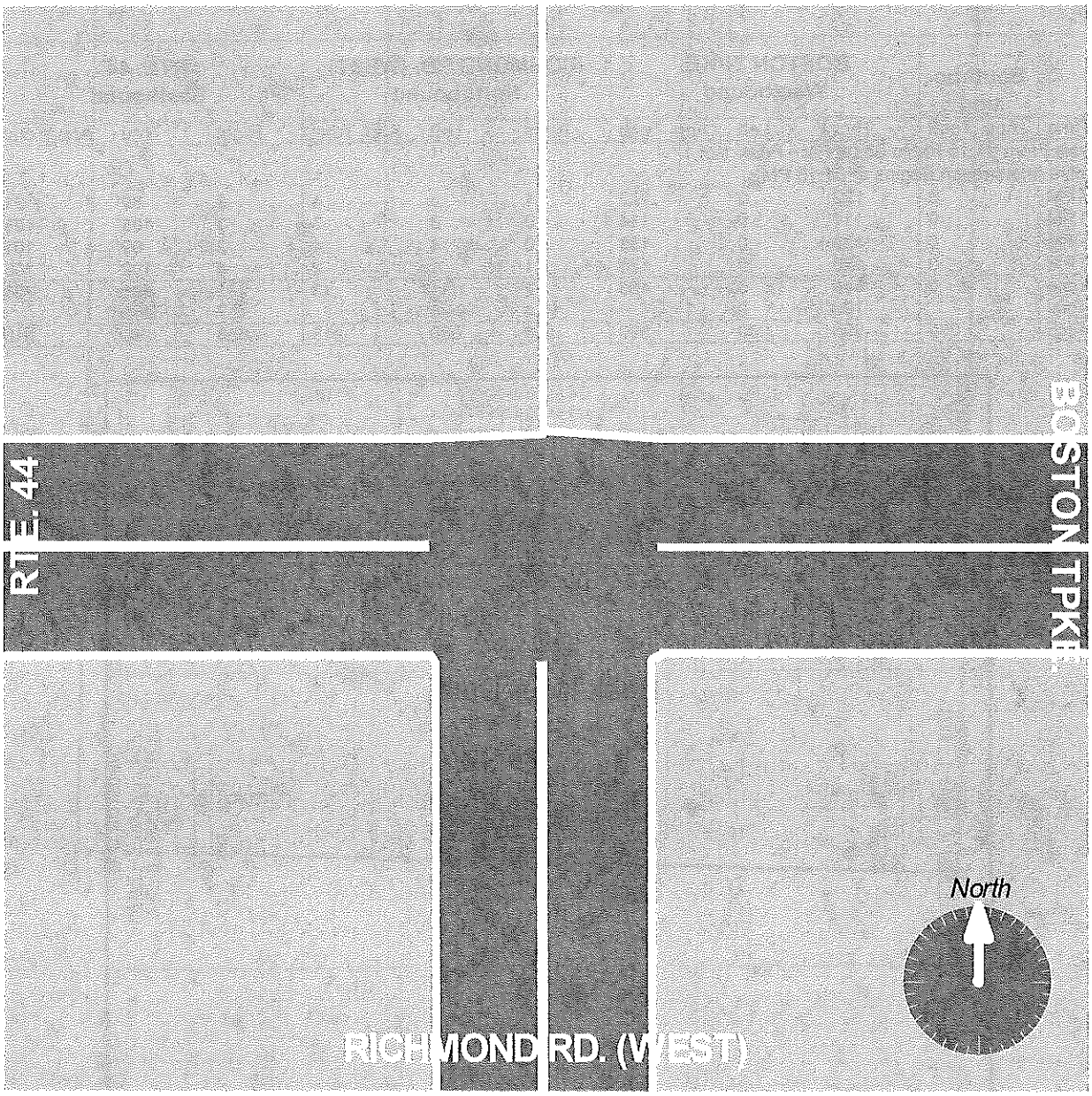
	Southbound	BOSTON TPKE. Westbound			RICHMOND RD. (WEST) Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	0	96	0	96	0	4	4	1	92	93	193
04:15 PM	0	122	0	122	1	3	4	2	89	91	217
04:30 PM	0	114	0	114	0	3	3	3	105	108	225
04:45 PM	0	139	0	139	0	4	4	2	99	101	244
Total	0	471	0	471	1	14	15	8	385	393	879
05:00 PM	0	120	0	120	1	1	2	4	102	106	228
05:15 PM	0	119	0	119	0	2	2	5	90	95	216
05:30 PM	0	121	1	122	0	0	0	4	89	93	215
05:45 PM	0	103	1	104	0	3	3	5	88	93	200
Total	0	463	2	465	1	6	7	18	369	387	859
Grand Total	0	934	2	936	2	20	22	26	754	780	1738
Apprch %		99.8	0.2		9.1	90.9		3.3	96.7		
Total %	0	53.7	0.1	53.9	0.1	1.2	1.3	1.5	43.4	44.9	
CARS	0	925	2	927	2	19	21	26	748	774	1722
% CARS	0	99	100	99	100	95	95.5	100	99.2	99.2	99.1
TRUCKS	0	5	0	5	0	0	0	0	4	4	9
% TRUCKS	0	0.5	0	0.5	0	0	0	0	0.5	0.5	0.5
BUSES	0	4	0	4	0	1	1	0	2	2	7
% BUSES	0	0.4	0	0.4	0	5	4.5	0	0.3	0.3	0.4

Rte. 44 Boston Tpke. at N. River Rd. (West)

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-7TH
Site Code : 00000007
Start Date : 4/23/2015
Page No : 4



Rte. 44 Boston Tpke. at N. River Rd. (West)

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-7TH
Site Code : 00000007
Start Date : 4/23/2015
Page No : 5

Groups Printed- CARS

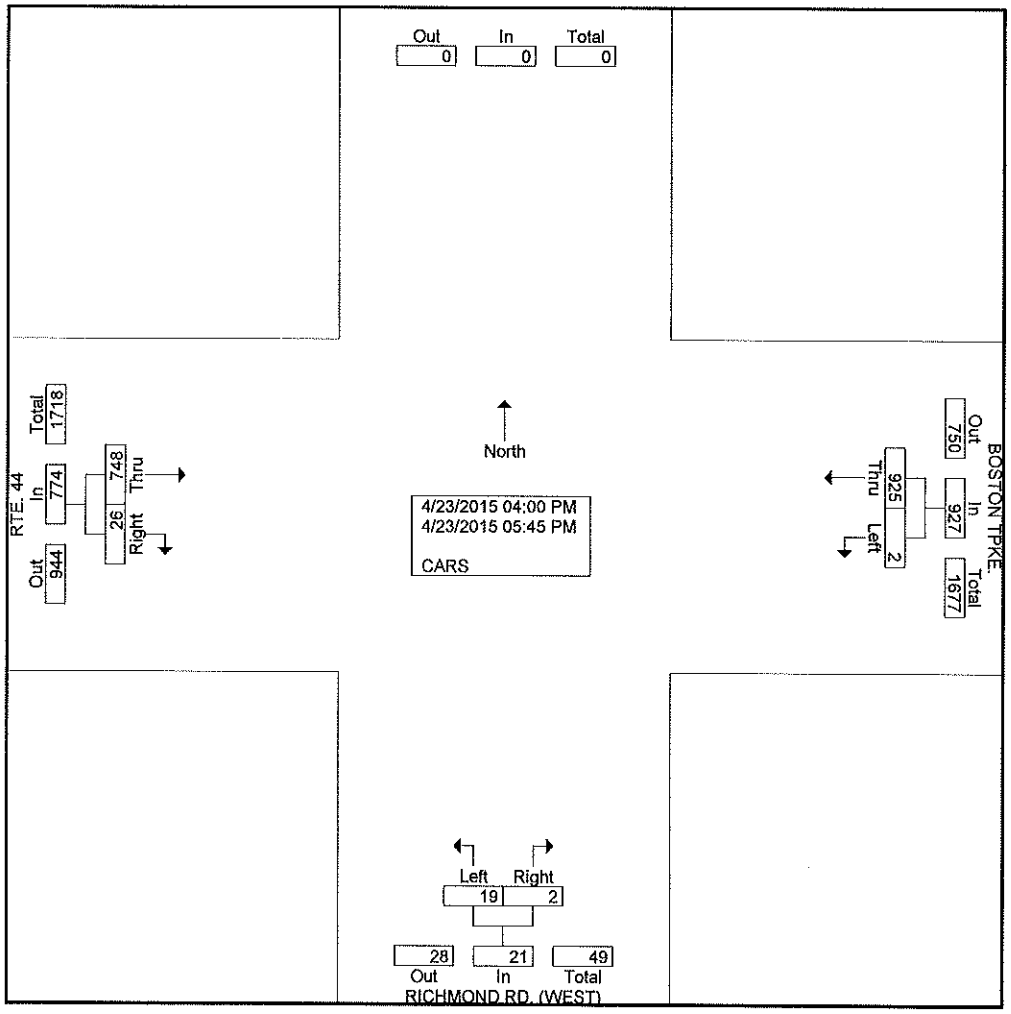
	Southbound	BOSTON TPKE. Westbound			RICHMOND RD. (WEST) Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	0	93	0	93	0	4	4	1	90	91	188
04:15 PM	0	120	0	120	1	3	4	2	88	90	214
04:30 PM	0	113	0	113	0	3	3	3	105	108	224
04:45 PM	0	138	0	138	0	3	3	2	98	100	241
Total	0	464	0	464	1	13	14	8	381	389	867
05:00 PM	0	120	0	120	1	1	2	4	102	106	228
05:15 PM	0	118	0	118	0	2	2	5	89	94	214
05:30 PM	0	120	1	121	0	0	0	4	89	93	214
05:45 PM	0	103	1	104	0	3	3	5	87	92	199
Total	0	461	2	463	1	6	7	18	367	385	855
Grand Total	0	925	2	927	2	19	21	26	748	774	1722
Apprch %		99.8	0.2		9.5	90.5		3.4	96.6		
Total %	0	53.7	0.1	53.8	0.1	1.1	1.2	1.5	43.4	44.9	

Rte. 44 Boston Tpke. at N. River Rd. (West)

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-7TH
Site Code : 00000007
Start Date : 4/23/2015
Page No : 6



Rte. 44 Boston Tpke. at N. River Rd. (West)

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-7TH
Site Code : 00000007
Start Date : 4/23/2015
Page No : 7

Groups Printed- TRUCKS

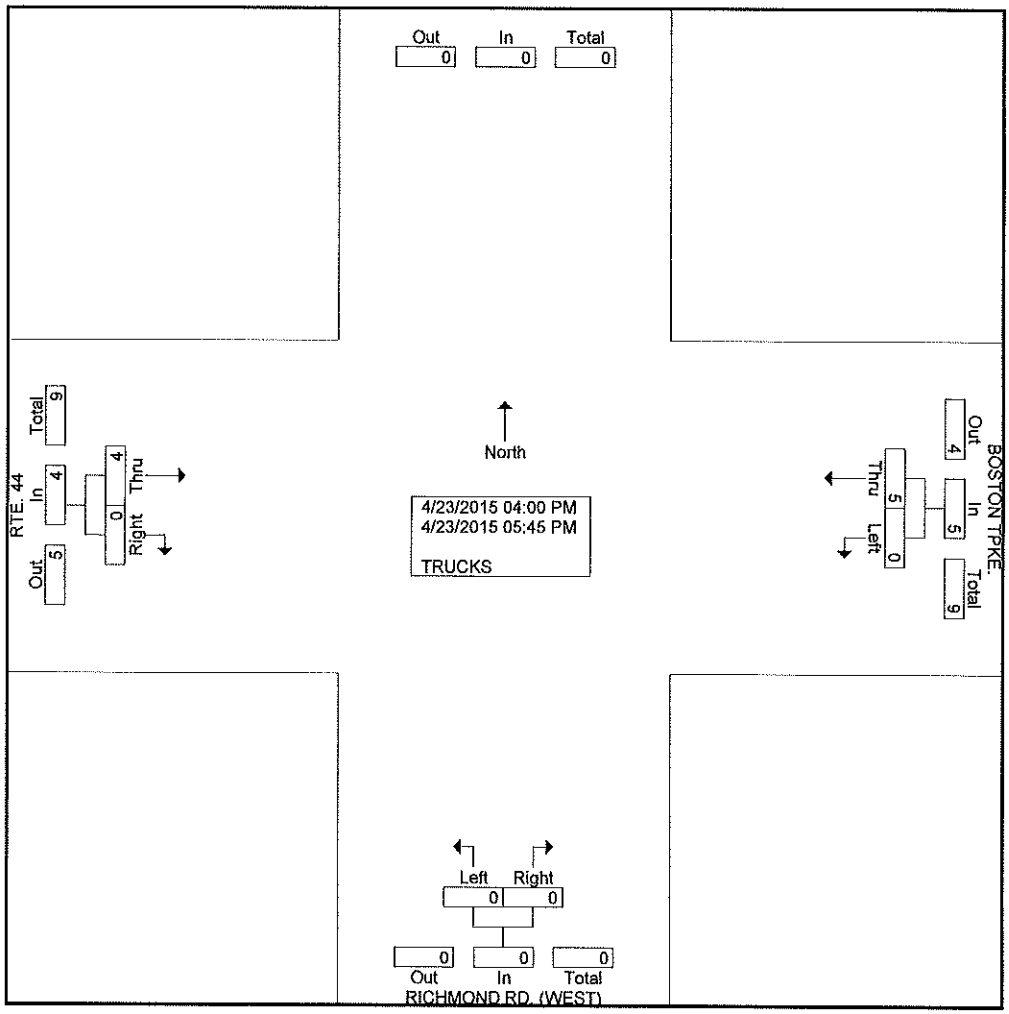
	Southbound	BOSTON TPKE. Westbound			RICHMOND RD. (WEST) Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	1	1	3
04:15 PM	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	1	1	2
Total	0	4	0	4	0	0	0	0	3	3	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	1	1	2
Grand Total	0	5	0	5	0	0	0	0	4	4	9
Apprch %		100	0		0	0		0	100		
Total %	0	55.6	0	55.6	0	0	0	0	44.4	44.4	

Rte. 44 Boston Tpke. at N. River Rd. (West)

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-7TH
Site Code : 00000007
Start Date : 4/23/2015
Page No : 8



Rte. 44 Boston Tpke. at N. River Rd. (West)

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-7TH
Site Code : 00000007
Start Date : 4/23/2015
Page No : 9

Groups Printed- BUSES

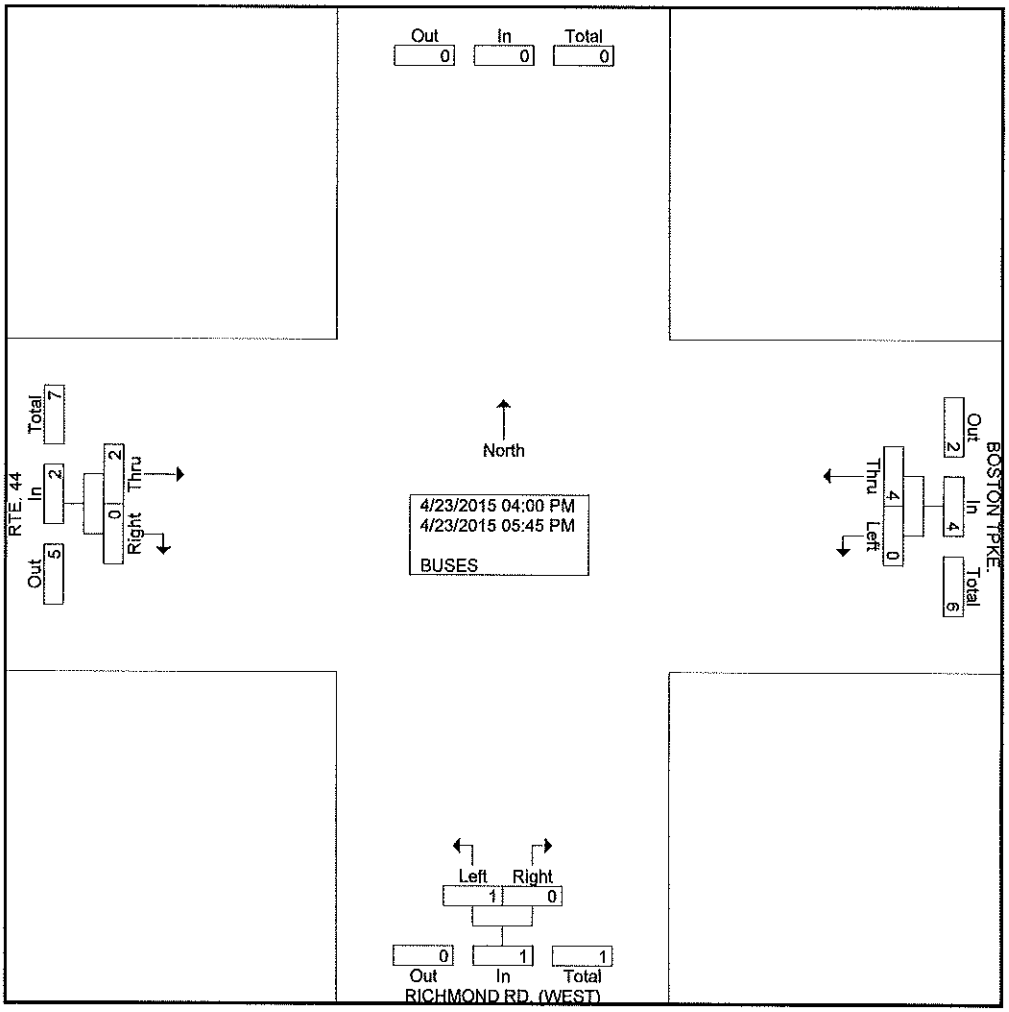
	Southbound	BOSTON TPKE. Westbound			RICHMOND RD. (WEST) Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	1	1	2
04:15 PM	0	2	0	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	1	0	0	0	1
Total	0	3	0	3	0	1	1	0	1	1	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	1	1	1
Total	0	1	0	1	0	0	0	0	1	1	2
Grand Total	0	4	0	4	0	1	1	0	2	2	7
Apprch %		100	0		0	100		0	100		
Total %	0	57.1	0	57.1	0	14.3	14.3	0	28.6	28.6	

Rte. 44 Boston Tpke. at N. River Rd. (West)

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-7TH
Site Code : 00000007
Start Date : 4/23/2015
Page No : 10



Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

	BRINGHAM HILL RD. Southbound			BOSTON TPKE. Westbound			Northbound	RTE. 44 Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
04:00 PM	6	2	8	2	124	126	0	90	3	93	227
04:15 PM	7	3	10	0	126	126	0	98	8	106	242
04:30 PM	2	1	3	1	123	124	0	94	2	96	223
04:45 PM	3	1	4	0	149	149	0	95	7	102	255
Total	18	7	25	3	522	525	0	377	20	397	947
05:00 PM	1	1	2	1	136	137	0	95	6	101	240
05:15 PM	5	1	6	0	133	133	0	85	8	93	232
05:30 PM	5	0	5	1	121	122	0	72	6	78	205
05:45 PM	4	0	4	2	114	116	0	67	5	72	192
Total	15	2	17	4	504	508	0	319	25	344	869
Grand Total	33	9	42	7	1026	1033	0	696	45	741	1816
Apprch %	78.6	21.4		0.7	99.3			93.9	6.1		
Total %	1.8	0.5	2.3	0.4	56.5	56.9	0	38.3	2.5	40.8	
CARS	32	9	41	7	1022	1029	0	694	44	738	1808
% CARS	97	100	97.6	100	99.6	99.6	0	99.7	97.8	99.6	99.6
TRUCKS	0	0	0	0	2	2	0	1	0	1	3
% TRUCKS	0	0	0	0	0.2	0.2	0	0.1	0	0.1	0.2
BUSES	1	0	1	0	2	2	0	1	1	2	5
% BUSES	3	0	2.4	0	0.2	0.2	0	0.1	2.2	0.3	0.3

Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
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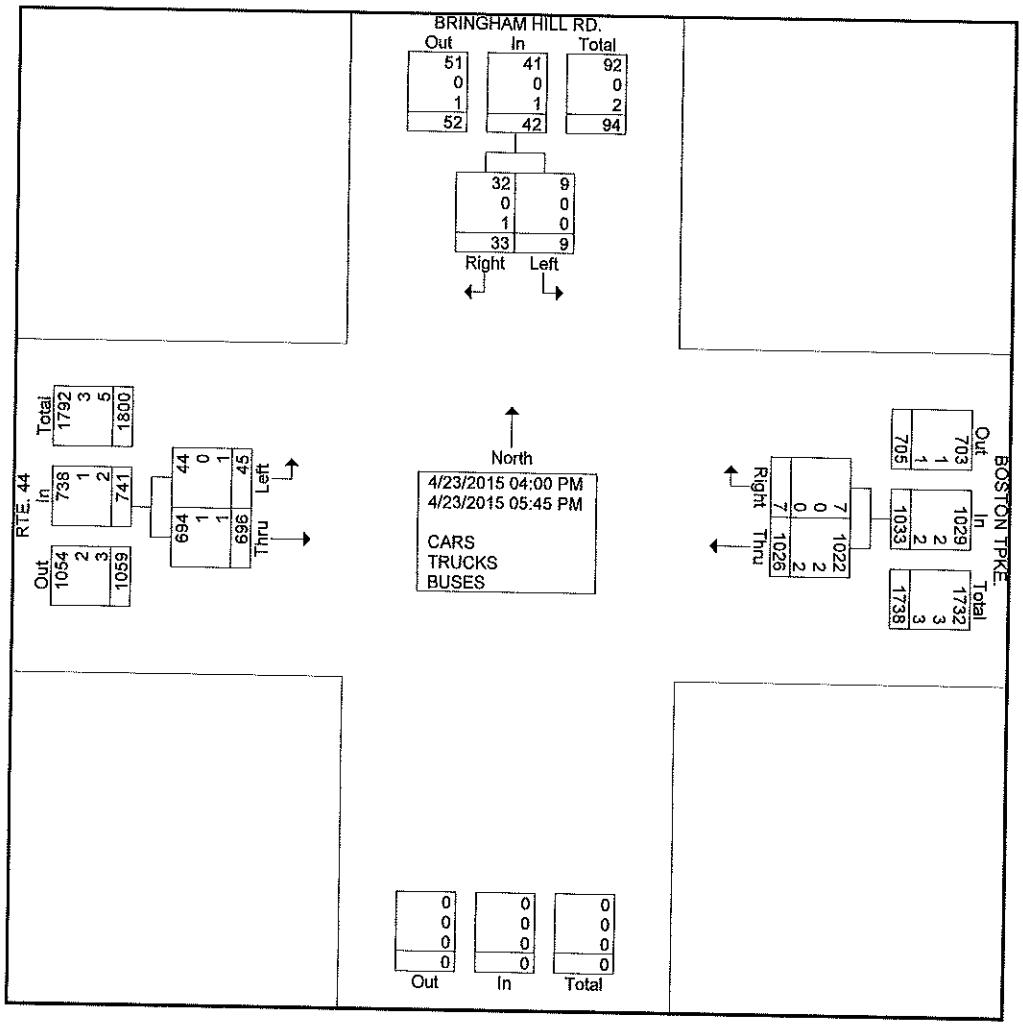


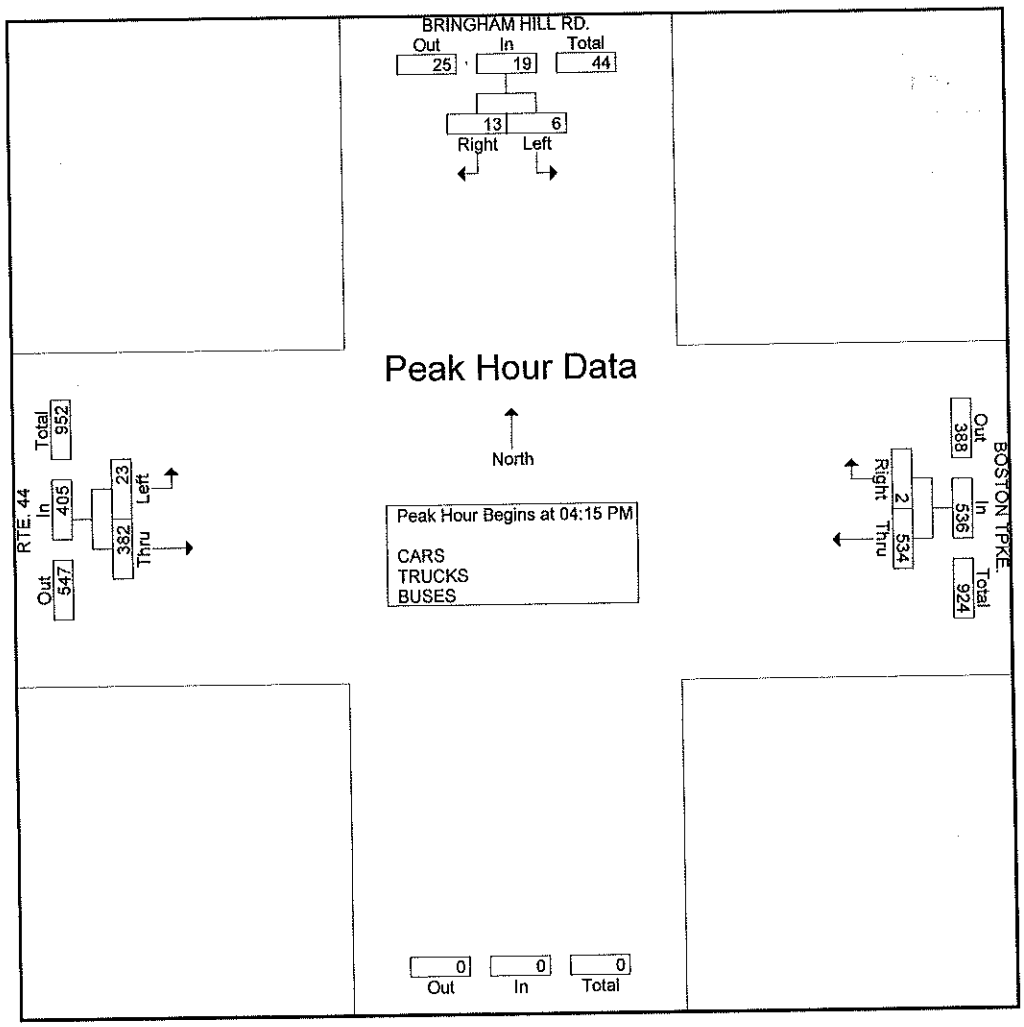
Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 3

	BRINGHAM HILL RD. Southbound			BOSTON TPKE. Westbound			Northbound	RTE. 44 Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:15 PM											
04:15 PM	**7**	**3**	**10**	0	126	126	0	**98**	8	**106**	242
04:30 PM	2	1	3	**1**	123	124	0	94	2	96	223
04:45 PM	3	1	4	0	**149**	**149**	0	95	7	102	**255**
05:00 PM	1	1	2	1	136	137	0	95	6	101	240
Total Volume	13	6	19	2	534	536	0	382	23	405	960
% App. Total	68.4	31.6		0.4	99.6			94.3	5.7		
PHF	.464	.500	.475	.500	.896	.899	.000	.974	.719	.955	.941

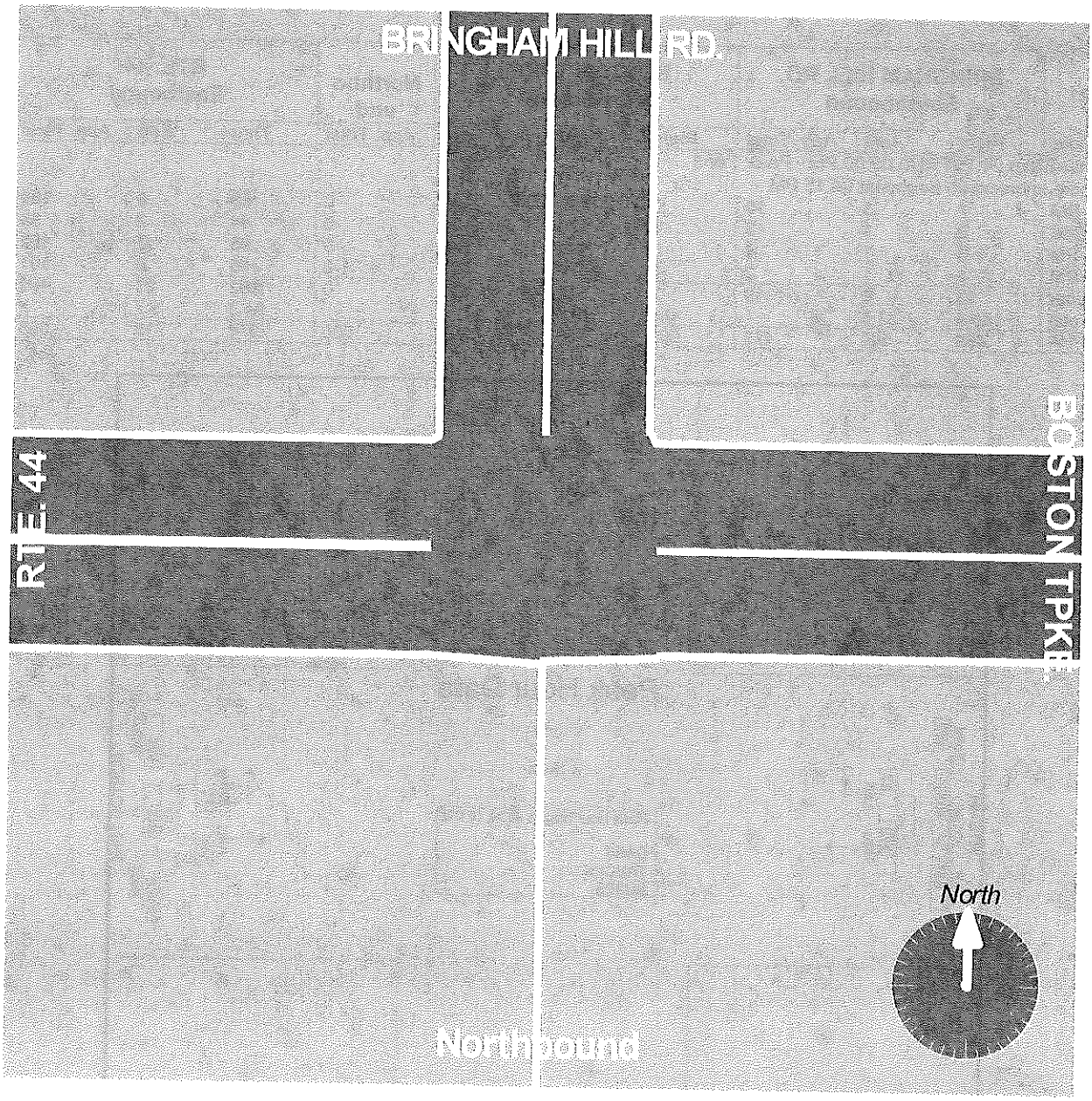


Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 4



Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 5

Groups Printed- CARS

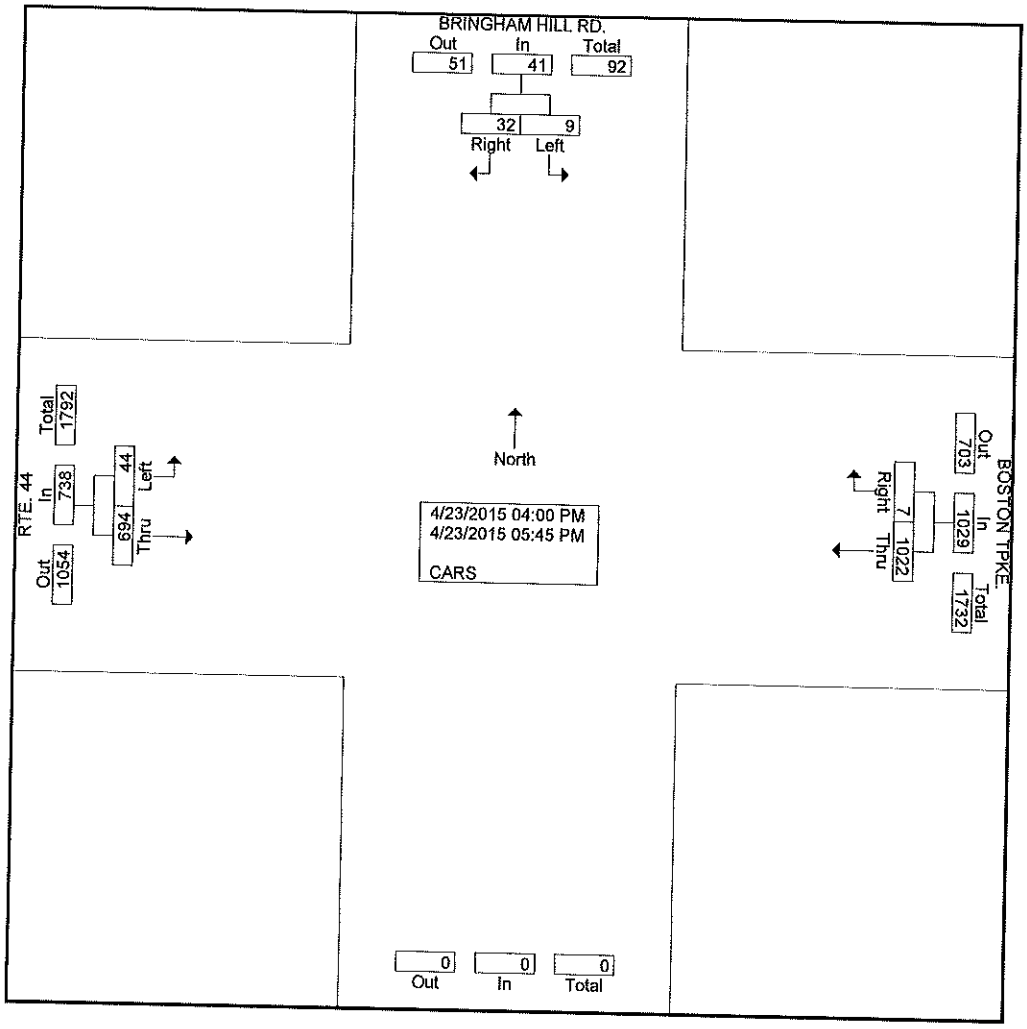
	BRINGHAM HILL RD. Southbound			BOSTON TPKE. Westbound			Northbound	RTE. 44 Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
04:00 PM	5	2	7	2	123	125	0	89	2	91	223
04:15 PM	7	3	10	0	126	126	0	98	8	106	242
04:30 PM	2	1	3	1	122	123	0	94	2	96	222
04:45 PM	3	1	4	0	149	149	0	95	7	102	255
Total	17	7	24	3	520	523	0	376	19	395	942
05:00 PM	1	1	2	1	135	136	0	95	6	101	239
05:15 PM	5	1	6	0	133	133	0	85	8	93	232
05:30 PM	5	0	5	1	120	121	0	71	6	77	203
05:45 PM	4	0	4	2	114	116	0	67	5	72	192
Total	15	2	17	4	502	506	0	318	25	343	866
Grand Total	32	9	41	7	1022	1029	0	694	44	738	1808
Apprch %	78	22		0.7	99.3			94	6		
Total %	1.8	0.5	2.3	0.4	56.5	56.9	0	38.4	2.4	40.8	

Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 6



Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 7

Groups Printed- TRUCKS

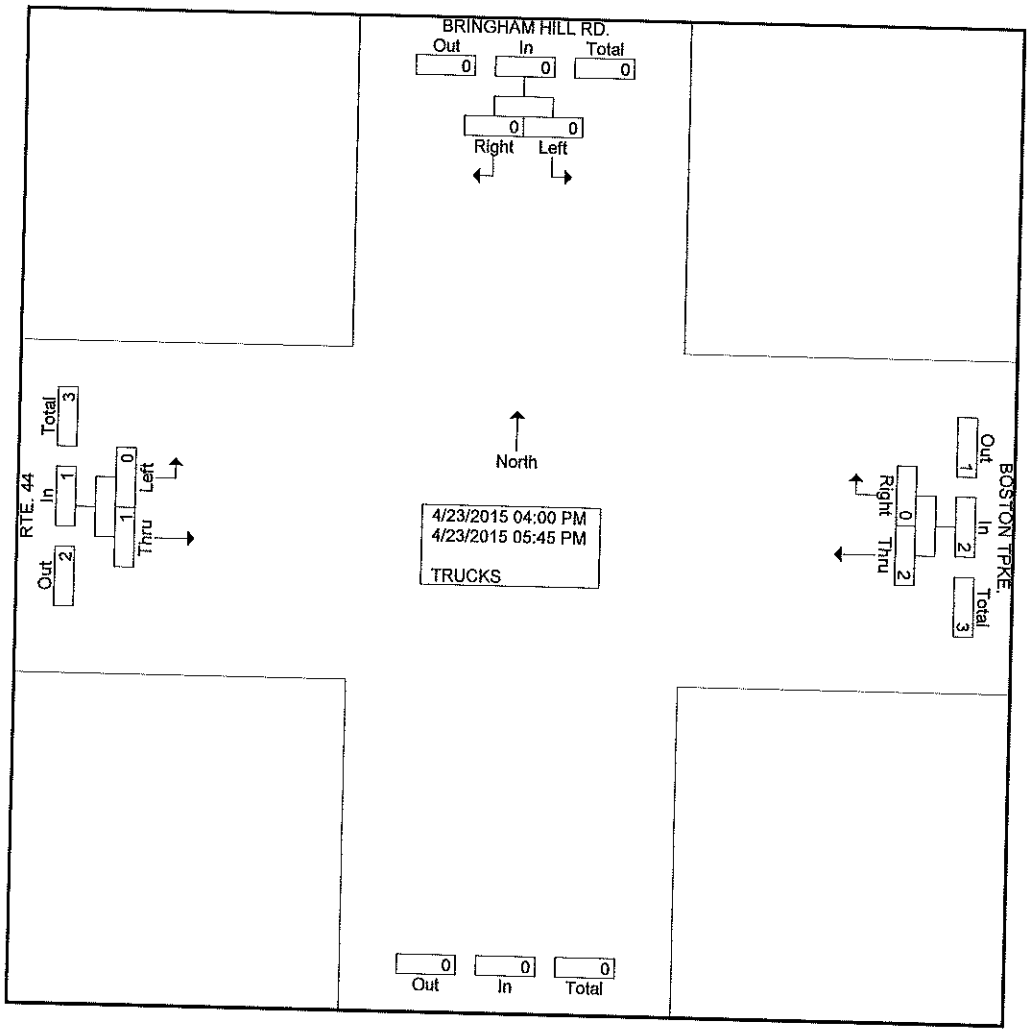
	BRINGHAM HILL RD. Southbound			BOSTON TPKE. Westbound			Northbound	RTE. 44 Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	1
05:00 PM	0	0	0	0	1	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	1	0	1	2
Grand Total	0	0	0	0	2	2	0	1	0	1	3
Apprch %	0	0		0	100			100	0		
Total %	0	0	0	0	66.7	66.7	0	33.3	0	33.3	

Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 8



Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 9

Groups Printed- BUSES

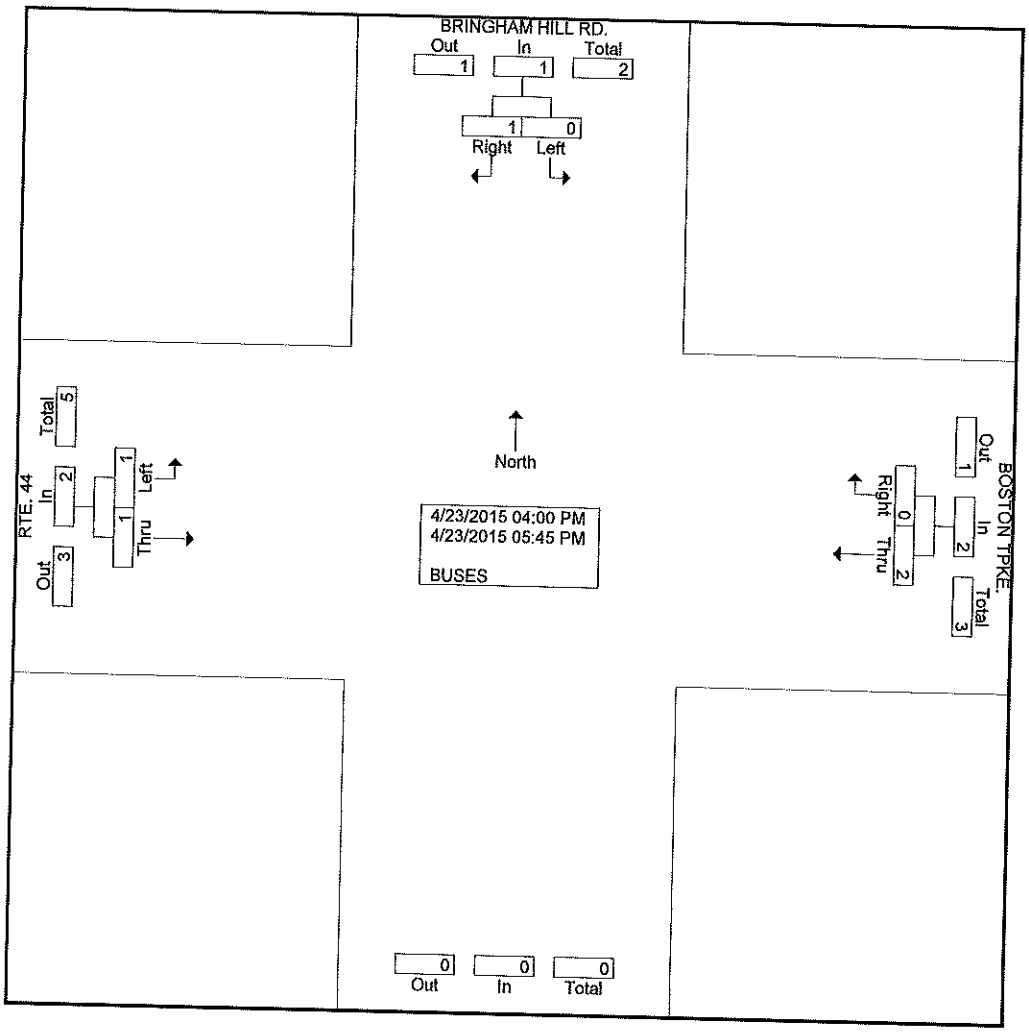
	BRINGHAM HILL RD. Southbound			BOSTON TPKE. Westbound			Northbound	RTE. 44 Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
04:00 PM	1	0	1	0	1	1	0	1	1	2	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	1	1	0	1	1	2	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	1
Grand Total	1	0	1	0	2	2	0	1	1	2	5
Apprch %	100	0		0	100			50	50		
Total %	20	0	20	0	40	40	0	20	20	40	

Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8ATH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 10



Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

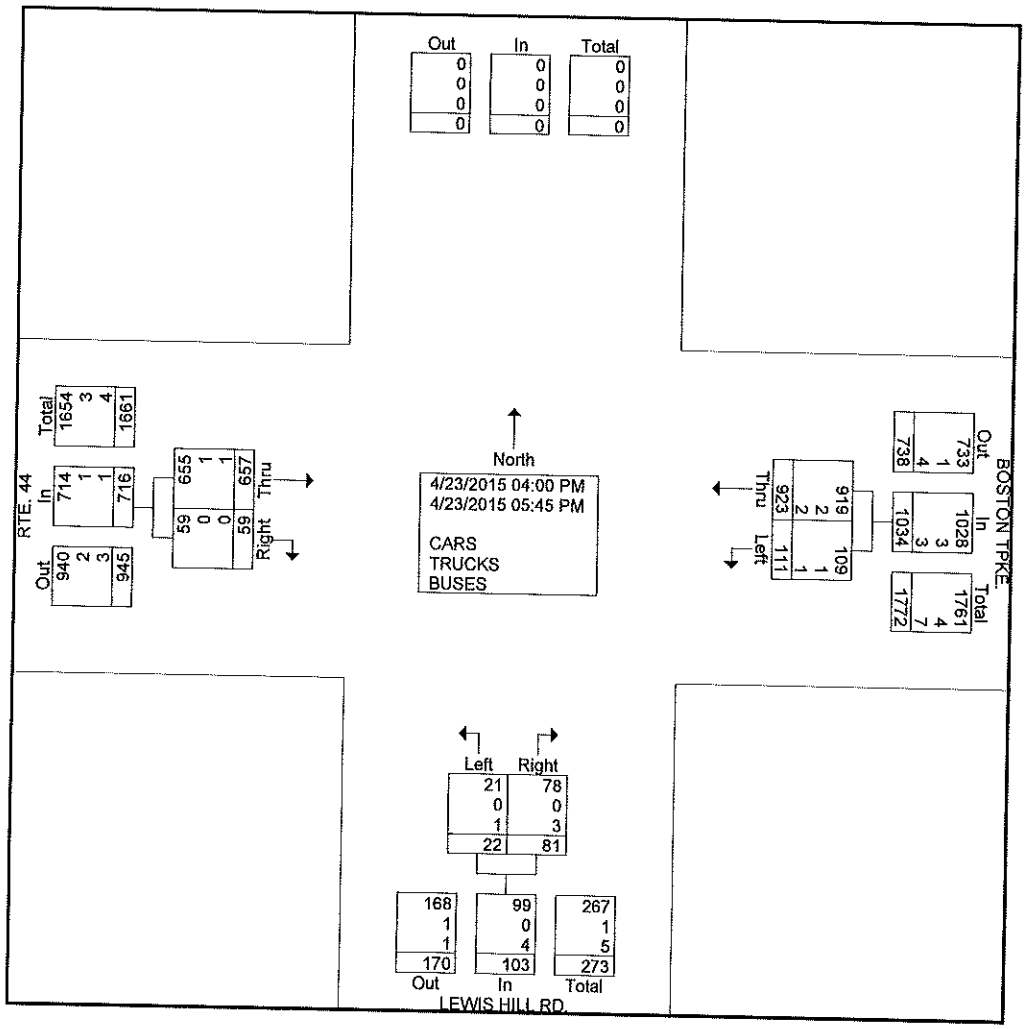
	Southbound	BOSTON TPKE. Westbound			LEWIS HILL RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	0	110	19	129	9	0	9	3	86	89	227
04:15 PM	0	121	12	133	13	1	14	7	91	98	245
04:30 PM	0	113	11	124	6	6	12	9	93	102	238
04:45 PM	0	139	10	149	14	5	19	13	89	102	270
Total	0	483	52	535	42	12	54	32	359	391	980
05:00 PM	0	118	17	135	3	2	5	9	90	99	239
05:15 PM	0	118	14	132	16	3	19	8	79	87	238
05:30 PM	0	104	15	119	10	3	13	5	66	71	203
05:45 PM	0	100	13	113	10	2	12	5	63	68	193
Total	0	440	59	499	39	10	49	27	298	325	873
Grand Total	0	923	111	1034	81	22	103	59	657	716	1853
Apprch %		89.3	10.7		78.6	21.4		8.2	91.8		
Total %	0	49.8	6	55.8	4.4	1.2	5.6	3.2	35.5	38.6	
CARS	0	919	109	1028	78	21	99	59	655	714	1841
% CARS	0	99.6	98.2	99.4	96.3	95.5	96.1	100	99.7	99.7	99.4
TRUCKS	0	2	1	3	0	0	0	0	1	1	4
% TRUCKS	0	0.2	0.9	0.3	0	0	0	0	0.2	0.1	0.2
BUSES	0	2	1	3	3	1	4	0	1	1	8
% BUSES	0	0.2	0.9	0.3	3.7	4.5	3.9	0	0.2	0.1	0.4

Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 2



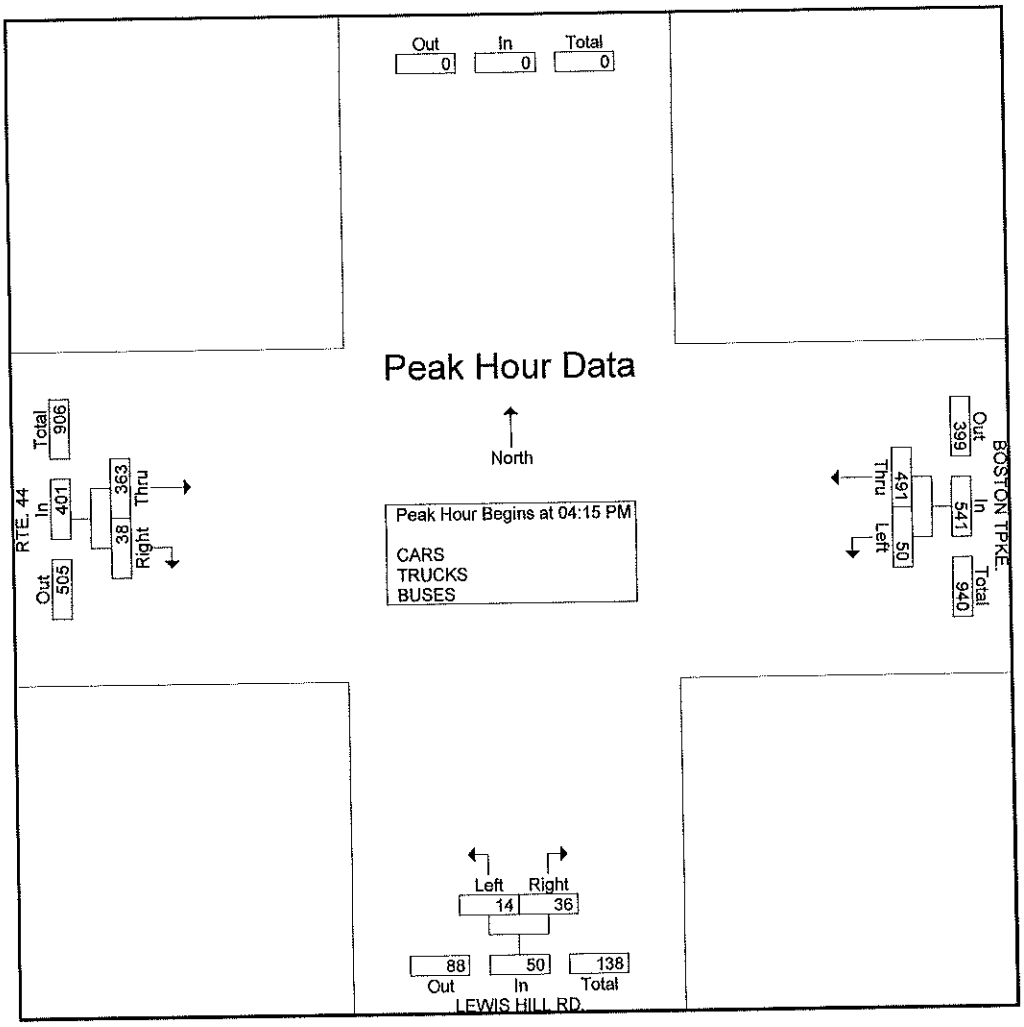
Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 3

	Southbound	BOSTON TPKE. Westbound			LEWIS HILL RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:15 PM											
04:15 PM	0	121	12	133	13	1	14	7	91	98	245
04:30 PM	0	113	11	124	6	**6**	12	9	**93**	**102**	238
04:45 PM	0	**139**	10	**149**	**14**	5	**19**	**13**	89	102	**270**
05:00 PM	0	118	**17**	135	3	2	5	9	90	99	239
Total Volume	0	491	50	541	36	14	50	38	363	401	992
% App. Total		90.8	9.2		72	28		9.5	90.5		
PHF	.000	.883	.735	.908	.643	.583	.658	.731	.976	.983	.919

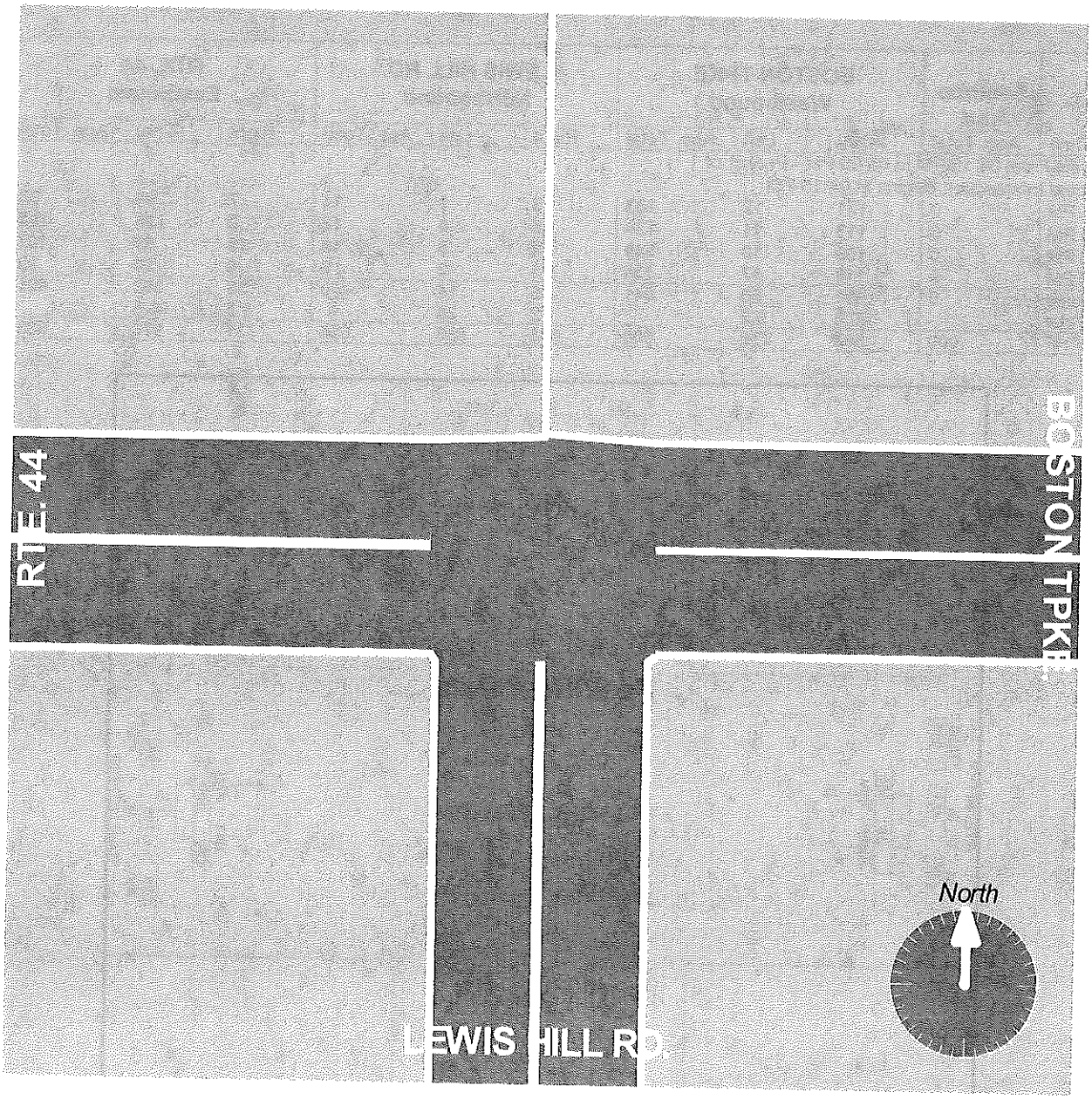


Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 4



Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 5

Groups Printed- CARS

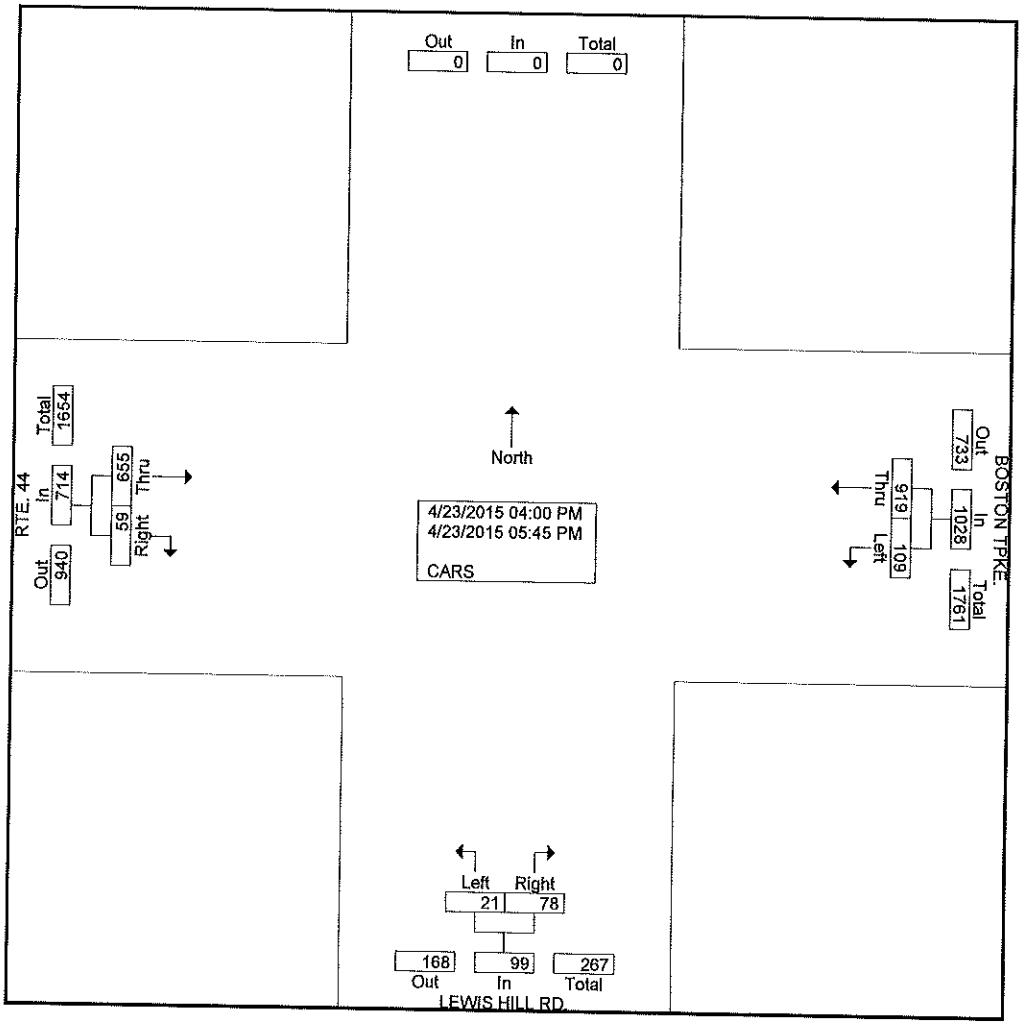
	Southbound	BOSTON TPKE. Westbound			LEWIS HILL RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	0	109	19	128	8	0	8	3	85	88	224
04:15 PM	0	121	12	133	13	0	13	7	91	98	244
04:30 PM	0	112	10	122	6	6	12	9	93	102	236
04:45 PM	0	139	10	149	13	5	18	13	89	102	269
Total	0	481	51	532	40	11	51	32	358	390	973
05:00 PM	0	117	16	133	3	2	5	9	90	99	237
05:15 PM	0	118	14	132	15	3	18	8	79	87	237
05:30 PM	0	103	15	118	10	3	13	5	65	70	201
05:45 PM	0	100	13	113	10	2	12	5	63	68	193
Total	0	438	58	496	38	10	48	27	297	324	868
Grand Total	0	919	109	1028	78	21	99	59	655	714	1841
Apprch %		89.4	10.6		78.8	21.2		8.3	91.7		
Total %	0	49.9	5.9	55.8	4.2	1.1	5.4	3.2	35.6	38.8	

Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 6



Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 7

Groups Printed- TRUCKS

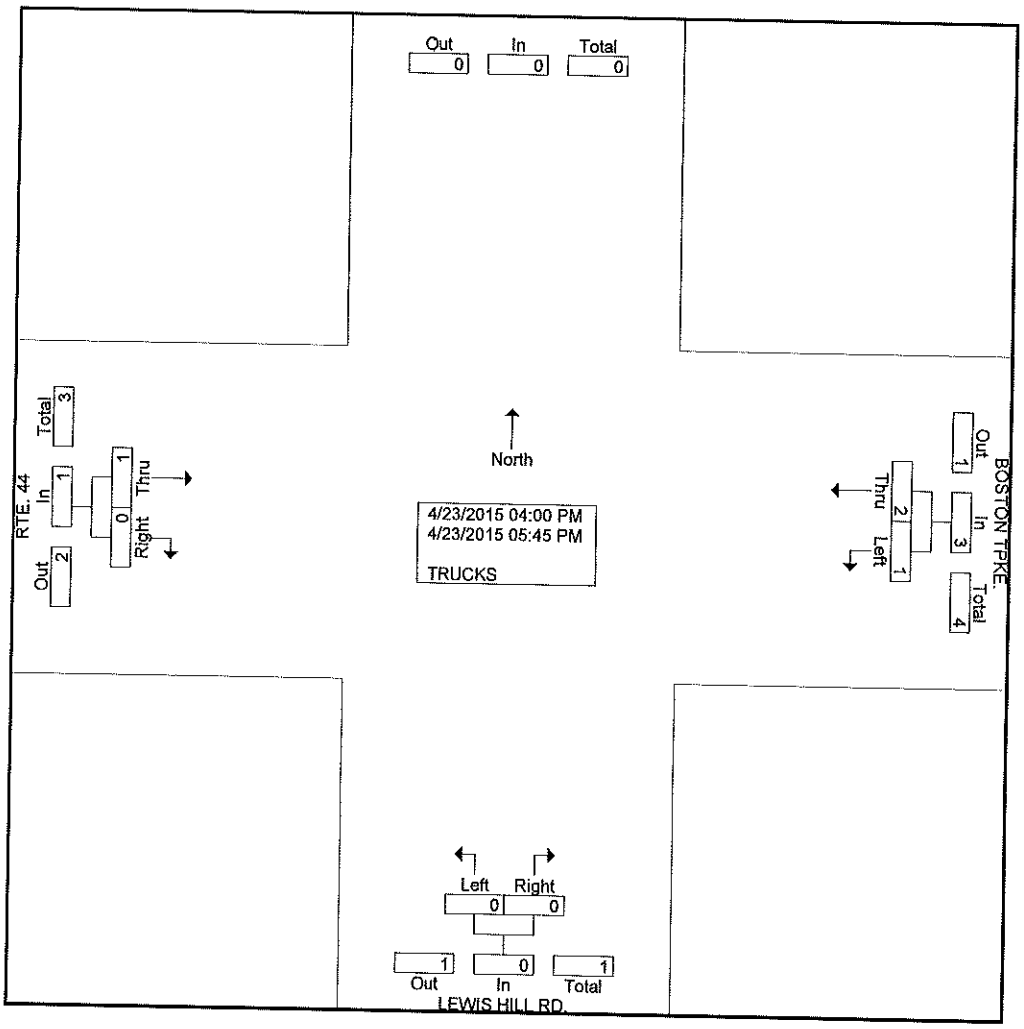
	Southbound	BOSTON TPKE. Westbound			LEWIS HILL RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	1
05:00 PM	0	1	1	2	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	0	0	0	0	1	1	3
Grand Total	0	2	1	3	0	0	0	0	1	1	4
Apprch %		66.7	33.3		0	0		0	100		
Total %	0	50	25	75	0	0	0	0	25	25	

Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 8



Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 9

Groups Printed- BUSES

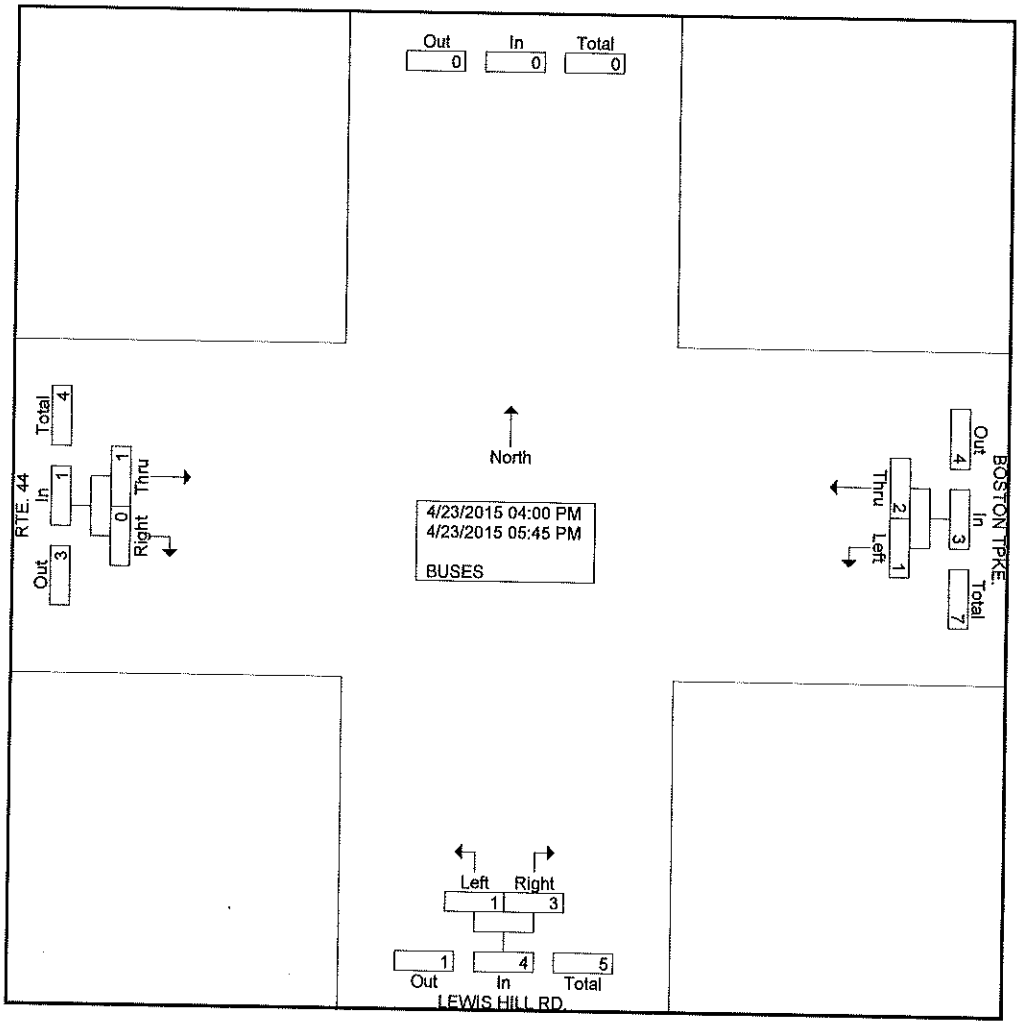
	Southbound	BOSTON TPKE. Westbound			LEWIS HILL RD. Northbound			RTE. 44 Eastbound			
Start Time	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	0	1	0	1	1	0	1	0	1	1	3
04:15 PM	0	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	1	0	1	0	0	0	1
Total	0	1	1	2	2	1	3	0	1	1	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	1	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	0	1	0	0	0	2
Grand Total	0	2	1	3	3	1	4	0	1	1	8
Apprch %		66.7	33.3		75	25		0	100		
Total %	0	25	12.5	37.5	37.5	12.5	50	0	12.5	12.5	

Rte. 44 Boston Tpke. at Lewis Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Coventry, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-8TH
Site Code : 00000008
Start Date : 4/23/2015
Page No : 10



Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHILES
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

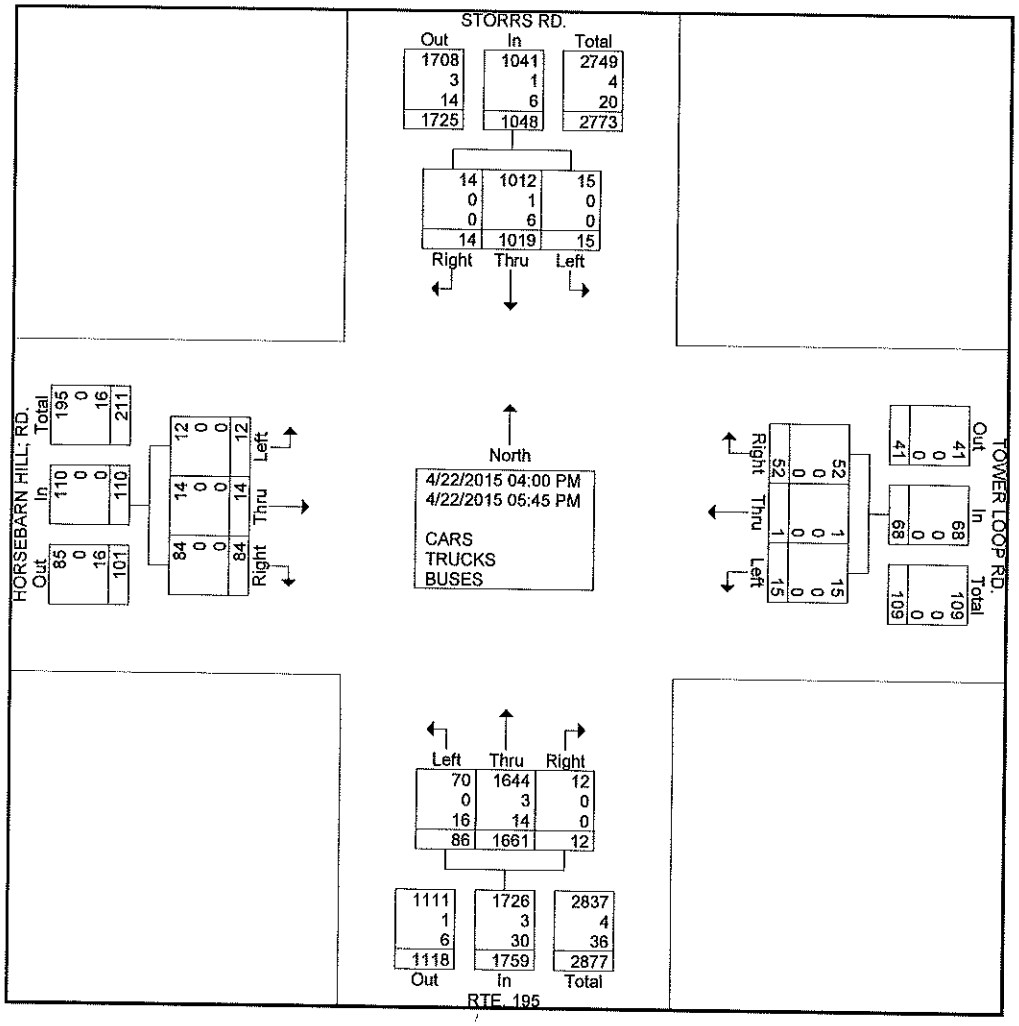
	STORRS RD. Southbound				TOWER LOOP RD. Westbound				RTE. 195 Northbound				HORSEBARN HILL				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	1	110	2	113	11	0	4	15	2	198	9	209	3	1	1	5	342
04:15 PM	2	123	3	128	6	0	2	8	4	201	10	215	9	0	1	10	361
04:30 PM	1	129	1	131	4	0	0	4	2	225	3	230	14	0	3	17	382
04:45 PM	1	147	1	149	9	0	0	9	0	186	12	198	19	0	1	20	376
Total	5	509	7	521	30	0	6	36	8	810	34	852	45	1	6	52	1461
05:00 PM	2	151	3	156	3	0	1	4	3	236	16	255	7	0	0	7	422
05:15 PM	5	120	3	128	7	1	4	12	0	213	17	230	9	13	1	23	393
05:30 PM	1	124	2	127	7	0	2	9	0	232	9	241	12	0	3	15	392
05:45 PM	1	115	0	116	5	0	2	7	1	170	10	181	11	0	2	13	317
Total	9	510	8	527	22	1	9	32	4	851	52	907	39	13	6	58	1524
Grand Total	14	1019	15	1048	52	1	15	68	12	1661	86	1759	84	14	12	110	2985
Apprch %	1.3	97.2	1.4		76.5	1.5	22.1		0.7	94.4	4.9		76.4	12.7	10.9		
Total %	0.5	34.1	0.5	35.1	1.7	0	0.5	2.3	0.4	55.6	2.9	58.9	2.8	0.5	0.4	3.7	
CARS	14	1012	15	1041	52	1	15	68	12	1644	70	1726	84	14	12	110	2945
% CARS	100	99.3	100	99.3	100	100	100	100	100	99	81.4	98.1	100	100	100	100	98.7
TRUCKS	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
% TRUCKS	0	0.1	0	0.1	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0.1
BUSES	0	6	0	6	0	0	0	0	0	14	16	30	0	0	0	0	36
% BUSES	0	0.6	0	0.6	0	0	0	0	0	0.8	18.6	1.7	0	0	0	0	1.2

Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHILES
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 2



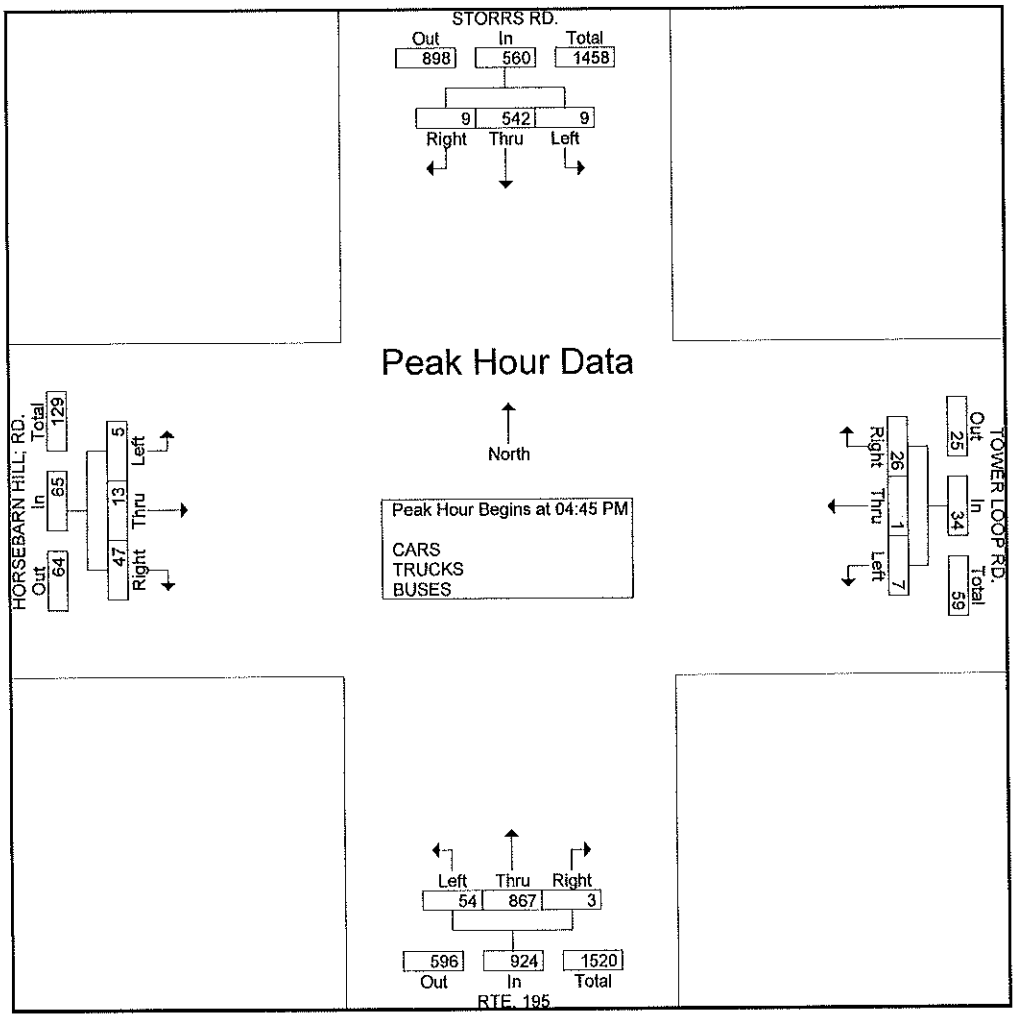
Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHILES
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 3

	STORRS RD. Southbound				TOWER LOOP RD. Westbound				RTE. 195 Northbound				HORSEBARN HILL				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	147	1	149	**9**	0	0	9	0	186	12	198	**19**	0	1	20	376
05:00 PM	2	**151**	**3**	**156**	3	0	1	4	**3**	**236**	16	**255**	7	0	0	7	**422**
05:15 PM	**5**	120	3	128	7	**1**	**4**	**12**	0	213	**17**	230	9	**13**	1	**23**	393
05:30 PM	1	124	2	127	7	0	2	9	0	232	9	241	12	0	**3**	15	392
Total Volume	9	542	9	560	26	1	7	34	3	867	54	924	47	13	5	65	1583
% App. Total	1.6	96.8	1.6		76.5	2.9	20.6		0.3	93.8	5.8		72.3	20	7.7		
PHF	.450	.897	.750	.897	.722	.250	.438	.708	.250	.918	.794	.906	.618	.250	.417	.707	.938

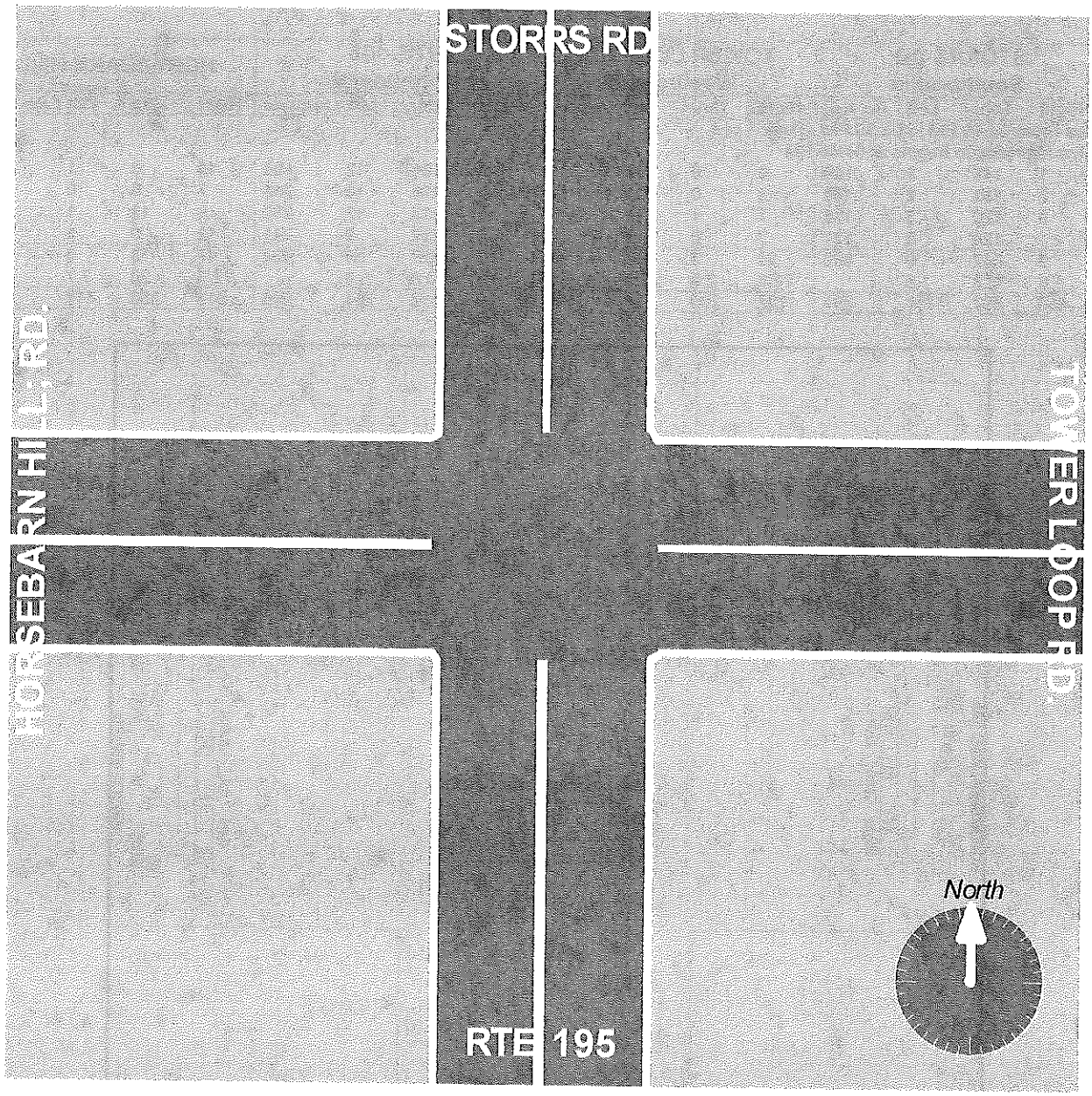


Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHILES
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 4



Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 5

Groups Printed- CARS

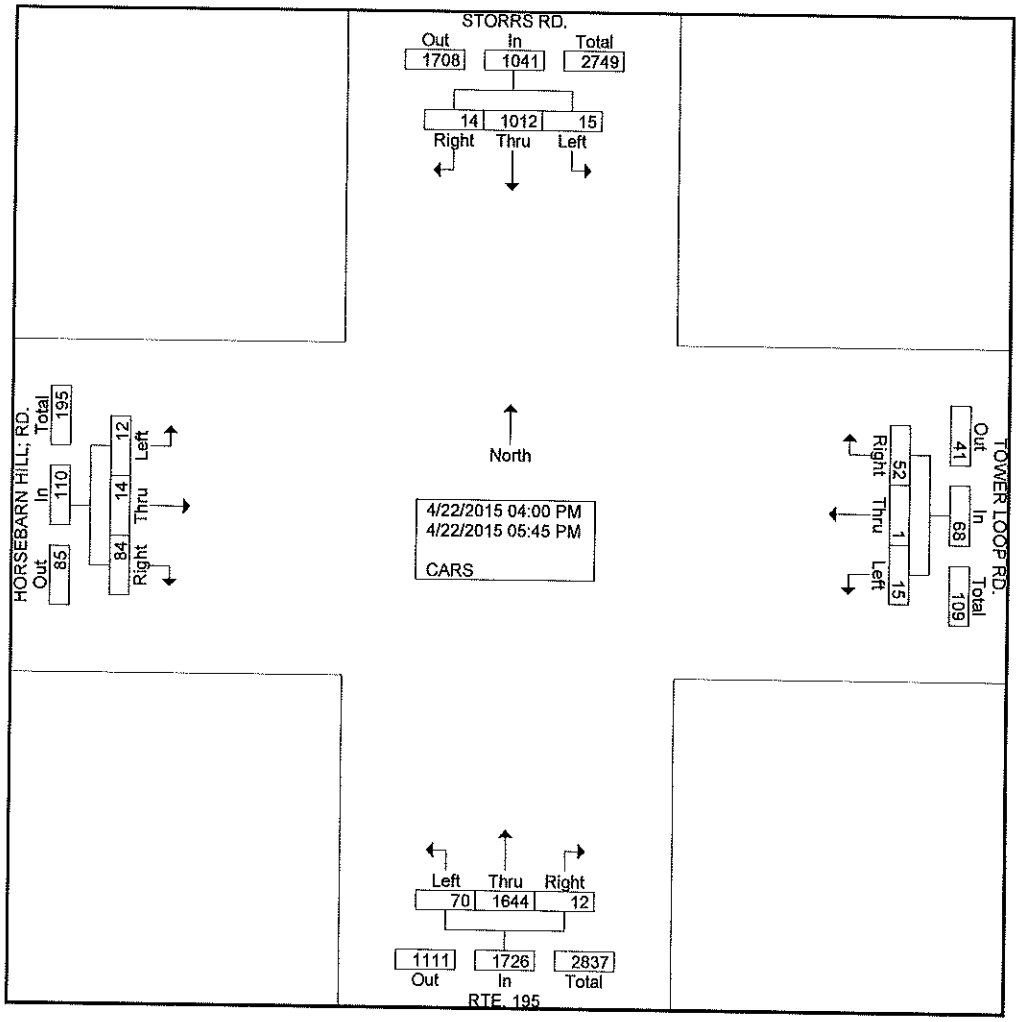
	STORRS RD. Southbound				TOWER LOOP RD. Westbound				RTE. 195 Northbound				HORSEBARN HILL				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	1	108	2	111	11	0	4	15	2	197	7	206	3	1	1	5	337
04:15 PM	2	121	3	126	6	0	2	8	4	201	8	213	9	0	1	10	357
04:30 PM	1	129	1	131	4	0	0	4	2	222	1	225	14	0	3	17	377
04:45 PM	1	146	1	148	9	0	0	9	0	183	9	192	19	0	1	20	369
Total	5	504	7	516	30	0	6	36	8	803	25	836	45	1	6	52	1440
05:00 PM	2	151	3	156	3	0	1	4	3	232	16	251	7	0	0	7	418
05:15 PM	5	120	3	128	7	1	4	12	0	210	15	225	9	13	1	23	388
05:30 PM	1	122	2	125	7	0	2	9	0	230	6	236	12	0	3	15	385
05:45 PM	1	115	0	116	5	0	2	7	1	169	8	178	11	0	2	13	314
Total	9	508	8	525	22	1	9	32	4	841	45	890	39	13	6	58	1505
Grand Total	14	1012	15	1041	52	1	15	68	12	1644	70	1726	84	14	12	110	2945
Apprch %	1.3	97.2	1.4		76.5	1.5	22.1		0.7	95.2	4.1		76.4	12.7	10.9		
Total %	0.5	34.4	0.5	35.3	1.8	0	0.5	2.3	0.4	55.8	2.4	58.6	2.9	0.5	0.4	3.7	

Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 6



Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 7

Groups Printed- TRUCKS

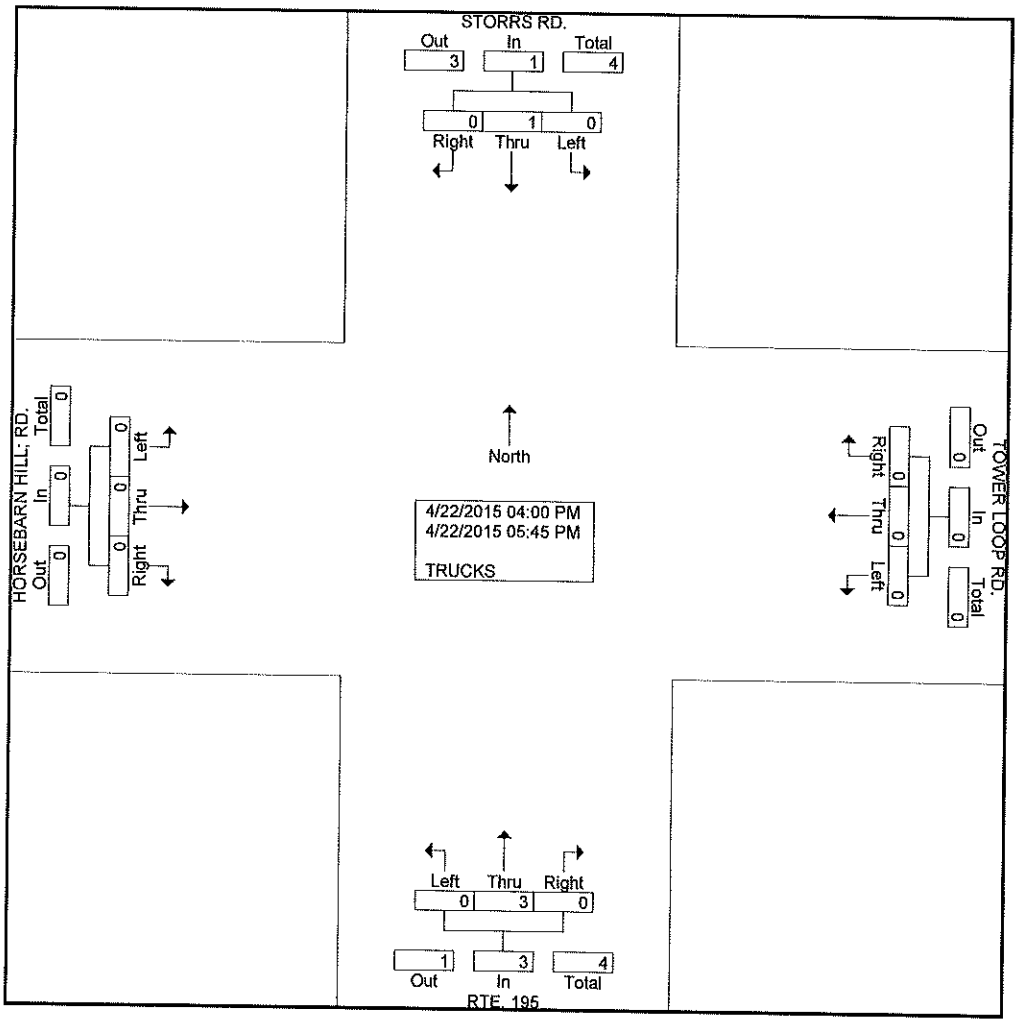
	STORRS RD. Southbound				TOWER LOOP RD. Westbound				RTE. 195 Northbound				HORSEBARN HILL				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	25	0	25	0	0	0	0	0	75	0	75	0	0	0	0	

Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 8



Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 9

Groups Printed- BUSES

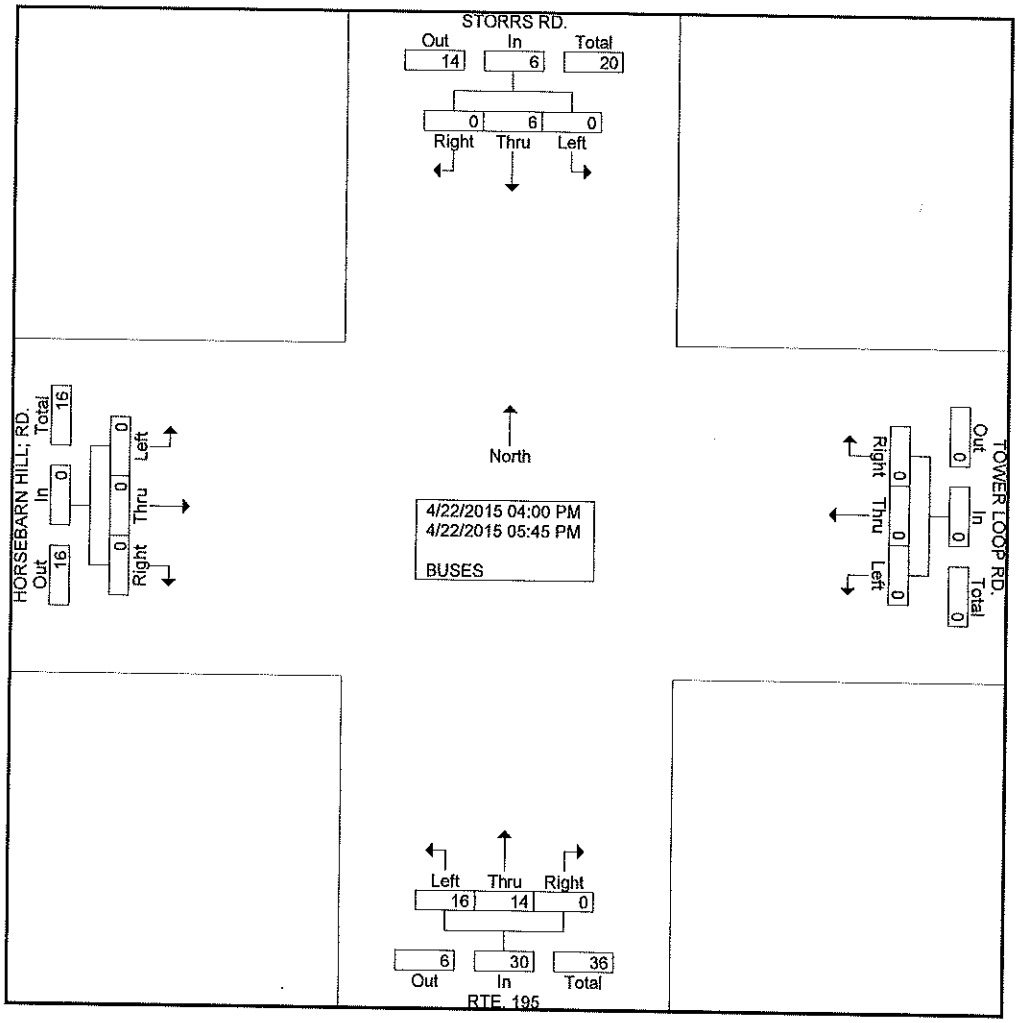
	STORRS RD. Southbound				TOWER LOOP RD. Westbound				RTE. 195 Northbound				HORSEBARN HILL				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
04:15 PM	0	2	0	2	0	0	0	0	0	0	2	2	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	4
04:45 PM	0	1	0	1	0	0	0	0	0	3	3	6	0	0	0	0	7
Total	0	4	0	4	0	0	0	0	0	5	9	14	0	0	0	0	18
05:00 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	5
05:30 PM	0	2	0	2	0	0	0	0	0	2	3	5	0	0	0	0	7
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	0	9	7	16	0	0	0	0	18
Grand Total	0	6	0	6	0	0	0	0	0	14	16	30	0	0	0	0	36
Apprch %	0	100	0		0	0	0		0	46.7	53.3		0	0	0		
Total %	0	16.7	0	16.7	0	0	0	0	0	38.9	44.4	83.3	0	0	0	0	

Rte. 195 Storrs Rd. at Horsebarn Hill Rd./Tower Loop Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:45 TO 5:45 P.M.

File Name : 893-9W
Site Code : 00000009
Start Date : 4/22/2015
Page No : 10



Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

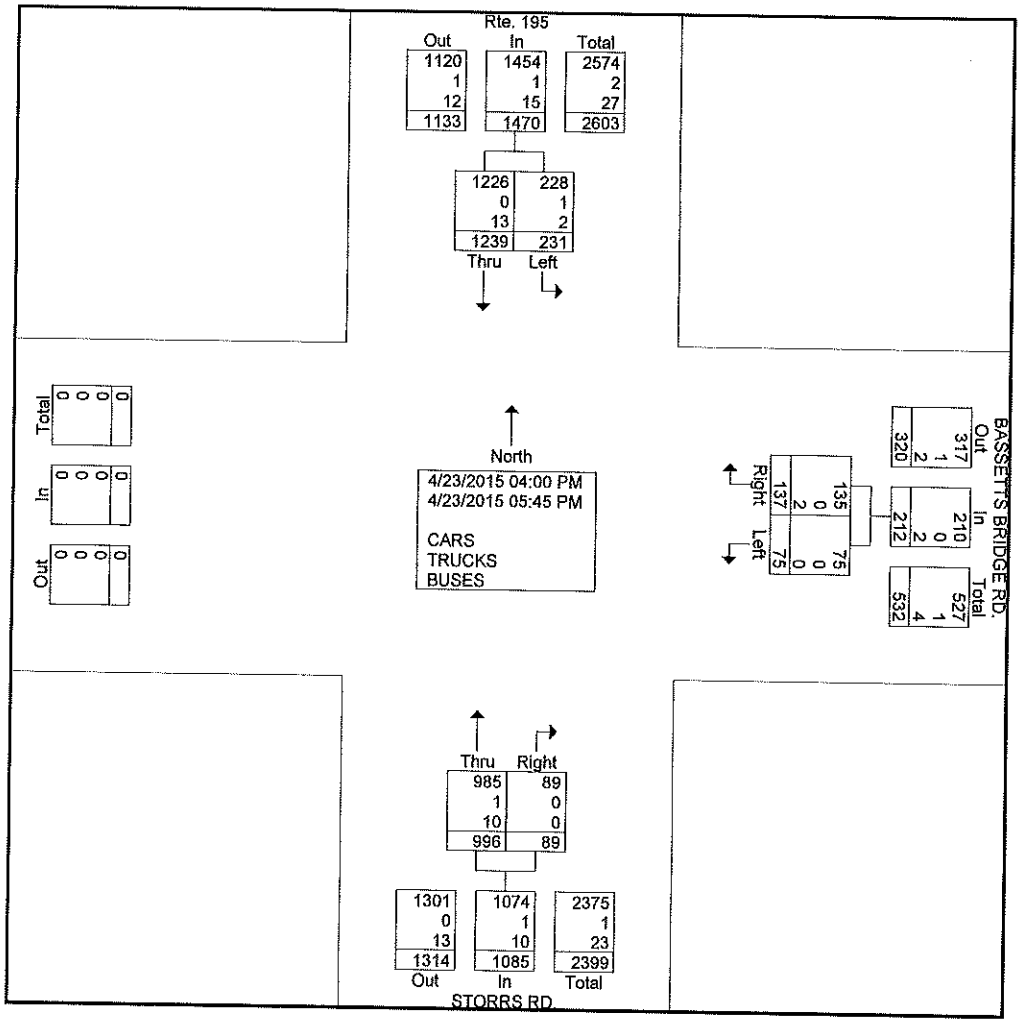
	Rte. 195 Southbound			BASSETTS BRIDGE RD. Westbound			STORRS RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
04:00 PM	155	21	176	17	8	25	10	154	164	0	365
04:15 PM	164	31	195	17	9	26	9	140	149	0	370
04:30 PM	171	38	209	11	17	28	10	115	125	0	362
04:45 PM	142	35	177	24	8	32	9	125	134	0	343
Total	632	125	757	69	42	111	38	534	572	0	1440
05:00 PM	173	29	202	21	12	33	22	115	137	0	372
05:15 PM	145	31	176	16	11	27	13	132	145	0	348
05:30 PM	153	24	177	17	4	21	9	112	121	0	319
05:45 PM	136	22	158	14	6	20	7	103	110	0	288
Total	607	106	713	68	33	101	51	462	513	0	1327
Grand Total	1239	231	1470	137	75	212	89	996	1085	0	2767
Apprch %	84.3	15.7		64.6	35.4		8.2	91.8			
Total %	44.8	8.3	53.1	5	2.7	7.7	3.2	36	39.2	0	
CARS	1226	228	1454	135	75	210	89	985	1074	0	2738
% CARS	99	98.7	98.9	98.5	100	99.1	100	98.9	99	0	99
TRUCKS	0	1	1	0	0	0	0	1	1	0	2
% TRUCKS	0	0.4	0.1	0	0	0	0	0.1	0.1	0	0.1
BUSES	13	2	15	2	0	2	0	10	10	0	27
% BUSES	1	0.9	1	1.5	0	0.9	0	1	0.9	0	1

Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 2



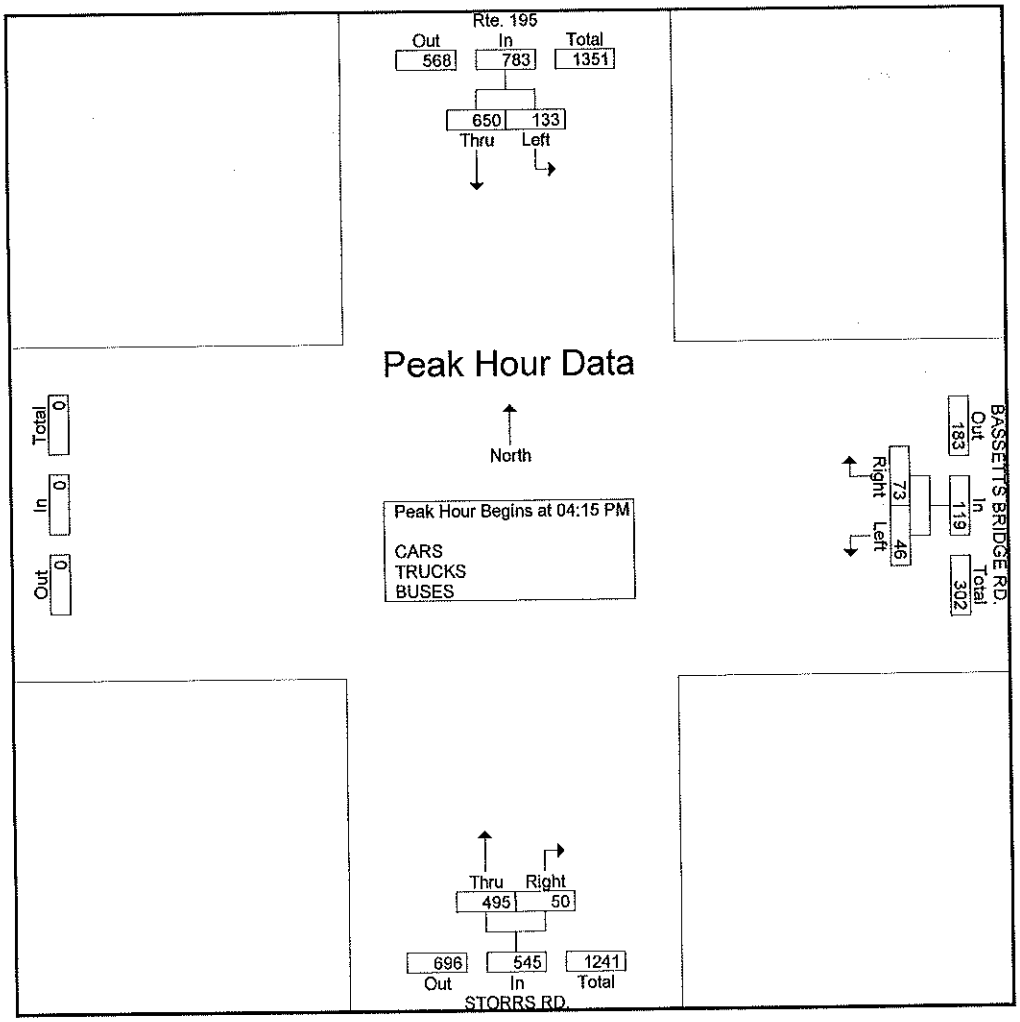
Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 3

	Rte. 195 Southbound			BASSETTS BRIDGE RD. Westbound			STORRS RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:15 PM											
04:15 PM	164	31	195	17	9	26	9	**140**	**149**	0	370
04:30 PM	171	**38**	**209**	11	**17**	28	10	115	125	0	362
04:45 PM	142	35	177	**24**	8	32	9	125	134	0	343
05:00 PM	**173**	29	202	21	12	**33**	**22**	115	137	0	**372**
Total Volume	650	133	783	73	46	119	50	495	545	0	1447
% App. Total	83	17		61.3	38.7		9.2	90.8			
PHF	.939	.875	.937	.760	.676	.902	.568	.884	.914	.000	.972

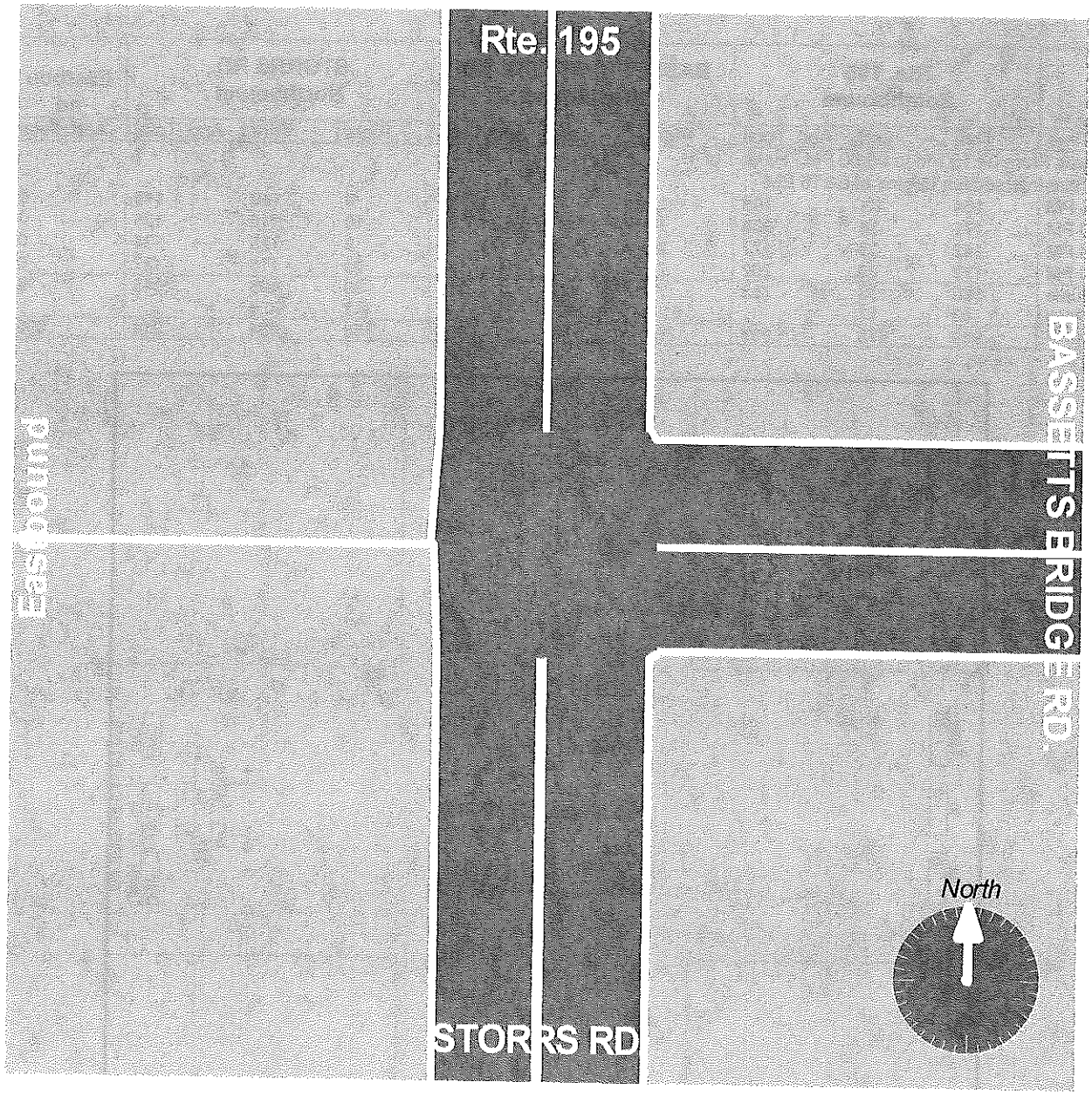


Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 4



Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 5

Groups Printed- CARS

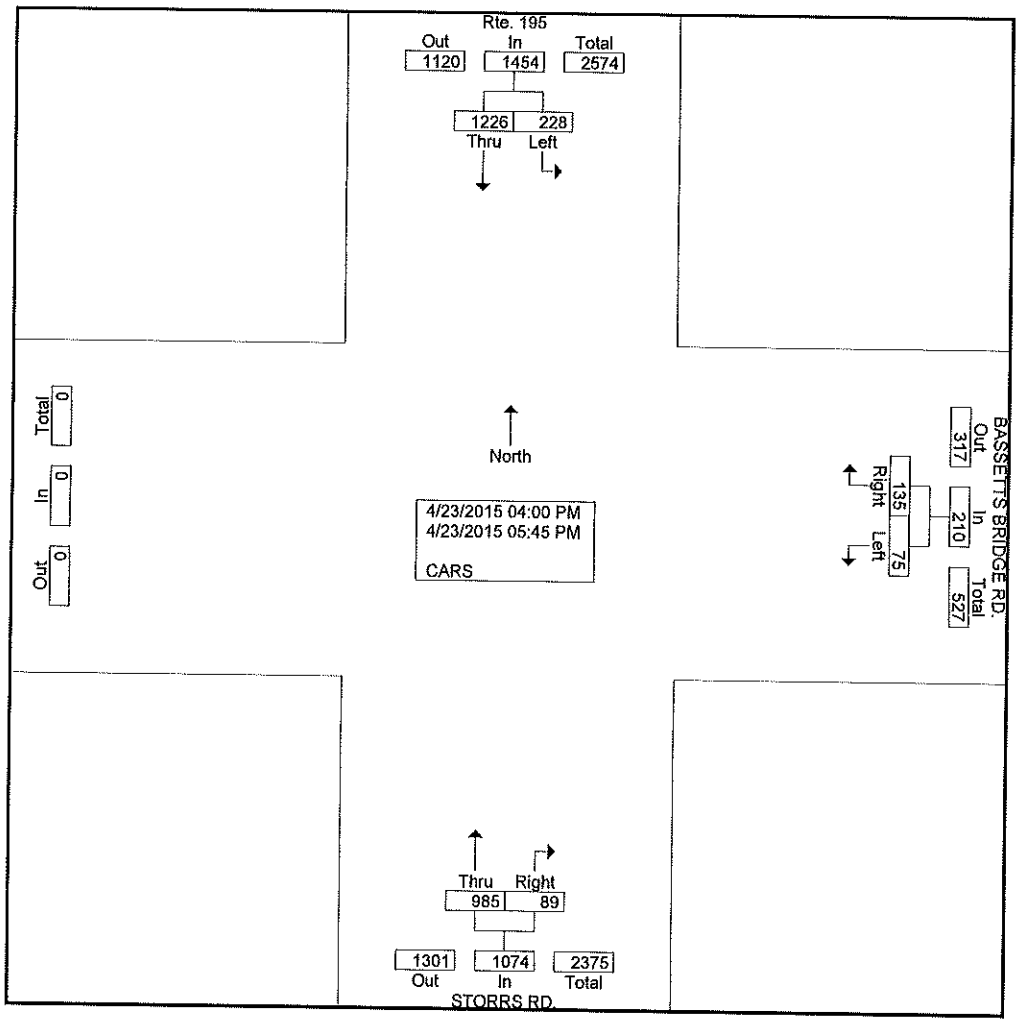
	Rte. 195 Southbound			BASSETTS BRIDGE RD. Westbound			STORRS RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
04:00 PM	152	21	173	17	8	25	10	152	162	0	360
04:15 PM	163	31	194	17	9	26	9	140	149	0	369
04:30 PM	170	37	207	11	17	28	10	112	122	0	357
04:45 PM	141	35	176	24	8	32	9	124	133	0	341
Total	626	124	750	69	42	111	38	528	566	0	1427
05:00 PM	172	29	201	21	12	33	22	113	135	0	369
05:15 PM	144	31	175	16	11	27	13	129	142	0	344
05:30 PM	151	22	173	17	4	21	9	112	121	0	315
05:45 PM	133	22	155	12	6	18	7	103	110	0	283
Total	600	104	704	66	33	99	51	457	508	0	1311
Grand Total	1226	228	1454	135	75	210	89	985	1074	0	2738
Apprch %	84.3	15.7		64.3	35.7		8.3	91.7			
Total %	44.8	8.3	53.1	4.9	2.7	7.7	3.3	36	39.2	0	

Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 6



Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 7

Groups Printed- TRUCKS

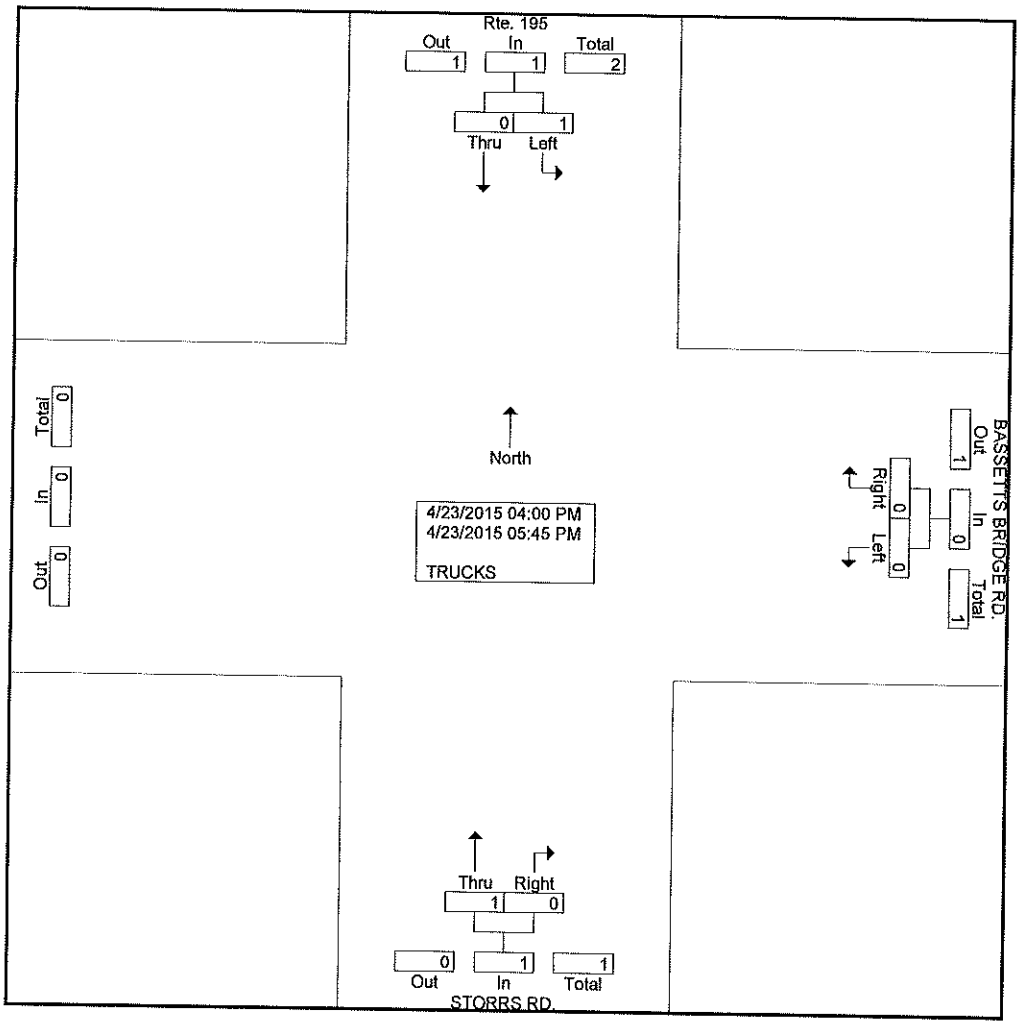
	Rte. 195 Southbound			BASSETTS BRIDGE RD. Westbound			STORRS RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	1	1	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	1	1	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	0	0	0	1	1	0	2
Apprch %	0	100		0	0		0	100			
Total %	0	50	50	0	0	0	0	50	50	0	

Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 8



Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 9

Groups Printed- BUSES

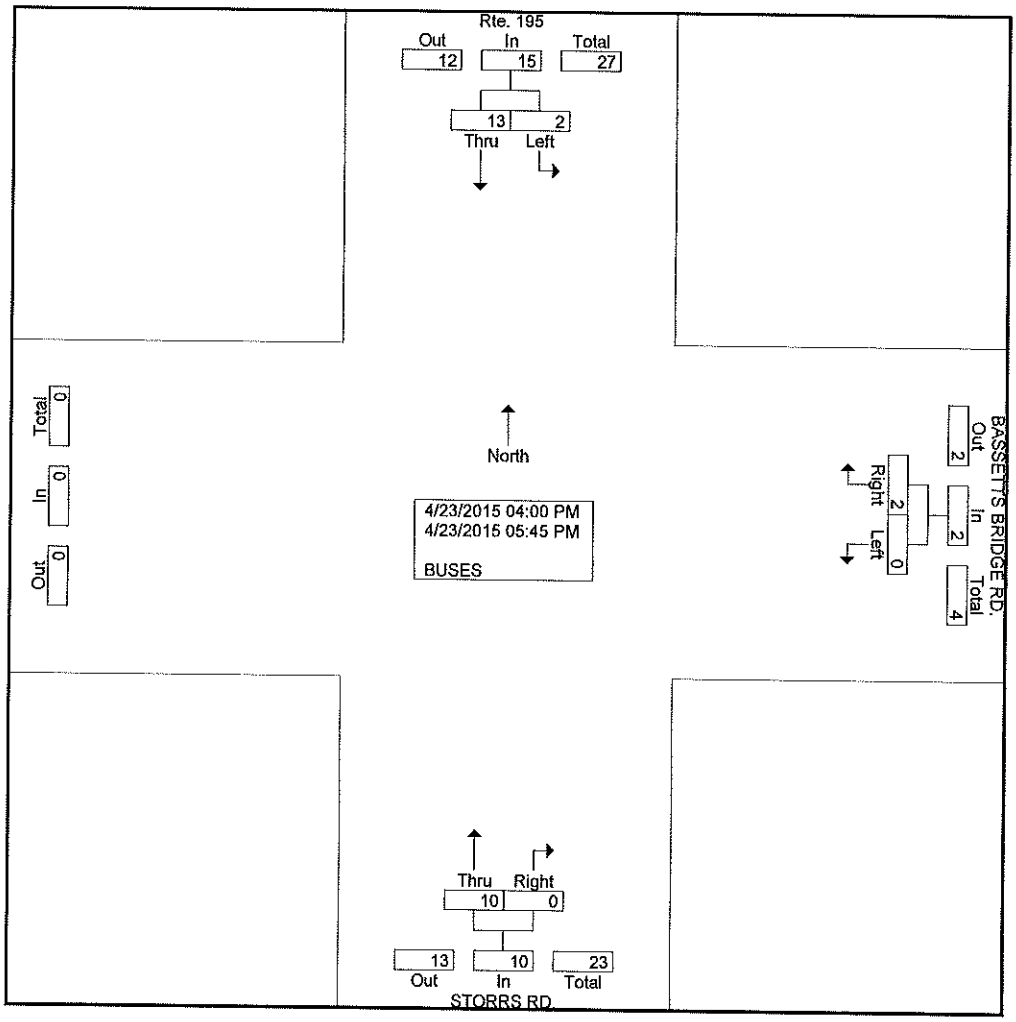
	Rte. 195 Southbound			BASSETTS BRIDGE RD. Westbound			STORRS RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
04:00 PM	3	0	3	0	0	0	0	2	2	0	5
04:15 PM	1	0	1	0	0	0	0	0	0	0	1
04:30 PM	1	0	1	0	0	0	0	2	2	0	3
04:45 PM	1	0	1	0	0	0	0	1	1	0	2
Total	6	0	6	0	0	0	0	5	5	0	11
05:00 PM	1	0	1	0	0	0	0	2	2	0	3
05:15 PM	1	0	1	0	0	0	0	3	3	0	4
05:30 PM	2	2	4	0	0	0	0	0	0	0	4
05:45 PM	3	0	3	2	0	2	0	0	0	0	5
Total	7	2	9	2	0	2	0	5	5	0	16
Grand Total	13	2	15	2	0	2	0	10	10	0	27
Apprch %	86.7	13.3		100	0		0	100			
Total %	48.1	7.4	55.6	7.4	0	7.4	0	37	37	0	

Rte. 195 Storrs Rd. at Bassetts Bridge Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-10TH
Site Code : 00000006
Start Date : 4/23/2015
Page No : 10



Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

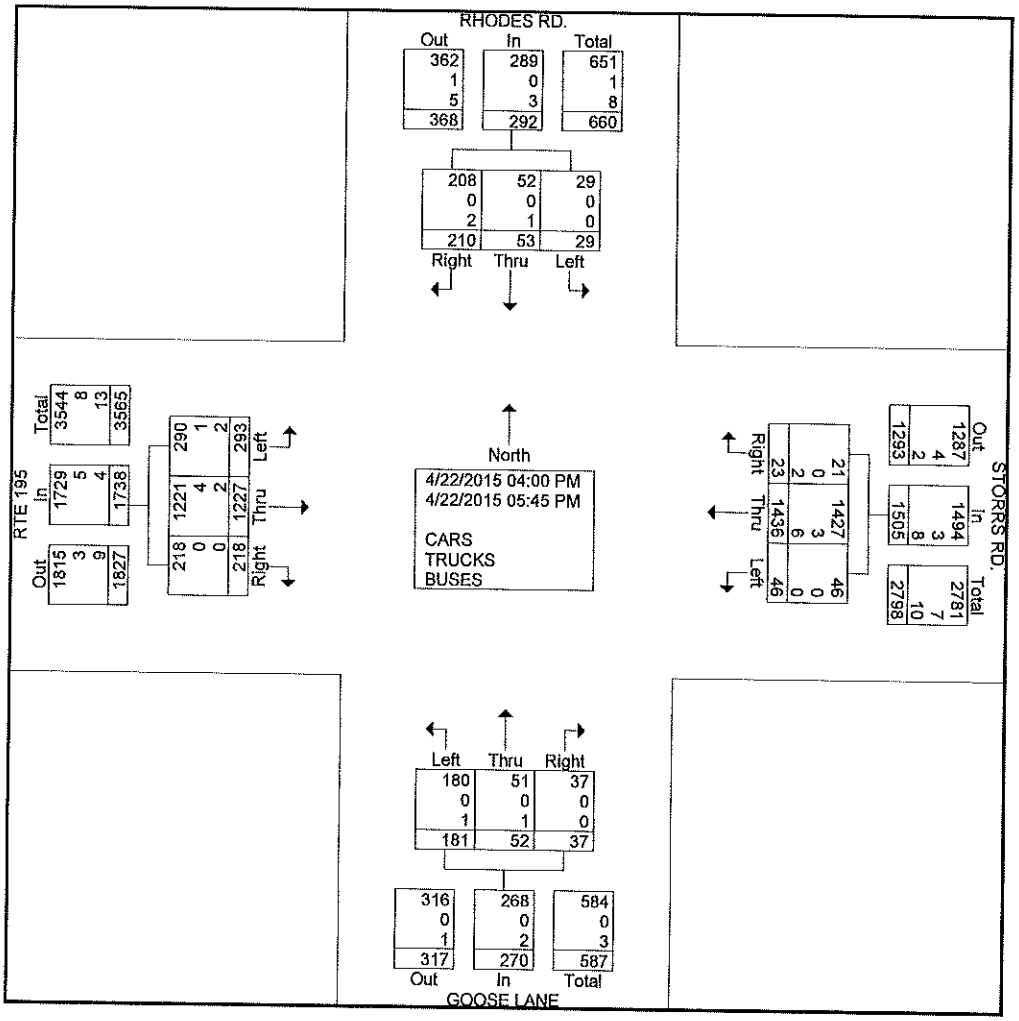
	RHODES RD. Southbound				STORRS RD. Westbound				GOOSE LANE Northbound				RTE 195 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	23	6	5	34	2	163	5	170	4	5	21	30	21	129	28	178	412
04:15 PM	15	5	3	23	2	202	5	209	4	6	27	37	26	182	37	245	514
04:30 PM	34	9	7	50	5	160	6	171	5	6	16	27	23	162	33	218	466
04:45 PM	31	11	4	46	3	194	7	204	7	8	20	35	27	135	40	202	487
Total	103	31	19	153	12	719	23	754	20	25	84	129	97	608	138	843	1879
05:00 PM	35	7	1	43	0	168	9	177	5	8	30	43	28	152	28	208	471
05:15 PM	31	6	3	40	3	168	3	174	5	6	20	31	33	180	48	261	506
05:30 PM	23	4	3	30	4	189	7	200	3	4	20	27	31	141	39	211	468
05:45 PM	18	5	3	26	4	192	4	200	4	9	27	40	29	146	40	215	481
Total	107	22	10	139	11	717	23	751	17	27	97	141	121	619	155	895	1926
Grand Total	210	53	29	292	23	1436	46	1505	37	52	181	270	218	1227	293	1738	3805
Apprch %	71.9	18.2	9.9		1.5	95.4	3.1		13.7	19.3	67		12.5	70.6	16.9		
Total %	5.5	1.4	0.8	7.7	0.6	37.7	1.2	39.6	1	1.4	4.8	7.1	5.7	32.2	7.7	45.7	
CARS	208	52	29	289	21	1427	46	1494	37	51	180	268	218	1221	290	1729	3780
% CARS	99	98.1	100	99	91.3	99.4	100	99.3	100	98.1	99.4	99.3	100	99.5	99	99.5	99.3
TRUCKS	0	0	0	0	0	3	0	3	0	0	0	0	0	4	1	5	8
% TRUCKS	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.3	0.3	0.3	0.2
BUSES	2	1	0	3	2	6	0	8	0	1	1	2	0	2	2	4	17
% BUSES	1	1.9	0	1	8.7	0.4	0	0.5	0	1.9	0.6	0.7	0	0.2	0.7	0.2	0.4

Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 2



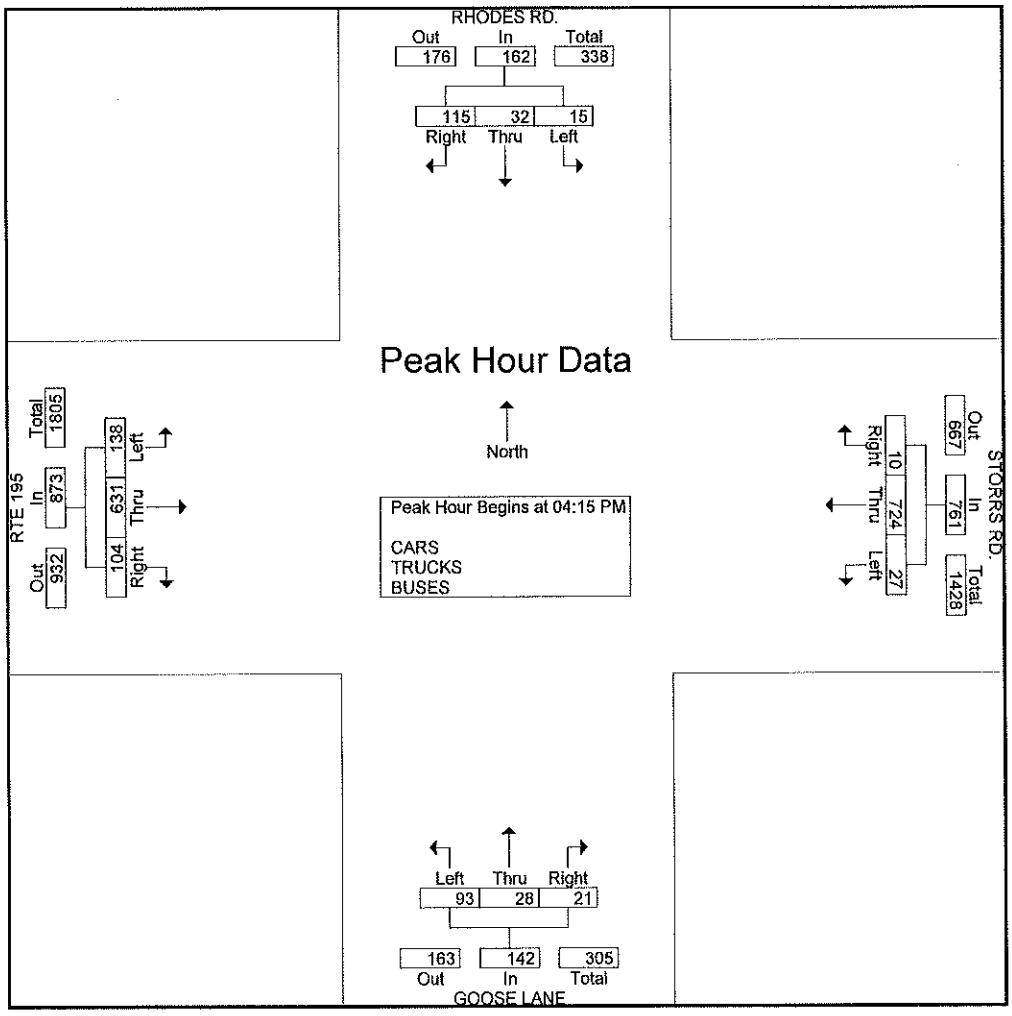
Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 3

	RHODES RD. Southbound				STORRS RD. Westbound				GOOSE LANE Northbound				RTE 195 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	15	5	3	23	2	**202**	5	**209**	4	6	27	37	26	**182**	37	**245**	**514**
04:30 PM	34	9	**7**	**50**	**5**	160	6	171	5	6	16	27	23	162	33	218	466
04:45 PM	31	**11**	4	46	3	194	7	204	**7**	**8**	20	35	27	135	**40**	202	487
05:00 PM	**35**	7	1	43	0	168	**9**	177	5	8	**30**	**43**	**28**	152	28	208	471
Total Volume	115	32	15	162	10	724	27	761	21	28	93	142	104	631	138	873	1938
% App. Total	71	19.8	9.3		1.3	95.1	3.5		14.8	19.7	65.5		11.9	72.3	15.8		
PHF	.821	.727	.536	.810	.500	.896	.750	.910	.750	.875	.775	.826	.929	.867	.863	.891	.943

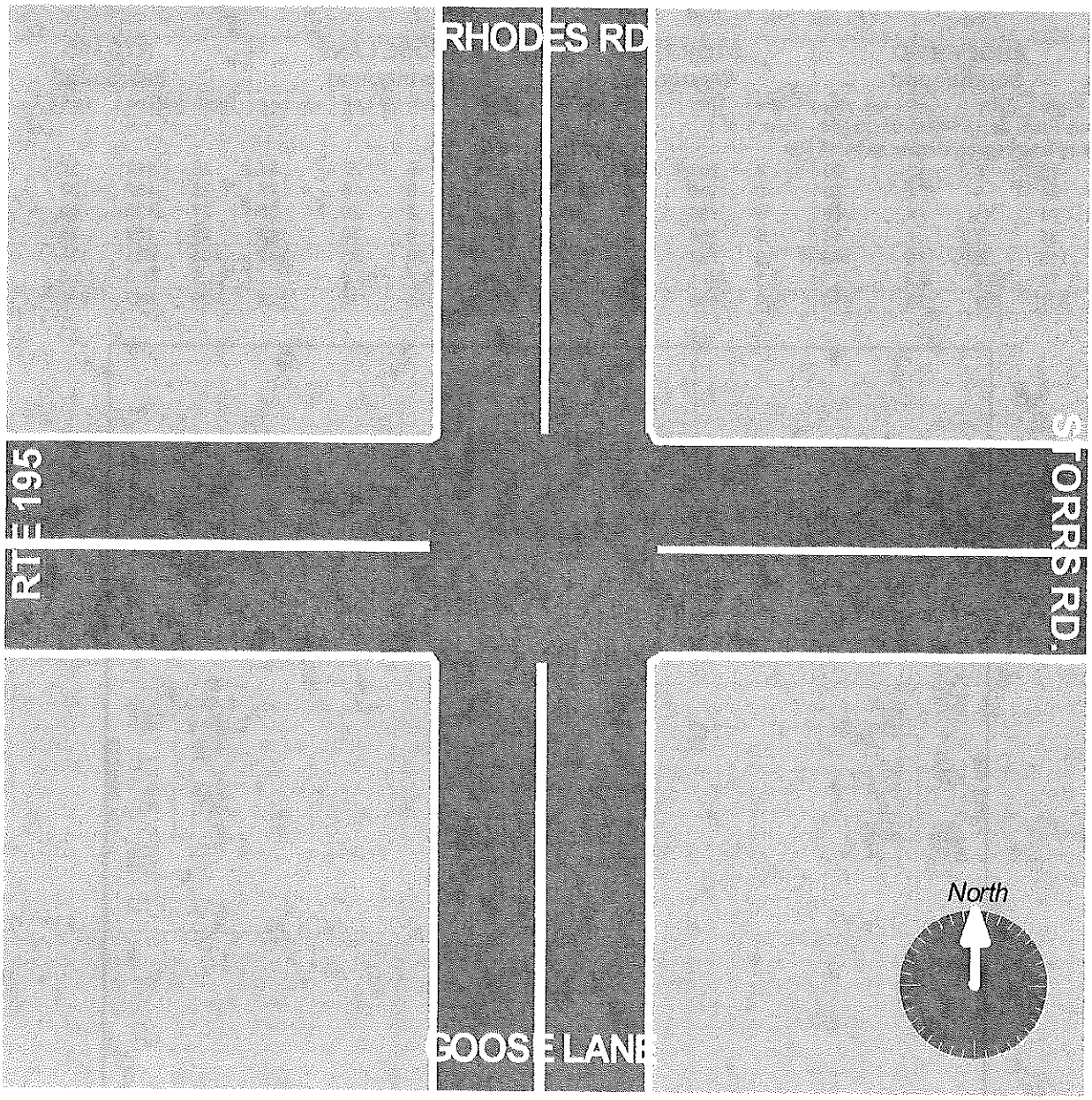


Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 4



Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 5

Groups Printed- CARS

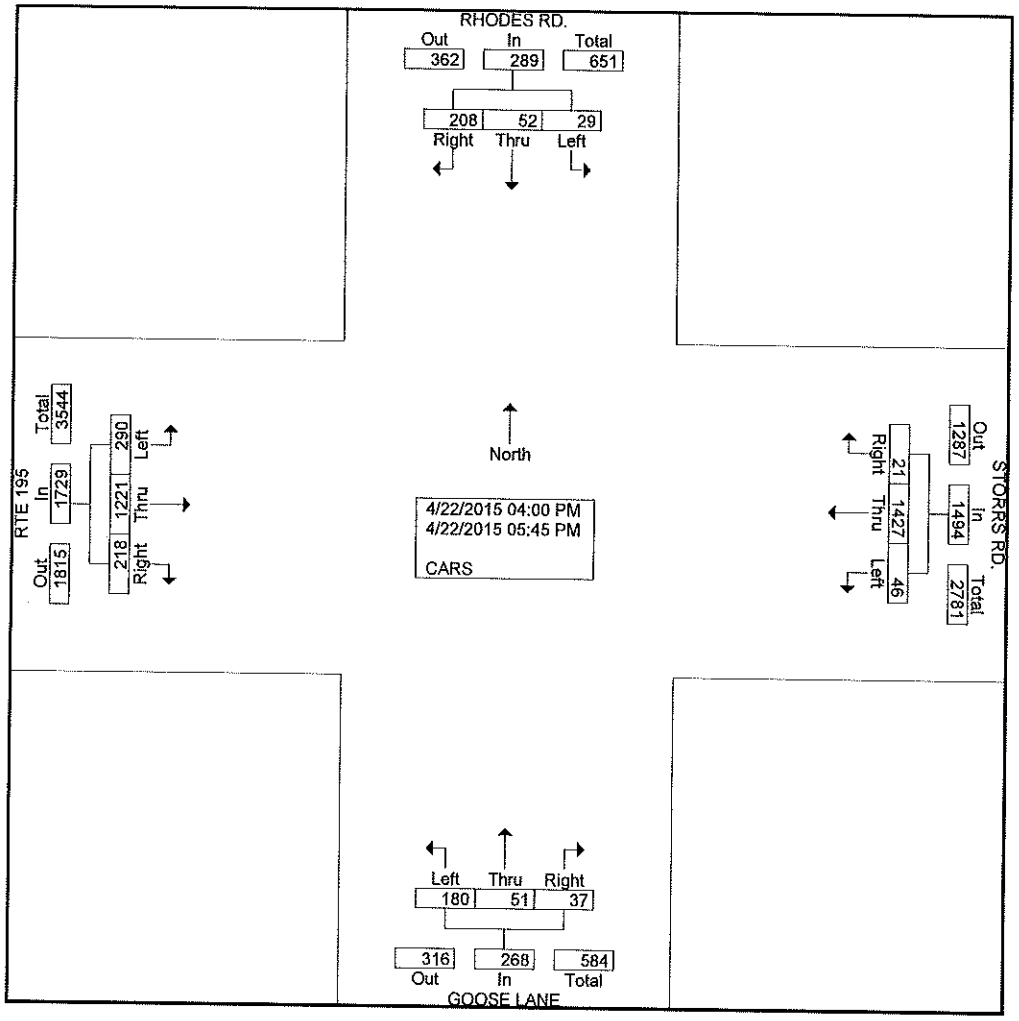
	RHODES RD. Southbound				STORRS RD. Westbound				GOOSE LANE Northbound				RTE 195 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	22	6	5	33	2	162	5	169	4	5	20	29	21	128	28	177	408
04:15 PM	15	5	3	23	2	202	5	209	4	5	27	36	26	179	36	241	509
04:30 PM	33	8	7	48	4	159	6	169	5	6	16	27	23	161	32	216	460
04:45 PM	31	11	4	46	2	191	7	200	7	8	20	35	27	135	39	201	482
Total	101	30	19	150	10	714	23	747	20	24	83	127	97	603	135	835	1859
05:00 PM	35	7	1	43	0	168	9	177	5	8	30	43	28	152	28	208	471
05:15 PM	31	6	3	40	3	168	3	174	5	6	20	31	33	180	48	261	506
05:30 PM	23	4	3	30	4	185	7	196	3	4	20	27	31	140	39	210	463
05:45 PM	18	5	3	26	4	192	4	200	4	9	27	40	29	146	40	215	481
Total	107	22	10	139	11	713	23	747	17	27	97	141	121	618	155	894	1921
Grand Total	208	52	29	289	21	1427	46	1494	37	51	180	268	218	1221	290	1729	3780
Apprch %	72	18	10		1.4	95.5	3.1		13.8	19	67.2		12.6	70.6	16.8		
Total %	5.5	1.4	0.8	7.6	0.6	37.8	1.2	39.5	1	1.3	4.8	7.1	5.8	32.3	7.7	45.7	

Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 6



Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 7

Groups Printed- TRUCKS

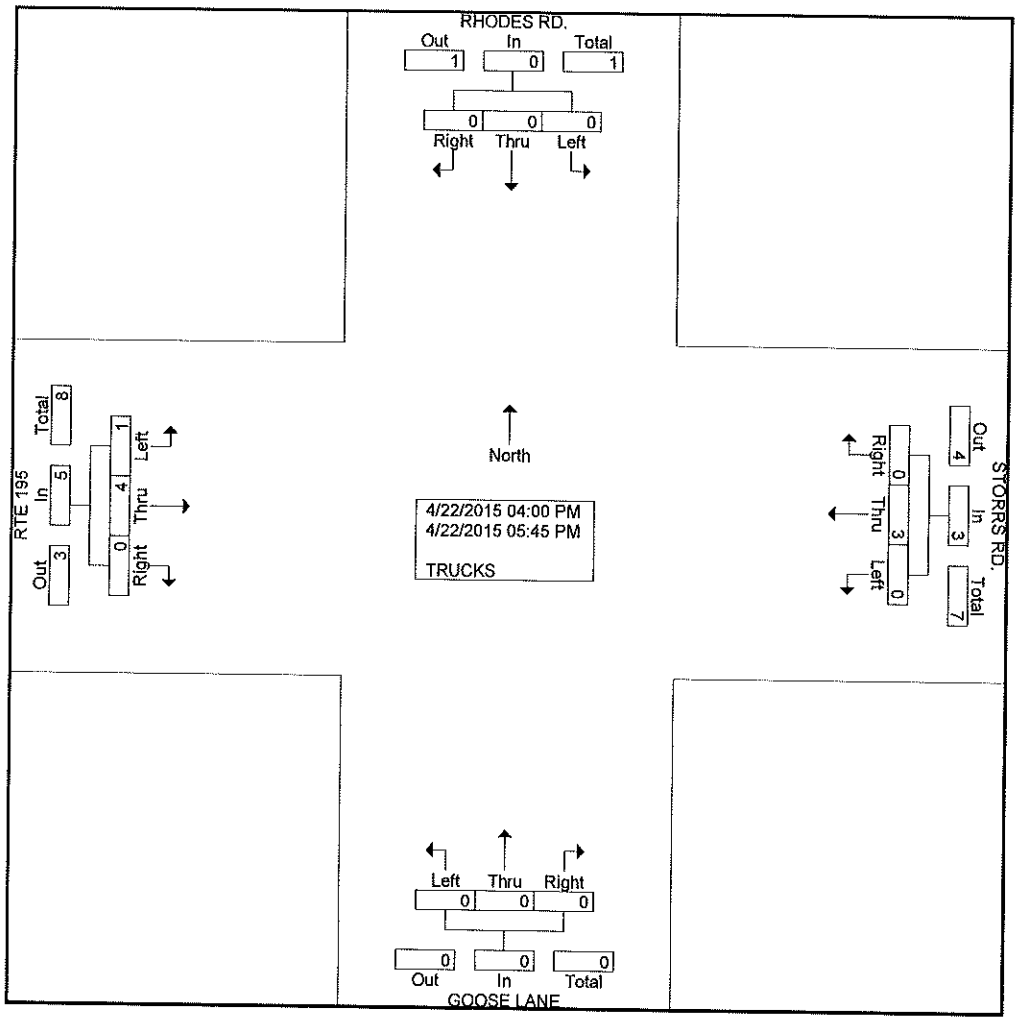
	RHODES RD. Southbound				STORRS RD. Westbound				GOOSE LANE Northbound				RTE 195 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	4	1	5	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	0	4	1	5	8
Apprch %	0	0	0		0	100	0		0	0	0		0	80	20		
Total %	0	0	0	0	0	37.5	0	37.5	0	0	0	0	0	50	12.5	62.5	

Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 8



Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 9

Groups Printed- BUSES

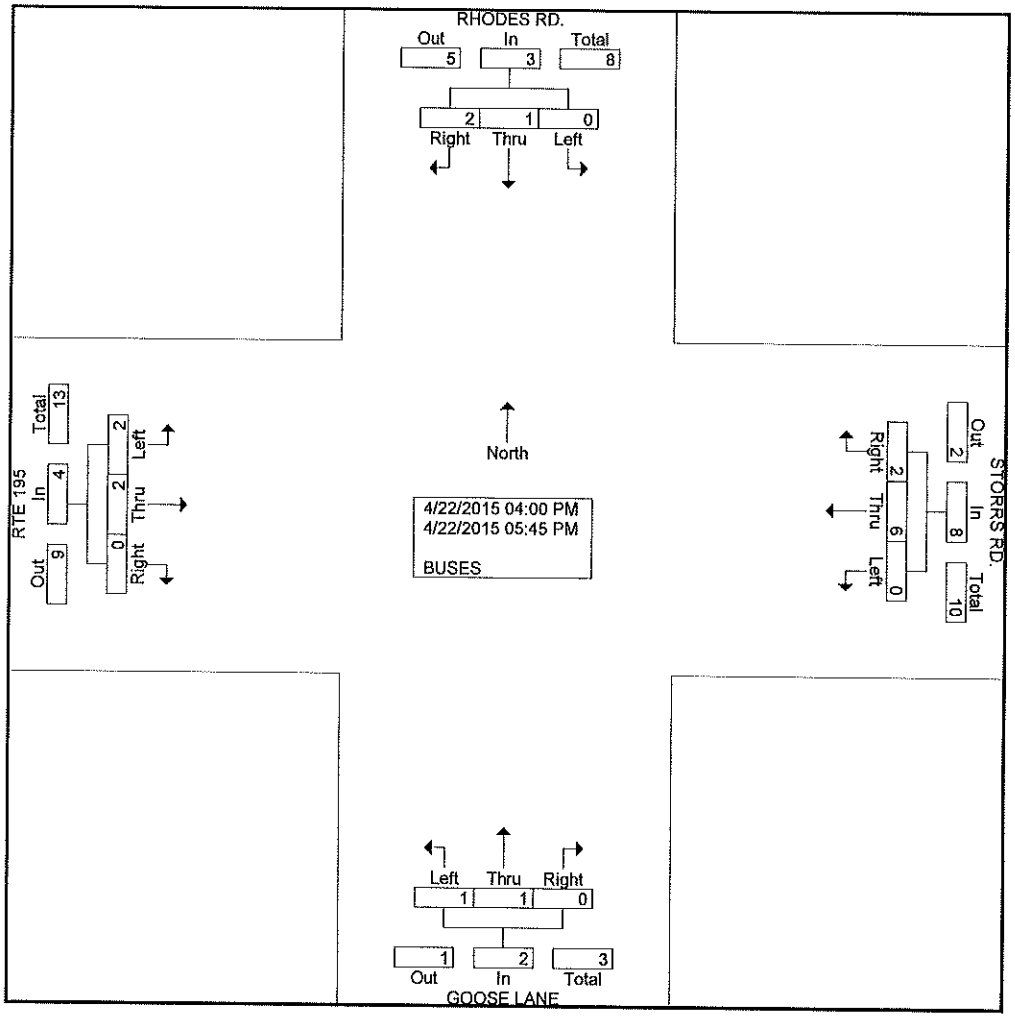
	RHODES RD. Southbound				STORRS RD. Westbound				GOOSE LANE Northbound				RTE 195 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
04:30 PM	1	1	0	2	1	1	0	2	0	0	0	0	0	0	1	1	5
04:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	1	3
Total	2	1	0	3	2	2	0	4	0	1	1	2	0	1	2	3	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Grand Total	2	1	0	3	2	6	0	8	0	1	1	2	0	2	2	4	17
Apprch %	66.7	33.3	0		25	75	0		0	50	50		0	50	50		
Total %	11.8	5.9	0	17.6	11.8	35.3	0	47.1	0	5.9	5.9	11.8	0	11.8	11.8	23.5	

Rte. 195 Storrs Rd. at Rhodes Rd./Goose Lane

P.M. TRAFFIC COUNTS 4:00 to 6:00
Mansfield, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-11W
Site Code : 00000011
Start Date : 4/22/2015
Page No : 10



Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

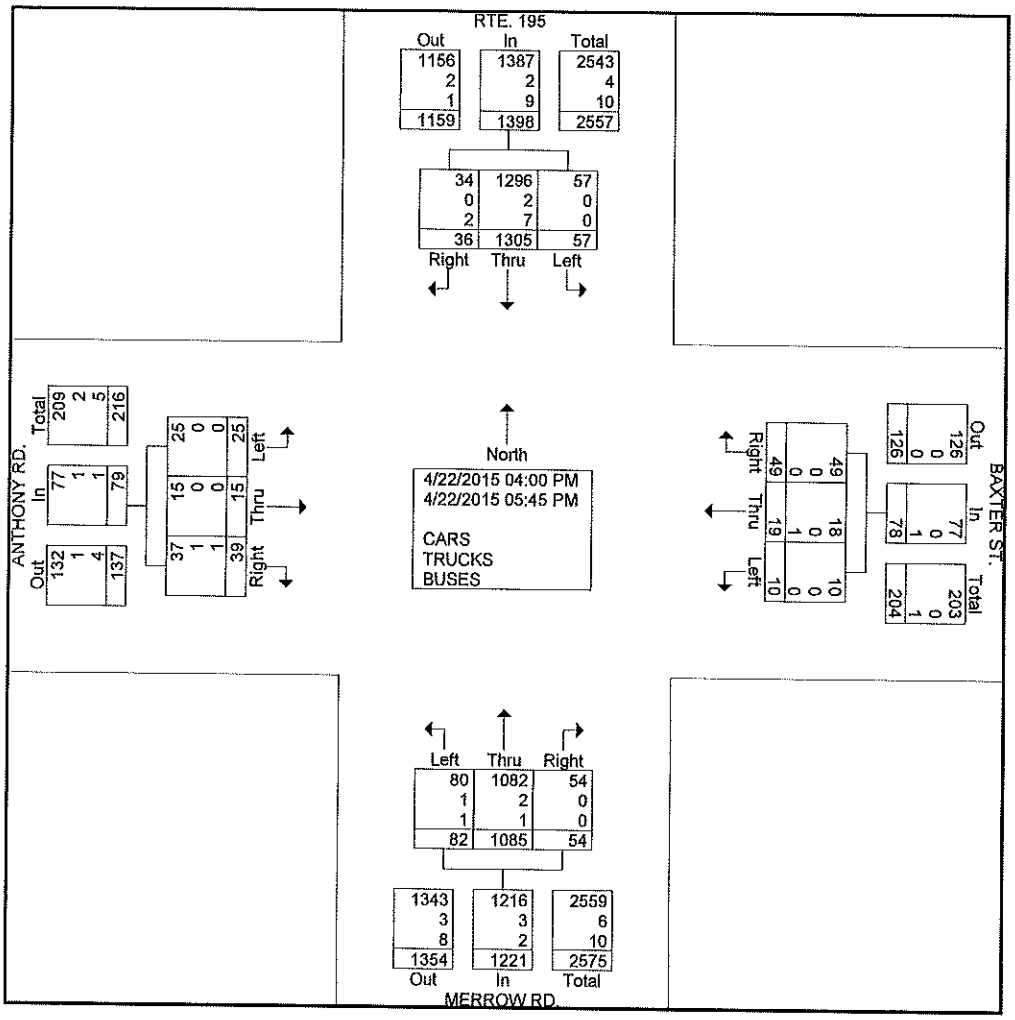
	RTE. 195 Southbound				BAXTER ST. Westbound				MERROW RD. Northbound				ANTHONY RD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	6	144	3	153	2	2	2	6	6	114	7	127	8	1	3	12	298
04:15 PM	5	177	10	192	4	4	1	9	1	146	12	159	3	2	1	6	366
04:30 PM	9	156	7	172	4	0	2	6	5	151	9	165	5	2	2	9	352
04:45 PM	3	192	8	203	11	3	2	16	5	136	13	154	6	4	8	18	391
Total	23	669	28	720	21	9	7	37	17	547	41	605	22	9	14	45	1407
05:00 PM	3	138	4	145	7	4	1	12	7	149	6	162	4	2	3	9	328
05:15 PM	2	147	7	156	6	2	0	8	10	149	13	172	5	0	2	7	343
05:30 PM	5	180	11	196	8	1	2	11	8	128	10	146	6	2	5	13	366
05:45 PM	3	171	7	181	7	3	0	10	12	112	12	136	2	2	1	5	332
Total	13	636	29	678	28	10	3	41	37	538	41	616	17	6	11	34	1369
Grand Total	36	1305	57	1398	49	19	10	78	54	1085	82	1221	39	15	25	79	2776
Apprch %	2.6	93.3	4.1		62.8	24.4	12.8		4.4	88.9	6.7		49.4	19	31.6		
Total %	1.3	47	2.1	50.4	1.8	0.7	0.4	2.8	1.9	39.1	3	44	1.4	0.5	0.9	2.8	
CARS	34	1296	57	1387	49	18	10	77	54	1082	80	1216	37	15	25	77	2757
% CARS	94.4	99.3	100	99.2	100	94.7	100	98.7	100	99.7	97.6	99.6	94.9	100	100	97.5	99.3
TRUCKS	0	2	0	2	0	0	0	0	0	2	1	3	1	0	0	1	6
% TRUCKS	0	0.2	0	0.1	0	0	0	0	0	0.2	1.2	0.2	2.6	0	0	1.3	0.2
BUSES	2	7	0	9	0	1	0	1	0	1	1	2	1	0	0	1	13
% BUSES	5.6	0.5	0	0.6	0	5.3	0	1.3	0	0.1	1.2	0.2	2.6	0	0	1.3	0.5

Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 2



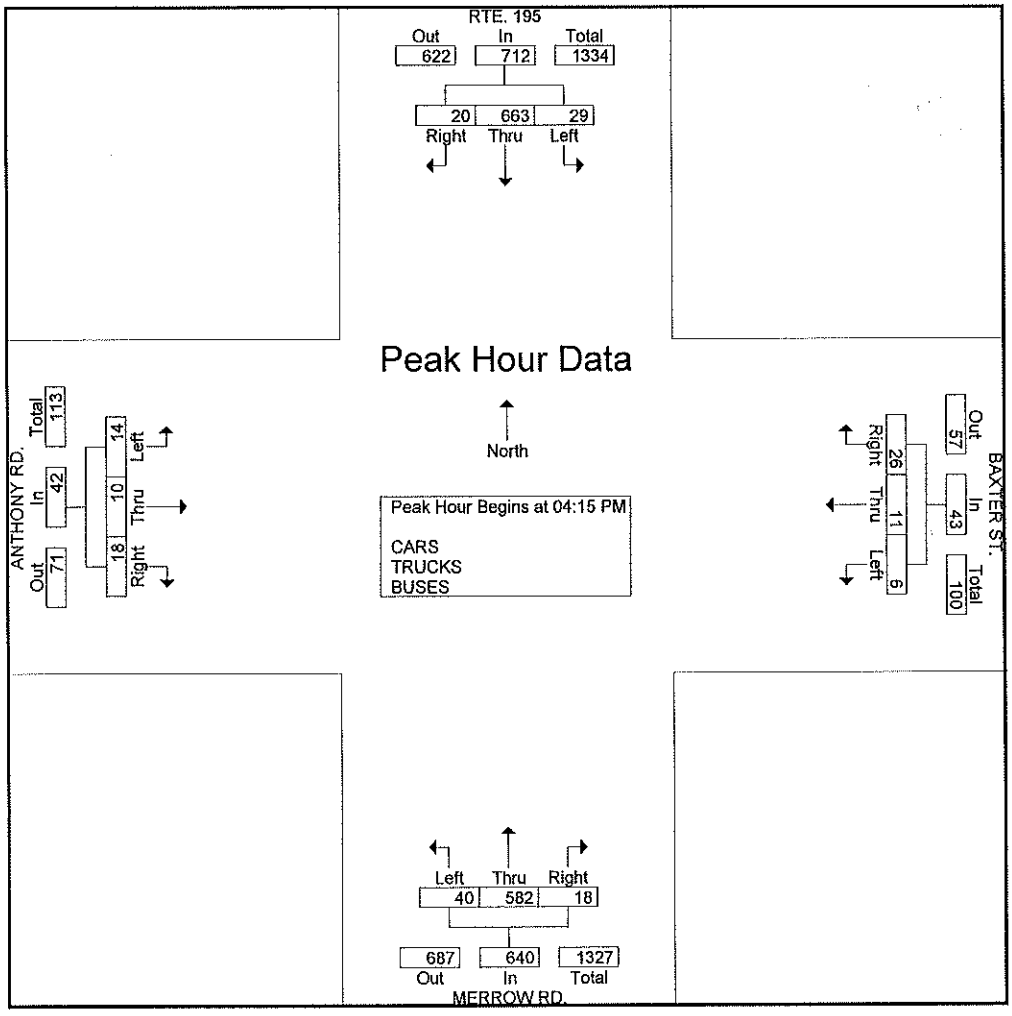
Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 3

	RTE. 195 Southbound				BAXTER ST. Westbound				MERROW RD. Northbound				ANTHONY RD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	5	177	**10**	192	4	**4**	1	9	1	146	12	159	3	2	1	6	366
04:30 PM	**9**	156	7	172	4	0	**2**	6	5	**151**	9	**165**	5	2	2	9	352
04:45 PM	3	**192**	8	**203**	**11**	3	2	**16**	5	136	**13**	154	**6**	**4**	**8**	**18**	**391**
05:00 PM	3	138	4	145	7	4	1	12	**7**	149	6	162	4	2	3	9	328
Total Volume	20	663	29	712	26	11	6	43	18	582	40	640	18	10	14	42	1437
% App. Total	2.8	93.1	4.1		60.5	25.6	14		2.8	90.9	6.2		42.9	23.8	33.3		
PHF	.556	.863	.725	.877	.591	.688	.750	.672	.643	.964	.769	.970	.750	.625	.438	.583	.919

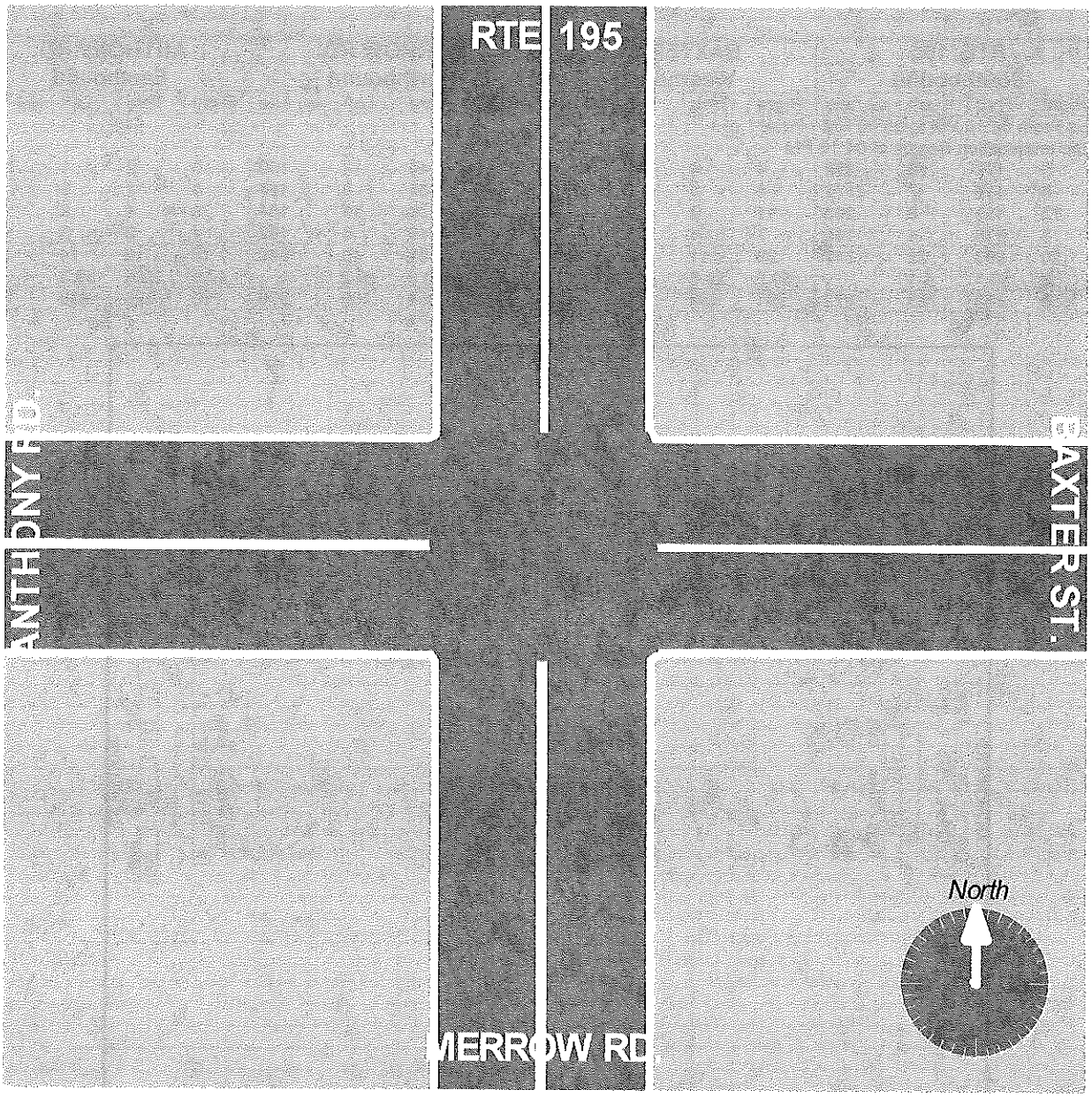


Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 4



Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 5

Groups Printed- CARS

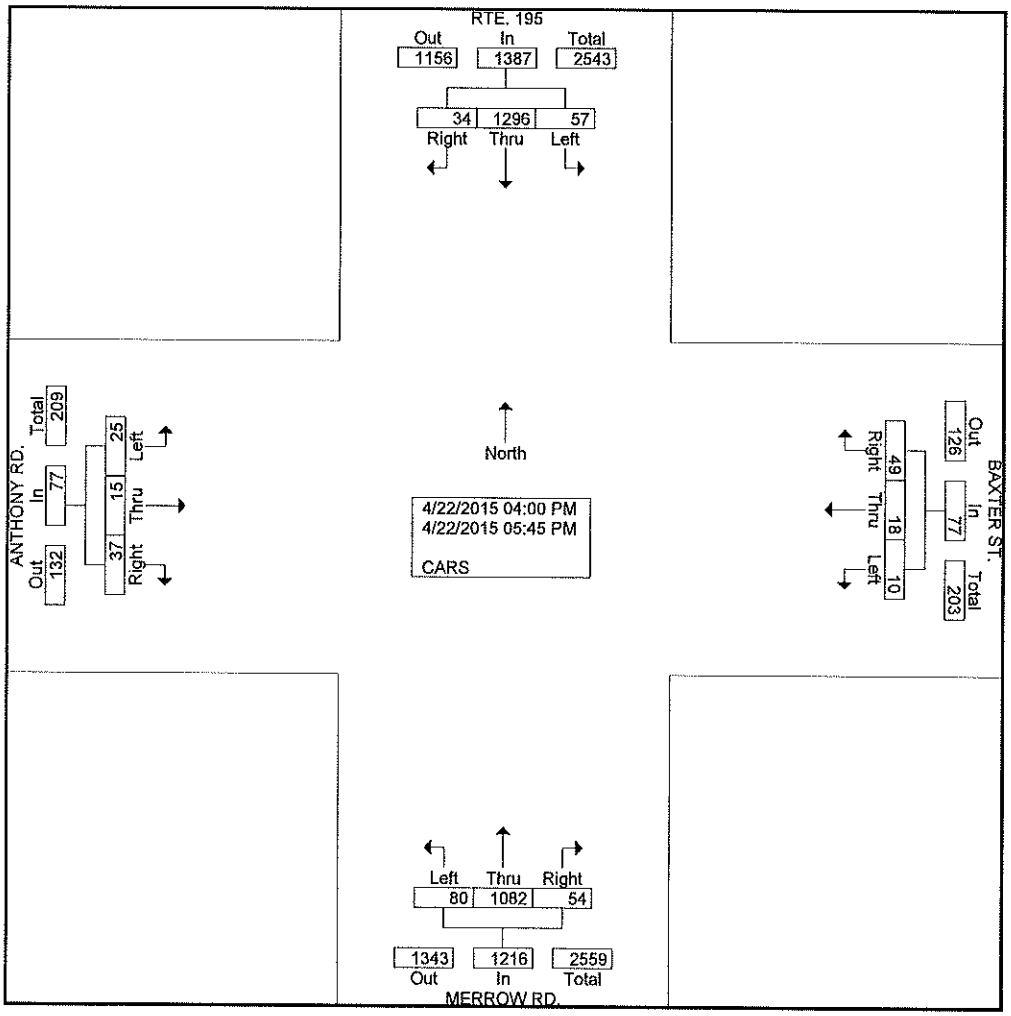
	RTE. 195 Southbound				BAXTER ST. Westbound				MERROW RD. Northbound				ANTHONY RD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	5	144	3	152	2	1	2	5	6	113	7	126	7	1	3	11	294
04:15 PM	5	177	10	192	4	4	1	9	1	146	10	157	3	2	1	6	364
04:30 PM	9	155	7	171	4	0	2	6	5	150	9	164	4	2	2	8	349
04:45 PM	3	188	8	199	11	3	2	16	5	136	13	154	6	4	8	18	387
Total	22	664	28	714	21	8	7	36	17	545	39	601	20	9	14	43	1394
05:00 PM	3	138	4	145	7	4	1	12	7	149	6	162	4	2	3	9	328
05:15 PM	2	147	7	156	6	2	0	8	10	149	13	172	5	0	2	7	343
05:30 PM	4	176	11	191	8	1	2	11	8	127	10	145	6	2	5	13	360
05:45 PM	3	171	7	181	7	3	0	10	12	112	12	136	2	2	1	5	332
Total	12	632	29	673	28	10	3	41	37	537	41	615	17	6	11	34	1363
Grand Total	34	1296	57	1387	49	18	10	77	54	1082	80	1216	37	15	25	77	2757
Apprch %	2.5	93.4	4.1		63.6	23.4	13		4.4	89	6.6		48.1	19.5	32.5		
Total %	1.2	47	2.1	50.3	1.8	0.7	0.4	2.8	2	39.2	2.9	44.1	1.3	0.5	0.9	2.8	

Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 6



Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 7

Groups Printed- TRUCKS

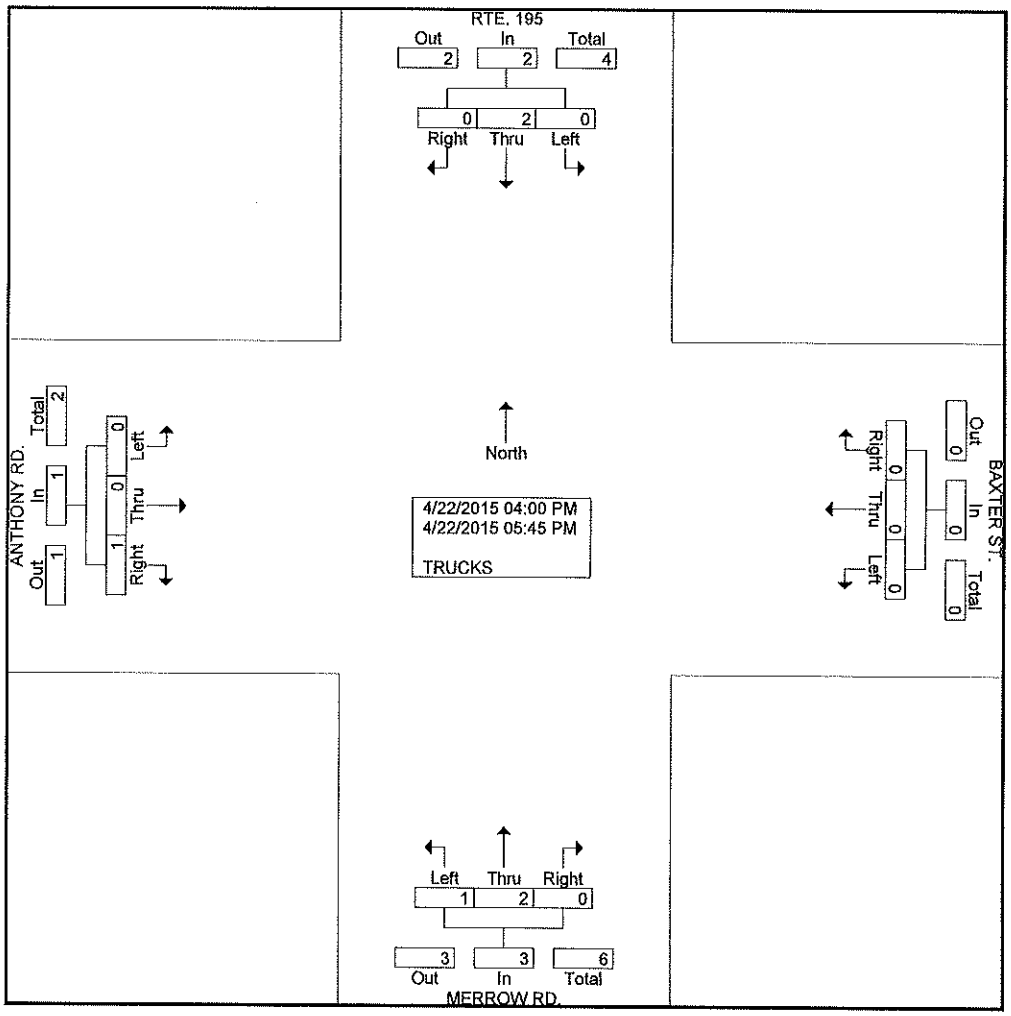
	RTE. 195 Southbound				BAXTER ST. Westbound				MERROW RD. Northbound				ANTHONY RD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	0	2	1	3	1	0	0	1	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	2	0	0	0	0	0	2	1	3	1	0	0	1	6
Apprch %	0	100	0		0	0	0		0	66.7	33.3		100	0	0		
Total %	0	33.3	0	33.3	0	0	0	0	0	33.3	16.7	50	16.7	0	0	16.7	

Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 8



Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 9

Groups Printed- BUSES

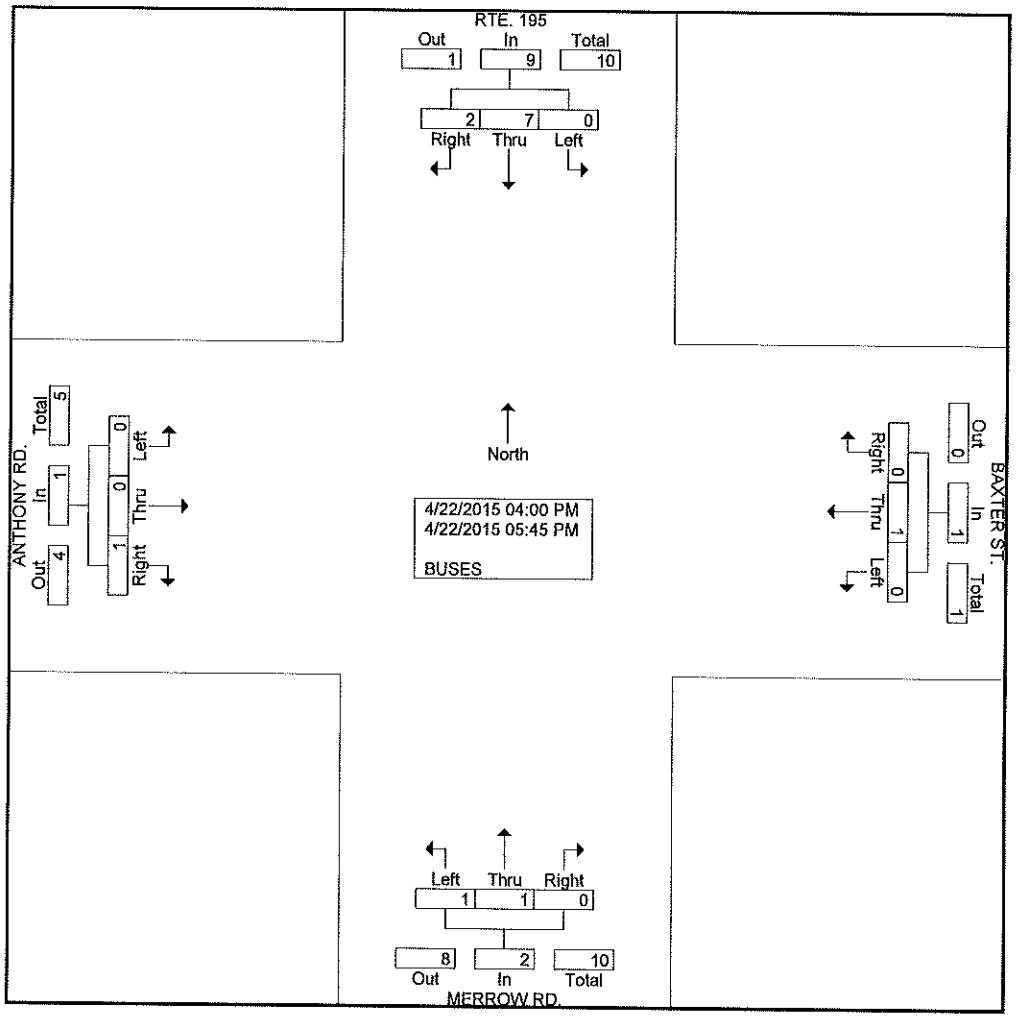
	RTE. 195 Southbound				BAXTER ST. Westbound				MERROW RD. Northbound				ANTHONY RD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	3	0	4	0	1	0	1	0	0	1	1	1	0	0	1	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	4	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	4	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
Grand Total	2	7	0	9	0	1	0	1	0	1	1	2	1	0	0	1	13
Apprch %	22.2	77.8	0		0	100	0		0	50	50		100	0	0		
Total %	15.4	53.8	0	69.2	0	7.7	0	7.7	0	7.7	7.7	15.4	7.7	0	0	7.7	

Rte. 195 Merrow Rd. at Anthony Rd./Baxter St.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-12w
Site Code : 00000012
Start Date : 4/22/2015
Page No : 10



Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

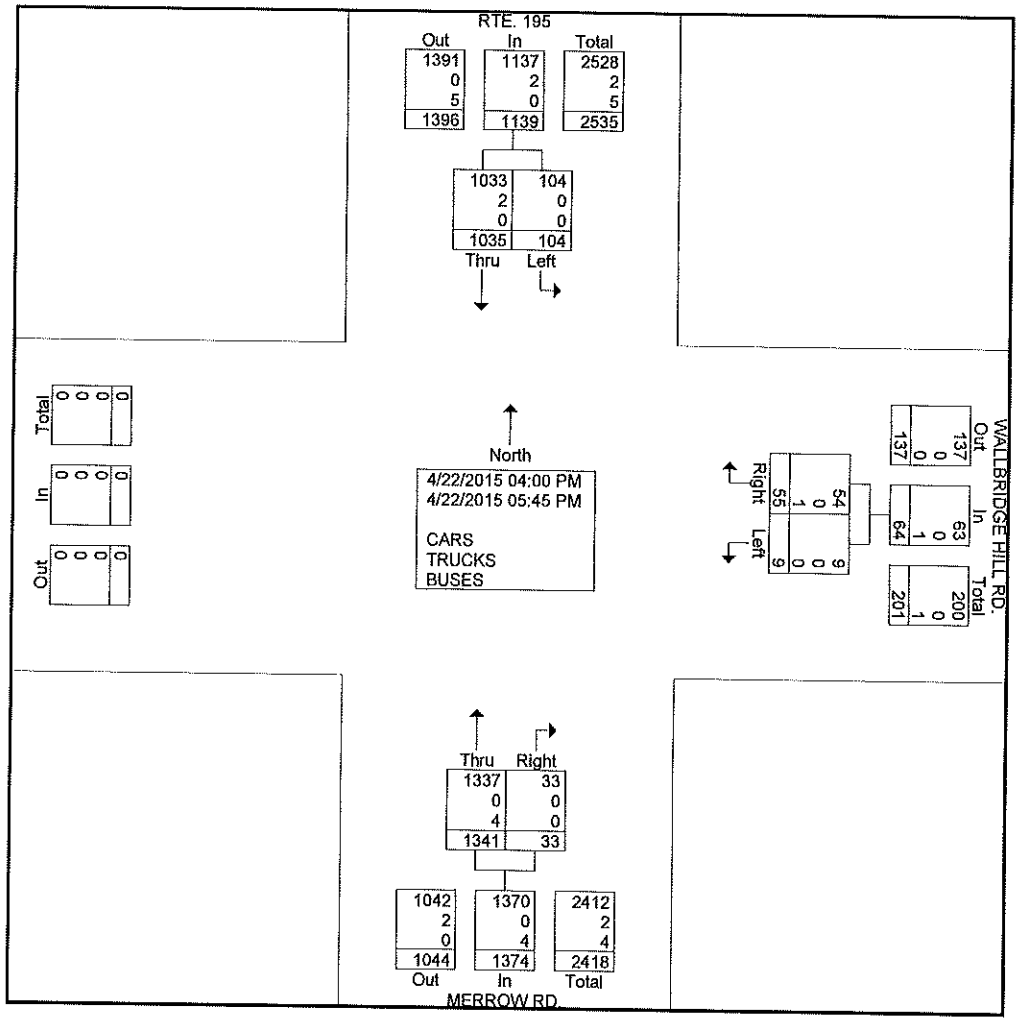
	RTE. 195 Southbound			WALLBRIDGE HILL RD. Westbound			MERROW RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
04:00 PM	111	6	117	3	1	4	4	155	159	0	280
04:15 PM	137	11	148	8	0	8	1	179	180	0	336
04:30 PM	143	10	153	9	1	10	4	170	174	0	337
04:45 PM	133	16	149	4	1	5	5	193	198	0	352
Total	524	43	567	24	3	27	14	697	711	0	1305
05:00 PM	145	15	160	9	3	12	5	129	134	0	306
05:15 PM	133	23	156	7	0	7	6	154	160	0	323
05:30 PM	125	11	136	5	3	8	7	193	200	0	344
05:45 PM	108	12	120	10	0	10	1	168	169	0	299
Total	511	61	572	31	6	37	19	644	663	0	1272
Grand Total	1035	104	1139	55	9	64	33	1341	1374	0	2577
Apprch %	90.9	9.1		85.9	14.1		2.4	97.6			
Total %	40.2	4	44.2	2.1	0.3	2.5	1.3	52	53.3	0	
CARS	1033	104	1137	54	9	63	33	1337	1370	0	2570
% CARS	99.8	100	99.8	98.2	100	98.4	100	99.7	99.7	0	99.7
TRUCKS	2	0	2	0	0	0	0	0	0	0	2
% TRUCKS	0.2	0	0.2	0	0	0	0	0	0	0	0.1
BUSES	0	0	0	1	0	1	0	4	4	0	5
% BUSES	0	0	0	1.8	0	1.6	0	0.3	0.3	0	0.2

Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015
Page No : 2



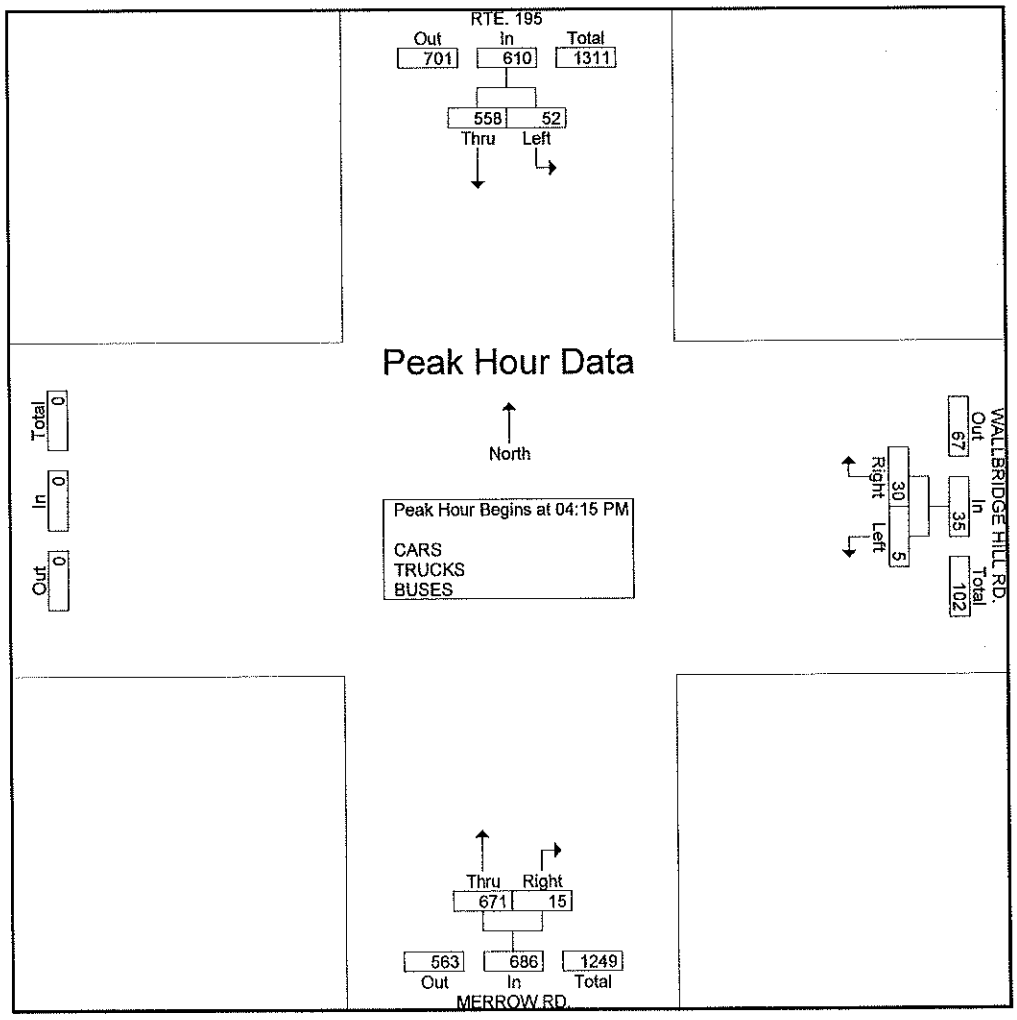
Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015
Page No : 3

	RTE. 195 Southbound			WALLBRIDGE HILL RD. Westbound			MERROW RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:15 PM											
04:15 PM	137	11	148	8	0	8	1	179	180	0	336
04:30 PM	143	10	153	**9**	1	10	4	170	174	0	337
04:45 PM	133	**16**	149	4	1	5	**5**	**193**	**198**	0	**352**
05:00 PM	**145**	15	**160**	9	**3**	**12**	5	129	134	0	306
Total Volume	558	52	610	30	5	35	15	671	686	0	1331
% App. Total	91.5	8.5		85.7	14.3		2.2	97.8			
PHF	.962	.813	.953	.833	.417	.729	.750	.869	.866	.000	.945

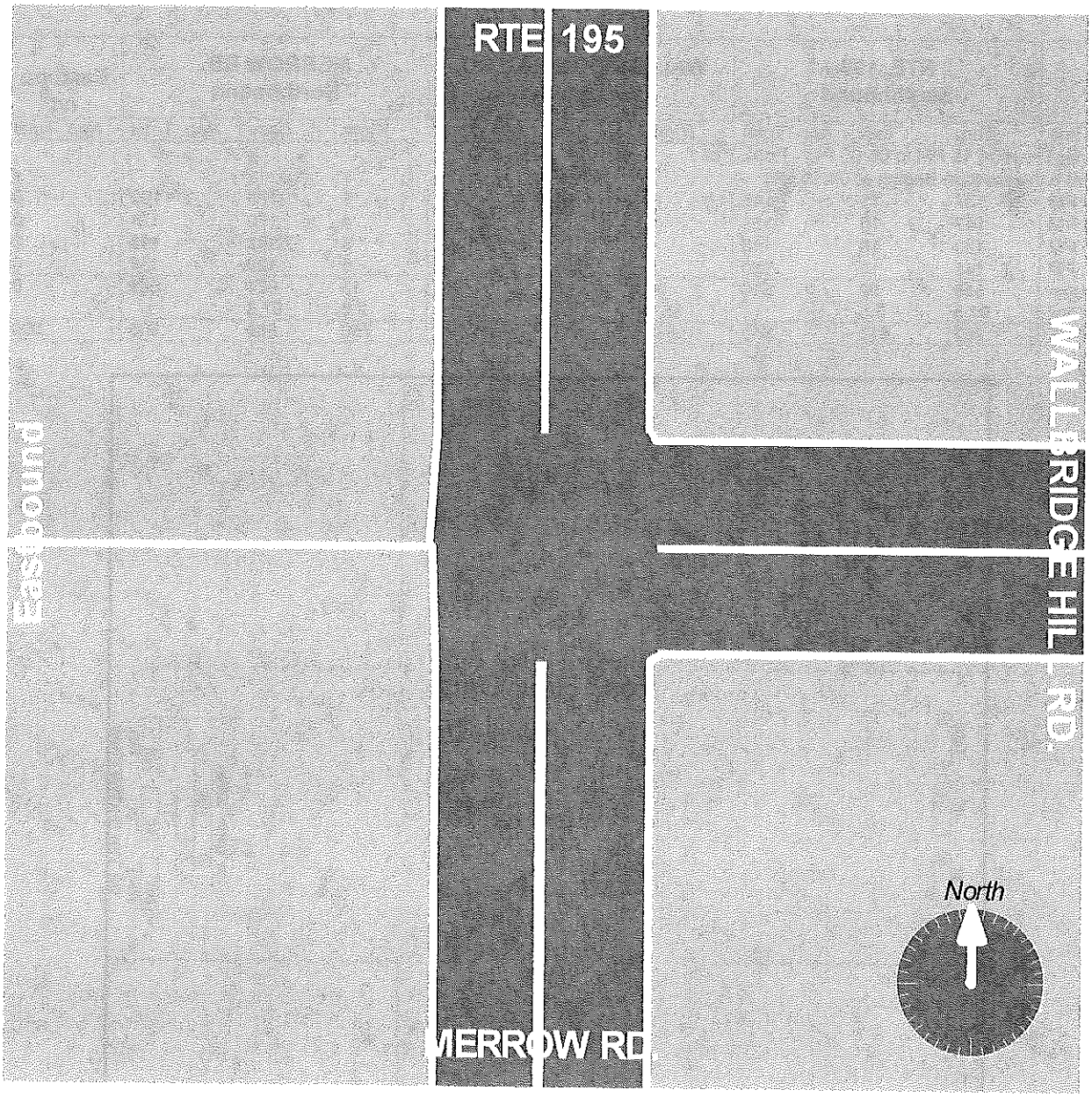


Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

ALL VEHICLES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015
Page No : 4



Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015
Page No : 5

Groups Printed- CARS

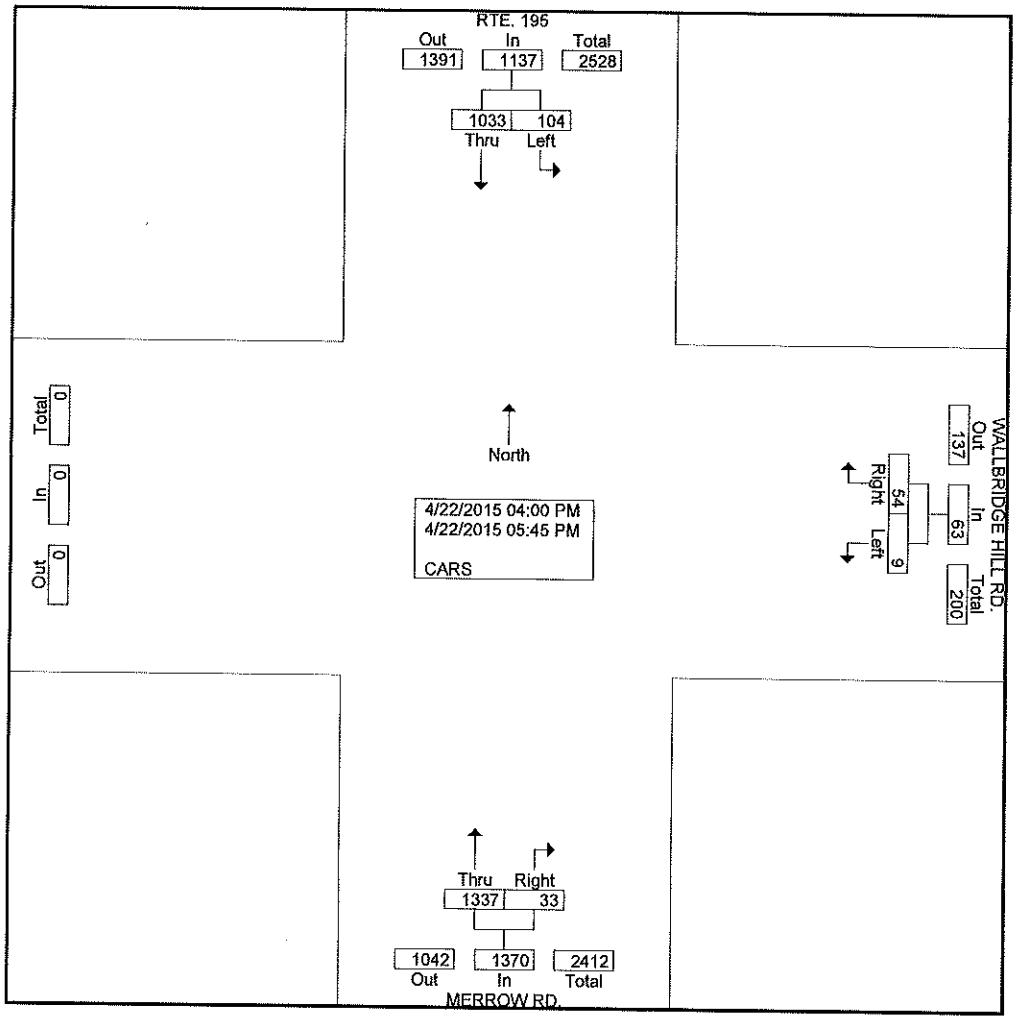
	RTE. 195 Southbound			WALLBRIDGE HILL RD. Westbound			MERROW RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
04:00 PM	110	6	116	3	1	4	4	155	159	0	279
04:15 PM	136	11	147	8	0	8	1	179	180	0	335
04:30 PM	143	10	153	8	1	9	4	170	174	0	336
04:45 PM	133	16	149	4	1	5	5	193	198	0	352
Total	522	43	565	23	3	26	14	697	711	0	1302
05:00 PM	145	15	160	9	3	12	5	129	134	0	306
05:15 PM	133	23	156	7	0	7	6	154	160	0	323
05:30 PM	125	11	136	5	3	8	7	189	196	0	340
05:45 PM	108	12	120	10	0	10	1	168	169	0	299
Total	511	61	572	31	6	37	19	640	659	0	1268
Grand Total	1033	104	1137	54	9	63	33	1337	1370	0	2570
Apprch %	90.9	9.1		85.7	14.3		2.4	97.6			
Total %	40.2	4	44.2	2.1	0.4	2.5	1.3	52	53.3	0	

Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

CARS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015
Page No : 6



Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015
Page No : 7

Groups Printed- TRUCKS

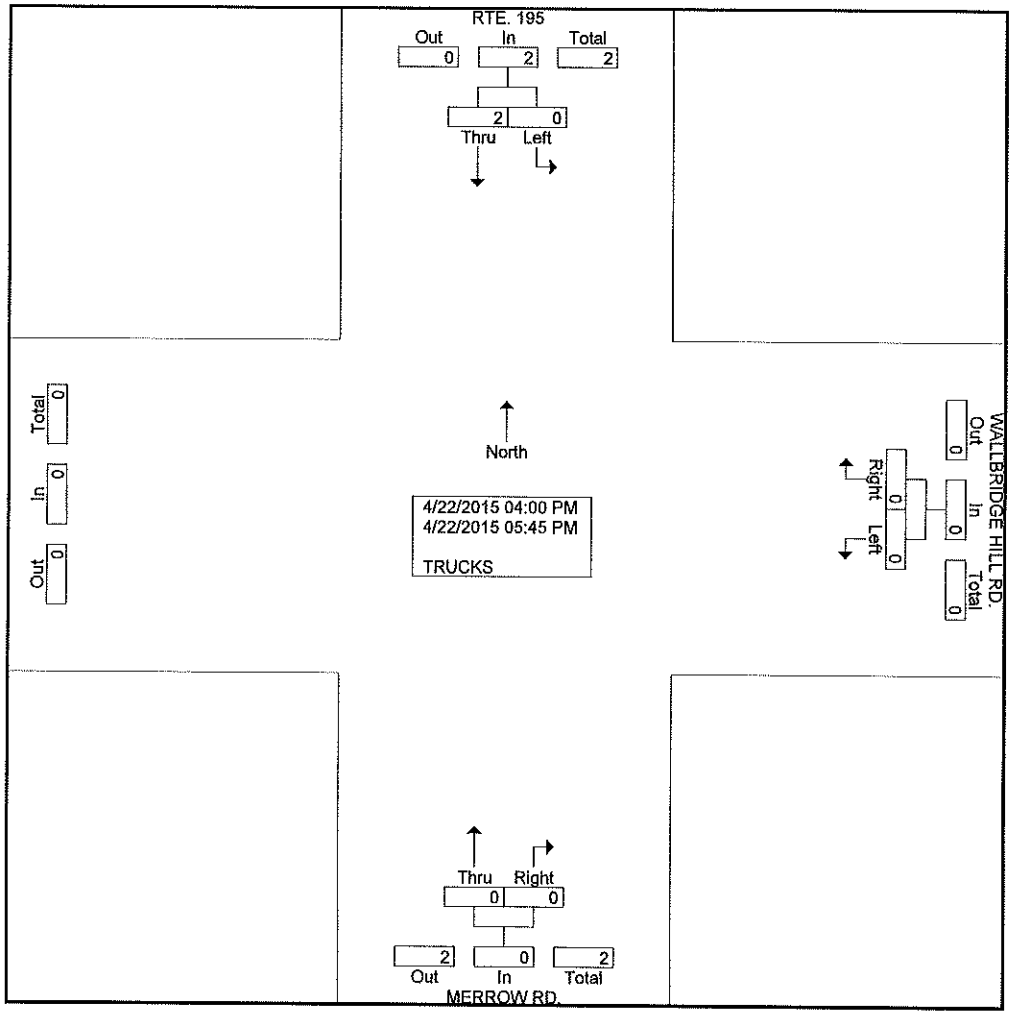
	RTE. 195 Southbound			WALLBRIDGE HILL RD. Westbound			MERROW RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
04:00 PM	1	0	1	0	0	0	0	0	0	0	1
04:15 PM	1	0	1	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	0	2	0	0	0	0	0	0	0	2
Apprch %	100	0		0	0		0	0			
Total %	100	0	100	0	0	0	0	0	0	0	

Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

TRUCKS
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015
Page No : 8



Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015

Groups Printed- BUSES

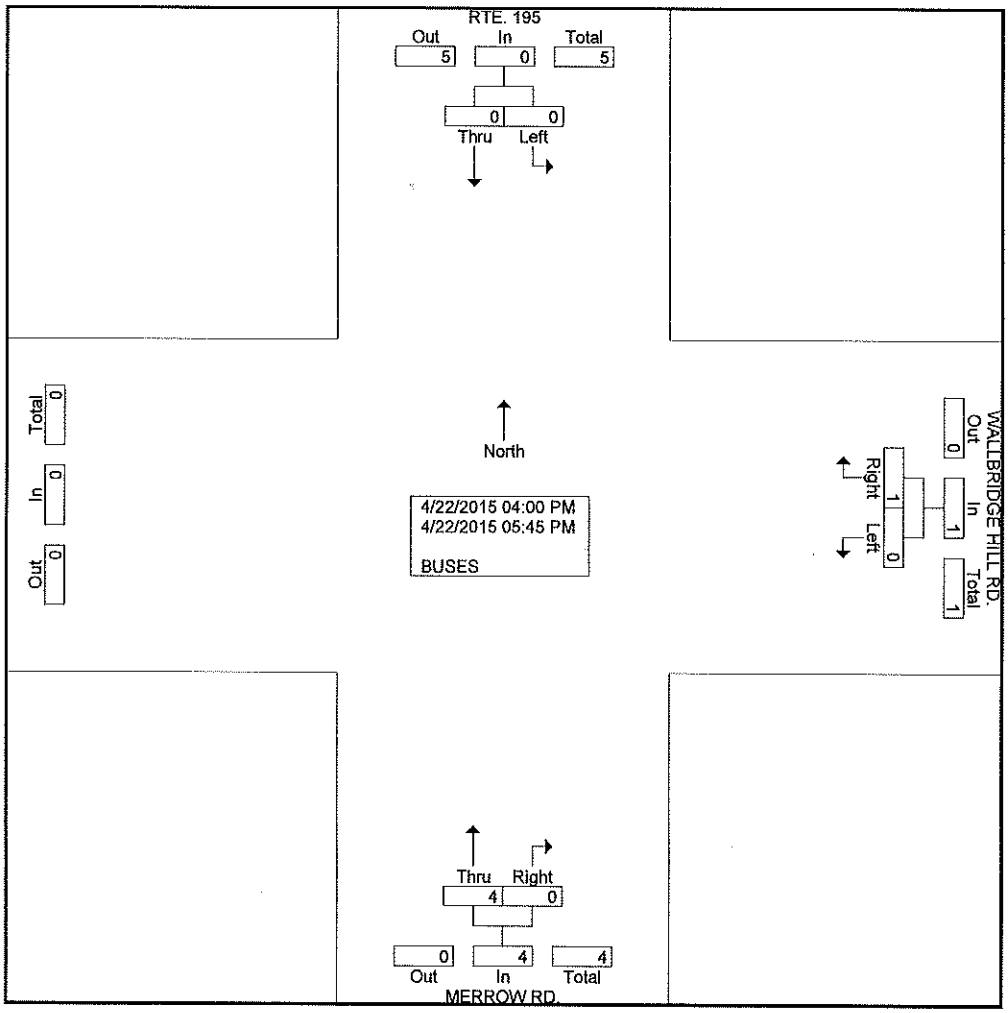
	RTE. 195 Southbound			WALLBRIDGE HILL RD. Westbound			MERROW RD. Northbound			Eastbound	
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	4	4	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	4	4	0	4
Grand Total	0	0	0	1	0	1	0	4	4	0	5
Apprch %	0	0		100	0		0	100			
Total %	0	0	0	20	0	20	0	80	80	0	

Rte. 195 Merrow Rd. at Wallbridge Hill Rd.

P.M. TRAFFIC COUNTS 4:00 to 6:00
Tolland, CT
prepared by Reliable Traffic Counts, LLC
Weather Cldy 40 degrees

BUSES
PEAK HOUR
4:15 TO 5:15 P.M.

File Name : 893-13W
Site Code : 00000013
Start Date : 4/22/2015
Page No : 10



APPENDIX F

MORNING TURNING MOVEMENT COUNT DATA

STORRS ROAD AT SOUTH EAGLEVILLE ROAD

RHS Consulting Design, LLC

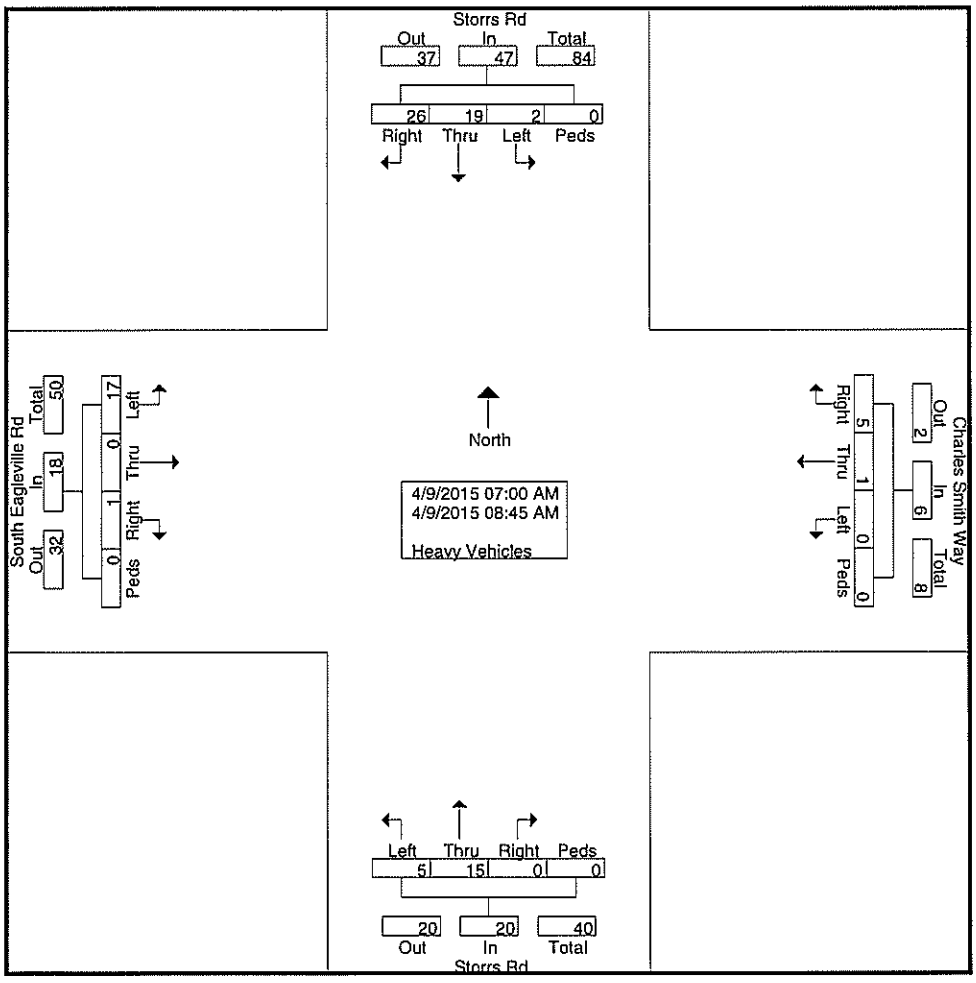
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0912, S.T.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at S. Eagleville Rd

Groups Printed- Heavy Vehicles

	Storrs Rd From North					Charles Smith Way From East					Storrs Rd From South					South Eagleville Rd 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	6	0	0	18	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	23
07:15 AM	2	1	1	0	4	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	9
07:30 AM	1	3	0	0	4	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	7
07:45 AM	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	2	0	3	7
Total	17	10	1	0	28	1	0	0	0	1	0	8	1	0	9	1	0	7	0	8	46
08:00 AM	2	1	1	0	4	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	8
08:15 AM	1	2	0	0	3	2	0	0	0	2	0	1	3	0	4	0	0	3	0	3	12
08:30 AM	4	4	0	0	8	1	0	0	0	1	0	1	0	0	1	0	0	4	0	4	14
08:45 AM	2	2	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	1	0	1	11
Total	9	9	1	0	19	4	1	0	0	5	0	7	4	0	11	0	0	10	0	10	45
Grand Total	26	19	2	0	47	5	1	0	0	6	0	15	5	0	20	1	0	17	0	18	91
Apprch %	55.3	40.4	4.3	0		83.3	16.7	0	0		0	75	25	0		5.6	0	94.4	0		
Total %	28.6	20.9	2.2	0	51.6	5.5	1.1	0	0	6.6	0	16.5	5.5	0	22	1.1	0	18.7	0	19.8	



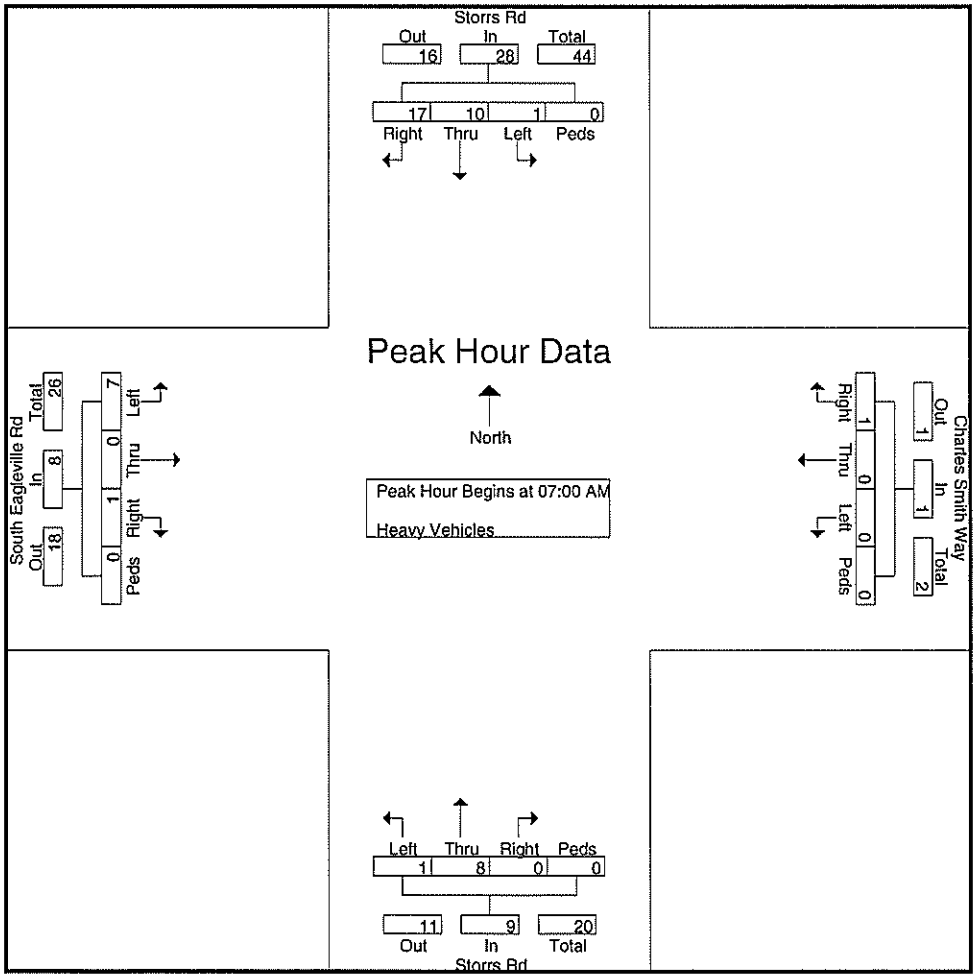
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0912, S.T.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at S. Eagleville Rd

	Storrs Rd From North					Charles Smith Way From East					Storrs Rd From South					South Eagleville Rd 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	12	6	0	0	18	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	23
07:15 AM	2	1	1	0	4	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	9
07:30 AM	1	3	0	0	4	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	7
07:45 AM	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	2	0	3	7
Total Volume	17	10	1	0	28	1	0	0	0	1	0	8	1	0	9	1	0	7	0	8	46
% App. Total	60.7	35.7	3.6	0		100	0	0	0		0	88.9	11.1	0		12.5	0	87.5	0		
PHF	.354	.417	.250	.000	.389	.250	.000	.000	.000	.250	.000	.667	.250	.000	.563	.250	.000	.875	.000	.667	.500



RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0912, S.T.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at S. Eagleville Rd

Groups Printed- Cars - Heavy Vehicles

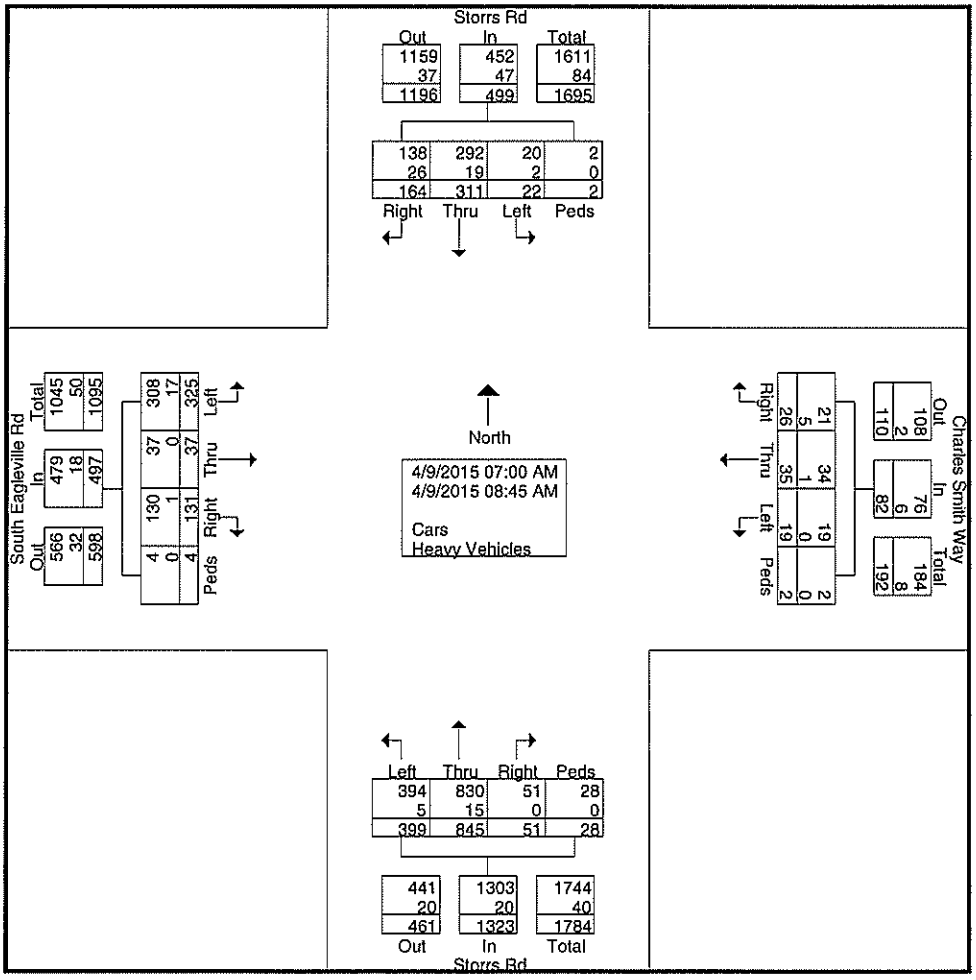
	Storrs Rd From North					Charles Smith Way From East					Storrs Rd From South					South Eagleville Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	36	41	2	0	79	1	1	1	0	3	7	114	40	5	166	11	5	48	2	66	314
07:15 AM	28	59	4	1	92	0	3	1	0	4	8	96	32	3	139	17	3	42	1	63	298
07:30 AM	18	35	2	0	55	2	2	3	0	7	10	98	38	0	146	14	3	27	1	45	253
07:45 AM	14	33	1	1	49	2	7	2	0	11	7	119	71	4	201	20	5	48	0	73	334
Total	96	168	9	2	275	5	13	7	0	25	32	427	181	12	652	62	16	165	4	247	1199
08:00 AM	20	30	7	0	57	3	8	0	0	11	3	102	50	3	158	15	8	37	0	60	286
08:15 AM	10	27	1	0	38	8	4	6	2	20	7	104	65	1	177	19	4	42	0	65	300
08:30 AM	22	47	3	0	72	7	6	4	0	17	3	88	59	7	157	15	2	38	0	55	301
08:45 AM	16	39	2	0	57	3	4	2	0	9	6	124	44	5	179	20	7	43	0	70	315
Total	68	143	13	0	224	21	22	12	2	57	19	418	218	16	671	69	21	160	0	250	1202
Grand Total	164	311	22	2	499	26	35	19	2	82	51	845	399	28	1323	131	37	325	4	497	2401
Apprch %	32.9	62.3	4.4	0.4		31.7	42.7	23.2	2.4		3.9	63.9	30.2	2.1		26.4	7.4	65.4	0.8		
Total %	6.8	13	0.9	0.1	20.8	1.1	1.5	0.8	0.1	3.4	2.1	35.2	16.6	1.2	55.1	5.5	1.5	13.5	0.2	20.7	
Cars	138	292	20	2	452	21	34	19	2	76	51	830	394	28	1303	130	37	308	4	479	2310
% Cars	84.1	93.9	90.9	100	90.6	80.8	97.1	100	100	92.7	100	98.2	98.7	100	98.5	99.2	100	94.8	100	96.4	96.2
Heavy Vehicles	26	19	2	0	47	5	1	0	0	6	0	15	5	0	20	1	0	17	0	18	91
% Heavy Vehicles	15.9	6.1	9.1	0	9.4	19.2	2.9	0	0	7.3	0	1.8	1.3	0	1.5	0.8	0	5.2	0	3.6	3.8

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0912, S.T.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at S. Eagleville Rd



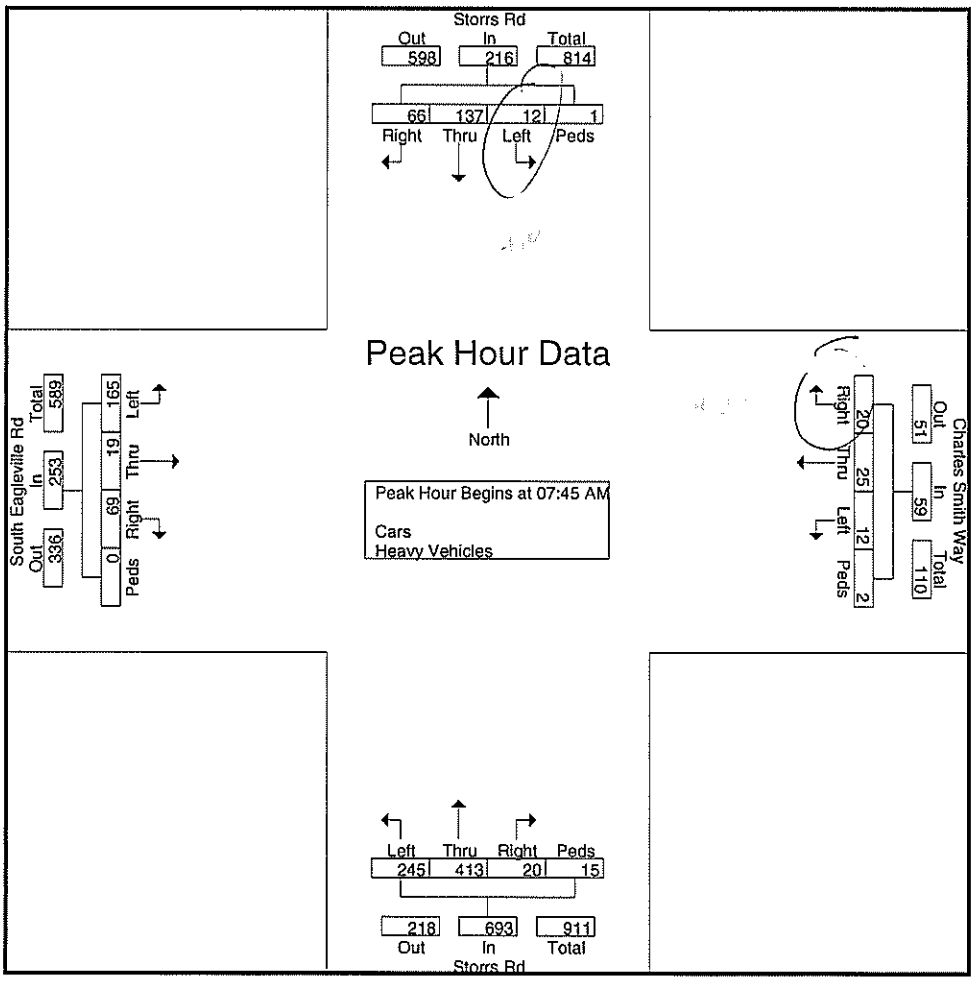
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0912, S.T.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at S. Eagleville Rd

	Storrs Rd From North					Charles Smith Way From East					Storrs Rd From South					South Eagleville Rd 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	14	33	1	1	49	2	7	2	0	11	7	119	71	4	201	20	5	48	0	73	334
08:00 AM	20	30	7	0	57	3	8	0	0	11	3	102	50	3	158	15	8	37	0	60	286
08:15 AM	10	27	1	0	38	8	4	6	2	20	7	104	65	1	177	19	4	42	0	65	300
08:30 AM	22	47	3	0	72	7	6	4	0	17	3	88	59	7	157	15	2	38	0	55	301
Total Volume	66	137	12	1	216	20	25	12	2	59	20	413	245	15	693	69	19	165	0	253	1221
% App. Total	30.6	63.4	5.6	0.5		33.9	42.4	20.3	3.4		2.9	59.6	35.4	2.2		27.3	7.5	65.2	0		
PHF	.750	.729	.429	.250	.750	.625	.781	.500	.250	.738	.714	.868	.863	.536	.862	.863	.594	.859	.000	.866	.914



RHS Consulting Design, LLC

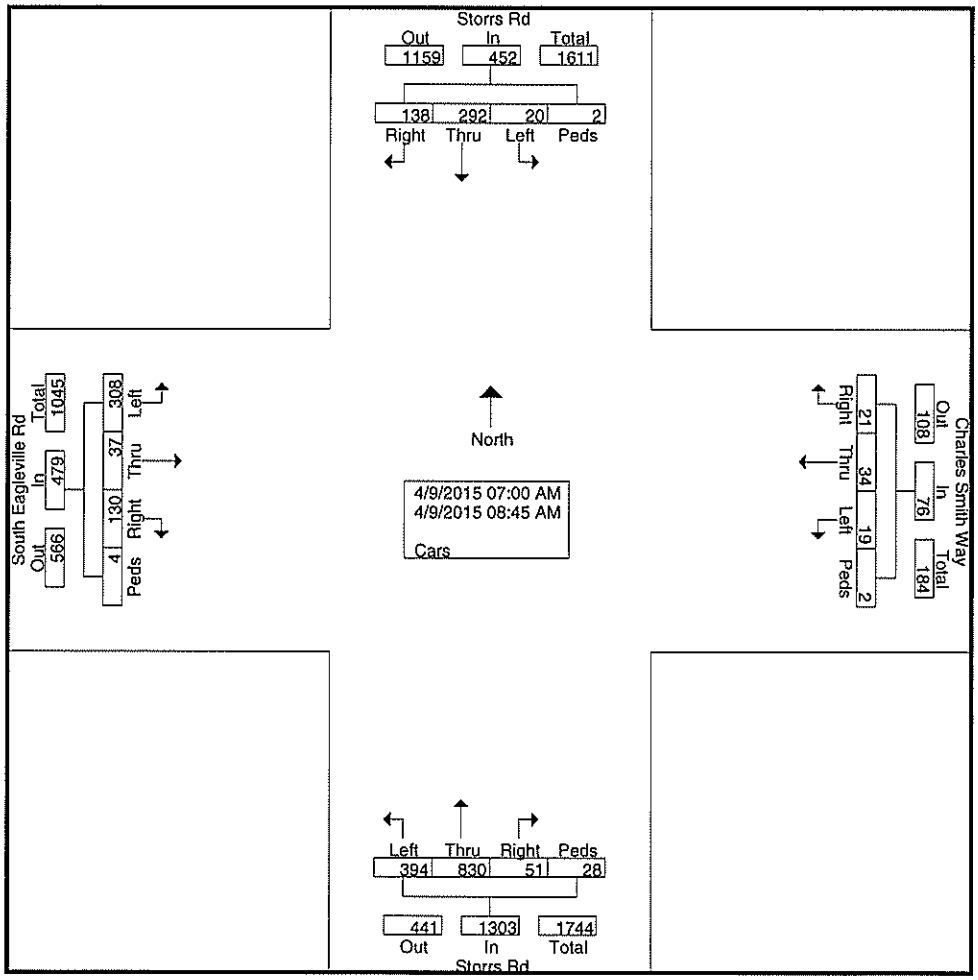
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0912, S.T.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at S. Eagleville Rd

Groups Printed- Cars

	Storrs Rd From North					Charles Smith Way From East					Storrs Rd From South					South Eagleville Rd 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	24	35	2	0	61	1	1	1	0	3	7	111	39	5	162	11	5	47	2	65	291
07:15 AM	26	58	3	1	88	0	3	1	0	4	8	93	32	3	136	17	3	40	1	61	289
07:30 AM	17	32	2	0	51	1	2	3	0	6	10	98	38	0	146	14	3	25	1	43	246
07:45 AM	12	33	1	1	47	2	7	2	0	11	7	117	71	4	199	19	5	46	0	70	327
Total	79	158	8	2	247	4	13	7	0	24	32	419	180	12	643	61	16	158	4	239	1153
08:00 AM	18	29	6	0	53	2	7	0	0	9	3	102	50	3	158	15	8	35	0	58	278
08:15 AM	9	25	1	0	35	6	4	6	2	18	7	103	62	1	173	19	4	39	0	62	288
08:30 AM	18	43	3	0	64	6	6	4	0	16	3	87	59	7	156	15	2	34	0	51	287
08:45 AM	14	37	2	0	53	3	4	2	0	9	6	119	43	5	173	20	7	42	0	69	304
Total	59	134	12	0	205	17	21	12	2	52	19	411	214	16	660	69	21	150	0	240	1157
Grand Total	138	292	20	2	452	21	34	19	2	76	51	830	394	28	1303	130	37	308	4	479	2310
Apprch %	30.5	64.6	4.4	0.4		27.6	44.7	25	2.6		3.9	63.7	30.2	2.1		27.1	7.7	64.3	0.8		
Total %	6	12.6	0.9	0.1	19.6	0.9	1.5	0.8	0.1	3.3	2.2	35.9	17.1	1.2	56.4	5.6	1.6	13.3	0.2	20.7	



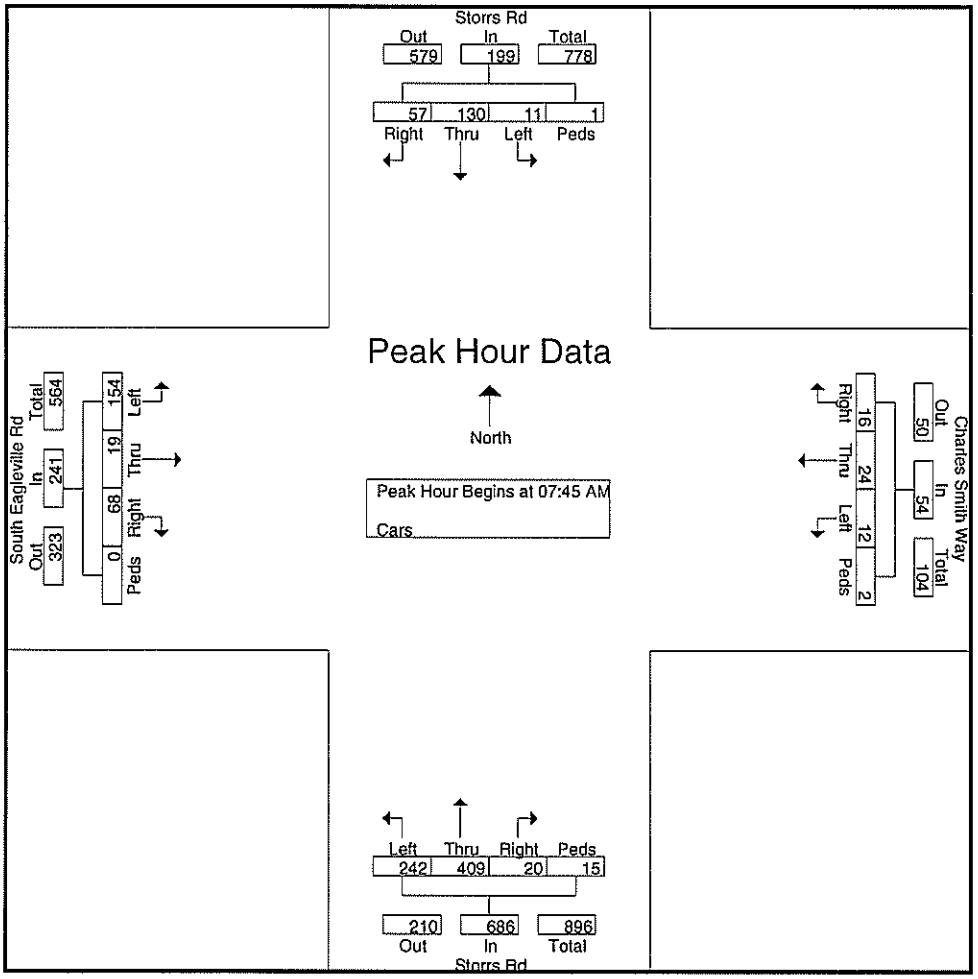
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0912, S.T.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at S. Eagleville Rd

	Storrs Rd From North					Charles Smith Way From East					Storrs Rd From South					South Eagleville Rd 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	33	1	1	47	2	7	2	0	11	7	117	71	4	199	19	5	46	0	70	327
08:00 AM	18	29	6	0	53	2	7	0	0	9	3	102	50	3	158	15	8	35	0	58	278
08:15 AM	9	25	1	0	35	6	4	6	2	18	7	103	62	1	173	19	4	39	0	62	288
08:30 AM	18	43	3	0	64	6	6	4	0	16	3	87	59	7	156	15	2	34	0	51	287
Total Volume	57	130	11	1	199	16	24	12	2	54	20	409	242	15	686	68	19	154	0	241	1180
% App. Total	28.6	65.3	5.5	0.5		29.6	44.4	22.2	3.7		2.9	59.6	35.3	2.2		28.2	7.9	63.9	0		
PHF	.792	.756	.458	.250	.777	.667	.857	.500	.250	.750	.714	.874	.852	.536	.862	.895	.594	.837	.000	.861	.902



STORRS ROAD AT NORTH EAGLEVILLE ROAD

RHS Consulting Design, LLC

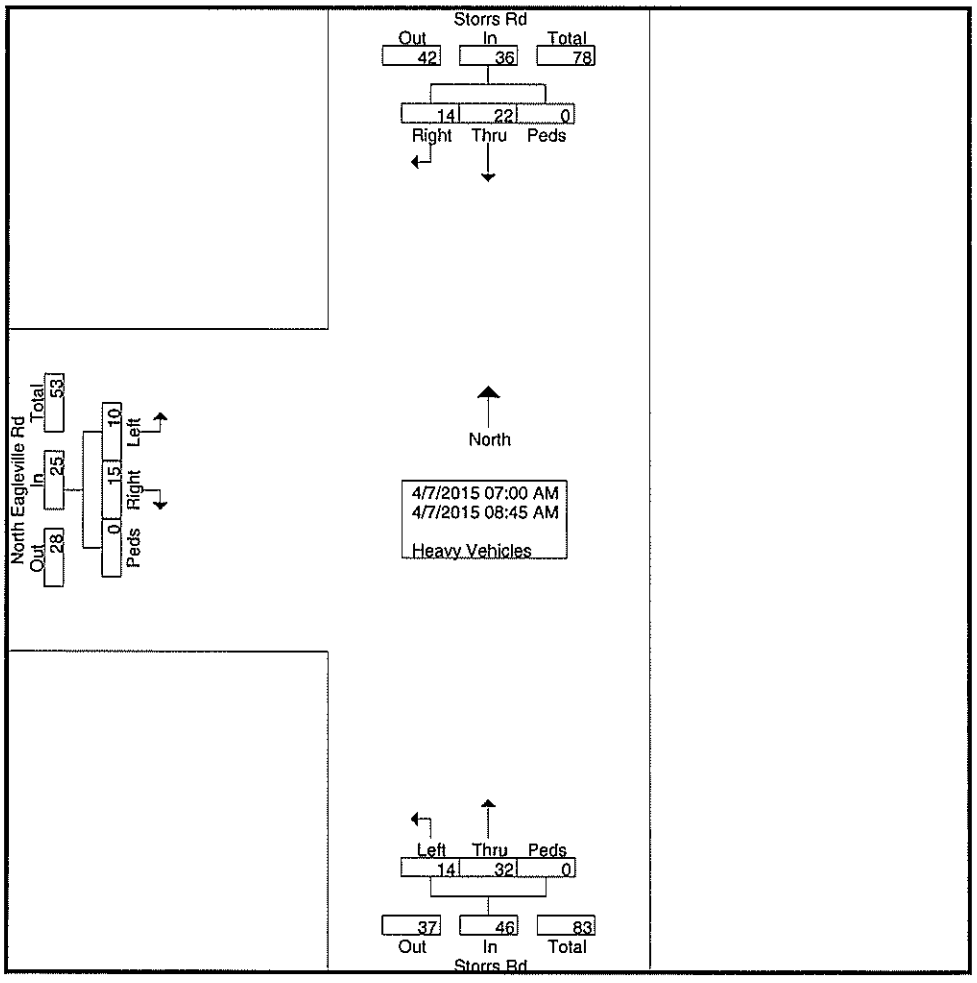
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, B.V.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at N. Eagleville Rd

Groups Printed- Heavy Vehicles

	Storrs Rd From North				Storrs Rd From South				North Eagleville Rd From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	2	8	0	10	13	0	0	13	4	1	0	5	28
07:15 AM	1	2	0	3	5	3	0	8	2	2	0	4	15
07:30 AM	3	2	0	5	3	1	0	4	1	1	0	2	11
07:45 AM	1	4	0	5	2	2	0	4	1	2	0	3	12
Total	7	16	0	23	23	6	0	29	8	6	0	14	66
08:00 AM	2	3	0	5	2	3	0	5	2	1	0	3	13
08:15 AM	0	1	0	1	3	1	0	4	2	1	0	3	8
08:30 AM	2	1	0	3	0	2	0	2	1	1	0	2	7
08:45 AM	3	1	0	4	4	2	0	6	2	1	0	3	13
Total	7	6	0	13	9	8	0	17	7	4	0	11	41
Grand Total	14	22	0	36	32	14	0	46	15	10	0	25	107
Apprch %	38.9	61.1	0		69.6	30.4	0		60	40	0		
Total %	13.1	20.6	0	33.6	29.9	13.1	0	43	14	9.3	0	23.4	



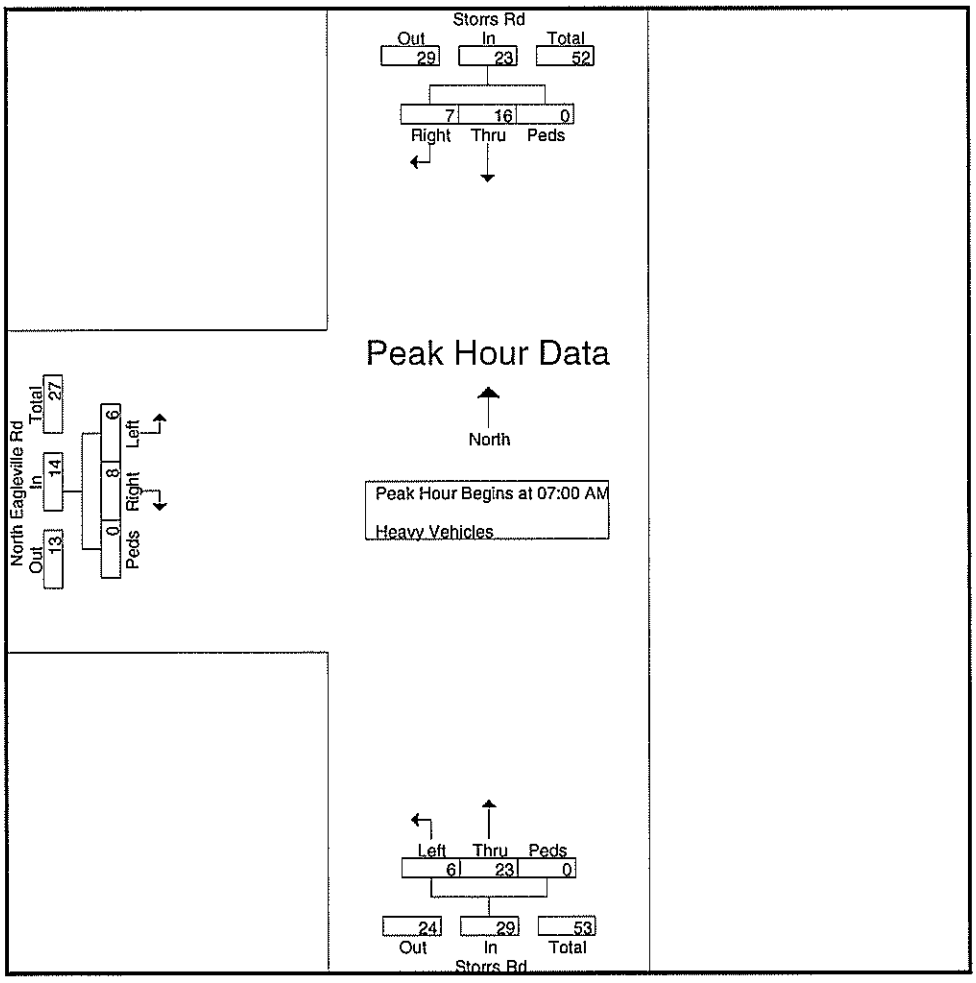
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, B.V.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at N. Eagleville Rd

	Storrs Rd From North				Storrs Rd From South				North Eagleville Rd 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 07:00 AM													
07:00 AM	2	**8**	0	**10**	**13**	0	0	**13**	**4**	1	0	**5**	**28**
07:15 AM	1	2	0	3	5	**3**	0	8	2	**2**	0	4	15
07:30 AM	**3**	2	0	5	3	1	0	4	1	1	0	2	11
07:45 AM	1	4	0	5	2	2	0	4	1	2	0	3	12
Total Volume	7	16	0	23	23	6	0	29	8	6	0	14	66
% App. Total	30.4	69.6	0		79.3	20.7	0		57.1	42.9	0		
PHF	.583	.500	.000	.575	.442	.500	.000	.558	.500	.750	.000	.700	.589



RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, B.V.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at N. Eagleville Rd

Groups Printed- Cars - Heavy Vehicles

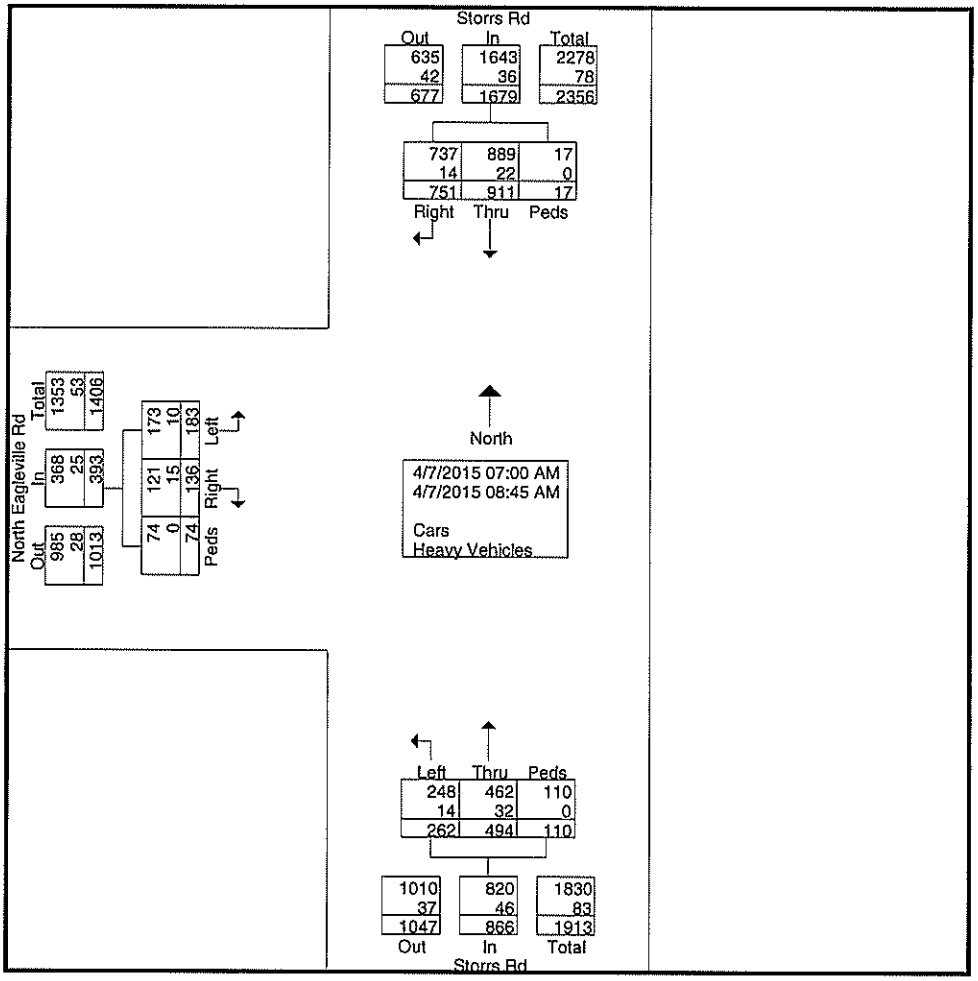
	Storrs Rd From North				Storrs Rd From South				North Eagleville Rd From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	52	126	1	179	70	13	2	85	12	14	0	26	290
07:15 AM	67	105	1	173	70	28	6	104	12	21	2	35	312
07:30 AM	102	85	2	189	51	25	13	89	10	20	15	45	323
07:45 AM	104	130	5	239	47	49	32	128	22	25	33	80	447
Total	325	446	9	780	238	115	53	406	56	80	50	186	1372
08:00 AM	102	116	1	219	65	34	8	107	21	33	5	59	385
08:15 AM	100	104	1	205	59	35	14	108	16	21	5	42	355
08:30 AM	112	111	3	226	53	33	21	107	16	22	5	43	376
08:45 AM	112	134	3	249	79	45	14	138	27	27	9	63	450
Total	426	465	8	899	256	147	57	460	80	103	24	207	1566
Grand Total	751	911	17	1679	494	262	110	866	136	183	74	393	2938
Apprch %	44.7	54.3	1		57	30.3	12.7		34.6	46.6	18.8		
Total %	25.6	31	0.6	57.1	16.8	8.9	3.7	29.5	4.6	6.2	2.5	13.4	
Cars	737	889	17	1643	462	248	110	820	121	173	74	368	2831
% Cars	98.1	97.6	100	97.9	93.5	94.7	100	94.7	89	94.5	100	93.6	96.4
Heavy Vehicles	14	22	0	36	32	14	0	46	15	10	0	25	107
% Heavy Vehicles	1.9	2.4	0	2.1	6.5	5.3	0	5.3	11	5.5	0	6.4	3.6

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, B.V.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at N. Eagleville Rd



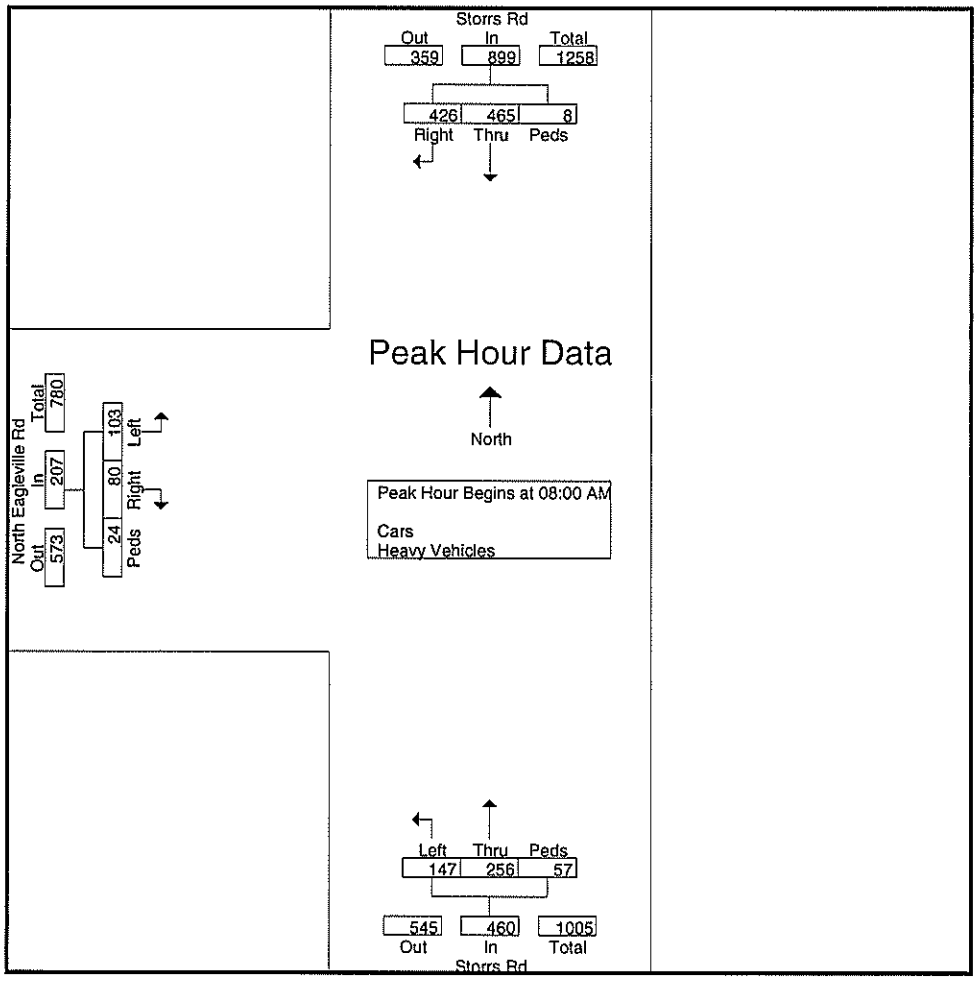
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, B.V.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at N. Eagleville Rd

	Storrs Rd From North				Storrs Rd From South				North Eagleville Rd 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 08:00 AM													
08:00 AM	102	116	1	219	65	34	8	107	21	**33**	5	59	385
08:15 AM	100	104	1	205	59	35	14	108	16	21	5	42	355
08:30 AM	**112**	111	**3**	226	53	33	**21**	107	16	22	5	43	376
08:45 AM	112	**134**	3	**249**	**79**	**45**	14	**138**	**27**	27	**9**	**63**	**450**
Total Volume	426	465	8	899	256	147	57	460	80	103	24	207	1566
% App. Total	47.4	51.7	0.9		55.7	32	12.4		38.6	49.8	11.6		
PHF	.951	.868	.667	.903	.810	.817	.679	.833	.741	.780	.667	.821	.870



RHS Consulting Design, LLC

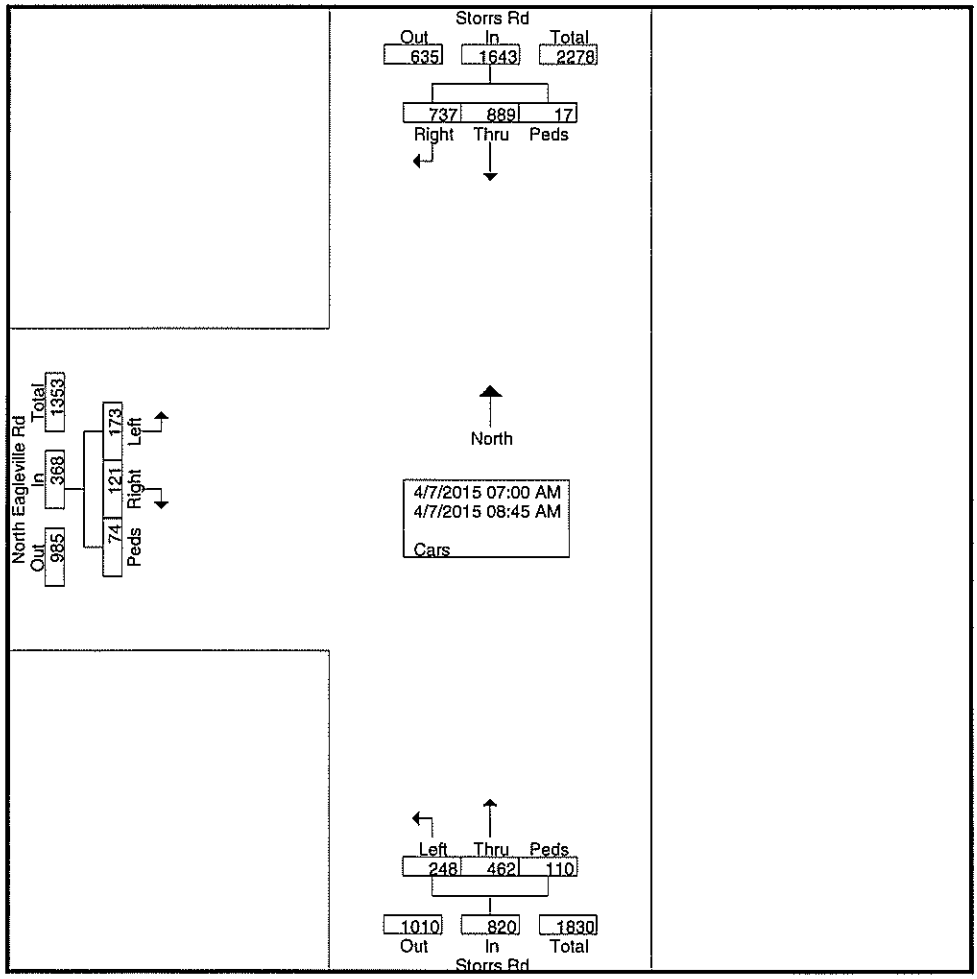
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, B.V.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at N. Eagleville Rd

Groups Printed- Cars

	Storrs Rd From North				Storrs Rd From South				North Eagleville Rd From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	50	118	1	169	57	13	2	72	8	13	0	21	262
07:15 AM	66	103	1	170	65	25	6	96	10	19	2	31	297
07:30 AM	99	83	2	184	48	24	13	85	9	19	15	43	312
07:45 AM	103	126	5	234	45	47	32	124	21	23	33	77	435
Total	318	430	9	757	215	109	53	377	48	74	50	172	1306
08:00 AM	100	113	1	214	63	31	8	102	19	32	5	56	372
08:15 AM	100	103	1	204	56	34	14	104	14	20	5	39	347
08:30 AM	110	110	3	223	53	31	21	105	15	21	5	41	369
08:45 AM	109	133	3	245	75	43	14	132	25	26	9	60	437
Total	419	459	8	886	247	139	57	443	73	99	24	196	1525
Grand Total	737	889	17	1643	462	248	110	820	121	173	74	368	2831
Apprch %	44.9	54.1	1		56.3	30.2	13.4		32.9	47	20.1		
Total %	26	31.4	0.6	58	16.3	8.8	3.9	29	4.3	6.1	2.6	13	



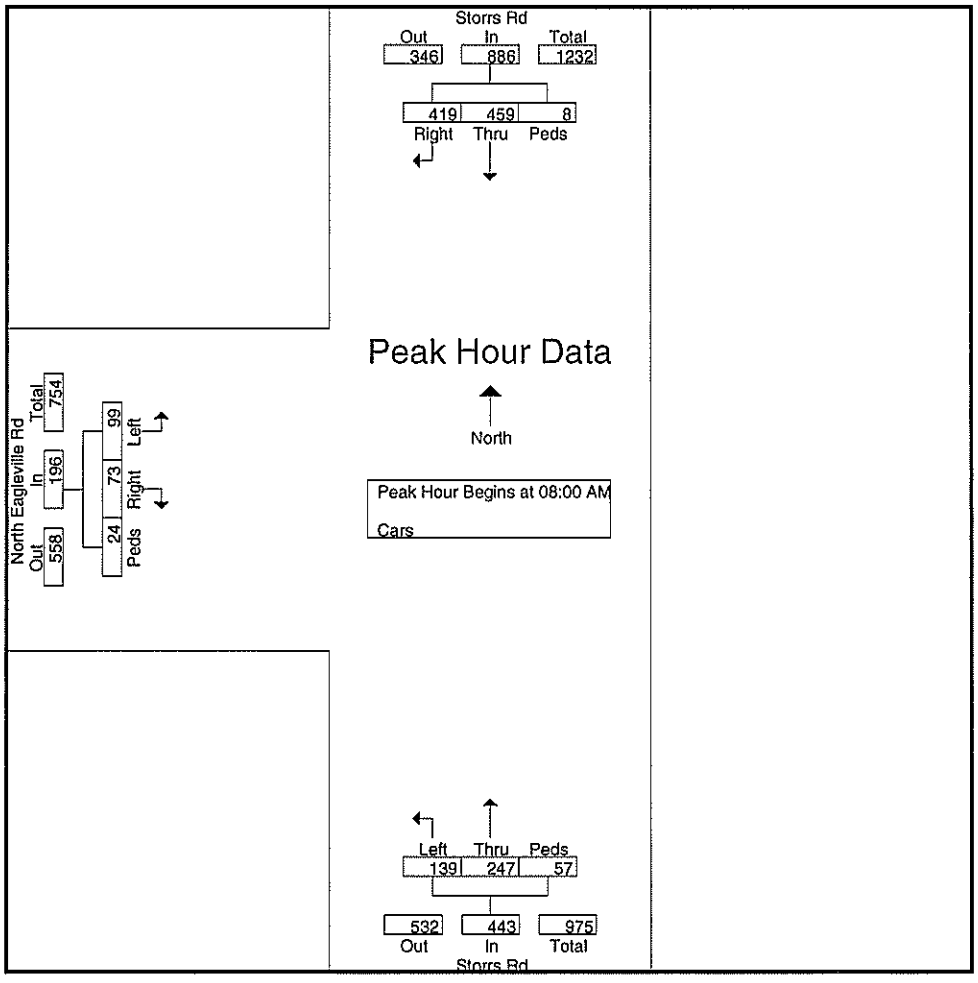
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, B.V.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at N. Eagleville Rd

	Storrs Rd From North				Storrs Rd From South				North Eagleville Rd 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 08:00 AM													
08:00 AM	100	113	1	214	63	31	8	102	19	**32**	5	56	372
08:15 AM	100	103	1	204	56	34	14	104	14	20	5	39	347
08:30 AM	**110**	110	**3**	223	53	31	**21**	105	15	21	5	41	369
08:45 AM	109	**133**	3	**245**	**75**	**43**	14	**132**	**25**	26	**9**	**60**	**437**
Total Volume	419	459	8	886	247	139	57	443	73	99	24	196	1525
% App. Total	47.3	51.8	0.9		55.8	31.4	12.9		37.2	50.5	12.2		
PHF	.952	.863	.667	.904	.823	.808	.679	.839	.730	.773	.667	.817	.872



STORRS ROAD AT ROUTE 44

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC- 0217, A.M.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at Rt. 44

Groups Printed- Cars - Heavy Vehicles

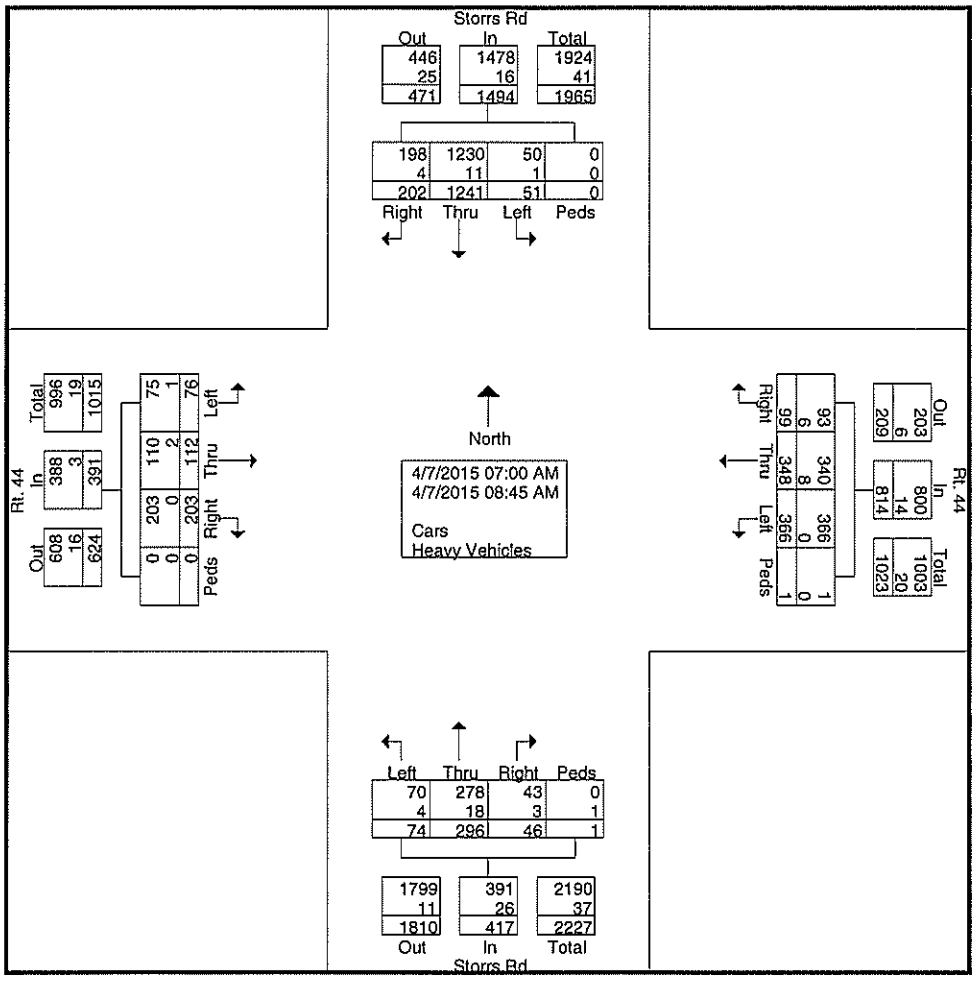
	Storrs Rd From North					Rt. 44 From East					Storrs Rd From South					Rt. 44 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	20	103	5	0	128	11	38	48	0	97	6	32	8	0	46	20	6	5	0	31	302
07:15 AM	22	107	6	0	135	13	41	50	0	104	8	48	15	1	72	24	4	1	0	29	340
07:30 AM	20	141	10	0	171	14	37	32	0	83	6	46	6	0	58	28	18	9	0	55	367
07:45 AM	16	178	5	0	199	14	51	49	0	114	7	22	6	0	35	19	20	14	0	53	401
Total	78	529	26	0	633	52	167	179	0	398	27	148	35	1	211	91	48	29	0	168	1410
08:00 AM	24	167	2	0	193	12	52	37	1	102	4	46	12	0	62	24	11	13	0	48	405
08:15 AM	28	139	12	0	179	12	34	34	0	80	2	40	12	0	54	24	15	9	0	48	361
08:30 AM	45	187	2	0	234	11	52	57	0	120	5	39	6	0	50	24	21	13	0	58	462
08:45 AM	27	219	9	0	255	12	43	59	0	114	8	23	9	0	40	40	17	12	0	69	478
Total	124	712	25	0	861	47	181	187	1	416	19	148	39	0	206	112	64	47	0	223	1706
Grand Total	202	1241	51	0	1494	99	348	366	1	814	46	296	74	1	417	203	112	76	0	391	3116
Apprch %	13.5	83.1	3.4	0		12.2	42.8	45	0.1		11	71	17.7	0.2		51.9	28.6	19.4	0		
Total %	6.5	39.8	1.6	0	47.9	3.2	11.2	11.7	0	26.1	1.5	9.5	2.4	0	13.4	6.5	3.6	2.4	0	12.5	
Cars	198	1230	50	0	1478	93	340	366	1	800	43	278	70	0	391	203	110	75	0	388	3057
% Cars	98	99.1	98	0	98.9	93.9	97.7	100	100	98.3	93.5	93.9	94.6	0	93.8	100	98.2	98.7	0	99.2	98.1
Heavy Vehicles	4	11	1	0	16	6	8	0	0	14	3	18	4	1	26	0	2	1	0	3	59
% Heavy Vehicles	2	0.9	2	0	1.1	6.1	2.3	0	0	1.7	6.5	6.1	5.4	100	6.2	0	1.8	1.3	0	0.8	1.9

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC- 0217, A.M.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at Rt. 44



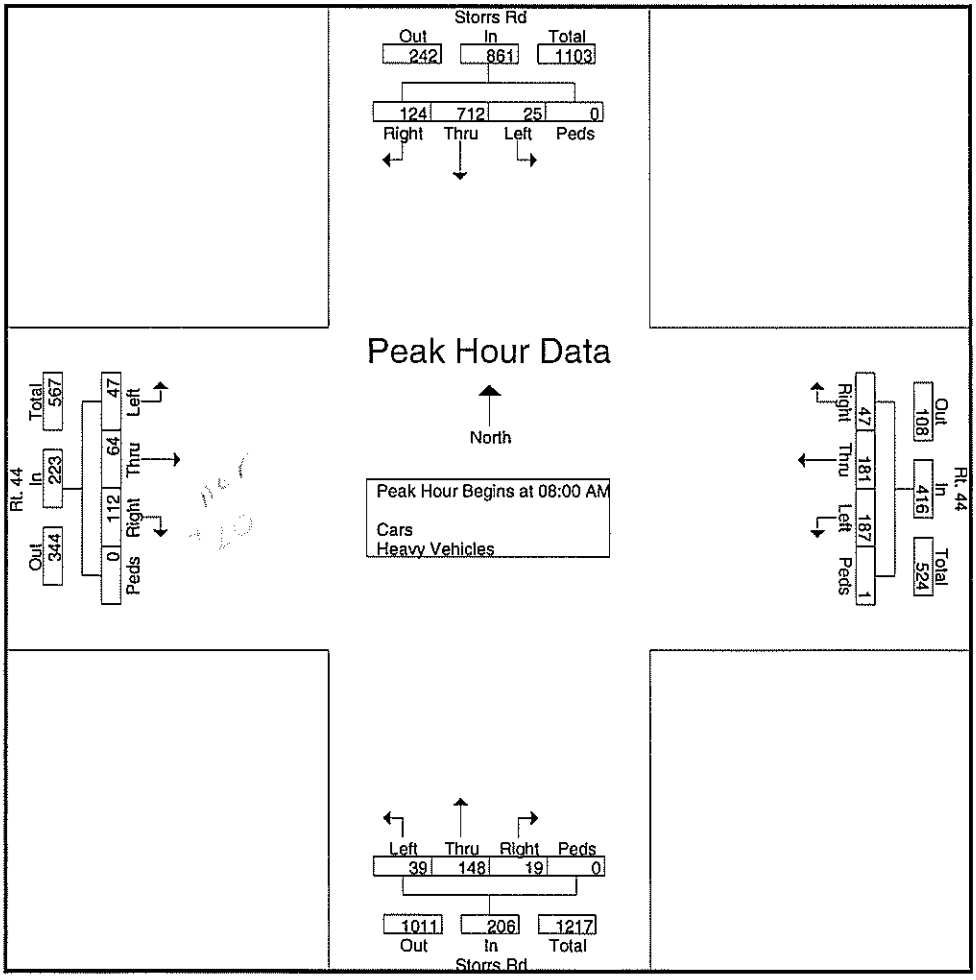
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC- 0217, A.M.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at Rt. 44

	Storrs Rd From North					Rt. 44 From East					Storrs Rd From South					Rt. 44 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 08:00 AM																					
08:00 AM	24	167	2	0	193	**12**	**52**	37	**1**	102	4	**46**	**12**	0	**62**	24	11	**13**	0	48	405
08:15 AM	28	139	**12**	0	179	12	34	34	0	80	2	40	12	0	54	24	15	9	0	48	361
08:30 AM	**45**	187	2	0	234	11	52	57	0	**120**	5	39	6	0	50	24	**21**	13	0	58	462
08:45 AM	27	**219**	9	0	**255**	12	43	**59**	0	114	**8**	23	9	0	40	**40**	17	12	0	**69**	**478**
Total Volume	124	712	25	0	861	47	181	187	1	416	19	148	39	0	206	112	64	47	0	223	1706
% App. Total	14.4	82.7	2.9	0		11.3	43.5	45	0.2		9.2	71.8	18.9	0		50.2	28.7	21.1	0		
PHF	.689	.813	.521	.000	.844	.979	.870	.792	.250	.867	.594	.804	.813	.000	.831	.700	.762	.904	.000	.808	.892



RHS Consulting Design, LLC

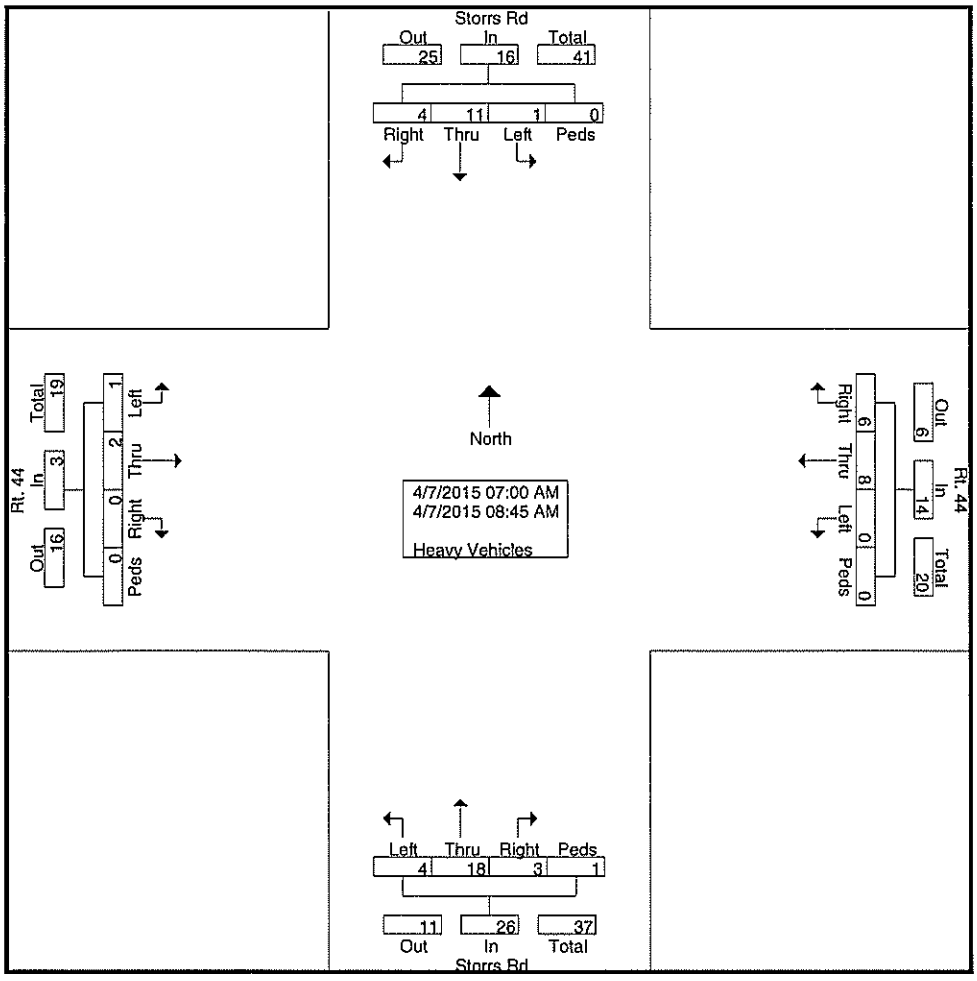
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC- 0217, A.M.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at Rt. 44

Groups Printed- Heavy Vehicles

	Storrs Rd From North					Rt. 44 From East					Storrs Rd From South					Rt. 44 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	1	0	0	1	1	1	0	0	2	1	0	1	0	2	0	0	0	0	0	5
07:15 AM	0	1	0	0	1	2	1	0	0	3	0	8	1	1	10	0	0	0	0	0	14
07:30 AM	1	2	0	0	3	1	2	0	0	3	2	1	0	0	3	0	0	0	0	0	9
07:45 AM	1	2	1	0	4	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	7
Total	2	6	1	0	9	4	5	0	0	9	3	11	2	1	17	0	0	0	0	0	35
08:00 AM	1	2	0	0	3	0	2	0	0	2	0	2	2	0	4	0	0	1	0	1	10
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	4
08:45 AM	1	3	0	0	4	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	8
Total	2	5	0	0	7	2	3	0	0	5	0	7	2	0	9	0	2	1	0	3	24
Grand Total	4	11	1	0	16	6	8	0	0	14	3	18	4	1	26	0	2	1	0	3	59
Apprch %	25	68.8	6.2	0		42.9	57.1	0	0		11.5	69.2	15.4	3.8		0	66.7	33.3	0		
Total %	6.8	18.6	1.7	0	27.1	10.2	13.6	0	0	23.7	5.1	30.5	6.8	1.7	44.1	0	3.4	1.7	0	5.1	



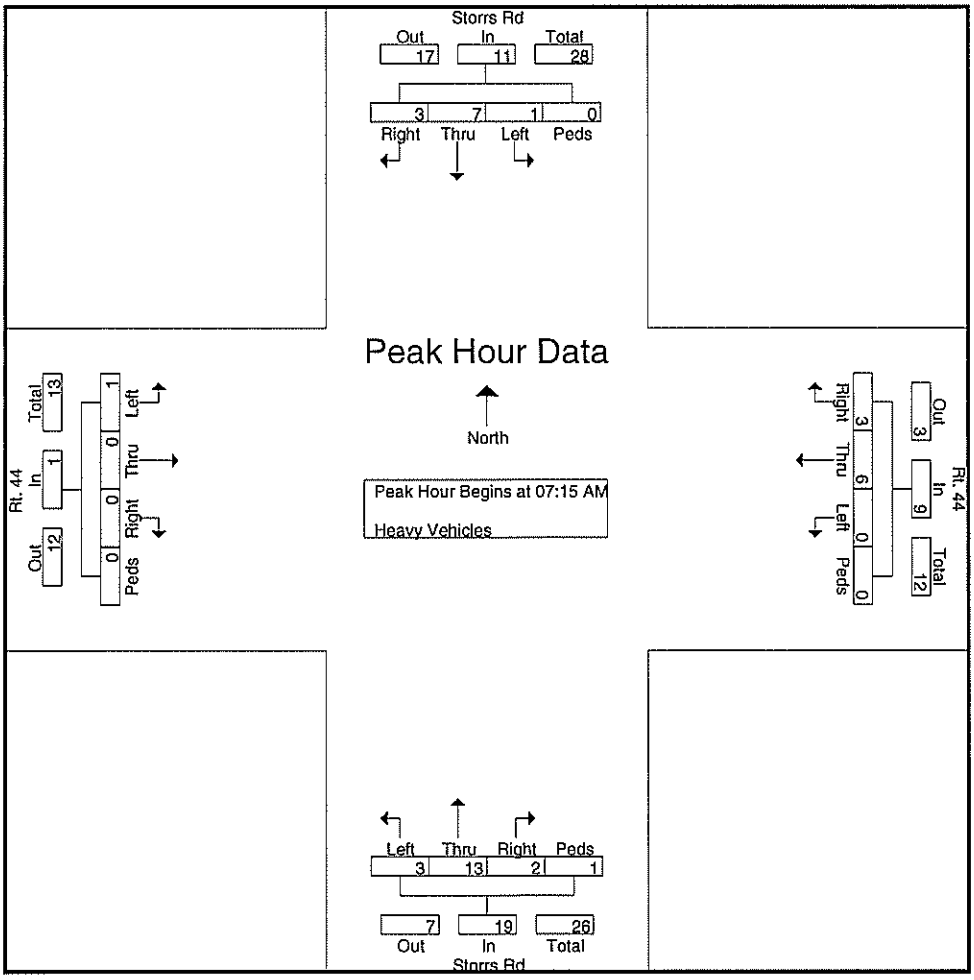
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC- 0217, A.M.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at Rt. 44

	Storrs Rd From North					Rt. 44 From East					Storrs Rd From South					Rt. 44 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	0	1	0	0	1	2	1	0	0	3	0	8	1	1	10	0	0	0	0	0	14
07:30 AM	1	2	0	0	3	1	2	0	0	3	2	1	0	0	3	0	0	0	0	0	9
07:45 AM	1	2	1	0	4	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	7
08:00 AM	1	2	0	0	3	0	2	0	0	2	0	2	2	0	4	0	0	1	0	1	10
Total Volume	3	7	1	0	11	3	6	0	0	9	2	13	3	1	19	0	0	1	0	1	40
% App. Total	27.3	63.6	9.1	0		33.3	66.7	0	0		10.5	68.4	15.8	5.3		0	0	100	0		
PHF	.750	.875	.250	.000	.688	.375	.750	.000	.000	.750	.250	.406	.375	.250	.475	.000	.000	.250	.000	.250	.714



RHS Consulting Design, LLC

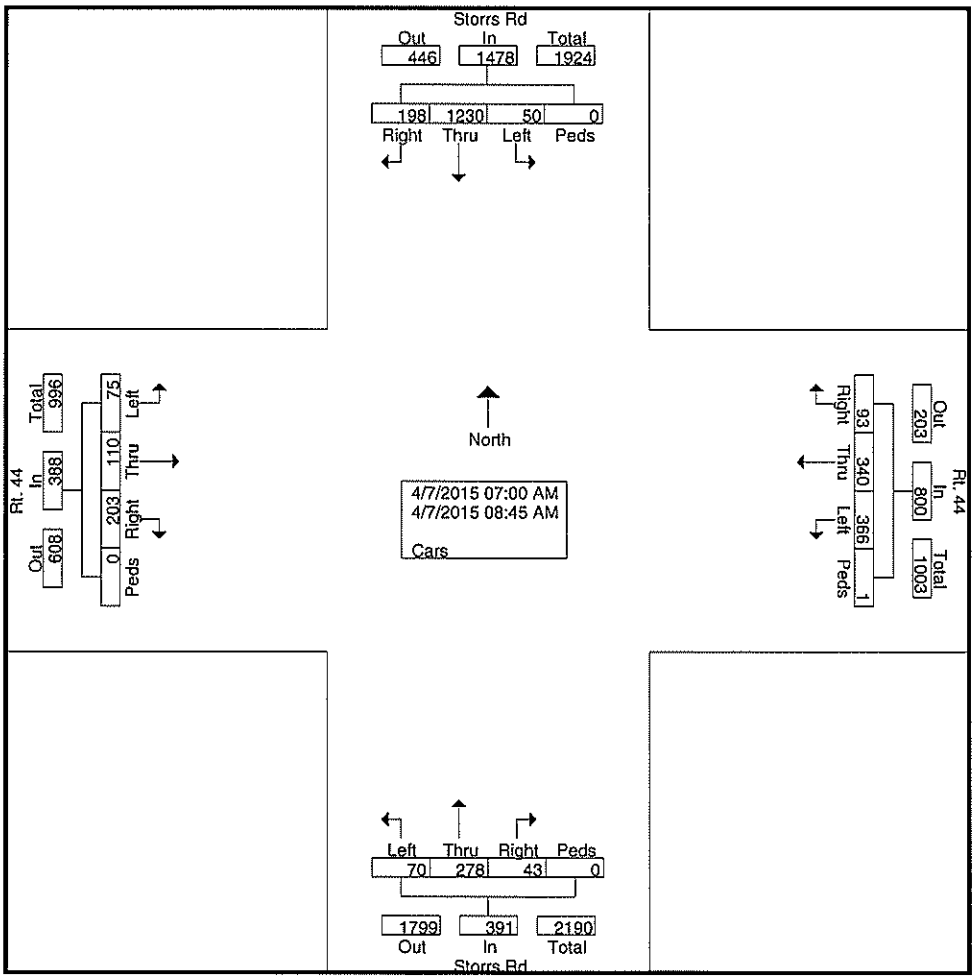
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC- 0217, A.M.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at Rt. 44

Groups Printed- Cars

	Storrs Rd From North					Rt. 44 From East					Storrs Rd From South					Rt. 44 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	20	102	5	0	127	10	37	48	0	95	5	32	7	0	44	20	6	5	0	31	297
07:15 AM	22	106	6	0	134	11	40	50	0	101	8	40	14	0	62	24	4	1	0	29	326
07:30 AM	19	139	10	0	168	13	35	32	0	80	4	45	6	0	55	28	18	9	0	55	358
07:45 AM	15	176	4	0	195	14	50	49	0	113	7	20	6	0	33	19	20	14	0	53	394
Total	76	523	25	0	624	48	162	179	0	389	24	137	33	0	194	91	48	29	0	168	1375
08:00 AM	23	165	2	0	190	12	50	37	1	100	4	44	10	0	58	24	11	12	0	47	395
08:15 AM	28	139	12	0	179	11	34	34	0	79	2	40	12	0	54	24	14	9	0	47	359
08:30 AM	45	187	2	0	234	10	52	57	0	119	5	36	6	0	47	24	21	13	0	58	458
08:45 AM	26	216	9	0	251	12	42	59	0	113	8	21	9	0	38	40	16	12	0	68	470
Total	122	707	25	0	854	45	178	187	1	411	19	141	37	0	197	112	62	46	0	220	1682
Grand Total	198	1230	50	0	1478	93	340	366	1	800	43	278	70	0	391	203	110	75	0	388	3057
Apprch %	13.4	83.2	3.4	0		11.6	42.5	45.8	0.1		11	71.1	17.9	0		52.3	28.4	19.3	0		
Total %	6.5	40.2	1.6	0	48.3	3	11.1	12	0	26.2	1.4	9.1	2.3	0	12.8	6.6	3.6	2.5	0	12.7	



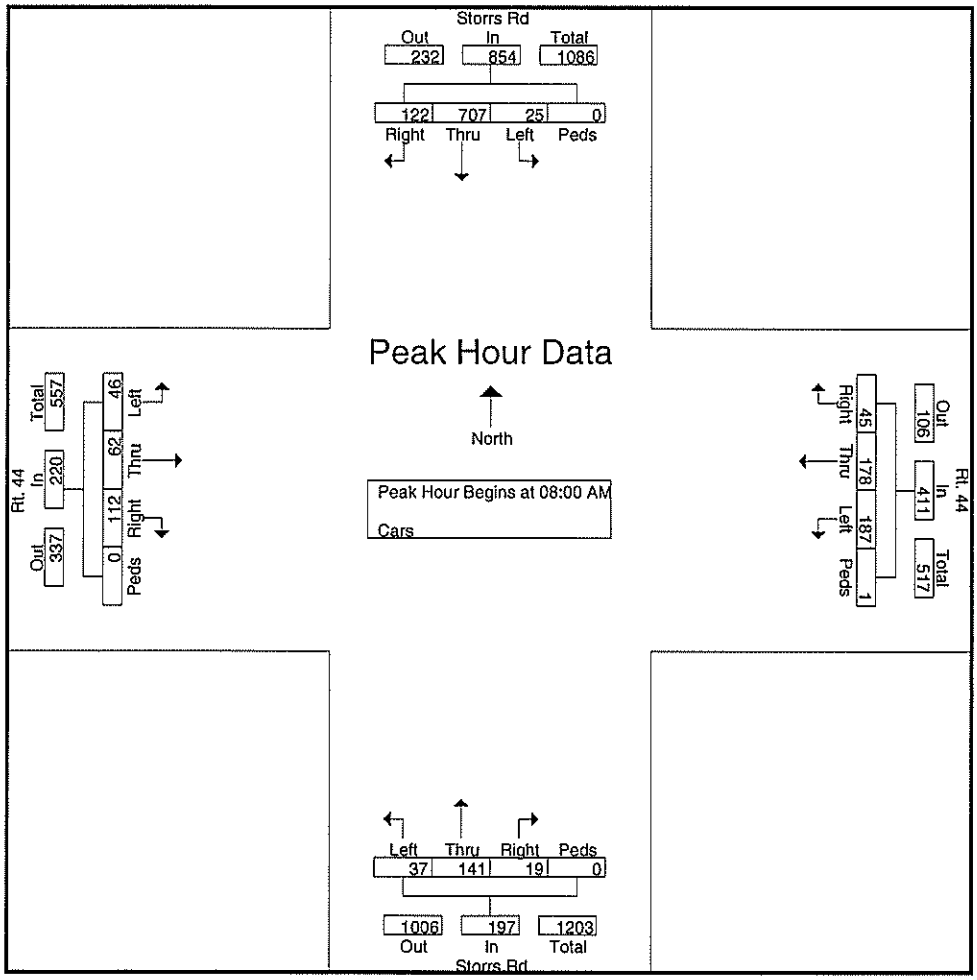
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC- 0217, A.M.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at Rt. 44

	Storrs Rd From North					Rt. 44 From East					Storrs Rd From South					Rt. 44 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 08:00 AM																					
08:00 AM	23	165	2	0	190	12	50	37	1	100	4	44	10	0	58	24	11	12	0	47	395
08:15 AM	28	139	12	0	179	11	34	34	0	79	2	40	12	0	54	24	14	9	0	47	359
08:30 AM	45	187	2	0	234	10	52	57	0	119	5	36	6	0	47	24	21	13	0	58	458
08:45 AM	26	216	9	0	251	12	42	59	0	113	8	21	9	0	38	40	16	12	0	68	470
Total Volume	122	707	25	0	854	45	178	187	1	411	19	141	37	0	197	112	62	46	0	220	1682
% App. Total	14.3	82.8	2.9	0		10.9	43.3	45.5	0.2		9.6	71.6	18.8	0		50.9	28.2	20.9	0		
PHF	.678	.818	.521	.000	.851	.938	.856	.792	.250	.863	.594	.801	.771	.000	.849	.700	.738	.885	.000	.809	.895



STORRS ROAD AT ROUTE 320

RHS Consulting Design, LLC

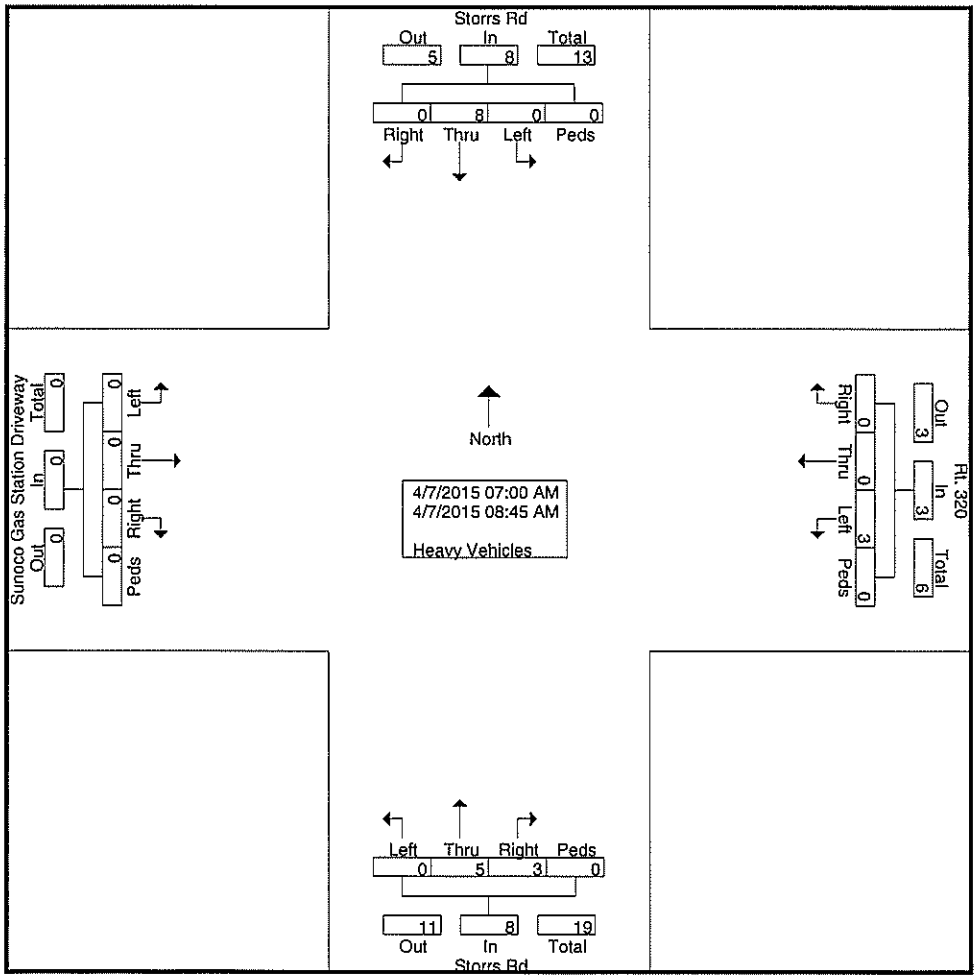
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0912, E.D.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 320

Groups Printed- Heavy Vehicles

	Storrs Rd From North					Rt. 320 From East					Storrs Rd From South					Sunoco Gas Station Driveway 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	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	4
07:30 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	2	0	2	3	4	0	0	7	0	0	0	0	0	13
08:00 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	0	0	4	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	6
Grand Total	0	8	0	0	8	0	0	3	0	3	3	5	0	0	8	0	0	0	0	0	19
Apprch %	0	100	0	0		0	0	100	0		37.5	62.5	0	0		0	0	0	0		
Total %	0	42.1	0	0	42.1	0	0	15.8	0	15.8	15.8	26.3	0	0	42.1	0	0	0	0	0	



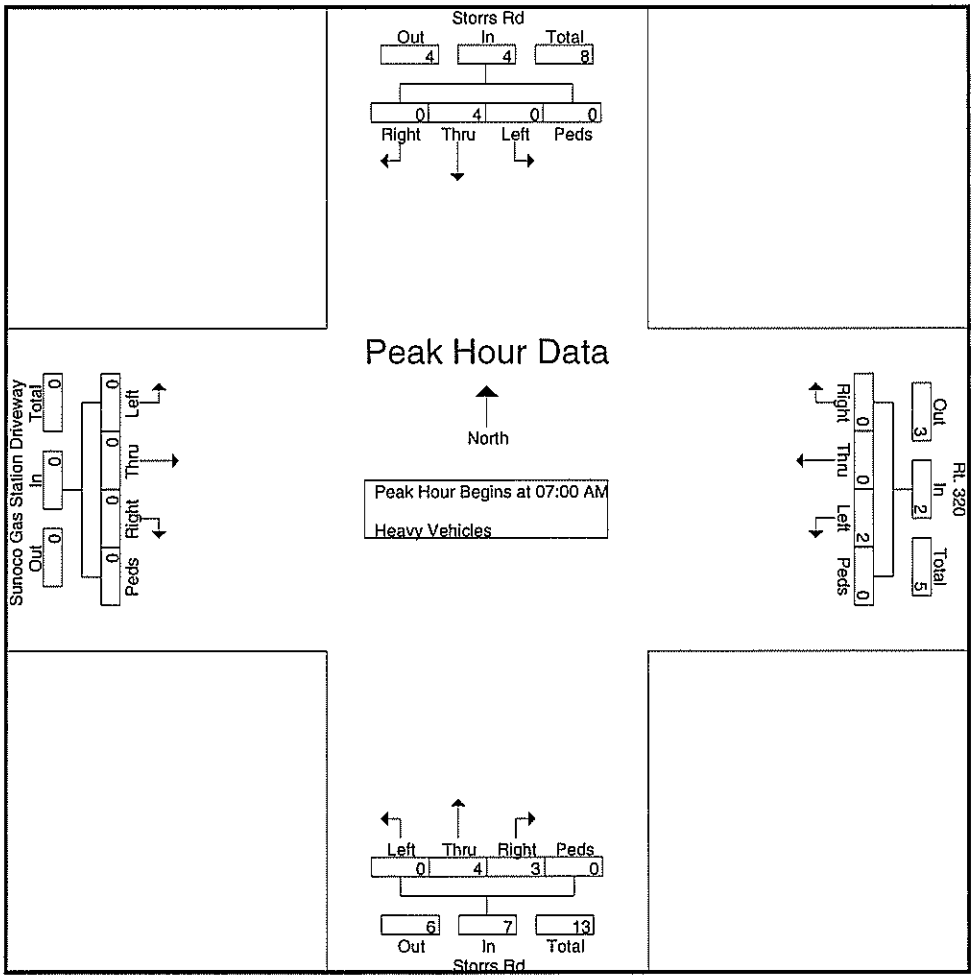
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0912, E.D.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 320

	Storrs Rd From North					Rt. 320 From East					Storrs Rd From South					Sunoco Gas Station Driveway 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 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	4
07:30 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total Volume	0	4	0	0	4	0	0	2	0	2	3	4	0	0	7	0	0	0	0	0	13
% App. Total	0	100	0	0		0	0	100	0		42.9	57.1	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.500	.000	.500	.250	1.00	.000	.000	.438	.000	.000	.000	.000	.000	.813



RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0912, E.D.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 320

Groups Printed- Cars - Heavy Vehicles

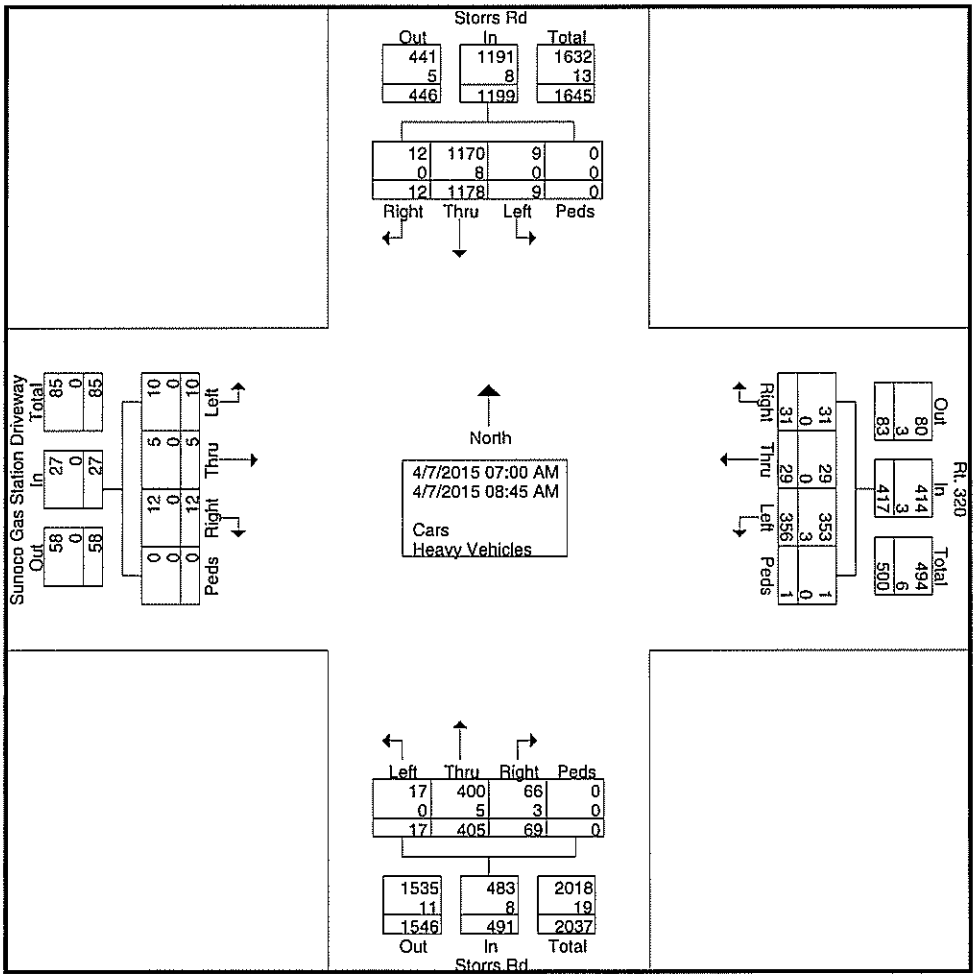
	Storrs Rd From North					Rt. 320 From East					Storrs Rd From South					Sunoco Gas Station Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	102	1	0	103	4	5	27	0	36	4	72	1	0	77	1	1	1	0	3	219
07:15 AM	1	103	0	0	104	7	8	30	1	46	8	75	2	0	85	1	2	0	0	3	238
07:30 AM	2	139	2	0	143	3	7	39	0	49	13	50	3	0	66	0	1	1	0	2	260
07:45 AM	2	157	1	0	160	0	0	46	0	46	10	52	3	0	65	0	0	2	0	2	273
Total	5	501	4	0	510	14	20	142	1	177	35	249	9	0	293	2	4	4	0	10	990
08:00 AM	1	159	0	0	160	0	1	42	0	43	10	50	2	0	62	4	0	2	0	6	271
08:15 AM	1	140	0	0	141	6	0	44	0	50	7	41	3	0	51	1	1	0	0	2	244
08:30 AM	4	172	4	0	180	5	4	68	0	77	7	31	1	0	39	2	0	3	0	5	301
08:45 AM	1	206	1	0	208	6	4	60	0	70	10	34	2	0	46	3	0	1	0	4	328
Total	7	677	5	0	689	17	9	214	0	240	34	156	8	0	198	10	1	6	0	17	1144
Grand Total	12	1178	9	0	1199	31	29	356	1	417	69	405	17	0	491	12	5	10	0	27	2134
Apprch %	1	98.2	0.8	0		7.4	7	85.4	0.2		14.1	82.5	3.5	0		44.4	18.5	37	0		
Total %	0.6	55.2	0.4	0	56.2	1.5	1.4	16.7	0	19.5	3.2	19	0.8	0	23	0.6	0.2	0.5	0	1.3	
Cars	12	1170	9	0	1191	31	29	353	1	414	66	400	17	0	483	12	5	10	0	27	2115
% Cars	100	99.3	100	0	99.3	100	100	99.2	100	99.3	95.7	98.8	100	0	98.4	100	100	100	0	100	99.1
Heavy Vehicles	0	8	0	0	8	0	0	3	0	3	3	5	0	0	8	0	0	0	0	0	19
% Heavy Vehicles	0	0.7	0	0	0.7	0	0	0.8	0	0.7	4.3	1.2	0	0	1.6	0	0	0	0	0	0.9

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0912, E.D.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 320



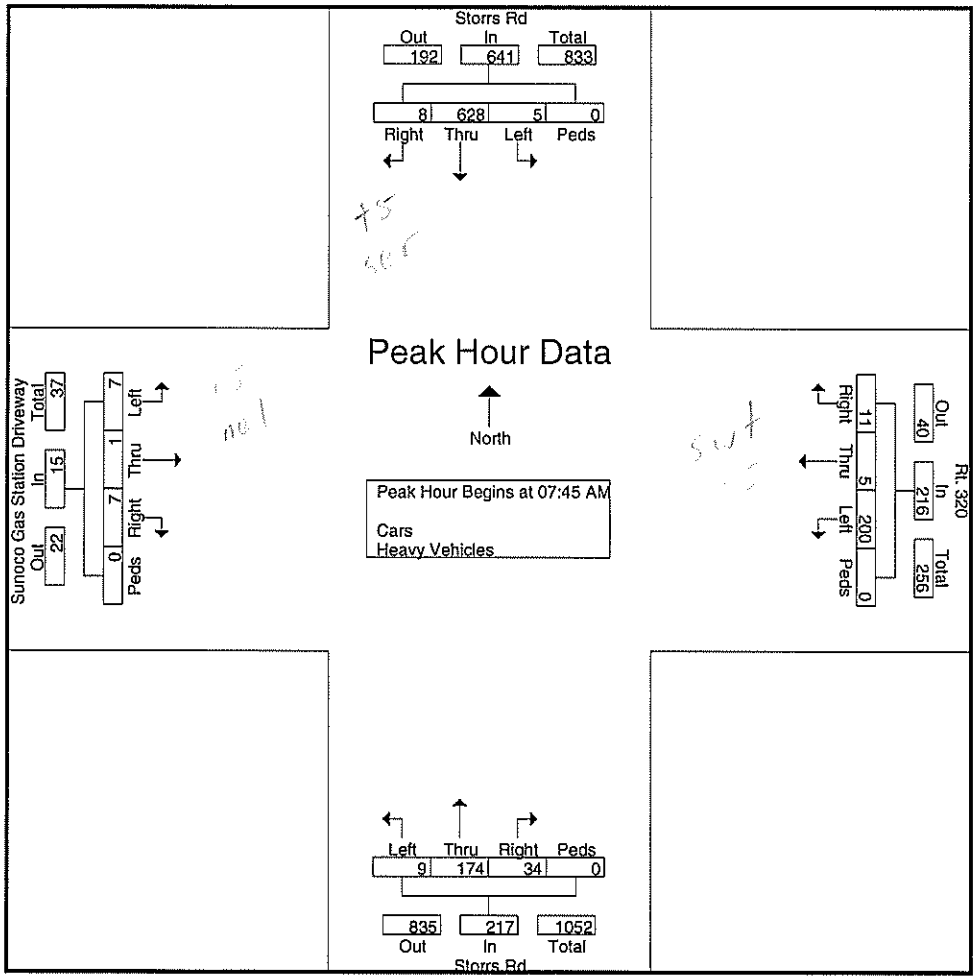
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0912, E.D.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 320

	Storrs Rd From North					Rt. 320 From East					Storrs Rd From South					Sunoco Gas Station Driveway 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 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	2	157	1	0	160	0	0	46	0	46	**10**	**52**	**3**	0	**65**	0	0	2	0	2	273
08:00 AM	1	159	0	0	160	0	1	42	0	43	10	50	2	0	62	**4**	0	2	0	**6**	271
08:15 AM	1	140	0	0	141	**6**	0	44	0	50	7	41	3	0	51	1	**1**	0	0	2	244
08:30 AM	**4**	**172**	**4**	0	**180**	5	**4**	**68**	0	**77**	7	31	1	0	39	2	0	**3**	0	5	**301**
Total Volume	8	628	5	0	641	11	5	200	0	216	34	174	9	0	217	7	1	7	0	15	1089
% App. Total	1.2	98	0.8	0		5.1	2.3	92.6	0		15.7	80.2	4.1	0		46.7	6.7	46.7	0		
PHF	.500	.913	.313	.000	.890	.458	.313	.735	.000	.701	.850	.837	.750	.000	.835	.438	.250	.583	.000	.625	.904



RHS Consulting Design, LLC

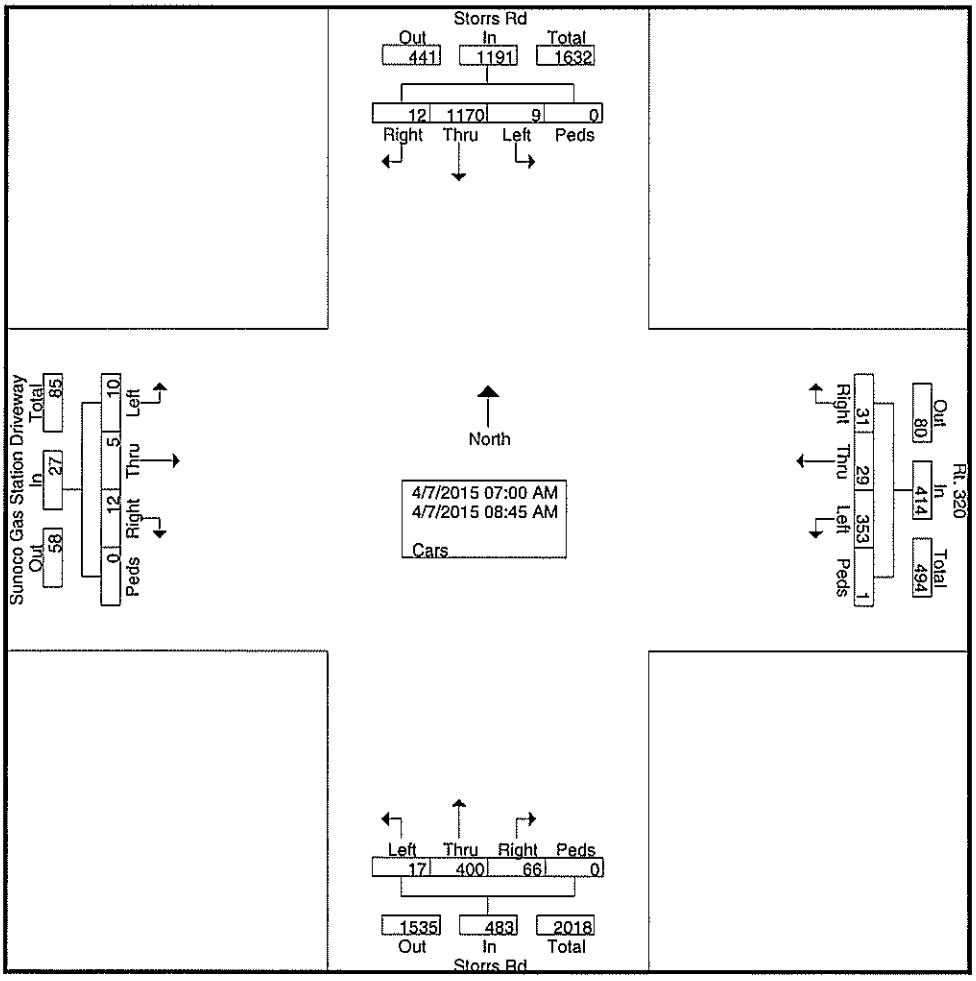
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0912, E.D.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 320

Groups Printed- Cars

	Storrs Rd From North					Rt. 320 From East					Storrs Rd From South					Sunoco Gas Station Driveway 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	101	1	0	102	4	5	26	0	35	4	71	1	0	76	1	1	1	0	3	216
07:15 AM	1	103	0	0	104	7	8	30	1	46	5	74	2	0	81	1	2	0	0	3	234
07:30 AM	2	138	2	0	142	3	7	38	0	48	13	49	3	0	65	0	1	1	0	2	257
07:45 AM	2	155	1	0	158	0	0	46	0	46	10	51	3	0	64	0	0	2	0	2	270
Total	5	497	4	0	506	14	20	140	1	175	32	245	9	0	286	2	4	4	0	10	977
08:00 AM	1	157	0	0	158	0	1	41	0	42	10	50	2	0	62	4	0	2	0	6	268
08:15 AM	1	140	0	0	141	6	0	44	0	50	7	40	3	0	50	1	1	0	0	2	243
08:30 AM	4	172	4	0	180	5	4	68	0	77	7	31	1	0	39	2	0	3	0	5	301
08:45 AM	1	204	1	0	206	6	4	60	0	70	10	34	2	0	46	3	0	1	0	4	326
Total	7	673	5	0	685	17	9	213	0	239	34	155	8	0	197	10	1	6	0	17	1138
Grand Total	12	1170	9	0	1191	31	29	353	1	414	66	400	17	0	483	12	5	10	0	27	2115
Apprch %	1	98.2	0.8	0		7.5	7	85.3	0.2		13.7	82.8	3.5	0		44.4	18.5	37	0		
Total %	0.6	55.3	0.4	0	56.3	1.5	1.4	16.7	0	19.6	3.1	18.9	0.8	0	22.8	0.6	0.2	0.5	0	1.3	



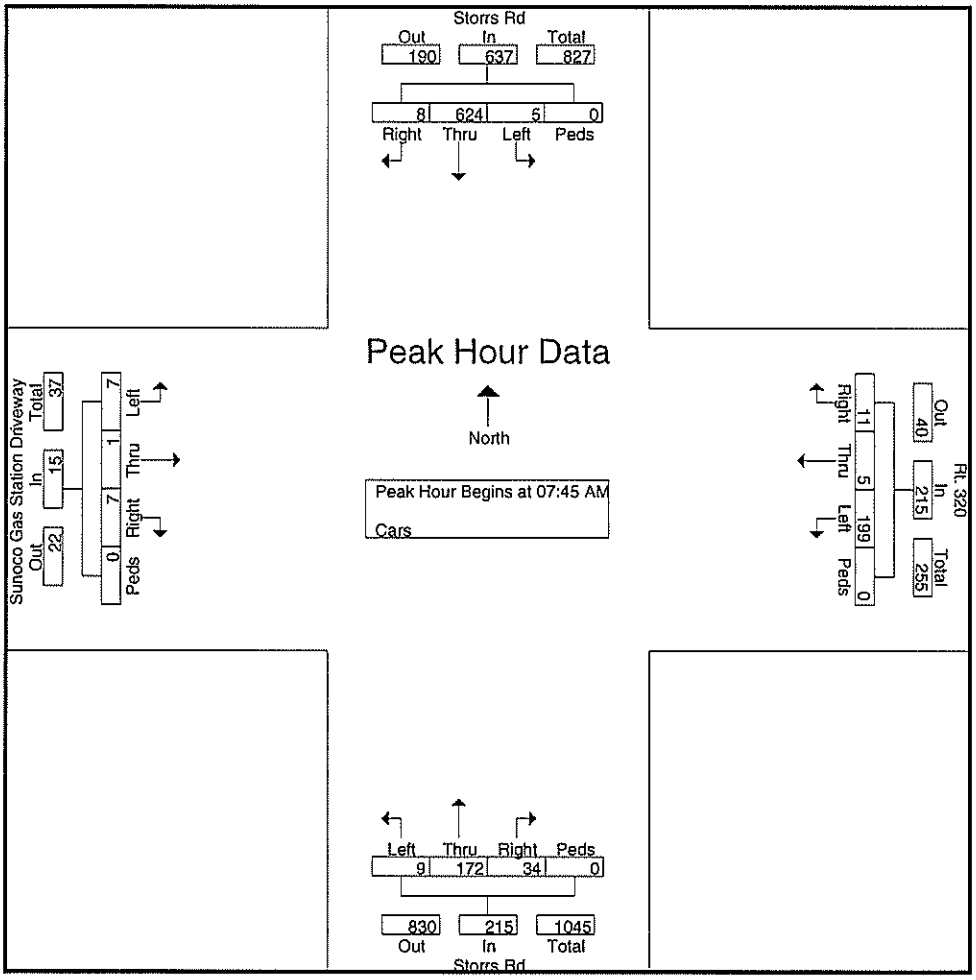
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0912, E.D.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 320

	Storrs Rd From North					Rt. 320 From East					Storrs Rd From South					Sunoco Gas Station Driveway 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 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	2	155	1	0	158	0	0	46	0	46	**10**	**51**	**3**	0	**64**	0	0	2	0	2	270
08:00 AM	1	157	0	0	158	0	1	41	0	42	10	50	2	0	62	4	0	2	0	6	268
08:15 AM	1	140	0	0	141	**6**	0	44	0	50	7	40	3	0	50	1	**1**	0	0	2	243
08:30 AM	**4**	**172**	**4**	**0**	**180**	5	**4**	**68**	**0**	**77**	7	31	1	0	39	2	0	**3**	0	5	**301**
Total Volume	8	624	5	0	637	11	5	199	0	215	34	172	9	0	215	7	1	7	0	15	1082
% App. Total	1.3	98	0.8	0		5.1	2.3	92.6	0		15.8	80	4.2	0		46.7	6.7	46.7	0		
PHF	.500	.907	.313	.000	.885	.458	.313	.732	.000	.698	.850	.843	.750	.000	.840	.438	.250	.583	.000	.625	.899



STORRS ROAD AT ROUTE 32

RHS Consulting Design, LLC

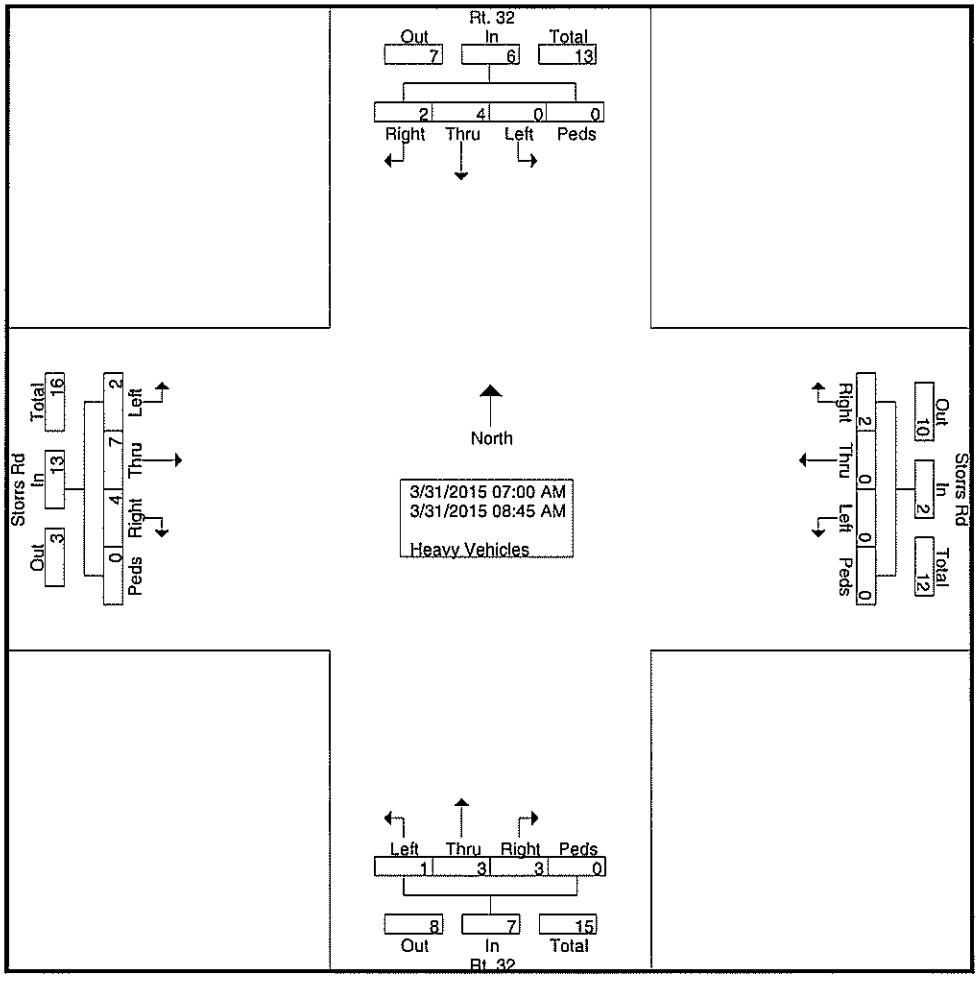
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-2208 T.D.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at Rt. 32

Groups Printed- Heavy Vehicles

	Rt. 32 From North					Storrs Rd From East					Rt. 32 From South					Storrs Rd 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	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	1	1	0	4	6
Total	0	4	0	0	4	1	0	0	0	1	0	2	0	0	2	3	4	1	0	8	15
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
08:15 AM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	1	1	0	0	2	5
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	1	1	0	2	4
Total	2	0	0	0	2	1	0	0	0	1	3	1	1	0	5	1	3	1	0	5	13
Grand Total	2	4	0	0	6	2	0	0	0	2	3	3	1	0	7	4	7	2	0	13	28
Apprch %	33.3	66.7	0	0		100	0	0	0		42.9	42.9	14.3	0		30.8	53.8	15.4	0		
Total %	7.1	14.3	0	0	21.4	7.1	0	0	0	7.1	10.7	10.7	3.6	0	25	14.3	25	7.1	0	46.4	



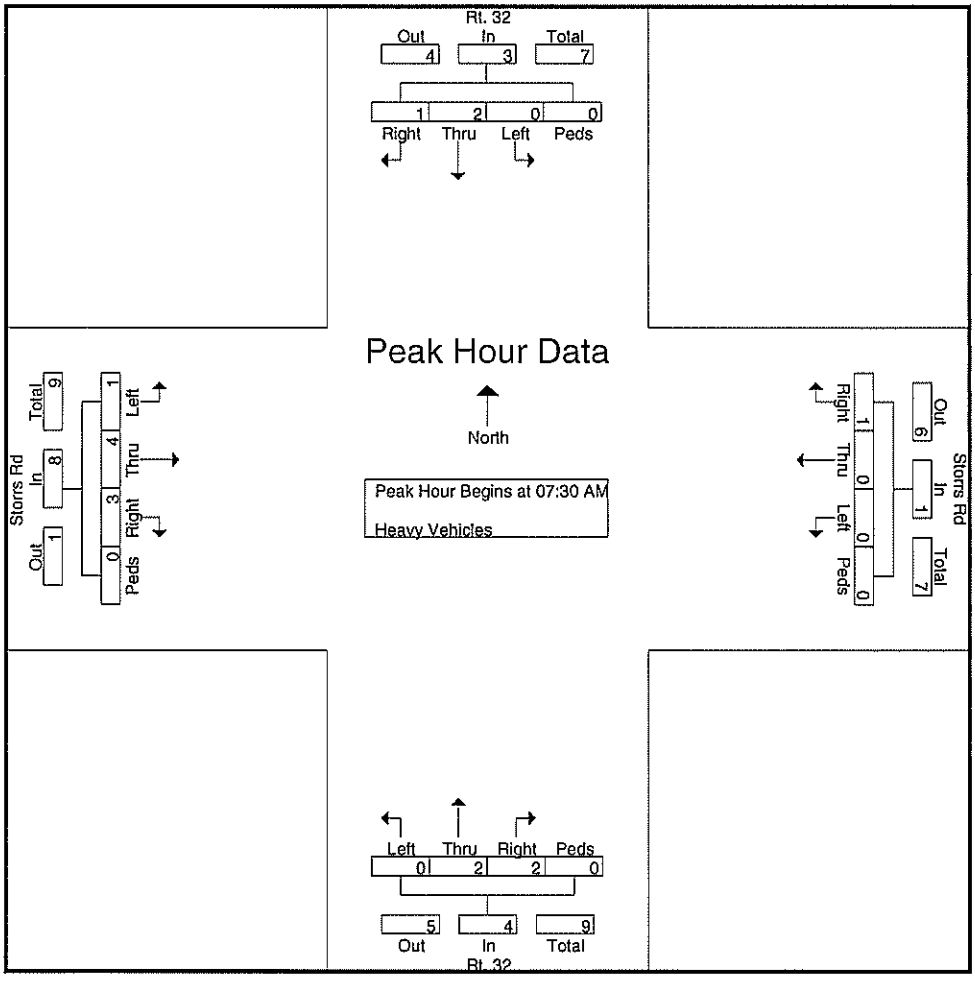
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-2208 T.D.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at Rt. 32

	Rt. 32 From North					Storrs Rd From East					Rt. 32 From South					Storrs Rd 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	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	1	1	0	4	6
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
08:15 AM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	1	1	0	0	2	5
Total Volume	1	2	0	0	3	1	0	0	0	1	2	2	0	0	4	3	4	1	0	8	16
% App. Total	33.3	66.7	0	0		100	0	0	0		50	50	0	0		37.5	50	12.5	0		
PHF	.250	.250	.000	.000	.375	.250	.000	.000	.000	.250	.250	.500	.000	.000	.500	.375	.500	.250	.000	.500	.667



RHS Consulting Design, LLC

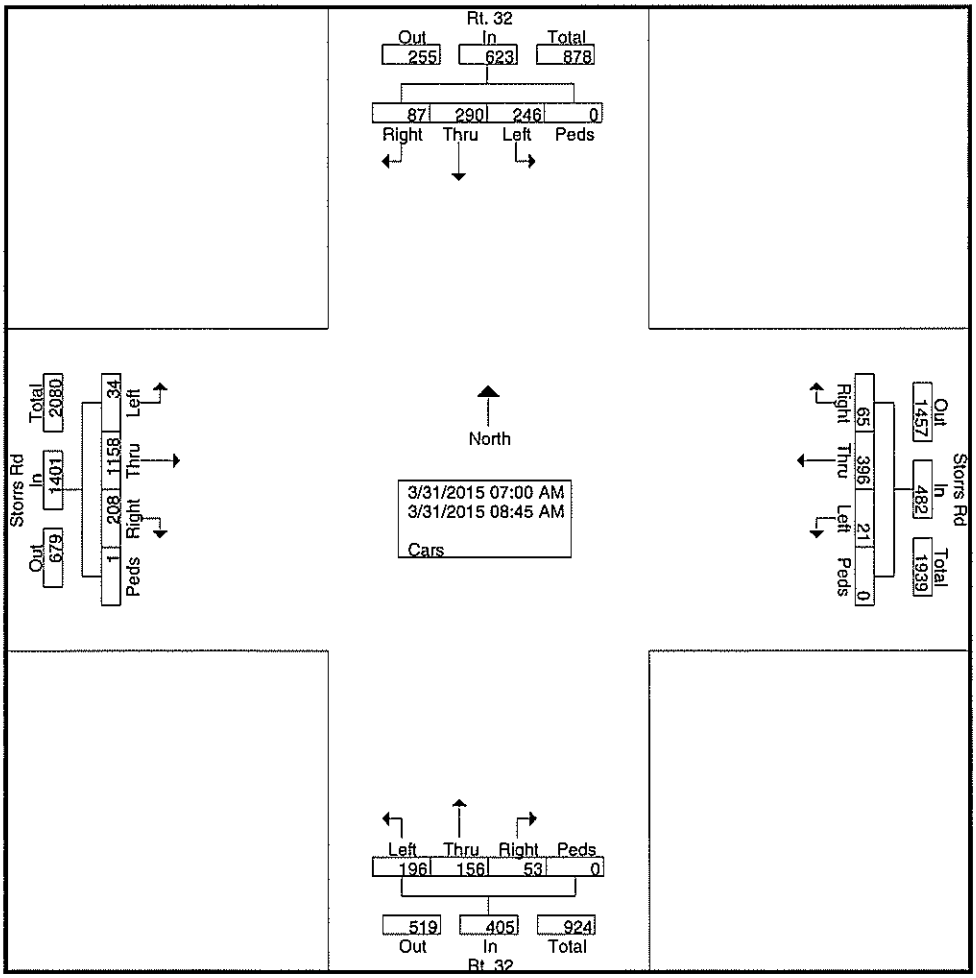
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-2208 T.D.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at Rt. 32

Groups Printed- Cars

	Rt. 32 From North					Storrs Rd From East					Rt. 32 From South					Storrs Rd 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	34	19	0	65	3	49	2	0	54	4	18	17	0	39	11	83	7	0	101	259
07:15 AM	8	36	30	0	74	17	50	4	0	71	6	20	29	0	55	26	120	7	0	153	353
07:30 AM	22	44	26	0	92	7	48	2	0	57	7	20	18	0	45	30	175	4	0	209	403
07:45 AM	15	51	24	0	90	9	59	1	0	69	12	29	27	0	68	38	152	4	0	194	421
Total	57	165	99	0	321	36	206	9	0	251	29	87	91	0	207	105	530	22	0	657	1436
08:00 AM	7	31	32	0	70	9	47	4	0	60	7	19	26	0	52	24	101	4	1	130	312
08:15 AM	8	35	31	0	74	4	49	3	0	56	3	15	23	0	41	26	178	3	0	207	378
08:30 AM	9	35	47	0	91	5	53	2	0	60	7	19	23	0	49	23	180	3	0	206	406
08:45 AM	6	24	37	0	67	11	41	3	0	55	7	16	33	0	56	30	169	2	0	201	379
Total	30	125	147	0	302	29	190	12	0	231	24	69	105	0	198	103	628	12	1	744	1475
Grand Total	87	290	246	0	623	65	396	21	0	482	53	156	196	0	405	208	1158	34	1	1401	2911
Apprch %	14	46.5	39.5	0		13.5	82.2	4.4	0		13.1	38.5	48.4	0		14.8	82.7	2.4	0.1		
Total %	3	10	8.5	0	21.4	2.2	13.6	0.7	0	16.6	1.8	5.4	6.7	0	13.9	7.1	39.8	1.2	0	48.1	



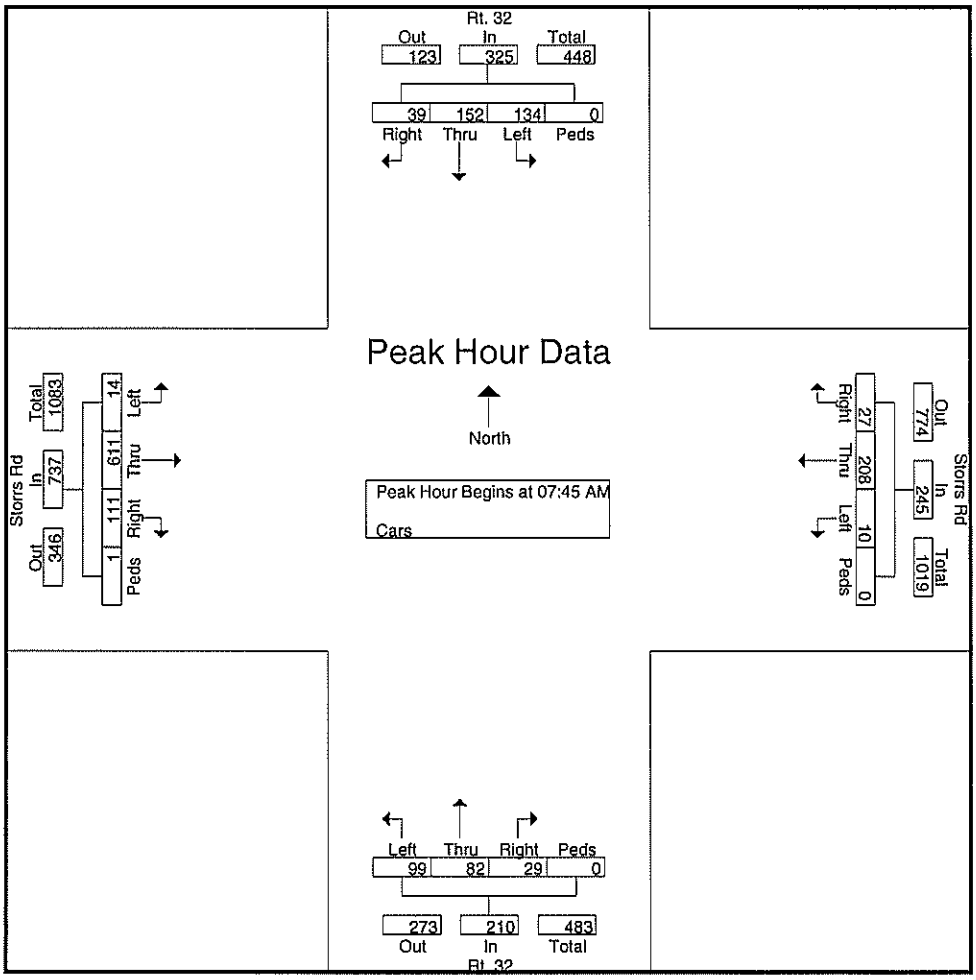
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-2208 T.D.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at Rt. 32

	Rt. 32 From North					Storrs Rd From East					Rt. 32 From South					Storrs Rd 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**	**51**	24	0	90	**9**	**59**	**1**	0	**69**	**12**	**29**	**27**	0	**68**	**38**	152	**4**	0	194	**421**
08:00 AM	7	31	32	0	70	9	47	**4**	0	60	7	19	26	0	52	24	101	4	1	130	312
08:15 AM	8	35	31	0	74	4	49	3	0	56	3	15	23	0	41	26	178	3	0	**207**	378
08:30 AM	9	35	**47**	0	**91**	5	53	2	0	60	7	19	23	0	49	23	**180**	3	0	206	406
Total Volume	39	152	134	0	325	27	208	10	0	245	29	82	99	0	210	111	611	14	1	737	1517
% App. Total	12	46.8	41.2	0		11	84.9	4.1	0		13.8	39	47.1	0		15.1	82.9	1.9	0.1		
PHF	.650	.745	.713	.000	.893	.750	.881	.625	.000	.888	.604	.707	.917	.000	.772	.730	.849	.875	.250	.890	.901



RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-2208 T.D.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at Rt. 32

Groups Printed- Cars - Heavy Vehicles

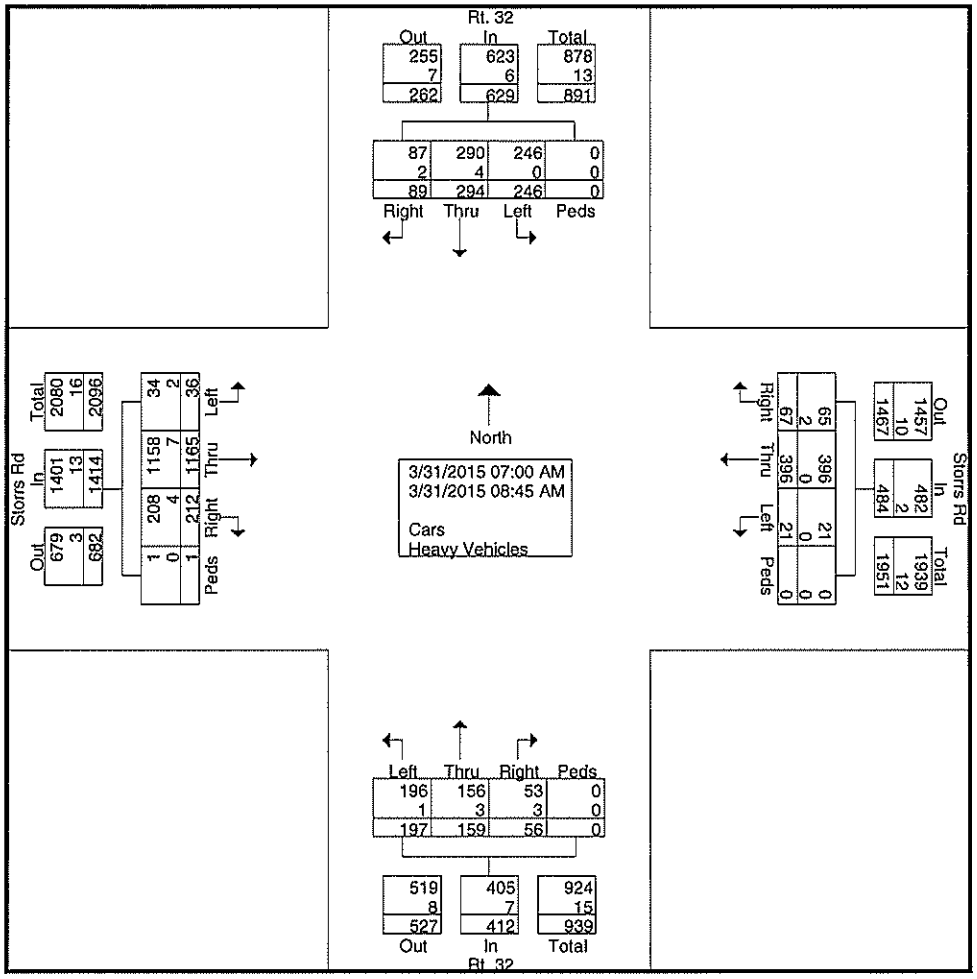
	Rt. 32 From North					Storrs Rd From East					Rt. 32 From South					Storrs Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	12	35	19	0	66	4	49	2	0	55	4	18	17	0	39	11	84	7	0	102	262
07:15 AM	8	37	30	0	75	17	50	4	0	71	6	21	29	0	56	27	120	7	0	154	356
07:30 AM	22	44	26	0	92	7	48	2	0	57	7	21	18	0	46	30	177	4	0	211	406
07:45 AM	15	53	24	0	92	9	59	1	0	69	12	29	27	0	68	40	153	5	0	198	427
Total	57	169	99	0	325	37	206	9	0	252	29	89	91	0	209	108	534	23	0	665	1451
08:00 AM	7	31	32	0	70	10	47	4	0	61	7	20	26	0	53	24	101	4	1	130	314
08:15 AM	9	35	31	0	75	4	49	3	0	56	5	15	23	0	43	27	179	3	0	209	383
08:30 AM	10	35	47	0	92	5	53	2	0	60	7	19	23	0	49	23	181	3	0	207	408
08:45 AM	6	24	37	0	67	11	41	3	0	55	8	16	34	0	58	30	170	3	0	203	383
Total	32	125	147	0	304	30	190	12	0	232	27	70	106	0	203	104	631	13	1	749	1488
Grand Total	89	294	246	0	629	67	396	21	0	484	56	159	197	0	412	212	1165	36	1	1414	2939
Apprch %	14.1	46.7	39.1	0		13.8	81.8	4.3	0		13.6	38.6	47.8	0		15	82.4	2.5	0.1		
Total %	3	10	8.4	0	21.4	2.3	13.5	0.7	0	16.5	1.9	5.4	6.7	0	14	7.2	39.6	1.2	0	48.1	
Cars	87	290	246	0	623	65	396	21	0	482	53	156	196	0	405	208	1158	34	1	1401	2911
% Cars	97.8	98.6	100	0	99	97	100	100	0	99.6	94.6	98.1	99.5	0	98.3	98.1	99.4	94.4	100	99.1	99
Heavy Vehicles	2	4	0	0	6	2	0	0	0	2	3	3	1	0	7	4	7	2	0	13	28
% Heavy Vehicles	2.2	1.4	0	0	1	3	0	0	0	0.4	5.4	1.9	0.5	0	1.7	1.9	0.6	5.6	0	0.9	1

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-2208 T.D.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at Rt. 32



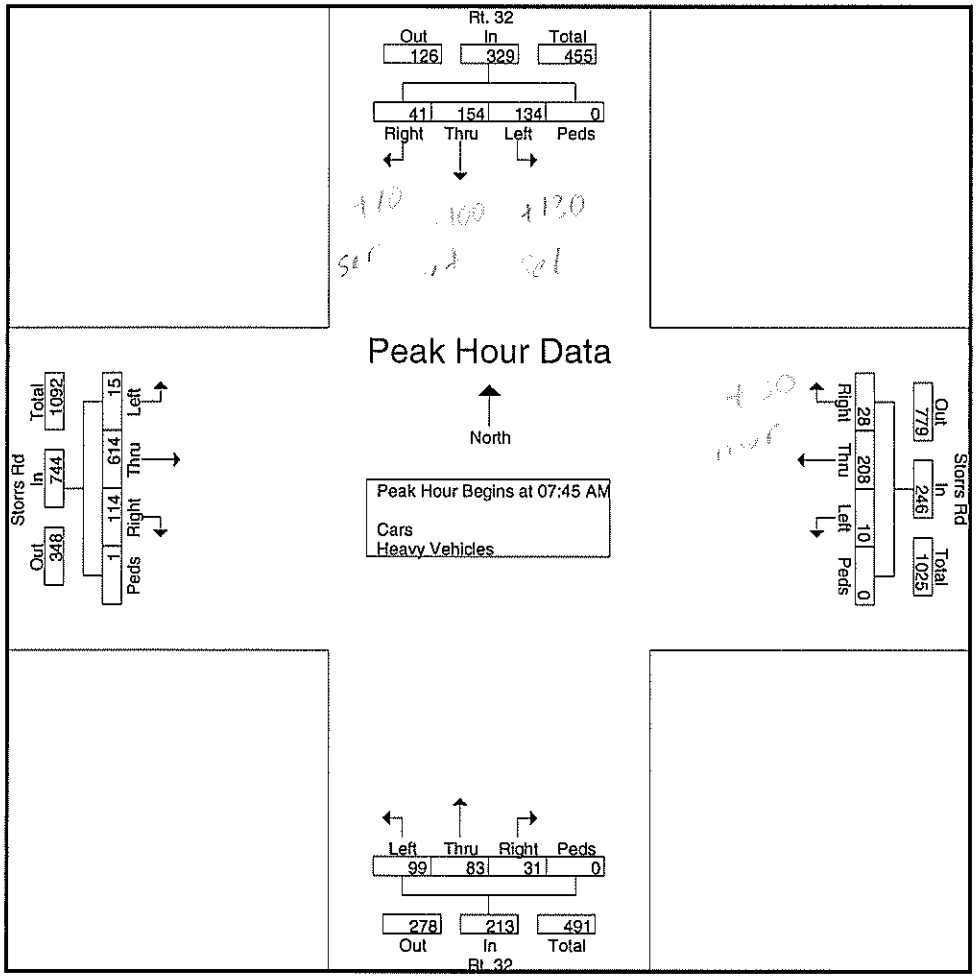
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-2208 T.D.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at Rt. 32

	Rt. 32 From North					Storrs Rd From East					Rt. 32 From South					Storrs Rd 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**	**53**	24	0	**92**	9	**59**	**1**	0	**69**	**12**	**29**	**27**	0	**68**	**40**	153	**5**	0	198	**427**
08:00 AM	7	31	32	0	70	**10**	47	**4**	0	61	7	20	26	0	53	24	101	4	**1**	130	314
08:15 AM	9	35	31	0	75	4	49	3	0	56	5	15	23	0	43	27	179	3	0	**209**	383
08:30 AM	10	35	**47**	0	92	5	53	2	0	60	7	19	23	0	49	23	**181**	3	0	207	408
Total Volume	41	154	134	0	329	28	208	10	0	246	31	83	99	0	213	114	614	15	1	744	1532
% App. Total	12.5	46.8	40.7	0		11.4	84.6	4.1	0		14.6	39	46.5	0		15.3	82.5	2	0.1		
PHF	.683	.726	.713	.000	.894	.700	.881	.625	.000	.891	.646	.716	.917	.000	.783	.713	.848	.750	.250	.890	.897



STORRS ROAD AT GURLEYVILLE ROAD

RHS Consulting Design, LLC

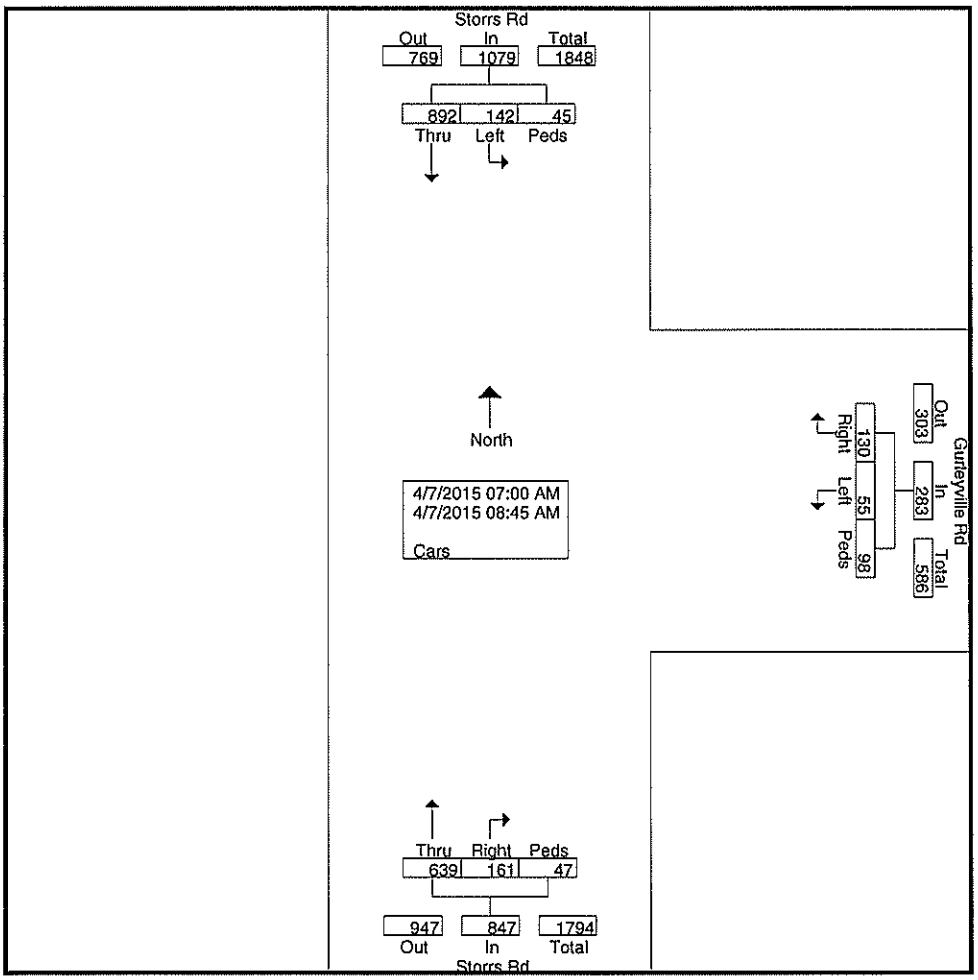
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2208, T.D.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Gurleyville Rd

Groups Printed- Cars

	Storrs Rd From North				Gurleyville Rd From East				Storrs Rd From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	116	6	3	125	12	4	2	18	7	90	3	100	243
07:15 AM	84	11	10	105	15	6	3	24	25	78	5	108	237
07:30 AM	102	23	3	128	19	6	20	45	22	59	13	94	267
07:45 AM	107	27	5	139	10	3	14	27	23	77	7	107	273
Total	409	67	21	497	56	19	39	114	77	304	28	409	1020
08:00 AM	110	18	0	128	17	5	11	33	21	84	2	107	268
08:15 AM	103	19	4	126	16	7	9	32	24	79	2	105	263
08:30 AM	123	21	8	152	24	14	18	56	20	79	3	102	310
08:45 AM	147	17	12	176	17	10	21	48	19	93	12	124	348
Total	483	75	24	582	74	36	59	169	84	335	19	438	1189
Grand Total	892	142	45	1079	130	55	98	283	161	639	47	847	2209
Apprch %	82.7	13.2	4.2		45.9	19.4	34.6		19	75.4	5.5		
Total %	40.4	6.4	2	48.8	5.9	2.5	4.4	12.8	7.3	28.9	2.1	38.3	



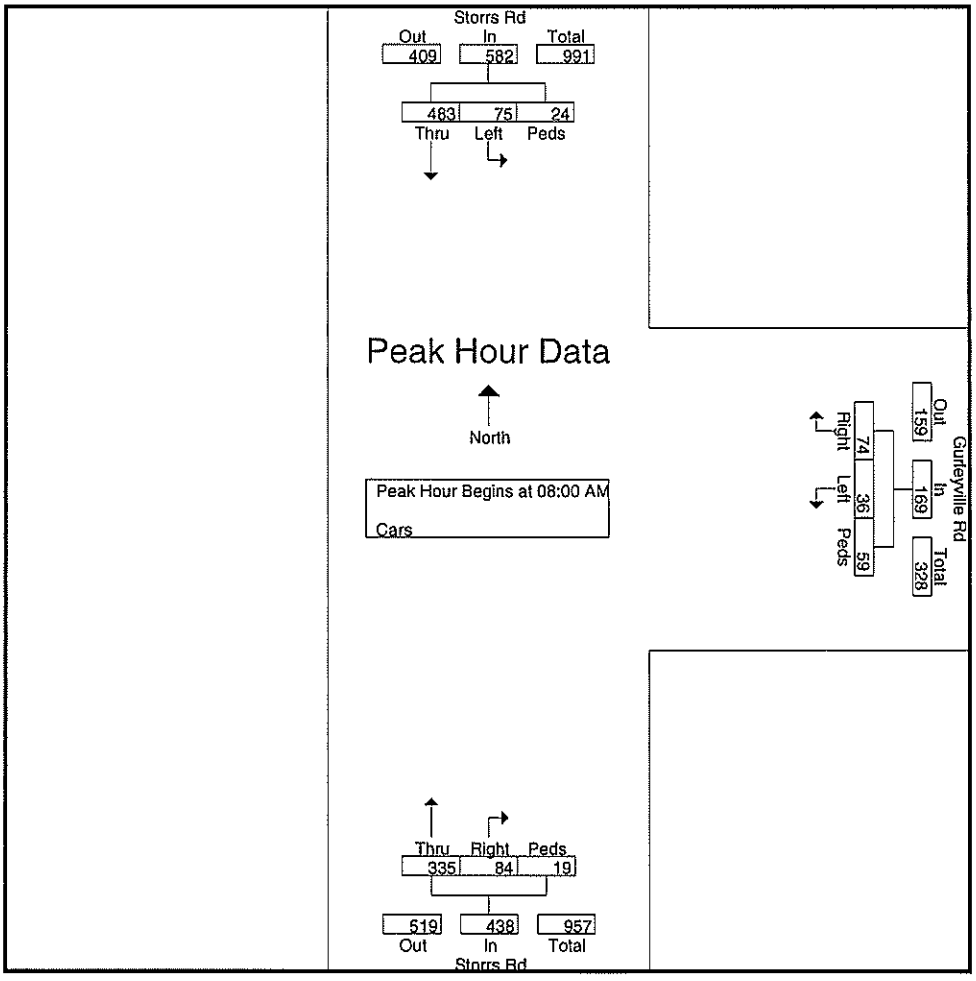
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2208, T.D.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Gurleyville Rd

	Storrs Rd From North				Gurleyville Rd From East				Storrs Rd 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 08:00 AM													
08:00 AM	110	18	0	128	17	5	11	33	21	84	2	107	268
08:15 AM	103	19	4	126	16	7	9	32	24	79	2	105	263
08:30 AM	123	21	8	152	24	14	18	56	20	79	3	102	310
08:45 AM	147	17	12	176	17	10	21	48	19	93	12	124	348
Total Volume	483	75	24	582	74	36	59	169	84	335	19	438	1189
% App. Total	83	12.9	4.1		43.8	21.3	34.9		19.2	76.5	4.3		
PHF	.821	.893	.500	.827	.771	.643	.702	.754	.875	.901	.396	.883	.854



RHS Consulting Design, LLC

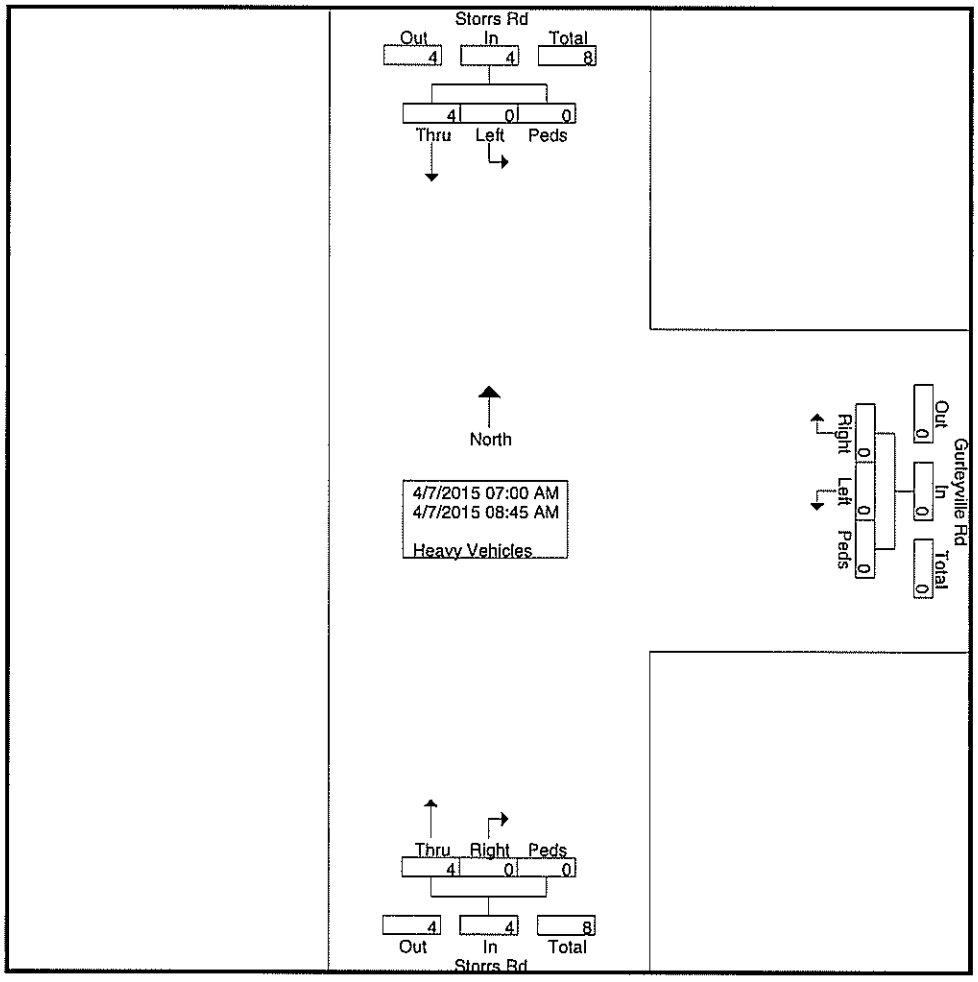
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2208, T.D.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Gurleyville Rd

Groups Printed- Heavy Vehicles

	Storrs Rd From North				Gurleyville Rd From East				Storrs Rd From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	3	0	0	0	0	0	1	0	1	4
08:00 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	3	0	3	4
Grand Total	4	0	0	4	0	0	0	0	0	4	0	4	8
Apprch %	100	0	0		0	0	0		0	100	0		
Total %	50	0	0	50	0	0	0	0	0	50	0	50	



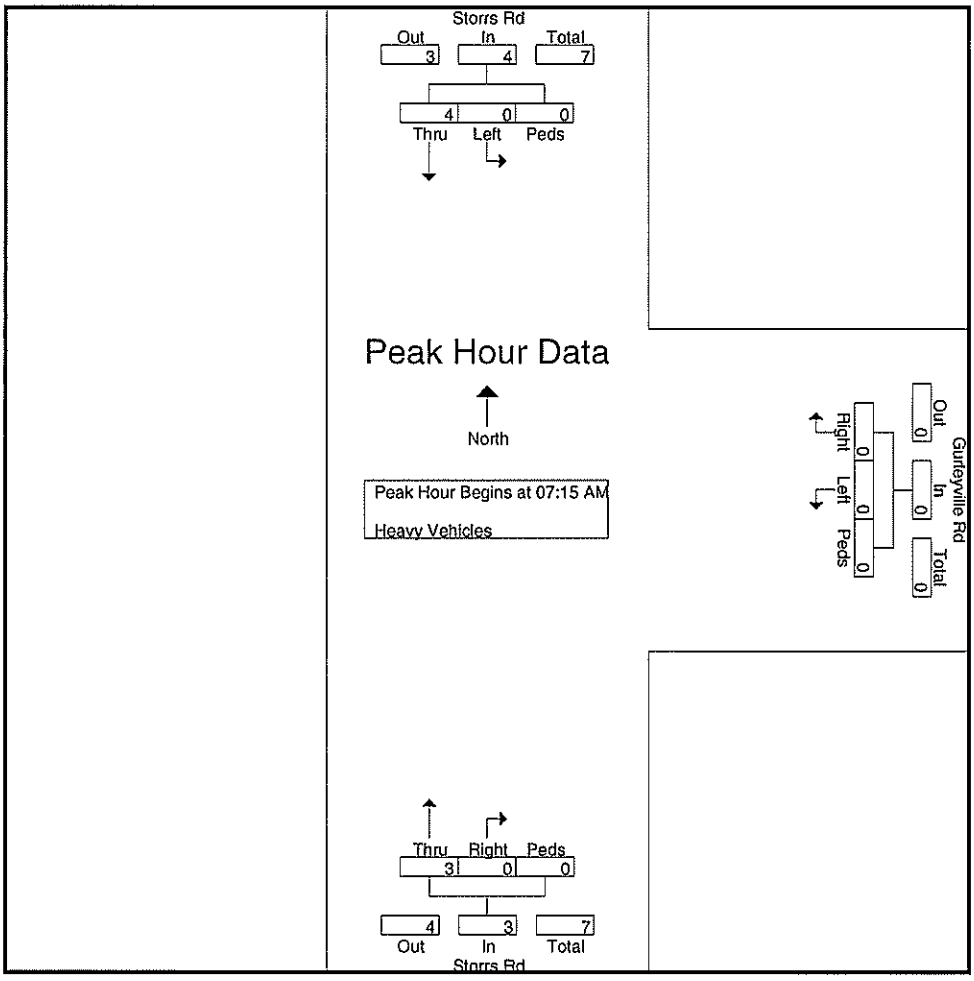
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2208, T.D.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Gurleyville Rd

	Storrs Rd From North				Gurleyville Rd From East				Storrs Rd 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 07:15 AM													
07:15 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
Total Volume	4	0	0	4	0	0	0	0	0	3	0	3	7
% App. Total	100	0	0		0	0	0		0	100	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375	.583



RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2208, T.D.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Gurleyville Rd

Groups Printed- Cars - Heavy Vehicles

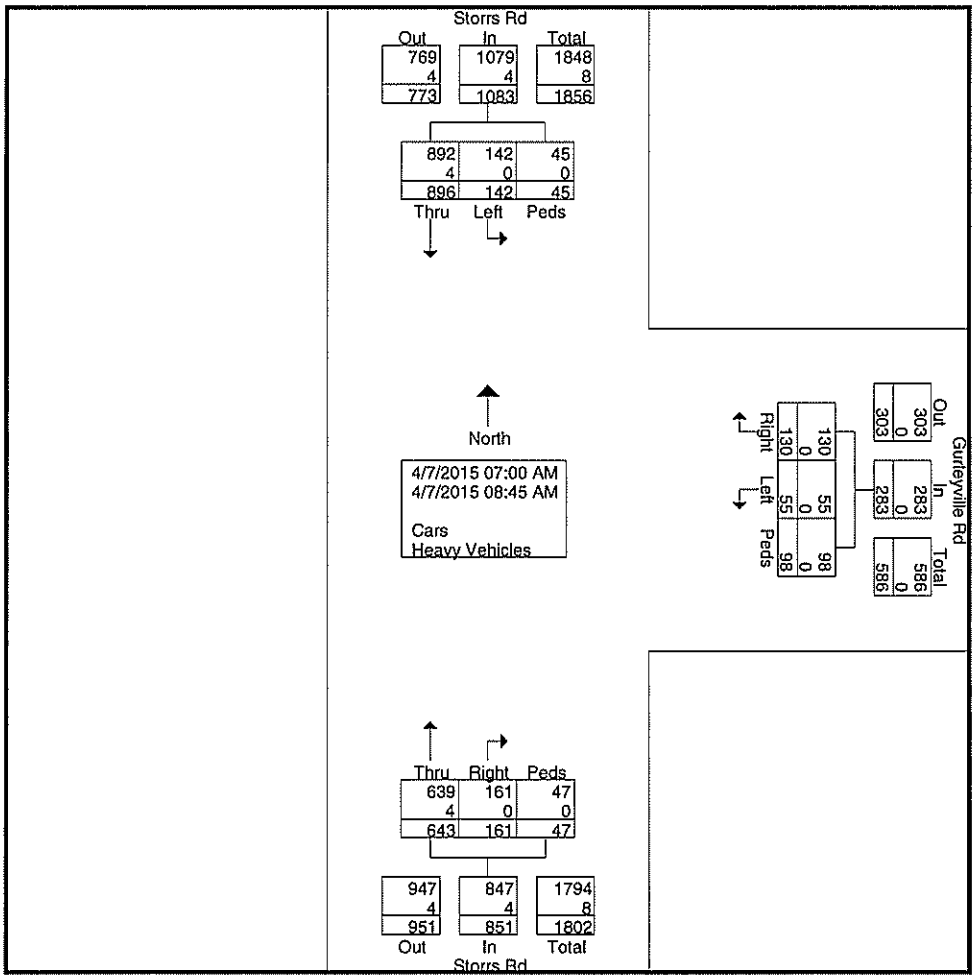
	Storrs Rd From North				Gurleyville Rd From East				Storrs Rd From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	116	6	3	125	12	4	2	18	7	90	3	100	243
07:15 AM	86	11	10	107	15	6	3	24	25	79	5	109	240
07:30 AM	103	23	3	129	19	6	20	45	22	59	13	94	268
07:45 AM	107	27	5	139	10	3	14	27	23	77	7	107	273
Total	412	67	21	500	56	19	39	114	77	305	28	410	1024
08:00 AM	111	18	0	129	17	5	11	33	21	86	2	109	271
08:15 AM	103	19	4	126	16	7	9	32	24	79	2	105	263
08:30 AM	123	21	8	152	24	14	18	56	20	80	3	103	311
08:45 AM	147	17	12	176	17	10	21	48	19	93	12	124	348
Total	484	75	24	583	74	36	59	169	84	338	19	441	1193
Grand Total	896	142	45	1083	130	55	98	283	161	643	47	851	2217
Apprch %	82.7	13.1	4.2		45.9	19.4	34.6		18.9	75.6	5.5		
Total %	40.4	6.4	2	48.8	5.9	2.5	4.4	12.8	7.3	29	2.1	38.4	
Cars	892	142	45	1079	130	55	98	283	161	639	47	847	2209
% Cars	99.6	100	100	99.6	100	100	100	100	100	99.4	100	99.5	99.6
Heavy Vehicles	4	0	0	4	0	0	0	0	0	4	0	4	8
% Heavy Vehicles	0.4	0	0	0.4	0	0	0	0	0	0.6	0	0.5	0.4

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2208, T.D.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Gurleyville Rd



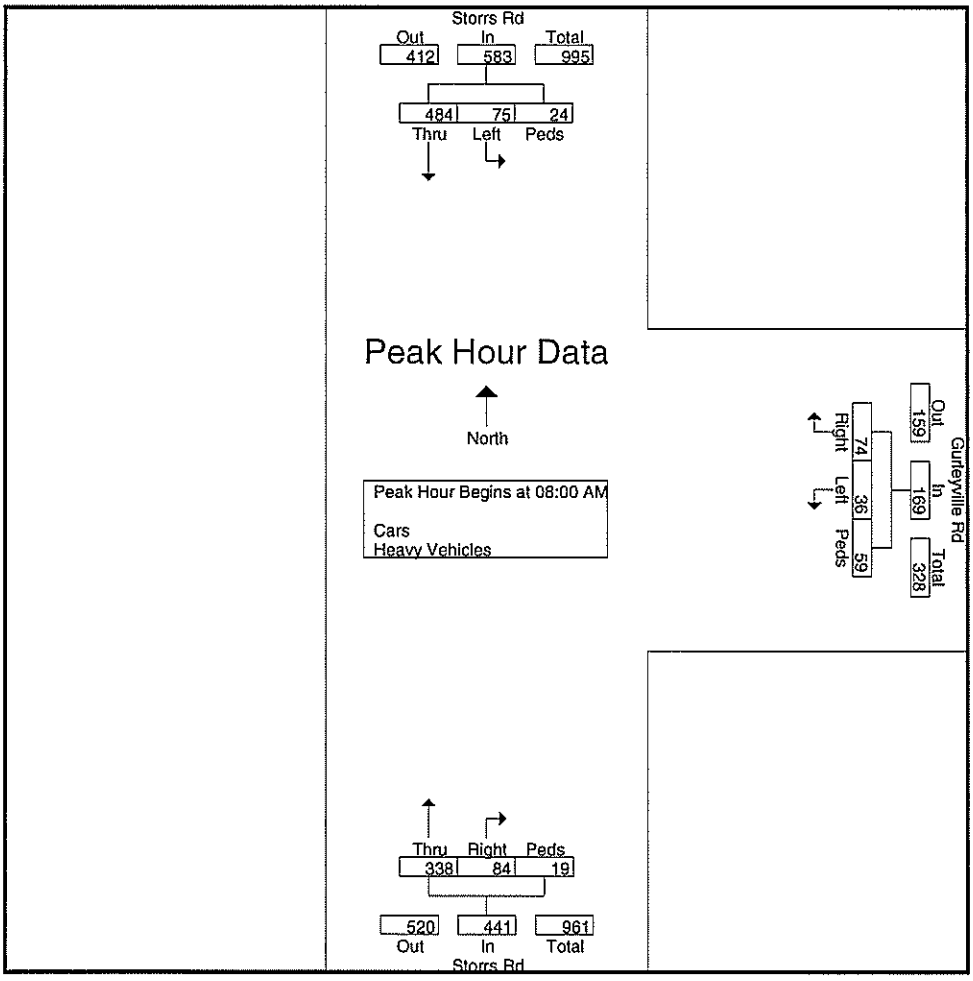
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2208, T.D.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Gurleyville Rd

	Storrs Rd From North				Gurleyville Rd From East				Storrs Rd 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 08:00 AM													
08:00 AM	111	18	0	129	17	5	11	33	21	86	2	109	271
08:15 AM	103	19	4	126	16	7	9	32	**24**	79	2	105	263
08:30 AM	123	**21**	8	152	**24**	**14**	18	**56**	20	80	3	103	311
08:45 AM	**147**	17	**12**	**176**	17	10	**21**	48	19	**93**	**12**	**124**	**348**
Total Volume	484	75	24	583	74	36	59	169	84	338	19	441	1193
% App. Total	83	12.9	4.1		43.8	21.3	34.9		19	76.6	4.3		
PHF	.823	.893	.500	.828	.771	.643	.702	.754	.875	.909	.396	.889	.857



ROUTE 44 AT ROUTE 32

RHS Consulting Design, LLC

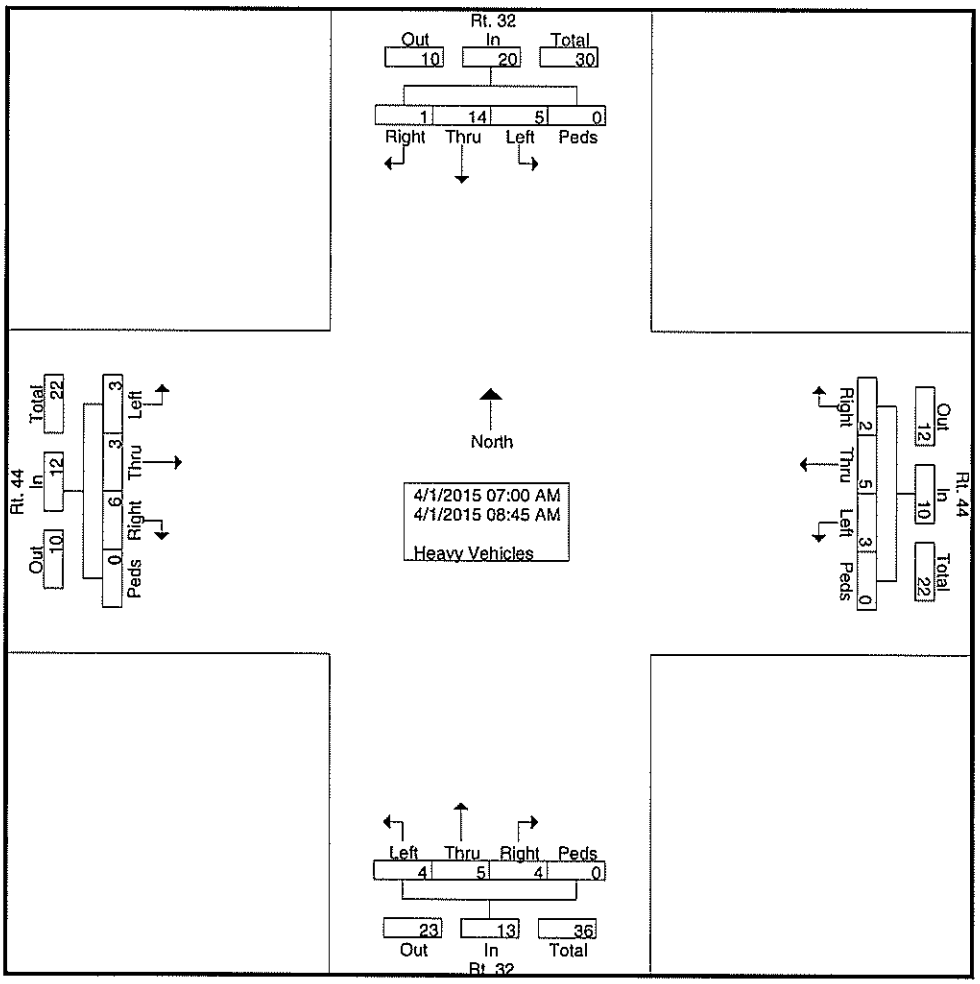
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Rt. 32

Groups Printed- Heavy Vehicles

	Rt. 32 From North					Rt. 44 From East					Rt. 32 From South					Rt. 44 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	0	2	0	2	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	6
07:15 AM	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1	1	0	1	0	2	7
07:30 AM	0	5	0	0	5	1	0	2	0	3	1	1	0	0	2	2	2	0	0	4	14
07:45 AM	0	2	1	0	3	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	5
Total	0	8	3	0	11	2	2	2	0	6	2	4	2	0	8	3	2	2	0	7	32
08:00 AM	1	3	2	0	6	0	1	0	0	1	0	0	2	0	2	1	1	0	0	2	11
08:15 AM	0	3	0	0	3	0	0	1	0	1	1	1	0	0	2	0	0	1	0	1	7
08:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	3
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
Total	1	6	2	0	9	0	3	1	0	4	2	1	2	0	5	3	1	1	0	5	23
Grand Total	1	14	5	0	20	2	5	3	0	10	4	5	4	0	13	6	3	3	0	12	55
Apprch %	5	70	25	0		20	50	30	0		30.8	38.5	30.8	0		50	25	25	0		
Total %	1.8	25.5	9.1	0	36.4	3.6	9.1	5.5	0	18.2	7.3	9.1	7.3	0	23.6	10.9	5.5	5.5	0	21.8	



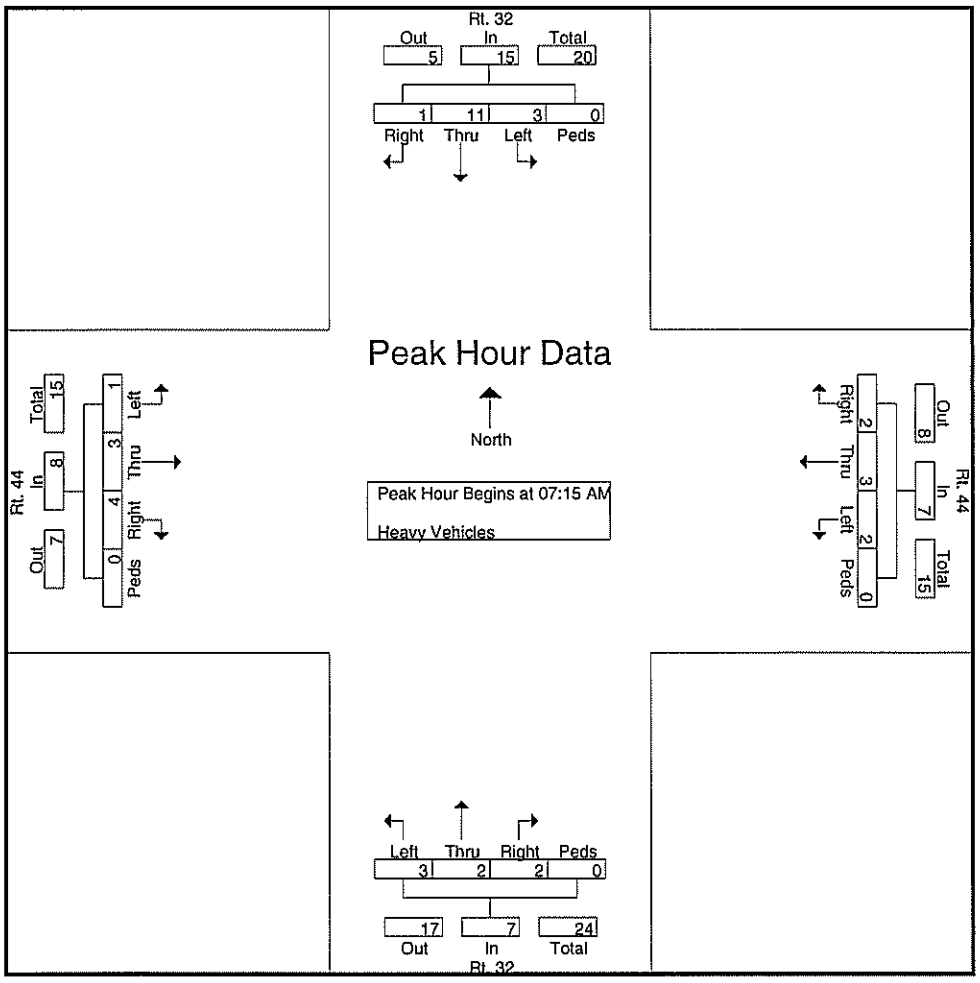
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Rt. 32

	Rt. 32 From North					Rt. 44 From East					Rt. 32 From South					Rt. 44 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 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1	1	0	1	0	2	7
07:30 AM	0	5	0	0	5	1	0	2	0	3	1	1	0	0	2	2	2	0	0	4	14
07:45 AM	0	2	1	0	3	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	5
08:00 AM	1	3	2	0	6	0	1	0	0	1	0	0	2	0	2	1	1	0	0	2	11
Total Volume	1	11	3	0	15	2	3	2	0	7	2	2	3	0	7	4	3	1	0	8	37
% App. Total	6.7	73.3	20	0		28.6	42.9	28.6	0		28.6	28.6	42.9	0		50	37.5	12.5	0		
PHF	.250	.550	.375	.000	.625	.500	.375	.250	.000	.583	.500	.500	.375	.000	.875	.500	.375	.250	.000	.500	.661



RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Rt. 32

Groups Printed- Cars - Heavy Vehicles

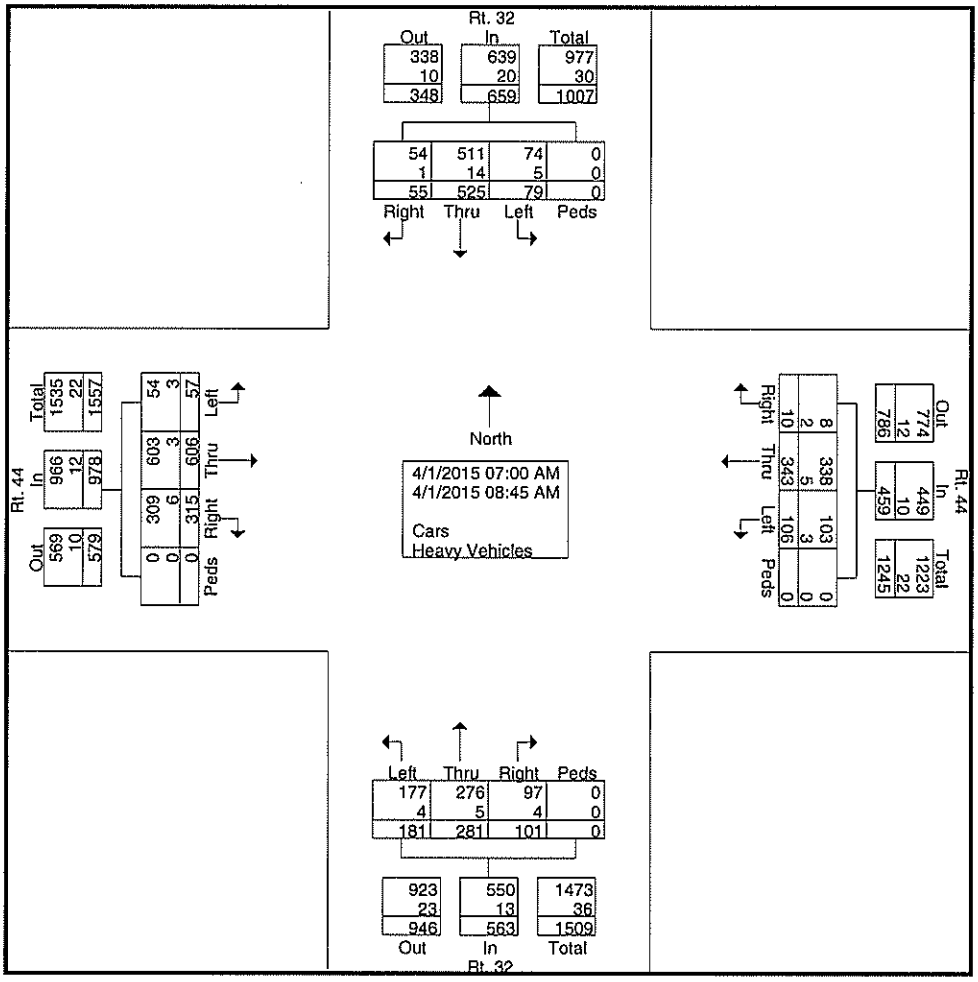
	Rt. 32 From North					Rt. 44 From East					Rt. 32 From South					Rt. 44 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	14	55	5	0	74	0	45	7	0	52	8	39	27	0	74	23	49	10	0	82	282
07:15 AM	9	79	6	0	94	3	45	16	0	64	12	34	23	0	69	39	61	13	0	113	340
07:30 AM	5	82	9	0	96	1	37	14	0	52	7	32	26	0	65	43	98	4	0	145	358
07:45 AM	6	62	18	0	86	4	47	11	0	62	12	43	28	0	83	43	81	9	0	133	364
Total	34	278	38	0	350	8	174	48	0	230	39	148	104	0	291	148	289	36	0	473	1344
08:00 AM	4	47	8	0	59	0	34	16	0	50	21	32	18	0	71	44	91	6	0	141	321
08:15 AM	7	52	7	0	66	2	31	12	0	45	12	29	19	0	60	49	76	7	0	132	303
08:30 AM	5	74	13	0	92	0	52	15	0	67	15	36	20	0	71	37	75	4	0	116	346
08:45 AM	5	74	13	0	92	0	52	15	0	67	14	36	20	0	70	37	75	4	0	116	345
Total	21	247	41	0	309	2	169	58	0	229	62	133	77	0	272	167	317	21	0	505	1315
Grand Total	55	525	79	0	659	10	343	106	0	459	101	281	181	0	563	315	606	57	0	978	2659
Apprch %	8.3	79.7	12	0		2.2	74.7	23.1	0		17.9	49.9	32.1	0		32.2	62	5.8	0		
Total %	2.1	19.7	3	0	24.8	0.4	12.9	4	0	17.3	3.8	10.6	6.8	0	21.2	11.8	22.8	2.1	0	36.8	
Cars	54	511	74	0	639	8	338	103	0	449	97	276	177	0	550	309	603	54	0	966	2604
% Cars	98.2	97.3	93.7	0	97	80	98.5	97.2	0	97.8	96	98.2	97.8	0	97.7	98.1	99.5	94.7	0	98.8	97.9
Heavy Vehicles	1	14	5	0	20	2	5	3	0	10	4	5	4	0	13	6	3	3	0	12	55
% Heavy Vehicles	1.8	2.7	6.3	0	3	20	1.5	2.8	0	2.2	4	1.8	2.2	0	2.3	1.9	0.5	5.3	0	1.2	2.1

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Rt. 32



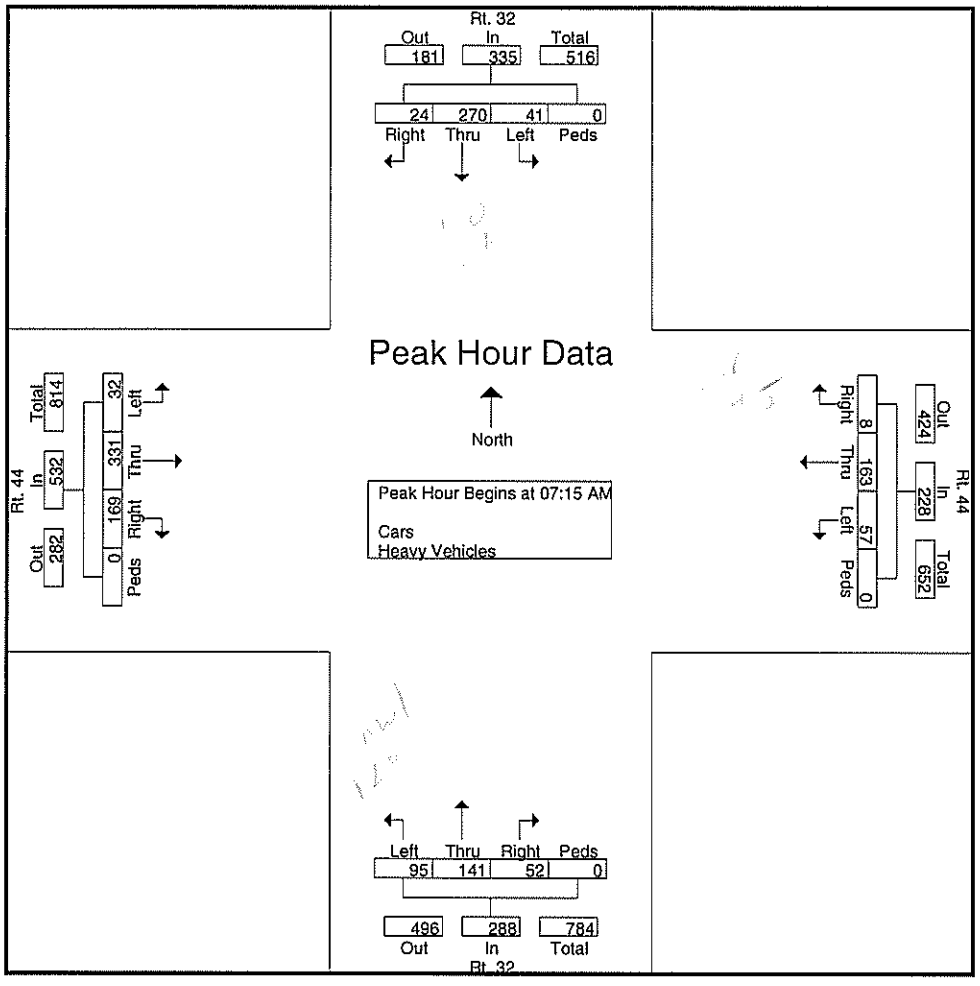
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Rt. 32

	Rt. 32 From North					Rt. 44 From East					Rt. 32 From South					Rt. 44 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 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	9	79	6	0	94	3	45	16	0	64	12	34	23	0	69	39	61	13	0	113	340
07:30 AM	5	82	9	0	96	1	37	14	0	52	7	32	26	0	65	43	98	4	0	145	358
07:45 AM	6	62	18	0	86	4	47	11	0	62	12	43	28	0	83	43	81	9	0	133	364
08:00 AM	4	47	8	0	59	0	34	16	0	50	21	32	18	0	71	44	91	6	0	141	321
Total Volume	24	270	41	0	335	8	163	57	0	228	52	141	95	0	288	169	331	32	0	532	1383
% App. Total	7.2	80.6	12.2	0		3.5	71.5	25	0		18.1	49	33	0		31.8	62.2	6	0		
PHF	.667	.823	.569	.000	.872	.500	.867	.891	.000	.891	.619	.820	.848	.000	.867	.960	.844	.615	.000	.917	.950



RHS Consulting Design, LLC

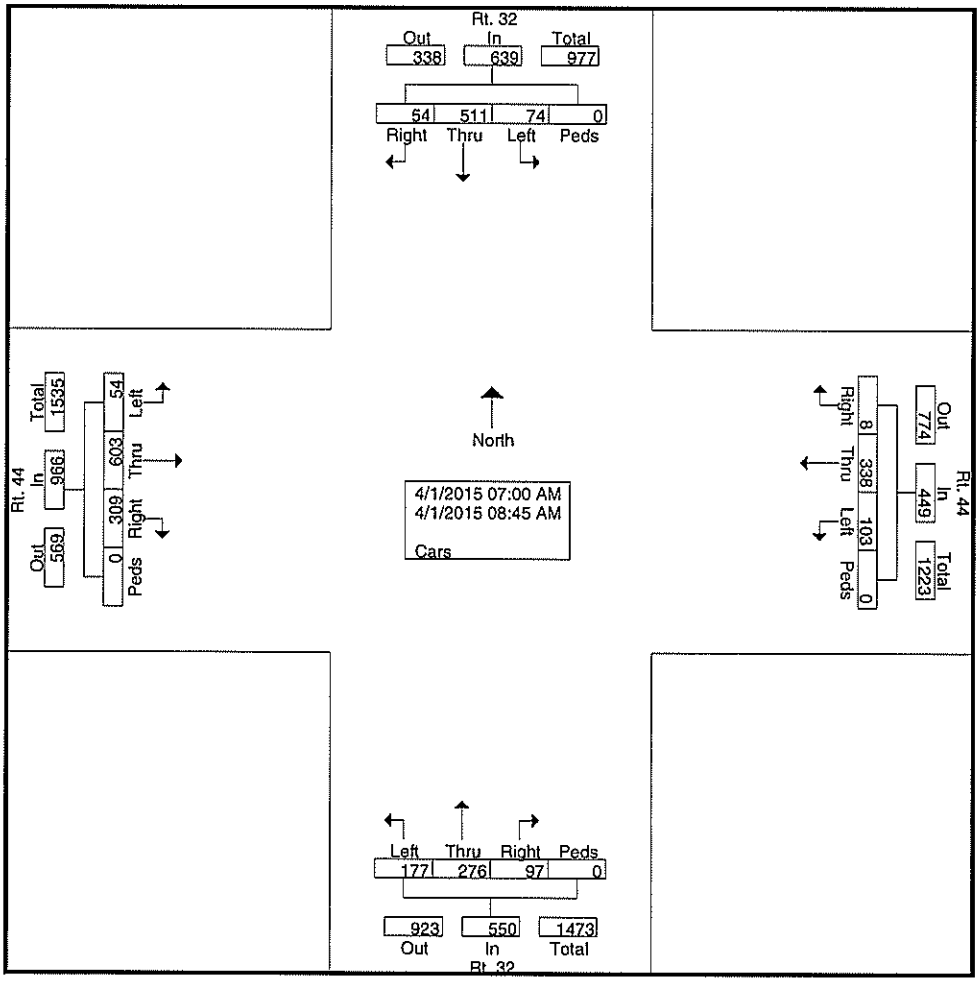
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Rt. 32

Groups Printed- Cars

	Rt. 32 From North					Rt. 44 From East					Rt. 32 From South					Rt. 44 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	14	55	3	0	72	0	45	7	0	52	8	37	26	0	71	23	49	9	0	81	276
07:15 AM	9	78	6	0	93	2	43	16	0	61	12	33	23	0	68	38	61	12	0	111	333
07:30 AM	5	77	9	0	91	0	37	12	0	49	6	31	26	0	63	41	96	4	0	141	344
07:45 AM	6	60	17	0	83	4	47	11	0	62	11	43	27	0	81	43	81	9	0	133	359
Total	34	270	35	0	339	6	172	46	0	224	37	144	102	0	283	145	287	34	0	466	1312
08:00 AM	3	44	6	0	53	0	33	16	0	49	21	32	16	0	69	43	90	6	0	139	310
08:15 AM	7	49	7	0	63	2	31	11	0	44	11	28	19	0	58	49	76	6	0	131	296
08:30 AM	5	74	13	0	92	0	51	15	0	66	14	36	20	0	70	36	75	4	0	115	343
08:45 AM	5	74	13	0	92	0	51	15	0	66	14	36	20	0	70	36	75	4	0	115	343
Total	20	241	39	0	300	2	166	57	0	225	60	132	75	0	267	164	316	20	0	500	1292
Grand Total	54	511	74	0	639	8	338	103	0	449	97	276	177	0	550	309	603	54	0	966	2604
Apprch %	8.5	80	11.6	0		1.8	75.3	22.9	0		17.6	50.2	32.2	0		32	62.4	5.6	0		
Total %	2.1	19.6	2.8	0	24.5	0.3	13	4	0	17.2	3.7	10.6	6.8	0	21.1	11.9	23.2	2.1	0	37.1	



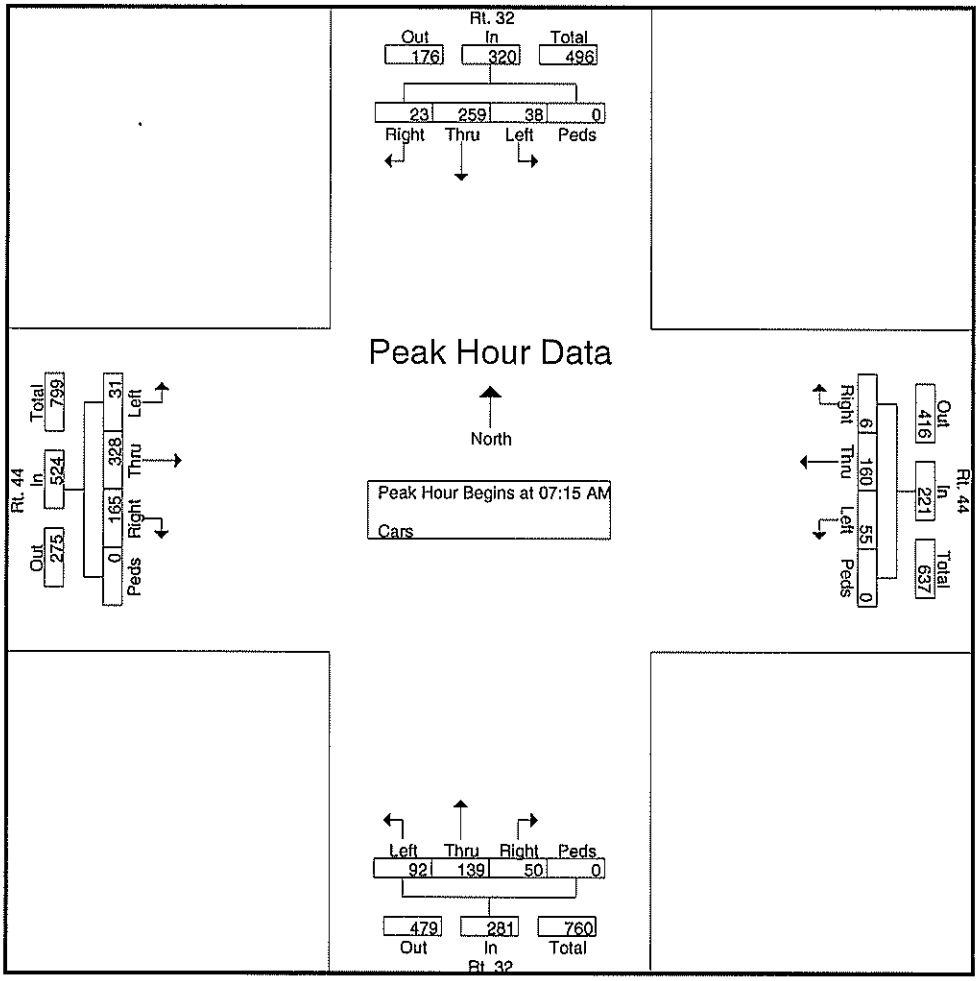
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Rt. 32

	Rt. 32 From North					Rt. 44 From East					Rt. 32 From South					Rt. 44 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 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**9**	**78**	6	0	**93**	2	43	**16**	0	61	12	33	23	0	68	38	61	**12**	0	111	333
07:30 AM	5	77	9	0	91	0	37	12	0	49	6	31	26	0	63	41	**96**	4	0	**141**	344
07:45 AM	6	60	**17**	0	83	**4**	**47**	11	0	**62**	11	**43**	**27**	0	**81**	**43**	81	9	0	133	**359**
08:00 AM	3	44	6	0	53	0	33	16	0	49	**21**	32	16	0	69	43	90	6	0	139	310
Total Volume	23	259	38	0	320	6	160	55	0	221	50	139	92	0	281	165	328	31	0	524	1346
% App. Total	7.2	80.9	11.9	0		2.7	72.4	24.9	0		17.8	49.5	32.7	0		31.5	62.6	5.9	0		
PHF	.639	.830	.559	.000	.860	.375	.851	.859	.000	.891	.595	.808	.852	.000	.867	.959	.854	.646	.000	.929	.937



STORRS ROAD AT MOULTON ROAD

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Moulton Rd

Groups Printed- Cars - Heavy Vehicles

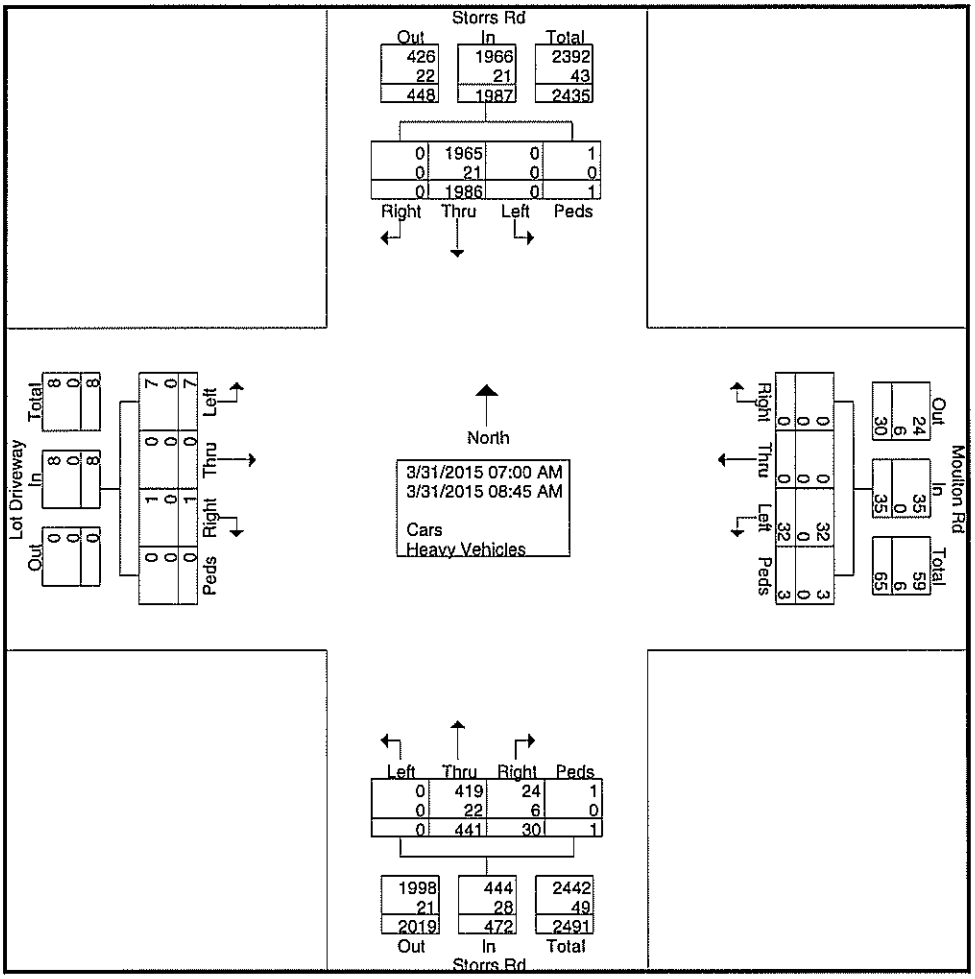
	Storrs Rd From North					Moulton Rd From East					Storrs Rd From South					Lot Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	170	0	0	170	0	0	4	0	4	10	49	0	0	59	0	0	1	0	1	234
07:15 AM	0	182	0	0	182	0	0	1	0	1	8	76	0	0	84	0	0	0	0	0	267
07:30 AM	0	220	0	0	220	0	0	4	0	4	4	45	0	0	49	0	0	2	0	2	275
07:45 AM	0	269	0	0	269	0	0	10	0	10	2	42	0	1	45	1	0	0	0	1	325
Total	0	841	0	0	841	0	0	19	0	19	24	212	0	1	237	1	0	3	0	4	1101
08:00 AM	0	249	0	1	250	0	0	2	1	3	4	63	0	0	67	0	0	0	0	0	320
08:15 AM	0	263	0	0	263	0	0	3	0	3	1	52	0	0	53	0	0	2	0	2	321
08:30 AM	0	273	0	0	273	0	0	4	1	5	0	64	0	0	64	0	0	1	0	1	343
08:45 AM	0	360	0	0	360	0	0	4	1	5	1	50	0	0	51	0	0	1	0	1	417
Total	0	1145	0	1	1146	0	0	13	3	16	6	229	0	0	235	0	0	4	0	4	1401
Grand Total	0	1986	0	1	1987	0	0	32	3	35	30	441	0	1	472	1	0	7	0	8	2502
Apprch %	0	99.9	0	0.1		0	0	91.4	8.6		6.4	93.4	0	0.2		12.5	0	87.5	0		
Total %	0	79.4	0	0	79.4	0	0	1.3	0.1	1.4	1.2	17.6	0	0	18.9	0	0	0.3	0	0.3	
Cars	0	1965	0	1	1966	0	0	32	3	35	24	419	0	1	444	1	0	7	0	8	2453
% Cars	0	98.9	0	100	98.9	0	0	100	100	100	80	95	0	100	94.1	100	0	100	0	100	98
Heavy Vehicles	0	21	0	0	21	0	0	0	0	0	6	22	0	0	28	0	0	0	0	0	49
% Heavy Vehicles	0	1.1	0	0	1.1	0	0	0	0	0	20	5	0	0	5.9	0	0	0	0	0	2

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Moulton Rd



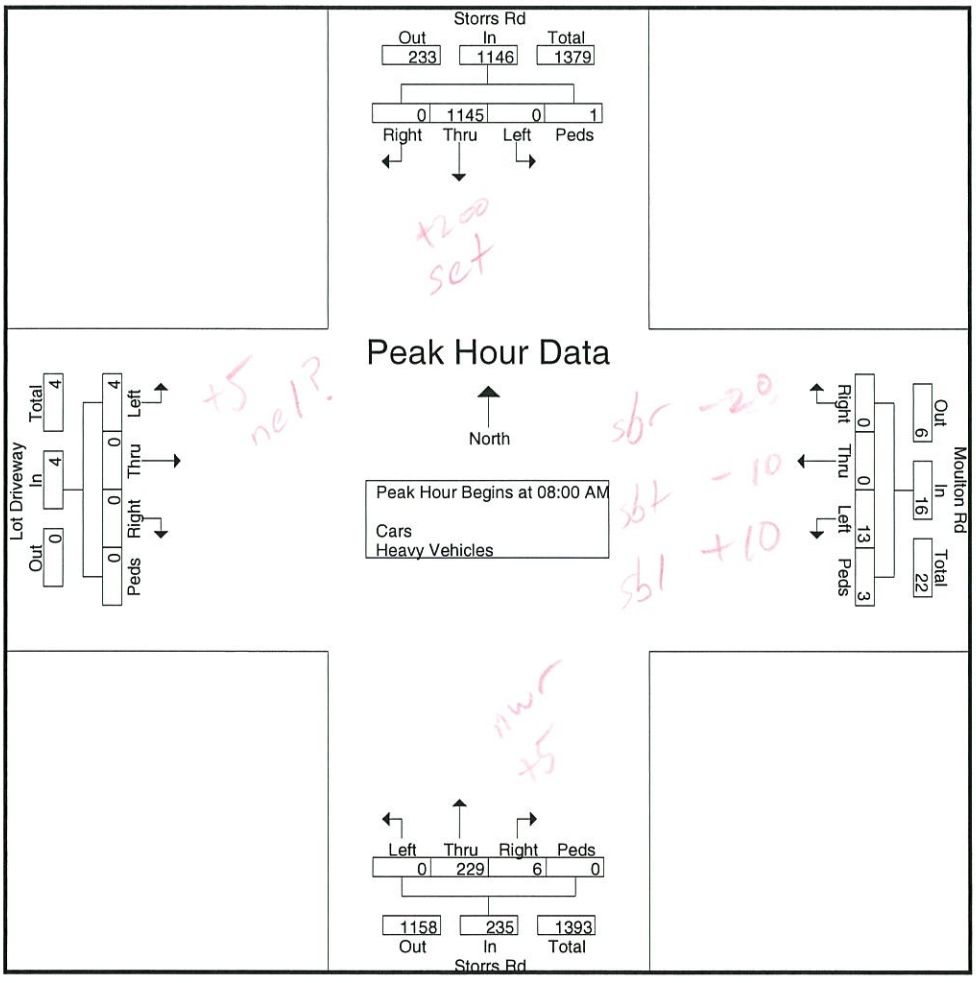
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Moulton Rd

	Storrs Rd From North					Moulton Rd From East					Storrs Rd From South					Lot Driveway 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 08:00 AM																					
08:00 AM	0	249	0	**1**	250	0	0	2	**1**	3	**4**	63	0	0	**67**	0	0	0	0	0	320
08:15 AM	0	263	0	0	263	0	0	3	0	3	1	52	0	0	53	0	0	**2**	0	**2**	321
08:30 AM	0	273	0	0	273	0	0	**4**	1	**5**	0	**64**	0	0	64	0	0	1	0	1	343
08:45 AM	0	**360**	0	0	**360**	0	0	4	1	5	1	50	0	0	51	0	0	1	0	1	**417**
Total Volume	0	1145	0	1	1146	0	0	13	3	16	6	229	0	0	235	0	0	4	0	4	1401
% App. Total	0	99.9	0	0.1		0	0	81.2	18.8		2.6	97.4	0	0		0	0	100	0		
PHF	.000	.795	.000	.250	.796	.000	.000	.813	.750	.800	.375	.895	.000	.000	.877	.000	.000	.500	.000	.500	.840



RHS Consulting Design, LLC

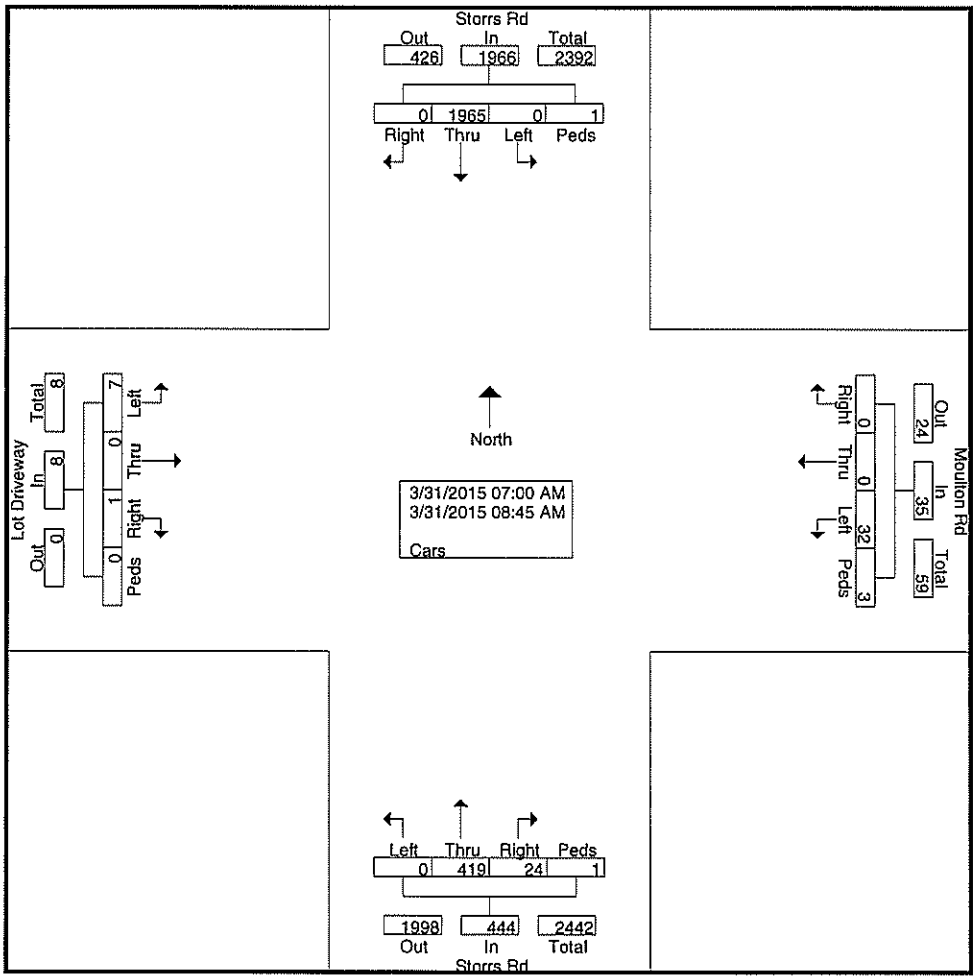
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Moulton Rd

Groups Printed- Cars

	Storrs Rd From North					Moulton Rd From East					Storrs Rd From South					Lot Driveway 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	164	0	0	164	0	0	4	0	4	5	41	0	0	46	0	0	1	0	1	215
07:15 AM	0	180	0	0	180	0	0	1	0	1	7	72	0	0	79	0	0	0	0	0	260
07:30 AM	0	219	0	0	219	0	0	4	0	4	4	42	0	0	46	0	0	2	0	2	271
07:45 AM	0	265	0	0	265	0	0	10	0	10	2	42	0	1	45	1	0	0	0	1	321
Total	0	828	0	0	828	0	0	19	0	19	18	197	0	1	216	1	0	3	0	4	1067
08:00 AM	0	249	0	1	250	0	0	2	1	3	4	62	0	0	66	0	0	0	0	0	319
08:15 AM	0	260	0	0	260	0	0	3	0	3	1	51	0	0	52	0	0	2	0	2	317
08:30 AM	0	270	0	0	270	0	0	4	1	5	0	59	0	0	59	0	0	1	0	1	335
08:45 AM	0	358	0	0	358	0	0	4	1	5	1	50	0	0	51	0	0	1	0	1	415
Total	0	1137	0	1	1138	0	0	13	3	16	6	222	0	0	228	0	0	4	0	4	1386
Grand Total	0	1965	0	1	1966	0	0	32	3	35	24	419	0	1	444	1	0	7	0	8	2453
Apprch %	0	99.9	0	0.1		0	0	91.4	8.6		5.4	94.4	0	0.2		12.5	0	87.5	0		
Total %	0	80.1	0	0	80.1	0	0	1.3	0.1	1.4	1	17.1	0	0	18.1	0	0	0.3	0	0.3	



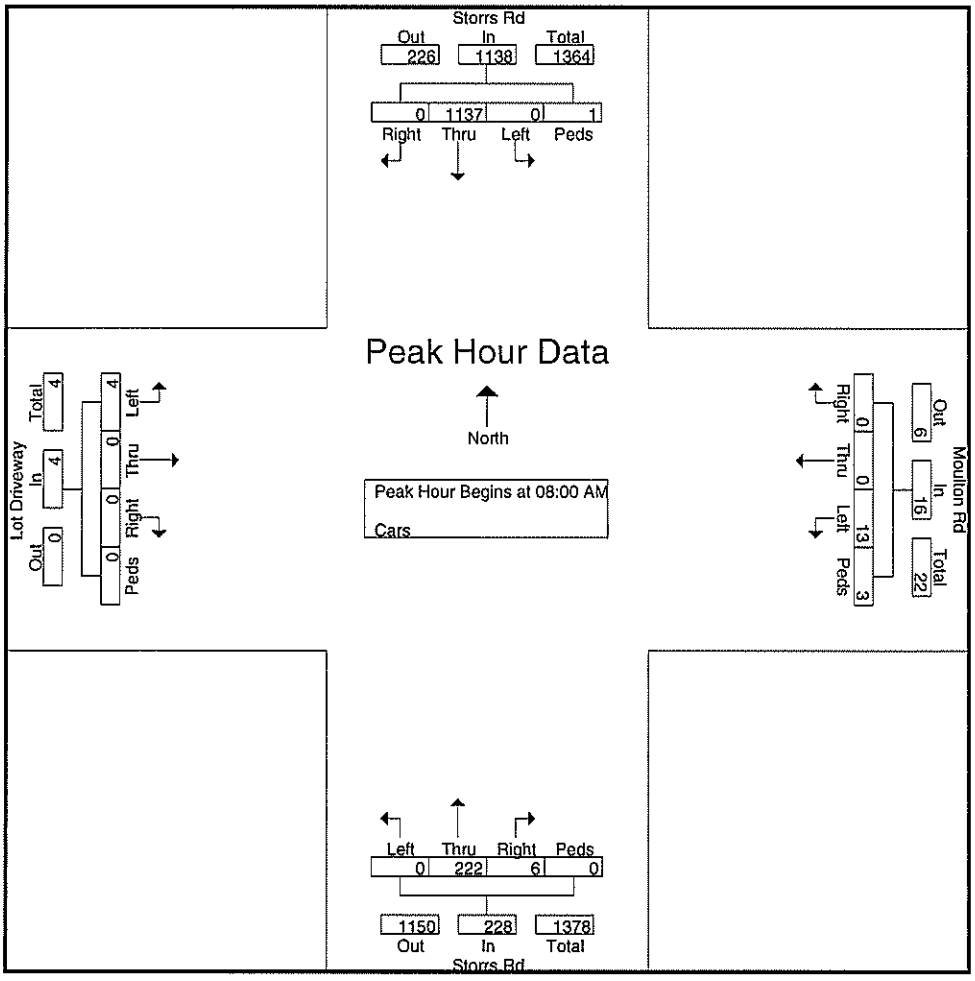
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Moulton Rd

	Storrs Rd From North					Moulton Rd From East					Storrs Rd From South					Lot Driveway 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 08:00 AM																					
08:00 AM	0	249	0	1	250	0	0	2	1	3	4	62	0	0	66	0	0	0	0	0	319
08:15 AM	0	260	0	0	260	0	0	3	0	3	1	51	0	0	52	0	0	2	0	2	317
08:30 AM	0	270	0	0	270	0	0	4	1	5	0	59	0	0	59	0	0	1	0	1	335
08:45 AM	0	358	0	0	358	0	0	4	1	5	1	50	0	0	51	0	0	1	0	1	415
Total Volume	0	1137	0	1	1138	0	0	13	3	16	6	222	0	0	228	0	0	4	0	4	1386
% App. Total	0	99.9	0	0.1		0	0	81.2	18.8		2.6	97.4	0	0		0	0	100	0		
PHF	.000	.794	.000	.250	.795	.000	.000	.813	.750	.800	.375	.895	.000	.000	.864	.000	.000	.500	.000	.500	.835



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Engineers- Developers- Construction Managers

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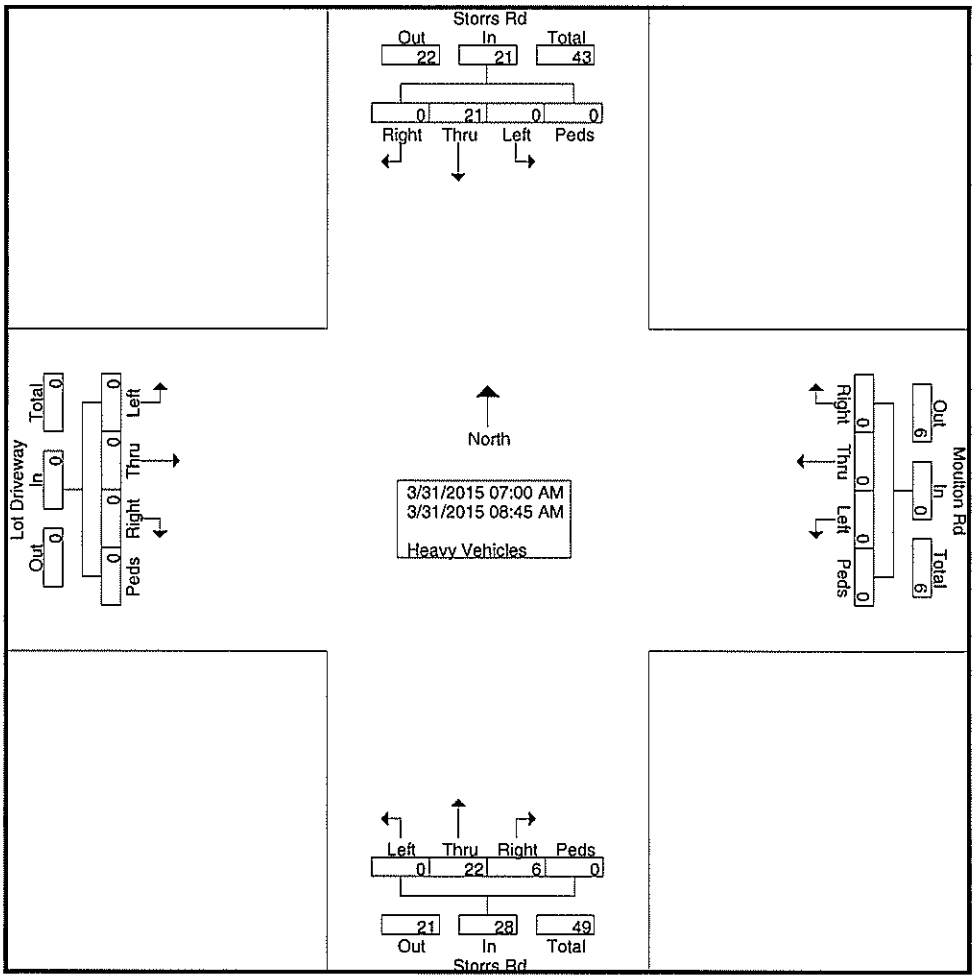
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Moulton Rd

Groups Printed- Heavy Vehicles

	Storrs Rd From North					Moulton Rd From East					Storrs Rd From South					Lot Driveway 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	6	0	0	6	0	0	0	0	0	5	8	0	0	13	0	0	0	0	0	19
07:15 AM	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	7
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
07:45 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	13	0	0	13	0	0	0	0	0	6	15	0	0	21	0	0	0	0	0	34
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
Grand Total	0	21	0	0	21	0	0	0	0	0	6	22	0	0	28	0	0	0	0	0	49
Apprch %	0	100	0	0		0	0	0	0		21.4	78.6	0	0		0	0	0	0		
Total %	0	42.9	0	0	42.9	0	0	0	0	0	12.2	44.9	0	0	57.1	0	0	0	0	0	



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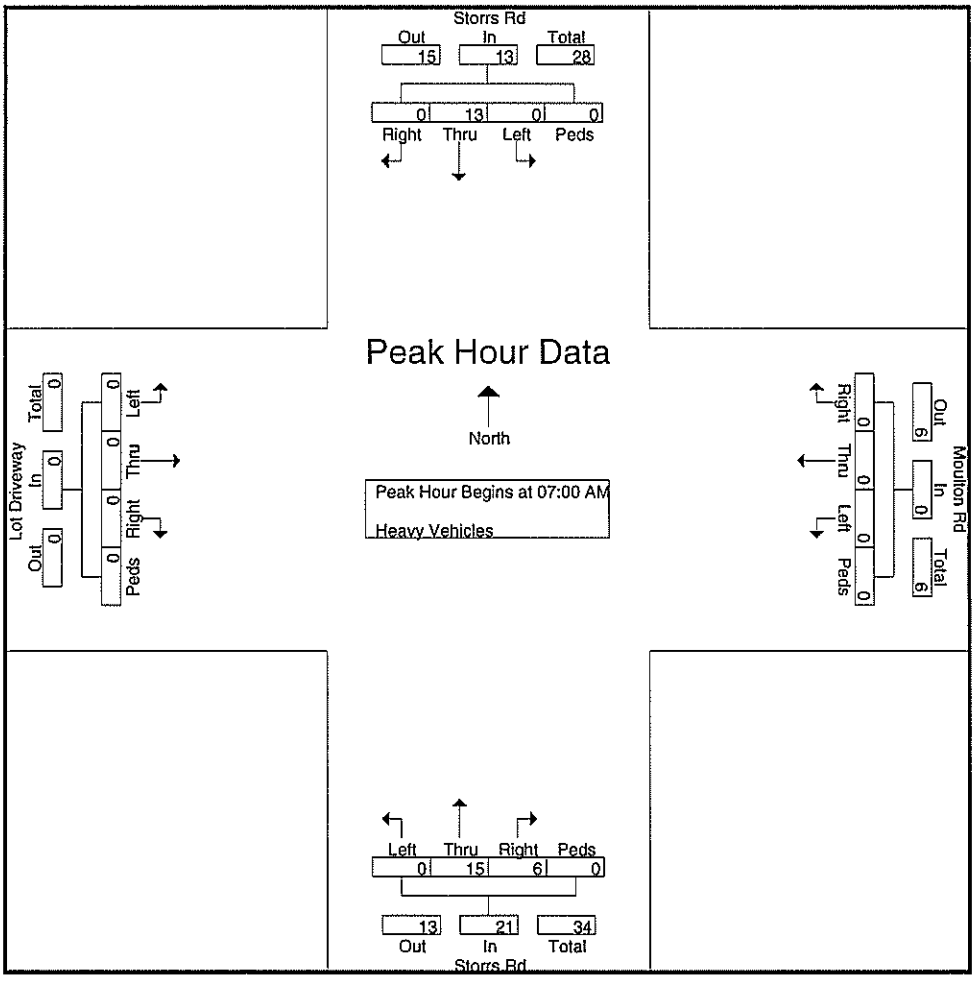
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Moulton Rd

	Storrs Rd From North					Moulton Rd From East					Storrs Rd From South					Lot Driveway 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	0	6	0	0	6	0	0	0	0	0	5	8	0	0	13	0	0	0	0	0	19
07:15 AM	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	7
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
07:45 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	13	0	0	13	0	0	0	0	0	6	15	0	0	21	0	0	0	0	0	34
% App. Total	0	100	0	0		0	0	0	0		28.6	71.4	0	0		0	0	0	0		
PHF	.000	.542	.000	.000	.542	.000	.000	.000	.000	.000	.300	.469	.000	.000	.404	.000	.000	.000	.000	.000	.447



ROUTE 44 AT HUNTING LODGE ROAD

RHS Consulting Design, LLC

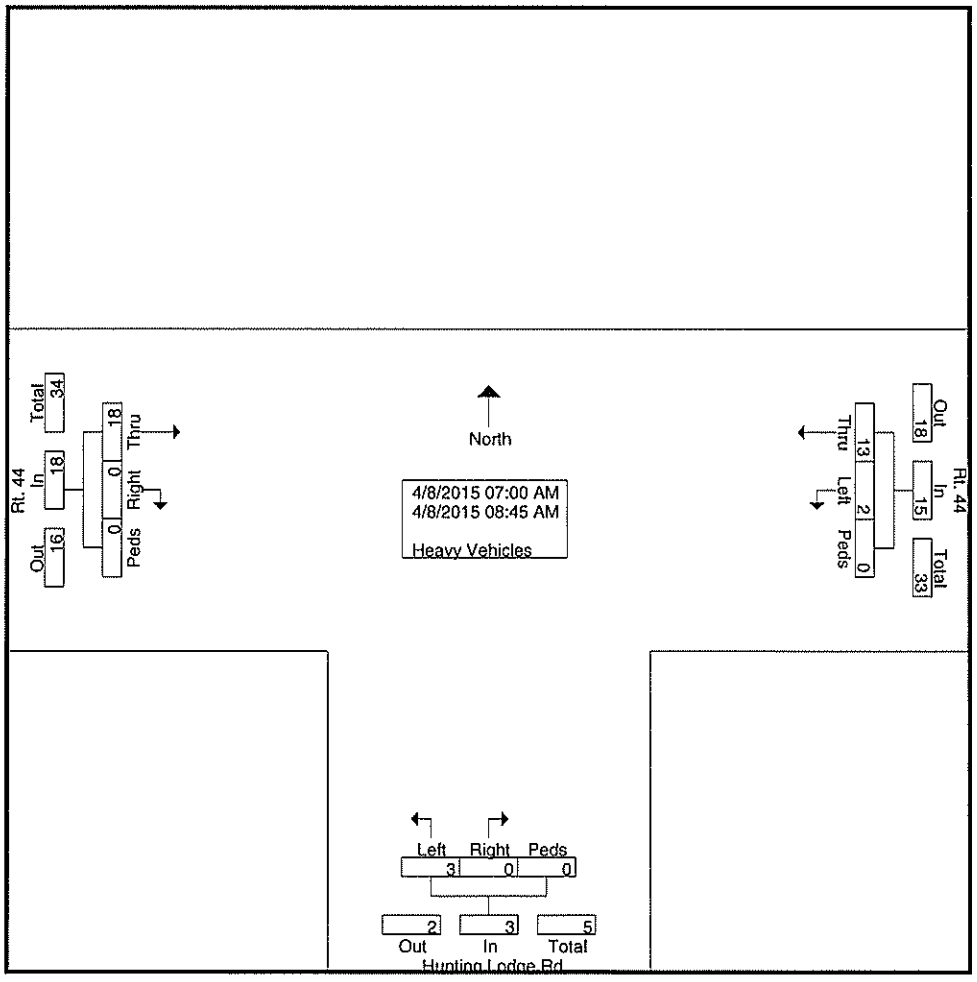
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Hunting Lodge Rd

Groups Printed- Heavy Vehicles

	Rt. 44 From East				Hunting Lodge Rd From South				Rt. 44 From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
07:15 AM	4	0	0	4	0	0	0	0	0	0	0	0	4
07:30 AM	4	1	0	5	0	0	0	0	0	1	0	1	6
07:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	9	1	0	10	0	0	0	0	0	4	0	4	14
08:00 AM	1	0	0	1	0	0	0	0	0	5	0	5	6
08:15 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
08:30 AM	1	0	0	1	0	0	0	0	0	4	0	4	5
08:45 AM	1	1	0	2	0	3	0	3	0	3	0	3	8
Total	4	1	0	5	0	3	0	3	0	14	0	14	22
Grand Total	13	2	0	15	0	3	0	3	0	18	0	18	36
Apprch %	86.7	13.3	0		0	100	0		0	100	0		
Total %	36.1	5.6	0	41.7	0	8.3	0	8.3	0	50	0	50	



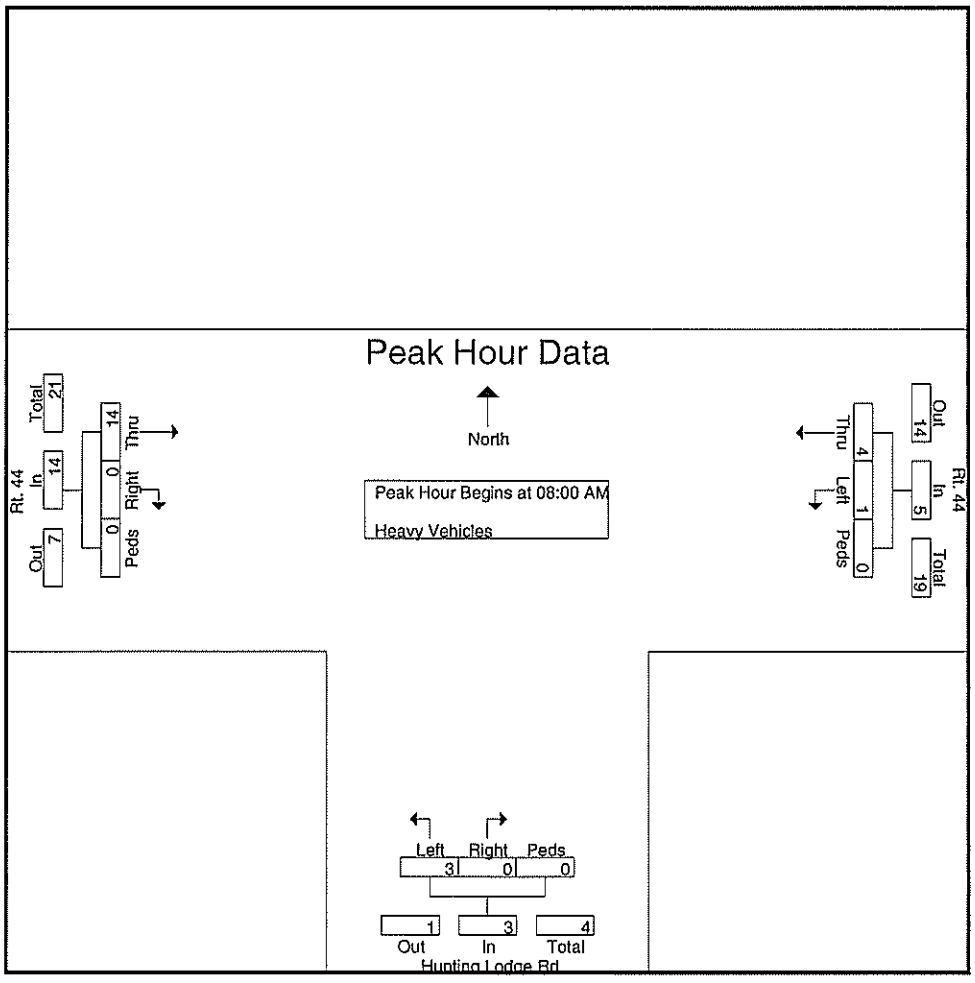
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Hunting Lodge Rd

	Rt. 44 From East				Hunting Lodge Rd From South				Rt. 44 From West				
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 08:00 AM													
08:00 AM	1	0	0	1	0	0	0	0	0	5	0	5	6
08:15 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
08:30 AM	1	0	0	1	0	0	0	0	0	4	0	4	5
08:45 AM	1	1	0	2	0	3	0	3	0	3	0	3	8
Total Volume	4	1	0	5	0	3	0	3	0	14	0	14	22
% App. Total	80	20	0		0	100	0		0	100	0		
PHF	1.00	.250	.000	.625	.000	.250	.000	.250	.000	.700	.000	.700	.688



RHS Consulting Design, LLC

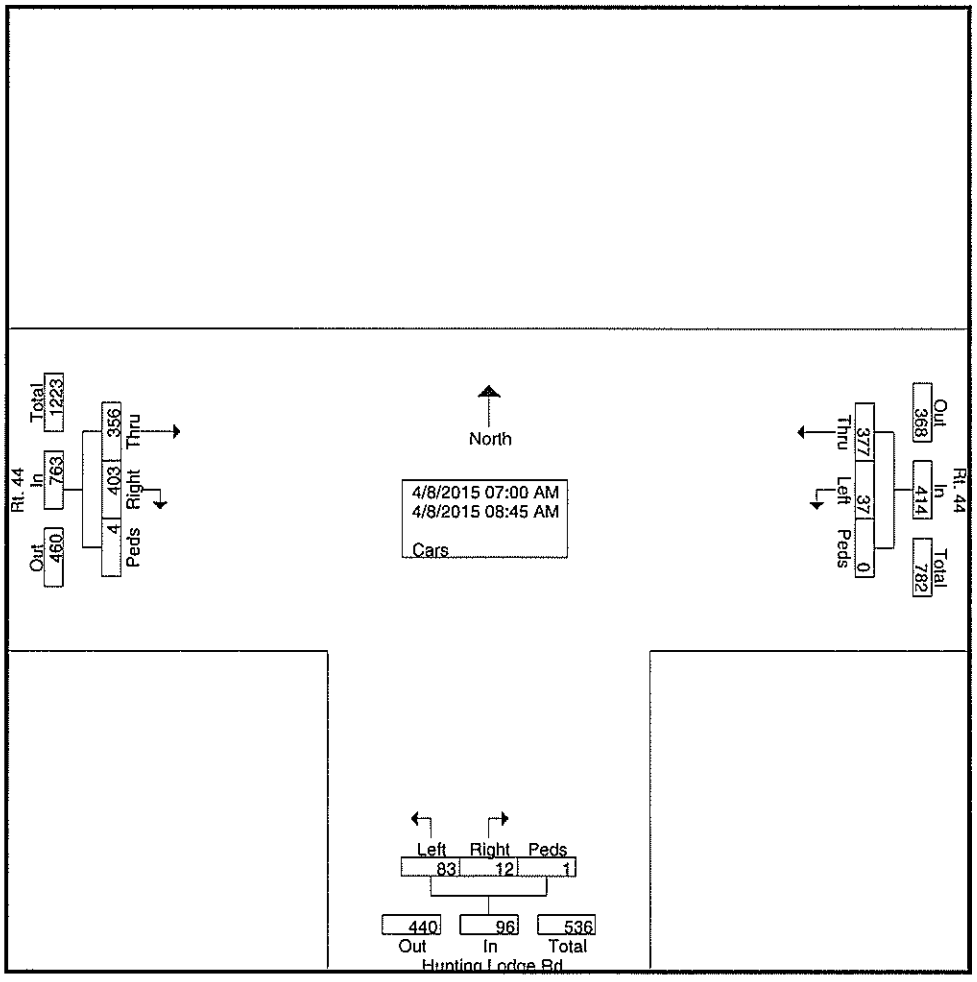
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Hunting Lodge Rd

Groups Printed- Cars

	Rt. 44 From East				Hunting Lodge Rd From South				Rt. 44 From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	54	1	0	55	0	6	0	6	13	23	0	36	97
07:15 AM	48	1	0	49	0	13	1	14	26	45	1	72	135
07:30 AM	62	2	0	64	1	11	0	12	48	42	1	91	167
07:45 AM	48	1	0	49	0	11	0	11	61	44	0	105	165
Total	212	5	0	217	1	41	1	43	148	154	2	304	564
08:00 AM	47	2	0	49	0	8	0	8	39	44	1	84	141
08:15 AM	54	8	0	62	0	14	0	14	73	48	0	121	197
08:30 AM	38	8	0	46	6	12	0	18	86	52	1	139	203
08:45 AM	26	14	0	40	5	8	0	13	57	58	0	115	168
Total	165	32	0	197	11	42	0	53	255	202	2	459	709
Grand Total	377	37	0	414	12	83	1	96	403	356	4	763	1273
Apprch %	91.1	8.9	0		12.5	86.5	1		52.8	46.7	0.5		
Total %	29.6	2.9	0	32.5	0.9	6.5	0.1	7.5	31.7	28	0.3	59.9	



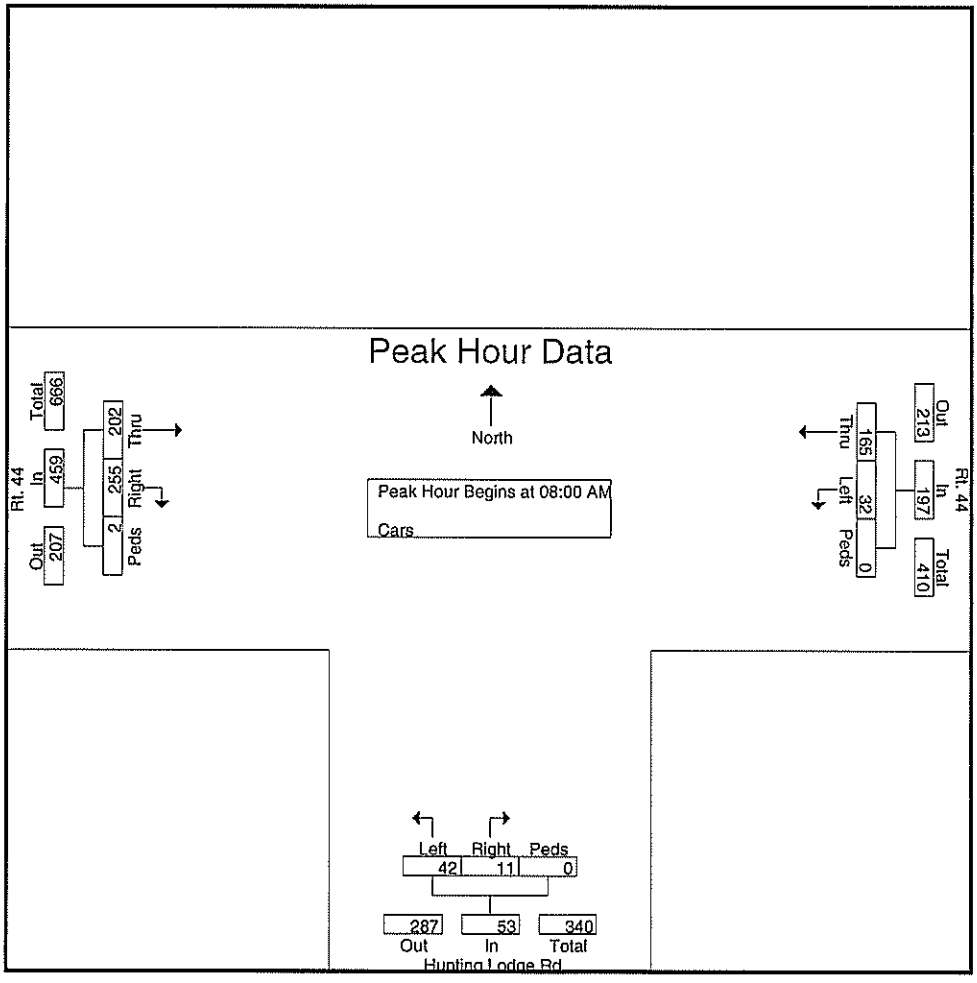
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Hunting Lodge Rd

	Rt. 44 From East				Hunting Lodge Rd From South				Rt. 44 From West				
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 08:00 AM													
08:00 AM	47	2	0	49	0	8	0	8	39	44	1	84	141
08:15 AM	54	8	0	62	0	14	0	14	73	48	0	121	197
08:30 AM	38	8	0	46	6	12	0	18	86	52	1	139	203
08:45 AM	26	14	0	40	5	8	0	13	57	58	0	115	168
Total Volume	165	32	0	197	11	42	0	53	255	202	2	459	709
% App. Total	83.8	16.2	0		20.8	79.2	0		55.6	44	0.4		
PHF	.764	.571	.000	.794	.458	.750	.000	.736	.741	.871	.500	.826	.873



RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Hunting Lodge Rd

Groups Printed- Cars - Heavy Vehicles

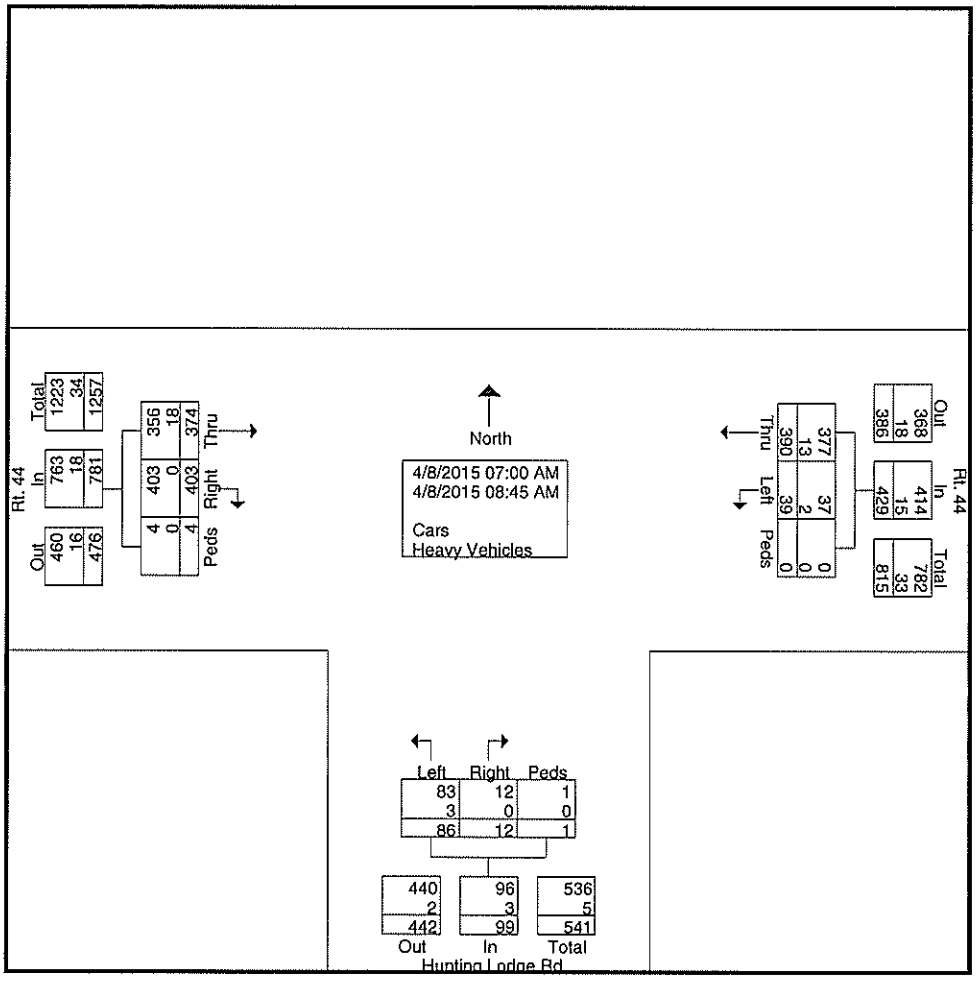
	Rt. 44 From East				Hunting Lodge Rd From South				Rt. 44 From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	54	1	0	55	0	6	0	6	13	25	0	38	99
07:15 AM	52	1	0	53	0	13	1	14	26	45	1	72	139
07:30 AM	66	3	0	69	1	11	0	12	48	43	1	92	173
07:45 AM	49	1	0	50	0	11	0	11	61	45	0	106	167
Total	221	6	0	227	1	41	1	43	148	158	2	308	578
08:00 AM	48	2	0	50	0	8	0	8	39	49	1	89	147
08:15 AM	55	8	0	63	0	14	0	14	73	50	0	123	200
08:30 AM	39	8	0	47	6	12	0	18	86	56	1	143	208
08:45 AM	27	15	0	42	5	11	0	16	57	61	0	118	176
Total	169	33	0	202	11	45	0	56	255	216	2	473	731
Grand Total	390	39	0	429	12	86	1	99	403	374	4	781	1309
Apprch %	90.9	9.1	0		12.1	86.9	1		51.6	47.9	0.5		
Total %	29.8	3	0	32.8	0.9	6.6	0.1	7.6	30.8	28.6	0.3	59.7	
Cars	377	37	0	414	12	83	1	96	403	356	4	763	1273
% Cars	96.7	94.9	0	96.5	100	96.5	100	97	100	95.2	100	97.7	97.2
Heavy Vehicles	13	2	0	15	0	3	0	3	0	18	0	18	36
% Heavy Vehicles	3.3	5.1	0	3.5	0	3.5	0	3	0	4.8	0	2.3	2.8

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Hunting Lodge Rd



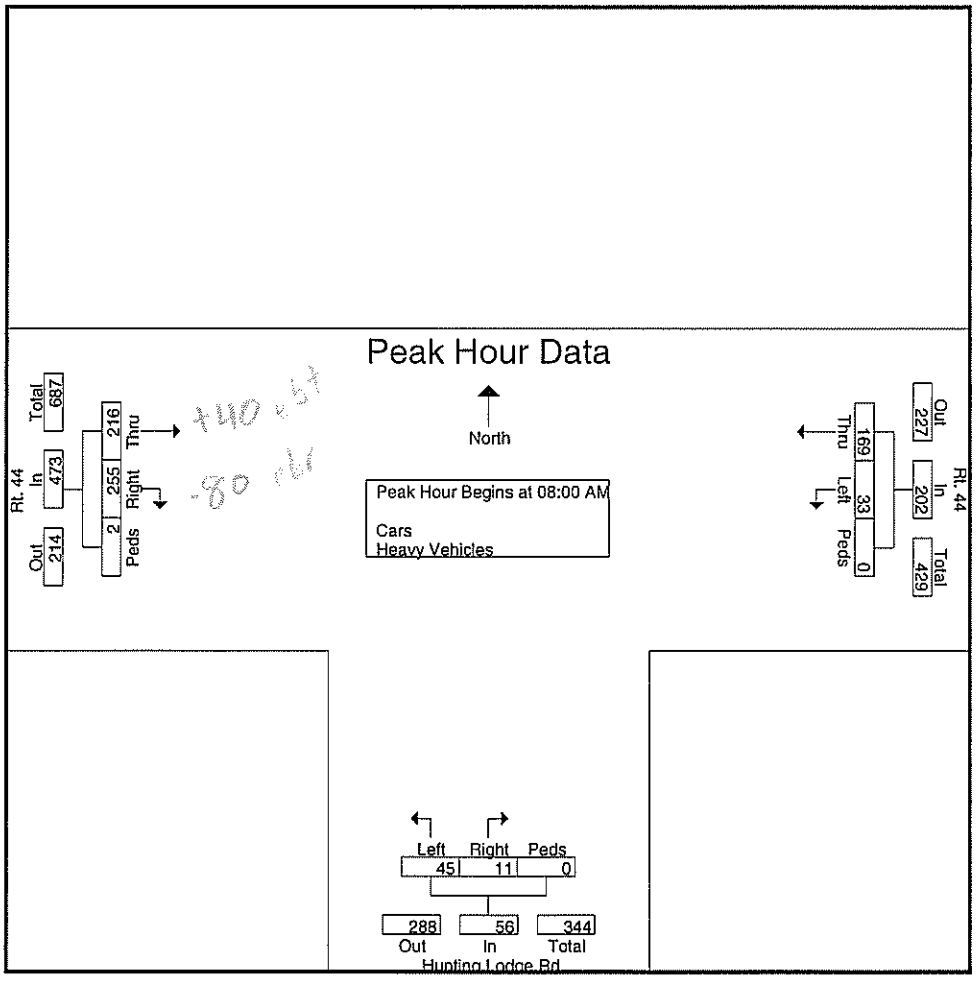
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Hunting Lodge Rd

	Rt. 44 From East				Hunting Lodge Rd From South				Rt. 44 From West				
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 08:00 AM													
08:00 AM	48	2	0	50	0	8	0	8	39	49	1	89	147
08:15 AM	**55**	8	0	**63**	0	**14**	0	14	73	50	0	123	200
08:30 AM	39	8	0	47	**6**	12	0	**18**	**86**	56	1	**143**	**208**
08:45 AM	27	**15**	0	42	5	11	0	16	57	**61**	0	118	176
Total Volume	169	33	0	202	11	45	0	56	255	216	2	473	731
% App. Total	83.7	16.3	0		19.6	80.4	0		53.9	45.7	0.4		
PHF	.768	.550	.000	.802	.458	.804	.000	.778	.741	.885	.500	.827	.879



ROUTE 44 AT BAXTER ROAD

RHS Consulting Design, LLC

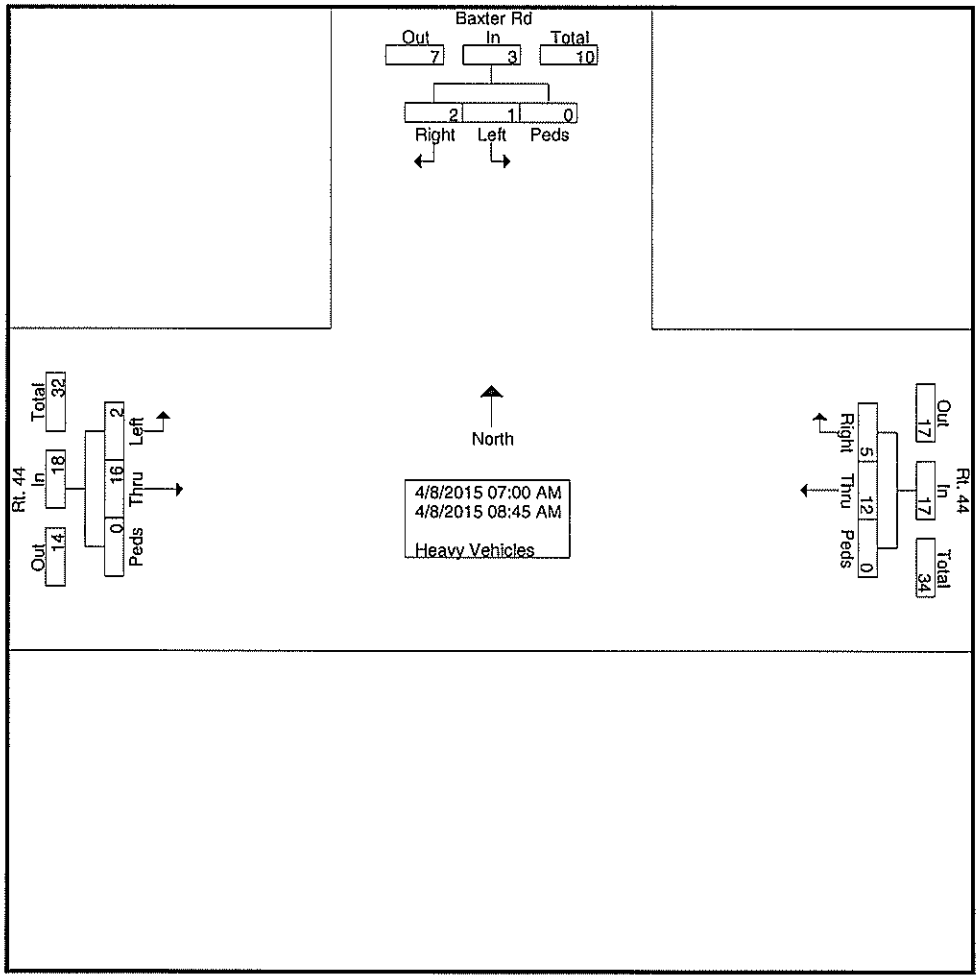
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2624, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Baxter Rd

Groups Printed- Heavy Vehicles

	Baxter Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	1	3	0	4	0	0	0	0	4
07:30 AM	1	0	0	1	0	4	0	4	1	1	0	2	7
07:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	1	0	0	1	1	8	0	9	3	1	0	4	14
08:00 AM	0	0	0	0	0	1	0	1	5	1	0	6	7
08:15 AM	0	0	0	0	0	1	0	1	2	0	0	2	3
08:30 AM	0	0	0	0	1	0	0	1	4	0	0	4	5
08:45 AM	1	1	0	2	3	2	0	5	2	0	0	2	9
Total	1	1	0	2	4	4	0	8	13	1	0	14	24
Grand Total	2	1	0	3	5	12	0	17	16	2	0	18	38
Apprch %	66.7	33.3	0		29.4	70.6	0		88.9	11.1	0		
Total %	5.3	2.6	0	7.9	13.2	31.6	0	44.7	42.1	5.3	0	47.4	



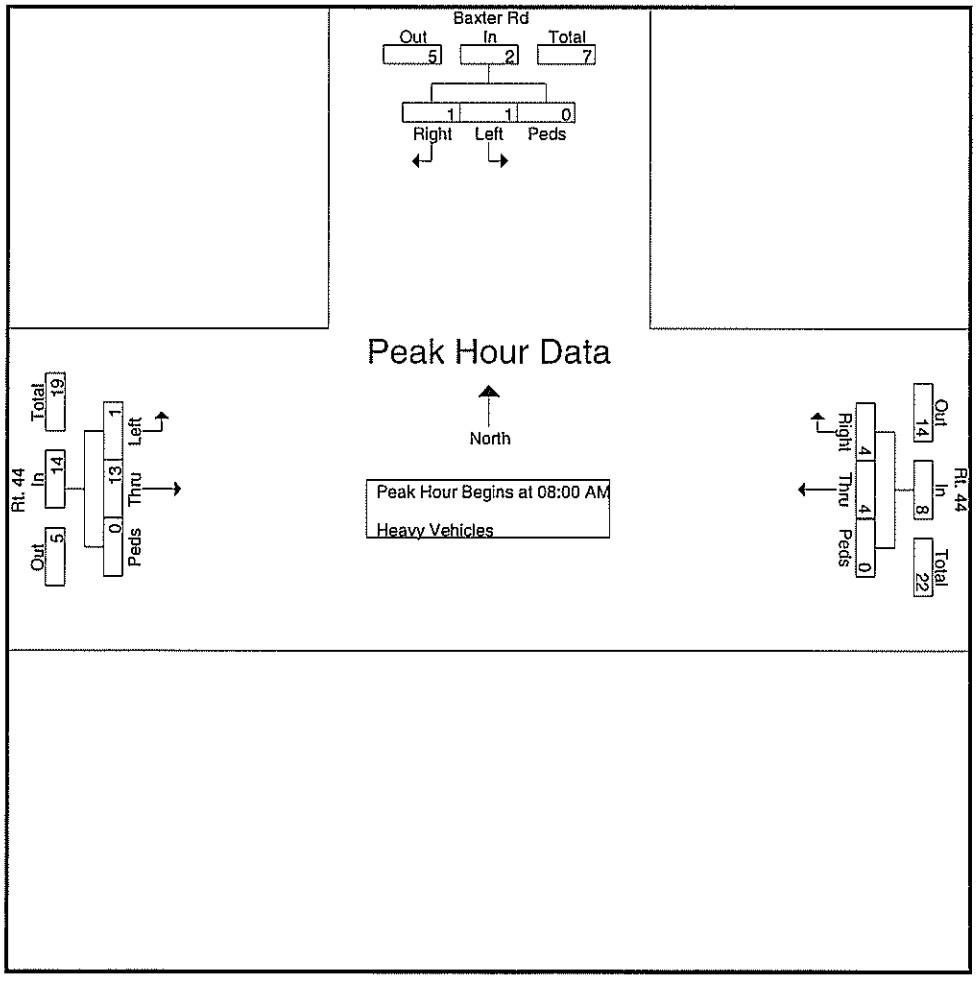
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2624, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Baxter Rd

	Baxter Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	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 08:00 AM													
08:00 AM	0	0	0	0	0	1	0	1	**5**	**1**	0	**6**	7
08:15 AM	0	0	0	0	0	1	0	1	2	0	0	2	3
08:30 AM	0	0	0	0	1	0	0	1	4	0	0	4	5
08:45 AM	**1**	**1**	0	**2**	**3**	**2**	0	**5**	2	0	0	2	**9**
Total Volume	1	1	0	2	4	4	0	8	13	1	0	14	24
% App. Total	50	50	0		50	50	0		92.9	7.1	0		
PHF	.250	.250	.000	.250	.333	.500	.000	.400	.650	.250	.000	.583	.667



RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2624, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Baxter Rd

Groups Printed- Cars - Heavy Vehicles

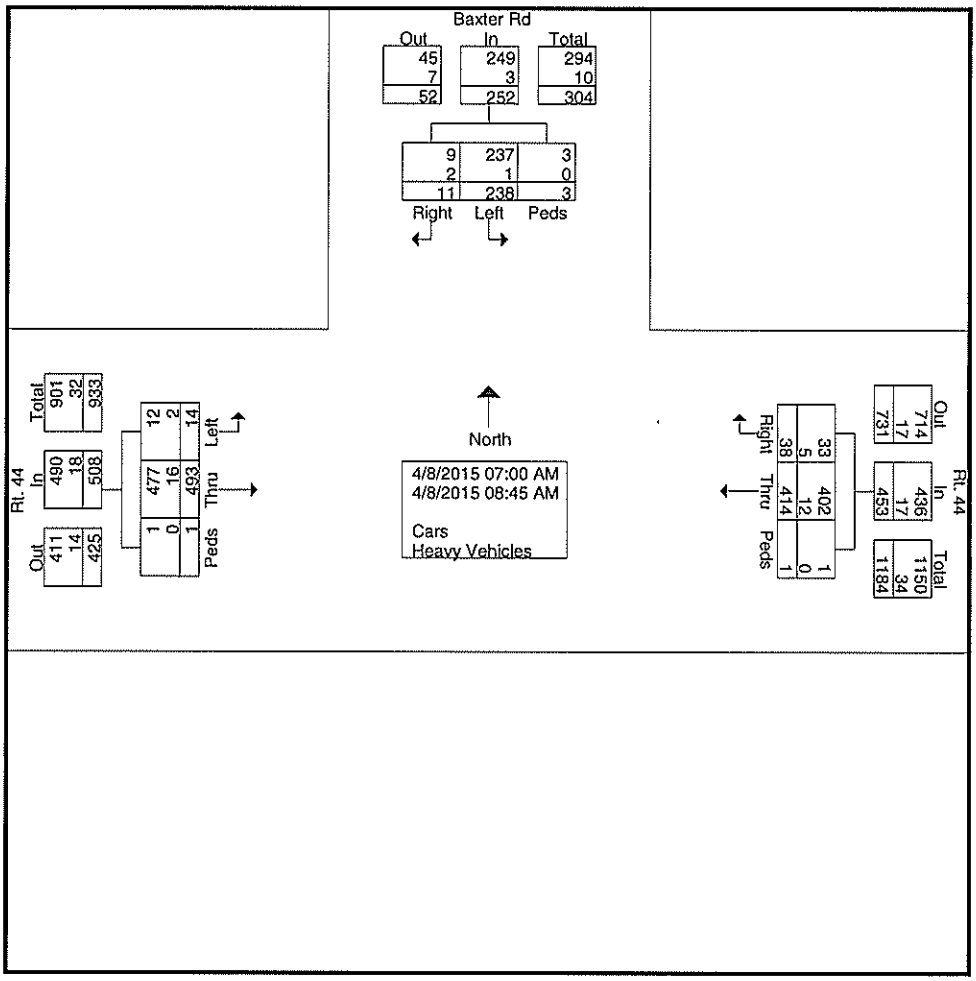
	Baxter Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	3	0	3	0	52	0	52	24	0	0	24	79
07:15 AM	0	11	1	12	3	53	0	56	50	2	0	52	120
07:30 AM	2	19	0	21	6	61	1	68	58	3	1	62	151
07:45 AM	2	41	0	43	5	54	0	59	66	1	0	67	169
Total	4	74	1	79	14	220	1	235	198	6	1	205	519
08:00 AM	0	23	1	24	8	49	0	57	57	3	0	60	141
08:15 AM	3	38	0	41	7	64	0	71	89	0	0	89	201
08:30 AM	0	54	1	55	5	42	0	47	78	3	0	81	183
08:45 AM	4	49	0	53	4	39	0	43	71	2	0	73	169
Total	7	164	2	173	24	194	0	218	295	8	0	303	694
Grand Total	11	238	3	252	38	414	1	453	493	14	1	508	1213
Apprch %	4.4	94.4	1.2		8.4	91.4	0.2		97	2.8	0.2		
Total %	0.9	19.6	0.2	20.8	3.1	34.1	0.1	37.3	40.6	1.2	0.1	41.9	
Cars	9	237	3	249	33	402	1	436	477	12	1	490	1175
% Cars	81.8	99.6	100	98.8	86.8	97.1	100	96.2	96.8	85.7	100	96.5	96.9
Heavy Vehicles	2	1	0	3	5	12	0	17	16	2	0	18	38
% Heavy Vehicles	18.2	0.4	0	1.2	13.2	2.9	0	3.8	3.2	14.3	0	3.5	3.1

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2624, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Baxter Rd



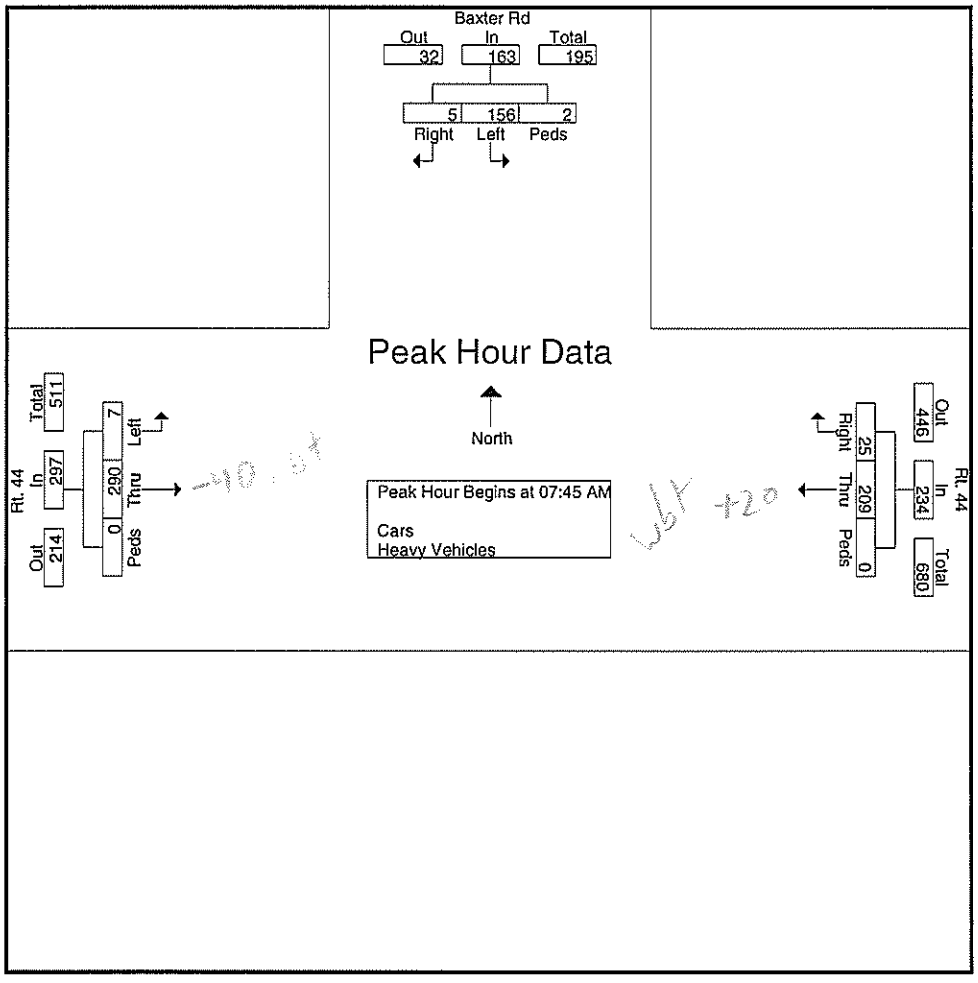
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2624, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Baxter Rd

	Baxter Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	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	2	41	0	43	5	54	0	59	66	1	0	67	169
08:00 AM	0	23	1	24	8	49	0	57	57	3	0	60	141
08:15 AM	3	38	0	41	7	64	0	71	89	0	0	89	201
08:30 AM	0	54	1	55	5	42	0	47	78	3	0	81	183
Total Volume	5	156	2	163	25	209	0	234	290	7	0	297	694
% App. Total	3.1	95.7	1.2		10.7	89.3	0		97.6	2.4	0		
PHF	.417	.722	.500	.741	.781	.816	.000	.824	.815	.583	.000	.834	.863



RHS Consulting Design, LLC

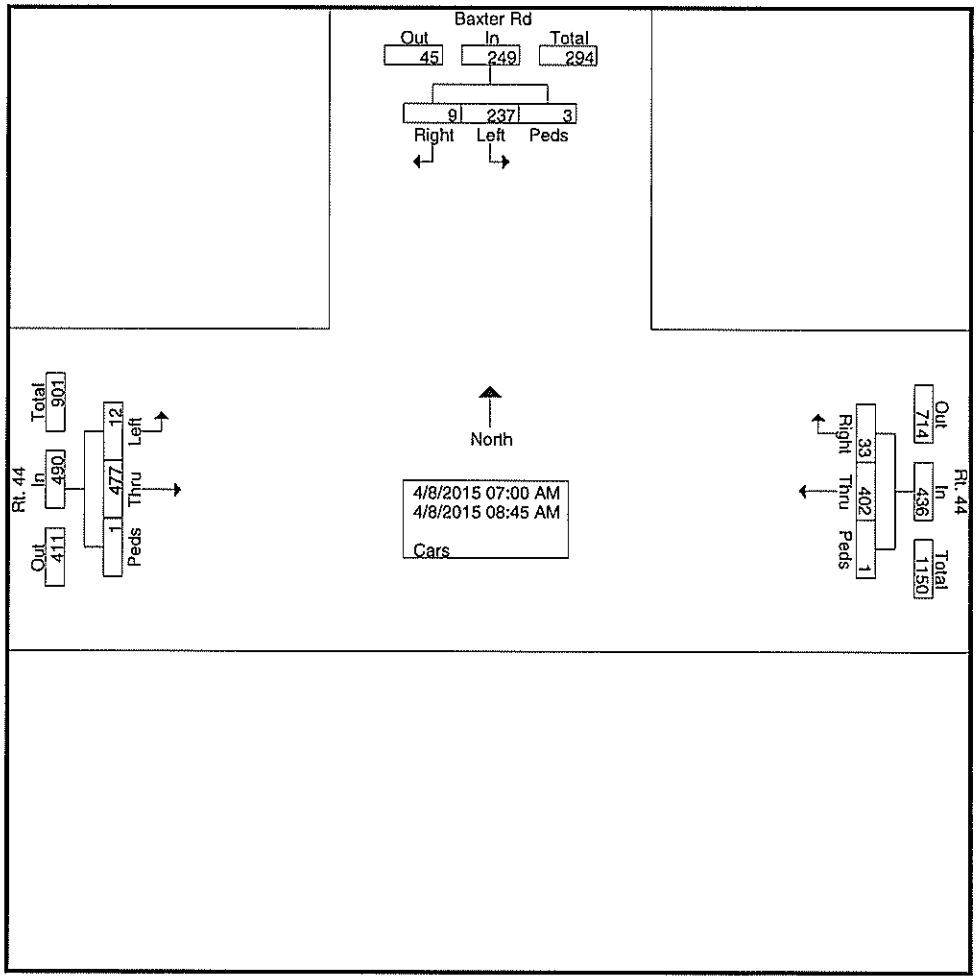
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2624, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Baxter Rd

Groups Printed- Cars

	Baxter Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	3	0	3	0	52	0	52	23	0	0	23	78
07:15 AM	0	11	1	12	2	50	0	52	50	2	0	52	116
07:30 AM	1	19	0	20	6	57	1	64	57	2	1	60	144
07:45 AM	2	41	0	43	5	53	0	58	65	1	0	66	167
Total	3	74	1	78	13	212	1	226	195	5	1	201	505
08:00 AM	0	23	1	24	8	48	0	56	52	2	0	54	134
08:15 AM	3	38	0	41	7	63	0	70	87	0	0	87	198
08:30 AM	0	54	1	55	4	42	0	46	74	3	0	77	178
08:45 AM	3	48	0	51	1	37	0	38	69	2	0	71	160
Total	6	163	2	171	20	190	0	210	282	7	0	289	670
Grand Total	9	237	3	249	33	402	1	436	477	12	1	490	1175
Apprch %	3.6	95.2	1.2		7.6	92.2	0.2		97.3	2.4	0.2		
Total %	0.8	20.2	0.3	21.2	2.8	34.2	0.1	37.1	40.6	1	0.1	41.7	



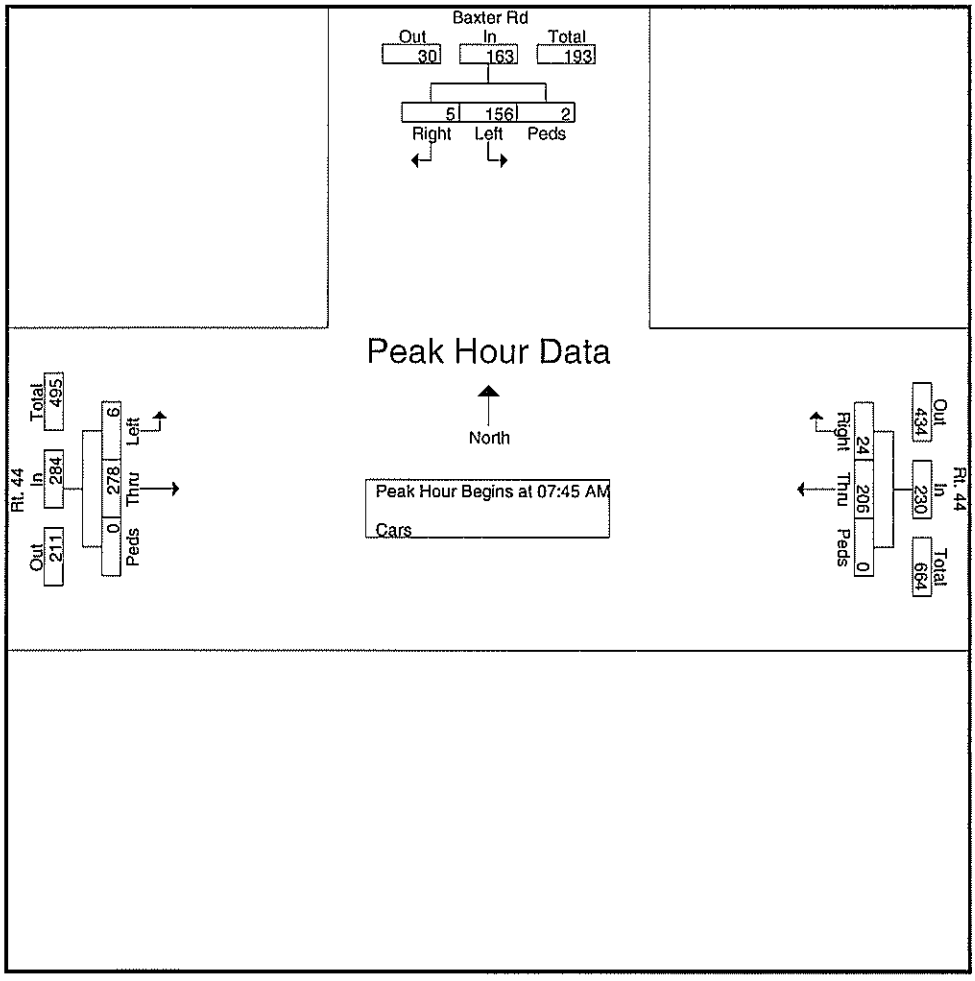
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2624, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Baxter Rd

	Baxter Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	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	2	41	0	43	5	53	0	58	65	1	0	66	167
08:00 AM	0	23	1	24	8	48	0	56	52	2	0	54	134
08:15 AM	3	38	0	41	7	63	0	70	87	0	0	87	198
08:30 AM	0	54	1	55	4	42	0	46	74	3	0	77	178
Total Volume	5	156	2	163	24	206	0	230	278	6	0	284	677
% App. Total	3.1	95.7	1.2		10.4	89.6	0		97.9	2.1	0		
PHF	.417	.722	.500	.741	.750	.817	.000	.821	.799	.500	.000	.816	.855



ROUTE 44 AT CEDAR SWAMP ROAD

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0136, L.F.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Cedar Swamp Rd

Groups Printed- Cars - Heavy Vehicles

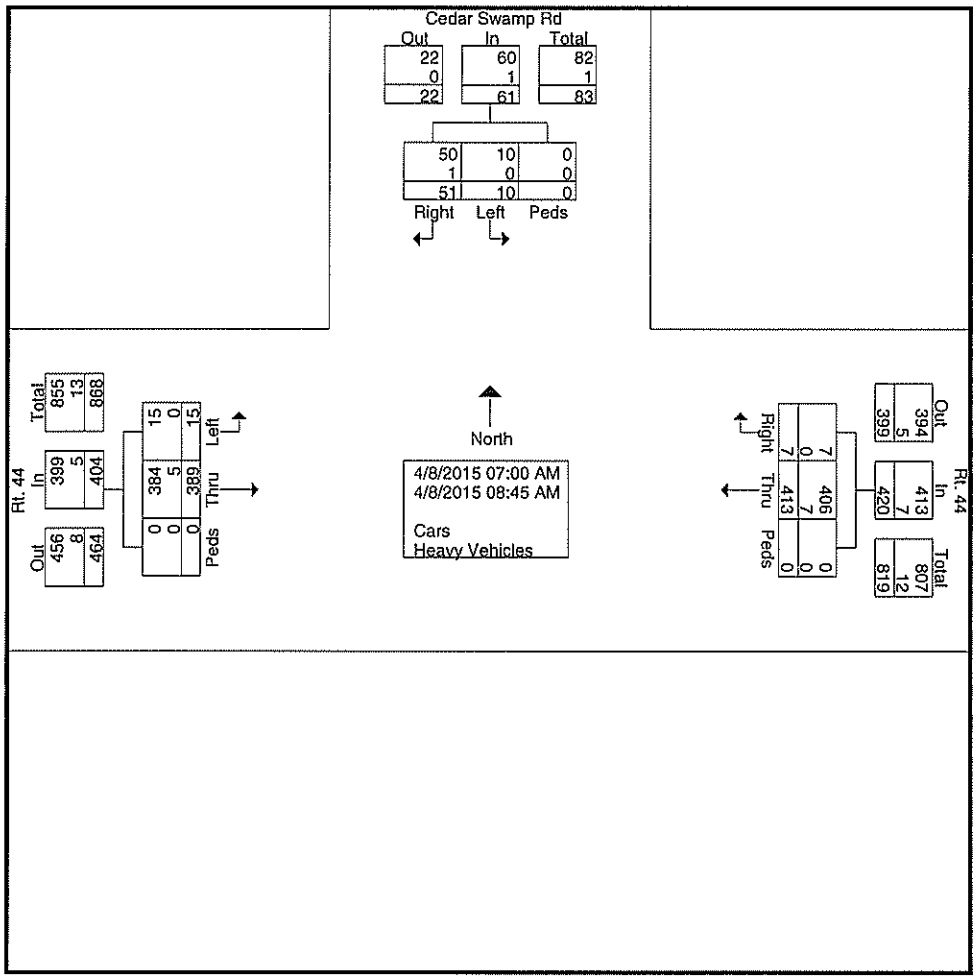
	Cedar Swamp Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	1	0	6	1	39	0	40	26	1	0	27	73
07:15 AM	6	0	0	6	1	48	0	49	45	1	0	46	101
07:30 AM	7	0	0	7	3	66	0	69	47	1	0	48	124
07:45 AM	5	2	0	7	0	51	0	51	47	3	0	50	108
Total	23	3	0	26	5	204	0	209	165	6	0	171	406
08:00 AM	5	0	0	5	0	53	0	53	43	3	0	46	104
08:15 AM	6	1	0	7	0	64	0	64	53	2	0	55	126
08:30 AM	7	3	0	10	1	47	0	48	63	0	0	63	121
08:45 AM	10	3	0	13	1	45	0	46	65	4	0	69	128
Total	28	7	0	35	2	209	0	211	224	9	0	233	479
Grand Total	51	10	0	61	7	413	0	420	389	15	0	404	885
Apprch %	83.6	16.4	0		1.7	98.3	0		96.3	3.7	0		
Total %	5.8	1.1	0	6.9	0.8	46.7	0	47.5	44	1.7	0	45.6	
Cars	50	10	0	60	7	406	0	413	384	15	0	399	872
% Cars	98	100	0	98.4	100	98.3	0	98.3	98.7	100	0	98.8	98.5
Heavy Vehicles	1	0	0	1	0	7	0	7	5	0	0	5	13
% Heavy Vehicles	2	0	0	1.6	0	1.7	0	1.7	1.3	0	0	1.2	1.5

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0136, L.F.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Cedar Swamp Rd



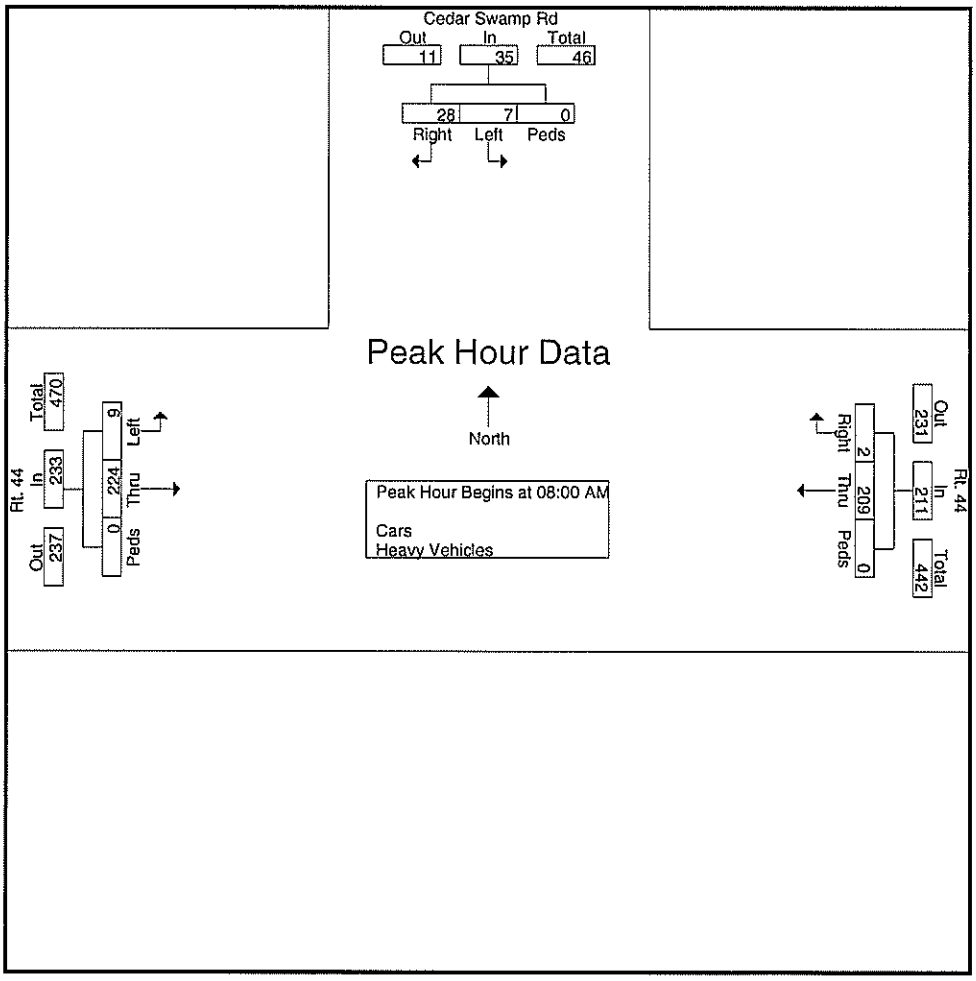
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0136, L.F.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Cedar Swamp Rd

	Cedar Swamp Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	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 08:00 AM													
08:00 AM	5	0	0	5	0	53	0	53	43	3	0	46	104
08:15 AM	6	1	0	7	0	**64**	0	**64**	53	2	0	55	126
08:30 AM	7	**3**	0	10	**1**	47	0	48	63	0	0	63	121
08:45 AM	**10**	3	0	**13**	1	45	0	46	**65**	**4**	0	**69**	**128**
Total Volume	28	7	0	35	2	209	0	211	224	9	0	233	479
% App. Total	80	20	0		0.9	99.1	0		96.1	3.9	0		
PHF	.700	.583	.000	.673	.500	.816	.000	.824	.862	.563	.000	.844	.936



RHS Consulting Design, LLC

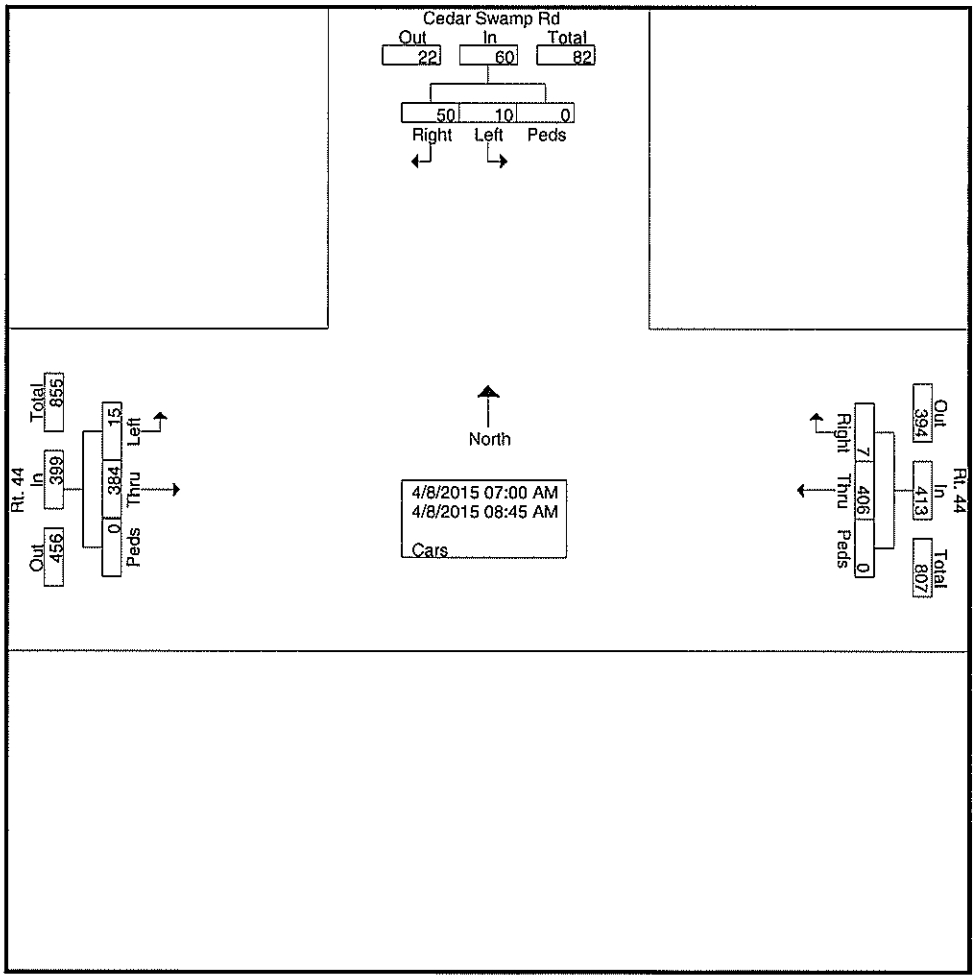
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0136, L.F.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Cedar Swamp Rd

Groups Printed- Cars

	Cedar Swamp Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	1	0	6	1	39	0	40	26	1	0	27	73
07:15 AM	5	0	0	5	1	48	0	49	45	1	0	46	100
07:30 AM	7	0	0	7	3	65	0	68	46	1	0	47	122
07:45 AM	5	2	0	7	0	50	0	50	47	3	0	50	107
Total	22	3	0	25	5	202	0	207	164	6	0	170	402
08:00 AM	5	0	0	5	0	51	0	51	42	3	0	45	101
08:15 AM	6	1	0	7	0	63	0	63	53	2	0	55	125
08:30 AM	7	3	0	10	1	46	0	47	62	0	0	62	119
08:45 AM	10	3	0	13	1	44	0	45	63	4	0	67	125
Total	28	7	0	35	2	204	0	206	220	9	0	229	470
Grand Total	50	10	0	60	7	406	0	413	384	15	0	399	872
Apprch %	83.3	16.7	0		1.7	98.3	0		96.2	3.8	0		
Total %	5.7	1.1	0	6.9	0.8	46.6	0	47.4	44	1.7	0	45.8	



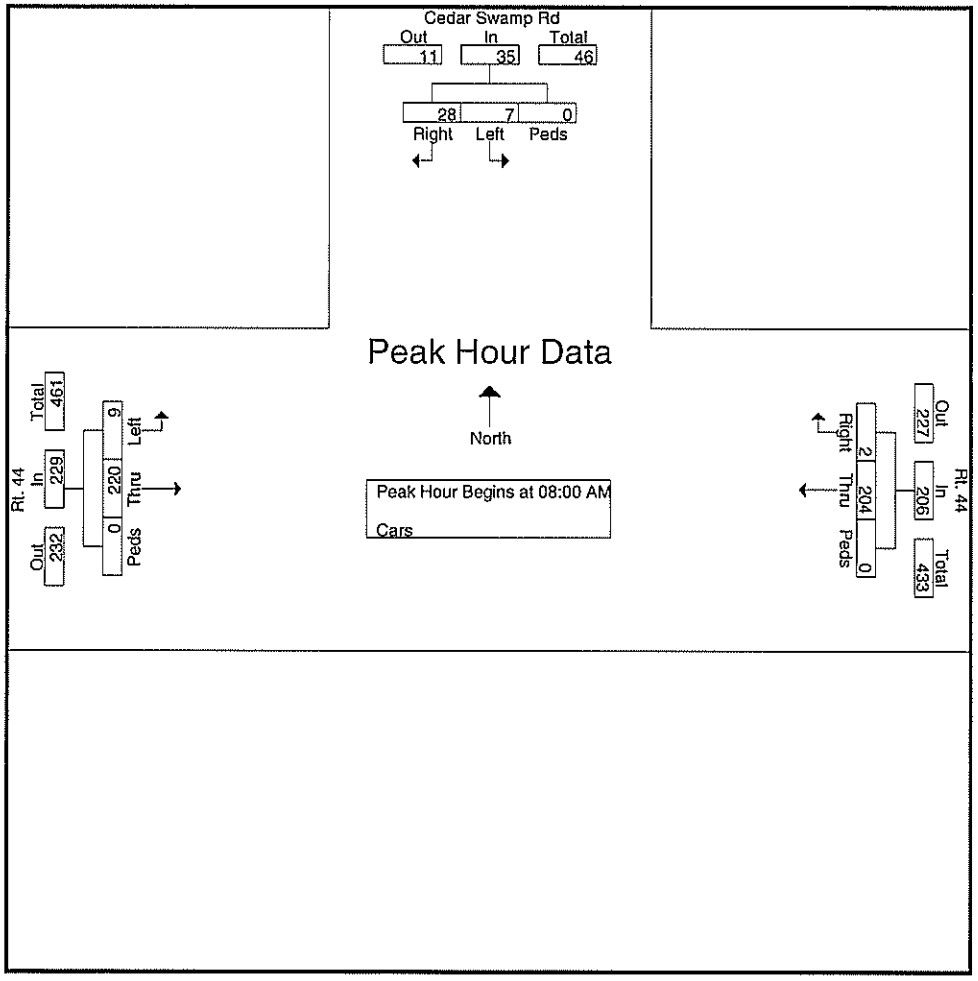
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0136, L.F.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Cedar Swamp Rd

	Cedar Swamp Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	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 08:00 AM													
08:00 AM	5	0	0	5	0	51	0	51	42	3	0	45	101
08:15 AM	6	1	0	7	0	**63**	0	**63**	53	2	0	55	**125**
08:30 AM	7	**3**	0	10	1	46	0	47	62	0	0	62	119
08:45 AM	**10**	3	0	**13**	1	44	0	45	**63**	4	0	**67**	125
Total Volume	28	7	0	35	2	204	0	206	220	9	0	229	470
% App. Total	80	20	0		1	99	0		96.1	3.9	0		
PHF	.700	.583	.000	.673	.500	.810	.000	.817	.873	.563	.000	.854	.940



RHS Consulting Design, LLC

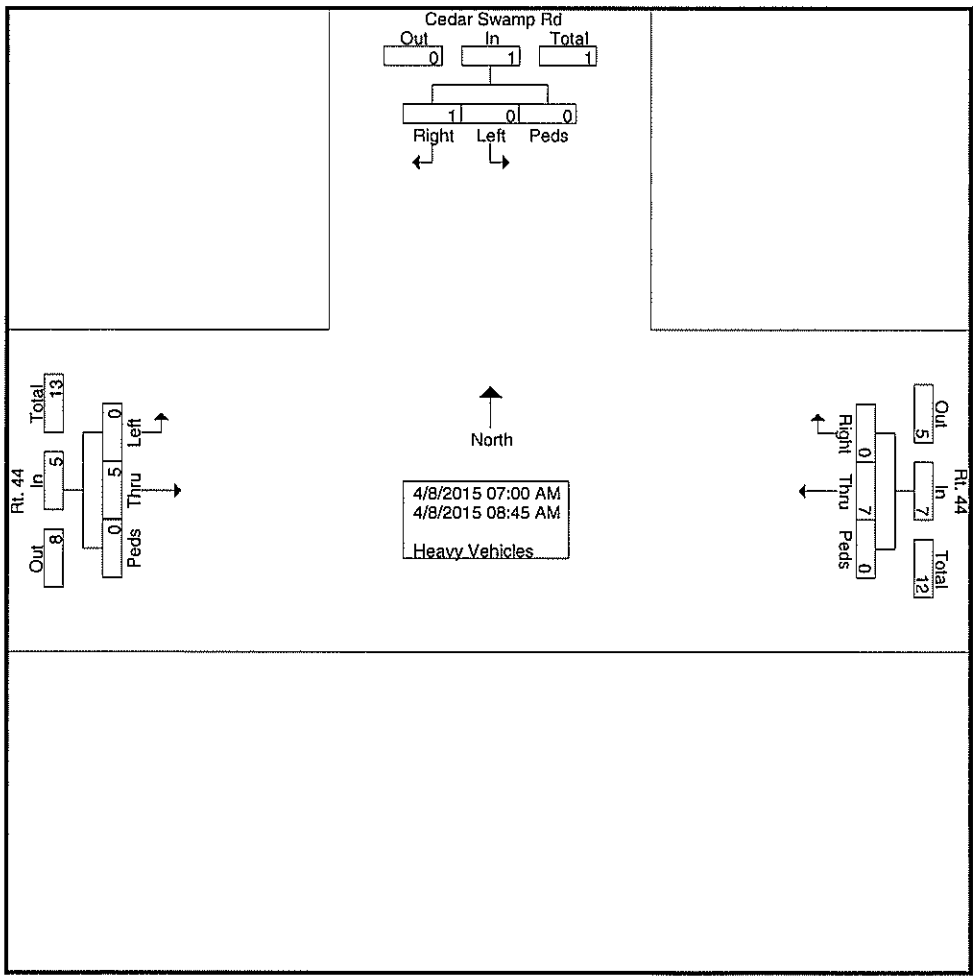
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0136, L.F.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Cedar Swamp Rd

Groups Printed- Heavy Vehicles

	Cedar Swamp Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	1	0	0	1	0	2	0	2	1	0	0	1	4
08:00 AM	0	0	0	0	0	2	0	2	1	0	0	1	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
08:45 AM	0	0	0	0	0	1	0	1	2	0	0	2	3
Total	0	0	0	0	0	5	0	5	4	0	0	4	9
Grand Total	1	0	0	1	0	7	0	7	5	0	0	5	13
Apprch %	100	0	0		0	100	0		100	0	0		
Total %	7.7	0	0	7.7	0	53.8	0	53.8	38.5	0	0	38.5	



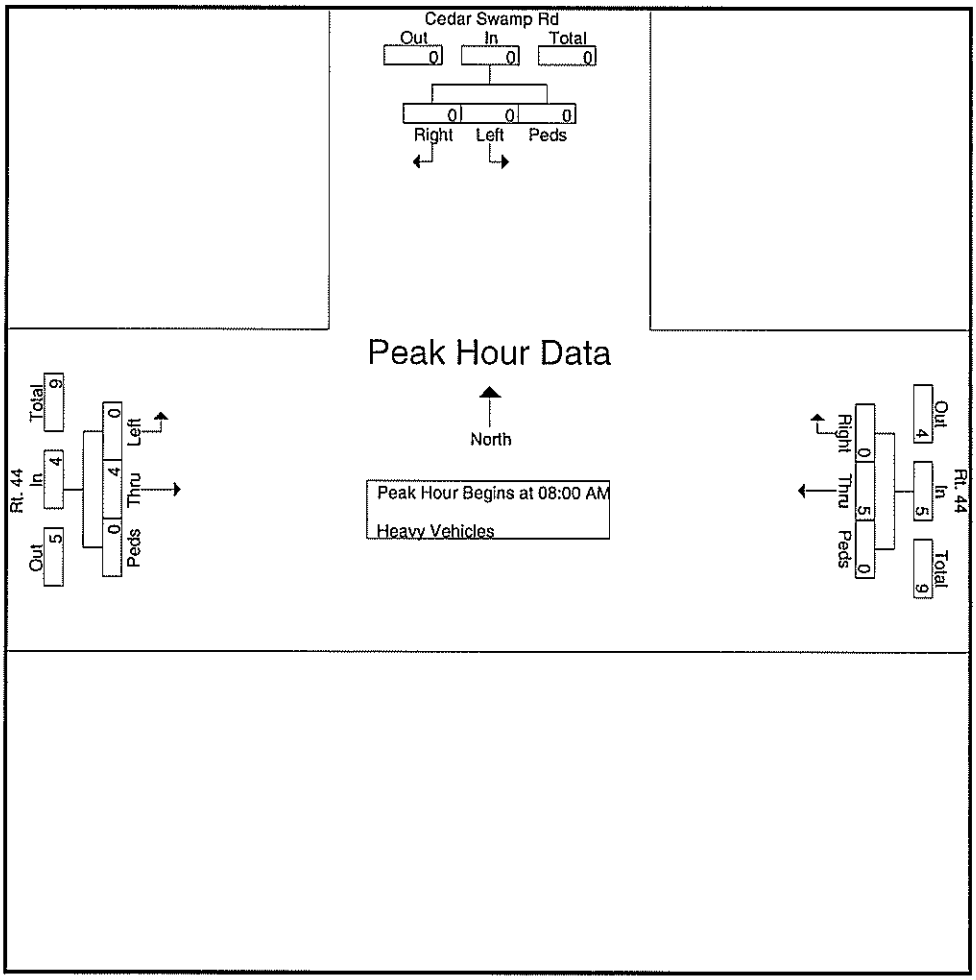
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0136, L.F.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Rt. 44 at Cedar Swamp Rd

	Cedar Swamp Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	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 08:00 AM													
08:00 AM	0	0	0	0	0	**2**	0	**2**	1	0	0	1	**3**
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
08:45 AM	0	0	0	0	0	1	0	1	**2**	0	0	**2**	3
Total Volume	0	0	0	0	0	5	0	5	4	0	0	4	9
% App. Total	0	0	0		0	100	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.500	.000	.000	.500	.750



APPENDIX G

AFTERNOON TURNING MOVEMENT COUNT DATA

1. STORRS ROAD AT SOUTH EAGLEVILLE ROAD

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0136, S.T.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at S. Eagleville

Groups Printed- Cars - Heavy Vehicles

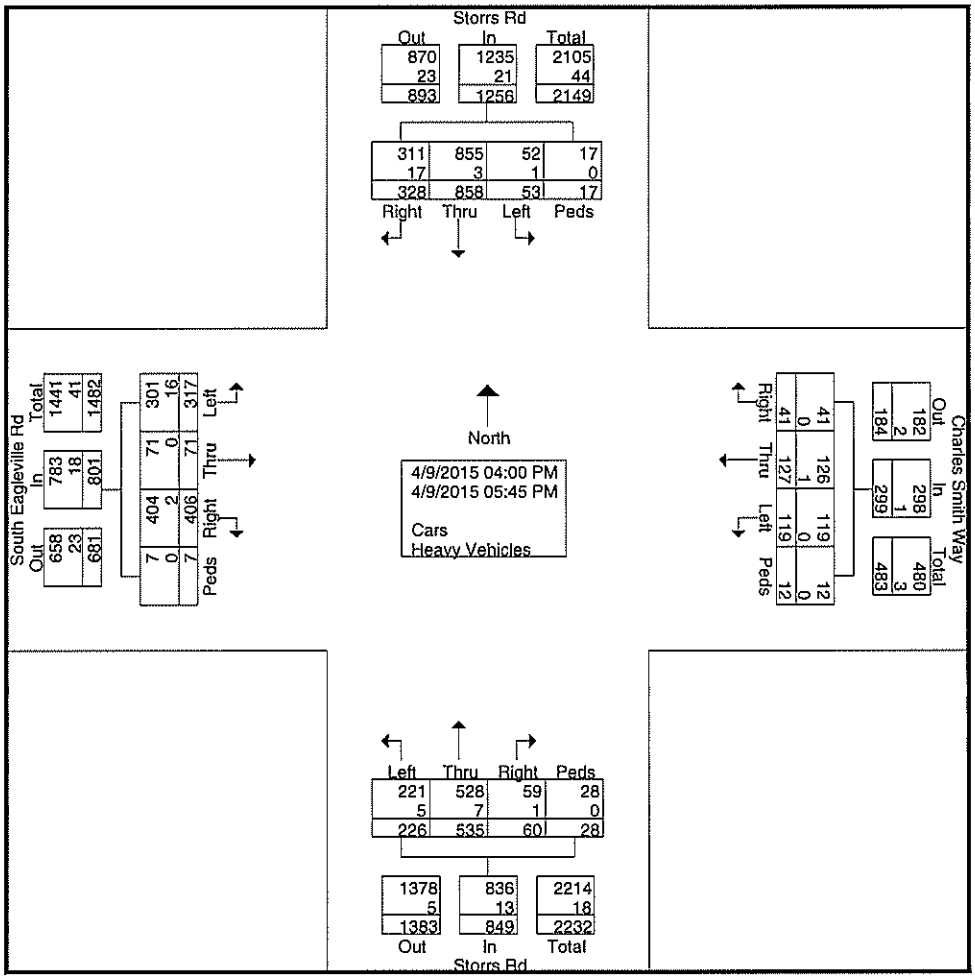
	Storrs Rd From North					Charles Smith Way From East					Storrs Rd From South					South Eagleville Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	37	110	9	0	156	8	14	16	0	38	9	46	31	1	87	53	14	33	0	100	381
04:15 PM	33	108	3	1	145	2	14	18	1	35	14	65	19	20	118	42	13	46	1	102	400
04:30 PM	46	124	10	1	181	6	13	22	5	46	11	79	21	3	114	44	9	41	1	95	436
04:45 PM	34	115	6	1	156	7	17	11	0	35	7	74	26	1	108	60	5	35	0	100	399
Total	150	457	28	3	638	23	58	67	6	154	41	264	97	25	427	199	41	155	2	397	1616
05:00 PM	50	100	11	3	164	5	18	21	3	47	3	77	26	1	107	58	9	38	0	105	423
05:15 PM	46	118	8	2	174	4	22	12	2	40	3	67	44	1	115	71	7	40	3	121	450
05:30 PM	50	92	2	5	149	2	18	11	1	32	5	58	27	0	90	45	4	46	1	96	367
05:45 PM	32	91	4	4	131	7	11	8	0	26	8	69	32	1	110	33	10	38	1	82	349
Total	178	401	25	14	618	18	69	52	6	145	19	271	129	3	422	207	30	162	5	404	1589
Grand Total	328	858	53	17	1256	41	127	119	12	299	60	535	226	28	849	406	71	317	7	801	3205
Apprch %	26.1	68.3	4.2	1.4		13.7	42.5	39.8	4		7.1	63	26.6	3.3		50.7	8.9	39.6	0.9		
Total %	10.2	26.8	1.7	0.5	39.2	1.3	4	3.7	0.4	9.3	1.9	16.7	7.1	0.9	26.5	12.7	2.2	9.9	0.2	25	
Cars	311	855	52	17	1235	41	126	119	12	298	59	528	221	28	836	404	71	301	7	783	3152
% Cars	94.8	99.7	98.1	100	98.3	100	99.2	100	100	99.7	98.3	98.7	97.8	100	98.5	99.5	100	95	100	97.8	98.3
Heavy Vehicles	17	3	1	0	21	0	1	0	0	1	1	7	5	0	13	2	0	16	0	18	53
% Heavy Vehicles	5.2	0.3	1.9	0	1.7	0	0.8	0	0	0.3	1.7	1.3	2.2	0	1.5	0.5	0	5	0	2.2	1.7

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0136, S.T.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at S. Eagleville



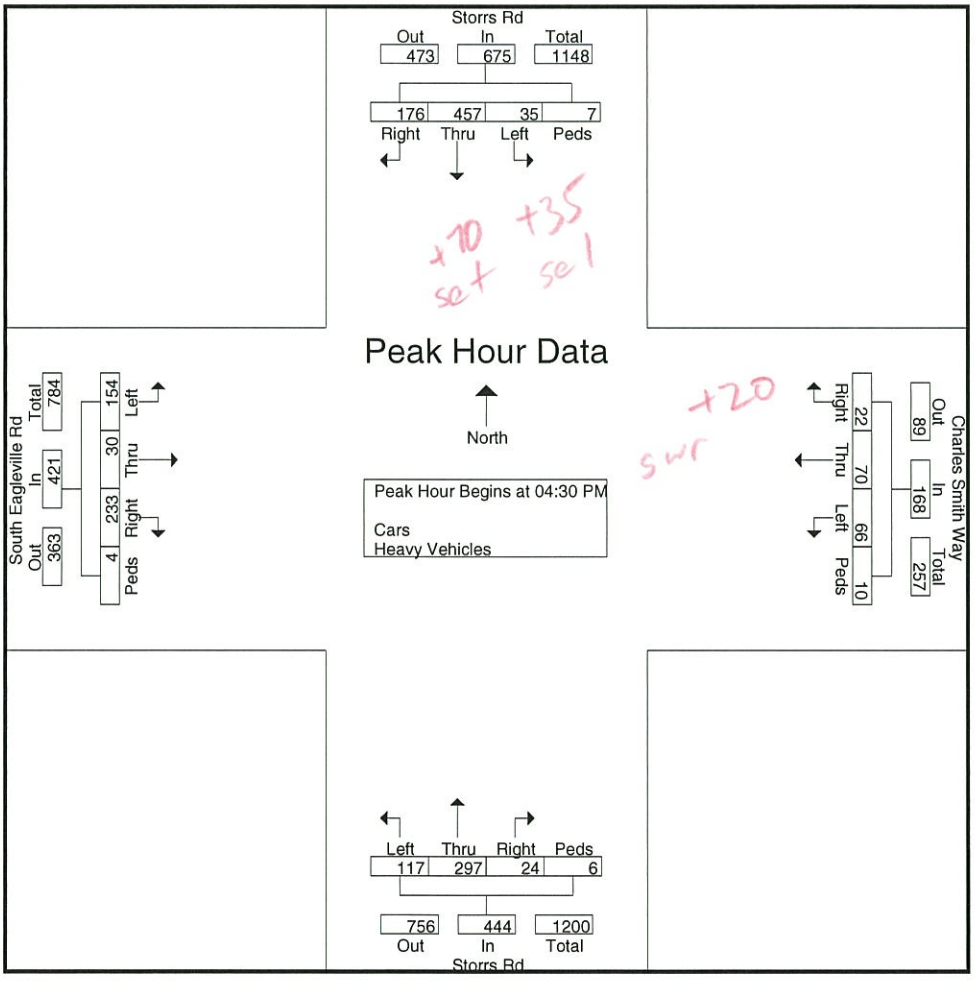
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0136, S.T.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at S. Eagleville

	Storrs Rd From North					Charles Smith Way From East					Storrs Rd From South					South Eagleville Rd 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	46	**124**	10	1	**181**	6	13	**22**	**5**	46	**11**	**79**	21	**3**	114	44	**9**	**41**	1	95	436
04:45 PM	34	115	6	1	156	**7**	17	11	0	35	7	74	26	1	108	60	5	35	0	100	399
05:00 PM	**50**	100	**11**	**3**	164	5	18	21	3	**47**	3	77	26	1	107	58	9	38	0	105	423
05:15 PM	46	118	8	2	174	4	**22**	12	2	40	3	67	**44**	1	**115**	**71**	7	40	**3**	**121**	**450**
Total Volume	176	457	35	7	675	22	70	66	10	168	24	297	117	6	444	233	30	154	4	421	1708
% App. Total	26.1	67.7	5.2	1		13.1	41.7	39.3	6		5.4	66.9	26.4	1.4		55.3	7.1	36.6	1		
PHF	.880	.921	.795	.583	.932	.786	.795	.750	.500	.894	.545	.940	.665	.500	.965	.820	.833	.939	.333	.870	.949



RHS Consulting Design, LLC

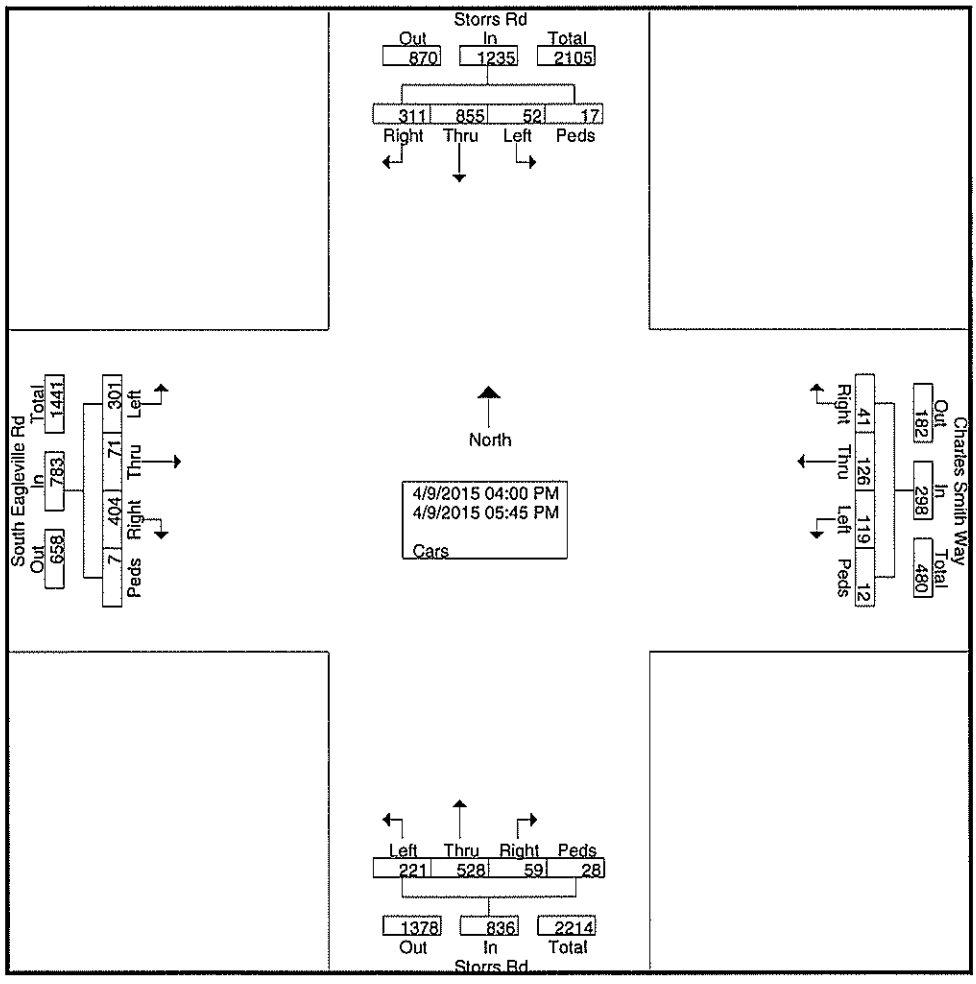
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0136, S.T.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at S. Eagleville

Groups Printed- Cars

	Storrs Rd From North					Charles Smith Way From East					Storrs Rd From South					South Eagleville Rd 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	110	9	0	154	8	14	16	0	38	8	46	30	1	85	53	14	31	0	98	375
04:15 PM	31	108	3	1	143	2	14	18	1	35	14	65	18	20	117	41	13	43	1	98	393
04:30 PM	43	124	10	1	178	6	13	22	5	46	11	78	19	3	111	44	9	39	1	93	428
04:45 PM	31	113	6	1	151	7	17	11	0	35	7	73	26	1	107	59	5	32	0	96	389
Total	140	455	28	3	626	23	58	67	6	154	40	262	93	25	420	197	41	145	2	385	1585
05:00 PM	49	100	11	3	163	5	18	21	3	47	3	75	25	1	104	58	9	37	0	104	418
05:15 PM	44	118	8	2	172	4	21	12	2	39	3	64	44	1	112	71	7	38	3	119	442
05:30 PM	48	92	1	5	146	2	18	11	1	32	5	58	27	0	90	45	4	44	1	94	362
05:45 PM	30	90	4	4	128	7	11	8	0	26	8	69	32	1	110	33	10	37	1	81	345
Total	171	400	24	14	609	18	68	52	6	144	19	266	128	3	416	207	30	156	5	398	1567
Grand Total	311	855	52	17	1235	41	126	119	12	298	59	528	221	28	836	404	71	301	7	783	3152
Apprch %	25.2	69.2	4.2	1.4		13.8	42.3	39.9	4		7.1	63.2	26.4	3.3		51.6	9.1	38.4	0.9		
Total %	9.9	27.1	1.6	0.5	39.2	1.3	4	3.8	0.4	9.5	1.9	16.8	7	0.9	26.5	12.8	2.3	9.5	0.2	24.8	



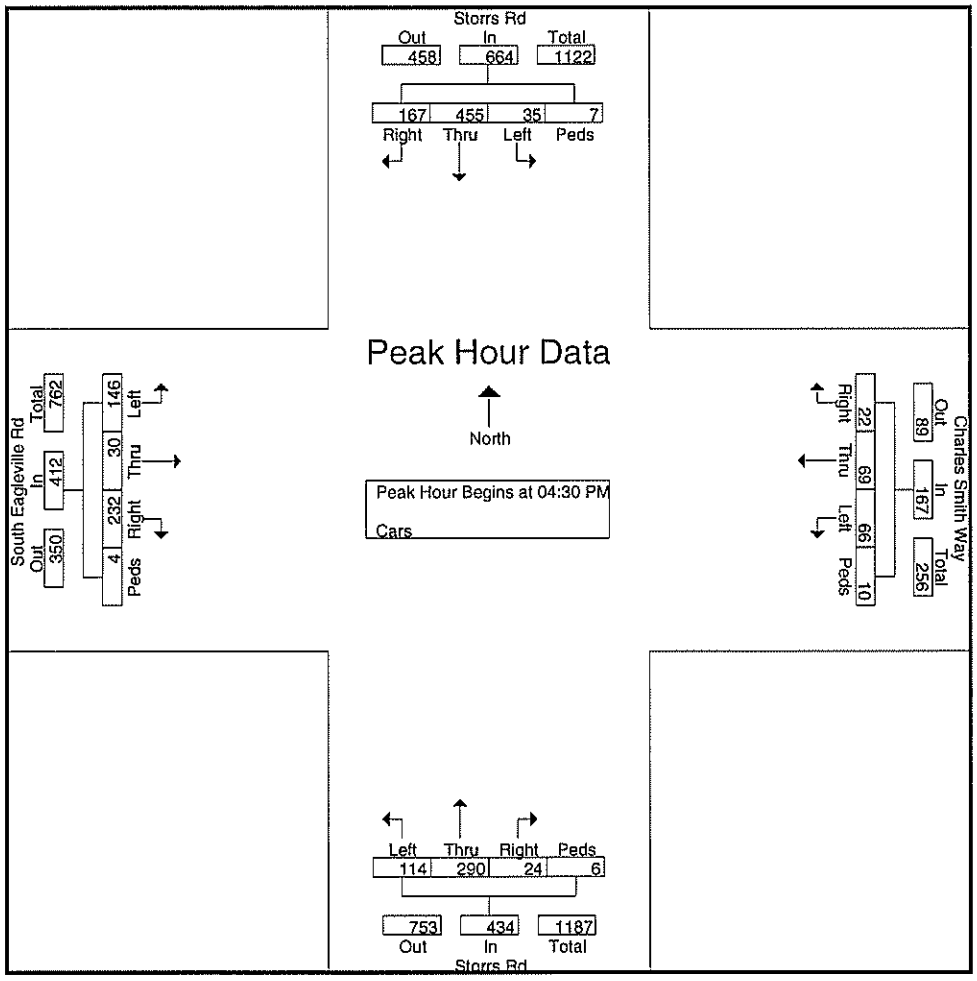
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0136, S.T.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at S. Eagleville

	Storrs Rd From North					Charles Smith Way From East					Storrs Rd From South					South Eagleville Rd 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	43	124	10	1	178	6	13	22	5	46	11	78	19	3	111	44	9	39	1	93	428
04:45 PM	31	113	6	1	151	7	17	11	0	35	7	73	26	1	107	59	5	32	0	96	389
05:00 PM	49	100	11	3	163	5	18	21	3	47	3	75	25	1	104	58	9	37	0	104	418
05:15 PM	44	118	8	2	172	4	21	12	2	39	3	64	44	1	112	71	7	38	3	119	442
Total Volume	167	455	35	7	664	22	69	66	10	167	24	290	114	6	434	232	30	146	4	412	1677
% App. Total	25.2	68.5	5.3	1.1		13.2	41.3	39.5	6		5.5	66.8	26.3	1.4		56.3	7.3	35.4	1		
PHF	.852	.917	.795	.583	.933	.786	.821	.750	.500	.888	.545	.929	.648	.500	.969	.817	.833	.936	.333	.866	.949



RHS Consulting Design, LLC

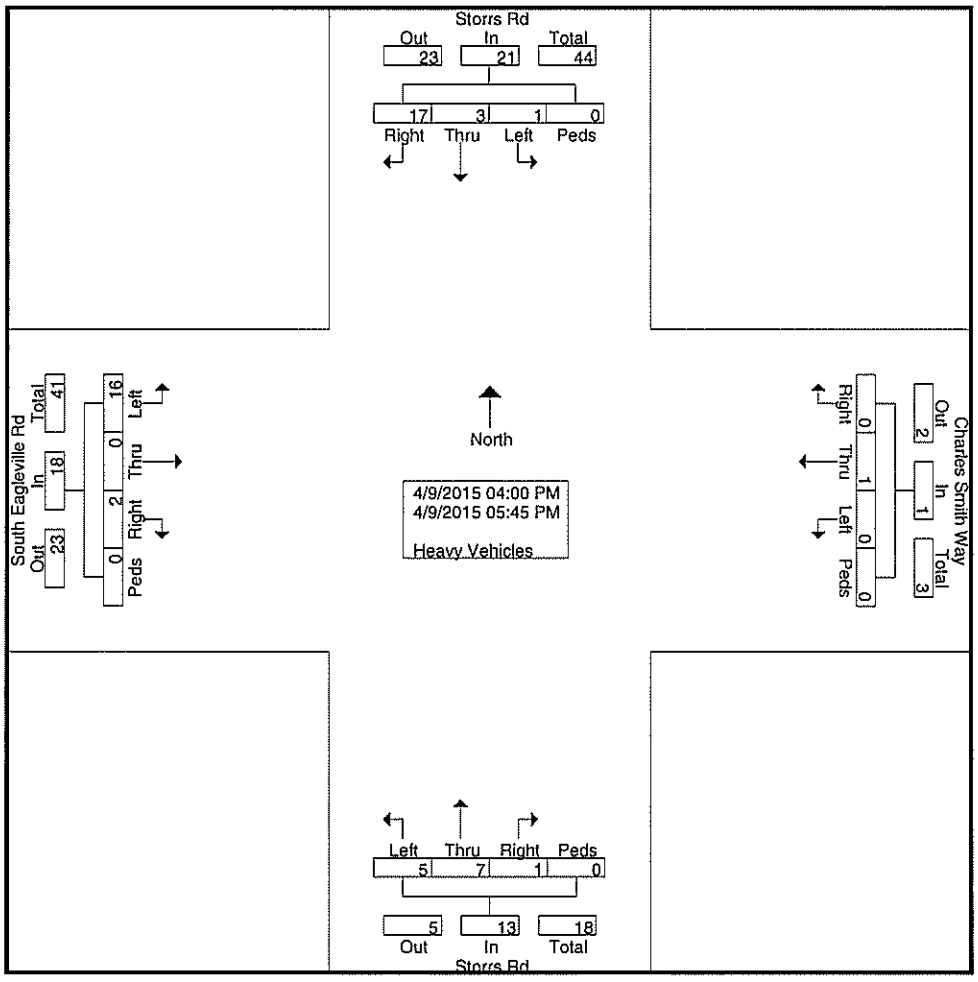
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0136, S.T.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at S. Eagleville

Groups Printed- Heavy Vehicles

	Storrs Rd From North					Charles Smith Way From East					Storrs Rd From South					South Eagleville Rd 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	0	0	0	2	0	0	0	0	0	1	0	1	0	2	0	0	2	0	2	6
04:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	3	0	4	7
04:30 PM	3	0	0	0	3	0	0	0	0	0	0	1	2	0	3	0	0	2	0	2	8
04:45 PM	3	2	0	0	5	0	0	0	0	0	0	1	0	0	1	1	0	3	0	4	10
Total	10	2	0	0	12	0	0	0	0	0	1	2	4	0	7	2	0	10	0	12	31
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	5
05:15 PM	2	0	0	0	2	0	1	0	0	1	0	3	0	0	3	0	0	2	0	2	8
05:30 PM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
05:45 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
Total	7	1	1	0	9	0	1	0	0	1	0	5	1	0	6	0	0	6	0	6	22
Grand Total	17	3	1	0	21	0	1	0	0	1	1	7	5	0	13	2	0	16	0	18	53
Apprch %	81	14.3	4.8	0		0	100	0	0		7.7	53.8	38.5	0		11.1	0	88.9	0		
Total %	32.1	5.7	1.9	0	39.6	0	1.9	0	0	1.9	1.9	13.2	9.4	0	24.5	3.8	0	30.2	0	34	



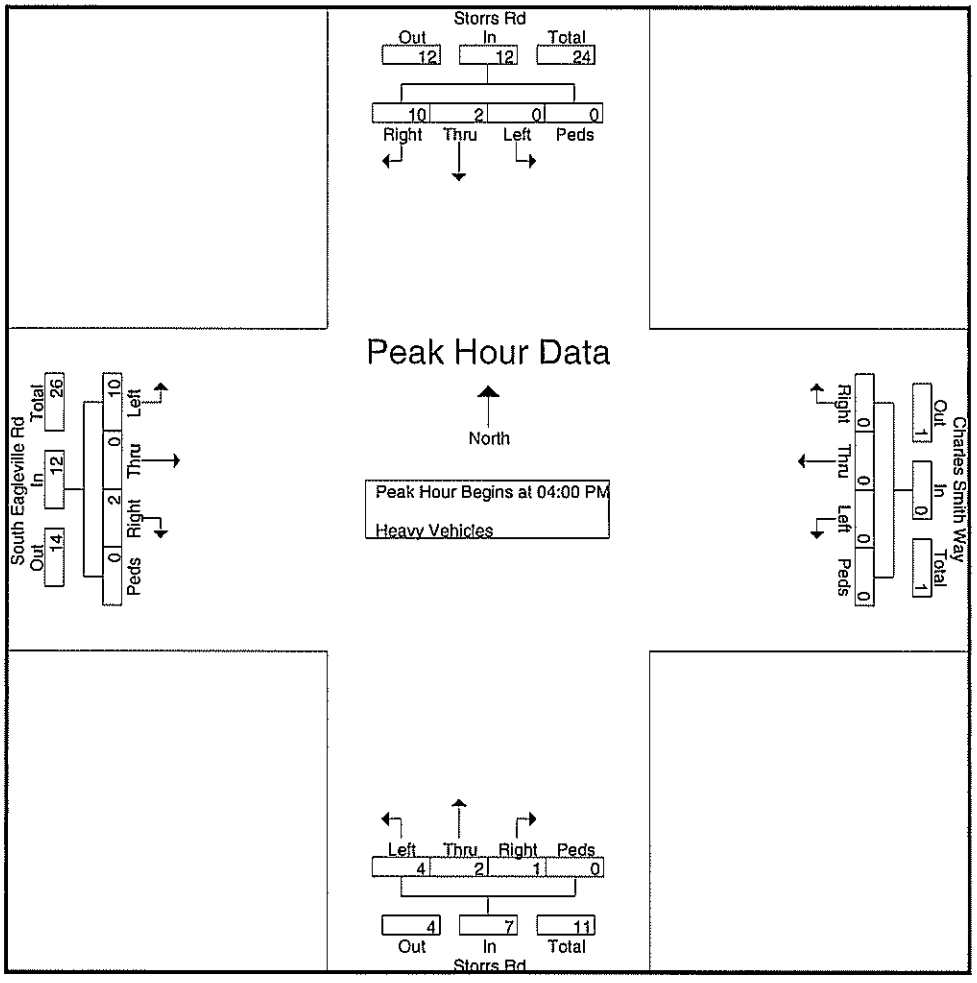
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0136, S.T.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Storrs Rd at S. Eagleville

	Storrs Rd From North					Charles Smith Way From East					Storrs Rd From South					South Eagleville Rd 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 04:00 PM																					
04:00 PM	2	0	0	0	2	0	0	0	0	0	1	0	1	0	2	0	0	2	0	2	6
04:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	3	0	4	7
04:30 PM	3	0	0	0	3	0	0	0	0	0	0	1	2	0	3	0	0	2	0	2	8
04:45 PM	3	2	0	0	5	0	0	0	0	0	0	1	0	0	1	1	0	3	0	4	10
Total Volume	10	2	0	0	12	0	0	0	0	0	1	2	4	0	7	2	0	10	0	12	31
% App. Total	83.3	16.7	0	0		0	0	0	0		14.3	28.6	57.1	0		16.7	0	83.3	0		
PHF	.833	.250	.000	.000	.600	.000	.000	.000	.000	.000	.250	.500	.500	.000	.583	.500	.000	.833	.000	.750	.775



2. STORRS ROAD AT NORTH EAGLEVILLE ROAD

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, B.V.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at N. Eagleville Rd

Groups Printed- Cars - Heavy Vehicles

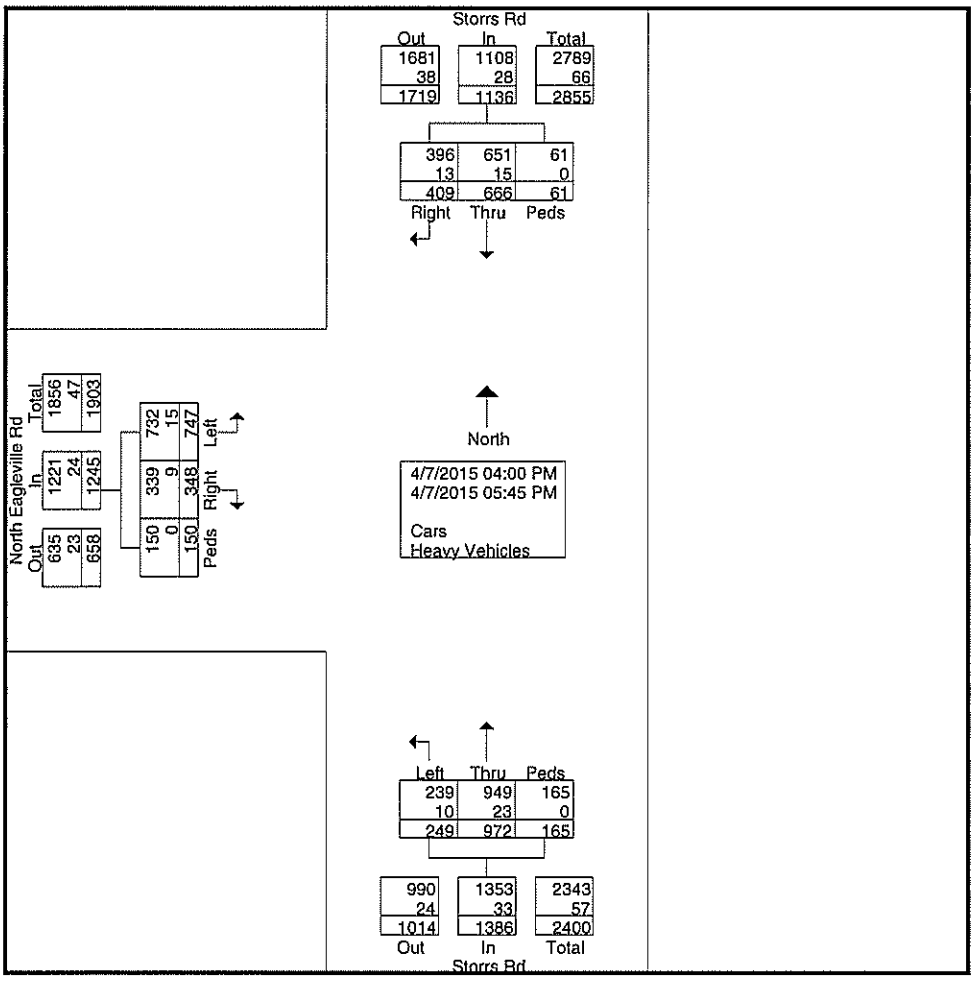
	Storrs Rd From North				Storrs Rd From South				North Eagleville Rd From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	49	95	4	148	118	30	13	161	42	80	19	141	450
04:15 PM	48	96	4	148	133	36	28	197	38	60	17	115	460
04:30 PM	73	81	14	168	122	34	54	210	42	86	27	155	533
04:45 PM	59	101	10	170	128	35	36	199	49	88	34	171	540
Total	229	373	32	634	501	135	131	767	171	314	97	582	1983
05:00 PM	43	63	3	109	119	30	10	159	56	123	21	200	468
05:15 PM	43	75	17	135	120	26	9	155	42	110	11	163	453
05:30 PM	44	79	6	129	122	18	8	148	40	115	8	163	440
05:45 PM	50	76	3	129	110	40	7	157	39	85	13	137	423
Total	180	293	29	502	471	114	34	619	177	433	53	663	1784
Grand Total	409	666	61	1136	972	249	165	1386	348	747	150	1245	3767
Apprch %	36	58.6	5.4		70.1	18	11.9		28	60	12		
Total %	10.9	17.7	1.6	30.2	25.8	6.6	4.4	36.8	9.2	19.8	4	33.1	
Cars	396	651	61	1108	949	239	165	1353	339	732	150	1221	3682
% Cars	96.8	97.7	100	97.5	97.6	96	100	97.6	97.4	98	100	98.1	97.7
Heavy Vehicles	13	15	0	28	23	10	0	33	9	15	0	24	85
% Heavy Vehicles	3.2	2.3	0	2.5	2.4	4	0	2.4	2.6	2	0	1.9	2.3

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, B.V.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at N. Eagleville Rd



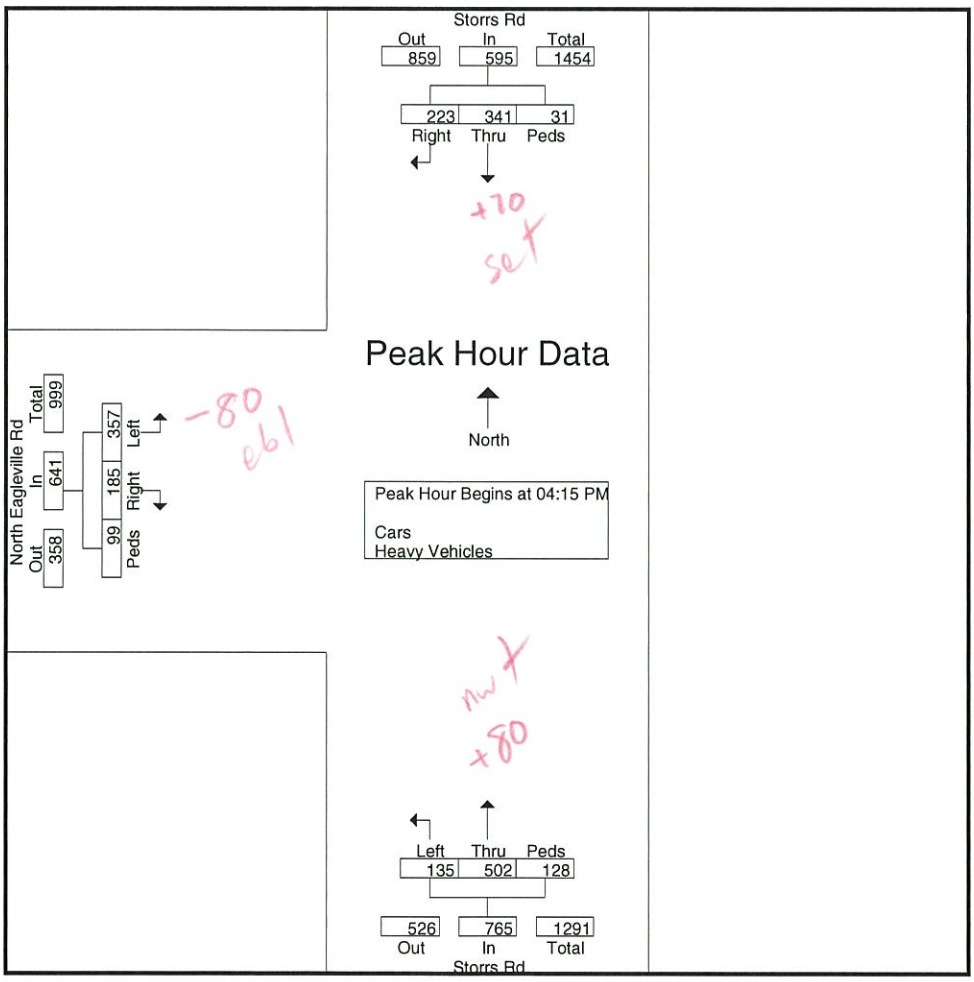
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, B.V.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at N. Eagleville Rd

	Storrs Rd From North				Storrs Rd From South				North Eagleville Rd 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 04:15 PM													
04:15 PM	48	96	4	148	**133**	**36**	28	197	38	60	17	115	460
04:30 PM	**73**	81	**14**	168	122	34	**54**	**210**	42	86	27	155	533
04:45 PM	59	**101**	10	**170**	128	35	36	199	49	88	**34**	171	**540**
05:00 PM	43	63	3	109	119	30	10	159	**56**	**123**	21	**200**	468
Total Volume	223	341	31	595	502	135	128	765	185	357	99	641	2001
% App. Total	37.5	57.3	5.2		65.6	17.6	16.7		28.9	55.7	15.4		
PHF	.764	.844	.554	.875	.944	.938	.593	.911	.826	.726	.728	.801	.926



RHS Consulting Design, LLC

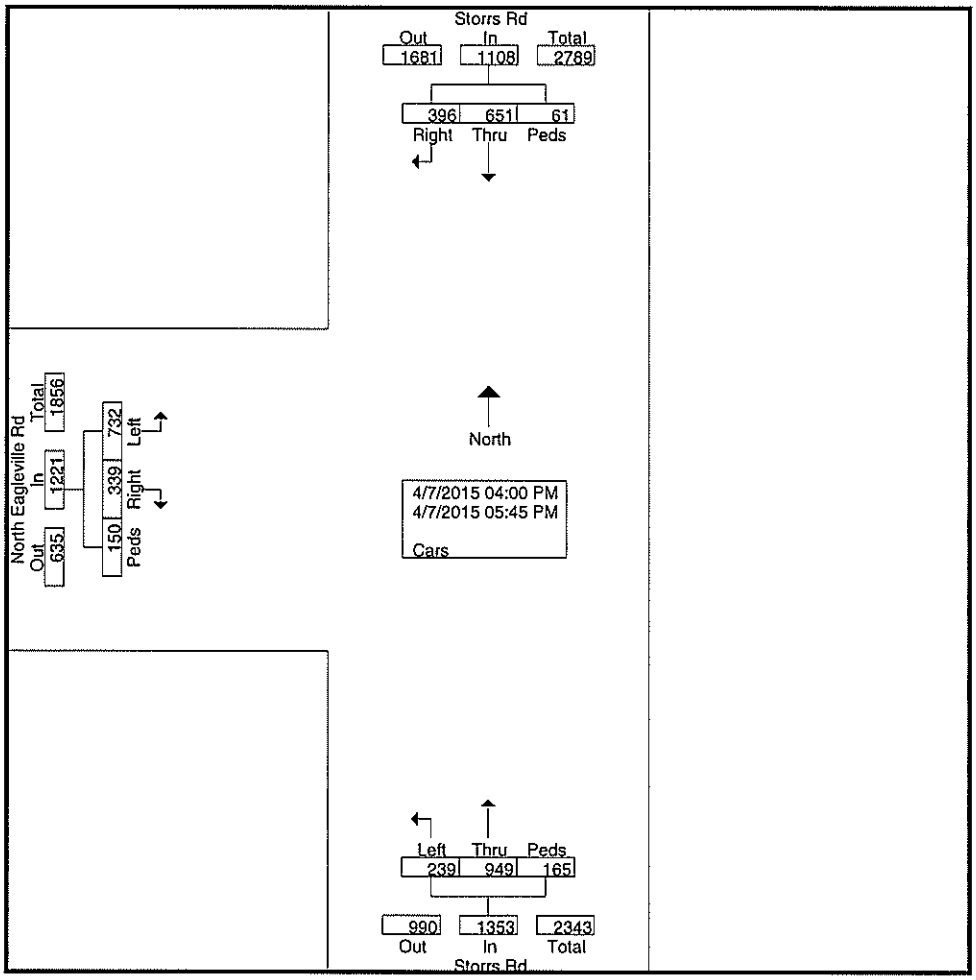
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, B.V.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at N. Eagleville Rd

Groups Printed- Cars

	Storrs Rd From North				Storrs Rd From South				North Eagleville Rd From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	48	92	4	144	113	29	13	155	41	79	19	139	438
04:15 PM	44	94	4	142	130	34	28	192	36	58	17	111	445
04:30 PM	72	79	14	165	118	34	54	206	42	85	27	154	525
04:45 PM	58	98	10	166	124	33	36	193	47	85	34	166	525
Total	222	363	32	617	485	130	131	746	166	307	97	570	1933
05:00 PM	41	63	3	107	117	29	10	156	56	121	21	198	461
05:15 PM	41	74	17	132	119	25	9	153	40	108	11	159	444
05:30 PM	43	77	6	126	120	16	8	144	40	113	8	161	431
05:45 PM	49	74	3	126	108	39	7	154	37	83	13	133	413
Total	174	288	29	491	464	109	34	607	173	425	53	651	1749
Grand Total	396	651	61	1108	949	239	165	1353	339	732	150	1221	3682
Apprch %	35.7	58.8	5.5		70.1	17.7	12.2		27.8	60	12.3		
Total %	10.8	17.7	1.7	30.1	25.8	6.5	4.5	36.7	9.2	19.9	4.1	33.2	



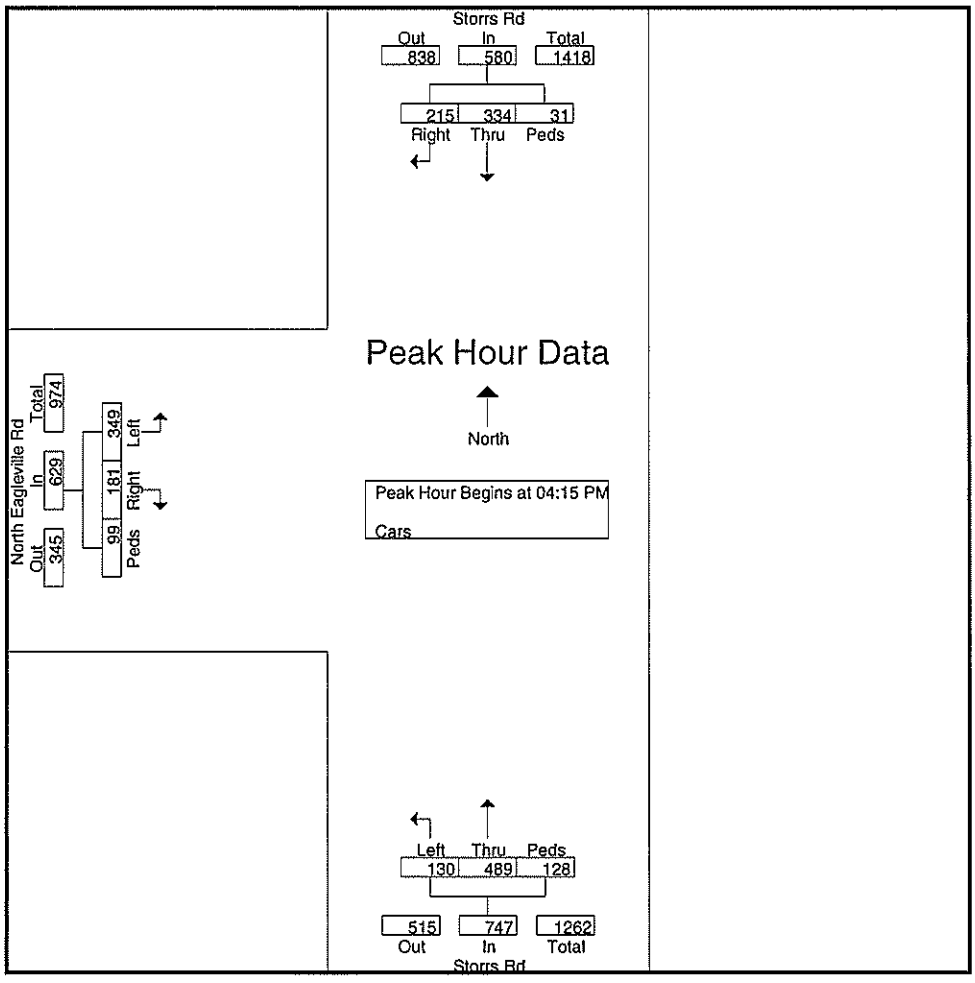
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, B.V.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at N. Eagleville Rd

	Storrs Rd From North				Storrs Rd From South				North Eagleville Rd 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 04:15 PM													
04:15 PM	44	94	4	142	**130**	**34**	28	192	36	58	17	111	445
04:30 PM	**72**	79	**14**	165	118	34	**54**	**206**	42	85	27	154	**525**
04:45 PM	58	**98**	10	**166**	124	33	36	193	47	85	**34**	166	525
05:00 PM	41	63	3	107	117	29	10	156	**56**	**121**	21	**198**	461
Total Volume	215	334	31	580	489	130	128	747	181	349	99	629	1956
% App. Total	37.1	57.6	5.3		65.5	17.4	17.1		28.8	55.5	15.7		
PHF	.747	.852	.554	.873	.940	.956	.593	.907	.808	.721	.728	.794	.931



RHS Consulting Design, LLC

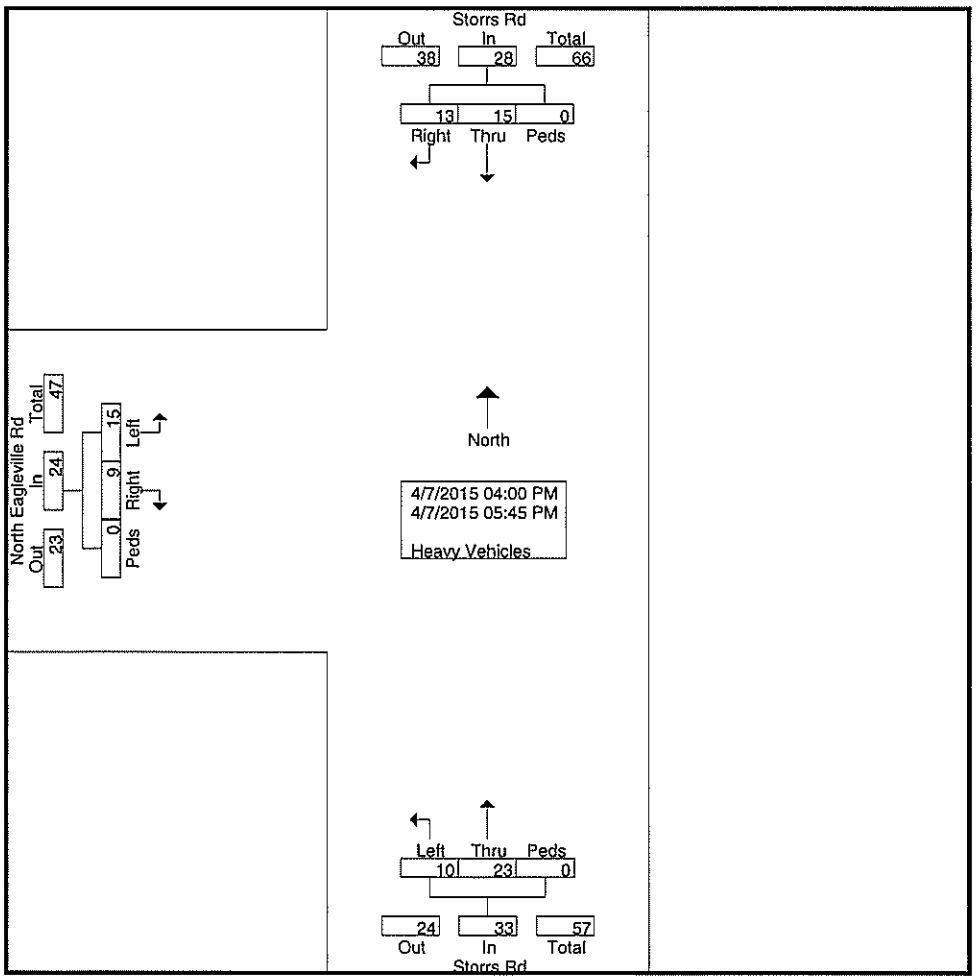
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, B.V.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at N. Eagleville Rd

Groups Printed- Heavy Vehicles

	Storrs Rd From North				Storrs Rd From South				North Eagleville Rd 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	3	0	4	5	1	0	6	1	1	0	2	12
04:15 PM	4	2	0	6	3	2	0	5	2	2	0	4	15
04:30 PM	1	2	0	3	4	0	0	4	0	1	0	1	8
04:45 PM	1	3	0	4	4	2	0	6	2	3	0	5	15
Total	7	10	0	17	16	5	0	21	5	7	0	12	50
05:00 PM	2	0	0	2	2	1	0	3	0	2	0	2	7
05:15 PM	2	1	0	3	1	1	0	2	2	2	0	4	9
05:30 PM	1	2	0	3	2	2	0	4	0	2	0	2	9
05:45 PM	1	2	0	3	2	1	0	3	2	2	0	4	10
Total	6	5	0	11	7	5	0	12	4	8	0	12	35
Grand Total	13	15	0	28	23	10	0	33	9	15	0	24	85
Apprch %	46.4	53.6	0		69.7	30.3	0		37.5	62.5	0		
Total %	15.3	17.6	0	32.9	27.1	11.8	0	38.8	10.6	17.6	0	28.2	



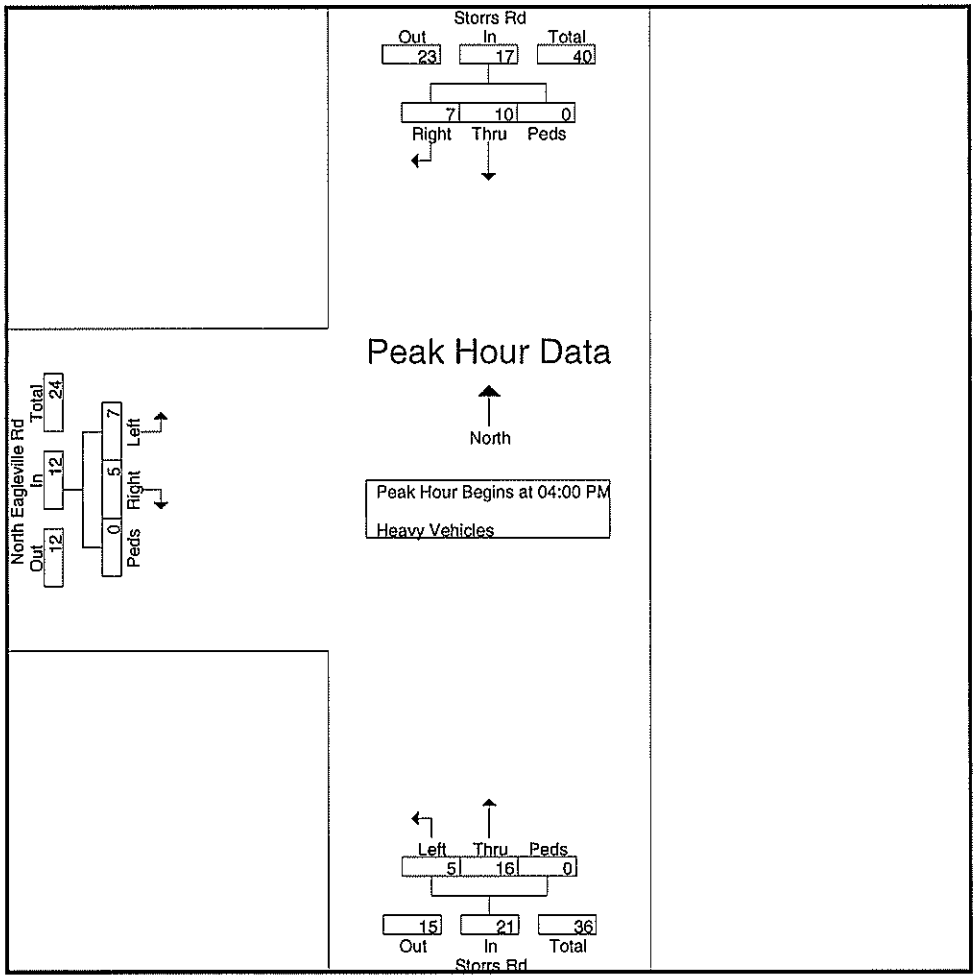
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, B.V.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at N. Eagleville Rd

	Storrs Rd From North				Storrs Rd From South				North Eagleville Rd 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	1	**3**	0	4	**5**	1	0	**6**	1	1	0	2	12
04:15 PM	**4**	2	0	**6**	3	**2**	0	5	**2**	2	0	4	**15**
04:30 PM	1	2	0	3	4	0	0	4	0	1	0	1	8
04:45 PM	1	3	0	4	4	2	0	6	2	**3**	0	**5**	15
Total Volume	7	10	0	17	16	5	0	21	5	7	0	12	50
% App. Total	41.2	58.8	0		76.2	23.8	0		41.7	58.3	0		
PHF	.438	.833	.000	.708	.800	.625	.000	.875	.625	.583	.000	.600	.833



3. STORRS ROAD AT ROUTE 44

RHS Consulting Design, LLC

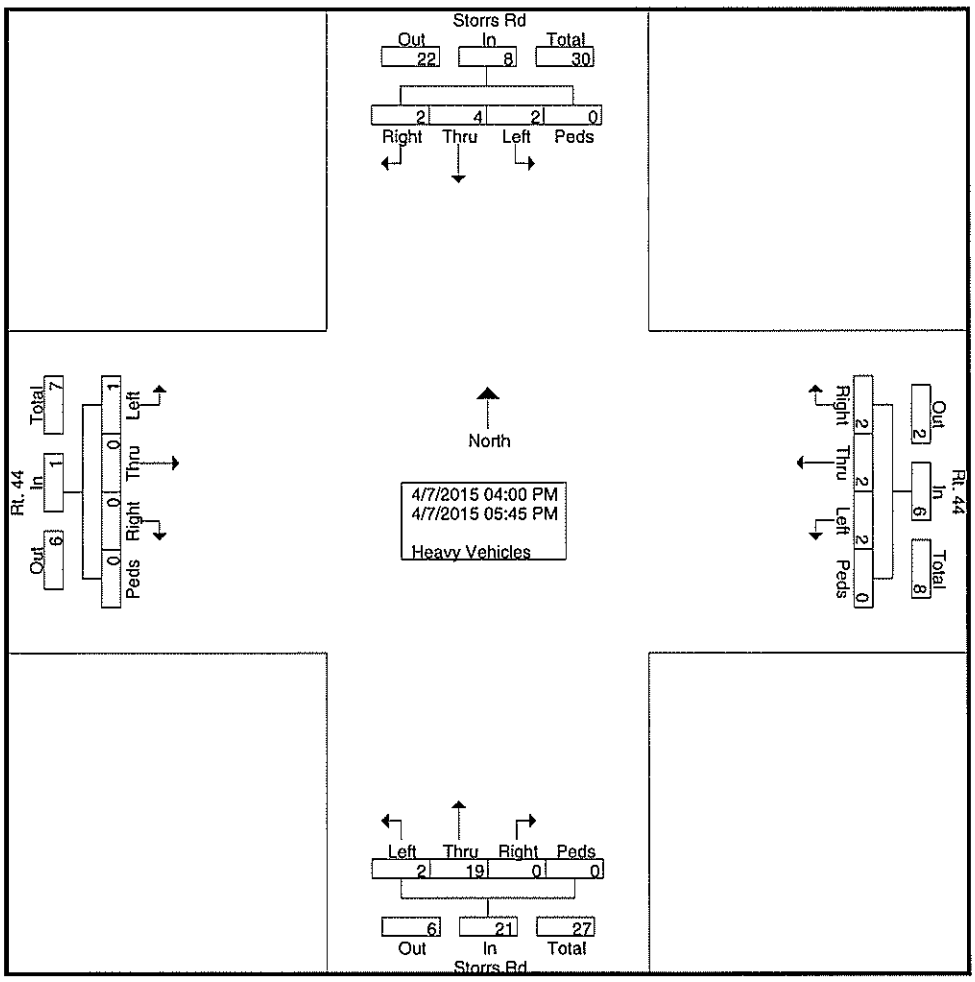
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2208, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 44

Groups Printed- Heavy Vehicles

	Storrs Rd From North					Rt. 44 From East					Storrs Rd From South					Rt. 44 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	1	1	0	2	2	0	1	0	3	0	3	1	0	4	0	0	0	0	0	9
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
04:45 PM	1	0	1	0	2	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	9
Total	1	3	2	0	6	2	2	1	0	5	0	12	1	0	13	0	0	0	0	0	24
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	1	1	0	0	2	0	0	1	0	1	0	7	1	0	8	0	0	1	0	1	12
Grand Total	2	4	2	0	8	2	2	2	0	6	0	19	2	0	21	0	0	1	0	1	36
Apprch %	25	50	25	0		33.3	33.3	33.3	0		0	90.5	9.5	0		0	0	100	0		
Total %	5.6	11.1	5.6	0	22.2	5.6	5.6	5.6	0	16.7	0	52.8	5.6	0	58.3	0	0	2.8	0	2.8	



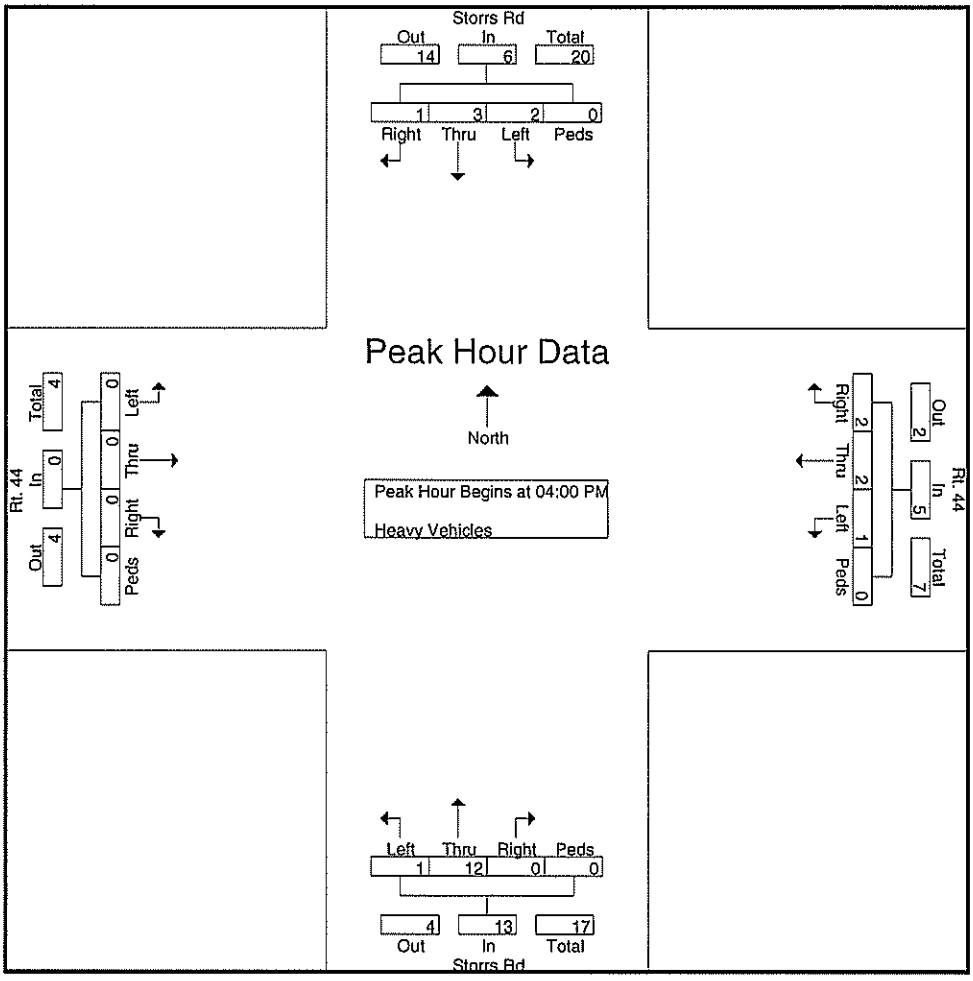
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2208, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 44

	Storrs Rd From North					Rt. 44 From East					Storrs Rd From South					Rt. 44 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 04:00 PM																					
04:00 PM	0	1	1	0	2	2	0	1	0	3	0	3	1	0	4	0	0	0	0	0	9
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
04:45 PM	1	0	1	0	2	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	9
Total Volume	1	3	2	0	6	2	2	1	0	5	0	12	1	0	13	0	0	0	0	0	24
% App. Total	16.7	50	33.3	0		40	40	20	0		0	92.3	7.7	0		0	0	0	0		
PHF	.250	.750	.500	.000	.750	.250	.250	.250	.000	.417	.000	.600	.250	.000	.650	.000	.000	.000	.000	.000	.667



RHS Consulting Design, LLC

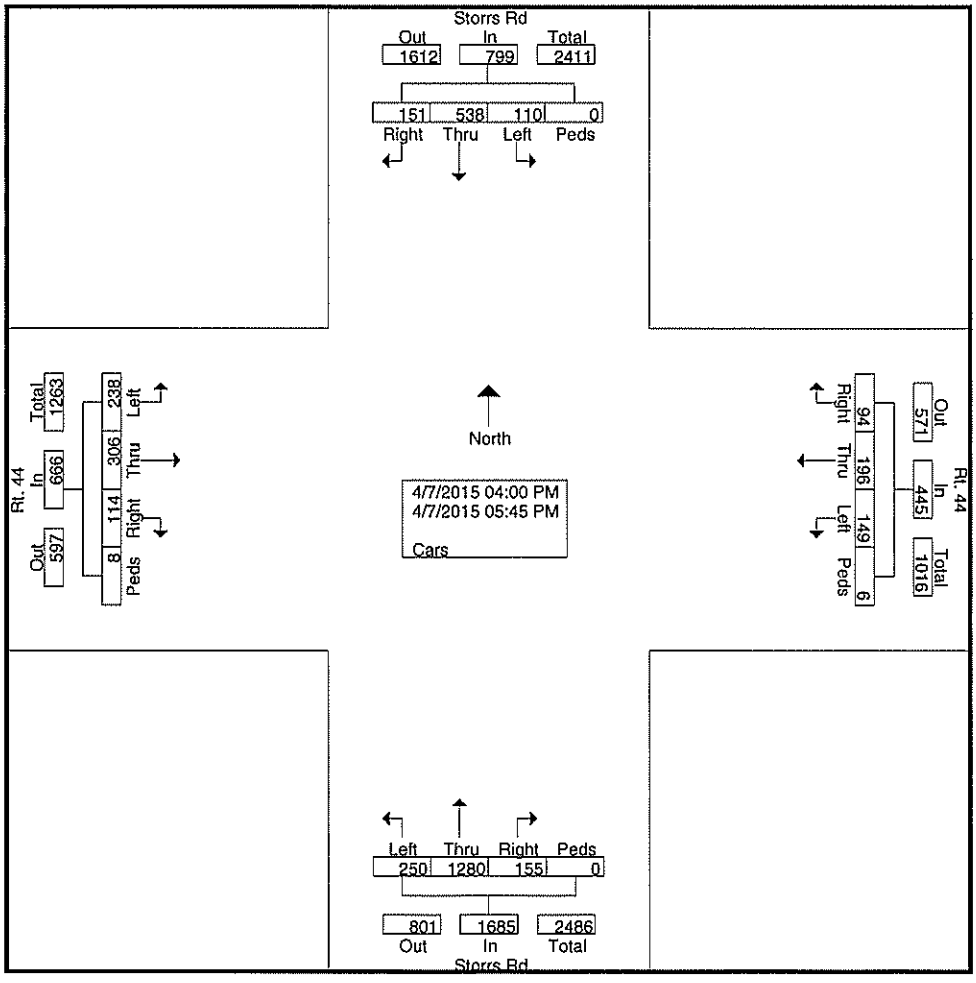
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2208, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 44

Groups Printed- Cars

	Storrs Rd From North					Rt. 44 From East					Storrs Rd From South					Rt. 44 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	13	91	9	0	113	8	18	12	0	38	15	147	33	0	195	13	37	18	0	68	414
04:15 PM	25	75	17	0	117	13	25	24	4	66	23	135	35	0	193	15	47	38	0	100	476
04:30 PM	20	67	11	0	98	6	20	18	0	44	20	162	30	0	212	17	24	24	3	68	422
04:45 PM	17	77	16	0	110	15	23	26	2	66	19	161	39	0	219	13	38	26	3	80	475
Total	75	310	53	0	438	42	86	80	6	214	77	605	137	0	819	58	146	106	6	316	1787
05:00 PM	25	40	21	0	86	11	25	16	0	52	23	197	35	0	255	16	58	37	1	112	505
05:15 PM	16	61	10	0	87	17	28	13	0	58	22	167	23	0	212	14	33	32	0	79	436
05:30 PM	21	46	14	0	81	12	29	27	0	68	20	167	35	0	222	14	41	25	1	81	452
05:45 PM	14	81	12	0	107	12	28	13	0	53	13	144	20	0	177	12	28	38	0	78	415
Total	76	228	57	0	361	52	110	69	0	231	78	675	113	0	866	56	160	132	2	350	1808
Grand Total	151	538	110	0	799	94	196	149	6	445	155	1280	250	0	1685	114	306	238	8	666	3595
Apprch %	18.9	67.3	13.8	0		21.1	44	33.5	1.3		9.2	76	14.8	0		17.1	45.9	35.7	1.2		
Total %	4.2	15	3.1	0	22.2	2.6	5.5	4.1	0.2	12.4	4.3	35.6	7	0	46.9	3.2	8.5	6.6	0.2	18.5	



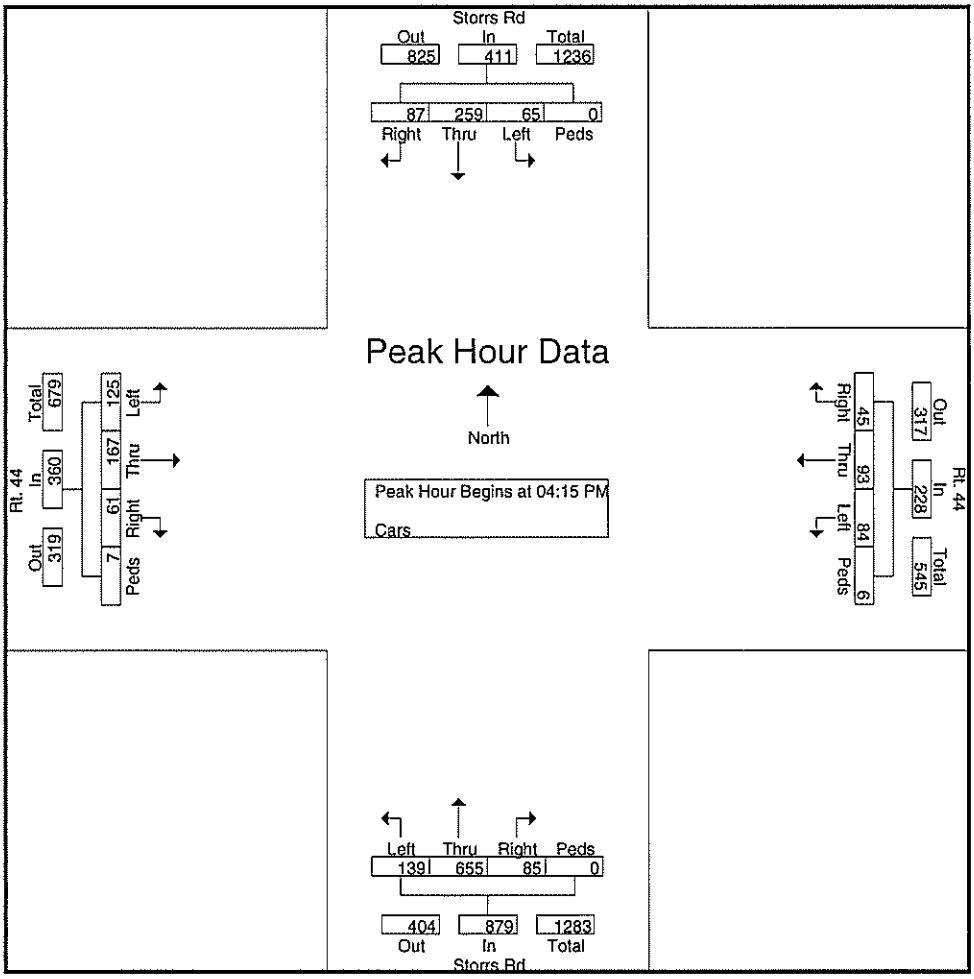
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2208, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 44

	Storrs Rd From North					Rt. 44 From East					Storrs Rd From South					Rt. 44 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	**25**	75	17	0	**117**	13	**25**	24	**4**	**66**	**23**	135	35	0	193	15	47	**38**	0	100	476
04:30 PM	20	67	11	0	98	6	20	18	0	44	20	162	30	0	212	**17**	24	24	**3**	68	422
04:45 PM	17	**77**	16	0	110	**15**	23	**26**	2	66	19	161	**39**	0	219	13	38	26	3	80	475
05:00 PM	25	40	**21**	0	86	11	25	16	0	52	23	**197**	35	0	**255**	16	**58**	37	1	**112**	**505**
Total Volume	87	259	65	0	411	45	93	84	6	228	85	655	139	0	879	61	167	125	7	360	1878
% App. Total	21.2	63	15.8	0		19.7	40.8	36.8	2.6		9.7	74.5	15.8	0		16.9	46.4	34.7	1.9		
PHF	.870	.841	.774	.000	.878	.750	.930	.808	.375	.864	.924	.831	.891	.000	.862	.897	.720	.822	.583	.804	.930



RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2208, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 44

Groups Printed- Cars - Heavy Vehicles

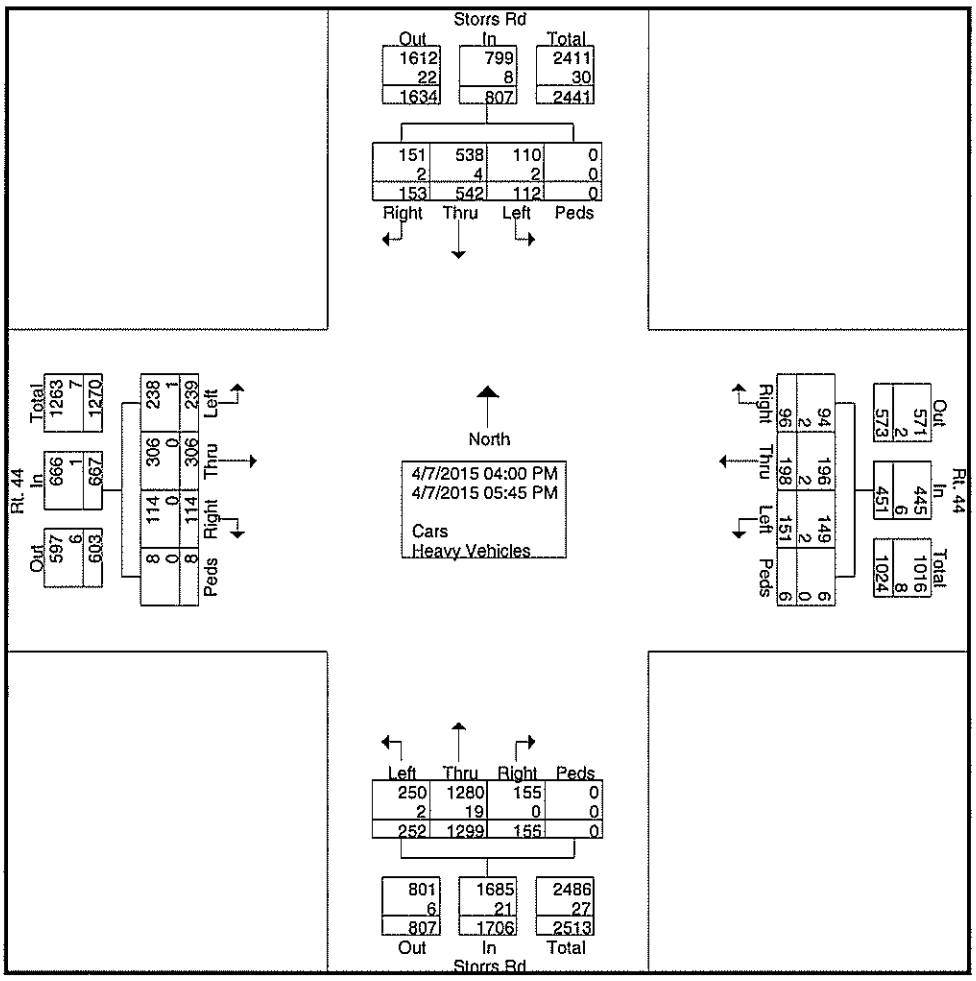
	Storrs Rd From North					Rt. 44 From East					Storrs Rd From South					Rt. 44 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	13	92	10	0	115	10	18	13	0	41	15	150	34	0	199	13	37	18	0	68	423
04:15 PM	25	76	17	0	118	13	25	24	4	66	23	137	35	0	195	15	47	38	0	100	479
04:30 PM	20	68	11	0	99	6	20	18	0	44	20	164	30	0	214	17	24	24	3	68	425
04:45 PM	18	77	17	0	112	15	25	26	2	68	19	166	39	0	224	13	38	26	3	80	484
Total	76	313	55	0	444	44	88	81	6	219	77	617	138	0	832	58	146	106	6	316	1811
05:00 PM	25	40	21	0	86	11	25	16	0	52	23	200	35	0	258	16	58	37	1	112	508
05:15 PM	17	61	10	0	88	17	28	13	0	58	22	169	24	0	215	14	33	32	0	79	440
05:30 PM	21	47	14	0	82	12	29	27	0	68	20	168	35	0	223	14	41	26	1	82	455
05:45 PM	14	81	12	0	107	12	28	14	0	54	13	145	20	0	178	12	28	38	0	78	417
Total	77	229	57	0	363	52	110	70	0	232	78	682	114	0	874	56	160	133	2	351	1820
Grand Total	153	542	112	0	807	96	198	151	6	451	155	1299	252	0	1706	114	306	239	8	667	3631
Apprch %	19	67.2	13.9	0		21.3	43.9	33.5	1.3		9.1	76.1	14.8	0		17.1	45.9	35.8	1.2		
Total %	4.2	14.9	3.1	0	22.2	2.6	5.5	4.2	0.2	12.4	4.3	35.8	6.9	0	47	3.1	8.4	6.6	0.2	18.4	
Cars	151	538	110	0	799	94	196	149	6	445	155	1280	250	0	1685	114	306	238	8	666	3595
% Cars	98.7	99.3	98.2	0	99	97.9	99	98.7	100	98.7	100	98.5	99.2	0	98.8	100	100	99.6	100	99.9	99
Heavy Vehicles	2	4	2	0	8	2	2	2	0	6	0	19	2	0	21	0	0	1	0	1	36
% Heavy Vehicles	1.3	0.7	1.8	0	1	2.1	1	1.3	0	1.3	0	1.5	0.8	0	1.2	0	0	0.4	0	0.1	1

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2208, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 44



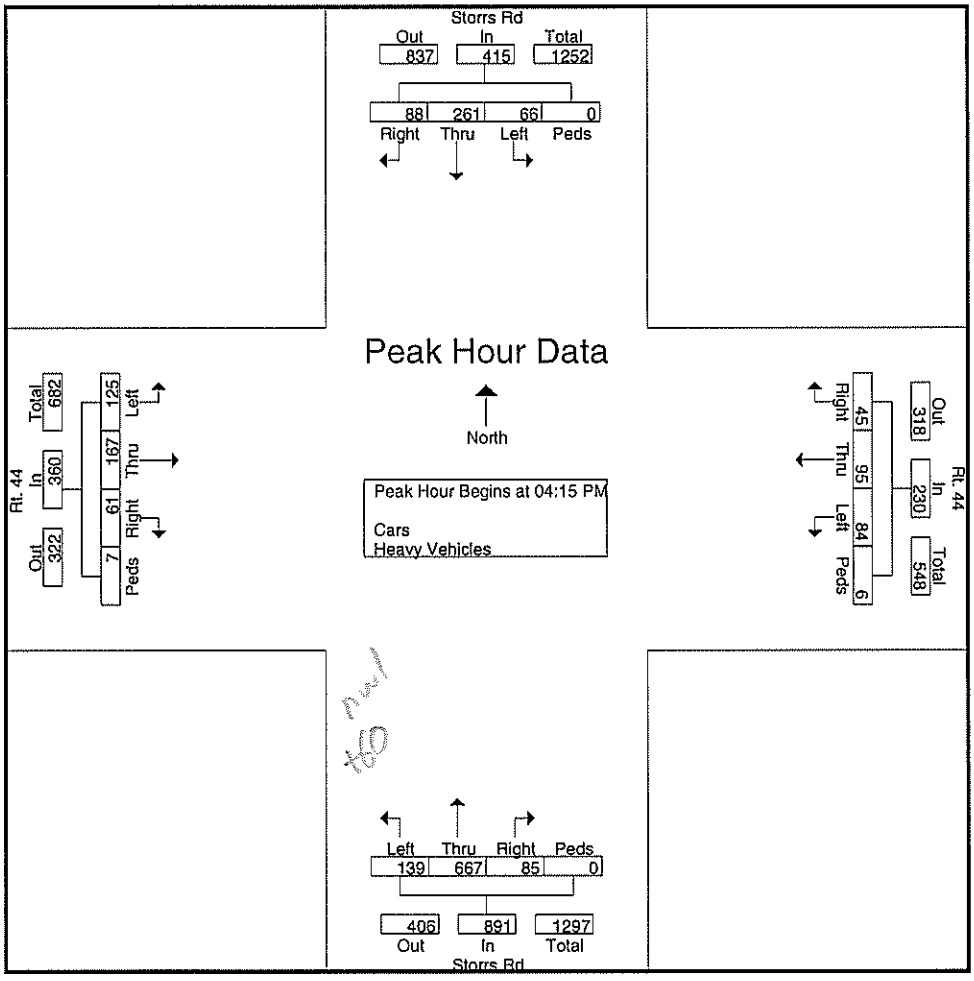
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2208, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 44

	Storrs Rd From North					Rt. 44 From East					Storrs Rd From South					Rt. 44 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	**25**	76	17	0	**118**	13	**25**	24	**4**	66	**23**	137	35	0	195	15	47	**38**	0	100	479
04:30 PM	20	68	11	0	99	6	20	18	0	44	20	164	30	0	214	**17**	24	24	**3**	68	425
04:45 PM	18	**77**	17	0	112	**15**	25	**26**	2	**68**	19	166	**39**	0	224	13	38	26	3	80	484
05:00 PM	25	40	**21**	0	86	11	25	16	0	52	23	**200**	35	0	**258**	16	**58**	37	1	**112**	**508**
Total Volume	88	261	66	0	415	45	95	84	6	230	85	667	139	0	891	61	167	125	7	360	1896
% App. Total	21.2	62.9	15.9	0		19.6	41.3	36.5	2.6		9.5	74.9	15.6	0		16.9	46.4	34.7	1.9		
PHF	.880	.847	.786	.000	.879	.750	.950	.808	.375	.846	.924	.834	.891	.000	.863	.897	.720	.822	.583	.804	.933



4. STORRS ROAD AT ROUTE 320

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, S.C.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 320

Groups Printed- Cars - Heavy Vehicles

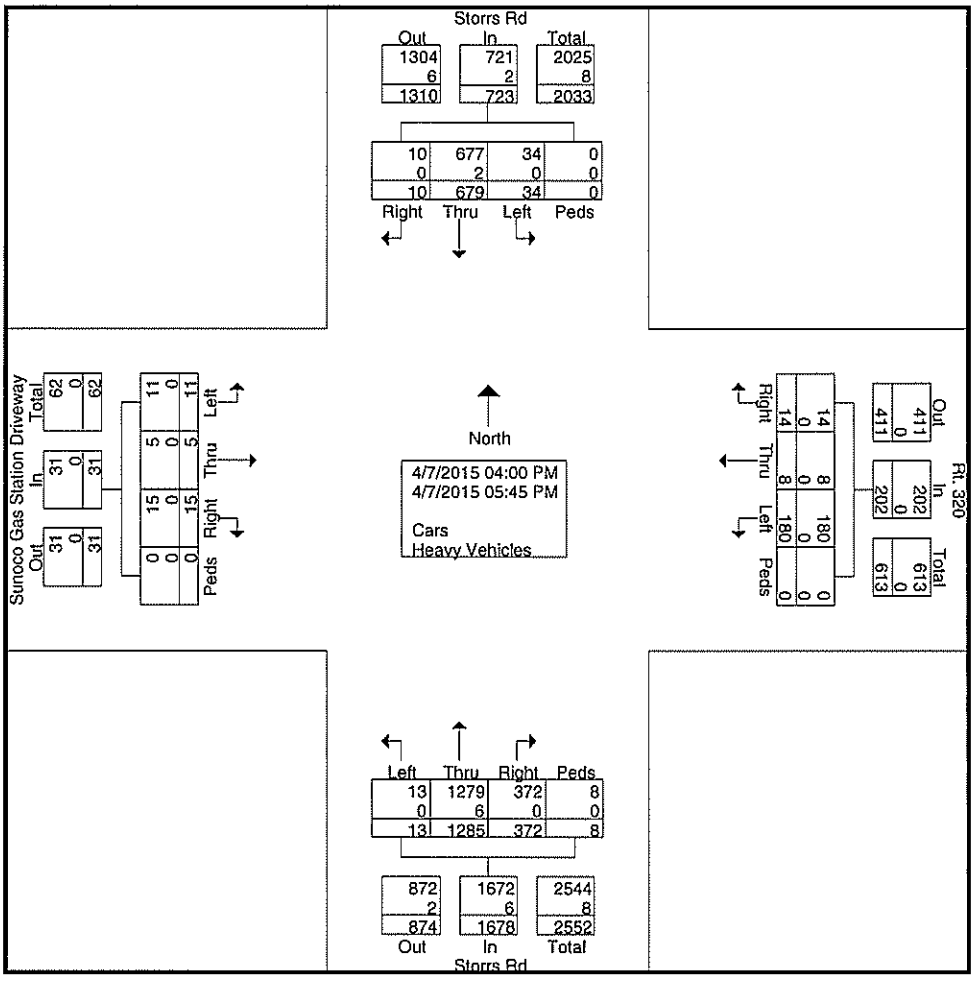
	Storrs Rd From North					Rt. 320 From East					Storrs Rd From South					Sunoco Gas Station Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	92	3	0	95	1	0	25	0	26	36	165	2	0	203	1	0	1	0	2	326
04:15 PM	2	94	3	0	99	1	1	30	0	32	51	133	1	5	190	1	0	3	0	4	325
04:30 PM	1	93	7	0	101	1	3	31	0	35	40	159	4	0	203	1	0	2	0	3	342
04:45 PM	0	89	8	0	97	3	1	22	0	26	46	160	1	1	208	2	2	1	0	5	336
Total	3	368	21	0	392	6	5	108	0	119	173	617	8	6	804	5	2	7	0	14	1329
05:00 PM	2	79	5	0	86	2	3	19	0	24	57	172	0	0	229	2	1	1	0	4	343
05:15 PM	0	75	1	0	76	4	0	12	0	16	45	203	2	0	250	2	0	1	0	3	345
05:30 PM	3	78	2	0	83	1	0	21	0	22	49	144	0	1	194	2	1	2	0	5	304
05:45 PM	2	79	5	0	86	1	0	20	0	21	48	149	3	1	201	4	1	0	0	5	313
Total	7	311	13	0	331	8	3	72	0	83	199	668	5	2	874	10	3	4	0	17	1305
Grand Total	10	679	34	0	723	14	8	180	0	202	372	1285	13	8	1678	15	5	11	0	31	2634
Apprch %	1.4	93.9	4.7	0		6.9	4	89.1	0		22.2	76.6	0.8	0.5		48.4	16.1	35.5	0		
Total %	0.4	25.8	1.3	0	27.4	0.5	0.3	6.8	0	7.7	14.1	48.8	0.5	0.3	63.7	0.6	0.2	0.4	0	1.2	
Cars	10	677	34	0	721	14	8	180	0	202	372	1279	13	8	1672	15	5	11	0	31	2626
% Cars	100	99.7	100	0	99.7	100	100	100	0	100	100	99.5	100	100	99.6	100	100	100	0	100	99.7
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
% Heavy Vehicles	0	0.3	0	0	0.3	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0.3

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, S.C.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 320



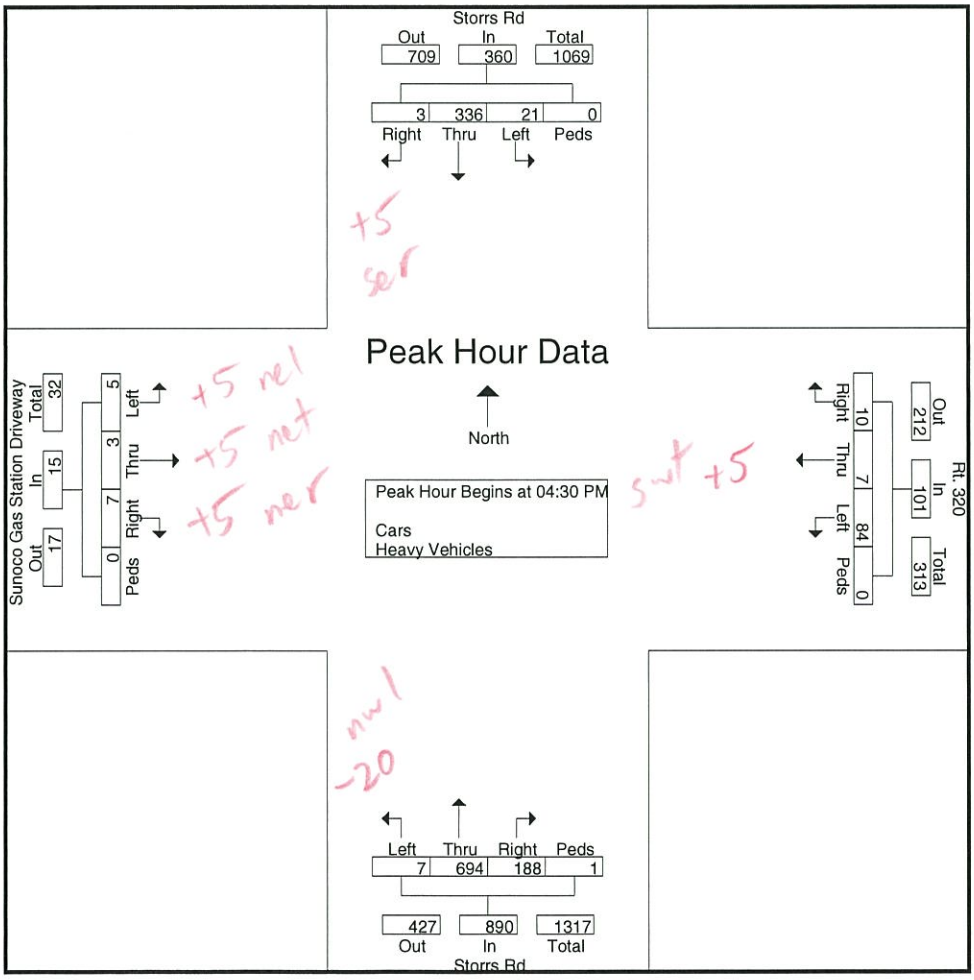
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, S.C.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 320

	Storrs Rd From North					Rt. 320 From East					Storrs Rd From South					Sunoco Gas Station Driveway 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	1	**93**	7	0	**101**	1	**3**	**31**	0	**35**	40	159	**4**	0	203	1	0	**2**	0	3	342
04:45 PM	0	89	**8**	0	97	3	1	22	0	26	46	160	1	**1**	208	**2**	**2**	1	0	**5**	336
05:00 PM	**2**	79	5	0	86	2	3	19	0	24	**57**	172	0	0	229	2	1	1	0	4	343
05:15 PM	0	75	1	0	76	**4**	0	12	0	16	45	**203**	2	0	**250**	2	0	1	0	3	**345**
Total Volume	3	336	21	0	360	10	7	84	0	101	188	694	7	1	890	7	3	5	0	15	1366
% App. Total	0.8	93.3	5.8	0		9.9	6.9	83.2	0		21.1	78	0.8	0.1		46.7	20	33.3	0		
PHF	.375	.903	.656	.000	.891	.625	.583	.677	.000	.721	.825	.855	.438	.250	.890	.875	.375	.625	.000	.750	.990



RHS Consulting Design, LLC

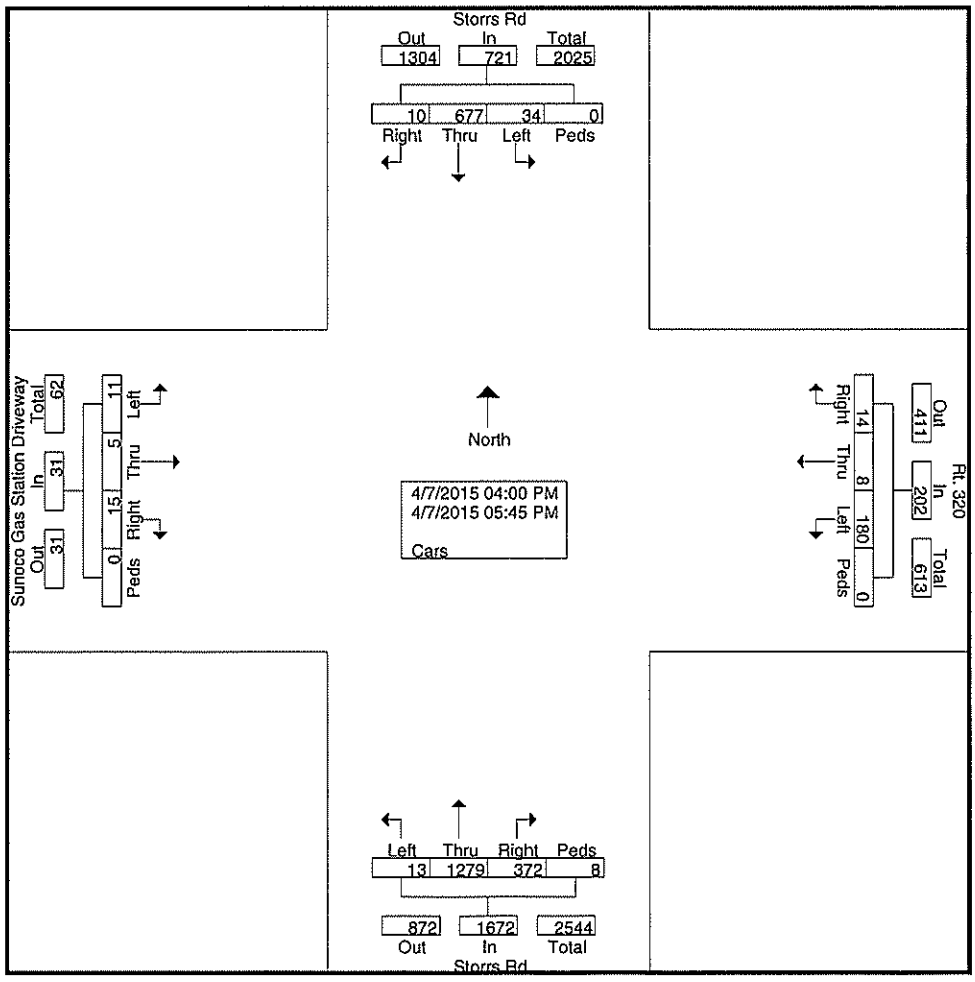
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, S.C.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 320

Groups Printed- Cars

	Storrs Rd From North					Rt. 320 From East					Storrs Rd From South					Sunoco Gas Station Driveway 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	92	3	0	95	1	0	25	0	26	36	163	2	0	201	1	0	1	0	2	324
04:15 PM	2	93	3	0	98	1	1	30	0	32	51	133	1	5	190	1	0	3	0	4	324
04:30 PM	1	93	7	0	101	1	3	31	0	35	40	158	4	0	202	1	0	2	0	3	341
04:45 PM	0	88	8	0	96	3	1	22	0	26	46	159	1	1	207	2	2	1	0	5	334
Total	3	366	21	0	390	6	5	108	0	119	173	613	8	6	800	5	2	7	0	14	1323
05:00 PM	2	79	5	0	86	2	3	19	0	24	57	171	0	0	228	2	1	1	0	4	342
05:15 PM	0	75	1	0	76	4	0	12	0	16	45	202	2	0	249	2	0	1	0	3	344
05:30 PM	3	78	2	0	83	1	0	21	0	22	49	144	0	1	194	2	1	2	0	5	304
05:45 PM	2	79	5	0	86	1	0	20	0	21	48	149	3	1	201	4	1	0	0	5	313
Total	7	311	13	0	331	8	3	72	0	83	199	666	5	2	872	10	3	4	0	17	1303
Grand Total	10	677	34	0	721	14	8	180	0	202	372	1279	13	8	1672	15	5	11	0	31	2626
Apprch %	1.4	93.9	4.7	0		6.9	4	89.1	0		22.2	76.5	0.8	0.5		48.4	16.1	35.5	0		
Total %	0.4	25.8	1.3	0	27.5	0.5	0.3	6.9	0	7.7	14.2	48.7	0.5	0.3	63.7	0.6	0.2	0.4	0	1.2	



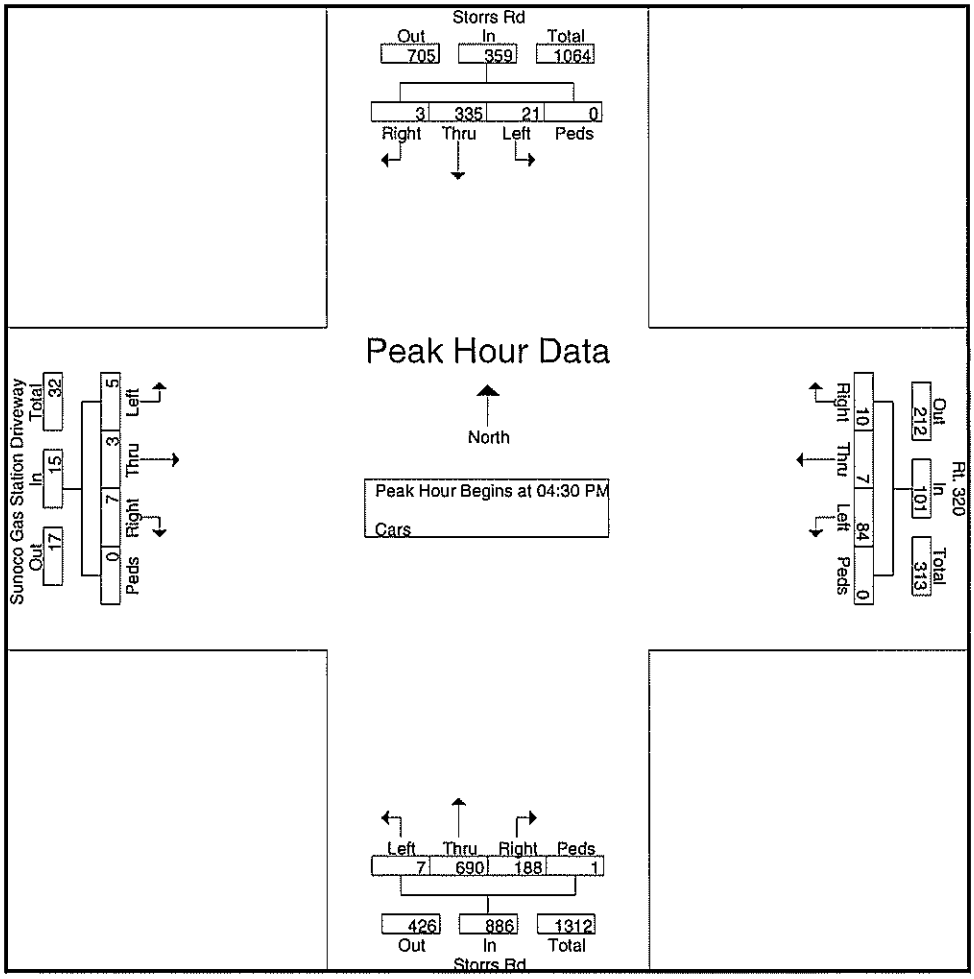
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, S.C.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 320

	Storrs Rd From North					Rt. 320 From East					Storrs Rd From South					Sunoco Gas Station Driveway 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	1	**93**	7	0	**101**	1	**3**	**31**	0	**35**	40	158	**4**	0	202	1	0	2	0	3	341
04:45 PM	0	88	**8**	0	96	3	1	22	0	26	46	159	1	**1**	207	**2**	**2**	1	0	**5**	334
05:00 PM	**2**	79	5	0	86	2	3	19	0	24	**57**	171	0	0	228	2	1	1	0	4	342
05:15 PM	0	75	1	0	76	**4**	0	12	0	16	45	**202**	2	0	**249**	2	0	1	0	3	**344**
Total Volume	3	335	21	0	359	10	7	84	0	101	188	690	7	1	886	7	3	5	0	15	1361
% App. Total	0.8	93.3	5.8	0		9.9	6.9	83.2	0		21.2	77.9	0.8	0.1		46.7	20	33.3	0		
PHF	.375	.901	.656	.000	.889	.625	.583	.677	.000	.721	.825	.854	.438	.250	.890	.875	.375	.625	.000	.750	.989



RHS Consulting Design, LLC

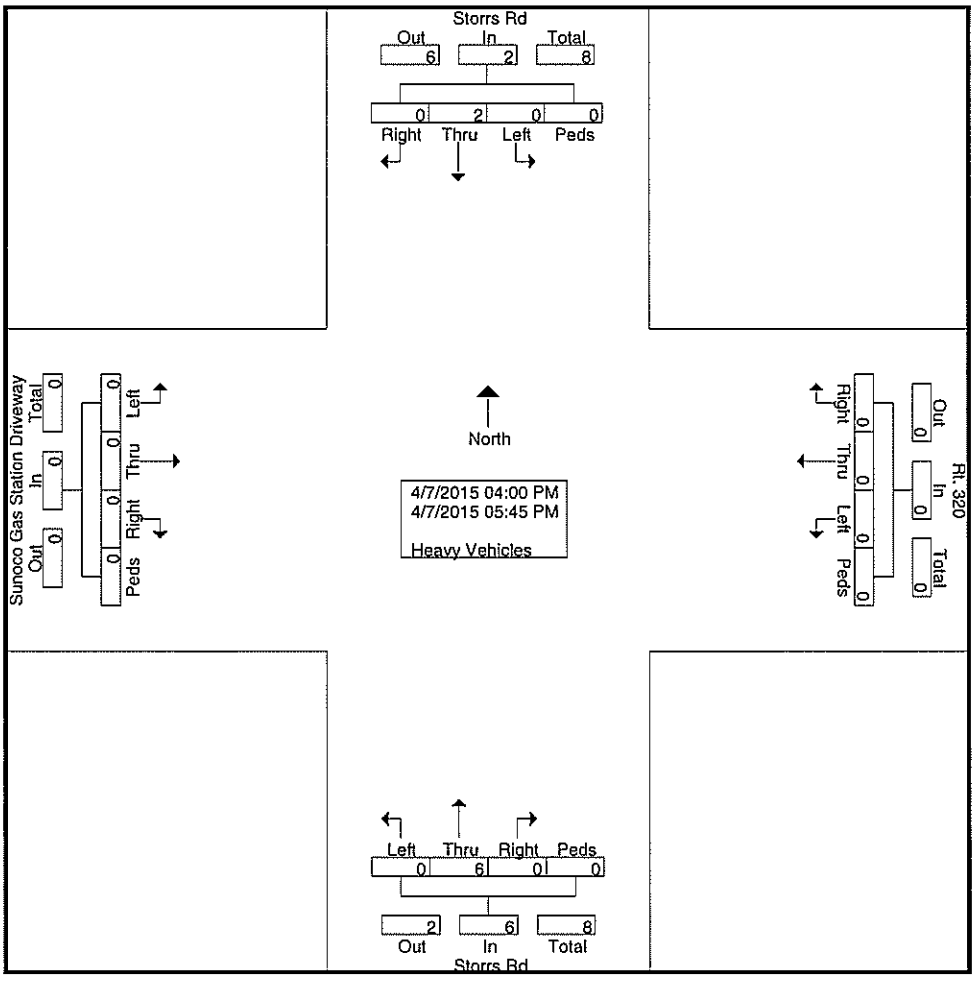
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, S.C.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 320

Groups Printed- Heavy Vehicles

	Storrs Rd From North					Rt. 320 From East					Storrs Rd From South					Sunoco Gas Station Driveway 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	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Grand Total	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	25	0	0	25	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	



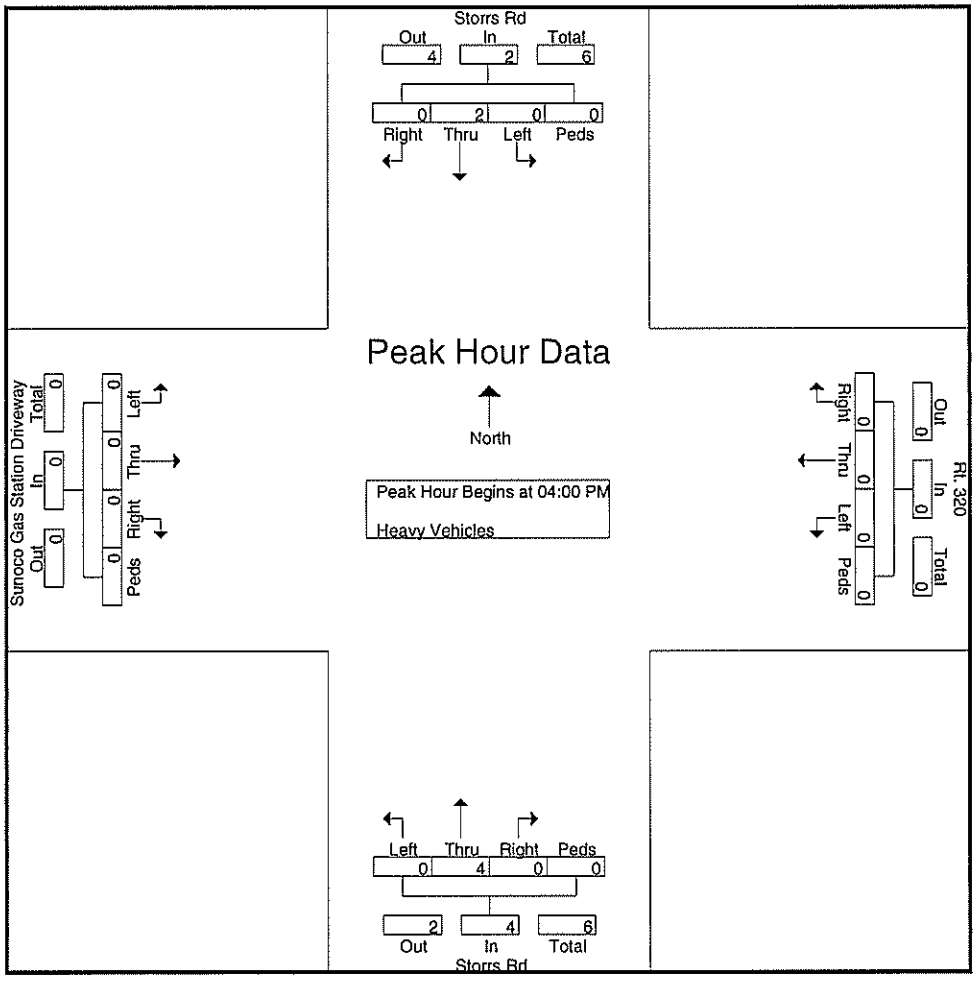
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, S.C.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 320

	Storrs Rd From North					Rt. 320 From East					Storrs Rd From South					Sunoco Gas Station Driveway 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 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.750



5. STORRS ROAD AT ROUTE 32

RHS Consulting Design, LLC

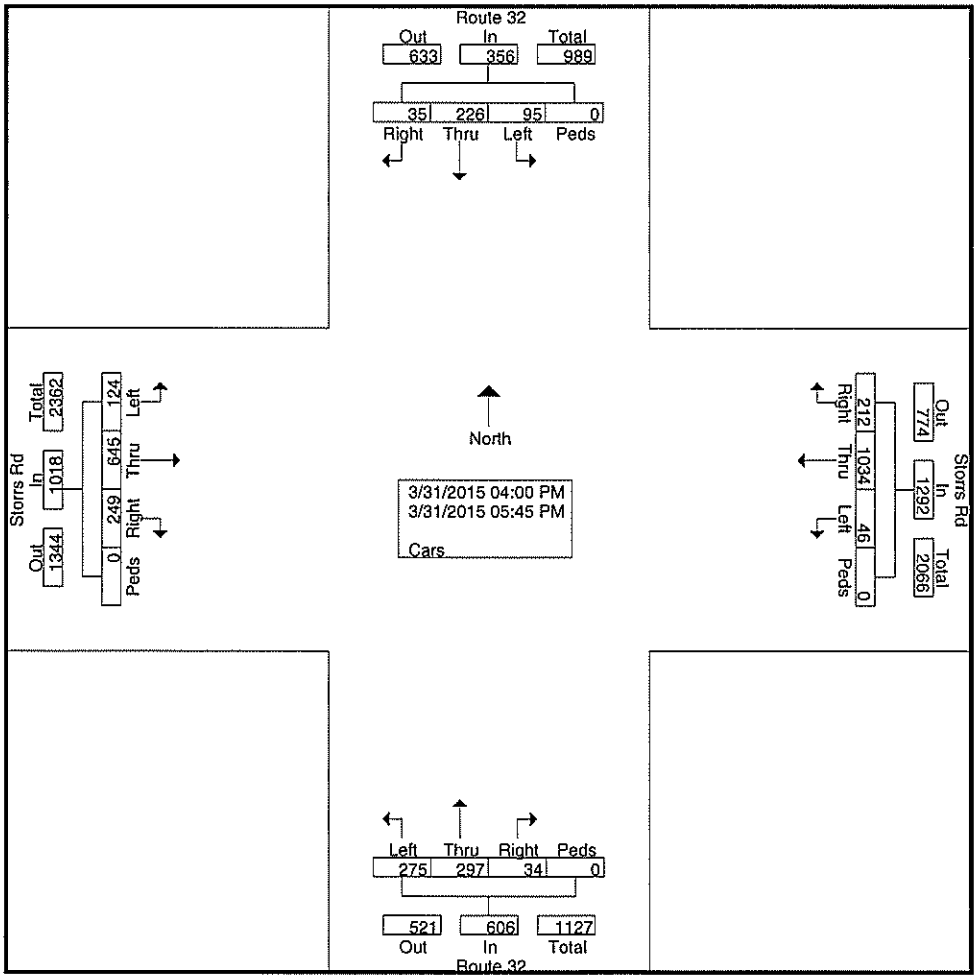
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 32

Groups Printed- Cars

	Route 32 From North					Storrs Rd From East					Route 32 From South					Storrs Rd 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	3	26	18	0	47	25	104	10	0	139	2	26	33	0	61	38	80	8	0	126	373
04:15 PM	4	33	15	0	52	24	126	5	0	155	3	27	34	0	64	33	87	13	0	133	404
04:30 PM	1	43	9	0	53	26	137	6	0	169	3	39	26	0	68	29	86	18	0	133	423
04:45 PM	0	23	10	0	33	33	138	7	0	178	5	53	41	0	99	31	96	14	0	141	451
Total	8	125	52	0	185	108	505	28	0	641	13	145	134	0	292	131	349	53	0	533	1651
05:00 PM	8	20	11	0	39	27	140	5	0	172	9	48	23	0	80	31	72	20	0	123	414
05:15 PM	6	29	15	0	50	26	152	6	0	184	1	46	41	0	88	26	71	13	0	110	432
05:30 PM	5	22	5	0	32	27	130	3	0	160	8	30	39	0	77	37	74	12	0	123	392
05:45 PM	8	30	12	0	50	24	107	4	0	135	3	28	38	0	69	24	79	26	0	129	383
Total	27	101	43	0	171	104	529	18	0	651	21	152	141	0	314	118	296	71	0	485	1621
Grand Total	35	226	95	0	356	212	1034	46	0	1292	34	297	275	0	606	249	645	124	0	1018	3272
Apprch %	9.8	63.5	26.7	0		16.4	80	3.6	0		5.6	49	45.4	0		24.5	63.4	12.2	0		
Total %	1.1	6.9	2.9	0	10.9	6.5	31.6	1.4	0	39.5	1	9.1	8.4	0	18.5	7.6	19.7	3.8	0	31.1	



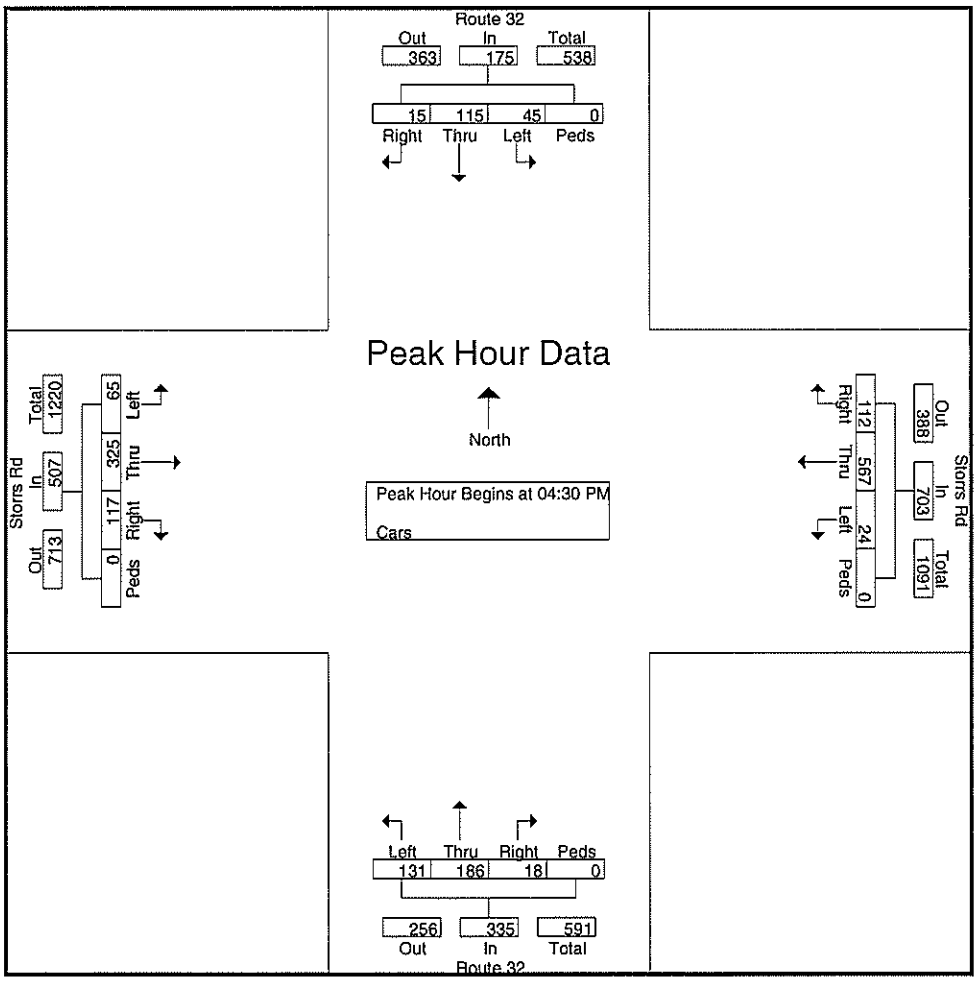
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 32

	Route 32 From North					Storrs Rd From East					Route 32 From South					Storrs Rd 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	1	43	9	0	53	26	137	6	0	169	3	39	26	0	68	29	86	18	0	133	423
04:45 PM	0	23	10	0	33	33	138	7	0	178	5	53	41	0	99	31	96	14	0	141	451
05:00 PM	8	20	11	0	39	27	140	5	0	172	9	48	23	0	80	31	72	20	0	123	414
05:15 PM	6	29	15	0	50	26	152	6	0	184	1	46	41	0	88	26	71	13	0	110	432
Total Volume	15	115	45	0	175	112	567	24	0	703	18	186	131	0	335	117	325	65	0	507	1720
% App. Total	8.6	65.7	25.7	0		15.9	80.7	3.4	0		5.4	55.5	39.1	0		23.1	64.1	12.8	0		
PHF	.469	.669	.750	.000	.825	.848	.933	.857	.000	.955	.500	.877	.799	.000	.846	.944	.846	.813	.000	.899	.953



RHS Consulting Design, LLC

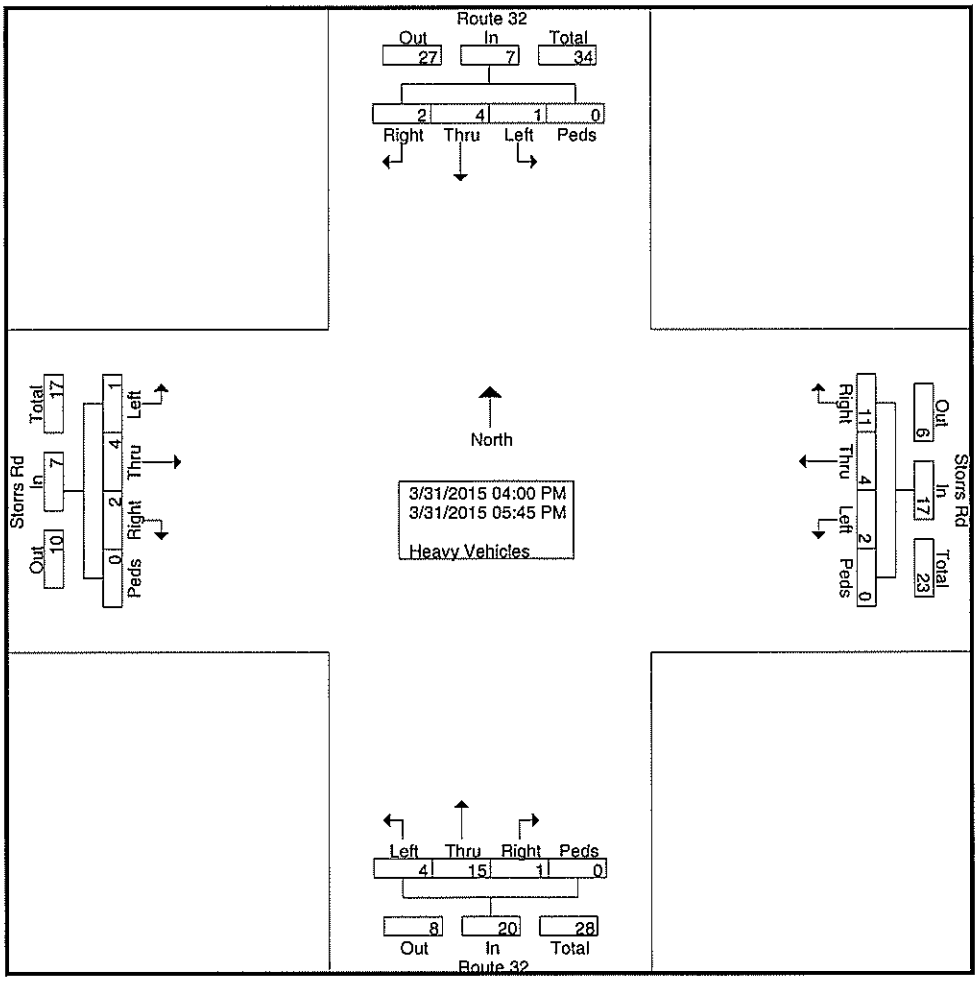
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 32

Groups Printed- Heavy Vehicles

	Route 32 From North					Storrs Rd From East					Route 32 From South					Storrs Rd 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	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	4
04:15 PM	0	1	0	0	1	0	3	1	0	4	0	3	1	0	4	0	0	0	0	0	9
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	1	0	0	1	5
04:45 PM	0	1	1	0	2	4	0	0	0	4	0	5	1	0	6	0	0	0	0	0	12
Total	1	2	1	0	4	5	3	1	0	9	0	11	2	0	13	1	3	0	0	4	30
05:00 PM	0	1	0	0	1	1	1	1	0	3	0	0	0	0	0	1	0	1	0	2	6
05:15 PM	0	1	0	0	1	2	0	0	0	2	1	3	1	0	5	0	1	0	0	1	9
05:30 PM	1	0	0	0	1	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Total	1	2	0	0	3	6	1	1	0	8	1	4	2	0	7	1	1	1	0	3	21
Grand Total	2	4	1	0	7	11	4	2	0	17	1	15	4	0	20	2	4	1	0	7	51
Apprch %	28.6	57.1	14.3	0		64.7	23.5	11.8	0		5	75	20	0		28.6	57.1	14.3	0		
Total %	3.9	7.8	2	0	13.7	21.6	7.8	3.9	0	33.3	2	29.4	7.8	0	39.2	3.9	7.8	2	0	13.7	



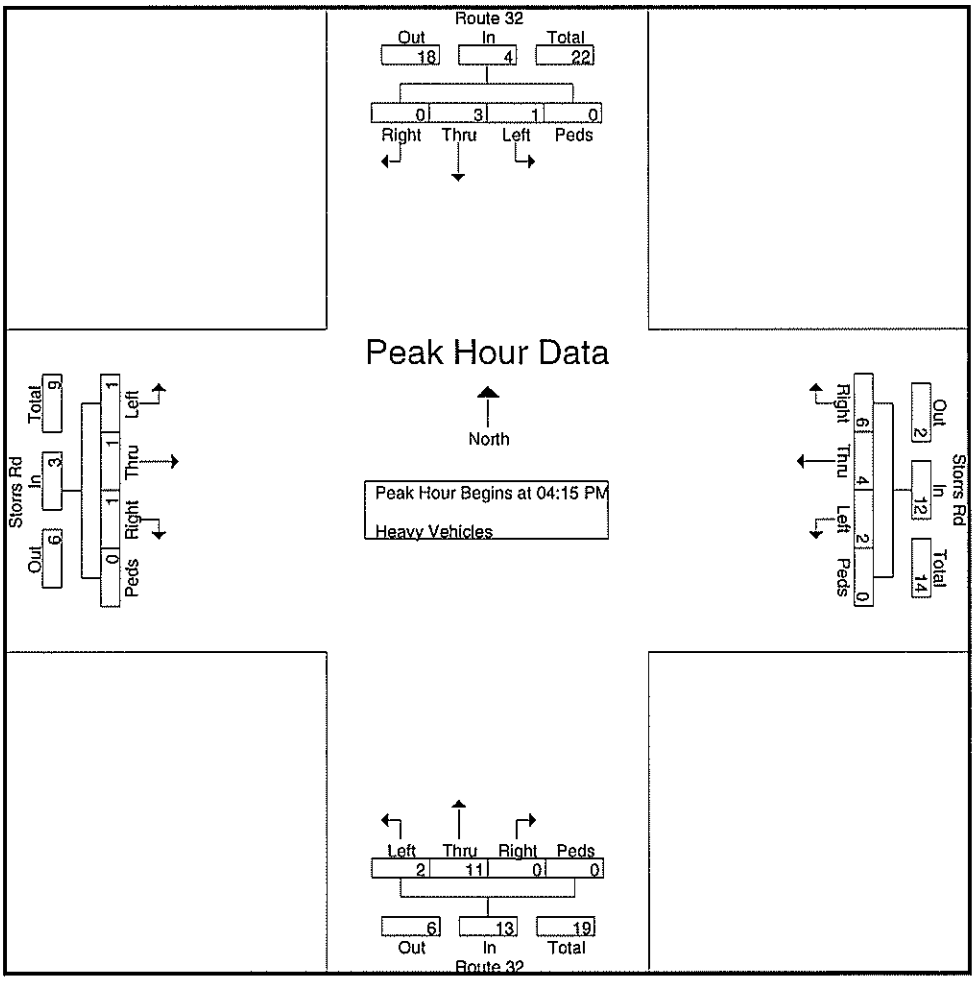
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 32

	Route 32 From North					Storrs Rd From East					Route 32 From South					Storrs Rd 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	0	1	0	0	1	0	3	1	0	4	0	3	1	0	4	0	0	0	0	0	9
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	1	0	0	1	5
04:45 PM	0	1	1	0	2	4	0	0	0	4	0	5	1	0	6	0	0	0	0	0	12
05:00 PM	0	1	0	0	1	1	1	1	0	3	0	0	0	0	0	1	0	1	0	2	6
Total Volume	0	3	1	0	4	6	4	2	0	12	0	11	2	0	13	1	1	1	0	3	32
% App. Total	0	75	25	0		50	33.3	16.7	0		0	84.6	15.4	0		33.3	33.3	33.3	0		
PHF	.000	.750	.250	.000	.500	.375	.333	.500	.000	.750	.000	.550	.500	.000	.542	.250	.250	.250	.000	.375	.667



RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 32

Groups Printed- Cars - Heavy Vehicles

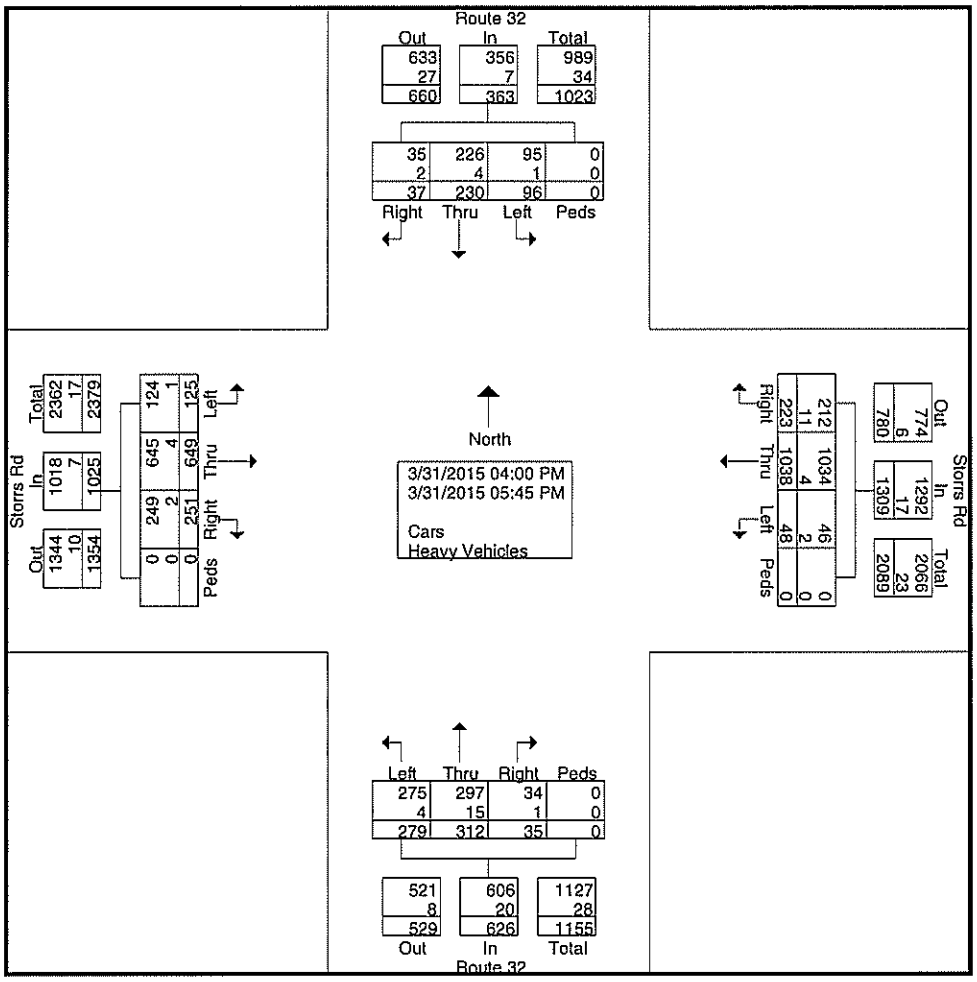
	Route 32 From North					Storrs Rd From East					Route 32 From South					Storrs Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	4	26	18	0	48	25	104	10	0	139	2	26	33	0	61	39	82	8	0	129	377
04:15 PM	4	34	15	0	53	24	129	6	0	159	3	30	35	0	68	33	87	13	0	133	413
04:30 PM	1	43	9	0	53	27	137	6	0	170	3	42	26	0	71	29	87	18	0	134	428
04:45 PM	0	24	11	0	35	37	138	7	0	182	5	58	42	0	105	31	96	14	0	141	463
Total	9	127	53	0	189	113	508	29	0	650	13	156	136	0	305	132	352	53	0	537	1681
05:00 PM	8	21	11	0	40	28	141	6	0	175	9	48	23	0	80	32	72	21	0	125	420
05:15 PM	6	30	15	0	51	28	152	6	0	186	2	49	42	0	93	26	72	13	0	111	441
05:30 PM	6	22	5	0	33	29	130	3	0	162	8	31	39	0	78	37	74	12	0	123	396
05:45 PM	8	30	12	0	50	25	107	4	0	136	3	28	39	0	70	24	79	26	0	129	385
Total	28	103	43	0	174	110	530	19	0	659	22	156	143	0	321	119	297	72	0	488	1642
Grand Total	37	230	96	0	363	223	1038	48	0	1309	35	312	279	0	626	251	649	125	0	1025	3323
Apprch %	10.2	63.4	26.4	0		17	79.3	3.7	0		5.6	49.8	44.6	0		24.5	63.3	12.2	0		
Total %	1.1	6.9	2.9	0	10.9	6.7	31.2	1.4	0	39.4	1.1	9.4	8.4	0	18.8	7.6	19.5	3.8	0	30.8	
Cars	35	226	95	0	356	212	1034	46	0	1292	34	297	275	0	606	249	645	124	0	1018	3272
% Cars	94.6	98.3	99	0	98.1	95.1	99.6	95.8	0	98.7	97.1	95.2	98.6	0	96.8	99.2	99.4	99.2	0	99.3	98.5
Heavy Vehicles	2	4	1	0	7	11	4	2	0	17	1	15	4	0	20	2	4	1	0	7	51
% Heavy Vehicles	5.4	1.7	1	0	1.9	4.9	0.4	4.2	0	1.3	2.9	4.8	1.4	0	3.2	0.8	0.6	0.8	0	0.7	1.5

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 32



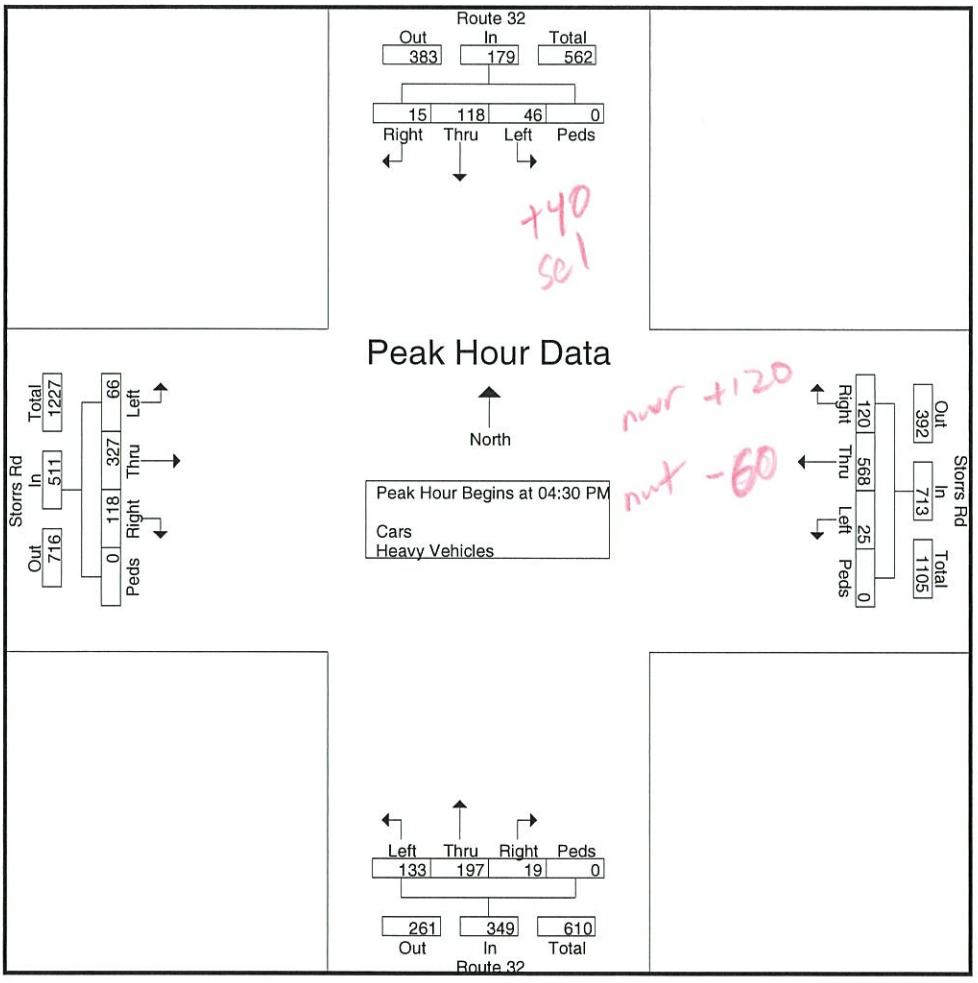
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-0217, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Rt. 32

	Route 32 From North					Storrs Rd From East					Route 32 From South					Storrs Rd 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	1	**43**	9	0	**53**	27	137	6	0	170	3	42	26	0	71	29	87	18	0	134	428
04:45 PM	0	24	11	0	35	**37**	138	**7**	0	182	5	**58**	**42**	0	**105**	31	**96**	14	0	**141**	**463**
05:00 PM	**8**	21	11	0	40	28	141	6	0	175	**9**	48	23	0	80	**32**	72	**21**	0	125	420
05:15 PM	6	30	**15**	0	51	28	**152**	6	0	**186**	2	49	42	0	93	26	72	13	0	111	441
Total Volume	15	118	46	0	179	120	568	25	0	713	19	197	133	0	349	118	327	66	0	511	1752
% App. Total	8.4	65.9	25.7	0		16.8	79.7	3.5	0		5.4	56.4	38.1	0		23.1	64	12.9	0		
PHF	.469	.686	.767	.000	.844	.811	.934	.893	.000	.958	.528	.849	.792	.000	.831	.922	.852	.786	.000	.906	.946



6. STORRS ROAD AT GURLEYVILLE ROAD

RHS Consulting Design, LLC

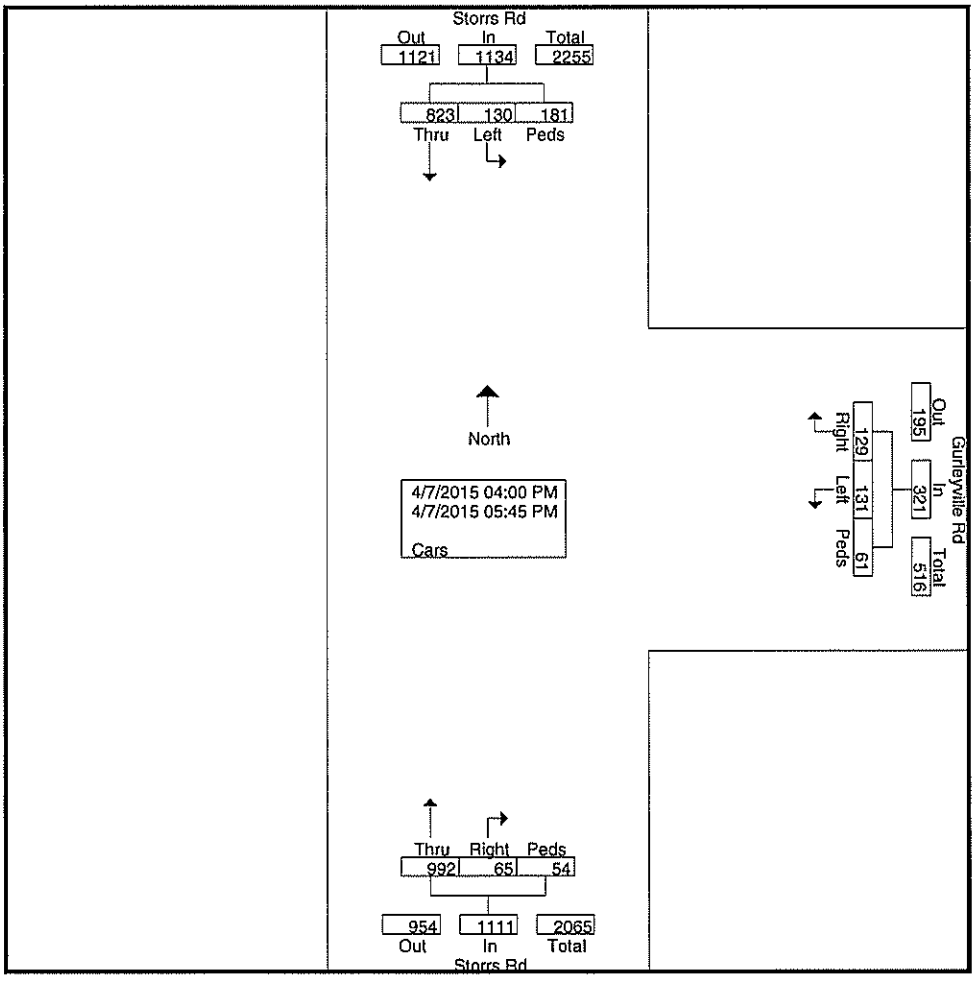
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2624, D.C.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Gurleyville Rd

Groups Printed- Cars

	Storrs Rd From North				Gurleyville Rd From East				Storrs Rd From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	115	16	17	148	12	16	6	34	4	131	5	140	322
04:15 PM	108	17	24	149	15	12	11	38	12	122	3	137	324
04:30 PM	106	11	39	156	19	17	24	60	5	131	7	143	359
04:45 PM	119	16	41	176	22	21	5	48	5	129	15	149	373
Total	448	60	121	629	68	66	46	180	26	513	30	569	1378
05:00 PM	90	17	13	120	15	14	2	31	9	111	5	125	276
05:15 PM	88	16	16	120	15	18	5	38	10	114	7	131	289
05:30 PM	101	24	11	136	16	18	1	35	8	127	7	142	313
05:45 PM	96	13	20	129	15	15	7	37	12	127	5	144	310
Total	375	70	60	505	61	65	15	141	39	479	24	542	1188
Grand Total	823	130	181	1134	129	131	61	321	65	992	54	1111	2566
Apprch %	72.6	11.5	16		40.2	40.8	19		5.9	89.3	4.9		
Total %	32.1	5.1	7.1	44.2	5	5.1	2.4	12.5	2.5	38.7	2.1	43.3	



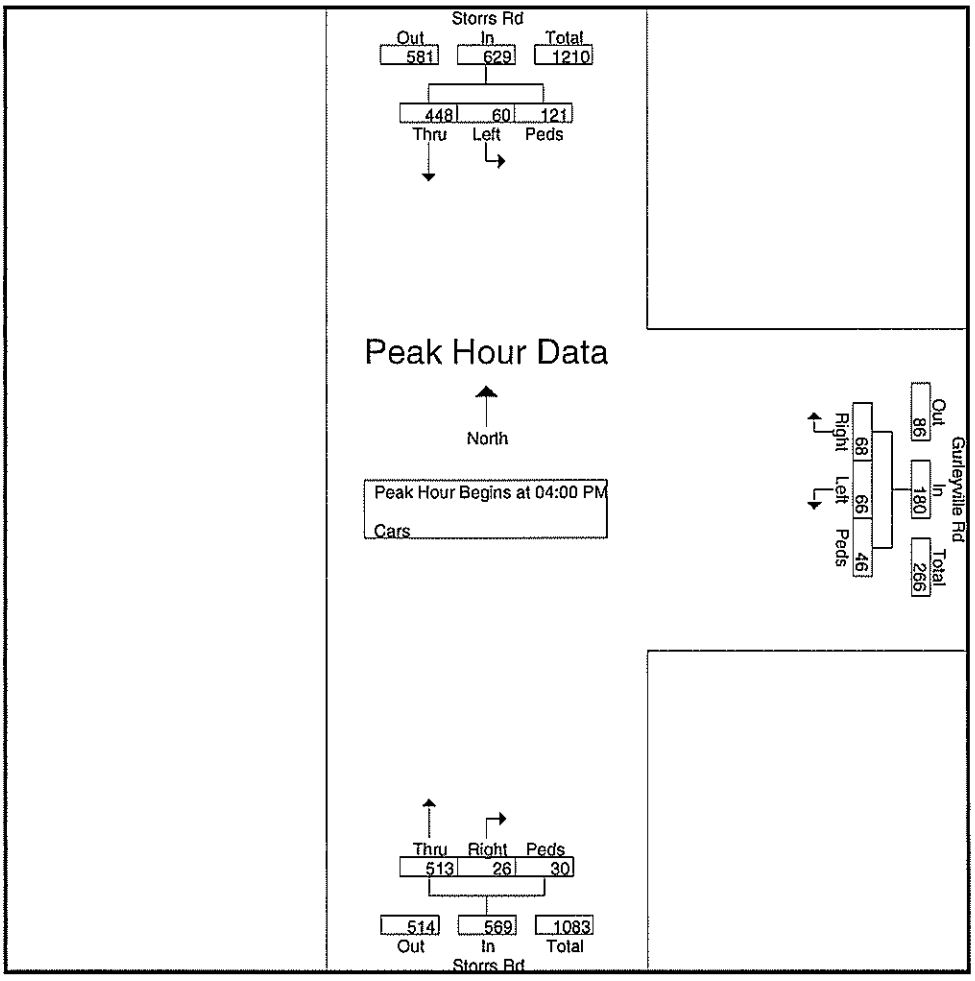
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2624, D.C.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Gurleyville Rd

	Storrs Rd From North				Gurleyville Rd From East				Storrs Rd 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 04:00 PM													
04:00 PM	115	16	17	148	12	16	6	34	4	**131**	5	140	322
04:15 PM	108	**17**	24	149	15	12	11	38	**12**	122	3	137	324
04:30 PM	106	11	39	156	19	17	**24**	**60**	5	131	7	143	359
04:45 PM	**119**	16	**41**	**176**	**22**	**21**	5	48	5	129	**15**	**149**	**373**
Total Volume	448	60	121	629	68	66	46	180	26	513	30	569	1378
% App. Total	71.2	9.5	19.2		37.8	36.7	25.6		4.6	90.2	5.3		
PHF	.941	.882	.738	.893	.773	.786	.479	.750	.542	.979	.500	.955	.924



RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2624, D.C.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Gurleyville Rd

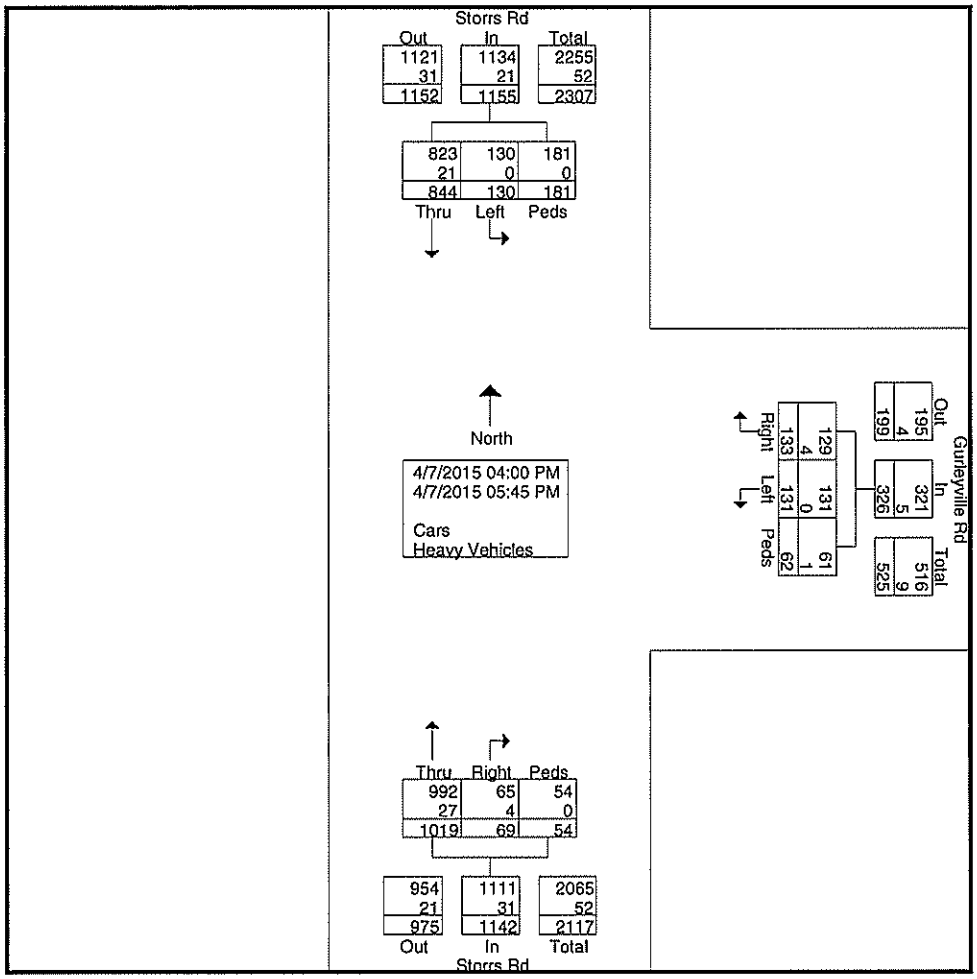
Groups Printed- Cars - Heavy Vehicles

	Storrs Rd From North				Gurleyville Rd From East				Storrs Rd From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	119	16	17	152	13	16	6	35	4	137	5	146	333
04:15 PM	113	17	24	154	16	12	11	39	13	125	3	141	334
04:30 PM	108	11	39	158	19	17	24	60	5	134	7	146	364
04:45 PM	123	16	41	180	23	21	5	49	6	134	15	155	384
Total	463	60	121	644	71	66	46	183	28	530	30	588	1415
05:00 PM	90	17	13	120	15	14	2	31	9	113	5	127	278
05:15 PM	91	16	16	123	16	18	5	39	11	116	7	134	296
05:30 PM	103	24	11	138	16	18	1	35	8	131	7	146	319
05:45 PM	97	13	20	130	15	15	8	38	13	129	5	147	315
Total	381	70	60	511	62	65	16	143	41	489	24	554	1208
Grand Total	844	130	181	1155	133	131	62	326	69	1019	54	1142	2623
Apprch %	73.1	11.3	15.7		40.8	40.2	19		6	89.2	4.7		
Total %	32.2	5	6.9	44	5.1	5	2.4	12.4	2.6	38.8	2.1	43.5	
Cars	823	130	181	1134	129	131	61	321	65	992	54	1111	2566
% Cars	97.5	100	100	98.2	97	100	98.4	98.5	94.2	97.4	100	97.3	97.8
Heavy Vehicles	21	0	0	21	4	0	1	5	4	27	0	31	57
% Heavy Vehicles	2.5	0	0	1.8	3	0	1.6	1.5	5.8	2.6	0	2.7	2.2

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers
250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2624, D.C.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Gurleyville Rd



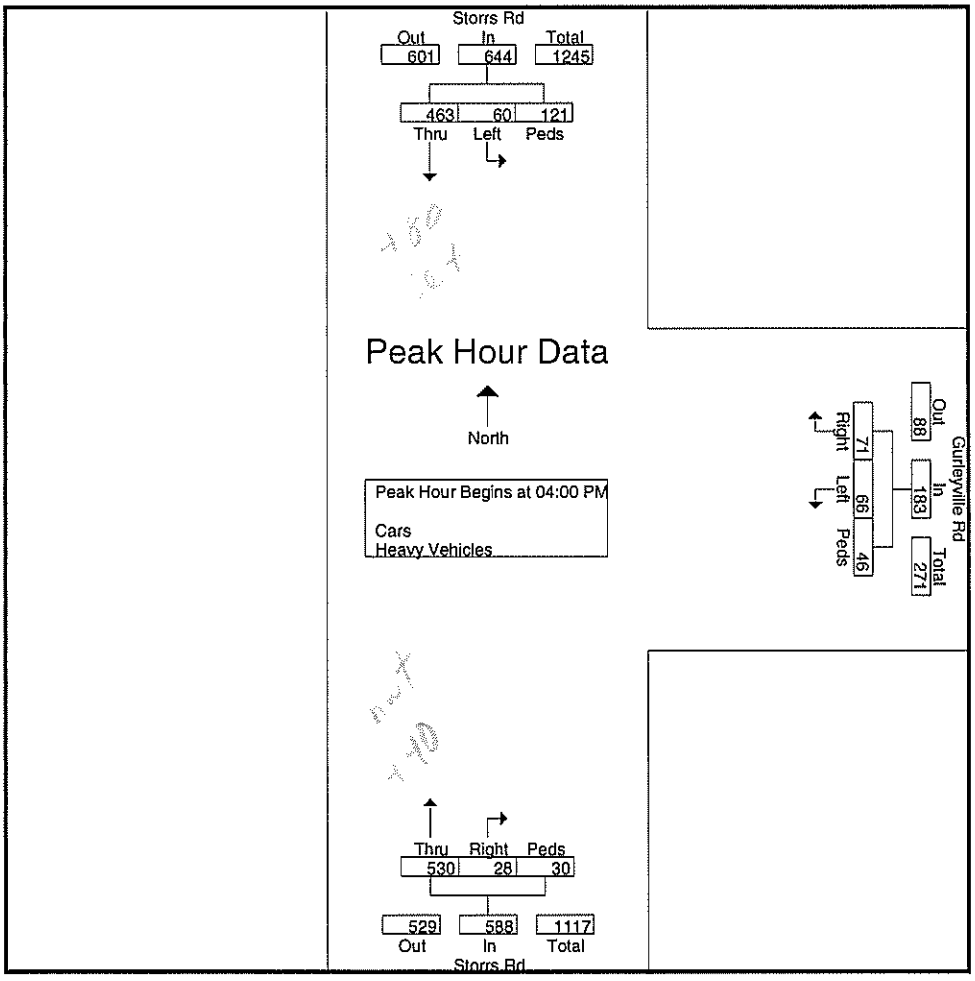
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2624, D.C.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Gurleyville Rd

	Storrs Rd From North				Gurleyville Rd From East				Storrs Rd 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 04:00 PM													
04:00 PM	119	16	17	152	13	16	6	35	4	**137**	5	146	333
04:15 PM	113	**17**	24	154	16	12	11	39	**13**	125	3	141	334
04:30 PM	108	11	39	158	19	17	**24**	**60**	5	134	7	146	364
04:45 PM	**123**	16	**41**	**180**	**23**	**21**	5	49	6	134	**15**	**155**	**384**
Total Volume	463	60	121	644	71	66	46	183	28	530	30	588	1415
% App. Total	71.9	9.3	18.8		38.8	36.1	25.1		4.8	90.1	5.1		
PHF	.941	.882	.738	.894	.772	.786	.479	.763	.538	.967	.500	.948	.921



RHS Consulting Design, LLC

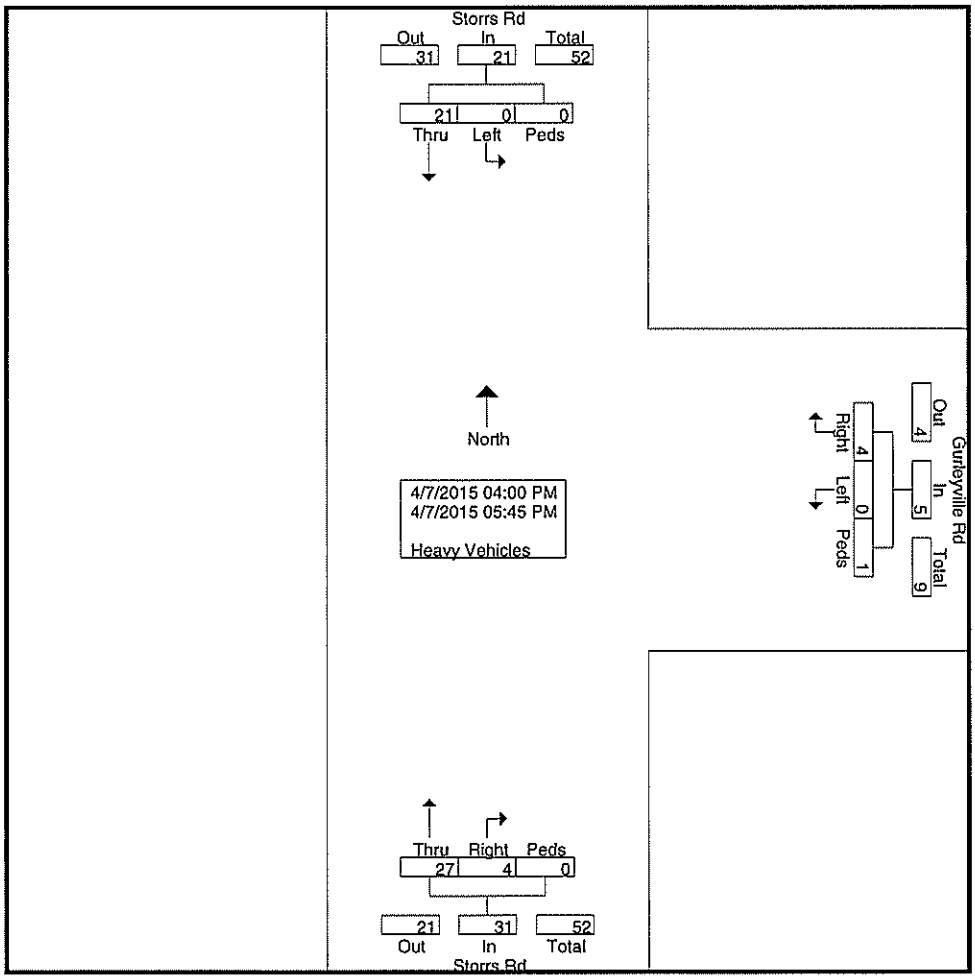
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2624, D.C.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Gurleyville Rd

Groups Printed- Heavy Vehicles

	Storrs Rd From North				Gurleyville Rd From East				Storrs Rd From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	4	0	0	4	1	0	0	1	0	6	0	6	11
04:15 PM	5	0	0	5	1	0	0	1	1	3	0	4	10
04:30 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
04:45 PM	4	0	0	4	1	0	0	1	1	5	0	6	11
Total	15	0	0	15	3	0	0	3	2	17	0	19	37
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	3	0	0	3	1	0	0	1	1	2	0	3	7
05:30 PM	2	0	0	2	0	0	0	0	0	4	0	4	6
05:45 PM	1	0	0	1	0	0	1	1	1	2	0	3	5
Total	6	0	0	6	1	0	1	2	2	10	0	12	20
Grand Total	21	0	0	21	4	0	1	5	4	27	0	31	57
Apprch %	100	0	0		80	0	20		12.9	87.1	0		
Total %	36.8	0	0	36.8	7	0	1.8	8.8	7	47.4	0	54.4	



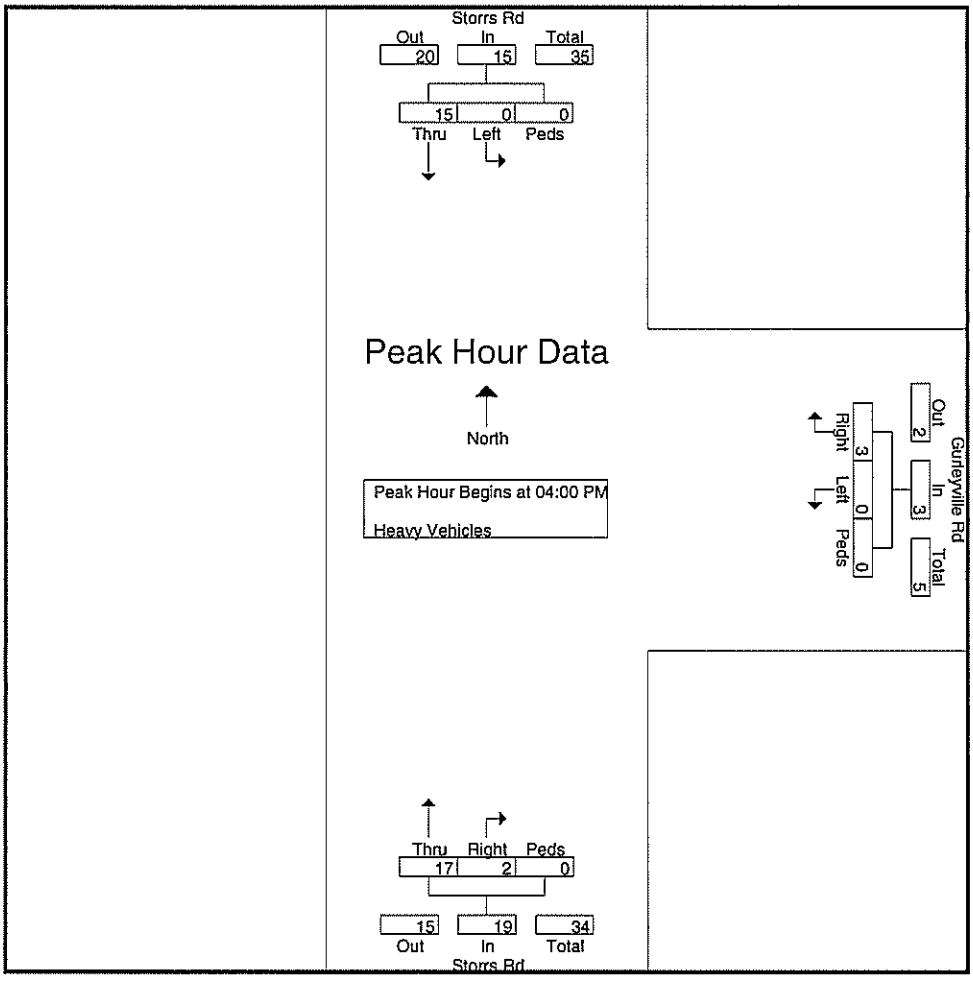
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-2624, D.C.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Gurleyville Rd

	Storrs Rd From North				Gurleyville Rd From East				Storrs Rd 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 04:00 PM													
04:00 PM	4	0	0	4	1	0	0	1	0	6	0	6	11
04:15 PM	5	0	0	5	1	0	0	1	1	3	0	4	10
04:30 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
04:45 PM	4	0	0	4	1	0	0	1	1	5	0	6	11
Total Volume	15	0	0	15	3	0	0	3	2	17	0	19	37
% App. Total	100	0	0		100	0	0		10.5	89.5	0		
PHF	.750	.000	.000	.750	.750	.000	.000	.750	.500	.708	.000	.792	.841



7. ROUTE 44 AT ROUTE 32

RHS Consulting Design, LLC

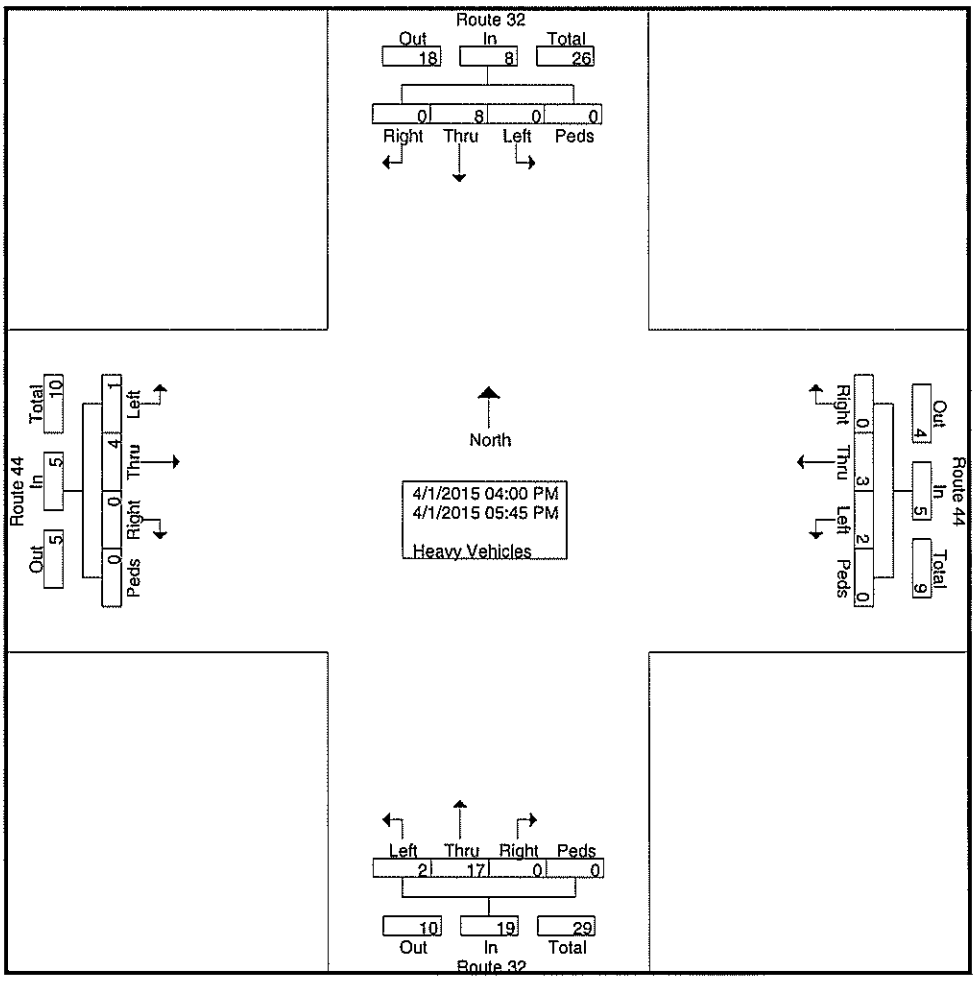
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Route 44 at Route 32

Groups Printed- Heavy Vehicles

	Route 32 From North					Route 44 From East					Route 32 From South					Route 44 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	0	0	0	0	0	1	2	0	3	0	0	1	0	1	0	0	0	0	0	4
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	9
Total	0	4	0	0	4	0	1	2	0	3	0	11	1	0	12	0	2	0	0	2	21
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
05:15 PM	0	1	0	0	1	0	2	0	0	2	0	2	1	0	3	0	1	0	0	1	7
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	0	4	0	0	4	0	2	0	0	2	0	6	1	0	7	0	2	1	0	3	16
Grand Total	0	8	0	0	8	0	3	2	0	5	0	17	2	0	19	0	4	1	0	5	37
Apprch %	0	100	0	0		0	60	40	0		0	89.5	10.5	0		0	80	20	0		
Total %	0	21.6	0	0	21.6	0	8.1	5.4	0	13.5	0	45.9	5.4	0	51.4	0	10.8	2.7	0	13.5	



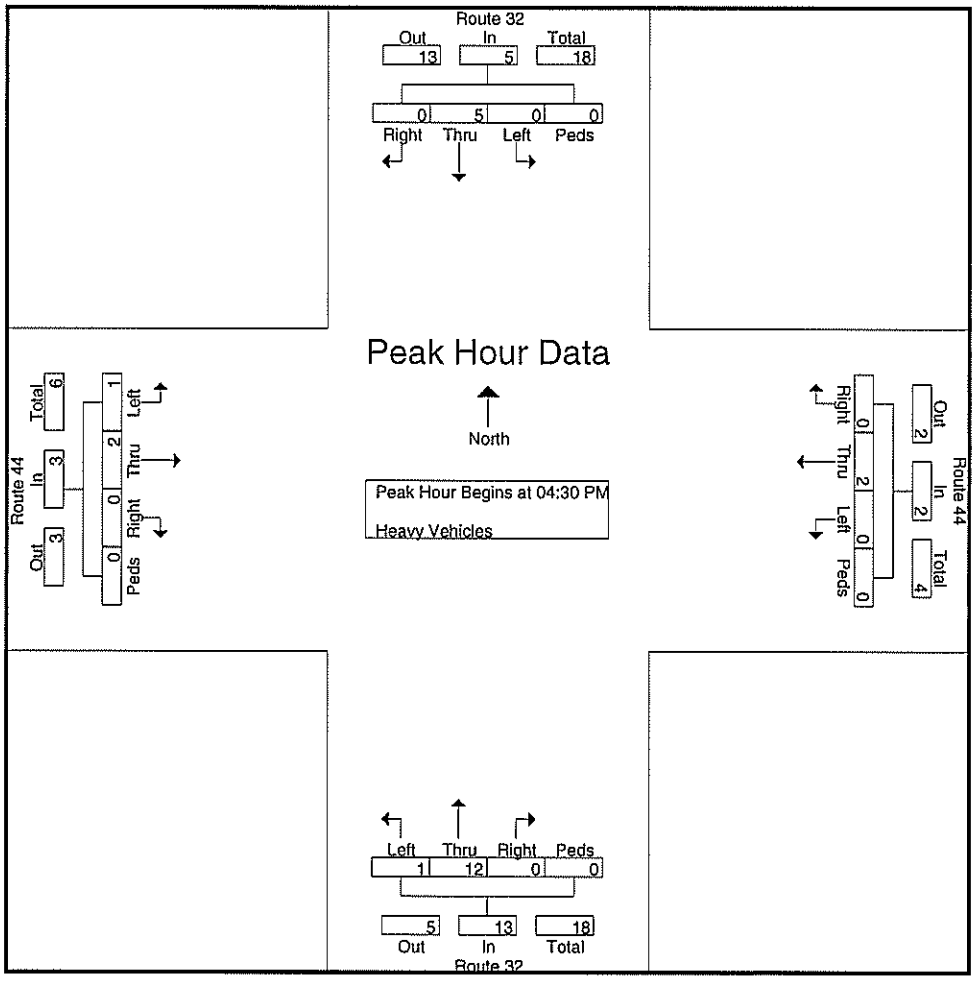
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Route 44 at Route 32

	Route 32 From North					Route 44 From East					Route 32 From South					Route 44 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	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
04:45 PM	0	**3**	0	0	**3**	0	0	0	0	0	0	**5**	0	0	**5**	0	1	0	0	**1**	**9**
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	**1**	0	1	4
05:15 PM	0	1	0	0	1	0	**2**	0	0	**2**	0	2	**1**	0	3	0	1	0	0	1	7
Total Volume	0	5	0	0	5	0	2	0	0	2	0	12	1	0	13	0	2	1	0	3	23
% App. Total	0	100	0	0		0	100	0	0		0	92.3	7.7	0		0	66.7	33.3	0		
PHF	.000	.417	.000	.000	.417	.000	.250	.000	.000	.250	.000	.600	.250	.000	.650	.000	.500	.250	.000	.750	.639



RHS Consulting Design, LLC

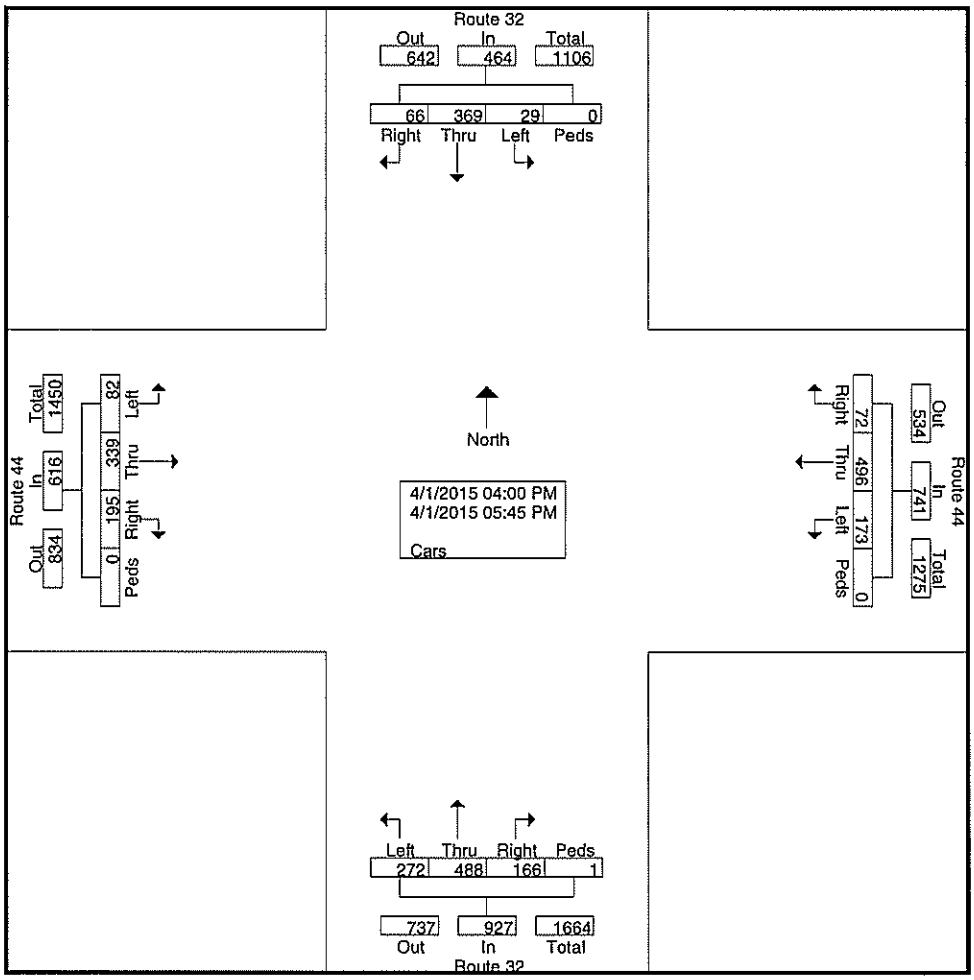
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Route 44 at Route 32

Groups Printed- Cars

	Route 32 From North					Route 44 From East					Route 32 From South					Route 44 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	57	5	0	67	11	69	22	0	102	16	53	29	0	98	16	43	10	0	69	336
04:15 PM	7	40	3	0	50	14	59	11	0	84	26	47	50	0	123	31	41	18	0	90	347
04:30 PM	7	52	4	0	63	6	78	27	0	111	19	69	31	0	119	23	35	7	0	65	358
04:45 PM	10	46	7	0	63	7	75	36	0	118	30	77	32	0	139	22	41	8	0	71	391
Total	29	195	19	0	243	38	281	96	0	415	91	246	142	0	479	92	160	43	0	295	1432
05:00 PM	6	41	0	0	47	11	60	27	0	98	18	67	30	1	116	21	44	12	0	77	338
05:15 PM	12	43	4	0	59	12	64	19	0	95	27	58	43	0	128	30	44	13	0	87	369
05:30 PM	12	48	2	0	62	7	42	16	0	65	16	63	29	0	108	36	48	8	0	92	327
05:45 PM	7	42	4	0	53	4	49	15	0	68	14	54	28	0	96	16	43	6	0	65	282
Total	37	174	10	0	221	34	215	77	0	326	75	242	130	1	448	103	179	39	0	321	1316
Grand Total	66	369	29	0	464	72	496	173	0	741	166	488	272	1	927	195	339	82	0	616	2748
Apprch %	14.2	79.5	6.2	0		9.7	66.9	23.3	0		17.9	52.6	29.3	0.1		31.7	55	13.3	0		
Total %	2.4	13.4	1.1	0	16.9	2.6	18	6.3	0	27	6	17.8	9.9	0	33.7	7.1	12.3	3	0	22.4	



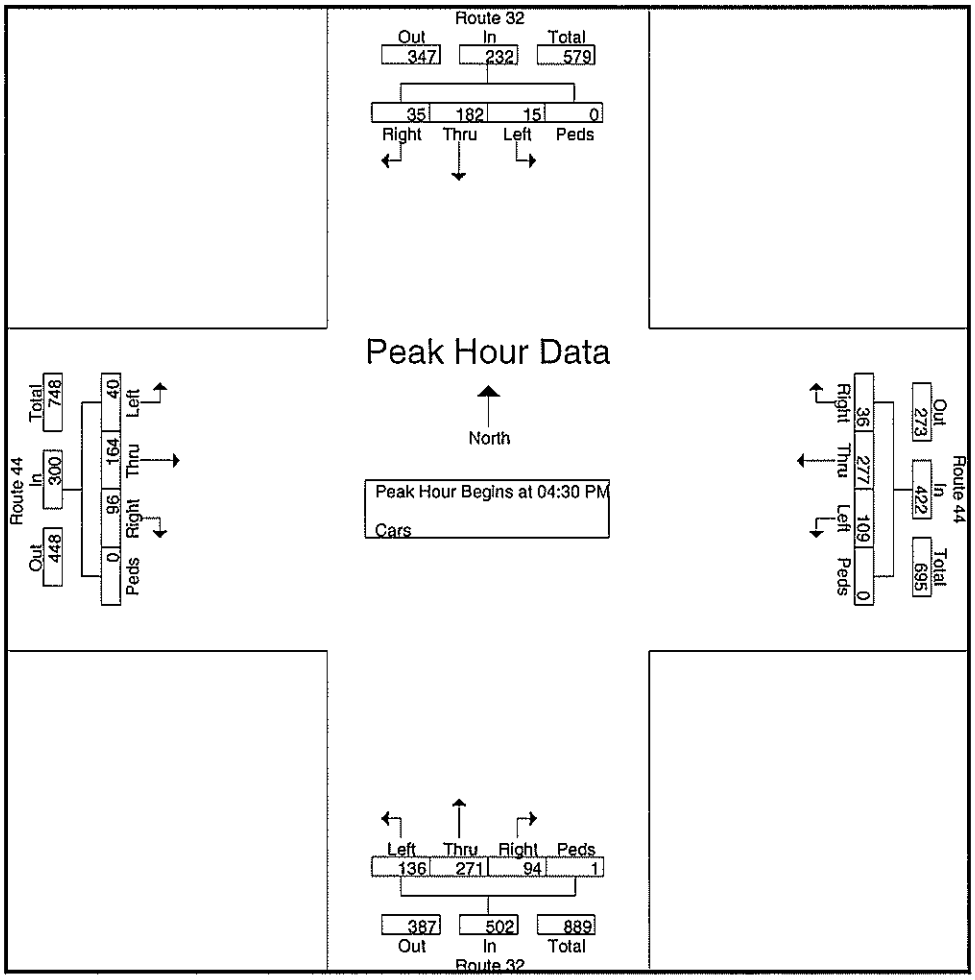
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Route 44 at Route 32

	Route 32 From North					Route 44 From East					Route 32 From South					Route 44 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	7	**52**	4	0	**63**	6	**78**	27	0	111	19	69	31	0	119	23	35	7	0	65	358
04:45 PM	10	46	**7**	0	63	7	75	**36**	0	**118**	**30**	**77**	32	0	**139**	22	41	8	0	71	**391**
05:00 PM	6	41	0	0	47	11	60	27	0	98	18	67	30	**1**	116	21	**44**	12	0	77	338
05:15 PM	**12**	43	4	0	59	**12**	64	19	0	95	27	58	**43**	0	128	**30**	44	**13**	0	**87**	369
Total Volume	35	182	15	0	232	36	277	109	0	422	94	271	136	1	502	96	164	40	0	300	1456
% App. Total	15.1	78.4	6.5	0		8.5	65.6	25.8	0		18.7	54	27.1	0.2		32	54.7	13.3	0		
PHF	.729	.875	.536	.000	.921	.750	.888	.757	.000	.894	.783	.880	.791	.250	.903	.800	.932	.769	.000	.862	.931



RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Route 44 at Route 32

Groups Printed- Cars - Heavy Vehicles

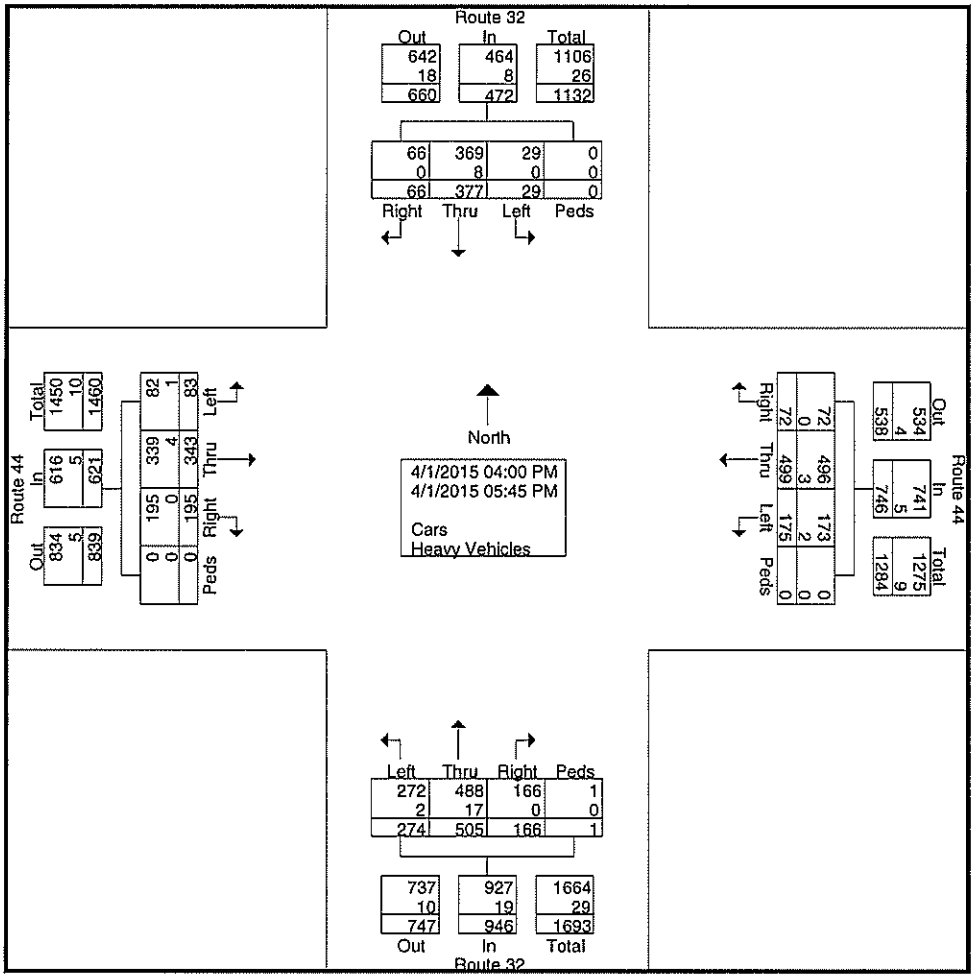
	Route 32 From North					Route 44 From East					Route 32 From South					Route 44 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	57	5	0	67	11	70	24	0	105	16	53	30	0	99	16	43	10	0	69	340
04:15 PM	7	41	3	0	51	14	59	11	0	84	26	50	50	0	126	31	42	18	0	91	352
04:30 PM	7	52	4	0	63	6	78	27	0	111	19	72	31	0	122	23	35	7	0	65	361
04:45 PM	10	49	7	0	66	7	75	36	0	118	30	82	32	0	144	22	42	8	0	72	400
Total	29	199	19	0	247	38	282	98	0	418	91	257	143	0	491	92	162	43	0	297	1453
05:00 PM	6	42	0	0	48	11	60	27	0	98	18	69	30	1	118	21	44	13	0	78	342
05:15 PM	12	44	4	0	60	12	66	19	0	97	27	60	44	0	131	30	45	13	0	88	376
05:30 PM	12	50	2	0	64	7	42	16	0	65	16	64	29	0	109	36	48	8	0	92	330
05:45 PM	7	42	4	0	53	4	49	15	0	68	14	55	28	0	97	16	44	6	0	66	284
Total	37	178	10	0	225	34	217	77	0	328	75	248	131	1	455	103	181	40	0	324	1332
Grand Total	66	377	29	0	472	72	499	175	0	746	166	505	274	1	946	195	343	83	0	621	2785
Apprch %	14	79.9	6.1	0		9.7	66.9	23.5	0		17.5	53.4	29	0.1		31.4	55.2	13.4	0		
Total %	2.4	13.5	1	0	16.9	2.6	17.9	6.3	0	26.8	6	18.1	9.8	0	34	7	12.3	3	0	22.3	
Cars	66	369	29	0	464	72	496	173	0	741	166	488	272	1	927	195	339	82	0	616	2748
% Cars	100	97.9	100	0	98.3	100	99.4	98.9	0	99.3	100	96.6	99.3	100	98	100	98.8	98.8	0	99.2	98.7
Heavy Vehicles	0	8	0	0	8	0	3	2	0	5	0	17	2	0	19	0	4	1	0	5	37
% Heavy Vehicles	0	2.1	0	0	1.7	0	0.6	1.1	0	0.7	0	3.4	0.7	0	2	0	1.2	1.2	0	0.8	1.3

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Route 44 at Route 32



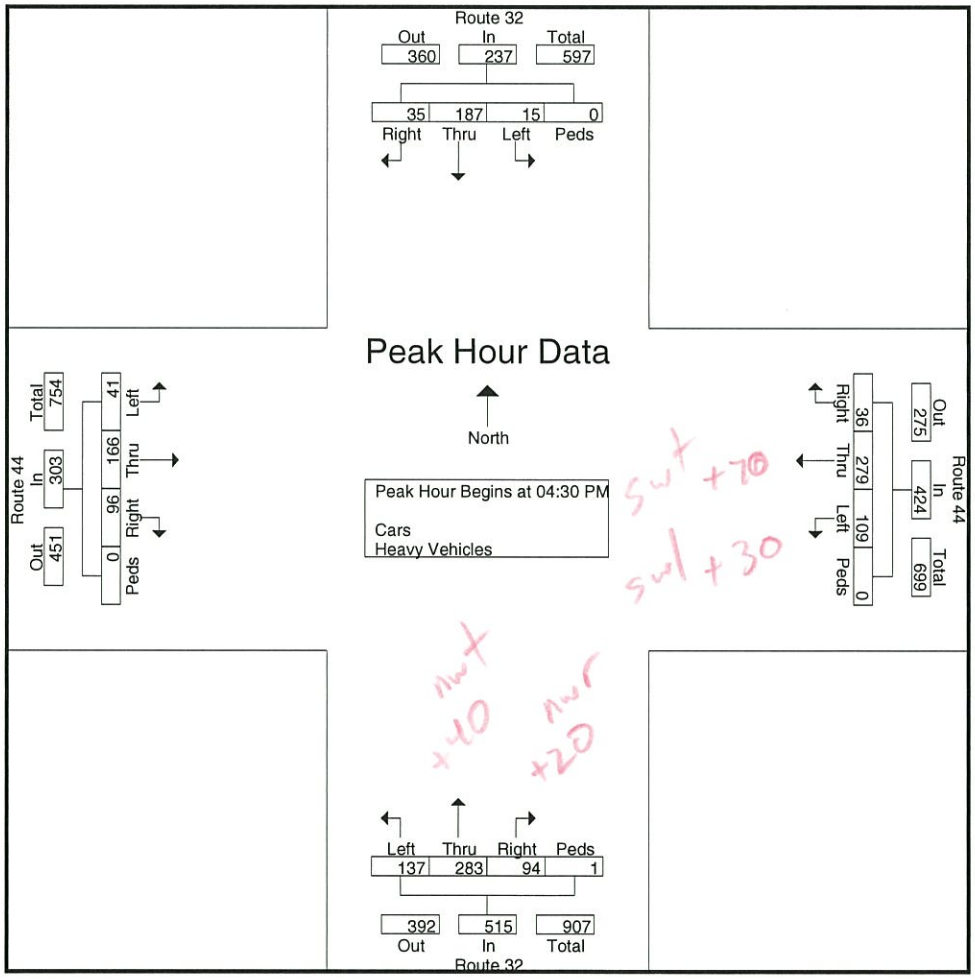
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, C.B.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Route 44 at Route 32

	Route 32 From North					Route 44 From East					Route 32 From South					Route 44 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	7	**52**	4	0	63	6	**78**	27	0	111	19	72	31	0	122	23	35	7	0	65	361
04:45 PM	10	49	**7**	0	**66**	7	75	**36**	0	**118**	**30**	**82**	32	0	**144**	22	42	8	0	72	**400**
05:00 PM	6	42	0	0	48	11	60	27	0	98	18	69	30	**1**	118	21	44	**13**	0	78	342
05:15 PM	**12**	44	4	0	60	**12**	66	19	0	97	27	60	**44**	0	131	**30**	**45**	13	0	**88**	376
Total Volume	35	187	15	0	237	36	279	109	0	424	94	283	137	1	515	96	166	41	0	303	1479
% App. Total	14.8	78.9	6.3	0		8.5	65.8	25.7	0		18.3	55	26.6	0.2		31.7	54.8	13.5	0		
PHF	.729	.899	.536	.000	.898	.750	.894	.757	.000	.898	.783	.863	.778	.250	.894	.800	.922	.788	.000	.861	.924



9. STORRS ROAD AT MOULTON ROAD

RHS Consulting Design, LLC

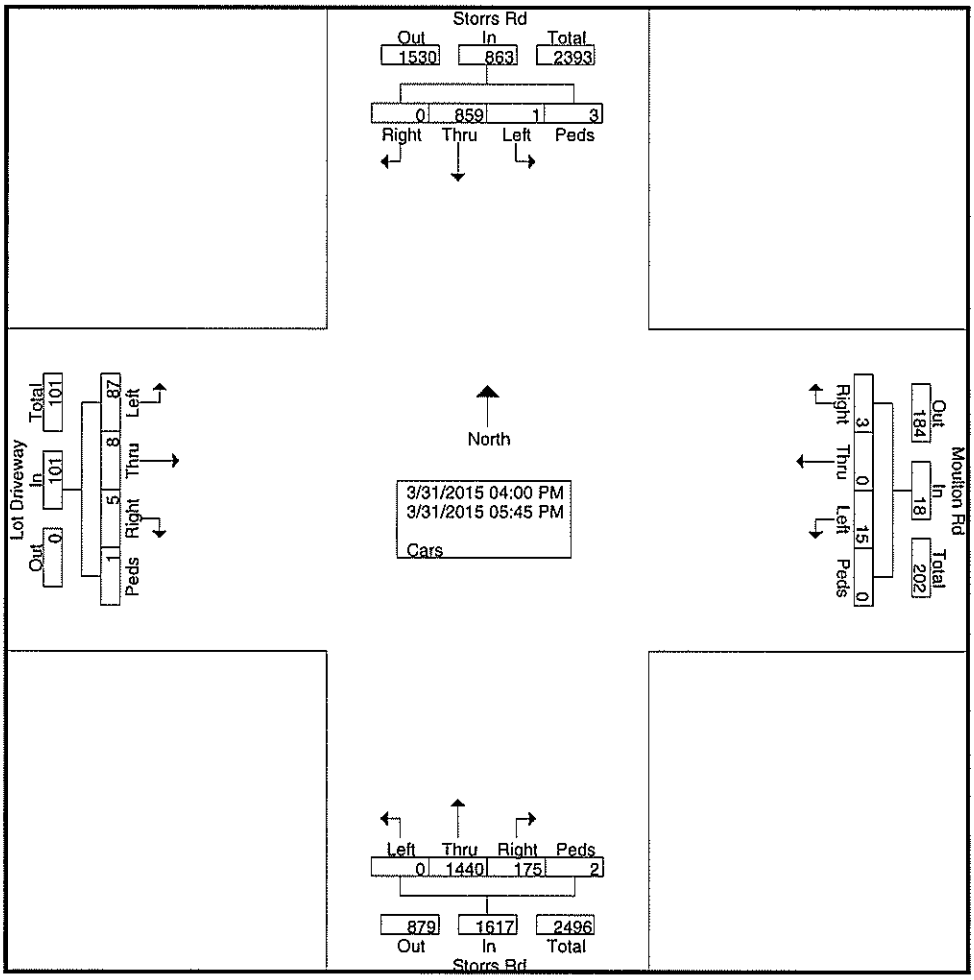
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Moulton Rd

Groups Printed- Cars

	Storrs Rd From North					Moulton Rd From East					Storrs Rd From South					Lot Driveway 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	87	0	0	87	0	0	3	0	3	16	161	0	1	178	1	0	3	0	4	272
04:15 PM	0	132	0	1	133	0	0	1	0	1	27	183	0	0	210	1	3	16	0	20	364
04:30 PM	0	118	0	0	118	0	0	4	0	4	14	170	0	0	184	0	1	7	0	8	314
04:45 PM	0	131	0	1	132	0	0	0	0	0	19	195	0	0	214	0	1	10	0	11	357
Total	0	468	0	2	470	0	0	8	0	8	76	709	0	1	786	2	5	36	0	43	1307
05:00 PM	0	101	0	1	102	0	0	2	0	2	29	189	0	0	218	0	3	23	0	26	348
05:15 PM	0	104	0	0	104	1	0	0	0	1	26	188	0	0	214	1	0	12	0	13	332
05:30 PM	0	87	1	0	88	1	0	2	0	3	26	205	0	0	231	2	0	15	0	17	339
05:45 PM	0	99	0	0	99	1	0	3	0	4	18	149	0	1	168	0	0	1	1	2	273
Total	0	391	1	1	393	3	0	7	0	10	99	731	0	1	831	3	3	51	1	58	1292
Grand Total	0	859	1	3	863	3	0	15	0	18	175	1440	0	2	1617	5	8	87	1	101	2599
Apprch %	0	99.5	0.1	0.3		16.7	0	83.3	0		10.8	89.1	0	0.1		5	7.9	86.1	1		
Total %	0	33.1	0	0.1	33.2	0.1	0	0.6	0	0.7	6.7	55.4	0	0.1	62.2	0.2	0.3	3.3	0	3.9	



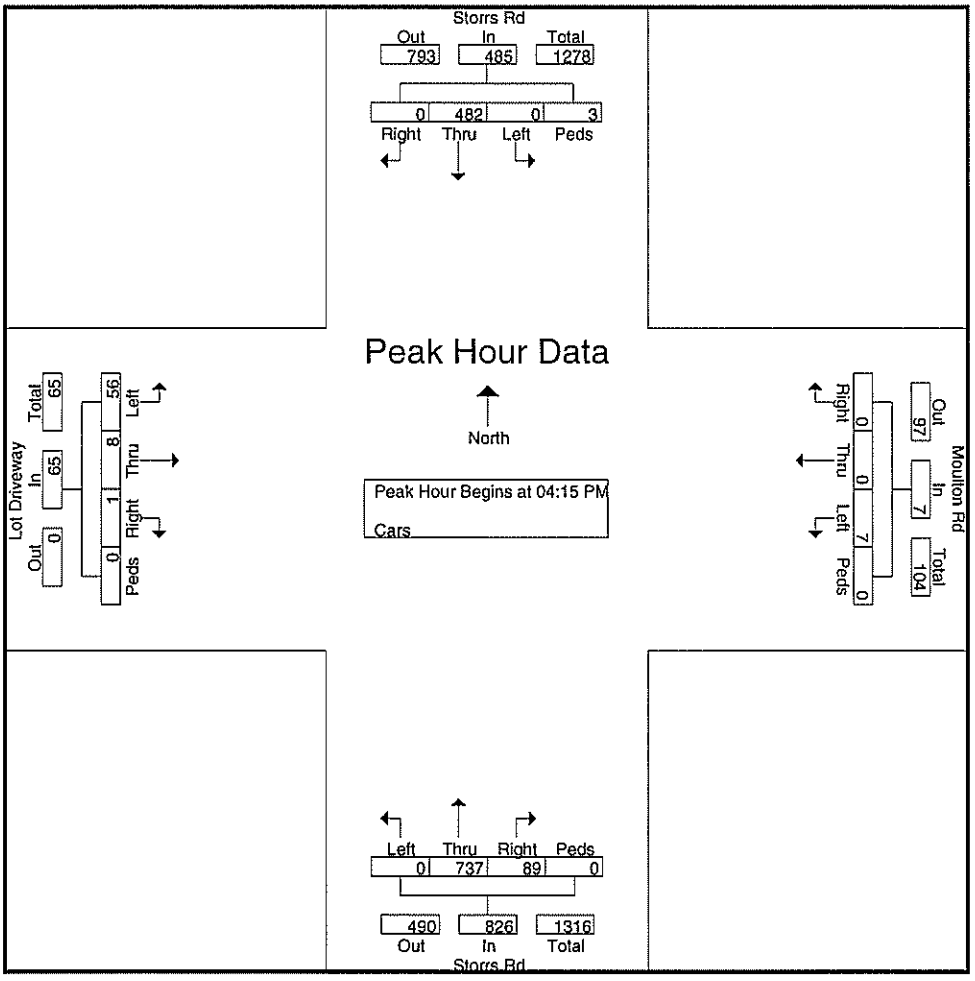
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Moulton Rd

	Storrs Rd From North					Moulton Rd From East					Storrs Rd From South					Lot Driveway 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	0	**132**	0	**1**	**133**	0	0	1	0	1	27	183	0	0	210	**1**	**3**	16	0	20	**364**
04:30 PM	0	118	0	0	118	0	0	**4**	0	**4**	14	170	0	0	184	0	1	7	0	8	314
04:45 PM	0	131	0	1	132	0	0	0	0	0	19	**195**	0	0	214	0	1	10	0	11	357
05:00 PM	0	101	0	1	102	0	0	2	0	2	**29**	189	0	0	**218**	0	3	**23**	0	**26**	348
Total Volume	0	482	0	3	485	0	0	7	0	7	89	737	0	0	826	1	8	56	0	65	1383
% App. Total	0	99.4	0	0.6		0	0	100	0		10.8	89.2	0	0		1.5	12.3	86.2	0		
PHF	.000	.913	.000	.750	.912	.000	.000	.438	.000	.438	.767	.945	.000	.000	.947	.250	.667	.609	.000	.625	.950



RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Moulton Rd

Groups Printed- Cars - Heavy Vehicles

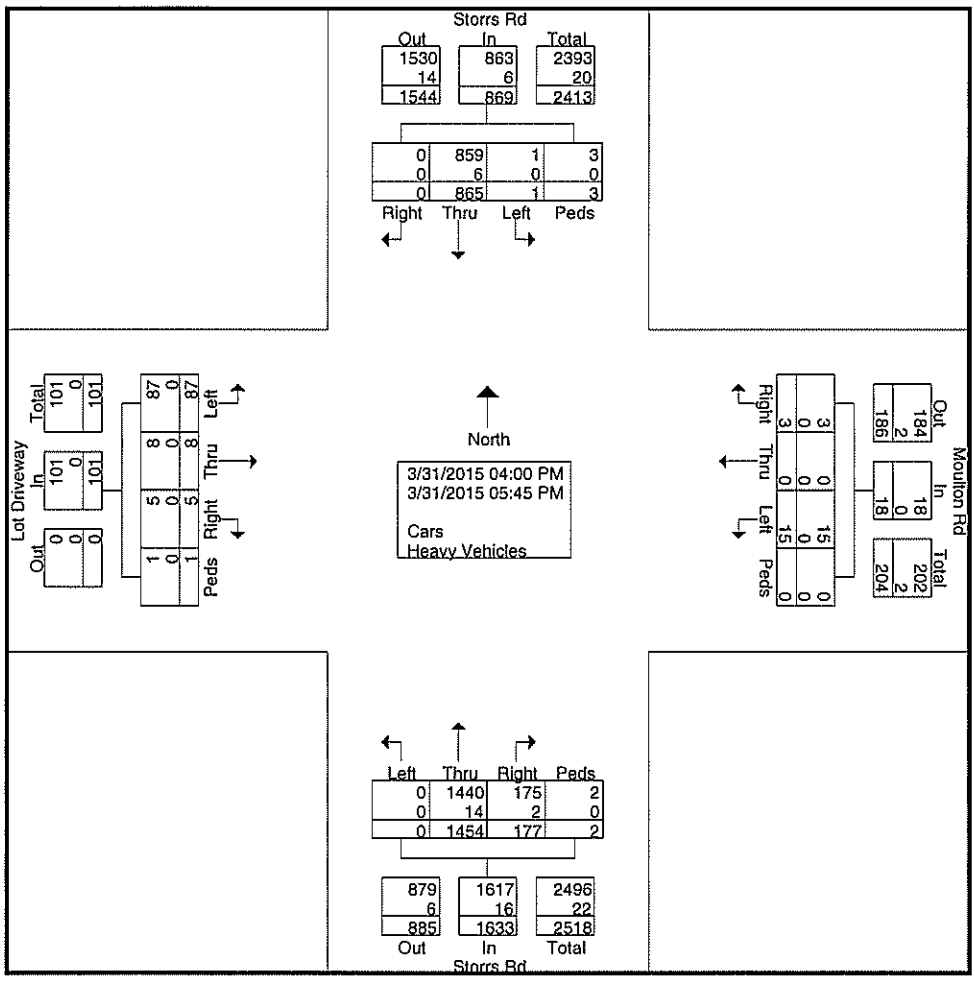
	Storrs Rd From North					Moulton Rd From East					Storrs Rd From South					Lot Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	88	0	0	88	0	0	3	0	3	17	165	0	1	183	1	0	3	0	4	278
04:15 PM	0	133	0	1	134	0	0	1	0	1	27	184	0	0	211	1	3	16	0	20	366
04:30 PM	0	119	0	0	119	0	0	4	0	4	15	171	0	0	186	0	1	7	0	8	317
04:45 PM	0	133	0	1	134	0	0	0	0	0	19	197	0	0	216	0	1	10	0	11	361
Total	0	473	0	2	475	0	0	8	0	8	78	717	0	1	796	2	5	36	0	43	1322
05:00 PM	0	101	0	1	102	0	0	2	0	2	29	189	0	0	218	0	3	23	0	26	348
05:15 PM	0	104	0	0	104	1	0	0	0	1	26	190	0	0	216	1	0	12	0	13	334
05:30 PM	0	87	1	0	88	1	0	2	0	3	26	208	0	0	234	2	0	15	0	17	342
05:45 PM	0	100	0	0	100	1	0	3	0	4	18	150	0	1	169	0	0	1	1	2	275
Total	0	392	1	1	394	3	0	7	0	10	99	737	0	1	837	3	3	51	1	58	1299
Grand Total	0	865	1	3	869	3	0	15	0	18	177	1454	0	2	1633	5	8	87	1	101	2621
Apprch %	0	99.5	0.1	0.3		16.7	0	83.3	0		10.8	89	0	0.1		5	7.9	86.1	1		
Total %	0	33	0	0.1	33.2	0.1	0	0.6	0	0.7	6.8	55.5	0	0.1	62.3	0.2	0.3	3.3	0	3.9	
Cars	0	859	1	3	863	3	0	15	0	18	175	1440	0	2	1617	5	8	87	1	101	2599
% Cars	0	99.3	100	100	99.3	100	0	100	0	100	98.9	99	0	100	99	100	100	100	100	100	99.2
Heavy Vehicles	0	6	0	0	6	0	0	0	0	0	2	14	0	0	16	0	0	0	0	0	22
% Heavy Vehicles	0	0.7	0	0	0.7	0	0	0	0	0	1.1	1	0	0	1	0	0	0	0	0	0.8

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Moulton Rd



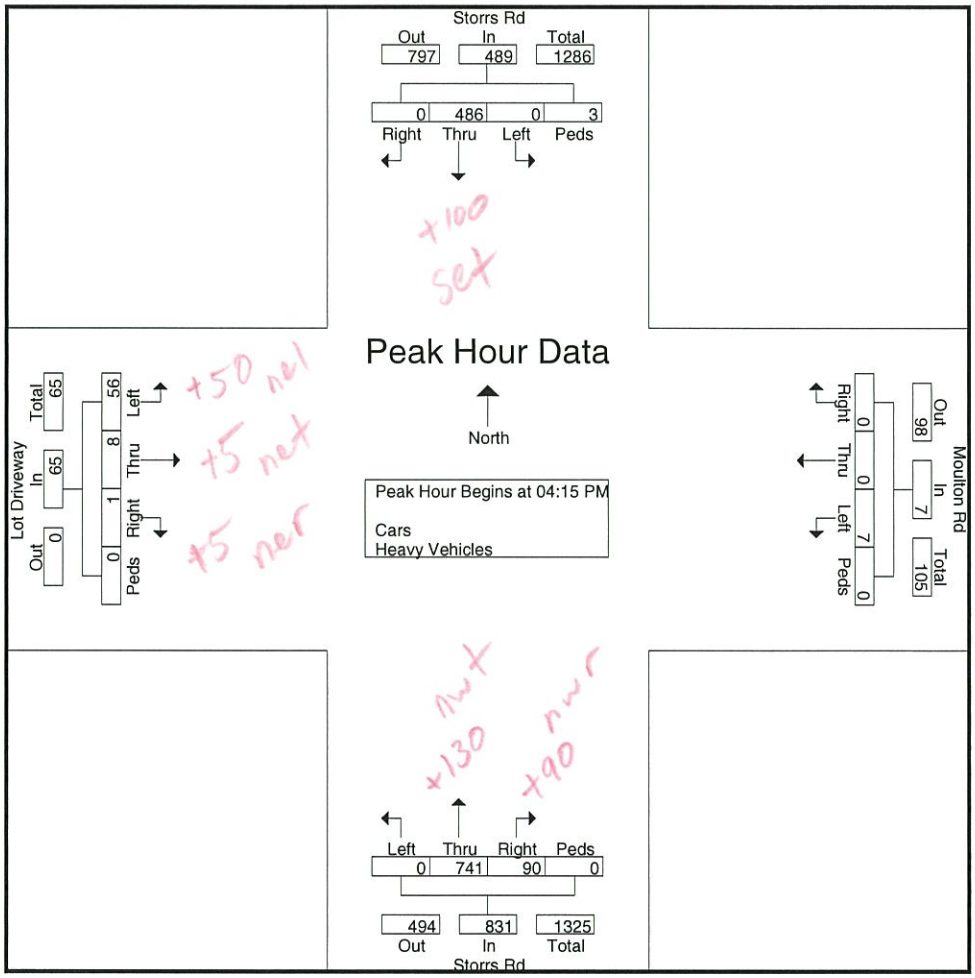
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Moulton Rd

	Storrs Rd From North					Moulton Rd From East					Storrs Rd From South					Lot Driveway 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	0	**133**	0	**1**	**134**	0	0	1	0	1	27	184	0	0	211	**1**	**3**	16	0	20	**366**
04:30 PM	0	119	0	0	119	0	0	**4**	0	**4**	15	171	0	0	186	0	1	7	0	8	317
04:45 PM	0	133	0	1	134	0	0	0	0	0	19	**197**	0	0	216	0	1	10	0	11	361
05:00 PM	0	101	0	1	102	0	0	2	0	2	**29**	189	0	0	**218**	0	3	**23**	0	**26**	348
Total Volume	0	486	0	3	489	0	0	7	0	7	90	741	0	0	831	1	8	56	0	65	1392
% App. Total	0	99.4	0	0.6		0	0	100	0		10.8	89.2	0	0		1.5	12.3	86.2	0		
PHF	.000	.914	.000	.750	.912	.000	.000	.438	.000	.438	.776	.940	.000	.000	.953	.250	.667	.609	.000	.625	.951



RHS Consulting Design, LLC

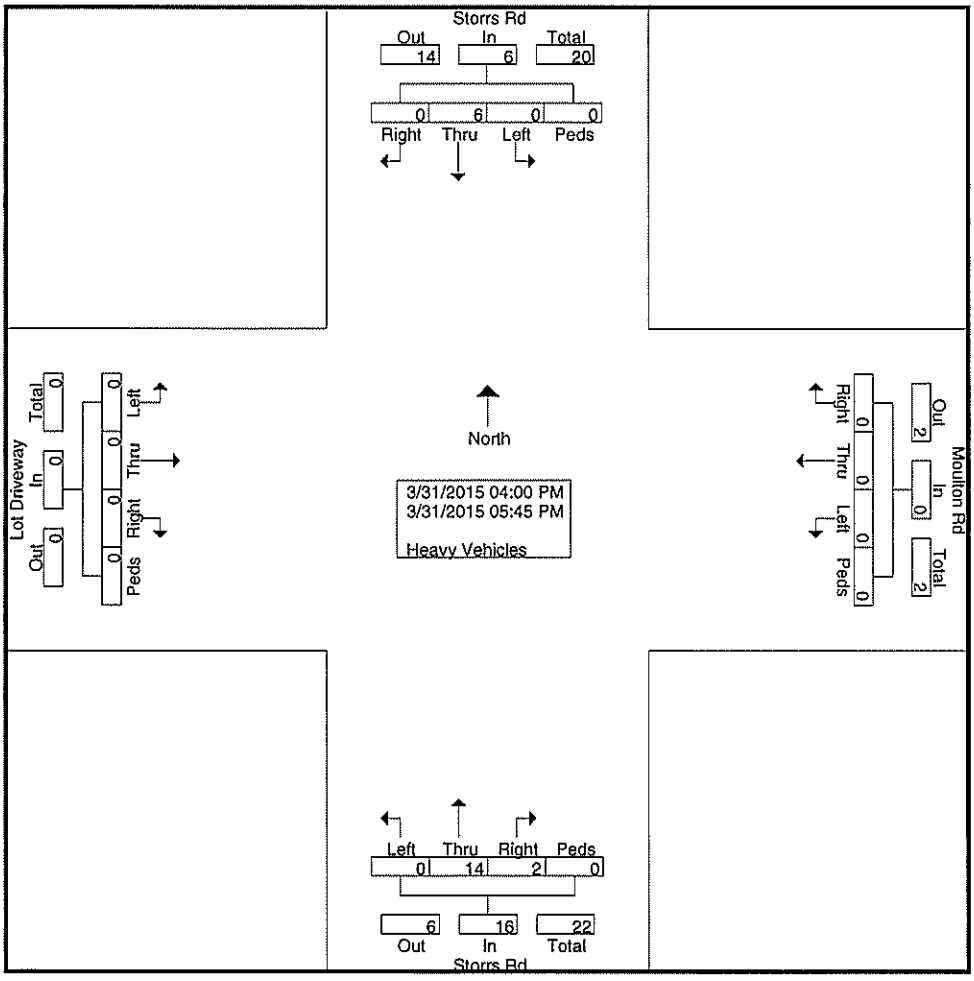
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Moulton Rd

Groups Printed- Heavy Vehicles

	Storrs Rd From North					Moulton Rd From East					Storrs Rd From South					Lot Driveway 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	1	0	0	1	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	6
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:30 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	5	0	0	5	0	0	0	0	0	2	8	0	0	10	0	0	0	0	0	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Grand Total	0	6	0	0	6	0	0	0	0	0	2	14	0	0	16	0	0	0	0	0	22
Apprch %	0	100	0	0		0	0	0	0		12.5	87.5	0	0		0	0	0	0		
Total %	0	27.3	0	0	27.3	0	0	0	0	0	9.1	63.6	0	0	72.7	0	0	0	0	0	



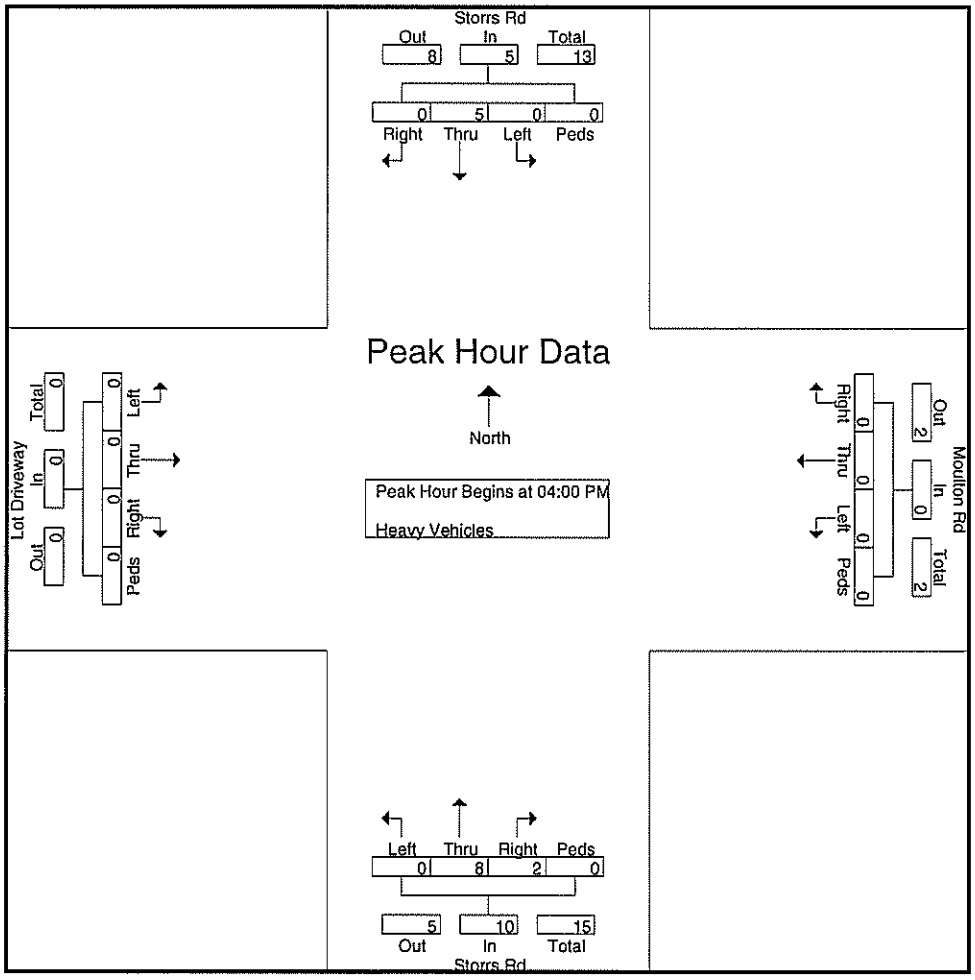
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Machine No: TMC-1312, A.M.
Project No.: 4923, Uconn
Client: BETA Group Inc.
Location: Storrs Rd at Moulton Rd

	Storrs Rd From North					Moulton Rd From East					Storrs Rd From South					Lot Driveway 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 04:00 PM																					
04:00 PM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	6
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:30 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total Volume	0	5	0	0	5	0	0	0	0	0	2	8	0	0	10	0	0	0	0	0	15
% App. Total	0	100	0	0		0	0	0	0		20	80	0	0		0	0	0	0		
PHF	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.500	.500	.000	.000	.500	.000	.000	.000	.000	.000	.625



26. ROUTE 44 AT HUNTING LODGE ROAD

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0136, D.C.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Hunting Lodge Rd

Groups Printed- Cars - Heavy Vehicles

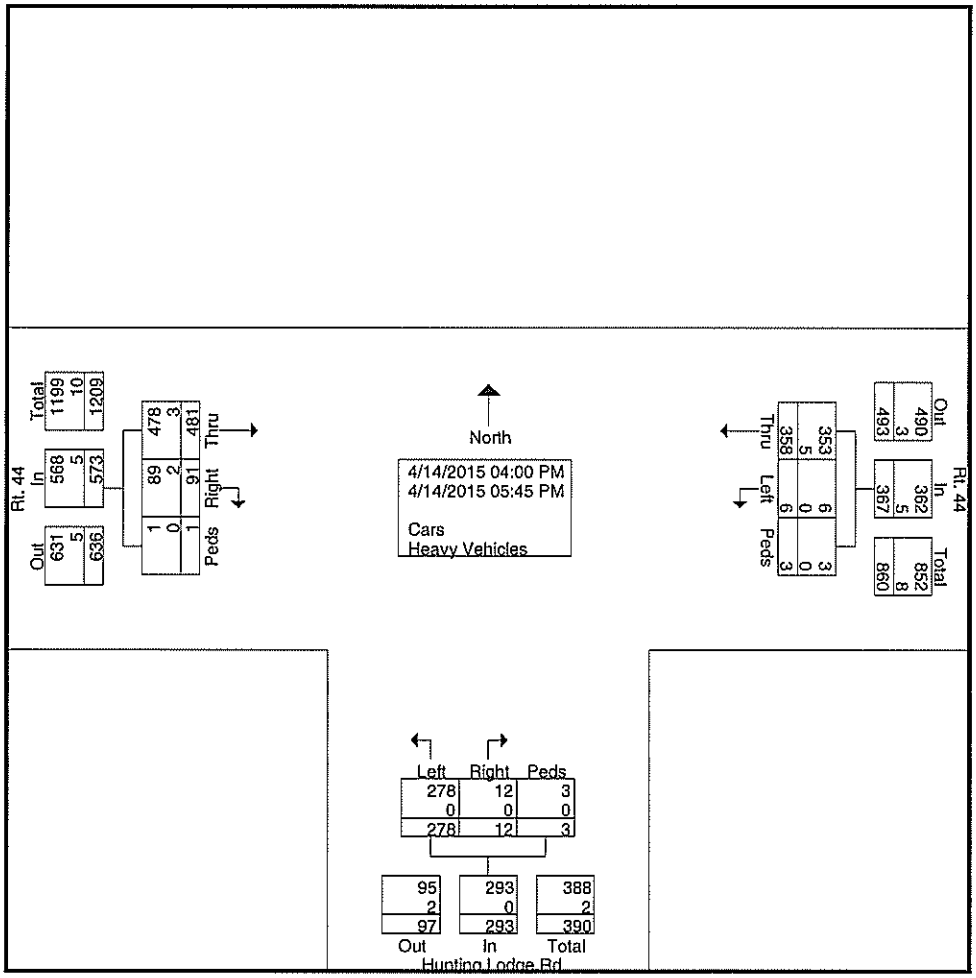
	Rt. 44 From East				Hunting Lodge Rd From South				Rt. 44 From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	36	0	0	36	1	28	0	29	10	55	0	65	130
04:15 PM	40	0	0	40	3	29	0	32	9	64	0	73	145
04:30 PM	52	0	0	52	0	38	0	38	16	48	1	65	155
04:45 PM	50	1	0	51	1	30	0	31	7	57	0	64	146
Total	178	1	0	179	5	125	0	130	42	224	1	267	576
05:00 PM	54	1	1	56	2	46	0	48	18	78	0	96	200
05:15 PM	45	1	1	47	1	56	1	58	8	48	0	56	161
05:30 PM	42	3	0	45	2	32	1	35	10	55	0	65	145
05:45 PM	39	0	1	40	2	19	1	22	13	76	0	89	151
Total	180	5	3	188	7	153	3	163	49	257	0	306	657
Grand Total	358	6	3	367	12	278	3	293	91	481	1	573	1233
Apprch %	97.5	1.6	0.8		4.1	94.9	1		15.9	83.9	0.2		
Total %	29	0.5	0.2	29.8	1	22.5	0.2	23.8	7.4	39	0.1	46.5	
Cars	353	6	3	362	12	278	3	293	89	478	1	568	1223
% Cars	98.6	100	100	98.6	100	100	100	100	97.8	99.4	100	99.1	99.2
Heavy Vehicles	5	0	0	5	0	0	0	0	2	3	0	5	10
% Heavy Vehicles	1.4	0	0	1.4	0	0	0	0	2.2	0.6	0	0.9	0.8

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0136, D.C.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Hunting Lodge Rd



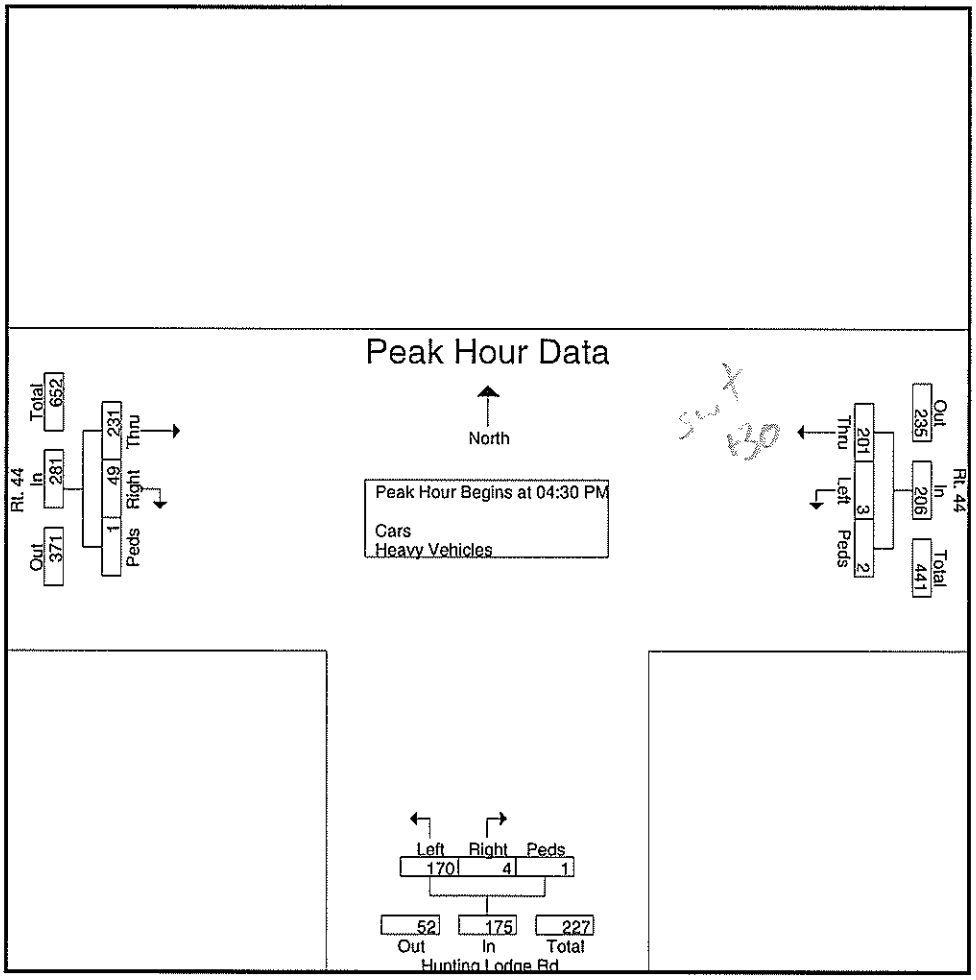
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0136, D.C.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Hunting Lodge Rd

	Rt. 44 From East				Hunting Lodge Rd From South				Rt. 44 From West				
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 05:30 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	52	0	0	52	0	38	0	38	16	48	1	65	155
04:45 PM	50	1	0	51	1	30	0	31	7	57	0	64	146
05:00 PM	54	1	1	56	2	46	0	48	18	78	0	96	200
05:15 PM	45	1	1	47	1	56	1	58	8	48	0	56	161
Total Volume	201	3	2	206	4	170	1	175	49	231	1	281	662
% App. Total	97.6	1.5	1		2.3	97.1	0.6		17.4	82.2	0.4		
PHF	.931	.750	.500	.920	.500	.759	.250	.754	.681	.740	.250	.732	.828



RHS Consulting Design, LLC

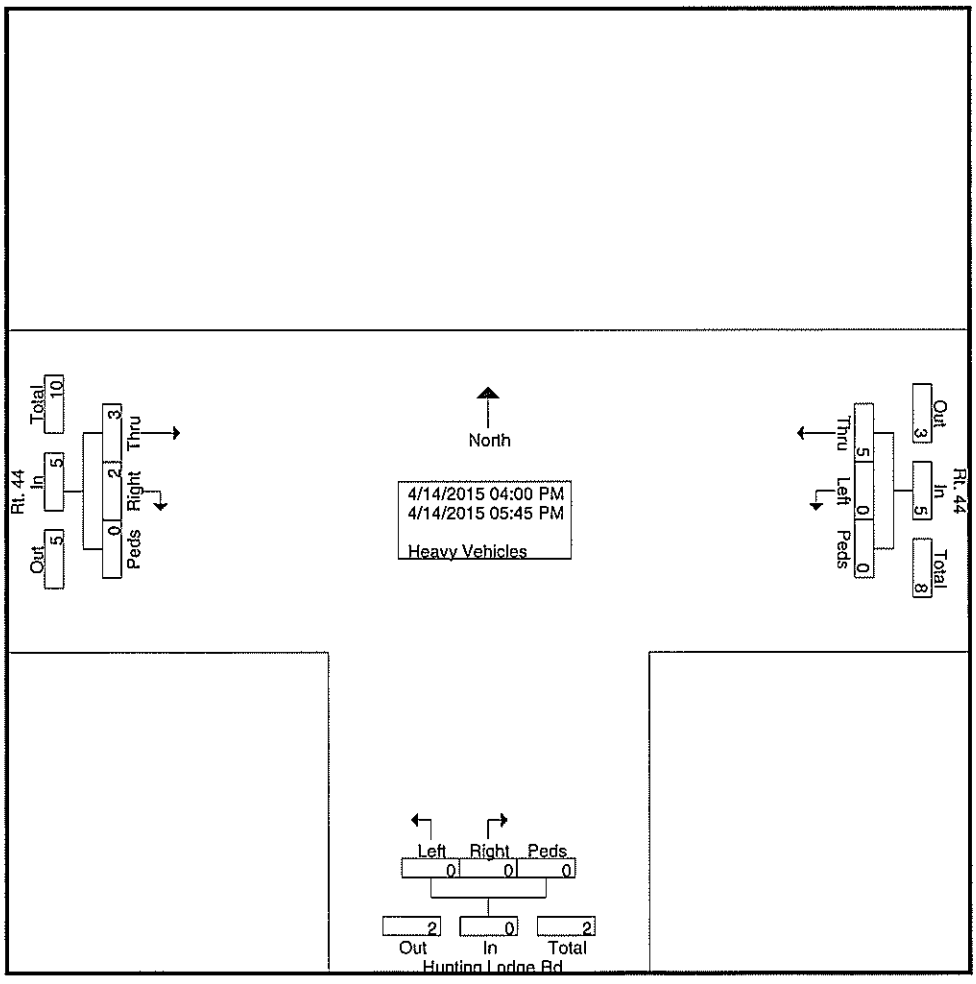
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0136, D.C.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Hunting Lodge Rd

Groups Printed- Heavy Vehicles

	Rt. 44 From East				Hunting Lodge Rd From South				Rt. 44 From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	3	0	0	3	0	0	0	0	0	2	0	2	5
05:00 PM	1	0	0	1	0	0	0	0	2	0	0	2	3
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	0	0	0	2	1	0	3	5
Grand Total	5	0	0	5	0	0	0	0	2	3	0	5	10
Apprch %	100	0	0		0	0	0		40	60	0		
Total %	50	0	0	50	0	0	0	0	20	30	0	50	



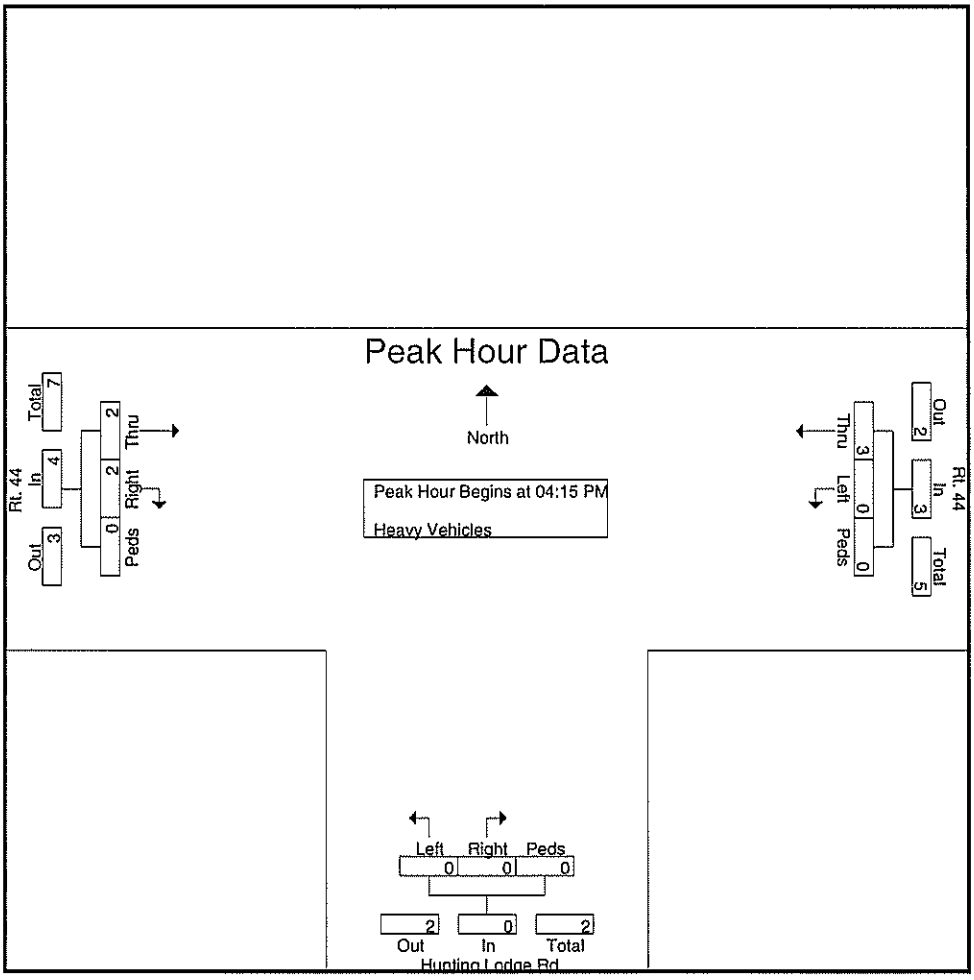
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0136, D.C.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Hunting Lodge Rd

	Rt. 44 From East				Hunting Lodge Rd From South				Rt. 44 From West				
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 05:30 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	1	0	0	**1**	0	0	0	0	0	0	0	0	1
04:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	1	0	0	1	0	0	0	0	**2**	0	0	**2**	**3**
Total Volume	3	0	0	3	0	0	0	0	2	2	0	4	7
% App. Total	100	0	0		0	0	0		50	50	0		
PHF	.750	.000	.000	.750	.000	.000	.000	.000	.250	.500	.000	.500	.583



RHS Consulting Design, LLC

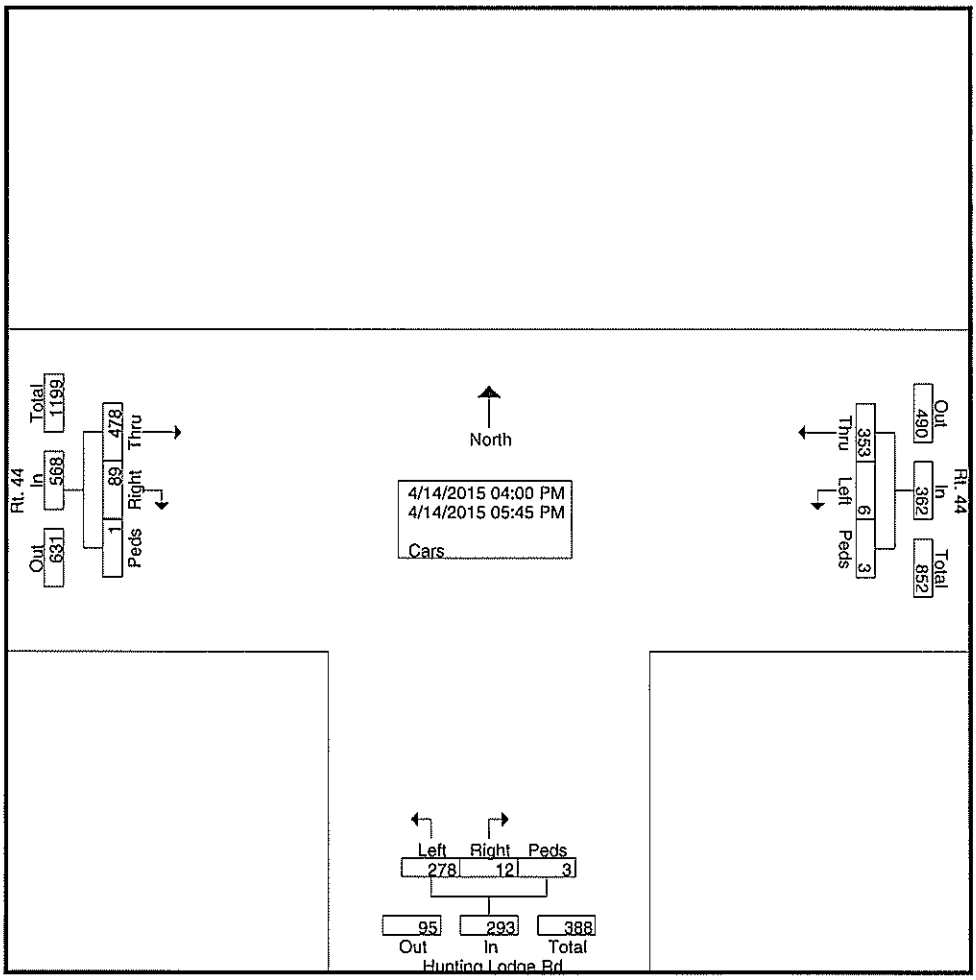
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0136, D.C.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Hunting Lodge Rd

Groups Printed- Cars

	Rt. 44 From East				Hunting Lodge Rd From South				Rt. 44 From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	35	0	0	35	1	28	0	29	10	55	0	65	129
04:15 PM	39	0	0	39	3	29	0	32	9	64	0	73	144
04:30 PM	51	0	0	51	0	38	0	38	16	47	1	64	153
04:45 PM	50	1	0	51	1	30	0	31	7	56	0	63	145
Total	175	1	0	176	5	125	0	130	42	222	1	265	571
05:00 PM	53	1	1	55	2	46	0	48	16	78	0	94	197
05:15 PM	45	1	1	47	1	56	1	58	8	47	0	55	160
05:30 PM	41	3	0	44	2	32	1	35	10	55	0	65	144
05:45 PM	39	0	1	40	2	19	1	22	13	76	0	89	151
Total	178	5	3	186	7	153	3	163	47	256	0	303	652
Grand Total	353	6	3	362	12	278	3	293	89	478	1	568	1223
Apprch %	97.5	1.7	0.8		4.1	94.9	1		15.7	84.2	0.2		
Total %	28.9	0.5	0.2	29.6	1	22.7	0.2	24	7.3	39.1	0.1	46.4	



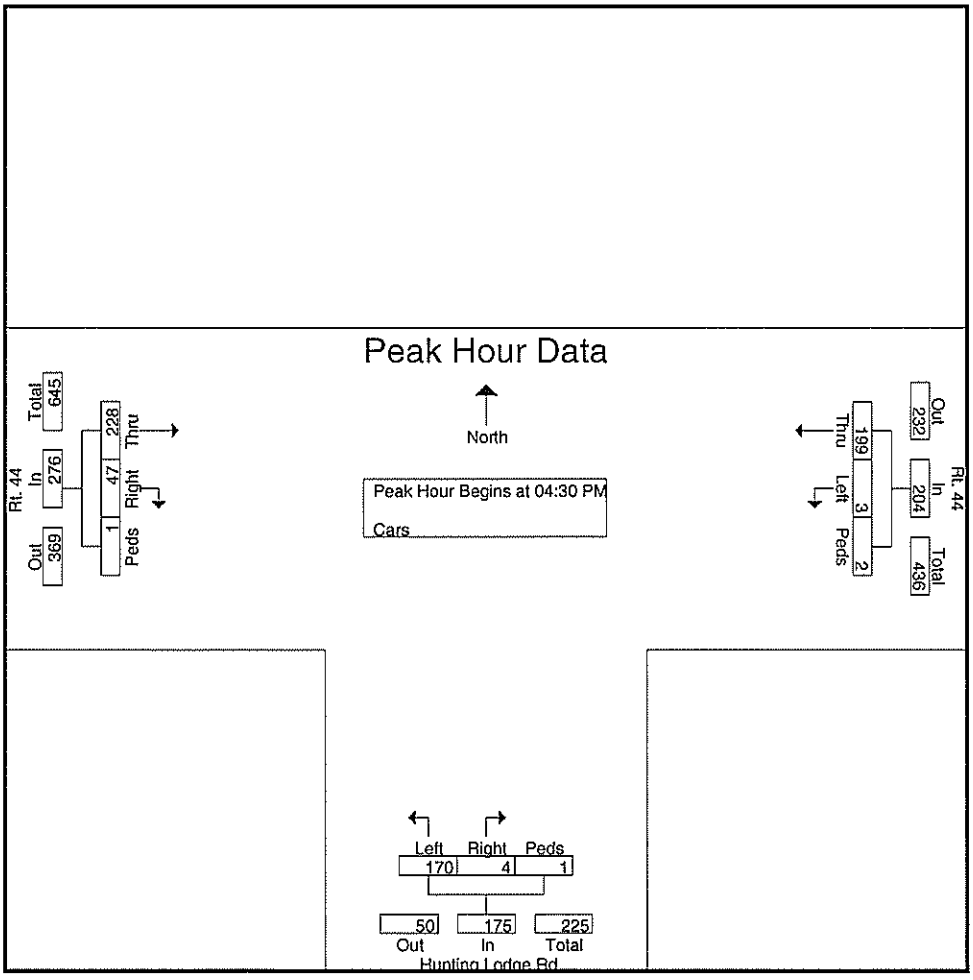
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0136, D.C.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Hunting Lodge Rd

	Rt. 44 From East				Hunting Lodge Rd From South				Rt. 44 From West				
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 05:30 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	51	0	0	51	0	38	0	38	**16**	47	1	64	153
04:45 PM	50	**1**	0	51	1	30	0	31	7	56	0	63	145
05:00 PM	**53**	1	1	**55**	**2**	46	0	48	16	**78**	0	**94**	**197**
05:15 PM	45	1	1	47	1	**56**	1	**58**	8	47	0	55	160
Total Volume	199	3	2	204	4	170	1	175	47	228	1	276	655
% App. Total	97.5	1.5	1		2.3	97.1	0.6		17	82.6	0.4		
PHF	.939	.750	.500	.927	.500	.759	.250	.754	.734	.731	.250	.734	.831



27. ROUTE 44 AT BAXTER ROAD

RHS Consulting Design, LLC

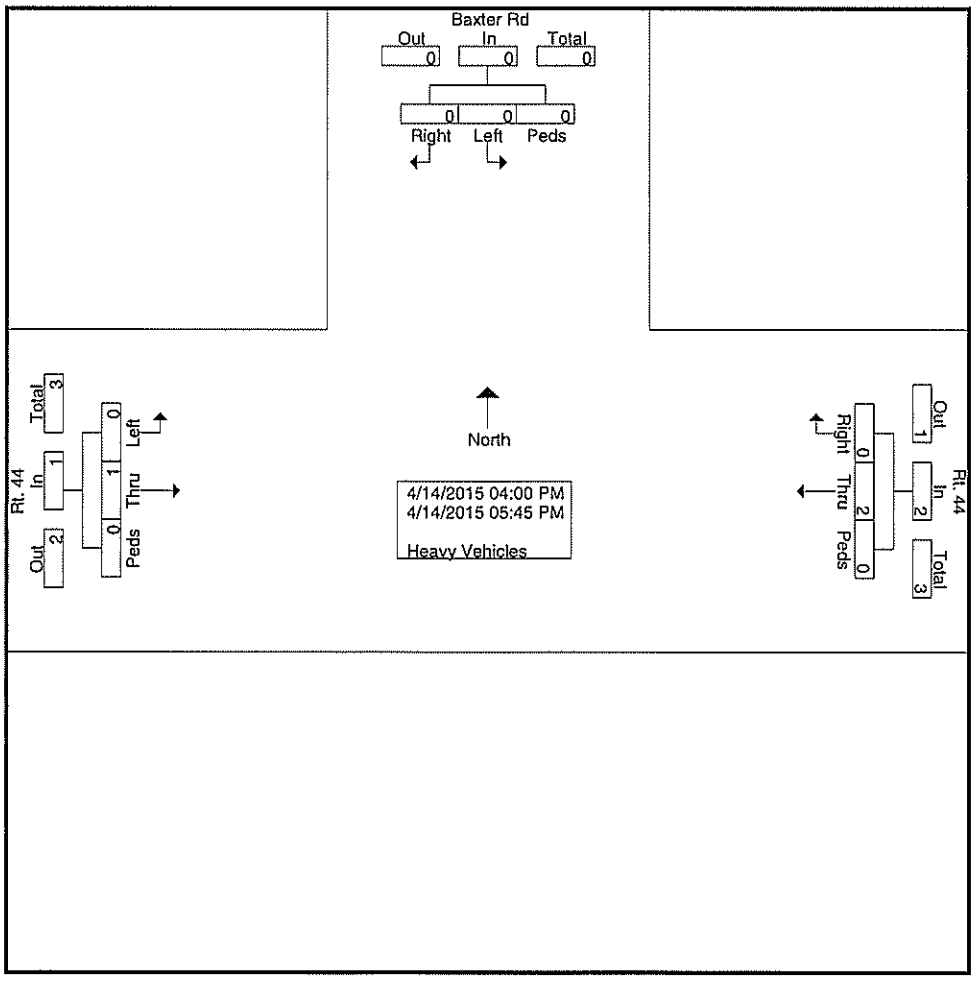
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0912, S.C.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Baxter Rd

Groups Printed- Heavy Vehicles

	Baxter Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	0	1	1	0	0	1	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	2	0	2	1	0	0	1	3
Apprch %	0	0	0		0	100	0		100	0	0		
Total %	0	0	0	0	0	66.7	0	66.7	33.3	0	0	33.3	



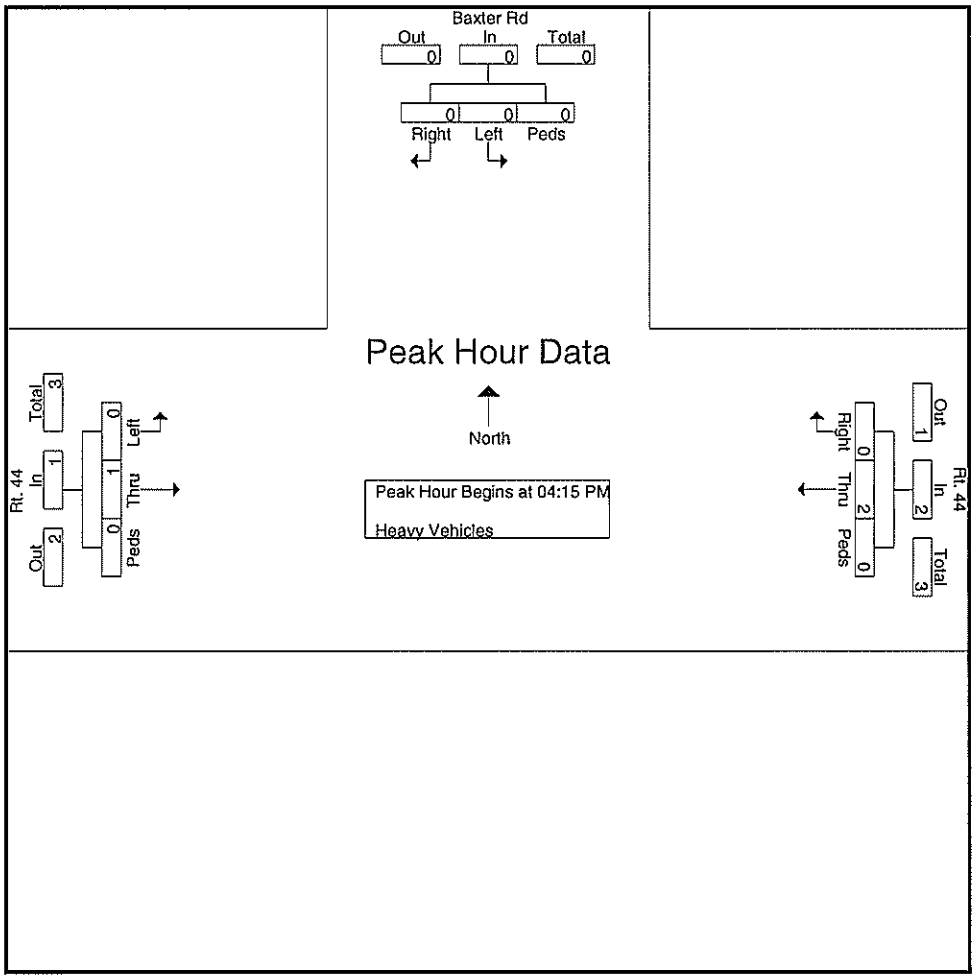
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0912, S.C.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Baxter Rd

	Baxter Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	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	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	1	0	0	1	3
% App. Total	0	0	0		0	100	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.750



RHS Consulting Design, LLC

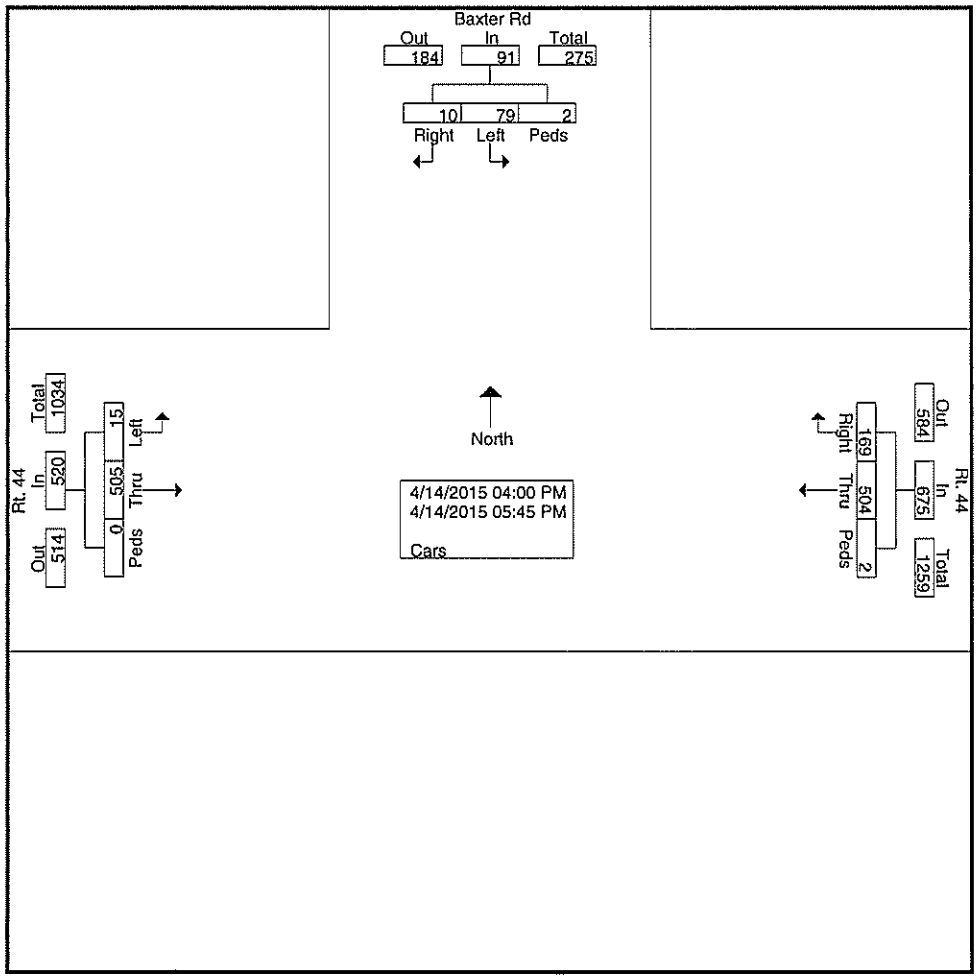
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0912, S.C.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Baxter Rd

Groups Printed- Cars

	Baxter Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	4	12	0	16	19	70	0	89	59	2	0	61	166
04:15 PM	0	12	1	13	19	57	1	77	61	1	0	62	152
04:30 PM	2	9	0	11	24	68	0	92	51	3	0	54	157
04:45 PM	2	9	1	12	30	73	0	103	76	0	0	76	191
Total	8	42	2	52	92	268	1	361	247	6	0	253	666
05:00 PM	2	8	0	10	20	70	1	91	58	5	0	63	164
05:15 PM	0	5	0	5	23	67	0	90	62	0	0	62	157
05:30 PM	0	14	0	14	12	45	0	57	74	4	0	78	149
05:45 PM	0	10	0	10	22	54	0	76	64	0	0	64	150
Total	2	37	0	39	77	236	1	314	258	9	0	267	620
Grand Total	10	79	2	91	169	504	2	675	505	15	0	520	1286
Apprch %	11	86.8	2.2		25	74.7	0.3		97.1	2.9	0		
Total %	0.8	6.1	0.2	7.1	13.1	39.2	0.2	52.5	39.3	1.2	0	40.4	



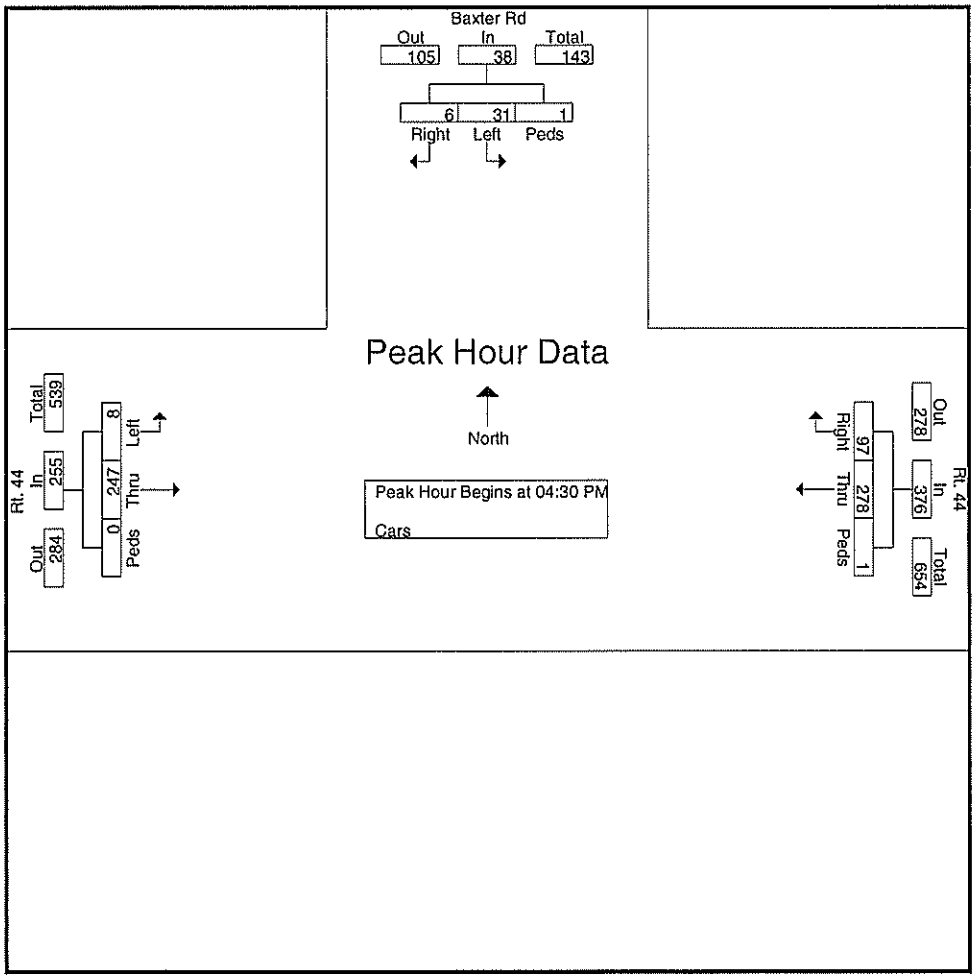
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0912, S.C.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Baxter Rd

	Baxter Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	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	2	9	0	11	24	68	0	92	51	3	0	54	157
04:45 PM	2	9	1	12	30	73	0	103	76	0	0	76	191
05:00 PM	2	8	0	10	20	70	1	91	58	5	0	63	164
05:15 PM	0	5	0	5	23	67	0	90	62	0	0	62	157
Total Volume	6	31	1	38	97	278	1	376	247	8	0	255	669
% App. Total	15.8	81.6	2.6		25.8	73.9	0.3		96.9	3.1	0		
PHF	.750	.861	.250	.792	.808	.952	.250	.913	.813	.400	.000	.839	.876



RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0912, S.C.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Baxter Rd

Groups Printed- Cars - Heavy Vehicles

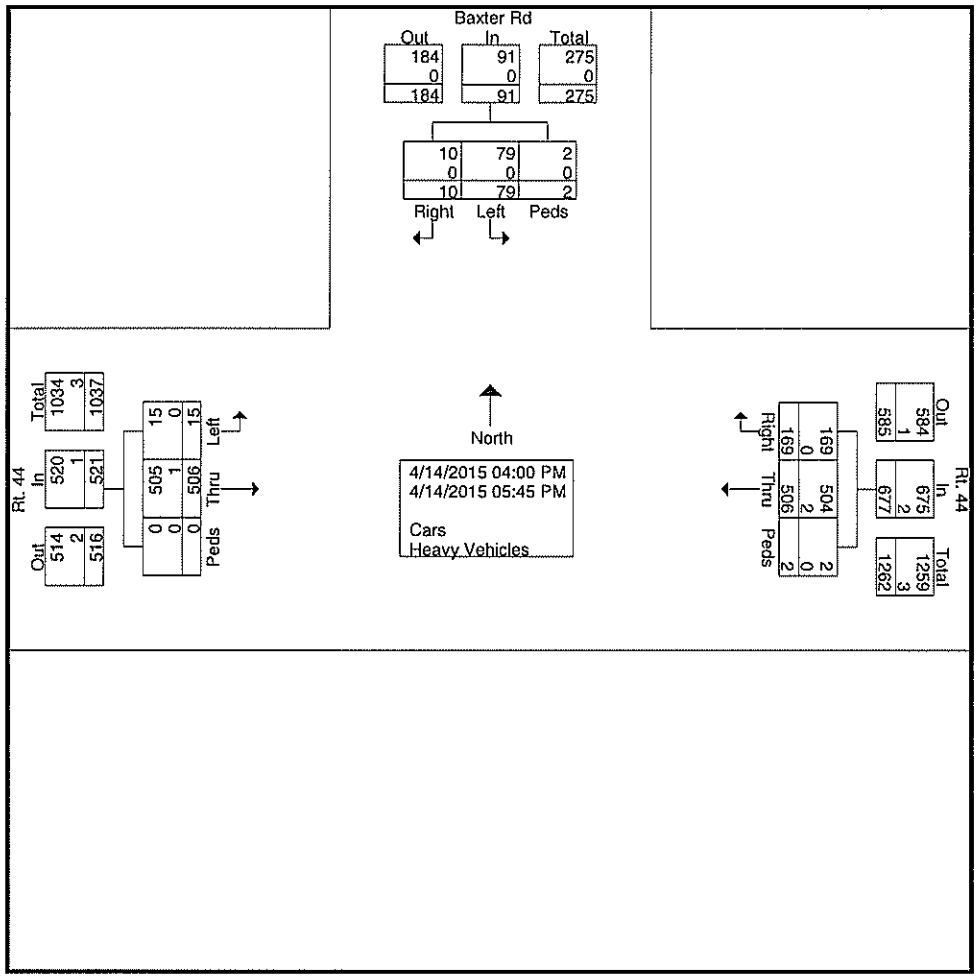
	Baxter Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	4	12	0	16	19	70	0	89	59	2	0	61	166
04:15 PM	0	12	1	13	19	58	1	78	61	1	0	62	153
04:30 PM	2	9	0	11	24	68	0	92	51	3	0	54	157
04:45 PM	2	9	1	12	30	73	0	103	77	0	0	77	192
Total	8	42	2	52	92	269	1	362	248	6	0	254	668
05:00 PM	2	8	0	10	20	71	1	92	58	5	0	63	165
05:15 PM	0	5	0	5	23	67	0	90	62	0	0	62	157
05:30 PM	0	14	0	14	12	45	0	57	74	4	0	78	149
05:45 PM	0	10	0	10	22	54	0	76	64	0	0	64	150
Total	2	37	0	39	77	237	1	315	258	9	0	267	621
Grand Total	10	79	2	91	169	506	2	677	506	15	0	521	1289
Apprch %	11	86.8	2.2		25	74.7	0.3		97.1	2.9	0		
Total %	0.8	6.1	0.2	7.1	13.1	39.3	0.2	52.5	39.3	1.2	0	40.4	
Cars	10	79	2	91	169	504	2	675	505	15	0	520	1286
% Cars	100	100	100	100	100	99.6	100	99.7	99.8	100	0	99.8	99.8
Heavy Vehicles	0	0	0	0	0	2	0	2	1	0	0	1	3
% Heavy Vehicles	0	0	0	0	0	0.4	0	0.3	0.2	0	0	0.2	0.2

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0912, S.C.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Baxter Rd



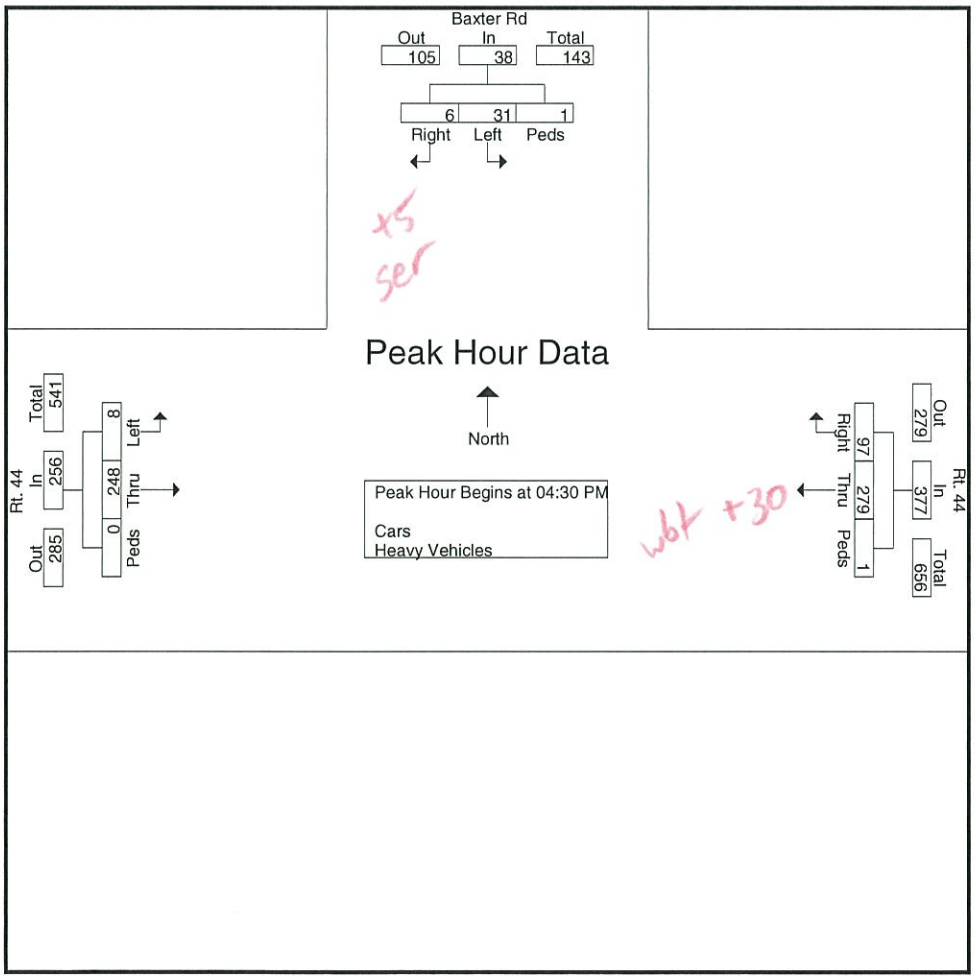
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-0912, S.C.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Baxter Rd

	Baxter Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	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	**2**	**9**	0	11	24	68	0	92	51	3	0	54	157
04:45 PM	2	9	**1**	**12**	**30**	**73**	0	**103**	**77**	0	0	**77**	**192**
05:00 PM	2	8	0	10	20	71	**1**	92	58	**5**	0	63	165
05:15 PM	0	5	0	5	23	67	0	90	62	0	0	62	157
Total Volume	6	31	1	38	97	279	1	377	248	8	0	256	671
% App. Total	15.8	81.6	2.6		25.7	74	0.3		96.9	3.1	0		
PHF	.750	.861	.250	.792	.808	.955	.250	.915	.805	.400	.000	.831	.874



28. ROUTE 44 AT CEDAR SWAMP ROAD

RHS Consulting Design, LLC

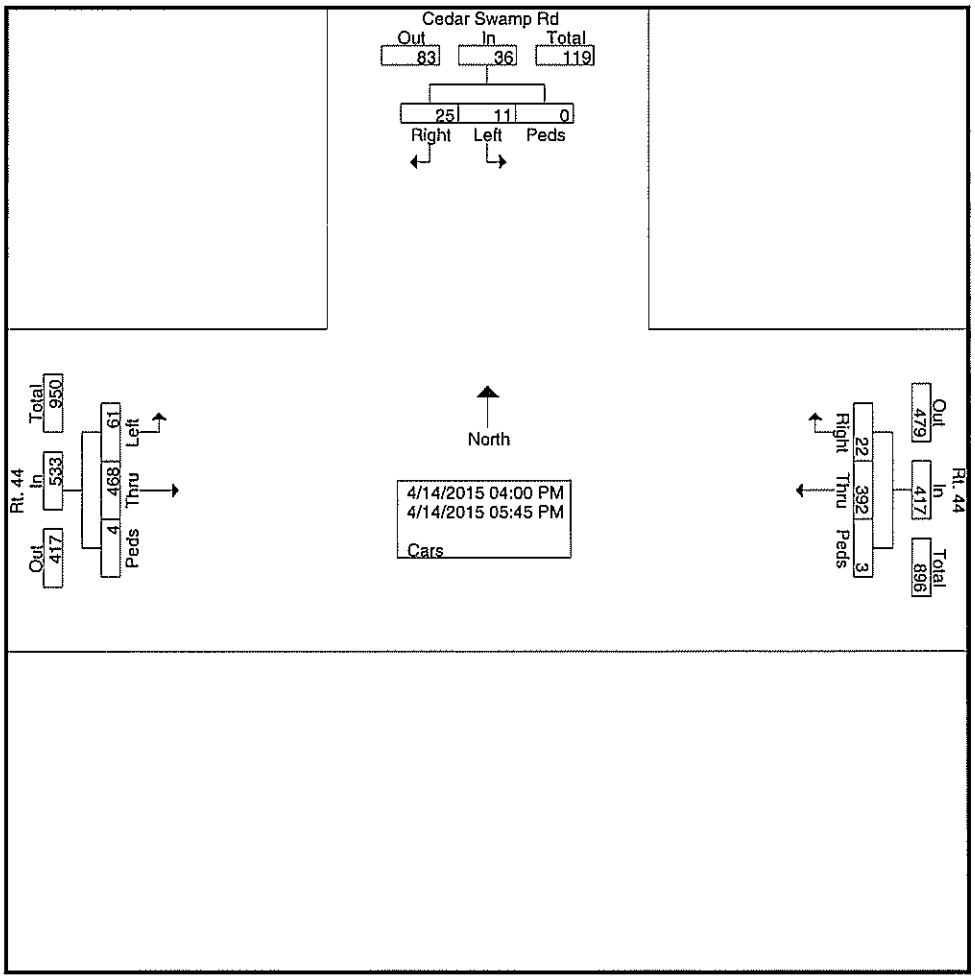
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-2624, C.B.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Cedar Swamp Rd

Groups Printed- Cars

	Cedar Swamp Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	2	0	5	3	39	0	42	52	6	0	58	105
04:15 PM	3	2	0	5	4	40	0	44	62	7	0	69	118
04:30 PM	5	0	0	5	3	55	0	58	44	8	1	53	116
04:45 PM	6	3	0	9	2	56	0	58	52	4	1	57	124
Total	17	7	0	24	12	190	0	202	210	25	2	237	463
05:00 PM	1	2	0	3	2	60	1	63	85	10	1	96	162
05:15 PM	3	0	0	3	2	49	1	52	45	11	1	57	112
05:30 PM	3	2	0	5	4	51	1	56	57	9	0	66	127
05:45 PM	1	0	0	1	2	42	0	44	71	6	0	77	122
Total	8	4	0	12	10	202	3	215	258	36	2	296	523
Grand Total	25	11	0	36	22	392	3	417	468	61	4	533	986
Apprch %	69.4	30.6	0		5.3	94	0.7		87.8	11.4	0.8		
Total %	2.5	1.1	0	3.7	2.2	39.8	0.3	42.3	47.5	6.2	0.4	54.1	



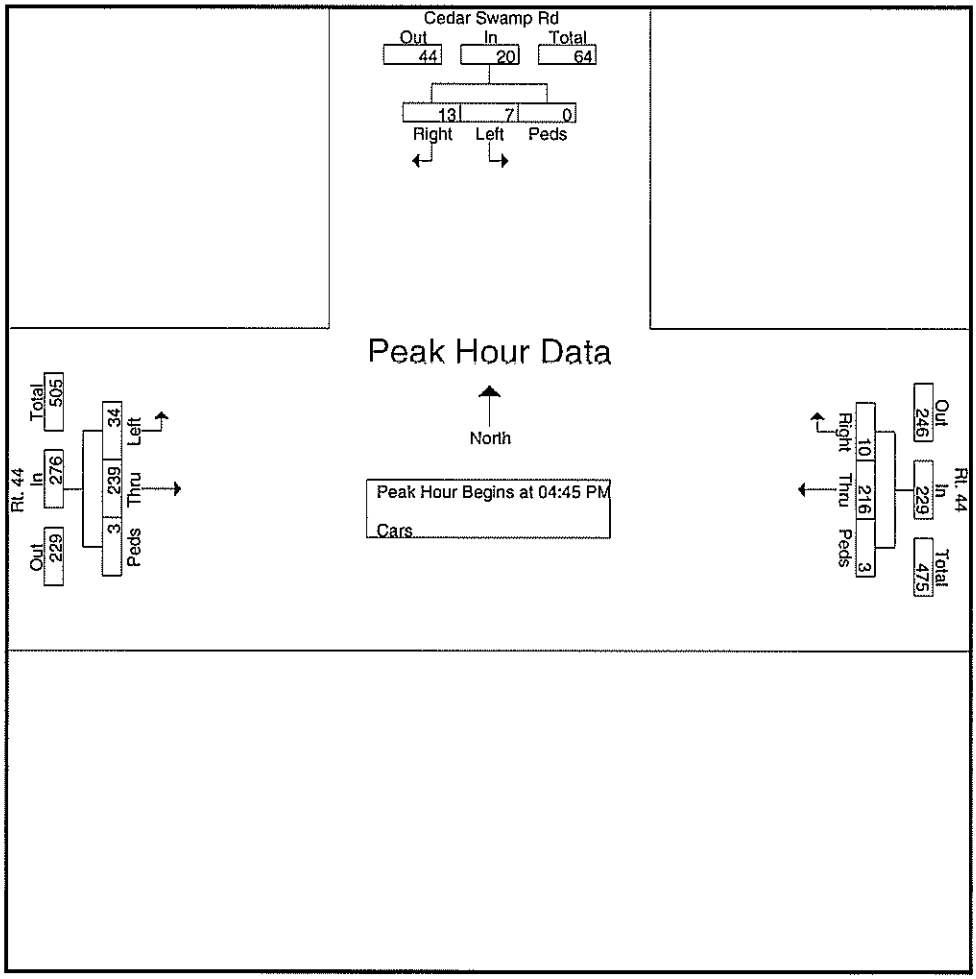
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-2624, C.B.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Cedar Swamp Rd

	Cedar Swamp Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	**6**	**3**	0	**9**	2	56	0	58	52	4	1	57	124
05:00 PM	1	2	0	3	2	**60**	**1**	**63**	**85**	10	1	**96**	**162**
05:15 PM	3	0	0	3	2	49	1	52	45	**11**	1	57	112
05:30 PM	3	2	0	5	**4**	51	1	56	57	9	0	66	127
Total Volume	13	7	0	20	10	216	3	229	239	34	3	276	525
% App. Total	65	35	0		4.4	94.3	1.3		86.6	12.3	1.1		
PHF	.542	.583	.000	.556	.625	.900	.750	.909	.703	.773	.750	.719	.810



RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-2624, C.B.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Cedar Swamp Rd

Groups Printed- Cars - Heavy Vehicles

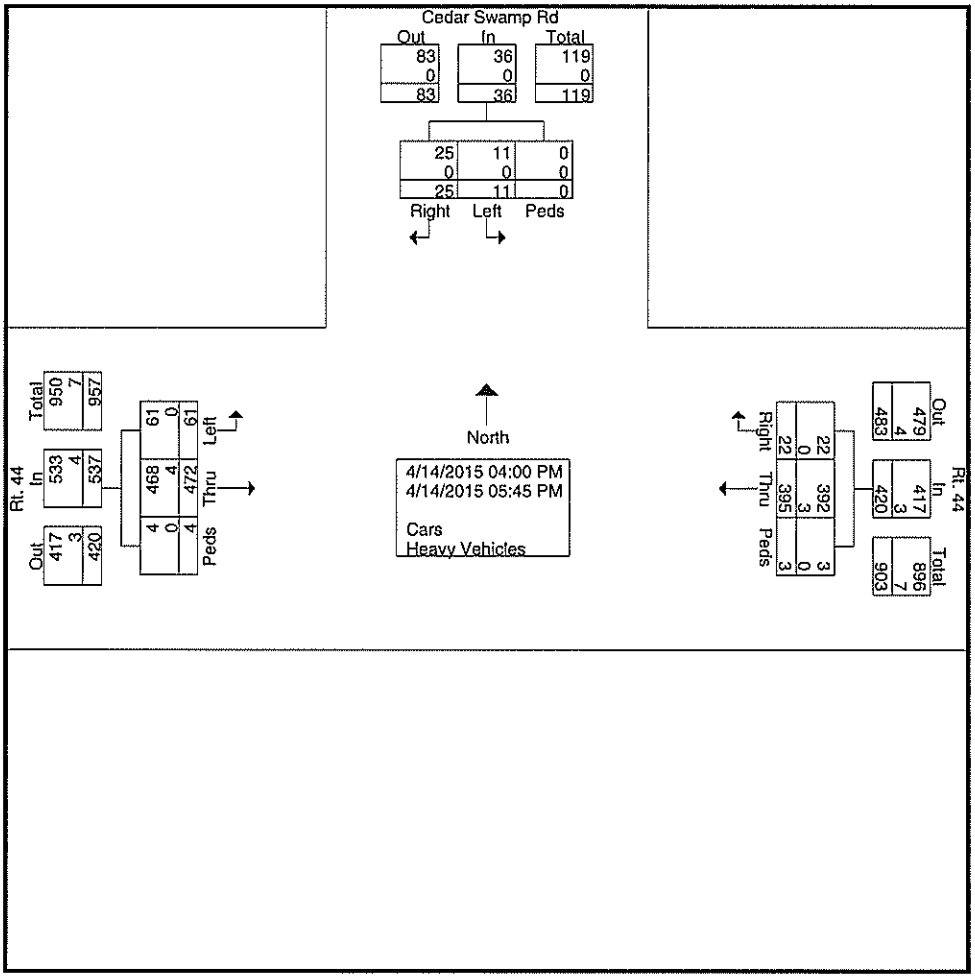
	Cedar Swamp Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	2	0	5	3	39	0	42	52	6	0	58	105
04:15 PM	3	2	0	5	4	42	0	46	62	7	0	69	120
04:30 PM	5	0	0	5	3	55	0	58	46	8	1	55	118
04:45 PM	6	3	0	9	2	56	0	58	53	4	1	58	125
Total	17	7	0	24	12	192	0	204	213	25	2	240	468
05:00 PM	1	2	0	3	2	60	1	63	85	10	1	96	162
05:15 PM	3	0	0	3	2	49	1	52	46	11	1	58	113
05:30 PM	3	2	0	5	4	51	1	56	57	9	0	66	127
05:45 PM	1	0	0	1	2	43	0	45	71	6	0	77	123
Total	8	4	0	12	10	203	3	216	259	36	2	297	525
Grand Total	25	11	0	36	22	395	3	420	472	61	4	537	993
Apprch %	69.4	30.6	0		5.2	94	0.7		87.9	11.4	0.7		
Total %	2.5	1.1	0	3.6	2.2	39.8	0.3	42.3	47.5	6.1	0.4	54.1	
Cars	25	11	0	36	22	392	3	417	468	61	4	533	986
% Cars	100	100	0	100	100	99.2	100	99.3	99.2	100	100	99.3	99.3
Heavy Vehicles	0	0	0	0	0	3	0	3	4	0	0	4	7
% Heavy Vehicles	0	0	0	0	0	0.8	0	0.7	0.8	0	0	0.7	0.7

RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-2624, C.B.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Cedar Swamp Rd



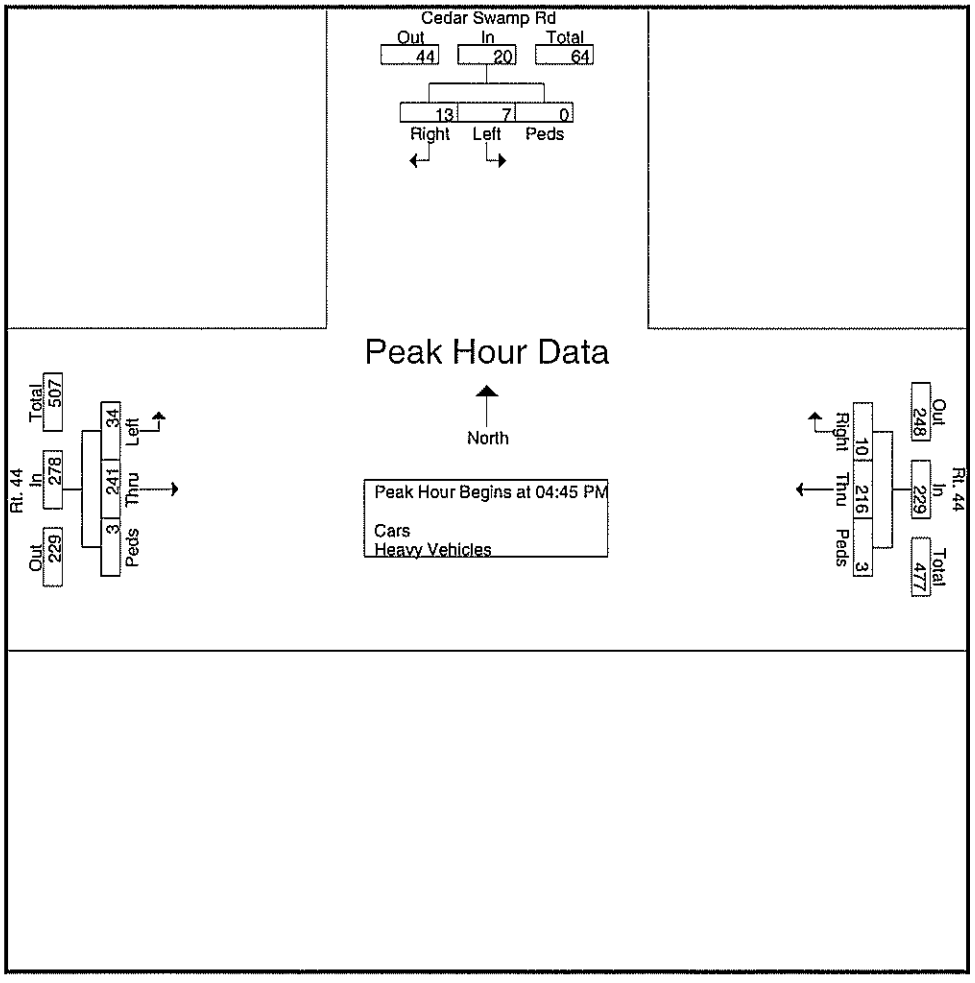
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-2624, C.B.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Cedar Swamp Rd

	Cedar Swamp Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	**6**	**3**	0	**9**	2	56	0	58	53	4	1	58	125
05:00 PM	1	2	0	3	2	**60**	**1**	**63**	**85**	10	1	**96**	**162**
05:15 PM	3	0	0	3	2	49	1	52	46	**11**	1	58	113
05:30 PM	3	2	0	5	**4**	51	1	56	57	9	0	66	127
Total Volume	13	7	0	20	10	216	3	229	241	34	3	278	527
% App. Total	65	35	0		4.4	94.3	1.3		86.7	12.2	1.1		
PHF	.542	.583	.000	.556	.625	.900	.750	.909	.709	.773	.750	.724	.813



RHS Consulting Design, LLC

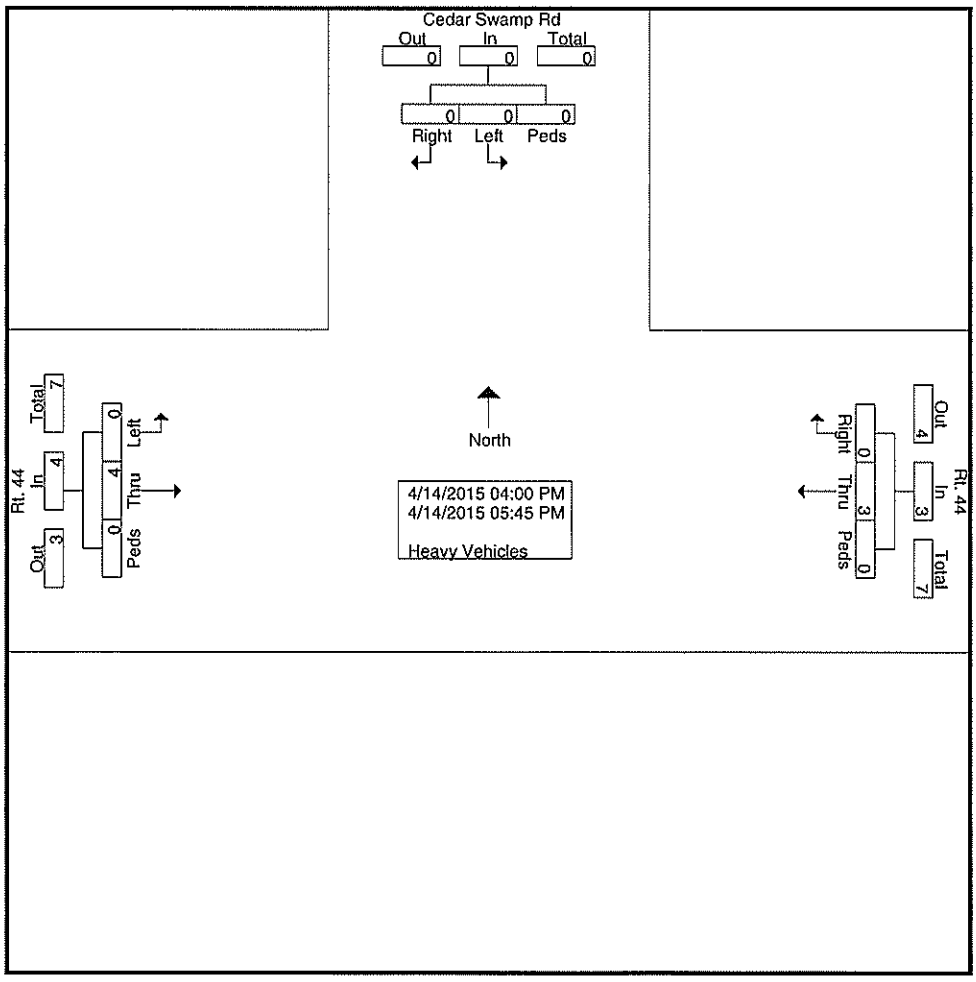
Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-2624, C.B.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Cedar Swamp Rd

Groups Printed- Heavy Vehicles

	Cedar Swamp Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	2	0	2	3	0	0	3	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	1	0	0	1	2
Grand Total	0	0	0	0	0	3	0	3	4	0	0	4	7
Apprch %	0	0	0		0	100	0		100	0	0		
Total %	0	0	0	0	0	42.9	0	42.9	57.1	0	0	57.1	



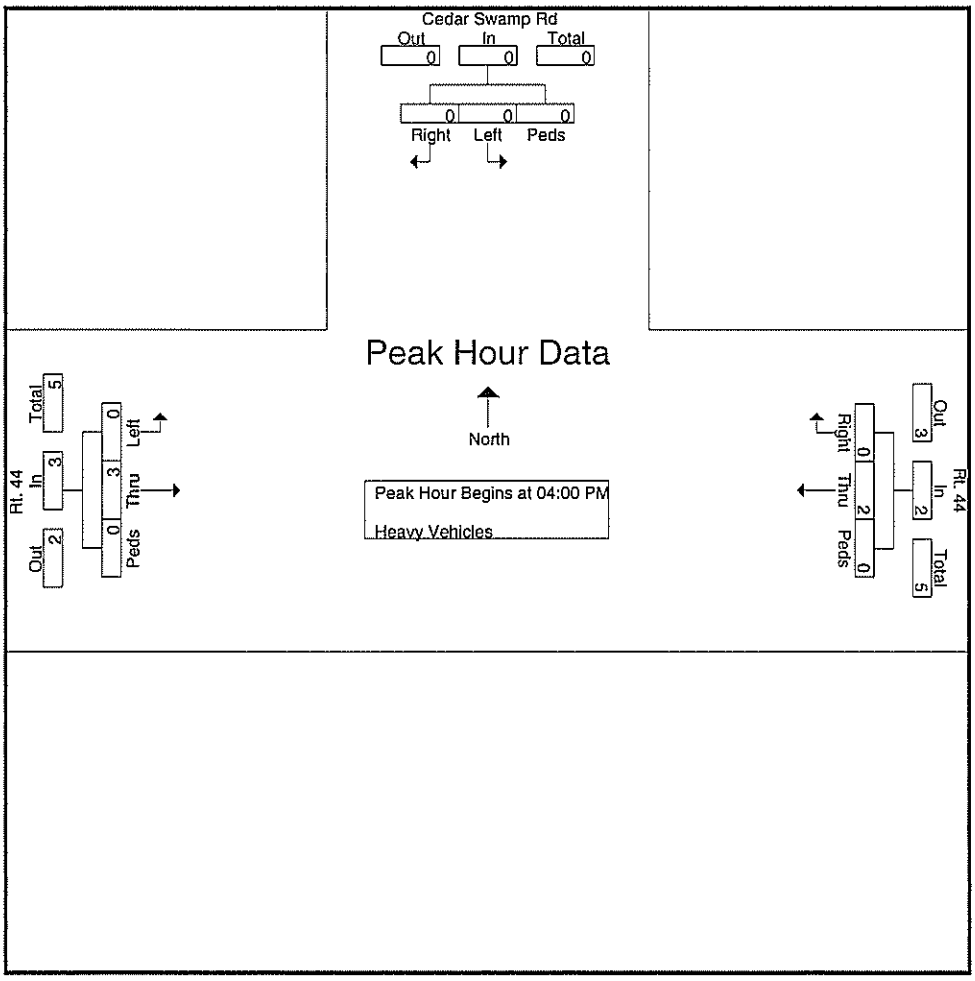
RHS Consulting Design, LLC

Engineers- Developers- Construction Managers

250 Wolcott Road
Wolcott, CT 06716
203-879-2065

Counter: TMC-2624, C.B.
Client: BETA Group Inc.
Job No.: 4923, UConn
Intersection: Rt. 44 at Cedar Swamp Rd

	Cedar Swamp Rd From North				Rt. 44 From East				Rt. 44 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
04:30 PM	0	0	0	0	0	0	0	0	**2**	0	0	**2**	2
04:45 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	1
Total Volume	0	0	0	0	0	2	0	2	3	0	0	3	5
% App. Total	0	0	0		0	100	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.375	.000	.000	.375	.625



Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 275 East of Dunham Pond Road
Mansfield, Connecticut

Site Code: 3585
Station ID:

Latitude: 0' 0.000 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
04/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	0	0	0	0	6	50	108	**54**	8	1	0	0	0	0	**227**	47	50
17:00	0	0	0	**1**	**13**	**59**	**111**	30	**11**	1	**1**	0	0	0	227	46	50
18:00	0	0	0	1	6	42	69	33	5	**4**	0	0	0	0	160	47	51
19:00	0	0	**1**	0	3	37	44	11	1	0	0	0	0	0	97	45	48
20:00	0	0	0	0	6	29	29	10	4	0	0	0	0	0	78	46	50
21:00	0	0	0	0	4	12	25	5	2	2	0	0	0	0	50	46	49
22:00	0	0	0	1	1	9	11	7	3	1	0	0	0	0	33	49	52
23:00	0	0	0	1	0	5	4	3	2	0	0	0	**1**	0	16	47	49
Total	0	0	1	4	39	243	401	153	36	9	1	0	1	0	888		
Percent	0.0%	0.0%	0.1%	0.5%	4.4%	27.4%	45.2%	17.2%	4.1%	1.0%	0.1%	0.0%	0.1%	0.0%			
AM Peak Vol.																	
PM Peak Vol.			19:00 1	17:00 1	17:00 13	17:00 59	17:00 111	16:00 54	17:00 11	18:00 4	17:00 1		23:00 1		16:00 227		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 275 East of Dunham Pond Road
Mansfield, Connecticut

Site Code: 3585
Station ID:

Latitude: 0' 0.000 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
04/22/15	0	0	0	0	1	4	1	3	0	0	0	0	0	0	9	46	47
01:00	0	0	0	0	0	3	4	0	2	0	0	0	0	0	9	42	43
02:00	0	0	0	0	0	1	0	2	0	**1**	0	0	0	0	4	*	*
03:00	0	0	0	0	0	1	1	2	1	0	**2**	0	0	0	7	*	*
04:00	0	0	0	0	1	2	4	1	0	0	0	0	0	0	8	44	44
05:00	0	0	0	0	1	16	17	11	2	1	0	0	0	0	48	47	49
06:00	0	0	**1**	**2**	**25**	61	89	31	10	0	0	0	0	0	219	46	50
07:00	0	0	0	0	14	101	**229**	81	7	1	0	0	0	0	**433**	46	49
08:00	0	0	0	2	17	**108**	168	**110**	**19**	0	0	0	0	0	424	47	50
09:00	0	0	1	1	6	39	97	56	11	0	0	0	0	0	211	48	50
10:00	0	0	0	2	9	44	84	40	6	1	0	0	0	0	186	47	50
11:00	0	0	1	0	3	33	76	23	10	1	0	0	0	0	147	47	51
12 PM	0	0	2	2	13	35	89	29	8	0	0	0	0	0	178	46	50
13:00	0	0	0	3	20	30	56	34	8	0	**1**	0	0	0	152	48	51
14:00	0	0	1	4	**30**	**52**	64	34	5	1	1	0	0	0	192	46	49
15:00	0	0	0	0	6	49	90	47	3	1	0	0	0	0	196	47	49
16:00	0	0	**5**	3	9	50	**119**	36	11	1	0	0	0	0	234	46	50
17:00	0	0	0	**8**	18	51	90	**57**	**14**	2	0	0	0	0	**240**	48	51
18:00	0	0	0	0	5	39	60	42	9	**3**	1	0	0	0	159	48	52
19:00	0	0	0	1	8	36	27	13	2	1	0	0	0	0	88	45	48
20:00	0	0	0	0	8	35	30	5	1	0	0	0	0	0	79	44	47
21:00	0	0	0	0	6	13	24	8	1	0	1	0	0	0	53	45	48
22:00	0	0	0	2	3	27	19	3	1	0	0	0	0	0	55	44	46
23:00	0	0	0	0	2	5	4	1	0	0	0	0	0	0	12	43	44
Total	0	0	11	30	205	835	1442	669	131	14	6	0	0	0	3343		
Percent	0.0%	0.0%	0.3%	0.9%	6.1%	25.0%	43.1%	20.0%	3.9%	0.4%	0.2%	0.0%	0.0%	0.0%			
AM Peak			06:00	06:00	06:00	08:00	07:00	08:00	08:00	02:00	03:00				07:00		
Vol.			1	2	25	108	229	110	19	1	2				433		
PM Peak			16:00	17:00	14:00	14:00	16:00	17:00	17:00	18:00	13:00				17:00		
Vol.			5	8	30	52	119	57	14	3	1				240		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 275 East of Dunham Pond Road
Mansfield, Connecticut

Site Code: 3585
Station ID:

Latitude: 0' 0.000 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
04/23/15	0	0	0	1	0	4	9	0	1	0	0	0	0	0	15	44	45
01:00	0	0	0	0	1	3	2	0	0	0	0	0	0	0	6	39	39
02:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	*	*
03:00	0	0	0	0	0	2	1	1	0	1	0	0	0	0	5	*	*
04:00	0	0	0	0	0	7	2	1	0	2	0	0	0	0	12	40	41
05:00	0	0	0	0	5	14	18	15	2	0	0	0	0	0	54	47	49
06:00	0	0	0	1	15	71	84	40	11	**3**	0	0	0	0	225	47	51
07:00	0	0	**3**	**14**	22	83	**179**	**102**	**16**	0	0	0	0	0	**419**	47	50
08:00	0	0	1	9	**23**	**106**	154	85	9	0	0	0	0	0	387	47	49
09:00	0	0	1	0	7	59	126	45	13	1	**1**	0	0	0	253	47	51
10:00	0	0	0	1	13	42	72	29	7	1	1	0	0	0	166	46	50
11:00	0	0	3	2	15	44	75	28	11	1	0	0	0	0	179	47	51
12 PM	0	0	**1**	0	10	49	53	35	4	0	0	0	0	0	152	47	49
13:00	0	0	0	1	14	43	57	**46**	**15**	**3**	0	0	0	0	179	49	53
14:00	0	0	0	0	10	29	74	38	9	0	0	**1**	0	0	161	47	51
15:00	0	0	1	**2**	13	50	99	37	5	1	0	0	0	0	208	46	49
16:00	0	0	0	1	11	**70**	**103**	40	8	0	0	0	0	0	**233**	46	50
17:00	0	0	0	1	13	60	97	38	7	0	0	0	0	0	216	46	50
18:00	0	0	0	1	10	36	67	38	7	0	**1**	0	0	0	160	47	50
19:00	0	0	0	0	**15**	35	50	13	3	0	0	0	0	0	116	45	48
20:00	0	0	0	1	6	32	27	10	4	0	0	0	0	0	80	46	50
21:00	0	0	0	0	6	21	13	15	1	0	0	0	0	0	56	47	49
22:00	0	0	0	0	0	19	22	7	0	0	0	0	0	0	48	45	48
23:00	0	0	0	1	3	7	17	2	0	0	0	0	0	0	30	44	45
Total	0	0	10	37	212	887	1401	665	133	13	3	1	0	0	3362		
Percent	0.0%	0.0%	0.3%	1.1%	6.3%	26.4%	41.7%	19.8%	4.0%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak			07:00	07:00	08:00	08:00	07:00	07:00	07:00	06:00	09:00				07:00		
Vol.			3	14	23	106	179	102	16	3	1				419		
PM Peak			12:00	15:00	19:00	16:00	16:00	13:00	13:00	13:00	18:00	14:00			16:00		
Vol.			1	2	15	70	103	46	15	3	1	1			233		

Connecticut Counts LLC
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Route 275 East of Dunham Pond Road
Mansfield, Connecticut

Site Code: 3585
Station ID:

Latitude: 0' 0.000 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
04/24/15	0	0	0	2	3	6	9	2	1	0	0	0	0	0	23	43	45
01:00	0	0	0	1	0	1	0	1	1	1	**1**	0	0	0	6	*	*
02:00	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4	*	*
03:00	0	0	0	0	1	1	1	1	0	1	0	0	0	0	5	*	*
04:00	0	0	0	0	0	3	5	1	0	0	0	0	0	0	9	44	45
05:00	0	0	0	0	2	9	18	11	6	**2**	0	0	0	0	48	50	54
06:00	0	0	**2**	**9**	16	41	107	42	4	2	0	0	0	0	223	46	49
07:00	0	0	0	0	19	97	**174**	68	**17**	1	0	0	0	0	**376**	47	50
08:00	0	0	1	0	**20**	**99**	167	**74**	10	1	0	0	0	0	372	47	50
09:00	0	0	0	1	14	40	102	53	8	0	1	0	0	0	219	47	50
10:00	0	0	1	1	18	54	77	39	4	2	0	0	0	0	196	46	50
11:00	0	0	0	0	10	24	87	28	8	1	0	0	0	0	158	47	50
12 PM	0	0	**2**	2	9	59	71	29	8	1	0	0	0	0	181	46	50
13:00	0	0	0	**3**	**15**	45	83	25	**11**	**2**	0	0	0	0	184	46	51
14:00	0	0	0	3	15	56	80	38	9	2	1	0	0	0	**204**	47	50
15:00	0	**1**	1	2	15	**69**	69	36	8	0	1	0	0	0	202	47	50
16:00	0	0	0	1	6	33	83	**52**	9	1	0	0	0	0	185	48	51
17:00	0	0	1	2	10	53	**85**	40	8	1	**2**	0	0	0	202	47	50
18:00	0	0	0	1	8	43	61	30	7	0	0	0	0	0	150	47	50
19:00	0	0	0	0	10	38	53	15	2	1	0	0	0	0	119	45	48
20:00	0	0	0	2	14	33	38	8	1	1	0	0	0	0	97	44	47
21:00	0	0	0	0	8	25	15	6	1	0	1	0	0	0	56	44	48
22:00	0	0	0	2	4	20	27	7	4	0	0	0	0	0	64	45	50
23:00	0	0	0	1	4	16	11	4	1	1	0	0	0	0	38	44	48
Total	0	1	8	33	221	865	1425	611	129	21	7	0	0	0	3321		
Percent	0.0%	0.0%	0.2%	1.0%	6.7%	26.0%	42.9%	18.4%	3.9%	0.6%	0.2%	0.0%	0.0%	0.0%			
AM Peak			06:00	06:00	08:00	08:00	07:00	08:00	07:00	05:00	01:00				07:00		
Vol.			2	9	20	99	174	74	17	2	1				376		
PM Peak		15:00	12:00	13:00	13:00	15:00	17:00	16:00	13:00	13:00	17:00				14:00		
Vol.		1	2	3	15	69	85	52	11	2	2				204		

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Latitude: 0' 0.000 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
04/25/15	0	0	0	0	5	9	9	1	1	0	0	0	0	0	25	43	45
01:00	0	0	0	0	4	6	10	3	0	0	0	0	0	0	23	44	46
02:00	0	0	0	0	0	2	2	1	3	0	0	0	0	0	8	52	52
03:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3	*	*
04:00	0	0	0	0	1	5	6	2	0	0	0	0	0	0	14	45	46
05:00	0	0	0	0	1	3	9	9	3	1	**1**	0	0	0	27	50	52
06:00	0	0	0	0	1	6	23	10	8	**3**	0	0	0	0	51	51	55
07:00	0	0	0	0	2	17	34	24	10	3	0	0	0	0	90	50	53
08:00	0	0	1	1	**12**	25	60	33	**12**	3	1	0	0	0	148	49	53
09:00	0	0	0	0	0	38	56	28	8	0	1	0	0	0	131	47	51
10:00	0	**1**	0	2	11	**47**	**63**	**38**	4	1	1	0	0	0	**168**	47	50
11:00	0	0	**2**	**3**	2	44	61	30	5	1	0	0	0	0	148	47	50
12 PM	0	0	0	0	10	43	79	24	8	2	0	0	0	0	166	46	50
13:00	0	0	0	1	2	27	70	26	9	2	0	0	0	0	137	48	52
14:00	0	0	0	0	6	29	**83**	42	11	**3**	**1**	0	0	0	**175**	48	52
15:00	0	0	0	**2**	8	29	50	**47**	**14**	0	1	0	0	0	151	49	52
16:00	0	0	0	1	4	**44**	58	18	7	0	0	0	0	0	132	46	50
17:00	0	0	0	1	6	43	41	23	3	0	1	0	0	0	118	46	49
18:00	0	0	0	0	5	29	55	32	3	2	0	0	0	0	126	47	50
19:00	0	0	0	1	**14**	42	28	13	1	0	0	**1**	0	0	100	45	48
20:00	0	0	0	0	6	35	34	13	2	0	0	0	0	0	90	45	48
21:00	0	0	0	0	9	27	23	10	1	1	0	0	0	0	71	45	48
22:00	0	0	0	1	4	19	15	8	2	1	0	0	0	0	50	46	49
23:00	0	0	0	0	7	12	18	9	1	0	0	0	0	0	47	46	49
Total	0	1	3	13	121	582	887	445	116	23	7	1	0	0	2199		
Percent	0.0%	0.0%	0.1%	0.6%	5.5%	26.5%	40.3%	20.2%	5.3%	1.0%	0.3%	0.0%	0.0%	0.0%			
AM Peak		10:00	11:00	11:00	08:00	10:00	10:00	10:00	08:00	06:00	05:00				10:00		
Vol.		1	2	3	12	47	63	38	12	3	1				168		
PM Peak				15:00	19:00	16:00	14:00	15:00	15:00	14:00	14:00	19:00			14:00		
Vol.				2	14	44	83	47	14	3	1	1			175		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 275 East of Dunham Pond Road
Mansfield, Connecticut

Site Code: 3585
Station ID:

Latitude: 0' 0.000 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
04/26/15	0	0	0	**2**	3	13	8	7	3	0	0	0	0	0	36	47	51
01:00	0	0	0	0	3	5	10	2	0	0	0	0	0	0	20	44	46
02:00	0	0	0	1	2	4	3	4	2	0	0	0	0	0	16	48	50
03:00	0	**1**	0	0	0	0	0	0	0	1	0	0	0	0	2	*	*
04:00	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5	*	*
05:00	0	0	0	0	0	6	4	4	3	0	0	0	0	0	17	50	52
06:00	0	0	0	0	0	5	10	7	4	1	0	0	0	0	27	50	53
07:00	0	0	0	0	2	12	13	11	**5**	**2**	0	0	0	0	45	50	54
08:00	0	0	0	0	7	13	23	8	3	1	0	0	0	0	55	46	51
09:00	0	0	0	1	**9**	28	39	14	1	0	0	0	0	0	92	45	48
10:00	0	0	0	2	6	32	66	21	5	1	0	0	0	0	133	46	50
11:00	0	0	0	0	9	**46**	**67**	**23**	4	0	0	0	0	0	**149**	46	49
12 PM	0	0	0	0	7	**62**	66	30	1	0	**1**	0	0	0	**167**	46	48
13:00	0	0	0	**2**	13	54	63	24	10	0	0	0	0	0	166	47	51
14:00	0	0	**1**	1	**14**	45	**71**	20	4	1	1	0	0	0	158	45	49
15:00	0	0	0	0	5	29	51	30	**11**	2	1	0	0	0	129	48	52
16:00	0	0	0	1	13	29	63	**38**	3	2	0	0	0	0	149	47	50
17:00	0	0	0	1	12	50	52	11	4	1	0	0	0	0	131	45	49
18:00	0	0	0	1	2	48	51	15	4	1	0	0	0	0	122	46	50
19:00	0	0	0	0	8	26	43	16	5	1	0	0	0	0	99	47	51
20:00	0	0	0	1	8	20	38	19	4	**3**	0	0	0	0	93	48	53
21:00	0	0	0	2	8	8	25	4	3	0	0	0	0	0	50	46	50
22:00	0	0	1	0	3	14	17	12	2	0	0	0	0	0	49	47	49
23:00	0	0	0	0	1	3	5	6	1	0	0	0	0	0	16	48	50
Total	0	1	2	15	135	554	790	327	82	17	3	0	0	0	1926		
Percent	0.0%	0.1%	0.1%	0.8%	7.0%	28.8%	41.0%	17.0%	4.3%	0.9%	0.2%	0.0%	0.0%	0.0%			
AM Peak		03:00		00:00	09:00	11:00	11:00	11:00	07:00	07:00					11:00		
Vol.		1		2	9	46	67	23	5	2					149		
PM Peak			14:00	13:00	14:00	12:00	14:00	16:00	15:00	20:00	12:00				12:00		
Vol.			1	2	14	62	71	38	11	3	1				167		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 275 East of Dunham Pond Road
Mansfield, Connecticut

Site Code: 3585
Station ID:

Latitude: 0' 0.000 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
04/27/15	0	0	0	0	0	2	1	3	1	0	0	0	0	0	7	48	48
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	*	*
02:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	*	*
03:00	0	0	0	0	0	1	2	1	1	0	0	**1**	0	0	6	*	*
04:00	0	0	0	0	0	1	5	3	0	0	0	0	0	0	9	46	47
05:00	0	0	0	0	3	12	23	7	3	2	0	0	0	0	50	47	52
06:00	0	0	0	0	13	57	90	39	8	**3**	0	0	0	0	210	47	50
07:00	0	0	0	6	22	108	190	**81**	9	0	0	0	0	0	416	46	49
08:00	0	0	**1**	1	**27**	**112**	**210**	64	**16**	2	0	0	0	0	**433**	46	50
09:00	0	0	0	0	15	38	93	57	9	0	**1**	0	0	0	213	48	50
10:00	0	0	0	1	9	45	74	30	6	2	0	0	0	**1**	168	47	50
11:00	0	0	0	**8**	20	30	67	26	4	0	0	0	0	0	155	46	49
12 PM	0	0	0	1	14	41	51	24	5	0	0	0	0	0	136	46	50
13:00	0	0	0	**4**	**25**	45	67	30	2	0	0	0	0	0	173	46	49
14:00	**1**	0	**1**	2	12	64	68	27	5	1	0	0	0	0	181	46	50
15:00	0	0	0	1	14	68	82	26	3	0	0	0	0	0	194	45	48
16:00	0	0	1	3	11	**73**	**101**	**41**	**13**	**2**	0	0	0	0	**245**	47	51
17:00	0	**1**	0	1	7	54	100	39	8	2	0	0	0	0	212	47	50
18:00	0	0	0	0	5	45	65	27	4	1	0	0	0	0	147	46	50
19:00	0	0	1	1	10	28	32	14	5	1	0	0	0	0	92	47	51
20:00	0	0	0	1	7	26	23	14	6	0	0	0	0	0	77	47	51
21:00	0	0	0	0	5	17	15	5	4	0	0	0	0	0	46	47	51
22:00	0	0	0	0	1	8	11	7	2	1	0	0	0	0	30	47	50
23:00	0	0	0	0	1	4	2	1	1	0	0	0	0	0	9	40	40
Total	1	1	4	30	221	879	1373	568	115	17	1	1	0	1	3212		
Percent	0.0%	0.0%	0.1%	0.9%	6.9%	27.4%	42.7%	17.7%	3.6%	0.5%	0.0%	0.0%	0.0%	0.0%			
AM Peak			08:00	11:00	08:00	08:00	08:00	07:00	08:00	06:00	09:00	03:00		10:00	08:00		
Vol.			1	8	27	112	210	81	16	3	1	1		1	433		
PM Peak	14:00	17:00	14:00	13:00	13:00	16:00	16:00	16:00	16:00	16:00					16:00		
Vol.	1	1	1	4	25	73	101	41	13	2					245		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 275 East of Dunham Pond Road
Mansfield, Connecticut

Site Code: 3585
Station ID:

Latitude: 0' 0.000 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
04/28/15	0	0	0	0	1	1	4	0	0	0	0	0	0	0	6	43	43
01:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	*	*
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	*	*
03:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4	*	*
04:00	0	0	0	0	0	3	2	1	0	1	1	0	0	0	8	39	39
05:00	0	0	0	0	4	12	21	6	3	2	**2**	0	0	0	50	48	52
06:00	0	0	0	**5**	19	51	83	43	6	0	0	0	0	0	207	47	49
07:00	0	0	0	5	**36**	118	178	68	13	0	0	0	0	0	418	46	50
08:00	0	0	**1**	2	23	**125**	**190**	**75**	**18**	1	0	0	0	0	**435**	46	50
09:00	0	0	0	2	5	37	95	48	12	**3**	0	0	0	0	202	48	51
10:00	0	0	0	0	9	65	64	42	9	0	0	0	0	0	189	47	50
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	1	15	98	414	639	284	61	8	3	0	0	0	1523		
Percent	0.0%	0.0%	0.1%	1.0%	6.4%	27.2%	42.0%	18.6%	4.0%	0.5%	0.2%	0.0%	0.0%	0.0%			
AM Peak			08:00	06:00	07:00	08:00	08:00	08:00	08:00	09:00	05:00				08:00		
Vol.			1	5	36	125	190	75	18	3	2				435		
PM Peak																	
Vol.																	
Total	1	4	40	177	1252	5259	8358	3722	803	122	31	3	1	1	19774		
Percent	0.0%	0.0%	0.2%	0.9%	6.3%	26.6%	42.3%	18.8%	4.1%	0.6%	0.2%	0.0%	0.0%	0.0%			

	15th Percentile :	36 MPH
	50th Percentile :	41 MPH
	85th Percentile :	47 MPH
	95th Percentile :	50 MPH
Stats	10 MPH Pace Speed :	38-47 MPH
	Number in Pace :	13001
	Percent in Pace :	65.8%
	Number of Vehicles > 40 MPH :	12666
	Percent of Vehicles > 40 MPH :	64.1%
	Mean Speed(Average) :	42 MPH

Connecticut Counts LLC
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Kensington, Connecticut 06037
_(860) 828-1693_

Route 275 East of Dunham Pond Road
Mansfield, Connecticut

Site Code: 3585
Station ID:

Latitude: 0' 0.000 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
04/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	0	0	0	6	**24**	**128**	**218**	**93**	14	0	0	0	0	0	**483**	46	49
17:00	0	0	**1**	5	11	61	134	93	**19**	**6**	0	0	0	0	330	48	52
18:00	0	**1**	0	0	6	33	99	56	17	3	**1**	0	0	0	216	49	52
19:00	0	0	1	**7**	11	59	84	27	4	2	0	0	0	0	195	46	49
20:00	0	0	0	2	6	54	48	19	3	0	0	0	0	0	132	45	49
21:00	0	0	0	1	9	25	25	14	1	0	0	0	0	0	75	46	49
22:00	0	0	0	1	5	13	23	6	1	1	0	**1**	0	0	51	45	48
23:00	0	0	0	1	5	11	13	7	3	2	1	0	0	0	43	49	53
Total	0	1	2	23	77	384	644	315	62	14	2	1	0	0	1525		
Percent	0.0%	0.1%	0.1%	1.5%	5.0%	25.2%	42.2%	20.7%	4.1%	0.9%	0.1%	0.1%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.		18:00 1	17:00 1	19:00 7	16:00 24	16:00 128	16:00 218	16:00 93	17:00 19	17:00 6	18:00 1	22:00 1			16:00 483		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 275 East of Dunham Pond Road
Mansfield, Connecticut

Site Code: 3585
Station ID:

Latitude: 0' 0.000 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
04/22/15	0	0	0	0	2	4	10	5	1	1	0	0	0	0	23	47	49
01:00	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5	*	*
02:00	0	0	0	0	1	2	1	2	2	0	0	0	0	0	8	*	*
03:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	*	*
04:00	0	0	0	0	0	4	1	1	0	0	0	0	0	0	6	39	39
05:00	0	0	0	0	0	4	17	6	1	0	0	0	0	0	28	46	49
06:00	0	**1**	0	**4**	7	17	33	30	6	1	0	0	0	0	99	48	51
07:00	0	0	0	1	**13**	25	53	**44**	**15**	0	0	0	0	0	151	49	52
08:00	0	0	0	0	4	32	48	22	8	0	0	0	0	0	114	48	51
09:00	0	0	0	2	10	18	28	21	10	**3**	0	0	0	0	92	49	53
10:00	0	0	**1**	0	3	**38**	59	29	1	0	0	0	0	0	131	46	49
11:00	0	0	0	1	8	37	**70**	42	11	1	**1**	0	0	0	**171**	48	51
12 PM	0	0	0	0	5	42	76	55	10	2	0	0	0	0	190	48	51
13:00	0	0	0	3	13	38	66	45	12	0	0	0	0	0	177	48	51
14:00	**5**	**4**	**10**	**11**	9	84	124	64	10	1	0	0	0	0	322	46	50
15:00	0	0	0	3	6	76	148	91	**22**	**4**	0	**1**	0	0	351	48	51
16:00	0	0	0	0	11	**92**	**208**	**102**	15	0	0	0	0	0	**428**	47	50
17:00	0	0	0	2	17	91	136	73	14	1	**2**	0	0	0	336	47	50
18:00	0	0	0	0	7	41	95	52	18	0	1	0	0	0	214	48	52
19:00	0	0	0	1	14	56	59	29	3	2	0	0	0	0	164	46	49
20:00	0	0	0	6	**24**	44	37	19	3	0	0	0	0	0	133	45	49
21:00	0	0	0	1	12	30	26	7	8	1	0	0	0	0	85	46	52
22:00	0	0	0	1	6	20	23	6	1	1	0	0	0	0	58	45	48
23:00	0	0	0	0	5	13	9	2	0	0	0	0	0	0	29	43	45
Total	5	5	11	36	178	809	1331	749	171	18	4	1	0	0	3318		
Percent	0.2%	0.2%	0.3%	1.1%	5.4%	24.4%	40.1%	22.6%	5.2%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak		06:00	10:00	06:00	07:00	10:00	11:00	07:00	07:00	09:00	11:00				11:00		
Vol.		1	1	4	13	38	70	44	15	3	1				171		
PM Peak	14:00	14:00	14:00	14:00	20:00	16:00	16:00	16:00	15:00	15:00	17:00	15:00			16:00		
Vol.	5	4	10	11	24	92	208	102	22	4	2	1			428		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 275 East of Dunham Pond Road
Mansfield, Connecticut

Site Code: 3585
Station ID:

Latitude: 0' 0.000 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
04/23/15	0	0	0	0	1	5	5	3	2	0	0	0	0	0	16	47	49
01:00	0	0	0	0	1	2	3	0	1	0	0	0	0	0	7	42	42
02:00	0	0	0	1	1	4	5	0	0	0	0	0	0	0	11	43	44
03:00	0	0	0	0	0	2	1	0	1	0	0	0	0	0	4	*	*
04:00	0	0	0	0	0	2	4	1	0	0	0	0	0	0	7	44	44
05:00	0	0	0	1	0	5	9	6	3	0	0	0	0	0	24	49	51
06:00	**1**	**2**	2	**4**	6	19	38	34	7	**4**	0	0	0	0	117	49	53
07:00	0	0	0	0	5	22	45	**48**	**18**	0	0	0	0	0	138	50	53
08:00	0	0	0	1	2	15	51	25	7	1	**1**	0	0	0	103	48	51
09:00	0	0	0	1	**7**	18	54	21	4	1	0	0	0	0	106	47	50
10:00	0	0	**3**	4	4	**40**	40	25	5	2	0	0	0	0	123	47	51
11:00	0	0	0	1	2	36	**60**	34	7	2	0	0	0	0	**142**	48	51
12 PM	0	0	0	0	13	55	67	28	12	0	0	0	0	0	175	47	51
13:00	0	0	0	1	10	53	81	53	16	1	0	0	0	0	215	48	51
14:00	**1**	**3**	**2**	**7**	8	45	102	63	18	3	**1**	0	0	0	253	48	52
15:00	0	0	0	0	12	74	157	78	16	1	0	0	0	0	338	47	50
16:00	0	0	2	0	12	**101**	**177**	**86**	**22**	1	0	0	0	0	**401**	47	51
17:00	0	0	1	1	19	92	149	70	14	**4**	0	0	0	0	350	47	50
18:00	0	0	0	1	11	50	101	54	12	4	1	0	**1**	0	235	48	51
19:00	0	0	0	0	20	58	66	30	2	1	0	0	0	0	177	46	49
20:00	0	0	0	3	**22**	46	48	18	5	1	1	0	0	0	144	46	50
21:00	0	0	0	3	16	45	31	6	3	0	0	0	0	0	104	43	47
22:00	0	0	0	2	9	21	25	10	3	2	0	0	0	0	72	46	51
23:00	0	0	0	0	10	13	17	1	1	0	0	0	0	0	42	43	45
Total	2	5	10	31	191	823	1336	694	179	28	4	0	1	0	3304		
Percent	0.1%	0.2%	0.3%	0.9%	5.8%	24.9%	40.4%	21.0%	5.4%	0.8%	0.1%	0.0%	0.0%	0.0%			
AM Peak	06:00	06:00	10:00	06:00	09:00	10:00	11:00	07:00	07:00	06:00	08:00				11:00		
Vol.	1	2	3	4	7	40	60	48	18	4	1				142		
PM Peak	14:00	14:00	14:00	14:00	20:00	16:00	16:00	16:00	16:00	17:00	14:00		18:00		16:00		
Vol.	1	3	2	7	22	101	177	86	22	4	1		1		401		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 275 East of Dunham Pond Road
Mansfield, Connecticut

Site Code: 3585
Station ID:

Latitude: 0' 0.000 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
04/24/15	0	0	0	0	0	4	9	3	2	0	0	0	0	0	18	47	49
01:00	0	0	0	0	3	2	4	0	2	0	0	0	0	0	11	42	43
02:00	0	0	0	1	0	5	2	3	1	0	0	0	0	0	12	47	48
03:00	0	0	0	0	0	2	0	2	0	0	0	0	0	0	4	*	*
04:00	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4	47	47
05:00	0	0	0	0	1	2	9	12	2	0	0	0	0	0	26	49	50
06:00	0	**2**	**1**	2	**9**	16	41	24	9	0	0	0	0	0	104	48	52
07:00	0	0	0	0	2	30	49	**50**	13	1	0	0	0	0	145	49	52
08:00	0	0	0	1	6	24	58	29	**14**	1	0	0	0	0	133	49	52
09:00	0	0	0	**4**	7	30	61	17	6	2	0	0	0	0	127	46	51
10:00	0	0	0	1	5	**45**	49	28	6	1	0	0	0	0	135	47	50
11:00	0	0	1	0	8	42	**95**	47	13	**3**	0	0	0	0	**209**	48	51
12 PM	0	0	0	3	22	52	93	48	5	1	0	0	0	0	224	47	49
13:00	0	0	**1**	3	14	62	63	50	10	3	0	0	0	0	206	48	51
14:00	0	**2**	1	**8**	**34**	97	137	60	12	0	0	0	0	0	351	46	49
15:00	0	0	0	2	25	**120**	160	65	**18**	**5**	0	0	0	0	**395**	47	51
16:00	0	0	0	1	11	95	**188**	**87**	10	0	0	0	0	0	392	47	49
17:00	0	1	0	1	12	62	128	51	15	2	0	0	0	0	272	47	50
18:00	0	0	0	1	14	46	81	44	7	2	0	0	0	0	195	47	50
19:00	0	0	0	1	15	29	56	16	4	1	0	0	0	0	122	46	49
20:00	0	0	0	4	24	52	23	7	1	0	0	0	0	0	111	42	46
21:00	0	0	0	0	14	32	23	5	1	1	**1**	0	0	0	77	43	47
22:00	0	0	0	1	10	15	25	13	3	0	0	0	0	0	67	46	49
23:00	0	0	0	2	8	18	8	3	0	0	0	0	0	0	39	42	46
Total	0	5	4	36	244	882	1363	667	154	23	1	0	0	0	3379		
Percent	0.0%	0.1%	0.1%	1.1%	7.2%	26.1%	40.3%	19.7%	4.6%	0.7%	0.0%	0.0%	0.0%	0.0%			
AM Peak		06:00	06:00	09:00	06:00	10:00	11:00	07:00	08:00	11:00					11:00		
Vol.		2	1	4	9	45	95	50	14	3					209		
PM Peak		14:00	13:00	14:00	14:00	15:00	16:00	16:00	15:00	15:00	21:00				15:00		
Vol.		2	1	8	34	120	188	87	18	5	1				395		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 275 East of Dunham Pond Road
Mansfield, Connecticut

Site Code: 3585
Station ID:

Latitude: 0' 0.000 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
04/25/15	0	0	0	0	5	10	7	1	1	0	0	0	0	0	24	42	44
01:00	0	0	0	0	3	4	4	2	0	0	**1**	0	0	0	14	43	45
02:00	0	0	0	0	1	2	4	1	0	0	0	0	0	0	8	44	44
03:00	0	0	0	1	1	1	2	0	1	0	0	0	0	0	6	*	*
04:00	0	0	0	0	1	2	0	3	0	1	0	0	0	0	7	47	47
05:00	0	0	0	0	1	5	4	2	0	0	0	0	0	0	12	44	45
06:00	0	0	0	0	2	3	13	7	3	0	0	0	0	0	28	49	51
07:00	0	0	0	0	1	9	23	23	4	**2**	0	0	0	0	62	49	52
08:00	0	0	**1**	**2**	4	18	28	23	**11**	2	1	0	0	0	90	50	53
09:00	0	0	0	0	**6**	25	46	**29**	3	0	1	0	0	0	110	47	50
10:00	0	0	0	1	6	32	66	29	8	0	1	0	0	0	143	47	51
11:00	0	0	0	1	6	**35**	**89**	25	7	0	0	0	0	0	**163**	46	50
12 PM	0	0	0	1	2	21	63	36	**10**	1	**2**	0	0	0	136	48	52
13:00	0	0	0	0	5	31	**85**	39	5	**2**	1	0	0	0	168	47	50
14:00	0	0	0	0	**15**	36	75	39	6	2	0	0	0	0	**173**	47	50
15:00	0	0	0	1	4	**41**	67	40	8	0	0	0	0	0	161	48	51
16:00	0	0	0	1	5	26	79	**41**	9	2	0	0	0	0	163	48	51
17:00	0	0	**1**	**5**	4	41	77	35	5	0	0	0	0	0	168	47	49
18:00	0	0	0	2	2	30	49	33	9	1	0	0	0	0	126	48	51
19:00	0	0	0	1	3	29	48	15	9	0	0	0	0	0	105	47	51
20:00	0	0	0	1	13	28	28	5	4	0	1	**1**	0	0	81	44	49
21:00	0	0	0	0	7	35	18	19	0	0	0	0	0	0	79	46	49
22:00	0	0	0	1	10	23	13	4	2	1	0	0	0	0	54	44	48
23:00	0	0	0	2	5	9	9	1	2	0	0	0	0	0	28	43	45
Total	0	0	2	20	112	496	897	452	107	14	8	1	0	0	2109		
Percent	0.0%	0.0%	0.1%	0.9%	5.3%	23.5%	42.5%	21.4%	5.1%	0.7%	0.4%	0.0%	0.0%	0.0%			
AM Peak			08:00	08:00	09:00	11:00	11:00	09:00	08:00	07:00	01:00				11:00		
Vol.			1	2	6	35	89	29	11	2	1				163		
PM Peak			17:00	17:00	14:00	15:00	13:00	16:00	12:00	13:00	12:00	20:00			14:00		
Vol.			1	5	15	41	85	41	10	2	2	1			173		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 275 East of Dunham Pond Road
Mansfield, Connecticut

Site Code: 3585
Station ID:

Latitude: 0' 0.000 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
04/26/15	0	0	0	0	**8**	16	14	1	2	0	0	0	0	0	41	43	45
01:00	0	0	0	**1**	1	5	8	3	0	0	0	0	0	0	18	45	47
02:00	0	0	0	0	1	2	5	1	1	0	**1**	0	0	0	11	44	45
03:00	0	0	0	0	2	1	1	1	0	0	0	0	0	0	5	*	*
04:00	0	0	0	0	1	0	1	2	0	0	0	0	0	0	4	*	*
05:00	0	0	0	0	0	1	2	3	1	**1**	0	0	0	0	8	48	48
06:00	0	0	0	0	0	3	6	7	1	0	0	0	0	0	17	48	50
07:00	0	0	0	0	0	3	8	6	4	1	0	0	0	0	22	52	54
08:00	0	0	0	1	4	14	27	11	6	1	0	0	0	0	64	48	52
09:00	0	0	0	0	1	**29**	51	17	8	0	0	0	0	0	106	47	51
10:00	0	0	0	0	1	21	44	**27**	3	0	1	0	0	0	97	47	50
11:00	0	0	0	0	4	28	**52**	26	**11**	0	0	0	0	0	**121**	48	52
12 PM	0	0	0	1	8	**44**	58	**34**	8	0	0	0	0	0	**153**	47	51
13:00	0	0	0	**2**	8	31	64	33	8	0	0	0	**1**	0	147	48	51
14:00	0	0	0	2	5	35	59	27	12	3	0	0	0	0	143	48	52
15:00	0	0	0	0	3	29	54	24	**16**	1	**1**	0	0	0	128	49	53
16:00	0	0	0	1	4	34	**67**	29	15	0	0	0	0	0	150	48	52
17:00	0	0	0	2	6	31	47	17	8	**4**	1	0	0	0	116	48	54
18:00	0	0	0	0	5	23	60	17	6	1	0	0	0	0	112	47	51
19:00	**1**	0	0	0	8	17	43	19	6	2	0	0	0	0	96	48	52
20:00	0	0	0	2	**20**	29	23	12	4	4	0	0	0	0	94	47	54
21:00	0	0	0	1	3	19	25	11	1	0	0	0	0	0	60	46	49
22:00	0	0	0	0	1	14	12	13	2	0	0	0	0	0	42	47	49
23:00	0	0	0	0	2	4	15	3	2	0	0	0	0	0	26	46	48
Total	1	0	0	13	96	433	746	344	125	18	4	0	1	0	1781		
Percent	0.1%	0.0%	0.0%	0.7%	5.4%	24.3%	41.9%	19.3%	7.0%	1.0%	0.2%	0.0%	0.1%	0.0%			
AM Peak				01:00	00:00	09:00	11:00	10:00	11:00	05:00	02:00				11:00		
Vol.				1	8	29	52	27	11	1	1				121		
PM Peak	19:00			13:00	20:00	12:00	16:00	12:00	15:00	17:00	15:00		13:00		12:00		
Vol.	1			2	20	44	67	34	16	4	1		1		153		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 275 East of Dunham Pond Road
Mansfield, Connecticut

Site Code: 3585
Station ID:

Latitude: 0' 0.000 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
04/27/15	0	0	0	0	0	6	5	1	2	0	0	0	0	0	14	44	45
01:00	0	0	**1**	0	0	3	0	0	0	0	0	0	0	0	4	37	37
02:00	0	0	0	0	1	2	3	2	0	0	0	0	0	0	8	44	44
03:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	*	*
04:00	0	0	0	1	1	1	7	0	0	0	0	0	0	0	10	44	45
05:00	0	0	0	0	2	4	7	6	0	0	0	0	0	0	19	47	49
06:00	**5**	**2**	1	**5**	5	18	41	23	6	1	**1**	0	0	0	108	47	51
07:00	0	0	0	1	4	18	64	**45**	**23**	1	1	0	0	0	157	50	53
08:00	0	0	0	0	4	17	40	27	12	**4**	1	0	0	0	105	50	54
09:00	0	0	0	2	7	24	44	27	7	1	0	0	0	0	112	48	51
10:00	0	0	0	0	6	32	51	27	6	3	0	0	0	0	125	48	51
11:00	0	0	0	1	**9**	**43**	**70**	28	9	0	0	**1**	0	0	**161**	47	50
12 PM	0	0	0	1	10	39	55	39	12	3	0	0	0	0	159	48	52
13:00	2	1	1	1	8	42	79	40	12	0	0	0	0	0	186	48	51
14:00	**4**	**5**	**2**	**6**	16	79	117	53	9	2	0	0	0	0	293	46	49
15:00	0	0	0	0	16	72	127	84	**20**	1	**1**	0	0	0	321	48	51
16:00	0	0	0	6	**22**	**92**	**182**	**106**	16	2	0	0	0	0	**426**	47	50
17:00	0	0	0	2	5	82	162	68	16	**4**	0	0	0	0	339	47	51
18:00	0	0	0	0	12	55	102	55	9	3	0	0	0	0	236	47	51
19:00	0	0	0	2	18	37	61	28	7	1	0	0	0	0	154	47	50
20:00	0	0	0	2	10	40	58	18	6	0	0	0	0	0	134	46	50
21:00	0	0	0	2	4	15	30	10	3	0	0	0	0	0	64	46	49
22:00	0	0	0	0	3	9	19	7	1	0	0	0	0	0	39	46	49
23:00	0	0	0	1	0	10	7	8	1	0	0	0	0	0	27	47	49
Total	11	8	5	33	163	740	1332	702	178	26	4	1	0	0	3203		
Percent	0.3%	0.2%	0.2%	1.0%	5.1%	23.1%	41.6%	21.9%	5.6%	0.8%	0.1%	0.0%	0.0%	0.0%			
AM Peak	06:00	06:00	01:00	06:00	11:00	11:00	11:00	07:00	07:00	08:00	06:00	11:00			11:00		
Vol.	5	2	1	5	9	43	70	45	23	4	1	1			161		
PM Peak	14:00	14:00	14:00	14:00	16:00	16:00	16:00	16:00	15:00	17:00	15:00				16:00		
Vol.	4	5	2	6	22	92	182	106	20	4	1				426		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 275 East of Dunham Pond Road
Mansfield, Connecticut

Site Code: 3585
Station ID:

Latitude: 0' 0.000 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
04/28/15	0	0	0	0	1	6	5	1	1	0	0	0	0	0	14	44	45
01:00	0	0	0	0	0	0	1	4	0	0	0	0	0	0	5	48	48
02:00	0	0	0	0	1	3	5	1	0	0	0	0	0	0	10	44	45
03:00	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3	*	*
04:00	0	0	0	0	0	3	1	3	1	0	0	0	0	0	8	48	48
05:00	0	0	0	1	0	7	12	7	4	0	0	0	0	0	31	49	52
06:00	0	0	0	**2**	4	20	33	34	6	**4**	0	0	0	0	103	49	53
07:00	0	0	0	0	7	18	**60**	**42**	13	4	**1**	**1**	0	0	**146**	50	54
08:00	0	0	0	0	5	23	49	32	**15**	1	0	0	0	0	125	49	52
09:00	0	0	0	0	4	19	49	32	14	1	0	0	0	0	119	49	53
10:00	0	0	**1**	0	**9**	**36**	45	29	4	1	0	0	0	0	125	47	50
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	1	3	31	137	260	186	58	11	1	1	0	0	689		
Percent	0.0%	0.0%	0.1%	0.4%	4.5%	19.9%	37.7%	27.0%	8.4%	1.6%	0.1%	0.1%	0.0%	0.0%			
AM Peak			10:00	06:00	10:00	10:00	07:00	07:00	08:00	06:00	07:00	07:00			07:00		
Vol.			1	2	9	36	60	42	15	4	1	1			146		
PM Peak Vol.																	
Total	19	24	35	195	1092	4704	7909	4109	1034	152	28	5	2	0	19308		
Percent	0.1%	0.1%	0.2%	1.0%	5.7%	24.4%	41.0%	21.3%	5.4%	0.8%	0.1%	0.0%	0.0%	0.0%			

	15th Percentile :	36 MPH
	50th Percentile :	42 MPH
	85th Percentile :	47 MPH
	95th Percentile :	51 MPH
Stats	10 MPH Pace Speed :	38-47 MPH
	Number in Pace :	12358
	Percent in Pace :	64.0%
	Number of Vehicles > 40 MPH :	12836
	Percent of Vehicles > 40 MPH :	66.5%
	Mean Speed(Average) :	43 MPH

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 275 East of Dunham Pond Road
Mansfield, Connecticut

Site Code: 3585
Station ID:

Latitude: 0' 0.000 Undefined

Start	20-Apr-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	*	*	*	*	9	23	15	16	23	18	25	24	36	41	22	24
01:00	*	*	*	*	9	5	6	7	6	11	23	14	20	18	13	11
02:00	*	*	*	*	4	8	2	11	4	12	8	8	16	11	7	10
03:00	*	*	*	*	7	3	5	4	5	4	3	6	2	5	4	4
04:00	*	*	*	*	8	6	12	7	9	4	14	7	5	4	10	6
05:00	*	*	*	*	48	28	54	24	48	26	27	12	17	8	39	20
06:00	*	*	*	*	219	99	225	117	223	104	51	28	27	17	149	73
07:00	*	*	*	*	**433**	151	**419**	138	**376**	145	90	62	45	22	273	104
08:00	*	*	*	*	424	114	387	103	372	133	148	90	55	64	**277**	101
09:00	*	*	*	*	211	92	253	106	219	127	131	110	92	106	181	108
10:00	*	*	*	*	186	131	166	123	196	135	**168**	143	133	97	170	126
11:00	*	*	*	*	147	**171**	179	**142**	158	**209**	148	**163**	**149**	**121**	156	**161**
12:00 PM	*	*	*	*	178	190	152	175	181	224	166	136	**167**	**153**	169	176
01:00	*	*	*	*	152	177	179	215	184	206	137	168	166	147	164	183
02:00	*	*	*	*	192	322	161	253	**204**	351	**175**	**173**	158	143	178	248
03:00	*	*	*	*	196	351	208	338	202	**395**	151	161	129	128	177	275
04:00	*	*	**227**	**483**	234	**428**	**233**	**401**	185	392	132	163	149	150	**193**	**336**
05:00	*	*	227	330	**240**	336	216	350	202	272	118	168	131	116	189	262
06:00	*	*	160	216	159	214	160	235	150	195	126	126	122	112	146	183
07:00	*	*	97	195	88	164	116	177	119	122	100	105	99	96	103	143
08:00	*	*	78	132	79	133	80	144	97	111	90	81	93	94	86	116
09:00	*	*	50	75	53	85	56	104	56	77	71	79	50	60	56	80
10:00	*	*	33	51	55	58	48	72	64	67	50	54	49	42	50	57
11:00	*	*	16	43	12	29	30	42	38	39	47	28	16	26	26	34
Lane	0	0	888	1525	3343	3318	3362	3304	3321	3379	2199	2109	1926	1781	2838	2841
Day	0		2413		6661		6666		6700		4308		3707		5679	
AM Peak					07:00	11:00	07:00	11:00	07:00	11:00	10:00	11:00	11:00	11:00	08:00	11:00
Vol.					433	171	419	142	376	209	168	163	149	121	277	161
PM Peak			16:00	16:00	17:00	16:00	16:00	16:00	14:00	15:00	14:00	14:00	12:00	12:00	16:00	16:00
Vol.			227	483	240	428	233	401	204	395	175	173	167	153	193	336

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 275 East of Dunham Pond Road
Mansfield, Connecticut

Site Code: 3585
Station ID:

Latitude: 0' 0.000 Undefined

Start	27-Apr-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	7	14	6	14	*	*	*	*	*	*	*	*	*	*	6	14
01:00	1	4	2	5	*	*	*	*	*	*	*	*	*	*	2	4
02:00	2	8	2	10	*	*	*	*	*	*	*	*	*	*	2	9
03:00	6	2	4	3	*	*	*	*	*	*	*	*	*	*	5	2
04:00	9	10	8	8	*	*	*	*	*	*	*	*	*	*	8	9
05:00	50	19	50	31	*	*	*	*	*	*	*	*	*	*	50	25
06:00	210	108	207	103	*	*	*	*	*	*	*	*	*	*	208	106
07:00	416	157	418	**146**	*	*	*	*	*	*	*	*	*	*	417	152
08:00	**433**	105	**435**	125	*	*	*	*	*	*	*	*	*	*	**434**	115
09:00	213	112	202	119	*	*	*	*	*	*	*	*	*	*	208	116
10:00	168	125	189	125	*	*	*	*	*	*	*	*	*	*	178	125
11:00	155	**161**	*	*	*	*	*	*	*	*	*	*	*	*	155	**161**
12:00 PM	136	159	*	*	*	*	*	*	*	*	*	*	*	*	136	159
01:00	173	186	*	*	*	*	*	*	*	*	*	*	*	*	173	186
02:00	181	293	*	*	*	*	*	*	*	*	*	*	*	*	181	293
03:00	194	321	*	*	*	*	*	*	*	*	*	*	*	*	194	321
04:00	**245**	**426**	*	*	*	*	*	*	*	*	*	*	*	*	**245**	**426**
05:00	212	339	*	*	*	*	*	*	*	*	*	*	*	*	212	339
06:00	147	236	*	*	*	*	*	*	*	*	*	*	*	*	147	236
07:00	92	154	*	*	*	*	*	*	*	*	*	*	*	*	92	154
08:00	77	134	*	*	*	*	*	*	*	*	*	*	*	*	77	134
09:00	46	64	*	*	*	*	*	*	*	*	*	*	*	*	46	64
10:00	30	39	*	*	*	*	*	*	*	*	*	*	*	*	30	39
11:00	9	27	*	*	*	*	*	*	*	*	*	*	*	*	9	27
Lane	3212	3203	1523	689	0	0	0	0	0	0	0	0	0	0	3215	3216
Day	6415		2212		0		0		0		0		0		6431	
AM Peak	08:00	11:00	08:00	07:00											08:00	11:00
Vol.	433	161	435	146											434	161
PM Peak	16:00	16:00													16:00	16:00
Vol.	245	426													245	426

Comb. Total	6415	4625	6661	6666	6700	4308	3707	12110

ADT ADT 6,610 AADT 6,610

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Route 195 East of Cedar Swamp Road
Mansfield, Connecticut

Site Code: 3586
Station ID:

Latitude: 0' 0.000 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
04/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	0	0	**6**	**28**	60	126	73	30	3	1	0	327	59	62
15:00	0	0	0	0	0	5	19	77	**175**	110	20	**8**	1	**1**	**416**	58	62
16:00	0	0	0	0	**3**	3	26	**81**	153	97	**44**	2	0	0	409	59	62
17:00	0	0	0	0	0	0	16	78	144	**115**	32	5	0	1	391	59	62
18:00	0	0	0	0	0	0	11	52	140	77	29	6	0	0	315	59	63
19:00	0	0	0	0	0	2	11	54	93	46	14	3	**2**	0	225	58	62
20:00	0	0	0	0	0	3	14	52	68	28	12	0	1	0	178	57	61
21:00	0	0	0	0	0	4	16	37	59	43	12	0	2	0	173	58	61
22:00	0	0	0	0	0	3	4	24	33	23	4	1	0	0	92	58	61
23:00	0	0	0	0	0	0	3	3	22	16	5	3	0	1	53	60	65
Total	0	0	0	0	3	26	148	518	1013	628	202	31	7	3	2579		
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	1.0%	5.7%	20.1%	39.3%	24.4%	7.8%	1.2%	0.3%	0.1%			
AM Peak Vol.																	
PM Peak Vol.					16:00 3	14:00 6	14:00 28	16:00 81	15:00 175	17:00 115	16:00 44	15:00 8	19:00 2	15:00 1	15:00 416		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 195 East of Cedar Swamp Road
Mansfield, Connecticut

Site Code: 3586
Station ID:

Latitude: 0' 0.000 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
04/22/15	0	0	0	0	0	0	2	6	10	6	2	1	0	0	27	58	60
01:00	0	0	0	0	0	0	2	7	4	2	6	2	0	0	23	63	65
02:00	0	0	0	0	0	0	0	0	3	3	1	0	**2**	0	9	57	58
03:00	0	0	0	0	0	0	0	2	4	3	1	0	0	0	10	57	58
04:00	0	0	0	0	0	0	1	3	7	5	0	0	0	1	17	57	59
05:00	0	0	0	0	0	1	3	17	22	14	8	3	0	1	69	60	64
06:00	0	0	0	0	0	0	28	70	107	56	17	4	0	0	282	58	61
07:00	0	0	0	0	**9**	13	39	165	208	105	15	1	0	0	555	56	59
08:00	0	0	0	0	2	10	**82**	**175**	**253**	**121**	21	**5**	0	0	**669**	56	60
09:00	0	0	0	0	2	**20**	63	134	200	73	24	4	0	0	520	56	60
10:00	0	0	0	0	0	2	19	72	179	104	**27**	5	1	0	409	58	62
11:00	0	0	0	0	1	1	12	80	154	76	23	5	1	**2**	355	58	62
12 PM	0	0	0	0	2	5	19	58	135	76	**29**	3	1	**1**	329	59	62
13:00	0	0	0	0	0	7	33	67	130	66	21	3	**2**	1	330	58	61
14:00	0	0	0	0	0	6	32	62	137	79	28	**5**	1	0	350	59	63
15:00	0	0	0	0	0	5	39	**95**	139	80	27	3	0	0	388	58	61
16:00	0	0	0	**1**	**4**	6	**53**	91	**150**	**98**	20	3	0	1	**427**	57	60
17:00	0	0	0	0	0	**13**	50	94	132	72	16	2	0	0	379	57	60
18:00	0	0	**1**	0	2	5	17	74	118	77	29	4	0	0	327	59	62
19:00	0	0	0	0	0	8	20	73	74	35	8	2	1	0	221	56	60
20:00	0	0	0	0	0	3	25	75	87	22	7	1	0	0	220	55	59
21:00	0	0	0	0	0	4	7	39	64	27	12	1	0	0	154	58	62
22:00	0	0	0	0	1	1	5	26	48	25	10	1	0	0	117	58	62
23:00	0	0	0	0	0	0	9	13	22	11	3	0	0	0	58	57	60
Total	0	0	1	1	23	110	560	1498	2387	1236	355	58	9	7	6245		
Percent	0.0%	0.0%	0.0%	0.0%	0.4%	1.8%	9.0%	24.0%	38.2%	19.8%	5.7%	0.9%	0.1%	0.1%			
AM Peak					07:00	09:00	08:00	08:00	08:00	08:00	10:00	08:00	02:00	11:00	08:00		
Vol.					9	20	82	175	253	121	27	5	2	2	669		
PM Peak			18:00	16:00	16:00	17:00	16:00	15:00	16:00	16:00	12:00	14:00	13:00	12:00	16:00		
Vol.			1	1	4	13	53	95	150	98	29	5	2	1	427		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 195 East of Cedar Swamp Road
Mansfield, Connecticut

Site Code: 3586
Station ID:

Latitude: 0' 0.000 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
04/23/15	0	0	0	0	1	0	3	9	12	11	3	0	1	0	40	58	61
01:00	0	0	0	0	0	0	1	2	8	5	0	0	0	0	16	58	59
02:00	0	0	0	0	1	0	1	0	2	1	0	1	0	0	6	*	*
03:00	0	0	0	0	0	1	0	0	1	5	0	0	0	0	7	59	59
04:00	0	0	0	0	0	0	1	4	4	6	0	0	1	**2**	18	57	59
05:00	0	0	0	0	0	0	7	10	17	26	8	1	1	0	70	59	62
06:00	0	0	0	**2**	3	1	19	84	80	49	16	1	0	0	255	57	61
07:00	0	0	0	0	0	7	31	158	215	103	20	4	0	0	538	57	60
08:00	0	0	0	0	**4**	**23**	**80**	**183**	**229**	84	19	3	1	0	**626**	56	59
09:00	0	0	0	0	0	3	27	111	194	**129**	26	**7**	1	0	498	58	61
10:00	0	0	0	0	1	4	31	68	182	86	22	4	1	1	400	58	61
11:00	0	0	0	0	0	1	26	59	153	82	**28**	6	**2**	0	357	59	63
12 PM	0	0	0	0	0	0	10	92	137	71	15	2	0	0	327	57	60
13:00	0	0	0	1	3	7	27	83	133	73	**34**	**10**	1	0	372	59	64
14:00	0	0	0	0	0	3	17	53	128	84	23	5	0	0	313	58	62
15:00	0	0	0	2	0	4	25	89	155	**91**	24	4	0	0	394	58	61
16:00	0	0	0	**5**	**17**	**17**	20	86	**178**	90	22	5	1	0	**441**	57	61
17:00	0	0	0	0	0	3	**37**	**103**	156	76	20	9	0	0	404	57	62
18:00	0	0	0	0	0	3	29	95	120	75	24	6	0	0	352	58	62
19:00	0	0	0	1	0	14	34	83	120	51	13	1	0	0	317	56	60
20:00	0	0	0	0	0	11	36	58	66	29	7	1	0	0	208	56	59
21:00	0	0	0	0	1	2	18	47	53	38	6	4	0	0	169	57	61
22:00	0	0	0	0	0	1	18	45	46	33	1	0	0	0	144	56	59
23:00	0	0	0	0	0	0	3	7	22	22	5	2	**2**	**1**	64	60	64
Total	0	0	0	11	31	105	501	1529	2411	1320	336	76	12	4	6336		
Percent	0.0%	0.0%	0.0%	0.2%	0.5%	1.7%	7.9%	24.1%	38.1%	20.8%	5.3%	1.2%	0.2%	0.1%			
AM Peak				06:00	08:00	08:00	08:00	08:00	08:00	09:00	11:00	09:00	11:00	04:00	08:00		
Vol.				2	4	23	80	183	229	129	28	7	2	2	626		
PM Peak				16:00	16:00	16:00	17:00	17:00	16:00	15:00	13:00	13:00	23:00	23:00	16:00		
Vol.				5	17	17	37	103	178	91	34	10	2	1	441		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 195 East of Cedar Swamp Road
Mansfield, Connecticut

Site Code: 3586
Station ID:

Latitude: 0' 0.000 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
04/24/15	0	0	0	0	0	1	0	4	18	9	6	3	1	**1**	43	62	66
01:00	0	0	0	0	0	0	0	2	12	6	1	3	0	0	24	59	66
02:00	0	0	0	0	0	0	2	4	0	5	1	0	0	0	12	59	60
03:00	0	0	0	0	0	0	1	1	2	2	2	1	0	0	9	*	*
04:00	0	0	0	0	0	0	0	5	7	5	0	0	0	0	17	57	59
05:00	0	0	0	0	0	1	4	5	19	16	5	2	0	0	52	60	64
06:00	0	0	0	0	0	0	8	73	110	42	15	0	0	0	248	57	61
07:00	0	0	0	**1**	0	**7**	37	132	177	103	23	5	0	0	485	57	61
08:00	0	0	0	0	0	5	**42**	**156**	**221**	**123**	**32**	**6**	0	0	**585**	57	61
09:00	0	0	0	0	0	2	29	115	189	105	23	5	1	0	469	58	61
10:00	0	0	0	0	**1**	0	23	123	158	88	27	4	0	0	424	58	61
11:00	0	0	0	0	1	1	12	91	127	96	31	2	**2**	0	363	59	62
12 PM	0	0	0	0	0	4	22	74	121	83	31	**7**	0	0	342	59	63
13:00	0	0	0	0	**3**	**13**	29	78	167	84	17	2	1	1	395	57	60
14:00	0	0	0	0	0	2	**47**	**118**	149	84	21	2	1	0	424	57	60
15:00	0	**1**	**1**	0	0	13	41	100	**182**	68	28	4	0	0	438	57	62
16:00	0	0	0	0	0	1	26	84	169	**96**	**35**	6	1	0	418	59	63
17:00	0	0	0	0	0	9	32	109	174	95	23	4	**2**	0	**448**	57	61
18:00	0	0	0	0	1	1	32	107	155	81	11	0	1	0	389	57	59
19:00	0	0	0	0	0	0	24	85	112	65	18	5	2	1	312	58	62
20:00	0	0	0	0	0	1	16	70	96	36	9	1	1	0	230	56	60
21:00	0	0	0	0	0	0	13	44	86	27	15	3	0	**2**	190	57	62
22:00	0	0	0	0	0	3	23	41	44	34	3	3	0	0	151	57	61
23:00	0	0	0	0	1	1	9	15	24	17	5	1	0	1	74	58	62
Total	0	1	1	1	7	65	472	1636	2519	1370	382	69	13	6	6542		
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	1.0%	7.2%	25.0%	38.5%	20.9%	5.8%	1.1%	0.2%	0.1%			
AM Peak				07:00	10:00	07:00	08:00	08:00	08:00	08:00	08:00	08:00	11:00	00:00	08:00		
Vol.				1	1	7	42	156	221	123	32	6	2	1	585		
PM Peak		15:00	15:00		13:00	13:00	14:00	14:00	15:00	16:00	16:00	12:00	17:00	21:00	17:00		
Vol.		1	1		3	13	47	118	182	96	35	7	2	2	448		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 195 East of Cedar Swamp Road
Mansfield, Connecticut

Site Code: 3586
Station ID:

Latitude: 0' 0.000 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
04/25/15	0	0	0	0	1	0	4	21	17	15	0	1	0	0	59	57	59
01:00	0	0	0	0	0	**2**	1	13	10	12	2	2	0	0	42	58	60
02:00	0	0	0	0	0	0	0	8	14	10	2	1	1	**1**	37	57	60
03:00	0	0	0	0	0	0	3	4	4	3	1	0	0	0	15	56	58
04:00	0	0	0	0	0	1	1	1	3	3	4	2	1	0	16	63	65
05:00	0	0	0	0	0	0	2	4	12	14	6	1	1	0	40	61	64
06:00	0	0	0	0	0	0	5	9	26	25	16	4	**2**	0	87	62	66
07:00	0	0	0	0	0	0	8	26	37	49	13	4	0	1	138	60	64
08:00	0	0	0	0	0	0	11	45	114	68	16	**5**	2	0	261	58	63
09:00	0	0	0	0	0	0	10	42	121	86	28	4	1	0	292	59	63
10:00	0	0	0	0	**3**	0	**19**	**81**	**148**	79	**30**	4	0	1	**365**	58	62
11:00	0	0	0	0	1	1	15	73	110	**107**	22	3	0	0	332	58	61
12 PM	0	**1**	0	0	0	2	7	57	**166**	**119**	27	**6**	**2**	**1**	**388**	59	62
13:00	0	0	0	0	0	0	13	**83**	165	98	24	2	0	1	386	58	61
14:00	0	0	0	0	0	3	16	78	115	104	**36**	5	1	1	359	59	63
15:00	0	0	0	0	**1**	2	6	64	143	115	26	4	1	0	362	59	62
16:00	0	0	0	0	0	0	16	66	145	80	26	6	0	1	340	58	62
17:00	0	0	0	0	0	0	**30**	80	97	48	25	2	0	0	282	58	62
18:00	0	0	0	0	0	2	14	62	113	80	21	2	0	1	295	58	61
19:00	0	0	0	0	0	1	22	66	90	53	10	4	1	0	247	57	61
20:00	0	0	0	0	0	1	10	68	94	34	14	5	0	1	227	57	62
21:00	0	0	0	0	0	**4**	13	54	86	36	3	1	0	0	197	56	59
22:00	0	0	0	0	0	0	12	40	49	44	11	3	0	0	159	59	62
23:00	0	0	0	0	1	0	4	16	32	23	11	0	1	0	88	59	62
Total	0	1	0	0	7	19	242	1061	1911	1305	374	71	14	9	5014		
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	0.4%	4.8%	21.2%	38.1%	26.0%	7.5%	1.4%	0.3%	0.2%			
AM Peak					10:00	01:00	10:00	10:00	10:00	11:00	10:00	08:00	06:00	02:00	10:00		
Vol.					3	2	19	81	148	107	30	5	2	1	365		
PM Peak		12:00			15:00	21:00	17:00	13:00	12:00	12:00	14:00	12:00	12:00	12:00	12:00		
Vol.		1			1	4	30	83	166	119	36	6	2	1	388		

Connecticut Counts LLC
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_(860) 828-1693_

Route 195 East of Cedar Swamp Road
Mansfield, Connecticut

Site Code: 3586
Station ID:

Latitude: 0' 0.000 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
04/26/15	0	0	0	0	0	2	10	19	24	11	1	0	0	0	67	56	58
01:00	0	0	0	0	**1**	1	9	17	16	8	6	0	0	0	58	57	62
02:00	0	0	0	0	0	0	3	1	12	3	3	1	0	1	24	60	62
03:00	0	0	0	0	0	0	0	4	1	5	3	4	0	0	17	66	68
04:00	0	0	0	0	0	0	0	3	2	3	2	1	**2**	0	13	59	60
05:00	0	0	0	0	0	**3**	1	2	2	5	4	2	0	0	19	63	65
06:00	0	0	0	0	0	0	0	2	10	14	5	6	0	0	37	64	68
07:00	0	0	0	0	1	0	0	13	28	20	8	5	2	**2**	79	61	68
08:00	0	**1**	0	0	0	0	1	12	55	50	15	0	0	0	134	59	62
09:00	0	0	0	**1**	0	0	4	52	99	68	14	1	0	0	239	58	61
10:00	0	0	0	0	0	3	**13**	48	114	70	23	3	1	0	275	59	62
11:00	0	0	0	0	1	0	9	**61**	**134**	**91**	**33**	**7**	1	1	**338**	59	63
12 PM	0	0	0	0	0	0	14	79	149	93	37	6	**1**	0	379	59	63
13:00	0	0	0	0	0	0	13	**113**	**185**	78	21	4	1	0	415	57	61
14:00	0	0	0	0	**1**	3	24	96	156	107	18	4	0	0	409	58	61
15:00	0	0	0	0	1	0	12	88	164	**110**	26	1	1	0	403	58	61
16:00	0	0	0	0	1	0	8	109	166	75	19	**7**	1	0	386	57	61
17:00	0	0	0	0	0	1	**32**	102	169	106	**38**	7	0	0	**455**	59	62
18:00	0	0	0	0	1	**4**	19	79	155	99	36	3	0	0	396	59	62
19:00	0	0	0	0	0	3	11	69	127	77	11	6	0	0	304	58	61
20:00	0	0	0	0	0	1	19	77	109	48	9	1	0	0	264	56	60
21:00	0	0	0	0	0	0	12	49	78	43	14	1	0	0	197	58	61
22:00	0	0	0	0	1	1	8	26	64	23	10	2	0	0	135	58	62
23:00	0	0	0	0	0	0	1	12	23	32	5	4	0	0	77	60	65
Total	0	1	0	1	8	22	223	1133	2042	1239	361	76	10	4	5120		
Percent	0.0%	0.0%	0.0%	0.0%	0.2%	0.4%	4.4%	22.1%	39.9%	24.2%	7.1%	1.5%	0.2%	0.1%			
AM Peak		08:00		09:00	01:00	05:00	10:00	11:00	11:00	11:00	11:00	11:00	04:00	07:00	11:00		
Vol.		1		1	1	3	13	61	134	91	33	7	2	2	338		
PM Peak					14:00	18:00	17:00	13:00	13:00	15:00	17:00	16:00	12:00		17:00		
Vol.					1	4	32	113	185	110	38	7	1		455		

Connecticut Counts LLC
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Route 195 East of Cedar Swamp Road
Mansfield, Connecticut

Site Code: 3586
Station ID:

Latitude: 0' 0.000 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
04/27/15	0	0	0	0	0	1	2	10	20	11	6	3	0	**1**	54	60	65
01:00	0	0	0	0	0	1	2	6	6	9	2	4	0	0	30	64	67
02:00	0	0	0	0	0	0	0	1	9	8	2	0	0	0	20	59	61
03:00	0	0	0	0	0	0	0	1	1	6	2	2	0	0	12	60	61
04:00	0	0	0	0	0	0	0	5	6	2	1	2	0	0	16	55	56
05:00	0	0	0	0	0	0	5	25	32	13	3	1	0	0	79	56	60
06:00	0	0	0	0	0	4	17	55	86	65	13	3	0	0	243	58	61
07:00	0	0	0	0	0	4	42	124	179	**148**	17	3	**1**	0	518	58	60
08:00	0	0	0	0	0	**8**	**55**	**196**	**245**	100	24	1	0	0	**629**	56	60
09:00	0	0	0	0	0	0	46	124	205	128	18	1	0	0	522	57	60
10:00	0	0	0	0	0	5	27	104	190	84	**25**	**6**	0	0	441	57	61
11:00	0	0	**1**	0	0	4	18	82	133	104	16	2	0	0	360	58	61
12 PM	0	0	0	0	0	5	15	59	127	100	31	2	0	**2**	341	59	62
13:00	0	0	**1**	**1**	0	**12**	**24**	62	110	68	20	8	1	0	307	58	63
14:00	0	0	0	0	0	4	11	66	121	76	23	3	1	0	305	58	62
15:00	0	0	0	0	0	1	12	66	139	**127**	33	**10**	1	0	389	59	63
16:00	0	0	0	0	0	7	19	**105**	149	64	29	7	0	0	380	58	62
17:00	0	0	0	0	0	0	9	86	**158**	104	**34**	1	**2**	0	**394**	58	62
18:00	0	0	0	0	0	0	17	49	130	93	22	8	1	0	320	59	63
19:00	0	0	0	0	0	2	11	56	72	52	18	5	1	0	217	59	64
20:00	0	0	0	0	0	3	12	58	62	37	10	2	0	0	184	57	61
21:00	0	0	0	0	0	0	13	27	53	27	5	1	0	0	126	57	60
22:00	0	0	0	0	0	0	1	12	31	27	9	4	0	0	84	60	64
23:00	0	0	0	0	0	0	3	9	15	10	6	4	1	0	48	62	67
Total	0	0	2	1	0	61	361	1388	2279	1463	369	83	9	3	6019		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	6.0%	23.1%	37.9%	24.3%	6.1%	1.4%	0.1%	0.0%			
AM Peak			11:00			08:00	08:00	08:00	08:00	07:00	10:00	10:00	07:00	00:00	08:00		
Vol.			1			8	55	196	245	148	25	6	1	1	629		
PM Peak			13:00	13:00		13:00	13:00	16:00	17:00	15:00	17:00	15:00	17:00	12:00	17:00		
Vol.			1	1		12	24	105	158	127	34	10	2	2	394		

Connecticut Counts LLC
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_(860) 828-1693_

Route 195 East of Cedar Swamp Road
Mansfield, Connecticut

Site Code: 3586
Station ID:

Latitude: 0' 0.000 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
04/28/15	0	0	0	0	0	1	1	9	17	6	1	0	0	0	35	56	59
01:00	0	0	0	0	0	1	2	2	4	5	3	0	0	0	17	60	62
02:00	0	0	0	0	0	1	0	2	3	4	3	1	0	0	14	61	63
03:00	0	0	0	0	0	0	0	3	2	1	1	0	0	**1**	8	49	49
04:00	0	0	0	0	0	0	0	3	4	3	1	2	0	0	13	57	58
05:00	0	0	0	0	0	0	6	11	21	22	7	1	0	0	68	59	62
06:00	0	0	0	0	**2**	**23**	23	62	72	53	20	1	0	0	256	58	61
07:00	0	0	0	0	0	17	**45**	133	208	98	26	**6**	1	0	534	57	61
08:00	0	0	0	0	0	3	45	**136**	**325**	**123**	13	3	0	0	**648**	56	59
09:00	0	0	0	0	0	2	24	123	200	88	**32**	3	**2**	0	474	57	61
10:00	0	0	0	0	0	3	24	114	199	89	16	4	0	0	449	57	60
11:00	0	0	0	0	0	0	12	84	130	84	25	5	1	0	341	58	62
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	0	2	51	182	682	1185	576	148	26	4	1	2857		
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	1.8%	6.4%	23.9%	41.5%	20.2%	5.2%	0.9%	0.1%	0.0%			
AM Peak					06:00	06:00	07:00	08:00	08:00	08:00	09:00	07:00	09:00	03:00	08:00		
Vol.					2	23	45	136	325	123	32	6	2	1	648		
PM Peak																	
Vol.																	
Total	0	3	4	15	81	459	2689	9445	15747	9137	2527	490	78	37	40712		
Percent	0.0%	0.0%	0.0%	0.0%	0.2%	1.1%	6.6%	23.2%	38.7%	22.4%	6.2%	1.2%	0.2%	0.1%			

15th Percentile :	46 MPH
50th Percentile :	52 MPH
85th Percentile :	58 MPH
95th Percentile :	62 MPH

Stats

10 MPH Pace Speed :	48-57 MPH
Number in Pace :	25087
Percent in Pace :	61.7%
Number of Vehicles > 45 MPH :	36609
Percent of Vehicles > 45 MPH :	90.0%
Mean Speed(Average) :	53 MPH

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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
04/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	0	0	7	80	173	127	**35**	**7**	0	0	0	429	54	58
15:00	0	0	0	0	1	17	99	252	123	34	3	**2**	0	**1**	532	53	56
16:00	0	0	**1**	**3**	**7**	19	146	247	**158**	27	1	0	0	0	609	52	55
17:00	0	0	0	0	6	28	149	**258**	146	31	3	0	0	0	**621**	52	56
18:00	0	0	0	0	0	16	**177**	167	94	12	3	1	0	0	470	52	55
19:00	0	0	0	0	3	18	95	169	89	9	1	1	0	1	386	52	54
20:00	0	0	0	0	0	14	109	122	56	13	2	1	0	0	317	51	55
21:00	0	0	0	0	6	**40**	94	79	31	8	2	0	0	0	260	50	54
22:00	0	0	0	0	2	13	30	49	29	9	4	0	**1**	0	137	53	58
23:00	0	0	0	0	0	1	16	22	20	6	2	0	0	0	67	54	58
Total	0	0	1	3	25	173	995	1538	873	184	28	5	1	2	3828		
Percent	0.0%	0.0%	0.0%	0.1%	0.7%	4.5%	26.0%	40.2%	22.8%	4.8%	0.7%	0.1%	0.0%	0.1%			
AM Peak Vol.																	
PM Peak Vol.			16:00 1	16:00 3	16:00 7	21:00 40	18:00 177	17:00 258	16:00 158	14:00 35	14:00 7	15:00 2	22:00 1	15:00 1	17:00 621		

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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
04/22/15	0	0	0	0	**1**	1	10	20	9	5	3	0	0	0	49	55	60
01:00	0	0	0	0	0	3	4	9	4	3	0	0	0	0	23	54	56
02:00	0	0	0	0	0	1	4	5	5	0	0	0	**1**	0	16	52	54
03:00	0	0	0	0	0	0	0	4	2	1	0	1	0	**1**	9	50	50
04:00	0	0	0	**1**	0	0	2	8	4	4	0	0	1	0	20	56	58
05:00	0	0	0	0	0	1	9	20	19	10	0	0	0	0	59	55	58
06:00	0	0	0	0	0	1	8	45	76	14	1	0	0	0	145	55	57
07:00	0	0	0	0	1	5	20	74	**94**	**23**	**5**	**2**	0	0	224	55	59
08:00	0	0	0	0	1	5	31	76	90	14	4	1	0	0	222	54	57
09:00	0	0	0	0	0	6	**63**	89	50	13	4	1	0	0	226	53	57
10:00	**1**	0	0	0	0	5	37	90	80	20	3	0	0	0	236	54	57
11:00	0	0	0	0	0	**10**	61	**121**	89	18	2	0	0	0	**301**	53	56
12 PM	0	0	0	0	0	15	58	159	120	25	3	0	0	0	380	53	56
13:00	0	0	0	0	0	11	61	186	116	**32**	**6**	1	**1**	0	414	54	57
14:00	0	0	0	0	0	9	79	212	**126**	26	1	1	0	0	454	53	56
15:00	0	0	**8**	**3**	12	16	170	**252**	99	9	2	0	0	0	571	51	54
16:00	**3**	**1**	3	1	4	55	181	243	94	12	2	0	0	**1**	**600**	51	54
17:00	0	0	0	0	**21**	**95**	**228**	169	83	3	0	0	0	0	599	50	53
18:00	0	0	0	0	5	26	122	183	101	21	3	0	0	0	461	52	55
19:00	0	0	0	0	5	27	90	114	53	13	2	**2**	0	1	307	52	55
20:00	0	0	3	3	6	38	115	111	42	4	0	0	0	0	322	50	53
21:00	0	0	0	0	1	19	92	91	42	1	2	0	0	0	248	50	53
22:00	0	0	0	0	3	4	22	65	36	10	3	0	0	0	143	53	57
23:00	0	0	0	0	0	4	11	41	20	7	0	0	0	0	83	53	56
Total	4	1	14	8	60	357	1478	2387	1454	288	46	9	3	3	6112		
Percent	0.1%	0.0%	0.2%	0.1%	1.0%	5.8%	24.2%	39.1%	23.8%	4.7%	0.8%	0.1%	0.0%	0.0%			
AM Peak	10:00			04:00	00:00	11:00	09:00	11:00	07:00	07:00	07:00	07:00	02:00	03:00	11:00		
Vol.	1			1	1	10	63	121	94	23	5	2	1	1	301		
PM Peak	16:00	16:00	15:00	15:00	17:00	17:00	17:00	15:00	14:00	13:00	13:00	19:00	13:00	16:00	16:00		
Vol.	3	1	8	3	21	95	228	252	126	32	6	2	1	1	600		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Route 195 East of Cedar Swamp Road
Mansfield, Connecticut

Site Code: 3586
Station ID:

Latitude: 0' 0.000 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
04/23/15	0	0	0	0	0	5	15	25	9	5	0	0	0	0	59	52	57
01:00	0	0	0	0	0	1	6	7	8	3	1	0	0	0	26	55	57
02:00	0	0	0	0	0	1	3	4	3	0	0	0	0	0	11	51	52
03:00	0	0	0	0	0	1	2	4	3	0	0	0	0	0	10	51	52
04:00	0	0	0	0	0	0	1	8	5	2	1	0	0	0	17	54	56
05:00	0	0	0	0	0	0	6	19	22	6	0	0	0	0	53	54	57
06:00	0	**2**	**1**	0	0	5	14	50	48	11	3	0	0	0	134	54	58
07:00	0	0	0	0	0	1	27	92	95	22	3	0	0	0	240	54	57
08:00	0	0	0	**1**	2	7	21	69	50	16	2	0	0	0	168	54	57
09:00	0	0	0	0	0	2	29	99	70	11	1	**1**	0	0	213	53	56
10:00	0	0	0	0	**4**	4	26	96	76	21	4	0	0	0	231	54	58
11:00	0	0	0	0	2	**9**	**43**	**117**	**104**	**29**	**6**	0	**1**	0	**311**	54	58
12 PM	0	0	0	1	2	16	95	173	78	18	2	0	0	0	385	52	55
13:00	0	0	0	0	0	5	62	109	89	25	4	0	0	0	294	54	57
14:00	0	0	0	0	1	8	90	201	124	**29**	**6**	0	0	0	459	53	57
15:00	0	0	**8**	**4**	1	38	135	226	117	10	1	0	0	0	540	52	54
16:00	0	0	1	0	**19**	**81**	179	**230**	**125**	12	0	0	0	0	**647**	51	54
17:00	0	0	0	0	13	81	**229**	207	105	7	2	0	0	0	644	50	53
18:00	0	0	0	0	8	42	115	207	94	17	5	0	0	0	488	52	55
19:00	0	0	0	0	2	29	110	123	74	20	1	0	0	0	359	52	56
20:00	0	0	0	1	18	72	139	74	12	0	0	0	0	0	316	47	50
21:00	0	0	0	1	3	25	130	89	33	1	1	0	0	0	283	49	52
22:00	0	0	0	0	4	26	56	65	35	7	0	0	0	0	193	51	55
23:00	0	0	0	0	1	5	24	48	22	5	0	**2**	0	0	107	52	55
Total	0	2	10	8	80	464	1557	2342	1401	277	43	3	1	0	6188		
Percent	0.0%	0.0%	0.2%	0.1%	1.3%	7.5%	25.2%	37.8%	22.6%	4.5%	0.7%	0.0%	0.0%	0.0%			
AM Peak		06:00	06:00	08:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	09:00	11:00		11:00		
Vol.		2	1	1	4	9	43	117	104	29	6	1	1		311		
PM Peak			15:00	15:00	16:00	16:00	17:00	16:00	16:00	14:00	14:00	23:00			16:00		
Vol.			8	4	19	81	229	230	125	29	6	2			647		

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Route 195 East of Cedar Swamp Road
Mansfield, Connecticut

Site Code: 3586
Station ID:

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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
04/24/15	0	0	0	0	0	3	13	24	15	3	1	0	0	0	59	53	56
01:00	0	0	0	0	0	1	5	18	10	4	0	**1**	0	0	39	54	57
02:00	0	0	0	0	0	2	7	7	4	0	0	0	0	0	20	51	53
03:00	0	0	0	0	0	0	9	7	2	0	0	0	0	0	18	49	51
04:00	0	0	0	0	0	0	2	8	6	3	0	0	0	0	19	55	57
05:00	0	0	0	0	0	3	11	17	21	0	1	0	0	0	53	53	55
06:00	0	0	0	0	0	2	18	48	48	16	1	0	0	0	133	55	58
07:00	0	0	0	0	0	4	8	88	101	15	4	0	**1**	0	221	54	57
08:00	0	**1**	0	**1**	**3**	**6**	37	111	60	**18**	4	0	1	0	242	53	57
09:00	0	0	0	0	0	2	41	115	96	15	2	0	0	0	271	53	56
10:00	0	0	0	0	0	5	46	121	82	12	**6**	0	0	0	272	53	56
11:00	0	0	0	0	0	4	**54**	**163**	**135**	16	6	1	0	0	**379**	53	56
12 PM	0	0	0	0	0	21	100	230	115	18	5	0	0	**1**	490	52	55
13:00	0	0	0	0	0	11	92	211	**173**	**27**	2	0	0	0	516	53	56
14:00	0	0	0	0	0	18	145	231	150	17	**7**	0	**1**	0	569	52	55
15:00	**4**	**5**	**3**	**1**	**11**	61	**225**	195	114	11	1	0	0	0	631	51	54
16:00	0	0	0	0	8	41	142	**276**	165	19	2	0	0	0	653	52	55
17:00	0	0	0	0	2	**62**	202	247	118	23	3	0	0	0	**657**	51	55
18:00	0	0	0	0	2	22	124	185	114	9	1	0	0	0	457	52	54
19:00	0	0	0	0	1	8	64	138	68	13	3	**1**	0	0	296	52	56
20:00	0	0	0	0	1	16	81	88	36	4	0	0	0	0	226	51	54
21:00	0	0	0	0	4	28	61	56	23	12	2	0	0	1	187	51	56
22:00	0	0	0	0	2	2	50	58	26	4	0	1	0	0	143	51	55
23:00	0	0	0	0	0	2	31	44	29	4	2	1	1	0	114	53	56
Total	4	6	3	2	34	324	1568	2686	1711	263	53	5	4	2	6665		
Percent	0.1%	0.1%	0.0%	0.0%	0.5%	4.9%	23.5%	40.3%	25.7%	3.9%	0.8%	0.1%	0.1%	0.0%			
AM Peak		08:00		08:00	08:00	08:00	11:00	11:00	11:00	08:00	10:00	01:00	07:00		11:00		
Vol.		1		1	3	6	54	163	135	18	6	1	1		379		
PM Peak	15:00	15:00	15:00	15:00	15:00	17:00	15:00	16:00	13:00	13:00	14:00	19:00	14:00	12:00	17:00		
Vol.	4	5	3	1	11	62	225	276	173	27	7	1	1	1	657		

Connecticut Counts LLC
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Route 195 East of Cedar Swamp Road
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Site Code: 3586
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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
04/25/15	0	0	0	0	0	3	17	32	21	2	1	0	0	0	76	52	54
01:00	0	0	0	0	0	3	14	17	9	3	3	0	0	0	49	55	60
02:00	0	0	0	0	0	1	6	8	8	3	1	**2**	0	0	29	54	57
03:00	0	0	0	0	0	3	6	9	1	2	0	0	0	0	21	49	51
04:00	0	0	0	0	0	0	1	4	16	3	0	0	0	0	24	55	56
05:00	0	0	0	0	0	0	7	7	7	4	1	1	0	**1**	28	56	58
06:00	0	0	0	0	0	1	7	28	27	8	2	0	0	0	73	55	58
07:00	0	0	0	0	**1**	1	15	30	29	15	**6**	1	0	0	98	57	61
08:00	0	0	0	0	0	1	18	76	78	**29**	4	2	0	0	208	56	59
09:00	0	0	0	0	0	4	34	100	96	15	1	1	0	0	251	53	56
10:00	0	0	0	0	0	**8**	56	122	83	14	2	0	0	0	285	53	56
11:00	0	0	0	**1**	0	6	**58**	**146**	**105**	26	2	0	0	0	**344**	53	56
12 PM	0	0	0	0	0	14	55	169	**107**	26	**6**	**1**	0	0	378	54	57
13:00	0	0	0	0	0	9	74	166	98	11	0	0	0	0	358	52	55
14:00	0	0	0	0	**2**	9	75	**183**	97	**29**	2	0	0	0	397	53	56
15:00	0	0	0	0	0	12	**102**	166	98	21	3	1	0	0	**403**	53	56
16:00	0	0	0	0	0	7	84	177	106	13	1	0	0	0	388	52	55
17:00	0	0	0	0	0	**22**	97	169	81	12	1	0	0	0	382	52	55
18:00	0	0	0	0	1	4	75	151	88	20	3	1	**2**	0	345	53	56
19:00	0	0	0	0	0	4	49	120	63	8	3	0	0	0	247	52	55
20:00	0	0	0	0	1	9	53	96	39	10	1	1	0	0	210	52	55
21:00	0	0	0	0	1	10	42	44	28	5	1	1	0	0	132	52	55
22:00	0	0	0	0	0	4	28	59	22	9	2	0	0	0	124	53	57
23:00	0	0	0	0	0	10	39	49	18	6	3	0	1	0	126	52	56
Total	0	0	0	1	6	145	1012	2128	1325	294	49	12	3	1	4976		
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	2.9%	20.3%	42.8%	26.6%	5.9%	1.0%	0.2%	0.1%	0.0%			
AM Peak				11:00	07:00	10:00	11:00	11:00	11:00	08:00	07:00	02:00		05:00	11:00		
Vol.				1	1	8	58	146	105	29	6	2		1	344		
PM Peak					14:00	17:00	15:00	14:00	12:00	14:00	12:00	12:00	18:00		15:00		
Vol.					2	22	102	183	107	29	6	1	2		403		

Connecticut Counts LLC
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Route 195 East of Cedar Swamp Road
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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
04/26/15	0	0	0	0	6	8	23	25	4	3	0	0	0	**1**	70	49	54
01:00	0	0	0	**1**	**8**	**13**	19	17	7	4	0	0	0	0	69	50	55
02:00	0	0	0	0	0	0	13	15	10	3	2	0	0	0	43	53	57
03:00	0	0	0	0	0	0	0	2	4	6	1	0	0	0	13	59	60
04:00	0	0	0	0	0	0	3	6	3	0	0	0	0	0	12	51	52
05:00	0	0	0	0	0	0	3	3	7	1	0	0	0	0	14	53	55
06:00	0	0	0	0	0	0	1	12	11	7	3	0	0	0	34	58	61
07:00	0	0	0	0	0	1	6	41	23	9	2	**1**	0	0	83	55	58
08:00	0	0	0	0	0	1	11	43	39	12	1	0	0	0	107	55	58
09:00	0	0	0	1	0	3	20	74	62	18	0	0	0	0	178	54	57
10:00	0	0	0	0	0	1	**48**	**120**	87	19	2	0	0	0	277	53	56
11:00	0	0	0	0	0	1	41	113	**102**	**20**	**5**	0	0	0	**282**	54	57
12 PM	0	0	0	0	0	2	69	154	**120**	**27**	**7**	**2**	0	0	381	54	58
13:00	0	0	0	0	2	13	80	179	118	14	4	2	0	0	**412**	53	56
14:00	0	0	0	0	0	6	90	**193**	105	13	1	0	0	0	408	52	55
15:00	0	0	0	0	**3**	**16**	**93**	168	98	13	6	1	0	0	398	52	56
16:00	0	0	0	0	1	14	72	184	91	17	0	0	0	0	379	52	55
17:00	0	0	0	0	1	12	72	175	99	13	0	0	0	0	372	52	55
18:00	0	0	0	0	1	10	51	138	76	19	2	0	0	0	297	53	56
19:00	0	0	0	0	0	12	67	134	87	15	2	0	0	0	317	53	55
20:00	0	0	0	0	1	12	86	122	44	3	1	0	0	0	269	51	54
21:00	0	0	0	0	0	9	54	88	31	6	2	0	0	0	190	51	55
22:00	0	0	0	0	1	1	27	66	34	8	0	0	0	0	137	53	56
23:00	0	0	0	0	0	2	11	23	21	8	2	0	0	0	67	55	58
Total	0	0	0	2	24	137	960	2095	1283	258	43	6	0	1	4809		
Percent	0.0%	0.0%	0.0%	0.0%	0.5%	2.8%	20.0%	43.6%	26.7%	5.4%	0.9%	0.1%	0.0%	0.0%			
AM Peak				01:00	01:00	01:00	10:00	10:00	11:00	11:00	11:00	07:00		00:00	11:00		
Vol.				1	8	13	48	120	102	20	5	1		1	282		
PM Peak					15:00	15:00	15:00	14:00	12:00	12:00	12:00	12:00			13:00		
Vol.					3	16	93	193	120	27	7	2			412		

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Route 195 East of Cedar Swamp Road
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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
04/27/15	0	0	0	0	0	8	12	12	10	2	2	0	0	0	46	52	55
01:00	0	0	0	0	0	1	8	14	2	2	1	0	0	0	28	49	50
02:00	0	0	0	0	0	1	2	3	5	0	0	0	0	0	11	53	54
03:00	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	*	*
04:00	0	0	0	0	0	0	2	8	7	4	1	0	0	0	22	57	59
05:00	0	0	0	0	0	1	15	19	6	1	0	0	0	0	42	51	54
06:00	0	0	0	0	0	2	17	66	66	16	3	**1**	0	0	171	55	58
07:00	0	0	0	0	**2**	3	25	102	93	**22**	3	1	0	0	251	54	57
08:00	0	**1**	0	0	2	3	**39**	77	71	13	**4**	0	0	0	210	54	57
09:00	0	0	0	0	0	**9**	37	77	82	18	1	0	**1**	0	225	54	57
10:00	**1**	0	0	0	0	7	31	92	71	12	1	1	1	0	217	53	56
11:00	0	0	0	0	0	7	33	**119**	**104**	19	1	0	0	0	**283**	54	56
12 PM	0	0	0	0	1	10	69	148	92	24	**6**	0	0	0	350	53	57
13:00	0	0	0	0	0	2	65	156	120	18	3	0	0	0	364	53	56
14:00	0	0	0	0	1	17	100	157	102	20	5	0	0	**1**	403	53	56
15:00	0	0	0	0	1	18	118	**212**	99	**32**	1	**1**	0	0	482	52	56
16:00	0	0	0	**1**	**5**	**50**	**173**	191	111	19	1	1	0	0	552	52	55
17:00	0	0	0	0	1	48	156	200	135	15	1	0	0	0	**556**	52	55
18:00	0	0	0	0	0	5	75	184	**139**	23	3	1	0	0	430	53	56
19:00	0	0	0	0	1	8	80	139	72	12	3	0	0	0	315	52	55
20:00	0	0	0	0	0	20	91	138	51	10	0	0	0	0	310	51	54
21:00	0	0	0	0	0	10	41	71	53	11	1	0	0	0	187	53	56
22:00	0	0	0	0	2	4	18	56	27	6	2	0	0	0	115	53	56
23:00	0	0	0	0	0	7	15	39	19	9	4	0	0	0	93	55	59
Total	1	1	0	1	16	241	1223	2280	1538	309	47	6	2	1	5666		
Percent	0.0%	0.0%	0.0%	0.0%	0.3%	4.3%	21.6%	40.2%	27.1%	5.5%	0.8%	0.1%	0.0%	0.0%			
AM Peak	10:00	08:00			07:00	09:00	08:00	11:00	11:00	07:00	08:00	06:00	09:00		11:00		
Vol.	1	1			2	9	39	119	104	22	4	1	1		283		
PM Peak				16:00	16:00	16:00	16:00	15:00	18:00	15:00	12:00	15:00		14:00	17:00		
Vol.				1	5	50	173	212	139	32	6	1		1	556		

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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
04/28/15	0	0	0	0	0	0	13	23	13	6	1	0	0	0	56	54	58
01:00	0	0	0	0	0	1	3	9	12	2	1	**1**	0	0	29	54	55
02:00	0	0	0	0	0	1	6	7	2	0	1	0	0	0	17	50	51
03:00	0	0	0	0	0	1	4	3	1	0	0	0	0	0	9	47	48
04:00	0	0	0	0	0	0	2	6	7	0	1	0	0	0	16	54	55
05:00	0	0	0	0	0	1	8	25	18	3	0	0	0	0	55	53	55
06:00	0	0	0	0	0	3	17	51	57	16	3	0	0	0	147	55	58
07:00	0	0	**1**	**3**	**2**	5	24	96	87	23	1	0	0	0	242	54	57
08:00	0	0	0	1	0	**6**	16	77	67	**27**	3	0	0	0	197	55	58
09:00	0	0	0	0	0	2	**48**	70	70	23	2	0	**1**	0	216	54	57
10:00	0	0	0	0	1	2	22	100	67	17	**4**	0	0	0	213	54	57
11:00	0	0	0	0	0	4	38	**110**	**126**	23	2	1	0	0	**304**	54	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	1	4	3	26	201	577	527	140	19	2	1	0	1501		
Percent	0.0%	0.0%	0.1%	0.3%	0.2%	1.7%	13.4%	38.4%	35.1%	9.3%	1.3%	0.1%	0.1%	0.0%			
AM Peak			07:00	07:00	07:00	08:00	09:00	11:00	11:00	08:00	10:00	01:00	09:00		11:00		
Vol.			1	3	2	6	48	110	126	27	4	1	1		304		
PM Peak																	
Vol.																	
Total	9	10	29	29	248	1867	8994	16033	10112	2013	328	48	15	10	39745		
Percent	0.0%	0.0%	0.1%	0.1%	0.6%	4.7%	22.6%	40.3%	25.4%	5.1%	0.8%	0.1%	0.0%	0.0%			

	15th Percentile :	42 MPH
	50th Percentile :	47 MPH
	85th Percentile :	53 MPH
	95th Percentile :	56 MPH
Stats	10 MPH Pace Speed :	44-53 MPH
	Number in Pace :	25694
	Percent in Pace :	64.7%
	Number of Vehicles > 45 MPH :	27694
	Percent of Vehicles > 45 MPH :	69.7%
	Mean Speed(Average) :	48 MPH

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 195 East of Cedar Swamp Road
Mansfield, Connecticut

Site Code: 3586
Station ID:

Latitude: 0' 0.000 Undefined

Start	20-Apr-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	*	*	*	*	27	49	40	59	43	59	59	76	67	70	47	63
01:00	*	*	*	*	23	23	16	26	24	39	42	49	58	69	33	41
02:00	*	*	*	*	9	16	6	11	12	20	37	29	24	43	18	24
03:00	*	*	*	*	10	9	7	10	9	18	15	21	17	13	12	14
04:00	*	*	*	*	17	20	18	17	17	19	16	24	13	12	16	18
05:00	*	*	*	*	69	59	70	53	52	53	40	28	19	14	50	41
06:00	*	*	*	*	282	145	255	134	248	133	87	73	37	34	182	104
07:00	*	*	*	*	555	224	538	240	485	221	138	98	79	83	359	173
08:00	*	*	*	*	**669**	222	**626**	168	**585**	242	261	208	134	107	**455**	189
09:00	*	*	*	*	520	226	498	213	469	271	292	251	239	178	404	228
10:00	*	*	*	*	409	236	400	231	424	272	**365**	285	275	277	375	260
11:00	*	*	*	*	355	**301**	357	**311**	363	**379**	332	**344**	**338**	**282**	349	**323**
12:00 PM	*	*	*	*	329	380	327	385	342	490	**388**	378	379	381	353	403
01:00	*	*	*	*	330	414	372	294	395	516	386	358	415	**412**	380	399
02:00	*	*	327	429	350	454	313	459	424	569	359	397	409	408	364	453
03:00	*	*	**416**	532	388	571	394	540	438	631	362	**403**	403	398	400	512
04:00	*	*	409	609	**427**	**600**	**441**	**647**	418	653	340	388	386	379	**404**	**546**
05:00	*	*	391	**621**	379	599	404	644	**448**	**657**	282	382	**455**	372	393	546
06:00	*	*	315	470	327	461	352	488	389	457	295	345	396	297	346	420
07:00	*	*	225	386	221	307	317	359	312	296	247	247	304	317	271	319
08:00	*	*	178	317	220	322	208	316	230	226	227	210	264	269	221	277
09:00	*	*	173	260	154	248	169	283	190	187	197	132	197	190	180	217
10:00	*	*	92	137	117	143	144	193	151	143	159	124	135	137	133	146
11:00	*	*	53	67	58	83	64	107	74	114	88	126	77	67	69	94
Lane	0	0	2579	3828	6245	6112	6336	6188	6542	6665	5014	4976	5120	4809	5814	5810
Day	0		6407		12357		12524		13207		9990		9929		11624	
AM Peak					08:00	11:00	08:00	11:00	08:00	11:00	10:00	11:00	11:00	11:00	08:00	11:00
Vol.					669	301	626	311	585	379	365	344	338	282	455	323
PM Peak			15:00	17:00	16:00	16:00	16:00	16:00	17:00	17:00	12:00	15:00	17:00	13:00	16:00	16:00
Vol.			416	621	427	600	441	647	448	657	388	403	455	412	404	546

Connecticut Counts LLC
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_(860) 828-1693_

Route 195 East of Cedar Swamp Road
Mansfield, Connecticut

Site Code: 3586
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	27-Apr-15 Eastbound	Westbou	Tue Eastbou	Westbou	Wed Eastbou	Westbou	Thu Eastbou	Westbou	Fri Eastbou	Westbou	Sat Eastbou	Westbou	Sun Eastbou	Westbou	Week Average Eastbou	Westbou
12:00 AM	54	46	35	56	*	*	*	*	*	*	*	*	*	*	44	51
01:00	30	28	17	29	*	*	*	*	*	*	*	*	*	*	24	28
02:00	20	11	14	17	*	*	*	*	*	*	*	*	*	*	17	14
03:00	12	3	8	9	*	*	*	*	*	*	*	*	*	*	10	6
04:00	16	22	13	16	*	*	*	*	*	*	*	*	*	*	14	19
05:00	79	42	68	55	*	*	*	*	*	*	*	*	*	*	74	48
06:00	243	171	256	147	*	*	*	*	*	*	*	*	*	*	250	159
07:00	518	251	534	242	*	*	*	*	*	*	*	*	*	*	526	246
08:00	**629**	210	**648**	197	*	*	*	*	*	*	*	*	*	*	**638**	204
09:00	522	225	474	216	*	*	*	*	*	*	*	*	*	*	498	220
10:00	441	217	449	213	*	*	*	*	*	*	*	*	*	*	445	215
11:00	360	**283**	341	**304**	*	*	*	*	*	*	*	*	*	*	350	**294**
12:00 PM	341	350	*	*	*	*	*	*	*	*	*	*	*	*	341	350
01:00	307	364	*	*	*	*	*	*	*	*	*	*	*	*	307	364
02:00	305	403	*	*	*	*	*	*	*	*	*	*	*	*	305	403
03:00	389	482	*	*	*	*	*	*	*	*	*	*	*	*	389	482
04:00	380	552	*	*	*	*	*	*	*	*	*	*	*	*	380	552
05:00	**394**	**556**	*	*	*	*	*	*	*	*	*	*	*	*	**394**	**556**
06:00	320	430	*	*	*	*	*	*	*	*	*	*	*	*	320	430
07:00	217	315	*	*	*	*	*	*	*	*	*	*	*	*	217	315
08:00	184	310	*	*	*	*	*	*	*	*	*	*	*	*	184	310
09:00	126	187	*	*	*	*	*	*	*	*	*	*	*	*	126	187
10:00	84	115	*	*	*	*	*	*	*	*	*	*	*	*	84	115
11:00	48	93	*	*	*	*	*	*	*	*	*	*	*	*	48	93
Lane	6019	5666	2857	1501	0	0	0	0	0	0	0	0	0	0	5985	5661
Day	11685		4358		0		0		0		0		0		11646	
AM Peak	08:00	11:00	08:00	11:00											08:00	11:00
Vol.	629	283	648	304											638	294
PM Peak	17:00	17:00													17:00	17:00
Vol.	394	556													394	556

Comb. Total	11685	10765	12357	12524	13207	9990	9929	23270

ADT ADT 12,443 AADT 12,443

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
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Route 44 East of Hunting Lodge Road
Mansfield, Connecticut

Site Code: 3587
Station ID:

Latitude: 0' 0.000 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
04/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	0	5	32	87	49	10	1	1	0	0	0	185	48	51
15:00	0	0	0	**3**	**20**	56	96	51	**11**	0	0	0	0	0	237	47	50
16:00	**1**	**1**	0	0	15	**65**	**123**	**59**	9	0	0	0	0	0	**273**	47	50
17:00	0	0	0	1	3	45	100	58	11	**2**	**2**	0	0	0	222	48	51
18:00	0	0	0	2	6	49	103	33	10	1	0	0	0	0	204	47	50
19:00	0	0	0	2	7	21	49	34	6	0	0	0	0	0	119	48	50
20:00	0	0	0	1	2	22	32	22	4	1	0	0	0	0	84	48	51
21:00	0	0	0	0	3	19	32	16	2	1	0	0	0	0	73	47	49
22:00	0	0	0	0	2	11	13	7	1	0	0	0	0	0	34	46	49
23:00	0	0	0	1	5	4	13	7	1	0	0	0	0	0	31	46	49
Total	1	1	0	10	68	324	648	336	65	6	3	0	0	0	1462		
Percent	0.1%	0.1%	0.0%	0.7%	4.7%	22.2%	44.3%	23.0%	4.4%	0.4%	0.2%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00 1	16:00 1		15:00 3	15:00 20	16:00 65	16:00 123	16:00 59	15:00 11	17:00 2	17:00 2				16:00 273		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 East of Hunting Lodge Road
Mansfield, Connecticut

Site Code: 3587
Station ID:

Latitude: 0' 0.000 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
04/22/15	0	0	0	0	1	5	4	2	1	0	0	0	0	0	13	44	45
01:00	0	0	0	0	2	1	1	1	1	0	0	0	0	0	6	*	*
02:00	0	0	0	0	0	1	4	0	0	0	0	0	0	0	5	43	43
03:00	0	0	0	0	0	3	1	3	0	0	0	0	0	0	7	47	47
04:00	0	0	0	0	0	4	2	2	1	0	0	0	0	0	9	40	40
05:00	0	0	0	**3**	1	1	8	10	2	0	0	0	0	0	25	48	50
06:00	0	0	0	2	2	18	30	25	6	**1**	0	0	0	0	84	48	51
07:00	**1**	0	**1**	0	4	33	74	37	**12**	0	0	0	0	0	162	48	51
08:00	0	0	0	0	**13**	48	**102**	42	12	0	0	0	0	0	**217**	47	50
09:00	0	0	0	1	8	**54**	75	47	7	0	0	0	**1**	0	193	47	50
10:00	0	0	0	1	3	29	63	**49**	5	0	0	0	0	0	150	48	50
11:00	0	**1**	1	0	4	21	99	32	10	1	0	0	0	0	169	47	51
12 PM	0	0	0	0	7	42	80	40	4	0	**1**	0	0	0	174	47	49
13:00	0	3	2	3	7	26	76	50	7	0	0	0	0	0	174	48	50
14:00	1	0	1	7	9	30	71	52	8	1	0	0	0	0	180	48	50
15:00	0	0	0	7	4	49	106	56	**12**	**3**	0	0	0	0	237	48	51
16:00	0	0	0	0	3	37	**128**	**84**	11	1	0	0	0	0	**264**	48	50
17:00	0	0	0	0	6	47	94	68	7	2	0	0	0	0	224	48	50
18:00	0	0	0	0	4	24	77	51	10	1	0	0	0	0	167	48	51
19:00	0	5	1	0	8	34	66	20	6	0	0	0	0	0	140	46	49
20:00	1	**62**	3	10	**31**	**61**	25	4	0	0	0	0	0	0	197	39	43
21:00	0	53	**7**	**12**	11	39	17	1	0	0	0	0	0	0	140	39	42
22:00	**2**	38	7	9	11	15	7	3	0	0	0	0	0	0	92	37	42
23:00	2	14	1	10	3	31	3	3	0	0	0	0	0	0	67	40	44
Total	7	176	24	65	142	653	1213	682	122	10	1	0	1	0	3096		
Percent	0.2%	5.7%	0.8%	2.1%	4.6%	21.1%	39.2%	22.0%	3.9%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	11:00	07:00	05:00	08:00	09:00	08:00	10:00	07:00	06:00			09:00		08:00		
Vol.	1	1	1	3	13	54	102	49	12	1			1		217		
PM Peak	22:00	20:00	21:00	21:00	20:00	20:00	16:00	16:00	15:00	15:00	12:00				16:00		
Vol.	2	62	7	12	31	61	128	84	12	3	1				264		

Connecticut Counts LLC
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Route 44 East of Hunting Lodge Road
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Site Code: 3587
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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
04/23/15	7	7	2	5	4	8	2	0	0	0	0	0	0	0	35	36	40
01:00	2	4	0	2	9	5	2	0	**2**	0	0	0	0	0	26	37	39
02:00	3	4	0	2	2	3	2	1	0	0	0	0	0	0	17	17	18
03:00	0	2	0	1	1	1	2	0	0	0	0	0	0	0	7	*	*
04:00	1	2	0	1	3	1	1	2	0	0	0	0	0	0	11	32	32
05:00	14	7	0	7	6	10	7	1	2	0	0	0	0	0	54	38	43
06:00	25	33	3	7	27	39	33	3	0	0	0	0	0	0	170	40	43
07:00	44	**55**	**6**	13	44	62	55	4	0	0	0	0	0	0	283	40	43
08:00	**75**	50	0	**14**	**68**	**127**	74	9	0	0	0	0	0	0	**417**	40	44
09:00	37	7	0	2	23	74	**85**	11	1	0	0	**1**	0	0	241	43	46
10:00	7	2	1	0	13	71	77	**15**	2	0	0	0	0	0	188	44	46
11:00	1	1	0	5	20	74	62	11	0	0	0	0	0	0	174	43	46
12 PM	11	**3**	0	**8**	23	77	58	10	0	0	0	0	0	0	190	43	46
13:00	0	0	0	0	20	60	58	9	2	0	0	0	0	0	149	44	46
14:00	0	0	0	0	18	71	65	7	2	0	0	0	0	0	163	43	46
15:00	1	1	0	4	22	96	67	19	**4**	0	**1**	0	0	0	215	44	48
16:00	0	0	**1**	3	**30**	**125**	**99**	18	0	0	0	0	0	0	**276**	43	46
17:00	**13**	3	0	1	23	99	95	**20**	0	0	0	0	0	0	254	44	46
18:00	1	1	1	4	15	74	78	9	0	**1**	0	0	0	0	184	44	46
19:00	0	0	0	0	12	63	56	4	1	0	0	0	0	0	136	43	45
20:00	0	0	0	1	17	38	35	3	1	0	0	0	0	0	95	43	45
21:00	3	0	0	2	19	45	17	0	1	0	0	0	0	0	87	41	43
22:00	0	0	0	0	6	10	14	4	0	0	0	0	0	0	34	45	47
23:00	0	0	0	1	7	17	7	1	0	0	0	0	0	0	33	41	44
Total	245	182	14	83	432	1250	1051	161	18	1	1	1	0	0	3439		
Percent	7.1%	5.3%	0.4%	2.4%	12.6%	36.3%	30.6%	4.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	07:00	08:00	08:00	08:00	09:00	10:00	01:00			09:00			08:00		
Vol.	75	55	6	14	68	127	85	15	2			1			417		
PM Peak	17:00	12:00	16:00	12:00	16:00	16:00	16:00	17:00	15:00	18:00	15:00				16:00		
Vol.	13	3	1	8	30	125	99	20	4	1	1				276		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 East of Hunting Lodge Road
Mansfield, Connecticut

Site Code: 3587
Station ID:

Latitude: 0' 0.000 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
04/24/15	1	0	0	1	8	14	10	1	0	0	0	0	0	0	35	43	45
01:00	1	0	0	0	0	5	0	0	0	0	0	0	0	0	6	39	39
02:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	42	42
03:00	0	0	0	0	2	5	2	0	0	0	0	0	0	0	9	40	41
04:00	0	0	0	0	1	2	3	3	1	0	0	0	0	0	10	47	48
05:00	0	0	0	2	3	8	6	4	1	0	0	0	0	0	24	46	48
06:00	0	0	0	0	4	46	27	9	2	0	0	0	0	0	88	44	48
07:00	0	0	**1**	**5**	6	57	64	**16**	**3**	0	0	0	0	0	152	45	48
08:00	**2**	1	0	1	**18**	94	**82**	12	0	**1**	0	0	0	0	**211**	43	46
09:00	1	**2**	0	5	10	**97**	74	9	1	0	0	0	0	0	199	43	46
10:00	0	0	0	1	15	90	56	7	1	0	0	0	0	0	170	43	45
11:00	1	0	0	4	10	74	72	8	1	0	0	0	0	0	170	43	46
12 PM	1	0	0	1	31	100	48	13	1	0	0	0	0	0	195	43	46
13:00	1	0	0	2	23	94	41	**18**	1	0	0	0	0	0	180	44	47
14:00	0	0	0	2	32	**123**	50	11	4	0	0	0	0	0	222	43	46
15:00	**3**	0	0	**9**	**51**	122	**77**	9	1	0	0	0	0	0	**272**	42	45
16:00	1	**1**	0	1	20	101	74	10	**7**	0	0	0	0	0	215	44	48
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	12	4	1	34	234	1032	689	130	24	1	0	0	0	0	2161		
Percent	0.6%	0.2%	0.0%	1.6%	10.8%	47.8%	31.9%	6.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	07:00	07:00	08:00	09:00	08:00	07:00	07:00	08:00					08:00		
Vol.	2	2	1	5	18	97	82	16	3	1					211		
PM Peak	15:00	16:00		15:00	15:00	14:00	15:00	13:00	16:00						15:00		
Vol.	3	1		9	51	123	77	18	7						272		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 East of Hunting Lodge Road
Mansfield, Connecticut

Site Code: 3587
Station ID:

Latitude: 0' 0.000 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
04/25/15	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

Connecticut Counts LLC
63 Sugar Maple Lane
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Route 44 East of Hunting Lodge Road
Mansfield, Connecticut

Site Code: 3587
Station ID:

Latitude: 0' 0.000 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
04/26/15	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

Connecticut Counts LLC
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Route 44 East of Hunting Lodge Road
Mansfield, Connecticut

Site Code: 3587
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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
04/27/15	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

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Route 44 East of Hunting Lodge Road
Mansfield, Connecticut

Site Code: 3587
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Latitude: 0' 0.000 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
04/28/15	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	
Total	265	363	39	192	876	3259	3601	1309	229	18	5	1	1	0	10158		
Percent	2.6%	3.6%	0.4%	1.9%	8.6%	32.1%	35.4%	12.9%	2.3%	0.2%	0.0%	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 :	6064
	Percent in Pace :	59.7%
	Number of Vehicles > 45 MPH :	1769
	Percent of Vehicles > 45 MPH :	17.4%
	Mean Speed(Average) :	38 MPH

Connecticut Counts LLC
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Route 44 East of Hunting Lodge Road
Mansfield, Connecticut

Site Code: 3587
Station ID:

Latitude: 0' 0.000 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
04/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	**2**	12	40	76	47	6	0	0	0	0	0	183	47	50
15:00	0	**1**	0	2	10	39	**120**	52	7	2	0	0	0	0	**233**	47	50
16:00	0	0	0	0	7	**49**	103	**60**	**9**	**3**	0	0	0	0	231	48	51
17:00	0	0	0	0	**16**	48	106	52	6	1	0	0	0	0	229	47	50
18:00	0	1	0	1	3	24	87	46	4	0	0	0	0	0	166	47	49
19:00	0	0	0	2	7	28	40	30	4	0	0	0	0	0	111	47	50
20:00	0	0	0	2	8	15	36	22	2	0	0	0	0	0	85	47	49
21:00	0	0	0	0	5	22	28	6	0	0	0	0	0	0	61	44	46
22:00	0	0	0	0	3	12	18	12	2	0	0	0	0	0	47	47	49
23:00	0	0	**1**	1	1	7	8	3	1	0	0	0	0	0	22	46	48
Total	0	2	1	10	72	284	622	330	41	6	0	0	0	0	1368		
Percent	0.0%	0.1%	0.1%	0.7%	5.3%	20.8%	45.5%	24.1%	3.0%	0.4%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.		15:00 1	23:00 1	14:00 2	17:00 16	16:00 49	15:00 120	16:00 60	16:00 9	16:00 3					15:00 233		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 East of Hunting Lodge Road
Mansfield, Connecticut

Site Code: 3587
Station ID:

Latitude: 0' 0.000 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
04/22/15	0	0	0	0	0	8	4	0	0	0	0	0	0	0	12	42	43
01:00	0	0	0	0	1	1	7	2	0	0	0	0	0	0	11	45	46
02:00	0	0	0	0	0	2	3	3	1	0	0	0	0	0	9	47	48
03:00	0	0	0	**3**	0	2	1	1	0	0	0	0	0	0	7	27	27
04:00	0	0	1	0	1	1	5	4	0	0	0	0	0	0	12	47	48
05:00	0	0	0	0	1	6	25	5	0	0	0	0	0	0	37	45	48
06:00	0	0	**2**	1	1	17	46	**59**	**10**	0	0	0	0	0	136	49	51
07:00	0	0	0	3	5	24	104	55	9	1	0	0	0	0	201	48	50
08:00	0	0	0	1	**9**	35	**116**	54	5	0	0	0	0	0	**220**	47	50
09:00	0	0	0	1	5	**40**	65	42	9	0	0	0	0	0	162	48	51
10:00	0	**1**	0	1	8	38	88	23	3	0	0	0	0	0	162	45	48
11:00	0	0	0	1	7	34	69	24	2	**2**	0	0	0	0	139	46	48
12 PM	0	**1**	0	2	6	**42**	**95**	38	2	0	0	0	0	0	186	46	49
13:00	0	0	0	4	2	40	71	50	9	0	0	0	0	0	176	48	50
14:00	0	0	1	0	6	5	43	78	45	4	**3**	0	0	0	185	52	55
15:00	0	0	1	0	7	13	67	**103**	43	4	1	0	0	0	239	51	54
16:00	0	0	1	0	2	7	40	95	57	**17**	2	0	0	0	221	53	57
17:00	0	0	0	2	8	11	57	98	**59**	12	0	**1**	0	0	**248**	52	55
18:00	0	1	0	0	1	10	38	66	32	8	1	0	0	0	157	52	56
19:00	0	0	0	0	0	11	40	43	18	10	1	0	0	0	123	52	57
20:00	0	0	8	**36**	**42**	14	5	4	6	1	0	0	0	0	116	39	50
21:00	0	1	6	23	20	9	4	4	4	2	1	1	0	0	75	44	52
22:00	0	0	**14**	18	9	0	1	0	0	0	0	0	0	0	42	31	33
23:00	0	0	3	11	1	5	1	0	1	0	0	0	0	0	22	37	39
Total	0	4	37	107	142	375	995	851	315	61	9	2	0	0	2898		
Percent	0.0%	0.1%	1.3%	3.7%	4.9%	12.9%	34.3%	29.4%	10.9%	2.1%	0.3%	0.1%	0.0%	0.0%			
AM Peak		10:00	06:00	03:00	08:00	09:00	08:00	06:00	06:00	11:00					08:00		
Vol.		1	2	3	9	40	116	59	10	2					220		
PM Peak		12:00	22:00	20:00	20:00	12:00	12:00	15:00	17:00	16:00	14:00	17:00			17:00		
Vol.		1	14	36	42	42	95	103	59	17	3	1			248		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 East of Hunting Lodge Road
Mansfield, Connecticut

Site Code: 3587
Station ID:

Latitude: 0' 0.000 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
04/23/15	0	0	2	17	0	0	0	0	0	0	0	0	0	0	19	29	31
01:00	0	0	0	3	9	0	1	1	0	0	0	0	0	0	14	34	35
02:00	0	0	0	2	3	0	0	0	0	0	0	0	0	0	5	32	32
03:00	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3	*	*
04:00	0	0	0	8	5	0	0	0	0	0	0	0	0	0	13	33	34
05:00	0	0	2	25	4	1	1	0	0	0	0	0	0	0	33	31	33
06:00	0	**5**	3	35	46	13	3	15	6	3	0	0	0	0	129	46	51
07:00	0	1	**7**	**52**	62	17	7	19	13	0	1	0	0	0	179	46	52
08:00	0	1	3	34	**89**	**30**	**37**	30	23	4	1	0	0	0	**252**	48	53
09:00	0	0	0	4	9	21	33	41	40	9	1	0	0	0	158	53	56
10:00	0	0	0	0	2	17	21	**43**	**50**	18	6	**2**	0	0	159	56	60
11:00	0	0	0	0	0	5	19	33	47	**27**	**12**	1	0	0	144	58	62
12 PM	0	0	0	1	3	**18**	27	54	44	21	7	2	0	0	177	55	60
13:00	0	0	0	0	1	3	11	50	41	40	16	2	1	0	165	59	62
14:00	0	0	**1**	**4**	3	3	10	52	49	32	12	2	1	**1**	170	58	61
15:00	0	0	0	0	0	6	25	55	74	**52**	**27**	**8**	1	1	**249**	60	64
16:00	0	0	0	0	1	3	21	**60**	70	45	16	3	1	0	220	58	62
17:00	0	0	1	0	3	7	24	58	**75**	33	14	1	1	0	217	57	61
18:00	0	0	0	0	0	2	**31**	48	31	31	10	1	**2**	0	156	58	61
19:00	0	0	1	2	2	4	11	25	37	28	7	2	0	0	119	58	61
20:00	0	0	0	0	1	2	13	17	31	13	8	1	0	0	86	58	62
21:00	0	0	0	0	**4**	3	15	36	24	4	8	1	0	1	96	54	62
22:00	0	0	0	1	0	3	9	17	11	5	1	0	1	0	48	54	58
23:00	0	0	0	1	0	2	8	7	7	2	3	0	0	0	30	56	61
Total	0	7	20	191	247	161	327	661	673	367	150	26	8	3	2841		
Percent	0.0%	0.2%	0.7%	6.7%	8.7%	5.7%	11.5%	23.3%	23.7%	12.9%	5.3%	0.9%	0.3%	0.1%			
AM Peak		06:00	07:00	07:00	08:00	08:00	08:00	10:00	10:00	11:00	11:00	10:00			08:00		
Vol.		5	7	52	89	30	37	43	50	27	12	2			252		
PM Peak			14:00	14:00	21:00	12:00	18:00	16:00	17:00	15:00	15:00	15:00	18:00	14:00	15:00		
Vol.			1	4	4	18	31	60	75	52	27	8	2	1	249		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 East of Hunting Lodge Road
Mansfield, Connecticut

Site Code: 3587
Station ID:

Latitude: 0' 0.000 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
04/24/15	0	0	0	0	0	0	6	5	6	0	1	1	0	0	19	52	54
01:00	0	0	0	0	0	0	2	6	1	2	1	0	0	0	12	49	50
02:00	0	0	0	0	0	0	1	2	0	2	0	0	0	0	5	*	*
03:00	0	0	**1**	**1**	0	0	0	2	0	1	1	0	0	0	6	*	*
04:00	0	0	0	0	0	0	3	2	2	2	0	0	1	0	10	44	44
05:00	0	0	0	0	0	2	3	16	11	5	1	1	0	0	39	55	59
06:00	0	0	0	1	**2**	1	8	22	48	32	8	1	0	0	123	58	61
07:00	0	0	0	0	0	**8**	**21**	47	**77**	**46**	13	2	0	0	**214**	58	61
08:00	0	0	0	0	2	6	21	**60**	56	39	13	2	3	0	202	58	62
09:00	0	**1**	0	0	0	1	19	53	45	29	**18**	**7**	**4**	0	177	60	65
10:00	0	0	0	0	0	3	11	46	58	26	12	4	0	0	160	58	63
11:00	0	0	0	0	0	3	15	38	52	30	17	5	2	**1**	163	59	64
12 PM	0	0	0	0	0	1	14	46	68	48	23	2	2	0	204	59	62
13:00	0	0	0	0	0	4	13	54	**82**	46	**28**	**11**	2	1	241	60	65
14:00	0	0	0	**3**	4	1	18	32	63	42	18	4	2	**2**	189	59	63
15:00	0	**1**	**3**	3	**17**	**21**	**30**	40	66	**61**	19	5	2	0	268	58	63
16:00	0	0	0	0	0	3	15	204	70	48	21	8	**3**	1	373	57	63
17:00	0	0	0	0	0	0	0	**507**	0	0	0	0	0	0	**507**	49	50
18:00	0	0	0	0	0	0	0	371	0	0	0	0	0	0	371	49	50
19:00	0	0	0	0	0	0	0	263	0	0	0	0	0	0	263	49	50
20:00	0	0	0	0	0	0	0	185	0	0	0	0	0	0	185	49	50
21:00	0	0	0	0	0	0	0	150	0	0	0	0	0	0	150	49	50
22:00	0	0	0	0	0	0	0	123	0	0	0	0	0	0	123	49	50
23:00	0	0	0	0	0	0	0	78	0	0	0	0	0	0	78	49	50
Total	0	2	4	8	25	54	200	2352	705	459	194	53	21	5	4082		
Percent	0.0%	0.0%	0.1%	0.2%	0.6%	1.3%	4.9%	57.6%	17.3%	11.2%	4.8%	1.3%	0.5%	0.1%			
AM Peak		09:00	03:00	03:00	06:00	07:00	07:00	08:00	07:00	07:00	09:00	09:00	09:00	11:00	07:00		
Vol.		1	1	1	2	8	21	60	77	46	18	7	4	1	214		
PM Peak		15:00	15:00	14:00	15:00	15:00	15:00	17:00	13:00	15:00	13:00	13:00	16:00	14:00	17:00		
Vol.		1	3	3	17	21	30	507	82	61	28	11	3	2	507		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 East of Hunting Lodge Road
Mansfield, Connecticut

Site Code: 3587
Station ID:

Latitude: 0' 0.000 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
04/25/15	0	0	0	0	0	0	0	60	0	0	0	0	0	0	60	49	50
01:00	0	0	0	0	0	0	0	44	0	0	0	0	0	0	44	49	50
02:00	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22	49	50
03:00	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	49	51
04:00	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	49	51
05:00	0	0	0	0	0	0	0	32	0	0	0	0	0	0	32	49	50
06:00	0	0	0	0	0	0	0	61	0	0	0	0	0	0	61	49	50
07:00	0	0	0	0	0	0	0	144	0	0	0	0	0	0	144	49	50
08:00	0	0	0	0	0	0	0	224	0	0	0	0	0	0	224	49	50
09:00	0	0	0	0	0	0	0	269	0	0	0	0	0	0	269	49	50
10:00	0	0	0	0	0	0	0	329	0	0	0	0	0	0	329	49	50
11:00	0	0	0	0	0	0	0	**354**	0	0	0	0	0	0	**354**	49	50
12 PM	0	0	0	0	0	0	0	343	0	0	0	0	0	0	343	49	50
13:00	0	0	0	0	0	0	0	**376**	0	0	0	0	0	0	**376**	49	50
14:00	0	0	0	0	0	0	0	346	0	0	0	0	0	0	346	49	50
15:00	0	0	0	0	0	0	0	371	0	0	0	0	0	0	371	49	50
16:00	0	0	0	0	0	0	0	344	0	0	0	0	0	0	344	49	50
17:00	0	0	0	0	0	0	0	299	0	0	0	0	0	0	299	49	50
18:00	0	0	0	0	0	0	0	254	0	0	0	0	0	0	254	49	50
19:00	0	0	0	0	0	0	0	208	0	0	0	0	0	0	208	49	50
20:00	0	0	0	0	0	0	0	187	0	0	0	0	0	0	187	49	50
21:00	0	0	0	0	0	0	0	150	0	0	0	0	0	0	150	49	50
22:00	0	0	0	0	0	0	0	120	0	0	0	0	0	0	120	49	50
23:00	0	0	0	0	0	0	0	97	0	0	0	0	0	0	97	49	50
Total	0	0	0	0	0	0	0	4662	0	0	0	0	0	0	4662		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak								11:00							11:00		
Vol.								354							354		
PM Peak								13:00							13:00		
Vol.								376							376		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 East of Hunting Lodge Road
Mansfield, Connecticut

Site Code: 3587
Station ID:

Latitude: 0' 0.000 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
04/26/15	0	0	0	0	0	0	0	58	0	0	0	0	0	0	58	49	50
01:00	0	0	0	0	0	0	0	46	0	0	0	0	0	0	46	49	50
02:00	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17	49	51
03:00	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	49	50
04:00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	48	48
05:00	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	49	51
06:00	0	0	0	0	0	0	0	39	0	0	0	0	0	0	39	49	51
07:00	0	0	0	0	0	0	0	80	0	0	0	0	0	0	80	49	50
08:00	0	0	0	0	0	0	0	157	0	0	0	0	0	0	157	49	50
09:00	0	0	0	0	0	0	0	201	0	0	0	0	0	0	201	49	50
10:00	0	0	0	0	0	0	0	267	0	0	0	0	0	0	267	49	50
11:00	0	0	0	0	0	0	0	**333**	0	0	0	0	0	0	**333**	49	50
12 PM	0	0	0	0	0	0	0	336	0	0	0	0	0	0	336	49	50
13:00	0	0	0	0	0	0	0	**375**	0	0	0	0	0	0	**375**	49	50
14:00	0	0	0	0	0	0	0	340	0	0	0	0	0	0	340	49	50
15:00	0	0	0	0	0	0	0	320	0	0	0	0	0	0	320	49	50
16:00	0	0	0	0	0	0	0	313	0	0	0	0	0	0	313	49	50
17:00	0	0	0	0	0	0	0	309	0	0	0	0	0	0	309	49	50
18:00	0	0	0	0	0	0	0	252	0	0	0	0	0	0	252	49	50
19:00	0	0	0	0	0	0	0	218	0	0	0	0	0	0	218	49	50
20:00	0	0	0	0	0	0	0	179	0	0	0	0	0	0	179	49	50
21:00	0	0	0	0	0	0	0	116	0	0	0	0	0	0	116	49	50
22:00	0	0	0	0	0	0	0	71	0	0	0	0	0	0	71	49	50
23:00	0	0	0	0	0	0	0	47	0	0	0	0	0	0	47	49	50
Total	0	0	0	0	0	0	0	4107	0	0	0	0	0	0	4107		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak								11:00							11:00		
Vol.								333							333		
PM Peak								13:00							13:00		
Vol.								375							375		

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Route 44 East of Hunting Lodge Road
Mansfield, Connecticut

Site Code: 3587
Station ID:

Latitude: 0' 0.000 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
04/27/15	0	0	0	0	0	0	0	28	0	0	0	0	0	0	28	49	50
01:00	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	49	51
02:00	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	49	50
03:00	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	49	50
04:00	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	49	51
05:00	0	0	0	0	0	0	0	67	0	0	0	0	0	0	67	49	50
06:00	0	0	0	0	0	0	0	215	0	0	0	0	0	0	215	49	50
07:00	0	0	0	0	0	0	0	354	0	0	0	0	0	0	354	49	50
08:00	0	0	0	0	0	0	0	**400**	0	0	0	0	0	0	**400**	49	50
09:00	0	0	0	0	0	0	0	305	0	0	0	0	0	0	305	49	50
10:00	0	0	0	0	0	0	0	280	0	0	0	0	0	0	280	49	50
11:00	0	0	0	0	0	0	0	324	0	0	0	0	0	0	324	49	50
12 PM	0	0	0	0	0	0	0	323	0	0	0	0	0	0	323	49	50
13:00	0	0	0	0	0	0	0	308	0	0	0	0	0	0	308	49	50
14:00	0	0	0	0	0	0	0	313	0	0	0	0	0	0	313	49	50
15:00	0	0	0	0	0	0	0	441	0	0	0	0	0	0	441	49	50
16:00	0	0	0	0	0	0	0	**480**	0	0	0	0	0	0	**480**	49	50
17:00	0	0	0	0	0	0	0	386	0	0	0	0	0	0	386	49	50
18:00	0	0	0	0	0	0	0	297	0	0	0	0	0	0	297	49	50
19:00	0	0	0	0	0	0	0	194	0	0	0	0	0	0	194	49	50
20:00	0	0	0	0	0	0	0	174	0	0	0	0	0	0	174	49	50
21:00	0	0	0	0	0	0	0	116	0	0	0	0	0	0	116	49	50
22:00	0	0	0	0	0	0	0	71	0	0	0	0	0	0	71	49	50
23:00	0	0	0	0	0	0	0	38	0	0	0	0	0	0	38	49	51
Total	0	0	0	0	0	0	0	5163	0	0	0	0	0	0	5163		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak								08:00							08:00		
Vol.								400							400		
PM Peak								16:00							16:00		
Vol.								480							480		

Connecticut Counts LLC
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Route 44 East of Hunting Lodge Road
Mansfield, Connecticut

Site Code: 3587
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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
04/28/15	0	0	0	0	0	0	0	24	0	0	0	0	0	0	24	49	50
01:00	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	49	50
02:00	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	49	51
03:00	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	49	51
04:00	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21	49	50
05:00	0	0	0	0	0	0	0	63	0	0	0	0	0	0	63	49	50
06:00	0	0	0	0	0	0	0	223	0	0	0	0	0	0	223	49	50
07:00	0	0	0	0	0	0	0	340	0	0	0	0	0	0	340	49	50
08:00	0	0	0	0	0	0	0	**438**	0	0	0	0	0	0	**438**	49	50
09:00	0	0	0	0	0	0	0	329	0	0	0	0	0	0	329	49	50
10:00	0	0	0	0	0	0	0	283	0	0	0	0	0	0	283	49	50
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	0	0	0	0	1756	0	0	0	0	0	0	1756		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak								08:00							08:00		
Vol.								438							438		
PM Peak Vol.																	
Total	0	15	62	316	486	874	2144	19882	1734	893	353	81	29	8	26877		
Percent	0.0%	0.1%	0.2%	1.2%	1.8%	3.3%	8.0%	74.0%	6.5%	3.3%	1.3%	0.3%	0.1%	0.0%			

	15th Percentile :	43 MPH
	50th Percentile :	47 MPH
	85th Percentile :	50 MPH
	95th Percentile :	55 MPH
Stats	10 MPH Pace Speed :	43-52 MPH
	Number in Pace :	21865
	Percent in Pace :	81.4%
	Number of Vehicles > 45 MPH :	20835
	Percent of Vehicles > 45 MPH :	77.5%
	Mean Speed(Average) :	48 MPH

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 East of Hunting Lodge Road
Mansfield, Connecticut

Site Code: 3587
Station ID:

Latitude: 0' 0.000 Undefined

Start	20-Apr-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	*	*	*	*	13	12	35	19	35	19	0	60	0	58	17	34
01:00	*	*	*	*	6	11	26	14	6	12	0	44	0	46	8	25
02:00	*	*	*	*	5	9	17	5	3	5	0	22	0	17	5	12
03:00	*	*	*	*	7	7	7	3	9	6	0	14	0	11	5	8
04:00	*	*	*	*	9	12	11	13	10	10	0	14	0	4	6	11
05:00	*	*	*	*	25	37	54	33	24	39	0	32	0	18	21	32
06:00	*	*	*	*	84	136	170	129	88	123	0	61	0	39	68	98
07:00	*	*	*	*	162	201	283	179	152	**214**	0	144	0	80	119	164
08:00	*	*	*	*	**217**	**220**	**417**	**252**	**211**	202	0	224	0	157	**169**	211
09:00	*	*	*	*	193	162	241	158	199	177	0	269	0	201	127	193
10:00	*	*	*	*	150	162	188	159	170	160	0	329	0	267	102	215
11:00	*	*	*	*	169	139	174	144	170	163	0	**354**	0	**333**	103	**227**
12:00 PM	*	*	*	*	174	186	190	177	195	204	0	343	0	336	112	249
01:00	*	*	*	*	174	176	149	165	180	241	0	**376**	0	**375**	101	267
02:00	*	*	185	183	180	185	163	170	222	189	0	346	0	340	125	236
03:00	*	*	237	**233**	237	239	215	**249**	**272**	268	0	371	0	320	160	280
04:00	*	*	**273**	231	**264**	221	**276**	220	215	373	0	344	0	313	**171**	284
05:00	*	*	222	229	224	**248**	254	217	0	**507**	0	299	0	309	117	**302**
06:00	*	*	204	166	167	157	184	156	0	371	0	254	0	252	92	226
07:00	*	*	119	111	140	123	136	119	0	263	0	208	0	218	66	174
08:00	*	*	84	85	197	116	95	86	0	185	0	187	0	179	63	140
09:00	*	*	73	61	140	75	87	96	0	150	0	150	0	116	50	108
10:00	*	*	34	47	92	42	34	48	0	123	0	120	0	71	27	75
11:00	*	*	31	22	67	22	33	30	0	78	0	97	0	47	22	49
Lane	0	0	1462	1368	3096	2898	3439	2841	2161	4082	0	4662	0	4107	1856	3620
Day	0		2830		5994		6280		6243		4662		4107		5476	
AM Peak					08:00	08:00	08:00	08:00	08:00	07:00		11:00		11:00	08:00	11:00
Vol.					217	220	417	252	211	214		354		333	169	227
PM Peak			16:00	15:00	16:00	17:00	16:00	15:00	15:00	17:00		13:00		13:00	16:00	17:00
Vol.			273	233	264	248	276	249	272	507		376		375	171	302

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 East of Hunting Lodge Road
Mansfield, Connecticut

Site Code: 3587
Station ID:

Latitude: 0' 0.000 Undefined

Start	27-Apr-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	0	28	0	24	*	*	*	*	*	*	*	*	*	*	0	26
01:00	0	13	0	9	*	*	*	*	*	*	*	*	*	*	0	11
02:00	0	12	0	13	*	*	*	*	*	*	*	*	*	*	0	12
03:00	0	8	0	13	*	*	*	*	*	*	*	*	*	*	0	10
04:00	0	16	0	21	*	*	*	*	*	*	*	*	*	*	0	18
05:00	0	67	0	63	*	*	*	*	*	*	*	*	*	*	0	65
06:00	0	215	0	223	*	*	*	*	*	*	*	*	*	*	0	219
07:00	0	354	0	340	*	*	*	*	*	*	*	*	*	*	0	347
08:00	0	**400**	0	**438**	*	*	*	*	*	*	*	*	*	*	0	**419**
09:00	0	305	0	329	*	*	*	*	*	*	*	*	*	*	0	317
10:00	0	280	0	283	*	*	*	*	*	*	*	*	*	*	0	282
11:00	0	324	*	*	*	*	*	*	*	*	*	*	*	*	0	324
12:00 PM	0	323	*	*	*	*	*	*	*	*	*	*	*	*	0	323
01:00	0	308	*	*	*	*	*	*	*	*	*	*	*	*	0	308
02:00	0	313	*	*	*	*	*	*	*	*	*	*	*	*	0	313
03:00	0	441	*	*	*	*	*	*	*	*	*	*	*	*	0	441
04:00	0	**480**	*	*	*	*	*	*	*	*	*	*	*	*	0	**480**
05:00	0	386	*	*	*	*	*	*	*	*	*	*	*	*	0	386
06:00	0	297	*	*	*	*	*	*	*	*	*	*	*	*	0	297
07:00	0	194	*	*	*	*	*	*	*	*	*	*	*	*	0	194
08:00	0	174	*	*	*	*	*	*	*	*	*	*	*	*	0	174
09:00	0	116	*	*	*	*	*	*	*	*	*	*	*	*	0	116
10:00	0	71	*	*	*	*	*	*	*	*	*	*	*	*	0	71
11:00	0	38	*	*	*	*	*	*	*	*	*	*	*	*	0	38
Lane	0	5163	0	1756	0	0	0	0	0	0	0	0	0	0	0	5191
Day	5163		1756		0		0		0		0		0		5191	
AM Peak		08:00		08:00												08:00
Vol.		400		438												419
PM Peak		16:00														16:00
Vol.		480														480

Comb. Total	5163	4586	5994	6280	6243	4662	4107	10667

ADT ADT 5,920 AADT 5,920

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Route 44 Between Richmond Road
Coventry, Connecticut

Site Code: 3588
Station ID:

Latitude: 0' 0.000 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
04/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	0	2	4	**14**	50	116	47	12	**2**	0	0	247	57	60
15:00	0	0	**1**	**7**	3	4	14	51	151	81	13	0	0	0	325	57	60
16:00	0	0	0	0	**4**	**6**	14	68	**199**	85	**14**	1	0	0	**391**	57	60
17:00	0	0	0	0	1	0	13	**74**	150	**87**	13	2	0	0	340	57	60
18:00	0	0	0	0	0	0	7	52	118	62	11	1	**1**	0	252	57	60
19:00	0	0	0	0	0	3	5	50	98	35	5	1	0	0	197	56	59
20:00	0	0	0	0	1	1	7	29	56	19	2	0	0	0	115	56	58
21:00	0	0	0	0	0	0	9	32	48	25	6	0	0	0	120	57	60
22:00	0	0	0	0	0	1	3	18	20	10	7	0	0	0	59	59	63
23:00	0	0	0	0	0	1	4	7	8	4	4	0	0	0	28	59	62
Total	0	0	1	7	11	20	90	431	964	455	87	7	1	0	2074		
Percent	0.0%	0.0%	0.0%	0.3%	0.5%	1.0%	4.3%	20.8%	46.5%	21.9%	4.2%	0.3%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.			15:00 1	15:00 7	16:00 4	16:00 6	14:00 14	17:00 74	16:00 199	17:00 87	16:00 14	14:00 2	18:00 1		16:00 391		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 Between Richmond Road
Coventry, Connecticut

Site Code: 3588
Station ID:

Latitude: 0' 0.000 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
04/22/15	0	0	0	0	0	0	0	7	7	2	0	0	0	0	16	55	56
01:00	0	0	0	0	0	0	0	2	6	2	0	1	0	0	11	55	56
02:00	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4	*	*
03:00	0	0	0	0	0	0	1	2	4	1	1	0	0	0	9	54	54
04:00	0	0	0	0	0	0	1	2	2	1	1	0	0	0	7	*	*
05:00	0	0	0	0	0	0	0	13	14	13	2	1	0	0	43	57	59
06:00	0	0	0	0	0	0	15	27	70	28	4	2	0	0	146	57	60
07:00	0	0	0	0	0	0	4	85	212	**87**	10	**4**	0	0	402	57	60
08:00	0	0	0	0	0	1	**23**	**126**	**258**	79	**16**	3	0	0	**506**	56	60
09:00	0	0	0	0	0	1	19	72	174	67	12	2	0	0	347	57	60
10:00	0	0	0	0	0	1	8	47	111	48	9	1	0	0	225	57	60
11:00	0	0	0	0	0	**3**	10	39	90	48	6	3	**2**	0	201	57	61
12 PM	0	0	0	0	0	0	17	50	96	27	9	1	0	0	200	56	60
13:00	0	0	0	0	**1**	3	5	56	81	38	11	3	0	0	198	57	61
14:00	0	0	0	0	1	**10**	**27**	53	103	48	8	0	0	0	250	56	60
15:00	0	0	0	0	0	4	9	38	149	75	15	2	1	0	293	58	60
16:00	0	0	0	1	1	5	17	81	**186**	65	14	0	**2**	0	372	56	60
17:00	0	0	0	0	1	0	13	**89**	176	**82**	12	2	1	0	**376**	57	60
18:00	0	0	0	0	0	0	11	65	145	67	**16**	**4**	0	0	308	57	61
19:00	0	0	0	0	0	1	20	66	79	20	7	1	0	0	194	55	59
20:00	0	0	0	0	1	7	25	62	42	6	2	0	0	0	145	53	56
21:00	0	0	0	0	0	0	12	39	50	14	2	0	0	0	117	55	58
22:00	0	0	0	**2**	0	2	20	33	20	7	1	0	0	0	85	53	56
23:00	0	0	0	0	1	2	5	21	15	1	1	0	0	0	46	52	54
Total	0	0	0	3	6	40	263	1077	2091	826	159	30	6	0	4501		
Percent	0.0%	0.0%	0.0%	0.1%	0.1%	0.9%	5.8%	23.9%	46.5%	18.4%	3.5%	0.7%	0.1%	0.0%			
AM Peak						11:00	08:00	08:00	08:00	07:00	08:00	07:00	11:00		08:00		
Vol.						3	23	126	258	87	16	4	2		506		
PM Peak				22:00	13:00	14:00	14:00	17:00	16:00	17:00	18:00	18:00	16:00		17:00		
Vol.				2	1	10	27	89	186	82	16	4	2		376		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 Between Richmond Road
Coventry, Connecticut

Site Code: 3588
Station ID:

Latitude: 0' 0.000 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
04/23/15	0	0	0	0	0	1	1	9	5	1	2	0	0	0	19	53	55
01:00	0	0	0	0	0	2	1	1	5	1	0	1	0	0	11	54	55
02:00	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	48	48
03:00	0	0	0	0	0	0	1	2	2	1	0	0	0	0	6	*	*
04:00	0	0	0	0	0	0	0	1	2	3	0	0	0	0	6	57	57
05:00	0	0	0	0	0	0	0	15	14	7	2	1	0	0	39	56	60
06:00	0	0	0	0	3	0	13	42	58	24	4	0	**1**	0	145	56	59
07:00	0	0	0	0	0	4	23	**151**	185	35	3	0	0	0	401	54	57
08:00	0	0	0	0	**14**	**25**	**40**	121	**208**	67	**11**	1	0	0	**487**	55	59
09:00	**1**	**1**	**1**	0	0	4	13	70	153	**72**	9	1	0	0	325	57	60
10:00	0	0	0	0	0	0	17	62	107	64	9	1	0	0	260	57	60
11:00	0	0	0	0	0	2	10	60	87	45	7	**3**	1	**1**	216	57	60
12 PM	0	0	0	0	1	3	17	63	83	45	5	**3**	0	0	220	57	60
13:00	0	0	0	0	1	2	13	45	80	49	10	2	0	0	202	58	61
14:00	0	0	0	**1**	0	1	13	56	93	57	**11**	1	0	0	233	58	60
15:00	0	0	0	0	0	0	14	83	133	**67**	7	2	0	0	306	57	59
16:00	0	0	0	0	0	2	28	**132**	156	55	10	3	0	0	**386**	56	59
17:00	0	0	0	0	1	3	34	108	**168**	37	9	0	**1**	0	361	55	58
18:00	0	0	0	0	**2**	**9**	**37**	75	130	45	6	1	0	0	305	55	59
19:00	0	0	0	0	2	0	1	43	93	29	9	2	1	0	180	57	61
20:00	0	0	0	1	1	0	14	57	59	18	0	0	0	0	150	55	57
21:00	0	0	0	0	0	1	12	47	38	17	3	0	0	0	118	55	59
22:00	0	0	0	0	0	0	6	26	26	5	4	1	0	0	68	55	61
23:00	0	0	0	0	0	2	4	9	14	4	3	1	0	0	37	58	62
Total	1	1	1	2	25	61	312	1281	1900	748	124	24	4	1	4485		
Percent	0.0%	0.0%	0.0%	0.0%	0.6%	1.4%	7.0%	28.6%	42.4%	16.7%	2.8%	0.5%	0.1%	0.0%			
AM Peak	09:00	09:00	09:00		08:00	08:00	08:00	07:00	08:00	09:00	08:00	11:00	06:00	11:00	08:00		
Vol.	1	1	1		14	25	40	151	208	72	11	3	1	1	487		
PM Peak				14:00	18:00	18:00	18:00	16:00	17:00	15:00	14:00	12:00	17:00		16:00		
Vol.				1	2	9	37	132	168	67	11	3	1		386		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 Between Richmond Road
Coventry, Connecticut

Site Code: 3588
Station ID:

Latitude: 0' 0.000 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
04/24/15	0	0	0	0	0	1	0	13	8	2	1	0	0	0	25	53	55
01:00	0	0	0	0	0	0	0	5	4	3	0	1	0	0	13	56	57
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	*	*
03:00	0	0	0	0	0	0	5	1	1	1	0	0	0	0	8	45	45
04:00	0	0	0	0	0	0	0	2	5	3	2	0	0	0	12	58	59
05:00	0	0	0	0	0	1	5	5	16	7	4	0	0	0	38	58	62
06:00	0	0	0	0	0	1	7	49	69	9	3	0	0	0	138	54	57
07:00	0	0	0	0	0	1	19	108	**172**	46	11	0	0	0	357	55	59
08:00	0	0	0	0	**1**	**6**	**33**	**171**	150	55	5	1	**1**	0	**423**	55	58
09:00	0	0	0	0	1	2	21	68	143	**63**	**13**	1	1	**1**	314	57	60
10:00	0	0	0	0	0	0	9	75	103	38	6	**2**	1	0	234	56	59
11:00	0	0	**3**	**2**	0	2	12	64	84	33	9	0	0	0	209	56	60
12 PM	0	0	0	**2**	1	0	2	85	92	51	8	0	**1**	0	242	57	60
13:00	0	0	0	1	0	1	5	65	92	34	6	2	1	0	207	56	59
14:00	0	0	0	1	0	4	11	83	131	34	8	0	0	0	272	56	59
15:00	0	0	0	0	**4**	**6**	13	84	143	50	11	**4**	0	0	315	56	60
16:00	0	0	0	0	0	0	13	133	**198**	43	10	2	0	0	399	55	59
17:00	0	0	0	0	0	5	**38**	**138**	171	**63**	7	0	0	0	**422**	55	59
18:00	0	0	0	0	0	0	18	89	158	52	**12**	1	0	0	330	56	60
19:00	0	0	0	0	1	2	9	46	89	41	9	1	0	0	198	57	60
20:00	0	0	0	0	1	1	12	63	53	16	2	0	0	0	148	54	58
21:00	0	0	0	0	0	2	10	31	42	15	3	2	0	0	105	56	60
22:00	0	0	0	0	0	0	9	25	38	12	3	0	0	0	87	55	59
23:00	0	0	0	0	0	0	9	21	22	7	2	1	0	0	62	55	59
Total	0	0	3	6	9	35	260	1424	1985	678	135	18	5	1	4559		
Percent	0.0%	0.0%	0.1%	0.1%	0.2%	0.8%	5.7%	31.2%	43.5%	14.9%	3.0%	0.4%	0.1%	0.0%			
AM Peak			11:00	11:00	08:00	08:00	08:00	08:00	07:00	09:00	09:00	10:00	08:00	09:00	08:00		
Vol.			3	2	1	6	33	171	172	63	13	2	1	1	423		
PM Peak				12:00	15:00	15:00	17:00	17:00	16:00	17:00	18:00	15:00	12:00		17:00		
Vol.				2	4	6	38	138	198	63	12	4	1		422		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 Between Richmond Road
Coventry, Connecticut

Site Code: 3588
Station ID:

Latitude: 0' 0.000 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
04/25/15	0	0	0	0	0	0	2	13	9	3	0	0	0	0	27	54	56
01:00	0	0	0	0	0	0	1	4	8	2	1	0	0	**1**	17	55	56
02:00	0	0	0	0	0	0	0	4	4	1	2	1	0	0	12	53	54
03:00	0	0	0	0	0	0	0	2	2	0	3	3	0	0	10	67	67
04:00	0	0	0	0	0	0	0	2	6	0	2	0	0	0	10	53	54
05:00	0	0	0	0	0	0	3	3	8	4	1	0	0	0	19	57	59
06:00	0	0	0	0	1	1	2	6	20	14	2	2	0	0	48	57	59
07:00	0	0	0	0	0	0	**8**	18	31	21	5	1	0	0	84	58	61
08:00	0	0	0	0	0	**5**	8	33	54	27	9	**4**	0	0	140	58	62
09:00	0	0	0	0	0	0	5	46	73	26	5	2	**2**	0	159	56	60
10:00	0	0	0	0	**3**	2	4	50	**84**	**43**	**13**	3	0	0	**202**	58	62
11:00	0	0	**2**	**5**	0	1	5	**55**	78	37	10	1	0	0	194	57	61
12 PM	0	0	0	0	0	2	18	49	91	41	9	1	**1**	0	212	57	60
13:00	0	0	0	1	1	0	**21**	63	99	48	8	1	0	0	242	57	60
14:00	0	0	0	0	0	0	3	57	100	51	**11**	3	1	0	226	58	61
15:00	0	0	0	0	1	2	5	**70**	**115**	50	5	3	0	**1**	**252**	57	60
16:00	0	0	0	0	0	**4**	12	61	106	**55**	9	1	0	0	248	57	60
17:00	0	0	0	0	0	1	13	51	102	27	11	2	0	0	207	56	60
18:00	0	0	0	**2**	**5**	2	13	32	85	51	7	**4**	0	0	201	57	60
19:00	0	0	0	0	0	1	3	29	64	25	7	1	0	0	130	57	60
20:00	0	0	0	0	1	0	10	55	55	9	4	1	0	0	135	54	58
21:00	0	0	0	1	0	4	11	43	36	12	4	1	1	0	113	55	59
22:00	0	0	0	1	2	0	16	38	43	3	1	2	0	0	106	53	55
23:00	0	0	0	1	0	1	12	22	18	11	2	0	0	0	67	55	58
Total	0	0	2	11	14	26	175	806	1291	561	131	37	5	2	3061		
Percent	0.0%	0.0%	0.1%	0.4%	0.5%	0.8%	5.7%	26.3%	42.2%	18.3%	4.3%	1.2%	0.2%	0.1%			
AM Peak			11:00	11:00	10:00	08:00	07:00	11:00	10:00	10:00	10:00	08:00	09:00	01:00	10:00		
Vol.			2	5	3	5	8	55	84	43	13	4	2	1	202		
PM Peak				18:00	18:00	16:00	13:00	15:00	15:00	16:00	14:00	18:00	12:00	15:00	15:00		
Vol.				2	5	4	21	70	115	55	11	4	1	1	252		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 Between Richmond Road
Coventry, Connecticut

Site Code: 3588
Station ID:

Latitude: 0' 0.000 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
04/26/15	0	0	0	0	0	0	4	11	15	4	4	0	0	0	38	58	62
01:00	0	0	0	0	0	**3**	0	3	6	6	0	0	0	0	18	57	59
02:00	0	0	0	0	**1**	0	0	4	3	2	0	2	0	0	12	53	54
03:00	0	0	0	0	0	0	0	1	5	1	0	0	0	0	7	54	55
04:00	0	0	0	0	0	1	0	1	3	0	0	0	0	0	5	52	52
05:00	0	0	0	0	0	0	1	2	2	2	0	0	0	0	7	*	*
06:00	0	0	0	0	0	0	2	2	14	6	6	2	0	0	32	62	65
07:00	0	0	0	0	0	0	3	8	20	9	6	1	0	0	47	59	63
08:00	0	0	0	0	0	2	6	16	32	26	9	**3**	0	0	94	59	63
09:00	0	0	0	0	1	0	4	29	56	35	5	0	**1**	0	131	57	60
10:00	0	0	0	0	0	0	9	38	63	**39**	5	0	0	0	154	57	60
11:00	0	0	0	0	0	0	**16**	**54**	**83**	37	**11**	1	0	0	**202**	57	61
12 PM	0	0	0	0	0	3	**15**	70	107	40	6	1	0	0	242	56	59
13:00	0	0	0	0	0	**5**	12	**76**	121	38	9	0	**1**	1	**263**	56	59
14:00	0	0	0	0	0	0	11	76	108	32	5	2	0	0	234	55	59
15:00	0	0	0	**1**	1	1	7	51	121	37	5	1	1	0	226	56	59
16:00	0	0	0	0	**3**	2	5	67	**134**	40	3	2	1	**2**	259	56	59
17:00	0	0	0	0	1	0	7	62	108	**52**	**10**	0	1	0	241	57	60
18:00	0	0	0	0	0	0	5	57	97	33	6	**5**	0	0	203	56	60
19:00	0	0	0	0	1	1	7	44	89	34	5	1	1	0	183	56	60
20:00	0	0	0	0	0	1	7	42	57	19	5	1	0	0	132	56	60
21:00	0	0	0	0	0	0	4	16	40	24	4	1	0	0	89	58	61
22:00	0	0	0	0	0	0	5	18	36	8	5	0	0	0	72	56	61
23:00	0	0	0	0	0	0	4	7	19	2	2	1	0	0	35	54	55
Total	0	0	0	1	8	19	134	755	1339	526	111	24	6	3	2926		
Percent	0.0%	0.0%	0.0%	0.0%	0.3%	0.6%	4.6%	25.8%	45.8%	18.0%	3.8%	0.8%	0.2%	0.1%			
AM Peak					02:00	01:00	11:00	11:00	11:00	10:00	11:00	08:00	09:00		11:00		
Vol.					1	3	16	54	83	39	11	3	1		202		
PM Peak				15:00	16:00	13:00	12:00	13:00	16:00	17:00	17:00	18:00	13:00	16:00	13:00		
Vol.				1	3	5	15	76	134	52	10	5	1	2	263		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 Between Richmond Road
Coventry, Connecticut

Site Code: 3588
Station ID:

Latitude: 0' 0.000 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
04/27/15	0	0	0	0	0	1	2	7	4	1	0	1	0	0	16	53	54
01:00	0	0	0	0	0	0	1	3	2	0	0	0	0	0	6	49	49
02:00	0	0	0	0	0	0	3	1	2	1	1	0	0	0	8	43	43
03:00	0	0	0	0	0	0	0	3	1	0	0	0	0	**1**	5	48	48
04:00	0	0	0	0	0	0	0	2	2	3	0	0	0	0	7	57	57
05:00	0	0	0	0	0	0	1	3	19	8	3	0	0	0	34	58	61
06:00	0	0	0	0	0	0	8	29	78	28	6	1	0	0	150	57	60
07:00	0	0	0	0	0	**4**	**36**	121	176	56	4	**2**	0	0	399	55	58
08:00	0	0	0	**1**	**3**	1	4	**151**	**272**	**77**	4	1	0	0	**514**	55	58
09:00	0	0	0	0	0	0	8	78	181	65	2	1	0	0	335	56	58
10:00	0	0	0	0	0	1	0	58	150	34	6	1	0	0	250	56	59
11:00	0	0	0	0	0	3	3	56	94	41	**13**	1	0	0	211	57	61
12 PM	0	0	0	0	0	0	17	57	87	25	2	1	0	0	189	55	58
13:00	0	0	0	**1**	0	1	2	50	106	33	4	0	0	0	197	56	59
14:00	0	0	0	0	0	1	9	48	100	49	4	**2**	0	0	213	57	60
15:00	0	0	0	1	0	**11**	26	**113**	157	42	3	0	0	0	353	55	58
16:00	0	0	0	0	0	0	16	103	**178**	**52**	**13**	2	0	0	364	56	60
17:00	0	0	0	1	1	4	**32**	104	169	46	8	0	1	0	**366**	55	59
18:00	0	0	0	0	**2**	1	20	103	108	39	12	0	0	0	285	56	59
19:00	0	0	0	0	1	2	19	48	61	30	5	1	**2**	0	169	56	60
20:00	0	0	0	0	0	0	18	54	45	14	5	0	1	**1**	138	55	59
21:00	0	0	0	0	0	1	13	40	31	12	2	1	0	0	100	55	58
22:00	0	0	0	1	1	2	1	26	16	14	0	1	0	0	62	57	59
23:00	0	0	0	0	0	0	2	3	12	6	2	0	0	0	25	58	60
Total	0	0	0	5	8	33	241	1261	2051	676	99	16	4	2	4396		
Percent	0.0%	0.0%	0.0%	0.1%	0.2%	0.8%	5.5%	28.7%	46.7%	15.4%	2.3%	0.4%	0.1%	0.0%			
AM Peak				08:00	08:00	07:00	07:00	08:00	08:00	08:00	11:00	07:00		03:00	08:00		
Vol.				1	3	4	36	151	272	77	13	2		1	514		
PM Peak				13:00	18:00	15:00	17:00	15:00	16:00	16:00	16:00	14:00	19:00	20:00	17:00		
Vol.				1	2	11	32	113	178	52	13	2	2	1	366		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 Between Richmond Road
Coventry, Connecticut

Site Code: 3588
Station ID:

Latitude: 0' 0.000 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
04/28/15	0	0	0	0	0	0	2	6	3	2	1	1	0	0	15	53	54
01:00	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	49	49
02:00	0	0	0	0	0	0	0	1	6	1	1	0	0	0	9	54	55
03:00	0	0	0	0	0	0	2	3	0	2	0	0	0	0	7	47	47
04:00	0	0	0	**2**	0	0	0	2	4	1	0	0	0	0	9	54	54
05:00	0	0	0	0	0	0	1	4	19	8	4	0	0	0	36	58	62
06:00	0	0	0	0	0	0	8	50	67	9	6	3	0	0	143	55	60
07:00	0	0	0	0	0	1	14	125	207	37	3	**4**	0	0	391	55	58
08:00	0	0	0	0	0	3	**41**	**163**	**240**	**53**	**9**	1	0	0	**510**	55	58
09:00	0	0	0	0	0	0	28	87	161	50	3	0	0	0	329	55	58
10:00	0	0	0	0	0	**5**	17	73	98	35	5	2	**2**	0	237	56	59
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	0	9	113	517	807	198	32	11	2	0	1691		
Percent	0.0%	0.0%	0.0%	0.1%	0.0%	0.5%	6.7%	30.6%	47.7%	11.7%	1.9%	0.7%	0.1%	0.0%			
AM Peak				04:00		10:00	08:00	08:00	08:00	08:00	08:00	07:00	10:00		08:00		
Vol.				2		5	41	163	240	53	9	4	2		510		
PM Peak																	
Vol.																	
Total	1	1	7	37	81	243	1588	7552	12428	4668	878	167	33	9	27693		
Percent	0.0%	0.0%	0.0%	0.1%	0.3%	0.9%	5.7%	27.3%	44.9%	16.9%	3.2%	0.6%	0.1%	0.0%			

	15th Percentile :	46 MPH
	50th Percentile :	51 MPH
	85th Percentile :	56 MPH
	95th Percentile :	60 MPH
Stats	10 MPH Pace Speed :	47-56 MPH
	Number in Pace :	18862
	Percent in Pace :	68.1%
	Number of Vehicles > 45 MPH :	25008
	Percent of Vehicles > 45 MPH :	90.3%
	Mean Speed(Average) :	52 MPH

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 Between Richmond Road
Coventry, Connecticut

Site Code: 3588
Station ID:

Latitude: 0' 0.000 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
04/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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**	0	1	11	63	108	87	15	3	0	0	0	289	53	56
15:00	0	0	0	0	**4**	8	53	145	139	18	3	0	0	0	370	53	56
16:00	0	0	1	0	3	**15**	**71**	173	**169**	**41**	**7**	0	0	0	**480**	54	57
17:00	0	0	0	0	1	7	63	**193**	167	40	6	**1**	0	0	478	54	57
18:00	0	0	0	0	4	10	29	112	113	31	1	1	0	0	301	54	57
19:00	0	0	0	0	0	0	21	72	73	21	4	0	0	0	191	55	58
20:00	0	0	0	0	0	6	26	55	33	4	4	0	0	0	128	53	57
21:00	0	0	0	0	0	3	38	43	13	1	0	0	0	0	98	50	53
22:00	0	0	0	0	0	2	19	28	17	5	0	0	0	0	71	53	56
23:00	0	0	0	0	0	3	14	12	5	2	1	0	0	0	37	51	55
Total	0	0	2	0	13	65	397	941	816	178	29	2	0	0	2443		
Percent	0.0%	0.0%	0.1%	0.0%	0.5%	2.7%	16.3%	38.5%	33.4%	7.3%	1.2%	0.1%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.			14:00 1		15:00 4	16:00 15	16:00 71	17:00 193	16:00 169	16:00 41	16:00 7	17:00 1			16:00 480		

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Route 44 Between Richmond Road
Coventry, Connecticut

Site Code: 3588
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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
04/22/15	0	0	0	0	1	1	8	7	6	0	0	0	0	0	23	52	54
01:00	0	0	0	0	0	0	7	5	4	1	0	0	0	0	17	52	54
02:00	0	0	0	0	0	2	1	5	1	3	0	0	0	0	12	56	57
03:00	0	0	0	0	1	1	2	2	2	2	0	0	0	0	10	*	*
04:00	0	0	0	1	0	0	0	7	7	2	0	0	0	0	17	55	56
05:00	0	0	0	0	1	1	7	17	18	7	1	0	0	0	52	55	58
06:00	0	0	0	1	0	6	30	79	109	17	7	1	0	**1**	251	54	58
07:00	0	0	0	**5**	**11**	2	31	**100**	**167**	44	2	**2**	0	0	**364**	55	58
08:00	0	0	0	0	1	6	**34**	72	126	**62**	**8**	1	0	0	310	56	59
09:00	0	0	0	0	2	1	19	78	72	28	0	1	**1**	0	202	55	58
10:00	0	0	0	1	8	**7**	24	66	60	17	5	0	0	0	188	54	58
11:00	0	0	0	0	4	7	27	68	83	20	1	1	0	1	212	54	57
12 PM	0	0	0	0	**16**	12	18	73	83	24	4	**1**	0	**1**	232	55	58
13:00	0	0	**2**	2	12	13	32	91	72	18	7	1	0	0	250	54	58
14:00	0	0	0	0	0	**16**	35	121	86	22	2	1	0	0	283	54	56
15:00	0	0	0	0	4	9	52	154	122	31	6	1	0	0	379	54	57
16:00	0	0	0	0	7	4	62	**192**	**189**	**35**	8	0	0	0	**497**	54	57
17:00	0	0	0	2	1	8	**73**	183	180	27	**10**	0	0	0	484	54	57
18:00	0	0	0	**4**	0	5	38	110	117	22	5	1	0	0	302	54	58
19:00	0	0	0	0	1	12	41	74	48	10	0	0	0	0	186	53	56
20:00	0	0	0	1	1	8	40	67	40	6	1	1	0	0	165	52	55
21:00	0	0	0	0	5	11	26	51	9	3	1	0	0	0	106	50	53
22:00	0	0	0	0	3	11	16	21	12	0	0	0	0	0	63	50	53
23:00	0	0	0	0	0	6	12	12	5	1	0	0	0	0	36	51	54
Total	0	0	2	17	79	149	635	1655	1618	402	68	12	1	3	4641		
Percent	0.0%	0.0%	0.0%	0.4%	1.7%	3.2%	13.7%	35.7%	34.9%	8.7%	1.5%	0.3%	0.0%	0.1%			
AM Peak				07:00	07:00	10:00	08:00	07:00	07:00	08:00	08:00	07:00	09:00	06:00	07:00		
Vol.				5	11	7	34	100	167	62	8	2	1	1	364		
PM Peak			13:00	18:00	12:00	14:00	17:00	16:00	16:00	16:00	17:00	12:00		12:00	16:00		
Vol.			2	4	16	16	73	192	189	35	10	1		1	497		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 Between Richmond Road
Coventry, Connecticut

Site Code: 3588
Station ID:

Latitude: 0' 0.000 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
04/23/15	0	0	0	0	2	0	7	6	9	6	0	0	0	0	30	56	58
01:00	0	0	0	0	0	1	3	3	3	1	0	0	0	0	11	52	53
02:00	0	0	0	0	0	0	5	7	1	1	0	0	0	0	14	49	50
03:00	0	0	0	0	0	0	1	3	3	2	0	0	0	0	9	53	54
04:00	0	0	0	0	0	1	2	7	3	0	1	0	0	0	14	51	52
05:00	0	0	0	1	0	4	11	4	22	8	1	0	0	0	51	55	58
06:00	0	0	0	0	2	4	24	80	77	**36**	6	**1**	**1**	0	231	56	59
07:00	0	0	1	**14**	**10**	14	41	126	**138**	24	**10**	0	0	0	**378**	54	58
08:00	0	0	0	0	7	9	**50**	**145**	113	27	1	0	0	0	352	53	56
09:00	0	0	0	8	5	**17**	34	69	56	14	3	0	0	0	206	53	56
10:00	0	0	**3**	3	10	2	27	55	53	24	1	0	0	0	178	55	58
11:00	0	0	0	0	5	5	23	75	59	19	0	1	0	0	187	54	57
12 PM	0	0	0	**5**	4	**20**	40	71	62	9	2	0	0	0	213	53	56
13:00	0	0	**1**	0	1	6	34	91	79	12	2	1	**1**	0	228	53	56
14:00	0	0	0	4	4	13	52	92	76	34	3	0	1	0	279	54	58
15:00	0	0	0	0	0	8	51	158	113	**35**	2	**2**	0	0	369	54	57
16:00	0	0	0	0	**11**	15	58	185	**161**	29	**5**	1	0	0	**465**	54	57
17:00	0	0	0	0	3	5	57	**225**	145	25	2	1	0	0	463	53	56
18:00	0	0	0	0	6	17	43	141	104	18	3	0	0	0	332	53	56
19:00	0	0	1	0	0	6	42	75	71	14	5	0	0	0	214	54	57
20:00	0	0	0	1	0	11	29	75	34	7	1	1	0	0	159	52	55
21:00	0	0	0	0	1	11	**73**	49	13	5	0	0	0	0	152	49	54
22:00	0	0	0	0	0	10	28	26	10	6	1	0	0	0	81	52	56
23:00	0	0	0	0	0	2	14	15	10	0	0	0	0	0	41	52	54
Total	0	0	6	36	71	181	749	1783	1415	356	49	8	3	0	4657		
Percent	0.0%	0.0%	0.1%	0.8%	1.5%	3.9%	16.1%	38.3%	30.4%	7.6%	1.1%	0.2%	0.1%	0.0%			
AM Peak			10:00	07:00	07:00	09:00	08:00	08:00	07:00	06:00	07:00	06:00	06:00		07:00		
Vol.			3	14	10	17	50	145	138	36	10	1	1		378		
PM Peak			13:00	12:00	16:00	12:00	21:00	17:00	16:00	15:00	16:00	15:00	13:00		16:00		
Vol.			1	5	11	20	73	225	161	35	5	2	1		465		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 Between Richmond Road
Coventry, Connecticut

Site Code: 3588
Station ID:

Latitude: 0' 0.000 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
04/24/15	0	0	0	1	1	1	4	11	4	2	0	0	0	0	24	52	54
01:00	0	0	0	0	1	1	5	5	6	3	0	0	0	0	21	55	57
02:00	0	0	0	0	0	2	1	5	3	0	0	0	0	0	11	51	52
03:00	0	0	0	0	1	1	1	1	1	0	0	0	0	0	5	*	*
04:00	0	0	0	0	0	1	5	4	5	2	0	0	0	0	17	54	56
05:00	0	0	0	0	0	1	10	24	14	10	1	0	0	0	60	56	59
06:00	0	0	0	1	3	3	29	85	91	25	4	**3**	0	0	244	55	59
07:00	0	0	0	7	3	**14**	42	**93**	**135**	**46**	7	1	0	0	**348**	55	59
08:00	0	0	0	1	**12**	12	37	66	119	38	**11**	2	**1**	0	299	56	59
09:00	0	0	**1**	**9**	7	12	38	83	53	19	2	1	0	0	225	53	57
10:00	0	0	0	0	5	10	28	72	63	15	4	0	0	0	197	54	58
11:00	0	0	0	5	2	10	**50**	85	44	16	3	1	0	0	216	53	57
12 PM	0	0	0	1	6	3	40	135	93	15	0	**1**	0	0	294	53	56
13:00	0	0	**1**	1	3	10	66	132	92	14	5	0	0	0	324	53	56
14:00	0	0	0	1	0	**15**	49	131	123	26	4	0	0	0	349	54	57
15:00	0	0	0	2	**12**	8	91	150	115	23	2	1	0	0	404	53	56
16:00	0	0	0	**3**	8	12	84	**226**	**153**	27	1	0	0	0	**514**	53	55
17:00	0	0	0	0	0	8	**102**	173	150	**31**	**6**	0	0	0	470	53	56
18:00	0	0	0	1	5	12	54	109	98	28	1	0	0	0	308	54	57
19:00	0	0	0	0	1	4	38	61	49	16	3	0	0	0	172	54	58
20:00	0	0	1	0	1	10	39	58	17	4	0	0	0	0	130	50	54
21:00	0	**1**	0	1	1	4	27	43	13	3	0	0	0	0	93	51	54
22:00	0	0	0	1	3	7	28	26	4	1	0	0	0	0	70	49	51
23:00	0	0	0	0	0	7	8	23	8	2	1	0	0	0	49	51	54
Total	0	1	3	35	75	168	876	1801	1453	366	55	10	1	0	4844		
Percent	0.0%	0.0%	0.1%	0.7%	1.5%	3.5%	18.1%	37.2%	30.0%	7.6%	1.1%	0.2%	0.0%	0.0%			
AM Peak			09:00	09:00	08:00	07:00	11:00	07:00	07:00	07:00	08:00	06:00	08:00		07:00		
Vol.			1	9	12	14	50	93	135	46	11	3	1		348		
PM Peak		21:00	13:00	16:00	15:00	14:00	17:00	16:00	16:00	17:00	17:00	12:00			16:00		
Vol.		1	1	3	12	15	102	226	153	31	6	1			514		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 Between Richmond Road
Coventry, Connecticut

Site Code: 3588
Station ID:

Latitude: 0' 0.000 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
04/25/15	0	0	0	0	1	4	12	12	6	0	0	0	0	0	35	50	53
01:00	0	0	0	0	1	3	5	7	2	0	1	0	0	0	19	49	51
02:00	0	0	0	0	0	1	2	5	6	2	0	0	**1**	0	17	54	56
03:00	0	0	0	0	0	0	1	3	3	3	0	0	0	0	10	56	57
04:00	0	0	0	0	0	1	2	3	3	3	1	0	0	0	13	56	58
05:00	0	0	0	0	1	0	2	11	13	1	2	0	0	0	30	54	55
06:00	0	0	0	0	0	0	3	14	24	9	**10**	0	0	0	60	60	63
07:00	0	0	0	0	1	2	9	37	44	21	10	1	1	0	126	58	62
08:00	0	0	0	**6**	**5**	5	20	46	61	24	7	1	0	0	175	56	60
09:00	0	0	0	1	1	4	22	74	64	17	6	0	0	0	189	54	59
10:00	0	0	0	2	0	7	26	70	**97**	**27**	2	0	1	0	**232**	55	57
11:00	0	0	0	1	2	**10**	**29**	**91**	59	12	3	**2**	0	0	209	53	57
12 PM	0	0	0	0	1	2	28	75	68	**26**	0	**2**	**1**	0	203	55	58
13:00	0	0	0	0	0	2	**54**	83	72	22	3	0	1	0	237	54	57
14:00	0	0	0	1	**2**	6	38	91	**82**	12	**7**	0	0	0	**239**	54	58
15:00	0	0	0	0	0	1	41	79	73	15	1	0	0	0	210	54	56
16:00	0	0	0	0	0	1	40	**101**	74	17	3	0	0	0	236	54	57
17:00	0	0	0	1	0	4	26	75	75	24	3	1	0	0	209	55	58
18:00	0	0	0	0	1	6	22	79	75	19	2	0	0	0	204	54	57
19:00	0	0	0	0	1	1	29	51	43	8	1	0	0	0	134	53	56
20:00	0	0	0	**2**	0	6	28	42	18	1	1	0	0	0	98	51	54
21:00	0	0	0	1	1	**10**	39	23	14	2	1	0	1	0	92	50	53
22:00	0	0	0	0	0	10	28	36	10	2	0	0	0	0	86	50	53
23:00	0	0	0	0	0	10	28	22	6	2	0	0	0	0	68	49	53
Total	0	0	0	15	18	96	534	1130	992	269	64	7	6	0	3131		
Percent	0.0%	0.0%	0.0%	0.5%	0.6%	3.1%	17.1%	36.1%	31.7%	8.6%	2.0%	0.2%	0.2%	0.0%			
AM Peak				08:00	08:00	11:00	11:00	11:00	10:00	10:00	06:00	11:00	02:00		10:00		
Vol.				6	5	10	29	91	97	27	10	2	1		232		
PM Peak				20:00	14:00	21:00	13:00	16:00	14:00	12:00	14:00	12:00	12:00		14:00		
Vol.				2	2	10	54	101	82	26	7	2	1		239		

Connecticut Counts LLC
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_(860) 828-1693_

Route 44 Between Richmond Road
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Station ID:

Latitude: 0' 0.000 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
04/26/15	0	0	**1**	0	0	3	16	14	7	0	0	0	0	0	41	51	54
01:00	0	**1**	0	0	0	2	18	12	2	1	0	0	0	0	36	48	50
02:00	0	0	1	0	**1**	1	2	3	4	0	1	0	0	0	13	52	53
03:00	0	0	0	0	0	3	2	2	1	0	0	0	0	0	8	39	39
04:00	0	0	0	0	0	0	1	1	3	1	0	0	0	0	6	53	53
05:00	0	0	0	0	0	0	1	5	4	1	0	0	0	0	11	53	54
06:00	0	0	0	0	1	1	4	10	12	8	1	**2**	0	**1**	40	56	59
07:00	0	0	1	0	0	3	5	22	23	15	**4**	1	**1**	0	75	57	61
08:00	0	0	0	0	1	0	16	32	48	18	4	1	0	0	120	56	60
09:00	0	0	1	0	0	1	19	63	59	15	3	1	0	0	162	55	58
10:00	0	1	0	0	1	2	23	68	61	16	4	0	0	0	176	54	58
11:00	0	0	0	**1**	0	**5**	**31**	**78**	**67**	**29**	4	0	0	0	**215**	55	59
12 PM	0	0	0	0	0	2	20	101	91	**26**	4	0	0	0	244	55	58
13:00	0	0	0	1	0	6	**56**	**115**	79	19	2	0	0	0	**278**	53	56
14:00	0	0	0	0	0	5	28	98	**97**	17	1	0	0	0	246	54	56
15:00	0	0	0	0	2	3	49	86	81	14	1	0	0	0	236	53	56
16:00	0	0	**2**	**4**	**12**	3	40	89	61	10	1	0	0	0	222	53	55
17:00	0	0	0	0	2	4	39	90	69	20	**5**	0	0	0	229	54	58
18:00	0	0	0	0	0	0	27	68	61	16	3	**1**	0	0	176	54	58
19:00	0	0	0	1	0	4	26	55	50	17	1	0	0	0	154	54	57
20:00	0	0	1	1	0	**7**	36	54	40	9	0	1	0	0	149	53	56
21:00	0	0	0	0	0	4	20	36	16	4	0	0	0	0	80	52	55
22:00	0	0	0	0	0	3	22	15	13	4	0	0	0	0	57	53	56
23:00	0	0	0	1	1	3	8	14	4	3	1	0	0	0	35	53	57
Total	0	2	7	9	21	65	509	1131	953	263	40	7	1	1	3009		
Percent	0.0%	0.1%	0.2%	0.3%	0.7%	2.2%	16.9%	37.6%	31.7%	8.7%	1.3%	0.2%	0.0%	0.0%			
AM Peak		01:00	00:00	11:00	02:00	11:00	11:00	11:00	11:00	11:00	07:00	06:00	07:00	06:00	11:00		
Vol.		1	1	1	1	5	31	78	67	29	4	2	1	1	215		
PM Peak			16:00	16:00	16:00	20:00	13:00	13:00	14:00	12:00	17:00	18:00			13:00		
Vol.			2	4	12	7	56	115	97	26	5	1			278		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 Between Richmond Road
Coventry, Connecticut

Site Code: 3588
Station ID:

Latitude: 0' 0.000 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
04/27/15	0	0	0	0	0	1	6	5	1	1	0	0	0	0	14	49	50
01:00	0	0	0	0	0	0	3	1	4	1	0	0	0	0	9	53	54
02:00	0	0	0	0	0	1	1	0	1	0	0	1	0	0	4	*	*
03:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3	*	*
04:00	0	0	0	0	0	0	3	8	6	2	0	0	0	0	19	54	56
05:00	0	0	**1**	0	0	1	9	19	21	7	2	**2**	0	0	62	55	59
06:00	0	0	0	0	2	1	13	88	96	33	**14**	0	0	0	247	56	61
07:00	0	0	1	**7**	7	4	34	**130**	**139**	**42**	4	1	**2**	0	**371**	55	58
08:00	0	0	0	2	**8**	**11**	39	102	128	28	1	1	0	0	320	54	57
09:00	0	0	0	2	1	5	35	83	77	19	4	1	0	0	227	54	58
10:00	0	0	0	0	5	4	31	60	41	15	2	0	0	0	158	54	57
11:00	0	0	0	0	5	9	**41**	78	58	16	6	0	0	**1**	214	54	58
12 PM	0	0	0	0	6	2	27	113	62	17	7	**1**	0	0	235	54	58
13:00	0	0	0	0	**8**	6	55	76	59	14	0	0	0	0	218	53	56
14:00	0	0	0	**6**	6	15	44	95	77	23	1	0	0	0	267	54	57
15:00	0	**2**	**11**	5	4	10	**65**	141	95	21	1	0	0	0	355	53	56
16:00	0	0	0	0	3	10	58	**201**	133	23	**8**	1	0	0	437	53	57
17:00	0	0	0	0	1	3	62	192	**159**	**24**	5	0	**1**	0	**447**	54	56
18:00	0	0	0	0	2	8	35	122	94	21	1	1	0	0	284	54	56
19:00	0	0	0	1	0	5	15	50	39	14	8	1	0	**1**	134	56	61
20:00	0	0	0	1	3	**16**	34	65	18	11	0	1	0	0	149	51	56
21:00	0	0	0	0	1	5	33	45	8	9	2	0	0	0	103	52	57
22:00	0	0	0	0	0	4	14	25	13	6	0	0	0	0	62	53	56
23:00	0	0	0	0	0	3	9	16	10	0	0	0	0	0	38	52	54
Total	0	2	13	24	62	124	667	1716	1340	347	66	11	3	2	4377		
Percent	0.0%	0.0%	0.3%	0.5%	1.4%	2.8%	15.2%	39.2%	30.6%	7.9%	1.5%	0.3%	0.1%	0.0%			
AM Peak			05:00	07:00	08:00	08:00	11:00	07:00	07:00	07:00	06:00	05:00	07:00	11:00	07:00		
Vol.			1	7	8	11	41	130	139	42	14	2	2	1	371		
PM Peak		15:00	15:00	14:00	13:00	20:00	15:00	16:00	17:00	17:00	16:00	12:00	17:00	19:00	17:00		
Vol.		2	11	6	8	16	65	201	159	24	8	1	1	1	447		

Route 44 Between Richmond Road
Coventry, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 3588
Station ID:

Latitude: 0' 0.000 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
04/28/15	0	0	0	0	2	2	2	8	3	2	1	0	0	0	20	53	54
01:00	0	0	0	0	0	1	1	2	3	3	0	0	0	0	10	56	57
02:00	0	0	0	0	1	0	0	3	1	0	0	0	0	0	5	48	48
03:00	0	0	0	0	0	0	1	2	2	2	1	0	0	0	8	*	*
04:00	0	0	0	0	1	1	6	5	4	3	1	0	0	0	21	56	58
05:00	0	0	0	0	0	2	4	16	18	14	3	0	0	0	57	57	60
06:00	0	0	0	1	1	2	12	78	114	32	**8**	0	0	0	248	56	59
07:00	0	0	**1**	**9**	4	3	**42**	**117**	120	**49**	3	1	0	0	**349**	55	58
08:00	0	0	0	0	0	**11**	38	91	**128**	36	3	0	0	0	307	55	58
09:00	0	0	0	0	**6**	7	35	77	78	26	1	**2**	0	0	232	54	57
10:00	0	0	0	0	2	4	32	64	53	16	3	0	0	0	174	54	58
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	1	10	17	33	173	463	524	183	24	3	0	0	1431		
Percent	0.0%	0.0%	0.1%	0.7%	1.2%	2.3%	12.1%	32.4%	36.6%	12.8%	1.7%	0.2%	0.0%	0.0%			
AM Peak			07:00	07:00	09:00	08:00	07:00	07:00	08:00	07:00	06:00	09:00			07:00		
Vol.			1	9	6	11	42	117	128	49	8	2			349		
PM Peak																	
Vol.																	
Total	0	5	34	146	356	881	4540	10620	9111	2364	395	60	15	6	28533		
Percent	0.0%	0.0%	0.1%	0.5%	1.2%	3.1%	15.9%	37.2%	31.9%	8.3%	1.4%	0.2%	0.1%	0.0%			

	15th Percentile :	43 MPH
	50th Percentile :	48 MPH
	85th Percentile :	54 MPH
	95th Percentile :	57 MPH
Stats	10 MPH Pace Speed :	45-54 MPH
	Number in Pace :	18306
	Percent in Pace :	64.2%
	Number of Vehicles > 45 MPH :	21832
	Percent of Vehicles > 45 MPH :	76.5%
	Mean Speed(Average) :	49 MPH

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 Between Richmond Road
Coventry, Connecticut

Site Code: 3588
Station ID:

Latitude: 0' 0.000 Undefined

Start	20-Apr-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	*	*	*	*	16	23	19	30	25	24	27	35	38	41	25	31
01:00	*	*	*	*	11	17	11	11	13	21	17	19	18	36	14	21
02:00	*	*	*	*	4	12	4	14	1	11	12	17	12	13	7	13
03:00	*	*	*	*	9	10	6	9	8	5	10	10	7	8	8	8
04:00	*	*	*	*	7	17	6	14	12	17	10	13	5	6	8	13
05:00	*	*	*	*	43	52	39	51	38	60	19	30	7	11	29	41
06:00	*	*	*	*	146	251	145	231	138	244	48	60	32	40	102	165
07:00	*	*	*	*	402	**364**	401	**378**	357	**348**	84	126	47	75	258	**258**
08:00	*	*	*	*	**506**	310	**487**	352	**423**	299	140	175	94	120	**330**	251
09:00	*	*	*	*	347	202	325	206	314	225	159	189	131	162	255	197
10:00	*	*	*	*	225	188	260	178	234	197	**202**	**232**	154	176	215	194
11:00	*	*	*	*	201	212	216	187	209	216	194	209	**202**	**215**	204	208
12:00 PM	*	*	*	*	200	232	220	213	242	294	212	203	242	244	223	237
01:00	*	*	*	*	198	250	202	228	207	324	242	237	**263**	**278**	222	263
02:00	*	*	247	289	250	283	233	279	272	349	226	**239**	234	246	244	281
03:00	*	*	325	370	293	379	306	369	315	404	**252**	210	226	236	286	328
04:00	*	*	**391**	**480**	372	**497**	**386**	**465**	399	**514**	248	236	259	222	**342**	**402**
05:00	*	*	340	478	**376**	484	361	463	**422**	470	207	209	241	229	324	389
06:00	*	*	252	301	308	302	305	332	330	308	201	204	203	176	266	270
07:00	*	*	197	191	194	186	180	214	198	172	130	134	183	154	180	175
08:00	*	*	115	128	145	165	150	159	148	130	135	98	132	149	138	138
09:00	*	*	120	98	117	106	118	152	105	93	113	92	89	80	110	104
10:00	*	*	59	71	85	63	68	81	87	70	106	86	72	57	80	71
11:00	*	*	28	37	46	36	37	41	62	49	67	68	35	35	46	44
Lane	0	0	2074	2443	4501	4641	4485	4657	4559	4844	3061	3131	2926	3009	3916	4102
Day	0		4517		9142		9142		9403		6192		5935		8018	
AM Peak					08:00	07:00	08:00	07:00	08:00	07:00	10:00	10:00	11:00	11:00	08:00	07:00
Vol.					506	364	487	378	423	348	202	232	202	215	330	258
PM Peak			16:00	16:00	17:00	16:00	16:00	16:00	17:00	16:00	15:00	14:00	13:00	13:00	16:00	16:00
Vol.			391	480	376	497	386	465	422	514	252	239	263	278	342	402

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 Between Richmond Road
Coventry, Connecticut

Site Code: 3588
Station ID:

Latitude: 0' 0.000 Undefined

Start	27-Apr-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	16	14	15	20	*	*	*	*	*	*	*	*	*	*	16	17
01:00	6	9	5	10	*	*	*	*	*	*	*	*	*	*	6	10
02:00	8	4	9	5	*	*	*	*	*	*	*	*	*	*	8	4
03:00	5	3	7	8	*	*	*	*	*	*	*	*	*	*	6	6
04:00	7	19	9	21	*	*	*	*	*	*	*	*	*	*	8	20
05:00	34	62	36	57	*	*	*	*	*	*	*	*	*	*	35	60
06:00	150	247	143	248	*	*	*	*	*	*	*	*	*	*	146	248
07:00	399	**371**	391	**349**	*	*	*	*	*	*	*	*	*	*	395	**360**
08:00	**514**	320	**510**	307	*	*	*	*	*	*	*	*	*	*	**512**	314
09:00	335	227	329	232	*	*	*	*	*	*	*	*	*	*	332	230
10:00	250	158	237	174	*	*	*	*	*	*	*	*	*	*	244	166
11:00	211	214	*	*	*	*	*	*	*	*	*	*	*	*	211	214
12:00 PM	189	235	*	*	*	*	*	*	*	*	*	*	*	*	189	235
01:00	197	218	*	*	*	*	*	*	*	*	*	*	*	*	197	218
02:00	213	267	*	*	*	*	*	*	*	*	*	*	*	*	213	267
03:00	353	355	*	*	*	*	*	*	*	*	*	*	*	*	353	355
04:00	364	437	*	*	*	*	*	*	*	*	*	*	*	*	364	437
05:00	**366**	**447**	*	*	*	*	*	*	*	*	*	*	*	*	**366**	**447**
06:00	285	284	*	*	*	*	*	*	*	*	*	*	*	*	285	284
07:00	169	134	*	*	*	*	*	*	*	*	*	*	*	*	169	134
08:00	138	149	*	*	*	*	*	*	*	*	*	*	*	*	138	149
09:00	100	103	*	*	*	*	*	*	*	*	*	*	*	*	100	103
10:00	62	62	*	*	*	*	*	*	*	*	*	*	*	*	62	62
11:00	25	38	*	*	*	*	*	*	*	*	*	*	*	*	25	38
Lane	4396	4377	1691	1431	0	0	0	0	0	0	0	0	0	0	4380	4378
Day	8773		3122		0		0		0		0		0		8758	
AM Peak	08:00	07:00	08:00	07:00											08:00	07:00
Vol.	514	371	510	349											512	360
PM Peak	17:00	17:00													17:00	17:00
Vol.	366	447													366	447

Comb. Total	8773	7639	9142	9142	9403	6192	5935	16776

ADT ADT 9,115 AADT 9,115

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 East of Vernon Road
Bolton, Connecticut

Site Code: 3589
Station ID:

Latitude: 0' 0.000 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
04/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	0	0	0	2	23	83	172	121	18	4	0	0	0	423	53	56
14:00	0	0	1	2	22	53	121	234	136	30	4	**1**	0	0	604	52	56
15:00	0	0	0	3	24	**118**	249	326	148	21	0	0	0	0	889	51	54
16:00	2	**5**	**6**	4	13	81	**309**	**460**	168	20	2	0	0	0	**1070**	51	54
17:00	**3**	4	2	**16**	**31**	74	290	407	144	22	3	0	0	0	996	50	54
18:00	0	0	0	0	11	30	121	297	**191**	23	1	0	0	0	674	52	55
19:00	0	0	0	0	3	17	52	191	174	**52**	**5**	0	0	0	494	54	58
20:00	1	1	0	1	8	17	66	143	117	23	2	1	0	0	380	53	56
21:00	0	1	0	0	5	8	44	112	85	14	3	0	0	0	272	53	56
22:00	0	0	1	2	5	3	14	47	42	18	5	1	0	0	138	56	60
23:00	0	0	0	0	1	1	12	35	35	12	5	0	0	0	101	56	60
Total	6	11	10	28	125	425	1361	2424	1361	253	34	3	0	0	6041		
Percent	0.1%	0.2%	0.2%	0.5%	2.1%	7.0%	22.5%	40.1%	22.5%	4.2%	0.6%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00 3	16:00 5	16:00 6	17:00 16	17:00 31	15:00 118	16:00 309	16:00 460	18:00 191	19:00 52	19:00 5	14:00 1			16:00 1070		

Connecticut Counts LLC
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Route 44 East of Vernon Road
Bolton, Connecticut

Site Code: 3589
Station ID:

Latitude: 0' 0.000 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
04/22/15	0	0	0	1	1	2	7	15	22	3	1	0	0	0	52	54	56
01:00	0	0	0	0	1	3	4	6	6	1	0	0	0	0	21	53	55
02:00	0	0	0	0	1	0	2	2	4	0	0	0	0	0	9	53	53
03:00	0	0	0	0	0	0	7	7	2	2	2	0	0	0	20	50	51
04:00	0	0	0	0	1	1	0	4	1	3	0	0	0	0	10	57	57
05:00	0	0	0	0	2	3	2	24	23	13	4	0	0	0	71	57	60
06:00	0	0	0	0	8	10	38	75	76	22	7	0	0	0	236	55	59
07:00	0	0	1	**2**	11	16	70	**203**	162	31	2	**1**	0	0	499	53	56
08:00	0	0	1	0	7	17	60	194	**231**	**67**	**13**	0	0	0	**590**	55	59
09:00	0	**1**	1	2	**13**	14	68	155	148	52	3	0	0	0	457	54	58
10:00	0	1	0	1	4	23	61	133	102	37	5	0	0	0	367	54	58
11:00	0	0	**2**	2	8	**38**	**103**	135	91	23	3	0	0	0	405	53	56
12 PM	0	0	0	3	3	25	77	174	120	28	2	**1**	0	0	433	53	56
13:00	**1**	0	0	1	10	22	79	161	107	**32**	**5**	0	0	0	418	53	57
14:00	0	0	2	1	18	73	137	222	137	19	1	0	0	0	610	52	55
15:00	0	**1**	**4**	3	30	78	238	378	**172**	20	0	0	0	0	924	51	54
16:00	0	0	1	4	35	**133**	**358**	383	142	15	1	0	**1**	0	**1073**	50	53
17:00	0	0	3	**21**	**43**	101	278	**394**	170	16	4	0	0	0	1030	51	54
18:00	0	1	2	3	14	74	258	285	144	16	0	0	0	0	797	51	54
19:00	0	0	0	0	4	21	69	187	168	23	5	0	0	0	477	53	56
20:00	0	0	0	2	6	19	92	163	87	26	3	0	0	0	398	53	56
21:00	0	0	0	2	12	18	42	93	110	20	0	0	0	0	297	54	56
22:00	0	0	0	0	4	11	33	60	54	14	5	0	0	0	181	54	58
23:00	0	0	0	0	1	1	12	29	42	11	2	1	0	0	99	55	58
Total	1	4	17	48	237	703	2095	3482	2321	494	68	3	1	0	9474		
Percent	0.0%	0.0%	0.2%	0.5%	2.5%	7.4%	22.1%	36.8%	24.5%	5.2%	0.7%	0.0%	0.0%	0.0%			
AM Peak		09:00	11:00	07:00	09:00	11:00	11:00	07:00	08:00	08:00	08:00	07:00			08:00		
Vol.		1	2	2	13	38	103	203	231	67	13	1			590		
PM Peak	13:00	15:00	15:00	17:00	17:00	16:00	16:00	17:00	15:00	13:00	13:00	12:00	16:00		16:00		
Vol.	1	1	4	21	43	133	358	394	172	32	5	1	1		1073		

Connecticut Counts LLC
63 Sugar Maple Lane
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Route 44 East of Vernon Road
Bolton, Connecticut

Site Code: 3589
Station ID:

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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
04/23/15	0	0	0	0	1	2	7	22	14	7	0	0	**1**	0	54	55	58
01:00	0	0	0	0	3	3	3	10	5	4	0	0	0	0	28	54	57
02:00	0	0	0	1	0	0	1	5	7	2	0	0	0	0	16	55	56
03:00	0	0	0	0	1	2	2	4	7	3	1	0	0	0	20	56	58
04:00	0	0	0	1	0	0	0	5	1	3	0	0	0	0	10	56	57
05:00	0	0	0	0	5	4	6	15	25	6	1	0	0	0	62	54	57
06:00	0	0	0	0	7	15	33	69	70	39	3	0	0	0	236	55	58
07:00	0	0	0	2	**15**	**33**	**97**	177	160	38	4	**2**	0	0	528	54	57
08:00	0	0	0	**4**	4	27	77	**230**	**182**	**43**	6	0	0	0	**573**	54	57
09:00	0	0	0	2	14	32	85	176	113	26	3	0	0	0	451	53	56
10:00	0	0	0	2	12	32	48	146	116	24	6	1	0	0	387	53	57
11:00	0	0	0	2	3	15	78	158	116	16	**8**	0	0	0	396	53	56
12 PM	0	0	0	1	8	15	98	187	103	25	1	**1**	0	0	439	52	56
13:00	0	0	1	2	12	27	74	171	128	37	1	1	0	0	454	53	57
14:00	0	0	0	8	15	43	106	215	141	27	1	0	0	0	556	52	55
15:00	0	**1**	0	5	25	112	270	340	146	15	0	0	0	0	914	51	54
16:00	0	0	**3**	**24**	**38**	**147**	**381**	395	126	3	2	0	0	0	**1119**	49	52
17:00	0	0	3	15	23	89	318	**440**	135	11	2	0	0	0	1036	50	53
18:00	0	0	0	0	17	44	127	294	198	28	**6**	1	0	0	715	53	56
19:00	0	0	0	3	3	13	58	157	**199**	**51**	5	0	0	0	489	55	58
20:00	0	0	0	0	6	15	56	148	132	31	5	1	0	0	394	54	57
21:00	0	0	0	2	3	7	32	93	122	27	2	1	0	0	289	54	57
22:00	0	0	0	1	1	3	23	53	60	31	4	0	0	0	176	56	59
23:00	0	0	0	1	1	6	8	22	30	23	5	1	0	0	97	58	61
Total	0	1	7	76	217	686	1988	3532	2336	520	66	9	1	0	9439		
Percent	0.0%	0.0%	0.1%	0.8%	2.3%	7.3%	21.1%	37.4%	24.7%	5.5%	0.7%	0.1%	0.0%	0.0%			
AM Peak				08:00	07:00	07:00	07:00	08:00	08:00	08:00	11:00	07:00	00:00		08:00		
Vol.				4	15	33	97	230	182	43	8	2	1		573		
PM Peak		15:00	16:00	16:00	16:00	16:00	16:00	17:00	19:00	19:00	18:00	12:00			16:00		
Vol.		1	3	24	38	147	381	440	199	51	6	1			1119		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 East of Vernon Road
Bolton, Connecticut

Site Code: 3589
Station ID:

Latitude: 0' 0.000 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
04/24/15	0	0	0	0	0	0	8	15	24	9	3	1	0	0	60	57	61
01:00	0	0	0	0	2	3	2	16	7	2	1	0	0	0	33	52	55
02:00	0	0	0	0	0	2	3	3	7	2	1	0	0	0	18	54	56
03:00	0	0	0	0	1	2	2	6	7	1	2	0	0	0	21	54	55
04:00	0	0	0	0	0	0	1	5	3	2	1	0	0	0	12	53	54
05:00	0	0	0	1	2	3	7	21	18	4	3	1	0	0	60	55	61
06:00	0	0	0	1	0	14	35	69	69	30	**7**	**3**	0	0	228	56	59
07:00	0	0	0	0	5	21	48	182	156	**63**	4	0	0	0	479	55	58
08:00	0	0	0	0	5	**33**	63	164	**172**	60	3	0	0	0	**500**	55	58
09:00	0	0	**1**	2	11	19	60	152	147	31	5	1	0	0	429	54	57
10:00	0	0	1	**4**	**13**	27	**80**	135	86	13	3	1	0	0	363	52	55
11:00	0	0	1	2	11	30	74	**189**	111	22	2	0	0	0	442	53	56
12 PM	0	0	0	4	8	18	64	180	155	32	4	0	0	0	465	54	56
13:00	0	0	**1**	1	5	19	80	178	163	20	0	0	0	0	467	53	55
14:00	0	0	0	2	11	61	140	240	148	27	3	0	0	0	632	52	55
15:00	0	0	1	0	**50**	120	234	345	139	16	0	0	0	0	905	51	54
16:00	0	0	1	2	38	**138**	**407**	420	105	13	3	0	0	0	**1127**	49	53
17:00	0	0	1	2	44	73	281	**459**	197	14	0	1	0	0	1072	51	54
18:00	0	0	0	0	5	23	114	308	**202**	31	4	0	0	0	687	53	56
19:00	0	0	0	0	2	20	73	172	131	**38**	**11**	0	0	0	447	54	58
20:00	0	0	0	**5**	7	16	58	165	105	28	6	1	0	0	391	54	57
21:00	0	0	0	1	7	4	20	106	109	36	3	0	0	0	286	55	58
22:00	0	0	0	1	1	6	30	84	63	18	3	0	0	0	206	54	57
23:00	**1**	0	0	0	1	6	15	57	43	15	4	**2**	**1**	0	145	55	59
Total	1	0	7	28	229	658	1899	3671	2367	527	76	11	1	0	9475		
Percent	0.0%	0.0%	0.1%	0.3%	2.4%	6.9%	20.0%	38.7%	25.0%	5.6%	0.8%	0.1%	0.0%	0.0%			
AM Peak			09:00	10:00	10:00	08:00	10:00	11:00	08:00	07:00	06:00	06:00			08:00		
Vol.			1	4	13	33	80	189	172	63	7	3			500		
PM Peak	23:00		13:00	20:00	15:00	16:00	16:00	17:00	18:00	19:00	19:00	23:00	23:00		16:00		
Vol.	1		1	5	50	138	407	459	202	38	11	2	1		1127		

Connecticut Counts LLC
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Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 East of Vernon Road
Bolton, Connecticut

Site Code: 3589
Station ID:

Latitude: 0' 0.000 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
04/25/15	0	0	0	0	1	4	11	27	21	7	1	0	**1**	0	73	54	57
01:00	0	0	0	0	1	0	6	16	13	6	2	0	0	**1**	45	55	59
02:00	0	0	0	0	0	3	5	11	13	6	4	**1**	0	0	43	58	62
03:00	0	0	0	0	1	2	0	4	5	1	2	1	0	0	16	54	55
04:00	0	0	0	0	0	0	1	4	4	5	0	1	0	0	15	57	59
05:00	0	0	0	0	0	2	3	7	13	10	4	0	0	0	39	59	62
06:00	0	0	0	1	0	3	4	16	26	21	4	0	0	0	75	58	60
07:00	0	0	0	0	3	14	18	36	67	36	10	1	0	0	185	57	61
08:00	0	0	0	0	2	10	20	75	95	**44**	**14**	1	0	0	261	57	61
09:00	0	0	**4**	**11**	**45**	**78**	**102**	70	23	3	0	0	0	0	336	48	51
10:00	0	0	2	1	7	25	62	166	**147**	30	4	1	0	0	445	54	57
11:00	0	0	0	3	6	24	88	**179**	143	34	4	1	1	0	**483**	53	57
12 PM	0	0	0	0	7	**47**	110	200	160	33	4	0	0	0	561	53	56
13:00	0	0	0	1	10	12	85	245	**184**	24	3	0	0	0	564	53	55
14:00	0	0	0	**2**	7	25	**133**	235	131	35	4	0	0	0	572	53	56
15:00	0	0	0	1	**12**	23	117	**253**	172	**41**	6	0	0	0	**625**	53	56
16:00	0	0	0	1	8	28	119	236	135	26	4	**1**	**1**	0	559	53	56
17:00	0	0	0	2	11	35	88	226	170	36	4	0	0	0	572	53	56
18:00	0	0	0	0	8	21	46	179	149	32	**7**	0	0	0	442	54	57
19:00	0	0	0	0	10	7	37	138	128	33	7	0	1	0	361	54	58
20:00	0	0	0	0	4	13	41	129	108	25	6	1	0	0	327	54	57
21:00	0	0	0	1	7	10	37	99	113	29	4	0	0	0	300	54	58
22:00	0	0	**1**	1	3	6	28	112	76	26	0	0	0	0	253	54	57
23:00	0	0	0	0	0	2	28	63	54	16	2	1	0	0	166	54	57
Total	0	0	7	25	153	394	1189	2726	2150	559	100	10	4	1	7318		
Percent	0.0%	0.0%	0.1%	0.3%	2.1%	5.4%	16.2%	37.3%	29.4%	7.6%	1.4%	0.1%	0.1%	0.0%			
AM Peak			09:00	09:00	09:00	09:00	09:00	11:00	10:00	08:00	08:00	02:00	00:00	01:00	11:00		
Vol.			4	11	45	78	102	179	147	44	14	1	1	1	483		
PM Peak			22:00	14:00	15:00	12:00	14:00	15:00	13:00	15:00	18:00	16:00	16:00		15:00		
Vol.			1	2	12	47	133	253	184	41	7	1	1		625		

Connecticut Counts LLC
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Route 44 East of Vernon Road
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Site Code: 3589
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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
04/26/15	0	0	0	0	4	0	15	26	26	8	2	0	0	0	81	54	58
01:00	0	0	0	0	2	2	6	13	18	6	1	0	**1**	0	49	55	58
02:00	0	0	0	0	0	1	5	7	15	4	3	2	0	0	37	59	63
03:00	0	0	0	0	0	0	3	1	6	3	0	1	0	0	14	56	57
04:00	0	0	0	0	0	1	0	5	4	1	0	0	0	0	11	53	54
05:00	0	0	0	0	0	1	4	4	10	5	2	0	0	0	26	57	60
06:00	0	0	0	**1**	2	1	8	20	32	23	2	1	0	0	90	57	59
07:00	0	0	0	1	3	7	21	55	65	19	4	**3**	0	0	178	55	60
08:00	0	0	0	0	2	9	30	82	73	**35**	4	1	0	0	236	55	59
09:00	0	0	**1**	1	**14**	20	66	137	107	23	**10**	0	0	0	379	54	58
10:00	0	**1**	0	0	11	**27**	**73**	167	108	30	2	1	0	0	420	53	56
11:00	0	0	0	0	7	23	67	**203**	**153**	34	1	1	0	0	**489**	53	56
12 PM	0	0	0	2	**15**	**44**	122	**273**	124	14	1	0	0	0	**595**	52	54
13:00	0	0	0	0	8	19	110	207	121	20	3	0	0	0	488	52	55
14:00	0	0	0	2	12	15	102	224	144	27	2	0	0	0	528	53	55
15:00	0	0	0	**3**	7	17	**141**	242	142	20	5	0	0	0	577	52	55
16:00	0	0	0	0	8	16	78	217	**171**	35	7	0	**1**	0	533	54	57
17:00	0	0	0	1	7	14	47	174	152	46	3	0	1	0	445	54	57
18:00	0	0	0	0	7	6	37	150	168	**59**	6	0	0	0	433	55	58
19:00	0	0	0	0	4	24	40	120	118	39	7	**1**	0	0	353	55	58
20:00	0	0	0	0	1	7	31	103	105	15	2	0	0	**1**	265	54	56
21:00	0	0	**2**	0	4	16	16	45	61	17	**8**	0	0	0	169	55	60
22:00	0	0	0	0	1	5	14	31	45	14	4	1	0	0	115	55	60
23:00	0	0	0	0	1	1	13	20	25	11	0	0	0	0	71	55	58
Total	0	1	3	11	120	276	1049	2526	1993	508	79	12	3	1	6582		
Percent	0.0%	0.0%	0.0%	0.2%	1.8%	4.2%	15.9%	38.4%	30.3%	7.7%	1.2%	0.2%	0.0%	0.0%			
AM Peak		10:00	09:00	06:00	09:00	10:00	10:00	11:00	11:00	08:00	09:00	07:00	01:00		11:00		
Vol.		1	1	1	14	27	73	203	153	35	10	3	1		489		
PM Peak			21:00	15:00	12:00	12:00	15:00	12:00	16:00	18:00	21:00	19:00	16:00	20:00	12:00		
Vol.			2	3	15	44	141	273	171	59	8	1	1	1	595		

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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
04/27/15	0	0	0	0	1	1	4	11	14	2	4	1	0	0	38	59	63
01:00	0	0	0	0	1	0	1	8	5	3	2	0	0	0	20	57	59
02:00	0	0	0	0	0	0	2	3	3	2	0	0	0	0	10	53	54
03:00	0	0	0	0	3	1	0	4	2	2	0	0	0	0	12	49	50
04:00	0	0	0	0	0	1	3	2	3	0	0	0	0	0	9	51	52
05:00	0	0	0	0	3	5	4	23	13	6	3	**2**	0	0	59	56	62
06:00	0	0	0	0	3	15	25	91	77	27	3	0	0	0	241	54	58
07:00	0	0	0	0	9	23	**115**	215	125	29	**5**	1	0	0	522	53	56
08:00	0	0	**3**	**8**	**14**	24	111	**217**	**153**	**31**	3	0	0	0	**564**	53	56
09:00	0	0	0	1	3	17	105	198	127	22	1	0	0	0	474	53	55
10:00	0	0	0	2	4	21	90	158	77	22	1	1	0	0	376	52	56
11:00	0	0	0	3	8	**25**	72	168	108	20	2	2	0	0	408	53	56
12 PM	0	0	1	1	10	23	84	185	84	**20**	**4**	0	0	0	412	52	56
13:00	0	0	0	1	8	18	121	158	97	12	2	**1**	0	0	418	52	55
14:00	0	2	**13**	13	16	53	147	233	97	12	4	0	0	0	590	51	54
15:00	0	0	1	5	38	96	259	339	118	12	1	0	0	0	869	50	53
16:00	**4**	**5**	7	**18**	**57**	**126**	341	346	148	12	1	0	0	0	**1065**	50	53
17:00	0	0	0	0	20	98	**357**	**424**	130	8	0	0	0	0	1037	50	53
18:00	0	0	0	0	11	45	165	322	**166**	16	3	0	0	0	728	52	54
19:00	0	0	0	1	7	21	73	168	129	18	3	0	0	0	420	53	56
20:00	0	0	0	1	4	14	49	123	121	19	2	0	0	0	333	53	56
21:00	0	0	0	1	5	8	35	88	58	11	2	1	0	0	209	53	56
22:00	0	0	1	0	3	7	15	53	41	5	4	0	0	0	129	53	57
23:00	0	0	0	1	0	4	16	22	25	10	1	1	**1**	0	81	55	58
Total	4	7	26	56	228	646	2194	3559	1921	321	51	10	1	0	9024		
Percent	0.0%	0.1%	0.3%	0.6%	2.5%	7.2%	24.3%	39.4%	21.3%	3.6%	0.6%	0.1%	0.0%	0.0%			
AM Peak			08:00	08:00	08:00	11:00	07:00	08:00	08:00	08:00	07:00	05:00			08:00		
Vol.			3	8	14	25	115	217	153	31	5	2			564		
PM Peak	16:00	16:00	14:00	16:00	16:00	16:00	17:00	17:00	18:00	12:00	12:00	13:00	23:00		16:00		
Vol.	4	5	13	18	57	126	357	424	166	20	4	1	1		1065		

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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
04/28/15	0	0	0	0	1	2	6	9	10	7	1	0	0	0	36	56	59
01:00	0	0	0	0	0	2	5	12	5	3	1	0	0	0	28	54	57
02:00	0	0	0	0	0	0	7	2	4	4	1	0	0	0	18	57	59
03:00	0	0	0	0	0	0	1	2	5	3	1	0	0	0	12	57	58
04:00	0	0	0	0	2	0	1	5	4	0	0	0	0	0	12	52	53
05:00	0	0	0	0	2	5	6	22	17	9	3	0	0	0	64	56	59
06:00	0	0	0	**4**	4	14	42	101	52	14	3	0	0	0	234	53	56
07:00	0	0	0	0	4	41	115	**226**	117	27	1	0	0	0	531	52	55
08:00	0	**2**	**2**	4	**14**	**51**	**122**	192	**183**	**28**	**6**	0	0	0	**604**	53	56
09:00	0	0	0	1	5	29	109	194	83	20	1	0	0	0	442	52	55
10:00	0	0	0	3	4	20	63	164	93	12	2	0	0	0	361	52	55
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	2	2	12	36	164	477	929	573	127	20	0	0	0	2342		
Percent	0.0%	0.1%	0.1%	0.5%	1.5%	7.0%	20.4%	39.7%	24.5%	5.4%	0.9%	0.0%	0.0%	0.0%			
AM Peak		08:00	08:00	06:00	08:00	08:00	08:00	07:00	08:00	08:00	08:00				08:00		
Vol.		2	2	4	14	51	122	226	183	28	6				604		
PM Peak Vol.																	
Total	12	26	79	284	1345	3952	12252	22849	15022	3309	494	58	11	2	59695		
Percent	0.0%	0.0%	0.1%	0.5%	2.3%	6.6%	20.5%	38.3%	25.2%	5.5%	0.8%	0.1%	0.0%	0.0%			

	15th Percentile :	41 MPH
	50th Percentile :	47 MPH
	85th Percentile :	53 MPH
	95th Percentile :	56 MPH
Stats	10 MPH Pace Speed :	44-53 MPH
	Number in Pace :	36752
	Percent in Pace :	61.6%
	Number of Vehicles > 45 MPH :	40455
	Percent of Vehicles > 45 MPH :	67.8%
	Mean Speed(Average) :	48 MPH

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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
04/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	0	1	0	5	25	106	180	75	12	1	0	0	0	405	51	54
14:00	0	**1**	0	**1**	**19**	39	132	202	80	10	1	0	**1**	0	486	51	54
15:00	0	1	0	1	8	50	182	258	73	9	2	0	0	0	584	50	53
16:00	0	0	**9**	0	10	**79**	**185**	222	101	6	0	0	0	0	612	50	53
17:00	0	1	2	0	5	39	164	**298**	**146**	5	0	0	0	0	**660**	51	54
18:00	0	1	0	0	3	30	100	202	117	**18**	1	0	0	0	472	52	55
19:00	0	0	0	0	2	9	50	127	97	16	**4**	0	1	0	306	53	56
20:00	0	0	0	0	7	17	57	92	52	13	2	**1**	0	0	241	52	56
21:00	0	0	0	1	3	10	33	64	40	9	1	0	0	0	161	53	56
22:00	0	0	0	0	1	3	21	34	34	9	1	0	0	0	103	54	57
23:00	0	0	0	0	0	2	12	16	12	7	3	0	0	0	52	56	60
Total	0	4	12	3	63	303	1042	1695	827	114	16	1	2	0	4082		
Percent	0.0%	0.1%	0.3%	0.1%	1.5%	7.4%	25.5%	41.5%	20.3%	2.8%	0.4%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.		14:00 1	16:00 9	14:00 1	14:00 19	16:00 79	16:00 185	17:00 298	17:00 146	18:00 18	19:00 4	20:00 1	14:00 1		17:00 660		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 East of Vernon Road
Bolton, Connecticut

Site Code: 3589
Station ID:

Latitude: 0' 0.000 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
04/22/15	0	0	0	0	1	1	8	8	6	5	0	0	0	0	29	55	58
01:00	0	0	0	0	0	1	2	6	9	2	3	0	0	0	23	56	61
02:00	0	0	0	0	0	3	5	6	1	3	1	**1**	0	0	20	56	58
03:00	0	0	0	0	1	1	3	5	8	6	0	0	0	0	24	56	58
04:00	0	0	0	2	1	3	5	16	26	11	0	1	0	0	65	55	58
05:00	**1**	0	0	0	2	7	32	88	118	**28**	**7**	0	0	0	283	55	58
06:00	0	0	0	2	14	53	181	354	**247**	27	1	0	0	0	879	52	55
07:00	0	0	0	2	**23**	**75**	**359**	**527**	196	11	3	0	0	0	**1196**	51	54
08:00	0	0	0	2	14	41	253	461	159	20	4	0	0	0	954	51	54
09:00	0	0	0	0	2	25	118	210	140	14	0	0	0	0	509	52	55
10:00	0	0	**1**	3	4	36	108	176	88	4	0	0	0	0	420	51	54
11:00	0	0	0	**6**	4	22	129	196	74	13	0	0	0	0	444	51	54
12 PM	0	0	0	1	5	48	112	162	93	14	2	0	0	0	437	52	55
13:00	0	0	0	0	4	21	125	217	**102**	13	0	0	0	0	482	52	55
14:00	**1**	0	0	3	**29**	73	128	198	58	7	0	0	0	0	497	50	53
15:00	0	0	0	0	6	62	158	229	71	14	0	0	0	0	540	50	54
16:00	0	0	0	0	10	46	**224**	257	101	9	2	**1**	0	0	650	50	54
17:00	0	0	0	**11**	19	**74**	213	**301**	96	11	0	0	0	0	**725**	50	53
18:00	0	0	0	4	8	51	145	182	87	13	2	0	0	0	492	51	54
19:00	1	0	0	0	7	14	62	125	73	**18**	**3**	0	0	0	303	53	56
20:00	0	0	0	1	3	22	69	97	49	9	0	0	0	0	250	52	55
21:00	0	0	0	0	3	18	48	66	32	8	1	0	0	0	176	52	55
22:00	0	0	0	0	1	9	15	33	22	3	0	0	0	0	83	52	54
23:00	0	0	0	0	0	5	15	18	14	2	1	0	0	0	55	52	54
Total	3	0	1	37	161	711	2517	3938	1870	265	30	3	0	0	9536		
Percent	0.0%	0.0%	0.0%	0.4%	1.7%	7.5%	26.4%	41.3%	19.6%	2.8%	0.3%	0.0%	0.0%	0.0%			
AM Peak	05:00		10:00	11:00	07:00	07:00	07:00	07:00	06:00	05:00	05:00	02:00			07:00		
Vol.	1		1	6	23	75	359	527	247	28	7	1			1196		
PM Peak	14:00			17:00	14:00	17:00	16:00	17:00	13:00	19:00	19:00	16:00			17:00		
Vol.	1			11	29	74	224	301	102	18	3	1			725		

Connecticut Counts LLC
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Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 East of Vernon Road
Bolton, Connecticut

Site Code: 3589
Station ID:

Latitude: 0' 0.000 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
04/23/15	0	0	0	0	1	2	9	6	12	4	1	0	0	0	35	55	58
01:00	0	0	0	0	0	1	3	7	10	2	0	1	0	0	24	53	55
02:00	0	0	0	0	1	0	3	5	8	2	2	0	0	0	21	54	56
03:00	0	0	0	0	0	0	7	3	9	5	1	0	0	0	25	57	59
04:00	0	0	0	0	0	1	6	21	21	14	**3**	**2**	0	0	68	57	61
05:00	0	0	0	0	2	8	40	92	116	31	3	1	0	0	293	55	58
06:00	0	0	**5**	**23**	**33**	**69**	155	315	214	**44**	3	0	0	0	861	53	56
07:00	0	**1**	0	0	10	62	**277**	**593**	**232**	12	0	0	0	0	**1187**	51	54
08:00	0	0	0	3	5	46	196	441	195	30	2	0	0	0	918	52	55
09:00	0	0	0	2	6	39	120	211	129	18	0	0	0	0	525	52	55
10:00	0	0	0	2	3	32	91	174	117	22	2	0	0	0	443	53	55
11:00	0	0	0	0	15	25	96	149	92	15	3	0	0	0	395	52	55
12 PM	0	0	0	1	5	17	88	186	125	23	1	0	0	0	446	53	56
13:00	0	0	0	2	9	19	71	148	112	18	2	0	0	0	381	53	56
14:00	0	0	**1**	**13**	**18**	60	152	159	85	19	1	0	0	0	508	51	55
15:00	**1**	0	0	5	15	34	162	212	80	10	1	0	0	0	520	51	54
16:00	0	0	1	8	12	**79**	**197**	236	94	11	0	0	0	0	**638**	50	54
17:00	0	0	0	6	9	33	184	**261**	125	20	0	0	0	0	638	51	55
18:00	0	0	0	0	8	22	115	210	**141**	26	3	**1**	0	0	526	53	56
19:00	0	0	0	1	2	10	41	122	129	**32**	**7**	1	0	0	345	54	58
20:00	0	0	0	0	2	6	51	94	68	19	1	0	0	**1**	242	53	56
21:00	0	0	0	0	0	7	37	79	53	14	1	1	0	0	192	53	56
22:00	0	0	0	0	2	5	21	46	46	11	1	0	0	0	132	54	57
23:00	0	0	0	0	1	4	11	20	24	6	0	0	0	0	66	54	56
Total	1	1	7	66	159	581	2133	3790	2237	408	38	7	0	1	9429		
Percent	0.0%	0.0%	0.1%	0.7%	1.7%	6.2%	22.6%	40.2%	23.7%	4.3%	0.4%	0.1%	0.0%	0.0%			
AM Peak		07:00	06:00	06:00	06:00	06:00	07:00	07:00	07:00	06:00	04:00	04:00			07:00		
Vol.		1	5	23	33	69	277	593	232	44	3	2			1187		
PM Peak	15:00		14:00	14:00	14:00	16:00	16:00	17:00	18:00	19:00	19:00	18:00		20:00	16:00		
Vol.	1		1	13	18	79	197	261	141	32	7	1		1	638		

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Route 44 East of Vernon Road
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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
04/24/15	0	0	0	0	0	2	4	7	13	1	**3**	**2**	0	0	32	56	63
01:00	0	0	0	0	0	0	0	6	10	6	3	0	0	0	25	59	61
02:00	0	0	0	0	0	0	5	2	9	4	2	0	0	0	22	57	59
03:00	0	0	0	0	1	2	2	6	6	9	1	0	0	0	27	58	60
04:00	0	0	0	0	0	2	5	19	26	10	3	0	0	0	65	56	59
05:00	0	0	0	0	0	6	35	115	102	25	3	1	0	0	287	54	57
06:00	0	**1**	**4**	**11**	6	26	143	319	236	**58**	0	0	0	0	804	53	56
07:00	0	0	0	6	**13**	**35**	**264**	**560**	231	33	1	0	0	0	**1143**	52	55
08:00	0	0	1	1	4	31	156	339	**274**	35	1	0	0	0	842	53	55
09:00	0	0	1	0	6	30	151	207	124	16	0	0	0	0	535	52	55
10:00	0	1	0	2	5	28	98	200	96	14	1	0	0	0	445	52	55
11:00	0	0	0	2	4	22	99	196	99	23	0	0	0	0	445	52	56
12 PM	0	0	0	0	6	24	96	236	117	17	1	0	0	0	497	52	55
13:00	0	0	0	0	3	20	137	237	118	19	**3**	0	0	0	537	52	55
14:00	0	0	0	0	**19**	36	136	199	112	17	1	0	0	0	520	52	55
15:00	**1**	0	**1**	0	10	69	**188**	276	92	8	0	0	0	0	645	50	53
16:00	0	0	0	**3**	14	**74**	175	289	133	22	0	0	0	0	**710**	51	55
17:00	0	0	0	1	13	66	180	**302**	127	19	1	0	0	0	709	51	54
18:00	0	0	0	0	2	22	82	234	**164**	**23**	2	**2**	0	0	531	53	55
19:00	0	0	0	1	2	16	83	138	92	18	2	0	0	0	352	53	56
20:00	0	**1**	0	1	4	4	60	95	38	7	1	0	0	0	211	51	55
21:00	0	0	0	3	6	4	25	62	44	10	2	0	0	0	156	53	56
22:00	0	0	0	2	0	7	34	41	27	6	2	0	0	0	119	53	56
23:00	0	0	0	0	1	4	20	44	27	8	1	1	0	0	106	53	56
Total	1	3	7	33	119	530	2178	4129	2317	408	34	6	0	0	9765		
Percent	0.0%	0.0%	0.1%	0.3%	1.2%	5.4%	22.3%	42.3%	23.7%	4.2%	0.3%	0.1%	0.0%	0.0%			
AM Peak		06:00	06:00	06:00	07:00	07:00	07:00	07:00	08:00	06:00	00:00	00:00			07:00		
Vol.		1	4	11	13	35	264	560	274	58	3	2			1143		
PM Peak	15:00	20:00	15:00	16:00	14:00	16:00	15:00	17:00	18:00	18:00	13:00	18:00			16:00		
Vol.	1	1	1	3	19	74	188	302	164	23	3	2			710		

Connecticut Counts LLC
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Route 44 East of Vernon Road
Bolton, Connecticut

Site Code: 3589
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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
04/25/15	0	0	0	0	1	1	8	23	15	6	0	0	0	0	54	54	57
01:00	0	0	0	0	1	0	9	10	8	4	0	**3**	0	0	35	55	58
02:00	0	0	0	0	0	2	2	6	5	7	0	1	0	0	23	58	60
03:00	0	0	0	0	0	1	0	1	7	5	1	0	0	0	15	59	60
04:00	0	0	0	0	1	1	3	11	15	8	3	1	**1**	0	44	57	61
05:00	0	0	0	0	1	2	3	23	45	26	**7**	1	0	0	108	58	61
06:00	0	**1**	1	0	2	2	12	47	90	**50**	2	3	0	0	210	57	59
07:00	0	0	0	**1**	3	11	40	119	**170**	42	4	0	0	0	390	55	58
08:00	0	0	1	0	0	13	56	218	147	47	6	1	1	0	490	54	58
09:00	0	0	0	0	7	**51**	**152**	211	115	11	1	0	0	0	**548**	51	54
10:00	0	0	0	0	2	28	114	197	162	29	1	1	0	0	534	53	56
11:00	0	0	**2**	1	**8**	26	117	**239**	111	16	0	0	0	0	520	52	55
12 PM	0	0	0	1	3	32	117	225	127	16	1	0	0	0	**522**	52	55
13:00	0	0	0	0	2	30	94	226	130	23	**3**	0	0	0	508	53	55
14:00	0	0	0	1	12	40	127	222	84	16	2	**1**	0	0	505	51	55
15:00	**1**	0	0	1	2	**54**	**141**	195	103	10	0	0	0	0	507	51	54
16:00	0	0	0	1	**13**	50	113	**229**	81	12	0	0	0	0	499	51	54
17:00	0	0	0	2	5	30	96	154	115	**31**	0	0	0	0	433	53	56
18:00	0	0	0	**11**	6	15	88	177	**144**	30	3	0	0	0	474	53	56
19:00	0	0	0	0	0	9	50	127	87	14	1	0	0	0	288	53	56
20:00	0	0	0	0	1	16	45	86	51	16	1	0	0	0	216	53	56
21:00	0	0	0	0	4	18	30	91	29	7	2	0	0	0	181	51	55
22:00	0	0	0	0	3	2	27	75	51	8	1	1	0	0	168	53	55
23:00	0	0	0	0	0	5	26	51	26	8	0	0	0	0	116	53	56
Total	1	1	4	19	77	439	1470	2963	1918	442	39	13	2	0	7388		
Percent	0.0%	0.0%	0.1%	0.3%	1.0%	5.9%	19.9%	40.1%	26.0%	6.0%	0.5%	0.2%	0.0%	0.0%			
AM Peak		06:00	11:00	07:00	11:00	09:00	09:00	11:00	07:00	06:00	05:00	01:00	04:00		09:00		
Vol.		1	2	1	8	51	152	239	170	50	7	3	1		548		
PM Peak	15:00			18:00	16:00	15:00	15:00	16:00	18:00	17:00	13:00	14:00			12:00		
Vol.	1			11	13	54	141	229	144	31	3	1			522		

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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
04/26/15	0	0	**1**	0	0	3	11	34	20	12	3	0	0	0	84	55	59
01:00	0	0	0	**1**	1	3	13	14	9	5	2	1	0	0	49	54	59
02:00	0	0	0	1	0	0	2	9	8	1	3	1	0	0	25	55	62
03:00	0	0	0	0	0	2	1	4	2	0	1	0	**1**	**1**	12	50	50
04:00	0	0	0	0	1	0	3	7	7	3	1	0	0	0	22	56	58
05:00	0	0	0	0	0	0	0	10	19	11	4	0	0	0	44	58	61
06:00	0	0	0	1	0	1	2	29	49	25	7	**3**	0	0	117	58	62
07:00	0	0	0	0	1	4	14	65	78	27	6	0	0	0	195	55	59
08:00	0	0	0	0	2	9	34	95	128	39	**8**	0	0	0	315	55	59
09:00	**1**	0	0	1	**6**	13	65	168	**141**	**41**	1	0	0	0	437	54	57
10:00	0	**1**	0	0	1	18	112	216	132	18	1	0	0	0	499	52	55
11:00	0	0	0	1	4	**49**	**142**	**252**	99	13	3	0	0	0	**563**	51	54
12 PM	0	0	0	**2**	2	28	145	**271**	119	20	1	0	0	0	588	52	55
13:00	0	0	0	0	5	**45**	**170**	259	125	15	3	0	0	0	**622**	51	54
14:00	0	0	0	0	5	19	93	227	**144**	20	1	0	0	0	509	53	55
15:00	**1**	**1**	0	0	7	33	106	237	125	13	2	**1**	0	0	526	52	55
16:00	0	0	0	1	3	36	117	173	104	**25**	2	0	0	0	461	52	56
17:00	0	0	0	1	**10**	25	103	160	126	24	1	0	0	0	450	53	56
18:00	1	0	0	2	3	16	53	115	103	20	**4**	0	0	0	317	53	56
19:00	0	0	**1**	0	0	5	45	119	84	16	3	1	0	0	274	53	56
20:00	0	0	0	0	1	22	48	105	58	9	1	0	0	0	244	52	55
21:00	0	0	0	1	1	8	18	52	44	10	1	0	0	0	135	54	57
22:00	0	0	0	0	5	3	10	27	32	7	2	0	0	0	86	54	57
23:00	0	0	0	0	0	2	7	16	15	6	1	0	0	0	47	55	58
Total	3	2	2	12	58	344	1314	2664	1771	380	62	7	1	1	6621		
Percent	0.0%	0.0%	0.0%	0.2%	0.9%	5.2%	19.8%	40.2%	26.7%	5.7%	0.9%	0.1%	0.0%	0.0%			
AM Peak	09:00	10:00	00:00	01:00	09:00	11:00	11:00	11:00	09:00	09:00	08:00	06:00	03:00	03:00	11:00		
Vol.	1	1	1	1	6	49	142	252	141	41	8	3	1	1	563		
PM Peak	15:00	15:00	19:00	12:00	17:00	13:00	13:00	12:00	14:00	16:00	18:00	15:00			13:00		
Vol.	1	1	1	2	10	45	170	271	144	25	4	1			622		

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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
04/27/15	0	**1**	0	0	0	1	6	5	8	6	1	0	0	0	28	57	59
01:00	0	0	0	0	0	0	3	2	5	4	0	0	0	0	14	56	58
02:00	0	0	0	0	0	1	1	4	4	1	1	0	0	0	12	53	54
03:00	0	0	0	0	1	0	2	9	8	1	0	0	0	0	21	53	55
04:00	0	0	0	0	0	1	7	28	21	11	2	**1**	0	0	71	55	58
05:00	0	0	0	0	0	6	25	110	107	**25**	3	0	0	0	276	54	57
06:00	0	0	**1**	**3**	**15**	**50**	148	388	**243**	21	3	0	0	0	872	52	55
07:00	0	0	0	1	4	48	**398**	**595**	169	12	1	0	0	0	**1228**	50	53
08:00	0	0	0	2	14	47	267	401	157	15	**4**	0	0	0	907	51	54
09:00	0	0	1	0	2	27	150	229	120	23	2	0	0	0	554	52	55
10:00	**1**	0	0	1	10	14	102	175	89	15	0	0	0	0	407	52	55
11:00	0	0	1	0	9	36	128	185	69	4	1	0	0	0	433	50	53
12 PM	0	0	0	2	7	27	85	155	105	22	**5**	0	0	0	408	53	56
13:00	0	0	0	1	7	14	112	184	88	13	1	0	0	0	420	52	55
14:00	0	0	0	0	**30**	28	133	179	81	13	1	0	0	0	465	51	54
15:00	**1**	0	0	3	15	57	128	232	87	18	1	0	0	0	542	51	54
16:00	1	**4**	**2**	**6**	13	**77**	**178**	240	70	10	1	0	0	0	602	50	53
17:00	0	0	0	3	9	23	134	**271**	**142**	22	2	0	0	0	**606**	52	55
18:00	0	0	0	0	4	15	63	167	134	**25**	1	0	0	0	409	53	56
19:00	0	0	0	0	6	16	35	86	51	16	0	0	0	0	210	53	56
20:00	0	0	0	0	4	16	61	101	36	9	2	0	0	0	229	51	55
21:00	1	1	0	0	0	9	24	52	38	10	2	0	0	0	137	53	57
22:00	0	0	0	0	0	4	18	31	27	9	1	0	0	0	90	54	57
23:00	1	0	1	0	0	5	2	9	14	5	1	0	0	0	38	55	59
Total	5	6	6	22	150	522	2210	3838	1873	310	36	1	0	0	8979		
Percent	0.1%	0.1%	0.1%	0.2%	1.7%	5.8%	24.6%	42.7%	20.9%	3.5%	0.4%	0.0%	0.0%	0.0%			
AM Peak	10:00	00:00	06:00	06:00	06:00	06:00	07:00	07:00	06:00	05:00	08:00	04:00			07:00		
Vol.	1	1	1	3	15	50	398	595	243	25	4	1			1228		
PM Peak	15:00	16:00	16:00	16:00	14:00	16:00	16:00	17:00	17:00	18:00	12:00				17:00		
Vol.	1	4	2	6	30	77	178	271	142	25	5				606		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 East of Vernon Road
Bolton, Connecticut

Site Code: 3589
Station ID:

Latitude: 0' 0.000 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
04/28/15	0	0	0	0	0	1	11	5	7	3	2	0	0	0	29	56	58
01:00	0	0	0	0	0	0	4	2	8	5	1	0	0	0	20	58	60
02:00	0	0	0	0	0	0	0	6	4	2	1	**2**	0	0	15	54	55
03:00	0	0	0	0	1	0	0	6	7	4	1	1	0	0	20	57	59
04:00	0	0	0	0	0	0	3	21	22	12	**4**	2	0	0	64	58	63
05:00	0	0	0	0	2	5	22	109	108	31	2	2	0	0	281	54	58
06:00	0	0	0	**27**	**27**	46	219	348	178	**33**	2	0	0	0	880	52	55
07:00	0	0	1	0	12	**59**	**407**	**581**	134	15	0	0	0	0	**1209**	50	53
08:00	0	0	**2**	11	15	42	227	363	**196**	18	2	0	0	0	876	52	54
09:00	0	0	0	1	5	16	141	245	110	15	2	0	0	0	535	52	55
10:00	0	0	0	2	7	22	106	194	93	7	2	0	0	0	433	51	54
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	41	69	191	1140	1880	867	145	19	7	0	0	4362		
Percent	0.0%	0.0%	0.1%	0.9%	1.6%	4.4%	26.1%	43.1%	19.9%	3.3%	0.4%	0.2%	0.0%	0.0%			
AM Peak			08:00	06:00	06:00	07:00	07:00	07:00	08:00	06:00	04:00	02:00			07:00		
Vol.			2	27	27	59	407	581	196	33	4	2			1209		
PM Peak																	
Vol.																	
Total	14	17	42	233	856	3621	14004	24897	13680	2472	274	45	5	2	60162		
Percent	0.0%	0.0%	0.1%	0.4%	1.4%	6.0%	23.3%	41.4%	22.7%	4.1%	0.5%	0.1%	0.0%	0.0%			

	15th Percentile :	41 MPH
	50th Percentile :	47 MPH
	85th Percentile :	52 MPH
	95th Percentile :	55 MPH
Stats	10 MPH Pace Speed :	43-52 MPH
	Number in Pace :	38760
	Percent in Pace :	64.4%
	Number of Vehicles > 45 MPH :	40052
	Percent of Vehicles > 45 MPH :	66.6%
	Mean Speed(Average) :	48 MPH

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 44 East of Vernon Road
Bolton, Connecticut

Site Code: 3589
Station ID:

Latitude: 0' 0.000 Undefined

Start	20-Apr-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	*	*	*	*	52	29	54	35	60	32	73	54	81	84	64	47
01:00	*	*	*	*	21	23	28	24	33	25	45	35	49	49	35	31
02:00	*	*	*	*	9	20	16	21	18	22	43	23	37	25	25	22
03:00	*	*	*	*	20	24	20	25	21	27	16	15	14	12	18	21
04:00	*	*	*	*	10	65	10	68	12	65	15	44	11	22	12	53
05:00	*	*	*	*	71	283	62	293	60	287	39	108	26	44	52	203
06:00	*	*	*	*	236	879	236	861	228	804	75	210	90	117	173	574
07:00	*	*	*	*	499	**1196**	528	**1187**	479	**1143**	185	390	178	195	374	**822**
08:00	*	*	*	*	**590**	954	**573**	918	**500**	842	261	490	236	315	432	704
09:00	*	*	*	*	457	509	451	525	429	535	336	**548**	379	437	410	511
10:00	*	*	*	*	367	420	387	443	363	445	445	534	420	499	396	468
11:00	*	*	*	*	405	444	396	395	442	445	**483**	520	**489**	**563**	**443**	473
12:00 PM	*	*	*	*	433	437	439	446	465	497	561	**522**	**595**	588	499	498
01:00	*	*	423	405	418	482	454	381	467	537	564	508	488	**622**	469	489
02:00	*	*	604	486	610	497	556	508	632	520	572	505	528	509	584	504
03:00	*	*	889	584	924	540	914	520	905	645	**625**	507	577	526	806	554
04:00	*	*	**1070**	612	**1073**	650	**1119**	**638**	**1127**	**710**	559	499	533	461	**914**	595
05:00	*	*	996	**660**	1030	**725**	1036	638	1072	709	572	433	445	450	858	**602**
06:00	*	*	674	472	797	492	715	526	687	531	442	474	433	317	625	469
07:00	*	*	494	306	477	303	489	345	447	352	361	288	353	274	437	311
08:00	*	*	380	241	398	250	394	242	391	211	327	216	265	244	359	234
09:00	*	*	272	161	297	176	289	192	286	156	300	181	169	135	269	167
10:00	*	*	138	103	181	83	176	132	206	119	253	168	115	86	178	115
11:00	*	*	101	52	99	55	97	66	145	106	166	116	71	47	113	74
Lane	0	0	6041	4082	9474	9536	9439	9429	9475	9765	7318	7388	6582	6621	8545	8541
Day	0		10123		19010		18868		19240		14706		13203		17086	
AM Peak					08:00	07:00	08:00	07:00	08:00	07:00	11:00	09:00	11:00	11:00	11:00	07:00
Vol.					590	1196	573	1187	500	1143	483	548	489	563	443	822
PM Peak			16:00	17:00	16:00	17:00	16:00	16:00	16:00	16:00	15:00	12:00	12:00	13:00	16:00	17:00
Vol.			1070	660	1073	725	1119	638	1127	710	625	522	595	622	914	602

Connecticut Counts LLC
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Route 44 East of Vernon Road
Bolton, Connecticut

Site Code: 3589
Station ID:

Latitude: 0' 0.000 Undefined

Start	27-Apr-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	38	28	36	29	*	*	*	*	*	*	*	*	*	*	37	28
01:00	20	14	28	20	*	*	*	*	*	*	*	*	*	*	24	17
02:00	10	12	18	15	*	*	*	*	*	*	*	*	*	*	14	14
03:00	12	21	12	20	*	*	*	*	*	*	*	*	*	*	12	20
04:00	9	71	12	64	*	*	*	*	*	*	*	*	*	*	10	68
05:00	59	276	64	281	*	*	*	*	*	*	*	*	*	*	62	278
06:00	241	872	234	880	*	*	*	*	*	*	*	*	*	*	238	876
07:00	522	**1228**	531	**1209**	*	*	*	*	*	*	*	*	*	*	526	**1218**
08:00	**564**	907	**604**	876	*	*	*	*	*	*	*	*	*	*	**584**	892
09:00	474	554	442	535	*	*	*	*	*	*	*	*	*	*	458	544
10:00	376	407	361	433	*	*	*	*	*	*	*	*	*	*	368	420
11:00	408	433	*	*	*	*	*	*	*	*	*	*	*	*	408	433
12:00 PM	412	408	*	*	*	*	*	*	*	*	*	*	*	*	412	408
01:00	418	420	*	*	*	*	*	*	*	*	*	*	*	*	418	420
02:00	590	465	*	*	*	*	*	*	*	*	*	*	*	*	590	465
03:00	869	542	*	*	*	*	*	*	*	*	*	*	*	*	869	542
04:00	**1065**	602	*	*	*	*	*	*	*	*	*	*	*	*	**1065**	602
05:00	1037	**606**	*	*	*	*	*	*	*	*	*	*	*	*	1037	**606**
06:00	728	409	*	*	*	*	*	*	*	*	*	*	*	*	728	409
07:00	420	210	*	*	*	*	*	*	*	*	*	*	*	*	420	210
08:00	333	229	*	*	*	*	*	*	*	*	*	*	*	*	333	229
09:00	209	137	*	*	*	*	*	*	*	*	*	*	*	*	209	137
10:00	129	90	*	*	*	*	*	*	*	*	*	*	*	*	129	90
11:00	81	38	*	*	*	*	*	*	*	*	*	*	*	*	81	38
Lane	9024	8979	2342	4362	0	0	0	0	0	0	0	0	0	0	9032	8964
Day	18003		6704		0		0		0		0		0		17996	
AM Peak	08:00	07:00	08:00	07:00											08:00	07:00
Vol.	564	1228	604	1209											584	1218
PM Peak	16:00	17:00													16:00	17:00
Vol.	1065	606													1065	606

Comb. Total	18003	16827	19010	18868	19240	14706	13203	35082

ADT ADT 18,780 AADT 18,780

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 195 North of Baxter St/Anthony Rd
Tolland, Connecticut

Site Code: 3590
Station ID:

Latitude: 0' 0.000 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
04/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	**6**	**14**	16	**56**	89	165	129	61	24	1	0	0	0	561	50	55
16:00	0	3	4	**18**	46	**95**	**242**	135	**94**	11	2	0	0	0	**650**	50	54
17:00	**1**	6	5	13	44	89	199	135	65	7	1	0	0	0	565	49	53
18:00	0	2	0	1	28	48	156	**147**	75	**25**	2	**1**	0	0	485	51	55
19:00	0	0	0	7	22	40	104	68	61	12	**3**	0	0	0	317	52	55
20:00	0	0	0	3	19	39	102	77	35	5	2	1	0	0	283	50	54
21:00	0	0	0	1	4	15	63	74	48	10	1	0	0	0	216	52	56
22:00	0	0	0	1	3	11	36	39	30	6	2	1	0	**1**	130	53	56
23:00	0	0	1	0	0	1	8	21	24	7	2	0	0	0	64	55	58
Total	1	17	24	60	222	427	1075	825	493	107	16	3	0	1	3271		
Percent	0.0%	0.5%	0.7%	1.8%	6.8%	13.1%	32.9%	25.2%	15.1%	3.3%	0.5%	0.1%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00 1	15:00 6	15:00 14	16:00 18	15:00 56	16:00 95	16:00 242	18:00 147	16:00 94	18:00 25	19:00 3	18:00 1		22:00 1	16:00 650		

Connecticut Counts LLC
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Kensington, Connecticut 06037
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Route 195 North of Baxter St/Anthony Rd
Tolland, Connecticut

Site Code: 3590
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
04/22/15	0	0	0	0	0	1	5	17	6	4	3	0	**2**	0	38	57	61
01:00	0	0	0	0	0	0	4	12	10	3	0	0	0	0	29	54	56
02:00	0	0	0	0	1	1	1	2	5	1	2	0	1	0	14	54	55
03:00	0	0	0	0	0	1	0	3	3	1	0	0	0	0	8	52	53
04:00	0	0	0	0	0	3	4	2	5	5	0	0	0	**1**	20	56	58
05:00	0	0	0	2	6	3	17	20	26	9	1	**1**	0	1	86	54	57
06:00	0	0	0	8	13	47	73	60	70	22	3	1	1	0	298	53	57
07:00	0	1	3	17	33	85	168	**177**	101	16	3	0	0	0	604	51	54
08:00	2	**9**	**21**	**24**	**42**	**97**	**223**	175	**103**	11	0	0	0	0	**707**	50	53
09:00	**5**	4	4	10	37	67	132	141	78	13	3	0	0	0	494	51	54
10:00	2	2	4	7	31	34	121	105	84	**23**	**7**	0	0	0	420	53	57
11:00	0	7	3	13	28	41	123	86	63	17	5	0	1	0	387	52	55
12 PM	0	4	8	10	39	44	137	85	51	11	**4**	0	0	0	393	50	54
13:00	1	2	1	7	30	59	132	83	76	10	1	0	0	0	402	51	54
14:00	0	**7**	8	12	35	54	125	93	57	**19**	4	**1**	0	0	415	51	56
15:00	**3**	7	5	13	44	73	180	124	**78**	16	0	1	0	0	544	50	54
16:00	0	6	**10**	**15**	52	82	**237**	**140**	57	7	1	0	0	0	**607**	49	52
17:00	1	3	1	14	**54**	**139**	197	124	46	13	3	0	0	0	595	48	53
18:00	0	3	2	11	32	78	158	113	60	17	3	0	0	0	477	50	55
19:00	0	1	2	9	27	48	115	79	29	2	0	0	0	0	312	49	52
20:00	0	1	1	5	13	46	123	61	35	4	3	0	0	0	292	50	54
21:00	0	0	0	3	15	27	52	66	47	10	0	1	0	0	221	52	55
22:00	0	0	0	1	7	14	55	41	20	6	1	0	0	0	145	51	55
23:00	0	0	0	0	0	8	20	16	24	3	2	0	0	0	73	53	56
Total	14	57	73	181	539	1052	2402	1825	1134	243	49	5	5	2	7581		
Percent	0.2%	0.8%	1.0%	2.4%	7.1%	13.9%	31.7%	24.1%	15.0%	3.2%	0.6%	0.1%	0.1%	0.0%			
AM Peak	09:00	08:00	08:00	08:00	08:00	08:00	08:00	07:00	08:00	10:00	10:00	05:00	00:00	04:00	08:00		
Vol.	5	9	21	24	42	97	223	177	103	23	7	1	2	1	707		
PM Peak	15:00	14:00	16:00	16:00	17:00	17:00	16:00	16:00	15:00	14:00	12:00	14:00			16:00		
Vol.	3	7	10	15	54	139	237	140	78	19	4	1			607		

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Latitude: 0' 0.000 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
04/23/15	0	0	0	1	0	5	2	15	17	6	2	**2**	0	0	50	56	59
01:00	0	0	0	0	0	1	3	6	9	0	1	0	0	0	20	53	55
02:00	0	0	0	0	3	1	0	3	5	4	0	0	0	0	16	56	58
03:00	0	0	0	0	0	0	1	6	2	2	0	0	0	0	11	50	51
04:00	0	0	0	0	0	0	5	5	7	4	2	0	0	0	23	57	59
05:00	0	0	0	2	0	4	19	12	19	11	3	0	0	0	70	56	59
06:00	**2**	0	2	8	14	21	62	88	73	**24**	**6**	0	0	0	300	54	58
07:00	2	4	8	**36**	44	67	154	**162**	98	18	2	0	0	0	595	51	54
08:00	2	**6**	**9**	34	**59**	**98**	**168**	162	**103**	15	2	0	0	0	**658**	50	54
09:00	0	3	6	2	33	57	141	108	92	17	1	1	0	0	461	52	55
10:00	1	5	7	22	39	55	134	102	53	9	1	0	**1**	0	429	50	54
11:00	0	0	1	8	38	37	133	100	60	12	1	0	0	0	390	51	54
12 PM	1	6	4	12	41	81	143	81	46	8	1	0	0	0	424	49	53
13:00	0	5	0	7	38	62	134	80	**79**	**20**	2	0	0	0	427	52	55
14:00	0	1	3	14	36	81	114	80	66	8	0	0	0	0	403	51	54
15:00	1	**11**	15	25	66	85	174	**130**	74	10	2	0	0	0	593	50	53
16:00	1	5	**17**	**32**	**96**	129	**210**	94	40	10	1	0	0	0	**635**	47	52
17:00	**2**	7	6	25	89	**149**	184	101	37	7	0	0	0	0	607	47	51
18:00	0	2	2	9	59	81	166	124	70	12	0	0	0	0	525	50	54
19:00	0	0	2	9	56	90	171	78	68	7	2	0	0	0	483	50	53
20:00	0	0	0	8	15	38	117	74	38	11	0	0	0	0	301	50	54
21:00	0	0	0	0	7	32	85	67	35	2	2	**1**	0	0	231	50	53
22:00	1	0	2	1	6	20	48	34	27	3	0	0	0	0	142	51	54
23:00	0	0	0	0	0	4	22	26	23	8	**3**	0	0	0	86	54	58
Total	13	55	84	255	739	1198	2390	1738	1141	228	34	4	1	0	7880		
Percent	0.2%	0.7%	1.1%	3.2%	9.4%	15.2%	30.3%	22.1%	14.5%	2.9%	0.4%	0.1%	0.0%	0.0%			
AM Peak	06:00	08:00	08:00	07:00	08:00	08:00	08:00	07:00	08:00	06:00	06:00	00:00	10:00		08:00		
Vol.	2	6	9	36	59	98	168	162	103	24	6	2	1		658		
PM Peak	17:00	15:00	16:00	16:00	16:00	17:00	16:00	15:00	13:00	13:00	23:00	21:00			16:00		
Vol.	2	11	17	32	96	149	210	130	79	20	3	1			635		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 195 North of Baxter St/Anthony Rd
Tolland, Connecticut

Site Code: 3590
Station ID:

Latitude: 0' 0.000 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
04/24/15	0	0	0	0	0	5	10	12	13	1	4	0	0	0	45	54	61
01:00	0	0	0	0	0	2	4	11	9	1	1	0	0	0	28	53	55
02:00	0	0	0	0	0	0	3	8	6	2	0	0	0	0	19	54	56
03:00	0	0	0	0	1	0	2	2	6	1	0	0	0	0	12	54	55
04:00	0	0	0	0	0	3	7	3	7	2	1	0	**1**	0	24	54	56
05:00	0	0	1	1	3	3	16	16	16	10	2	**1**	0	**1**	70	55	58
06:00	0	1	2	0	17	15	46	73	82	**31**	**8**	1	0	0	276	55	59
07:00	**6**	5	9	10	33	**82**	150	127	104	19	4	0	0	0	549	52	55
08:00	0	4	**16**	**29**	39	68	**152**	**139**	**108**	15	2	0	0	0	**572**	51	54
09:00	0	**7**	8	12	**57**	63	119	113	63	16	6	1	0	0	465	51	55
10:00	0	1	0	8	21	58	118	109	74	13	3	0	0	0	405	51	55
11:00	1	4	1	15	40	61	126	72	59	15	2	0	0	0	396	51	55
12 PM	1	**6**	6	20	34	51	149	96	63	10	3	**1**	0	0	440	50	54
13:00	1	2	0	16	49	80	151	96	43	12	0	0	0	0	450	49	53
14:00	1	2	5	18	45	75	206	121	63	14	1	1	0	0	552	50	54
15:00	**2**	6	**11**	20	**74**	**138**	179	116	69	5	0	0	0	0	620	49	53
16:00	1	4	7	**29**	64	109	198	124	80	11	2	0	0	0	629	50	53
17:00	0	6	1	7	54	94	**213**	**165**	**90**	10	2	0	0	0	**642**	50	53
18:00	1	1	3	21	30	66	198	127	61	**16**	2	0	0	0	526	50	54
19:00	0	1	1	9	31	71	136	105	67	8	3	0	0	**1**	433	51	54
20:00	0	2	0	4	24	38	123	75	54	5	0	0	0	0	325	51	54
21:00	0	1	1	4	12	28	71	74	47	11	2	0	0	0	251	52	55
22:00	0	0	3	2	13	16	54	35	34	12	**4**	0	0	0	173	53	57
23:00	0	0	1	0	0	6	27	26	26	11	2	0	0	0	99	54	58
Total	14	53	76	225	641	1132	2458	1845	1244	251	54	5	1	2	8001		
Percent	0.2%	0.7%	0.9%	2.8%	8.0%	14.1%	30.7%	23.1%	15.5%	3.1%	0.7%	0.1%	0.0%	0.0%			
AM Peak	07:00	09:00	08:00	08:00	09:00	07:00	08:00	08:00	08:00	06:00	06:00	05:00	04:00	05:00	08:00		
Vol.	6	7	16	29	57	82	152	139	108	31	8	1	1	1	572		
PM Peak	15:00	12:00	15:00	16:00	15:00	15:00	17:00	17:00	17:00	18:00	22:00	12:00		19:00	17:00		
Vol.	2	6	11	29	74	138	213	165	90	16	4	1		1	642		

Connecticut Counts LLC
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Route 195 North of Baxter St/Anthony Rd
Tolland, Connecticut

Site Code: 3590
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
04/25/15	0	0	0	0	0	0	25	21	20	8	1	**1**	0	0	76	54	57
01:00	0	0	0	0	1	3	16	16	12	4	1	1	0	0	54	53	57
02:00	0	0	0	2	0	4	10	9	3	2	2	0	0	0	32	50	53
03:00	0	0	0	0	0	1	1	3	3	2	2	1	0	0	13	53	54
04:00	0	0	0	0	0	0	1	1	4	5	**8**	0	0	0	19	63	65
05:00	0	0	0	0	1	3	9	6	16	8	2	1	0	0	46	56	59
06:00	0	0	0	1	3	15	21	19	29	11	3	0	0	0	102	55	58
07:00	0	0	1	5	11	20	31	38	42	6	5	1	0	0	160	53	58
08:00	0	1	1	1	11	22	62	73	70	15	4	0	0	0	260	53	57
09:00	0	1	2	6	20	32	85	107	64	20	2	0	0	0	339	52	56
10:00	0	3	**10**	13	35	54	**127**	95	69	15	2	0	0	0	423	51	55
11:00	0	**7**	10	**20**	**41**	**67**	123	**115**	**88**	**21**	3	0	0	0	**495**	52	55
12 PM	0	1	4	13	**52**	59	**178**	123	86	16	2	**1**	0	0	**535**	51	54
13:00	0	0	1	16	50	**87**	160	96	72	16	0	0	0	0	498	50	54
14:00	0	**3**	5	**19**	34	56	150	**146**	76	21	2	1	0	0	513	51	55
15:00	0	2	1	13	44	46	121	127	79	**28**	**5**	0	0	0	466	52	56
16:00	0	2	**7**	11	35	61	150	132	82	23	5	0	0	0	508	52	56
17:00	0	1	0	1	15	34	111	144	**104**	21	4	0	0	0	435	53	56
18:00	0	0	0	4	22	33	124	90	80	18	1	0	0	0	372	52	55
19:00	0	0	1	3	16	38	118	86	57	18	2	0	0	0	339	52	56
20:00	0	0	0	5	28	25	96	93	29	8	0	0	0	0	284	50	53
21:00	0	0	0	3	9	46	107	70	39	7	2	1	0	0	284	50	54
22:00	0	0	1	0	4	12	71	50	38	6	1	0	0	0	183	52	55
23:00	0	0	0	0	0	2	30	43	16	11	2	0	0	**2**	106	53	57
Total	0	21	44	136	432	720	1927	1703	1178	310	61	8	0	2	6542		
Percent	0.0%	0.3%	0.7%	2.1%	6.6%	11.0%	29.5%	26.0%	18.0%	4.7%	0.9%	0.1%	0.0%	0.0%			
AM Peak		11:00	10:00	11:00	11:00	11:00	10:00	11:00	11:00	11:00	04:00	00:00			11:00		
Vol.		7	10	20	41	67	127	115	88	21	8	1			495		
PM Peak		14:00	16:00	14:00	12:00	13:00	12:00	14:00	17:00	15:00	15:00	12:00		23:00	12:00		
Vol.		3	7	19	52	87	178	146	104	28	5	1		2	535		

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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
04/26/15	0	0	0	0	0	3	17	21	21	12	3	0	0	0	77	56	59
01:00	**1**	**1**	0	0	2	6	15	15	16	4	1	**1**	0	0	62	53	57
02:00	0	0	0	0	0	2	8	5	7	1	1	0	0	0	24	53	55
03:00	0	0	0	0	0	0	2	7	7	3	3	0	0	**1**	23	60	62
04:00	0	0	0	0	0	2	3	2	2	3	0	1	0	0	13	56	57
05:00	0	0	0	0	0	1	6	3	9	3	2	0	0	0	24	56	58
06:00	0	0	0	1	3	1	8	12	19	7	**4**	1	0	0	56	57	62
07:00	0	0	0	0	4	5	17	23	32	9	4	1	0	0	95	55	60
08:00	0	0	0	1	2	15	39	44	44	11	1	0	0	0	157	53	56
09:00	1	1	**1**	**10**	19	21	92	82	40	8	2	1	0	0	278	51	54
10:00	0	0	0	4	5	26	112	104	50	14	2	0	0	0	317	51	55
11:00	0	1	0	7	**28**	**46**	**131**	**138**	**99**	**20**	1	0	0	0	**471**	52	55
12 PM	**2**	**9**	1	4	17	51	134	132	93	16	3	1	0	0	463	52	55
13:00	0	2	1	10	27	52	173	150	86	14	2	1	0	0	518	51	54
14:00	0	1	8	11	19	**64**	167	128	91	19	2	0	0	0	510	51	55
15:00	0	0	1	5	21	28	140	129	**127**	**21**	**6**	1	0	0	479	53	56
16:00	0	0	1	8	31	58	**194**	153	84	19	3	**3**	0	0	**554**	51	55
17:00	0	1	8	4	9	43	136	**158**	106	19	3	0	0	0	487	52	55
18:00	0	3	**12**	**12**	**32**	58	115	135	70	15	4	0	0	0	456	51	55
19:00	0	0	0	4	19	30	123	112	67	18	4	0	0	0	377	52	56
20:00	1	3	0	4	16	28	125	77	40	4	0	0	0	0	298	50	53
21:00	2	1	1	8	9	22	68	56	37	11	1	0	0	0	216	52	55
22:00	0	1	0	0	9	12	34	54	40	10	0	0	0	**1**	161	53	56
23:00	0	0	0	0	1	9	16	16	22	7	1	1	0	0	73	54	57
Total	7	24	34	93	273	583	1875	1756	1209	268	53	12	0	2	6189		
Percent	0.1%	0.4%	0.5%	1.5%	4.4%	9.4%	30.3%	28.4%	19.5%	4.3%	0.9%	0.2%	0.0%	0.0%			
AM Peak	01:00	01:00	09:00	09:00	11:00	11:00	11:00	11:00	11:00	11:00	06:00	01:00		03:00	11:00		
Vol.	1	1	1	10	28	46	131	138	99	20	4	1		1	471		
PM Peak	12:00	12:00	18:00	18:00	18:00	14:00	16:00	17:00	15:00	15:00	15:00	16:00		22:00	16:00		
Vol.	2	9	12	12	32	64	194	158	127	21	6	3		1	554		

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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
04/27/15	0	0	0	0	2	8	14	16	14	5	0	**1**	0	0	60	53	57
01:00	0	0	0	0	1	1	10	8	5	1	1	0	0	0	27	52	54
02:00	0	0	0	1	0	0	3	3	5	4	0	0	0	0	16	56	58
03:00	0	0	0	0	0	0	0	2	3	2	0	0	0	0	7	54	54
04:00	0	0	0	1	1	4	2	2	3	10	1	0	0	0	24	58	60
05:00	0	0	0	1	1	10	22	21	22	14	3	0	0	0	94	55	59
06:00	0	0	0	7	11	24	63	66	92	**17**	**10**	0	0	0	290	54	58
07:00	0	1	1	11	41	73	168	**159**	**114**	16	2	0	0	0	586	51	54
08:00	2	2	**18**	**48**	**103**	116	**191**	124	60	9	1	0	0	0	**674**	48	53
09:00	**4**	**7**	11	36	66	**117**	119	72	51	12	2	0	0	0	497	49	53
10:00	0	3	3	8	19	40	132	108	93	13	2	1	0	0	422	52	55
11:00	1	3	3	13	32	67	131	86	69	13	4	0	0	0	422	51	55
12 PM	**1**	1	1	15	33	50	113	118	66	12	0	0	0	0	410	51	54
13:00	1	1	3	7	23	55	110	86	56	14	2	0	0	0	358	51	55
14:00	1	2	10	17	24	56	125	111	82	12	3	0	0	0	443	51	55
15:00	1	**8**	15	28	34	98	144	116	60	12	3	0	0	0	519	50	54
16:00	1	4	7	25	45	**100**	147	131	**92**	13	1	0	0	0	566	51	54
17:00	0	7	**16**	**30**	**52**	92	**179**	**134**	82	10	1	0	0	0	**603**	50	54
18:00	0	0	1	5	31	47	101	124	77	**16**	1	0	0	0	403	52	55
19:00	0	4	1	4	19	31	88	103	51	10	1	0	0	0	312	51	55
20:00	1	0	2	10	11	15	81	85	53	8	1	0	0	0	267	52	54
21:00	1	1	0	5	13	26	49	34	32	8	**5**	0	0	0	174	52	57
22:00	0	0	0	1	2	4	16	39	32	11	3	0	**1**	0	109	54	58
23:00	0	0	0	0	0	5	11	16	15	3	3	**1**	0	0	54	55	61
Total	14	44	92	273	564	1039	2019	1764	1229	245	50	3	1	0	7337		
Percent	0.2%	0.6%	1.3%	3.7%	7.7%	14.2%	27.5%	24.0%	16.8%	3.3%	0.7%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	08:00	08:00	08:00	09:00	08:00	07:00	07:00	06:00	06:00	00:00			08:00		
Vol.	4	7	18	48	103	117	191	159	114	17	10	1			674		
PM Peak	12:00	15:00	17:00	17:00	17:00	16:00	17:00	17:00	16:00	18:00	21:00	23:00	22:00		17:00		
Vol.	1	8	16	30	52	100	179	134	92	16	5	1	1		603		

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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
04/28/15	0	0	0	0	0	3	18	15	7	2	0	0	0	0	45	51	54
01:00	1	1	0	0	0	1	4	5	2	1	0	0	0	0	15	49	50
02:00	0	0	0	1	0	1	3	4	7	1	0	0	0	0	17	53	55
03:00	0	0	0	0	0	0	0	4	4	0	0	0	0	0	8	52	53
04:00	0	0	0	0	0	2	4	3	10	2	0	**2**	0	0	23	53	55
05:00	0	0	0	0	2	10	12	19	26	15	2	2	0	0	88	55	58
06:00	1	1	2	5	17	44	75	82	68	15	3	0	0	0	313	52	56
07:00	0	2	**12**	**50**	**80**	**83**	159	166	**83**	15	0	0	0	0	650	50	54
08:00	0	2	7	29	46	80	**217**	**195**	57	15	**5**	0	0	0	**653**	49	54
09:00	0	5	2	7	30	57	132	109	80	8	1	0	0	0	431	51	54
10:00	**3**	2	6	6	41	53	140	107	66	8	4	0	0	0	436	50	54
11:00	0	**6**	7	7	19	36	116	87	81	**18**	1	0	0	0	378	52	55
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	5	19	36	105	235	370	880	796	491	100	16	4	0	0	3057		
Percent	0.2%	0.6%	1.2%	3.4%	7.7%	12.1%	28.8%	26.0%	16.1%	3.3%	0.5%	0.1%	0.0%	0.0%			
AM Peak	10:00	11:00	07:00	07:00	07:00	07:00	08:00	08:00	07:00	11:00	08:00	04:00			08:00		
Vol.	3	6	12	50	80	83	217	195	83	18	5	2			653		
PM Peak																	
Vol.																	
Total	68	290	463	1328	3645	6521	15026	12252	8119	1752	333	44	8	9	49858		
Percent	0.1%	0.6%	0.9%	2.7%	7.3%	13.1%	30.1%	24.6%	16.3%	3.5%	0.7%	0.1%	0.0%	0.0%			

	15th Percentile :	36 MPH
	50th Percentile :	44 MPH
	85th Percentile :	51 MPH
	95th Percentile :	55 MPH
Stats	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	25660
	Percent in Pace :	51.5%
	Number of Vehicles > 45 MPH :	22748
	Percent of Vehicles > 45 MPH :	45.6%
	Mean Speed(Average) :	44 MPH

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 195 North of Baxter St/Anthony Rd
Tolland, Connecticut

Site Code: 3590
Station ID:

Latitude: 0' 0.000 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
04/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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**	**3**	7	**30**	69	131	269	68	9	**1**	**2**	0	0	0	590	45	48
16:00	0	2	**8**	22	62	196	**330**	76	**15**	1	0	0	0	0	712	45	48
17:00	1	1	5	13	**74**	**269**	321	46	8	0	0	0	0	0	**738**	44	46
18:00	0	1	2	8	32	131	250	**92**	12	1	0	0	0	0	529	46	49
19:00	0	0	1	5	21	86	203	68	8	0	0	0	0	0	392	46	49
20:00	0	0	0	5	14	99	131	22	4	0	0	0	0	0	275	44	47
21:00	0	0	1	5	4	67	118	25	8	0	0	0	0	0	228	45	49
22:00	0	0	2	2	5	30	62	27	4	0	0	0	0	0	132	47	50
23:00	0	0	0	1	0	12	26	13	6	1	0	0	0	0	59	49	53
Total	2	7	26	91	281	1021	1710	437	74	4	2	0	0	0	3655		
Percent	0.1%	0.2%	0.7%	2.5%	7.7%	27.9%	46.8%	12.0%	2.0%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	15:00 1	15:00 3	16:00 8	15:00 30	17:00 74	17:00 269	16:00 330	18:00 92	16:00 15	15:00 1	15:00 2				17:00 738		

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Route 195 North of Baxter St/Anthony Rd
Tolland, Connecticut

Site Code: 3590
Station ID:

Latitude: 0' 0.000 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
04/22/15	0	0	0	0	3	3	14	16	3	0	**1**	0	0	0	40	49	51
01:00	0	0	0	0	1	2	7	5	0	0	0	0	0	0	15	48	49
02:00	0	0	0	1	0	4	5	1	1	0	0	0	0	0	12	44	45
03:00	0	0	0	0	0	2	7	5	1	0	0	0	0	0	15	49	50
04:00	0	1	1	1	0	5	18	8	7	1	0	0	**1**	0	43	50	54
05:00	0	0	0	3	5	9	46	45	16	2	0	0	0	0	126	50	53
06:00	0	1	4	3	12	45	166	99	27	0	0	0	0	0	357	48	51
07:00	0	1	4	10	**24**	76	**211**	**102**	22	3	0	0	0	0	**453**	47	51
08:00	0	**6**	6	**13**	21	**93**	166	75	16	2	0	0	0	0	398	47	50
09:00	**1**	0	6	8	16	68	131	79	13	1	0	0	0	0	323	47	50
10:00	1	3	**10**	3	17	48	132	72	25	4	0	0	0	0	315	48	52
11:00	0	2	6	12	21	58	160	87	**28**	**5**	0	0	0	0	379	48	52
12 PM	0	2	7	14	24	63	195	88	**33**	**9**	**1**	0	0	0	436	48	53
13:00	0	3	6	7	19	69	197	114	28	0	0	0	0	0	443	48	51
14:00	1	2	5	15	44	75	243	**118**	22	0	1	0	0	0	526	47	50
15:00	**4**	**5**	8	**30**	49	162	206	90	31	3	0	0	0	0	588	46	50
16:00	0	2	**16**	18	58	193	**322**	88	13	2	0	0	0	0	**712**	45	49
17:00	0	0	8	12	**65**	**244**	255	57	5	0	0	0	0	0	646	44	47
18:00	0	2	3	10	50	124	253	74	12	0	0	0	0	0	528	45	49
19:00	0	0	5	0	10	72	147	50	9	0	0	0	0	0	293	46	49
20:00	0	0	0	4	29	91	121	26	5	0	0	0	0	0	276	45	48
21:00	0	0	1	1	18	84	97	23	5	1	0	0	0	0	230	45	48
22:00	0	0	0	2	6	31	55	14	3	0	0	0	0	0	111	45	48
23:00	0	0	0	0	3	25	21	12	3	0	0	0	0	0	64	46	49
Total	7	30	96	167	495	1646	3175	1348	328	33	3	0	1	0	7329		
Percent	0.1%	0.4%	1.3%	2.3%	6.8%	22.5%	43.3%	18.4%	4.5%	0.5%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	10:00	08:00	07:00	08:00	07:00	07:00	11:00	11:00	00:00		04:00		07:00		
Vol.	1	6	10	13	24	93	211	102	28	5	1		1		453		
PM Peak	15:00	15:00	16:00	15:00	17:00	17:00	16:00	14:00	12:00	12:00	12:00				16:00		
Vol.	4	5	16	30	65	244	322	118	33	9	1				712		

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Site Code: 3590
Station ID:

Latitude: 0' 0.000 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
04/23/15	0	0	0	0	0	6	15	12	5	0	0	0	0	0	38	50	53
01:00	0	0	0	0	0	6	7	5	1	1	0	0	0	0	20	48	50
02:00	0	0	0	0	1	1	1	6	1	0	0	0	0	0	10	49	50
03:00	0	0	0	0	1	1	4	6	4	1	0	0	0	0	17	52	54
04:00	0	0	1	0	2	0	20	8	7	1	0	0	0	0	39	50	54
05:00	0	0	1	3	3	16	42	42	18	0	0	0	0	0	125	50	53
06:00	0	0	0	10	12	47	133	**97**	**31**	1	0	0	0	0	331	49	52
07:00	1	2	3	**13**	**66**	**119**	**166**	67	20	0	0	0	0	0	**457**	46	50
08:00	**2**	1	6	9	55	118	110	39	4	1	0	0	0	0	345	45	48
09:00	1	**6**	8	5	26	61	141	64	6	1	0	0	0	0	319	46	49
10:00	0	2	6	12	17	75	147	47	9	**5**	0	0	0	0	320	46	50
11:00	0	1	**10**	11	47	93	163	61	8	2	0	0	0	0	396	46	49
12 PM	1	3	10	29	42	108	191	35	9	1	0	0	0	0	429	44	48
13:00	0	0	4	6	30	106	172	46	**20**	0	**1**	0	0	0	385	46	50
14:00	0	1	6	17	31	140	**259**	**77**	12	0	0	0	0	0	543	45	49
15:00	**4**	**9**	**21**	29	77	231	211	56	4	0	0	0	0	0	642	44	47
16:00	2	0	10	30	**139**	**312**	247	28	2	0	0	0	0	0	**770**	43	45
17:00	1	3	11	**48**	111	279	257	27	4	0	0	0	0	0	741	43	45
18:00	0	0	3	15	58	168	248	39	7	0	0	0	0	0	538	44	47
19:00	0	0	1	9	19	113	180	35	7	0	0	0	0	0	364	45	48
20:00	0	0	2	9	36	111	91	16	3	0	0	0	0	0	268	43	46
21:00	0	0	2	4	59	129	72	5	0	0	0	0	0	0	271	42	44
22:00	0	0	0	1	21	67	53	17	3	**2**	0	0	0	0	164	45	48
23:00	0	0	1	1	9	21	37	18	2	1	0	0	0	0	90	46	49
Total	12	28	106	261	862	2328	2967	853	187	17	1	0	0	0	7622		
Percent	0.2%	0.4%	1.4%	3.4%	11.3%	30.5%	38.9%	11.2%	2.5%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	11:00	07:00	07:00	07:00	07:00	06:00	06:00	10:00					07:00		
Vol.	2	6	10	13	66	119	166	97	31	5					457		
PM Peak	15:00	15:00	15:00	17:00	16:00	16:00	14:00	14:00	13:00	22:00	13:00				16:00		
Vol.	4	9	21	48	139	312	259	77	20	2	1				770		

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Site Code: 3590
Station ID:

Latitude: 0' 0.000 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
04/24/15	0	0	0	0	3	14	22	16	3	0	0	0	0	0	58	48	50
01:00	0	0	0	0	1	2	15	10	2	1	0	0	0	0	31	48	50
02:00	0	0	0	0	1	5	2	5	0	0	0	0	0	0	13	47	49
03:00	0	0	0	1	3	7	4	2	5	0	0	0	0	0	22	51	53
04:00	0	0	0	0	0	5	9	12	7	2	0	0	0	0	35	52	55
05:00	0	0	0	5	8	15	61	29	26	1	0	0	0	0	145	50	53
06:00	0	0	1	7	7	55	148	82	**34**	**3**	0	0	0	0	337	49	52
07:00	2	3	6	14	29	78	162	**93**	14	0	0	0	0	0	401	47	50
08:00	1	4	9	12	33	102	190	64	13	1	0	0	0	0	429	46	49
09:00	**5**	2	7	**20**	**54**	105	141	50	11	2	0	0	0	0	397	45	49
10:00	0	2	**11**	6	39	104	140	44	15	0	0	0	0	0	361	46	50
11:00	2	**6**	7	15	43	**132**	**195**	64	14	1	0	0	0	0	**479**	46	49
12 PM	**3**	4	6	15	65	151	247	55	**12**	0	0	0	0	0	558	45	48
13:00	1	3	8	31	**113**	180	227	40	8	0	0	0	0	0	611	44	47
14:00	1	**6**	4	15	60	206	**297**	51	9	0	0	0	0	0	649	44	47
15:00	2	5	4	20	82	247	282	44	8	0	0	0	0	0	694	44	46
16:00	0	6	**11**	**58**	113	209	281	**60**	5	0	0	0	0	0	**743**	44	47
17:00	0	2	8	20	57	**288**	296	56	6	**1**	0	0	0	0	734	44	47
18:00	2	2	4	8	66	186	206	49	7	0	0	0	0	0	530	44	47
19:00	0	0	3	13	28	110	151	28	4	1	0	0	0	0	338	44	48
20:00	0	0	1	5	17	109	74	21	3	1	0	0	0	0	231	44	47
21:00	0	0	2	2	21	68	77	11	5	0	**1**	0	0	0	187	44	47
22:00	0	0	1	3	21	41	45	15	3	0	0	0	0	0	129	45	48
23:00	0	0	0	0	3	32	54	17	3	1	0	0	0	0	110	46	49
Total	19	45	93	270	867	2451	3326	918	217	15	1	0	0	0	8222		
Percent	0.2%	0.5%	1.1%	3.3%	10.5%	29.8%	40.5%	11.2%	2.6%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	10:00	09:00	09:00	11:00	11:00	07:00	06:00	06:00					11:00		
Vol.	5	6	11	20	54	132	195	93	34	3					479		
PM Peak	12:00	14:00	16:00	16:00	13:00	17:00	14:00	16:00	12:00	17:00	21:00				16:00		
Vol.	3	6	11	58	113	288	297	60	12	1	1				743		

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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
04/25/15	0	0	0	0	2	13	33	18	4	0	0	0	0	0	70	47	50
01:00	0	0	0	0	0	9	22	7	2	0	0	0	0	0	40	46	50
02:00	**1**	0	1	0	0	8	9	3	0	0	**1**	0	0	0	23	44	46
03:00	0	0	0	0	1	4	12	4	0	2	0	0	0	0	23	46	48
04:00	0	0	0	0	2	3	9	6	8	2	0	0	0	0	30	52	55
05:00	0	0	0	2	4	4	24	11	8	4	0	0	0	0	57	51	56
06:00	0	0	1	5	4	8	53	35	12	**5**	0	0	0	0	123	50	54
07:00	0	0	3	6	14	33	76	54	24	5	0	0	0	0	215	50	54
08:00	0	0	2	18	27	64	153	71	16	3	0	0	0	0	354	47	50
09:00	0	0	4	16	31	60	184	71	**26**	2	0	0	0	0	394	47	51
10:00	1	2	**8**	**19**	43	90	196	**80**	18	0	0	0	0	0	**457**	46	50
11:00	1	**4**	6	8	**45**	**91**	**203**	78	16	4	0	0	0	0	456	46	50
12 PM	0	1	7	8	22	90	**244**	**86**	**32**	1	0	0	0	0	**491**	47	51
13:00	0	1	4	17	36	102	217	69	14	**2**	0	0	0	0	462	46	49
14:00	0	1	5	13	**45**	112	221	77	13	1	0	0	0	0	488	46	49
15:00	0	**5**	3	4	25	112	232	74	13	2	0	0	0	0	470	46	49
16:00	**1**	4	**8**	**19**	45	102	155	68	21	1	0	0	0	0	424	46	50
17:00	0	1	1	10	22	94	235	83	15	2	0	0	0	0	463	46	50
18:00	0	0	2	10	22	**126**	202	58	8	0	0	0	0	0	428	45	49
19:00	0	0	2	2	16	71	135	33	7	0	0	0	0	0	266	45	49
20:00	0	0	0	10	19	69	100	23	3	0	0	0	0	0	224	45	47
21:00	0	0	2	1	7	34	73	27	10	1	0	0	0	0	155	47	51
22:00	0	0	1	1	3	29	67	34	7	1	0	0	0	0	143	47	50
23:00	0	0	0	0	6	17	57	24	2	1	0	0	0	0	107	46	49
Total	4	19	60	169	441	1345	2912	1094	279	39	1	0	0	0	6363		
Percent	0.1%	0.3%	0.9%	2.7%	6.9%	21.1%	45.8%	17.2%	4.4%	0.6%	0.0%	0.0%	0.0%	0.0%			
AM Peak	02:00	11:00	10:00	10:00	11:00	11:00	11:00	10:00	09:00	06:00	02:00				10:00		
Vol.	1	4	8	19	45	91	203	80	26	5	1				457		
PM Peak	16:00	15:00	16:00	16:00	14:00	18:00	12:00	12:00	12:00	13:00					12:00		
Vol.	1	5	8	19	45	126	244	86	32	2					491		

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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
04/26/15	0	0	0	0	3	11	22	14	7	0	**1**	0	0	0	58	49	53
01:00	0	0	0	1	0	12	18	18	9	1	0	0	0	0	59	50	54
02:00	0	0	1	0	1	1	10	6	5	2	0	0	0	0	26	53	55
03:00	0	0	0	0	0	2	5	2	5	1	0	0	0	0	15	53	55
04:00	0	0	0	0	0	6	5	3	1	0	0	0	0	0	15	46	48
05:00	0	0	0	0	2	5	7	6	10	0	1	0	0	0	31	52	54
06:00	0	0	2	1	4	5	21	12	14	1	1	0	0	0	61	52	54
07:00	0	1	1	3	7	13	59	50	20	3	1	0	0	0	158	50	54
08:00	0	1	4	7	8	28	67	55	24	1	0	0	0	0	195	49	53
09:00	0	**6**	**7**	**13**	17	62	130	54	21	0	0	0	0	0	310	47	51
10:00	**1**	1	2	12	12	54	163	78	26	1	1	0	0	0	351	48	51
11:00	1	0	0	11	**21**	**71**	**169**	**91**	**29**	**4**	0	0	0	0	**397**	48	52
12 PM	0	1	4	11	21	**146**	226	78	15	0	0	0	0	0	**502**	46	49
13:00	0	1	**7**	13	24	99	240	83	12	1	0	0	0	0	480	46	49
14:00	0	0	2	6	**40**	111	**256**	76	10	0	0	0	0	0	501	46	49
15:00	0	0	0	5	32	92	242	68	14	0	**1**	0	0	0	454	46	49
16:00	0	0	1	**14**	19	83	187	93	15	0	0	0	0	0	412	47	50
17:00	0	0	3	4	16	48	202	**106**	**20**	1	0	0	0	0	400	48	50
18:00	0	**4**	4	8	15	57	180	67	7	0	0	0	0	0	342	46	49
19:00	0	1	6	7	6	67	156	54	8	**2**	0	0	0	0	307	46	49
20:00	**1**	1	4	8	29	97	87	18	5	0	0	0	0	0	250	44	48
21:00	0	0	4	4	5	59	76	19	3	1	0	0	0	0	171	45	48
22:00	1	1	0	3	2	27	67	12	6	0	0	0	0	0	119	46	50
23:00	0	0	0	0	2	9	41	4	4	0	0	0	0	0	60	46	51
Total	4	18	52	131	286	1165	2636	1067	290	19	6	0	0	0	5674		
Percent	0.1%	0.3%	0.9%	2.3%	5.0%	20.5%	46.5%	18.8%	5.1%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	09:00	09:00	11:00	11:00	11:00	11:00	11:00	11:00	00:00				11:00		
Vol.	1	6	7	13	21	71	169	91	29	4	1				397		
PM Peak	20:00	18:00	13:00	16:00	14:00	12:00	14:00	17:00	17:00	19:00	15:00				12:00		
Vol.	1	4	7	14	40	146	256	106	20	2	1				502		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
_(860) 828-1693_

Route 195 North of Baxter St/Anthony Rd
Tolland, Connecticut

Site Code: 3590
Station ID:

Latitude: 0' 0.000 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
04/27/15	0	0	0	0	1	3	15	9	3	2	0	0	0	0	33	50	53
01:00	0	0	0	0	3	6	6	3	2	0	**1**	0	0	0	21	47	49
02:00	0	0	0	0	0	1	4	2	1	1	0	0	0	0	9	45	45
03:00	0	0	0	0	0	2	4	4	2	0	1	0	0	0	13	49	50
04:00	0	0	1	1	0	2	15	20	11	**3**	0	0	0	0	53	52	55
05:00	0	0	0	10	7	12	49	39	10	0	1	0	0	0	128	48	51
06:00	0	0	0	13	18	46	149	**116**	30	3	0	0	0	0	375	49	52
07:00	0	1	4	13	42	**113**	**178**	95	**32**	0	0	0	0	0	**478**	47	51
08:00	0	1	**16**	**18**	**51**	113	133	49	11	0	0	0	0	0	392	45	49
09:00	**1**	1	3	12	40	70	145	30	13	1	0	0	0	0	316	45	50
10:00	0	**4**	3	10	11	62	139	43	18	2	0	0	0	0	292	47	51
11:00	0	3	7	12	47	87	158	68	7	0	0	0	0	0	389	46	49
12 PM	0	2	7	9	14	71	172	**91**	**20**	**2**	0	0	0	0	388	47	51
13:00	**3**	0	2	8	22	90	205	66	10	1	0	0	0	0	407	46	49
14:00	1	1	12	11	30	108	245	71	14	1	0	0	0	0	494	46	49
15:00	0	**4**	12	19	48	149	264	41	8	0	0	0	0	0	545	44	47
16:00	1	3	**17**	**38**	**92**	**249**	233	68	5	0	0	0	0	0	**706**	44	47
17:00	3	4	6	15	33	155	**284**	59	9	0	0	0	0	0	568	45	48
18:00	3	2	1	8	22	88	205	81	19	0	0	0	0	0	429	47	50
19:00	0	0	1	17	12	48	159	48	9	0	0	0	0	0	294	46	49
20:00	0	1	0	2	17	82	135	28	3	0	0	0	0	0	268	45	48
21:00	0	0	1	6	12	53	86	18	7	0	0	0	0	0	183	45	49
22:00	0	0	3	3	2	26	32	15	6	0	0	0	0	**1**	88	47	51
23:00	0	0	0	0	0	7	29	19	6	1	0	0	0	0	62	49	52
Total	12	27	96	225	524	1643	3044	1083	256	17	3	0	0	1	6931		
Percent	0.2%	0.4%	1.4%	3.2%	7.6%	23.7%	43.9%	15.6%	3.7%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	08:00	08:00	08:00	07:00	07:00	06:00	07:00	04:00	01:00				07:00		
Vol.	1	4	16	18	51	113	178	116	32	3	1				478		
PM Peak	13:00	15:00	16:00	16:00	16:00	16:00	17:00	12:00	12:00	12:00				22:00	16:00		
Vol.	3	4	17	38	92	249	284	91	20	2				1	706		

Connecticut Counts LLC
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Kensington, Connecticut 06037
_(860) 828-1693_

Route 195 North of Baxter St/Anthony Rd
Tolland, Connecticut

Site Code: 3590
Station ID:

Latitude: 0' 0.000 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
04/28/15	0	0	0	0	1	5	13	8	6	2	0	0	0	0	35	51	55
01:00	0	0	0	0	0	3	9	3	4	0	0	0	0	0	19	51	53
02:00	0	0	0	1	0	6	2	5	1	0	0	0	0	0	15	48	50
03:00	0	0	0	0	0	3	4	10	2	0	0	0	0	0	19	49	51
04:00	0	0	0	0	0	2	17	8	8	1	**1**	0	0	0	37	51	54
05:00	0	0	2	7	3	13	50	36	31	2	1	0	0	0	145	51	54
06:00	0	0	1	5	13	54	156	99	**37**	2	0	0	0	0	367	49	52
07:00	0	1	3	14	**35**	87	**172**	**129**	18	0	1	0	0	0	**460**	48	50
08:00	1	3	3	**16**	22	**93**	141	82	23	2	0	0	0	0	386	47	51
09:00	0	**7**	5	11	13	55	147	70	12	0	0	0	0	0	320	47	50
10:00	0	0	8	13	26	67	127	65	14	1	0	0	0	0	321	47	50
11:00	**3**	4	**10**	10	24	58	159	61	14	**3**	0	0	0	0	346	46	50
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	4	15	32	77	137	446	997	576	170	13	3	0	0	0	2470		
Percent	0.2%	0.6%	1.3%	3.1%	5.5%	18.1%	40.4%	23.3%	6.9%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	11:00	08:00	07:00	08:00	07:00	07:00	06:00	11:00	04:00				07:00		
Vol.	3	7	10	16	35	93	172	129	37	3	1				460		
PM Peak																	
Vol.																	
Total	64	189	561	1391	3893	12045	20767	7376	1801	157	20	0	1	1	48266		
Percent	0.1%	0.4%	1.2%	2.9%	8.1%	25.0%	43.0%	15.3%	3.7%	0.3%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	35 MPH
	50th Percentile :	41 MPH
	85th Percentile :	46 MPH
	95th Percentile :	50 MPH
Stats	10 MPH Pace Speed :	37-46 MPH
	Number in Pace :	30923
	Percent in Pace :	64.1%
	Number of Vehicles > 45 MPH :	10929
	Percent of Vehicles > 45 MPH :	22.6%
	Mean Speed(Average) :	41 MPH

Connecticut Counts LLC
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Kensington, Connecticut 06037
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Route 195 North of Baxter St/Anthony Rd
Tolland, Connecticut

Site Code: 3590
Station ID:

Latitude: 0' 0.000 Undefined

Start	20-Apr-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Southboun	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo
12:00 AM	*	*	*	*	38	40	50	38	45	58	76	70	77	58	57	53
01:00	*	*	*	*	29	15	20	20	28	31	54	40	62	59	39	33
02:00	*	*	*	*	14	12	16	10	19	13	32	23	24	26	21	17
03:00	*	*	*	*	8	15	11	17	12	22	13	23	23	15	13	18
04:00	*	*	*	*	20	43	23	39	24	35	19	30	13	15	20	32
05:00	*	*	*	*	86	126	70	125	70	145	46	57	24	31	59	97
06:00	*	*	*	*	298	357	300	331	276	337	102	123	56	61	206	242
07:00	*	*	*	*	604	**453**	595	**457**	549	401	160	215	95	158	401	337
08:00	*	*	*	*	**707**	398	**658**	345	**572**	429	260	354	157	195	**471**	344
09:00	*	*	*	*	494	323	461	319	465	397	339	394	278	310	407	349
10:00	*	*	*	*	420	315	429	320	405	361	423	**457**	317	351	399	361
11:00	*	*	*	*	387	379	390	396	396	**479**	**495**	456	**471**	**397**	428	**421**
12:00 PM	*	*	*	*	393	436	424	429	440	558	**535**	**491**	463	**502**	451	483
01:00	*	*	*	*	402	443	427	385	450	611	498	462	518	480	459	476
02:00	*	*	*	*	415	526	403	543	552	649	513	488	510	501	479	541
03:00	*	*	561	590	544	588	593	642	620	694	466	470	479	454	544	573
04:00	*	*	**650**	712	**607**	**712**	**635**	**770**	629	**743**	508	424	**554**	412	**597**	**629**
05:00	*	*	565	**738**	595	646	607	741	**642**	734	435	463	487	400	555	620
06:00	*	*	485	529	477	528	525	538	526	530	372	428	456	342	474	482
07:00	*	*	317	392	312	293	483	364	433	338	339	266	377	307	377	327
08:00	*	*	283	275	292	276	301	268	325	231	284	224	298	250	297	254
09:00	*	*	216	228	221	230	231	271	251	187	284	155	216	171	236	207
10:00	*	*	130	132	145	111	142	164	173	129	183	143	161	119	156	133
11:00	*	*	64	59	73	64	86	90	99	110	106	107	73	60	84	82
Lane	0	0	3271	3655	7581	7329	7880	7622	8001	8222	6542	6363	6189	5674	7230	7111
Day	0		6926		14910		15502		16223		12905		11863		14341	
AM Peak					08:00	07:00	08:00	07:00	08:00	11:00	11:00	10:00	11:00	11:00	08:00	11:00
Vol.					707	453	658	457	572	479	495	457	471	397	471	421
PM Peak			16:00	17:00	16:00	16:00	16:00	16:00	17:00	16:00	12:00	12:00	16:00	12:00	16:00	16:00
Vol.			650	738	607	712	635	770	642	743	535	491	554	502	597	629

Route 195 North of Baxter St/Anthony Rd
Tolland, Connecticut

Connecticut Counts LLC
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Kensington, Connecticut 06037
(860) 828-1693

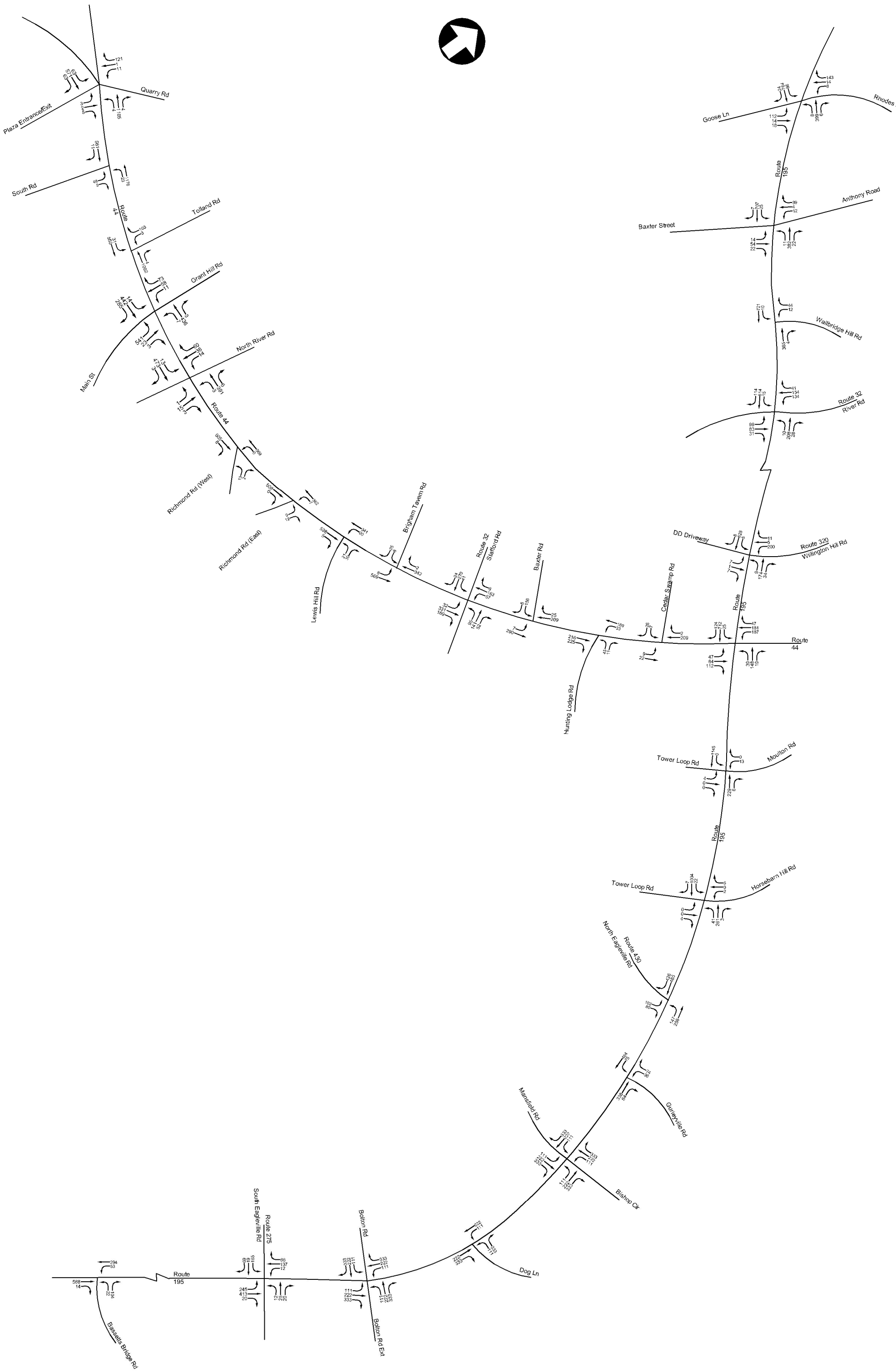
Site Code: 3590
Station ID:

Latitude: 0' 0.000 Undefined

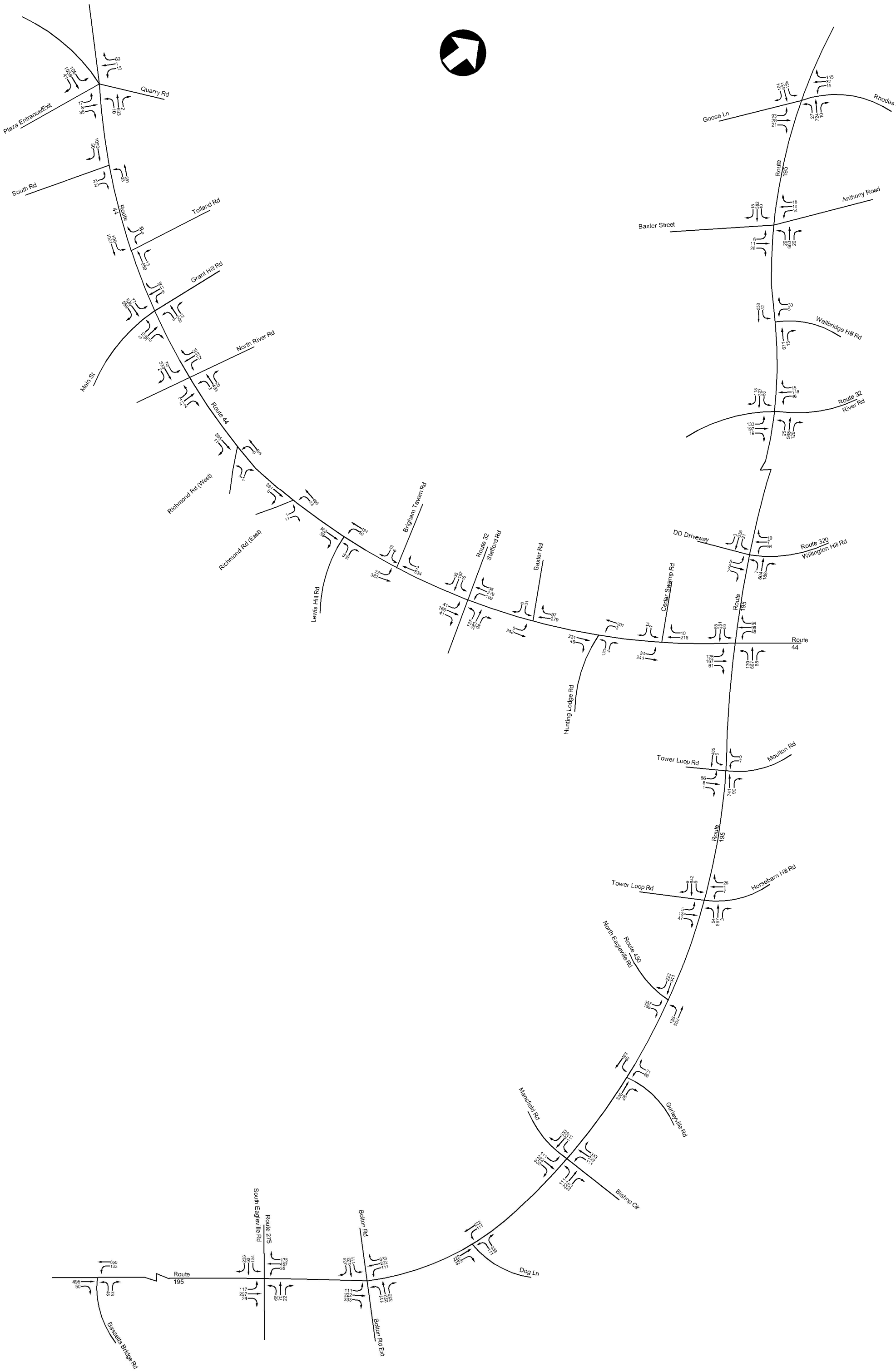
Start	27-Apr-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Southboun	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo
12:00 AM	60	33	45	35	*	*	*	*	*	*	*	*	*	*	52	34
01:00	27	21	15	19	*	*	*	*	*	*	*	*	*	*	21	20
02:00	16	9	17	15	*	*	*	*	*	*	*	*	*	*	16	12
03:00	7	13	8	19	*	*	*	*	*	*	*	*	*	*	8	16
04:00	24	53	23	37	*	*	*	*	*	*	*	*	*	*	24	45
05:00	94	128	88	145	*	*	*	*	*	*	*	*	*	*	91	136
06:00	290	375	313	367	*	*	*	*	*	*	*	*	*	*	302	371
07:00	586	**478**	650	**460**	*	*	*	*	*	*	*	*	*	*	618	**469**
08:00	**674**	392	**653**	386	*	*	*	*	*	*	*	*	*	*	**664**	389
09:00	497	316	431	320	*	*	*	*	*	*	*	*	*	*	464	318
10:00	422	292	436	321	*	*	*	*	*	*	*	*	*	*	429	306
11:00	422	389	378	346	*	*	*	*	*	*	*	*	*	*	400	368
12:00 PM	410	388	*	*	*	*	*	*	*	*	*	*	*	*	410	388
01:00	358	407	*	*	*	*	*	*	*	*	*	*	*	*	358	407
02:00	443	494	*	*	*	*	*	*	*	*	*	*	*	*	443	494
03:00	519	545	*	*	*	*	*	*	*	*	*	*	*	*	519	545
04:00	566	**706**	*	*	*	*	*	*	*	*	*	*	*	*	566	**706**
05:00	**603**	568	*	*	*	*	*	*	*	*	*	*	*	*	**603**	568
06:00	403	429	*	*	*	*	*	*	*	*	*	*	*	*	403	429
07:00	312	294	*	*	*	*	*	*	*	*	*	*	*	*	312	294
08:00	267	268	*	*	*	*	*	*	*	*	*	*	*	*	267	268
09:00	174	183	*	*	*	*	*	*	*	*	*	*	*	*	174	183
10:00	109	88	*	*	*	*	*	*	*	*	*	*	*	*	109	88
11:00	54	62	*	*	*	*	*	*	*	*	*	*	*	*	54	62
Lane	7337	6931	3057	2470	0	0	0	0	0	0	0	0	0	0	7307	6916
Day	14268		5527		0		0		0		0		0		14223	
AM Peak	08:00	07:00	08:00	07:00											08:00	07:00
Vol.	674	478	653	460											664	469
PM Peak	17:00	16:00													17:00	16:00
Vol.	603	706													603	706

Comb. Total	14268	12453	14910	15502	16223	12905	11863	28564

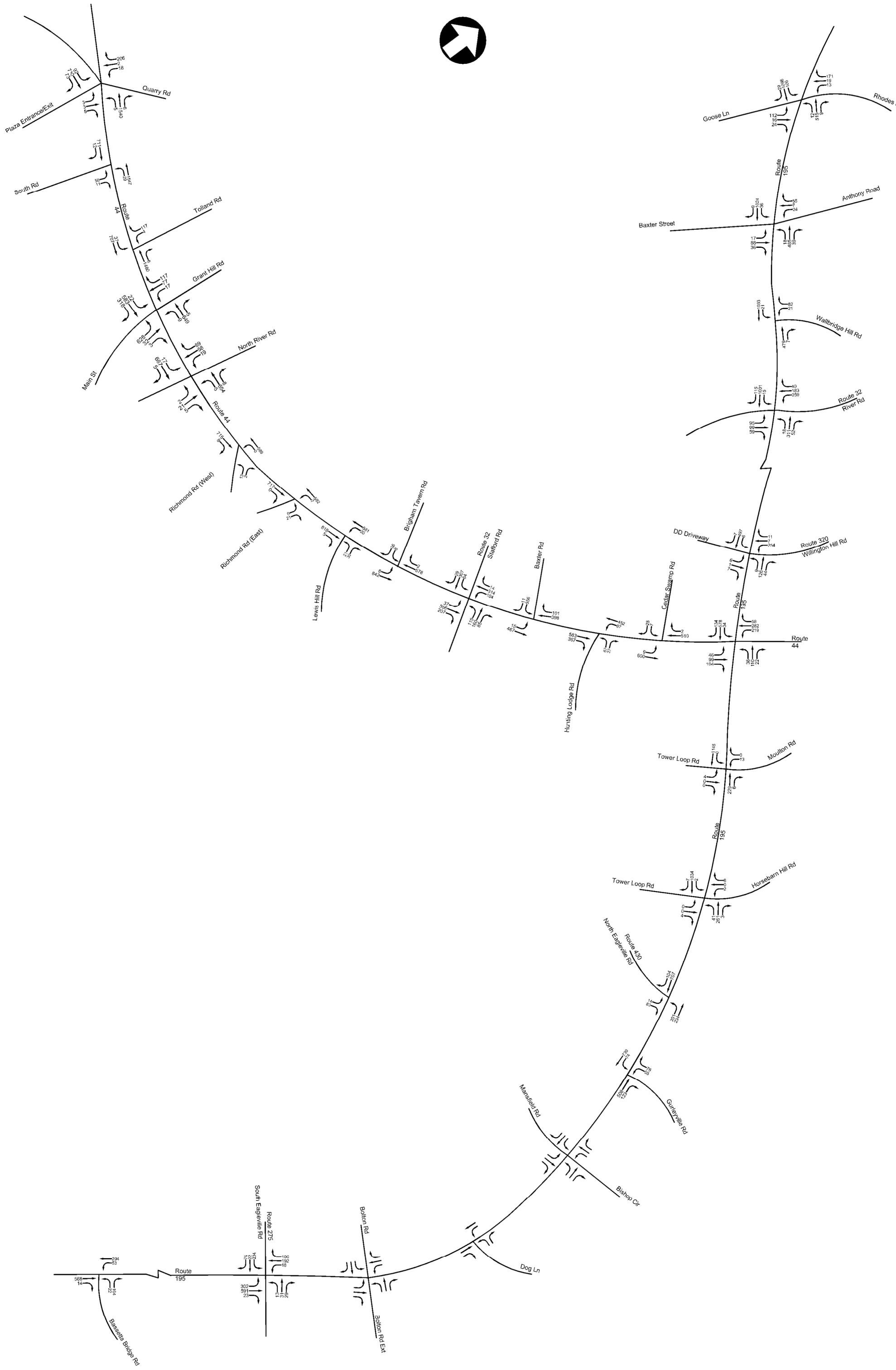
ADT ADT 15,226 AADT 15,226



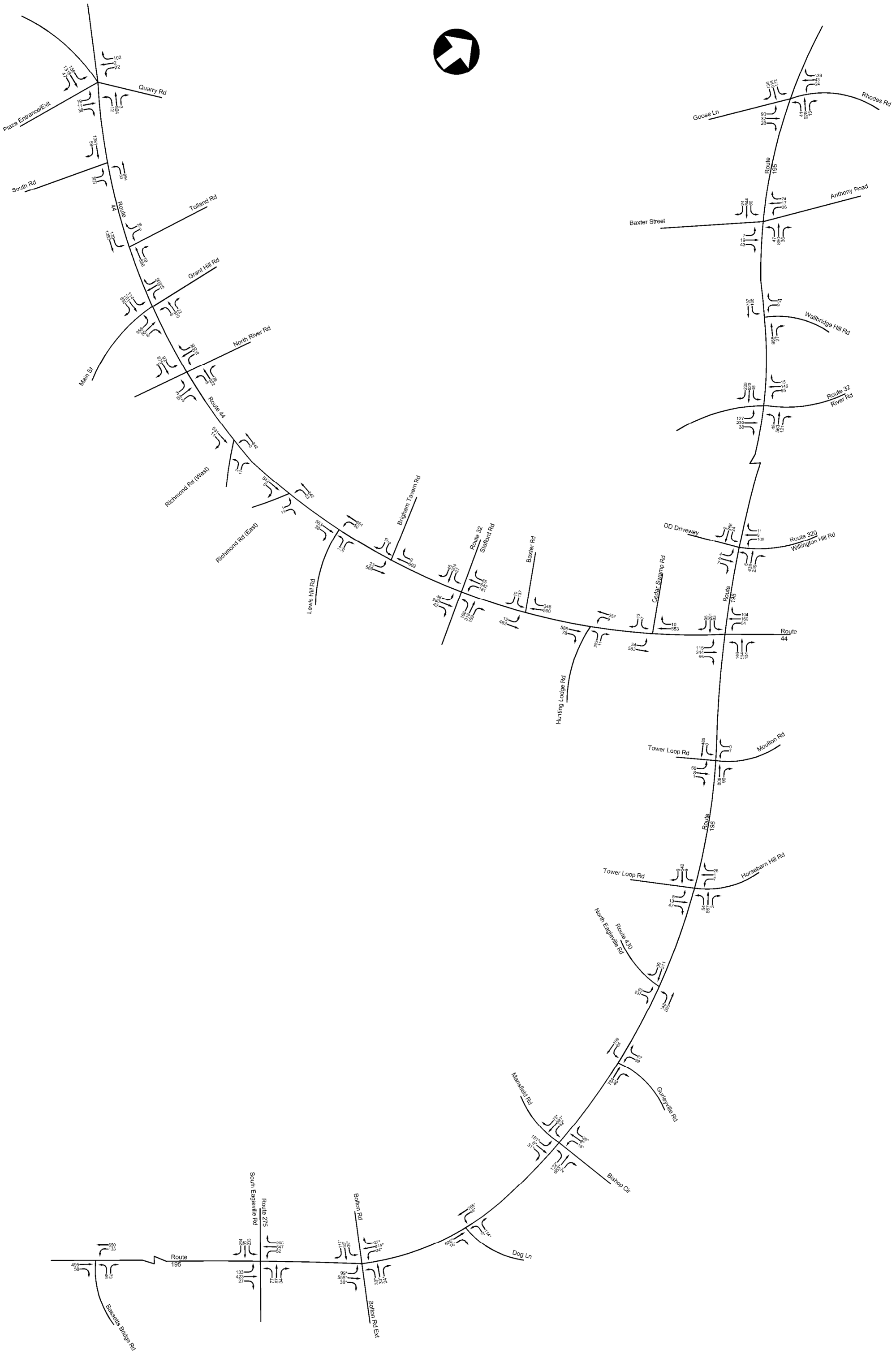
PARSONS BRINCKERHOFF	Scale: NTS		**NextGenCt Pathways to UCONN**	
			Existing Conditions Traffic Volumes AM Peak Hour	



PARSONS BRINCKERHOFF	Scale: NTS		**NextGenCt Pathways to UCONN**	
			Existing Conditions Traffic Volumes PM Peak Hour	



wsp	Scale: NTS		**Eastern Gateways**	
			2040 Build Future Traffic Volumes AM Peak Hour	



wsp	Scale: NTS		**Eastern Gateways** **2040 Future Traffic Volumes PM Peak Hour**	* Estimated Volumes. Data not available.

Appendix C

Level of Service Summary

Level of Service Summary
Existing Conditions (2015)
Status Quo Scenario (2040)
Vision Scenario (2040)

				Existing Conditions (2015)				Status Quo Scenario (2040)				Vision Scenario (2040)			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
ID#1	Location	Approach	Roadway	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
1	**Route 44 and Quarry Road**														
		Northbound	Plaza	33.9	C	30.9	C	31.4	C	31.6	C	32.7	C	31.6	C
		Southbound	Quarry Road	26.0	C	25.7	C	44.7	D	25.8	C	>80.0	F	25.7	C
		Eastbound	Route 44	21.3	C	38.5	D	33.9	C	>80.0	F	51.5	D	144.1	F
		Westbound	Route 44	16.2	B	5.1	A	54.6	D	6.6	A	>80.0	F	7.8	A
		Intersection		**18.7**	**B**	**27.0**	**C**	**46.6**	**D**	**73.3**	**E**	**>80.0**	**F**	**>80.0**	**F**
2	**Route 44 and South Road**														
		Northbound	South Road	30.3	C	23.8	C	31.0	C	23.9	C	30.7	C	23.3	C
		Eastbound	Route 44	4.5	A	12.3	B	5.7	A	28.5	C	6.1	A	42.0	D
		Westbound	Route 44	21.5	C	5.0	A	74.2	E	>80.0	F	>80.0	F	>80.0	F
		Intersection		**16.7**	**B**	**10.1**	**B**	**51.3**	**D**	**76.4**	**E**	**>80.0**	**F**	**>80.0**	**F**
3	**Route 44 and Tolland Road**														
		Southbound	Tolland Road	45.2	E	21.8	C	>50.0	F	36.9	E	>50.0	F	>50.0	F
4	**Route 44 and Grant Hill Road / Main Street**														
		Northbound	Main Street	58.6	E	38.4	D	>80.0	F	>80.0	F	>80.0	F	175.5	F
		Southbound	Grant Hill Road	47.3	D	49.4	D	54.5	D	71.2	E	67.4	E	91.8	F
		Eastbound	Route 44	25.8	C	19.5	B	23.0	C	16.1	B	25.2	C	20.4	C
		Westbound	Route 44	40.6	C	36.2	D	49.7	D	54.7	D	>80.0	F	>80.0	F
		Intersection		**41.1**	**D**	**28.7**	**C**	>80.0	**F**	**43.4**	**D**	**>80.0**	**F**	**74.3**	**E**
5	**Route 44 and North River Road**														
		Northbound	N. River Road	20.7	C	36.8	E	27.8	D	>50.0	F	> 50.0	F	> 50.0	F
		Southbound	N. River Road	20.9	C	34.7	E	34.8	D	>50.0	F	>50.0	F	>50.0	F
6	**Route 44 and Richmond Road (West)**														
		Northbound	Richmond Road (W)	18.6	C	11.9	B	24.1	C	13.7	B	33.4	D	16.0	C
7	**Route 44 and Richmond Road (East)**														
		Northeastbound	Richmond Road (E)	12.2	B	11.7	B	13.6	B	12.7	B	14.9	B	14.3	B
8	**Route 44 and Lewis Hill Road**														
		Northbound	Lewis Hill Road	17.5	C	14.6	B	23.5	C	18.4	C	36.3	E	25.8	D
9	**Route 44 and Brigham Tavern Road**														
		Southbound	Brigham Tavern Road	13.5	B	15.5	C	15.9	C	19.2	C	21.4	C	28.7	D
10	**Route 44 and Route 32 (Stafford Road)**														
		Eastbound	Stafford Road	22.3	C	13.8	B	40.0	D	17.5	B	28.5	C	18.9	B
		Westbound	Stafford Road	20.4	C	29.1	C	25.2	C	>50.0	F	51.5	D	>80.0	F
		Northeastbound	Route 44	22.1	C	16.9	B	33.1	C	17.1	B	77.8	E	19.1	B
		Southwestbound	Route 44	13.5	B	31.3	C	16.9	B	40.9	D	48.6	D	>80.0	F
		Intersection		**20.4**	**C**	**25.0**	**C**	**30.0**	**C**	**52.2**	**D**	**57.2**	**E**	**>80.0**	**F**
11	**Route 44 and Baxter Road**														
		Southbound	Baxter Road	20.7	C	13.9	B	36.7	E	16.5	C	> 50.0	F	> 50.0	F
12	**Route 44 and Hunting Lodge Road**														
		Northbound	Hunting Lodge Road	15.4	C	19.1	C	19.5	C	31.5	D	>50.0	F	>50.0	F
13	**Route 44 and Cedar Swamp Road**														
		Southbound	Cedar Swamp Road	10.5	B	11.5	B	11.2	B	12.6	B	17.5	C	21.8	C
14	**Route 195 and I-84 EB Ramp**														
		Eastbound	I-84 EB Off-Ramp	19.9	B	39.3	D	21.4	C	57.0	E	21.2	C	65.9	E
		Southeastbound	Route 195	9.3	A	11.9	B	9.9	A	13.1	B	10.4	B	15.6	B
		Northwestbound	Route 195	11.4	B	15.5	B	11.2	B	16.5	B	12.1	B	16.4	B
		Intersection		**14.2**	**B**	**25.1**	**C**	**14.8**	**B**	**33.4**	**C**	**15.2**	**B**	**37.9**	**D**
15	**Route 195 and Fieldstone Commons**														
		Eastbound	Fieldstone Commons	12.5	B	29.3	C	5.2	A	24.6	C	3.7	A	18.9	B
		Westbound	Private Drive	28.0	C	0.1	A	2.9	A	20.3	C	2.0	A	14.9	B
		Southeastbound	Route 195	4.1	A	19.4	B	12.3	B	31.0	C	28.0	C	0.1	A
		Northwestbound	Route 195	2.4	A	17.2	B	27.8	C	0.1	A	12.5	B	29.3	C
		Intersection		**3.9**	**A**	**19.4**	**B**	**4.7**	**A**	**23.4**	**C**	**3.5**	**A**	**18.2**	**B**

Level of Service Summary
Existing Conditions (2015)
Status Quo Scenario (2040)
Vision Scenario (2040)

				Existing Conditions (2015)				Status Quo Scenario (2040)				Vision Scenario (2040)			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
ID#1	Location	Approach	Roadway	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
16	**Route 195 and Goose Lane / Rhodes Road**														
		Eastbound	Goose Ln	18.1	B	18.9	B	26.0	C	27.5	C	21.4	C	20.9	C
		Westbound	Rhodes Road	14.4	B	13.8	B	17.1	B	17.1	B	18.0	B	19.4	B
		Southeastbound	Route 195	9.3	A	25.2	C	13.5	B	28.1	C	15.7	B	30.8	C
		Northwestbound	Route 195	15.7	B	20.9	C	16.9	B	25.3	C	17.8	B	30.4	C
		Intersection		**12.3**	**B**	**22.0**	**C**	**16.0**	**B**	**26.0**	**C**	**16.9**	**B**	**29.1**	**C**
17	**Route 195 and Anthony Road / Baxter Street**														
		Eastbound	Baxter St	> 50.0	F	37.6	E	38.8	E	> 50.0	F	> 50.0	F	> 50.0	F
		Westbound	Anthony Road	32.0	D	> 50.0	F	>50.0	F	> 50.0	F	> 50.0	F	> 50.0	F
18	**Route 195 and Walbridge Hill Road**														
		Westbound	Walbridge Hill Road	14.9	B	19.0	C	17.5	C	23.7	C	30.2	D	>50.0	F
19	**Route 195 and Route 32 (Stafford Road/River Road)**														
		Northbound	Stafford Road	46.3	D	52.8	D	50.4	D	57.1	E	49.2	D	63.0	E
		Southbound	River Road	58.7	E	53.1	D	75.0	E	55.5	E	>80.0	F	52.6	D
		Eastbound	Route 195	31.9	C	18.1	B	61.2	E	22.4	C	>80.0	F	>80.0	F
		Westbound	Route 195	16.8	B	34.9	C	17.6	B	53.0	D	19.6	B	38.2	D
		Intersection		**38.0**	**D**	**34.9**	**C**	**56.5**	**E**	**44.9**	**D**	**>80.0**	**F**	**>80.0**	**F**
20	**Route 195 and Route 320**														
		Northeastbound	Route 320	14.7	B	19.9	B	14.6	B	18.7	B	12.1	B	17.3	B
		Southwestbound	Route 320	37.7	D	56.2	E	36.2	D	57.4	E	32.0	C	55.8	E
		Southeastbound	Route 195	18.7	B	8.6	A	72.2	E	8.8	A	23.1	C	9.8	A
		Northwestbound	Route 195	6.9	A	5.2	A	7.4	A	8.7	A	6.5	A	11.3	B
		Intersection		**20.7**	**C**	**9.8**	**A**	**49.8**	**D**	**13.2**	**B**	**22.8**	**C**	**17.2**	**B**
21	**Route 195 and Route 44**														
		Northeastbound	Route 44	49.6	D	44.7	D	47.0	D	38.0	D	45.9	D	35.5	D
		Southwestbound	Route 44	33.3	C	48.7	D	27.6	C	38.1	D	31.7	C	38.6	D
		Southeastbound	Route 195	52.8	D	30.6	C	>80.0	F	33.4	C	56.3	E	37.8	D
		Northwestbound	Route 195	30.9	C	33.6	C	35.2	D	41.1	D	33.4	C	41.4	D
		Intersection		**44.3**	**D**	**37.0**	**D**	**78.9**	**E**	**38.4**	**D**	**43.6**	**D**	**38.9**	**D**
22	**Route 195 and Moulton Road / Tower Loop Road**														
		Northbound	Route 195	2.4	A	10.0	A	14.1	B	6.5	A	11.5	B	6.1	A
		Southbound	Route 195	11.5	B	6.3	A	2.4	A	11.1	B	2.4	A	11.2	B
		Eastbound	Tower Road	23.8	C	36.7	D	23.8	C	39.5	D	23.8	C	37.9	D
		Westbound	Moulton Road	25.9	C	24.1	C	25.9	C	24.6	C	25.9	C	24.4	C
		Intersection		**10.4**	**B**	**11.1**	**B**	**12.5**	**B**	**12.0**	**B**	**10.4**	**B**	**11.8**	**B**
23	**Route 195 and Horsebarn Hill Road /Tower Loop Road**														
		Eastbound	Tower Road	26.9	D	48.4	E	38.8	E	>50.0	F	26.9	D	48.9	E
		Westbound	Horsebarn Hill Road	> 50.0	F	> 50.0	F	>50.0	F	> 50.0	F	> 50.0	F	>50.0	F
24	**Route 195 and N. Eageville Road**														
		Northbound	Route 195	12.7	B	22.8	C	35.4	D	56.7	E	17.2	B	14.4	B
		Southbound	Roue 195	24.0	C	34.8	C	25.4	C	37.6	D	>80.0	F	>80.0	F
		Eastbound	N. Eagleville Road	35.0	D	48.4	D	15.0	B	32.4	C	40.7	D	52.1	D
		Intersection		**22.5**	**C**	**35.2**	**D**	**24.0**	**C**	**42.2**	**D**	**63.7**	**E**	**69.7**	**E**
25	**Route 195 and Gurleyville Road**														
		Northbound	Route 195	19.4	B	51.2	D	19.6	B	60.4	E	23.4	C	>80.0	F
		Southbound	Route 195	7.3	A	10.3	B	7.8	A	11.0	B	20.7	C	26.4	C
		Westbound	Gurleyville Road	31.9	C	52.9	D	32.1	C	55.5	E	37.7	D	>80.0	F
		Intersection		**14.5**	**B**	**33.7**	**C**	**14.9**	**B**	**38.4**	**D**	**23.3**	**C**	**>80.0**	**F**
26	**Route 195 and Mansfield Road**														
		Northbound	Route 195	-	-	28.0	C	-	-	63.3	E	-	-	63.3	E
		Southbound	Route 195	-	-	30.0	C	-	-	>80.0	F	-	-	>80.0	F
		Eastbound	Mansfield Road	-	-	50.8	D	-	-	46.3	D	-	-	46.3	D
		Westbound	Bishop Circle	-	-	19.0	B	-	-	18.8	B	-	-	18.8	B
		Intersection		-	-	**31.6**	**C**	-	-	**>80.0**	**F**	-	-	**>80.0**	**F**

Level of Service Summary
Existing Conditions (2015)
Status Quo Scenario (2040)
Vision Scenario (2040)

				Existing Conditions (2015)				Status Quo Scenario (2040)				Vision Scenario (2040)			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
ID#1	Location	Approach	Roadway	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
27	**Route 195 and Dog Lane**														
		Westbound	Dog Lane	-	-	11.8	B	-	-	16.4	C	-	-	16.4	C
28	**Route 195 and Bolton Road**														
		Northbound	Route 195	-	-	18.6	B	-	-	30.9	C	-	-	30.9	C
		Southbound	Route 195	-	-	22.2	C	-	-	36.8	D	-	-	36.8	D
		Eastbound	Bolton Road	-	-	21.9	C	-	-	21.3	C	-	-	21.3	C
		Westbound	Bolton Road Extension	-	-	34.6	C	-	-	35.2	D	-	-	35.2	D
		Intersection		**-**	**-**	**21.6**	**C**	-	-	**32.5**	**C**	-	-	**32.5**	**C**
29	**Route 195 and S. Eagleville Road**														
		Northbound	Route 195	21.3	C	24.2	C	23.6	C	27.8	C	25.6	C	29.2	C
		Southbound	Route 195	17.5	B	26.8	C	17.5	B	31.8	C	16.4	B	33.5	C
		Eastbound	S Eagleville Road	28.7	C	21.4	C	32.5	C	24.9	C	53.9	D	31.6	C
		Westbound	S Eagleville Road	44.4	D	41.4	D	49.6	D	45.1	D	56.9	E	52.2	D
		Intersection		**23.3**	**C**	**26.2**	**C**	**25.8**	**C**	**30.2**	**C**	**30.7**	**C**	**33.6**	**C**
30	**Route 195 and Bassets Bridge Road**														
		Northbound	Route 195	12.9	B	11.2	B	15.2	B	13.5	B	12.9	B	11.2	B
		Southbound	Route 195	3.9	A	8.1	A	5.0	A	36.3	D	3.9	A	8.1	A
		Westbound	Bassets Bridge Road	13.1	C	24.9	C	15.4	B	27.7	C	13.1	B	24.9	C
		Intersection		**9.9**	**A**	**10.7**	**B**	**11.8**	**B**	**26.9**	**C**	**9.9**	**A**	**10.7**	**B**

Level of Service Summary
Status Quo Scenario (2040)
Vision Scenario (2040)

				Status Quo Scenario (2040) With Improvements				Vision Scenario (2040) With Improvements			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
ID#1	Location	Approach	Roadway	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
1	**Route 44 and Quarry Road**										
		Northbound	Plaza	31.4	C	32.3	C	27.1	C	48.7	D
		Southbound	Quarry Road	44.7	D	26	C	71.9	E	35.7	D
		Eastbound	Route 44	33.9	C	70.1	E	27.8	C	45.5	D
		Westbound	Route 44	54.6	D	6.7	A	9.9	A	4.3	A
		Intersection		**46.6**	**D**	**46.8**	**D**	**21.5**	**C**	**31.8**	**C**
2	**Route 44 and South Road**										
		Northbound	South Road	31	C	33.2	C	145.8	F	92.7	F
		Eastbound	Route 44	5.7	A	19.7	B	3.3	A	17.9	B
		Westbound	Route 44	74.2	E	34	C	72.1	E	47.6	D
		Intersection		**51.3**	**D**	**25.5**	**C**	**54.7**	**D**	**31.7**	**C**
3	**Route 44 and Tolland Road**										
		Southbound	Tolland Road	98.9	F	25.6	C	50.8	D	17.5	B
4	**Route 44 and Grant Hill Road / Main Street**										
		Northbound	Main Street	48.2	D	52	D	70.9	E	100.4	F
		Southbound	Grant Hill Road	34	C	34.7	C	58.7	E	79	E
		Eastbound	Route 44	21.9	C	11.8	B	20.2	C	15.9	B
		Westbound	Route 44	58.8	E	34.5	C	52.3	D	53.2	D
		Intersection		**39.9**	**D**	**26.2**	**C**	**46.5**	**D**	**44.5**	**D**
5	**Route 44 and North River Road**										
		Northbound	N. River Road	27.8	D	76.4	F	16.1	B	21.5	C
		Southbound	N. River Road	34.8	D	98.6	F	17.4	B	18.2	B
6	**Route 44 and Richmond Road (West)**										
		Northbound	Richmond Road (W)	24	C	13.7	B	33.6	D	15.2	C
7	**Route 44 and Richmond Road (East)**										
		Northeastbound	Richmond Road (E)	13.6	B	12.7	B	14.9	B	14.7	B
8	**Route 44 and Lewis Hill Road**										
		Northbound	Lewis Hill Road	23.5	C	18.5	C	36.4	E	25.6	D
9	**Route 44 and Brigham Tavern Road**										
		Southbound	Brigham Tavern Road	15.9	C	19.1	C	21.6	C	28.8	D
10	**Route 44 and Route 32 (Stafford Road)**										
		Eastbound	Stafford Road	40	D	17.5	B	56.3	E	20.6	C
		Westbound	Stafford Road	25.2	C	96.4	F	28.6	C	26.2	C
		Northeastbound	Route 44	33.1	C	17.1	B	41.5	D	28.5	C
		Southwestbound	Route 44	16.9	B	40.9	D	27.1	C	21.7	C
		Intersection		**30**	**C**	**52.2**	**D**	**39**	**D**	**24.2**	**C**
11	**Route 44 and Baxter Road**										
		Southbound	Baxter Road	36.5	E	16.5	C	49.3	D	29.5	C
12	**Route 44 and Hunting Lodge Road**										
		Northbound	Hunting Lodge Road	19.5	C	31.7	D	45.8	D	32.3	C
13	**Route 44 and Cedar Swamp Road**										
		Southbound	Cedar Swamp Road	11.2	B	12.6	B	17.7	C	22.1	C
14	**Route 195 and I-84 EB Ramp**										
		Eastbound	I-84 EB Off-Ramp	21.4	C	57.0	E	21.2	C	65.9	E
		Southeastbound	Route 195	9.9	A	13.1	B	10.4	B	15.6	B
		Northwestbound	Route 195	11.2	B	16.5	B	12.1	B	16.4	B
		Intersection		**14.8**	**B**	**33.4**	**C**	**15.2**	**B**	**37.9**	**D**
15	**Route 195 and Fieldstone Commons**										
		Eastbound	Fieldstone Commons	5.2	A	24.6	C	3.7	A	18.9	B
		Westbound	Private Drive	2.9	A	20.3	C	2.0	A	14.9	B
		Southeastbound	Route 195	12.3	B	31.0	C	28.0	C	0.1	A
		Northwestbound	Route 195	27.8	C	0.1	A	12.5	B	29.3	C
		Intersection		**4.7**	**A**	**23.4**	**C**	**3.5**	**A**	**18.2**	**B**

Level of Service Summary
Status Quo Scenario (2040)
Vision Scenario (2040)

				Status Quo Scenario (2040) With Improvements				Vision Scenario (2040) With Improvements			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
ID#1	Location	Approach	Roadway	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
16	**Route 195 and Goose Lane / Rhodes Road**										
		Eastbound	Goose Ln	26	C	27.5	C	21.4	C	20.9	C
		Westbound	Rhodes Road	17.1	B	17.1	B	18	B	19.4	B
		Southeastbound	Route 195	13.5	B	28.1	C	15.7	B	30.8	C
		Northwestbound	Route 195	16.9	B	25.3	C	17.8	B	30.4	C
		Intersection		**16**	**B**	**26**	**C**	**16.9**	**B**	**29.1**	**C**
17	**Route 195 and Anthony Road / Baxter Street**										
		Eastbound	Baxter St	21.1	C	14.4	B	33.2	C	16.5	B
		Westbound	Anthony Road	1.1	A	18.2	B	16	B	27.5	C
18	**Route 195 and Walbridge Hill Road**										
		Westbound	Walbridge Hill Road	17.5	C	23.7	C	30.2	D	56.5	F
19	**Route 195 and Route 32 (Stafford Road/River Road)**										
		Northbound	Stafford Road	75.7	E	57.1	E	64.1	E	86.4	F
		Southbound	River Road	73.9	E	55.5	E	47.3	D	81.8	F
		Eastbound	Route 195	43	D	22.4	C	33.1	C	29.6	C
		Westbound	Route 195	15.4	B	53	D	18.1	B	18.6	B
		Intersection		**51.3**	**D**	**44.9**	**D**	**37.3**	**D**	**39.6**	**D**
20	**Route 195 and Route 320**										
		Northeastbound	Route 320	18.2	B	18.7	B	12.1	B	17.3	B
		Southwestbound	Route 320	70.3	E	57.4	E	32	C	55.8	E
		Southeastbound	Route 195	19.9	B	8.8	A	23.1	C	9.8	A
		Northwestbound	Route 195	13.6	B	8.7	A	6.2	A	11.3	B
		Intersection		**30.5**	**C**	**13.2**	**B**	**22.7**	**C**	**17.2**	**B**
21	**Route 195 and Route 44**										
		Northeastbound	Route 44	65.8	E	38	D	36.2	D	35.5	D
		Southwestbound	Route 44	39.8	D	38.1	D	31.7	C	38.6	D
		Southeastbound	Route 195	54.5	D	33.4	C	56.3	E	37.8	D
		Northwestbound	Route 195	37.8	D	41.1	D	33.4	C	41.4	D
		Intersection		**50.1**	**D**	**38.4**	**D**	**42.3**	**D**	**38.8**	**D**
22	**Route 195 and Moulton Road / Tower Loop Road**										
		Northbound	Route 195	14.1	B	6.1	A	11.5	B	5.7	A
		Southbound	Route 195	2.4	A	10.3	B	2.4	A	10.4	B
		Eastbound	Tower Road	23.8	C	49	D	23.8	C	46.8	D
		Westbound	Moulton Road	25.9	C	25.4	C	25.9	C	25.4	C
		Intersection		12.5	B	12.3	B	10.4	B	11.9	B
23	**Route 195 and Horsebarn Hill Road /Tower Loop Road**										
		Eastbound	Tower Road	38.8	E	81.6	F	26.9	D	46.9	E
		Westbound	Horsebarn Hill Road	409.1	F	104.9	F	145.9	F	56.2	F
24	**Route 195 and N. Eageville Road**										
		Northbound	Route 195	35.4	D	56.7	E	19.4	B	19.2	B
		Southbound	Roue 195	25.4	C	37.6	D	55.2	E	52.5	D
		Eastbound	N. Eagleville Road	15	B	32.4	C	37.7	D	25.3	C
		Intersection		**24**	**C**	**42.2**	**D**	**46.4**	**D**	**33.1**	**C**
25	**Route 195 and Gurleyville Road**										
		Northbound	Route 195	19.6	B	60.4	E	21.7	C	67.3	E
		Southbound	Route 195	7.8	A	11	B	15.4	B	18.1	B
		Westbound	Gurleyville Road	32.1	C	55.5	E	37.8	D	77.4	E
		Intersection		**14.9**	**B**	**38.4**	**D**	**19.9**	**B**	**46.6**	**D**
26	**Route 195 and Mansfield Road**										
		Northbound	Route 195	-	-	63.3	E	-	-	63.3	E
		Southbound	Route 195	-	-	>80.0	F	-	-	>80.0	F
		Eastbound	Mansfield Road	-	-	46.3	D	-	-	46.3	D
		Westbound	Bishop Circle	-	-	18.8	B	-	-	18.8	B
		Intersection		-	-	**>80.0**	**F**	-	-	**>80.0**	**F**

Level of Service Summary
Status Quo Scenario (2040)
Vision Scenario (2040)

				Status Quo Scenario (2040) With Improvements				Vision Scenario (2040) With Improvements			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
ID#1	Location	Approach	Roadway	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
27	**Route 195 and Dog Lane**										
		Westbound	Dog Lane	-	-	16.4	C	-	-	16.4	C
28	**Route 195 and Bolton Road**										
		Northbound	Route 195	-	-	30.9	C	-	-	30.9	C
		Southbound	Route 195	-	-	36.8	D	-	-	36.8	D
		Eastbound	Bolton Road	-	-	21.3	C	-	-	21.3	C
		Westbound	Bolton Road Extension	-	-	35.2	D	-	-	35.2	D
		Intersection		-	-	**32.5**	**C**	-	-	**32.5**	**C**
29	**Route 195 and S. Eagleville Road**										
		Northbound	Route 195	23.6	C	27.8	C	25.6	C	29.2	C
		Southbound	Route 195	17.5	B	31.8	C	16.4	B	33.5	C
		Eastbound	S Eagleville Road	32.5	C	24.9	C	53.9	D	31.6	C
		Westbound	S Eagleville Road	49.6	D	45.1	D	56.9	E	52.2	D
		Intersection		**25.8**	**C**	**30.2**	**C**	**30.7**	**C**	**33.6**	**C**
30	**Route 195 and Bassets Bridge Road**										
		Northbound	Route 195	15.2	B	13.5	B	12.9	B	11.2	B
		Southbound	Route 195	5	A	36.3	D	3.9	A	8.1	A
		Westbound	Bassets Bridge Road	15.4	B	27.7	C	13.1	B	24.9	C
		Intersection		**11.8**	**B**	**26.9**	**C**	**9.9**	**A**	**10.7**	**B**

Appendix D

Synchro Analysis Reports

AM Peak Hour

Signalized Intersections

Unsignalized Intersections

PM Peak Hour

Signalized Intersections

Unsignalized Intersections

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	63	571	63	4	1185	4	3	2	5	1	1	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	62		0	116		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	1853	0	1787	1881	0	1787	1693	0	0	1631	0
Flt Permitted	0.073			0.950			0.541				0.997	
Satd. Flow (perm)	137	1853	0	1787	1881	0	1018	1693	0	0	1626	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9						6			111	
Link Speed (mph)		30			45			30			30	
Link Distance (ft)		704			2120			125			1859	
Travel Time (s)		16.0			32.1			2.8			42.3	
Lane Group Flow (vph)	67	674	0	4	1251	0	4	9	0	0	140	0
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	2 1			4			4	
Permitted Phases	2						4			4		
Total Split (s)	68.0	68.0		17.0			21.2	21.2		21.2	21.2	
Total Lost Time (s)	8.4	8.4		7.3			6.5	6.5			6.5	
Act Effct Green (s)	60.7	60.7		9.7	77.7		7.4	7.4			7.4	
Actuated g/C Ratio	0.61	0.61		0.10	0.78		0.07	0.07			0.07	
v/c Ratio	0.81	0.60		0.02	0.86		0.05	0.07			0.63	
Control Delay	81.8	15.2		42.2	16.1		43.0	29.9			26.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	81.8	15.2		42.2	16.1		43.0	29.9			26.0	
LOS	F	B		D	B		D	C			C	
Approach Delay		21.3			16.2			33.9			26.0	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	29	233		2	395		2	2			18	
Queue Length 95th (ft)	#127	397		13	#1028		11	14			73	
Internal Link Dist (ft)		624			2040			45			1779	
Turn Bay Length (ft)	62			116								
Base Capacity (vph)	83	1127		173	1461		149	253			333	
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	0.81	0.60		0.02	0.86		0.03	0.04			0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 106.2			
Actuated Cycle Length: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 18.7		Intersection LOS: B	
Intersection Capacity Utilization 83.5%		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.

Splits and Phases: 1: Route 44 & Quarry Road

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	561	11	23	1176	48	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1857	0	0	1861	1751	0
Flt Permitted				0.985	0.960	
Satd. Flow (perm)	1857	0	0	1835	1751	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				12	
Link Speed (mph)	40			40	30	
Link Distance (ft)	1013			2166	710	
Travel Time (s)	17.3			36.9	16.1	
Lane Group Flow (vph)	622	0	0	1317	96	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	6			2	4	
Permitted Phases			2			
Total Split (s)	50.0		50.0	50.0	24.5	
Total Lost Time (s)	5.3			5.3	4.5	
Act Effct Green (s)	52.9			52.9	8.0	
Actuated g/C Ratio	0.79			0.79	0.12	
v/c Ratio	0.43			0.91	0.44	
Control Delay	4.5			21.5	30.3	
Queue Delay	0.0			0.0	0.0	
Total Delay	4.5			21.5	30.3	
LOS	A			C	C	
Approach Delay	4.5			21.5	30.3	
Approach LOS	A			C	C	
Queue Length 50th (ft)	70			355	33	
Queue Length 95th (ft)	148			#803	42	
Internal Link Dist (ft)	933			2086	630	
Turn Bay Length (ft)						
Base Capacity (vph)	1460			1443	532	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.43			0.91	0.18	

Intersection Summary

Area Type: Other
Cycle Length: 74.5
Actuated Cycle Length: 67.2
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 16.7 Intersection LOS: B
Intersection Capacity Utilization 94.3% 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.

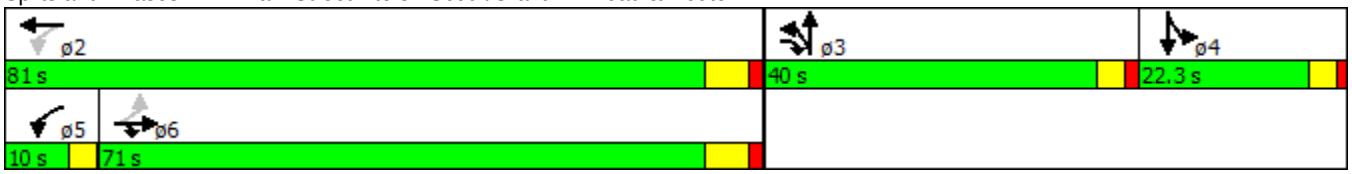
Splits and Phases: 2: South Road & Route 44

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	442	285	7	436	3	541	23	3	11	58	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		150	100		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	1583	1770	1861	0	0	1775	0	0	1727	0
Flt Permitted	0.250			0.181				0.954			0.996	
Satd. Flow (perm)	466	1863	1583	337	1861	0	0	1775	0	0	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			306								30	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		13456			1900			3130			2815	
Travel Time (s)		203.9			28.8			71.1			64.0	
Lane Group Flow (vph)	15	475	306	8	504	0	0	659	0	0	152	0
Turn Type	Perm	NA	pt+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases		6	6 3	5	2		3	3		4	4	
Permitted Phases	6			2								
Total Split (s)	71.0	71.0		10.0	81.0		40.0	40.0		22.3	22.3	
Total Lost Time (s)	6.4	6.4		3.2	6.4			4.6			4.3	
Act Effct Green (s)	29.7	29.7	70.8	34.2	31.0			36.3			11.3	
Actuated g/C Ratio	0.31	0.31	0.75	0.36	0.33			0.38			0.12	
v/c Ratio	0.10	0.81	0.24	0.04	0.82			0.96			0.66	
Control Delay	25.6	41.7	1.1	18.7	40.9			58.6			47.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay	25.6	41.7	1.1	18.7	40.9			58.6			47.3	
LOS	C	D	A	B	D			E			D	
Approach Delay		25.8			40.6			58.6			47.3	
Approach LOS		C			D			E			D	
Queue Length 50th (ft)	6	247	0	3	268			355			67	
Queue Length 95th (ft)	24	438	25	12	397			#842			163	
Internal Link Dist (ft)		13376			1820			3050			2735	
Turn Bay Length (ft)	100		150	100								
Base Capacity (vph)	327	1310	1284	228	1511			683			362	
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	0.05	0.36	0.24	0.04	0.33			0.96			0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 143.3			
Actuated Cycle Length: 94.3			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 41.1		Intersection LOS: D	
Intersection Capacity Utilization 75.5%		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.

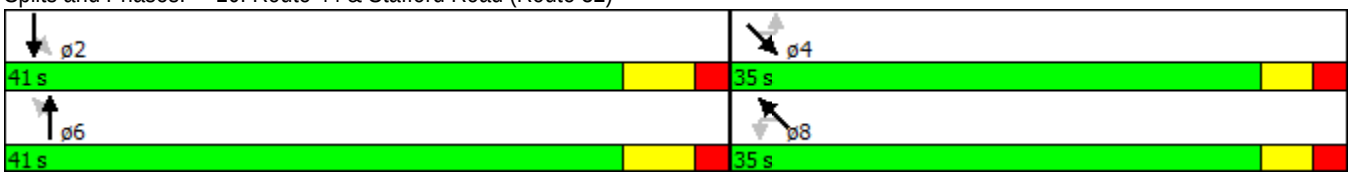
Splits and Phases: 4: Main Street Rte 31 South/Grant Hill Road & Route 44



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	32	331	169	57	163	8	95	141	52	41	270	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		20
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1795	0	0	1849	0	0	1807	0	0	1851	0
Flt Permitted		0.968			0.779			0.744			0.927	
Satd. Flow (perm)	0	1743	0	0	1458	0	0	1366	0	0	1726	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41			3			17			6	
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1825			848			904			1054	
Travel Time (s)		41.5			16.5			20.5			24.0	
Lane Group Flow (vph)	0	619	0	0	253	0	0	321	0	0	376	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	41.0	41.0		41.0	41.0		35.0	35.0		35.0	35.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Act Effct Green (s)		24.4			24.4			20.2			20.2	
Actuated g/C Ratio		0.43			0.43			0.36			0.36	
v/c Ratio		0.79			0.40			0.64			0.60	
Control Delay		22.1			13.5			22.3			20.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.1			13.5			22.3			20.4	
LOS		C			B			C			C	
Approach Delay		22.1			13.5			22.3			20.4	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		141			49			79			95	
Queue Length 95th (ft)		318			128			192			210	
Internal Link Dist (ft)		1745			768			824			974	
Turn Bay Length (ft)												
Base Capacity (vph)		1208			1000			776			973	
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		0.51			0.25			0.41			0.39	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 56.3			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 20.4		Intersection LOS: C	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			

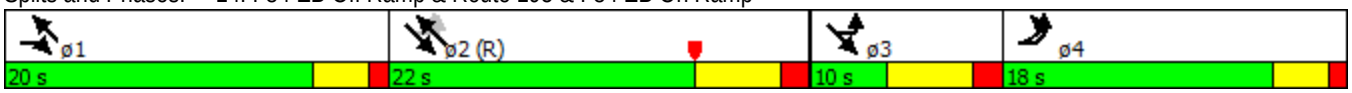
Splits and Phases: 10: Route 44 & Stafford Road (Route 32)

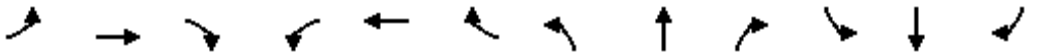


Lane Group	EBL2	EBL	EBR	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations											
Volume (vph)	200	0	400	0	0	20	310	0	0	550	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	375	0	0	95		0	0		140
Storage Lanes		1	2	0	0	1		0	0		1
Taper Length (ft)		25		25		25			25		
Satd. Flow (prot)	0	1770	2787	0	0	1770	3539	0	0	3539	1583
Flt Permitted		0.950				0.426					
Satd. Flow (perm)	0	1770	2787	0	0	794	3539	0	0	3539	1583
Right Turn on Red			Yes					Yes			Yes
Satd. Flow (RTOR)			435								173
Link Speed (mph)		30		30			35			30	
Link Distance (ft)		1198		926			640			597	
Travel Time (s)		27.2		21.0			12.5			13.6	
Lane Group Flow (vph)	0	217	435	0	0	22	337	0	0	598	98
Turn Type	Prot	Prot	Prot			custom	NA			NA	custom
Protected Phases	4	4	1			3	2 3			2 1	
Permitted Phases						2					2
Total Split (s)	18.0	18.0	20.0			10.0					22.0
Total Lost Time (s)		4.0	4.0			6.1					6.1
Act Effct Green (s)		11.9	6.2			31.7	37.8			38.0	27.8
Actuated g/C Ratio		0.17	0.09			0.45	0.54			0.54	0.40
v/c Ratio		0.72	0.68			0.05	0.18			0.31	0.13
Control Delay		41.2	9.2			10.1	9.3			12.0	7.5
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0
Total Delay		41.2	9.2			10.1	9.3			12.0	7.5
LOS		D	A			B	A			B	A
Approach Delay		19.9					9.3			11.4	
Approach LOS		B					A			B	
Queue Length 50th (ft)		89	0			4	34			44	1
Queue Length 95th (ft)		153	40			16	67			196	45
Internal Link Dist (ft)		1118		846			560			517	
Turn Bay Length (ft)			375			95					140
Base Capacity (vph)		354	972			413	1909			1919	732
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			0.05	0.18			0.31	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 61 (87%), Referenced to phase 2:NWSE, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 14.2		Intersection LOS: B	
Intersection Capacity Utilization 36.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: I-84 EB Off Ramp & Route 195 & I-84 EB On Ramp



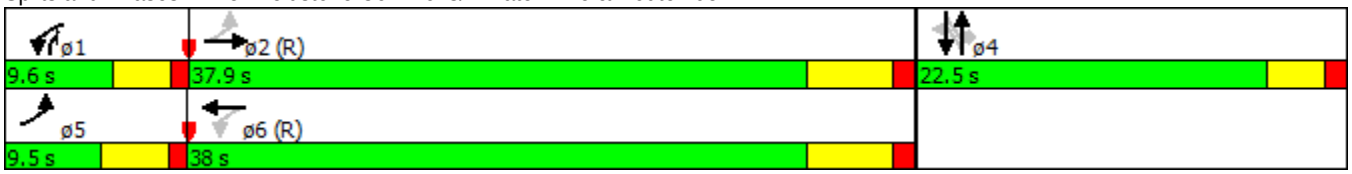


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	670	40	60	620	0	20	0	70	5	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	430		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3511	0	1770	3539	0	0	1770	1583	0	1770	0
Flt Permitted	0.395			0.331								
Satd. Flow (perm)	736	3511	0	617	3539	0	0	1863	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11							76			
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		597			1563			929			394	
Travel Time (s)		11.6			35.5			21.1			9.0	
Lane Group Flow (vph)	1	771	0	65	674	0	0	22	76	0	5	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			4	1		4	
Permitted Phases	2			6			4		4	4		
Total Split (s)	9.5	37.9		9.6	38.0		22.5	22.5	9.6	22.5	22.5	
Total Lost Time (s)	4.5	5.7		4.0	5.7			4.3	4.0		4.3	
Act Effct Green (s)	56.9	52.5		60.5	60.8			6.9	10.9		6.9	
Actuated g/C Ratio	0.81	0.75		0.86	0.87			0.10	0.16		0.10	
v/c Ratio	0.00	0.29		0.10	0.22			0.12	0.25		0.03	
Control Delay	1.0	4.1		1.0	2.5			29.7	7.5		28.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	1.0	4.1		1.0	2.5			29.7	7.5		28.0	
LOS	A	A		A	A			C	A		C	
Approach Delay		4.1			2.4			12.5			28.0	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)	0	16		1	0			9	0		2	
Queue Length 95th (ft)	m0	166		m3	151			28	28		11	
Internal Link Dist (ft)		517			1483			849			314	
Turn Bay Length (ft)	130			430								
Base Capacity (vph)	679	2634		631	3074			484	311		484	
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	0.00	0.29		0.10	0.22			0.05	0.24		0.01	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.29			
Intersection Signal Delay: 3.9		Intersection LOS: A	
Intersection Capacity Utilization 40.8%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Fieldstone Commons/Private Drive & Route 195

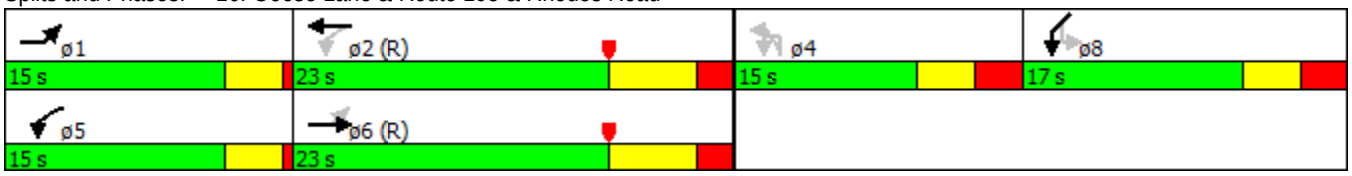


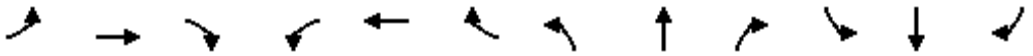
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	86	764	24	8	399	6	112	14	18	8	14	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	468		0	0		0	0	0			0	40
Storage Lanes	1		0	1		0	1	0			1	0
Taper Length (ft)	25			25			25				25	
Satd. Flow (prot)	1787	3556	0	1787	3567	0	1757	0	0	0	1649	0
Flt Permitted	0.440			0.291			0.386				0.993	
Satd. Flow (perm)	828	3556	0	547	3567	0	704	0	0	0	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			2		195				195	
Link Speed (mph)		35			35		30				30	
Link Distance (ft)		1563			258		1084				2343	
Travel Time (s)		30.4			5.0		24.6				53.3	
Lane Group Flow (vph)	97	885	0	9	445	0	174	0	0	0	204	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm			Perm	Prot	
Protected Phases	1	6		5	2						8	
Permitted Phases	6			2			4			8		
Total Split (s)	15.0	23.0		15.0	23.0		15.0			17.0	17.0	
Total Lost Time (s)	3.5	6.5		3.5	6.5		5.5				5.5	
Act Effct Green (s)	39.7	35.1		36.0	29.0		9.2				6.5	
Actuated g/C Ratio	0.57	0.50		0.51	0.41		0.13				0.09	
v/c Ratio	0.18	0.50		0.02	0.30		0.67				0.62	
Control Delay	6.2	9.6		8.1	15.8		18.1				14.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0				0.0	
Total Delay	6.2	9.6		8.1	15.8		18.1				14.4	
LOS	A	A		A	B		B				B	
Approach Delay		9.3			15.7		18.1				14.4	
Approach LOS		A			B		B				B	
Queue Length 50th (ft)	11	63		1	64		0				4	
Queue Length 95th (ft)	25	108		8	118		#49				42	
Internal Link Dist (ft)		1483			178		1004				2263	
Turn Bay Length (ft)	468											
Base Capacity (vph)	628	1786		515	1480		264				433	
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	0.15	0.50		0.02	0.30		0.66				0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 27 (39%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 62.2%		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.

Splits and Phases: 16: Goose Lane & Route 195 & Rhodes Road



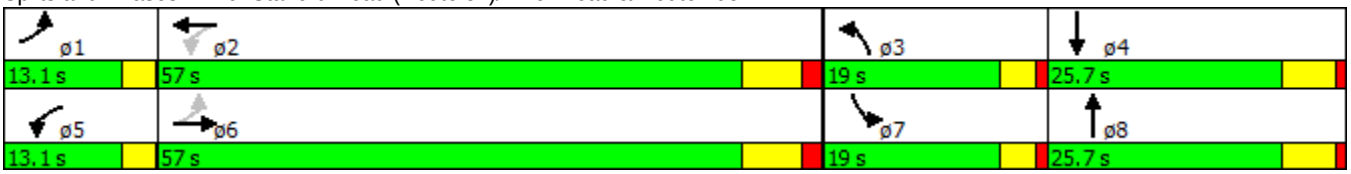


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	614	114	10	208	28	99	83	31	134	154	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	100		0	180		0	110		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	40			50			50			50		
Satd. Flow (prot)	1787	1838	0	1787	1847	0	1787	1804	0	1787	1823	0
Flt Permitted	0.528			0.118			0.950			0.950		
Satd. Flow (perm)	993	1838	0	222	1847	0	1787	1804	0	1787	1823	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			7			14			10	
Link Speed (mph)		40			45			30			30	
Link Distance (ft)		1737			6208			3128			1513	
Travel Time (s)		29.6			94.1			71.1			34.4	
Lane Group Flow (vph)	17	818	0	13	303	0	111	128	0	194	282	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2								
Total Split (s)	13.1	57.0		13.1	57.0		19.0	25.7		19.0	25.7	
Total Lost Time (s)	3.1	7.0		3.1	7.0		4.0	5.7		4.0	5.7	
Act Effct Green (s)	55.1	50.3		54.5	48.7		10.4	14.7		13.8	18.1	
Actuated g/C Ratio	0.57	0.52		0.56	0.50		0.11	0.15		0.14	0.19	
v/c Ratio	0.03	0.85		0.06	0.33		0.58	0.45		0.77	0.81	
Control Delay	10.5	32.4		11.0	17.1		54.7	39.0		61.9	56.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.5	32.4		11.0	17.1		54.7	39.0		61.9	56.5	
LOS	B	C		B	B		D	D		E	E	
Approach Delay		31.9			16.8			46.3			58.7	
Approach LOS		C			B			D			E	
Queue Length 50th (ft)	4	415		3	101		66	64		115	159	
Queue Length 95th (ft)	15	#803		11	166		129	128		158	205	
Internal Link Dist (ft)		1657			6128			3048			1433	
Turn Bay Length (ft)	60			100			180			110		
Base Capacity (vph)	651	958		289	961		278	385		278	386	
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	0.03	0.85		0.04	0.32		0.40	0.33		0.70	0.73	

Intersection Summary			
Area Type:	Other		
Cycle Length: 114.8			
Actuated Cycle Length: 97			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 38.0		Intersection LOS: D	
Intersection Capacity Utilization 69.2%		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.

Splits and Phases: 19: Stafford Road (Route 32)/River Road & Route 195



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	628	8	9	174	34	7	1	7	200	5	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	40		0	0		20	0		20
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	67			30			25			25		
Satd. Flow (prot)	1787	3567	0	1787	3485	0	0	1804	1599	0	1793	1599
Flt Permitted	0.596			0.310				0.804			0.722	
Satd. Flow (perm)	1121	3567	0	583	3485	0	0	1512	1599	0	1358	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			25				118			118
Link Speed (mph)		45			40			30			30	
Link Distance (ft)		289			374			198			471	
Travel Time (s)		4.4			6.4			4.5			10.7	
Lane Group Flow (vph)	6	715	0	11	251	0	0	13	11	0	293	16
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4		4	4		4
Total Split (s)	12.0	42.0		12.0	42.0		21.0	21.0	21.0	21.0	21.0	21.0
Total Lost Time (s)	3.1	6.7		3.1	6.7			4.2	4.2		4.2	4.2
Act Effct Green (s)	54.1	49.5		54.2	49.5			32.9	32.9		32.9	32.9
Actuated g/C Ratio	0.54	0.50		0.54	0.50			0.33	0.33		0.33	0.33
v/c Ratio	0.01	0.40		0.03	0.14			0.03	0.02		0.66	0.03
Control Delay	12.2	18.1		4.8	7.0			27.1	0.0		39.7	0.1
Queue Delay	0.0	0.7		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	12.2	18.8		4.8	7.0			27.1	0.0		39.7	0.1
LOS	B	B		A	A			C	A		D	A
Approach Delay		18.7			6.9			14.7			37.7	
Approach LOS		B			A			B			D	
Queue Length 50th (ft)	1	119		2	8			6	0		161	0
Queue Length 95th (ft)	9	259		m4	46			15	0		#211	0
Internal Link Dist (ft)		209			294			118			391	
Turn Bay Length (ft)	175			40					20			20
Base Capacity (vph)	673	1787		426	1758			498	605		447	605
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	677		0	0			0	22		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.01	0.64		0.03	0.14			0.03	0.02		0.66	0.03

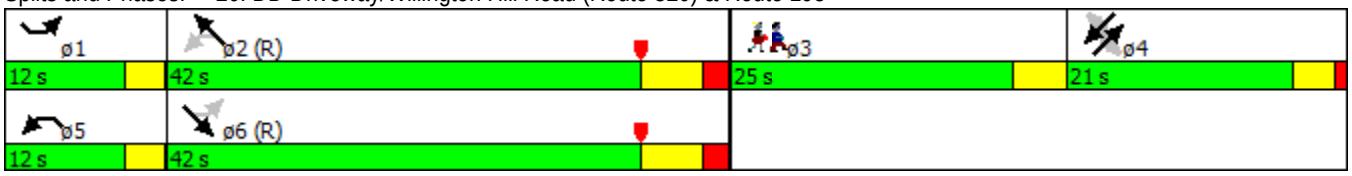
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 6 (6%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 20.7		Intersection LOS: C	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	25.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

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: 20: DD Driveway/Willington Hill Road (Route 320) & Route 195



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	25	712	124	39	148	19	47	64	112	187	181	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	250		185	286		0	330		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3461	0	1770	3479	0	1770	1686	0	1770	1805	0
Flt Permitted	0.950			0.950			0.556			0.393		
Satd. Flow (perm)	1770	3461	0	1770	3479	0	1036	1686	0	732	1805	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		18			13						11	
Link Speed (mph)		45			40			40			30	
Link Distance (ft)		374			320			3638			937	
Travel Time (s)		5.7			5.5			62.0			21.3	
Lane Group Flow (vph)	30	996	0	47	201	0	58	217	0	279	340	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		
Total Split (s)	9.0	29.0		8.0	28.0		8.0	20.0		11.0	23.0	
Total Lost Time (s)	4.0	5.7		4.0	5.7		3.1	6.7		3.2	8.7	
Act Effct Green (s)	5.2	34.0		5.5	36.1		26.1	17.3		42.7	30.4	
Actuated g/C Ratio	0.05	0.34		0.06	0.36		0.26	0.17		0.43	0.30	
v/c Ratio	0.33	0.84		0.48	0.16		0.19	0.75		0.55	0.61	
Control Delay	57.9	39.1		63.6	23.3		22.4	56.9		28.1	37.5	
Queue Delay	0.0	13.6		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	57.9	52.7		63.6	23.3		22.4	56.9		28.1	37.5	
LOS	E	D		E	C		C	E		C	D	
Approach Delay		52.8			30.9			49.6			33.3	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	19	338		29	43		20	129		109	174	
Queue Length 95th (ft)	m44	#487		#80	76		53	#241		#175	#284	
Internal Link Dist (ft)		294			240			3558			857	
Turn Bay Length (ft)	220			250			286			330		
Base Capacity (vph)	96	1188		97	1263		311	291		508	555	
Starvation Cap Reductn	0	193		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	0.31	1.00		0.48	0.16		0.19	0.75		0.55	0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:SET and 6:NWT, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 44.3		Intersection LOS: D	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	32.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

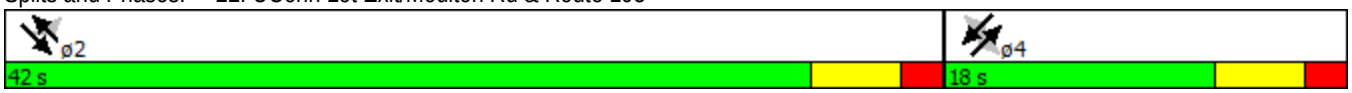
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: Route 44 & Route 195

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	1145	0	0	229	6	4	0	0	13	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1881	0	0	1876	0	0	1787	0	0	1787	0
Flt Permitted												
Satd. Flow (perm)	0	1881	0	0	1876	0	0	1881	0	0	1881	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4							
Link Speed (mph)		40			30			30			30	
Link Distance (ft)		4118			522			457			935	
Travel Time (s)		70.2			11.9			10.4			21.3	
Lane Group Flow (vph)	0	1258	0	0	247	0	0	8	0	0	30	0
Turn Type		NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2						4			4		
Total Split (s)	42.0	42.0			42.0		18.0	18.0		18.0	18.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Act Effct Green (s)		51.4			51.4			5.8			5.8	
Actuated g/C Ratio		0.88			0.88			0.10			0.10	
v/c Ratio		0.76			0.15			0.04			0.16	
Control Delay		11.5			2.4			23.8			25.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.5			2.4			23.8			25.9	
LOS		B			A			C			C	
Approach Delay		11.5			2.4			23.8			25.9	
Approach LOS		B			A			C			C	
Queue Length 50th (ft)		0			0			3			10	
Queue Length 95th (ft)		#686			51			7			13	
Internal Link Dist (ft)		4038			442			377			855	
Turn Bay Length (ft)												
Base Capacity (vph)		1645			1641			386			386	
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		0.76			0.15			0.02			0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 58.7			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 74.4%		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.			

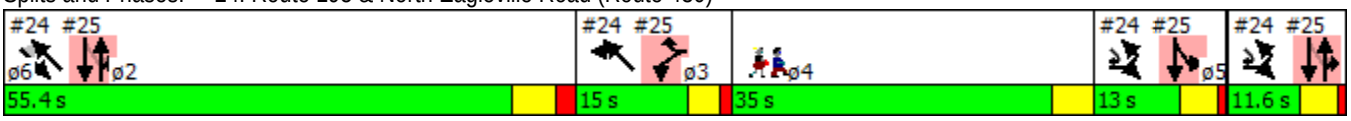
Splits and Phases: 22: UConn Lot Exit/Moulton Rd & Route 195



Lane Group	EBL	EBR	SET	SER	NWL	NWT	ø4	ø5	ø6
Lane Configurations									
Volume (vph)	103	80	465	426	147	256			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	110	0		120	0				
Storage Lanes	1	1		1	1				
Taper Length (ft)	50				25				
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863			
Flt Permitted	0.950				0.216				
Satd. Flow (perm)	1770	1583	1863	1583	402	1863			
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		100		341					
Link Speed (mph)	30		30			25			
Link Distance (ft)	1787		2593			372			
Travel Time (s)	40.6		58.9			10.1			
Lane Group Flow (vph)	129	100	528	484	162	281			
Turn Type	Prot	custom	NA	pt+ov	D.P+P	NA			
Protected Phases	5 6	5 6	2	2 5 6	3	2 3	4	5	6
Permitted Phases					2				
Total Split (s)			55.4		15.0		35.0	13.0	11.6
Total Lost Time (s)			6.2		4.3				
Act Effct Green (s)	21.2	21.2	44.6	70.7	56.8	59.3			
Actuated g/C Ratio	0.18	0.18	0.38	0.60	0.48	0.51			
v/c Ratio	0.40	0.27	0.75	0.44	0.52	0.30			
Control Delay	53.3	11.5	40.8	5.7	23.0	6.5			
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3			
Total Delay	53.3	11.5	40.8	5.7	23.0	6.8			
LOS	D	B	D	A	C	A			
Approach Delay	35.0		24.0			12.7			
Approach LOS	D		C			B			
Queue Length 50th (ft)	99	0	374	53	46	25			
Queue Length 95th (ft)	147	37	506	118	99	50			
Internal Link Dist (ft)	1707		2513			292			
Turn Bay Length (ft)	110			120					
Base Capacity (vph)	319	368	827	1157	330	990			
Starvation Cap Reductn	0	0	0	0	0	304			
Spillback Cap Reductn	0	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.40	0.27	0.64	0.42	0.49	0.41			

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 117.4			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 22.5		Intersection LOS: C	
Intersection Capacity Utilization 51.0%		ICU Level of Service A	
Analysis Period (min) 15			

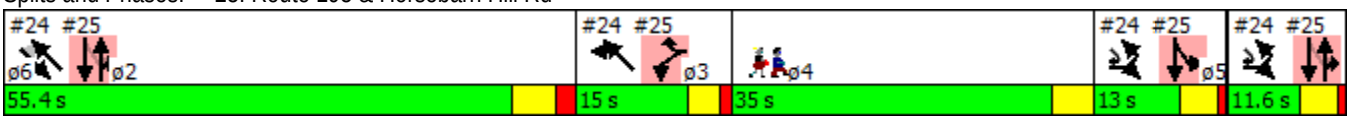
Splits and Phases: 24: Route 195 & North Eagleville Road (Route 430)

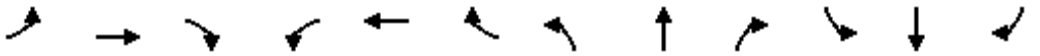


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	36	74	338	84	75	484			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0		200	200				
Storage Lanes	1	1		1	1				
Taper Length (ft)	25				80				
Satd. Flow (prot)	1805	1615	1900	1615	1805	1900			
Flt Permitted	0.950				0.536				
Satd. Flow (perm)	1805	1615	1900	1615	1018	1900			
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		99		94					
Link Speed (mph)	30		25			30			
Link Distance (ft)	156		2138			372			
Travel Time (s)	3.5		58.3			8.5			
Lane Group Flow (vph)	48	99	380	94	90	583			
Turn Type	Prot	Prot	NA	Prot	D.P+P	NA			
Protected Phases	3	3	2 6	2 6	5	2 5 6	2	4	6
Permitted Phases					2 6				
Total Split (s)	15.0	15.0			13.0		55.4	35.0	11.6
Total Lost Time (s)	4.3	4.3			4.6				
Act Effct Green (s)	10.2	10.2	56.9	56.9	67.5	70.7			
Actuated g/C Ratio	0.09	0.09	0.48	0.48	0.57	0.60			
v/c Ratio	0.31	0.43	0.41	0.11	0.14	0.51			
Control Delay	62.2	17.2	23.1	4.2	5.6	7.3			
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3			
Total Delay	62.2	17.2	23.1	4.2	5.6	7.5			
LOS	E	B	C	A	A	A			
Approach Delay	31.9		19.4			7.3			
Approach LOS	C		B			A			
Queue Length 50th (ft)	39	0	203	0	10	74			
Queue Length 95th (ft)	67	32	289	29	m18	110			
Internal Link Dist (ft)	76		2058			292			
Turn Bay Length (ft)				200	200				
Base Capacity (vph)	174	245	1042	928	645	1248			
Starvation Cap Reductn	0	0	0	0	0	193			
Spillback Cap Reductn	0	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.28	0.40	0.36	0.10	0.14	0.55			

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 117.4			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 14.5		Intersection LOS: B	
Intersection Capacity Utilization 43.7%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 25: Route 195 & Horsebarn Hill Rd

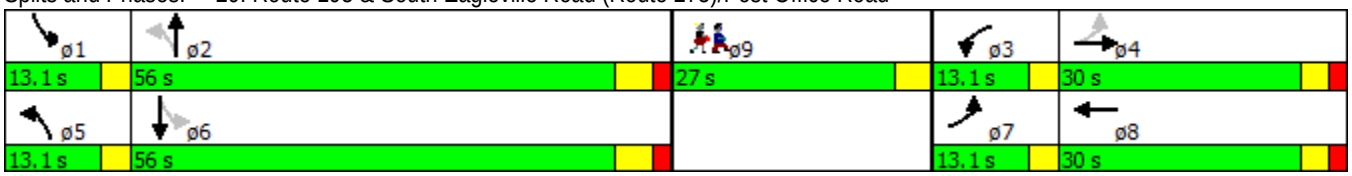




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	165	19	69	12	25	20	245	413	20	12	137	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	150		0	0		0	390		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1736	1613	0	1736	1706	0	1736	1814	0	1736	3301	0
Flt Permitted	0.519			0.950			0.522			0.444		
Satd. Flow (perm)	948	1613	0	1736	1706	0	954	1814	0	811	3301	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		79						2			65	
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		1649			348			165			1371	
Travel Time (s)		37.5			7.9			3.8			37.4	
Lane Group Flow (vph)	190	101	0	16	61	0	285	503	0	16	271	0
Turn Type	pm+pt	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4						2			6		
Total Split (s)	13.1	30.0		13.1	30.0		13.1	56.0		13.1	56.0	
Total Lost Time (s)	3.1	5.0		3.1	5.0		3.1	6.0		3.2	6.0	
Act Effct Green (s)	18.3	13.5		5.6	9.3		40.7	35.1		32.0	22.9	
Actuated g/C Ratio	0.25	0.18		0.08	0.13		0.55	0.48		0.43	0.31	
v/c Ratio	0.54	0.28		0.12	0.29		0.44	0.58		0.04	0.25	
Control Delay	35.0	16.8		47.8	43.5		16.4	24.0		15.0	17.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.0	16.8		47.8	43.5		16.4	24.0		15.0	17.7	
LOS	D	B		D	D		B	C		B	B	
Approach Delay		28.7			44.4			21.3			17.5	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)	46	5		6	20		53	122		3	31	
Queue Length 95th (ft)	189	62		29	71		182	416		15	70	
Internal Link Dist (ft)		1569			268			85			1291	
Turn Bay Length (ft)	350			150						390		
Base Capacity (vph)	370	691		277	681		653	1363		563	2495	
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	0.15		0.06	0.09		0.44	0.37		0.03	0.11	

Intersection Summary			
Area Type:	Other		
Cycle Length: 139.2			
Actuated Cycle Length: 73.6			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 23.3		Intersection LOS: C	
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 29: Route 195 & South Eagleville Road (Route 275)/Post Office Road



Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	27.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

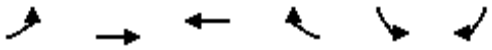
Intersection Summary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	22	104	568	14	53	294
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1639	0	1857	0	0	1848
Flt Permitted	0.991					0.880
Satd. Flow (perm)	1639	0	1857	0	0	1639
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	139		2			
Link Speed (mph)	30		30			30
Link Distance (ft)	2014		406			6636
Travel Time (s)	45.8		9.2			150.8
Lane Group Flow (vph)	168	0	661	0	0	418
Turn Type	Prot		NA		D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases					2	
Total Split (s)	29.0		50.3		8.5	
Total Lost Time (s)	4.0		5.3			
Act Effct Green (s)	6.6		25.2			32.6
Actuated g/C Ratio	0.14		0.52			0.68
v/c Ratio	0.49		0.68			0.37
Control Delay	13.1		12.9			3.9
Queue Delay	0.0		0.0			0.0
Total Delay	13.1		12.9			3.9
LOS	B		B			A
Approach Delay	13.1		12.9			3.9
Approach LOS	B		B			A
Queue Length 50th (ft)	7		120			25
Queue Length 95th (ft)	40		241			65
Internal Link Dist (ft)	1934		326			6556
Turn Bay Length (ft)						
Base Capacity (vph)	987		1656			1558
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.17		0.40			0.27

Intersection Summary

Area Type: Other
Cycle Length: 87.8
Actuated Cycle Length: 48.1
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 9.9 — Intersection LOS: A
Intersection Capacity Utilization 67.9% — ICU Level of Service C
Analysis Period (min) 15

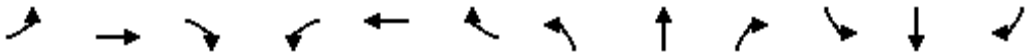
Splits and Phases: 30: Route 195 & Bassetts Bridge Road



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	550	1092	4	3	103
Future Volume (Veh/h)	31	550	1092	4	3	103
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.91	0.91	0.83	0.83
Hourly flow rate (vph)	34	611	1200	4	4	124
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1204				1881	1202
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1204				1881	1202
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				95	45
cM capacity (veh/h)	580				74	225

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	645	1204	128
Volume Left	34	0	4
Volume Right	0	4	124
cSH	580	1700	211
Volume to Capacity	0.06	0.71	0.61
Queue Length 95th (ft)	5	0	86
Control Delay (s)	1.6	0.0	45.2
Lane LOS	A		E
Approach Delay (s)	1.6	0.0	45.2
Approach LOS			E

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	473	3	3	391	6	1	15	3	14	38	60
Future Volume (Veh/h)	13	473	3	3	391	6	1	15	3	14	38	60
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.59	0.59	0.59	0.85	0.85	0.85
Hourly flow rate (vph)	14	509	3	3	416	6	2	25	5	16	45	71
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	422			512			1057	966	510	981	965	419
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	422			512			1057	966	510	981	965	419
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	90	99	92	82	89
cM capacity (veh/h)	1132			1048			153	250	561	206	250	632

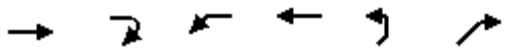
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	526	425	32	132
Volume Left	14	3	2	16
Volume Right	3	6	5	71
cSH	1132	1048	262	357
Volume to Capacity	0.01	0.00	0.12	0.37
Queue Length 95th (ft)	1	0	10	42
Control Delay (s)	0.4	0.1	20.7	20.9
Lane LOS	A	A	C	C
Approach Delay (s)	0.4	0.1	20.7	20.9
Approach LOS			C	C

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	505	8	0	369	13	2
Future Volume (Veh/h)	505	8	0	369	13	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.96	0.96	0.47	0.47
Hourly flow rate (vph)	580	9	0	384	28	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			589		968	584
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			589		968	584
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		90	99
cM capacity (veh/h)			981		280	509

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	589	384	32
Volume Left	0	0	28
Volume Right	9	0	4
cSH	1700	981	297
Volume to Capacity	0.35	0.00	0.11
Queue Length 95th (ft)	0	0	9
Control Delay (s)	0.0	0.0	18.6
Lane LOS			C
Approach Delay (s)	0.0	0.0	18.6
Approach LOS			C

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	37.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	508	0	7	362	0	21
Future Volume (Veh/h)	508	0	7	362	0	21
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	564	0	8	411	0	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			564		991	564
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			564		991	564
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	95
cM capacity (veh/h)			1008		271	525

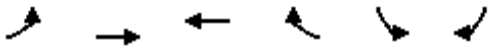
Direction, Lane #	EB 1	WB 1	NE 1
Volume Total	564	419	24
Volume Left	0	8	0
Volume Right	0	0	24
cSH	1700	1008	525
Volume to Capacity	0.33	0.01	0.05
Queue Length 95th (ft)	0	1	4
Control Delay (s)	0.0	0.3	12.2
Lane LOS		A	B
Approach Delay (s)	0.0	0.3	12.2
Approach LOS			B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	36.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	538	5	20	341	21	30
Future Volume (Veh/h)	538	5	20	341	21	30
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.87	0.87	0.75	0.75
Hourly flow rate (vph)	598	6	23	392	28	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			604		1039	601
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			604		1039	601
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		89	92
cM capacity (veh/h)			979		251	502

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	604	415	68
Volume Left	0	23	28
Volume Right	6	0	40
cSH	1700	979	355
Volume to Capacity	0.36	0.02	0.19
Queue Length 95th (ft)	0	2	17
Control Delay (s)	0.0	0.7	17.5
Lane LOS		A	C
Approach Delay (s)	0.0	0.7	17.5
Approach LOS			C

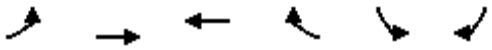
Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	569	342	2	8	25
Future Volume (Veh/h)	8	569	342	2	8	25
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.86	0.86	0.69	0.69
Hourly flow rate (vph)	9	618	398	2	12	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	400				1035	399
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	400				1035	399
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				95	94
cM capacity (veh/h)	1164				256	653

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	627	400	48
Volume Left	9	0	12
Volume Right	0	2	36
cSH	1164	1700	471
Volume to Capacity	0.01	0.24	0.10
Queue Length 95th (ft)	1	0	8
Control Delay (s)	0.2	0.0	13.5
Lane LOS	A		B
Approach Delay (s)	0.2	0.0	13.5
Approach LOS			B

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	290	209	25	156	5
Future Volume (Veh/h)	7	290	209	25	156	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.82	0.82	0.74	0.74
Hourly flow rate (vph)	8	349	255	30	211	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	255				635	270
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	255				635	270
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				52	99
cM capacity (veh/h)	1304				438	766

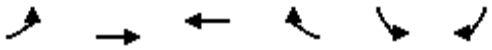
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	357	285	218
Volume Left	8	0	211
Volume Right	0	30	7
cSH	1304	1700	444
Volume to Capacity	0.01	0.17	0.49
Queue Length 95th (ft)	0	0	66
Control Delay (s)	0.2	0.0	20.7
Lane LOS	A		C
Approach Delay (s)	0.2	0.0	20.7
Approach LOS			C

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	36.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NWL	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	216	225	45	11	33	169
Future Volume (Veh/h)	216	225	45	11	33	169
Sign Control	Free		Stop		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.73	0.73	0.75	0.75	0.92	0.92
Hourly flow rate (vph)	296	308	60	15	36	184
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None				None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			706	450	604	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			706	450	604	
tC, single (s)			6.4	6.2	4.1	
tC, 2 stage (s)						
tF (s)			3.5	3.3	2.2	
p0 queue free %			85	98	96	
cM capacity (veh/h)			389	611	979	

Direction, Lane #	EB 1	NW 1	SW 1
Volume Total	604	75	220
Volume Left	0	60	36
Volume Right	308	15	0
cSH	1700	419	979
Volume to Capacity	0.36	0.18	0.04
Queue Length 95th (ft)	0	16	3
Control Delay (s)	0.0	15.4	1.7
Lane LOS		C	A
Approach Delay (s)	0.0	15.4	1.7
Approach LOS		C	

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		



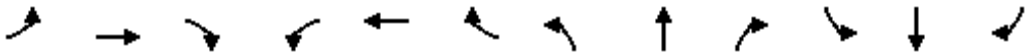
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	220	204	2	7	28
Future Volume (Veh/h)	9	220	204	2	7	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.91	0.91	0.56	0.56
Hourly flow rate (vph)	13	306	224	2	13	50
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	226				557	225
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	226				557	225
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				97	94
cM capacity (veh/h)	1348				488	817

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	319	226	63
Volume Left	13	0	13
Volume Right	0	2	50
cSH	1348	1700	717
Volume to Capacity	0.01	0.13	0.09
Queue Length 95th (ft)	1	0	7
Control Delay (s)	0.4	0.0	10.5
Lane LOS	A		B
Approach Delay (s)	0.4	0.0	10.5
Approach LOS			B

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	28.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection has too many legs for HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	4	2	0	6	41	261	3	22	1034	7
Future Volume (Veh/h)	0	0	4	2	0	6	41	261	3	22	1034	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.50	0.50	0.67	0.67	0.67	0.90	0.90	0.90	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	8	3	0	9	46	290	3	26	1202	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											522	
pX, platoon unblocked	0.27	0.27	0.27	0.27	0.27		0.27					
vC, conflicting volume	1650	1643	1206	1650	1646	292	1210			293		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2050	2022	426	2046	2031	292	441			293		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	95	68	100	99	85			98		
cM capacity (veh/h)	10	13	173	9	13	750	308			1274		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	8	12	339	1236
Volume Left	0	3	46	26
Volume Right	8	9	3	8
cSH	173	37	308	1274
Volume to Capacity	0.05	0.33	0.15	0.02
Queue Length 95th (ft)	4	27	13	2
Control Delay (s)	26.9	145.9	5.5	0.7
Lane LOS	D	F	A	A
Approach Delay (s)	26.9	145.9	5.5	0.7
Approach LOS	D	F		

Intersection Summary				
Average Delay	2.9			
Intersection Capacity Utilization	68.5%	ICU Level of Service	C	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	106	1058	41	10	633	0	17	8	35	13	1	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	62		0	116		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	1870	0	1787	1881	0	1787	1652	0	0	1661	0
Flt Permitted	0.412			0.950			0.774				0.925	
Satd. Flow (perm)	775	1870	0	1787	1881	0	1456	1652	0	0	1550	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3						44			68	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		838			2120			126			1859	
Travel Time (s)		19.0			48.2			2.9			42.3	
Lane Group Flow (vph)	113	1170	0	11	666	0	22	54	0	0	84	0
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	2 1			4			4	
Permitted Phases	2						4			4		
Detector Phase	2	2		1	2 1		4	4		4	4	
Switch Phase												
Minimum Initial (s)	18.0	18.0		4.0			5.0	5.0		5.0	5.0	
Minimum Split (s)	37.7	37.7		11.3			19.5	19.5		19.5	19.5	
Total Split (s)	68.0	68.0		17.0			21.2	21.2		21.2	21.2	
Total Split (%)	64.0%	64.0%		16.0%			20.0%	20.0%		20.0%	20.0%	
Yellow Time (s)	4.8	4.8		3.2			3.9	3.9		3.9	3.9	
All-Red Time (s)	3.6	3.6		4.1			2.6	2.6		2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0			0.0	0.0			0.0	
Total Lost Time (s)	8.4	8.4		7.3			6.5	6.5			6.5	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	Min	Min		None			None	None		None	None	
Act Effct Green (s)	62.7	62.7		8.8	80.5		6.6	6.6			6.6	
Actuated g/C Ratio	0.64	0.64		0.09	0.82		0.07	0.07			0.07	
v/c Ratio	0.23	0.98		0.07	0.43		0.22	0.36			0.50	
Control Delay	10.5	41.2		42.2	4.5		48.5	23.7			25.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	10.5	41.2		42.2	4.5		48.5	23.7			25.7	
LOS	B	D		D	A		D	C			C	
Approach Delay		38.5			5.1			30.9			25.7	
Approach LOS		D			A			C			C	
Queue Length 50th (ft)	29	~734		6	107		13	6			10	
Queue Length 95th (ft)	65	#1097		24	194		33	34			53	
Internal Link Dist (ft)		758			2040			46			1779	
Turn Bay Length (ft)	62			116								
Base Capacity (vph)	496	1198		176	1531		218	285			290	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.23	0.98		0.06	0.44		0.10	0.19			0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 106.2			
Actuated Cycle Length: 97.9			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 27.0		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.

Splits and Phases: 1: Route 44 & Quarry Road

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1092	50	23	681	33	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1870	0	0	1877	1730	0
Flt Permitted				0.947	0.970	
Satd. Flow (perm)	1870	0	0	1781	1730	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	6				29	
Link Speed (mph)	40			40	30	
Link Distance (ft)	1013			2166	710	
Travel Time (s)	17.3			36.9	16.1	
Lane Group Flow (vph)	1202	0	0	733	76	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	6			2	4	
Permitted Phases			2			
Detector Phase	6		2	2	4	
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	
Minimum Split (s)	20.3		20.3	20.3	11.5	
Total Split (s)	50.0		50.0	50.0	24.5	
Total Split (%)	67.1%		67.1%	67.1%	32.9%	
Yellow Time (s)	4.3		4.3	4.3	3.0	
All-Red Time (s)	1.0		1.0	1.0	1.5	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.3			5.3	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		Min	Min	None	
Act Effct Green (s)	54.8			54.8	7.4	
Actuated g/C Ratio	0.80			0.80	0.11	
v/c Ratio	0.80			0.51	0.36	
Control Delay	12.3			5.0	23.8	
Queue Delay	0.0			0.0	0.0	
Total Delay	12.3			5.0	23.8	
LOS	B			A	C	
Approach Delay	12.3			5.0	23.8	
Approach LOS	B			A	C	
Queue Length 50th (ft)	251			94	20	
Queue Length 95th (ft)	#664			180	36	
Internal Link Dist (ft)	933			2086	630	
Turn Bay Length (ft)						
Base Capacity (vph)	1497			1424	528	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.80			0.51	0.14	

Intersection Summary			
Area Type:	Other		
Cycle Length: 74.5			
Actuated Cycle Length: 68.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 10.1		Intersection LOS: B	
Intersection Capacity Utilization 74.5%		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: 2: South Road & Route 44

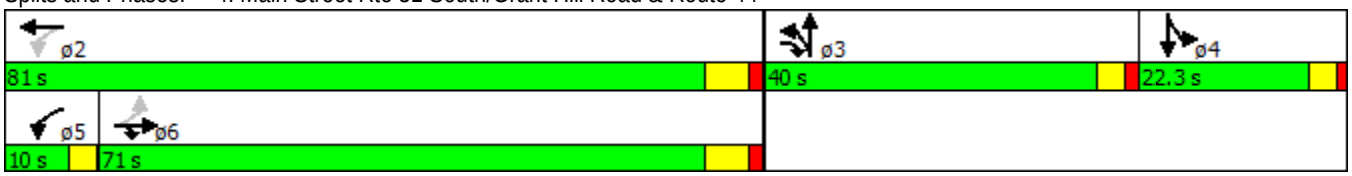
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	77	526	559	5	500	12	319	36	5	9	41	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		150	100		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	1881	1599	1787	1874	0	0	1799	0	0	1769	0
Flt Permitted	0.219			0.177				0.958			0.995	
Satd. Flow (perm)	412	1881	1599	333	1874	0	0	1799	0	0	1769	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			576		1						20	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		13456			1900			3130			2815	
Travel Time (s)		203.9			28.8			71.1			64.0	
Lane Group Flow (vph)	79	542	576	6	582	0	0	444	0	0	112	0
Turn Type	Perm	NA	pt+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases		6	6 3	5	2		3	3		4	4	
Permitted Phases	6			2								
Detector Phase	6	6	6 3	5	2		3	3		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		5.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	26.4	26.4		8.1	26.4		10.6	10.6		22.3	22.3	
Total Split (s)	71.0	71.0		10.0	81.0		40.0	40.0		22.3	22.3	
Total Split (%)	49.5%	49.5%		7.0%	56.5%		27.9%	27.9%		15.6%	15.6%	
Yellow Time (s)	4.7	4.7		3.0	4.7		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.7	1.7		0.1	1.7		1.6	1.6		1.3	1.3	
Lost Time Adjust (s)	0.0	0.0		0.1	0.0			0.0			0.0	
Total Lost Time (s)	6.4	6.4		3.2	6.4			4.6			4.3	
Lead/Lag	Lag	Lag		Lead			Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	Min	Min		None	Min		None	None		None	None	
Act Effct Green (s)	36.2	36.2	75.3	40.7	37.4			34.3			10.2	
Actuated g/C Ratio	0.37	0.37	0.77	0.42	0.38			0.35			0.10	
v/c Ratio	0.52	0.78	0.42	0.03	0.81			0.70			0.56	
Control Delay	38.8	36.0	1.3	16.4	36.4			38.4			49.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay	38.8	36.0	1.3	16.4	36.4			38.4			49.4	
LOS	D	D	A	B	D			D			D	
Approach Delay		19.5			36.2			38.4			49.4	
Approach LOS		B			D			D			D	
Queue Length 50th (ft)	37	287	0	2	317			219			53	
Queue Length 95th (ft)	101	498	28	10	468			#495			114	
Internal Link Dist (ft)		13376			1820			3050			2735	
Turn Bay Length (ft)	100		150	100								
Base Capacity (vph)	285	1302	1400	244	1475			682			357	
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.28	0.42	0.41	0.02	0.39			0.65			0.31	

Intersection Summary			
Area Type:	Other		
Cycle Length: 143.3			
Actuated Cycle Length: 97.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 28.7		Intersection LOS: C	
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: 4: Main Street Rte 31 South/Grant Hill Road & Route 44



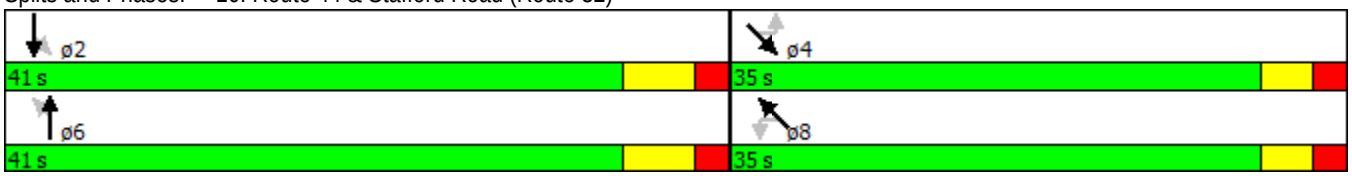
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	41	166	41	109	279	36	15	187	35	137	283	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		20
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1825	0	0	1836	0	0	1838	0	0	1810	0
Flt Permitted		0.874			0.813			0.956			0.835	
Satd. Flow (perm)	0	1608	0	0	1513	0	0	1762	0	0	1532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			8			14			18	
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1825			848			904			1054	
Travel Time (s)		41.5			16.5			20.5			24.0	
Lane Group Flow (vph)	0	289	0	0	471	0	0	264	0	0	578	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		20.0	20.0		20.0	20.0	
Total Split (s)	41.0	41.0		41.0	41.0		35.0	35.0		35.0	35.0	
Total Split (%)	53.9%	53.9%		53.9%	53.9%		46.1%	46.1%		46.1%	46.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
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	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		24.3			24.3			29.7			29.7	
Actuated g/C Ratio		0.37			0.37			0.46			0.46	
v/c Ratio		0.47			0.83			0.33			0.82	
Control Delay		16.9			31.3			13.8			29.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.9			31.3			13.8			29.1	
LOS		B			C			B			C	
Approach Delay		16.9			31.3			13.8			29.1	
Approach LOS		B			C			B			C	
Queue Length 50th (ft)		80			163			59			181	
Queue Length 95th (ft)		129			269			139			#448	
Internal Link Dist (ft)		1745			768			824			974	
Turn Bay Length (ft)												
Base Capacity (vph)		885			829			832			726	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.33			0.57			0.32			0.80	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 65.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 25.0		Intersection LOS: C	
Intersection Capacity Utilization 90.8%		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.

Splits and Phases: 10: Route 44 & Stafford Road (Route 32)



Lane Group	EBL2	EBL	EBR	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations											
Volume (vph)	350	0	700	0	0	90	410	0	0	750	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%		0%			0%			0%	
Storage Length (ft)		0	375	0	0	95		0	0		140
Storage Lanes		1	2	0	0	1		0	0		1
Taper Length (ft)		25		25		25			25		
Satd. Flow (prot)	0	1770	2787	0	0	1770	3539	0	0	3539	1583
Flt Permitted		0.950				0.344					
Satd. Flow (perm)	0	1770	2787	0	0	641	3539	0	0	3539	1583
Right Turn on Red			Yes					Yes			Yes
Satd. Flow (RTOR)			761								173
Link Speed (mph)		30		30			35			30	
Link Distance (ft)		1198		926			640			597	
Travel Time (s)		27.2		21.0			12.5			13.6	
Lane Group Flow (vph)	0	380	761	0	0	98	446	0	0	815	130
Turn Type	Prot	Prot	Prot			custom	NA			NA	custom
Protected Phases	4	4	1			3	2 3			2 1	
Permitted Phases						2					2
Detector Phase	4	4	1			3	2 3			2	2
Switch Phase											
Minimum Initial (s)	9.0	9.0	5.0			3.0					17.0
Minimum Split (s)	13.0	13.0	9.0			9.5					23.1
Total Split (s)	18.0	18.0	20.0			10.0					22.0
Total Split (%)	25.7%	25.7%	28.6%			14.3%					31.4%
Yellow Time (s)	3.0	3.0	3.0			4.5					4.5
All-Red Time (s)	1.0	1.0	1.0			1.6					1.6
Lost Time Adjust (s)		0.0	0.0			0.0					0.0
Total Lost Time (s)		4.0	4.0			6.1					6.1
Lead/Lag	Lag	Lag	Lead			Lead					Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None			None					C-Min
Act Effct Green (s)		14.0	7.0			28.8	34.9			35.9	24.9
Actuated g/C Ratio		0.20	0.10			0.41	0.50			0.51	0.36
v/c Ratio		1.07	0.79			0.30	0.25			0.45	0.19
Control Delay		99.6	9.2			15.3	11.2			16.4	10.4
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0
Total Delay		99.6	9.2			15.3	11.2			16.4	10.4
LOS		F	A			B	B			B	B
Approach Delay		39.3					11.9			15.5	
Approach LOS		D					B			B	
Queue Length 50th (ft)		~186	0			20	50			163	20
Queue Length 95th (ft)		#341	47			53	96			228	66
Internal Link Dist (ft)		1118		846			560			517	
Turn Bay Length (ft)			375			95					140
Base Capacity (vph)		354	1224			326	1763			1815	673
Starvation Cap Reductn		0	0			0	0			0	0
Spillback Cap Reductn		0	0			0	0			0	0

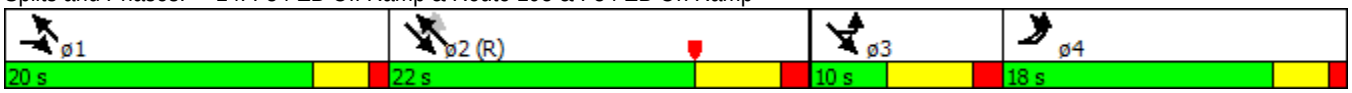
Lane Group	EBL2	EBL	EBR	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR
Storage Cap Reductn		0	0			0	0			0	0
Reduced v/c Ratio		1.07	0.62			0.30	0.25			0.45	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 61 (87%), Referenced to phase 2:NWSE and 6:, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 25.1		Intersection LOS: C	
Intersection Capacity Utilization 58.6%		ICU Level of Service B	
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: 14: I-84 EB Off Ramp & Route 195 & I-84 EB On Ramp



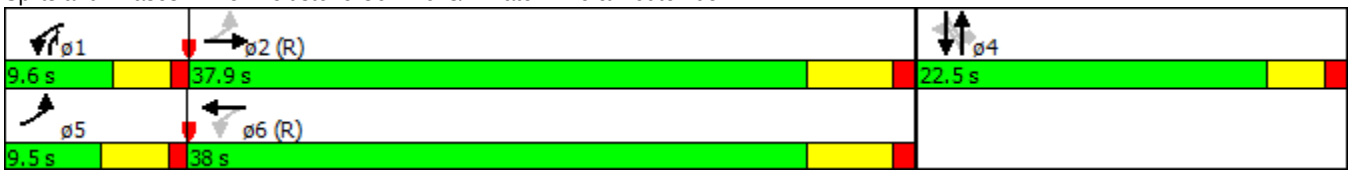
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	900	200	200	700	5	165	0	50	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	430		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3444	0	1770	3536	0	0	1770	1583	0	1694	0
Flt Permitted	0.361			0.128				0.751			0.877	
Satd. Flow (perm)	672	3444	0	238	3536	0	0	1399	1583	0	1523	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			1				54		112	
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		597			1563			929			394	
Travel Time (s)		11.6			35.5			21.1			9.0	
Lane Group Flow (vph)	11	1195	0	217	766	0	0	179	54	0	10	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			4	1		4	
Permitted Phases	2			6			4		4	4		
Detector Phase	5	2		1	6		4	4	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		6.0	6.0	5.0	6.0	6.0	
Minimum Split (s)	9.5	23.7		9.5	23.7		22.5	22.5	9.5	22.5	22.5	
Total Split (s)	9.5	37.9		9.6	38.0		22.5	22.5	9.6	22.5	22.5	
Total Split (%)	13.6%	54.1%		13.7%	54.3%		32.1%	32.1%	13.7%	32.1%	32.1%	
Yellow Time (s)	3.5	4.5		3.0	4.5		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.2		1.0	1.2		1.3	1.3	1.0	1.3	1.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.5	5.7		4.0	5.7			4.3	4.0		4.3	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	41.0	34.3		47.2	44.4			13.7	26.0		13.7	
Actuated g/C Ratio	0.59	0.49		0.67	0.63			0.20	0.37		0.20	
v/c Ratio	0.02	0.70		0.65	0.34			0.65	0.09		0.03	
Control Delay	6.3	19.5		24.4	15.2			36.8	4.7		0.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	6.3	19.5		24.4	15.2			36.8	4.7		0.1	
LOS	A	B		C	B			D	A		A	
Approach Delay		19.4			17.2			29.3			0.1	
Approach LOS		B			B			C			A	
Queue Length 50th (ft)	2	248		82	169			71	0		0	
Queue Length 95th (ft)	m5	333		m#156	225			123	19		0	
Internal Link Dist (ft)		517			1483			849			314	
Turn Bay Length (ft)	130			430								
Base Capacity (vph)	479	1713		335	2241			363	622		478	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.02	0.70		0.65	0.34			0.49	0.09		0.02	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 19.4	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: 15: Fieldstone Commons/Private Drive & Route 195



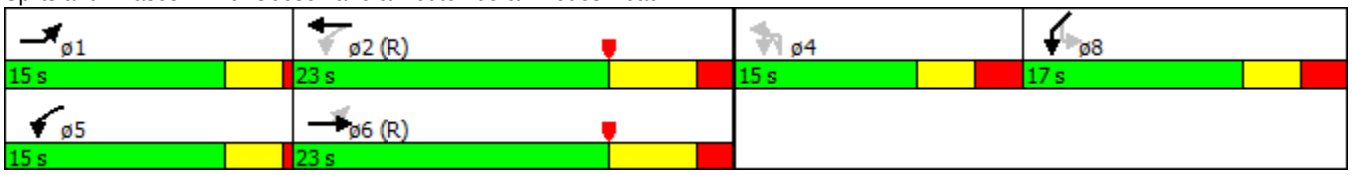
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	138	631	104	27	724	10	93	28	21	15	32	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%		0%				0%	
Storage Length (ft)	468		0	0		0	0	0			0	40
Storage Lanes	1		0	1		0	1	0			1	0
Taper Length (ft)	25			25			25				25	
Satd. Flow (prot)	1787	3499	0	1787	3567	0	1735	0	0	0	1679	0
Flt Permitted	0.225			0.330			0.360				0.986	
Satd. Flow (perm)	423	3499	0	621	3567	0	645	0	0	0	1679	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			2		195				195	
Link Speed (mph)		35			35		30				30	
Link Distance (ft)		1563			258		1084				2343	
Travel Time (s)		30.4			5.0		24.6				53.3	
Lane Group Flow (vph)	155	826	0	30	807	0	171	0	0	0	201	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm			Perm	Prot	
Protected Phases	1	6		5	2						8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4			8	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		9.0			5.0	5.0	
Minimum Split (s)	9.0	21.5		9.0	21.5		14.5			10.5	10.5	
Total Split (s)	15.0	23.0		15.0	23.0		15.0			17.0	17.0	
Total Split (%)	21.4%	32.9%		21.4%	32.9%		21.4%			24.3%	24.3%	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0			3.0	3.0	
All-Red Time (s)	0.5	2.0		0.5	2.0		2.5			2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0				0.0	
Total Lost Time (s)	3.5	6.5		3.5	6.5		5.5				5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None			None	None	
Act Effct Green (s)	39.8	33.4		34.5	26.3		9.2				6.4	
Actuated g/C Ratio	0.57	0.48		0.49	0.38		0.13				0.09	
v/c Ratio	0.41	0.49		0.08	0.60		0.67				0.61	
Control Delay	20.7	26.0		8.3	21.4		18.9				13.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0				0.0	
Total Delay	20.7	26.0		8.3	21.4		18.9				13.8	
LOS	C	C		A	C		B				B	
Approach Delay		25.2			20.9		18.9				13.8	
Approach LOS		C			C		B				B	
Queue Length 50th (ft)	68	200		5	135		0				2	
Queue Length 95th (ft)	m103	257		18	#258		#49				41	
Internal Link Dist (ft)		1483			178		1004				2263	
Turn Bay Length (ft)	468											
Base Capacity (vph)	465	1682		542	1343		256				438	
Starvation Cap Reductn	0	0		0	0		0				0	
Spillback Cap Reductn	0	0		0	0		0				0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Storage Cap Reductn	0	0		0	0		0				0	
Reduced v/c Ratio	0.33	0.49		0.06	0.60		0.67				0.46	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 27 (39%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 22.0	Intersection LOS: C
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: 16: Goose Lane & Route 195 & Rhodes Road

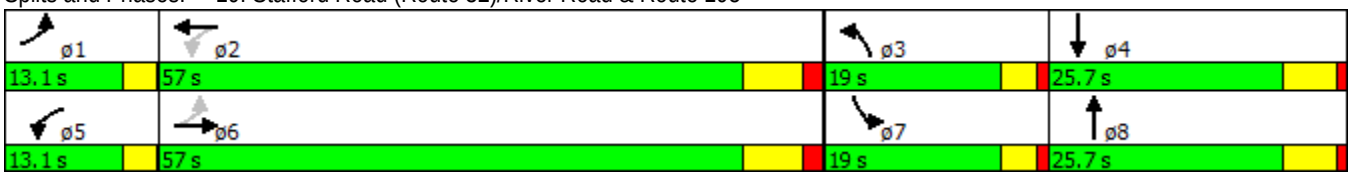


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	327	118	25	568	120	133	197	19	46	118	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	100		0	180		0	110		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	40			50			50			50		
Satd. Flow (prot)	1770	1788	0	1770	1814	0	1770	1839	0	1770	1831	0
Flt Permitted	0.109			0.367			0.950			0.950		
Satd. Flow (perm)	203	1788	0	684	1814	0	1770	1839	0	1770	1831	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			12			4			5	
Link Speed (mph)		40			45			30			30	
Link Distance (ft)		1737			6208			3128			1513	
Travel Time (s)		29.6			94.1			71.1			34.4	
Lane Group Flow (vph)	79	529	0	30	829	0	146	237	0	48	139	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2								
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	8.1	22.0		8.1	22.0		9.0	12.7		9.0	12.7	
Total Split (s)	13.1	57.0		13.1	57.0		19.0	25.7		19.0	25.7	
Total Split (%)	11.4%	49.7%		11.4%	49.7%		16.6%	22.4%		16.6%	22.4%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.7		3.0	4.7	
All-Red Time (s)	0.1	2.0		0.1	2.0		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	0.0	
Total Lost Time (s)	3.1	7.0		3.1	7.0		4.0	5.7		4.0	5.7	
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)	60.3	52.9		58.4	50.5		11.8	18.5		7.3	11.8	
Actuated g/C Ratio	0.62	0.54		0.60	0.52		0.12	0.19		0.07	0.12	
v/c Ratio	0.36	0.54		0.06	0.88		0.69	0.68		0.37	0.62	
Control Delay	13.3	18.8		9.0	35.9		59.6	48.6		53.6	52.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.3	18.8		9.0	35.9		59.6	48.6		53.6	52.9	
LOS	B	B		A	D		E	D		D	D	
Approach Delay		18.1			34.9			52.8			53.1	
Approach LOS		B			C			D			D	
Queue Length 50th (ft)	18	216		7	455		90	141		30	82	
Queue Length 95th (ft)	40	333		19	#726		166	237		70	150	
Internal Link Dist (ft)		1657			6128			3048			1433	
Turn Bay Length (ft)	60			100			180			110		
Base Capacity (vph)	289	974		539	941		274	391		274	381	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.27	0.54		0.06	0.88		0.53	0.61		0.18	0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 114.8			
Actuated Cycle Length: 98			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 34.9		Intersection LOS: C	
Intersection Capacity Utilization 74.3%		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: 19: Stafford Road (Route 32)/River Road & Route 195



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	21	336	3	7	694	188	5	3	7	84	7	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	40		0	0		20	0		20
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3606	0	1805	3494	0	0	1841	1615	0	1816	1615
Flt Permitted	0.245			0.526				0.842			0.735	
Satd. Flow (perm)	466	3606	0	999	3494	0	0	1600	1615	0	1396	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			38				118			118
Link Speed (mph)		45			40			30			30	
Link Distance (ft)		289			374			198			471	
Travel Time (s)		4.4			6.4			4.5			10.7	
Lane Group Flow (vph)	24	381	0	8	991	0	0	11	9	0	127	14
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4		4	4		4
Detector Phase	1	6		5	2		4	4	4	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		6.2	6.2	6.2	6.2	6.2	6.2
Minimum Split (s)	8.1	21.7		8.1	21.7		11.4	11.4	11.4	11.4	11.4	11.4
Total Split (s)	10.0	42.4		10.0	42.4		22.6	22.6	22.6	22.6	22.6	22.6
Total Split (%)	10.0%	42.4%		10.0%	42.4%		22.6%	22.6%	22.6%	22.6%	22.6%	22.6%
Yellow Time (s)	3.0	4.7		3.0	4.7		3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	0.1	2.0		0.1	2.0		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	0.0
Total Lost Time (s)	3.1	6.7		3.1	6.7			4.2	4.2		4.2	4.2
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	74.4	69.7		73.5	67.9			12.8	12.8		12.8	12.8
Actuated g/C Ratio	0.74	0.70		0.74	0.68			0.13	0.13		0.13	0.13
v/c Ratio	0.06	0.15		0.01	0.42			0.05	0.03		0.71	0.05
Control Delay	7.7	8.6		1.6	4.9			36.0	0.1		62.4	0.3
Queue Delay	0.0	0.0		0.0	0.3			0.0	0.0		0.0	0.0
Total Delay	7.7	8.6		1.6	5.2			36.0	0.1		62.4	0.3
LOS	A	A		A	A			D	A		E	A
Approach Delay		8.6			5.2			19.9			56.2	
Approach LOS		A			A			B			E	
Queue Length 50th (ft)	2	27		1	50			6	0		79	0
Queue Length 95th (ft)	21	122		m1	104			18	0		102	0
Internal Link Dist (ft)		209			294			118			391	
Turn Bay Length (ft)	175			40					20			20
Base Capacity (vph)	440	2512		797	2384			294	393		256	393
Starvation Cap Reductn	0	0		0	729			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0

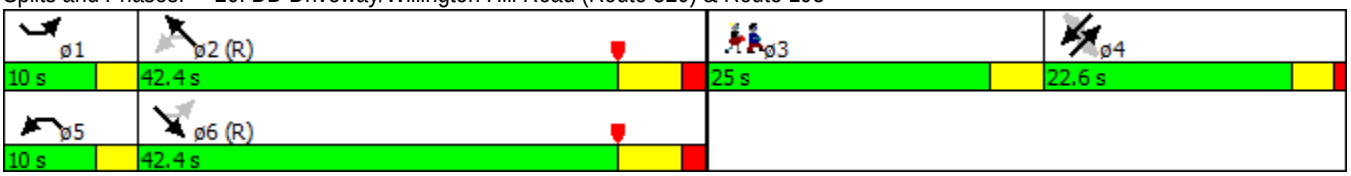
Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.5
Minimum Split (s)	25.0
Total Split (s)	25.0
Total Split (%)	25%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.05	0.15		0.01	0.60			0.04	0.02		0.50	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 6 (6%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 48.1%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: DD Driveway/Willington Hill Road (Route 320) & Route 195



Lane Group	ø3
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

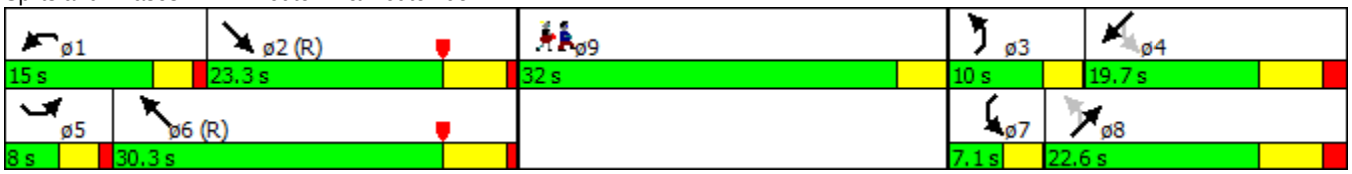
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	66	261	88	139	667	85	125	167	61	45	95	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		185	286		0	330		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	3438	0	1787	3513	0	1787	1806	0	1787	1750	0
Flt Permitted	0.950			0.950			0.444			0.447		
Satd. Flow (perm)	1787	3438	0	1787	3513	0	835	1806	0	841	1750	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		40			13						36	
Link Speed (mph)		45			40			40			30	
Link Distance (ft)		374			320			3638			937	
Travel Time (s)		5.7			5.5			62.0			21.3	
Lane Group Flow (vph)	75	397	0	162	875	0	156	285	0	53	211	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		4.0	9.0		4.0	9.0	
Minimum Split (s)	8.0	21.7		8.0	21.7		8.0	15.7		7.1	15.7	
Total Split (s)	8.0	23.3		15.0	30.3		10.0	22.6		7.1	19.7	
Total Split (%)	8.0%	23.3%		15.0%	30.3%		10.0%	22.6%		7.1%	19.7%	
Yellow Time (s)	3.0	4.7		3.0	4.7		3.0	4.7		3.0	4.7	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.1	2.0		0.1	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.1	2.0	
Total Lost Time (s)	4.0	5.7		4.0	5.7		3.1	6.7		3.2	8.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	8.6	37.5		12.0	40.8		31.3	20.9		24.5	13.9	
Actuated g/C Ratio	0.09	0.38		0.12	0.41		0.31	0.21		0.24	0.14	
v/c Ratio	0.49	0.30		0.76	0.61		0.45	0.76		0.21	0.77	
Control Delay	59.9	25.0		65.4	27.7		30.8	52.2		26.9	54.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	59.9	25.0		65.4	27.7		30.8	52.2		26.9	54.1	
LOS	E	C		E	C		C	D		C	D	
Approach Delay		30.6			33.6			44.7			48.7	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	47	96		99	217		70	168		22	105	
Queue Length 95th (ft)	#148	163		#200	#396		119	#291		53	#232	
Internal Link Dist (ft)		294			240			3558			857	
Turn Bay Length (ft)	220			250			286			330		
Base Capacity (vph)	153	1313		223	1442		345	376		254	281	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	32.0
Total Split (s)	32.0
Total Split (%)	32%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.49	0.30		0.73	0.61		0.45	0.76		0.21	0.75	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:SET and 6:NWT, Start of Yellow, Master Intersection	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 37.0	Intersection LOS: D
Intersection Capacity Utilization 60.5%	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.	

Splits and Phases: 21: Route 44 & Route 195



Lane Group	ø9
Storage Cap Reductn	
Reduced v/c Ratio	

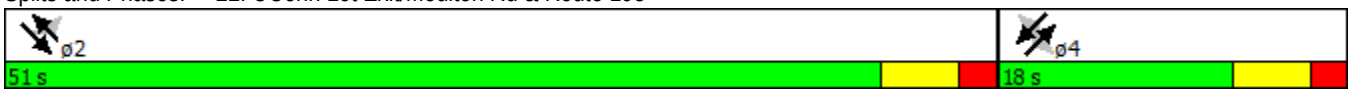
Intersection Summary

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	485	0	0	741	90	56	8	1	7	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1881	0	0	1853	0	0	1800	0	0	1787	0
Flt Permitted								0.744			0.768	
Satd. Flow (perm)	0	1881	0	0	1853	0	0	1397	0	0	1445	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					18			1				
Link Speed (mph)		40			30			30			30	
Link Distance (ft)		4119			522			457			935	
Travel Time (s)		70.2			11.9			10.4			21.3	
Lane Group Flow (vph)	0	533	0	0	875	0	0	130	0	0	16	0
Turn Type		NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2						4			4		
Detector Phase	2	2			2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0			15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	21.0	21.0			21.0		14.0	14.0		14.0	14.0	
Total Split (s)	51.0	51.0			51.0		18.0	18.0		18.0	18.0	
Total Split (%)	73.9%	73.9%			73.9%		26.1%	26.1%		26.1%	26.1%	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min			Min		None	None		None	None	
Act Effct Green (s)		39.3			39.3			8.6			8.6	
Actuated g/C Ratio		0.71			0.71			0.16			0.16	
v/c Ratio		0.40			0.66			0.60			0.07	
Control Delay		6.3			10.0			36.7			24.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.3			10.0			36.7			24.1	
LOS		A			A			D			C	
Approach Delay		6.3			10.0			36.7			24.1	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		76			164			39			4	
Queue Length 95th (ft)		148			334			52			10	
Internal Link Dist (ft)		4039			442			377			855	
Turn Bay Length (ft)												
Base Capacity (vph)		1524			1505			321			331	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.35			0.58			0.40			0.05	

Intersection Summary			
Area Type:	Other		
Cycle Length: 69			
Actuated Cycle Length: 55.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 58.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 22: UConn Lot Exit/Moulton Rd & Route 195



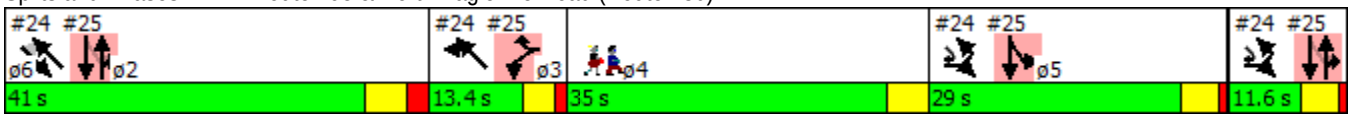
Lane Group	EBL	EBR	SET	SER	NWL	NWT	ø4	ø5	ø6
Lane Configurations									
Volume (vph)	357	185	341	223	135	502			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	12	12			
Grade (%)	0%		0%			0%			
Storage Length (ft)	110	0		120	0				
Storage Lanes	1	1		1	1				
Taper Length (ft)	50				25				
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863			
Flt Permitted	0.950				0.227				
Satd. Flow (perm)	1770	1583	1863	1583	423	1863			
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		218		249					
Link Speed (mph)	30		30			25			
Link Distance (ft)	1786		2593			372			
Travel Time (s)	40.6		58.9			10.1			
Lane Group Flow (vph)	446	231	388	253	148	552			
Turn Type	Prot	custom	NA	pt+ov	D.P+P	NA			
Protected Phases	5 6	5 6	2	2 5 6	3	2 3	4	5	6
Permitted Phases					2				
Detector Phase	5 6	5 6	2	2	3	2			
Switch Phase									
Minimum Initial (s)			19.0		9.0		1.0	7.0	7.0
Minimum Split (s)			25.2		13.3		35.0	11.6	11.6
Total Split (s)			41.0		13.4		35.0	29.0	11.6
Total Split (%)			31.5%		10.3%		27%	22%	9%
Yellow Time (s)			4.1		3.1		4.0	3.6	3.6
All-Red Time (s)			2.1		1.2		0.0	1.0	1.0
Lost Time Adjust (s)			0.0		0.0				
Total Lost Time (s)			6.2		4.3				
Lead/Lag			Lead		Lag		Lead	Lag	
Lead-Lag Optimize?									
Recall Mode			Min		None		None	None	None
Act Effct Green (s)	36.0	36.0	34.8	75.4	45.8	48.2			
Actuated g/C Ratio	0.28	0.28	0.27	0.58	0.35	0.37			
v/c Ratio	0.91	0.39	0.78	0.25	0.61	0.80			
Control Delay	69.4	7.7	56.2	2.2	21.7	16.9			
Queue Delay	0.0	0.0	0.0	0.0	0.0	6.2			
Total Delay	69.4	7.7	56.2	2.2	21.7	23.1			
LOS	E	A	E	A	C	C			
Approach Delay	48.4		34.8			22.8			
Approach LOS	D		C			C			
Queue Length 50th (ft)	364	8	304	1	21	91			
Queue Length 95th (ft)	#452	46	414	34	m40	m256			
Internal Link Dist (ft)	1706		2513			292			
Turn Bay Length (ft)	110			120					
Base Capacity (vph)	490	596	498	1022	243	690			
Starvation Cap Reductn	0	0	0	0	0	96			
Spillback Cap Reductn	0	0	0	0	0	0			

Lane Group	EBL	EBR	SET	SER	NWL	NWT	ø4	ø5	ø6
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.91	0.39	0.78	0.25	0.61	0.93			

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 35.2	Intersection LOS: D
Intersection Capacity Utilization 57.8%	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: 24: Route 195 & North Eagleville Road (Route 430)

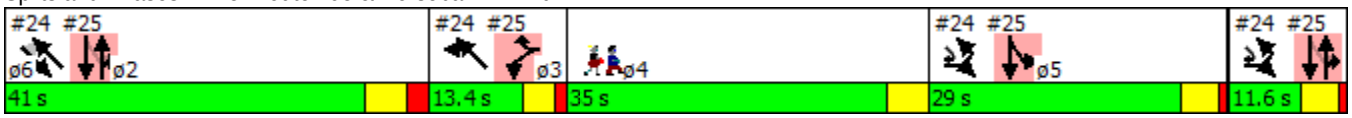


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	66	71	530	28	60	463			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	12	12			
Grade (%)	0%		0%			0%			
Storage Length (ft)	0	0		200	200				
Storage Lanes	1	1		1	1				
Taper Length (ft)	25				80				
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863			
Flt Permitted	0.950				0.455				
Satd. Flow (perm)	1770	1583	1863	1583	848	1863			
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		93		20					
Link Speed (mph)	30		25			30			
Link Distance (ft)	156		2138			372			
Travel Time (s)	3.5		58.3			8.5			
Lane Group Flow (vph)	87	93	558	29	67	520			
Turn Type	Prot	Prot	NA	Prot	D.P+P	NA			
Protected Phases	3	3	2 6	2 6	5	2 5 6	2	4	6
Permitted Phases					2 6				
Detector Phase	3	3	2 6	2 6	5	2 5 6			
Switch Phase									
Minimum Initial (s)	9.0	9.0			7.0		19.0	1.0	7.0
Minimum Split (s)	13.3	13.3			11.6		25.2	35.0	11.6
Total Split (s)	13.4	13.4			29.0		41.0	35.0	11.6
Total Split (%)	10.3%	10.3%			22.3%		32%	27%	9%
Yellow Time (s)	3.1	3.1			3.6		4.1	4.0	3.6
All-Red Time (s)	1.2	1.2			1.0		2.1	0.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0				
Total Lost Time (s)	4.3	4.3			4.6				
Lead/Lag	Lag	Lag			Lag		Lead	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None			None		Min	None	None
Act Effct Green (s)	9.1	9.1	46.4	46.4	72.4	75.4			
Actuated g/C Ratio	0.07	0.07	0.36	0.36	0.56	0.58			
v/c Ratio	0.71	0.47	0.84	0.05	0.10	0.48			
Control Delay	88.7	19.5	51.3	14.2	7.4	10.1			
Queue Delay	0.0	0.0	1.8	0.0	0.0	0.6			
Total Delay	88.7	19.5	53.1	14.2	7.4	10.7			
LOS	F	B	D	B	A	B			
Approach Delay	52.9		51.2			10.3			
Approach LOS	D		D			B			
Queue Length 50th (ft)	73	0	430	5	10	90			
Queue Length 95th (ft)	#116	34	#619	27	m19	154			
Internal Link Dist (ft)	76		2058			292			
Turn Bay Length (ft)				200	200				
Base Capacity (vph)	123	197	664	577	645	1080			
Starvation Cap Reductn	0	0	0	0	0	252			
Spillback Cap Reductn	0	1	33	0	0	0			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø2	ø4	ø6
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.71	0.47	0.88	0.05	0.10	0.63			

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 33.7		Intersection LOS: C	
Intersection Capacity Utilization 53.8%		ICU Level of Service A	
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: 25: Route 195 & Horsebarn Hill Rd



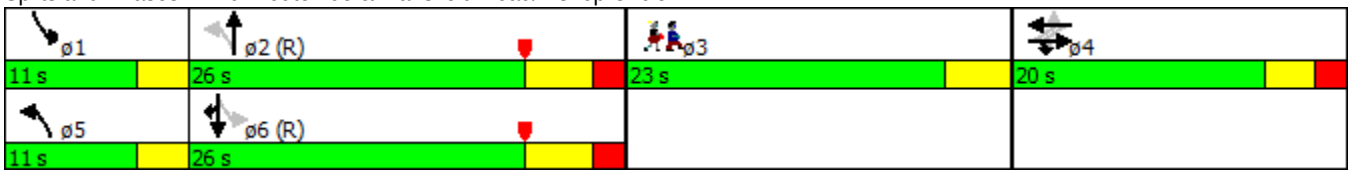
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	151	6	31	18	8	26	122	444	2	42	426	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		0	130		0	150		150
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1777	1583	0	1710	0	1770	1861	0	1770	1863	1583
Flt Permitted		0.693			0.855		0.236			0.321		
Satd. Flow (perm)	0	1291	1583	0	1488	0	440	1861	0	598	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138		28							124
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		803			348			387			2138	
Travel Time (s)		18.3			7.9			10.6			58.3	
Lane Group Flow (vph)	0	171	34	0	57	0	133	485	0	46	463	82
Turn Type	Perm	NA	Prot	Perm	NA		pm+pt	NA		pm+pt	NA	Prot
Protected Phases		4	4		4		5	2		1	6	6
Permitted Phases	4			4			2			6		
Detector Phase	4	4	4	4	4		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0		8.1	21.0		8.1	21.0	21.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0		11.0	26.0		11.0	26.0	26.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%		13.8%	32.5%		13.8%	32.5%	32.5%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.1	2.0		0.1	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	5.0		5.0		3.1	6.0		3.1	6.0	6.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Act Effct Green (s)		13.1	13.1		13.1		39.7	32.1		35.9	27.5	27.5
Actuated g/C Ratio		0.16	0.16		0.16		0.50	0.40		0.45	0.34	0.34
v/c Ratio		0.81	0.09		0.21		0.40	0.65		0.13	0.72	0.13
Control Delay		60.9	0.5		19.0		17.4	30.9		14.7	36.4	2.5
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		60.9	0.5		19.0		17.4	30.9		14.7	36.4	2.5
LOS		E	A		B		B	C		B	D	A
Approach Delay		50.8			19.0			28.0			30.0	
Approach LOS		D			B			C			C	
Queue Length 50th (ft)		81	0		12		40	234		13	230	0
Queue Length 95th (ft)		#172	0		43		75	#433		32	#420	15
Internal Link Dist (ft)		723			268			307			2058	
Turn Bay Length (ft)			250				130			150		150
Base Capacity (vph)		242	408		301		349	746		401	639	624
Starvation Cap Reductn		0	0		0		0	0		0	0	0
Spillback Cap Reductn		0	0		0		0	0		0	0	0

Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	29%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0		0		0	0		0	0	0
Reduced v/c Ratio		0.71	0.08		0.19		0.38	0.65		0.11	0.72	0.13

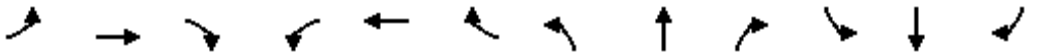
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 29 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 31.6		Intersection LOS: C	
Intersection Capacity Utilization 57.0%		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.			

Splits and Phases: 26: Route 195 & Mansfield Road/Bishop Circle



Lane Group	ø3
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



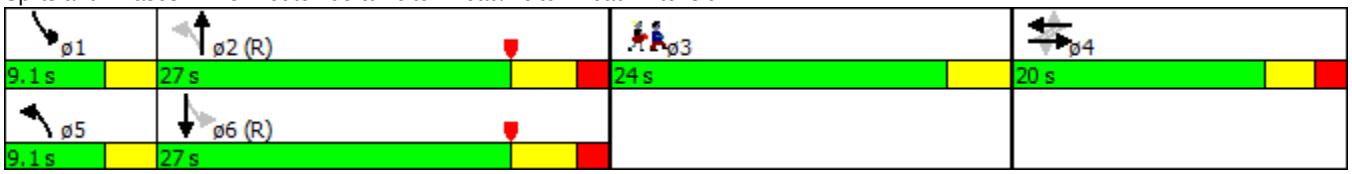
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	35	111	39	33	24	99	379	36	34	384	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	120		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1650	0	1770	1745	0	1770	1839	0	1770	1844	0
Flt Permitted	0.717			0.499			0.366			0.424		
Satd. Flow (perm)	1336	1650	0	930	1745	0	682	1839	0	790	1844	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		121			26			6			4	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1409			176			1371			201	
Travel Time (s)		38.4			4.8			37.4			5.5	
Lane Group Flow (vph)	28	159	0	42	62	0	108	451	0	37	446	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4			2			6		
Detector Phase	4	4		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		9.1	21.0		9.1	21.0	
Total Split (s)	20.0	20.0		20.0	20.0		9.1	27.0		9.1	27.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%		11.4%	33.7%		11.4%	33.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		0.1	2.0		0.1	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	5.0		5.0	5.0		3.1	6.0		3.1	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)	8.2	8.2		8.2	8.2		48.8	41.5		45.7	38.6	
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.61	0.52		0.57	0.48	
v/c Ratio	0.21	0.57		0.44	0.31		0.22	0.47		0.07	0.50	
Control Delay	35.7	19.4		47.9	25.6		11.2	20.4		11.0	23.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.7	19.4		47.9	25.6		11.2	20.4		11.0	23.2	
LOS	D	B		D	C		B	C		B	C	
Approach Delay		21.9			34.6			18.6			22.2	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	13	18		20	17		26	180		9	182	
Queue Length 95th (ft)	36	70		50	50		59	#349		26	#383	
Internal Link Dist (ft)		1329			96			1291			121	
Turn Bay Length (ft)							120					
Base Capacity (vph)	250	407		174	347		507	954		530	890	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	30%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.39		0.24	0.18		0.21	0.47		0.07	0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80.1			
Actuated Cycle Length: 80.1			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow, Master Intersection			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 21.6		Intersection LOS: C	
Intersection Capacity Utilization 58.5%		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.			

Splits and Phases: 28: Route 195 & Bolton Road/Bolton Road Extension



Lane Group	ø3
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

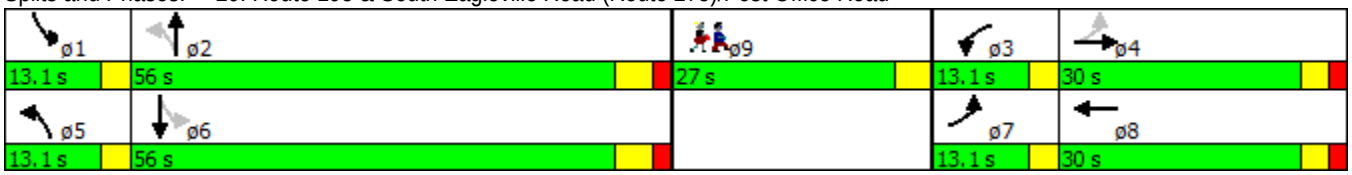
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	154	30	233	66	70	22	117	297	24	35	457	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	350		0	150		0	0		0	390		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1615	0	1770	1798	0	1770	1842	0	1770	3391	0
Flt Permitted	0.495			0.950			0.245			0.521		
Satd. Flow (perm)	922	1615	0	1770	1798	0	456	1842	0	970	3391	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		248			10			3			45	
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		1649			348			165			1371	
Travel Time (s)		37.5			7.9			3.8			37.4	
Lane Group Flow (vph)	177	302	0	73	102	0	122	334	0	38	680	0
Turn Type	pm+pt	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4						2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.1	7.0		4.1	7.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	8.1	12.0		8.1	12.0		8.1	21.0		8.1	21.0	
Total Split (s)	13.1	30.0		13.1	30.0		13.1	56.0		13.1	56.0	
Total Split (%)	9.4%	21.6%		9.4%	21.6%		9.4%	40.2%		9.4%	40.2%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.1	2.0		0.1	2.0		0.1	2.0		0.1	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.1	0.0	
Total Lost Time (s)	3.1	5.0		3.1	5.0		3.1	6.0		3.2	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	21.5	12.0		8.0	10.9		35.6	27.7		30.8	23.2	
Actuated g/C Ratio	0.29	0.16		0.11	0.15		0.49	0.38		0.42	0.32	
v/c Ratio	0.45	0.64		0.38	0.37		0.32	0.48		0.08	0.62	
Control Delay	29.5	16.7		46.3	38.0		18.1	26.4		16.7	27.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	29.5	16.7		46.3	38.0		18.1	26.4		16.7	27.4	
LOS	C	B		D	D		B	C		B	C	
Approach Delay		21.4			41.4			24.2			26.8	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	50	19		28	35		22	99		7	112	
Queue Length 95th (ft)	160	115		101	115		95	303		38	287	
Internal Link Dist (ft)		1569			268			85			1291	
Turn Bay Length (ft)	350			150						390		
Base Capacity (vph)	419	813		293	750		439	1336		582	2470	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	27.0
Total Split (s)	27.0
Total Split (%)	19%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.42	0.37		0.25	0.14		0.28	0.25		0.07	0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 139.2			
Actuated Cycle Length: 73.4			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 26.2		Intersection LOS: C	
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 29: Route 195 & South Eagleville Road (Route 275)/Post Office Road



Lane Group	ø9
Storage Cap Reductn	
Reduced v/c Ratio	

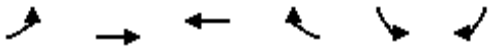
Intersection Summary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	46	73	495	50	133	650
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1692	0	1859	0	0	1866
Flt Permitted	0.981					0.772
Satd. Flow (perm)	1692	0	1859	0	0	1452
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	81		8			
Link Speed (mph)	30		30			30
Link Distance (ft)	2014		406			6636
Travel Time (s)	45.8		9.2			150.8
Lane Group Flow (vph)	132	0	599	0	0	832
Turn Type	Prot		NA		D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases					2	
Detector Phase	4		2		1	1 2
Switch Phase						
Minimum Initial (s)	5.0		15.0		5.0	
Minimum Split (s)	22.0		23.3		8.5	
Total Split (s)	29.0		50.3		13.5	
Total Split (%)	31.3%		54.2%		14.5%	
Yellow Time (s)	3.0		4.3		3.0	
All-Red Time (s)	1.0		1.0		0.5	
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	4.0		5.3			
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		Min		Max	
Act Effct Green (s)	7.0		45.0			56.8
Actuated g/C Ratio	0.09		0.60			0.76
v/c Ratio	0.57		0.53			0.72
Control Delay	24.9		11.2			8.1
Queue Delay	0.0		0.0			0.0
Total Delay	24.9		11.2			8.1
LOS	C		B			A
Approach Delay	24.9		11.2			8.1
Approach LOS	C		B			A
Queue Length 50th (ft)	23		139			81
Queue Length 95th (ft)	72		257			201
Internal Link Dist (ft)	1934		326			6556
Turn Bay Length (ft)						
Base Capacity (vph)	619		1122			1158
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.21		0.53			0.72

Intersection Summary			
Area Type:	Other		
Cycle Length: 92.8			
Actuated Cycle Length: 74.8			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 88.8%		ICU Level of Service E	
Analysis Period (min) 15			

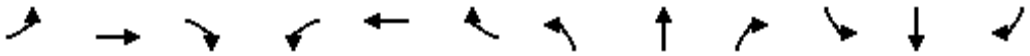
Splits and Phases: 30: Route 195 & Bassetts Bridge Road



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	100	1001	659	13	5	38
Future Volume (Veh/h)	100	1001	659	13	5	38
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.95	0.95	0.77	0.77
Hourly flow rate (vph)	103	1032	694	14	6	49
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	708				1939	701
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	708				1939	701
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	88				91	89
cM capacity (veh/h)	895				64	440

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	1135	708	55
Volume Left	103	0	6
Volume Right	0	14	49
cSH	895	1700	268
Volume to Capacity	0.12	0.42	0.20
Queue Length 95th (ft)	10	0	19
Control Delay (s)	3.4	0.0	21.8
Lane LOS	A		C
Approach Delay (s)	3.4	0.0	21.8
Approach LOS			C

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	107.0%	ICU Level of Service	G
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	393	2	3	493	20	2	41	2	12	33	25
Future Volume (Veh/h)	70	393	2	3	493	20	2	41	2	12	33	25
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.75	0.75	0.75	0.83	0.83	0.83
Hourly flow rate (vph)	80	447	2	3	560	23	3	55	3	14	40	30
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	583			449			1236	1197	448	1216	1186	572
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	583			449			1236	1197	448	1216	1186	572
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			100			97	68	100	87	77	94
cM capacity (veh/h)	996			1117			112	171	613	111	174	522

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	529	586	61	84
Volume Left	80	3	3	14
Volume Right	2	23	3	30
cSH	996	1117	173	203
Volume to Capacity	0.08	0.00	0.35	0.41
Queue Length 95th (ft)	7	0	37	47
Control Delay (s)	2.2	0.1	36.8	34.7
Lane LOS	A	A	E	D
Approach Delay (s)	2.2	0.1	36.8	34.7
Approach LOS			E	D

Intersection Summary				
Average Delay	5.0			
Intersection Capacity Utilization	70.3%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	395	11	0	495	2	11
Future Volume (Veh/h)	395	11	0	495	2	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.83	0.83	0.81	0.81
Hourly flow rate (vph)	420	12	0	596	2	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			432		1022	426
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			432		1022	426
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	98
cM capacity (veh/h)			1133		263	631

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	432	596	16
Volume Left	0	0	2
Volume Right	12	0	14
cSH	1700	1133	537
Volume to Capacity	0.25	0.00	0.03
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.0	11.9
Lane LOS			B
Approach Delay (s)	0.0	0.0	11.9
Approach LOS			B

Intersection Summary			
Average Delay		0.2	
Intersection Capacity Utilization		36.1%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	391	0	23	496	1	11
Future Volume (Veh/h)	391	0	23	496	1	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.88	0.88	0.60	0.60
Hourly flow rate (vph)	412	0	26	564	2	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			412		1028	412
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			412		1028	412
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		99	97
cM capacity (veh/h)			1158		256	644

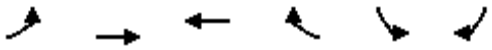
Direction, Lane #	EB 1	WB 1	NE 1
Volume Total	412	590	20
Volume Left	0	26	2
Volume Right	0	0	18
cSH	1700	1158	559
Volume to Capacity	0.24	0.02	0.04
Queue Length 95th (ft)	0	2	3
Control Delay (s)	0.0	0.6	11.7
Lane LOS		A	B
Approach Delay (s)	0.0	0.6	11.7
Approach LOS			B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	363	38	50	491	14	36
Future Volume (Veh/h)	363	38	50	491	14	36
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.91	0.91	0.66	0.66
Hourly flow rate (vph)	370	39	55	540	21	55
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			409		1040	390
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			409		1040	390
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		91	92
cM capacity (veh/h)			1155		244	661

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	409	595	76
Volume Left	0	55	21
Volume Right	39	0	55
cSH	1700	1155	449
Volume to Capacity	0.24	0.05	0.17
Queue Length 95th (ft)	0	4	15
Control Delay (s)	0.0	1.3	14.6
Lane LOS		A	B
Approach Delay (s)	0.0	1.3	14.6
Approach LOS			B

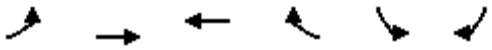
Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	23	382	534	2	6	13
Future Volume (Veh/h)	23	382	534	2	6	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.47	0.47
Hourly flow rate (vph)	24	402	593	2	13	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	595				1044	594
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	595				1044	594
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				95	94
cM capacity (veh/h)	991				250	509

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	426	595	41
Volume Left	24	0	13
Volume Right	0	2	28
cSH	991	1700	383
Volume to Capacity	0.02	0.35	0.11
Queue Length 95th (ft)	2	0	9
Control Delay (s)	0.8	0.0	15.5
Lane LOS	A		C
Approach Delay (s)	0.8	0.0	15.5
Approach LOS			C

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	48.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	248	279	97	31	6
Future Volume (Veh/h)	8	248	279	97	31	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.92	0.92	0.79	0.79
Hourly flow rate (vph)	10	299	303	105	39	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	303				674	356
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	303				674	356
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				91	99
cM capacity (veh/h)	1269				419	693

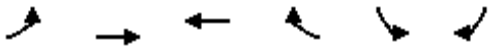
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	309	408	47
Volume Left	10	0	39
Volume Right	0	105	8
cSH	1269	1700	450
Volume to Capacity	0.01	0.24	0.10
Queue Length 95th (ft)	1	0	9
Control Delay (s)	0.3	0.0	13.9
Lane LOS	A		B
Approach Delay (s)	0.3	0.0	13.9
Approach LOS			B

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	170	4	231	49	3	201
Future Volume (Veh/h)	170	4	231	49	3	201
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.73	0.73	0.92	0.92
Hourly flow rate (vph)	227	5	316	67	3	218
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	574	350			383	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	574	350			383	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	53	99			100	
cM capacity (veh/h)	481	696			1181	

Direction, Lane #	NW 1	NE 1	SW 1
Volume Total	232	383	221
Volume Left	227	0	3
Volume Right	5	67	0
cSH	484	1700	1181
Volume to Capacity	0.48	0.23	0.00
Queue Length 95th (ft)	64	0	0
Control Delay (s)	19.1	0.0	0.1
Lane LOS	C		A
Approach Delay (s)	19.1	0.0	0.1
Approach LOS	C		

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	31.5%	ICU Level of Service	A
Analysis Period (min)	15		



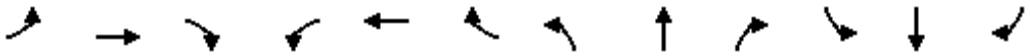
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	241	216	10	7	13
Future Volume (Veh/h)	34	241	216	10	7	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.91	0.91	0.56	0.56
Hourly flow rate (vph)	47	335	237	11	13	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	248				672	242
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	248				672	242
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				97	97
cM capacity (veh/h)	1324				408	799

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	382	248	36
Volume Left	47	0	13
Volume Right	0	11	23
cSH	1324	1700	593
Volume to Capacity	0.04	0.15	0.06
Queue Length 95th (ft)	3	0	5
Control Delay (s)	1.3	0.0	11.5
Lane LOS	A		B
Approach Delay (s)	1.3	0.0	11.5
Approach LOS			B

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	39.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection has too many legs for HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	13	47	7	1	26	54	867	3	9	542	9
Future Volume (Veh/h)	5	13	47	7	1	26	54	867	3	9	542	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.91	0.91	0.91	0.90	0.90	0.90
Hourly flow rate (vph)	7	18	66	10	1	37	59	953	3	10	602	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											522	
pX, platoon unblocked	0.86	0.86	0.86	0.86	0.86		0.86					
vC, conflicting volume	1737	1701	607	1774	1704	954	612			956		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1775	1733	463	1819	1737	954	469			956		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	85	74	87	71	99	88	94			99		
cM capacity (veh/h)	46	70	518	34	70	315	946			723		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	91	48	1015	622
Volume Left	7	10	59	10
Volume Right	66	37	3	10
cSH	170	114	946	723
Volume to Capacity	0.54	0.42	0.06	0.01
Queue Length 95th (ft)	68	45	5	1
Control Delay (s)	48.4	58.2	1.7	0.4
Lane LOS	E	F	A	A
Approach Delay (s)	48.4	58.2	1.7	0.4
Approach LOS	E	F		

Intersection Summary				
Average Delay	5.2			
Intersection Capacity Utilization	87.2%	ICU Level of Service	E	
Analysis Period (min)	15			

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	420	16	46	445	0	114
Future Volume (Veh/h)	420	16	46	445	0	114
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	457	17	50	484	0	124
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	201			387		
pX, platoon unblocked			0.83		0.87	0.83
vC, conflicting volume			474		1050	466
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			271		552	261
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		100	81
cM capacity (veh/h)			1079		409	649

Direction, Lane #	NB 1	SB 1	SB 2	SW 1
Volume Total	474	50	484	124
Volume Left	0	50	0	0
Volume Right	17	0	0	124
cSH	1700	1079	1700	649
Volume to Capacity	0.28	0.05	0.28	0.19
Queue Length 95th (ft)	0	4	0	18
Control Delay (s)	0.0	8.5	0.0	11.8
Lane LOS		A		B
Approach Delay (s)	0.0	0.8		11.8
Approach LOS				B

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	36.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	63	571	63	4	1185	4	3	2	5	1	1	121
Satd. Flow (prot)	1787	1853	0	1787	1879	0	1787	1676	0	0	1631	0
Flt Permitted	0.067			0.950			0.392				0.998	
Satd. Flow (perm)	126	1853	0	1787	1879	0	737	1676	0	0	1628	0
Satd. Flow (RTOR)		9						8			70	
Lane Group Flow (vph)	80	803	0	5	1489	0	5	11	0	0	166	0
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	2 1			4			4	
Permitted Phases	2						4			4		
Total Split (s)	68.0	68.0		17.0			21.2	21.2		21.2	21.2	
Total Lost Time (s)	8.4	8.4		7.3			6.5	6.5			6.5	
Act Effct Green (s)	59.6	59.6		9.7	76.7		10.2	10.2			10.2	
Actuated g/C Ratio	0.59	0.59		0.10	0.75		0.10	0.10			0.10	
v/c Ratio	1.10	0.74		0.03	1.05		0.07	0.06			0.73	
Control Delay	162.3	21.1		44.2	54.6		42.5	26.3			44.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	162.3	21.1		44.2	54.6		42.5	26.3			44.7	
LOS	F	C		D	D		D	C			D	
Approach Delay		33.9			54.6			31.4			44.7	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	~59	355		3	~1069		3	2			61	
Queue Length 95th (ft)	#115	564		15	#1414		13	16			126	
Internal Link Dist (ft)		624			2040			45			1779	
Turn Bay Length (ft)	62			116								
Base Capacity (vph)	73	1089		170	1415		106	249			295	
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	1.10	0.74		0.03	1.05		0.05	0.04			0.56	

Intersection Summary	
Cycle Length: 106.2	
Actuated Cycle Length: 101.8	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 46.6	Intersection LOS: D
Intersection Capacity Utilization 97.0%	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: 1: Route 44 & Quarry Road

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	561	11	23	1176	48	9
Satd. Flow (prot)	1857	0	0	1861	1751	0
Flt Permitted				0.980	0.960	
Satd. Flow (perm)	1857	0	0	1825	1751	0
Satd. Flow (RTOR)	2				12	
Lane Group Flow (vph)	740	0	0	1568	115	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	6			2	4	
Permitted Phases			2			
Total Split (s)	50.0		50.0	50.0	24.5	
Total Lost Time (s)	5.3			5.3	4.5	
Act Effct Green (s)	51.5			51.5	8.4	
Actuated g/C Ratio	0.78			0.78	0.13	
v/c Ratio	0.51			1.11	0.49	
Control Delay	5.7			74.2	31.0	
Queue Delay	0.0			0.0	0.0	
Total Delay	5.7			74.2	31.0	
LOS	A			E	C	
Approach Delay	5.7			74.2	31.0	
Approach LOS	A			E	C	
Queue Length 50th (ft)	97			~748	38	
Queue Length 95th (ft)	210			#1052	49	
Internal Link Dist (ft)	933			2086	630	
Turn Bay Length (ft)						
Base Capacity (vph)	1441			1416	538	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.51			1.11	0.21	

Intersection Summary	
Cycle Length: 74.5	
Actuated Cycle Length: 66.3	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 51.3	Intersection LOS: D
Intersection Capacity Utilization 109.6%	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.

Splits and Phases: 2: South Road & Route 44

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	442	285	7	436	3	541	23	3	11	58	73
Satd. Flow (prot)	1770	1863	1583	1770	1861	0	0	1775	0	0	1727	0
Flt Permitted	0.169			0.139				0.954			0.996	
Satd. Flow (perm)	315	1863	1583	259	1861	0	0	1775	0	0	1727	0
Satd. Flow (RTOR)			365								30	
Lane Group Flow (vph)	18	566	365	10	610	0	0	778	0	0	181	0
Turn Type	Perm	NA	pt+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases		6	6 3	5	2		3	3		4	4	
Permitted Phases	6			2								
Total Split (s)	71.0	71.0		10.0	81.0		40.0	40.0		22.3	22.3	
Total Lost Time (s)	6.4	6.4		3.2	6.4			4.6			4.3	
Act Effct Green (s)	38.2	38.2	79.5	42.8	39.5			36.5			13.7	
Actuated g/C Ratio	0.36	0.36	0.75	0.41	0.37			0.35			0.13	
v/c Ratio	0.16	0.84	0.28	0.06	0.88			1.27			0.72	
Control Delay	26.8	42.8	1.1	18.0	44.5			164.9			56.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay	26.8	42.8	1.1	18.0	44.5			164.9			56.1	
LOS	C	D	A	B	D			F			E	
Approach Delay		26.5			44.0			164.9			56.1	
Approach LOS		C			D			F			E	
Queue Length 50th (ft)	8	333	0	4	372			~649			95	
Queue Length 95th (ft)	29	541	25	14	503			#1180			#231	
Internal Link Dist (ft)		13376			1820			3050			2735	
Turn Bay Length (ft)	100		150	100								
Base Capacity (vph)	198	1176	1286	205	1356			614			328	
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	0.09	0.48	0.28	0.05	0.45			1.27			0.55	

Intersection Summary	
Cycle Length: 143.3	
Actuated Cycle Length: 105.5	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 75.5	Intersection LOS: E
Intersection Capacity Utilization 87.4%	ICU Level of Service E
Analysis Period (min) 15	

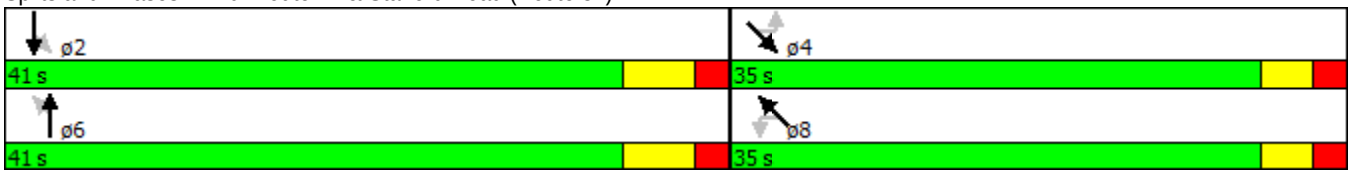
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Main Street Rte 31 South/Grant Hill Road & Route 44

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	32	331	169	57	163	8	95	141	52	41	270	24
Satd. Flow (prot)	0	1795	0	0	1849	0	0	1807	0	0	1851	0
Flt Permitted		0.963			0.704			0.653			0.920	
Satd. Flow (perm)	0	1734	0	0	1318	0	0	1199	0	0	1713	0
Satd. Flow (RTOR)		41			3			17			6	
Lane Group Flow (vph)	0	749	0	0	309	0	0	384	0	0	436	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	41.0	41.0		41.0	41.0		35.0	35.0		35.0	35.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Act Effct Green (s)		31.8			31.8			24.8			24.8	
Actuated g/C Ratio		0.47			0.47			0.36			0.36	
v/c Ratio		0.90			0.50			0.86			0.69	
Control Delay		33.1			16.9			40.0			25.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		33.1			16.9			40.0			25.2	
LOS		C			B			D			C	
Approach Delay		33.1			16.9			40.0			25.2	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		284			92			149			160	
Queue Length 95th (ft)		#492			169			#300			252	
Internal Link Dist (ft)		1745			768			824			974	
Turn Bay Length (ft)												
Base Capacity (vph)		939			701			554			782	
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		0.80			0.44			0.69			0.56	

Intersection Summary	
Cycle Length: 76	
Actuated Cycle Length: 68	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 30.0	Intersection LOS: C
Intersection Capacity Utilization 87.1%	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.	

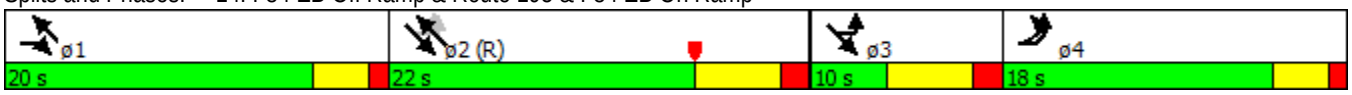
Splits and Phases: 10: Route 44 & Stafford Road (Route 32)



Lane Group	EBL2	EBL	EBR	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations											
Volume (vph)	200	0	400	0	0	20	310	0	0	550	90
Satd. Flow (prot)	0	1770	2787	0	0	1770	3539	0	0	3539	1583
Flt Permitted		0.950				0.392					
Satd. Flow (perm)	0	1770	2787	0	0	730	3539	0	0	3539	1583
Satd. Flow (RTOR)			496								173
Lane Group Flow (vph)	0	248	496	0	0	25	384	0	0	682	112
Turn Type	Prot	Prot	Prot			custom	NA			NA	custom
Protected Phases	4	4	1			3	2 3			2 1	
Permitted Phases						2					2
Total Split (s)	18.0	18.0	20.0			10.0					22.0
Total Lost Time (s)		4.0	4.0			6.1					6.1
Act Effct Green (s)		12.5	6.3			31.0	37.1			37.4	27.1
Actuated g/C Ratio		0.18	0.09			0.44	0.53			0.53	0.39
v/c Ratio		0.78	0.71			0.07	0.21			0.36	0.16
Control Delay		45.8	9.2			10.6	9.8			11.8	7.4
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0
Total Delay		45.8	9.2			10.6	9.8			11.8	7.4
LOS		D	A			B	A			B	A
Approach Delay		21.4					9.9			11.2	
Approach LOS		C					A			B	
Queue Length 50th (ft)		100	0			5	42			51	0
Queue Length 95th (ft)		#196	42			18	77			216	53
Internal Link Dist (ft)		1118		846			560			517	
Turn Bay Length (ft)			375			95					140
Base Capacity (vph)		354	1019			380	1873			1890	718
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		0.70	0.49			0.07	0.21			0.36	0.16

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 61 (87%), Referenced to phase 2:NWSE, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 14.8	Intersection LOS: B
Intersection Capacity Utilization 40.0%	ICU Level of Service A
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

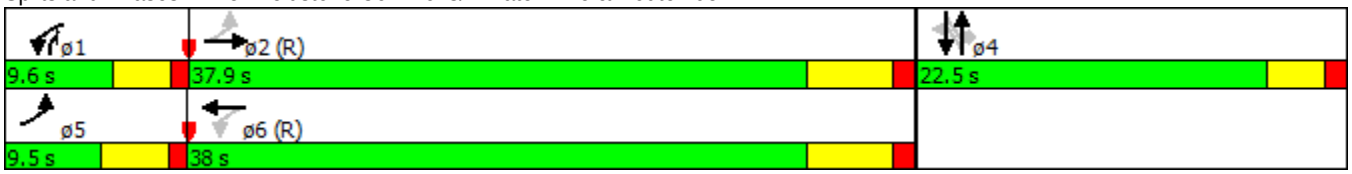
Splits and Phases: 14: I-84 EB Off Ramp & Route 195 & I-84 EB On Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	670	40	60	620	0	20	0	70	5	0	0
Satd. Flow (prot)	1770	3507	0	1770	3539	0	0	1770	1583	0	1770	0
Flt Permitted	0.361			0.289								
Satd. Flow (perm)	672	3507	0	538	3539	0	0	1863	1583	0	1863	0
Satd. Flow (RTOR)		12							87			
Lane Group Flow (vph)	1	880	0	74	768	0	0	25	87	0	6	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			4	1		4	
Permitted Phases	2			6			4		4	4		
Total Split (s)	9.5	37.9		9.6	38.0		22.5	22.5	9.6	22.5	22.5	
Total Lost Time (s)	4.5	5.7		4.0	5.7			4.3	4.0		4.3	
Act Effct Green (s)	56.8	52.3		60.4	60.7			7.0	11.1		7.0	
Actuated g/C Ratio	0.81	0.75		0.86	0.87			0.10	0.16		0.10	
v/c Ratio	0.00	0.34		0.13	0.25			0.13	0.27		0.03	
Control Delay	2.0	5.2		1.1	3.1			29.7	7.3		27.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	2.0	5.2		1.1	3.1			29.7	7.3		27.8	
LOS	A	A		A	A			C	A		C	
Approach Delay		5.2			2.9			12.3			27.8	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)	0	18		1	0			10	0		2	
Queue Length 95th (ft)	m0	203		m3	182			30	29		12	
Internal Link Dist (ft)		517			1483			849			314	
Turn Bay Length (ft)	130			430								
Base Capacity (vph)	631	2622		570	3068			484	324		484	
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	0.00	0.34		0.13	0.25			0.05	0.27		0.01	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay: 4.7	Intersection LOS: A
Intersection Capacity Utilization 44.2%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 15: Fieldstone Commons/Private Drive & Route 195

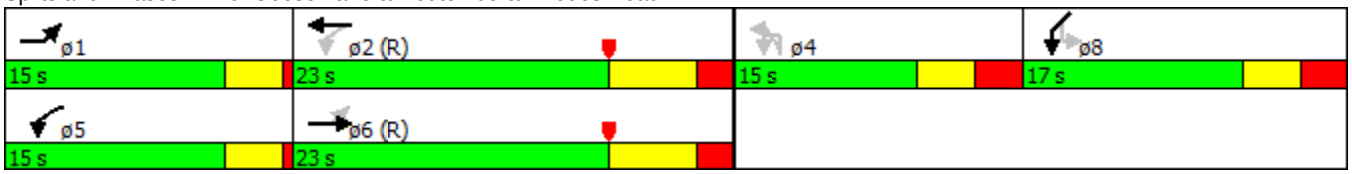


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	86	764	24	8	399	6	112	14	18	8	14	143
Satd. Flow (prot)	1787	3556	0	1787	3567	0	1757	0	0	0	1649	0
Flt Permitted	0.399			0.230			0.386				0.993	
Satd. Flow (perm)	751	3556	0	433	3567	0	704	0	0	0	1649	0
Satd. Flow (RTOR)		4			2		195				201	
Lane Group Flow (vph)	110	1010	0	10	508	0	198	0	0	0	232	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm			Perm	Prot	
Protected Phases	1	6		5	2						8	
Permitted Phases	6			2			4			8		
Total Split (s)	15.0	23.0		15.0	23.0		15.0			17.0	17.0	
Total Lost Time (s)	3.5	6.5		3.5	6.5		5.5				5.5	
Act Effct Green (s)	39.3	34.6		35.2	28.2		9.2				7.0	
Actuated g/C Ratio	0.56	0.49		0.50	0.40		0.13				0.10	
v/c Ratio	0.21	0.57		0.03	0.35		0.76				0.67	
Control Delay	8.4	14.1		8.7	17.1		26.0				17.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0				0.0	
Total Delay	8.4	14.1		8.7	17.1		26.0				17.1	
LOS	A	B		A	B		C				B	
Approach Delay		13.5			16.9		26.0				17.1	
Approach LOS		B			B		C				B	
Queue Length 50th (ft)	13	76		2	75		1				13	
Queue Length 95th (ft)	41	#208		9	141		#75				53	
Internal Link Dist (ft)		1483			178		1004				2263	
Turn Bay Length (ft)	468											
Base Capacity (vph)	591	1759		464	1439		264				438	
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	0.19	0.57		0.02	0.35		0.75				0.53	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 27 (39%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 16.0 — Intersection LOS: B
Intersection Capacity Utilization 67.8% — 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.

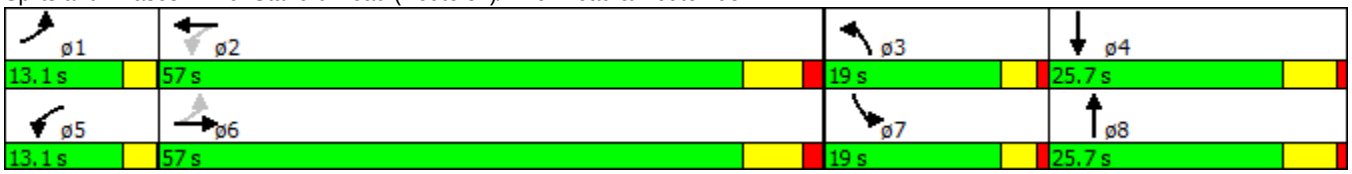
Splits and Phases: 16: Goose Lane & Route 195 & Rhodes Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	614	114	10	208	28	99	83	31	134	154	41
Satd. Flow (prot)	1787	1838	0	1787	1847	0	1787	1804	0	1787	1821	0
Flt Permitted	0.509			0.080			0.950			0.950		
Satd. Flow (perm)	958	1838	0	150	1847	0	1787	1804	0	1787	1821	0
Satd. Flow (RTOR)		10			8			14			10	
Lane Group Flow (vph)	19	932	0	14	327	0	133	154	0	235	342	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2								
Total Split (s)	13.1	57.0		13.1	57.0		19.0	25.7		19.0	25.7	
Total Lost Time (s)	3.1	7.0		3.1	7.0		4.0	5.7		4.0	5.7	
Act Effct Green (s)	56.0	50.2		56.0	50.2		11.4	16.4		15.1	20.1	
Actuated g/C Ratio	0.55	0.49		0.55	0.49		0.11	0.16		0.15	0.20	
v/c Ratio	0.03	1.02		0.09	0.36		0.67	0.51		0.89	0.93	
Control Delay	10.6	62.2		11.5	17.9		60.1	41.9		77.5	73.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.6	62.2		11.5	17.9		60.1	41.9		77.5	73.2	
LOS	B	E		B	B		E	D		E	E	
Approach Delay		61.2			17.6			50.4			75.0	
Approach LOS		E			B			D			E	
Queue Length 50th (ft)	5	549		4	113		81	80		145	205	
Queue Length 95th (ft)	16	#981		11	179		151	152		#206	#269	
Internal Link Dist (ft)		1657			6128			3048			1433	
Turn Bay Length (ft)	60			100			180			110		
Base Capacity (vph)	621	914		246	918		265	368		265	368	
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	0.03	1.02		0.06	0.36		0.50	0.42		0.89	0.93	

Intersection Summary	
Cycle Length: 114.8	
Actuated Cycle Length: 101.5	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 56.5	Intersection LOS: E
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.	

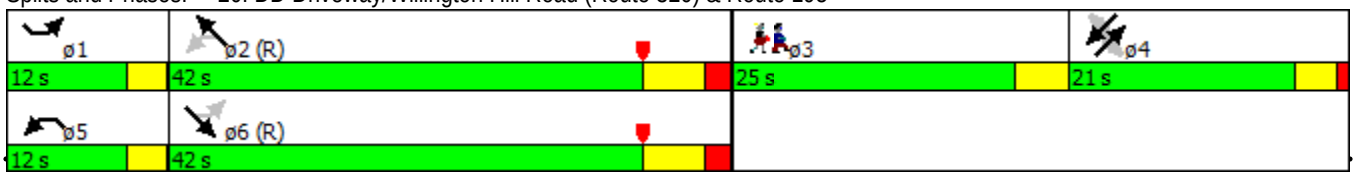
Splits and Phases: 19: Stafford Road (Route 32)/River Road & Route 195



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	628	8	9	174	34	7	1	7	200	5	11
Satd. Flow (prot)	1787	3567	0	1787	3488	0	0	1804	1599	0	1795	1599
Flt Permitted	0.585			0.266				0.795			0.722	
Satd. Flow (perm)	1100	3567	0	500	3488	0	0	1496	1599	0	1358	1599
Satd. Flow (RTOR)		1			25				118			118
Lane Group Flow (vph)	6	772	0	12	270	0	0	14	12	0	317	17
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4		4	4		4
Total Split (s)	12.0	42.0		12.0	42.0		21.0	21.0	21.0	21.0	21.0	21.0
Total Lost Time (s)	3.1	6.7		3.1	6.7			4.2	4.2		4.2	4.2
Act Effct Green (s)	51.1	46.5		51.2	46.5			36.0	36.0		36.0	36.0
Actuated g/C Ratio	0.51	0.46		0.51	0.46			0.36	0.36		0.36	0.36
v/c Ratio	0.01	0.47		0.04	0.17			0.03	0.02		0.65	0.03
Control Delay	12.0	20.1		4.9	7.5			27.1	0.0		38.2	0.1
Queue Delay	0.0	52.5		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	12.0	72.6		4.9	7.5			27.1	0.0		38.2	0.1
LOS	B	E		A	A			C	A		D	A
Approach Delay		72.2			7.4			14.6			36.2	
Approach LOS		E			A			B			D	
Queue Length 50th (ft)	2	141		2	21			6	0		172	0
Queue Length 95th (ft)	9	276		m4	51			16	0		#262	0
Internal Link Dist (ft)		209			294			118			391	
Turn Bay Length (ft)	175			40					20			20
Base Capacity (vph)	630	1668		373	1644			537	650		488	650
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	1019		0	0			0	35		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.01	1.19		0.03	0.16			0.03	0.02		0.65	0.03

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 6 (6%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 49.8	Intersection LOS: D
Intersection Capacity Utilization 49.0%	ICU Level of Service A
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: 20: DD Driveway/Willington Hill Road (Route 320) & Route 195



Lane Group	ø3
Lane Configurations	
Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	25.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	25	712	124	39	148	19	47	64	112	187	181	47
Satd. Flow (prot)	1770	3461	0	1770	3479	0	1770	1684	0	1770	1805	0
Flt Permitted	0.950			0.950			0.539			0.348		
Satd. Flow (perm)	1770	3461	0	1770	3479	0	1004	1684	0	648	1805	0
Satd. Flow (RTOR)		18			12						11	
Lane Group Flow (vph)	32	1074	0	50	215	0	71	265	0	307	374	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		
Total Split (s)	9.0	29.0		8.0	28.0		8.0	20.0		11.0	23.0	
Total Lost Time (s)	4.0	5.7		4.0	5.7		3.1	6.7		3.2	8.7	
Act Effct Green (s)	5.2	25.5		5.5	27.5		29.4	20.6		51.2	38.9	
Actuated g/C Ratio	0.05	0.26		0.06	0.28		0.29	0.21		0.51	0.39	
v/c Ratio	0.35	1.20		0.52	0.22		0.21	0.76		0.51	0.53	
Control Delay	58.2	132.4		65.6	28.2		20.6	54.1		23.8	30.8	
Queue Delay	0.0	0.3		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	58.2	132.7		65.6	28.2		20.6	54.1		23.8	30.8	
LOS	E	F		E	C		C	D		C	C	
Approach Delay		130.5			35.2			47.0			27.6	
Approach LOS		F			D			D			C	
Queue Length 50th (ft)	21	~460		31	53		20	153		100	168	
Queue Length 95th (ft)	m44	#526		#86	82		62	#311		#224	#324	
Internal Link Dist (ft)		294			240			3558			857	
Turn Bay Length (ft)	220			250			286			330		
Base Capacity (vph)	97	895		97	966		338	347		600	709	
Starvation Cap Reductn	0	45		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	1.26		0.52	0.22		0.21	0.76		0.51	0.53	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:SET and 6:NWT, Start of Yellow, Master Intersection	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 78.9	Intersection LOS: E
Intersection Capacity Utilization 69.7%	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: 21: Route 44 & Route 195

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	1145	0	0	229	6	4	0	0	13	0	0
Satd. Flow (prot)	0	1881	0	0	1874	0	0	1787	0	0	1787	0
Flt Permitted												
Satd. Flow (perm)	0	1881	0	0	1874	0	0	1881	0	0	1881	0
Satd. Flow (RTOR)					4							
Lane Group Flow (vph)	0	1346	0	0	265	0	0	9	0	0	32	0
Turn Type		NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2						4			4		
Total Split (s)	42.0	42.0			42.0		18.0	18.0		18.0	18.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Act Effct Green (s)		50.9			50.9			5.8			5.8	
Actuated g/C Ratio		0.87			0.87			0.10			0.10	
v/c Ratio		0.82			0.16			0.05			0.17	
Control Delay		14.1			2.4			23.8			25.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.1			2.4			23.8			25.9	
LOS		B			A			C			C	
Approach Delay		14.1			2.4			23.8			25.9	
Approach LOS		B			A			C			C	
Queue Length 50th (ft)		0			0			3			10	
Queue Length 95th (ft)		#754			54			7			14	
Internal Link Dist (ft)		4038			442			377			855	
Turn Bay Length (ft)												
Base Capacity (vph)		1642			1637			388			388	
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		0.82			0.16			0.02			0.08	

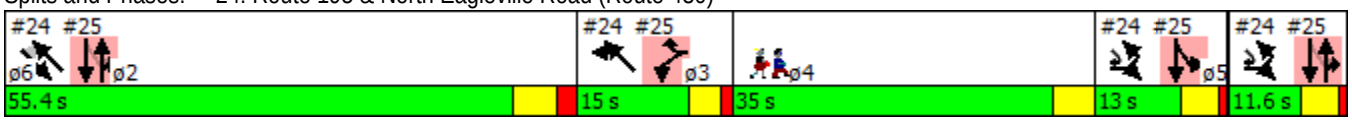
Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 58.3	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 12.5	Intersection LOS: B
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 22: UConn Lot Exit/Moulton Rd & Route 195

Lane Group	EBL	EBR	SET	SER	NWL	NWT	ø4	ø5	ø6
Lane Configurations									
Volume (vph)	103	80	465	426	147	256			
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863			
Flt Permitted	0.950				0.187				
Satd. Flow (perm)	1770	1583	1863	1583	348	1863			
Satd. Flow (RTOR)		107		341					
Lane Group Flow (vph)	138	107	565	518	173	301			
Turn Type	Prot	custom	NA	pt+ov	D.P+P	NA			
Protected Phases	5 6	5 6	2	2 5 6	3	2 3	4	5	6
Permitted Phases					2				
Total Split (s)			55.4		15.0		35.0	13.0	11.6
Total Lost Time (s)			6.2		4.3				
Act Effct Green (s)	21.0	21.0	45.9	71.7	57.9	60.5			
Actuated g/C Ratio	0.18	0.18	0.39	0.61	0.49	0.51			
v/c Ratio	0.44	0.29	0.78	0.47	0.60	0.32			
Control Delay	54.0	11.3	42.8	6.6	29.2	6.5			
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.4			
Total Delay	54.0	11.3	42.8	6.6	29.2	6.8			
LOS	D	B	D	A	C	A			
Approach Delay	35.4		25.4			15.0			
Approach LOS	D		C			B			
Queue Length 50th (ft)	106	0	412	68	59	27			
Queue Length 95th (ft)	156	38	554	143	119	53			
Internal Link Dist (ft)	1707		2513			292			
Turn Bay Length (ft)	110			120					
Base Capacity (vph)	313	368	811	1152	308	974			
Starvation Cap Reductn	0	0	0	0	0	282			
Spillback Cap Reductn	0	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.44	0.29	0.70	0.45	0.56	0.43			

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 118.4	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 24.0	Intersection LOS: C
Intersection Capacity Utilization 53.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 24: Route 195 & North Eagleville Road (Route 430)

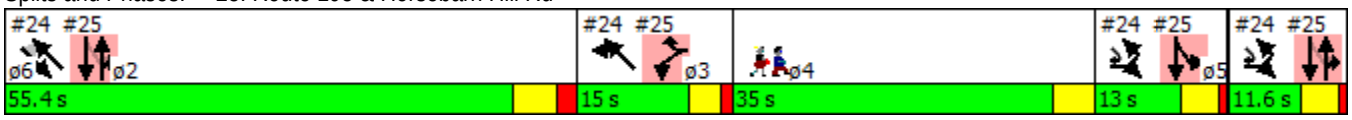


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	36	74	338	84	75	484			
Satd. Flow (prot)	1805	1615	1900	1615	1805	1900			
Flt Permitted	0.950				0.524				
Satd. Flow (perm)	1805	1615	1900	1615	996	1900			
Satd. Flow (RTOR)		106		101					
Lane Group Flow (vph)	51	106	406	101	97	624			
Turn Type	Prot	Prot	NA	Prot	D.P+P	NA			
Protected Phases	3	3	2 6	2 6	5	2 5 6	2	4	6
Permitted Phases					2 6				
Total Split (s)	15.0	15.0			13.0		55.4	35.0	11.6
Total Lost Time (s)	4.3	4.3			4.6				
Act Effct Green (s)	10.1	10.1	58.1	58.1	68.5	71.7			
Actuated g/C Ratio	0.09	0.09	0.49	0.49	0.58	0.61			
v/c Ratio	0.33	0.45	0.44	0.12	0.15	0.54			
Control Delay	63.1	17.1	23.5	4.1	6.0	7.8			
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3			
Total Delay	63.1	17.1	23.5	4.1	6.0	8.1			
LOS	E	B	C	A	A	A			
Approach Delay	32.1		19.6			7.8			
Approach LOS	C		B			A			
Queue Length 50th (ft)	41	0	221	0	11	80			
Queue Length 95th (ft)	70	32	311	30	m21	131			
Internal Link Dist (ft)	76		2058			292			
Turn Bay Length (ft)				200	200				
Base Capacity (vph)	170	248	1022	915	636	1240			
Starvation Cap Reductn	0	0	0	0	0	187			
Spillback Cap Reductn	0	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.30	0.43	0.40	0.11	0.15	0.59			

Intersection Summary		
Cycle Length: 130		
Actuated Cycle Length: 118.4		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.78		
Intersection Signal Delay: 14.9	Intersection LOS: B	
Intersection Capacity Utilization 45.0%	ICU Level of Service A	
Analysis Period (min) 15		

m Volume for 95th percentile queue is metered by upstream signal.

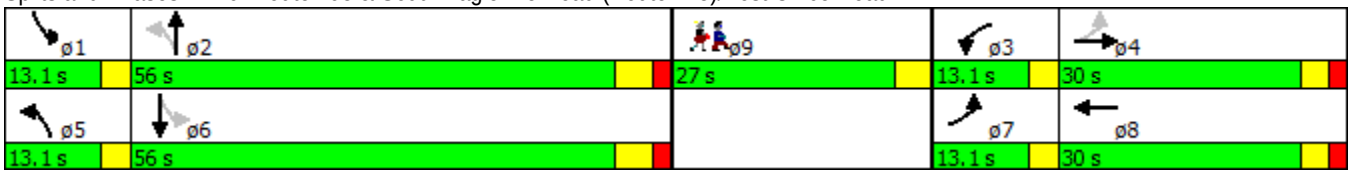
Splits and Phases: 25: Route 195 & Horsebarn Hill Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	165	19	69	12	25	20	245	413	20	12	137	66
Satd. Flow (prot)	1736	1611	0	1736	1705	0	1736	1814	0	1736	3301	0
Flt Permitted	0.516			0.950			0.521			0.326		
Satd. Flow (perm)	943	1611	0	1736	1705	0	952	1814	0	596	3301	0
Satd. Flow (RTOR)		96						2			65	
Lane Group Flow (vph)	229	122	0	20	74	0	333	589	0	17	289	0
Turn Type	pm+pt	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4						2			6		
Total Split (s)	13.1	30.0		13.1	30.0		13.1	56.0		13.1	56.0	
Total Lost Time (s)	3.1	5.0		3.1	5.0		3.1	6.0		3.2	6.0	
Act Effct Green (s)	22.4	17.6		5.8	9.9		45.4	39.8		36.3	27.3	
Actuated g/C Ratio	0.27	0.21		0.07	0.12		0.55	0.48		0.44	0.33	
v/c Ratio	0.63	0.29		0.16	0.36		0.53	0.67		0.05	0.25	
Control Delay	40.9	16.8		52.6	48.7		18.3	26.6		14.5	17.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	40.9	16.8		52.6	48.7		18.3	26.6		14.5	17.7	
LOS	D	B		D	D		B	C		B	B	
Approach Delay		32.5			49.6			23.6			17.5	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)	72	8		8	29		68	162		3	35	
Queue Length 95th (ft)	#278	71		34	86		217	519		16	75	
Internal Link Dist (ft)		1569			268			85			1291	
Turn Bay Length (ft)	350			150						390		
Base Capacity (vph)	372	629		244	600		634	1235		462	2268	
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	0.19		0.08	0.12		0.53	0.48		0.04	0.13	

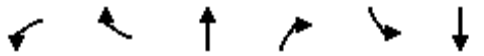
Intersection Summary	
Cycle Length: 139.2	
Actuated Cycle Length: 82.6	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 25.8	Intersection LOS: C
Intersection Capacity Utilization 61.2%	ICU Level of Service B
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 29: Route 195 & South Eagleville Road (Route 275)/Post Office Road



Lane Group	ø9
Lane Configurations	
Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	27.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

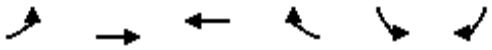
Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	22	104	568	14	53	294
Satd. Flow (prot)	1639	0	1857	0	0	1848
Flt Permitted	0.991					0.773
Satd. Flow (perm)	1639	0	1857	0	0	1440
Satd. Flow (RTOR)	162		2			
Lane Group Flow (vph)	196	0	774	0	0	489
Turn Type	Prot		NA		D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases					2	
Total Split (s)	29.0		50.3		8.5	
Total Lost Time (s)	4.0		5.3			
Act Effct Green (s)	6.8		30.7			37.8
Actuated g/C Ratio	0.12		0.55			0.67
v/c Ratio	0.58		0.76			0.48
Control Delay	15.4		15.2			5.0
Queue Delay	0.0		0.0			0.0
Total Delay	15.4		15.2			5.0
LOS	B		B			A
Approach Delay	15.4		15.2			5.0
Approach LOS	B		B			A
Queue Length 50th (ft)	10		159			32
Queue Length 95th (ft)	45		320			82
Internal Link Dist (ft)	1934		326			6556
Turn Bay Length (ft)						
Base Capacity (vph)	850		1522			1314
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.23		0.51			0.37

Intersection Summary	
Cycle Length: 87.8	
Actuated Cycle Length: 56.1	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 11.8	Intersection LOS: B
Intersection Capacity Utilization 77.5%	ICU Level of Service D
Analysis Period (min) 15	

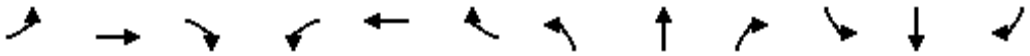
Splits and Phases: 30: Route 195 & Bassetts Bridge Road



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	31	550	1092	4	3	103
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.91	0.91	0.83	0.83
Hourly flow rate (vph)	41	727	1428	5	4	148
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1433				2240	1431
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1433				2240	1431
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	91				90	10
cM capacity (veh/h)	474				42	165

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	768	1433	152
Volume Left	41	0	4
Volume Right	0	5	148
cSH	474	1700	152
Volume to Capacity	0.09	0.84	1.00
Queue Length 95th (ft)	7	0	188
Control Delay (s)	2.6	0.0	130.8
Lane LOS	A		F
Approach Delay (s)	2.6	0.0	130.8
Approach LOS			F

Intersection Summary			
Average Delay	9.3		
Intersection Capacity Utilization	83.1%	ICU Level of Service	E
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	473	3	3	391	6	1	15	3	14	38	60
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.59	0.59	0.59	0.85	0.85	0.85
Hourly flow rate (vph)	17	615	4	4	503	8	2	31	6	20	54	85
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	511			619			1279	1170	617	1188	1168	507
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	511			619			1279	1170	617	1188	1168	507
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			98	84	99	86	71	85
cM capacity (veh/h)	1049			956			93	188	488	140	189	563

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	636	515	39	159
Volume Left	17	4	2	20
Volume Right	4	8	6	85
cSH	1049	956	197	274
Volume to Capacity	0.02	0.00	0.20	0.58
Queue Length 95th (ft)	1	0	18	84
Control Delay (s)	0.4	0.1	27.8	34.8
Lane LOS	A	A	D	D
Approach Delay (s)	0.4	0.1	27.8	34.8
Approach LOS			D	D

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	505	8	0	369	13	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.96	0.96	0.47	0.47
Hourly flow rate (vph)	702	11	0	465	33	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			713		1173	708
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			713		1173	708
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		84	99
cM capacity (veh/h)			882		211	433

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	713	465	39
Volume Left	0	0	33
Volume Right	11	0	5
cSH	1700	882	227
Volume to Capacity	0.42	0.00	0.17
Queue Length 95th (ft)	0	0	15
Control Delay (s)	0.0	0.0	24.1
Lane LOS			C
Approach Delay (s)	0.0	0.0	24.1
Approach LOS			C

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	42.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (veh/h)	508	0	7	362	0	21
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	683	0	10	498	0	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			683		1200	683
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			683		1200	683
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	94
cM capacity (veh/h)			910		202	449

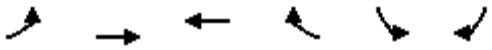
Direction, Lane #	EB 1	WB 1	NE 1
Volume Total	683	507	29
Volume Left	0	10	0
Volume Right	0	0	29
cSH	1700	910	449
Volume to Capacity	0.40	0.01	0.06
Queue Length 95th (ft)	0	1	5
Control Delay (s)	0.0	0.3	13.6
Lane LOS		A	B
Approach Delay (s)	0.0	0.3	13.6
Approach LOS			B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	538	5	20	341	21	30
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.87	0.87	0.75	0.75
Hourly flow rate (vph)	723	7	28	474	34	48
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			730		1257	727
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			730		1257	727
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		82	89
cM capacity (veh/h)			879		184	426

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	730	502	82
Volume Left	0	28	34
Volume Right	7	0	48
cSH	1700	879	276
Volume to Capacity	0.43	0.03	0.30
Queue Length 95th (ft)	0	2	30
Control Delay (s)	0.0	0.9	23.5
Lane LOS		A	C
Approach Delay (s)	0.0	0.9	23.5
Approach LOS			C

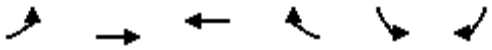
Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	8	569	342	2	8	25
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.86	0.86	0.69	0.69
Hourly flow rate (vph)	11	748	481	3	14	44
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	484				1252	483
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	484				1252	483
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				93	93
cM capacity (veh/h)	1084				189	586

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	759	484	58
Volume Left	11	0	14
Volume Right	0	3	44
cSH	1084	1700	389
Volume to Capacity	0.01	0.28	0.15
Queue Length 95th (ft)	1	0	13
Control Delay (s)	0.3	0.0	15.9
Lane LOS	A		C
Approach Delay (s)	0.3	0.0	15.9
Approach LOS			C

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	7	290	209	25	156	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.82	0.82	0.74	0.74
Hourly flow rate (vph)	10	426	311	37	257	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	311				776	330
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	311				776	330
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				29	99
cM capacity (veh/h)	1244				361	710

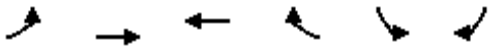
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	437	348	265
Volume Left	10	0	257
Volume Right	0	37	8
cSH	1244	1700	367
Volume to Capacity	0.01	0.20	0.72
Queue Length 95th (ft)	1	0	137
Control Delay (s)	0.3	0.0	36.7
Lane LOS	A		E
Approach Delay (s)	0.3	0.0	36.7
Approach LOS			E

Intersection Summary			
Average Delay	9.4		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NWL	NWR	SWL	SWR
Lane Configurations						
Volume (veh/h)	216	225	45	11	33	169
Sign Control	Free		Stop		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.73	0.73	0.75	0.75	0.92	0.92
Hourly flow rate (vph)	361	376	73	18	44	224
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None				None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			861	549	737	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			861	549	737	
tC, single (s)			6.4	6.2	4.1	
tC, 2 stage (s)						
tF (s)			3.5	3.3	2.2	
p0 queue free %			76	97	95	
cM capacity (veh/h)			311	537	873	

Direction, Lane #	EB 1	NW 1	SW 1
Volume Total	737	91	268
Volume Left	0	73	44
Volume Right	376	18	0
cSH	1700	339	873
Volume to Capacity	0.43	0.27	0.05
Queue Length 95th (ft)	0	27	4
Control Delay (s)	0.0	19.5	2.0
Lane LOS		C	A
Approach Delay (s)	0.0	19.5	2.0
Approach LOS		C	

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	9	220	204	2	7	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.91	0.91	0.56	0.56
Hourly flow rate (vph)	15	373	273	3	15	61
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	276				678	275
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	276				678	275
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				96	92
cM capacity (veh/h)	1293				414	766

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	388	276	76
Volume Left	15	0	15
Volume Right	0	3	61
cSH	1293	1700	655
Volume to Capacity	0.01	0.16	0.12
Queue Length 95th (ft)	1	0	10
Control Delay (s)	0.4	0.0	11.2
Lane LOS	A		B
Approach Delay (s)	0.4	0.0	11.2
Approach LOS			B

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	33.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection has too many legs for HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	4	2	0	6	41	261	3	22	1034	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.50	0.50	0.67	0.67	0.67	0.90	0.90	0.90	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	9	3	0	10	49	310	4	27	1286	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											522	
pX, platoon unblocked	0.27	0.27	0.27	0.27	0.27		0.27					
vC, conflicting volume	1765	1757	1291	1764	1760	312	1295			314		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2481	2452	725	2477	2461	312	741			314		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	93	24	100	99	79			98		
cM capacity (veh/h)	4	7	115	4	6	730	235			1252		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	9	13	363	1323
Volume Left	0	3	49	27
Volume Right	9	10	4	9
cSH	115	17	235	1252
Volume to Capacity	0.07	0.77	0.21	0.02
Queue Length 95th (ft)	6	49	19	2
Control Delay (s)	38.8	449.6	8.6	0.9
Lane LOS	E	F	A	A
Approach Delay (s)	38.8	449.6	8.6	0.9
Approach LOS	E	F		

Intersection Summary				
Average Delay	6.1			
Intersection Capacity Utilization	72.5%	ICU Level of Service	C	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	106	1058	41	10	633	0	17	8	35	13	1	60
Satd. Flow (prot)	1787	1870	0	1787	1881	0	1787	1652	0	0	1661	0
Flt Permitted	0.366			0.950			0.646				0.921	
Satd. Flow (perm)	689	1870	0	1787	1881	0	1215	1652	0	0	1544	0
Satd. Flow (RTOR)		3						53			81	
Lane Group Flow (vph)	134	1391	0	13	793	0	26	65	0	0	100	0
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	2 1			4			4	
Permitted Phases	2						4			4		
Total Split (s)	68.0	68.0		17.0			21.2	21.2		21.2	21.2	
Total Lost Time (s)	8.4	8.4		7.3			6.5	6.5			6.5	
Act Effct Green (s)	62.5	62.5		9.7	79.5		7.0	7.0			7.0	
Actuated g/C Ratio	0.62	0.62		0.10	0.78		0.07	0.07			0.07	
v/c Ratio	0.32	1.21		0.08	0.54		0.31	0.40			0.55	
Control Delay	12.5	124.0		42.6	6.0		52.8	23.2			25.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	12.5	124.0		42.6	6.0		52.8	23.2			25.8	
LOS	B	F		D	A		D	C			C	
Approach Delay		114.2			6.6			31.6			25.8	
Approach LOS		F			A			C			C	
Queue Length 50th (ft)	37	~1078		8	146		16	7			11	
Queue Length 95th (ft)	83	#1426		26	269		38	38			59	
Internal Link Dist (ft)		758			2040			46			1779	
Turn Bay Length (ft)	62			116								
Base Capacity (vph)	423	1152		171	1473		176	285			293	
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	0.32	1.21		0.08	0.54		0.15	0.23			0.34	

Intersection Summary	
Cycle Length: 106.2	
Actuated Cycle Length: 101.5	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 73.3	Intersection LOS: E
Intersection Capacity Utilization 103.0%	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: 1: Route 44 & Quarry Road

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1092	50	23	681	33	20
Satd. Flow (prot)	1870	0	0	1877	1732	0
Flt Permitted				0.453	0.970	
Satd. Flow (perm)	1870	0	0	852	1732	0
Satd. Flow (RTOR)	6				34	
Lane Group Flow (vph)	1431	0	0	873	90	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	6			2	4	
Permitted Phases			2			
Total Split (s)	50.0		50.0	50.0	24.5	
Total Lost Time (s)	5.3			5.3	4.5	
Act Effct Green (s)	53.2			53.2	7.5	
Actuated g/C Ratio	0.79			0.79	0.11	
v/c Ratio	0.96			1.29	0.40	
Control Delay	28.5			160.3	23.9	
Queue Delay	0.0			0.0	0.0	
Total Delay	28.5			160.3	23.9	
LOS	C			F	C	
Approach Delay	28.5			160.3	23.9	
Approach LOS	C			F	C	
Queue Length 50th (ft)	~491			~218	22	
Queue Length 95th (ft)	#881			#449	40	
Internal Link Dist (ft)	933			2086	630	
Turn Bay Length (ft)						
Base Capacity (vph)	1483			675	542	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.96			1.29	0.17	

Intersection Summary	
Cycle Length: 74.5	
Actuated Cycle Length: 67.1	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.29	
Intersection Signal Delay: 76.4	Intersection LOS: E
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.

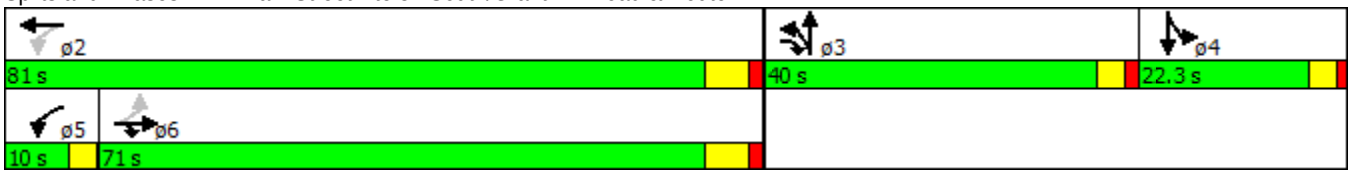
Splits and Phases: 2: South Road & Route 44

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	77	526	559	5	500	12	319	36	5	9	41	35
Satd. Flow (prot)	1787	1881	1599	1787	1876	0	0	1799	0	0	1767	0
Flt Permitted	0.132			0.123				0.958			0.995	
Satd. Flow (perm)	248	1881	1599	231	1876	0	0	1799	0	0	1767	0
Satd. Flow (RTOR)			686		1						20	
Lane Group Flow (vph)	94	645	686	7	704	0	0	524	0	0	133	0
Turn Type	Perm	NA	pt+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases		6	6 3	5	2		3	3		4	4	
Permitted Phases	6			2								
Total Split (s)	71.0	71.0		10.0	81.0		40.0	40.0		22.3	22.3	
Total Lost Time (s)	6.4	6.4		3.2	6.4			4.6			4.3	
Act Effct Green (s)	45.7	45.7	87.0	50.3	47.0			36.5			11.8	
Actuated g/C Ratio	0.41	0.41	0.78	0.45	0.42			0.33			0.11	
v/c Ratio	0.92	0.83	0.49	0.04	0.89			0.89			0.65	
Control Delay	105.6	39.7	1.6	16.2	43.0			56.6			58.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay	105.6	39.7	1.6	16.2	43.0			56.6			58.6	
LOS	F	D	A	B	D			E			E	
Approach Delay		25.7			42.7			56.6			58.6	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	59	385	0	3	441			345			76	
Queue Length 95th (ft)	#192	641	30	11	624			#674			138	
Internal Link Dist (ft)		13376			1820			3050			2735	
Turn Bay Length (ft)	100		150	100								
Base Capacity (vph)	148	1129	1401	202	1300			591			312	
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	0.64	0.57	0.49	0.03	0.54			0.89			0.43	

Intersection Summary	
Cycle Length: 143.3	
Actuated Cycle Length: 111.1	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 37.4	Intersection LOS: D
Intersection Capacity Utilization 94.0%	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.

Splits and Phases: 4: Main Street Rte 31 South/Grant Hill Road & Route 44



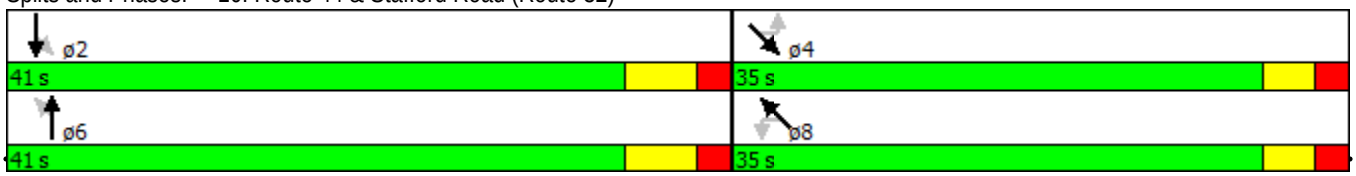
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	41	166	41	109	279	36	15	187	35	137	283	94
Satd. Flow (prot)	0	1825	0	0	1834	0	0	1838	0	0	1810	0
Flt Permitted		0.848			0.782			0.952			0.773	
Satd. Flow (perm)	0	1560	0	0	1453	0	0	1755	0	0	1418	0
Satd. Flow (RTOR)		17			8			14			18	
Lane Group Flow (vph)	0	350	0	0	575	0	0	316	0	0	671	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	41.0	41.0		41.0	41.0		35.0	35.0		35.0	35.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Act Effct Green (s)		31.0			31.0			30.2			30.2	
Actuated g/C Ratio		0.43			0.43			0.42			0.42	
v/c Ratio		0.52			0.92			0.43			1.11	
Control Delay		17.1			40.9			17.5			96.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.1			40.9			17.5			96.4	
LOS		B			D			B			F	
Approach Delay		17.1			40.9			17.5			96.4	
Approach LOS		B			D			B			F	
Queue Length 50th (ft)		103			228			102			~383	
Queue Length 95th (ft)		163			#425			170			#575	
Internal Link Dist (ft)		1745			768			824			974	
Turn Bay Length (ft)												
Base Capacity (vph)		769			712			741			603	
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		0.46			0.81			0.43			1.11	

Intersection Summary	
Cycle Length: 76	
Actuated Cycle Length: 72.2	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 52.2	Intersection LOS: D
Intersection Capacity Utilization 105.9%	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.

Splits and Phases: 10: Route 44 & Stafford Road (Route 32)



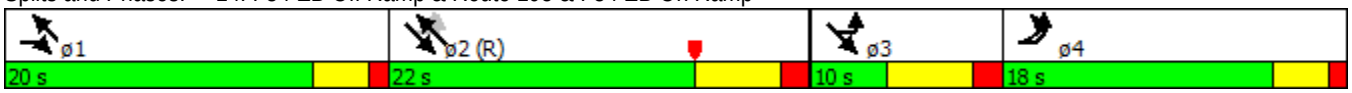
Lane Group	EBL2	EBL	EBR	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations											
Volume (vph)	350	0	700	0	0	90	410	0	0	750	120
Satd. Flow (prot)	0	1770	2787	0	0	1770	3539	0	0	3539	1583
Flt Permitted		0.950				0.308					
Satd. Flow (perm)	0	1770	2787	0	0	574	3539	0	0	3539	1583
Satd. Flow (RTOR)			867								173
Lane Group Flow (vph)	0	434	867	0	0	112	508	0	0	929	149
Turn Type	Prot	Prot	Prot			custom	NA			NA	custom
Protected Phases	4	4	1			3	2 3			2 1	
Permitted Phases						2					2
Total Split (s)	18.0	18.0	20.0			10.0					22.0
Total Lost Time (s)		4.0	4.0			6.1					6.1
Act Effct Green (s)		14.0	7.5			28.3	34.4			35.9	24.4
Actuated g/C Ratio		0.20	0.11			0.40	0.49			0.51	0.35
v/c Ratio		1.23	0.81			0.37	0.29			0.51	0.22
Control Delay		153.1	9.0			18.5	11.9			17.4	11.0
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0
Total Delay		153.1	9.0			18.5	11.9			17.4	11.0
LOS		F	A			B	B			B	B
Approach Delay		57.0					13.1			16.5	
Approach LOS		E					B			B	
Queue Length 50th (ft)		~236	0			23	58			188	25
Queue Length 95th (ft)		#399	48			62	116			261	75
Internal Link Dist (ft)		1118		846			560			517	
Turn Bay Length (ft)			375			95					140
Base Capacity (vph)		354	1305			299	1740			1815	664
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		1.23	0.66			0.37	0.29			0.51	0.22

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 61 (87%), Referenced to phase 2:NWSE and 6:, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 33.4	Intersection LOS: C
Intersection Capacity Utilization 64.9%	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.

Splits and Phases: 14: I-84 EB Off Ramp & Route 195 & I-84 EB On Ramp

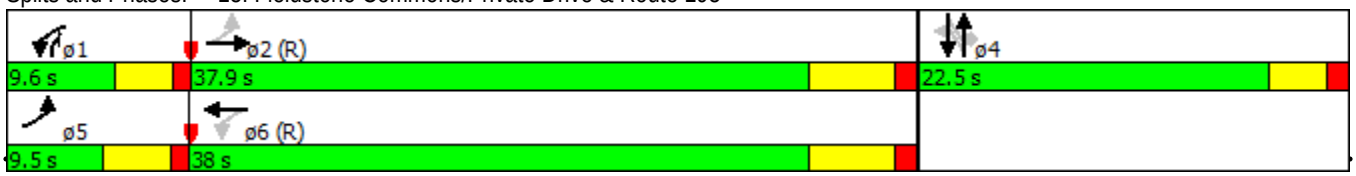


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	900	200	200	700	5	165	0	50	5	0	5
Satd. Flow (prot)	1770	3444	0	1770	3536	0	0	1770	1583	0	1694	0
Flt Permitted	0.325			0.109				0.750			0.871	
Satd. Flow (perm)	605	3444	0	203	3536	0	0	1397	1583	0	1512	0
Satd. Flow (RTOR)		50			1				42		112	
Lane Group Flow (vph)	12	1363	0	248	873	0	0	204	62	0	12	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			4	1		4	
Permitted Phases	2			6			4		4	4		
Total Split (s)	9.5	37.9		9.6	38.0		22.5	22.5	9.6	22.5	22.5	
Total Lost Time (s)	4.5	5.7		4.0	5.7			4.3	4.0		4.3	
Act Effct Green (s)	39.4	32.8		46.3	43.5			14.6	27.5		14.6	
Actuated g/C Ratio	0.56	0.47		0.66	0.62			0.21	0.39		0.21	
v/c Ratio	0.03	0.83		0.76	0.40			0.70	0.10		0.03	
Control Delay	6.3	24.7		32.3	16.9			38.3	6.9		0.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	6.3	24.7		32.3	16.9			38.3	6.9		0.1	
LOS	A	C		C	B			D	A		A	
Approach Delay		24.6			20.3			31.0			0.1	
Approach LOS		C			C			C			A	
Queue Length 50th (ft)	2	295		97	193			81	5		0	
Queue Length 95th (ft)	m4	#388		m#172	252			140	26		0	
Internal Link Dist (ft)		517			1483			849			314	
Turn Bay Length (ft)	130			430								
Base Capacity (vph)	429	1640		326	2196			363	647		476	
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	0.03	0.83		0.76	0.40			0.56	0.10		0.03	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 23.4 — Intersection LOS: C
Intersection Capacity Utilization 77.0% — 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: 15: Fieldstone Commons/Private Drive & Route 195



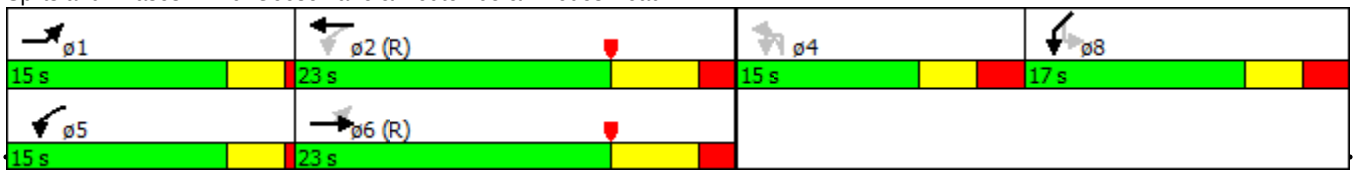
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	138	631	104	27	724	10	93	28	21	15	32	115
Satd. Flow (prot)	1787	3499	0	1787	3567	0	1737	0	0	0	1677	0
Flt Permitted	0.164			0.267			0.360				0.986	
Satd. Flow (perm)	309	3499	0	502	3567	0	646	0	0	0	1677	0
Satd. Flow (RTOR)		25			2		195				195	
Lane Group Flow (vph)	177	941	0	34	920	0	195	0	0	0	228	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm			Perm	Prot	
Protected Phases	1	6		5	2						8	
Permitted Phases	6			2			4			8		
Total Split (s)	15.0	23.0		15.0	23.0		15.0			17.0	17.0	
Total Lost Time (s)	3.5	6.5		3.5	6.5		5.5				5.5	
Act Effct Green (s)	39.3	32.7		33.4	25.2		9.2				7.0	
Actuated g/C Ratio	0.56	0.47		0.48	0.36		0.13				0.10	
v/c Ratio	0.53	0.57		0.10	0.72		0.77				0.66	
Control Delay	23.0	29.0		9.2	25.9		27.5				17.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0				0.0	
Total Delay	23.0	29.0		9.2	25.9		27.5				17.1	
LOS	C	C		A	C		C				B	
Approach Delay		28.1			25.3		27.5				17.1	
Approach LOS		C			C		C				B	
Queue Length 50th (ft)	78	230		6	165		0				14	
Queue Length 95th (ft)	m100	m#286		20	#350		#76				53	
Internal Link Dist (ft)		1483			178		1004				2263	
Turn Bay Length (ft)	468											
Base Capacity (vph)	416	1648		487	1285		256				438	
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	0.43	0.57		0.07	0.72		0.76				0.52	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 27 (39%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 26.0	Intersection LOS: C
Intersection Capacity Utilization 70.1%	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: 16: Goose Lane & Route 195 & Rhodes Road



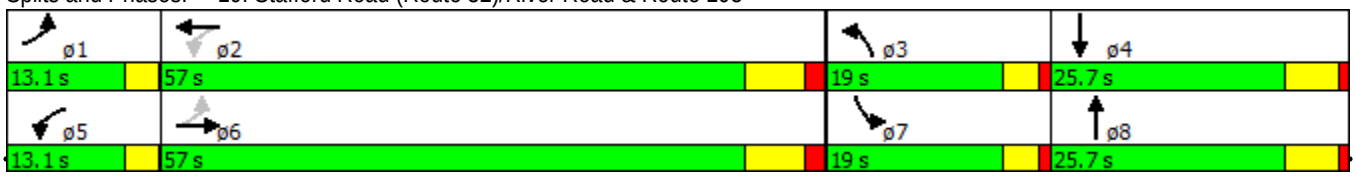
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	327	118	25	568	120	133	197	19	46	118	15
Satd. Flow (prot)	1770	1788	0	1770	1814	0	1770	1839	0	1770	1831	0
Flt Permitted	0.075			0.295			0.950			0.950		
Satd. Flow (perm)	140	1788	0	550	1814	0	1770	1839	0	1770	1831	0
Satd. Flow (RTOR)		20			12			4			5	
Lane Group Flow (vph)	90	604	0	33	895	0	175	285	0	58	168	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2								
Total Split (s)	13.1	57.0		13.1	57.0		19.0	25.7		19.0	25.7	
Total Lost Time (s)	3.1	7.0		3.1	7.0		4.0	5.7		4.0	5.7	
Act Effct Green (s)	61.1	53.2		58.5	50.6		13.2	21.2		7.9	13.7	
Actuated g/C Ratio	0.60	0.52		0.58	0.50		0.13	0.21		0.08	0.13	
v/c Ratio	0.49	0.64		0.09	0.99		0.76	0.74		0.42	0.67	
Control Delay	20.5	22.7		10.0	54.6		66.2	51.5		56.6	55.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.5	22.7		10.0	54.6		66.2	51.5		56.6	55.1	
LOS	C	C		B	D		E	D		E	E	
Approach Delay		22.4			53.0			57.1			55.5	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	23	289		8	~631		112	178		38	105	
Queue Length 95th (ft)	52	419		22	#867		#230	#311		83	180	
Internal Link Dist (ft)		1657			6128			3048			1433	
Turn Bay Length (ft)	60			100			180			110		
Base Capacity (vph)	247	945		454	908		264	390		264	368	
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	0.36	0.64		0.07	0.99		0.66	0.73		0.22	0.46	

Intersection Summary	
Cycle Length: 114.8	
Actuated Cycle Length: 101.7	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 44.9	Intersection LOS: D
Intersection Capacity Utilization 79.6%	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.

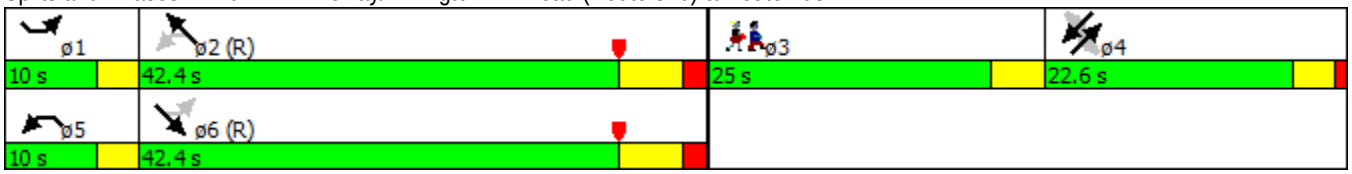
Splits and Phases: 19: Stafford Road (Route 32)/River Road & Route 195



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	21	336	3	7	694	188	5	3	7	84	7	10
Satd. Flow (prot)	1805	3606	0	1805	3494	0	0	1841	1615	0	1816	1615
Flt Permitted	0.218			0.510				0.842			0.734	
Satd. Flow (perm)	414	3606	0	969	3494	0	0	1600	1615	0	1395	1615
Satd. Flow (RTOR)		1			38				118			118
Lane Group Flow (vph)	25	412	0	8	1070	0	0	11	10	0	136	15
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4		4	4		4
Total Split (s)	10.0	42.4		10.0	42.4		22.6	22.6	22.6	22.6	22.6	22.6
Total Lost Time (s)	3.1	6.7		3.1	6.7			4.2	4.2		4.2	4.2
Act Effct Green (s)	74.0	69.2		73.0	67.4			13.3	13.3		13.3	13.3
Actuated g/C Ratio	0.74	0.69		0.73	0.67			0.13	0.13		0.13	0.13
v/c Ratio	0.07	0.17		0.01	0.45			0.05	0.03		0.74	0.05
Control Delay	7.8	8.8		2.0	8.2			35.6	0.1		63.7	0.3
Queue Delay	0.0	0.0		0.0	0.5			0.0	0.0		0.0	0.0
Total Delay	7.8	8.8		2.0	8.7			35.6	0.1		63.7	0.3
LOS	A	A		A	A			D	A		E	A
Approach Delay		8.8			8.7			18.7			57.4	
Approach LOS		A			A			B			E	
Queue Length 50th (ft)	3	31		1	125			6	0		84	0
Queue Length 95th (ft)	21	132		m1	135			18	0		109	0
Internal Link Dist (ft)		209			294			118			391	
Turn Bay Length (ft)	175			40					20			20
Base Capacity (vph)	403	2495		772	2368			294	393		256	393
Starvation Cap Reductn	0	0		0	794			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	0.06	0.17		0.01	0.68			0.04	0.03		0.53	0.04

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 6 (6%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 13.2	Intersection LOS: B
Intersection Capacity Utilization 50.1%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 20: DD Driveway/Willington Hill Road (Route 320) & Route 195



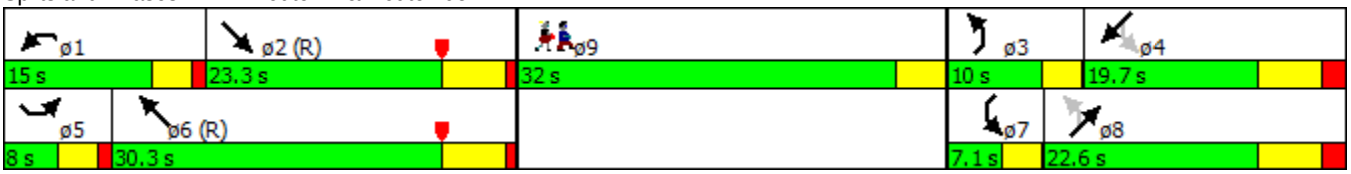
Lane Group	ø3
Lane Configurations	
Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	25.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	66	261	88	139	667	85	125	167	61	45	95	84
Satd. Flow (prot)	1787	3438	0	1787	3513	0	1787	1806	0	1787	1750	0
Flt Permitted	0.950			0.950			0.463			0.421		
Satd. Flow (perm)	1787	3438	0	1787	3513	0	871	1806	0	792	1750	0
Satd. Flow (RTOR)		40			13						36	
Lane Group Flow (vph)	81	428	0	173	936	0	191	348	0	58	232	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		
Total Split (s)	8.0	23.3		15.0	30.3		10.0	22.6		7.1	19.7	
Total Lost Time (s)	4.0	5.7		4.0	5.7		3.1	6.7		3.2	8.7	
Act Effct Green (s)	9.3	29.8		12.9	33.3		38.1	27.6		30.3	19.6	
Actuated g/C Ratio	0.09	0.30		0.13	0.33		0.38	0.28		0.30	0.20	
v/c Ratio	0.49	0.41		0.75	0.79		0.45	0.70		0.20	0.62	
Control Delay	58.9	28.5		63.4	36.9		27.6	43.7		24.8	41.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	58.9	28.5		63.4	36.9		27.6	43.7		24.8	41.5	
LOS	E	C		E	D		C	D		C	D	
Approach Delay		33.3			41.1			38.0			38.1	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	51	114		105	267		79	197		22	113	
Queue Length 95th (ft)	#161	176		#217	#440		144	#377		57	#264	
Internal Link Dist (ft)		294			240			3558			857	
Turn Bay Length (ft)	220			250			286			330		
Base Capacity (vph)	166	1051		235	1179		421	498		290	372	
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	0.49	0.41		0.74	0.79		0.45	0.70		0.20	0.62	

Intersection Summary		
Cycle Length: 100		
Actuated Cycle Length: 100		
Offset: 0 (0%), Referenced to phase 2:SET and 6:NWT, Start of Yellow, Master Intersection		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.79		
Intersection Signal Delay: 38.4	Intersection LOS: D	
Intersection Capacity Utilization 64.8%	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: 21: Route 44 & Route 195



Lane Group	ø9
Lane Configurations	
Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	32.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	485	0	0	741	90	56	8	1	7	0	0
Satd. Flow (prot)	0	1881	0	0	1853	0	0	1800	0	0	1787	0
Flt Permitted								0.743			0.758	
Satd. Flow (perm)	0	1881	0	0	1853	0	0	1395	0	0	1426	0
Satd. Flow (RTOR)					18			1				
Lane Group Flow (vph)	0	570	0	0	936	0	0	139	0	0	17	0
Turn Type		NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2						4			4		
Total Split (s)	51.0	51.0			51.0		18.0	18.0		18.0	18.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Act Effct Green (s)		41.1			41.1			9.0			9.0	
Actuated g/C Ratio		0.72			0.72			0.16			0.16	
v/c Ratio		0.42			0.70			0.64			0.08	
Control Delay		6.5			11.1			39.5			24.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.5			11.1			39.5			24.6	
LOS		A			B			D			C	
Approach Delay		6.5			11.1			39.5			24.6	
Approach LOS		A			B			D			C	
Queue Length 50th (ft)		88			200			48			5	
Queue Length 95th (ft)		163			390			55			11	
Internal Link Dist (ft)		4039			442			377			855	
Turn Bay Length (ft)												
Base Capacity (vph)		1470			1452			310			316	
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		0.39			0.64			0.45			0.05	

Intersection Summary	
Cycle Length: 69	
Actuated Cycle Length: 57.4	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 12.0	Intersection LOS: B
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

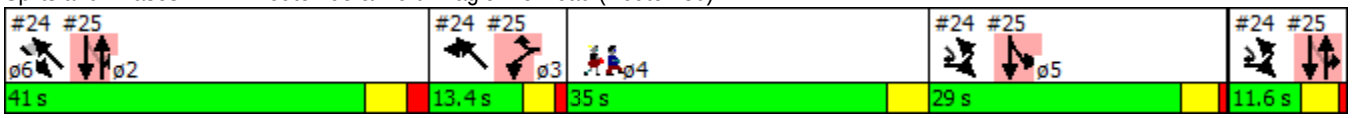
Splits and Phases: 22: UConn Lot Exit/Moulton Rd & Route 195

Lane Group	EBL	EBR	SET	SER	NWL	NWT	ø4	ø5	ø6
Lane Configurations									
Volume (vph)	357	185	341	223	135	502			
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863			
Flt Permitted	0.950				0.186				
Satd. Flow (perm)	1770	1583	1863	1583	346	1863			
Satd. Flow (RTOR)		218		250					
Lane Group Flow (vph)	477	247	415	271	159	590			
Turn Type	Prot	custom	NA	pt+ov	D.P+P	NA			
Protected Phases	5 6	5 6	2	2 5 6	3	2 3	4	5	6
Permitted Phases					2				
Total Split (s)			41.0		13.4		35.0	29.0	11.6
Total Lost Time (s)			6.2		4.3				
Act Effct Green (s)	36.0	36.0	34.8	75.4	45.8	48.2			
Actuated g/C Ratio	0.28	0.28	0.27	0.58	0.35	0.37			
v/c Ratio	0.97	0.41	0.83	0.26	0.72	0.86			
Control Delay	81.3	9.1	60.5	2.6	30.0	19.4			
Queue Delay	0.0	0.0	0.0	0.0	0.0	13.6			
Total Delay	81.3	9.1	60.5	2.6	30.0	33.0			
LOS	F	A	E	A	C	C			
Approach Delay	56.7		37.6			32.4			
Approach LOS	E		D			C			
Queue Length 50th (ft)	399	18	331	7	48	124			
Queue Length 95th (ft)	#504	57	#474	42	m69	m274			
Internal Link Dist (ft)	1706		2513			292			
Turn Bay Length (ft)	110			120					
Base Capacity (vph)	490	596	498	1023	221	690			
Starvation Cap Reductn	0	0	0	0	0	94			
Spillback Cap Reductn	0	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.97	0.41	0.83	0.26	0.72	0.99			

Intersection Summary		
Cycle Length: 130		
Actuated Cycle Length: 130		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.97		
Intersection Signal Delay: 42.2	Intersection LOS: D	
Intersection Capacity Utilization 61.0%	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: 24: Route 195 & North Eagleville Road (Route 430)

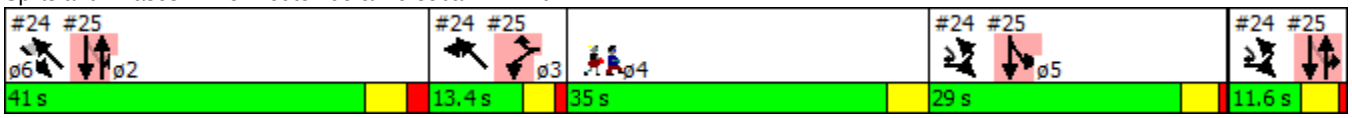


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	66	71	530	28	60	463			
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863			
Flt Permitted	0.950				0.439				
Satd. Flow (perm)	1770	1583	1863	1583	818	1863			
Satd. Flow (RTOR)		100		21					
Lane Group Flow (vph)	93	100	597	32	72	557			
Turn Type	Prot	Prot	NA	Prot	D.P+P	NA			
Protected Phases	3	3	2 6	2 6	5	2 5 6	2	4	6
Permitted Phases					2 6				
Total Split (s)	13.4	13.4			29.0		41.0	35.0	11.6
Total Lost Time (s)	4.3	4.3			4.6				
Act Effct Green (s)	9.1	9.1	46.4	46.4	72.4	75.4			
Actuated g/C Ratio	0.07	0.07	0.36	0.36	0.56	0.58			
v/c Ratio	0.76	0.49	0.90	0.06	0.11	0.52			
Control Delay	94.4	19.4	57.6	14.6	7.7	10.7			
Queue Delay	0.0	0.0	5.3	0.0	0.0	0.7			
Total Delay	94.4	19.5	62.9	14.6	7.7	11.4			
LOS	F	B	E	B	A	B			
Approach Delay	55.5		60.4			11.0			
Approach LOS	E		E			B			
Queue Length 50th (ft)	78	0	474	6	10	100			
Queue Length 95th (ft)	#126	34	#692	29	m20	m159			
Internal Link Dist (ft)	76		2058			292			
Turn Bay Length (ft)				200	200				
Base Capacity (vph)	123	203	664	578	634	1080			
Starvation Cap Reductn	0	0	0	0	0	236			
Spillback Cap Reductn	0	1	39	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.76	0.50	0.96	0.06	0.11	0.66			

Intersection Summary			
Cycle Length: 130			
Actuated Cycle Length: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 38.4		Intersection LOS: D	
Intersection Capacity Utilization 55.8%		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: 25: Route 195 & Horsebarn Hill Rd



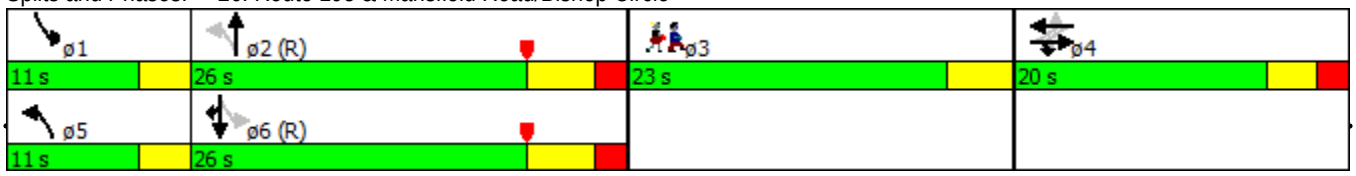
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	151	6	31	18	8	26	122	444	2	42	426	75
Satd. Flow (prot)	0	1777	1583	0	1707	0	1770	1861	0	1770	1863	1583
Flt Permitted		0.747			0.851		0.193			0.273		
Satd. Flow (perm)	0	1391	1583	0	1477	0	360	1861	0	509	1863	1583
Satd. Flow (RTOR)			138		30							124
Lane Group Flow (vph)	0	183	36	0	60	0	142	518	0	49	495	87
Turn Type	Perm	NA	Prot	Perm	NA		pm+pt	NA		pm+pt	NA	Prot
Protected Phases		4	4		4		5	2		1	6	6
Permitted Phases	4			4			2			6		
Total Split (s)	20.0	20.0	20.0	20.0	20.0		11.0	26.0		11.0	26.0	26.0
Total Lost Time (s)		5.0	5.0		5.0		3.1	6.0		3.1	6.0	6.0
Act Effct Green (s)		13.5	13.5		13.5		39.2	31.6		35.5	27.0	27.0
Actuated g/C Ratio		0.17	0.17		0.17		0.49	0.40		0.44	0.34	0.34
v/c Ratio		0.78	0.09		0.22		0.47	0.70		0.16	0.79	0.14
Control Delay		55.3	0.5		18.8		19.2	33.4		15.0	40.5	2.8
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		55.3	0.5		18.8		19.2	33.4		15.0	40.5	2.8
LOS		E	A		B		B	C		B	D	A
Approach Delay		46.3			18.8			30.3			33.3	
Approach LOS		D			B			C			C	
Queue Length 50th (ft)		86	0		13		43	256		14	~277	0
Queue Length 95th (ft)		#178	0		44		80	#474		34	#459	18
Internal Link Dist (ft)		723			268			307			2058	
Turn Bay Length (ft)			250				130			150		150
Base Capacity (vph)		260	408		301		315	735		364	627	615
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		0.70	0.09		0.20		0.45	0.70		0.13	0.79	0.14

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 29 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 33.3	Intersection LOS: C
Intersection Capacity Utilization 59.7%	ICU Level of Service B
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: 26: Route 195 & Mansfield Road/Bishop Circle



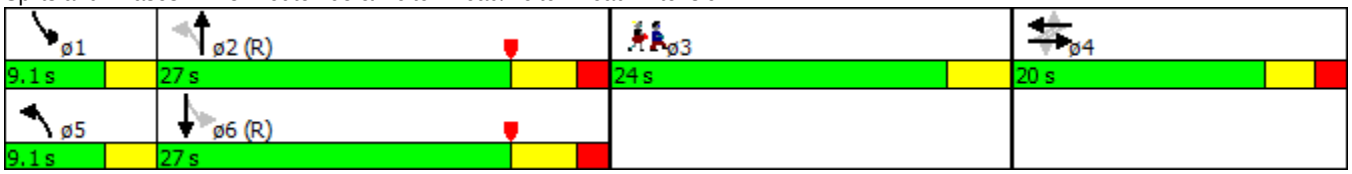
Lane Group	ø3
Lane Configurations	
Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	23.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	35	111	39	33	24	99	379	36	34	384	27
Satd. Flow (prot)	1770	1650	0	1770	1744	0	1770	1839	0	1770	1844	0
Flt Permitted	0.714			0.465			0.336			0.390		
Satd. Flow (perm)	1330	1650	0	866	1744	0	626	1839	0	726	1844	0
Satd. Flow (RTOR)		129			28			6			4	
Lane Group Flow (vph)	30	170	0	45	66	0	115	483	0	40	478	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4			2			6		
Total Split (s)	20.0	20.0		20.0	20.0		9.1	27.0		9.1	27.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		3.1	6.0		3.1	6.0	
Act Effct Green (s)	8.6	8.6		8.6	8.6		48.2	41.0		45.3	38.2	
Actuated g/C Ratio	0.11	0.11		0.11	0.11		0.60	0.51		0.57	0.48	
v/c Ratio	0.21	0.58		0.48	0.31		0.25	0.51		0.08	0.54	
Control Delay	35.0	18.9		50.4	24.8		11.8	22.1		11.5	24.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.0	18.9		50.4	24.8		11.8	22.1		11.5	24.6	
LOS	C	B		D	C		B	C		B	C	
Approach Delay		21.3			35.2			20.1			23.6	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	14	20		22	18		29	199		10	203	
Queue Length 95th (ft)	37	73		52	51		64	#408		28	#430	
Internal Link Dist (ft)		1329			96			1291			121	
Turn Bay Length (ft)							120					
Base Capacity (vph)	249	413		162	349		473	944		494	882	
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	0.41		0.28	0.19		0.24	0.51		0.08	0.54	

Intersection Summary	
Cycle Length: 80.1	
Actuated Cycle Length: 80.1	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow, Master Intersection	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 22.7	Intersection LOS: C
Intersection Capacity Utilization 61.0%	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.	

Splits and Phases: 28: Route 195 & Bolton Road/Bolton Road Extension



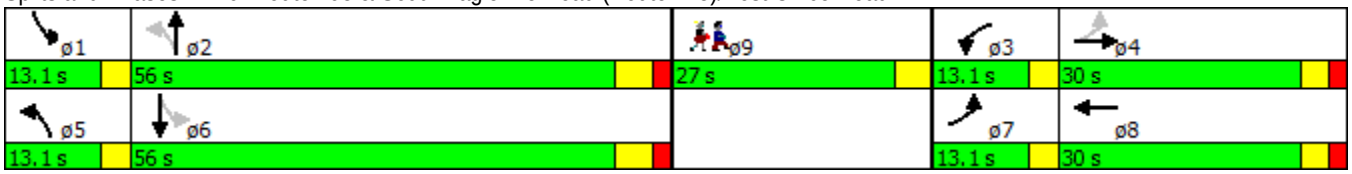
Lane Group	ø3
Lane Configurations	
Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	24.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	154	30	233	66	70	22	117	297	24	35	457	176
Satd. Flow (prot)	1770	1615	0	1770	1796	0	1770	1842	0	1770	3391	0
Flt Permitted	0.542			0.950			0.198			0.456		
Satd. Flow (perm)	1010	1615	0	1770	1796	0	369	1842	0	849	3391	0
Satd. Flow (RTOR)		243			10			3			45	
Lane Group Flow (vph)	214	366	0	89	124	0	143	391	0	40	728	0
Turn Type	pm+pt	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4						2			6		
Total Split (s)	13.1	30.0		13.1	30.0		13.1	56.0		13.1	56.0	
Total Lost Time (s)	3.1	5.0		3.1	5.0		3.1	6.0		3.2	6.0	
Act Effct Green (s)	27.7	17.6		8.7	13.3		39.7	31.8		33.3	24.0	
Actuated g/C Ratio	0.33	0.21		0.10	0.16		0.47	0.38		0.40	0.29	
v/c Ratio	0.50	0.69		0.48	0.42		0.44	0.56		0.10	0.73	
Control Delay	30.8	21.5		53.8	38.8		21.8	30.0		18.6	32.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.8	21.5		53.8	38.8		21.8	30.0		18.6	32.6	
LOS	C	C		D	D		C	C		B	C	
Approach Delay		24.9			45.1			27.8			31.8	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	69	51		38	47		30	135		8	138	
Queue Length 95th (ft)	197	190		#142	139		119	392		42	335	
Internal Link Dist (ft)		1569			268			85			1291	
Turn Bay Length (ft)	350			150						390		
Base Capacity (vph)	437	705		238	612		363	1243		506	2302	
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	0.49	0.52		0.37	0.20		0.39	0.31		0.08	0.32	

Intersection Summary	
Cycle Length: 139.2	
Actuated Cycle Length: 83.8	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 30.2	Intersection LOS: C
Intersection Capacity Utilization 66.7%	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: 29: Route 195 & South Eagleville Road (Route 275)/Post Office Road



Lane Group	ø9
Lane Configurations	
Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	27.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

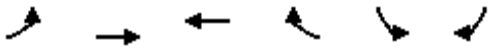
Intersection Summary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	46	73	495	50	133	650
Satd. Flow (prot)	1692	0	1859	0	0	1866
Flt Permitted	0.981					0.634
Satd. Flow (perm)	1692	0	1859	0	0	1193
Satd. Flow (RTOR)	84		8			
Lane Group Flow (vph)	155	0	700	0	0	975
Turn Type	Prot		NA		D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases					2	
Total Split (s)	29.0		50.3		13.5	
Total Lost Time (s)	4.0		5.3			
Act Effct Green (s)	7.7		45.1			56.9
Actuated g/C Ratio	0.10		0.60			0.75
v/c Ratio	0.62		0.63			0.99
Control Delay	27.7		13.5			36.3
Queue Delay	0.0		0.0			0.0
Total Delay	27.7		13.5			36.3
LOS	C		B			D
Approach Delay	27.7		13.5			36.3
Approach LOS	C		B			D
Queue Length 50th (ft)	32		185			124
Queue Length 95th (ft)	87		344			#621
Internal Link Dist (ft)	1934		326			6556
Turn Bay Length (ft)						
Base Capacity (vph)	616		1111			986
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.25		0.63			0.99

Intersection Summary	
Cycle Length: 92.8	
Actuated Cycle Length: 75.6	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 26.9	Intersection LOS: C
Intersection Capacity Utilization 102.0%	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.

Splits and Phases: 30: Route 195 & Bassetts Bridge Road



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	100	1001	659	13	5	38
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.95	0.95	0.77	0.77
Hourly flow rate (vph)	123	1228	825	16	8	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	842				2307	834
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	842				2307	834
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	85				78	84
cM capacity (veh/h)	798				36	370

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	1351	842	66
Volume Left	123	0	8
Volume Right	0	16	59
cSH	798	1700	178
Volume to Capacity	0.15	0.50	0.37
Queue Length 95th (ft)	14	0	40
Control Delay (s)	6.1	0.0	36.9
Lane LOS	A		E
Approach Delay (s)	6.1	0.0	36.9
Approach LOS			E

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	124.8%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	393	2	3	493	20	2	41	2	12	33	25
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.75	0.75	0.75	0.83	0.83	0.83
Hourly flow rate (vph)	96	540	3	4	678	28	3	66	3	17	48	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	705			543			1495	1448	542	1470	1436	692
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	705			543			1495	1448	542	1470	1436	692
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	89			100			95	44	99	67	60	92
cM capacity (veh/h)	897			1031			59	117	543	54	119	446

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	639	710	73	102
Volume Left	96	4	3	17
Volume Right	3	28	3	36
cSH	897	1031	116	126
Volume to Capacity	0.11	0.00	0.62	0.81
Queue Length 95th (ft)	9	0	79	122
Control Delay (s)	2.7	0.1	77.4	101.6
Lane LOS	A	A	F	F
Approach Delay (s)	2.7	0.1	77.4	101.6
Approach LOS			F	F

Intersection Summary			
Average Delay	11.7		
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	395	11	0	495	2	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.83	0.83	0.81	0.81
Hourly flow rate (vph)	508	14	0	722	3	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			523		1237	516
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			523		1237	516
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	97
cM capacity (veh/h)			1049		195	561

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	523	722	19
Volume Left	0	0	3
Volume Right	14	0	16
cSH	1700	1049	436
Volume to Capacity	0.31	0.00	0.04
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.0	0.0	13.7
Lane LOS			B
Approach Delay (s)	0.0	0.0	13.7
Approach LOS			B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (veh/h)	391	0	23	496	1	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.88	0.88	0.60	0.60
Hourly flow rate (vph)	498	0	32	682	2	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			498		1243	498
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			498		1243	498
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		99	96
cM capacity (veh/h)			1076		189	576

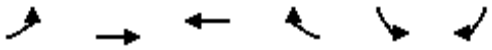
Direction, Lane #	EB 1	WB 1	NE 1
Volume Total	498	714	24
Volume Left	0	32	2
Volume Right	0	0	22
cSH	1700	1076	492
Volume to Capacity	0.29	0.03	0.05
Queue Length 95th (ft)	0	2	4
Control Delay (s)	0.0	0.8	12.7
Lane LOS		A	B
Approach Delay (s)	0.0	0.8	12.7
Approach LOS			B

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	363	38	50	491	14	36
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.91	0.91	0.66	0.66
Hourly flow rate (vph)	448	47	66	653	26	66
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			495		1257	472
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			495		1257	472
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		86	89
cM capacity (veh/h)			1074		178	594

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	495	719	92
Volume Left	0	66	26
Volume Right	47	0	66
cSH	1700	1074	359
Volume to Capacity	0.29	0.06	0.26
Queue Length 95th (ft)	0	5	25
Control Delay (s)	0.0	1.6	18.4
Lane LOS		A	C
Approach Delay (s)	0.0	1.6	18.4
Approach LOS			C

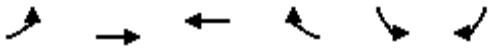
Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	23	382	534	2	6	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.47	0.47
Hourly flow rate (vph)	29	487	718	3	15	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	721				1264	719
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	721				1264	719
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				92	92
cM capacity (veh/h)	890				183	432

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	516	721	49
Volume Left	29	0	15
Volume Right	0	3	33
cSH	890	1700	302
Volume to Capacity	0.03	0.42	0.16
Queue Length 95th (ft)	3	0	14
Control Delay (s)	0.9	0.0	19.2
Lane LOS	A		C
Approach Delay (s)	0.9	0.0	19.2
Approach LOS			C

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	8	248	279	97	31	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.92	0.92	0.79	0.79
Hourly flow rate (vph)	12	365	370	129	48	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	370				822	434
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	370				822	434
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				86	99
cM capacity (veh/h)	1200				343	626

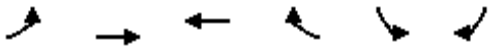
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	376	499	57
Volume Left	12	0	48
Volume Right	0	129	9
cSH	1200	1700	370
Volume to Capacity	0.01	0.29	0.15
Queue Length 95th (ft)	1	0	14
Control Delay (s)	0.3	0.0	16.5
Lane LOS	A		C
Approach Delay (s)	0.3	0.0	16.5
Approach LOS			C

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	35.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	170	4	231	49	3	201
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.73	0.73	0.92	0.92
Hourly flow rate (vph)	277	7	386	82	4	267
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	702	427			468	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	702	427			468	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	32	99			100	
cM capacity (veh/h)	405	630			1099	

Direction, Lane #	NW 1	NE 1	SW 1
Volume Total	283	468	271
Volume Left	277	0	4
Volume Right	7	82	0
cSH	408	1700	1099
Volume to Capacity	0.69	0.28	0.00
Queue Length 95th (ft)	128	0	0
Control Delay (s)	31.5	0.0	0.2
Lane LOS	D		A
Approach Delay (s)	31.5	0.0	0.2
Approach LOS	D		

Intersection Summary			
Average Delay	8.8		
Intersection Capacity Utilization	36.9%	ICU Level of Service	A
Analysis Period (min)	15		



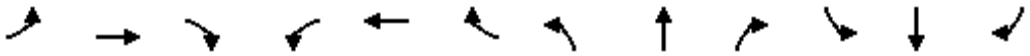
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	34	241	216	10	7	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.91	0.91	0.56	0.56
Hourly flow rate (vph)	58	408	290	13	15	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	303				820	296
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	303				820	296
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				95	96
cM capacity (veh/h)	1264				330	745

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	466	303	44
Volume Left	58	0	15
Volume Right	0	13	28
cSH	1264	1700	518
Volume to Capacity	0.05	0.18	0.08
Queue Length 95th (ft)	4	0	7
Control Delay (s)	1.4	0.0	12.6
Lane LOS	A		B
Approach Delay (s)	1.4	0.0	12.6
Approach LOS			B

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection has too many legs for HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	13	47	7	1	26	54	867	3	9	542	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.91	0.91	0.91	0.90	0.90	0.90
Hourly flow rate (vph)	8	20	71	11	2	39	63	1019	4	11	644	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											522	
pX, platoon unblocked	0.84	0.84	0.84	0.84	0.84		0.84					
vC, conflicting volume	1859	1821	650	1900	1825	1021	655			1023		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1926	1880	493	1974	1885	1021	499			1023		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	78	65	85	54	97	86	93			98		
cM capacity (veh/h)	34	55	488	23	55	288	903			682		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	98	51	1086	666
Volume Left	8	11	63	11
Volume Right	71	39	4	11
cSH	136	82	903	682
Volume to Capacity	0.72	0.62	0.07	0.02
Queue Length 95th (ft)	104	71	6	1
Control Delay (s)	80.9	103.0	2.1	0.4
Lane LOS	F	F	A	A
Approach Delay (s)	80.9	103.0	2.1	0.4
Approach LOS	F	F		

Intersection Summary				
Average Delay	8.3			
Intersection Capacity Utilization	92.8%	ICU Level of Service	F	
Analysis Period (min)	15			

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	420	16	46	445	0	114
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	488	19	54	518	0	133
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	201			387		
pX, platoon unblocked			0.82		0.85	0.82
vC, conflicting volume			507		1122	498
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			283		571	272
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		100	79
cM capacity (veh/h)			1044		390	626

Direction, Lane #	NB 1	SB 1	SB 2	SW 1
Volume Total	507	54	518	133
Volume Left	0	54	0	0
Volume Right	19	0	0	133
cSH	1700	1044	1700	626
Volume to Capacity	0.30	0.05	0.30	0.21
Queue Length 95th (ft)	0	4	0	20
Control Delay (s)	0.0	8.6	0.0	12.3
Lane LOS		A		B
Approach Delay (s)	0.0	0.8		12.3
Approach LOS				B

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	92	710	73	5	1540	6	3	3	5	18	2	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	62		0	116		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	1855	0	1787	1879	0	1787	1712	0	0	1643	0
Flt Permitted	0.067			0.950			0.272				0.973	
Satd. Flow (perm)	126	1855	0	1787	1879	0	512	1712	0	0	1605	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			1			6			54	
Link Speed (mph)		30			45			30			30	
Link Distance (ft)		704			2120			125			1859	
Travel Time (s)		16.0			32.1			2.8			42.3	
Lane Group Flow (vph)	98	833	0	5	1628	0	4	10	0	0	256	0
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	2 1			4			4	
Permitted Phases	2						4			4		
Total Split (s)	68.0	68.0		17.0			21.2	21.2		21.2	21.2	
Total Lost Time (s)	8.4	8.4		7.3			6.5	6.5			6.5	
Act Effct Green (s)	59.6	59.6		9.7	76.6		14.7	14.7			14.7	
Actuated g/C Ratio	0.56	0.56		0.09	0.72		0.14	0.14			0.14	
v/c Ratio	1.40	0.80		0.03	1.20		0.06	0.04			0.96	
Control Delay	272.0	25.5		44.6	116.6		42.0	29.0			81.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	272.0	25.5		44.6	116.6		42.0	29.0			81.7	
LOS	F	C		D	F		D	C			F	
Approach Delay		51.5			116.4			32.7			81.7	
Approach LOS		D			F			C			F	
Queue Length 50th (ft)	~89	422		3	~1357		2	2			140	
Queue Length 95th (ft)	#151	604		15	#1625		11	16			#289	
Internal Link Dist (ft)		624			2040			45			1779	
Turn Bay Length (ft)	62			116								
Base Capacity (vph)	70	1044		163	1355		70	242			268	
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	1.40	0.80		0.03	1.20		0.06	0.04			0.96	

Intersection Summary			
Area Type:	Other		
Cycle Length: 106.2			
Actuated Cycle Length: 106.2			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.40			
Intersection Signal Delay: 91.5		Intersection LOS: F	
Intersection Capacity Utilization 114.3%		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.

Splits and Phases: 1: Route 44 & Quarry Road

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	711	12	29	1547	56	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1859	0	0	1861	1747	0
Flt Permitted				0.979	0.960	
Satd. Flow (perm)	1859	0	0	1824	1747	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				13	
Link Speed (mph)	40			40	30	
Link Distance (ft)	1013			2166	710	
Travel Time (s)	17.3			36.9	16.1	
Lane Group Flow (vph)	786	0	0	1732	114	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	6			2	4	
Permitted Phases			2			
Total Split (s)	50.0		50.0	50.0	24.5	
Total Lost Time (s)	5.3			5.3	4.5	
Act Effct Green (s)	51.6			51.6	8.4	
Actuated g/C Ratio	0.78			0.78	0.13	
v/c Ratio	0.54			1.22	0.49	
Control Delay	6.1			123.1	30.7	
Queue Delay	0.0			0.0	0.0	
Total Delay	6.1			123.1	30.7	
LOS	A			F	C	
Approach Delay	6.1			123.1	30.7	
Approach LOS	A			F	C	
Queue Length 50th (ft)	108			~885	37	
Queue Length 95th (ft)	232			#1196	48	
Internal Link Dist (ft)	933			2086	630	
Turn Bay Length (ft)						
Base Capacity (vph)	1444			1416	537	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.54			1.22	0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 74.5			
Actuated Cycle Length: 66.4			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay: 84.2		Intersection LOS: F	
Intersection Capacity Utilization 118.7%		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: 2: South Road & Route 44

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	583	318	9	649	5	628	32	3	17	77	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		150	100		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	1583	1770	1861	0	0	1777	0	0	1716	0
Flt Permitted	0.090			0.161				0.955			0.996	
Satd. Flow (perm)	168	1863	1583	300	1861	0	0	1777	0	0	1716	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			342								45	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		13456			1900			3130			2815	
Travel Time (s)		203.9			28.8			71.1			64.0	
Lane Group Flow (vph)	24	627	342	10	752	0	0	770	0	0	227	0
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	1	6	6 3	5	2		3	3		4	4	
Permitted Phases	6			2								
Total Split (s)	13.1	46.4		13.1	46.4		36.6	36.6		19.3	19.3	
Total Lost Time (s)	3.1	6.4		3.2	6.4			4.6			4.3	
Act Effct Green (s)	49.0	44.3	81.0	46.2	40.1			32.1			14.0	
Actuated g/C Ratio	0.46	0.41	0.75	0.43	0.37			0.30			0.13	
v/c Ratio	0.14	0.82	0.27	0.05	1.08			1.45			0.86	
Control Delay	17.7	38.6	1.1	16.3	91.9			243.1			67.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay	17.7	38.6	1.1	16.3	91.9			243.1			67.4	
LOS	B	D	A	B	F			F			E	
Approach Delay		25.2			90.9			243.1			67.4	
Approach LOS		C			F			F			E	
Queue Length 50th (ft)	9	370	0	4	~627			~771			130	
Queue Length 95th (ft)	24	#642	25	13	#827			#957			#268	
Internal Link Dist (ft)		13376			1820			3050			2735	
Turn Bay Length (ft)	100		150	100								
Base Capacity (vph)	226	768	1278	273	696			531			279	
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	0.11	0.82	0.27	0.04	1.08			1.45			0.81	

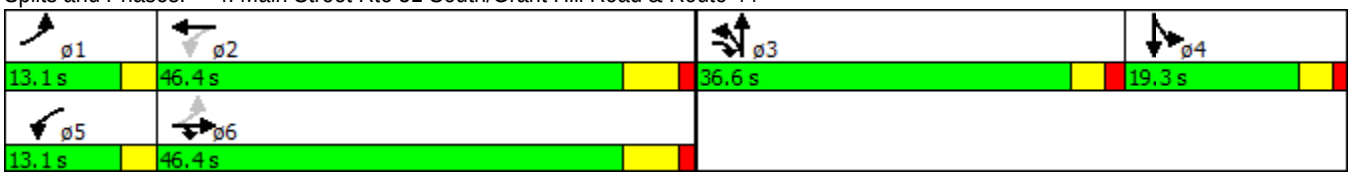
Intersection Summary			
Area Type:	Other		
Cycle Length: 115.4			
Actuated Cycle Length: 107.3			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.45			
Intersection Signal Delay: 107.9		Intersection LOS: F	
Intersection Capacity Utilization 96.0%		ICU Level of Service F	

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: 4: Main Street Rte 31 South/Grant Hill Road & Route 44



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	37	556	207	104	314	14	64	307	29	119	160	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		20
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1812	0	0	1851	0	0	1847	0	0	1792	0
Flt Permitted		0.961			0.567			0.871			0.641	
Satd. Flow (perm)	0	1745	0	0	1062	0	0	1622	0	0	1167	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			3			6			24	
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1825			848			904			1054	
Travel Time (s)		41.5			16.5			20.5			24.0	
Lane Group Flow (vph)	0	931	0	0	481	0	0	444	0	0	410	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	41.0	41.0		41.0	41.0		35.0	35.0		35.0	35.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Act Effct Green (s)		35.2			35.2			26.5			26.5	
Actuated g/C Ratio		0.48			0.48			0.36			0.36	
v/c Ratio		1.08			0.93			0.75			0.93	
Control Delay		77.8			48.6			28.5			51.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		77.8			48.6			28.5			51.5	
LOS		E			D			C			D	
Approach Delay		77.8			48.6			28.5			51.5	
Approach LOS		E			D			C			D	
Queue Length 50th (ft)		~515			212			168			164	
Queue Length 95th (ft)		#686			#415			273			#327	
Internal Link Dist (ft)		1745			768			824			974	
Turn Bay Length (ft)												
Base Capacity (vph)		860			515			675			497	
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		1.08			0.93			0.66			0.82	

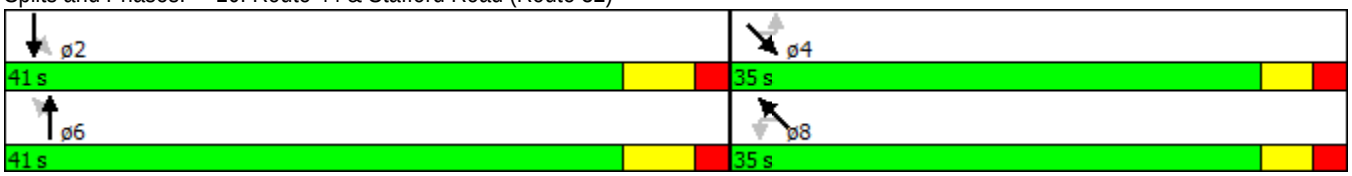
Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 72.7			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 57.2		Intersection LOS: E	
Intersection Capacity Utilization 106.8%		ICU Level of Service G	

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.

Splits and Phases: 10: Route 44 & Stafford Road (Route 32)



Lane Group	EBL2	EBL	EBR	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations											
Volume (vph)	240	0	552	0	0	22	424	0	0	703	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%		0%			0%			0%	
Storage Length (ft)		0	375	0	0	95		0	0		140
Storage Lanes		1	2	0	0	1		0	0		1
Taper Length (ft)		25		25		25			25		
Satd. Flow (prot)	0	1770	2787	0	0	1770	3539	0	0	3539	1583
Flt Permitted		0.950				0.362					
Satd. Flow (perm)	0	1770	2787	0	0	674	3539	0	0	3539	1583
Right Turn on Red			Yes					Yes			Yes
Satd. Flow (RTOR)			600								173
Link Speed (mph)		30		30			35			30	
Link Distance (ft)		1198		926			640			597	
Travel Time (s)		27.2		21.0			12.5			13.6	
Lane Group Flow (vph)	0	261	600	0	0	24	461	0	0	764	116
Turn Type	Prot	Prot	Prot			custom	NA			NA	custom
Protected Phases	4	4	1			3	2 3			2 1	
Permitted Phases						2					2
Total Split (s)	18.0	18.0	20.0			10.0					22.0
Total Lost Time (s)		4.0	4.0			6.1					6.1
Act Effct Green (s)		12.7	6.6			30.5	36.6			37.2	26.6
Actuated g/C Ratio		0.18	0.09			0.44	0.52			0.53	0.38
v/c Ratio		0.82	0.74			0.07	0.25			0.41	0.16
Control Delay		48.8	9.2			11.1	10.4			12.9	7.1
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0
Total Delay		48.8	9.2			11.1	10.4			12.9	7.1
LOS		D	A			B	B			B	A
Approach Delay		21.2					10.4			12.1	
Approach LOS		C					B			B	
Queue Length 50th (ft)		106	0			5	52			63	1
Queue Length 95th (ft)		#211	44			18	95			226	43
Internal Link Dist (ft)		1118		846			560			517	
Turn Bay Length (ft)			375			95					140
Base Capacity (vph)		354	1099			354	1852			1882	709
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	0.55			0.07	0.25			0.41	0.16

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 61 (87%), Referenced to phase 2:NWSE, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 15.2	Intersection LOS: B

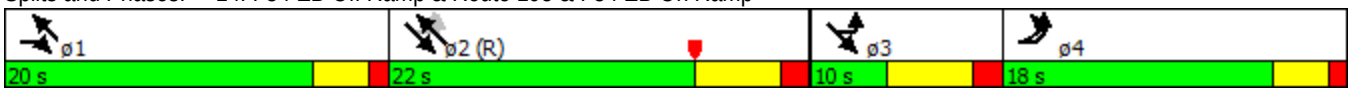
Intersection Capacity Utilization 41.9% ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 14: I-84 EB Off Ramp & Route 195 & I-84 EB On Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	670	40	60	620	0	20	0	70	5	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	430		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3511	0	1770	3539	0	0	1770	1583	0	1770	0
Flt Permitted	0.395			0.331								
Satd. Flow (perm)	736	3511	0	617	3539	0	0	1863	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11							76			
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		597			1563			929			394	
Travel Time (s)		11.6			35.5			21.1			9.0	
Lane Group Flow (vph)	1	771	0	65	674	0	0	22	76	0	5	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			4	1		4	
Permitted Phases	2			6			4		4	4		
Total Split (s)	9.5	37.9		9.6	38.0		22.5	22.5	9.6	22.5	22.5	
Total Lost Time (s)	4.5	5.7		4.0	5.7			4.3	4.0		4.3	
Act Effct Green (s)	56.9	52.5		60.5	60.8			6.9	10.9		6.9	
Actuated g/C Ratio	0.81	0.75		0.86	0.87			0.10	0.16		0.10	
v/c Ratio	0.00	0.29		0.10	0.22			0.12	0.25		0.03	
Control Delay	1.0	3.7		1.0	2.0			29.7	7.5		28.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	1.0	3.7		1.0	2.0			29.7	7.5		28.0	
LOS	A	A		A	A			C	A		C	
Approach Delay		3.7			2.0			12.5			28.0	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)	0	16		0	0			9	0		2	
Queue Length 95th (ft)	m0	93		m2	125			28	28		11	
Internal Link Dist (ft)		517			1483			849			314	
Turn Bay Length (ft)	130			430								
Base Capacity (vph)	679	2634		631	3074			484	311		484	
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	0.00	0.29		0.10	0.22			0.05	0.24		0.01	

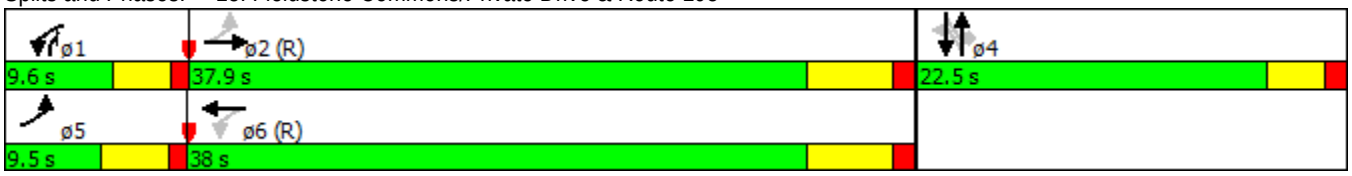
Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.29			
Intersection Signal Delay: 3.5		Intersection LOS: A	

Intersection Capacity Utilization 40.8% ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Fieldstone Commons/Private Drive & Route 195

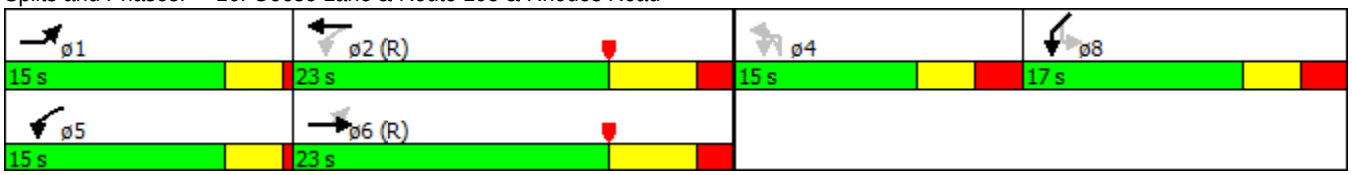


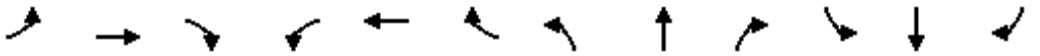
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	106	1098	29	12	515	9	112	16	24	13	19	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%		0%				0%	
Storage Length (ft)	468		0	0		0	0	0			0	40
Storage Lanes	1		0	1		0	1	0			1	0
Taper Length (ft)	25			25			25				25	
Satd. Flow (prot)	1787	3560	0	1787	3564	0	1750	0	0	0	1653	0
Flt Permitted	0.354			0.148			0.378				0.992	
Satd. Flow (perm)	666	3560	0	278	3564	0	686	0	0	0	1653	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			2		195				211	
Link Speed (mph)		35			35		30				30	
Link Distance (ft)		1563			258		1084				2343	
Travel Time (s)		30.4			5.0		24.6				53.3	
Lane Group Flow (vph)	119	1267	0	13	576	0	183	0	0	0	250	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm			Perm	Prot	
Protected Phases	1	6		5	2						8	
Permitted Phases	6			2			4			8		
Total Split (s)	15.0	23.0		15.0	23.0		15.0			17.0	17.0	
Total Lost Time (s)	3.5	6.5		3.5	6.5		5.5				5.5	
Act Effct Green (s)	39.1	34.4		34.8	27.8		9.2				7.2	
Actuated g/C Ratio	0.56	0.49		0.50	0.40		0.13				0.10	
v/c Ratio	0.25	0.72		0.05	0.41		0.71				0.70	
Control Delay	7.8	16.5		9.1	18.0		21.4				18.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0				0.0	
Total Delay	7.8	16.5		9.1	18.0		21.4				18.0	
LOS	A	B		A	B		C				B	
Approach Delay		15.7			17.8		21.4				18.0	
Approach LOS		B			B		C				B	
Queue Length 50th (ft)	15	152		2	89		0				16	
Queue Length 95th (ft)	37	#418		11	161		#60				57	
Internal Link Dist (ft)		1483			178		1004				2263	
Turn Bay Length (ft)	468											
Base Capacity (vph)	556	1751		402	1417		261				447	
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	0.21	0.72		0.03	0.41		0.70				0.56	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 27 (39%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 16.9		Intersection LOS: B	

Intersection Capacity Utilization 74.3% 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: 16: Goose Lane & Route 195 & Rhodes Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	1001	115	18	311	52	95	99	59	259	183	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	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	100		0	180		0	110		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	40			50			50			50		
Satd. Flow (prot)	1787	1853	0	1787	1840	0	1787	1776	0	1787	1830	0
Flt Permitted	0.386			0.080			0.950			0.950		
Satd. Flow (perm)	726	1853	0	150	1840	0	1787	1776	0	1787	1830	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			9			23			8	
Link Speed (mph)		40			45			30			30	
Link Distance (ft)		1737			6208			3128			1513	
Travel Time (s)		29.6			94.1			71.1			34.4	
Lane Group Flow (vph)	17	1254	0	23	466	0	107	177	0	375	323	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2								
Total Split (s)	13.1	57.0		13.1	57.0		19.0	25.7		19.0	25.7	
Total Lost Time (s)	3.1	7.0		3.1	7.0		4.0	5.7		4.0	5.7	
Act Effct Green (s)	56.0	50.3		56.2	50.3		10.3	15.3		15.1	20.1	
Actuated g/C Ratio	0.56	0.50		0.56	0.50		0.10	0.15		0.15	0.20	
v/c Ratio	0.04	1.35		0.14	0.50		0.58	0.61		1.40	0.87	
Control Delay	10.3	189.4		11.9	20.0		56.9	44.5		236.3	63.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.3	189.4		11.9	20.0		56.9	44.5		236.3	63.3	
LOS	B	F		B	B		E	D		F	E	
Approach Delay		187.0			19.6			49.2			156.2	
Approach LOS		F			B			D			F	
Queue Length 50th (ft)	4	~1004		6	173		64	89		~305	188	
Queue Length 95th (ft)	15	#1474		16	267		125	168		#387	#238	
Internal Link Dist (ft)		1657			6128			3048			1433	
Turn Bay Length (ft)	60			100			180			110		
Base Capacity (vph)	519	929		249	925		267	373		267	372	
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	0.03	1.35		0.09	0.50		0.40	0.47		1.40	0.87	

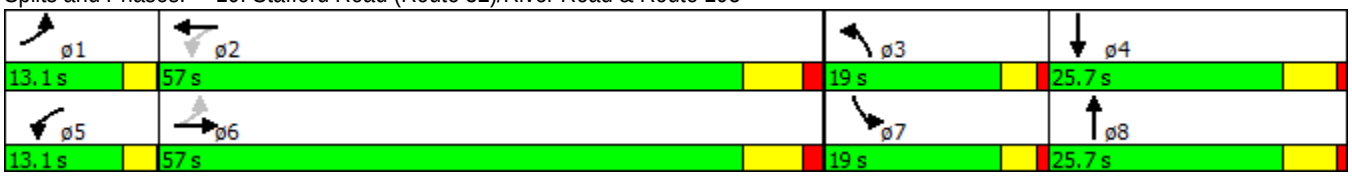
Intersection Summary			
Area Type:	Other		
Cycle Length: 114.8			
Actuated Cycle Length: 100.5			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.40			
Intersection Signal Delay: 135.1		Intersection LOS: F	
Intersection Capacity Utilization 96.7%		ICU Level of Service F	

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: 19: Stafford Road (Route 32)/River Road & Route 195



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	6	497	7	9	126	44	6	1	7	254	7	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	40		0	0		20	0		20
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	67			30			25			25		
Satd. Flow (prot)	1787	3567	0	1787	3435	0	0	1806	1599	0	1795	1599
Flt Permitted	0.623			0.358				0.808			0.723	
Satd. Flow (perm)	1172	3567	0	673	3435	0	0	1520	1599	0	1360	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			53				118			118
Link Speed (mph)		45			40			30			30	
Link Distance (ft)		289			374			198			471	
Travel Time (s)		4.4			6.4			4.5			10.7	
Lane Group Flow (vph)	7	566	0	11	205	0	0	12	11	0	373	16
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4		4	4		4
Total Split (s)	12.0	42.0		12.0	42.0		21.0	21.0	21.0	21.0	21.0	21.0
Total Lost Time (s)	3.1	6.7		3.1	6.7			4.2	4.2		4.2	4.2
Act Effct Green (s)	44.4	39.8		44.5	39.9			42.6	42.6		42.6	42.6
Actuated g/C Ratio	0.44	0.40		0.44	0.40			0.43	0.43		0.43	0.43
v/c Ratio	0.01	0.40		0.03	0.15			0.02	0.01		0.64	0.02
Control Delay	14.8	23.1		6.4	6.5			23.1	0.0		33.3	0.1
Queue Delay	0.0	0.1		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	14.8	23.2		6.4	6.5			23.1	0.0		33.3	0.1
LOS	B	C		A	A			C	A		C	A
Approach Delay		23.1			6.5			12.1			32.0	
Approach LOS		C			A			B			C	
Queue Length 50th (ft)	2	108		2	14			5	0		195	0
Queue Length 95th (ft)	11	217		m5	m44			13	0		#257	0
Internal Link Dist (ft)		209			294			118			391	
Turn Bay Length (ft)	175			40					20			20
Base Capacity (vph)	583	1539		402	1511			647	749		579	749
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	255		0	0			0	12		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.01	0.44		0.03	0.14			0.02	0.01		0.64	0.02

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 6 (6%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 22.8		Intersection LOS: C	

Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	25.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

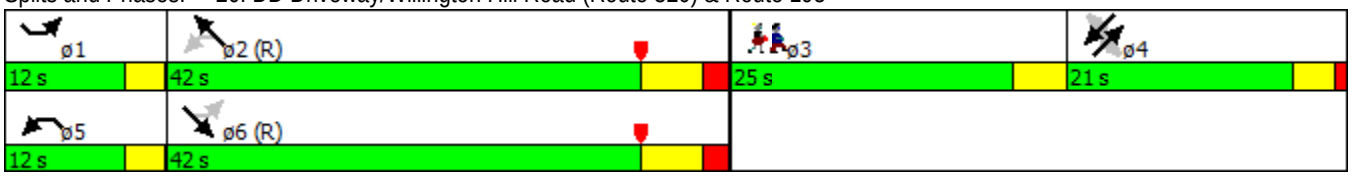
Intersection Capacity Utilization 46.2% ICU Level of Service A

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: 20: DD Driveway/Willington Hill Road (Route 320) & Route 195



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	34	578	134	36	110	22	46	99	104	219	282	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		185	286		0	330		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3440	0	1770	3451	0	1770	1719	0	1770	1814	0
Flt Permitted	0.950			0.950			0.477			0.370		
Satd. Flow (perm)	1770	3440	0	1770	3451	0	889	1719	0	689	1814	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		26			22						9	
Link Speed (mph)		45			40			40			30	
Link Distance (ft)		374			320			3638			937	
Travel Time (s)		5.7			5.5			62.0			21.3	
Lane Group Flow (vph)	40	848	0	43	160	0	57	250	0	327	508	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		
Total Split (s)	9.0	29.0		8.0	28.0		8.0	20.0		11.0	23.0	
Total Lost Time (s)	4.0	5.7		4.0	5.7		3.1	6.7		3.2	8.7	
Act Effct Green (s)	5.5	26.4		5.1	27.8		28.7	20.1		50.8	38.7	
Actuated g/C Ratio	0.06	0.26		0.05	0.28		0.29	0.20		0.51	0.39	
v/c Ratio	0.41	0.92		0.48	0.16		0.19	0.72		0.54	0.72	
Control Delay	59.0	50.0		64.4	25.1		20.7	51.6		24.6	36.3	
Queue Delay	0.0	6.2		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	59.0	56.2		64.4	25.1		20.7	51.6		24.6	36.3	
LOS	E	E		E	C		C	D		C	D	
Approach Delay		56.3			33.4			45.9			31.7	
Approach LOS		E			C			D			C	
Queue Length 50th (ft)	26	295		27	35		16	139		108	253	
Queue Length 95th (ft)	m51	#181		#73	60		52	#286		#242	#475	
Internal Link Dist (ft)		294			240			3558			857	
Turn Bay Length (ft)	220			250			286			330		
Base Capacity (vph)	101	925		90	974		302	345		609	707	
Starvation Cap Reductn	0	55		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	0.40	0.97		0.48	0.16		0.19	0.72		0.54	0.72	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:SET and 6:NWT, Start of Yellow, Master Intersection	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 43.6	Intersection LOS: D

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	32.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

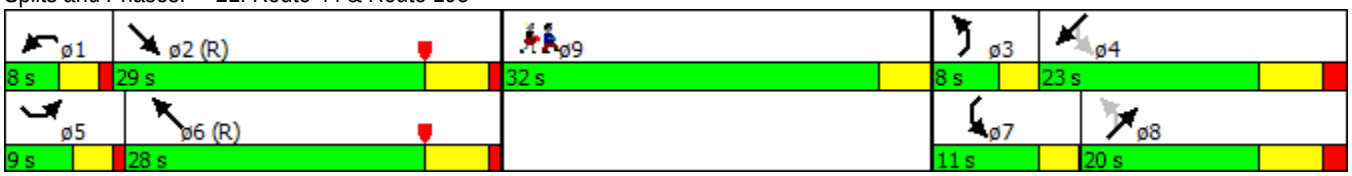
Intersection Capacity Utilization 64.3% ICU Level of Service C

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: 21: Route 44 & Route 195



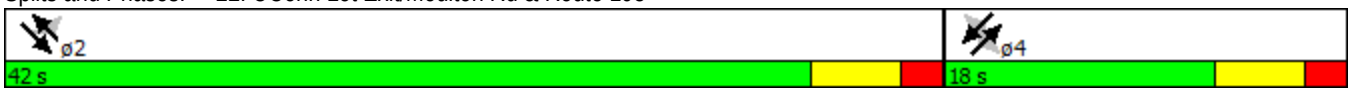
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	1145	0	0	229	6	4	0	0	13	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1881	0	0	1876	0	0	1787	0	0	1787	0
Flt Permitted												
Satd. Flow (perm)	0	1881	0	0	1876	0	0	1881	0	0	1881	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4							
Link Speed (mph)		40			30			30			30	
Link Distance (ft)		4118			522			457			935	
Travel Time (s)		70.2			11.9			10.4			21.3	
Lane Group Flow (vph)	0	1258	0	0	247	0	0	8	0	0	30	0
Turn Type		NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2						4			4		
Total Split (s)	42.0	42.0			42.0		18.0	18.0		18.0	18.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Act Effct Green (s)		51.4			51.4			5.8			5.8	
Actuated g/C Ratio		0.88			0.88			0.10			0.10	
v/c Ratio		0.76			0.15			0.04			0.16	
Control Delay		11.5			2.4			23.8			25.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.5			2.4			23.8			25.9	
LOS		B			A			C			C	
Approach Delay		11.5			2.4			23.8			25.9	
Approach LOS		B			A			C			C	
Queue Length 50th (ft)		0			0			3			10	
Queue Length 95th (ft)		#686			51			7			13	
Internal Link Dist (ft)		4038			442			377			855	
Turn Bay Length (ft)												
Base Capacity (vph)		1645			1641			386			386	
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		0.76			0.15			0.02			0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 58.7			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 74.4%		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: 22: UConn Lot Exit/Moulton Rd & Route 195



Lane Group	EBL	EBR	SET	SER	NWL	NWT	ø4	ø5	ø6
Lane Configurations									
Volume (vph)	14	83	707	104	201	294			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	12	12			
Grade (%)	0%		0%			0%			
Storage Length (ft)	110	0		120	0				
Storage Lanes	1	1		1	1				
Taper Length (ft)	50				25				
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863			
Flt Permitted	0.950				0.080				
Satd. Flow (perm)	1770	1583	1863	1583	149	1863			
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		104		55					
Link Speed (mph)	30		30			25			
Link Distance (ft)	1787		2593			372			
Travel Time (s)	40.6		58.9			10.1			
Lane Group Flow (vph)	18	104	803	118	221	323			
Turn Type	Prot	custom	NA	pt+ov	D.P+P	NA			
Protected Phases	5 6	5 6	2	2 5 6	3	2 3	4	5	6
Permitted Phases					2				
Total Split (s)			55.4		15.0		35.0	13.0	11.6
Total Lost Time (s)			6.2		4.3				
Act Effct Green (s)	20.3	20.3	50.0	75.0	62.8	65.2			
Actuated g/C Ratio	0.17	0.17	0.41	0.61	0.51	0.53			
v/c Ratio	0.06	0.30	1.06	0.12	1.01	0.33			
Control Delay	47.9	11.4	87.5	7.6	92.7	4.5			
Queue Delay	0.0	0.4	7.1	0.0	0.0	0.5			
Total Delay	47.9	11.9	94.6	7.6	92.7	5.1			
LOS	D	B	F	A	F	A			
Approach Delay	17.2		83.5			40.7			
Approach LOS	B		F			D			
Queue Length 50th (ft)	13	0	~789	23	~161	21			
Queue Length 95th (ft)	33	37	#997	50	#329	41			
Internal Link Dist (ft)	1707		2513			292			
Turn Bay Length (ft)	110			120					
Base Capacity (vph)	292	348	757	986	219	988			
Starvation Cap Reductn	0	0	0	0	0	327			
Spillback Cap Reductn	0	65	13	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.06	0.37	1.08	0.12	1.01	0.49			

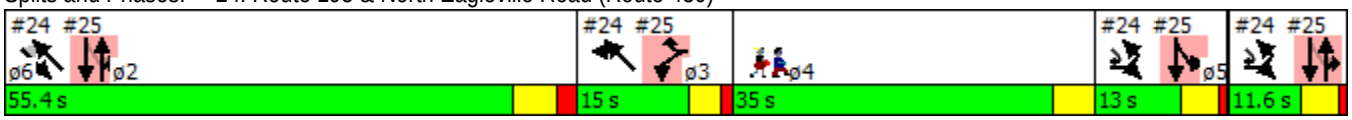
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 123			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 63.7		Intersection LOS: E	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	

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.

Splits and Phases: 24: Route 195 & North Eagleville Road (Route 430)



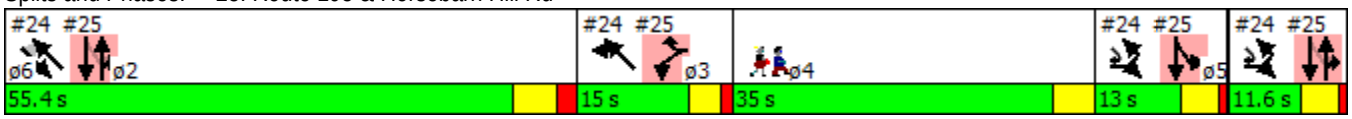
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	55	76	508	123	74	739			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	12	12			
Grade (%)	0%		0%			0%			
Storage Length (ft)	0	0		200	200				
Storage Lanes	1	1		1	1				
Taper Length (ft)	25				80				
Satd. Flow (prot)	1805	1615	1900	1615	1805	1900			
Flt Permitted	0.950				0.450				
Satd. Flow (perm)	1805	1615	1900	1615	855	1900			
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		101		113					
Link Speed (mph)	30		25			30			
Link Distance (ft)	156		2138			372			
Travel Time (s)	3.5		58.3			8.5			
Lane Group Flow (vph)	73	101	571	138	89	890			
Turn Type	Prot	Prot	NA	Prot	D.P+P	NA			
Protected Phases	3	3	2 6	2 6	5	2 5 6	2	4	6
Permitted Phases					2 6				
Total Split (s)	15.0	15.0			13.0		55.4	35.0	11.6
Total Lost Time (s)	4.3	4.3			4.6				
Act Effct Green (s)	10.9	10.9	61.8	61.8	71.9	75.0			
Actuated g/C Ratio	0.09	0.09	0.50	0.50	0.58	0.61			
v/c Ratio	0.46	0.43	0.60	0.16	0.16	0.77			
Control Delay	66.8	16.8	27.6	5.7	7.9	19.8			
Queue Delay	0.0	0.0	0.0	0.0	0.0	2.2			
Total Delay	66.8	16.8	27.6	5.7	7.9	22.0			
LOS	E	B	C	A	A	C			
Approach Delay	37.7		23.4			20.7			
Approach LOS	D		C			C			
Queue Length 50th (ft)	60	0	358	11	15	244			
Queue Length 95th (ft)	92	32	478	47	m14	m175			
Internal Link Dist (ft)	76		2058			292			
Turn Bay Length (ft)				200	200				
Base Capacity (vph)	159	234	954	867	566	1158			
Starvation Cap Reductn	0	0	0	0	0	150			
Spillback Cap Reductn	0	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.46	0.43	0.60	0.16	0.16	0.88			

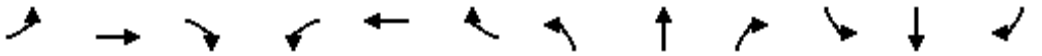
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 123			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 23.3		Intersection LOS: C	
Intersection Capacity Utilization 55.1%		ICU Level of Service B	

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: Route 195 & Horsebarn Hill Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		0	130		0	150		150
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1863	1863	0	1863	0	1863	1863	0	1863	1863	1863
Flt Permitted												
Satd. Flow (perm)	0	1863	1863	0	1863	0	1863	1863	0	1863	1863	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		803			348			387			2138	
Travel Time (s)		18.3			7.9			10.6			58.3	
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type			Prot				pm+pt			pm+pt		Prot
Protected Phases		4	4		4		5	2		1	6	6
Permitted Phases	4			4			2			6		
Total Split (s)	20.0	20.0	20.0	20.0	20.0		11.0	26.0		11.0	26.0	26.0
Total Lost Time (s)		5.0	5.0		5.0		3.1	6.0		3.1	6.0	6.0
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		723			268			307			2058	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

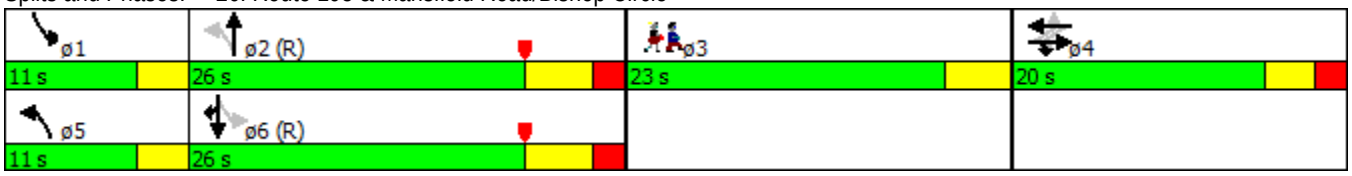
Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.00	
Intersection Signal Delay: 0.0	Intersection LOS: A

Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	23.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Capacity Utilization 0.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 26: Route 195 & Mansfield Road/Bishop Circle



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	1	1	1	1	1	1	1	1	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	0		0	120		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1723	0	1770	1723	0	1770	1723	0	1770	1723	0
Flt Permitted							0.757			0.757		
Satd. Flow (perm)	1863	1723	0	1863	1723	0	1410	1723	0	1410	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			1			1			1	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		922			176			1371			201	
Travel Time (s)		25.1			4.8			37.4			5.5	
Lane Group Flow (vph)	1	2	0	1	2	0	1	2	0	1	2	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4			2			6		
Total Split (s)	17.0	17.0		17.0	17.0		12.0	26.0		13.0	27.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		3.1	6.0		3.1	6.0	
Act Effct Green (s)	7.0	7.0		7.0	7.0		73.9	74.8		73.9	74.8	
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.92	0.94		0.92	0.94	
v/c Ratio	0.01	0.01		0.01	0.01		0.00	0.00		0.00	0.00	
Control Delay	33.0	29.0		33.0	29.0		1.0	2.5		1.0	2.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.0	29.0		33.0	29.0		1.0	2.5		1.0	2.5	
LOS	C	C		C	C		A	A		A	A	
Approach Delay		30.3			30.3			2.0			2.0	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	1	1		1	1		0	0		0	0	
Queue Length 95th (ft)	5	7		5	7		1	2		1	2	
Internal Link Dist (ft)		842			96			1291			121	
Turn Bay Length (ft)	300						120					
Base Capacity (vph)	279	259		279	259		1353	1611		1357	1611	
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	0.00	0.01		0.00	0.01		0.00	0.00		0.00	0.00	

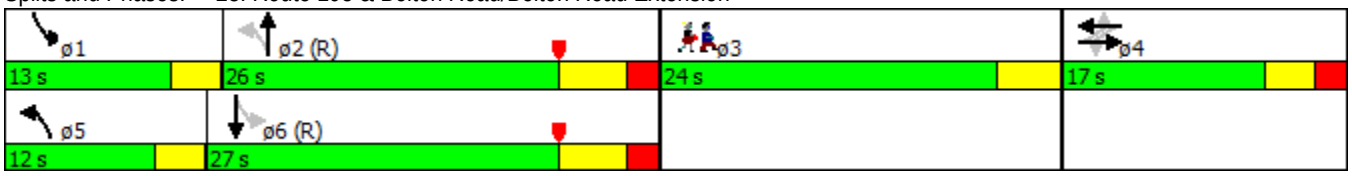
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.01			
Intersection Signal Delay: 16.2		Intersection LOS: B	

Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	24.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Capacity Utilization 27.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 28: Route 195 & Bolton Road/Bolton Road Extension



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	234	22	74	13	31	29	302	591	23	18	192	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	350		0	150		0	0		0	390		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1736	1615	0	1736	1695	0	1736	1816	0	1736	3287	0
Flt Permitted	0.519			0.950			0.467			0.219		
Satd. Flow (perm)	948	1615	0	1736	1695	0	853	1816	0	400	3287	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		85						2			84	
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		1649			348			165			1371	
Travel Time (s)		37.5			7.9			3.8			37.4	
Lane Group Flow (vph)	269	110	0	18	81	0	351	714	0	24	397	0
Turn Type	pm+pt	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4						2			6		
Total Split (s)	13.1	30.0		13.1	30.0		13.1	56.0		13.1	56.0	
Total Lost Time (s)	3.1	5.0		3.1	5.0		3.1	6.0		3.2	6.0	
Act Effct Green (s)	22.2	17.1		5.4	9.7		59.7	52.2		51.5	43.1	
Actuated g/C Ratio	0.23	0.18		0.06	0.10		0.62	0.54		0.53	0.44	
v/c Ratio	0.89	0.31		0.19	0.48		0.57	0.73		0.08	0.26	
Control Delay	68.6	17.9		57.2	56.9		18.8	29.0		14.1	16.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	68.6	17.9		57.2	56.9		18.8	29.0		14.1	16.6	
LOS	E	B		E	E		B	C		B	B	
Approach Delay		53.9			56.9			25.6			16.4	
Approach LOS		D			E			C			B	
Queue Length 50th (ft)	135	11		10	45		76	292		4	51	
Queue Length 95th (ft)	#365	69		32	93		234	#757		20	103	
Internal Link Dist (ft)		1569			268			85			1291	
Turn Bay Length (ft)	350			150						390		
Base Capacity (vph)	302	500		188	460		620	988		376	1825	
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	0.89	0.22		0.10	0.18		0.57	0.72		0.06	0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 139.2			
Actuated Cycle Length: 97			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 30.7		Intersection LOS: C	
Intersection Capacity Utilization 68.8%		ICU Level of Service C	

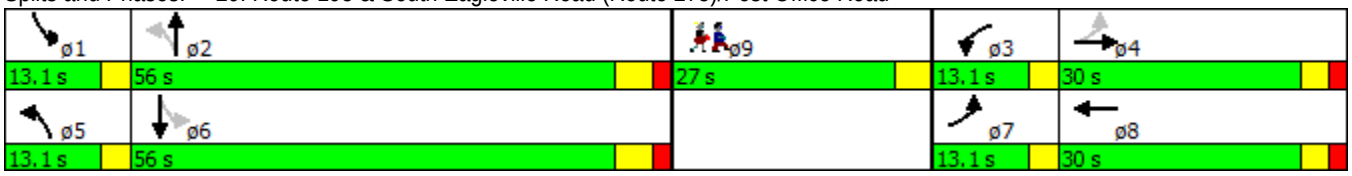
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	27.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 29: Route 195 & South Eagleville Road (Route 275)/Post Office Road

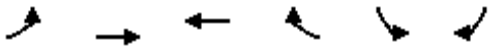


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	22	104	568	14	53	294
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1639	0	1857	0	0	1848
Flt Permitted	0.991					0.880
Satd. Flow (perm)	1639	0	1857	0	0	1639
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	139		2			
Link Speed (mph)	30		30			30
Link Distance (ft)	2014		406			6636
Travel Time (s)	45.8		9.2			150.8
Lane Group Flow (vph)	168	0	661	0	0	418
Turn Type	Prot		NA		D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases					2	
Total Split (s)	29.0		50.3		8.5	
Total Lost Time (s)	4.0		5.3			
Act Effct Green (s)	6.6		25.2			32.6
Actuated g/C Ratio	0.14		0.52			0.68
v/c Ratio	0.49		0.68			0.37
Control Delay	13.1		12.9			3.9
Queue Delay	0.0		0.0			0.0
Total Delay	13.1		12.9			3.9
LOS	B		B			A
Approach Delay	13.1		12.9			3.9
Approach LOS	B		B			A
Queue Length 50th (ft)	7		120			25
Queue Length 95th (ft)	40		241			65
Internal Link Dist (ft)	1934		326			6556
Turn Bay Length (ft)						
Base Capacity (vph)	987		1656			1558
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.17		0.40			0.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 87.8			
Actuated Cycle Length: 48.1			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 9.9		Intersection LOS: A	
Intersection Capacity Utilization 67.9%		ICU Level of Service C	

Analysis Period (min) 15

Splits and Phases: 30: Route 195 & Bassetts Bridge Road



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	37	707	1480	6	4	117
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.91	0.91	0.83	0.83
Hourly flow rate (vph)	41	786	1626	7	5	141
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1633				2497	1630
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1633				2497	1630
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	90				83	0
cM capacity (veh/h)	397				29	126

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	827	1633	146
Volume Left	41	0	5
Volume Right	0	7	141
cSH	397	1700	113
Volume to Capacity	0.10	0.96	1.29
Queue Length 95th (ft)	9	0	243
Control Delay (s)	3.5	0.0	253.9
Lane LOS	A		F
Approach Delay (s)	3.5	0.0	253.9
Approach LOS			F

Intersection Summary			
Average Delay	15.3		
Intersection Capacity Utilization	92.4%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	17	687	5	5	654	8	2	21	5	19	58	89
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.59	0.59	0.59	0.85	0.85	0.85
Hourly flow rate (vph)	18	739	5	5	696	9	3	36	8	22	68	105
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	704			744			1627	1493	741	1515	1491	700
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	704			744			1627	1493	741	1515	1491	700
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			99			90	70	98	69	43	76
cM capacity (veh/h)	889			859			33	119	414	72	120	438

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	762	710	47	195
Volume Left	18	5	3	22
Volume Right	5	9	8	105
cSH	889	859	113	174
Volume to Capacity	0.02	0.01	0.42	1.12
Queue Length 95th (ft)	2	0	45	249
Control Delay (s)	0.5	0.2	58.3	158.1
Lane LOS	A	A	F	F
Approach Delay (s)	0.5	0.2	58.3	158.1
Approach LOS			F	F

Intersection Summary			
Average Delay	19.9		
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	715	8	0	589	13	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.96	0.96	0.47	0.47
Hourly flow rate (vph)	822	9	0	614	28	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			831		1440	826
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			831		1440	826
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		81	99
cM capacity (veh/h)			797		145	370

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	831	614	32
Volume Left	0	0	28
Volume Right	9	0	4
cSH	1700	797	158
Volume to Capacity	0.49	0.00	0.20
Queue Length 95th (ft)	0	0	18
Control Delay (s)	0.0	0.0	33.4
Lane LOS			D
Approach Delay (s)	0.0	0.0	33.4
Approach LOS			D

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (veh/h)	717	0	7	592	0	21
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	797	0	8	673	0	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			797		1485	797
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			797		1485	797
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	94
cM capacity (veh/h)			825		136	387

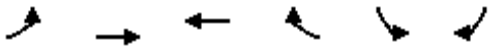
Direction, Lane #	EB 1	WB 1	NE 1
Volume Total	797	681	24
Volume Left	0	8	0
Volume Right	0	0	24
cSH	1700	825	387
Volume to Capacity	0.47	0.01	0.06
Queue Length 95th (ft)	0	1	5
Control Delay (s)	0.0	0.3	14.9
Lane LOS		A	B
Approach Delay (s)	0.0	0.3	14.9
Approach LOS			B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	818	5	20	581	21	30
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.87	0.87	0.75	0.75
Hourly flow rate (vph)	909	6	23	668	28	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			914		1625	912
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			914		1625	912
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		74	88
cM capacity (veh/h)			750		110	333

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	914	691	68
Volume Left	0	23	28
Volume Right	6	0	40
cSH	1700	750	181
Volume to Capacity	0.54	0.03	0.38
Queue Length 95th (ft)	0	2	40
Control Delay (s)	0.0	0.8	36.3
Lane LOS		A	E
Approach Delay (s)	0.0	0.8	36.3
Approach LOS			E

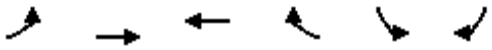
Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	56.7%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	8	842	578	2	8	26
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.86	0.86	0.69	0.69
Hourly flow rate (vph)	9	915	672	2	12	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	674				1606	673
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	674				1606	673
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				90	92
cM capacity (veh/h)	921				115	457

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	924	674	49
Volume Left	9	0	12
Volume Right	0	2	38
cSH	921	1700	269
Volume to Capacity	0.01	0.40	0.18
Queue Length 95th (ft)	1	0	16
Control Delay (s)	0.3	0.0	21.4
Lane LOS	A		C
Approach Delay (s)	0.3	0.0	21.4
Approach LOS			C

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	15	467	398	101	556	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.82	0.82	0.74	0.74
Hourly flow rate (vph)	18	563	485	123	751	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	485				1146	547
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	485				1146	547
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				0	97
cM capacity (veh/h)	1072				216	535

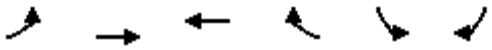
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	581	609	766
Volume Left	18	0	751
Volume Right	0	123	15
cSH	1072	1700	218
Volume to Capacity	0.02	0.36	3.51
Queue Length 95th (ft)	1	0	Err
Control Delay (s)	0.5	0.0	Err
Lane LOS	A		F
Approach Delay (s)	0.5	0.0	Err
Approach LOS			F

Intersection Summary			
Average Delay	3918.1		
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBR	NWL	NWR	SWL	SWR
Lane Configurations						
Volume (veh/h)	583	367	67	27	87	452
Sign Control	Free		Stop		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.73	0.73	0.75	0.75	0.92	0.92
Hourly flow rate (vph)	799	503	89	36	95	491
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None				None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1730	1050	1301	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1730	1050	1301	
tC, single (s)			6.4	6.2	4.1	
tC, 2 stage (s)						
tF (s)			3.5	3.3	2.2	
p0 queue free %			0	87	82	
cM capacity (veh/h)			80	277	536	

Direction, Lane #	EB 1	NW 1	SW 1
Volume Total	1301	125	586
Volume Left	0	89	95
Volume Right	503	36	0
cSH	1700	101	536
Volume to Capacity	0.77	1.24	0.18
Queue Length 95th (ft)	0	214	16
Control Delay (s)	0.0	246.8	4.9
Lane LOS		F	A
Approach Delay (s)	0.0	246.8	4.9
Approach LOS		F	

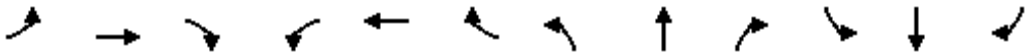
Intersection Summary			
Average Delay	16.8		
Intersection Capacity Utilization	102.8%	ICU Level of Service	G
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	9	600	510	2	7	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.91	0.91	0.56	0.56
Hourly flow rate (vph)	12	833	560	2	12	50
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	563				1420	562
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	563				1420	562
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				92	91
cM capacity (veh/h)	1014				149	529

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	846	563	62
Volume Left	12	0	12
Volume Right	0	2	50
cSH	1014	1700	351
Volume to Capacity	0.01	0.33	0.18
Queue Length 95th (ft)	1	0	16
Control Delay (s)	0.3	0.0	17.5
Lane LOS	A		C
Approach Delay (s)	0.3	0.0	17.5
Approach LOS			C

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	4	2	0	6	41	261	3	22	1034	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.50	0.50	0.67	0.67	0.67	0.90	0.90	0.90	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	8	3	0	9	46	290	3	26	1202	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											522	
pX, platoon unblocked	0.27	0.27	0.27	0.27	0.27		0.27					
vC, conflicting volume	1649	1642	1206	1648	1644	292	1210			293		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2045	2019	428	2042	2027	292	442			293		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	95	69	100	99	85			98		
cM capacity (veh/h)	10	13	172	10	13	750	307			1274		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	8	12	339	1236
Volume Left	0	3	46	26
Volume Right	8	9	3	8
cSH	172	37	307	1274
Volume to Capacity	0.05	0.32	0.15	0.02
Queue Length 95th (ft)	4	27	13	2
Control Delay (s)	26.9	144.1	5.4	0.7
Lane LOS	D	F	A	A
Approach Delay (s)	26.9	144.1	5.4	0.7
Approach LOS	D	F		

Intersection Summary				
Average Delay	2.9			
Intersection Capacity Utilization	68.5%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	SBL2	SBL	NWR	SWL	SWR
Lane Configurations					
Volume (veh/h)	0	0	0	0	0
Sign Control		Free	Free	Stop	
Grade		0%	0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0
Pedestrians					
Lane Width (ft)					
Walking Speed (ft/s)					
Percent Blockage					
Right turn flare (veh)					
Median type		None	None		
Median storage veh)					
Upstream signal (ft)		387	201		
pX, platoon unblocked					
vC, conflicting volume	0			0	0
vC1, stage 1 conf vol					
vC2, stage 2 conf vol					
vCu, unblocked vol	0			0	0
tC, single (s)	4.1			6.4	6.2
tC, 2 stage (s)					
tF (s)	2.2			3.5	3.3
p0 queue free %	100			100	100
cM capacity (veh/h)	1623			1023	1085

Direction, Lane #	SB 1	SB 2	NW 1	SW 1
Volume Total	0	0	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				A
Approach Delay (s)	0.0		0.0	0.0
Approach LOS				A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	156	1318	47	12	824	3	19	11	39	22	2	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	62		0	116		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	1872	0	1787	1879	0	1787	1661	0	0	1659	0
Flt Permitted	0.326			0.950			0.526				0.924	
Satd. Flow (perm)	613	1872	0	1787	1879	0	990	1661	0	0	1547	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3						49			116	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		838			2120			126			1859	
Travel Time (s)		19.0			48.2			2.9			42.3	
Lane Group Flow (vph)	166	1452	0	13	870	0	24	63	0	0	143	0
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	2 1			4			4	
Permitted Phases	2						4			4		
Total Split (s)	68.0	68.0		17.0			21.2	21.2		21.2	21.2	
Total Lost Time (s)	8.4	8.4		7.3			6.5	6.5			6.5	
Act Effct Green (s)	59.7	59.7		9.7	76.8		7.6	7.6			7.6	
Actuated g/C Ratio	0.60	0.60		0.10	0.77		0.08	0.08			0.08	
v/c Ratio	0.45	1.29		0.07	0.60		0.32	0.37			0.64	
Control Delay	16.5	158.7		43.2	7.3		53.9	23.1			25.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	16.5	158.7		43.2	7.3		53.9	23.1			25.7	
LOS	B	F		D	A		D	C			C	
Approach Delay		144.1			7.8			31.6			25.7	
Approach LOS		F			A			C			C	
Queue Length 50th (ft)	52	~1164		8	176		15	8			16	
Queue Length 95th (ft)	123	#1549		27	351		35	38			72	
Internal Link Dist (ft)		758			2040			46			1779	
Turn Bay Length (ft)	62			116								
Base Capacity (vph)	368	1127		174	1452		146	287			327	
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	0.45	1.29		0.07	0.60		0.16	0.22			0.44	

Intersection Summary			
Area Type:	Other		
Cycle Length: 106.2			
Actuated Cycle Length: 99.3			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.29			
Intersection Signal Delay: 90.3		Intersection LOS: F	
Intersection Capacity Utilization 108.3%		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: 1: Route 44 & Quarry Road

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1381	58	30	894	38	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1872	0	0	1877	1728	0
Flt Permitted				0.439	0.971	
Satd. Flow (perm)	1872	0	0	826	1728	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	5				36	
Link Speed (mph)	40			40	30	
Link Distance (ft)	1013			2166	710	
Travel Time (s)	17.3			36.9	16.1	
Lane Group Flow (vph)	1515	0	0	962	90	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	6			2	4	
Permitted Phases			2			
Total Split (s)	50.0		50.0	50.0	24.5	
Total Lost Time (s)	5.3			5.3	4.5	
Act Effct Green (s)	53.2			53.2	7.5	
Actuated g/C Ratio	0.79			0.79	0.11	
v/c Ratio	1.02			1.47	0.40	
Control Delay	42.0			237.1	23.3	
Queue Delay	0.0			0.0	0.0	
Total Delay	42.0			237.1	23.3	
LOS	D			F	C	
Approach Delay	42.0			237.1	23.3	
Approach LOS	D			F	C	
Queue Length 50th (ft)	~729			~319	22	
Queue Length 95th (ft)	#956			#546	39	
Internal Link Dist (ft)	933			2086	630	
Turn Bay Length (ft)						
Base Capacity (vph)	1485			655	543	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.02			1.47	0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 74.5			
Actuated Cycle Length: 67.1			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.47			
Intersection Signal Delay: 114.5		Intersection LOS: F	
Intersection Capacity Utilization 90.2%		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: 2: South Road & Route 44

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	114	701	639	8	870	22	356	50	6	15	58	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		150	100		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	1881	1599	1787	1874	0	0	1800	0	0	1765	0
Flt Permitted	0.050			0.218				0.959			0.994	
Satd. Flow (perm)	94	1881	1599	410	1874	0	0	1800	0	0	1765	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			550		1						18	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		13456			1900			3130			2815	
Travel Time (s)		203.9			28.8			71.1			64.0	
Lane Group Flow (vph)	118	723	659	9	1014	0	0	509	0	0	164	0
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	1	6	6 3	5	2		3	3		4	4	
Permitted Phases	6			2								
Total Split (s)	13.1	81.4		13.1	81.4		39.6	39.6		22.3	22.3	
Total Lost Time (s)	3.1	6.4		3.2	6.4			4.6			4.3	
Act Effct Green (s)	90.8	84.3	123.9	83.1	75.0			35.0			15.8	
Actuated g/C Ratio	0.59	0.55	0.81	0.54	0.49			0.23			0.10	
v/c Ratio	0.75	0.70	0.47	0.03	1.11			1.24			0.83	
Control Delay	57.2	31.1	2.0	14.1	100.8			175.5			91.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay	57.2	31.1	2.0	14.1	100.8			175.5			91.8	
LOS	E	C	A	B	F			F			F	
Approach Delay		20.4			100.1			175.5			91.8	
Approach LOS		C			F			F			F	
Queue Length 50th (ft)	66	507	18	4	~1196			~651			147	
Queue Length 95th (ft)	#164	746	56	12	#1410			#751			189	
Internal Link Dist (ft)		13376			1820			3050			2735	
Turn Bay Length (ft)	100		150	100								
Base Capacity (vph)	165	1032	1396	324	916			410			223	
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	0.72	0.70	0.47	0.03	1.11			1.24			0.74	

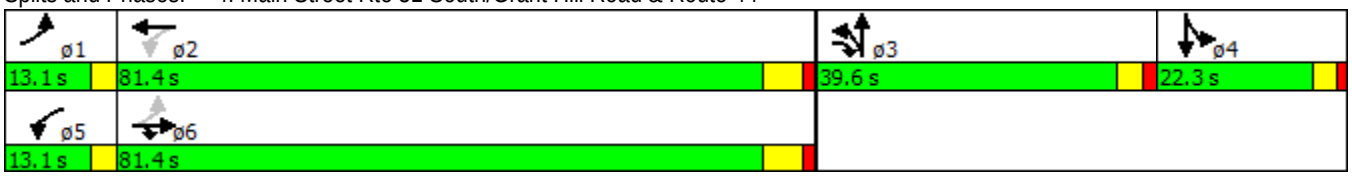
Intersection Summary			
Area Type:	Other		
Cycle Length: 156.4			
Actuated Cycle Length: 153.6			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 74.3		Intersection LOS: E	
Intersection Capacity Utilization 95.3%		ICU Level of Service F	

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: 4: Main Street Rte 31 South/Grant Hill Road & Route 44



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	46	280	41	181	542	65	27	204	45	166	318	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		20
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1842	0	0	1840	0	0	1831	0	0	1795	0
Flt Permitted		0.831			0.764			0.906			0.773	
Satd. Flow (perm)	0	1540	0	0	1421	0	0	1667	0	0	1406	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			8			15			26	
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1825			848			904			1054	
Travel Time (s)		41.5			16.5			20.5			24.0	
Lane Group Flow (vph)	0	427	0	0	875	0	0	307	0	0	723	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	41.0	41.0		41.0	41.0		35.0	35.0		35.0	35.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Act Effct Green (s)		35.0			35.0			30.0			30.0	
Actuated g/C Ratio		0.46			0.46			0.39			0.39	
v/c Ratio		0.60			1.33			0.46			1.27	
Control Delay		19.1			181.5			18.9			158.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		19.1			181.5			18.9			158.3	
LOS		B			F			B			F	
Approach Delay		19.1			181.5			18.9			158.3	
Approach LOS		B			F			B			F	
Queue Length 50th (ft)		139			~550			99			~434	
Queue Length 95th (ft)		214			#770			167			#630	
Internal Link Dist (ft)		1745			768			824			974	
Turn Bay Length (ft)												
Base Capacity (vph)		715			658			667			570	
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		0.60			1.33			0.46			1.27	

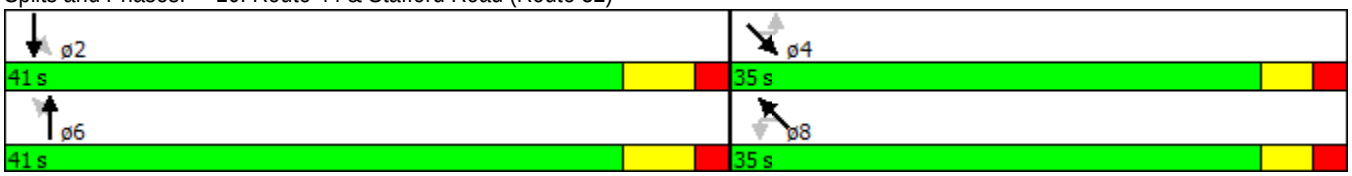
Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.33			
Intersection Signal Delay: 123.2		Intersection LOS: F	
Intersection Capacity Utilization 131.2%		ICU Level of Service H	

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: 10: Route 44 & Stafford Road (Route 32)

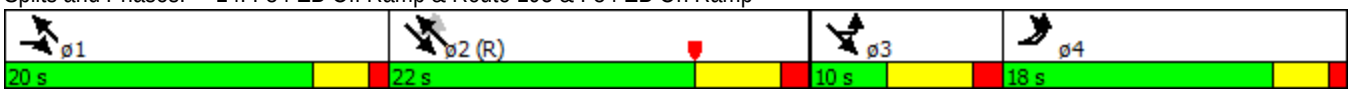


Lane Group	EBL2	EBL	EBR	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations											
Volume (vph)	424	0	958	0	0	103	569	0	0	960	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%		0%			0%			0%	
Storage Length (ft)		0	375	0	0	95		0	0		140
Storage Lanes		1	2	0	0	1		0	0		1
Taper Length (ft)		25		25		25			25		
Satd. Flow (prot)	0	1770	2787	0	0	1770	3539	0	0	3539	1583
Flt Permitted		0.950				0.275					
Satd. Flow (perm)	0	1770	2787	0	0	512	3539	0	0	3539	1583
Right Turn on Red			Yes					Yes			Yes
Satd. Flow (RTOR)			919								173
Link Speed (mph)		30		30			35			30	
Link Distance (ft)		1198		926			640			597	
Travel Time (s)		27.2		21.0			12.5			13.6	
Lane Group Flow (vph)	0	461	1041	0	0	112	618	0	0	1043	157
Turn Type	Prot	Prot	Prot			custom	NA			NA	custom
Protected Phases	4	4	1			3	2 3			2 1	
Permitted Phases						2					2
Total Split (s)	18.0	18.0	20.0			10.0					22.0
Total Lost Time (s)		4.0	4.0			6.1					6.1
Act Effct Green (s)		14.0	9.7			26.1	32.2			35.9	22.2
Actuated g/C Ratio		0.20	0.14			0.37	0.46			0.51	0.32
v/c Ratio		1.30	0.89			0.43	0.38			0.57	0.25
Control Delay		183.2	13.9			22.9	14.3			17.2	10.7
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0
Total Delay		183.2	13.9			22.9	14.3			17.2	10.7
LOS		F	B			C	B			B	B
Approach Delay		65.9					15.6			16.4	
Approach LOS		E					B			B	
Queue Length 50th (ft)		~261	27			25	83			203	21
Queue Length 95th (ft)		#428	86			64	148			274	65
Internal Link Dist (ft)		1118		846			560			517	
Turn Bay Length (ft)			375			95					140
Base Capacity (vph)		354	1345			261	1629			1815	620
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		1.30	0.77			0.43	0.38			0.57	0.25

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 61 (87%), Referenced to phase 2:NWSE and 6:, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.30	
Intersection Signal Delay: 37.9	Intersection LOS: D

Intersection Capacity Utilization 69.2% 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.

Splits and Phases: 14: I-84 EB Off Ramp & Route 195 & I-84 EB On Ramp

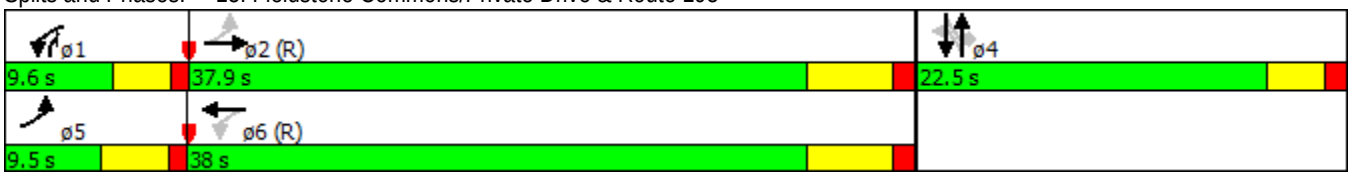


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	900	200	200	700	5	165	0	50	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	430		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3444	0	1770	3536	0	0	1770	1583	0	1694	0
Flt Permitted	0.361			0.128				0.751			0.877	
Satd. Flow (perm)	672	3444	0	238	3536	0	0	1399	1583	0	1523	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			1				54		112	
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		597			1563			929			394	
Travel Time (s)		11.6			35.5			21.1			9.0	
Lane Group Flow (vph)	11	1195	0	217	766	0	0	179	54	0	10	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			4	1		4	
Permitted Phases	2			6			4		4	4		
Total Split (s)	9.5	37.9		9.6	38.0		22.5	22.5	9.6	22.5	22.5	
Total Lost Time (s)	4.5	5.7		4.0	5.7			4.3	4.0		4.3	
Act Effct Green (s)	41.0	34.3		47.2	44.4			13.7	26.0		13.7	
Actuated g/C Ratio	0.59	0.49		0.67	0.63			0.20	0.37		0.20	
v/c Ratio	0.02	0.70		0.65	0.34			0.65	0.09		0.03	
Control Delay	5.8	19.0		20.6	13.3			36.8	4.7		0.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	5.8	19.0		20.6	13.3			36.8	4.7		0.1	
LOS	A	B		C	B			D	A		A	
Approach Delay		18.9			14.9			29.3			0.1	
Approach LOS		B			B			C			A	
Queue Length 50th (ft)	1	255		83	170			71	0		0	
Queue Length 95th (ft)	m3	336		m#124	m214			123	19		0	
Internal Link Dist (ft)		517			1483			849			314	
Turn Bay Length (ft)	130			430								
Base Capacity (vph)	479	1713		335	2241			363	622		478	
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	0.02	0.70		0.65	0.34			0.49	0.09		0.02	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 18.2	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: 15: Fieldstone Commons/Private Drive & Route 195



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	172	918	130	41	928	15	90	32	28	24	43	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%		0%				0%	
Storage Length (ft)	468		0	0		0	0	0			0	40
Storage Lanes	1		0	1		0	1	0			1	0
Taper Length (ft)	25			25			25				25	
Satd. Flow (prot)	1787	3506	0	1787	3567	0	1728	0	0	0	1683	0
Flt Permitted	0.143			0.163			0.383				0.983	
Satd. Flow (perm)	269	3506	0	307	3567	0	682	0	0	0	1683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			2		195				195	
Link Speed (mph)		35			35		30				30	
Link Distance (ft)		1563			258		1084				2343	
Travel Time (s)		30.4			5.0		24.6				53.3	
Lane Group Flow (vph)	193	1177	0	45	1036	0	181	0	0	0	247	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm			Perm	Prot	
Protected Phases	1	6		5	2						8	
Permitted Phases	6			2			4			8		
Total Split (s)	15.0	23.0		15.0	23.0		15.0			17.0	17.0	
Total Lost Time (s)	3.5	6.5		3.5	6.5		5.5				5.5	
Act Effct Green (s)	38.7	30.5		32.8	24.5		9.2				7.4	
Actuated g/C Ratio	0.55	0.44		0.47	0.35		0.13				0.11	
v/c Ratio	0.60	0.76		0.18	0.83		0.70				0.70	
Control Delay	24.7	31.8		10.4	31.3		20.9				19.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0				0.0	
Total Delay	24.7	31.8		10.4	31.3		20.9				19.4	
LOS	C	C		B	C		C				B	
Approach Delay		30.8			30.4		20.9				19.4	
Approach LOS		C			C		C				B	
Queue Length 50th (ft)	76	280		8	202		0				21	
Queue Length 95th (ft)	m120	#427		24	#417		#58				62	
Internal Link Dist (ft)		1483			178		1004				2263	
Turn Bay Length (ft)	468											
Base Capacity (vph)	398	1539		409	1247		261				439	
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	0.48	0.76		0.11	0.83		0.69				0.56	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 27 (39%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 29.1		Intersection LOS: C	

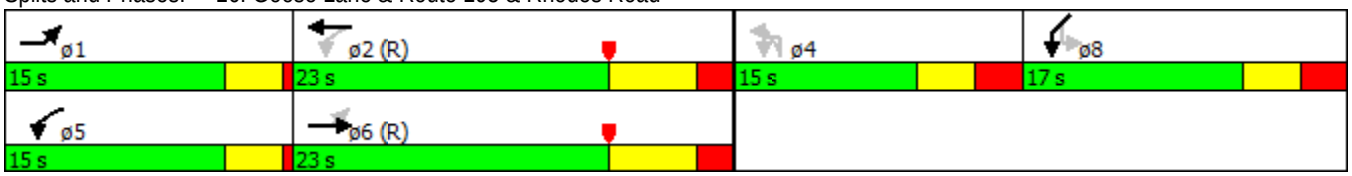
Intersection Capacity Utilization 74.1% ICU Level of Service D

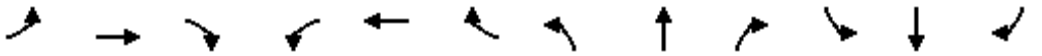
Analysis Period (min) 15

\# 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: 16: Goose Lane & Route 195 & Rhodes Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	820	220	70	563	121	127	239	38	95	146	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	100		0	180		0	110		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	40			50			50			50		
Satd. Flow (prot)	1770	1803	0	1770	1812	0	1770	1824	0	1770	1837	0
Flt Permitted	0.097			0.078			0.950			0.950		
Satd. Flow (perm)	181	1803	0	145	1812	0	1770	1824	0	1770	1837	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			12			6			4	
Link Speed (mph)		40			45			30			30	
Link Distance (ft)		1737			6208			3128			1513	
Travel Time (s)		29.6			94.1			71.1			34.4	
Lane Group Flow (vph)	54	1238	0	84	824	0	140	305	0	99	168	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2								
Total Split (s)	13.1	57.0		13.1	57.0		19.0	25.7		19.0	25.7	
Total Lost Time (s)	3.1	7.0		3.1	7.0		4.0	5.7		4.0	5.7	
Act Effct Green (s)	58.8	50.7		60.1	51.3		11.9	19.9		10.2	15.8	
Actuated g/C Ratio	0.57	0.50		0.59	0.50		0.12	0.19		0.10	0.15	
v/c Ratio	0.29	1.38		0.46	0.90		0.69	0.85		0.56	0.59	
Control Delay	13.8	202.3		19.2	40.1		62.5	63.3		58.4	49.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.8	202.3		19.2	40.1		62.5	63.3		58.4	49.2	
LOS	B	F		B	D		E	E		E	D	
Approach Delay		194.4			38.2			63.0			52.6	
Approach LOS		F			D			E			D	
Queue Length 50th (ft)	14	~1146		23	507		92	198		65	103	
Queue Length 95th (ft)	31	#1391		44	#735		165	#388		122	180	
Internal Link Dist (ft)		1657			6128			3048			1433	
Turn Bay Length (ft)	60			100			180			110		
Base Capacity (vph)	266	899		248	914		262	365		262	366	
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	1.38		0.34	0.90		0.53	0.84		0.38	0.46	

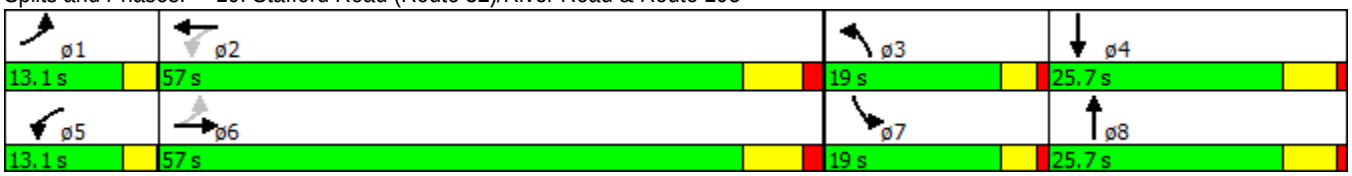
Intersection Summary			
Area Type:	Other		
Cycle Length: 114.8			
Actuated Cycle Length: 102.4			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.38			
Intersection Signal Delay: 112.6		Intersection LOS: F	
Intersection Capacity Utilization 92.2%		ICU Level of Service F	

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.

Splits and Phases: 19: Stafford Road (Route 32)/River Road & Route 195



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	24	256	2	6	438	239	4	4	7	109	9	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	40		0	0		20	0		20
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3606	0	1805	3419	0	0	1854	1615	0	1816	1615
Flt Permitted	0.320			0.574				0.882			0.735	
Satd. Flow (perm)	608	3606	0	1091	3419	0	0	1676	1615	0	1396	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			114				118			118
Link Speed (mph)		45			40			30			30	
Link Distance (ft)		289			374			198			471	
Travel Time (s)		4.4			6.4			4.5			10.7	
Lane Group Flow (vph)	27	290	0	7	761	0	0	10	9	0	163	15
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4		4	4		4
Total Split (s)	10.0	42.4		10.0	42.4		22.6	22.6	22.6	22.6	22.6	22.6
Total Lost Time (s)	3.1	6.7		3.1	6.7			4.2	4.2		4.2	4.2
Act Effct Green (s)	71.8	67.0		70.1	63.5			15.5	15.5		15.5	15.5
Actuated g/C Ratio	0.72	0.67		0.70	0.64			0.16	0.16		0.16	0.16
v/c Ratio	0.05	0.12		0.01	0.34			0.04	0.03		0.75	0.04
Control Delay	8.8	9.9		6.2	11.1			32.8	0.1		60.9	0.3
Queue Delay	0.0	0.0		0.0	0.2			0.0	0.0		0.0	0.0
Total Delay	8.8	9.9		6.2	11.4			32.8	0.1		60.9	0.3
LOS	A	A		A	B			C	A		E	A
Approach Delay		9.8			11.3			17.3			55.8	
Approach LOS		A			B			B			E	
Queue Length 50th (ft)	3	23		1	76			6	0		100	0
Queue Length 95th (ft)	24	101		m2	152			16	0		122	0
Internal Link Dist (ft)		209			294			118			391	
Turn Bay Length (ft)	175			40					20			20
Base Capacity (vph)	519	2428		826	2232			321	404		267	404
Starvation Cap Reductn	0	0		0	717			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	0.12		0.01	0.50			0.03	0.02		0.61	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 6 (6%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 17.2		Intersection LOS: B	

Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	25.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

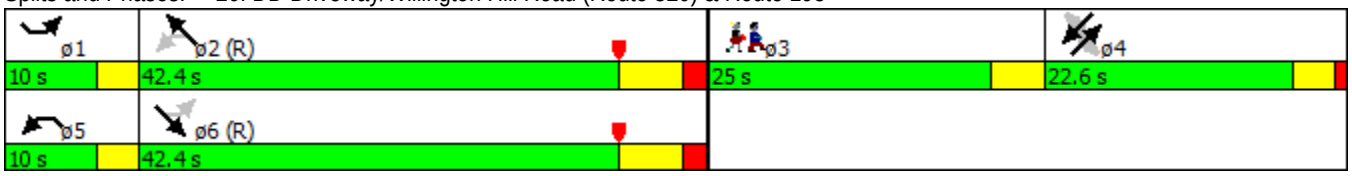
Intersection Summary

Intersection Capacity Utilization 42.7% ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: DD Driveway/Willington Hill Road (Route 320) & Route 195



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	83	201	95	146	514	104	115	244	55	54	160	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		185	286		0	330		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	3403	0	1787	3485	0	1787	1829	0	1787	1770	0
Flt Permitted	0.950			0.950			0.394			0.386		
Satd. Flow (perm)	1787	3403	0	1787	3485	0	741	1829	0	726	1770	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		68			22						26	
Link Speed (mph)		45			40			40			30	
Link Distance (ft)		374			320			3638			937	
Travel Time (s)		5.7			5.5			62.0			21.3	
Lane Group Flow (vph)	94	336	0	170	719	0	144	374	0	64	310	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		
Total Split (s)	8.0	23.3		15.0	30.3		10.0	22.6		7.1	19.7	
Total Lost Time (s)	4.0	5.7		4.0	5.7		3.1	6.7		3.2	8.7	
Act Effct Green (s)	10.4	26.1		12.6	28.3		41.8	31.5		36.2	25.5	
Actuated g/C Ratio	0.10	0.26		0.13	0.28		0.42	0.32		0.36	0.26	
v/c Ratio	0.51	0.36		0.76	0.72		0.37	0.65		0.20	0.66	
Control Delay	57.8	32.3		64.1	36.0		24.6	39.7		24.1	41.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	57.8	32.3		64.1	36.0		24.6	39.7		24.1	41.6	
LOS	E	C		E	D		C	D		C	D	
Approach Delay		37.9			41.4			35.5			38.6	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	60	87		104	196		56	209		24	163	
Queue Length 95th (ft)	m#168	135		#212	275		111	#409		61	#392	
Internal Link Dist (ft)		294			240			3558			857	
Turn Bay Length (ft)	220			250			286			330		
Base Capacity (vph)	186	939		232	1020		394	576		317	471	
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	0.36		0.73	0.70		0.37	0.65		0.20	0.66	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:SET and 6:NWT, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 38.9		Intersection LOS: D	

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	32.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

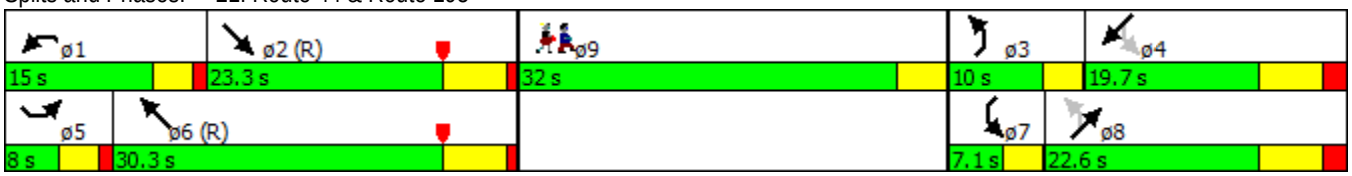
Intersection Capacity Utilization 61.9% ICU Level of Service B

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: 21: Route 44 & Route 195

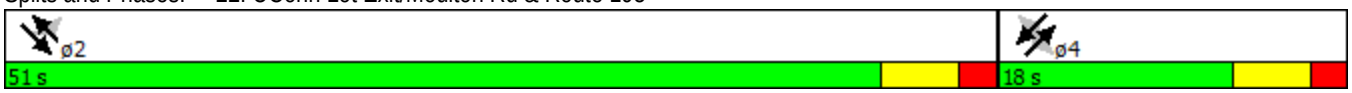


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	485	0	0	808	90	56	8	1	7	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1881	0	0	1855	0	0	1800	0	0	1787	0
Flt Permitted								0.744			0.765	
Satd. Flow (perm)	0	1881	0	0	1855	0	0	1397	0	0	1439	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					17			1				
Link Speed (mph)		40			30			30			30	
Link Distance (ft)		4119			522			457			935	
Travel Time (s)		70.2			11.9			10.4			21.3	
Lane Group Flow (vph)	0	533	0	0	946	0	0	130	0	0	16	0
Turn Type		NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2						4			4		
Total Split (s)	51.0	51.0			51.0		18.0	18.0		18.0	18.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Act Effct Green (s)		41.2			41.2			8.8			8.8	
Actuated g/C Ratio		0.72			0.72			0.15			0.15	
v/c Ratio		0.39			0.71			0.60			0.07	
Control Delay		6.1			11.2			37.9			24.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.1			11.2			37.9			24.4	
LOS		A			B			D			C	
Approach Delay		6.1			11.2			37.9			24.4	
Approach LOS		A			B			D			C	
Queue Length 50th (ft)		78			198			44			5	
Queue Length 95th (ft)		148			399			52			10	
Internal Link Dist (ft)		4039			442			377			855	
Turn Bay Length (ft)												
Base Capacity (vph)		1470			1454			310			319	
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		0.36			0.65			0.42			0.05	

Intersection Summary			
Area Type:	Other		
Cycle Length: 69			
Actuated Cycle Length: 57.3			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 62.2%		ICU Level of Service B	

Analysis Period (min) 15

Splits and Phases: 22: UConn Lot Exit/Moulton Rd & Route 195



Lane Group	EBL	EBR	SET	SER	NWL	NWT	ø4	ø5	ø6
Lane Configurations									
Volume (vph)	65	237	511	39	148	660			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	12	12			
Grade (%)	0%		0%			0%			
Storage Length (ft)	110	0		120	0				
Storage Lanes	1	1		1	1				
Taper Length (ft)	50				25				
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863			
Flt Permitted	0.950				0.115				
Satd. Flow (perm)	1770	1583	1863	1583	214	1863			
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		296		29					
Link Speed (mph)	30		30			25			
Link Distance (ft)	1786		2593			372			
Travel Time (s)	40.6		58.9			10.1			
Lane Group Flow (vph)	81	296	581	44	163	725			
Turn Type	Prot	custom	NA	pt+ov	D.P+P	NA			
Protected Phases	5 6	5 6	2	2 5 6	3	2 3	4	5	6
Permitted Phases					2				
Total Split (s)			41.0		13.4		35.0	29.0	11.6
Total Lost Time (s)			6.2		4.3				
Act Effct Green (s)	36.0	36.0	34.8	75.4	45.8	48.2			
Actuated g/C Ratio	0.28	0.28	0.27	0.58	0.35	0.37			
v/c Ratio	0.17	0.45	1.17	0.05	0.89	1.05			
Control Delay	36.8	6.3	137.2	5.9	27.2	38.0			
Queue Delay	0.0	2.0	0.1	0.0	0.0	19.7			
Total Delay	36.8	8.3	137.4	5.9	27.2	57.7			
LOS	D	A	F	A	C	E			
Approach Delay	14.4		128.1			52.1			
Approach LOS	B		F			D			
Queue Length 50th (ft)	52	0	~581	5	83	~677			
Queue Length 95th (ft)	84	38	#780	21	m62	m42			
Internal Link Dist (ft)	1706		2513			292			
Turn Bay Length (ft)	110			120					
Base Capacity (vph)	490	652	498	930	184	690			
Starvation Cap Reductn	0	0	0	0	0	104			
Spillback Cap Reductn	0	220	8	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.17	0.69	1.19	0.05	0.89	1.24			

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 69.7		Intersection LOS: E	
Intersection Capacity Utilization 53.5%		ICU Level of Service A	

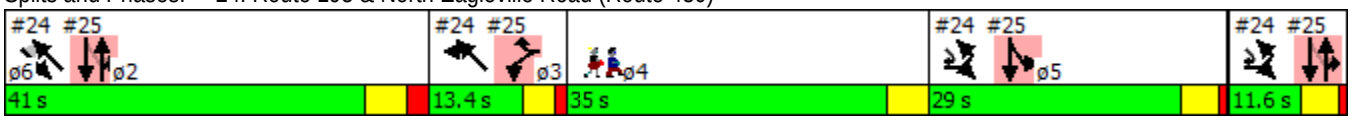
Analysis Period (min) 15

~ 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: 24: Route 195 & North Eagleville Road (Route 430)



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	99	67	784	46	64	709			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	12	12			
Grade (%)	0%		0%			0%			
Storage Length (ft)	0	0		200	200				
Storage Lanes	1	1		1	1				
Taper Length (ft)	25				80				
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863			
Flt Permitted	0.950				0.355				
Satd. Flow (perm)	1770	1583	1863	1583	661	1863			
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		88		23					
Link Speed (mph)	30		25			30			
Link Distance (ft)	156		2138			372			
Travel Time (s)	3.5		58.3			8.5			
Lane Group Flow (vph)	130	88	825	48	72	797			
Turn Type	Prot	Prot	NA	Prot	D.P+P	NA			
Protected Phases	3	3	2 6	2 6	5	2 5 6	2	4	6
Permitted Phases					2 6				
Total Split (s)	13.4	13.4			29.0		41.0	35.0	11.6
Total Lost Time (s)	4.3	4.3			4.6				
Act Effct Green (s)	9.1	9.1	46.4	46.4	72.4	75.4			
Actuated g/C Ratio	0.07	0.07	0.36	0.36	0.56	0.58			
v/c Ratio	1.06	0.46	1.24	0.08	0.12	0.74			
Control Delay	154.0	19.5	158.0	17.3	9.9	25.5			
Queue Delay	0.0	0.0	0.5	0.0	0.0	2.4			
Total Delay	154.0	19.5	158.5	17.3	9.9	27.8			
LOS	F	B	F	B	A	C			
Approach Delay	99.7		150.7			26.4			
Approach LOS	F		F			C			
Queue Length 50th (ft)	~119	0	~862	14	17	324			
Queue Length 95th (ft)	#196	33	#1111	42	m17	m289			
Internal Link Dist (ft)	76		2058			292			
Turn Bay Length (ft)				200	200				
Base Capacity (vph)	123	192	664	579	576	1080			
Starvation Cap Reductn	0	0	0	0	0	166			
Spillback Cap Reductn	0	1	46	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	1.06	0.46	1.33	0.08	0.13	0.87			

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 89.9		Intersection LOS: F	
Intersection Capacity Utilization 67.2%		ICU Level of Service C	

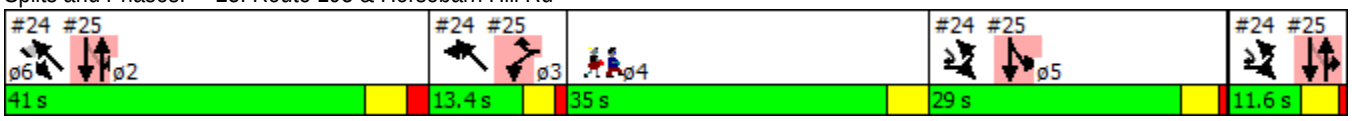
Analysis Period (min) 15

~ 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: 25: Route 195 & Horsebarn Hill Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	151	6	31	18	8	26	122	444	2	42	426	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		0	130		0	150		150
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1777	1583	0	1710	0	1770	1861	0	1770	1863	1583
Flt Permitted		0.693			0.855		0.236			0.321		
Satd. Flow (perm)	0	1291	1583	0	1488	0	440	1861	0	598	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138		28							124
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		803			348			387			2138	
Travel Time (s)		18.3			7.9			10.6			58.3	
Lane Group Flow (vph)	0	171	34	0	57	0	133	485	0	46	463	82
Turn Type	Perm	NA	Prot	Perm	NA		pm+pt	NA		pm+pt	NA	Prot
Protected Phases		4	4		4		5	2		1	6	6
Permitted Phases	4			4			2			6		
Total Split (s)	20.0	20.0	20.0	20.0	20.0		11.0	26.0		11.0	26.0	26.0
Total Lost Time (s)		5.0	5.0		5.0		3.1	6.0		3.1	6.0	6.0
Act Effct Green (s)		13.1	13.1		13.1		39.7	32.1		35.9	27.5	27.5
Actuated g/C Ratio		0.16	0.16		0.16		0.50	0.40		0.45	0.34	0.34
v/c Ratio		0.81	0.09		0.21		0.40	0.65		0.13	0.72	0.13
Control Delay		60.9	0.5		19.0		17.4	30.9		14.7	36.4	2.5
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		60.9	0.5		19.0		17.4	30.9		14.7	36.4	2.5
LOS		E	A		B		B	C		B	D	A
Approach Delay		50.8			19.0			28.0			30.0	
Approach LOS		D			B			C			C	
Queue Length 50th (ft)		81	0		12		40	234		13	230	0
Queue Length 95th (ft)		#172	0		43		75	#433		32	#420	15
Internal Link Dist (ft)		723			268			307			2058	
Turn Bay Length (ft)			250				130			150		150
Base Capacity (vph)		242	408		301		349	746		401	639	624
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		0.71	0.08		0.19		0.38	0.65		0.11	0.72	0.13

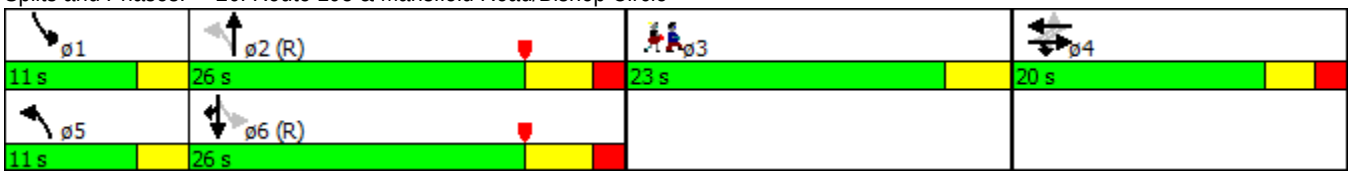
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 29 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 31.6		Intersection LOS: C	

Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	23.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Capacity Utilization 57.0% 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.

Splits and Phases: 26: Route 195 & Mansfield Road/Bishop Circle



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	35	111	39	33	24	99	379	36	34	384	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	120		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1650	0	1770	1745	0	1770	1839	0	1770	1844	0
Flt Permitted	0.717			0.499			0.366			0.424		
Satd. Flow (perm)	1336	1650	0	930	1745	0	682	1839	0	790	1844	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		121			26			6			4	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1409			176			1371			201	
Travel Time (s)		38.4			4.8			37.4			5.5	
Lane Group Flow (vph)	28	159	0	42	62	0	108	451	0	37	446	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4			2			6		
Total Split (s)	20.0	20.0		20.0	20.0		9.1	27.0		9.1	27.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		3.1	6.0		3.1	6.0	
Act Effct Green (s)	8.2	8.2		8.2	8.2		48.8	41.5		45.7	38.6	
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.61	0.52		0.57	0.48	
v/c Ratio	0.21	0.57		0.44	0.31		0.22	0.47		0.07	0.50	
Control Delay	35.7	19.4		47.9	25.6		11.2	20.4		11.0	23.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.7	19.4		47.9	25.6		11.2	20.4		11.0	23.2	
LOS	D	B		D	C		B	C		B	C	
Approach Delay		21.9			34.6			18.6			22.2	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	13	18		20	17		26	180		9	182	
Queue Length 95th (ft)	36	70		50	50		59	#349		26	#383	
Internal Link Dist (ft)		1329			96			1291			121	
Turn Bay Length (ft)							120					
Base Capacity (vph)	250	407		174	347		507	954		530	890	
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	0.11	0.39		0.24	0.18		0.21	0.47		0.07	0.50	

Intersection Summary	
Area Type:	Other
Cycle Length: 80.1	
Actuated Cycle Length: 80.1	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow, Master Intersection	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 21.6	Intersection LOS: C

Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	24.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

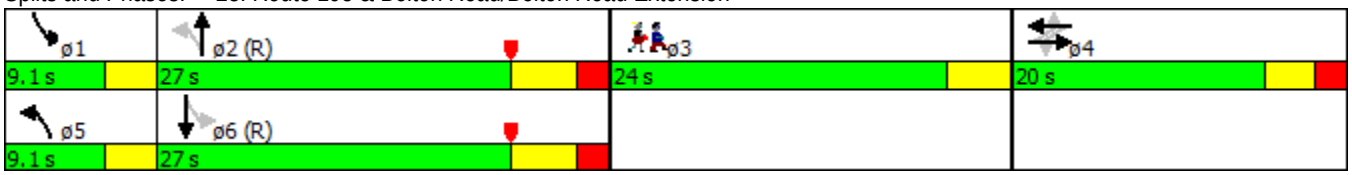
Intersection Summary

Intersection Capacity Utilization 58.5% 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.

Splits and Phases: 28: Route 195 & Bolton Road/Bolton Road Extension



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	233	35	264	77	87	34	133	423	27	52	647	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	350		0	150		0	0		0	390		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1615	0	1770	1785	0	1770	1846	0	1770	3383	0
Flt Permitted	0.491			0.950			0.112			0.339		
Satd. Flow (perm)	915	1615	0	1770	1785	0	209	1846	0	631	3383	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		239			12			3			50	
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		1649			348			165			1371	
Travel Time (s)		37.5			7.9			3.8			37.4	
Lane Group Flow (vph)	268	343	0	86	135	0	139	469	0	56	981	0
Turn Type	pm+pt	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4						2			6		
Total Split (s)	13.1	30.0		13.1	30.0		13.1	56.0		13.1	56.0	
Total Lost Time (s)	3.1	5.0		3.1	5.0		3.1	6.0		3.2	6.0	
Act Effct Green (s)	29.0	18.9		8.9	13.6		48.1	37.7		42.0	32.3	
Actuated g/C Ratio	0.31	0.20		0.09	0.14		0.51	0.40		0.45	0.34	
v/c Ratio	0.69	0.67		0.51	0.50		0.53	0.63		0.15	0.82	
Control Delay	44.0	21.9		61.6	46.2		23.9	30.7		16.7	34.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	44.0	21.9		61.6	46.2		23.9	30.7		16.7	34.5	
LOS	D	C		E	D		C	C		B	C	
Approach Delay		31.6			52.2			29.2			33.5	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	113	51		44	61		29	173		11	208	
Queue Length 95th (ft)	#339	186		#159	167		#127	484		53	484	
Internal Link Dist (ft)		1569			268			85			1291	
Turn Bay Length (ft)	350			150						390		
Base Capacity (vph)	386	655		214	548		296	1122		449	2068	
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	0.52		0.40	0.25		0.47	0.42		0.12	0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 139.2			
Actuated Cycle Length: 93.8			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 33.6		Intersection LOS: C	
Intersection Capacity Utilization 72.0%		ICU Level of Service C	

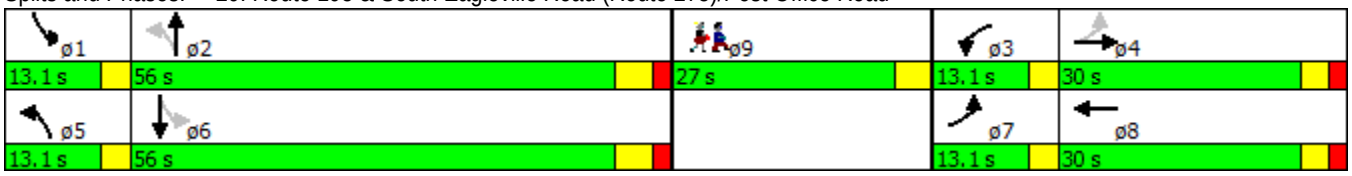
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	27.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 29: Route 195 & South Eagleville Road (Route 275)/Post Office Road

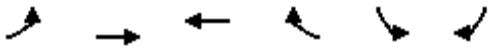


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	46	73	495	50	133	650
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1692	0	1859	0	0	1866
Flt Permitted	0.981					0.772
Satd. Flow (perm)	1692	0	1859	0	0	1452
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	81		8			
Link Speed (mph)	30		30			30
Link Distance (ft)	2014		406			6636
Travel Time (s)	45.8		9.2			150.8
Lane Group Flow (vph)	132	0	599	0	0	832
Turn Type	Prot		NA		D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases					2	
Total Split (s)	29.0		50.3		13.5	
Total Lost Time (s)	4.0		5.3			
Act Effct Green (s)	7.0		45.0			56.8
Actuated g/C Ratio	0.09		0.60			0.76
v/c Ratio	0.57		0.53			0.72
Control Delay	24.9		11.2			8.1
Queue Delay	0.0		0.0			0.0
Total Delay	24.9		11.2			8.1
LOS	C		B			A
Approach Delay	24.9		11.2			8.1
Approach LOS	C		B			A
Queue Length 50th (ft)	23		139			81
Queue Length 95th (ft)	72		257			201
Internal Link Dist (ft)	1934		326			6556
Turn Bay Length (ft)						
Base Capacity (vph)	619		1122			1158
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.21		0.53			0.72

Intersection Summary			
Area Type:	Other		
Cycle Length: 92.8			
Actuated Cycle Length: 74.8			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 88.8%		ICU Level of Service E	

Analysis Period (min) 15

Splits and Phases: 30: Route 195 & Bassetts Bridge Road



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	120	1283	886	19	6	39
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.95	0.95	0.77	0.77
Hourly flow rate (vph)	124	1323	933	20	8	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	953				2513	943
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	953				2513	943
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	83				70	84
cM capacity (veh/h)	725				26	320

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	1446	953	58
Volume Left	124	0	8
Volume Right	0	20	51
cSH	725	1700	128
Volume to Capacity	0.17	0.56	0.46
Queue Length 95th (ft)	15	0	51
Control Delay (s)	8.7	0.0	55.1
Lane LOS	A		F
Approach Delay (s)	8.7	0.0	55.1
Approach LOS			F

Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	135.3%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	92	575	3	5	822	28	3	59	3	16	50	36
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.75	0.75	0.75	0.83	0.83	0.83
Hourly flow rate (vph)	105	653	3	6	934	32	4	79	4	19	60	43
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	966			657			1899	1841	655	1869	1827	950
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	966			657			1899	1841	655	1869	1827	950
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	85			99			51	0	99	0	8	86
cM capacity (veh/h)	717			935			8	64	468	0	66	317

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	761	972	87	123
Volume Left	105	6	4	19
Volume Right	3	32	4	43
cSH	717	935	50	0
Volume to Capacity	0.15	0.01	1.72	Err
Queue Length 95th (ft)	13	0	210	Err
Control Delay (s)	3.7	0.2	524.6	Err
Lane LOS	A	A	F	F
Approach Delay (s)	3.7	0.2	524.6	Err
Approach LOS			F	F

Intersection Summary				
Average Delay			Err	
Intersection Capacity Utilization			102.1%	ICU Level of Service G
Analysis Period (min)			15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	531	11	0	842	2	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.83	0.83	0.81	0.81
Hourly flow rate (vph)	565	12	0	1014	2	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			577		1585	571
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			577		1585	571
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	97
cM capacity (veh/h)			1002		120	522

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	577	1014	16
Volume Left	0	0	2
Volume Right	12	0	14
cSH	1700	1002	344
Volume to Capacity	0.34	0.00	0.05
Queue Length 95th (ft)	0	0	4
Control Delay (s)	0.0	0.0	16.0
Lane LOS			C
Approach Delay (s)	0.0	0.0	16.0
Approach LOS			C

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (veh/h)	542	0	23	842	1	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.88	0.88	0.60	0.60
Hourly flow rate (vph)	571	0	26	957	2	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			571		1580	571
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			571		1580	571
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		99	97
cM capacity (veh/h)			1012		118	524

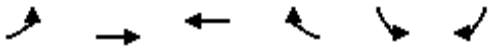
Direction, Lane #	EB 1	WB 1	NE 1
Volume Total	571	983	20
Volume Left	0	26	2
Volume Right	0	0	18
cSH	1700	1012	408
Volume to Capacity	0.34	0.03	0.05
Queue Length 95th (ft)	0	2	4
Control Delay (s)	0.0	0.7	14.3
Lane LOS		A	B
Approach Delay (s)	0.0	0.7	14.3
Approach LOS			B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	553	38	50	851	14	36
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.91	0.91	0.66	0.66
Hourly flow rate (vph)	564	39	55	935	21	55
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			603		1629	584
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			603		1629	584
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		80	89
cM capacity (veh/h)			979		106	514

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	603	990	76
Volume Left	0	55	21
Volume Right	39	0	55
cSH	1700	979	248
Volume to Capacity	0.35	0.06	0.31
Queue Length 95th (ft)	0	4	31
Control Delay (s)	0.0	1.5	25.8
Lane LOS		A	D
Approach Delay (s)	0.0	1.5	25.8
Approach LOS			D

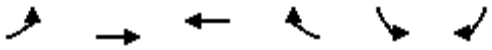
Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	92.3%	ICU Level of Service	F
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	23	569	892	2	6	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.47	0.47
Hourly flow rate (vph)	24	599	991	2	13	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	993				1640	992
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	993				1640	992
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				88	91
cM capacity (veh/h)	704				108	301

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	623	993	40
Volume Left	24	0	13
Volume Right	0	2	28
cSH	704	1700	192
Volume to Capacity	0.03	0.58	0.21
Queue Length 95th (ft)	3	0	19
Control Delay (s)	0.9	0.0	28.7
Lane LOS	A		D
Approach Delay (s)	0.9	0.0	28.7
Approach LOS			D

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	12	462	500	346	137	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.92	0.92	0.79	0.79
Hourly flow rate (vph)	14	557	543	376	173	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	543				1317	732
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	543				1317	732
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				0	97
cM capacity (veh/h)	1036				173	425

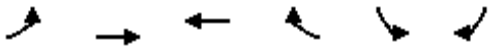
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	571	920	186
Volume Left	14	0	173
Volume Right	0	376	13
cSH	1036	1700	180
Volume to Capacity	0.01	0.54	1.03
Queue Length 95th (ft)	1	0	218
Control Delay (s)	0.4	0.0	128.8
Lane LOS	A		F
Approach Delay (s)	0.4	0.0	128.8
Approach LOS			F

Intersection Summary			
Average Delay	14.4		
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	293	11	586	78	9	557
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.73	0.73	0.92	0.92
Hourly flow rate (vph)	391	15	803	107	10	605
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1481	856			910	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1481	856			910	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	96			99	
cM capacity (veh/h)	137	359			753	

Direction, Lane #	NW 1	NE 1	SW 1
Volume Total	405	910	615
Volume Left	391	0	10
Volume Right	15	107	0
cSH	140	1700	753
Volume to Capacity	2.89	0.54	0.01
Queue Length 95th (ft)	931	0	1
Control Delay (s)	920.6	0.0	0.4
Lane LOS	F		A
Approach Delay (s)	920.6	0.0	0.4
Approach LOS	F		

Intersection Summary			
Average Delay	193.4		
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	34	563	553	10	7	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.91	0.91	0.56	0.56
Hourly flow rate (vph)	47	782	608	11	12	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	619				1490	613
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	619				1490	613
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				90	95
cM capacity (veh/h)	966				130	494

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	829	619	36
Volume Left	47	0	12
Volume Right	0	11	23
cSH	966	1700	250
Volume to Capacity	0.05	0.36	0.14
Queue Length 95th (ft)	4	0	12
Control Delay (s)	1.3	0.0	21.8
Lane LOS	A		C
Approach Delay (s)	1.3	0.0	21.8
Approach LOS			C

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection has too many legs for HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	13	47	7	1	26	54	867	3	9	542	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.91	0.91	0.91	0.90	0.90	0.90
Hourly flow rate (vph)	7	18	66	10	1	37	59	953	3	10	602	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											522	
pX, platoon unblocked	0.86	0.86	0.86	0.86	0.86		0.86					
vC, conflicting volume	1738	1702	607	1776	1705	954	612			956		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1775	1734	468	1819	1737	954	473			956		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	85	74	87	71	98	88	94			99		
cM capacity (veh/h)	46	71	517	34	70	315	946			723		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	92	48	1015	622
Volume Left	7	10	59	10
Volume Right	66	37	3	10
cSH	169	113	946	723
Volume to Capacity	0.54	0.42	0.06	0.01
Queue Length 95th (ft)	69	45	5	1
Control Delay (s)	48.9	58.4	1.8	0.4
Lane LOS	E	F	A	A
Approach Delay (s)	48.9	58.4	1.8	0.4
Approach LOS	E	F		

Intersection Summary				
Average Delay	5.2			
Intersection Capacity Utilization	87.2%	ICU Level of Service	E	
Analysis Period (min)	15			

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	420	16	46	445	0	114
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	457	17	50	484	0	124
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	201			387		
pX, platoon unblocked			0.83		0.87	0.83
vC, conflicting volume			474		1049	465
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			271		551	260
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		100	81
cM capacity (veh/h)			1079		410	650

Direction, Lane #	NB 1	SB 1	SB 2	SW 1
Volume Total	474	50	484	124
Volume Left	0	50	0	0
Volume Right	17	0	0	124
cSH	1700	1079	1700	650
Volume to Capacity	0.28	0.05	0.28	0.19
Queue Length 95th (ft)	0	4	0	17
Control Delay (s)	0.0	8.5	0.0	11.8
Lane LOS		A		B
Approach Delay (s)	0.0	0.8		11.8
Approach LOS				B

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	36.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	92	710	73	5	1540	6	3	3	5	18	2	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	62		62	116		200	0		0	0		0
Storage Lanes	1		0	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	1855	0	1787	3571	0	1787	1712	0	0	1643	0
Flt Permitted	0.114			0.950			0.303				0.973	
Satd. Flow (perm)	214	1855	0	1787	3571	0	570	1712	0	0	1605	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			1			6			45	
Link Speed (mph)		30			45			30			30	
Link Distance (ft)		351			2120			125			1859	
Travel Time (s)		8.0			32.1			2.8			42.3	
Lane Group Flow (vph)	98	833	0	5	1628	0	4	10	0	0	256	0
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	2 1			4			4	
Permitted Phases	2						4			4		
Total Split (s)	58.7	58.7		11.3			20.0	20.0		20.0	20.0	
Total Lost Time (s)	8.4	8.4		7.3			6.5	6.5			6.5	
Act Effct Green (s)	50.1	50.1		4.0	61.4		13.2	13.2			13.2	
Actuated g/C Ratio	0.56	0.56		0.04	0.69		0.15	0.15			0.15	
v/c Ratio	0.82	0.80		0.06	0.67		0.05	0.04			0.93	
Control Delay	68.6	23.0		43.0	9.8		34.3	24.2			71.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	68.6	23.0		43.0	9.8		34.3	24.2			71.9	
LOS	E	C		D	A		C	C			E	
Approach Delay		27.8			9.9			27.1			71.9	
Approach LOS		C			A			C			E	
Queue Length 50th (ft)	42	350		3	244		2	2			121	
Queue Length 95th (ft)	#145	526		14	312		10	14			#255	
Internal Link Dist (ft)		271			2040			45			1779	
Turn Bay Length (ft)	62			116								
Base Capacity (vph)	120	1046		79	2459		86	263			280	
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	0.80		0.06	0.66		0.05	0.04			0.91	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 89.5			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 21.5		Intersection LOS: C	
Intersection Capacity Utilization 97.7%		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.

Splits and Phases: 1: Route 44 & Quarry Road

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	711	12	29	1547	56	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1859	0	0	1861	1747	0
Flt Permitted				0.977	0.960	
Satd. Flow (perm)	1859	0	0	1820	1747	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				7	
Link Speed (mph)	40			40	30	
Link Distance (ft)	1013			2166	710	
Travel Time (s)	17.3			36.9	16.1	
Lane Group Flow (vph)	786	0	0	1732	114	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	6			2	4	
Permitted Phases			2			
Total Split (s)	103.5		103.5	103.5	11.5	
Total Lost Time (s)	5.3			5.3	4.5	
Act Effct Green (s)	100.5			100.5	7.0	
Actuated g/C Ratio	0.86			0.86	0.06	
v/c Ratio	0.49			1.11	1.04	
Control Delay	3.3			72.1	145.8	
Queue Delay	0.0			0.0	0.0	
Total Delay	3.3			72.1	145.8	
LOS	A			E	F	
Approach Delay	3.3			72.1	145.8	
Approach LOS	A			E	F	
Queue Length 50th (ft)	102			~1489	~84	
Queue Length 95th (ft)	143			#1738	#101	
Internal Link Dist (ft)	933			2086	630	
Turn Bay Length (ft)						
Base Capacity (vph)	1593			1559	110	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.49			1.11	1.04	

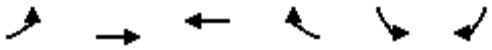
Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 117.3			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 54.7		Intersection LOS: D	
Intersection Capacity Utilization 118.7%		ICU Level of Service H	

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: 2: South Road & Route 44



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	37	707	1480	6	4	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	150			200	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	1863	1861	0	1617	0
Flt Permitted	0.033				0.998	
Satd. Flow (perm)	61	1863	1861	0	1617	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1		77	
Link Speed (mph)		25	40		30	
Link Distance (ft)		2166	12883		2138	
Travel Time (s)		59.1	219.6		48.6	
Lane Group Flow (vph)	41	786	1633	0	146	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		2	6		4	
Permitted Phases	2					
Total Split (s)	127.2	127.2	127.2		22.8	
Total Lost Time (s)	4.5	4.5	4.5		4.5	
Act Effct Green (s)	122.8	122.8	122.8		11.7	
Actuated g/C Ratio	0.86	0.86	0.86		0.08	
v/c Ratio	0.79	0.49	1.03		0.72	
Control Delay	92.4	4.2	41.8		50.8	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	92.4	4.2	41.8		50.8	
LOS	F	A	D		D	
Approach Delay		8.5	41.8		50.8	
Approach LOS		A	D		D	
Queue Length 50th (ft)	13	140	~1622		63	
Queue Length 95th (ft)	#70	264	#2038		121	
Internal Link Dist (ft)		2086	12803		2058	
Turn Bay Length (ft)	150					
Base Capacity (vph)	52	1594	1592		273	
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	0.79	0.49	1.03		0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 143.5			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 31.7		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.

Splits and Phases: 3: Route 44 & Tolland Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	583	318	9	649	5	628	32	3	17	77	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		150	100		0	275		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	1583	1770	1861	0	1681	1692	0	0	1716	0
Flt Permitted	0.084			0.208			0.950	0.957			0.996	
Satd. Flow (perm)	156	1863	1583	387	1861	0	1681	1692	0	0	1716	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			342								48	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		472			520			3130			2815	
Travel Time (s)		7.2			7.9			71.1			64.0	
Lane Group Flow (vph)	24	627	342	10	752	0	387	383	0	0	227	0
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	1	6	6 3	5	2		3	3		4	4	
Permitted Phases	6			2								
Total Split (s)	8.1	50.6		8.1	50.6		30.0	30.0		21.3	21.3	
Total Lost Time (s)	3.1	6.4		3.2	6.4		4.6	4.6			4.3	
Act Effct Green (s)	51.7	47.4	77.6	50.4	44.4		25.5	25.5			14.2	
Actuated g/C Ratio	0.50	0.46	0.75	0.48	0.43		0.24	0.24			0.14	
v/c Ratio	0.15	0.74	0.27	0.04	0.95		0.94	0.93			0.82	
Control Delay	15.9	30.8	1.2	14.0	52.8		72.4	69.5			58.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	15.9	30.8	1.2	14.0	52.8		72.4	69.5			58.7	
LOS	B	C	A	B	D		E	E			E	
Approach Delay		20.2			52.3			70.9			58.7	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	8	336	0	3	~521		287	283			122	
Queue Length 95th (ft)	22	#593	27	12	#744		#462	#453			#234	
Internal Link Dist (ft)		392			440			3050			2735	
Turn Bay Length (ft)	100		150	100			275					
Base Capacity (vph)	155	849	1250	252	793		412	414			321	
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	0.74	0.27	0.04	0.95		0.94	0.93			0.71	

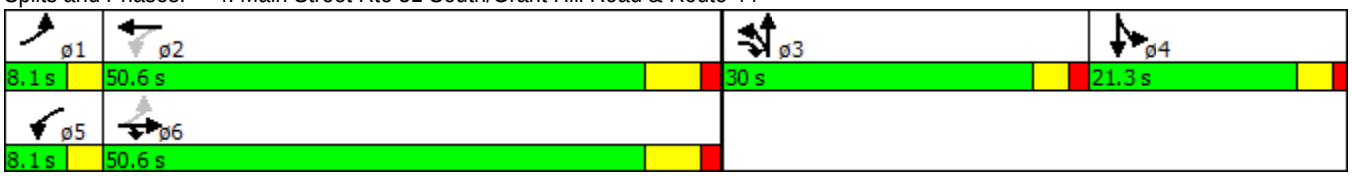
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 104.1			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 46.5		Intersection LOS: D	
Intersection Capacity Utilization 77.7%		ICU Level of Service D	

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: 4: Main Street Rte 31 South/Grant Hill Road & Route 44



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	687	5	5	654	8	2	21	5	19	58	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1841	0	0	1841	0	0	1797	0	0	1700	0
Flt Permitted		0.981			0.996			0.975			0.961	
Satd. Flow (perm)	0	1808	0	0	1834	0	0	1757	0	0	1643	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2			8			69	
Link Speed (mph)		45			40			30			30	
Link Distance (ft)		5658			4336			2814			2503	
Travel Time (s)		85.7			73.9			64.0			56.9	
Lane Group Flow (vph)	0	762	0	0	710	0	0	47	0	0	195	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Total Split (s)	56.0	56.0		56.0	56.0		19.0	19.0		19.0	19.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Act Effct Green (s)		27.9			27.9			9.2			9.2	
Actuated g/C Ratio		0.60			0.60			0.20			0.20	
v/c Ratio		0.70			0.64			0.13			0.51	
Control Delay		11.0			9.6			16.1			17.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.0			9.6			16.1			17.4	
LOS		B			A			B			B	
Approach Delay		11.0			9.6			16.1			17.4	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)		107			94			7			25	
Queue Length 95th (ft)		267			231			22			88	
Internal Link Dist (ft)		5578			4256			2734			2423	
Turn Bay Length (ft)												
Base Capacity (vph)		1735			1760			578			582	
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		0.44			0.40			0.08			0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 46.5			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 69.6%		ICU Level of Service C	

Analysis Period (min) 15

Splits and Phases: 5: Route 44 & North River Road

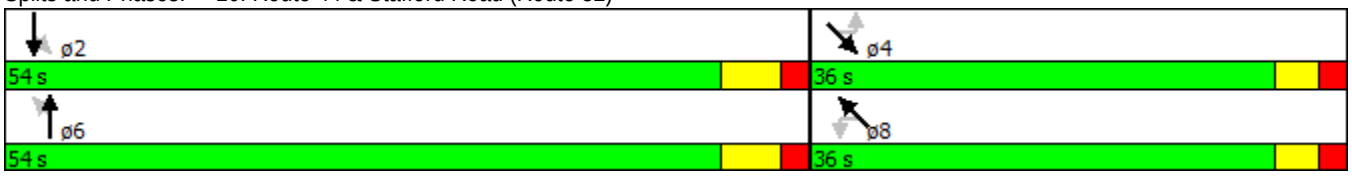
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	37	556	207	104	314	14	64	307	29	119	160	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	150		20
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1812	0	0	1851	0	0	1847	0	1698	1694	0
Flt Permitted		0.961			0.602			0.784		0.356	0.977	
Satd. Flow (perm)	0	1745	0	0	1128	0	0	1460	0	636	1659	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			3			5			30	
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1825			848			904			1054	
Travel Time (s)		41.5			16.5			20.5			24.0	
Lane Group Flow (vph)	0	931	0	0	481	0	0	444	0	121	289	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	54.0	54.0		54.0	54.0		36.0	36.0		36.0	36.0	
Total Lost Time (s)		6.0			6.0			5.0		5.0	5.0	
Act Effct Green (s)		47.6			47.6			28.2		28.2	28.2	
Actuated g/C Ratio		0.55			0.55			0.32		0.32	0.32	
v/c Ratio		0.96			0.78			0.93		0.59	0.52	
Control Delay		41.5			27.1			56.3		37.5	24.8	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		41.5			27.1			56.3		37.5	24.8	
LOS		D			C			E		D	C	
Approach Delay		41.5			27.1			56.3			28.6	
Approach LOS		D			C			E			C	
Queue Length 50th (ft)		480			208			232		57	120	
Queue Length 95th (ft)		#713			#402			#412		121	196	
Internal Link Dist (ft)		1745			768			824			974	
Turn Bay Length (ft)										150		
Base Capacity (vph)		981			627			526		228	614	
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		0.95			0.77			0.84		0.53	0.47	

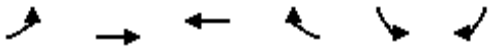
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 86.8			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 39.0		Intersection LOS: D	
Intersection Capacity Utilization 107.8%		ICU Level of Service G	

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Route 44 & Stafford Road (Route 32)





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	15	467	398	101	556	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1841	1795	0	1753	0
Flt Permitted		0.913			0.953	
Satd. Flow (perm)	0	1684	1795	0	1753	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			16		1	
Link Speed (mph)		35	40		30	
Link Distance (ft)		4139	297		1624	
Travel Time (s)		80.6	5.1		36.9	
Lane Group Flow (vph)	0	581	608	0	766	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		2	6		4	
Permitted Phases	2					
Total Split (s)	47.0	47.0	47.0		53.0	
Total Lost Time (s)		4.5	4.5		4.5	
Act Effct Green (s)		44.4	44.4		46.6	
Actuated g/C Ratio		0.44	0.44		0.47	
v/c Ratio		0.78	0.76		0.94	
Control Delay		33.2	26.2		45.3	
Queue Delay		0.0	53.1		3.9	
Total Delay		33.2	79.4		49.3	
LOS		C	E		D	
Approach Delay		33.2	79.4		49.3	
Approach LOS		C	E		D	
Queue Length 50th (ft)		317	334		430	
Queue Length 95th (ft)		408	m330		432	
Internal Link Dist (ft)		4059	217		1544	
Turn Bay Length (ft)						
Base Capacity (vph)		746	805		850	
Starvation Cap Reductn		0	328		0	
Spillback Cap Reductn		0	0		44	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.78	1.27		0.95	

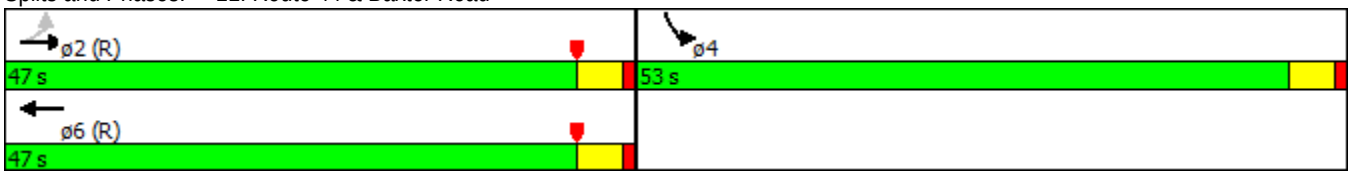
Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 82 (82%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 53.9	Intersection LOS: D

Intersection Capacity Utilization 75.7% ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: Route 44 & Baxter Road



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	67	27	583	367	87	452
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1746	0	1783	0	0	1866
Flt Permitted	0.966					0.381
Satd. Flow (perm)	1746	0	1783	0	0	717
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	18		84			
Link Speed (mph)	30		40			40
Link Distance (ft)	1180		297			1972
Travel Time (s)	26.8		5.1			33.6
Lane Group Flow (vph)	125	0	1302	0	0	586
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Total Split (s)	22.5		77.5		77.5	77.5
Total Lost Time (s)	4.5		4.5			4.5
Act Effct Green (s)	11.5		79.5			79.5
Actuated g/C Ratio	0.12		0.80			0.80
v/c Ratio	0.58		0.91			1.03
Control Delay	45.8		15.2			58.8
Queue Delay	0.0		19.8			29.2
Total Delay	45.8		35.0			88.0
LOS	D		C			F
Approach Delay	45.8		35.0			88.0
Approach LOS	D		C			F
Queue Length 50th (ft)	65		55			~405
Queue Length 95th (ft)	94		111			m#623
Internal Link Dist (ft)	1100		217			1892
Turn Bay Length (ft)						
Base Capacity (vph)	329		1434			570
Starvation Cap Reductn	0		173			0
Spillback Cap Reductn	4		0			193
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.38		1.03			1.55

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 73 (73%), Referenced to phase 2:NET and 6:SWTL, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 51.1	Intersection LOS: D

Intersection Capacity Utilization 98.3% 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: 12: Route 44 & Hunting Lodge Road

Lane Group	EBL2	EBL	EBR	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations											
Volume (vph)	240	0	552	0	0	22	424	0	0	703	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%		0%			0%			0%	
Storage Length (ft)		0	375	0	0	95		0	0		140
Storage Lanes		1	2	0	0	1		0	0		1
Taper Length (ft)		25		25		25			25		
Satd. Flow (prot)	0	1770	2787	0	0	1770	3539	0	0	3539	1583
Flt Permitted		0.950				0.362					
Satd. Flow (perm)	0	1770	2787	0	0	674	3539	0	0	3539	1583
Right Turn on Red			Yes					Yes			Yes
Satd. Flow (RTOR)			600								173
Link Speed (mph)		30		30			35			30	
Link Distance (ft)		1198		926			640			597	
Travel Time (s)		27.2		21.0			12.5			13.6	
Lane Group Flow (vph)	0	261	600	0	0	24	461	0	0	764	116
Turn Type	Prot	Prot	Prot			custom	NA			NA	custom
Protected Phases	4	4	1			3	2 3			2 1	
Permitted Phases						2					2
Total Split (s)	18.0	18.0	20.0			10.0					22.0
Total Lost Time (s)		4.0	4.0			6.1					6.1
Act Effct Green (s)		12.7	6.6			30.5	36.6			37.2	26.6
Actuated g/C Ratio		0.18	0.09			0.44	0.52			0.53	0.38
v/c Ratio		0.82	0.74			0.07	0.25			0.41	0.16
Control Delay		48.8	9.2			11.1	10.4			12.9	7.1
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0
Total Delay		48.8	9.2			11.1	10.4			12.9	7.1
LOS		D	A			B	B			B	A
Approach Delay		21.2					10.4			12.1	
Approach LOS		C					B			B	
Queue Length 50th (ft)		106	0			5	52			63	1
Queue Length 95th (ft)		#211	44			18	95			226	43
Internal Link Dist (ft)		1118		846			560			517	
Turn Bay Length (ft)			375			95					140
Base Capacity (vph)		354	1099			354	1852			1882	709
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	0.55			0.07	0.25			0.41	0.16

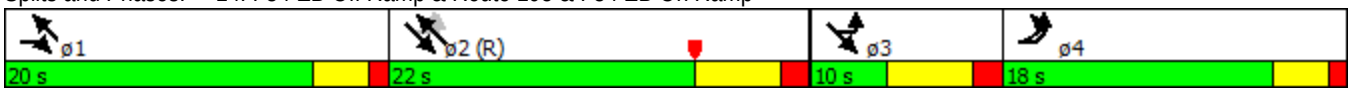
Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 61 (87%), Referenced to phase 2:NWSE, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 15.2	Intersection LOS: B

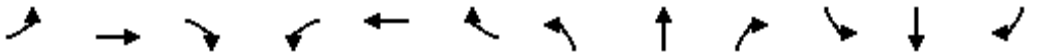
Intersection Capacity Utilization 41.9% ICU Level of Service A

Analysis Period (min) 15

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: I-84 EB Off Ramp & Route 195 & I-84 EB On Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	670	40	60	620	0	20	0	70	5	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	430		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3511	0	1770	3539	0	0	1770	1583	0	1770	0
Flt Permitted	0.395			0.331								
Satd. Flow (perm)	736	3511	0	617	3539	0	0	1863	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11							76			
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		597			1563			929			394	
Travel Time (s)		11.6			35.5			21.1			9.0	
Lane Group Flow (vph)	1	771	0	65	674	0	0	22	76	0	5	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			4	1		4	
Permitted Phases	2			6			4		4	4		
Total Split (s)	9.5	37.9		9.6	38.0		22.5	22.5	9.6	22.5	22.5	
Total Lost Time (s)	4.5	5.7		4.0	5.7			4.3	4.0		4.3	
Act Effct Green (s)	56.9	52.5		60.5	60.8			6.9	10.9		6.9	
Actuated g/C Ratio	0.81	0.75		0.86	0.87			0.10	0.16		0.10	
v/c Ratio	0.00	0.29		0.10	0.22			0.12	0.25		0.03	
Control Delay	1.0	3.7		1.0	2.0			29.7	7.5		28.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	1.0	3.7		1.0	2.0			29.7	7.5		28.0	
LOS	A	A		A	A			C	A		C	
Approach Delay		3.7			2.0			12.5			28.0	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)	0	16		0	0			9	0		2	
Queue Length 95th (ft)	m0	93		m2	125			28	28		11	
Internal Link Dist (ft)		517			1483			849			314	
Turn Bay Length (ft)	130			430								
Base Capacity (vph)	679	2634		631	3074			484	311		484	
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	0.00	0.29		0.10	0.22			0.05	0.24		0.01	

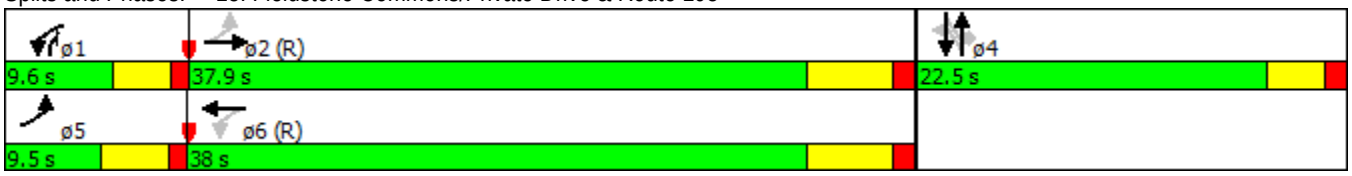
Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.29			
Intersection Signal Delay: 3.5		Intersection LOS: A	

Intersection Capacity Utilization 40.8% ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Fieldstone Commons/Private Drive & Route 195

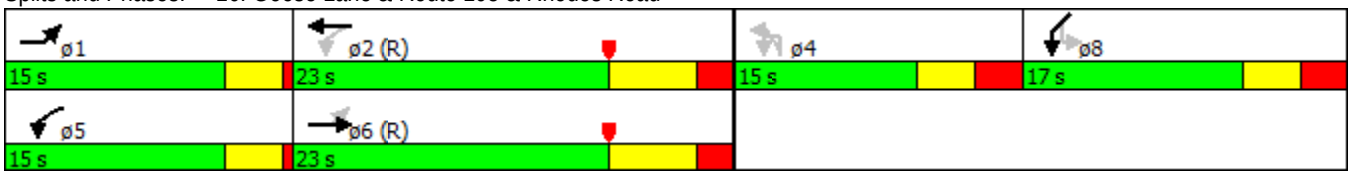


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	106	1098	29	12	515	9	112	16	24	13	19	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%		0%				0%	
Storage Length (ft)	468		0	0		0	0	0			0	40
Storage Lanes	1		0	1		0	1	0			1	0
Taper Length (ft)	25			25			25				25	
Satd. Flow (prot)	1787	3560	0	1787	3564	0	1750	0	0	0	1653	0
Flt Permitted	0.354			0.148			0.378				0.992	
Satd. Flow (perm)	666	3560	0	278	3564	0	686	0	0	0	1653	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			2		195				211	
Link Speed (mph)		35			35		30				30	
Link Distance (ft)		1563			258		1084				2343	
Travel Time (s)		30.4			5.0		24.6				53.3	
Lane Group Flow (vph)	119	1267	0	13	576	0	183	0	0	0	250	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm			Perm	Prot	
Protected Phases	1	6		5	2						8	
Permitted Phases	6			2			4			8		
Total Split (s)	15.0	23.0		15.0	23.0		15.0			17.0	17.0	
Total Lost Time (s)	3.5	6.5		3.5	6.5		5.5				5.5	
Act Effct Green (s)	39.1	34.4		34.8	27.8		9.2				7.2	
Actuated g/C Ratio	0.56	0.49		0.50	0.40		0.13				0.10	
v/c Ratio	0.25	0.72		0.05	0.41		0.71				0.70	
Control Delay	7.8	16.5		9.1	18.0		21.4				18.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0				0.0	
Total Delay	7.8	16.5		9.1	18.0		21.4				18.0	
LOS	A	B		A	B		C				B	
Approach Delay		15.7			17.8		21.4				18.0	
Approach LOS		B			B		C				B	
Queue Length 50th (ft)	15	152		2	89		0				16	
Queue Length 95th (ft)	37	#418		11	161		#60				57	
Internal Link Dist (ft)		1483			178		1004				2263	
Turn Bay Length (ft)	468											
Base Capacity (vph)	556	1751		402	1417		261				447	
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	0.21	0.72		0.03	0.41		0.70				0.56	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 27 (39%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 16.9		Intersection LOS: B	

Intersection Capacity Utilization 74.3% 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: 16: Goose Lane & Route 195 & Rhodes Road



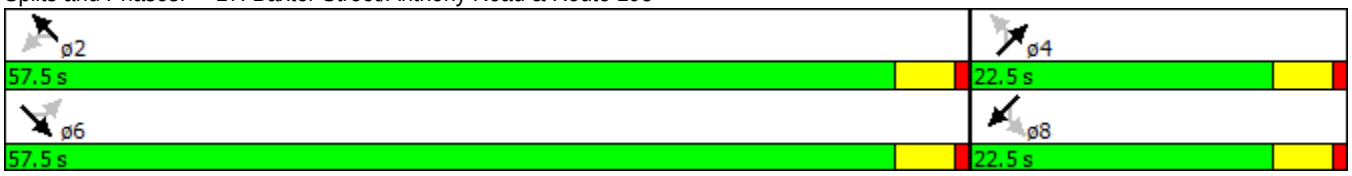
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	36	1024	9	18	485	39	17	88	36	24	7	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1876	0	0	1859	0	0	1804	0	0	1693	0
Flt Permitted		0.970			0.957			0.959			0.808	
Satd. Flow (perm)	0	1823	0	0	1782	0	0	1741	0	0	1388	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			10			20			95	
Link Speed (mph)		35			40			30			30	
Link Distance (ft)		1929			2196			1670			637	
Travel Time (s)		37.6			37.4			38.0			14.5	
Lane Group Flow (vph)	0	1102	0	0	615	0	0	210	0	0	148	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	57.5	57.5		57.5	57.5		22.5	22.5		22.5	22.5	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Act Effct Green (s)		47.5			47.5			13.0			13.0	
Actuated g/C Ratio		0.68			0.68			0.19			0.19	
v/c Ratio		0.89			0.51			0.62			0.44	
Control Delay		20.8			7.4			33.2			16.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		20.8			7.4			33.2			16.0	
LOS		C			A			C			B	
Approach Delay		20.8			7.4			33.2			16.0	
Approach LOS		C			A			C			B	
Queue Length 50th (ft)		320			105			83			21	
Queue Length 95th (ft)		#760			200			102			28	
Internal Link Dist (ft)		1849			2116			1590			557	
Turn Bay Length (ft)												
Base Capacity (vph)		1420			1390			475			437	
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		0.78			0.44			0.44			0.34	

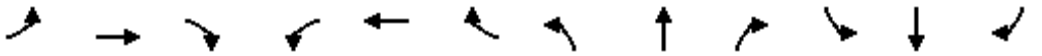
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 69.7			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 17.7		Intersection LOS: B	
Intersection Capacity Utilization 86.6%		ICU Level of Service E	

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 17: Baxter Street/Anthony Road & Route 195





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	1001	115	18	311	52	95	99	59	259	183	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	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	100		0	180		0	110		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	300			50			50			50		
Satd. Flow (prot)	0	3517	0	1787	1840	0	1787	1776	0	1787	1830	0
Flt Permitted		0.945		0.105			0.950			0.950		
Satd. Flow (perm)	0	3327	0	198	1840	0	1787	1776	0	1787	1830	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			13			26			11	
Link Speed (mph)		40			45			30			30	
Link Distance (ft)		1737			494			3128			1513	
Travel Time (s)		29.6			7.5			71.1			34.4	
Lane Group Flow (vph)	0	1271	0	23	466	0	107	177	0	375	323	0
Turn Type	Perm	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases		6		5	2		3	8		7	4	
Permitted Phases	6			2								
Total Split (s)	43.5	43.5		8.1	51.6		12.0	14.4		24.0	26.4	
Total Lost Time (s)		7.0		3.1	7.0		4.0	5.7		4.0	5.7	
Act Effct Green (s)		35.1		42.0	38.1		7.5	8.8		19.5	23.0	
Actuated g/C Ratio		0.42		0.50	0.46		0.09	0.11		0.23	0.28	
v/c Ratio		0.90		0.12	0.55		0.66	0.84		0.89	0.63	
Control Delay		33.1		11.2	18.5		59.3	67.0		58.0	34.9	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		33.1		11.2	18.5		59.3	67.0		58.0	34.9	
LOS		C		B	B		E	E		E	C	
Approach Delay		33.1			18.1			64.1			47.3	
Approach LOS		C			B			E			D	
Queue Length 50th (ft)		292		6	165		54	77		184	145	
Queue Length 95th (ft)		#490		15	203		#133	#206		227	185	
Internal Link Dist (ft)		1657			414			3048			1433	
Turn Bay Length (ft)				100			180			110		
Base Capacity (vph)		1478		195	999		172	210		432	514	
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		0.86		0.12	0.47		0.62	0.84		0.87	0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 83.2			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 37.3		Intersection LOS: D	
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.

Splits and Phases: 19: Stafford Road (Route 32)/River Road & Route 195

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	6	497	7	9	126	44	6	1	7	254	7	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	40		0	0		20	0		20
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	67			30			25			25		
Satd. Flow (prot)	1787	3567	0	1787	3435	0	0	1806	1599	0	1795	1599
Flt Permitted	0.623			0.358				0.808			0.723	
Satd. Flow (perm)	1172	3567	0	673	3435	0	0	1520	1599	0	1360	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			53				118			118
Link Speed (mph)		45			40			30			30	
Link Distance (ft)		289			374			198			471	
Travel Time (s)		4.4			6.4			4.5			10.7	
Lane Group Flow (vph)	7	566	0	11	205	0	0	12	11	0	373	16
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4		4	4		4
Total Split (s)	12.0	42.0		12.0	42.0		21.0	21.0	21.0	21.0	21.0	21.0
Total Lost Time (s)	3.1	6.7		3.1	6.7			4.2	4.2		4.2	4.2
Act Effct Green (s)	44.4	39.8		44.5	39.9			42.6	42.6		42.6	42.6
Actuated g/C Ratio	0.44	0.40		0.44	0.40			0.43	0.43		0.43	0.43
v/c Ratio	0.01	0.40		0.03	0.15			0.02	0.01		0.64	0.02
Control Delay	14.8	23.1		6.1	6.2			23.1	0.0		33.3	0.1
Queue Delay	0.0	0.1		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	14.8	23.2		6.1	6.2			23.1	0.0		33.3	0.1
LOS	B	C		A	A			C	A		C	A
Approach Delay		23.1			6.2			12.1			32.0	
Approach LOS		C			A			B			C	
Queue Length 50th (ft)	2	108		2	13			5	0		195	0
Queue Length 95th (ft)	11	217		m5	m44			13	0		#257	0
Internal Link Dist (ft)		209			294			118			391	
Turn Bay Length (ft)	175			40					20			20
Base Capacity (vph)	583	1539		402	1511			647	749		579	749
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	255		0	0			0	12		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.01	0.44		0.03	0.14			0.02	0.01		0.64	0.02

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 6 (6%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 22.7		Intersection LOS: C	

Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	25.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

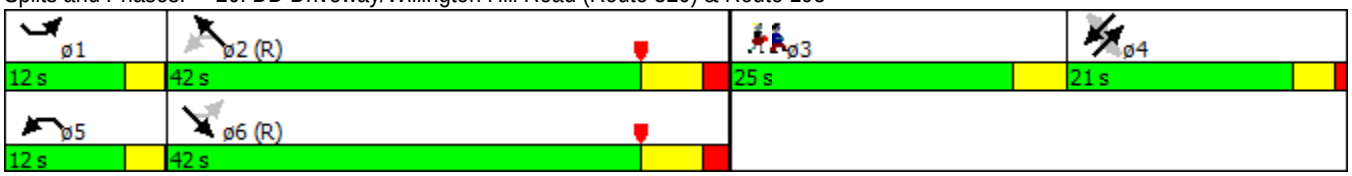
Intersection Capacity Utilization 46.2% ICU Level of Service A

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: 20: DD Driveway/Willington Hill Road (Route 320) & Route 195



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	34	578	134	36	110	22	46	99	104	219	282	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		185	286		0	330		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3440	0	1770	3451	0	1770	1719	0	1770	1814	0
Flt Permitted	0.950			0.950			0.477			0.370		
Satd. Flow (perm)	1770	3440	0	1770	3451	0	889	1719	0	689	1814	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		26			22						9	
Link Speed (mph)		45			40			40			30	
Link Distance (ft)		374			320			3638			937	
Travel Time (s)		5.7			5.5			62.0			21.3	
Lane Group Flow (vph)	40	848	0	43	160	0	57	250	0	327	508	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		
Total Split (s)	9.0	29.0		8.0	28.0		8.0	20.0		11.0	23.0	
Total Lost Time (s)	4.0	5.7		4.0	5.7		3.1	6.7		3.2	8.7	
Act Effct Green (s)	5.5	26.4		5.1	27.8		28.7	20.1		50.8	38.7	
Actuated g/C Ratio	0.06	0.26		0.05	0.28		0.29	0.20		0.51	0.39	
v/c Ratio	0.41	0.92		0.48	0.16		0.19	0.72		0.54	0.72	
Control Delay	59.0	50.0		64.4	25.1		15.3	41.4		24.6	36.3	
Queue Delay	0.0	6.2		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	59.0	56.2		64.4	25.1		15.3	41.4		24.6	36.3	
LOS	E	E		E	C		B	D		C	D	
Approach Delay		56.3			33.4			36.5			31.7	
Approach LOS		E			C			D			C	
Queue Length 50th (ft)	26	295		27	35		12	138		108	253	
Queue Length 95th (ft)	m51	#181		#73	60		m27	m#219		#242	#475	
Internal Link Dist (ft)		294			240			3558			857	
Turn Bay Length (ft)	220			250			286			330		
Base Capacity (vph)	101	925		90	974		302	345		609	707	
Starvation Cap Reductn	0	55		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	0.40	0.97		0.48	0.16		0.19	0.72		0.54	0.72	

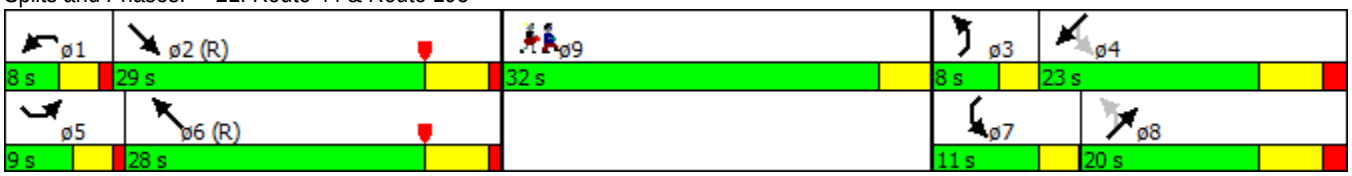
Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:SET and 6:NWT, Start of Yellow, Master Intersection	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 42.3	Intersection LOS: D

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	32.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Capacity Utilization 64.3% 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: 21: Route 44 & Route 195



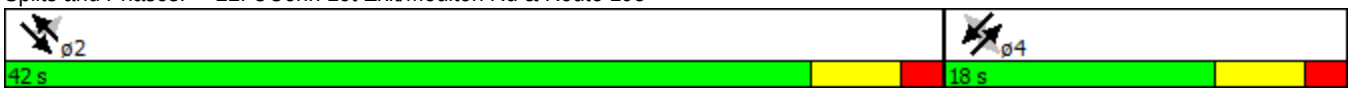
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	1145	0	0	229	6	4	0	0	13	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1881	0	0	1876	0	0	1787	0	0	1787	0
Flt Permitted												
Satd. Flow (perm)	0	1881	0	0	1876	0	0	1881	0	0	1881	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4							
Link Speed (mph)		40			30			30			30	
Link Distance (ft)		4118			522			457			935	
Travel Time (s)		70.2			11.9			10.4			21.3	
Lane Group Flow (vph)	0	1258	0	0	247	0	0	8	0	0	30	0
Turn Type		NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2						4			4		
Total Split (s)	42.0	42.0			42.0		18.0	18.0		18.0	18.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Act Effct Green (s)		51.4			51.4			5.8			5.8	
Actuated g/C Ratio		0.88			0.88			0.10			0.10	
v/c Ratio		0.76			0.15			0.04			0.16	
Control Delay		11.5			2.4			23.8			25.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.5			2.4			23.8			25.9	
LOS		B			A			C			C	
Approach Delay		11.5			2.4			23.8			25.9	
Approach LOS		B			A			C			C	
Queue Length 50th (ft)		0			0			3			10	
Queue Length 95th (ft)		#686			51			7			13	
Internal Link Dist (ft)		4038			442			377			855	
Turn Bay Length (ft)												
Base Capacity (vph)		1645			1641			386			386	
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		0.76			0.15			0.02			0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 58.7			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 74.4%		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: 22: UConn Lot Exit/Moulton Rd & Route 195



Lane Group	EBL	EBR	SET	SER	NWL	NWT	ø4	ø5	ø6
Lane Configurations									
Volume (vph)	14	83	707	104	201	294			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	12	12			
Grade (%)	0%		0%			0%			
Storage Length (ft)	110	0		120	0				
Storage Lanes	1	1		1	1				
Taper Length (ft)	50				25				
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863			
Flt Permitted	0.950				0.067				
Satd. Flow (perm)	1770	1583	1863	1583	125	1863			
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		104		53					
Link Speed (mph)	30		30			25			
Link Distance (ft)	1787		2593			372			
Travel Time (s)	40.6		58.9			10.1			
Lane Group Flow (vph)	18	104	803	118	221	323			
Turn Type	Prot	custom	NA	pt+ov	D.P+P	NA			
Protected Phases	5 6	5 6	2	2 5 6	3	2 3	4	5	6
Permitted Phases					2				
Total Split (s)			64.8		17.0		35.0	11.6	11.6
Total Lost Time (s)			6.2		4.3				
Act Effct Green (s)	18.8	18.8	59.4	82.9	74.2	76.6			
Actuated g/C Ratio	0.14	0.14	0.45	0.62	0.56	0.58			
v/c Ratio	0.07	0.33	0.97	0.12	0.97	0.30			
Control Delay	54.2	12.8	62.2	7.6	86.4	3.9			
Queue Delay	0.0	0.6	0.0	0.0	0.0	0.5			
Total Delay	54.2	13.4	62.2	7.6	86.4	4.3			
LOS	D	B	E	A	F	A			
Approach Delay	19.4		55.2			37.7			
Approach LOS	B		E			D			
Queue Length 50th (ft)	15	0	~781	25	~167	20			
Queue Length 95th (ft)	35	39	#990	52	#337	38			
Internal Link Dist (ft)	1707		2513			292			
Turn Bay Length (ft)	110			120					
Base Capacity (vph)	251	313	831	1006	228	1073			
Starvation Cap Reductn	0	0	0	0	0	388			
Spillback Cap Reductn	0	58	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.07	0.41	0.97	0.12	0.97	0.47			

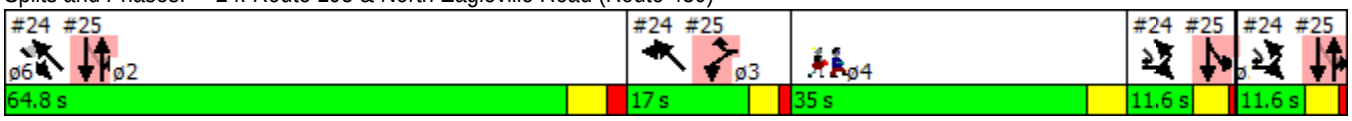
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 133			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 46.4		Intersection LOS: D	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	

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.

Splits and Phases: 24: Route 195 & North Eagleville Road (Route 430)



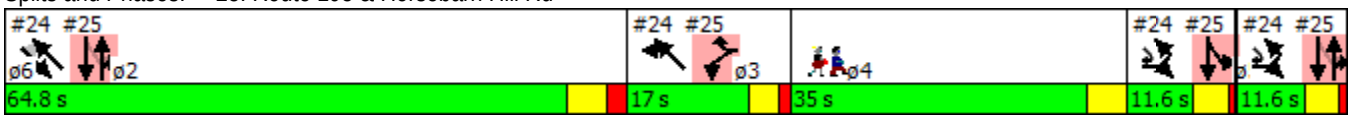
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	55	76	508	123	74	739			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	12	12			
Grade (%)	0%		0%			0%			
Storage Length (ft)	0	0		200	200				
Storage Lanes	1	1		1	1				
Taper Length (ft)	25				80				
Satd. Flow (prot)	1805	1615	1900	1615	1805	1900			
Flt Permitted	0.950				0.450				
Satd. Flow (perm)	1805	1615	1900	1615	855	1900			
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		101		112					
Link Speed (mph)	30		25			30			
Link Distance (ft)	156		2138			372			
Travel Time (s)	3.5		58.3			8.5			
Lane Group Flow (vph)	73	101	571	138	89	890			
Turn Type	Prot	Prot	NA	Prot	D.P+P	NA			
Protected Phases	3	3	2 6	2 6	5	2 5 6	2	4	6
Permitted Phases					2 6				
Total Split (s)	17.0	17.0			11.6		64.8	35.0	11.6
Total Lost Time (s)	4.3	4.3			4.6				
Act Effct Green (s)	12.9	12.9	71.1	71.1	79.9	82.9			
Actuated g/C Ratio	0.10	0.10	0.53	0.53	0.60	0.62			
v/c Ratio	0.42	0.41	0.56	0.15	0.16	0.75			
Control Delay	67.9	16.1	25.6	5.3	6.8	14.9			
Queue Delay	0.0	0.0	0.0	0.0	0.0	1.3			
Total Delay	67.9	16.1	25.6	5.3	6.8	16.2			
LOS	E	B	C	A	A	B			
Approach Delay	37.8		21.7			15.4			
Approach LOS	D		C			B			
Queue Length 50th (ft)	64	0	362	12	14	178			
Queue Length 95th (ft)	97	33	475	46	m14	m171			
Internal Link Dist (ft)	76		2058			292			
Turn Bay Length (ft)				200	200				
Base Capacity (vph)	174	247	1016	915	563	1184			
Starvation Cap Reductn	0	0	0	0	0	128			
Spillback Cap Reductn	0	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.42	0.41	0.56	0.15	0.16	0.84			

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 133			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 19.9		Intersection LOS: B	
Intersection Capacity Utilization 55.1%		ICU Level of Service B	

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: Route 195 & Horsebarn Hill Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		0	130		0	150		150
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1863	1863	0	1863	0	1863	1863	0	1863	1863	1863
Flt Permitted												
Satd. Flow (perm)	0	1863	1863	0	1863	0	1863	1863	0	1863	1863	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		803			348			387			2138	
Travel Time (s)		18.3			7.9			10.6			58.3	
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type			Prot				pm+pt			pm+pt		Prot
Protected Phases		4	4		4		5	2		1	6	6
Permitted Phases	4			4			2			6		
Total Split (s)	20.0	20.0	20.0	20.0	20.0		11.0	26.0		11.0	26.0	26.0
Total Lost Time (s)		5.0	5.0		5.0		3.1	6.0		3.1	6.0	6.0
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		723			268			307			2058	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

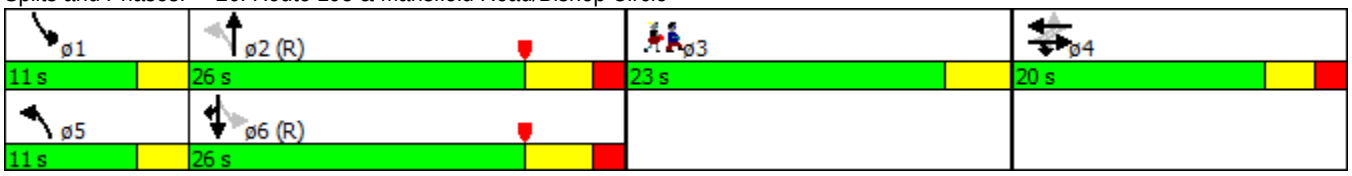
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay: 0.0		Intersection LOS: A	

Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	23.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Capacity Utilization 0.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 26: Route 195 & Mansfield Road/Bishop Circle



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	1	1	1	1	1	1	1	1	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	0		0	120		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1723	0	1770	1723	0	1770	1723	0	1770	1723	0
Flt Permitted							0.757			0.757		
Satd. Flow (perm)	1863	1723	0	1863	1723	0	1410	1723	0	1410	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			1			1			1	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		922			176			1371			201	
Travel Time (s)		25.1			4.8			37.4			5.5	
Lane Group Flow (vph)	1	2	0	1	2	0	1	2	0	1	2	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4			2			6		
Total Split (s)	17.0	17.0		17.0	17.0		12.0	26.0		13.0	27.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		3.1	6.0		3.1	6.0	
Act Effct Green (s)	7.0	7.0		7.0	7.0		73.9	74.8		73.9	74.8	
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.92	0.94		0.92	0.94	
v/c Ratio	0.01	0.01		0.01	0.01		0.00	0.00		0.00	0.00	
Control Delay	33.0	29.0		33.0	29.0		1.0	2.5		1.0	2.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.0	29.0		33.0	29.0		1.0	2.5		1.0	2.5	
LOS	C	C		C	C		A	A		A	A	
Approach Delay		30.3			30.3			2.0			2.0	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	1	1		1	1		0	0		0	0	
Queue Length 95th (ft)	5	7		5	7		1	2		1	2	
Internal Link Dist (ft)		842			96			1291			121	
Turn Bay Length (ft)	300						120					
Base Capacity (vph)	279	259		279	259		1353	1611		1357	1611	
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	0.00	0.01		0.00	0.01		0.00	0.00		0.00	0.00	

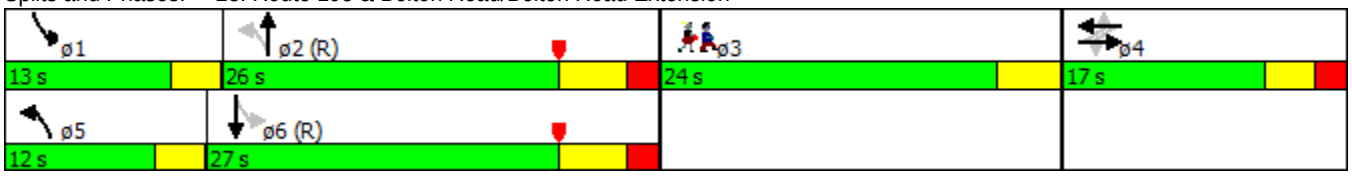
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.01			
Intersection Signal Delay: 16.2		Intersection LOS: B	

Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	24.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Capacity Utilization 27.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 28: Route 195 & Bolton Road/Bolton Road Extension



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	234	22	74	13	31	29	302	591	23	18	192	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	350		0	150		0	0		0	390		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1736	1615	0	1736	1695	0	1736	1816	0	1736	3287	0
Flt Permitted	0.519			0.950			0.467			0.219		
Satd. Flow (perm)	948	1615	0	1736	1695	0	853	1816	0	400	3287	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		85						2			84	
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		1649			348			165			1371	
Travel Time (s)		37.5			7.9			3.8			37.4	
Lane Group Flow (vph)	269	110	0	18	81	0	351	714	0	24	397	0
Turn Type	pm+pt	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4						2			6		
Total Split (s)	13.1	30.0		13.1	30.0		13.1	56.0		13.1	56.0	
Total Lost Time (s)	3.1	5.0		3.1	5.0		3.1	6.0		3.2	6.0	
Act Effct Green (s)	22.2	17.1		5.4	9.7		59.7	52.2		51.5	43.1	
Actuated g/C Ratio	0.23	0.18		0.06	0.10		0.62	0.54		0.53	0.44	
v/c Ratio	0.89	0.31		0.19	0.48		0.57	0.73		0.08	0.26	
Control Delay	68.6	17.9		57.2	56.9		18.8	29.0		14.1	16.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	68.6	17.9		57.2	56.9		18.8	29.0		14.1	16.6	
LOS	E	B		E	E		B	C		B	B	
Approach Delay		53.9			56.9			25.6			16.4	
Approach LOS		D			E			C			B	
Queue Length 50th (ft)	135	11		10	45		76	292		4	51	
Queue Length 95th (ft)	#365	69		32	93		234	#757		20	103	
Internal Link Dist (ft)		1569			268			85			1291	
Turn Bay Length (ft)	350			150						390		
Base Capacity (vph)	302	500		188	460		620	988		376	1825	
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	0.89	0.22		0.10	0.18		0.57	0.72		0.06	0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 139.2			
Actuated Cycle Length: 97			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 30.7		Intersection LOS: C	
Intersection Capacity Utilization 68.8%		ICU Level of Service C	

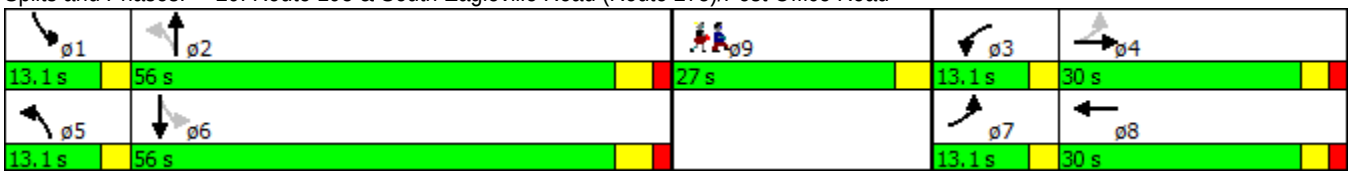
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	27.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Analysis Period (min) 15

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 29: Route 195 & South Eagleville Road (Route 275)/Post Office Road



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	22	104	568	14	53	294
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1639	0	1857	0	0	1848
Flt Permitted	0.991					0.880
Satd. Flow (perm)	1639	0	1857	0	0	1639
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	139		2			
Link Speed (mph)	30		30			30
Link Distance (ft)	2014		406			6636
Travel Time (s)	45.8		9.2			150.8
Lane Group Flow (vph)	168	0	661	0	0	418
Turn Type	Prot		NA		D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases					2	
Total Split (s)	29.0		50.3		8.5	
Total Lost Time (s)	4.0		5.3			
Act Effct Green (s)	6.6		25.2			32.6
Actuated g/C Ratio	0.14		0.52			0.68
v/c Ratio	0.49		0.68			0.37
Control Delay	13.1		12.9			3.9
Queue Delay	0.0		0.0			0.0
Total Delay	13.1		12.9			3.9
LOS	B		B			A
Approach Delay	13.1		12.9			3.9
Approach LOS	B		B			A
Queue Length 50th (ft)	7		120			25
Queue Length 95th (ft)	40		241			65
Internal Link Dist (ft)	1934		326			6556
Turn Bay Length (ft)						
Base Capacity (vph)	987		1656			1558
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.17		0.40			0.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 87.8			
Actuated Cycle Length: 48.1			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 9.9		Intersection LOS: A	
Intersection Capacity Utilization 67.9%		ICU Level of Service C	

Analysis Period (min) 15

Splits and Phases: 30: Route 195 & Bassetts Bridge Road

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	715	8	0	589	13	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.96	0.96	0.47	0.47
Hourly flow rate (vph)	822	9	0	614	28	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			831		1440	826
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			831		1440	826
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		81	99
cM capacity (veh/h)			797		145	370

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	831	614	32
Volume Left	0	0	28
Volume Right	9	0	4
cSH	1700	797	158
Volume to Capacity	0.49	0.00	0.20
Queue Length 95th (ft)	0	0	18
Control Delay (s)	0.0	0.0	33.4
Lane LOS			D
Approach Delay (s)	0.0	0.0	33.4
Approach LOS			D

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		48.1%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (veh/h)	717	0	7	592	0	21
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	797	0	8	673	0	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			797		1485	797
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			797		1485	797
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	94
cM capacity (veh/h)			825		136	387

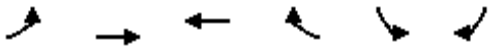
Direction, Lane #	EB 1	WB 1	NE 1
Volume Total	797	681	24
Volume Left	0	8	0
Volume Right	0	0	24
cSH	1700	825	387
Volume to Capacity	0.47	0.01	0.06
Queue Length 95th (ft)	0	1	5
Control Delay (s)	0.0	0.3	14.9
Lane LOS		A	B
Approach Delay (s)	0.0	0.3	14.9
Approach LOS			B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	818	5	20	581	21	30
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.87	0.87	0.75	0.75
Hourly flow rate (vph)	909	6	23	668	28	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			914		1625	912
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			914		1625	912
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		74	88
cM capacity (veh/h)			750		110	333

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	914	691	68
Volume Left	0	23	28
Volume Right	6	0	40
cSH	1700	750	181
Volume to Capacity	0.54	0.03	0.38
Queue Length 95th (ft)	0	2	40
Control Delay (s)	0.0	0.8	36.3
Lane LOS		A	E
Approach Delay (s)	0.0	0.8	36.3
Approach LOS			E

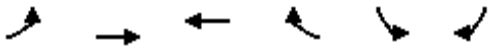
Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	56.7%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	8	842	578	2	8	26
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.86	0.86	0.69	0.69
Hourly flow rate (vph)	9	915	672	2	12	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	674				1606	673
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	674				1606	673
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				90	92
cM capacity (veh/h)	921				115	457

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	924	674	49
Volume Left	9	0	12
Volume Right	0	2	38
cSH	921	1700	269
Volume to Capacity	0.01	0.40	0.18
Queue Length 95th (ft)	1	0	16
Control Delay (s)	0.3	0.0	21.4
Lane LOS	A		C
Approach Delay (s)	0.3	0.0	21.4
Approach LOS			C

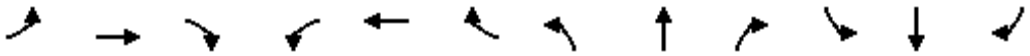
Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	9	600	510	2	7	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.91	0.91	0.56	0.56
Hourly flow rate (vph)	12	833	560	2	12	50
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	563				1420	562
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	563				1420	562
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				92	91
cM capacity (veh/h)	1014				149	529

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	846	563	62
Volume Left	12	0	12
Volume Right	0	2	50
cSH	1014	1700	351
Volume to Capacity	0.01	0.33	0.18
Queue Length 95th (ft)	1	0	16
Control Delay (s)	0.3	0.0	17.5
Lane LOS	A		C
Approach Delay (s)	0.3	0.0	17.5
Approach LOS			C

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	4	2	0	6	41	261	3	22	1034	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.50	0.50	0.67	0.67	0.67	0.90	0.90	0.90	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	8	3	0	9	46	290	3	26	1202	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											522	
pX, platoon unblocked	0.27	0.27	0.27	0.27	0.27		0.27					
vC, conflicting volume	1649	1642	1206	1648	1644	292	1210			293		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2045	2019	428	2042	2027	292	442			293		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	95	69	100	99	85			98		
cM capacity (veh/h)	10	13	172	10	13	750	307			1274		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	8	12	339	1236
Volume Left	0	3	46	26
Volume Right	8	9	3	8
cSH	172	37	307	1274
Volume to Capacity	0.05	0.32	0.15	0.02
Queue Length 95th (ft)	4	27	13	2
Control Delay (s)	26.9	144.1	5.4	0.7
Lane LOS	D	F	A	A
Approach Delay (s)	26.9	144.1	5.4	0.7
Approach LOS	D	F		

Intersection Summary				
Average Delay	2.9			
Intersection Capacity Utilization	68.5%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	SBL2	SBL	NWR	SWL	SWR
Lane Configurations					
Volume (veh/h)	0	0	0	0	0
Sign Control		Free	Free	Stop	
Grade		0%	0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0
Pedestrians					
Lane Width (ft)					
Walking Speed (ft/s)					
Percent Blockage					
Right turn flare (veh)					
Median type		None	None		
Median storage veh)					
Upstream signal (ft)		387	201		
pX, platoon unblocked					
vC, conflicting volume	0			0	0
vC1, stage 1 conf vol					
vC2, stage 2 conf vol					
vCu, unblocked vol	0			0	0
tC, single (s)	4.1			6.4	6.2
tC, 2 stage (s)					
tF (s)	2.2			3.5	3.3
p0 queue free %	100			100	100
cM capacity (veh/h)	1623			1023	1085

Direction, Lane #	SB 1	SB 2	NW 1	SW 1
Volume Total	0	0	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				A
Approach Delay (s)	0.0		0.0	0.0
Approach LOS				A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	156	1318	47	12	824	3	19	11	39	22	2	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	62		0	116		200	0		0	0		0
Storage Lanes	1		0	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	1872	0	1787	3571	0	1787	1661	0	0	1659	0
Flt Permitted	0.326			0.950			0.417				0.924	
Satd. Flow (perm)	613	1872	0	1787	3571	0	784	1661	0	0	1547	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			1			49			113	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			2120			126			1859	
Travel Time (s)		8.3			48.2			2.9			42.3	
Lane Group Flow (vph)	166	1452	0	13	870	0	24	63	0	0	143	0
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	2 1			4			4	
Permitted Phases	2						4			4		
Total Split (s)	119.2	119.2		11.3			19.5	19.5		19.5	19.5	
Total Lost Time (s)	8.4	8.4		7.3			6.5	6.5			6.5	
Act Effct Green (s)	110.9	110.9		4.0	122.2		9.6	9.6			9.6	
Actuated g/C Ratio	0.76	0.76		0.03	0.83		0.07	0.07			0.07	
v/c Ratio	0.36	1.03		0.27	0.29		0.47	0.41			0.69	
Control Delay	9.0	49.7		84.9	3.1		95.0	31.0			35.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	9.0	49.7		84.9	3.1		95.0	31.0			35.7	
LOS	A	D		F	A		F	C			D	
Approach Delay		45.5			4.3			48.7			35.7	
Approach LOS		D			A			D			D	
Queue Length 50th (ft)	48	~1487		13	80		23	13			28	
Queue Length 95th (ft)	93	#1812		38	110		49	48			97	
Internal Link Dist (ft)		283			2040			46			1779	
Turn Bay Length (ft)	62			116								
Base Capacity (vph)	463	1415		48	2974		69	191			240	
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	0.36	1.03		0.27	0.29		0.35	0.33			0.60	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 146.7			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 31.8		Intersection LOS: C	
Intersection Capacity Utilization 108.3%		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: 1: Route 44 & Quarry Road

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1381	58	30	894	38	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1872	0	0	1877	1728	0
Flt Permitted				0.572	0.971	
Satd. Flow (perm)	1872	0	0	1076	1728	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	9				20	
Link Speed (mph)	40			40	30	
Link Distance (ft)	1013			2166	710	
Travel Time (s)	17.3			36.9	16.1	
Lane Group Flow (vph)	1515	0	0	962	90	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	6			2	4	
Permitted Phases			2			
Total Split (s)	118.5		118.5	118.5	11.5	
Total Lost Time (s)	5.3			5.3	4.5	
Act Effct Green (s)	113.2			113.2	7.0	
Actuated g/C Ratio	0.87			0.87	0.05	
v/c Ratio	0.93			1.03	0.81	
Control Delay	17.9			47.6	92.7	
Queue Delay	0.0			0.0	0.0	
Total Delay	17.9			47.6	92.7	
LOS	B			D	F	
Approach Delay	17.9			47.6	92.7	
Approach LOS	B			D	F	
Queue Length 50th (ft)	594			~864	59	
Queue Length 95th (ft)	#1490			#1118	#95	
Internal Link Dist (ft)	933			2086	630	
Turn Bay Length (ft)						
Base Capacity (vph)	1631			936	111	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.93			1.03	0.81	

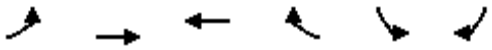
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 31.7		Intersection LOS: C	
Intersection Capacity Utilization 90.2%		ICU Level of Service E	

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: 2: South Road & Route 44



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	120	1283	886	19	6	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	1787	1881	1876	0	1649	0
Flt Permitted	0.250				0.993	
Satd. Flow (perm)	470	1881	1876	0	1649	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			3		51	
Link Speed (mph)		25	40		30	
Link Distance (ft)		2166	12883		2138	
Travel Time (s)		59.1	219.6		48.6	
Lane Group Flow (vph)	124	1323	953	0	59	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Total Split (s)	67.0	67.0	67.0		23.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	
Act Effct Green (s)	62.5	62.5	62.5		6.5	
Actuated g/C Ratio	0.80	0.80	0.80		0.08	
v/c Ratio	0.33	0.88	0.63		0.32	
Control Delay	5.0	14.8	5.6		17.5	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	5.0	14.8	5.6		17.5	
LOS	A	B	A		B	
Approach Delay		13.9	5.6		17.5	
Approach LOS		B	A		B	
Queue Length 50th (ft)	10	274	119		4	
Queue Length 95th (ft)	35	#870	251		28	
Internal Link Dist (ft)		2086	12803		2058	
Turn Bay Length (ft)	150					
Base Capacity (vph)	376	1506	1503		429	
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	0.88	0.63		0.14	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 78			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 10.8		Intersection LOS: B	
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.

Splits and Phases: 3: Route 44 & Tolland Road

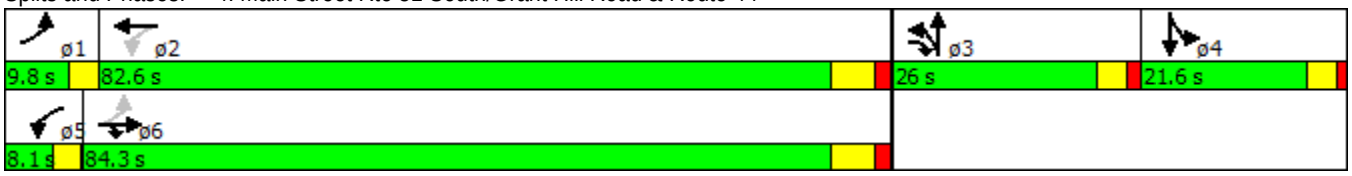
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	114	701	639	8	870	22	356	50	6	15	58	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		150	100		0	275		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	1881	1599	1787	1874	0	1698	1718	0	0	1765	0
Flt Permitted	0.049			0.265			0.950	0.965			0.994	
Satd. Flow (perm)	92	1881	1599	499	1874	0	1698	1718	0	0	1765	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			614		1			1			21	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		472			350			3130			2815	
Travel Time (s)		7.2			5.3			71.1			64.0	
Lane Group Flow (vph)	118	723	659	9	1014	0	255	254	0	0	164	0
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	1	6	6 3	5	2		3	3		4	4	
Permitted Phases	6			2								
Total Split (s)	9.8	84.3		8.1	82.6		26.0	26.0		21.6	21.6	
Total Lost Time (s)	3.1	6.4		3.2	6.4		4.6	4.6			4.3	
Act Effct Green (s)	88.3	83.7	109.7	83.5	75.4		21.4	21.4			14.4	
Actuated g/C Ratio	0.65	0.61	0.80	0.61	0.55		0.16	0.16			0.11	
v/c Ratio	0.83	0.63	0.47	0.03	0.98		0.96	0.94			0.80	
Control Delay	66.4	20.6	1.7	9.5	53.6		102.5	98.2			79.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	66.4	20.6	1.7	9.5	53.6		102.5	98.2			79.0	
LOS	E	C	A	A	D		F	F			E	
Approach Delay		15.9			53.2			100.4			79.0	
Approach LOS		B			D			F			E	
Queue Length 50th (ft)	54	380	7	3	865		244	241			127	
Queue Length 95th (ft)	#174	607	40	10	#1166		#366	#361			169	
Internal Link Dist (ft)		392			270			3050			2735	
Turn Bay Length (ft)	100		150	100			275					
Base Capacity (vph)	142	1153	1406	351	1048		266	270			242	
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	0.63	0.47	0.03	0.97		0.96	0.94			0.68	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 136.4			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 44.5		Intersection LOS: D	
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: 4: Main Street Rte 31 South/Grant Hill Road & Route 44



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	92	575	3	5	822	28	3	59	3	16	50	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1866	0	0	1874	0	0	1866	0	0	1777	0
Flt Permitted		0.797			0.996			0.983			0.937	
Satd. Flow (perm)	0	1498	0	0	1866	0	0	1838	0	0	1678	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			4			4			42	
Link Speed (mph)		45			40			30			30	
Link Distance (ft)		4279			4336			2814			2503	
Travel Time (s)		64.8			73.9			64.0			56.9	
Lane Group Flow (vph)	0	761	0	0	972	0	0	87	0	0	122	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	42.0	42.0		42.0	42.0		23.0	23.0		23.0	23.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Act Effct Green (s)		31.1			31.1			8.1			8.1	
Actuated g/C Ratio		0.64			0.64			0.17			0.17	
v/c Ratio		0.79			0.81			0.28			0.39	
Control Delay		14.7			14.0			21.5			18.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.7			14.0			21.5			18.2	
LOS		B			B			C			B	
Approach Delay		14.7			14.0			21.5			18.2	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		118			153			23			22	
Queue Length 95th (ft)		#312			#355			47			56	
Internal Link Dist (ft)		4199			4256			2734			2423	
Turn Bay Length (ft)												
Base Capacity (vph)		1173			1462			729			688	
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		0.65			0.66			0.12			0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 48.6			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 14.9		Intersection LOS: B	
Intersection Capacity Utilization 103.4%		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.

Splits and Phases: 5: Route 44 & North River Road

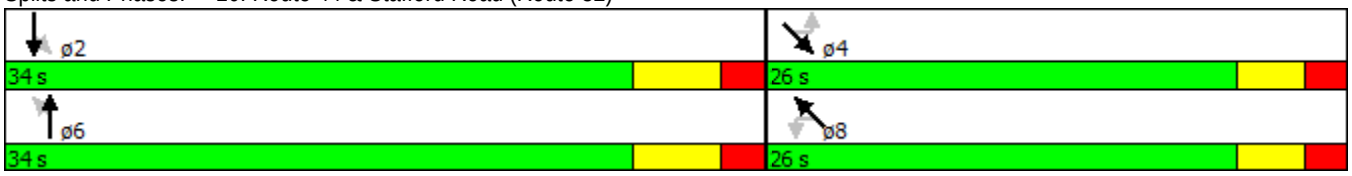
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	46	280	41	181	542	65	27	204	45	166	318	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		100	0		0	150		100
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1842	0	1787	1851	0	0	1831	0	1787	1787	0
Flt Permitted		0.631		0.498				0.766		0.537		
Satd. Flow (perm)	0	1169	0	937	1851	0	0	1409	0	1010	1787	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			13			18			46	
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1825			848			904			1054	
Travel Time (s)		41.5			16.5			20.5			24.0	
Lane Group Flow (vph)	0	427	0	201	674	0	0	307	0	187	536	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	34.0	34.0		34.0	34.0		26.0	26.0		26.0	26.0	
Total Lost Time (s)		6.0		6.0	6.0			5.0		5.0	5.0	
Act Effct Green (s)		24.0		24.0	24.0			19.3		19.3	19.3	
Actuated g/C Ratio		0.44		0.44	0.44			0.35		0.35	0.35	
v/c Ratio		0.82		0.49	0.82			0.60		0.52	0.81	
Control Delay		28.5		15.9	23.4			20.6		21.7	27.7	
Queue Delay		0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay		28.5		15.9	23.4			20.6		21.7	27.7	
LOS		C		B	C			C		C	C	
Approach Delay		28.5			21.7			20.6			26.2	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)		117		46	187			84		53	158	
Queue Length 95th (ft)		#244		98	#364			158		108	#311	
Internal Link Dist (ft)		1745			768			824			974	
Turn Bay Length (ft)										150		
Base Capacity (vph)		619		491	976			564		397	730	
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		0.69		0.41	0.69			0.54		0.47	0.73	

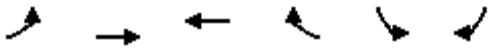
Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 54.6			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 24.2		Intersection LOS: C	
Intersection Capacity Utilization 111.4%		ICU Level of Service H	

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Route 44 & Stafford Road (Route 32)





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	12	462	500	346	137	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1898	1796	0	1800	0
Flt Permitted		0.977			0.956	
Satd. Flow (perm)	0	1856	1796	0	1800	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			91		6	
Link Speed (mph)		35	40		30	
Link Distance (ft)		4139	297		1624	
Travel Time (s)		80.6	5.1		36.9	
Lane Group Flow (vph)	0	571	919	0	186	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		2	6		4	
Permitted Phases	2					
Total Split (s)	42.0	42.0	42.0		23.0	
Total Lost Time (s)		4.5	4.5		4.5	
Act Effct Green (s)		44.2	44.2		11.8	
Actuated g/C Ratio		0.68	0.68		0.18	
v/c Ratio		0.45	0.73		0.56	
Control Delay		6.9	8.9		29.5	
Queue Delay		1.1	1.1		0.0	
Total Delay		8.0	10.0		29.5	
LOS		A	A		C	
Approach Delay		8.0	10.0		29.5	
Approach LOS		A	A		C	
Queue Length 50th (ft)		85	177		66	
Queue Length 95th (ft)		157	#503		96	
Internal Link Dist (ft)		4059	217		1544	
Turn Bay Length (ft)						
Base Capacity (vph)		1263	1251		516	
Starvation Cap Reductn		0	141		0	
Spillback Cap Reductn		434	0		1	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.69	0.83		0.36	

Intersection Summary	
Area Type:	Other
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 60.5 (93%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 11.4	Intersection LOS: B

Intersection Capacity Utilization 63.1% 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.

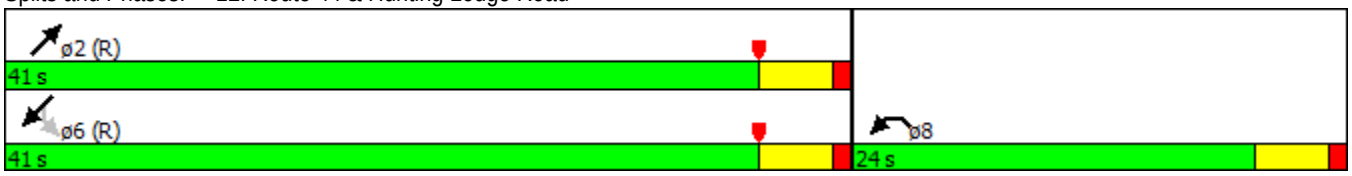
Splits and Phases: 11: Route 44 & Baxter Road

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	293	11	586	78	9	557
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1786	0	1851	0	0	1879
Flt Permitted	0.954					0.935
Satd. Flow (perm)	1786	0	1851	0	0	1759
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	3		17			
Link Speed (mph)	30		40			40
Link Distance (ft)	1180		297			1972
Travel Time (s)	26.8		5.1			33.6
Lane Group Flow (vph)	406	0	910	0	0	615
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Total Split (s)	24.0		41.0		41.0	41.0
Total Lost Time (s)	4.5		4.5			4.5
Act Effct Green (s)	19.5		36.5			36.5
Actuated g/C Ratio	0.30		0.56			0.56
v/c Ratio	0.76		0.87			0.62
Control Delay	31.6		23.9			13.1
Queue Delay	0.7		0.5			0.3
Total Delay	32.3		24.4			13.4
LOS	C		C			B
Approach Delay	32.3		24.4			13.4
Approach LOS	C		C			B
Queue Length 50th (ft)	143		320			148
Queue Length 95th (ft)	184		310			244
Internal Link Dist (ft)	1100		217			1892
Turn Bay Length (ft)						
Base Capacity (vph)	537		1046			987
Starvation Cap Reductn	0		18			0
Spillback Cap Reductn	22		0			64
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.79		0.89			0.67

Intersection Summary	
Area Type:	Other
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 61 (94%), Referenced to phase 2:NET and 6:SWTL, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 22.5	Intersection LOS: C

Intersection Capacity Utilization 60.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 12: Route 44 & Hunting Lodge Road

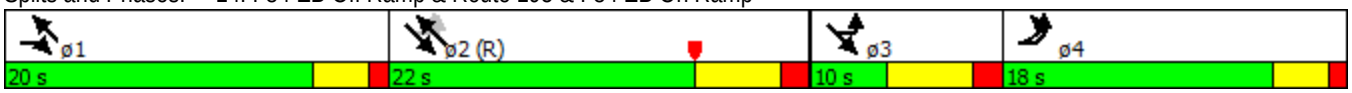


Lane Group	EBL2	EBL	EBR	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations											
Volume (vph)	424	0	958	0	0	103	569	0	0	960	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%		0%			0%			0%	
Storage Length (ft)		0	375	0	0	95		0	0		140
Storage Lanes		1	2	0	0	1		0	0		1
Taper Length (ft)		25		25		25			25		
Satd. Flow (prot)	0	1770	2787	0	0	1770	3539	0	0	3539	1583
Flt Permitted		0.950				0.275					
Satd. Flow (perm)	0	1770	2787	0	0	512	3539	0	0	3539	1583
Right Turn on Red			Yes					Yes			Yes
Satd. Flow (RTOR)			919								173
Link Speed (mph)		30		30			35			30	
Link Distance (ft)		1198		926			640			597	
Travel Time (s)		27.2		21.0			12.5			13.6	
Lane Group Flow (vph)	0	461	1041	0	0	112	618	0	0	1043	157
Turn Type	Prot	Prot	Prot			custom	NA			NA	custom
Protected Phases	4	4	1			3	2 3			2 1	
Permitted Phases						2					2
Total Split (s)	18.0	18.0	20.0			10.0					22.0
Total Lost Time (s)		4.0	4.0			6.1					6.1
Act Effct Green (s)		14.0	9.7			26.1	32.2			35.9	22.2
Actuated g/C Ratio		0.20	0.14			0.37	0.46			0.51	0.32
v/c Ratio		1.30	0.89			0.43	0.38			0.57	0.25
Control Delay		183.2	13.9			22.9	14.3			17.2	10.7
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0
Total Delay		183.2	13.9			22.9	14.3			17.2	10.7
LOS		F	B			C	B			B	B
Approach Delay		65.9					15.6			16.4	
Approach LOS		E					B			B	
Queue Length 50th (ft)		~261	27			25	83			203	21
Queue Length 95th (ft)		#428	86			64	148			274	65
Internal Link Dist (ft)		1118		846			560			517	
Turn Bay Length (ft)			375			95					140
Base Capacity (vph)		354	1345			261	1629			1815	620
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		1.30	0.77			0.43	0.38			0.57	0.25

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 61 (87%), Referenced to phase 2:NWSE and 6:, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.30	
Intersection Signal Delay: 37.9	Intersection LOS: D

Intersection Capacity Utilization 69.2% 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.

Splits and Phases: 14: I-84 EB Off Ramp & Route 195 & I-84 EB On Ramp

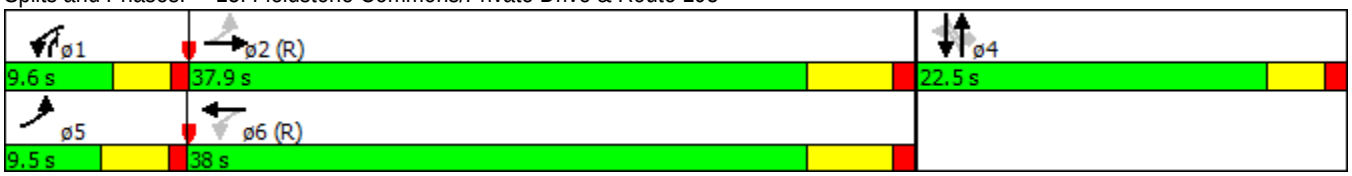


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	900	200	200	700	5	165	0	50	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	430		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3444	0	1770	3536	0	0	1770	1583	0	1694	0
Flt Permitted	0.361			0.128				0.751			0.877	
Satd. Flow (perm)	672	3444	0	238	3536	0	0	1399	1583	0	1523	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			1				54		112	
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		597			1563			929			394	
Travel Time (s)		11.6			35.5			21.1			9.0	
Lane Group Flow (vph)	11	1195	0	217	766	0	0	179	54	0	10	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			4	1		4	
Permitted Phases	2			6			4		4	4		
Total Split (s)	9.5	37.9		9.6	38.0		22.5	22.5	9.6	22.5	22.5	
Total Lost Time (s)	4.5	5.7		4.0	5.7			4.3	4.0		4.3	
Act Effct Green (s)	41.0	34.3		47.2	44.4			13.7	26.0		13.7	
Actuated g/C Ratio	0.59	0.49		0.67	0.63			0.20	0.37		0.20	
v/c Ratio	0.02	0.70		0.65	0.34			0.65	0.09		0.03	
Control Delay	5.8	19.0		20.6	13.3			36.8	4.7		0.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	5.8	19.0		20.6	13.3			36.8	4.7		0.1	
LOS	A	B		C	B			D	A		A	
Approach Delay		18.9			14.9			29.3			0.1	
Approach LOS		B			B			C			A	
Queue Length 50th (ft)	1	255		83	170			71	0		0	
Queue Length 95th (ft)	m3	336		m#124	m214			123	19		0	
Internal Link Dist (ft)		517			1483			849			314	
Turn Bay Length (ft)	130			430								
Base Capacity (vph)	479	1713		335	2241			363	622		478	
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	0.02	0.70		0.65	0.34			0.49	0.09		0.02	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 18.2	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: 15: Fieldstone Commons/Private Drive & Route 195



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	172	918	130	41	928	15	90	32	28	24	43	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%		0%				0%	
Storage Length (ft)	468		0	0		0	0	0			0	40
Storage Lanes	1		0	1		0	1	0			1	0
Taper Length (ft)	25			25			25				25	
Satd. Flow (prot)	1787	3506	0	1787	3567	0	1728	0	0	0	1683	0
Flt Permitted	0.143			0.163			0.383				0.983	
Satd. Flow (perm)	269	3506	0	307	3567	0	682	0	0	0	1683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			2		195				195	
Link Speed (mph)		35			35		30				30	
Link Distance (ft)		1563			258		1084				2343	
Travel Time (s)		30.4			5.0		24.6				53.3	
Lane Group Flow (vph)	193	1177	0	45	1036	0	181	0	0	0	247	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm			Perm	Prot	
Protected Phases	1	6		5	2						8	
Permitted Phases	6			2			4			8		
Total Split (s)	15.0	23.0		15.0	23.0		15.0			17.0	17.0	
Total Lost Time (s)	3.5	6.5		3.5	6.5		5.5				5.5	
Act Effct Green (s)	38.7	30.5		32.8	24.5		9.2				7.4	
Actuated g/C Ratio	0.55	0.44		0.47	0.35		0.13				0.11	
v/c Ratio	0.60	0.76		0.18	0.83		0.70				0.70	
Control Delay	24.7	31.8		10.4	31.3		20.9				19.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0				0.0	
Total Delay	24.7	31.8		10.4	31.3		20.9				19.4	
LOS	C	C		B	C		C				B	
Approach Delay		30.8			30.4		20.9				19.4	
Approach LOS		C			C		C				B	
Queue Length 50th (ft)	76	280		8	202		0				21	
Queue Length 95th (ft)	m120	#427		24	#417		#58				62	
Internal Link Dist (ft)		1483			178		1004				2263	
Turn Bay Length (ft)	468											
Base Capacity (vph)	398	1539		409	1247		261				439	
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	0.48	0.76		0.11	0.83		0.69				0.56	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 27 (39%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 29.1		Intersection LOS: C	

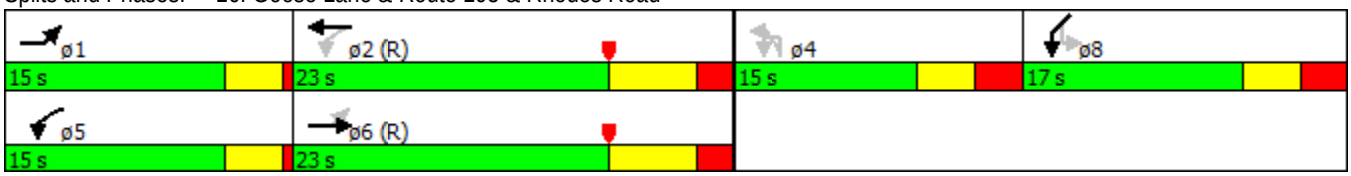
Intersection Capacity Utilization 74.1% ICU Level of Service D

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: 16: Goose Lane & Route 195 & Rhodes Road



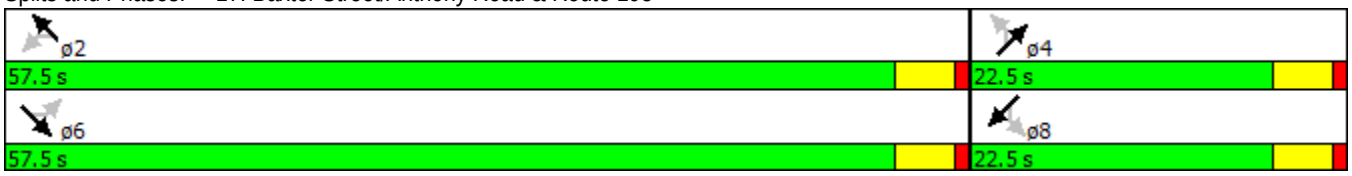
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	60	844	24	47	850	36	7	19	43	26	17	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1868	0	0	1868	0	0	1713	0	0	1757	0
Flt Permitted		0.888			0.925			0.970			0.860	
Satd. Flow (perm)	0	1664	0	0	1731	0	0	1670	0	0	1540	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			5			64			32	
Link Speed (mph)		35			40			30			30	
Link Distance (ft)		1929			2196			1674			637	
Travel Time (s)		37.6			37.4			38.0			14.5	
Lane Group Flow (vph)	0	957	0	0	1060	0	0	102	0	0	115	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	57.5	57.5		57.5	57.5		22.5	22.5		22.5	22.5	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Act Effct Green (s)		49.9			49.9			9.3			9.3	
Actuated g/C Ratio		0.78			0.78			0.15			0.15	
v/c Ratio		0.74			0.79			0.34			0.46	
Control Delay		11.2			13.0			16.5			27.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.2			13.0			16.5			27.5	
LOS		B			B			B			C	
Approach Delay		11.2			13.0			16.5			27.5	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		191			231			15			33	
Queue Length 95th (ft)		#494			#653			33			44	
Internal Link Dist (ft)		1849			2116			1594			557	
Turn Bay Length (ft)												
Base Capacity (vph)		1347			1401			540			479	
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		0.71			0.76			0.19			0.24	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 64.1			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 13.1		Intersection LOS: B	
Intersection Capacity Utilization 83.9%		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: 17: Baxter Street/Anthony Road & Route 195



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	820	220	70	563	121	127	239	38	95	146	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	100		0	180		0	110		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	300			50			50			50		
Satd. Flow (prot)	0	3426	0	1770	1812	0	1770	1824	0	1770	1837	0
Flt Permitted		0.795		0.115			0.950			0.950		
Satd. Flow (perm)	0	2729	0	214	1812	0	1770	1824	0	1770	1837	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52			17			8			5	
Link Speed (mph)		40			45			30			30	
Link Distance (ft)		1737			493			3128			1513	
Travel Time (s)		29.6			7.5			71.1			34.4	
Lane Group Flow (vph)	0	1292	0	84	824	0	140	305	0	99	168	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2								
Total Split (s)	8.1	52.5		8.1	52.5		12.0	20.4		9.0	17.4	
Total Lost Time (s)		7.0		3.1	7.0		4.0	5.7		4.0	5.7	
Act Effct Green (s)		45.6		55.8	51.9		8.0	14.7		5.0	11.7	
Actuated g/C Ratio		0.52		0.63	0.59		0.09	0.17		0.06	0.13	
v/c Ratio		0.90		0.38	0.77		0.88	0.98		0.99	0.68	
Control Delay		29.6		11.1	19.3		87.2	86.0		133.7	51.2	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		29.6		11.1	19.3		87.2	86.0		133.7	51.2	
LOS		C		B	B		F	F		F	D	
Approach Delay		29.6			18.6			86.4			81.8	
Approach LOS		C			B			F			F	
Queue Length 50th (ft)		329		16	311		80	~172		~58	90	
Queue Length 95th (ft)		386		30	397		#189	#341		#160	#179	
Internal Link Dist (ft)		1657			413			3048			1433	
Turn Bay Length (ft)				100			180			110		
Base Capacity (vph)		1432		223	1072		160	310		100	248	
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		0.90		0.38	0.77		0.88	0.98		0.99	0.68	

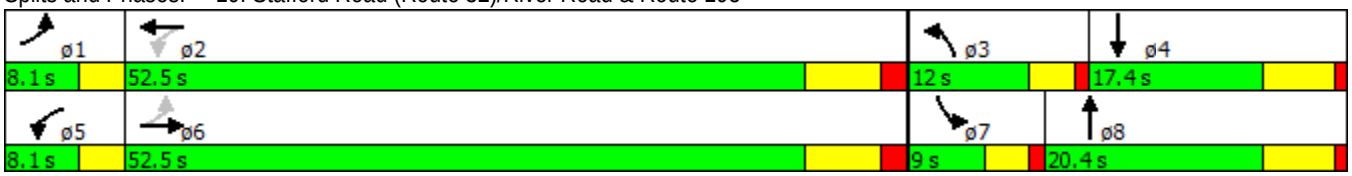
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 88.4			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 39.6		Intersection LOS: D	
Intersection Capacity Utilization 97.8%		ICU Level of Service F	

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.

Splits and Phases: 19: Stafford Road (Route 32)/River Road & Route 195



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	24	256	2	6	438	239	4	4	7	109	9	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	40		0	0		20	0		20
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3606	0	1805	3419	0	0	1854	1615	0	1816	1615
Flt Permitted	0.320			0.574				0.882			0.735	
Satd. Flow (perm)	608	3606	0	1091	3419	0	0	1676	1615	0	1396	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			114				118			118
Link Speed (mph)		45			40			30			30	
Link Distance (ft)		289			374			198			471	
Travel Time (s)		4.4			6.4			4.5			10.7	
Lane Group Flow (vph)	27	290	0	7	761	0	0	10	9	0	163	15
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4		4	4		4
Total Split (s)	10.0	42.4		10.0	42.4		22.6	22.6	22.6	22.6	22.6	22.6
Total Lost Time (s)	3.1	6.7		3.1	6.7			4.2	4.2		4.2	4.2
Act Effct Green (s)	71.8	67.0		70.1	63.5			15.5	15.5		15.5	15.5
Actuated g/C Ratio	0.72	0.67		0.70	0.64			0.16	0.16		0.16	0.16
v/c Ratio	0.05	0.12		0.01	0.34			0.04	0.03		0.75	0.04
Control Delay	8.8	9.9		6.2	11.1			32.8	0.1		60.9	0.3
Queue Delay	0.0	0.0		0.0	0.2			0.0	0.0		0.0	0.0
Total Delay	8.8	9.9		6.2	11.4			32.8	0.1		60.9	0.3
LOS	A	A		A	B			C	A		E	A
Approach Delay		9.8			11.3			17.3			55.8	
Approach LOS		A			B			B			E	
Queue Length 50th (ft)	3	23		1	76			6	0		100	0
Queue Length 95th (ft)	24	101		m2	152			16	0		122	0
Internal Link Dist (ft)		209			294			118			391	
Turn Bay Length (ft)	175			40					20			20
Base Capacity (vph)	519	2428		826	2232			321	404		267	404
Starvation Cap Reductn	0	0		0	717			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	0.12		0.01	0.50			0.03	0.02		0.61	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 6 (6%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 17.2		Intersection LOS: B	

Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	25.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

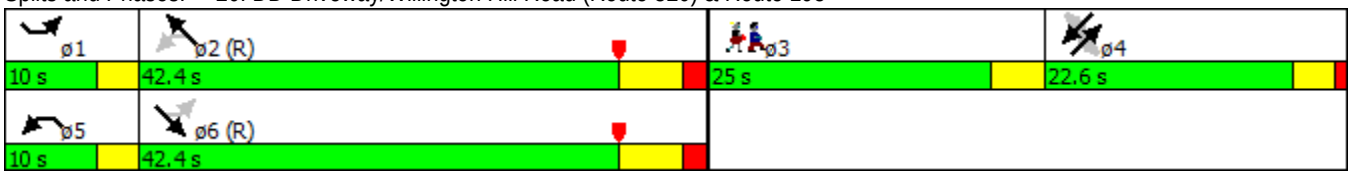
Intersection Summary

Intersection Capacity Utilization 42.7% ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: DD Driveway/Willington Hill Road (Route 320) & Route 195



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	83	201	95	146	514	104	115	244	55	54	160	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	250		185	286		0	330		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	3403	0	1787	3485	0	1787	1829	0	1787	1770	0
Flt Permitted	0.950			0.950			0.394			0.386		
Satd. Flow (perm)	1787	3403	0	1787	3485	0	741	1829	0	726	1770	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		68			22						26	
Link Speed (mph)		45			40			40			30	
Link Distance (ft)		374			320			3638			937	
Travel Time (s)		5.7			5.5			62.0			21.3	
Lane Group Flow (vph)	94	336	0	170	719	0	144	374	0	64	310	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		
Total Split (s)	8.0	23.3		15.0	30.3		10.0	22.6		7.1	19.7	
Total Lost Time (s)	4.0	5.7		4.0	5.7		3.1	6.7		3.2	8.7	
Act Effct Green (s)	10.4	26.1		12.6	28.3		41.8	31.5		36.2	25.5	
Actuated g/C Ratio	0.10	0.26		0.13	0.28		0.42	0.32		0.36	0.26	
v/c Ratio	0.51	0.36		0.76	0.72		0.37	0.65		0.20	0.66	
Control Delay	57.8	32.3		64.1	36.0		24.6	39.7		24.1	41.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	57.8	32.3		64.1	36.0		24.6	39.7		24.1	41.6	
LOS	E	C		E	D		C	D		C	D	
Approach Delay		37.9			41.4			35.5			38.6	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	60	87		104	196		56	209		24	163	
Queue Length 95th (ft)	m#168	135		#212	275		111	#409		61	#392	
Internal Link Dist (ft)		294			240			3558			857	
Turn Bay Length (ft)	220			250			286			330		
Base Capacity (vph)	186	939		232	1020		394	576		317	471	
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	0.36		0.73	0.70		0.37	0.65		0.20	0.66	

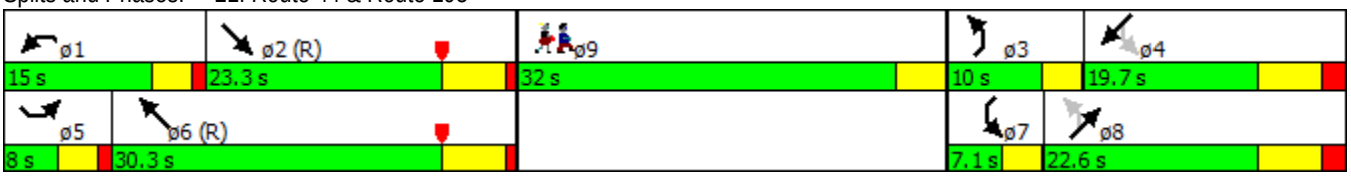
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:SET and 6:NWT, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 38.9		Intersection LOS: D	

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	32.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Capacity Utilization 61.9% 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: 21: Route 44 & Route 195

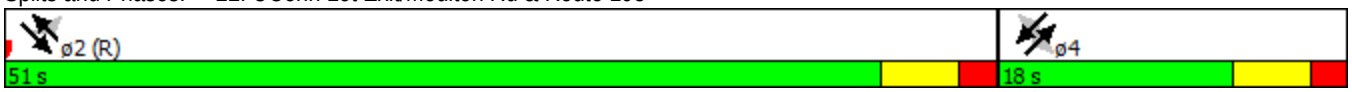


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	485	0	0	808	90	56	8	1	7	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1881	0	0	1855	0	0	1800	0	0	1787	0
Flt Permitted								0.744			0.755	
Satd. Flow (perm)	0	1881	0	0	1855	0	0	1397	0	0	1420	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					17			1				
Link Speed (mph)		40			30			30			30	
Link Distance (ft)		4119			522			457			935	
Travel Time (s)		70.2			11.9			10.4			21.3	
Lane Group Flow (vph)	0	533	0	0	946	0	0	130	0	0	16	0
Turn Type		NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2						4			4		
Total Split (s)	51.0	51.0			51.0		18.0	18.0		18.0	18.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Act Effct Green (s)		51.1			51.1			9.3			9.3	
Actuated g/C Ratio		0.74			0.74			0.13			0.13	
v/c Ratio		0.38			0.69			0.69			0.08	
Control Delay		5.7			10.4			46.8			25.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.7			10.4			46.8			25.4	
LOS		A			B			D			C	
Approach Delay		5.7			10.4			46.8			25.4	
Approach LOS		A			B			D			C	
Queue Length 50th (ft)		82			207			53			6	
Queue Length 95th (ft)		148			399			52			10	
Internal Link Dist (ft)		4039			442			377			855	
Turn Bay Length (ft)												
Base Capacity (vph)		1394			1379			243			246	
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		0.38			0.69			0.53			0.07	

Intersection Summary	
Area Type:	Other
Cycle Length: 69	
Actuated Cycle Length: 69	
Offset: 0 (0%), Referenced to phase 2:NWSE, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 11.9	Intersection LOS: B

Intersection Capacity Utilization 62.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 22: UConn Lot Exit/Moulton Rd & Route 195



Lane Group	EBL	EBR	SET	SER	NWL	NWT	ø4	ø5	ø6
Lane Configurations									
Volume (vph)	65	237	511	39	148	660			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	12	12			
Grade (%)	0%		0%			0%			
Storage Length (ft)	110	0		120	0				
Storage Lanes	1	1		1	1				
Taper Length (ft)	50				25				
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863			
Flt Permitted	0.950				0.112				
Satd. Flow (perm)	1770	1583	1863	1583	209	1863			
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		296		29					
Link Speed (mph)	30		30			25			
Link Distance (ft)	1786		2593			372			
Travel Time (s)	40.6		58.9			10.1			
Lane Group Flow (vph)	81	296	581	44	163	725			
Turn Type	Prot	custom	NA	pt+ov	D.P+P	NA			
Protected Phases	5 6	5 6	2	2 5 6	3	2 3	4	5	6
Permitted Phases					2				
Total Split (s)			47.8		13.7		35.0	11.9	11.6
Total Lost Time (s)			6.2		4.3				
Act Effct Green (s)	18.9	18.9	41.6	65.1	52.9	55.3			
Actuated g/C Ratio	0.16	0.16	0.35	0.54	0.44	0.46			
v/c Ratio	0.29	0.59	0.90	0.05	0.76	0.84			
Control Delay	47.9	10.5	56.0	6.5	27.0	8.8			
Queue Delay	0.0	0.9	0.0	0.0	0.0	16.1			
Total Delay	47.9	11.4	56.0	6.5	27.0	24.9			
LOS	D	B	E	A	C	C			
Approach Delay	19.2		52.5			25.3			
Approach LOS	B		D			C			
Queue Length 50th (ft)	56	0	425	5	61	30			
Queue Length 95th (ft)	93	45	#611	22	m70	m43			
Internal Link Dist (ft)	1706		2513			292			
Turn Bay Length (ft)	110			120					
Base Capacity (vph)	278	498	645	872	214	858			
Starvation Cap Reductn	0	0	0	0	0	136			
Spillback Cap Reductn	0	59	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.29	0.67	0.90	0.05	0.76	1.00			

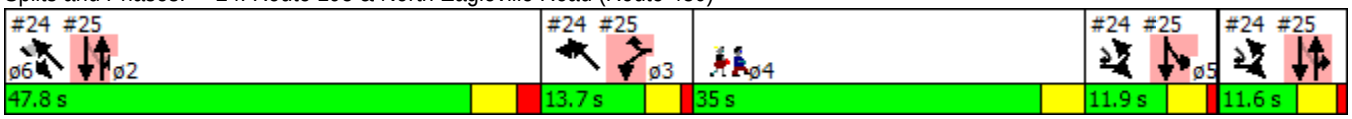
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 33.1		Intersection LOS: C	
Intersection Capacity Utilization 53.5%		ICU Level of Service A	

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: 24: Route 195 & North Eagleville Road (Route 430)



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø2	ø4	ø6
Lane Configurations									
Volume (vph)	99	67	784	46	64	709			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	12	12			
Grade (%)	0%		0%			0%			
Storage Length (ft)	0	0		200	200				
Storage Lanes	1	1		1	1				
Taper Length (ft)	25				80				
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863			
Flt Permitted	0.950				0.355				
Satd. Flow (perm)	1770	1583	1863	1583	661	1863			
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		88		28					
Link Speed (mph)	30		25			30			
Link Distance (ft)	156		2138			372			
Travel Time (s)	3.5		58.3			8.5			
Lane Group Flow (vph)	130	88	825	48	72	797			
Turn Type	Prot	Prot	NA	Prot	D.P+P	NA			
Protected Phases	3	3	2 6	2 6	5	2 5 6	2	4	6
Permitted Phases					2 6				
Total Split (s)	13.7	13.7			11.9		47.8	35.0	11.6
Total Lost Time (s)	4.3	4.3			4.6				
Act Effct Green (s)	9.4	9.4	53.2	53.2	62.1	65.1			
Actuated g/C Ratio	0.08	0.08	0.44	0.44	0.52	0.54			
v/c Ratio	0.94	0.43	1.00	0.07	0.18	0.79			
Control Delay	117.9	17.6	65.3	10.5	8.5	17.5			
Queue Delay	0.0	0.0	5.3	0.0	0.0	1.5			
Total Delay	117.9	17.6	70.6	10.5	8.5	19.0			
LOS	F	B	E	B	A	B			
Approach Delay	77.4		67.3			18.1			
Approach LOS	E		E			B			
Queue Length 50th (ft)	102	0	625	9	11	193			
Queue Length 95th (ft)	#174	32	#908	31	m16	m264			
Internal Link Dist (ft)	76		2058			292			
Turn Bay Length (ft)				200	200				
Base Capacity (vph)	138	205	825	717	409	1010			
Starvation Cap Reductn	0	0	0	0	0	85			
Spillback Cap Reductn	0	0	16	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.94	0.43	1.02	0.07	0.18	0.86			

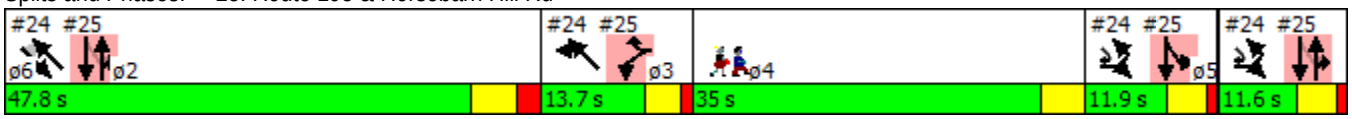
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 46.6		Intersection LOS: D	
Intersection Capacity Utilization 67.2%		ICU Level of Service C	

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: 25: Route 195 & Horsebarn Hill Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	151	6	31	18	8	26	122	444	2	42	426	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		0	130		0	150		150
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1777	1583	0	1710	0	1770	1861	0	1770	1863	1583
Flt Permitted		0.693			0.855		0.236			0.321		
Satd. Flow (perm)	0	1291	1583	0	1488	0	440	1861	0	598	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138		28							124
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		803			348			387			2138	
Travel Time (s)		18.3			7.9			10.6			58.3	
Lane Group Flow (vph)	0	171	34	0	57	0	133	485	0	46	463	82
Turn Type	Perm	NA	Prot	Perm	NA		pm+pt	NA		pm+pt	NA	Prot
Protected Phases		4	4		4		5	2		1	6	6
Permitted Phases	4			4			2			6		
Total Split (s)	20.0	20.0	20.0	20.0	20.0		11.0	26.0		11.0	26.0	26.0
Total Lost Time (s)		5.0	5.0		5.0		3.1	6.0		3.1	6.0	6.0
Act Effct Green (s)		13.1	13.1		13.1		39.7	32.1		35.9	27.5	27.5
Actuated g/C Ratio		0.16	0.16		0.16		0.50	0.40		0.45	0.34	0.34
v/c Ratio		0.81	0.09		0.21		0.40	0.65		0.13	0.72	0.13
Control Delay		60.9	0.5		19.0		17.4	30.9		14.7	36.4	2.5
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		60.9	0.5		19.0		17.4	30.9		14.7	36.4	2.5
LOS		E	A		B		B	C		B	D	A
Approach Delay		50.8			19.0			28.0			30.0	
Approach LOS		D			B			C			C	
Queue Length 50th (ft)		81	0		12		40	234		13	230	0
Queue Length 95th (ft)		#172	0		43		75	#433		32	#420	15
Internal Link Dist (ft)		723			268			307			2058	
Turn Bay Length (ft)			250				130			150		150
Base Capacity (vph)		242	408		301		349	746		401	639	624
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		0.71	0.08		0.19		0.38	0.65		0.11	0.72	0.13

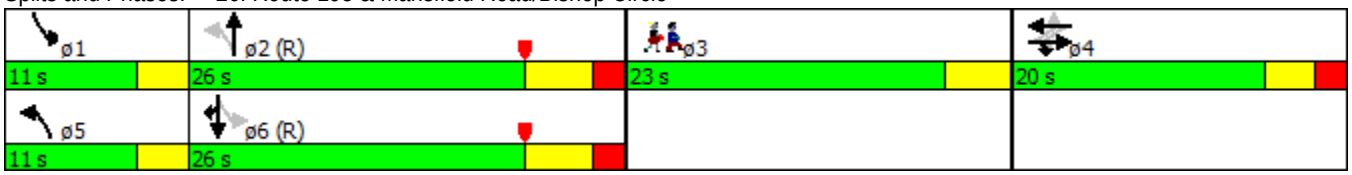
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 29 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 31.6		Intersection LOS: C	

Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	23.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Capacity Utilization 57.0% 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.

Splits and Phases: 26: Route 195 & Mansfield Road/Bishop Circle



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	35	111	39	33	24	99	379	36	34	384	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	120		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1650	0	1770	1745	0	1770	1839	0	1770	1844	0
Flt Permitted	0.717			0.499			0.366			0.424		
Satd. Flow (perm)	1336	1650	0	930	1745	0	682	1839	0	790	1844	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		121			26			6			4	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1409			176			1371			201	
Travel Time (s)		38.4			4.8			37.4			5.5	
Lane Group Flow (vph)	28	159	0	42	62	0	108	451	0	37	446	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4			2			6		
Total Split (s)	20.0	20.0		20.0	20.0		9.1	27.0		9.1	27.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		3.1	6.0		3.1	6.0	
Act Effct Green (s)	8.2	8.2		8.2	8.2		48.8	41.5		45.7	38.6	
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.61	0.52		0.57	0.48	
v/c Ratio	0.21	0.57		0.44	0.31		0.22	0.47		0.07	0.50	
Control Delay	35.7	19.4		47.9	25.6		11.2	20.4		11.0	23.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.7	19.4		47.9	25.6		11.2	20.4		11.0	23.2	
LOS	D	B		D	C		B	C		B	C	
Approach Delay		21.9			34.6			18.6			22.2	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	13	18		20	17		26	180		9	182	
Queue Length 95th (ft)	36	70		50	50		59	#349		26	#383	
Internal Link Dist (ft)		1329			96			1291			121	
Turn Bay Length (ft)							120					
Base Capacity (vph)	250	407		174	347		507	954		530	890	
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	0.11	0.39		0.24	0.18		0.21	0.47		0.07	0.50	

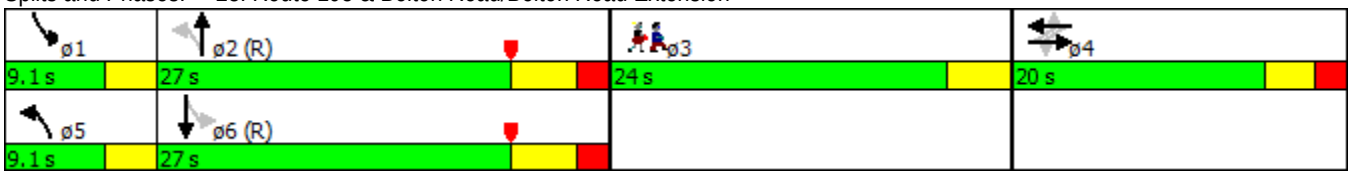
Intersection Summary			
Area Type:	Other		
Cycle Length: 80.1			
Actuated Cycle Length: 80.1			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 21.6		Intersection LOS: C	

Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Total Split (s)	24.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Capacity Utilization 58.5% 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.

Splits and Phases: 28: Route 195 & Bolton Road/Bolton Road Extension



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	233	35	264	77	87	34	133	423	27	52	647	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	350		0	150		0	0		0	390		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1615	0	1770	1785	0	1770	1846	0	1770	3383	0
Flt Permitted	0.491			0.950			0.112			0.339		
Satd. Flow (perm)	915	1615	0	1770	1785	0	209	1846	0	631	3383	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		239			12			3			50	
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		1649			348			165			1371	
Travel Time (s)		37.5			7.9			3.8			37.4	
Lane Group Flow (vph)	268	343	0	86	135	0	139	469	0	56	981	0
Turn Type	pm+pt	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4						2			6		
Total Split (s)	13.1	30.0		13.1	30.0		13.1	56.0		13.1	56.0	
Total Lost Time (s)	3.1	5.0		3.1	5.0		3.1	6.0		3.2	6.0	
Act Effct Green (s)	29.0	18.9		8.9	13.6		48.1	37.7		42.0	32.3	
Actuated g/C Ratio	0.31	0.20		0.09	0.14		0.51	0.40		0.45	0.34	
v/c Ratio	0.69	0.67		0.51	0.50		0.53	0.63		0.15	0.82	
Control Delay	44.0	21.9		61.6	46.2		23.9	30.7		16.7	34.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	44.0	21.9		61.6	46.2		23.9	30.7		16.7	34.5	
LOS	D	C		E	D		C	C		B	C	
Approach Delay		31.6			52.2			29.2			33.5	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	113	51		44	61		29	173		11	208	
Queue Length 95th (ft)	#339	186		#159	167		#127	484		53	484	
Internal Link Dist (ft)		1569			268			85			1291	
Turn Bay Length (ft)	350			150						390		
Base Capacity (vph)	386	655		214	548		296	1122		449	2068	
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	0.52		0.40	0.25		0.47	0.42		0.12	0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 139.2			
Actuated Cycle Length: 93.8			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 33.6		Intersection LOS: C	
Intersection Capacity Utilization 72.0%		ICU Level of Service C	

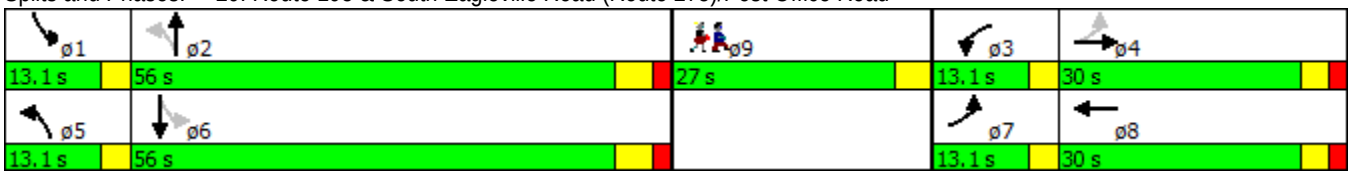
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	27.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

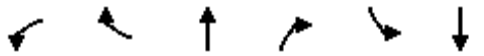
Intersection Summary

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 29: Route 195 & South Eagleville Road (Route 275)/Post Office Road





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	46	73	495	50	133	650
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1692	0	1859	0	0	1866
Flt Permitted	0.981					0.772
Satd. Flow (perm)	1692	0	1859	0	0	1452
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	81		8			
Link Speed (mph)	30		30			30
Link Distance (ft)	2014		406			6636
Travel Time (s)	45.8		9.2			150.8
Lane Group Flow (vph)	132	0	599	0	0	832
Turn Type	Prot		NA		D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases					2	
Total Split (s)	29.0		50.3		13.5	
Total Lost Time (s)	4.0		5.3			
Act Effct Green (s)	7.0		45.0			56.8
Actuated g/C Ratio	0.09		0.60			0.76
v/c Ratio	0.57		0.53			0.72
Control Delay	24.9		11.2			8.1
Queue Delay	0.0		0.0			0.0
Total Delay	24.9		11.2			8.1
LOS	C		B			A
Approach Delay	24.9		11.2			8.1
Approach LOS	C		B			A
Queue Length 50th (ft)	23		139			81
Queue Length 95th (ft)	72		257			201
Internal Link Dist (ft)	1934		326			6556
Turn Bay Length (ft)						
Base Capacity (vph)	619		1122			1158
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.21		0.53			0.72

Intersection Summary			
Area Type:	Other		
Cycle Length: 92.8			
Actuated Cycle Length: 74.8			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 88.8%		ICU Level of Service E	

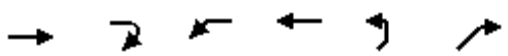
Analysis Period (min) 15

Splits and Phases: 30: Route 195 & Bassetts Bridge Road

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	531	11	0	842	2	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.83	0.83	0.81	0.81
Hourly flow rate (vph)	565	12	0	1014	2	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			577		1585	571
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			577		1585	571
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	97
cM capacity (veh/h)			1002		120	522

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	577	1014	16
Volume Left	0	0	2
Volume Right	12	0	14
cSH	1700	1002	344
Volume to Capacity	0.34	0.00	0.05
Queue Length 95th (ft)	0	0	4
Control Delay (s)	0.0	0.0	16.0
Lane LOS			C
Approach Delay (s)	0.0	0.0	16.0
Approach LOS			C

Intersection Summary			
Average Delay		0.2	
Intersection Capacity Utilization		54.3%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (veh/h)	542	0	23	842	1	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.88	0.88	0.60	0.60
Hourly flow rate (vph)	571	0	26	957	2	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			571		1580	571
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			571		1580	571
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		99	97
cM capacity (veh/h)			1012		118	524

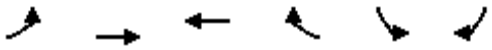
Direction, Lane #	EB 1	WB 1	NE 1
Volume Total	571	983	20
Volume Left	0	26	2
Volume Right	0	0	18
cSH	1700	1012	408
Volume to Capacity	0.34	0.03	0.05
Queue Length 95th (ft)	0	2	4
Control Delay (s)	0.0	0.7	14.3
Lane LOS		A	B
Approach Delay (s)	0.0	0.7	14.3
Approach LOS			B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	553	38	50	851	14	36
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.91	0.91	0.66	0.66
Hourly flow rate (vph)	564	39	55	935	21	55
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			603		1629	584
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			603		1629	584
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		80	89
cM capacity (veh/h)			979		106	514

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	603	990	76
Volume Left	0	55	21
Volume Right	39	0	55
cSH	1700	979	248
Volume to Capacity	0.35	0.06	0.31
Queue Length 95th (ft)	0	4	31
Control Delay (s)	0.0	1.5	25.8
Lane LOS		A	D
Approach Delay (s)	0.0	1.5	25.8
Approach LOS			D

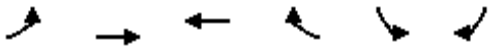
Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	92.3%	ICU Level of Service	F
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	23	569	892	2	6	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.47	0.47
Hourly flow rate (vph)	24	599	991	2	13	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	993				1640	992
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	993				1640	992
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				88	91
cM capacity (veh/h)	704				108	301

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	623	993	40
Volume Left	24	0	13
Volume Right	0	2	28
cSH	704	1700	192
Volume to Capacity	0.03	0.58	0.21
Queue Length 95th (ft)	3	0	19
Control Delay (s)	0.9	0.0	28.7
Lane LOS	A		D
Approach Delay (s)	0.9	0.0	28.7
Approach LOS			D

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	34	563	553	10	7	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.91	0.91	0.56	0.56
Hourly flow rate (vph)	47	782	608	11	12	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	619				1490	613
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	619				1490	613
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				90	95
cM capacity (veh/h)	966				130	494

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	829	619	36
Volume Left	47	0	12
Volume Right	0	11	23
cSH	966	1700	250
Volume to Capacity	0.05	0.36	0.14
Queue Length 95th (ft)	4	0	12
Control Delay (s)	1.3	0.0	21.8
Lane LOS	A		C
Approach Delay (s)	1.3	0.0	21.8
Approach LOS			C

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	13	47	7	1	26	54	867	3	9	542	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.91	0.91	0.91	0.90	0.90	0.90
Hourly flow rate (vph)	7	18	66	10	1	37	59	953	3	10	602	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											522	
pX, platoon unblocked	0.88	0.88	0.88	0.88	0.88		0.88					
vC, conflicting volume	1738	1702	607	1776	1705	954	612			956		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1771	1730	483	1814	1734	954	488			956		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	85	75	87	72	98	88	94			99		
cM capacity (veh/h)	47	72	514	35	72	315	948			723		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	92	48	1015	622
Volume Left	7	10	59	10
Volume Right	66	37	3	10
cSH	172	115	948	723
Volume to Capacity	0.53	0.42	0.06	0.01
Queue Length 95th (ft)	68	44	5	1
Control Delay (s)	47.7	56.8	1.7	0.4
Lane LOS	E	F	A	A
Approach Delay (s)	47.7	56.8	1.7	0.4
Approach LOS	E	F		

Intersection Summary				
Average Delay	5.1			
Intersection Capacity Utilization	87.2%	ICU Level of Service	E	
Analysis Period (min)	15			

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (veh/h)	420	16	46	445	0	114
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	457	17	50	484	0	124
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	201			387		
pX, platoon unblocked			0.83		0.87	0.83
vC, conflicting volume			474		1049	465
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			271		551	260
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		100	81
cM capacity (veh/h)			1079		410	650

Direction, Lane #	NB 1	SB 1	SB 2	SW 1
Volume Total	474	50	484	124
Volume Left	0	50	0	0
Volume Right	17	0	0	124
cSH	1700	1079	1700	650
Volume to Capacity	0.28	0.05	0.28	0.19
Queue Length 95th (ft)	0	4	0	17
Control Delay (s)	0.0	8.5	0.0	11.8
Lane LOS		A		B
Approach Delay (s)	0.0	0.8		11.8
Approach LOS				B

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	36.8%	ICU Level of Service	A
Analysis Period (min)	15		

Eastern Gateways Study
Bolton • Coventry • Mansfield
Tolland • UCONN

Appendix E

Crash Summary

Crash Summary

As part of the comprehensive analysis of the principal corridors of the four study towns (Bolton, Mansfield, Tolland, and Coventry) a crash analysis was conducted. The crash analysis is intended to assist in the prioritization of potential infrastructure projects by calling attention to areas in the four study towns which have higher crash rates as compared with other similar state roads. Additionally, it provides initial guidance towards areas deserving the most immediate investigation and is not intended to provide comprehensive analysis of all crashes within the study towns.

The principal data source utilized in this report is crash data from the Connecticut Crash Data Repository (CTCDR). The CTCDR has obtained their data from CTDOT. The crash data used in this report pertains to the years of 2012-2014, along all state-owned roadways in the four aforementioned study towns. Each crash record contains an approximate location of where the crash occurred, as well as various characteristics about the crash such as contributing factor, severity, crash type, and light condition.

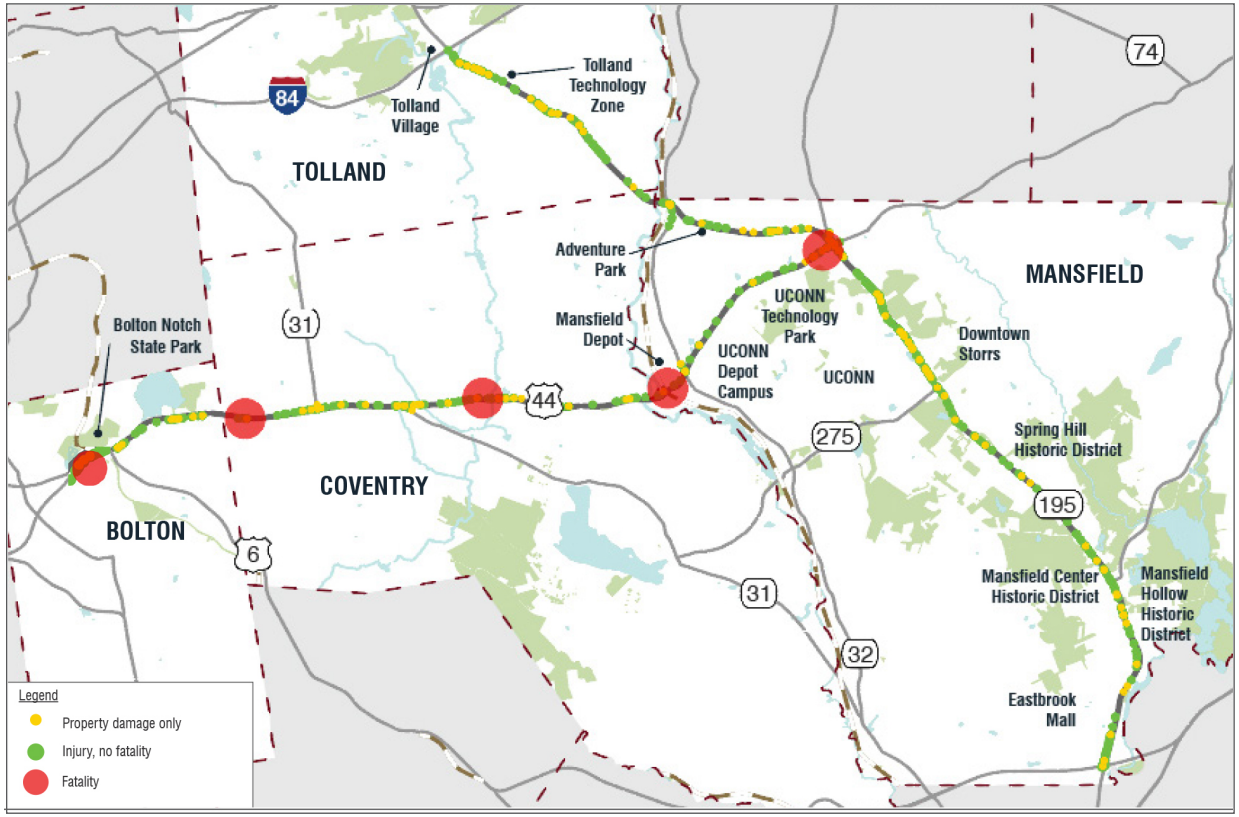
Other data sources used include 2014 Average Daily Traffic counts (collected by the CTDOT) along the state-owned roadways in the study region, and the Suggested List of Surveillance Study Sites (SLOSSS) report, which calculates average crash rates for particular roadway types.

The crash data was characterized by severity (fatalities and injuries), involvement with pedestrians, and locations where the greatest frequency of crashes have occurred across the study area towns.

The locations of the five fatal crashes in the study area during this period and their contributing factors are listed below:

- Route 44 near Gulf Gas Station (Mansfield): failed to Grant Right of Way
- Route 44 near Depot Road (Mansfield): under the influence
- Route 44 near N. River Road (Coventry): under the influence
- Route 44 near Cedar Swamp Road (Coventry): Failed to Grant Right of Way
- Route 384 near Route 44 (Bolton): unknown

The concentrations of all crashes involving an injury across the study region have been identified. The highest concentration appears to be located near the



Crash Locations by Type; *Source: Connecticut Crash Data Repository (CTCDR) (2012-2014)*

UCONN campus and near the intersection of Route 195 with I-84.

Crashes involving a pedestrian have been identified. It appears that the majority of pedestrian-related crashes have occurred near the UCONN campus.

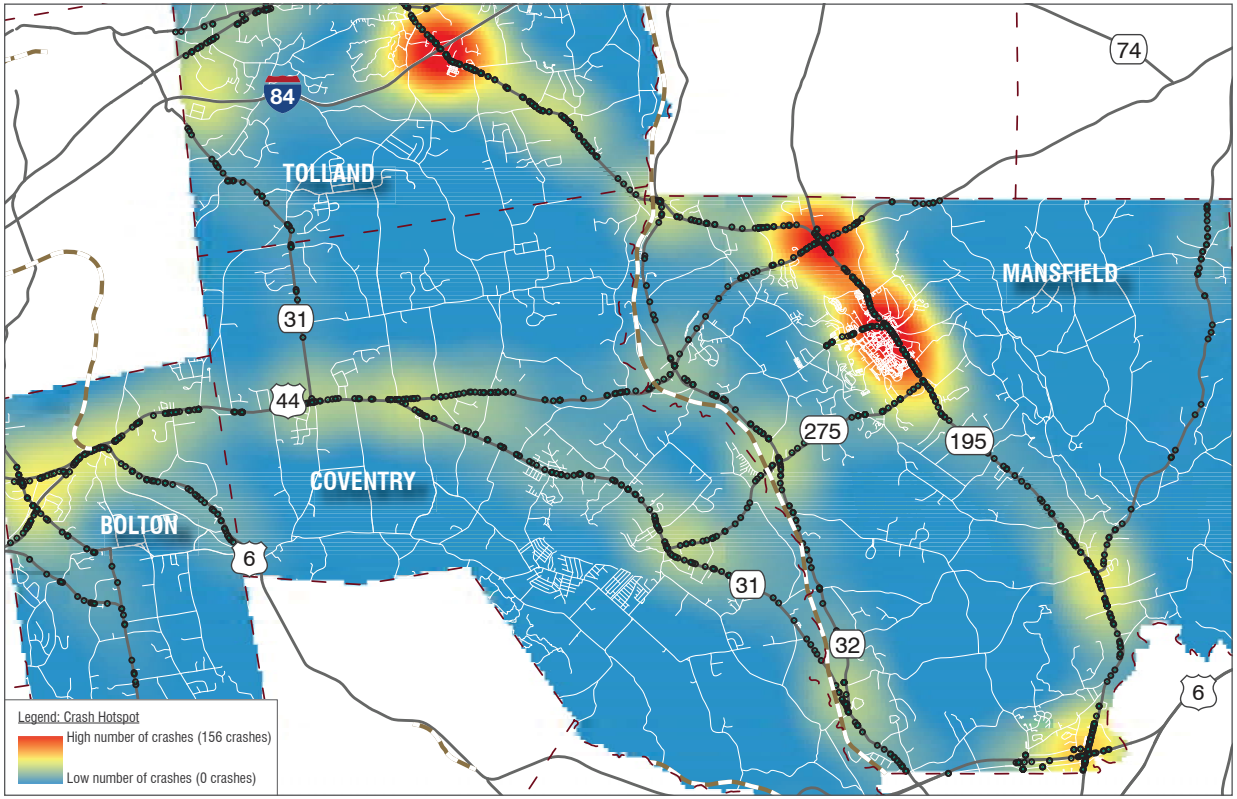
Locations where the greatest frequency of crashes in the study region have occurred were identified. To normalize the effect of differing traffic volumes, specific crash rates were calculated for roadway segments in the region. The roadways were broken into segments based on where the state-owned roadways intersect each other. The segments in this figure are colored to clearly highlight the segments with calculated crash rates higher than the critical crash rates.

In addition to providing critical crash rates for different types of roadway segments, the SLOSSS report also provides crash rates for various intersections across the State of Connecticut. Intersections with higher than average crash rates have been flagged in the SLOSSS report, and placed on the list of suggested study sites. Nine intersections in the four study towns are on this list of suggested study sites as listed below:

- Route 44 and the Entrance to Dollar Store (unsignalized)
- Route 44 and Route 195 (signalized)*
- Route 195 and Bassetts Bridge Road (signalized)*
- Route 195 and Route 89 (signalized)*
- Route 195 and Drive to Storrs Commons (unsignalized)*
- Route 195 and Horsebarn Hill Road (signalized)*
- Route 195 and Mansfield Supply Ace Hardware (unsignalized)*
- Route 195 and Shell Gas Station (unsignalized)
- Route 195 and Drive to Meeting House Commons (unsignalized)

*Intersections are on segments that are identified as having significantly high crash rates.

This data, along with the segment lengths, were used to calculate individual crash rates for each segment.



Crash Involving Injuries; *Source: Connecticut Crash Data Repository (CTCDR) (2012-2014)*

The following equation based on CTDOT guidelines was used:

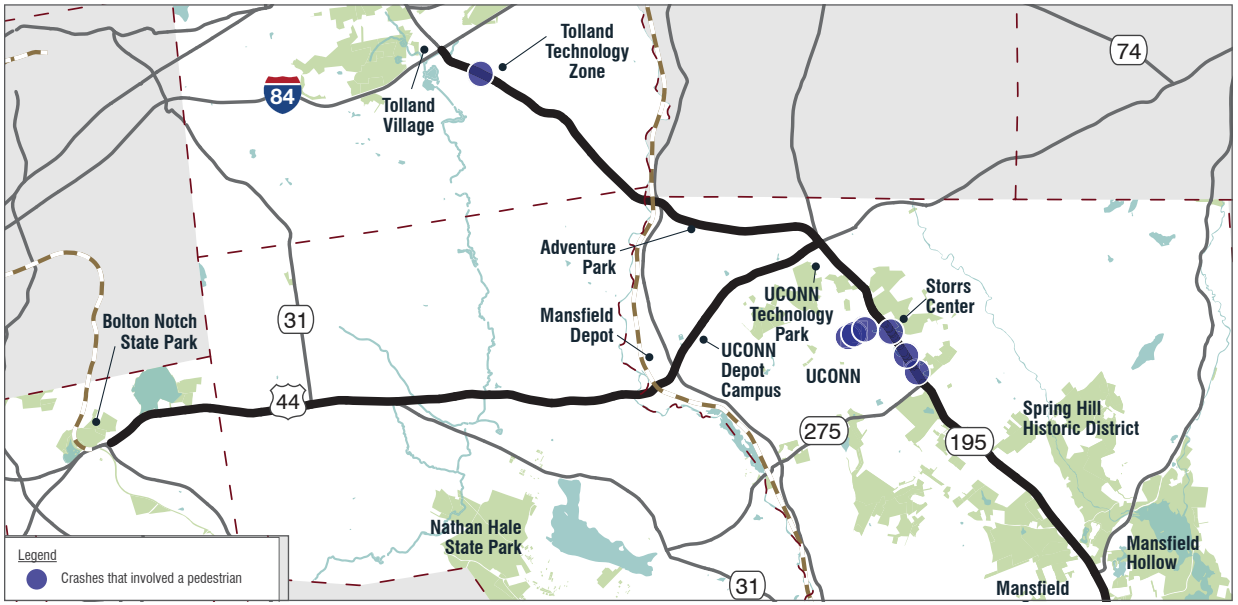
R= (C x 1,000,000) / (V x 365 x N x L), where

- R…Crash Rate (crashes per million vehicle miles)
- C…# crashes over time period analyzed
- V…ADT (Average Daily Traffic)
- N…time period analyzed (in years)
- L…length of segment analyzed (in miles)

Only the roadway segments that were greater than 0.75 miles in length were analyzed, since crash rates for segments with a shorter length are generally considered to be intersections (which are reported in the SLOSSS list provided by CTDOT).

Once the crash rates along the segments were calculated, they were compared against "critical crash rates" developed by CTDOT for particular roadway types as a part of their SLOSSS report. The SLOSSS report lists critical crash rates based on how many lanes the roadway has and whether the roadway is urban or rural. Comparing the calculated crash rates against the SLOSSS critical crash rates is a necessary step since crash types and severity levels are expected to be different for varying roadway types. For example, a 2-lane urban roadway and a 4-lane rural roadway with the same crash rate warrant different levels of attention since the severity and crash types will likely be very different on these two roadway types.

The calculated crash rates for the segments analyzed, along with their critical crash rate (per the SLOSSS report), are shown below. The segments are listed in descending order, beginning with the segments that had calculated crash rates that were at least twice the critical rate. Only the segments that had calculated crash rates greater than the critical crash rates are shown.



Crashes Involving Pedestrians; *Source: Connecticut Crash Data Repository (CTCDR) (2012-2014)*

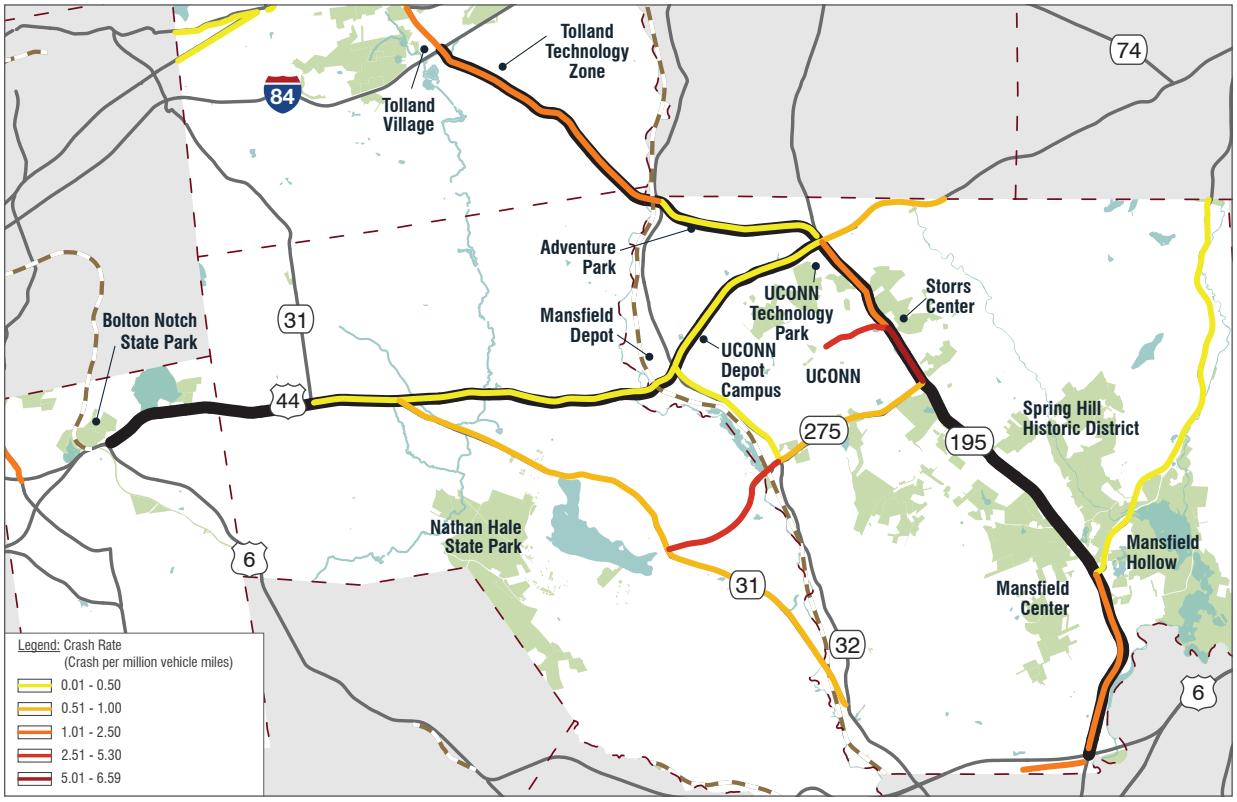
Crash Rate Summary by Segment

State Route	Segment Lenth (miles)	Average Annual Daily Traffic (vehicles/day)	Number of Crashes	Crash Rate (Crashes per Million Vehicle Miles)	Roadway Context	Number of Lanes on Roadway	Critical Crash Rate (Crashes per Million Vehicle Miles)	Difference (Crash Rate - Critical Crash Rate)
195	0.81	12,840	98	8.59	Urban	3	1.90	6.69
195	1.38	16,164	97	3.98	Urban	2	1.67	2.32
195	2.36	14,448	84	2.25	Rural	4	0.75	1.50
195	4.21	13,569	184	2.94	Urban	2	1.67	1.27
633	0.79	4,867	12	2.87	Urban	2	1.67	1.20
31	3.16	5,448	46	2.44	Urban	2	1.67	0.77
44	1.73	5,863	25	2.26	Urban	2	1.67	0.59
31	4.14	8,789	88	2.21	Urban	2	1.67	0.54
195	2.15	10,900	55	2.14	Urban	2	1.67	0.48
74	2.05	6,115	29	2.11	Urban	2	1.67	0.45
44	2.54	6,737	37	1.98	Urban	2	1.67	0.31
89	5.39	2,943	39	2.24	Rural	2	1.95	0.30
74	1.09	3,063	7	1.91	Urban	2	1.67	0.24
44	3.69	8,579	65	1.88	Urban	2	1.67	0.21
30	1.19	11,155	27	1.86	Urban	2	1.67	0.19
32	1.83	9,100	33	1.81	Urban	2	1.67	0.15
44	1.07	17,379	34	1.67	Urban	2	1.67	0.01

It should be noted that the SLOSSS critical crash rates for segments do not count crashes that occur at any intersections. Due to the large area of the study towns an analysis at an intersection level of detail would not be feasible. The counting of crashes occurring at intersections yields calculated crash rates slightly higher than what would typically be reported in the SLOSSS. For this reason, only segments with calculated crash rates more than two times the critical crash rate were considered significant in this analysis. These segments are highlighted in blue in the table and are described in the next section.

SEGMENT ANALYSIS

Three segments were identified as areas with significantly high crash rates. All segments that were identified as having significant crash rates were along Route 195. A percentage breakdown of severity level, collision type, and contributing factor is shown for all segments with significantly high crash rates. Tabular data is presented if there were notable patterns observed in the crash records. Unique types of crashes (pedestrian-related, overturned vehicles, head-on, etc.) that were found in the crash records for a particular segment were identified.



Crash Analysis by Segment; *Source: Connecticut Crash Data Repository (CTCDR) and CTDOT*

Segment: Route 195 between Route 44 and Route 430

On this segment, 80% of the crashes were rear-end crashes. The majority of these rear-end crashes have occurred near the intersection of Route 195 with Route 44, Moulton Road, and Route 430. Two of the intersections on this segment are listed in the SLOSSS report as a suggested study site. These two intersections are the intersection of Route 195 with Route 44 and the intersection of Route 195 with Mansfield Supply Ace Hardware.

At the intersection of Route 44 and Route 195 there are gas stations on two of the four corners, a CVS drugstore on one, and a specialty retail store on the other. Each of these developments is setback a far distance from the roadway edge, and has their parking located in front. Each of the four developments have at least two driveways. The turning radii at this intersection are between 50-75 feet, which enables vehicles to potentially make turns at high speeds. Lane widths at this intersection are between 12 and 13 feet. The longest pedestrian crossing at this intersection is approximately 115 feet.

Severity Level	Percent
Property Damage Only	90
Injury (No Fatality)	10
Crash Type	**Percent**
Rear-End	80
Fixed Object	8
Turning	6
Sideswipe	4
Other	*2*
Contributing Factor	**Percent**
Following Too Closely	77
Failed to Grant Right of Way	8
Driver Lost Control	5
Speed Too Fast	4
Improper Passing	3
Other	*3*

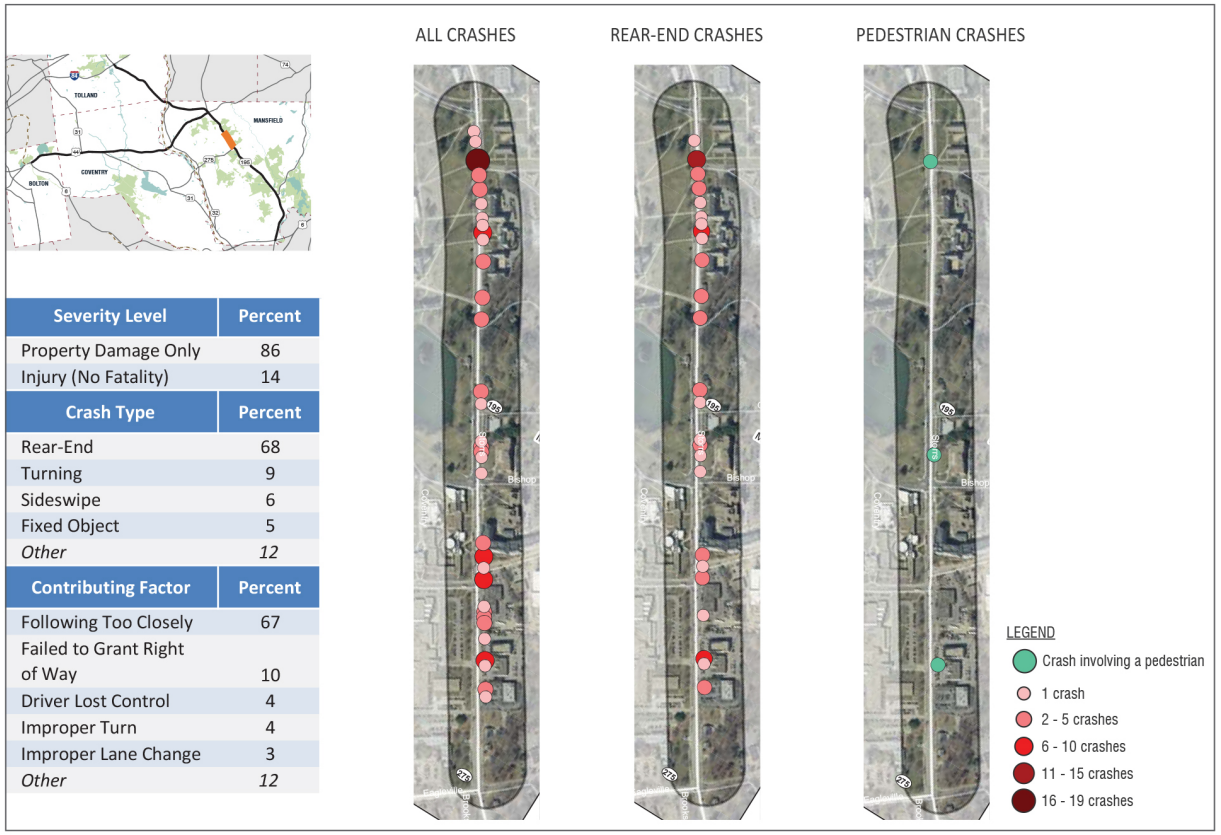
Crash Summary - Route 195 between Route 44 and Route 430 (N. Eagleville Road); *Source: Connecticut Crash Data Repository (CTCDR)*

Segment: Route 195 between Route 430 and Route 275

On this segment, 68% of the crashes are rear-end crashes. Rear-end crashes are typical of stop-and-go traffic and congested areas. 67% of all the crashes were due to the driver following too closely. The rear-end crashes have occurred mostly at the intersection of 195 and Horsebarn Hill Road, the intersection of 195 and Bolton Road, and the intersection of 195 with Storrs Commons Drive. The intersections of Route 195 with Horsebarn Hill Road and with Storrs Commons Drive are two intersections in the SLOSSS report listed as suggested study sites.

Vehicles turning onto Route 195 from Horsebarn Hill Road have an obstructed line of sight due to several utility poles, a large tree, and a steep vertical grade on Horsebarn Hill Road. This signalized intersection is also located approximately 300 feet from another signalized intersection (Route 195 with Route 430). Drivers travelling in both directions along Route 195 may be inclined to speed up at the intersection of Route 195 and Horsebarn Hill Road in order to avoid waiting at two traffic lights.

Severity Level	Percent
Property Damage Only	86
Injury (No Fatality)	14
Crash Type	**Percent**
Rear-End	68
Turning	9
Sideswipe	6
Fixed Object	5
Other	*12*
Contributing Factor	**Percent**
Following Too Closely	67
Failed to Grant Right of Way	10
Driver Lost Control	4
Improper Turn	4
Improper Lane Change	3
Other	*12*

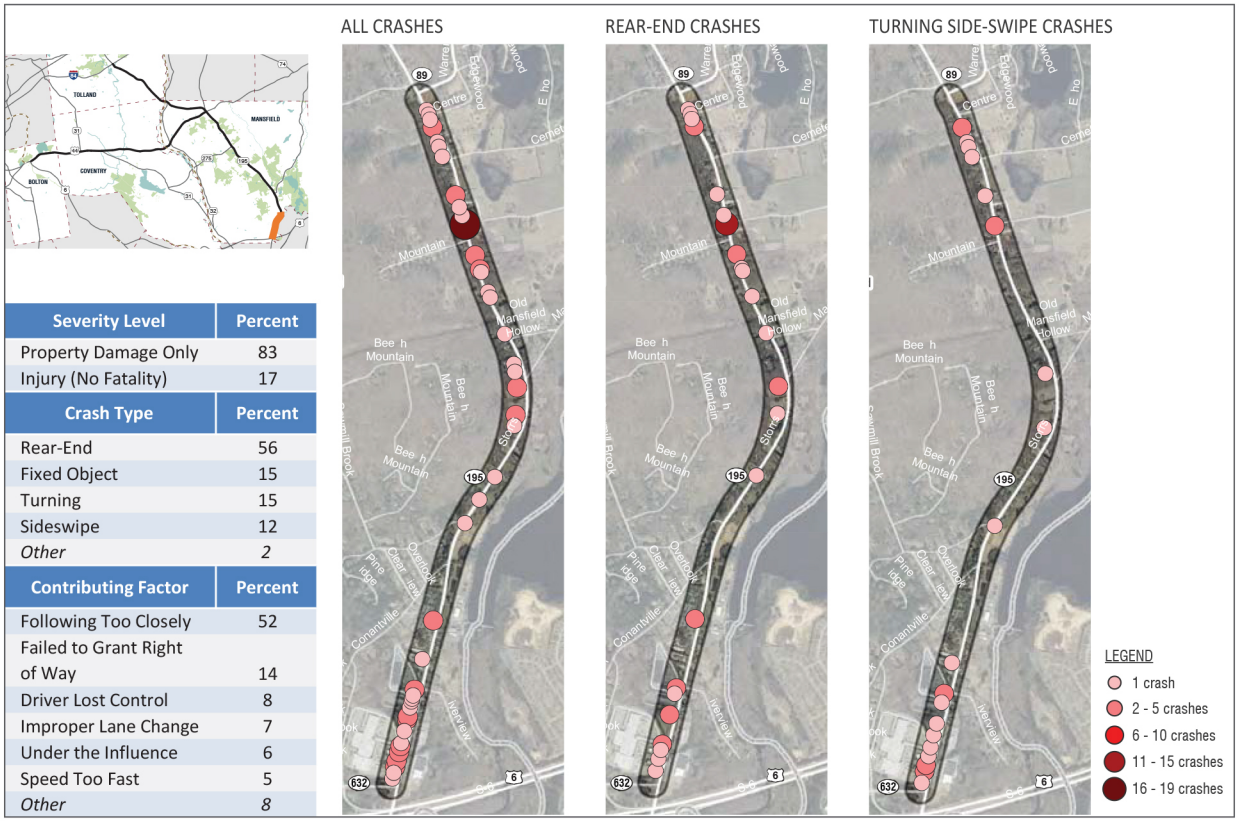


Crash Summary - Route 195 between Route 430 (N. Eagleville Road) and Route 275 (S. Eagleville Road); *Source: Connecticut Crash Data Repository (CTCDR)*

Segment: Route 195 between Route 89 & Route 632

Approximately 63% of the crashes along this segment are rear-end crashes. 27% of the crashes were turning and sideswipe crashes. Many of the rear-end crashes have occurred near the intersection of Route 195 with Bassetts Bridge Road, the intersection of Route 195 with Route 632, and the intersection of Route 195 with Route 89. Two of these intersections (Route 195 with Route 89, and Route 195 with Bassetts Bridge Road) are on the SLOSSS list of suggested study sites.

At the intersection of Route 195 and Bassetts Bridge Road, the line of sight for vehicles turning onto Route 195 is slightly obstructed due to several utility poles, trees, and parked cars nearby. This could be contributing to the turning and sideswipe crashes at this intersection. It should also be noted that there is a vertical curve along Route 195 that is located just south of this intersection. It is possible that this vertical curve is contributing to the high number of rear-end crashes occurring at this intersection. Extra signage that warns drivers on Route 195 of the approaching intersection could help improve safety.



Severity Level	Percent
Property Damage Only	83
Injury (No Fatality)	17
Crash Type	**Percent**
Rear-End	56
Fixed Object	15
Turning	15
Sideswipe	12
Other	*2*
Contributing Factor	**Percent**
Following Too Closely	52
Failed to Grant Right of Way	14
Driver Lost Control	8
Improper Lane Change	7
Under the Influence	6
Speed Too Fast	5
Other	*8*

Crash Summary - Route 195 between Route 89 (Warrenville Road) & Route 632 (N. Frontage Road); *Source: Connecticut Crash Data Repository (CTCDR)*

Eastern Gateways Study
Bolton • Coventry • Mansfield
Tolland • UCONN

Appendix F

Natural/Historic Resources

CONSERVATION STRATEGIES

4

Overview

The term “conservation” means things that Bolton wants to preserve or protect in the future. Conservation issues, which are important to Bolton residents, include the following:

- Natural resources
- Open space
- Community character
- Sustainability and resiliency

Natural Resources

Open Space

Community Character

Sustainability / Resiliency

NATURAL RESOURCES

Conserving natural resources helps preserve environmental functions, enhance community character, and enhance the overall quality of life. Natural resources for consideration in the Plan include:

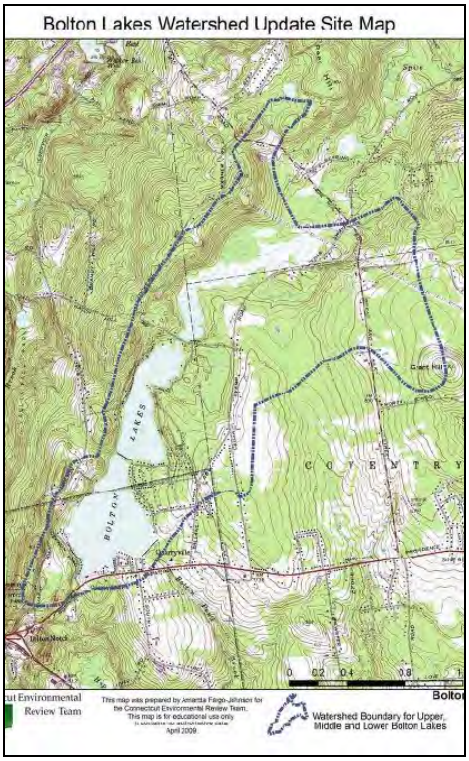
- Water resources (water quality, waterbodies, wetlands, etc.),
- Land resources (steep slopes, important soils, etc.),
- Air resources (air quality, dark skies, etc.),
- Biological resources (flora, fauna, etc.).

Bolton is situated in two major drainage basins – areas west of Route 85 generally drain to the Connecticut River, and areas east of Route 85 generally drain to the Thames River. Being situated at the headwaters of watercourses in two major drainage basins indicates that activities that occur in Bolton could have a widespread impact on other water resources in those drainage basins.

Vernal Pool

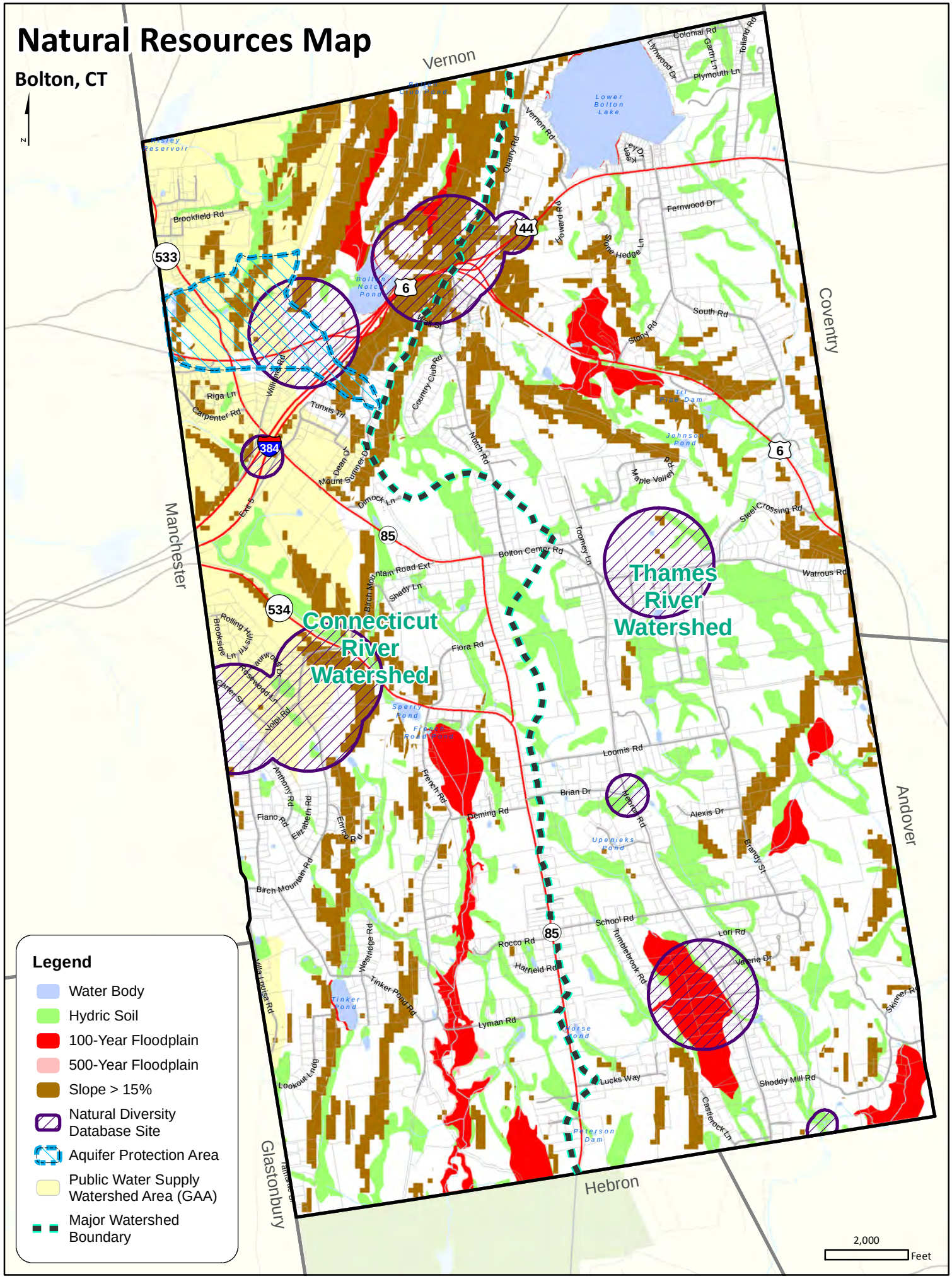
Eastern Box Turtle

Bolton Lakes Watershed



Natural Resources Map

Bolton, CT



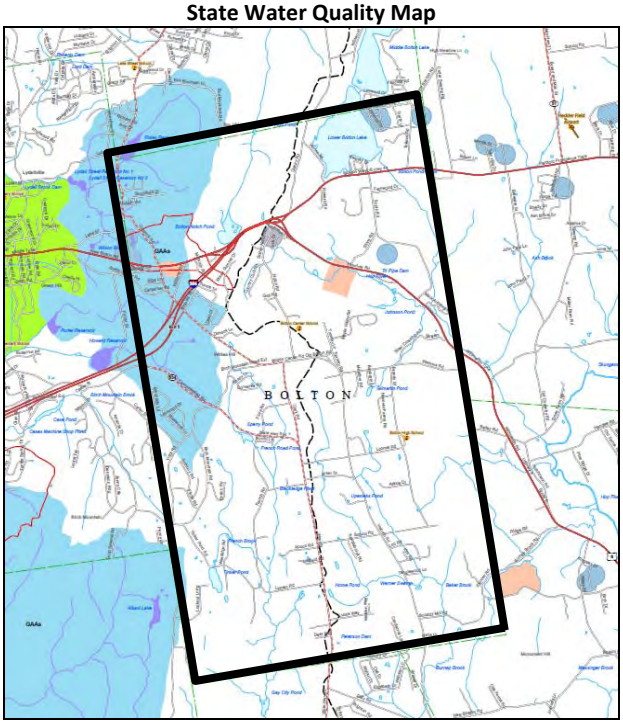
Protect Water Resources

Protection of water quality is the most important natural resource issue in Bolton. In addition to ensuring that residents who obtain drinking water from wells on their property have a safe and secure water source, water quality is a key factor in overall environmental health.

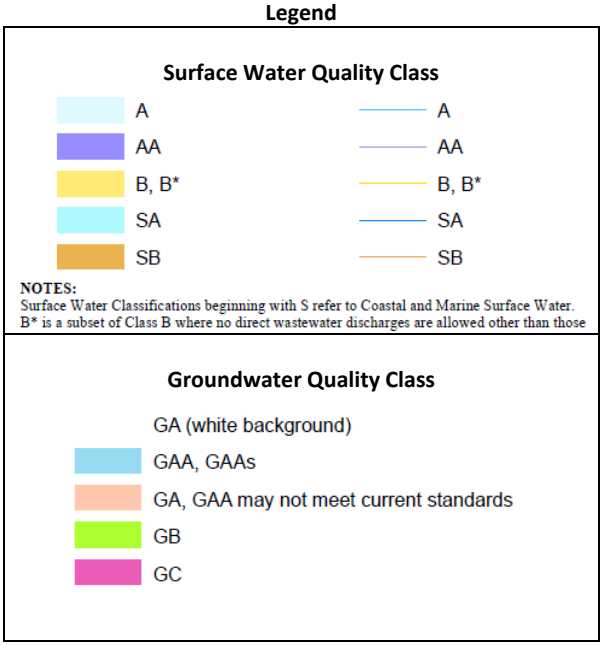
Parts of northwest Bolton are in a public water supply watershed (groundwater quality class GAA as shown on the map below) and/or an aquifer protection area (a recharge area to a public water supply well).

Water quality is generally good town-wide, and maintaining that quality has been a long-standing goal of the community.

State Water Quality Map



Legend



The major threat to water quality is activities and land uses that introduce pollutants into the environment. This threat is exacerbated by:

- Areas with inadequate septic systems (poorly maintained or operated),
- Drainage systems that discharge untreated water directly to watercourses, and
- Lifestyle patterns (residents might not always consider how human activity – such as the use of lawn fertilizers – affects water quality).

CASE STUDY

Water Quality Strategies

In 2004, Connecticut adopted a Stormwater Quality Manual as a planning tool and design guidance document for regulators and design professionals. The Bolton Zoning Regulations refer to this document in a generic way, and additional specificity is recommended.

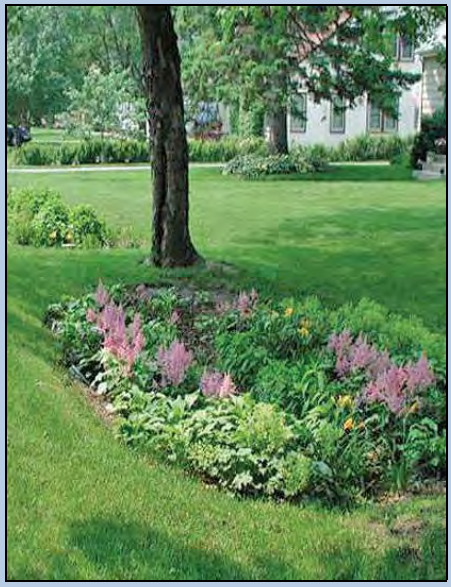
For example, instead of pointing generically to all 11 sections (plus appendix) of the State manual, the Town zoning regulations might point specifically to Section 7, which provides standards for regulators and design professionals to work toward and by which the Town can determine whether a proposed development has accomplished as much as it could or should in addressing water quality or runoff control.

Section 7 offers standards (including specific equations) for determining compliance with:

- Pollutant reduction (water quality volume and water quality flow),
- Groundwater recharge and runoff volume (water recharge),
- Peak flow control (peak runoff attenuation, stream channel protection, conveyance protection, etc.).

Stormwater Quality Manual

Rain Garden



Water Quality Protection

For many years, water quality protection focused on eliminating "point" sources of pollution (such as industrial discharges).

With the progress that has been made in reducing or eliminating pollution from these sources, attention has now turned to "non-point" sources. These include storm drainage discharge, lawn fertilizer, septic systems, and agricultural runoff.

Watersheds in Bolton that are considered particularly sensitive include:

- Blackledge River,
- Railroad Brook,
- Hop River,
- Lower Bolton Lake,
- Indian Notch Pond, and
- Risley Reservoir.

In addition, several water supply facilities in Bolton are considered particularly sensitive:

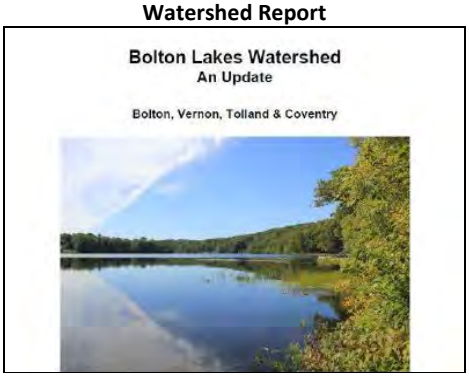
- the aquifer protection area for four supply wells in Manchester,
- Town of Manchester's reservoir system,
- CT Water Company – Llynnwood well system (near Bolton Lakes),
- Cook Drive Association well system (Bolton Notch area),
- Southridge Apartments well system (South Road at Stony Road), and
- Sunset Apartments well system (Sunset Lane near Tolland Road).

Bolton generally has good regulations in place to protect water resources. The Inland Wetland and Watercourse Regulations require a permit for most activities within 100 feet of any inland wetland or watercourse in the community. This requirement will help to preserve these important resources as well as maintain a vegetated buffer to the resource itself.

Since 2009, Bolton has had regulations to manage land use activities in the designated aquifer protection area. These regulations are administered by the Planning and Zoning Commission.

Since 2012, Bolton has had a zoning regulation addressing stormwater management (ZR Section 16A.2.l), and this regulation refers to the Connecticut Stormwater Quality Manual. Although the exact regulatory standards (and whether an application complies with the standards) are not clearly specified, this reference gives the Town the tools to encourage and/or require "low impact development" (LID) strategies.

Watershed Report



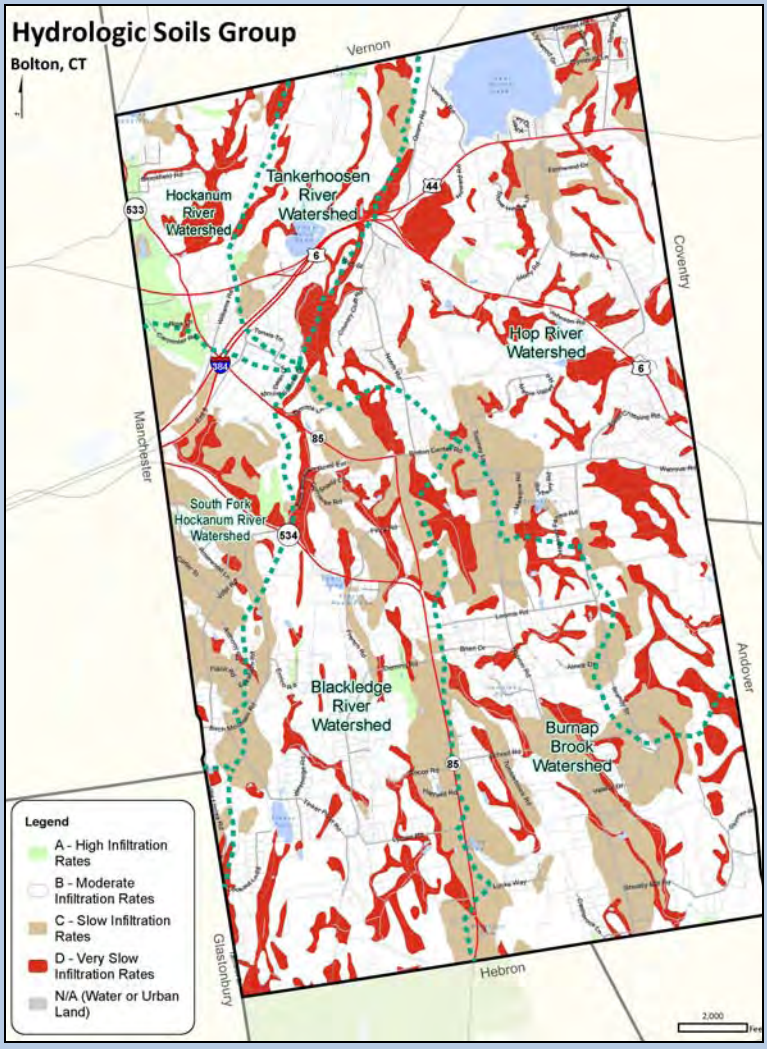
Lower Bolton Lake

CASE STUDY

Infiltration Potential

A key stormwater drainage strategy for the future involves capturing and treating rainwater closer to where the raindrop falls. This is more environmentally friendly than accumulating a large volume of stormwater and trying to manage it.

The Natural Resource Conservation Service (a division of the United States Department of Agriculture) has categorized different soil types by their ability to accept groundwater recharge (hydrologic soil groups). Areas with higher infiltration rates are better able to treat runoff and recharge groundwater. Areas with higher infiltration rates are less likely to result in runoff and flooding. Information about infiltration capacity can be used to determine the amount of infiltration that a development would need to provide.



Policies and Action Steps

As described previously:

- A "strategy" (such as "Protect Water Resources") is a long-term goal or course of action for Bolton.
- A "policy" is a principle or course of action intended to help implement the strategy (a policy is an on-going activity which does not generally have an end date).
- An "action step" is a recommended task that helps implement the strategy (a task has an end date or specific result).

The "leader" is the entity considered most likely to bear responsibility for implementing the policy or completing the action step. Partners are other entities likely to be involved in implementation.

For ease of reference, a legend for "leaders" and "partners" may be found on the inside back cover.

Protect Water Resources		
Policies	**Leader**	**Partners**
1. Protect water quality.	IWC	CC PZC
2. Manage stormwater runoff to maintain the water cycle and reduce the impacts of flooding.	IWC	PZC
3. Protect wetlands and watercourses.	IWC	CC PZC
4. Protect floodplain areas.	PZC	IWC CC
5. Educate homeowners about protecting water quality.	IWC	CC
6. Educate design professionals and homeowners about LID tools and techniques.	IWC	CC
7. Seek to restore natural edges (as opposed to "manicured" edges) to watercourses and waterbodies.	IWC	PZC CC
Action Steps		
8. Clarify the stormwater managements section of the zoning regulations to refer to the standards in Section 7 of the Connecticut Water Quality Manual.	PZC	
9. Adopt regulations to help protect water quality in the Lower Bolton Lake watershed (impervious coverage, lot coverage, floor-area ratio, docks, etc.).	PZC	CC WC
10. Investigate establishing a multi-town entity to monitor and manage water quality in all three Bolton lakes (Upper, Middle, Lower).	CC	BOS

Blackledge River Headwaters

Notch Pond

Protect Other Important Natural Resources

While water resources may be the highest priority for conservation in Bolton, other natural resources in Bolton are also deserving of protection and conservation. The "Natural Resources Map" on page 21 identifies some of these resources:

- steep slopes, and
- unique or special habitat areas (Natural Diversity Database sites).

Protect Other Important Natural Resources		
Policies	**Leader**	**Partners**
1. Consider natural resource issues at the time of development.	PZC	IWC CC
2. Protect important natural resources such as steep slopes, sensitive habitats, and other natural diversity areas.	PZC	IWC CC
3. Discourage the introduction of invasive species, and seek to remove invasive species.	PZC	IWC CC
4. Coordinate resource protection activities with interest groups, adjacent communities, and regional organizations.	Town	CC PZC IWC
Action Steps		
5. Consider preparing a Natural Resources Inventory.	CC	IWC
6. Ensure that local application procedures require investigation of Natural Diversity Database sites as identified by CT-DEEP.	PZC	IWC

Wood Turtle

Invasive Species

Natural Diversity Database

The Connecticut Department of Energy and Environmental Protection (CT-DEEP) maintains a Natural Diversity Database (NDDB) in order to help public agencies protect important resources.

NDDB areas represent known locations of:

- endangered species,
- threatened species,
- species of special concern, or
- significant natural communities.

It may also identify scenic areas and unique natural assets (waterfalls, caves, etc.).

The exact locations and species names are masked to protect sensitive species from collection and disturbance.

People proposing activities within designated NDDB areas should contact CT-DEEP so that planned activities can occur while the resource itself is protected.

OPEN SPACE

Open Space Goal

The State of Connecticut has indicated that it desires to preserve 20 percent of the State as open space.

Bolton's overall goal is in line with State goals.

Open Space Objectives

The following objectives form the basis of the Open Space Plan:

- Encourage the retention of open space to protect natural resources.
- Create links between preserved open spaces.
- Protect water quality.
- Protect scenic qualities.
- Protect wetlands.
- Protect cultural and historic resources.
- Encourage the retention of open space for ecologically sound agriculture, forest management, and recreation.
- Create a balance among land uses in Bolton.

Open space can help protect community character, enhance the quality of life for residents, conserve important natural resources, provide wildlife habitat, and provide fiscal and economic benefits.

During public meetings conducted as part of the process of preparing the 2015 Plan of Conservation and Development, residents spoke passionately about the character of the community and how the feeling of "open space" contributed to their overall perception of the community.

For the Plan of Conservation and Development, the term "open space" is used to refer to any land that is preserved or restricted to:

1. the conservation of natural or scenic resources;
2. parks, forests, wildlife preserves, nature reservations or sanctuaries, or other open spaces;
3. public recreation opportunities;
4. the preservation of historic sites;
5. connections between natural or manmade corridors ("greenways"); or
6. promoting the orderly development of the Town of Bolton.

This definition is suggested in order to distinguish between land that has been preserved or restricted in some way and land that is privately owned and may be developed at some time in the future.

On the Open Space map on page 31, some land is identified as "dedicated" open space, and some land is identified as "managed" open space (these terms are discussed in the sidebar on page 30).

The long-term goal in Bolton is to preserve more than 20 percent of the land area of the community as "preserved" or "dedicated" or "managed" open space. Such areas must be distinguished from land that is undeveloped today but might become developed in the future. To include such land in our count of "open space" is to be lulled into a false sense of achievement.

According to the Bolton Open Space Plan, about 12 percent of Bolton can be categorized as dedicated open space or managed open space.

Maintain Existing Open Spaces

Bolton should seek to preserve the "managed" open spaces that exist in the community and seek to convert them to "dedicated" open spaces if an opportunity arises.

As an example of this, in 2015, the Town was in the process of accepting land from the State that was acquired for the realignment of Route 6. Some of the land will be used to create a regional greenway system (some might be used to support economic development as shown in the case study of "Bolton Crossroads" on page 59). Since it would then be owned by the Town, the land which becomes part of the regional greenway system would be considered "dedicated" open space.

Maintain Existing Open Spaces		
Policies	**Leader**	**Partners**
1. Convert managed open space into dedicated open space by acquiring land, easements, or development rights.	OSAP	BLT CC PZC
2. Continue to manage Bolton's open spaces in an ecologically sound manner for conservation, education, and recreation purposes.	OSAP	BLT CC

Open Space Trail

Trail Tunnel

Types of Open Space

In the Plan, "protected open space" is used to describe land that is expected to remain as open space in perpetuity because of a conservation easement or other restriction on its use. It typically allows for public use of the land.

Another term, "dedicated open space," is used to describe land that is expected to remain as open space in perpetuity since it is owned by a public or non-profit entity as open space. It typically also allows for public use of the land.

The term "managed open space" includes land that is owned or used for another purpose but provides the community with some open space benefits (examples of managed open space include land owned by a water company, land acquired by CT-DOT for future roadway construction, or land owned by a homeowners association). Since such land may not allow public use of the land or may be sold or developed in the future, it is not considered dedicated open space.

Finally, "perceived open space" is private land that is presently vacant or partially developed. While this land may appear to be "open space", nothing prevents this land from being sold or developed at some time in the future. This includes land presently assessed under the Public Act 490 program as farm or forest land.

Continue to Preserve Open Space

Since 1983, Bolton has had an Open Space Plan and has been working to implement it. Over the years, the plan has included a map identifying "conservation priority" areas based on criteria such as existing open spaces, ecological and conservation resources, physical features, historic features, greenways, expansion of State and town open space lands and connecting links. The map has been updated as new information becomes available.

Some of the key recommendations in that Plan include the following:

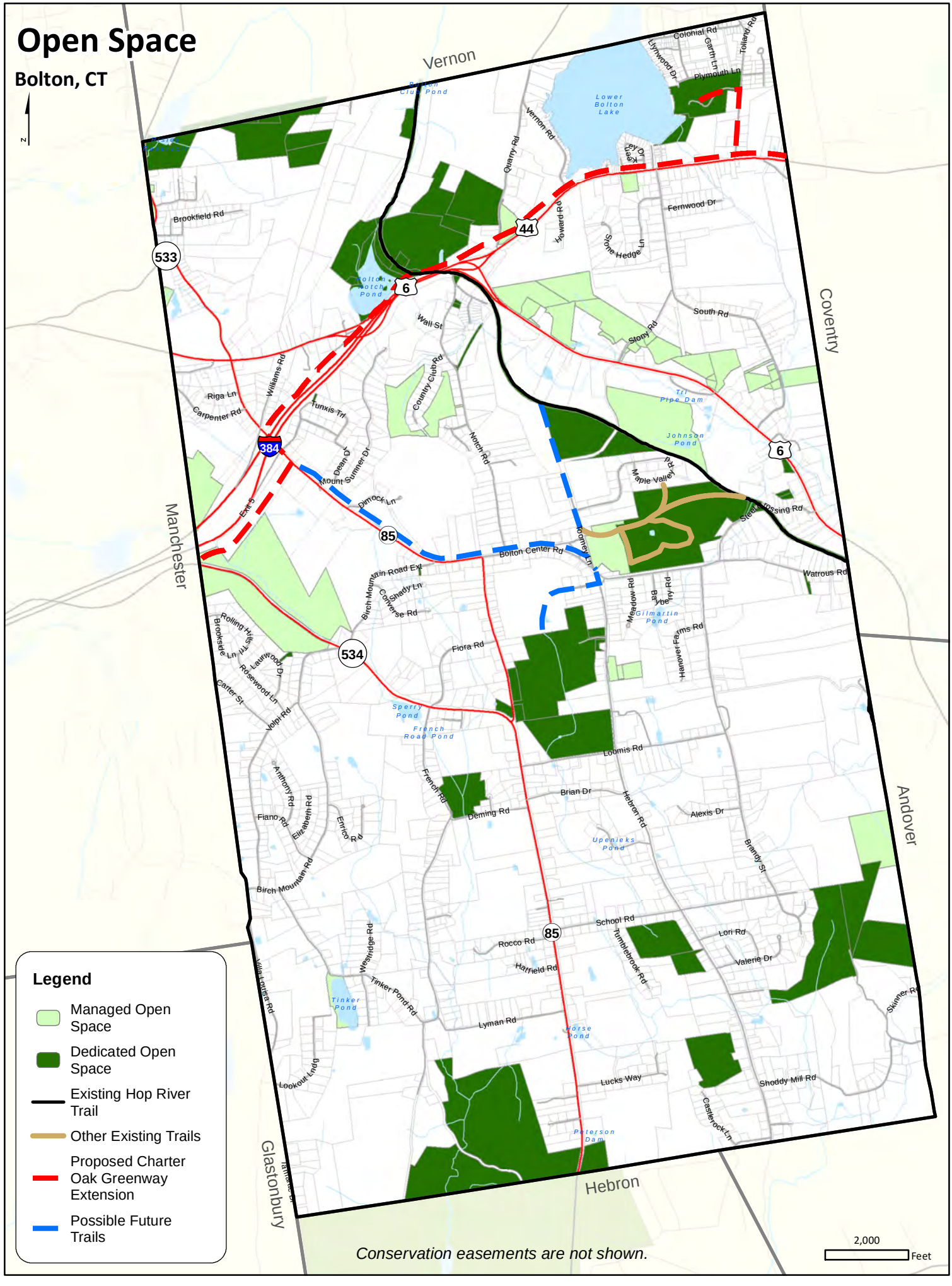
1. Preserving 20 percent of Bolton as open space.
2. Encouraging the Planning and Zoning Commission, property owners/applicants, and others to use the Bolton Open Space Plan as a resource in identifying open space features (and parcels) that require special consideration in the planning process.
3. Focusing open space efforts in the following core areas:
   - Headwaters of the Blackledge River,
   - Bolton Notch area,
   - "Rochambeau Route,"
   - Hop River State Park Trail area.
4. Maintaining a "conservation priority" database that can be used to identify properties where conservation efforts can be focused.
5. In the event that entire properties cannot be preserved as open space, using the recommendations in the Open Space Plan and the areas identified on the "Natural Resources Map" in the Plan of Conservation and Development to identify the nature and location of desirable preservation areas.
6. Seeking to create a comprehensive greenway system that interconnects conservation, open space, and recreation areas and enables people to appreciate the unique amenities and assets in Bolton:
   - A Blackledge River corridor,
   - A Rail Trail corridor,
   - Extension of the bicycle path from Manchester to Coventry and other areas, and
   - Trail connections to Bolton Center.

Trail Tunnel at Route 384

Open Space

Open Space

Bolton, CT



Continue to Preserve Open Space		
Policies	**Leader**	**Partners**
1. Preserve 20 percent of Bolton as open space.	OSAP	BLT CC PZC Town
2. Use the Open Space Plan to guide the preservation of open space in Bolton.	OSAP	BLT CC Town
3. Promote public use of, and access to, open space.	OSAP	BLT CC
4. Create a comprehensive greenway system that inter-connects areas.	OSAP	BLT CC Town
5. Work with the Bolton Land Trust and other organizations to preserve open space.	OSAP	PZC CC
6. Obtain open space (or a fee in lieu of open space) at the time of development of any subdivision.	PZC	OSAP BLT
7. Maintain the inventory of existing open space and desirable open space properties.	OSAP	BLT CC
Action Steps		
8. Extend the Charter Oak Greenway through Bolton from Manchester to Coventry.	Town	BLT CC OSAP
9. Make better trail connections to Bolton Center: • from the Hop River Trail through the Heritage Farm, • along Toomey Road, • from Herrick Park, and • from the Charter Oak Greenway along Route 85.	Town	BLT CC OSAP HFC
10. Consider acquiring land adjacent to existing open spaces in order to expand and enhance those open spaces.	BOS	BLT CC OSAP
11. Create and distribute maps to identify publicly accessible open space in Bolton.	Town	BLT CC OSAP
12. Update the definition of “open space” in the Zoning Regulations and other local programs to reflect the definition recommended in the POCD (page 28).	PZC	OSAP CC

Enhance the Open Space Toolbox

In order to have the greatest success at preserving open space, Bolton needs to ensure the best tools are at its disposal. These include:

- regulatory tools (obtaining open space at the time of development),
- fiscal tools (setting aside funds for open space acquisitions), and
- management tools (such as working with other entities to preserve open space collaboratively).

Enhance the Open Space Toolbox		
Policies	**Leader**	**Partners**
1. Maintain the open space set-aside provisions in the Subdivision Regulations.	PZC	
2. Maintain the Open Space Acquisition and Preservation Fund, and deposit monies in the fund through: • Fees-in-lieu-of-open space, • Town Meeting / referenda as properties become available (reactive), • annual appropriations in the operating budget (proactive), • special appropriations in the capital budget (proactive), and/or • bonding in anticipation of future open space purchases (proactive).	BOS	BOF PZC OSAP CC
3. Seek funding assistance from federal, state, and private organizations to preserve open space.	OSAP	BLT Town
4. Promote open space conservation development.	PZC	CC
5. Maintain the Open Space Acquisition and Preservation Committee.	BOS	
6. Encourage philanthropy for open space preservation.	BLT	OSAP
7. Maintain the Open Space Plan.	OSAP	BLT CC
Action Steps		
8. Investigate how to establish a “fast track” process for approving the acquisition of open space.	OSAP	BLT Town
9. Amend the open space section in the Subdivision Regulations to allow, as part of a subdivision, the dedication of open space land elsewhere in Bolton that the Town is particularly interested in.	PZC	

FARMING

Support Farms and Farming

Farming and agriculture are a part of Bolton's history and economy and a key element of Bolton's character. Agricultural activities play an important part in making communities livable and in building a sustainable future. Bolton should continue to preserve and support farms and farming in the community.

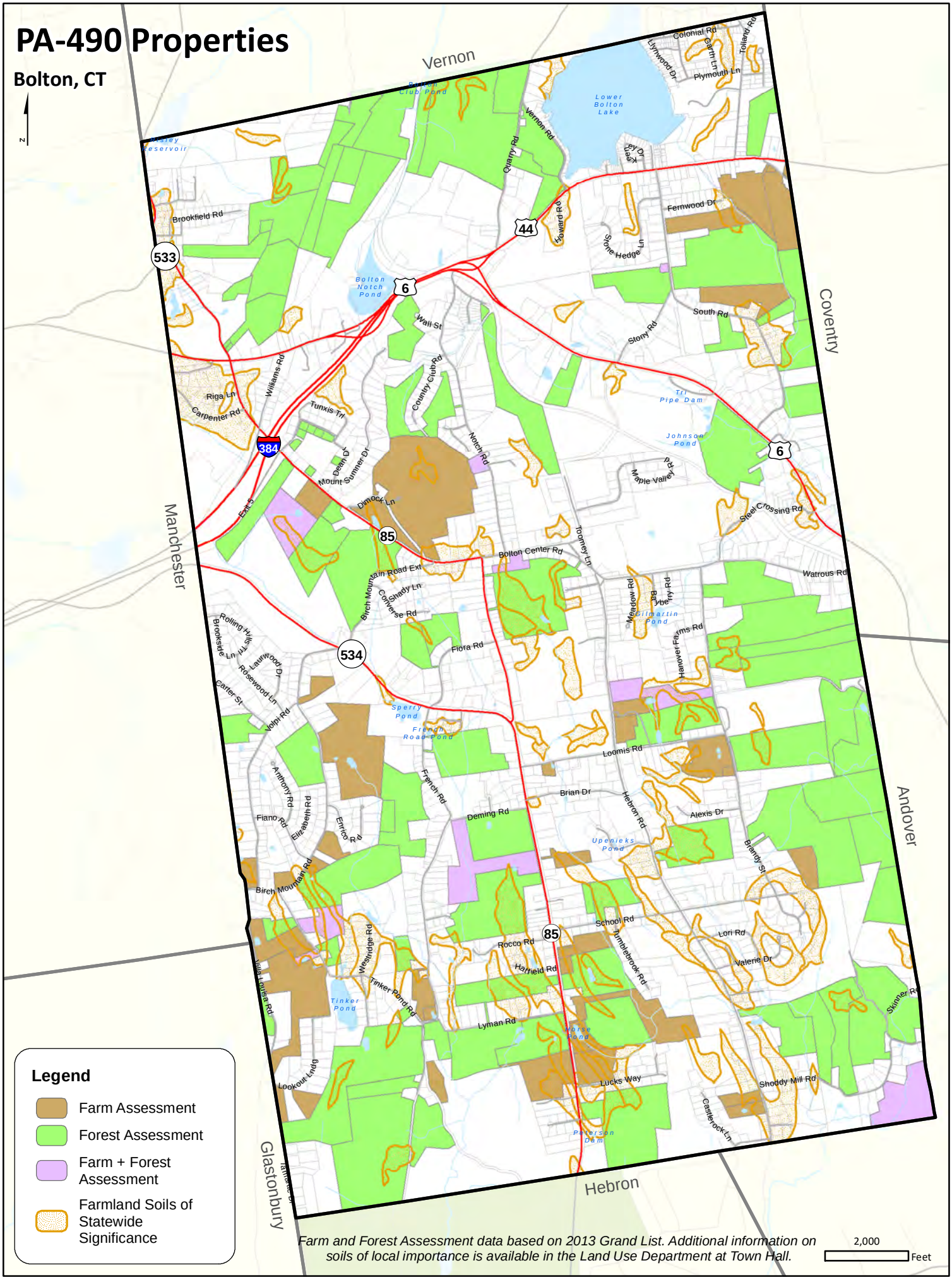
Support Farms and Farming		
Policies	**Leader**	**Partners**
1. Support existing farms and farmers.	Town	
2. Preserve farmland soils for future generations to farm.	Town	
3. Utilize the PA-490 farm assessment program.	Town	
Action Steps		
4. Review local regulations for ways to enhance agricultural viability – such as allowing "value added" activities (e.g., farm stores).	PZC	
5. Consider allowing roadside signage that raises awareness of working farms.	PZC	

Dairy Farm

Farm Store

PA-490 Properties

Bolton, CT



COMMUNITY CHARACTER

Community character is a core value of the community and an important element of the Plan. In the broadest sense, community character includes those features that contribute to the overall quality of life for residents by enhancing the quality of the overall physical environment.

Maintain and Enhance Overall Character

Bolton has a number of areas and resources that contribute to the character of the Town and enhance the overall quality of life. Bolton should seek to prevent changes that would negatively affect, and continue to undertake programs and projects that enhance, community character.

Rural Character – Residents see Bolton as a rural community and feel strongly about maintaining that overall ambience and character.

Scenic Elements – Bolton has a number of scenic areas and scenic views. Since Bolton sits at a regional watershed divide, it has incredible views to the east and west. Bolton may wish to consider adopting regulations to incorporate consideration of scenic views into local approvals. Bolton may also wish to consider designating certain roads as scenic roads and then protecting those roads from changes (such as widening, removal of stone walls, or tree cutting) that might affect their scenic characteristics.

Scenic View

Scenic Place

Undeveloped Land – Undeveloped land contributes to community character in Bolton. Some communities use the PA-490 assessment program to try to preserve undeveloped land for as long as possible. This program reduces the taxes on undeveloped land and allows people to keep the land for a longer period. Bolton already participates in the "farm" and "forest" elements of the program. Bolton may wish to consider also utilizing the "open space" element of PA-490 to extend this program to parcels smaller than 25 acres.

Gateways – Gateways are entry points to a community and provide an opportunity to define for residents and visitors that they have entered a special place. Bolton may wish to consider doing more in identifying and improving gateways.

Gateway Signage

Maintain and Enhance Overall Character		
Policies	**Leader**	**Partners**
1. Maintain and enhance community character.	Town	
2. Retain a predominantly rural character.	Town	
3. Maintain scenic views and scenic areas.	PZC	
4. Establish and maintain gateway features that contribute to community character.	Town	
Action Steps		
5. Create an inventory of the Town's scenic views so steps can be taken to preserve them in the future.	CC	
6. Adopt regulations to consider scenic areas and resources as part of any land use application.	PZC	
7. Consider adopting a scenic road ordinance (CGS Section 7-149a).	BOS	
8. Consider implementing the PA-490 "open space" program (CGS Section 12-107e).	BOS	Town

Other Character Elements

Other elements related to community character might include:

- Signage (ZR Sec. 18)
- Lighting (ZR Sec. 3A.20)
- Noise
- Property maintenance

National Register of Historic Places

Areas

- Bolton Green Historic District

Places

- 5th Camp of Rochambeau Infantry
- March Route of Rochambeau Army
- Jared Cone House (25 Hebron Road)
- Oliver White Tavern (2 Brandy Street)

State Register of Historic Places

Properties on the National Register are also automatically listed on the State Register of Historic Places.

Local Historic Districts

- (none)

Protect Historic Resources

Bolton contains historic resources that contribute to the overall character of the community. In addition, several significant archeological sites dating to the times before European settlement have been identified in the area.

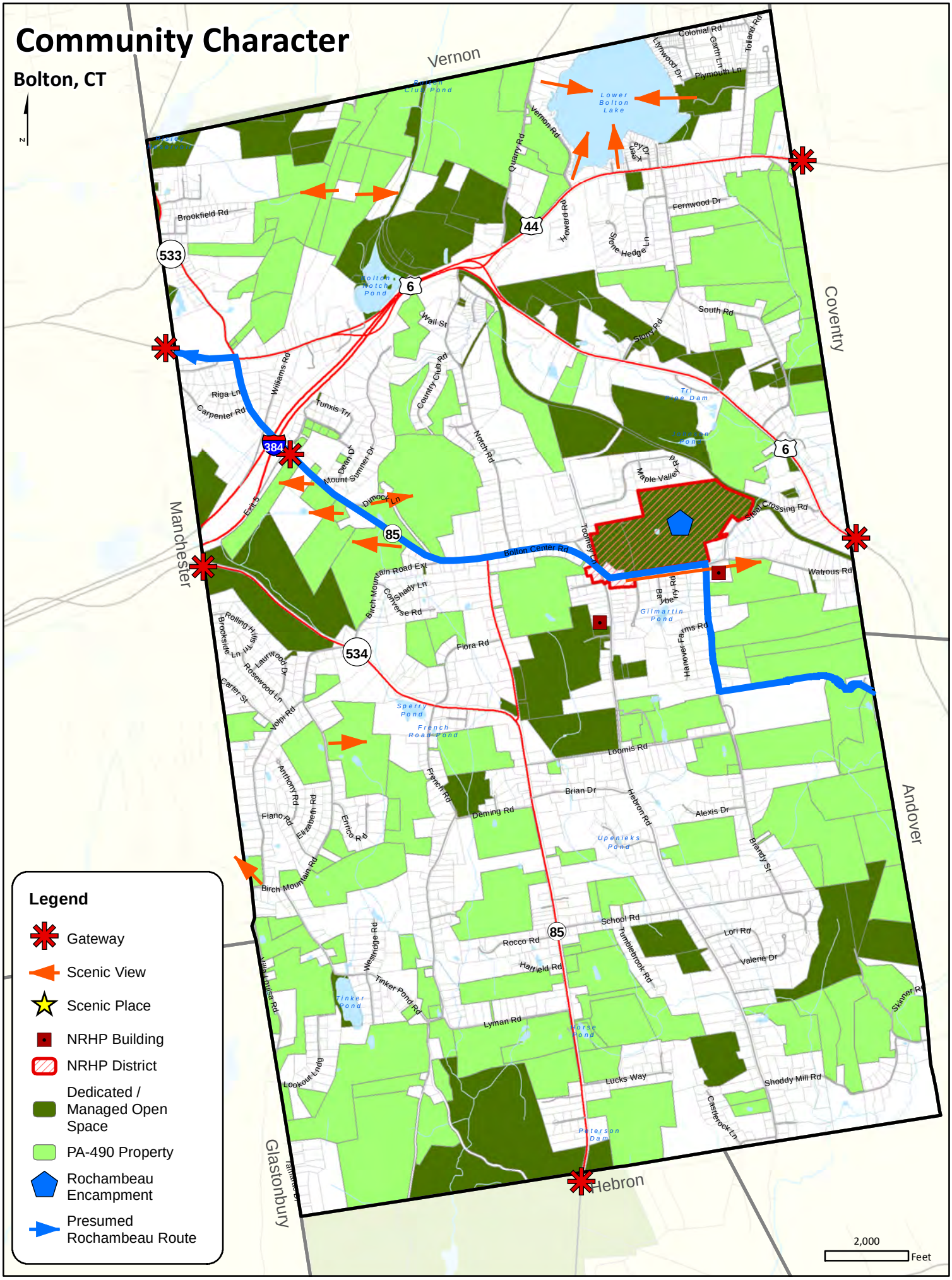
The most effective means of protecting historic resources include:

1. Responsible ownership or sensitive stewardship.
2. Local historic districts with regulatory boards.
3. Village districts overseen by a Planning and Zoning Commission.
4. Historic overlay / adaptive reuse provisions in zoning regulations.
5. Tax abatement programs.
6. Designation on the State or National Register of Historic Places.
7. Demolition delay ordinance.

Protect Historic Resources		
Policies	**Leader**	**Partners**
1. Identify historical and archeological resources.	BHS	Town
2. Promote sensitive ownership of historical and archeological resources (including the possibility of public-private partnerships).	BHS	Town
3. Promote educational programs so that people are sensitive to the value of historic and archeological resources.	BHS	Town
4. Encourage awareness of historic and archeological resources through the use of appropriate signage and displays.	BHS	Town
Action Steps		
5. Allow adaptive reuse of historic buildings when it: • will aid in the preservation of the historic structure, and • is appropriate given the location of the site.	PZC	
6. Modify local regulations to include a requirement for archeological investigation as part of any new development near Lower Bolton Lake or Bolton Notch.	PZC	

Community Character

Bolton, CT



Legend

- Gateway
- Scenic View
- Scenic Place
- NRHP Building
- NRHP District
- Dedicated / Managed Open Space
- PA-490 Property
- Rochambeau Encampment
- Presumed Rochambeau Route

"Village Districts"

State statutes (CGS Section 8-2j) allow a zoning commission to establish a "village district" in areas of distinctive character, landscape, or historic value provided that such areas are specifically identified in the Plan of Conservation and Development.

Once a "village district" has been established, the Commission may regulate the appearance of new construction, substantial reconstruction, and rehabilitation of properties within such districts and in view from public roadways.

Such regulations require the Commission to appoint a village district consultant to assist in the review.

At the time this POCD was being prepared, the Commission was not inclined to establish a village district. The Commission will rely on the design guidelines for Bolton and the fact that most uses require a Special Permit application.

Promote Architectural Character

Building design and site design affect community character. Bolton residents have consistently stated that the design of new development, especially business development, is important to them, and the Plan strongly recommends that Bolton ensure that new development is consistent with the overall character of the community.

In 2012, Bolton adopted "Architectural and Site Design Guidelines" to help guide development other than single-family homes. As stated therein:

> *… these Design Guidelines are not intended to constitute a rigid set of requirements, but rather to guide the design process for the applicant, the Commission, and the public. Where dimensional or other numeric criteria are provided, they shall nonetheless be deemed as advisory and not mandatory. Where these Guidelines conflict with the Zoning Regulations, the Regulations shall prevail. Where the Commission approves an application that is inconsistent with these Design Guidelines, such approval shall be deemed to be a waiver or modification of the Design Guidelines, whether or not expressly stated in such approval motion.*

Promote Architectural Character		
Policies	**Leader**	**Partners**
1. Promote architectural character and community design as part of new development.	PZC	Town
2. Use the "Architectural and Site Design Guidelines" to promote appropriate business design for Bolton.	PZC	Town
3. Encourage developments that contribute to and enhance a "sense of place" in Bolton.	PZC	Town

Design Guidelines

Design Guidelines

Promote Community Spirit

Community spirit is another indispensable community element that contributes to the overall character of Bolton. Spirit is the feeling residents have about their community and how it projects to the outside world. Spirit is about community pride, positive impressions, and fostering positive actions and results within the community.

Promote Community Spirit		
Policies	**Leader**	**Partners**
1. Encourage community and civic activities that promote community engagement and enhance community spirit.	Town	
2. Maintain a community calendar to inform people of upcoming events.	Town	
3. Keep residents informed about community affairs (e.g., by using Community Access Television (CATV), email, the Town website, and other methods).	Town	
4. Encourage community volunteerism by recognizing local volunteers and developing programs to recruit new volunteers.	Town	
Action Steps		
5. Explore ways to improve communication between the Town and residents.	BOS	Town
6. Work with local organizations to develop new ways of involving community members in local activities.	Town	

School Sports

Scavenger Hunt at Heritage Farm

Other Spirit Elements

Other elements related to community spirit might include:

- Bolton schools and other local facilities
- Unique events or venues that attract people
- Positive recognition within the region resulting from local accomplishments
- Volunteers and organizations that help make Bolton a special place and help build community spirit
- Communications that help keep people involved in community issues and priorities
- Shared visions / goals that cause people to pull together for a common purpose

Community Events

Local events that contribute to community spirit include:

- Bolton Summer Cross-Country Series
- Summer Concert Series
- Annual Bolton Farmer's Market And Tractor Display
- Bolton Heritage Weekend

SUSTAINABILITY & RESILIENCY

Promote Sustainability

For the purposes of this Plan, "sustainability" refers to the philosophy of encouraging activities that allow present generations to meet their needs without compromising the ability of future generations to meet their needs.

Energy – Energy availability and cost are likely to be more significant issues in Bolton in the future. This has financial implications for all residents – whether in their daily lives or for supporting functions provided by the Town. The Town established an advisory Energy Committee in 2015 to promote clean power options, encourage the development of renewable energy in Bolton, and make recommendations for energy conservation.

Water Consumption – The United States has one of the highest rates of personal water consumption in the world (100 gallons of water per person per day for domestic purposes). Simple changes to some everyday activities can reduce most people's domestic water use by 10 percent or more. Bolton should encourage water conservation.

Waste Reduction / Recycling / Composting – The overall waste stream is another area for investigation and education in Bolton. The Town should encourage reduction of the waste stream and promote recycling and composting.

Promote Sustainability		
Policies	**Leader**	**Partners**
1. Promote energy conservation / sustainability.	BEC	Town
2. Promote water conservation.	CC	Town
3. Promote waste reduction / recycling / composting.	CC	Town
4. Educate residents about sustainability concepts.	CC	Town
Action Steps		
5. Prepare and implement a Sustainability Plan.	Town	BEC CC

Promote Resiliency

Recent Storms

- Hurricane Irene (2011)
- October snowstorm and ice-storm (2011)
- Storm Sandy (2012)
- Winter storm Charlotte (2013)

For the purposes of this Plan, the term "resiliency" refers to the community's ability to readily recover from sudden changes or adversity. For planning purposes, it can be useful to think of resiliency as consisting of three parts:

- Short Term – emergency preparedness and response related to small-scale and/or short-term events such as fires and car accidents,
- Medium Term – hazard identification and mitigation related to larger-scale and/or medium-term events such as flooding, ice storms, and hurricanes, and
- Long Term – Considerations that evolve over a much longer timeframe, such as climate change.

Emergency Preparedness / Response (Short-Term)

The Bolton Fire Department is the primary agency for responding to fire, rescue, medical, and environmental calls in Bolton. They are supported by a Resident Trooper and by mutual-aid agreements with surrounding communities. The department regularly trains for the types of incidents likely to occur in Bolton.

The Town has an Emergency Management Director and an Emergency Operations Plan. As necessary, the Town has opened the Emergency Operations Center and the Emergency Shelter.

Bolton should continue to review and improve emergency preparedness and response plans (single events) in order to be able to respond to these events in the future.

Hazard Reduction / Mitigation (Medium-Term)

Recent storm events (see sidebar) highlight the value of hazard identification, hazard mitigation, and hazard response planning.

Bolton participates with adjacent communities and the Capital Region Council of Governments on the preparation of a regional Pre-disaster Mitigation Strategy in order to identify and then reduce or eliminate risks to human life and property resulting from natural hazards.

Bolton should continue to review and improve hazard mitigation plans for recurring events such as hurricanes, flooding, and winter storms. Storm frequency and severity appear to be increasing, and this will result in stronger and more frequent flooding and more significant snowfalls or ice events.

Evolution (Long-Term)

Longer term issues are also important to consider. There is some indication that the global climate may be changing and that average annual temperatures may be increasing. This is expected to result in more frequent and more severe storms.

Understanding long-term trends is challenging because the timeframe of climate change is longer than the time horizon of a Plan of Conservation and Development (ten years or so) and longer than the timeframe most people are prepared to consider. People may tend to see storms as an abnormal event rather than an indication of future conditions. For most people, an event 50 years out may be too ephemeral or distant to comprehend.

Still, Bolton should continue to assess the vulnerability of public and private infrastructure (e.g., utilities, transportation, structures) to climate change and increased frequency of extreme storms and develop adaptation strategies.

Promote Resiliency		
Policies	**Leader**	**Partners**
1. Regularly review and improve emergency preparedness and response.	Town	
2. Regularly review and improve hazard mitigation plans for recurring events, such as flooding.	Town	
3. Consider and discuss strategic options and responses to potential climate changes.	Town	
Action Steps		
4. Assess the vulnerability of infrastructure (e.g., utilities, transportation, structures) to climate change and increased frequency of extreme storms, and develop strategies.	Town	
5. Work with utility companies to balance tree trimming and community character with electrical reliability.	Town	

HISTORIC STRUCTURES- BOSTON TURNPIKE COVENTRY, CONNECTICUT

The Brigham Tavern- 12 Boston Turnpike- ca 1778

The Andrews House (Glass Blower) 952 Boston Turnpike- 1819

The Snow House- 962 Boston Turnpike- ca 1849

The Hyde House- 949 Boston Turnpike- ca 1831

The Root House 994 Boston Turnpike- ca 1810

The Turner House- 290 North River Road (SE corner of Boston Turnpike)- ca1813

The Nathaniel Root House- 1101 Boston Turnpike (NW corner North River Road) ca1809

The Coventry Glass Factory Historic District (corner of North River Road)

(Several buildings and sites at the intersection and adjacent to the river)

The Chamberlain House 1084 Boston Turnpike- ca 1814

The Case House (Glass Factory)- 1185 Boston Turnpike- ca 1814

1380 Boston Turnpike- before 1800

The Center Cemetery- ca1839

The Old Town Pound- Wooded area across from the Cemetery

The Parsonage- 6 Stage Road- ca1846

The Hunt House 44 Stage Road- ca1772

The North Green- Stage Road and Boston Turnpike

The Coventry Grange- 1736 Boston Turnpike- ca1830

The Second Congregational Church- 1740 Boston Turnpike- ca 1847

The Loomis-Pomeroy House- 1747 Boston Turnpike- ca1833

The Pomeroy Tavern- 1804 Boston Turnpike- ca1801

The Scripture House- 1924 Boston Turnpike- ca1842

The Kimball House- 2050 Boston Turnpike- before 1800

Memory Lane Antiques- 2224 Boston Turnpike ca1830

The Lyman House- 2275 Boston Turnpike- ca1741

The Wilson House- 21 Bread & Milk Street (corner of Boston Turnpike)

The Harris House 2680 Boston Turnpike- ca1823

The Woodworth House 2698 Boston Turnpike- ca1811

NPS Form 10-900
(3-82)

OMB No. 1024-0018
Expires 10-31-87

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received APR 21 1987
date entered AUG 27 1987

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic N/A

and or common COVENTRY GLASS FACTORY HISTORIC DISTRICT

2. Location

street & number ~~Route~~ 44 and North River Road ~~N/A~~ not for publication

city, town Coventry N/A vicinity of

state Connecticut code 09 county Tolland code 013

3. Classification

Category	Ownership	Status	Present Use	
X district	___ public	X occupied	X agriculture	___ museum
___ building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	X both	___ work in progress	___ educational	X private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
	N/A	___ no	___ military	___ other:

4. Owner of Property

name Multiple Owners - See Continuation Sheet

street & number

city, town N/A vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Coventry Town Clerk

street & number Town Office Building - 1712 Main Street

city, town Coventry state CT

6. Representation in Existing Surveys

title State Register of Historic Places has this property been determined eligible? ___ yes X no

date 1986 ___ federal X state ___ county ___ local

depository for survey records Connecticut Historical Commission
59 South Prospect Street

city, town Hartford state CT

JUL 13 1987

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	_X_ original site
_X_ good	___ ruins	_X_ altered	___ moved date _____
___ fair	_X_ unexposed		

Describe the present and original (if known) physical appearance

Coventry Glass Factory Historic District is a cluster of 19th-century houses near the site of the long-ago demolished Coventry Glass Factory (1813-c.1845). The houses are widely spaced apart along two intersecting roads, Boston Turnpike (U.S. Route 44) and North River Road. The land is level but rises sharply both eastward and westward of the intersection, the topography reflecting the presence of a small stream, the Skungamaug River, which runs parallel to River Road. The district is a rural agricultural area, with extensive open land around the University of Connecticut experimental farm, which dominates the south side of Boston Turnpike, and other former meadow now becoming overgrown with shrubs and trees. In addition to the low-lying wetland which borders the river, there is a large pond formed from a tributary stream which borders the north edge of the district. Extensive walls mark out house lots and fields.

Of the eleven houses in the district, ten date from the period of the glass factory and one is a recently built contemporary design (330 North River Road, Photograph 16). Other noncontributing buildings are a small cabin, a relatively modern barn, and the experimental farm's barn/greenhouse structure at the southeast corner of Boston Turnpike and North River Road (Photographs 14 15). Of the fourteen buildings substantial in size and scale, ten were judged contributing. Most of the houses have small associated outbuildings, garages, and sheds which were not separately inventoried.

Most of the houses are small vernacular dwellings, though some include features from the Federal and Greek Revival styles. The Nathaniel Root House, 1046 Boston Turnpike (Photographs 1 & 2), is the most ornate, a large, well-preserved Federal-style house with an elaborately detailed entrance and cornice treatment. Other houses have corner pilasters, an elliptical gable window, fanlight transoms, and a corner-block entrance surround (Photographs 3, 7, 11, & 12). Three of the houses are brick, with flat-arched window lintels and S-shaped beam anchors visible on the exterior (Photographs 3, 7, & 10).

Most of the houses have been altered to some degree, but all retain sufficient original material to make obvious their early 19th-century origin. Old small-pane sash predominates, and most houses have chimneys of typical size and location. Victorian additions such as bay windows and porches are found on three of the houses. The district's historic frame houses are, with two exceptions, covered with modern siding material.

No structures or ruins mark the site of the glass factory which stood on the north side of the road near 1084 Boston Turnpike or the bottle house on the south side of the road (Photograph 5). However, the ground in the vicinity is still

(continued)

Owners of Property (continued):

Map/Block/Lot	Address	Owners & Address	Contributing/Noncontributing
23/29A/8	949 Boston Turnpike	Robert F. LaMarche & Pamela J. DeCandia	Contributing
23/29A/11	952 Boston Turnpike	Richard A. & Barbara J. Yost	Contributing
23/29A/12	962 Boston Turnpike	Robert M. & Maureen N. Marques	Contributing
23/31/8A	971 Boston Turnpike	Robert F. LaMarche & Pamela J. DeCandia	Noncontributing
23/29A/13	994 Boston Turnpike	Dorothy Shaffer	Contributing
18/25/11A	1046 Boston Turnpike	David J. Fales & Laurie Mallin	Contributing
18/25/11 (part)	Boston Turnpike	Salvation Army 855 Asylum Street Hartford, Connecticut	Contributing (glass factory site)
18/25/12	1084 Boston Turnpike	Salvation Army 855 Asylum Street Hartford, Connecticut	Contributing (glass factory site and building)
18/24/13-1, 13-2	1185 Boston Turnpike	Stephen T. & Leila K. Bowen	Contributing
18/24/2	241 North River Road	Sarah Ross	Contributing
18/31/7 (part)	290 North River Road	State of Connecticut University of Connecticut Storrs, Connecticut 06268	Contributing
18/24/1	North River Road & Boston Turnpike	State of Connecticut University of Connecticut Storrs, Connecticut 06268	Noncontributing buildings; contributing site (store and bottle house)
23/29A/14	330 North River Road & Boston Turnpike	Roxanne W. Elwell	Noncontributing
18/25/10	351 North River Road	William F. & Leigh H. Wajda	Contributing

Representation in Existing Surveys (continued):

Statewide Archaeological Resources Inventory

1978 - State

Records deposited with Connecticut Historical Commission
59 South Prospect Street
Hartford, Connecticut 06106

Description (continued):

littered with melted glass fragments (Photograph 6), and stone walls near 1084 Boston Turnpike incorporate both burned bricks and glass fragments. No professional archeological testing has been done; in the 1920s and 1930s, extensive collecting of bottle fragments, particularly on the site of the experimental farm, was undertaken by Harry Hall White.

INVENTORY OF CONTRIBUTING BUILDINGS

Map/Block/Lot	Address	Description	Photo. #
23/29A/8	949 Boston Turnpike	Vernacular/Federal, c.1830, 1-1/2 stories, 5-bay acade, aluminum siding, transomed doorway with corner-block surround. Old barn altered to garage/apartment at rear.	11
23/29A/11	952 Boston Turnpike	Vernacular/Federal, c.1820, brick, 2-1/2 stories, 3-bay facade, full cornice return. 20th-century barn at rear (noncontributing).	10
23/29A/12	962 Boston Turnpike	Vernacular, c.1840, 5-bay facade, aluminum siding. Garage.	9
23/29A/13	994 Boston Turnpike	Vernacular, c.1840, 2-1/2 stories, 3-bay gable-end facade, c.1890 porch. Small shed to rear.	8
18/25/11A	1046 Boston Turnpike	Federal, 1809, 2-1/2 stories, 5-bay facade, clapboarded, elaborate cornice and fanlighted, pedimented entry. Garage.	1,2
18/25/12	1084 Boston Turnpike	Vernacular, c.1830, 1-1/2 and 2-1/2 stories, gable end facing road, clapboarded.	4
18/24/13-1	1185 Boston Turnpike	Federal, c.1820, brick with brick and frame ell, 2-1/2 stories, cornice return, elliptical attic window, leaded fanlighted entry.	7

(continued)

Description (continued):

18/24/2	241 North River Road	Vernacular, 1825, 1-1/2 stories, 5-bay facade, sidelighted entry, aluminum siding, attached garage.	13
18/31/7	290 North River Road & Boston Turnpike	Federal, c.1820, 2-1/2 stories, brick, 3-bay gable-end and 5-bay facades, fanlights over entries, bay window on ell, added dormer, cornice return partly removed.	3
18/25/10	351 North River Road	Greek Revival, c.1830, 2 stories, gable end facing road, entry on 3-bay side elevation. Three-part window; corner pilasters. Aluminum siding. Garage made from c.1875 barn.	12

CONTRIBUTING SITES

Map/Block/Lot	Address	Description	Photo #
18/25/11 and 18/25/12	1084 Boston Turnpike and adjacent lot	Meadowland, wooded area, wetland adjacent to river; stone walls; one extant building; site of glass works.	4,5
18/24/1	North River Road & Boston Turnpike	Meadowland, overgrown area adjacent to river, open land with non-contributing buildings; site of of bottleworks and store.	-

(continued)

Description (continued):

NONCONTRIBUTING BUILDINGS

Map/Block/Lot	Address	Description	Photo #
23/31/8A	971 Boston Turnpike	Small novelty-sided cabin, c.1930	14
18/24/1	North River Road & Boston Turnpike	Barn, c.1920; attached greenhouse, c.1950; small shed or garage at rear	15
23/29A/14	330 North River Road & Boston Turnpike	Clapboarded house, c.1980	16

NONCONTRIBUTING OBJECT

Bridge, Route 44 (Hartford Turnpike) over Skungamaug River, c.1935 concrete beam bridge with paneled rail.

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	_X_ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	_X_ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
_X_ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation	
___ 1900–	___ communications	_X_ industry	___ politics/government	___ other (specify)	
		___ invention			

Criteria A,C,D

Specific dates See Inventory, Item 7 **Builder/Architect** Not Known

Statement of Significance (in one paragraph)

Summary

Coventry Glass Factory Historic District is significant because of its associations with an enterprise important in the historical development of Coventry (Criterion A). Glass manufacture was one of the earliest and most extensive of a series of small industries, including hat-making, silk-thread and woolen manufacture, and woodworking, which transformed Coventry in the early 19th century from an agricultural community to one dependent on both farming and manufacturing. Although little is visible to mark the site of the factory itself, all the land in the district was owned by the glassworks owners at one time or another and nine of the eleven houses were put up by the owners or the glassblowers who worked for them. Though altered, all the houses have an early 19th-century appearance which substantiates their associative value; one (1046 Boston Turnpike, Photographs 1 & 2) is such a well-preserved representative example of a rural Connecticut Federal-style house that it appears individually eligible (Criterion C). The archeological resources of the district have not been professionally evaluated through excavation or other below-ground testing; however, the probability is high that subsurface investigation in the area will add to an understanding of the glassworks. Therefore, archeological potential contributes to the district's significance (Criterion D).

The Coventry Glass Company

The Coventry Glass Company was started in 1813 by local farmer-entrepreneurs and out-of-town glass workers. The War of 1812 created a market for glass formerly served by English manufacturers,[1] and throughout New England small glass-making enterprises appeared. Coventry was well-situated to market its products, accessible to both the Boston Turnpike and, half a mile down North River Road, the Windham Turnpike, the major route between Hartford and Providence. The workers (probably two dozen at most) included both English-born and Connecticut glassblowers, the latter perhaps experienced in previously established Connecticut glasshouses.[2] The products of the Coventry works included the medicine bottles, inkstands, and flasks similar to those produced by other New England glassmakers, as well as the figured commemorative flasks subsequently highly prized by collectors. Coventry is credited with the first American portrait flask, one produced 1824-1825 to commemorate Lafayette's visit to the United States. Others included portraits of Washington, Jackson, and DeWitt Clinton,[3] as well as flasks heralding the coming of the railroad. The individual partners involved with the company changed over time, but the works stayed in production until about 1845, at which time the proprietors continued operating the nearby Willington Glass Company, in which many of the same people were involved. Several of the glassblowers continued to live in Coventry in the area of the district, while others moved to Willington or Stafford.

(continued)

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreage of nominated property approx. 32

Quadrangle name Coventry **Quadrangle scale** 1:24000

UTM References See Continuation Sheet

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries N/A

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Bruce Clouette, Matthew Roth and Robert Griffith, edited by John Herzan, National Register Coordinator

organization Historic Resource Consultants **date** 27 October 1986

street & number 55 Van Dyke Avenue **telephone** (203) 547-0268

city or town Hartford **state** CT

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national X state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature John W. Shannahan

title Director, Connecticut Historical Commission **date** April 13, 1987

For NPS use only

I hereby certify that this property is included in the National Register

John Jo Knoel **date** 8/22/87

Keeper of the National Register

Attest: **date**

Chief of Registration

Significance (continued):

The houses in the district recall in detail the history of this early Coventry enterprise. The company itself owned only the acre with the factory and one other lot with a house, although Coventry records reveal interests in both timber land (for fuel) and a woodworking shop (for packing crates), both of which were outside the area of the district. Most of the houses were built and owned either by individual proprietors or by workers in the glass factory. The workers' houses were mostly mortgaged to one or more proprietors and were often bought back by them when the workers moved or died. The most elaborate house in the district (Photographs 1 & 2), was the home of Captain Nathaniel Root, a well-to-do Coventry farmer who was an original proprietor. The large brick house across the street (Photograph 3) was built by another partner, merchant John Turner of Mansfield, who also owned a store and bottle house located across the intersection and who acted as the firm's business agent in the early years. After Turner's bankruptcy the house was owned and occupied first by Thomas Stebbins and then Rufus B. Chamberlain, Coventry men who seemed to have had the lead among the Mansfield, Willington, and Coventry men who made up the changing partnership. The brick houses at either end of the district (Photographs 7 & 10) were built by Eli N. Case and Uriel Andrews, the glassblowers among the original proprietors, and the Andrews house was later owned for many years by English-born glassblower George Gerrard. The two houses in between Andrews' and Nathaniel Root's (962 and 994 Boston Turnpike, Photographs 8 & 9) were owned by another one-time proprietor, Nathaniel Root, Jr., who lived in one and had the other as a tenant house. The house at 241 North River Road (Photograph 13) was built by glassblower Charles Hanover in 1825, whereas that at 351 North River Road (Photograph 12) was owned as a tenant house by Nathaniel Root, Sr. The house at 1084 Boston Turnpike (Photograph 4) is very near the site of the glassworks and may be one of a row of three small houses owned about 1850 by Rufus B. Chamberlain and formerly occupied by glass workers. Two of those houses no longer exist, and their sites, occupied by modern residential construction, probably lie outside the western end of the district. Only the house at 949 Boston Turnpike (Photograph 11) seems never to have been associated with the glassworks or its owners: it was built about 1830 by Lyman Hyde, a wagonmaker and blacksmith who operated a shop to the west. Hyde may have moved the shop from the north side of the road, for at one time Hyde occupied the brick house and a shop next to Nathaniel Root, Jr.' s property.

The proprietors of the Coventry glassworks were typical of the small-scale entrepreneurs active in most Connecticut towns of the period. Most were either well-to-do farmers or general merchants from the immediate area, and many had other manufacturing interests as well -- Nathaniel Root had a share in a woolen mill, and John Turner and Thomas Stebbins both were involved in small Coventry textile-manufacture schemes. Both in its original form and its re-

(continued)

Significance (continued):

formation in 1847, several glassblowers were among the proprietors, suggesting (as does the form of the settlement, with widely-spaced, individually built houses instead of company tenements) the economic power of skilled glass workers.

Architectural Significance

The Nathaniel Root house (Photographs 1 & 2) is a well-preserved embodiment of the distinctive characteristics of rural Connecticut Federal-style architecture. Although retaining the traditional five-bay form inherited from the 18th century, the house has the center-hall plan and elegant architectural ornament favored in the Federal period. The small scale and fine detail of the entrance treatment, fanlight leading, and cornice modillions epitomizes the Federal taste for light, freely interpreted Classical motifs. Although simpler, the Eli N. Case house (Photograph 7) is also a good example of rural Federal architecture, evident in its attic-story ellipse and its delicately leaded entry fanlight.

Archeological Potential

Oral tradition recorded by glass collector Harry Hall White in the 1920s suggests some degree of disturbance in the area. Stone and brick from the furnace itself were said to have been salvaged by local masons, and rubbish heaps plowed under to lighten the heavy loam soil. Near the presumed site of the glass house, a sand pit operation hampered White's surface collection. The history of the company suggests additional problems: the fact that the owners kept their other glassworks in operation after shutting down this one implies that anything useable and movable was taken to Willington, and the reversion of the land to agricultural use makes it likely that much of it was disturbed down to plow level. Finally, the documentary evidence is not sufficient to locate any structures or activity points except in general terms: the glass factory was on a one-acre lot on the north side of the turnpike carved out of Nathaniel Root's land near the bridge, and a barn, store, and bottle-house was somewhere on the nine-acre plot at the southwest corner of the intersection.

At the same time, the possibility still exists of locating meaningful archeological data. Glass manufacture is well-suited to archeological study because raw materials, structures, tools, and products are all durable. Such artifacts, even if removed from their archeological context, can add to what is known about the site from documentary sources. For example, in explaining the relative longevity of the Coventry site, it would be useful to know the sources of sand (local or New Jersey) and crucibles (bought or made on site). Excavations of other glassworks have made similar use of materials fairly

(continued)

Significance (continued):

devoid of context, even finding evidence to support the German ethnic origin of employees.[4] Of course, the analysis of surface-collected bottle fragments has already provided extensive evidence of the products of the Coventry glassworks, placing the company in the mainstream of small New England bottle-makers. Further discovery of fragments, a heretofore unknown artifact deposit, or structural evidence of the glassworks can be expected to refine an understanding of Coventry and similar glassworks.

The research questions identified above - the source of sand, the source of crucibles and/or crucible clay, the ethnic origin of workers, the types and designs of glass products - bear directly on the historical context discussed throughout, the origin and development of small-scale industry, particularly glass-making, in Connecticut. Historical archeology seeks to explain, through the analysis of the remains of human activity, episodes of cultural, economic, technological, and social change such as the appearance, development, and passing of New England glassworks. The availability of raw materials - sand, fuel, crucible clay - can be hypothesized to have an effect on the practability of such an enterprise. Importing sand from New Jersey, as was done at the Pitkin glassworks, would seem to put a company at a disadvantage to one with a ready source of appropriate sand. The ability to blow glass - known to be rare in America in the early 19th century - is an obvious prerequiste for making blown-glass bottles. Consequently, it would add to our understanding of the industry to know where this skill came from. Evidence of the German origin of glassblowers (German buttons were found at one New Hampshire glassworks) or distinctively English mold construction would suggest the skill was imported, at least in the early years. Analysis of bottle types and mold marks has demonstrated a high rate of migration of glassblowers among the various New England glassworks: this suggests a two-edged labor market, one in which skilled workers were available in the region, yet not a stable source of expertise for any given manufacturer. Finally, insight into the influence of popular taste and marketing considerations, important because glass bottles, like other Connecticut products, were intended to be sold for profit, can be expected from an analysis of what was actually produced at the site. Although museum collections contain artifacts attributed to one or another glassworks, archeological investigation has repeatedly been shown to refine and authenticate the provenance of certain products.

To re-iterate, the data likely to exist would include materials such as sand and clay; crucible fragments; discarded products and glass waste; tools and molds; and evidence of structures.

(continued)

Significance (continued):

The site of the "bottlehouse," presumably a facility for the storage of finished products, might (if its location and size were determined) add to an understanding of how the Coventry company's products were distributed. The development of networks of large wholesalers in major cities is one of the critical developments in the economy of the nation in the early 19th century. However, a large bottlehouse might imply that the glassworks was storing significant quantities of its own products and therefore dealt directly with retailers or small wholesalers. Through documentary evidence and analysis of the interrelationship of the components at sites like Coventry, a better picture may emerge of how small producers fit into the developing regional and national economies.

Notes:

1. The Coventry glass factory is one of five Connecticut glassworks operating before 1850. The others are Pitkin, Manchester (East Hartford at the time of its founding about 1783); Mather, East Hartford; Glastenbury (the spelling later changed to Glastonbury); and Willington. Of these, only the Glastenbury site has been even partially excavated (by Old Sturbridge Village). Only the Pitkin site (listed on the National Register) has any above-ground remains of the glassworks.

2. Others such as Charles and George Hanover or Daniel, Francis, and Leonard Shaffer may have been of German ancestry. Glass-blower and proprietor Uriel Andrews lived in East Hartford in 1800, suggesting he may have been employed at the Pitkin or Mather glass factory.

3. Both the Corning Museum and Old Sturbridge Village have examples of Coventry products in their collections.

4. David R. Starbuck, "The New England Glassworks: New Hampshire's Boldest Experiment in Early Glassmaking," New Hampshire Archeologist 27 (1986).

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Porter, John B. (comp.). "Notes on the Early History of Coventry," 1864; typed transcript, State Library.

White, Harry Hall. "More Light on Coventry and Its Products," Antiques 38 (October, 1940): 166-168; continued in subsequent issues.

Wilson, Kenneth. New England Glass and Glassmaking. New York, 1972.

Maps:

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Keeney, C.G. Atlas of Windham and Tolland Counties. Hartford, 1869.

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Coventry Glass Company. Partnership agreement, 1813, constitution, 1816. Winterthur Museum, Wilmington, Delaware.

Coventry Land Records, 1813-1864. Coventry Town Clerk.

Gilbert Turner & Company. Records, 1840-1847. State Library, Hartford.

U.S. Census, population schedules, Coventry, Stafford, Willington, 1850, State Library.

Geographical Data (continued):

UTM References:

A:	18/720160/4630460	K:	18/720250/4630810
B:	18/720110/4630460	L:	18/720400/4630830
C:	18/720100/4630630	M:	18/720460/4630830
D:	18/719730/4630610	N:	18/720510/4630870
E:	18/719710/4630670	O:	18/720510/4630790
F:	18/719850/4630700	P:	18/720490/4630700
G:	18/719840/4630780	Q:	18/720500/4630700
H:	18/719970/4630770	R:	18/720500/4630640
I:	18/719150/4630800	S:	18/720180/4630640
J:	18/720220/4630780		

Verbal Boundary Description:

The boundary is shown on the accompanying map, traced November, 1986 from Coventry Tax Assessment aerial maps 18 and 23, scale approximately 1:2400. The boundary follows rear property lines in all but two cases, where it crosses lots with extensive back acreage. The properties included are from 949 to 1185 Boston Turnpike on the south side of the road; 952 to 1084 on the north side; 241 to 351 North River Road, west side; 290 to 330 North River Road, east side.

Boundary Justification:

The theme of the district is primarily conveyed by the historic houses which were associated with owners and workers at the glass factory. Therefore the boundary follows the property lines which go with these houses. In the case of the northeast and southwest corners of the district, the boundary also follows natural features, the pond and Skungamaug River. To avoid excess acreage, the boundary cuts across the parcel on the southeast corner of the intersection owned by the University of Connecticut experimental farm, in a line with the rear property boundary of the next lot east.

The largest extent of open land in the district is on the south side of Boston Turnpike between the experimental farm's barn/greenhouse and the house at 1185 Boston Turnpike. This area, partly overgrown meadow and partly wooded, is important to the district because it links 1185 Boston Turnpike to the rest of the district; because the precise site of the bottlehouse on the south side of the road is not known and may lie within this open land; and because the land historically was open (no houses show on either of the 19th-century maps). The tract also relates visually to the district because of the presence of stone walls paralleling the road and running back along former field lines, as is characteristic of the rest of the district.

(continued)

Geographical Data (continued):

The inclusion of the house at 1185 Boston Turnpike, even though it is not readily visible from other parts of the district, is essential for a meaningful district. Stylistically the house is related to other Federal and Federal-detailed houses in the district. Visually, it is similar to the other two brick houses in the district, presenting a locally unusual concentration of brick houses; and historically, the house was the home of an original Coventry glassworks proprietor and glassblower. In the historical period, the house had a large lot associated with it (3-4 acres) and as today, it abutted other land owned by the glassworks proprietors with no intervening houses. In short, it is an important building whose relation to the district is similar to that in the historical period.

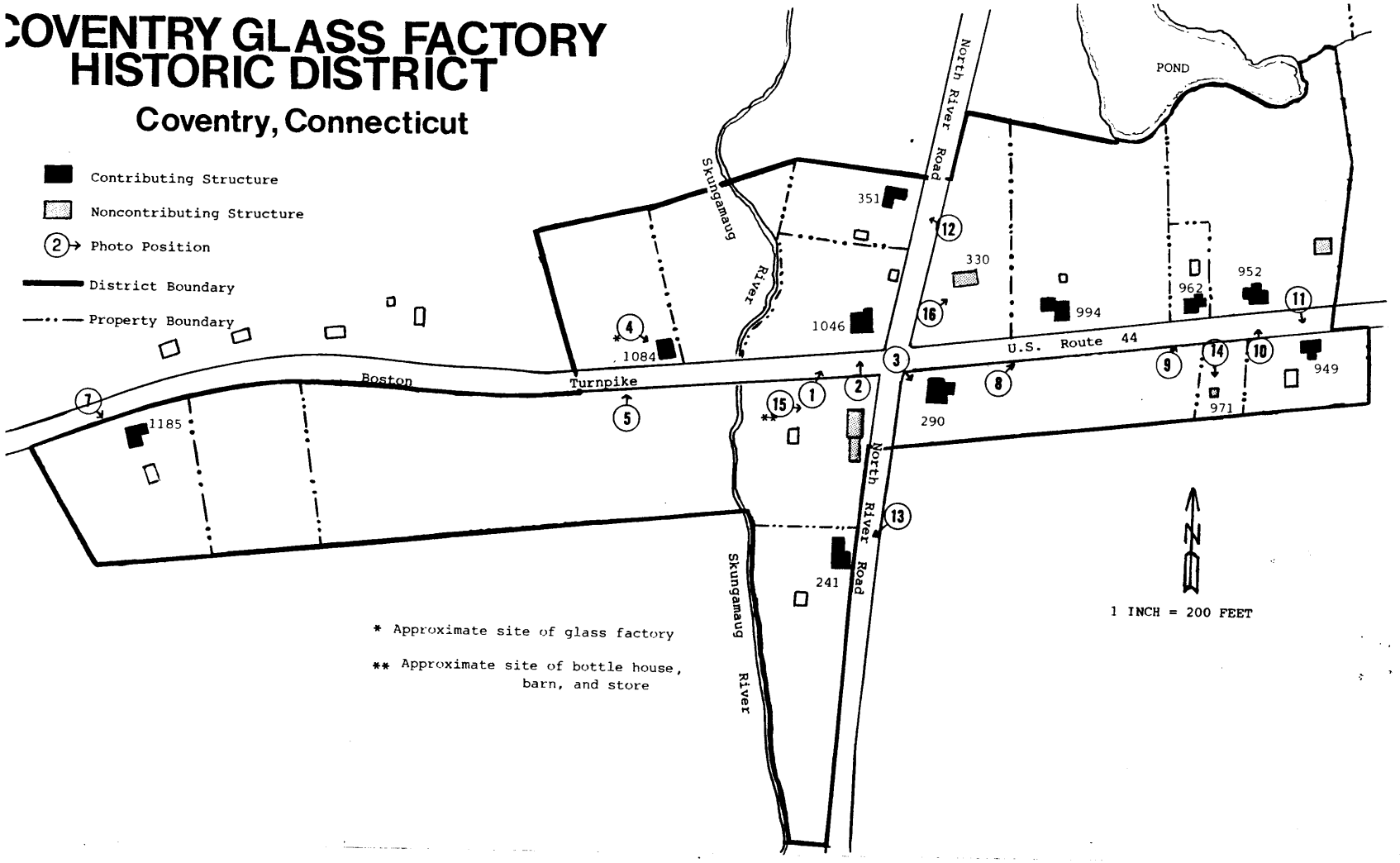
The present houses at the west end, on the north side of Boston Turnpike, were excluded because they are all of modern construction, as are the next houses on North River Road and east on Boston Turnpike.

The district includes the house at 949 Boston Turnpike even though it was built by a wagonmaker, not a glass worker. The house is of the same approximate period as the glassworks-related structures and resembles them in its vernacular form with simple stylish entry details. It is the only other old house nearby, and it appears it was part of the settlement at the end of the period when the glassworks was operating. Its inclusion is justified because it was part of the built environment during the district's historical period.

The boundary's adequacy in including potential archeological resources can be justified on the basis of surface collection and documentary evidence. The glass factory was located on a one-acre lot near the river, with 14 rods of frontage and 18 rods (297') of depth back from the road (Coventry Land Records, Vol. 13, p. 210 (1816). This corresponds closely to the dimensions of the lot at 1084 Boston Post Road and the adjacent lot east as included in the district. This is also the approximate extent of where glass fragments are readily found at the surface. On the south side, somewhere on a 7-acre lot at the southwest corner, stood a barn, store, and bottlehouse; see, for example, Land Records, 15:459 (1824). Presumably these features were near the road and therefore within the area included in the district.

COVENTRY GLASS FACTORY HISTORIC DISTRICT

Coventry, Connecticut



Protect Natural Resources and Character

Overview

This chapter outlines strategies to protect natural resources and features that contribute to Tolland's character.

Tolland has a number of natural resources that:

- Provide drinking water
- Provide habitat
- Protect public health and safety
- Contribute to the Town's character
- Create recreational opportunities

Overall, Tolland has made tremendous progress protecting its resources and character. Residents seem to agree with this assessment: 94% felt that the Town is doing a good job protecting natural resources. The Conservation Commission has conducted an extensive inventory of natural resources and compiled that inventory in the Tolland *Open Space and Conservation Plan* (see sidebar).

Character, on the other hand, can be much more difficult to define and inventory. Important elements of Tolland's character did emerge at public workshops: open space, farms, roads lined with trees and stone walls, historic buildings, the Town Green, small businesses and scenic vistas.

This section includes strategies to protect those natural and cultural resources that are important to Tolland residents. Overall strategies include:

- Minimize environmental impacts from future development
- Minimize environmental impacts from existing development
- Incorporate sustainability into town practices
- Preserve open space and greenways
- Preserve Tolland's character

Natural Resources Inventoried in the *Open Space and Conservation Plan*

- Wetlands
- Rivers, Streams
- Lakes, Ponds
- Vernal Pools
- Water Supply Watersheds and Aquifers
- Forest Resources
- Wildlife Resources

Minimize Environmental Impacts from New Development

Tolland's natural resources are classified as those to preserve and those to conserve (see Natural Resources Plan map). This classification can help determine appropriate strategies to protect those resources. Overall, it is important to understand the ability of the land to support development, especially in regards to water quality and the use of on-site septic systems.

Resources to Preserve

Some resources are so important to environmental quality, public health or character that alterations should be avoided to the extent feasible**.** These include:

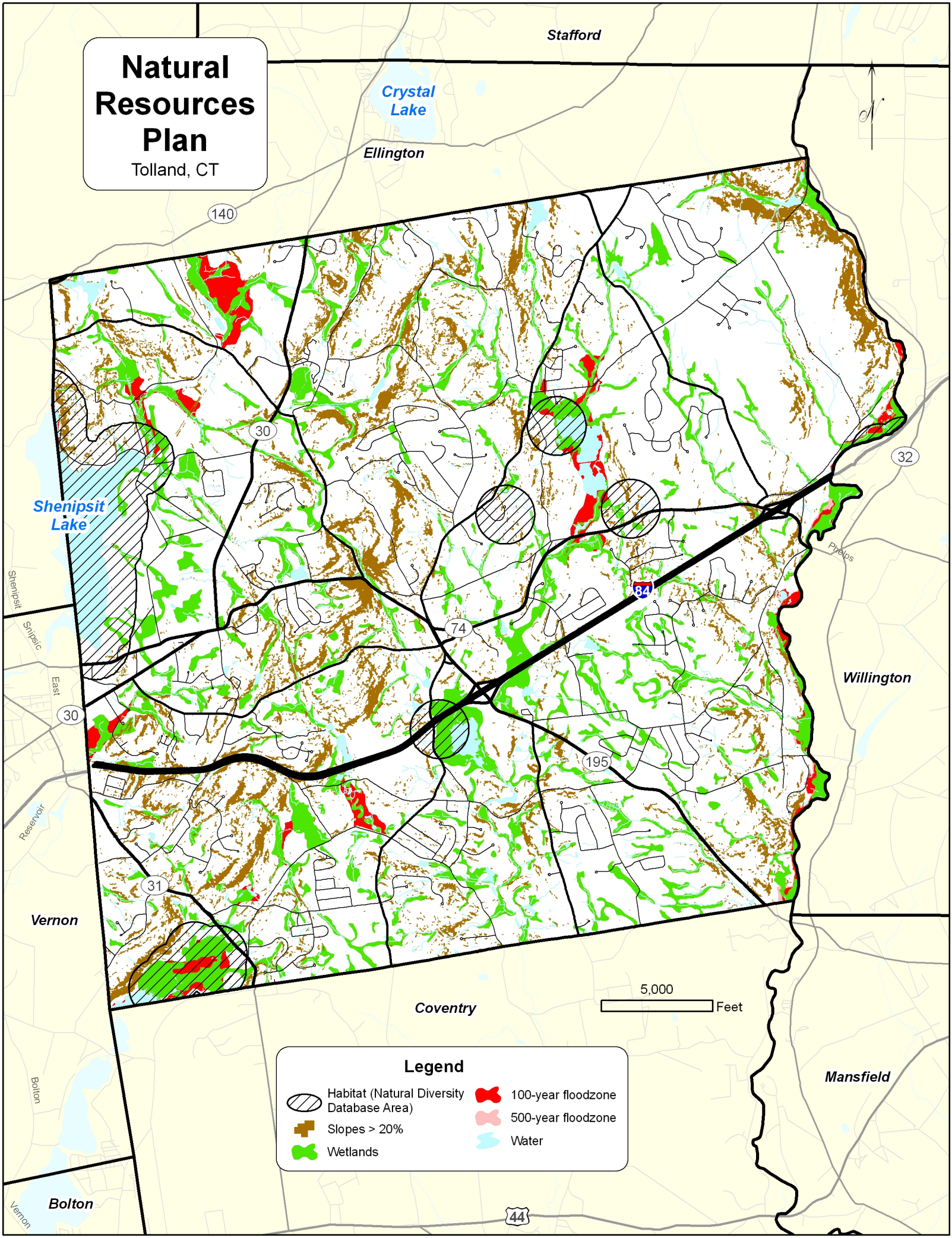
- Floodplain (100 year)
- Steep slopes (>20%)
- Watercourses (including riparian buffers)
- Wetlands

To minimize the impact of new residential and commercial development on resources to preserve, higher intensity development should be shifted away from those areas.

The Town's zoning updates have helped to accomplish this by better matching development intensity to the suitability of land. Avoiding the extension of sewers also helps to reduce the potential for intense development in preservation areas. Development likely will continue to occur near important natural resources, however. It will be important to find an approach that balances private property rights with the need to protect public health and safety.

One approach to move development away from preservation areas is the outright purchase of land or development rights. The Town has used this approach successfully and should continue to do so where feasible. However, it is unreasonable to expect that a community should or can purchase all land that warrants preservation. There are tools that can help direct new growth to those areas where growth is desired while protecting the rights of landowners.

Even with these tools, there will be cases where development will occur near natural resources that warrant preservation. The strategies in the next section, which apply to resources for "conservation," can help reduce environmental impacts.


Natural Resources Plan
Tolland, CT
Stafford
Crystal Lake
Ellington
140
30
Shenipsit Lake
Shenipsit
Snipsic
East
30
Reservoir
31
Vernon
Bolton
Vernon
44
74
84
195
32
Phelps
Willington
Coventry
Mansfield
5,000
Feet
Legend
Habitat (Natural Diversity Database Area)
Slopes > 20%
Wetlands
100-year floodzone
500-year floodzone
Water

"Aquifer"

Ground water that does provide or likely could provide drinking water is often referred to as an "aquifer." In Connecticut, the Department of Environmental Protection (DEP) labels aquifers as those ground water supplies that are currently used for a public supply. In addition to the public aquifer, there are other areas of potential high ground water availability. This Plan includes these areas when referring to "aquifers."

The Town has adopted an Aquifer Protection Area overlay zone to protect ground water. The overlay zone applies to areas with coarse-grained stratified drift and public water well fields.

Low Impact Development (LID)

In 2008, the Town adopted a *Design Manual* for low impact development, storm water treatment systems, performance requirements, road design and storm water management.

The *Design Manual* sets storm water goals and outlines practices for developers to undertake in order to achieve those goals. Practices range from retaining as much natural cover as possible, to reducing impervious surfaces and moving away from traditional structural storm water collection and conveyance systems.

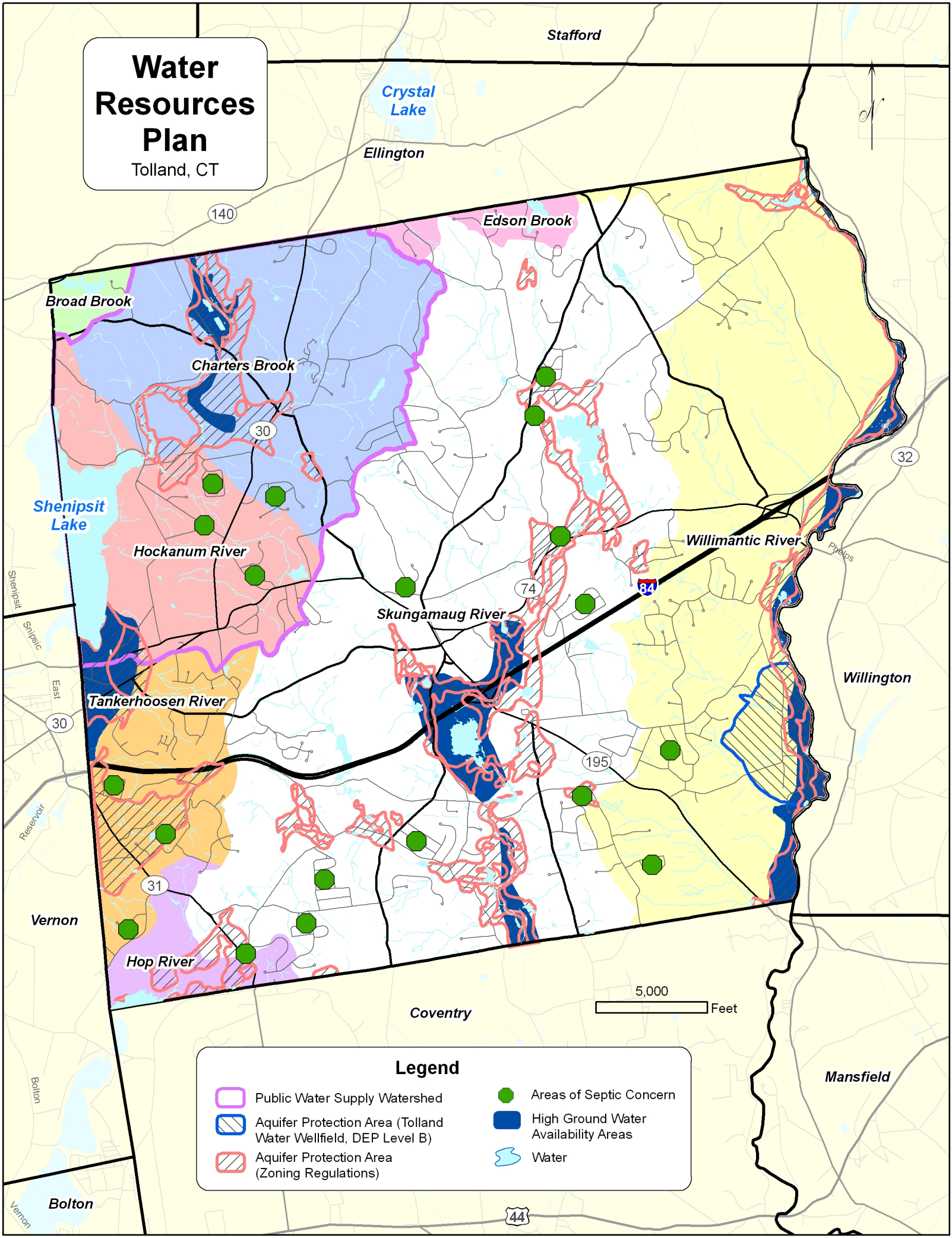
Resources to Conserve

Other resources have important functions that might be able to be maintained while compatible activities take place, if such activities occur in an environmentally sensitive way. These are resources to conserve and they include:

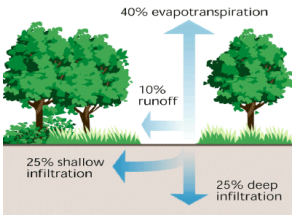
- Floodplain (500 year)
- Areas of high ground water availability (see sidebar)
- Identified aquifers and recharge areas
- Unique or special habitat areas (such as areas in the State's Natural Diversity Database)

The importance of protecting water resources cannot be overstated. Tolland's water resources provide drinking water for residents and businesses in not only Tolland, but the larger region. Protecting the quality of Lake Shenipsit, the Tolland Aquifer and other ground water resources is an important public health issue. While measures taken by the Town and its residents and businesses play an important role in protecting these resources, actions within the larger watersheds also affect water quality in Tolland.

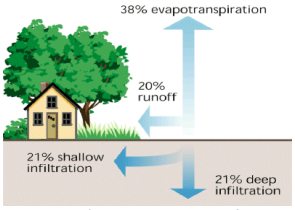
When development does occur in conservation areas, it is important to ensure that proper site planning and construction practices reduce impacts to the extent possible. The Town's recently adopted Design Manual for Low Impact Development (LID) was an important step in outlining best practices to reduce environmental impacts from development (see sidebar).


Water Resources Plan
Tolland, CT
Stafford
Crystal Lake
Ellington
140
Edson Brook
Broad Brook
Charters Brook
30
32
Shenipsit Lake
Hockanum River
Willimantic River
Phelps
Shenipsit
Snipsic
East
74
84
Skungamaug River
Willington
Tankerhoosen River
30
195
Reservoir
31
Vernon
Hop River
5,000
Feet
Coventry
Mansfield
Bolton
Vernon
Bolton
44
Legend
Public Water Supply Watershed
Aquifer Protection Area (Tolland Water Wellfield, DEP Level B)
Aquifer Protection Area (Zoning Regulations)
Areas of Septic Concern
High Ground Water Availability Areas
Water

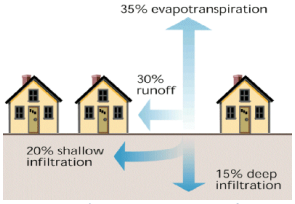
Groundcover and Runoff



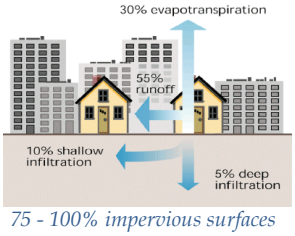
Natural ground cover



10 - 20% impervious surfaces



35 - 50% impervious surfaces



75 - 100% impervious surfaces

Site Planning

Sites should be designed so that structures, paved surfaces, and yards avoid resource areas. Particular emphasis should be placed on avoiding riparian buffers, since buffers provide important water quality benefits. In some cases, it may seem like protecting natural resources is at odds with protecting character. For example, sometimes habitat is best protected by placing new buildings closer to the roadway. But this may mean that the development is more visible from the roadway, thereby impacting the character of the rural streetscape. These issues should be resolvable through careful site planning.

Decreasing storm water runoff through site design can reduce pollution and minimize public safety issues related to flooding. The Town's comprehensive Low Impact Development (LID) regulations carefully integrate storm water management into site development and aim to mimic natural drainage processes. The Town should explore ways to encourage or require all developments that need a building permit to incorporate LID standards.

One effective means of reducing storm water runoff is to minimize impervious surfaces. The Town could encourage landowners to reduce impervious surfaces to the extent possible when designing a site. Decreasing parking requirements and encouraging landowners to use pervious materials when feasible can help to decrease impervious surfaces. These are steps that the Town could take over the short term.

The Town may wish to explore additional measures over the long term. One such measure is a "fee-in-lieu of approach" for impervious surfaces, where applicants for a zoning permit could pay a fee if they cannot meet impervious surface requirements. That funding could then be used to reduce impervious surfaces elsewhere in the same watershed. Some communities around the country use this approach; further investigation is needed as to whether this approach would be allowed in Connecticut.

In terms of reducing impacts of the building itself, the private sector has moved forward incorporating green building practices into new buildings and new houses. More LEED-certified buildings are being built across the country and in Connecticut (see sidebar on page 35). While LEED is often associated with energy efficiency, it also addresses site design issues. The Town should encourage the private sector to incorporate LEED measures when constructing or renovating buildings.

Construction

During construction, unnecessary clearing of vegetation can be minimized by regulating the building envelope. Tolland should consider amending the zoning regulations to minimize clearing. In addition, Tolland may wish to reduce the threshold of land clearing that triggers review. Currently, only activities that result in the disturbance of ½ acre or more must prepare an erosion and sediment control plan. While this acreage threshold is consistent with state guidelines, some communities are finding that the disturbance of smaller areas contributes to storm water issues. Requiring some form of review can help reduce potential problems. Such a requirement would not necessarily restrict a landowner from clearing vegetation. Rather, a review would help to minimize potential impacts to neighboring properties and natural resources.

Actions to minimize environmental impacts from new development:

1. Consider shifting new development away from preservation areas and to areas that are more suitable for development.
2. Continue to work to understand and address the ability of the land to support development, especially in regards to water quality impacts.
3. Continue sewer avoidance for areas outside of sewer service areas (see page 86 for discussion of sewer policy).
4. Carefully balance natural resource protection, fiscal viability and character protection during land use application review processes and regulation updates.
5. Require all uses that need a zoning permit to meet low impact development (LID) standards.
6. Reduce impervious surfaces:
   - Encourage or require new development to reduce the amount of impervious surfaces.
   - Provide information on pervious surface alternatives.
   - Examine regulations to minimize the need for impervious surfaces.
7. Minimize land clearing by regulating the building envelope.
8. Reduce the land clearing threshold for when a zoning permit / drainage review is required.
9. Encourage new development to incorporate LEED standards.

LEED

LEED stands for Leadership in Energy and Environmental Design.

According to the U.S. Green Building Council:

"LEED certification provides independent, third-party verification that a building project meets the highest green building and performance measures. All certified projects receive a LEED plaque, which is the nationally recognized symbol demonstrating that a building is environmentally responsible, profitable and a healthy place to live and work."

Connecticut recently enacted legislation (Public Act 07-242) requiring that certain buildings must meet LEED standards including:

- Certain state-funded projects
- Buildings that cost $5 million or more
- Renovations that cost $2 million or more

Minimize Environmental Impacts from Existing Development

Natural resources can be impacted not only by future development, but by practices undertaken by current residents, businesses, the Town, and others.

Because Tolland's surface and ground water provides drinking water to residents and the region, preventing water pollution is of particular concern. Actions to protect natural resources include reducing pollutant threats from specific sources and reducing storm water runoff, which can carry pollutants to water resources. Potential pollution sources from existing development identified in Tolland include: failing septic systems, underground storage tanks (USTs), and lawn care practices.

In addition, strategies to conserve water and enhance habitat on already-developed lots are discussed.

Septic Systems

The Town has been under a consent order issued by the Connecticut DEP since 1975 to identify and address wastewater disposal issues. In 2004, the Town completed the *Phase I Wastewater Facilities Planning Report* which primarily addressed meeting the needs for economic development along Route 195 and providing sewer service to some community facilities.

The *Phase II Wastewater Facilities Planning Report* is in draft form and is under review as of the writing of this POCD. The draft Report identified residential areas in Tolland that have had septic problems and areas that may be at higher risk for future problems due to a number of factors, such as lot size, soil type, and whether the existing septic system was built prior to current public health standards. It is likely that the Town will need to address existing and potential septic system pollution issues in some manner.

Failing septic systems can threaten drinking water supplies. As the Water Resources Map on page 33 indicates, many of the areas of septic concern identified in the draft *Wastewater Facilities Plan* are located above Tolland's aquifers or within public water supply watersheds. Minimizing impacts from septic systems is an important public health issue in Tolland.

The issue of extending sewers is discussed in more detail later. In those cases where extending sewers is not feasible, the Town can adopt practices and regulations to reduce the potential for pollution, as described in the draft Phase II Report.

Such practices include:

- Monitor problem areas.
- Adopt a septic system pump-out program.
- Prepare annual reports that include monitoring results and pump-out compliance.

Underground Storage Tanks (USTs)

Data indicate a number of commercial USTs are either currently located or were located at one time in proximity to public water supplies. Additional research would be needed to confirm which tanks are still in place. Many homes also used USTs for storing home heating oil, but there are no records indicating where they exist or the age of the tanks. Older USTs may pose a higher risk of leaking because they are not constructed to today's standards.

Ideally older tanks would be removed to reduce the risk of leaks. Because leaks are often not detected until after a water resource has been impacted, preventing leaks by removing or updating tanks is critical. However, removing the tanks costs the property owner and costs can become high if there is evidence of a leak and soil needs to be cleaned up. The State had provided funding to help homeowners remove residential tanks, but that funding is no longer available. The Town should explore ways to help landowners pay for UST removal and should encourage the State to reinstate funding.

Tolland's zoning regulations do prohibit the installation of new underground storage tanks for heating oil for 1- and 2-family houses. This restriction should continue. Some communities have adopted ordinances requiring that USTs over a certain age be replaced. The Town may wish to consider this type of provision in water supply watersheds and aquifer protection areas. Providing financial assistance or programs may be needed to help residents comply.

Lawn Care

Some practices, such as the overuse or misuse of fertilizers and pesticides may increase the potential for pollution. The Town should continue to provide new homeowners with information on how to reduce the use of such products.

Runoff Infiltration

Page 35 provides strategies to reduce runoff when designing a site for new construction. Property owners of already-developed sites can be encouraged to "retrofit" their property to increase infiltration. Reducing impervious surfaces, as discussed earlier, is one measure. Slowing down runoff, by maximizing the amount of vegetation (especially woody vegetation) is another measure. The Town could provide tips to residents on easy-to-implement measures.

Wildlife Habitat

Homeowners can make their land more attractive to wildlife. Taking personal action to enhance habitat can educate residents on the natural environment and, as residents see results of their efforts, instill a sense of stewardship and pride. The Town could encourage residents to "certify" their yards through national programs, such as the National Wildlife Organization "Garden for Habitat" program.

Water Conservation

Tolland is greatly dependent upon ground water for its drinking water; ensuring an adequate supply is critical. There are two factors that could stress supplies over the long term: the amount of water used by each household and the amount of water available to recharge ground water levels.

The first step could be to monitor well water quantity by establishing a database from information submitted to the local health department for new wells. Each year, the data could be reviewed to ascertain problematic yield trends. In the meantime, increasing the infiltration of storm water (as discussed earlier) and conserving water could help minimize potential problems.

At the same time, the Town should promote water conservation and provide information to residents on simple ways to reduce water use, such as by planting native, drought resistant species and capturing rain water to reuse for irrigation.

Actions to minimize environmental impacts from existing development:

1. Minimize water pollution threats from septic systems:
   - Require regular septic maintenance (septic management ordinance).
   - Based on the findings in the forth-coming waste water facilities plan, determine approaches for problem areas.
2. Address water pollution risks from underground storage tanks (USTs):
   - Consider adopting a UST ordinance.
   - Explore funding options to assist with UST removal.
3. Continue to encourage residents to reduce the use of pesticides and fertilizers.
4. Provide information to landowners on how to increase runoff infiltration.
5. Encourage the creation of backyard habitat and recognize efforts.
6. Begin to monitor the issue of ground water availability in private wells.
7. Promote water conservation.

Incorporate Sustainability into Town Practices

There are many steps a town can take to reduce the environmental impacts of its owns actions and to serve as a role model to residents and local businesses. Strategies may include reducing consumption (e.g., energy), improving re-use (recycling), and minimizing actions that may contribute to pollution.

The first steps for Tolland to take may be reducing energy consumption and seeking alternative energy sources. Using less energy can reduce dependence on non-renewable resources and decrease costs. Substituting renewable sources can help reduce pollution and, over the long term, also result in cost savings. To begin to address energy issues, the Town Council appointed an Energy Task Force in March 2008.

To reduce energy consumption in buildings, the Town should explore meeting LEED standards for all projects, including those that are not otherwise triggered by the state mandate for energy efficiency. Other smaller scale efforts may also help reduce energy use. The Energy Task Force should continue to provide guidance on ways to reduce energy consumption in municipal buildings.

In terms of alternative energy sources, the survey indicated that residents may be ready to move forward: 83% support the installation of alternative energy sources at town buildings, even if it means the upfront costs are more than for traditional systems. Again, the Energy Task Force can provide guidance on additional undertakings to shift to alternative energy sources.

The Town has improved the recycling program to make recycling more convenient for residents, but there may be opportunities to further improve recycling. For example, the Town could expand recycling at public facilities such as parks.

Another important component of sustainability is reducing pollution from town practices. To minimize water pollution, Tolland should continue to implement and annually update its NPDES Phase 2 Storm Water Management Plan (see sidebar). Also, the Town should continually assess potential impacts from the use of road salt and investigate other alternatives.

Incorporating Low Impact Development into town practices can also help to address storm water pollution. In addition, the Town should consider banning pesticide use on all town properties (state law currently restricts their use at certain schools).

Finally, the Town could work with the schools to develop a curriculum on sustainability to further promote concepts and encourage residents to undertake sustainable practices in their own homes.

NPDES Phase 2

As of March 2003, the federal government requires many municipalities, including Tolland, to minimize storm water pollution. This program is referred to as NPDES Phase 2 (National Pollutant Discharge Elimination System). Communities are required to develop a storm water management plan outlining best practices the community will undertake to reduce storm water pollution. Best practices generally range from community education to reducing storm water impacts from municipal practices.

Actions to incorporate sustainability into town practices:

1. Reduce the energy consumption of town buildings.
2. Move forward with the use of alternative energy sources for town buildings.
3. Require all new municipal buildings and substantial upgrades to be LEED eligible.
4. Make recycling easy and convenient by expanding recycling to all town facilities and schools, including parks.
5. Implement Tolland's storm water management plan (NPDES Phase 2) and update the plan annually.
6. Ensure that municipal projects, including road work, meet Low Impact Development (LID) standards.
7. Eliminate the use of pesticides on all municipal properties.
8. Encourage the inclusion of sustainability into school curriculum.

Preserve Open Space and Greenways

Open space preservation protects valued natural resources, contributes to the maintenance of town character, and provides some passive recreation opportunities. Research also indicates that the permanent protection of land as open space provides a fiscal benefit since undeveloped land requires fewer town services than developed land.

Open space is defined in different ways. This section focuses on Permanently Protected Open Space which is defined as: "*Land permanently preserved for natural resource conservation especially water, wildlife habitat, maintenance of community character, agriculture or forestry.*"

The other open space is discussed elsewhere in the Plan, as appropriate. For reference the following chart represents the current estimate of open space by category.

Open Space in Tolland

Type	Types of Ownership	Acres	% of Total Land Area
Permanently Protected Open Space	Town, State, Land Trusts	3,067	12%
Managed Open Space	Town, State, utilities, non-profits, private land owners	1,278	5%
Perceived Open Space	Mainly private land owners	*[not calculated]*	

The year 2000 was the watershed year for the purchase of Permanently Protected Open Space when voters of Tolland approved at referendum $2 million of local funding for such purposes. This was an initiative put forth by Conserving Tolland - a local organization - and it garnered 65% of the vote.

Voters reinforced their support twice more by referendum (2003 and 2006) for $2 million each by margins of 72% and 73%. Over almost 10 years, Conserving Tolland and others have worked to keep residents informed and engaged in this process.

A recent survey of some 400 residents revealed that protecting open space continues to be important:

- 92% felt Tolland is doing a good job preserving open space; and,
- 83% felt that Town should continue to purchase undeveloped land for open space when that land becomes available.

Types of Open Space

Open space generally falls into these categories:

Permanently Protected Open Space – land preserved in perpetuity as open space; limited passive recreation possible in some cases.

Managed Open Space - land set aside for some other purpose, such as water supply land, parks, etc., that provides some limited open space value but change may occur.

Perceived Open Space - looks or feels open, but is privately owned and not preserved as open space. Examples include farms, vacant land, and privately held property temporarily restricted under the PA 490 tax assessment program.

Conservation Partners

Tolland is fortunate to have active partners in open space protection, including Conserving Tolland, the Joshua Tract Land Trust, the Trust for Public Land, and others.

Their valued support in the acquisition and protection of open space was and is critical to Tolland's successful efforts.

With the help of many conservation organizations (see sidebar); Tolland has made substantial open space purchases. As a result just over 3,000 acres or 12% of Tolland is Permanently Protected Open Space. The Town's *Open Space and Conservation Plan* has helped to guide protection efforts and should continue to do so.

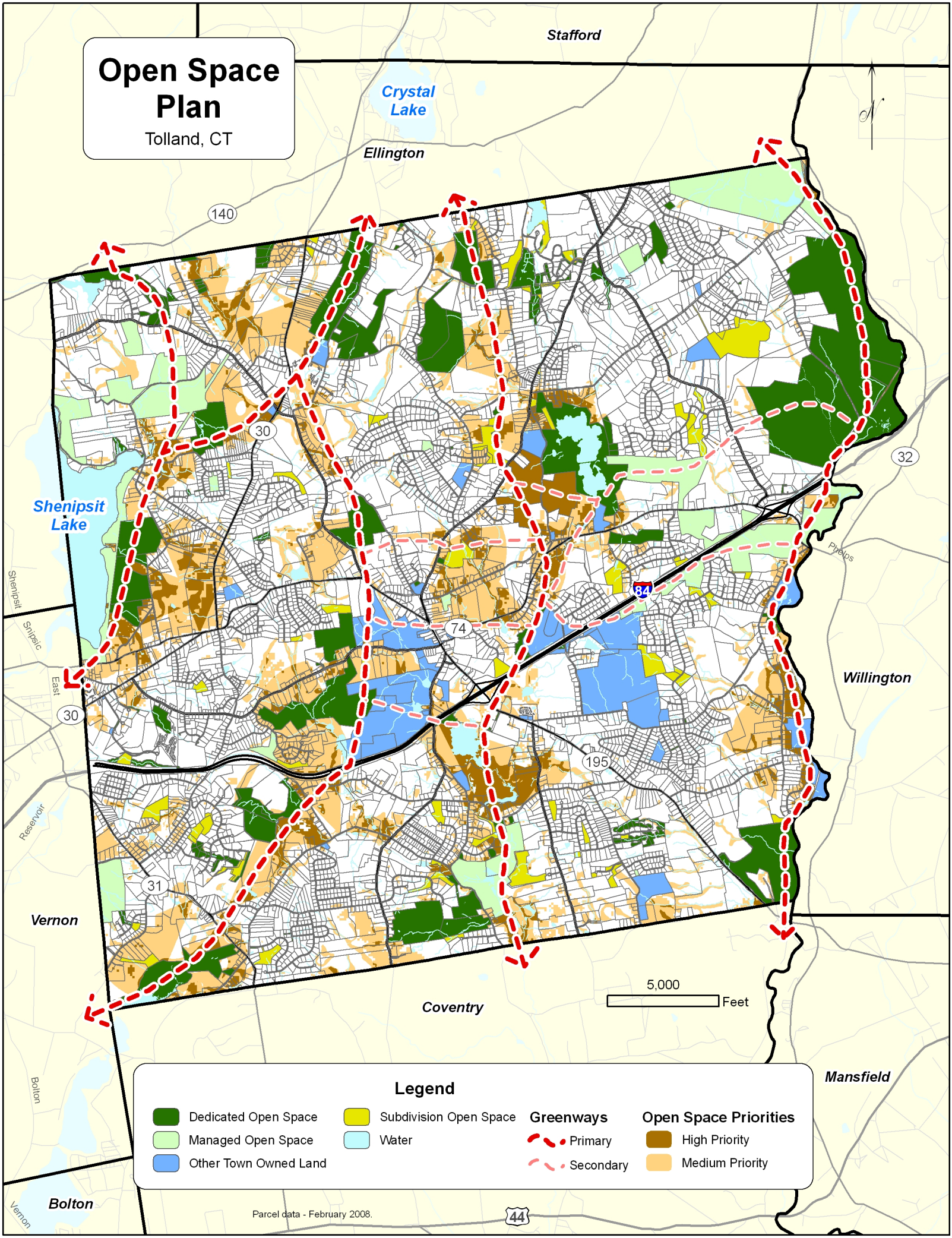
In certain circumstances, the donation of land or conservation easements to land trusts or the Town has provided an attractive option to some property owners. It may be conservation intent, estate planning, fond memories, a concern for community character, a significant tax credit or some other reason that motivates the land owner to make such a lasting contribution for the benefit of the community. For many land owners, the perpetual protection of the land is an emotional event and should be treated as such.

Preserving open space and greenways will continue to be an important conservation strategy. The Open Space Plan map indicates priority areas for future open space and greenway preservation.

Managing existing open space should continue to be a priority. Developing management and use plans for each property or greenway should be a priority and follow best practices established by national organizations or the Natural Resources Conservation Service.

Actions to preserve open space and greenways:

1. Continue efforts to acquire open space and create greenways:
   - Focus on areas of highest priority (see Open Space Plan map).
   - Work with open space partners and landowners.
   - Seek additional matching grant funding sources, continued funding, and best practice acquisition techniques.
2. Manage, maintain and promote existing open space:
   - Develop management plans for open space parcels consistent with best practices for such plans.
   - Ensure adequate resources for management and maintenance.
   - Finish trail maps and create a town-wide trail map.
   - Continue to promote the understanding for and enjoyment of open space.
3. Review, revise and update land use regulations to ensure the principles outlined herein are reinforced. Special attention shall be given to water quality, greenways and land use density in sensitive areas.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Legend
Dedicated Open Space
Managed Open Space
Other Town Owned Land
Subdivision Open Space
Water
Greenways
Primary
Secondary
Open Space Priorities
High Priority
Medium Priority
Parcel data - February 2008.

Historic Resources

National Register of Historic Places

- Tolland Green (including 43 structures around the Green)
- John Cady House

Other Historic Sites
Identified in the *Open Space and Conservation Plan*

- Settlers' Rock
- Donkeyville Mill
- Silk Mill
- Brook's Mill Dam
- Skungamaug Village
- Benton Homestead
- Cider Mill Pond
- Former trolley line
- Hicks-Stearns Family Homestead
- Daniel Benton Homestead
- Homestead Country Store

Preserve Tolland's Character

Character is difficult to define and each resident has his/her own view of what contributes to Tolland's character. Some character-defining features, such as natural resources and the location and style of new development, are addressed elsewhere in this Plan. This section addresses historic and archeological resources, scenic resources, farmland, "perceived" open space, and the Tolland Green. Protecting these features will help to preserve Tolland's character.

There are two overarching issues related to character preservation:

- In some cases, property tax assessments can be a disincentive to retaining the very features that help define Tolland's character. Examples include current tax policies that can make it expensive to live in and restore a historic home and assessments on some farm buildings. The State allows communities to offer reduced assessments for these and other structures.
- There is no single "steward" to lead the effort to preserve Tolland's character. For example, the Tolland Green Historic District Commission helps to preserve the character of the Green, but there is no entity that performs that role town-wide. In addition, while the Town has adopted a scenic road ordinance, interested residents have not stepped forward to designate their roads as scenic.

Historic and Archeological Resources

Tolland's historic resources lend character to the Town, instill civic pride, and provide the community with a connection to its past. Tolland's historic resources are listed in the sidebar. Places listed on the National Register along with historic sites mapped in the *Open Space and Conservation Plan* are shown on the Cultural Resources Plan on page 47. A number of important archeological sites also have been identified by the State and through investigations of development sites.

Tolland has made the following efforts to protect its historic and archeological resources:

- Established a Local Historic District for the Tolland Green in 1991 and created the Tolland Green Historic District Commission.
- Zoning regulations list important historic sites and state the intention of protecting them.
- The State Archeologist's input is sought during the land use permitting process.

Tolland faces some challenges in protecting its historic resources. It is important to have a local entity that serves as the steward of historic resources. The Tolland Green Historic District Commission performs that function for the Green, but there is no entity that serves this function town-wide. Another challenge is finding funding for activities such as conducting a full inventory and for preserving specific historic structures.

Often, important historic resources are privately owned and can be torn down. Tolland does not currently have a demolition delay ordinance. Such an ordinance can require a waiting period of up to 180 days before an owner can tear down a building that has historic merit. This window can allow alternatives to be explored.

Owners of historic buildings may find it difficult to meet modern needs in an older structure. Offering tax abatements can help to alleviate financial challenges of owning historic buildings (see sidebar). Some communities also relax some zoning requirements, such as setbacks, so that minor updates can be accommodated for historic buildings.

For publicly owned historic resources, active use can be an important means of preservation. The Green serves as a prime example, with the farmer's market occurring weekly for six months of the year and its use for around ten other events each year. Because the Green serves such a prominent role in the community, residents are more likely to support its preservation.

Development plans are referred to the State Archeologist to help to identify areas that are likely to contain artifacts. This protocol has worked well in Tolland and should continue.

Tax Abatements for Historic Properties

CGS Sec. 12-127a authorizes communities to abate taxes for buildings of historic or architectural merit. The statute reads in part as follows:

"Such tax abatement shall be available to the owners of real property which is so classified if it can be shown to the satisfaction of the municipality that the current level of taxation is a material factor which threatens the continued existence of the structure, necessitating either its demolition or remodeling in a manner which destroys the historical or architectural value."

CGS Sec. 12-65e authorizes communities to fix assessments during rehabilitation and/or phase in increased assessments resulting from the rehabilitation of properties within a designated rehabilitation area.

Scenic Road Ordinance

In 2005, the Town Council adopted a Scenic Road Ordinance, pursuant to CGS 7-149a.

The purpose is "…to balance the need to provide for convenient and safe public transportation routes with the need to preserve these scenic and rural roads."

To be eligible, the road must be free of commercial development and high traffic volumes and meet at least one of an additional set of criteria, such as be lined with mature trees or stone walls, provide scenic vistas, be unpaved, etc.

Roads may be designated by the PZC at the request of the majority of property owners along that roadway.

The designation offers protection so that when road and drainage improvements are undertaken, those features that make the road scenic must be preserved to the extent practical.

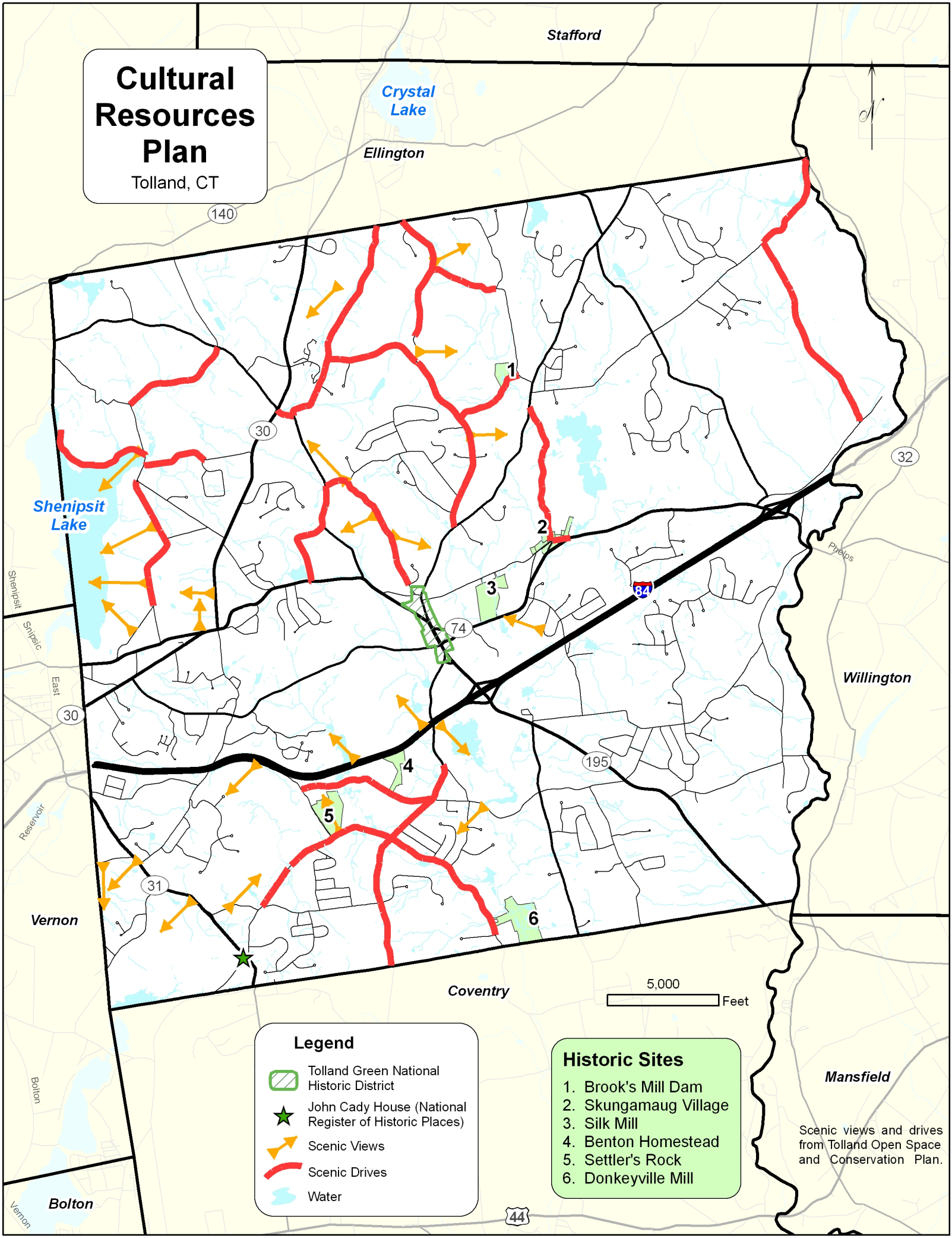
Scenic Resources

Growth and the changing needs of residents can threaten character. Towns may be pressured to pave dirt roads and add street lights along dark roads. Road improvements and utility maintenance can result in the loss of trees and stone walls along roads. New growth can put pressure on developing scenic land that previously seemed too expensive to build on, such as ridges.

The Town should continue to protect its roads by designating local scenic roads, which would ensure that road improvements have minimal impact on the features that make the road scenic. The Town may wish to develop guidelines for the protection of stone walls along roads and ensure that trees along roadways are protected. In some parts of Tolland, unpaved roads contribute to the rural feel. In cases where those roads need to be upgraded for safety purposes, the Town should investigate surface treatments that resemble dirt roads, but are more durable ("faux" dirt roads).

Tolland is fortunate that its ridgelines have not been cleared and developed. While zoning regulations do not allow steep slopes to be counted in land area calculations, they do not prevent development on ridges. The Town should encourage landowners to avoid clearing and developing ridges.

Minimizing light pollution can also help to preserve scenery and the overall rural ambiance. Tolland's zoning regulations aim to minimize light pollution from new commercial and multi-family developments and the Town created a brochure that encourages other property owners to reduce light pollution. The Town should continue these efforts.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Tolland Green National Historic District
John Cady House (National Register of Historic Places)
Scenic Views
Scenic Drives
Water
Historic Sites
1. Brook's Mill Dam
2. Skungamaug Village
3. Silk Mill
4. Benton Homestead
5. Settler's Rock
6. Donkeyville Mill
Scenic views and drives from Tolland Open Space and Conservation Plan.

Agriculture Overlay Zone

An Agricultural Overlay Zone could:

- allow additional agricultural-related uses that may not otherwise be suitable elsewhere
- have additional requirements for non-farm uses that occur in the zone, such as providing screening buffers or mandating cluster subdivisions
- restrict development of farmland soils

Farms and Farmland

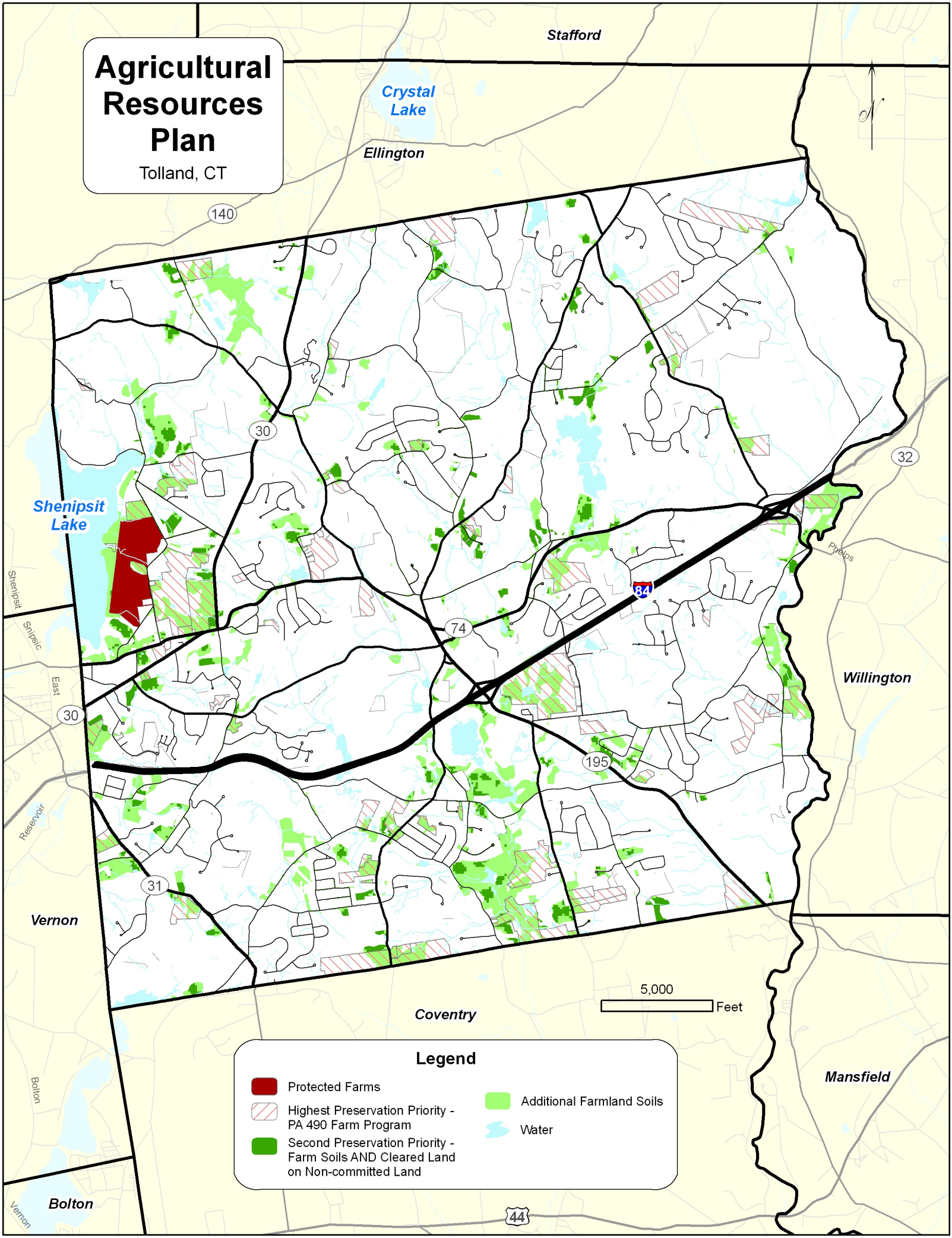
Agricultural activities provide a local food source and income for farmers, contribute to the character of Tolland, generate economic activity and can provide wildlife habitat. Commercial farms in Tolland produce hay, silage corn, Christmas trees, berries and other orchard fruit. The *Open Space and Conservation Plan* counted roughly 1,000 acres of farm land in Tolland. As indicated on the Agricultural Resources Plan, a number of parcels participate in the PA 490 farm program, which allows a reduced property tax assessment based on its actual use (i.e., agriculture).

The Town recognizes the value of farming to the community and has taken steps to support farming activities. For example, Tolland has received federal funding to purchase development rights to a farm, the Town has held a Farm Owner's Forum, and there is a farmer's market six months of the year on the Green. Tolland is mindful of the fact that farming operations cannot always operate under certain nuisance-related rules, so the noise ordinance excludes noises from farm equipment. To help address financial burdens that farmers can face, the Town provides a tax exemption for farm machinery. These practices should continue.

The Town should support the continuation of existing farms and agricultural related activities, along with the creation of new farms by preserving areas with suitable soils (see Agricultural Resources Plan). To support existing farms, the Town should continue to ensure that conflicts do not arise when new development occurs near a farm. Careful site design of new subdivisions and other developments can help to minimize potential conflicts.

To remain in operation, farms need to be financially viable. The Town should continue to promote locally grown products and enhance those efforts. The Town could promote local farms on its website and encourage schools and the senior center to use local produce and products. The Town also could reduce tax assessments for farm outbuildings.

Finally, the Town may wish to explore zoning tools to shift development potential away from existing farms or areas with suitable farm soils, or create an agricultural overlay district (see sidebar). Such a zone can better protect farms from incompatible activities and allow additional farming activities that might not be appropriate town-wide. If the Town were to move forward with establishing an agricultural overlay zone, details such as the location of the zone and the specific provisions within the zone would need to be determined.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Protected Farms
Highest Preservation Priority - PA 490 Farm Program
Second Preservation Priority - Farm Soils AND Cleared Land on Non-committed Land
Additional Farmland Soils
Water

Perceived Open Space

Residents often feel that vacant, undeveloped land is open space. However, it is not usually permanently protected. Placing vacant land in the open space use assessment program (PA 490), which allows for a reduced assessment based on the land's actual use, can help retain that land as "perceived" open space since it provides a tax incentive to delay development.

The Town's current PA 490 Open Space policy is that a parcel must be at least 12 acres (or 15 acres for a rear lot) to be eligible. The Planning and Zoning Commission must approve the open space classification before the landowner applies to the Assessor's Office. Currently, non-residential land can qualify for the reduced assessment. It is the policy of this Plan to amend the current PA 490 policy such that only residentially zoned land is eligible because it is not the intent to preserve business-zoned land as open space.

Town Green

The Town Green is as much a civic focal point today as it was when Tolland first became a town. Continued upkeep and the implementation of physical improvements can help to preserve the appearance of the Green and allow for continued use by the community. Upkeep of the historic buildings around the Green will also be important.

The Town has expressed a desire to keep the Green a predominantly residential area, with civic and cultural uses, and appropriate home occupations.

Traffic patterns and levels have detracted from the character of the Town Green and surroundings. Proposals to address these issues are currently being studied as part of the *Route 195 Corridor Study*. When that study is completed, the Town should evaluate the recommendations and then encourage the State to move forward with appropriate physical improvements.

Actions to protect Tolland's character:

1. Align property tax assessment policies with character preservation:
   - Consider tax incentives for historic buildings, farm outbuildings, etc.
   - Review other tax assessment policies that may be available to preserve character-defining features in Tolland.
2. Preserve historic resources:
   - Complete an inventory of historic buildings and structures.
   - Establish a town-wide steward for historic resources.
   - Adopt a demolition delay ordinance.
   - Promote the use and enjoyment of historic resources.
3. Continue working with the State Archeologist to review development sites for archeological resources.
4. Preserve the rural feel of roads:
   - Use the Scenic Road ordinance. Establish the first one with a public education and media campaign to build support for future designations.
   - Adopt an ordinance to protect stone walls.
   - Preserve trees along roads.
   - Explore alternative surface treatments for dirt roads.
5. Explore zoning options to protect hill tops and steep slopes.
6. Reduce light pollution - encourage property owners and the Town to retrofit outdoor lighting.
7. Continue the PA 490 Open Space Program. Amend the current policy to exclude non-residential land.
8. Preserve the Town Green:
   - Ensure that community events continue on the Town Green.
   - Maintain the Town Green as a predominantly residential area, with some town and cultural facilities and home occupations that fit in with the Green's character.
   - Evaluate the recommended physical improvements in the *Route 195 Corridor Study*.
9. Preserve working farms:
   - Maintain open communication with farm owners.
   - Minimize potential conflicts when new housing is built near a farm.
   - Help publicize local farms, products and events.
   - Help expand the market for local products (e.g., school lunch, senior center).
   - Explore zoning tools to protect farms and farming.

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4 COMMUNITY HERITAGE AND SENSE OF PLACE

overview

Mansfield Center; date unknown

TOPICS IN THIS CHAPTER INCLUDE

- Development Forms and Patterns
- Preserving Rural Character
- Preservation of Historic and Scenic Resources
- Accommodating Future Growth

This chapter focuses on how the natural systems and open spaces described in previous chapters merge with man-made features to create a sense of place that is uniquely Mansfield. Understanding how the community has developed over time and how people want to live in the future is an essential foundation for the important topics covered in later chapters: preserving the town's highly valued rural character and historic resources, identifying locations best suited for future growth, and establishing a vision for the forms new development should take.

The 2006 Plan of Conservation and Development *includes extensive information on the town's archeological resources and historic villages; readers should refer directly to that report for more detail, which is incorporated into this plan by the reference.*

what the community said

COMMUNITY HERITAGE AND SENSE OF PLACE

Participants in the Mansfield Tomorrow process consistently voiced a desire to preserve the sense of place in Mansfield—the overall rural character and historic elements. Many see the need to direct any new growth to designated areas, in order to preserve that character and sense of place.

Themes in the comments on community character, sense of place, and historic preservation included:

- Importance of historic character and open space to overall quality of life
- Concern with impacts of new development on historic and rural character
- Need for balance between economic development and preservation
- Interest in focusing new development in compact areas in and near existing development to retain rural character
- Concern with urbanization of Storrs
- Desire to maintain rural aspects of town through smart growth to preserve the original quality of life that attracted many people here in the first place
- Interest in preserving and enhancing the rich architectural variety in Mansfield: a mix of historic stone and wood frame houses, contemporary residences, adaptively reused mills and country stores, and other design typologies add character and value to which new development should contribute
- Support for the continued evolution of Storrs Center into a walking-friendly downtown with small businesses that can help support an environmentally and socially sustainable future
- Desire to maintain and enhance community connectedness (a strong sense of community, friendly people who socialize) as new development occurs

"Mansfield feels like it's in a protective bubble from the rest of the hub-bub of life. Let's keep it that way with smart, limited, efficient development."

"[I hope Mansfield will be] a thriving community, featuring a great quality of life."

"[I'd like to see] growth of neighborhoods rather than continuing to build housing all around town individually on existing roads."

FROM MANSFIELD RESIDENTS

MANSFIELD'S COMMUNITY AND SENSE OF PLACE TODAY

Middle Turnpike

The analysis and recommendations in this chapter are focused around three themes:

- Preserving rural character in the majority of the town
- Preserving historic resources and character
- Accommodating future household growth and diversity in areas designated for compact and mixed-use development

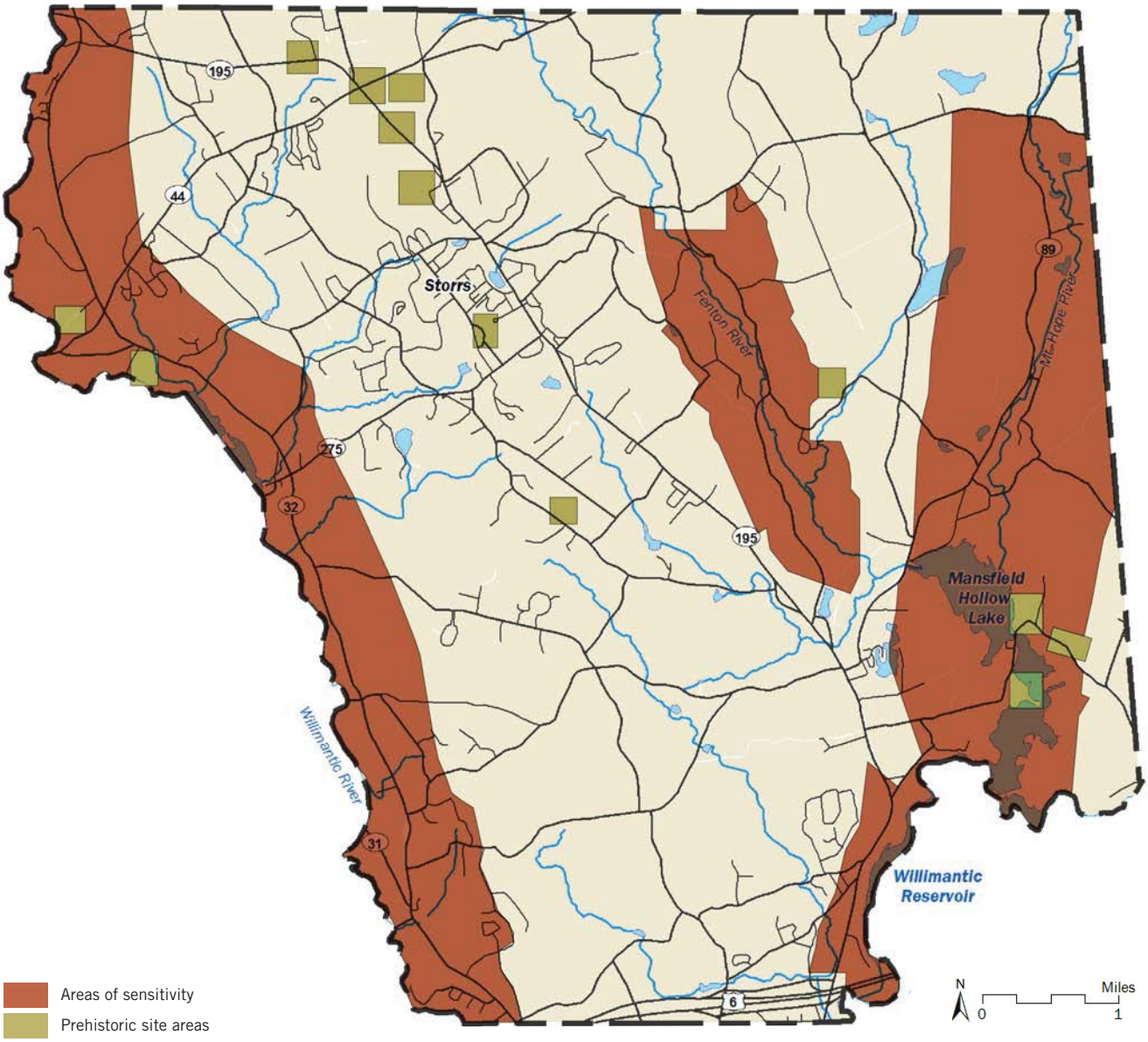
Situated in Connecticut's "Quiet Corner," Mansfield is one of 35 towns that comprise The Last Green Valley™ (TLGV), a National Heritage Corridor designated in 2004. As described by the National Park Service (*http://www.nps.gov/maps/full.html?mapId=01a03739-ab0c-40eb-bc3d-6791d3bb67fa*), the area ". . .is known as the Last Green Valley due to the surprisingly rural character of the 1,085 square-mile area defined by the Quinebaug and Shetucket Rivers systems and the rugged hills, forests, and agricultural fields that surround them in northeastern Connecticut and south-central Massachusetts. The area encompasses architecturally significance mill structures and villages that typify New England settlement in one of the last unspoiled and undeveloped areas in the northeastern US." Preserving the natural, cultural and historic resources in this area is a priority for Mansfield and other member communities.

What is a Village?

A village is a cluster of houses and associated buildings, located within a rural area. Villages are smaller than towns and larger than hamlets.

Mansfield's past can be read in its present landscape. Old foundations and structures along its rivers and streams denote the location of former mills. The stone walls that line the landscape outline the fields and pastures of its agricultural heritage. Its eighteenth and nineteenth century houses define its many historic villages. The town's future character will be largely influenced by its success in preserving its historic and archaeological heritage.

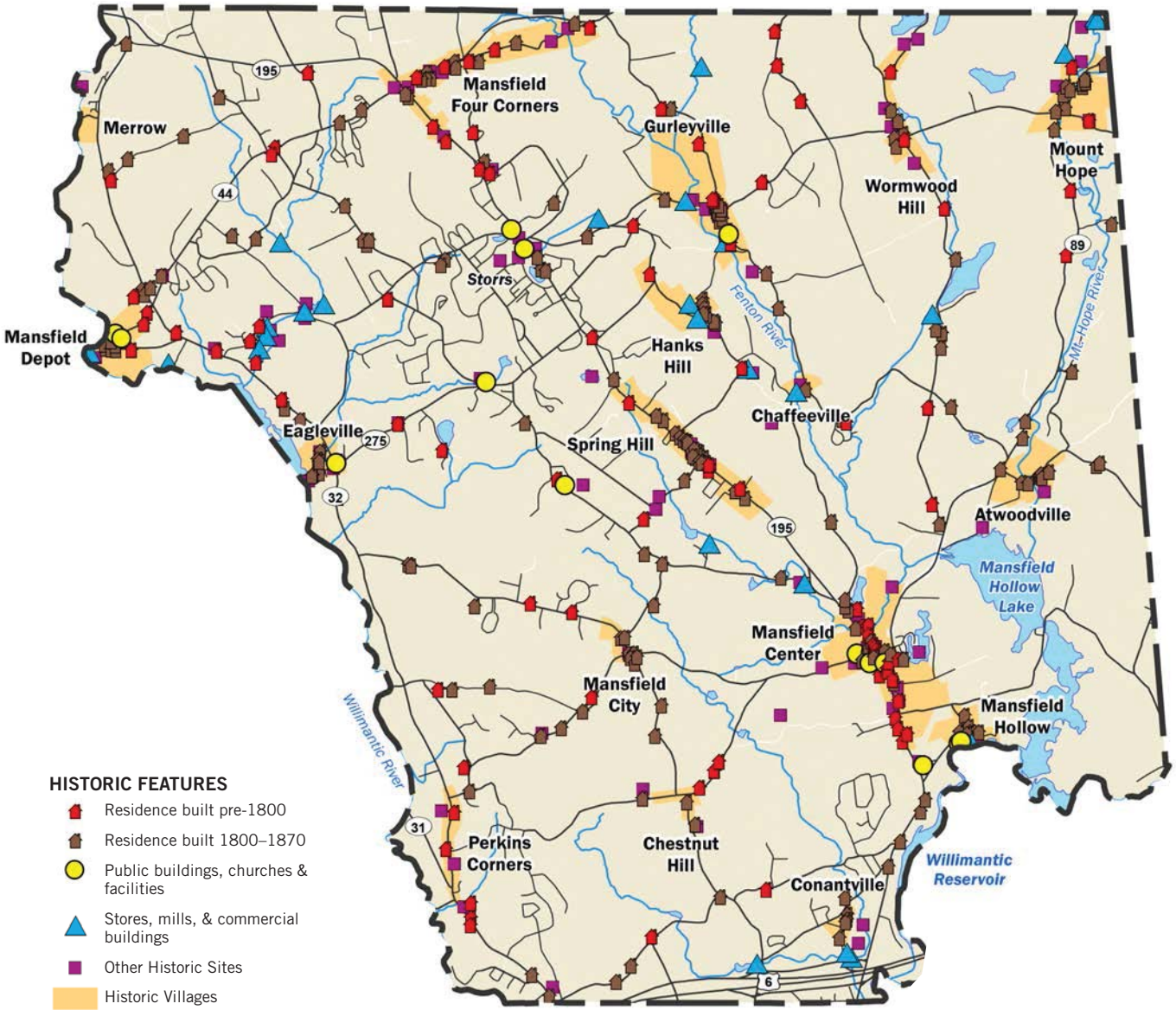
MAP 4.1: **ARCHAEOLOGICAL ASSESSMENT**



Source: CT DEEP, 2010; Mansfield Plan of Conservation and Development, 2006

Mansfield is a town of villages, farmland, forests, and rivers. Although there were no permanent Native American settlements in Mansfield, native peoples used the area seasonally for gathering, hunting and fishing; these seasonal communities were concentrated along rivers or streams, lakes and other water bodies. This settlement pattern is reflected in Map 4.1: Archaeological Assessment, which identifies areas of archaeological sensitivity. Mansfield's early colonial settlements developed in a series of 18 village centers typically located near churches, mills or important crossroads. Houses were

MAP 4.2: **HISTORIC RESOURCES**



Source: Land of Unique Value study, 2003; Town of Mansfield, 2013

clustered near these centers which were often surrounded by agricultural land or woodlots. Each village had a unique character based on its natural setting, industrial or agricultural origins, and period of initial growth but all shared patterns that promoted safety, social interaction, and a sense of community. Over time, many villages were irreversibly altered through road widening or expansions and the destruction of historic structures, whether by nature or by man. Of the 18 original villages, 17 remain today as shown on Map 4.2: Historic Resources; continued preservation of the village cores was a priority in the *2006 POCD*. While Mansfield has few neighborhoods in the traditional sense due to its rural character, many Mansfield residents identify with one of the historic villages.

Suburban patterns of development that emerged in the mid-20th century were generally linear along roadways or organized around cul-de-sacs on former farmland. Houses were typically built on larger lots and their designs tended to reflect national and international styles rather than traditional New England village characteristics. During the 20th century, somewhat denser development occurred in the few areas of town where public water and sewer was available: the UConn main campus and adjacent neighborhoods served by University water and sewer plants; and the far southern part of Mansfield adjacent to the Town of Windham, with access to that town's water and sewer services.

1. Development Forms and Patterns

Mansfield is predominantly characterized by areas with single family residences, a large institutional presence in the University and significant open space, both in a natural state and as agricultural land. Multi-family development is located primarily around the University, although multi-family complexes are found in the southern part of town as well.

Commercial development can be found in Storrs Center, Four Corners and the southernmost end of Route 195. Smaller scale commercial development can be found in Perkins Corner, Mansfield Center, Eagleville, Mansfield Depot and Merrow.

Table 4.1 Town of Mansfield Distribution of Parcel Sizes, 2012

PARCEL SIZE	NUMBER OF PARCELS	PERCENT OF TOTAL PARCELS
Under one acre	991	26%
One to two acres	1,136	30%
Two to five acres	971	26%
Five to ten acres	292	8%
Ten to twenty acres	159	4%
Twenty or more acres	222	6%

DATA SOURCE: MANSFIELD ASSESSOR, 2012

While many residents identify with the historic villages, development has not been organized by village locations for a long time, as can be seen in the distribution of lots. Most of the state roads in Mansfield and many of the local roads are lined with lots for single-family houses, especially but not exclusively west of Route 195. According to Assessor's data, 56% of the land parcels in Mansfield are two acres or less. (Ten percent are over 10 acres in size, including

protected and state-owned parcels. Note that contiguous property under one owner may include multiple parcels.)

Mid twentieth century single-family subdivisions, usually built to house University faculty and staff, are largely found around the University campus. In general, development patterns are characteristic of the semi-rural patterns that emerged throughout New England in the twentieth century with the decline of rural economies. Farms sold road frontage for infill houses and back land for subdivisions as agriculture declined, so that it became common to see a mix of historic and twentieth century houses every 100 or 200 feet along rural roads, depending on required frontage length. Typically, the older houses are set fairly close to the road, while the new houses are set further back to comply with zoning regulations established in 1959.

Through this planning process, Mansfield residents expressed interest in new development patterns that cluster development and encourage more neighborhood-oriented housing patterns.

COMMERCIAL AREAS

The town has four main areas of commercial activity which, with the exception of Storrs, have developed in and around former village cores. These areas were all identified in the *2006 Plan of Conservation and Development* as appropriate for higher density and business development.

Storrs Center. Storrs was actually not one of Mansfield's historic villages until it became the site of the Storrs Agricultural School, now known as the University of Connecticut, in 1881. However, it is now home to a mixed-use town center and main street corridor being developed along Route 195 near UConn's School of Fine Arts complex. Storrs Center is a public/private initiative led by the non-profit Mansfield Downtown Partnership, created by the Town of Mansfield and the University of Connecticut in 2001. To date,

Storrs Center

development has included several buildings with commercial uses on the ground floor and apartments on upper floors, a stand-alone grocery store, an intermodal transportation center, a parking garage, and a town square that will serve as the location for various community events such as the annual Celebrate Mansfield festival and outdoor movies and concerts. Future phases include additional mixed use buildings as well as a residential neighborhood with for-sale units. There are parcels in the Storrs Center area that were not included in the Special Design District created for the project; owners of these properties could seek to expand the district in the future.

Four Corners. Originally called North Mansfield, this village was first settled in 1750 and has long been a center of commercial activity given its location at the convergence of three turnpikes: the Windham-Mansfield Turnpike that continued to Willington; a branch off of that road called the Windham-Tolland Turnpike and the Boston (Middle) Turnpike between Boston and New York. Today, Four Corners is a busy commercial center at the intersection of Routes 195 and 44 that serves as a primary gateway to the town and the university. The intersection is populated by a national pharmacy chain, two gas stations/convenience stores, and a small retail building with two shops; additional commercial development stretches to the north along Route 195 and west along Route 44. The remains of the more historic village area are primarily to the east along Route 44 and Old Turnpike Road, where residences built before 1870 remain. The commercial part of Four Corners is a primary redevelopment focus for the town and was designated as a planned business/mixed-use area in the *2006 POCD*. Public water service is expected to be extended to Four Corners by 2017; an extension of sewer service is being designed.

Four Corners

East Brook Mall in South Mansfield

South Mansfield. The southern end of the Route 195 spine in Mansfield contains a diverse mix of historic villages, modern residential subdivisions, strip mall retail, and rolling agricultural fields. Route 6 was rebuilt to highway scale in the 1970s as the first segment of a planned highway to Providence. The project was never completed and the Route 6 right-of-way takes up significant land equipped with water and sewer services that could accommodate compact growth.

South Mansfield includes the East Brook Mall area and historic Conantville/Chestnut Hill, portions of which are currently provided with water and sewer service by Windham Water Works and the Windham Water Pollution Control Authority. The area north of the Route 6 interchange is dominated by large auto-oriented shopping malls and is not a pedestrian-friendly area despite having a sidewalk along parts of the western edge of Storrs Road. Just to the west is a mix of small offices and residences including Conantville and larger condominium developments such as Freedom Green and East Brook Heights. Conantville was a mill settlement and still has houses that represent typical 19th century mill village architecture. It is the only historic village that does not include at least some parcels with two-acre zoning. The commercial area along Route 195 south of the interchange includes a few smaller businesses (vacant gas station, office building), and a large 1960's era apartment complex that is located in both Mansfield and Windham.

Because of access to sewer and water services in Conantville, it is zoned for 20,000 square foot residential lots, with some properties zoned for business uses on its eastern and southern edges, as well as one Design Multiple Residence parcel. It is almost entirely built out.

West of Conantville is Pleasant Valley, with its prime farmland soils, and Chestnut Hill, a farming settlement with views that are classified as some of the most significant in Mansfield. Chestnut Hill is characterized by large agricultural parcels mostly owned by Willard J. Stearns & Sons, Inc. (Mountain Dairy). Both Pleasant Valley and Chestnut Hill have working farms that the Town would like to see continue.

Office building at Perkins Corner

Perkins Corner. This village along busy Route 32 in the southwest corner of the town is a combination of residential, commercial and office development including an outdoor movie theater, driving range, bowling alley, auto parts yard, motorcycle shop, and a 2-story professional office building in addition to the Vinton Elementary School and a cemetery. The nonresidential uses occupy most of the area on Route 32 between Cider Mill Road and Stearns Road. Most of the land in Perkins Corner has some type of existing development.

VILLAGES WITH SMALL COMMERCIAL AREAS

In addition to the main commercial areas described above, Mansfield also has smaller neighborhood scale business areas located in four of the villages.

Mansfield Center. The village of Mansfield Center lies mainly along Storrs Road/Route 195. It was first settled in 1692, making it the oldest section of town. Most of the original houses from the 18th and early 19th centuries are still extant in the northern portion of the original settlement. Typical of an early New England village, the houses are clustered around the town meetinghouse/church with a few small shops and stores scattered throughout, as well as woodlots, fields and an ancient cemetery. There is also a common-field located on Storrs and Bassett's Bridge Roads, set aside by the town in 1703 and still in its original use as a field for growing hay and various grains.

Mansfield Center

Today Mansfield Center is the largest of the villages and one of the most diverse, with single-family homes, duplexes, and multifamily residential; professional offices; and commercial/retail development. There are no public water or sewer services. Many

land parcels along Storrs Road are relatively narrow and deep, which supports the sense of village closeness, while parcels located off the road are much larger. Traffic along Storrs Road/Route 195, the Town's main artery, affects walkability. Efforts to improve pedestrian access to and within the village included the construction of a sidewalk along Route 195 between Route 89 and Bassetts Bridge Road and a planned sidewalk along Route 89, from Route 195 to Southeast School.

Mansfield Depot. When the railroad came through in 1847, Mansfield Depot was transformed from a primarily farming community to a mill village, complete with a general and agricultural supply store, the railroad station, an organ pipe factory, a school, and much later, a church. The general store-agricultural store, church, and the residences remain.

Eagleville. Eagleville is named for the Eagle Manufacturing Company, whose factory was built circa 1814. The factory was next to the Willimantic River and was destroyed by fire in 1956. The several duplex houses in this village were originally mill workers' houses, and the present store was the mill's company store. Mansfield's first Catholic Church was built here in 1935. Before modern transportation, Eagleville was an important transportation center where cargo and passengers were unloaded and then carried to the Storrs Agricultural College, now UConn, by stage coach or wagon.

Merrow. A cluster of 19th-century houses remains in the central core of this former mill village. Immediately north is a large mobile home park. Like Eagleville and Mansfield Depot, Merrow is situated next to the Willimantic River and the railroad track, which made it the ideal site for several industries in the 19th century and a grain store in the 20th century. A former insurance office and restaurant is now used as a dance studio.

Dance studio in Merrow; this building has been adapted over time to accommodate different businesses.

Houses in Atwoodville, one of Mansfield's small historic villages

OTHER VILLAGES

Most of the other named villages in Mansfield are primarily residential, of varying sizes and character. Villages such as Spring Hill, Mansfield Hollow and Gurleyville that have either national or local historic designations are described in detail later in this chapter. Wormwood Hill, Mansfield City, Atwoodville and Chaffeeville are very small with a few houses clustered together in rural wooded settings, although Atwoodville and Chaffeeville had large silk mills along the Mt. Hope and Fenton Rivers. Hanks Hill, a former mill settlement and the site of the first water-powered silk mill in America (1810), today includes a working farm and is mostly wooded. It has several historic residences mixed with mid-twentieth century modern and other contemporary houses. Mount Hope is another agricultural community that turned industrial taking advantage of the power provided by the Mount Hope River. Here stood a grist mill, a sumac mill, and a large helve and wagon spoke factory. They are gone now except for their ruined foundations; the store structure remains.

2. Preserving Rural Character

Mansfield has been moving toward a development pattern that is intended to concentrate growth in a few designated areas—such as Storrs Center, Four Corners and South Mansfield—and preserve a pattern of rural character elsewhere. The biggest concern around development expressed by participants in the planning process is that the rural character which residents see as central to the identity of Mansfield may be lost to addi-

tional residential or other growth over the next ten to twenty years. How can Mansfield preserve rural character at the same time as it accommodates new growth?

Using the Concept of Place to Preserve Rural Character. Because Mansfield's rural character is not an undifferentiated area that is "not-urban," it is important to understand the elements of rural character and plan and zone appropriately for these elements. Mansfield has different kinds of rural places: historic small villages, mill villages, farms, managed forests, natural forests, wetlands, and so on. Appropriate minimum lot sizes in villages where people clustered their houses should encourage this historic pattern.

Village Character. Mansfield zoning regulations currently provide for general design review by the Planning and Zoning Commission in ten of Mansfield's villages: Eagleville, Gurleyville, Hanks Hill, Mansfield Center, Mansfield Depot, Mansfield Four Corners, Mansfield Hollow, Mount Hope, Spring Hill, and Wormwood Hill. The design review applies to all exterior construction with design criteria focused on compatibility with existing character.

Another tool available to protect the character of established villages is establishment of Village Zoning Districts as authorized by Connecticut General Statutes [C.G.S. Sec. 8-2(j)]. The purpose of these districts is to protect areas of distinctive character, landscape or historic value as identified in a municipality's POCD. Alterations to properties or structures in designated village districts require public hearings and review by a Village District Consultant who meets statutory requirements for education and experience. Creation of such districts would provide greater protection to historic village

Historic stone church in Eagleville

What is "rural character?"

When asked to define rural character in the Mansfield context, residents describe the rhythm of forests, farms, meadows, hills and waterways that provide scenic vistas and support the town's robust network of natural resources. They speak of Mansfield's living legacy of forests, farms and small villages. Throughout the planning process, community members emphasized the value they place on the town's rural character and the importance of preserving it over time.

areas and areas with significant scenic value than current design guidelines. Regulations can include standards for design and placement of new buildings and modification of existing buildings, as well as maintenance of public views and standards that promote retention of historic, traditional or significant character and adaptive reuse.

Rural Residential Areas. Mansfield has zoned most of the town for two-acre lots based on detailed studies of soil types, wetlands, aquifers, geology and topography. The large lot size is needed to accommodate wells and septic systems in areas with poor soils and other physical constraints such as steep slopes. While the Mansfield Subdivision Regulations allow for smaller lot sizes and frontages as part of a conservation subdivision where houses are clustered together, use of a cluster design is not required. Additionally, conservation subdivisions do not always result in an optimum solution that really preserves the environmental, farming, forestry, or scenic nature resource values desired. Two acre zoning can result, over time, in the filling up of road frontage with housing,

House in Mansfield Depot

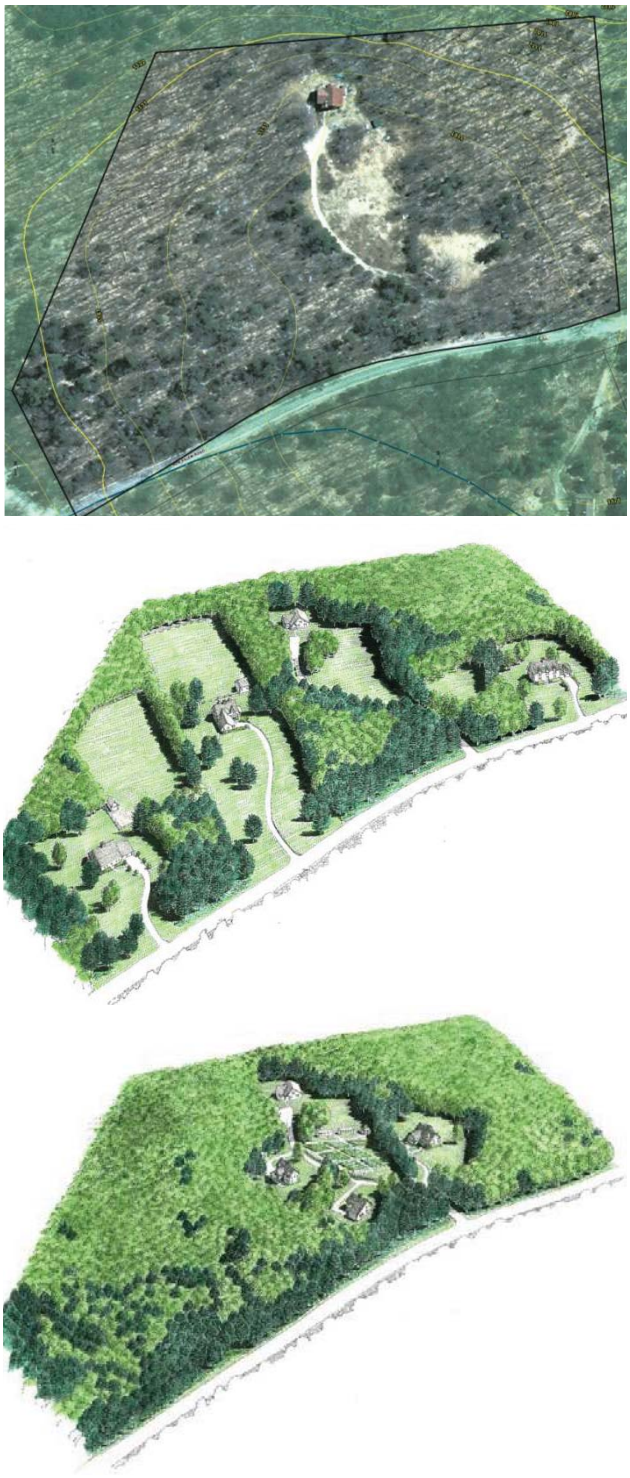
Fields, farms and houses characterize Gurleyville and Mount Hope.

which reduces rural character as seen from public roads and tends to fragment habitat, leaving enclaves of "rural character" in pockets of conservation land or a few remaining farms. One tool Mansfield could use to avoid this outcome in rural residential areas—particularly those served by water and sewer infrastructure—is Natural Resources Protection Zoning (NPPZ).

Natural Resources Protection Zoning. The next step in the evolution of conservation zoning is NRPZ, which can take a number of forms, but the essence is to combine low underlying densities with compact patterns of development so that significant areas of land are left permanently undeveloped and available for agriculture, forestry, recreation, watershed, carbon sequestration, and wildlife habitat."[1] NRPZ does not have a defined lot size or density but instead uses a formula to calculate the amount of developable land and undeveloped land, and the number of units.

While similar to conservation subdivision zoning in many respects, NRPZ regulations provide a number of different approaches to establishing subdivision design that protects and preserves critical natural and environmental features on development sites. In fact, one of the more important steps in enacting NRPZ regulations is to make the use of the regulations in subdivision design mandatory. When cluster and open space subdivision regulations are optional or require extensive public review and special permits, most developers are not likely to use them. A system that allows these development approaches by right (without a special permit), but that provides sufficient guidance to produce desired outcomes, is more likely to be successful.

It is important in designing NRPZ that serious consideration be given to how the regulations are structured in terms of the formulas that determine the lot yield (the number of housing lots created) under the NRPZ regu-



***These three images illustrate NRPZ zoning. Image 1 shows a parcel with one house. Image 2 shows a conventional subdivision of large-lot housing. Image 3 shows the housing units clustered village-style. (Source: Jeff Lacy, National Resource Protection Zoning,* www.neainfo.org/Natural%20Protection%20Zoning.pdf)**

1 Jeffrey R. Lacy, AICP, Robert W. Ritchie, Esq., and Joel S. Russell, Esq., "Natural Resource Protection Zoning: The Green Side of Smart Growth," December 2010, *http://www.mass.gov/envir/smart_growth_toolkit/bylaws/green_side_smart_growth_nprz.pdf*

lations versus the lot yield of a conventional subdivision, which is typically based on underlying zoning. Because NRPZ is a new concept, public discussion about how this tool works and how it might best be tailored to Mansfield will be important in shaping and implementing regulations. Discussion might consider:

- Areas of town where NRPZ could help advance community goals—and areas where other regulatory tools would be more appropriate
- Existing density patterns and resources
- Potential impacts on individual property rights (actual or perceived)

In addition, communities without public water or public sewer systems in rural areas, like Mansfield, will need to work with state and regional health district development policies and regulations to make NRPZ development work. While NRPZ has not been adopted as yet by any Connecticut municipality, there appears to be no legal impediment to its use.

Ultimately, NRPZ is a tool Mansfield can use to preserve natural resources and important features of the land while encouraging development of neighborhoods, rather than simply new streets and housing lots. Appendix D provides examples of how NRPZ formulas employed by various communities can be used to cluster housing and preserve a greater amount of open space by applying the formulas to a recently subdivided parcel in Mansfield. Any formula developed for use in Mansfield will need to be tailored to our community to achieve the vision and goals identified in this plan. NRPZ regulations will also need to include standards to prevent forest fragmentation and address current concerns with use of common driveways (See Goal 3.4, Strategy A, Action 4 for more information).

NRPZ development needs to be supported by either water and sewer infrastructure or community systems. In Mansfield today, a conservation subdivision will still result in individual lots of at least one acre, because each house is required to have a private well and a septic field on its own lot. Without defined lot sizes and densities, NRPZ provides more flexibility to preserve resources, but reduced lot sizes would require community septic systems. While the Eastern Highlands Health District regulates systems with a design flow of less than 5,000 gallons per day, community systems and alternative treatment systems are regulated by the state Department of Energy & Environmental Protection (CT DEEP) Subsurface Sewage Disposal Program.[1] For Mansfield, a more complex and potentially time-consuming approval process for community systems is in a context where subdivisions tend to be relatively small and there is no incentive to use community systems. If the Town pursues NRPZ, it will need to take a more proactive role in encouraging community septic systems.

1 The state has issued a Draft Guidance Document for Design of Large-Scale On-Site Wastewater Renovation Systems, *http://www.ct.gov/deep/lib/deep/water_regulating_and_discharges/subsurface/2006designmanual/designmanual2006.pdf*

3. Preservation of Historic and Scenic Resources

Another defining characteristic of Mansfield and the rural character so prized by residents is its rich history, which is visible in the pre-Revolutionary War to post Civil War buildings that can be found scattered throughout town and clustered in historic villages as well as the views and vistas offered along roads lined with mature trees and stone walls. Preservation of these resources is accomplished through a variety of programs, including those listed below.

NATIONAL REGISTER OF HISTORIC PLACES

Individuals, organizations, or communities may present an application to be listed on the National Register to the National Register Review Board in each state. The criteria for significance include association with historic events or significant persons in the past, embodiment of distinctive characteristics of a type, period, method of construction, as well as structures that represent the work of a master, have high artistic value, or have important information for history or pre-history. Sites or structures on the National or State Register will receive special review if they are likely to be affected by federal or state projects (example: a federally-funded highway construction project, such as road widening). Also, Register designation makes the site eligible for certain grants and tax exemptions. Otherwise, the structures have no special protection, and property owners can modify, or even demolish, their buildings in any way they wish. However, it should be noted that under the Connecticut Environmental Protection Act (C.G.S. Chapter 439, Sec. 22a-19a), any individual or entity can file suit in Superior Court to challenge the "unreasonable destruction of historic structures and landmarks" that are listed on the National Register of Historic Places.

THE CONNECTICUT REGISTER OF HISTORICAL PLACES

The State of Connecticut, through its Historic Preservation Council of the State Historic Preservation Office (SHPO), has its own list of historic places. All of the National Register properties are on its list and the Council adds to the list additional properties. This program may include sites that may not qualify for National Register listing, but are still important to Connecticut's history.

LOCAL HISTORIC DISTRICTS

The highest level of protection afforded historic structures are for those buildings designated as part of a local historic district, in accordance with C.G.S. Sec. 7-147 et seq. This statutory scheme allows a town to designate local historic districts and to establish a Historic District Commission (HDC) to review potential changes to those buildings located in the district. Although there are some

Table 4.2 Mansfield Historic Districts Designations

HISTORIC DISTRICT	STATUS
Mansfield Center	Local and National
Spring Hill	Local and National
Mansfield Hollow	Local and National
Gurleyville	National
UConn Main Campus - Storrs	National
UConn Depot Campus - Storrs	National

Table 4.3 Mansfield Historic Properties with National Register Status

HISTORIC DISTRICT	STATUS
Eleazer Williams House	National
Mansfield Centre Cemetery	National
Farwell Barn	National
Mansfield Hollow Dam	National

MANSFIELD'S HISTORIC DISTRICTS AND PROPERTIES ON THE NATIONAL REGISTER OF HISTORIC PLACES

UConn

Following are the sites and districts listed on the National Register of Historic Places. Note that there are some solitary structures and sites listed because of their historic significance. Three districts are designated as local historic districts in addition to their National Register status. To date there are ten listings on the National Register.

DISTRICTS

- **Gurleyville National Register District.** Gurleyville was the center of the silk industry in America for many years in the 19th century, along with its neighboring village of Hanks Hill. It was also a very active village with a church, two stores, and all kinds of social events. Its lasting fame is as the birthplace of Governor Wilbur Cross who led Connecticut through the depression years of the 1930s. Gurleyville was placed on the National Register in 1975 not only for its fame as a mill village, but also because the district has a good collection of residential architectural styles ranging from the early 1730s to the 1950s in its central cluster. Finally, it is the site of the last surviving stone grist mill in Connecticut, now owned and operated seasonally by Joshua's Tract and Conservation Trust.

Gurleyville

- **Connecticut Agricultural School, University of Connecticut Historic District.** The main campus of the University of Connecticut includes 47 buildings, most of which were built in the early to mid-20th century. The Honors House/Cordial Storrs House (c.1757) and the International House/John Gilbert House (1802-1807) are the two remaining examples of 18th and early 19th century architecture. The district was placed on the National Register in 1989.
- **UConn Depot Campus: The Mansfield Training School and Hospital Historic District.** Although several buildings were torn down after the Mansfield Training School was closed in 1993, there are 60 remaining buildings that date from the mid-19th century to the mid-20th century. The Depot Campus achieved National Register status in 1987.

ADDITIONAL (SINGLE) HISTORIC PROPERTIES

- **Eleazer Williams House.** An important contributing structure to the Mansfield Center Local Historic District, the house was built in 1710-1711 for Eleazer Williams, the first minister in Mansfield. National Register status for this site was granted in 1971.
- **Mansfield Centre Cemetery.** This is the oldest cemetery in Tolland County, laid out in 1693, with many fine examples of the artistic carving done by several noted early gravestone carvers. National Register status was granted in 1992.
- **Farwell Barn.** Located on Horsebarn Hill, one of Connecticut's largest and most visible drumlins, this antique wooden barn is an important part of the agricultural history of the School of Agriculture at the Storrs campus of the University of Connecticut. National Register status was granted in 2001.
- **Mansfield Hollow Dam.** Construction on the dikes and giant spillway of the dam began in 1949 to impound waters at the confluence of the Fenton, the Mount Hope and the Natchaug Rivers, creating a 500-acre lake. Built as a flood control project by the U. S. Army Corps of Engineers after World War II, it was finished in 1952 and encompasses 2,472 acres of land. A state park was established shortly after the project was completed (Mansfield Hollow State Park) and it includes the lake and a portion of the federal land. National Register status was granted in 2003.

MANSFIELD'S LOCAL HISTORIC DISTRICTS

Mansfield Center Local Historic District. The first local historic district to be established, Mansfield Center, includes 26 dwellings along with a church, a former (brick) library, and a country store. As Mansfield's first settlement (1692), the district contains the oldest collection of structures in town, including a portion of one house that dates back to 1694. The Eleazer Williams house, built in 1710-11, is also located in the district. Most of the structures were built from the mid-18th to early 19th centuries as 2-story, colonial-style houses, with the exception of three houses built in the Greek Revival style by Edwin Fitch, Mansfield's noted master-builder and one of Connecticut's early architects. In 1866, the church was destroyed by fire and rebuilt in the same year using Fitch's plans in the Italianate Revival style. The library (site of the first district schoolhouse c.1794, replaced in 1926 with present brick building, now a residence) and six of the houses in the district were built in the 20th century. Established in 1968, the district achieved National Register status in 1972.

Spring Hill Local Historic District. Established in 1973 as Mansfield's second local historic district, Spring Hill has a collection of pre-Civil War 19th century houses, including two in the Greek Revival style also built by Edwin Fitch. The oldest house dates from the 18th century and is the Isaac Sargeant House (c. 1734), formerly known as the Enoch Freeman House, now known as the Altnaveigh Inn. Spring Hill served as the seat of Mansfield's government for 171 years, and the 1843 Town House, now used by the Mansfield Historical Society, is the town's oldest remaining public building. Of architectural note is the First Baptist Church built in 1875—1876 in the "Carpenter Gothic" style. National Register status was granted to the district in 1979.

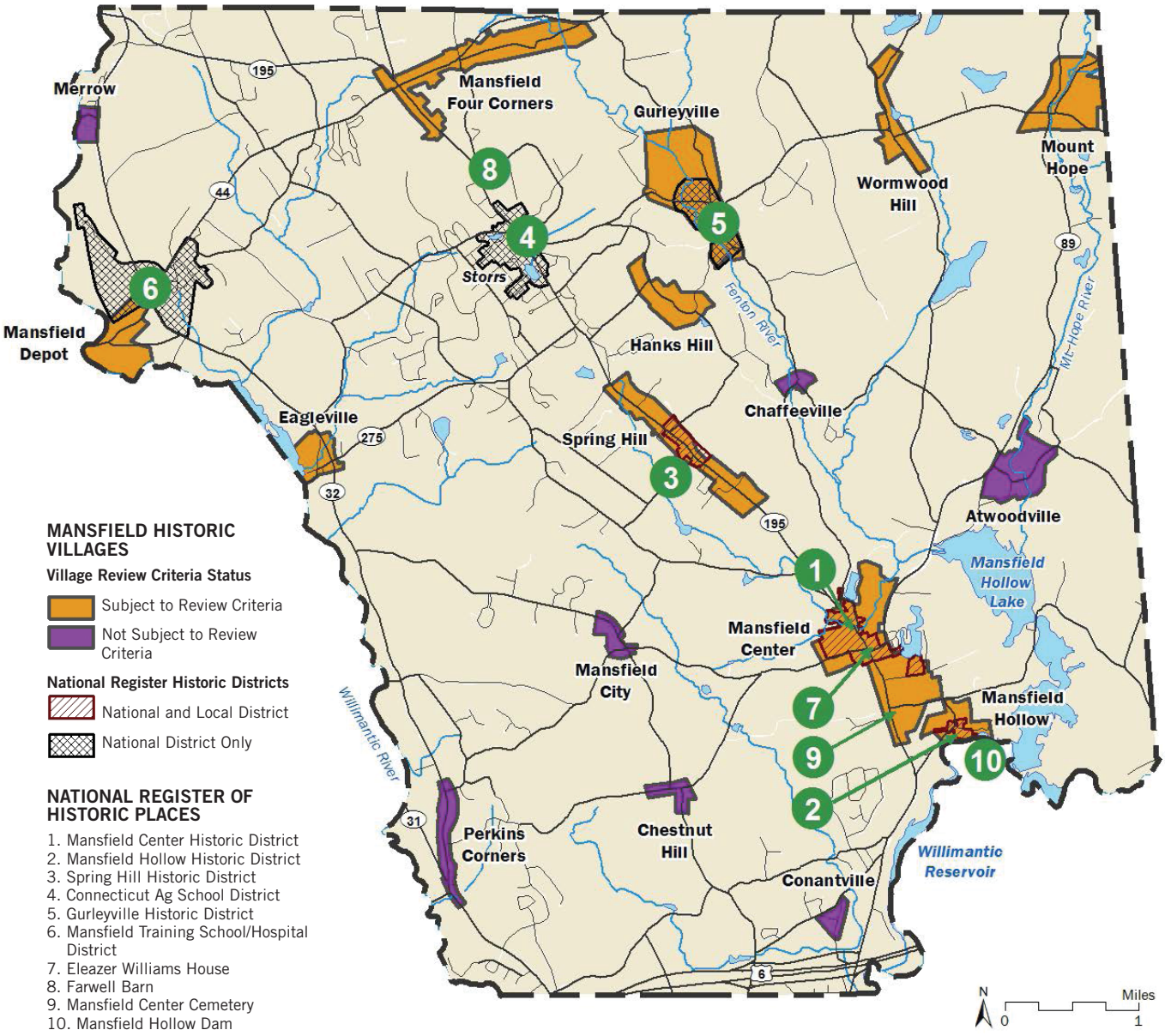
Mansfield Hollow Local Historic District. The third local historic district was established in 1977 and encompasses a cohesive cluster of ten structures from the late 18th to mid-19th centuries, including a former store and a large stone mill. Now known as the Kirby Mill, this last remaining mill in the Hollow was built in 1882 and is currently used by a number of small businesses, including a local company that designs and manufactures small machines. The rest of the structures are 18th to mid-19th century houses, characteristic of the area's history of farms supporting mills and mill workers. At least three houses here were built in the Greek Revival style by Mansfield's master-builder and architect, Edwin Fitch, who also built a wood-frame silk mill in the Hollow, which, along with other small mills, was subsequently torn down to make way for the stone mill. National Register status was awarded to the district in 1979.

All of these local districts appear on both the National Register of Historic Places as well as the Connecticut State Register of Historic Places.

restrictions and conditions under which an HDC may act, generally an HDC will review those exterior changes to an historic structure that are visible from a public road. It is the responsibility of the property owner to submit proposed changes to the HDC. If acceptable, an HDC will issue a Certificate of Appropriateness.

Mansfield has designated three local historic districts: Mansfield Center, Spring Hill and Mansfield Hollow. Map 4.3 illustrates these district boundaries.

MAP 4.3: **HISTORIC VILLAGES AND DISTRICTS**



MANSFIELD HISTORIC VILLAGES

Village Review Criteria Status

- Subject to Review Criteria
- Not Subject to Review Criteria

National Register Historic Districts

- National and Local District
- National District Only

NATIONAL REGISTER OF HISTORIC PLACES

1. Mansfield Center Historic District
2. Mansfield Hollow Historic District
3. Spring Hill Historic District
4. Connecticut Ag School District
5. Gurleyville Historic District
6. Mansfield Training School/Hospital District
7. Eleazer Williams House
8. Farwell Barn
9. Mansfield Center Cemetery
10. Mansfield Hollow Dam

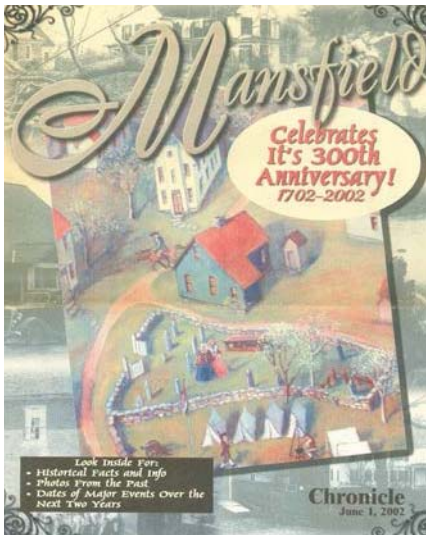
Source: National Register of Historic Places; Town of Mansfield, 2013; Mansfield Plan of Conservation and Development, 2006.

Design and Review Process for Local Historic Districts. The statute gives only general guidance on how to make a determination of appropriateness. In C.G.S. Sec. 7-147f, the Commission is directed to consider the type and style of exterior windows, doors, light fixtures, signs, above-ground utility structures, mechanical appurtenances and the type and texture of building materials, the historical and architectural value and significance, architectural style, scale, general design, arrangement, texture and material of the architectural features involved and the relationship to the exterior architectural style and pertinent features of other buildings and structures in the immediate neighborhood. The Connecticut Commission on Culture and Tourism and historic preservation organizations recommend that Historic District Commissions adopt design standards or criteria to guide decision making, which is allowed by C.G.S. Sec. 7-147c(e).

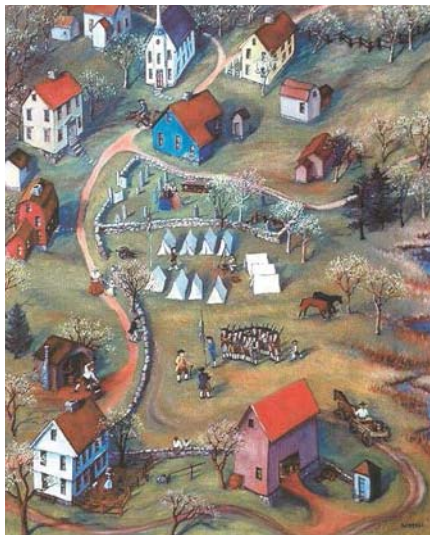
Characteristics that are suitable for local design guidelines include: height, scale, massing, proportion, roof shape, arrangement of features (windows, doors etc.), setbacks, rhythm and spacing of buildings, materials, texture, surface treatments, architectural details, relationship of accessory buildings, and projections (such as porches). Guidelines should also be considered for evaluation of parking, fences and walls, light fixtures, signs, renewable energy sources, satellite dishes and antennae, monuments and sculptures.[2] Having guidelines or standards benefits both the Commission and the property owner and helps to legitimize the commission's decisions. Mansfield has not yet adopted specific standards for any of its local districts.

2 Information in this section draws from: Connecticut Trust for Historic Preservation, Handbook for Historic District Commissions and Historic Property Commissions in Connecticut, 2010; *http://www.lhdct.org/documents/Handbook%20for%20Historic%20District%20Commissions%20in%20CT.pdf*

Mansfield celebrates its 300th birthday with a giant cake.



Special Chronicle edition marks Mansfield's 300th Anniversary.



Mansfield Center in the 18th century; commissioned by the Town for Mansfield's 300th anniversary. Created by Annie Wandell.

Demolition Delay. One preservation tool that the Town has not yet employed is the adoption of a demolition delay ordinance, which would institute a mandatory waiting period before a historic structure can be demolished. In Connecticut, the waiting period can be up to 180 days. This waiting period provides opportunities for the municipality and other stakeholders to explore options to save the structure. If no buyer or alternative use can be found after the waiting period, the property owner may proceed with demolition.

The Connecticut Trust for Historic Preservation has identified the need for clarity of definitions and procedures in demolition delay and has prepared a model ordinance for use by municipalities.[3] An ordinance needs to identify which buildings are included—in National Register Districts, older than 50 years, etc. There needs to be a procedure to decide whether preservation of a structure is preferred. For example, while all buildings over 50 years old might be considered for demolition delay, it is likely that many or most may not be deemed to be of historic interest, so the demolition can proceed. Regulations should also provide for enforcement and penalties when delay is ordered. One of the trickiest aspects of demolition delay is to define "demolition" for the purposes of the ordinance. The Trust suggests the following:

- Removal of a roof for the purpose of: raising the overall height of a roof; rebuilding the roof to a different pitch; or adding another story to a building.
- Removal of one or more exterior wall(s) or partition(s) of a building.
- Gutting of a building's interior to the point where exterior features (windows, doors, etc.) are impacted.
- Removal of more than 25% of a structure's overall gross square footage
- The lifting and relocating of a building on its existing site or to another site.
- The delay or withholding of maintenance on a building or structure in such a way as to cause or allow a significant loss of architectural integrity or structural stability. This is often called "demolition by neglect."

SCENIC ROADS

In recognition of the intrinsic value that is provided by scenic landscapes and vistas, Mansfield has designated eight scenic roads, five of which go through a village (see Map 9.1: Road Systems):

- Codfish Falls Road
- Old Turnpike Road
- Summit Road
- Mount Hope Road (from Wormwood Hill Road to the Chaplin Town Line)

3 *http://cttrust.org/cttrust/page/demolition-delay-ordinances*

- Dog Lane (from Bundy Lane to the crest of the hill east of Route 195)
- Farrell Road
- Stone Mill Road
- Gurleyville Road (from Codfish Falls Road to a point 635 feet east of the intersection with Horsebarn Hill Road)
- Mount Hope Road

Once designated, alterations and improvements to a scenic road require a public hearing by the Planning and Zoning Commission and Town Council approval. Examples of alterations and improvements that require approval include widening of the right-of-way or traveled portion of the road, paving, changing the grade, straightening, removal of stone walls, or removal of mature trees. Emergency, routine and minor maintenance does not require approval of the Council.

For additional information on scenic resources in Mansfield, please see Chapter 3, Section 4: Scenic Views and Vistas.

Mt. Hope Rd.

4. Accommodating Future Growth

Building on previous plans, the *2006 Plan of Conservation and Development* identified areas best suited for future growth, including Storrs Center and areas near Four Corners, UConn's Depot Campus, residential areas immediately west and south of UConn's main campus, Perkins Corner, the East Brook Mall area, and southern Mansfield. These areas all have some level of existing development, ranging from higher density residential development such as Freedom Green in the southern Mansfield area to an eclectic mix of commercial businesses in Perkins Corner to the new downtown at Storrs Center. **Growth in most of these areas is contingent on the existence or extension of public water and sewer service and includes the potential redevelopment of older sites to maximize the use of previously built land while accommodating new growth**. Focusing new development in these areas will help to preserve the rural character of the majority of town while also meeting the desire of residents to have more compact, walkable areas with access to services and transportation.

Chapter 8 identifies a future land use strategy to help achieve the community's goals related to preserving rural character and accommodating future growth in compact areas. This strategy includes:

- Designating the majority of the town as Rural Residential/Agricultural/Forestry
- Recognizing that villages have a different pattern of development through the establishment of Rural Residential Villages and Village Centers
- Identifying areas for Compact Residential development in areas close to the UConn campus and in southern Mansfield
- Establishing three Mixed Use Centers: at Storrs Center, Four Corners, and the 195/Route 6/East Brook Mall area
- Identifying areas of anticipated UConn growth, including the main campus, technology park and Depot Campus (former Mansfield Training School)
- Designating areas for conservation and recreation

Three areas with significant redevelopment potential include Four Corners, envisioned as a mixed-use gateway to the town; the East Brook Mall area, where access to water, sewer and public transit combined with changes in market demands for traditional malls and shopping experiences could combine to present new opportunities to add housing to the existing commercial mix; and areas adjacent to UConn, where proximity to campus, Storrs Center and a multi-modal transportation network could provide for new models of compact housing and neighborhoods for both students and other residents. There is also potential for redevelopment in Perkins Corner if water and sewer service were to be extended to that area. Ensuring that the form and character of new development is complementary to existing uses will be an important task going forward.

ACTION PLAN

Each chapter within this Plan includes an action plan: a set of suggestions for how to put the Plan to work and begin transforming ideas into action. Each action plan identifies some of the **entities that are expected to have a key role in** achieving specific action items (town departments, committees/ commissions, outside organizations, etc.); a target timeframe to complete each action; and the types of resources that we anticipate may be needed for implementation (staff time, volunteer time, operating budget, capital improvement program, grants, etc.).
Action plans include:

- **Goals** that describe the outcomes our community hopes to achieve;
- **Strategies** for advancing each goal; and
- **Actions**—specific steps our community can take over the short term (before end of 2019), medium term (between 2020 and 2024) and long term (between 2025 and 2035) in support of each strategy.

Action plans are tools for focusing efforts and resources on the issues our community cares about most. The action plans will:

- Guide town officials as they continue to shape policies and allocate resources in the years to come;
- Refocus the efforts of town staff and committees as they work to advance community goals;
- Provide a foundation for developing annual budgets and workplans; and
- Evolve over time in response to new opportunities and circumstances.

Action plans set the agenda for our community's many officials, volunteers, committee members and staff for the years ahead, and align their work with the community's vision **but do not provide a guarantee that resources will be available to advance each action.** While these action plans are comprehensive in nature, they are not intended to preclude the Town from pursuing other actions as opportunities arise. **As additional actions and initiatives are contemplated, they should be evaluated with regard to how the action will help to advance the vision and goals** contained in the overall Plan.

Key of Abbreviations

TOWN DEPARTMENTS & SERVICES	
Building & Housing Inspection	Town of Mansfield Department of Building & Housing Inspection
DPW	Town of Mansfield Department of Public Works
Facilities	Town of Mansfield Facilities Management Department
Finance	Town of Mansfield Finance Department
Fire	Division of Fire & Emergency Services / Office of the Fire Marshal
Fire Marshal	Office of the Fire Marshal
Human Services	Town of Mansfield Department of Human Services
Information Technology	Town of Mansfield Information Technology Department
Library	Town of Mansfield Public Library
Parks & Rec	Town of Mansfield Parks & Recreation Department
Planning	Town of Mansfield Planning & Zoning Office
Police	Mansfield Resident State Trooper's Office
OTHER ABBREVIATIONS	
CT DEEP	State of Connecticut Department of Energy and Environmental Protection
CT DPH	State of Connecticut Department of Public Health
EHHD	Eastern Highlands Health District
Emergency Management	Emergency Management Advisory Council
IWA	Inland Wetland Agency
PZC	Planning & Zoning Commission
Town/Gown	Town/University Relations Committee
WPCA	Water Pollution Control Authority

CHAPTER 4: **COMMUNITY AND SENSE OF PLACE**

Goal 4.1
Mansfield honors and preserves its historic resources by protecting them for future generations.

Measures of Effectiveness:
- Number of alterations made in local historic districts without prior approval
- Number of appeals of Historic District (HDC) Commission actions
- Number of historic buildings demolished

Strategy A | Expand community awareness of Mansfield's historic resources and how they are protected.

ACTIONS	WHO	WHEN	RESOURCES
1. Continue to celebrate historic districts through installation of appropriate signs. Signs should be placed at key gateways; informational signs should also be considered within the districts to share area history.	Mansfield Historical Society DPW Historic District Commission	Ongoing	Staff Time CIP Volunteer Time Grants
2. Educate property owners in historic districts on the role and responsibilities of the Historic District Commission (HDC). Providing a clear explanation of the review process and standards under which alterations will be reviewed will help to minimize property owner confusion. Explanatory materials should be included on the town web page for the HDC and included in a brochure mailed annually to owners in the district and real estate agents.	Historic District Commission Town Clerk Planning	Ongoing	Staff Time Operating Budget
3. Develop self-guided walking tours of Mansfield historic districts and villages. Where possible, routes should connect to existing trail systems. *See related actions under Goal 3.3, Strategies B and C.*	Mansfield Historical Society Parks & Rec	Short Term	Staff Time Volunteer Time Grants

SHORT TERM = 2015–2019 | **MEDIUM TERM** = 2020–2024 | **LONG TERM** = 2025–2035

Strategy B | Strengthen protection of properties in locally designated historic districts.

ACTIONS	WHO	WHEN	RESOURCES
1. Adopt procedural regulations, design standards and guidelines for local historic districts. Regulations and guidelines could include: • *Procedures for creation/ expansion of districts and for review/issuance of Certificates of Appropriateness* • *General design standards and guidelines that apply to all historic districts* • *Design standards and guidelines for specific districts*	Historic District Commission Planning	Short Term	Staff Time Volunteer Time CIP
2. Study the possibility of expanding boundaries of the Mansfield Hollow, Mansfield Center and Spring Hill local historic districts. These districts are smaller than the historic villages; expansion of district boundaries could enhance the Town's ability to ensure new development is compatible with the historic character. No expansions should be considered until the procedural regulations and standards recommended in *Goal 4.1, Strategy B, Action 1* have been adopted.	Historic District Commission Planning	Medium Term	Staff Time Volunteer Time

Strategy C | Continue to protect villages and other areas with significant historic, cultural and scenic value.

ACTIONS	WHO	WHEN	RESOURCES
1. Preserve Town Meeting Notice signposts in Gurleyville, Mansfield Center, Mansfield City, Spring Hill and Wormwood Hill.	DPW	Ongoing	Staff Time Operating Budget
2. Require new street lights in historic villages to be consistent with historic character.	PZC DPW	Ongoing	Private Developers CIP
3. Encourage public utilities to respect community character when considering system improvements and expansions.	PZC Town Council	Ongoing	Staff Time Volunteer Time

SHORT TERM = 2015–2019 | **MEDIUM TERM** = 2020–2024 | **LONG TERM** = 2025–2035

ACTIONS	WHO	WHEN	RESOURCES
4. Review the Scenic Road ordinance to determine if any changes are needed.	Town Council PZC Conservation Commission Transportation Advisory Committee	Short Term	Staff Time Volunteer Time
5. Conduct detailed evaluation of village boundaries to identify any needed changes.	PZC Historic District Commission Planning	Medium Term	Staff Time Volunteer Time
6. Consider adoption of a demolition delay ordinance. Prior to the preparation or adoption of such an ordinance, the following issues should be considered: • *Identification of structures to be included* • *What actions would constitute 'demolition' for the purposes of the ordinance* • *Process for determining whether preservation is the preferred option for structures covered by the ordinance*	Town Council Historic District Commission PZC Sustainability Committee	Medium Term	Staff Time Volunteer Time
7. Consider applying for designation by the National Park Service as a Certified Local Government (CLG). Designation as a CLG increases access to state and federal historic preservation grants. To be eligible, the Town would need to revise current ordinances and regulations, including adoption of standards for local historic districts as recommended in *Goal 4.1, Strategy B, Action 1*, as well as determine whether sufficient staff and volunteer capacity exists to meet program requirements.	Town Council Historic District Commission Planning	Medium Term	Staff Time Volunteer Time

SHORT TERM = 2015–2019 | **MEDIUM TERM** = 2020–2024 | **LONG TERM** = 2025–2035

Goal 4.2

Mansfield's land use regulations maintain rural character in the majority of town, protect historic resources and accommodate future growth in smart growth, compact patterns in designated Mixed Use Centers and Compact Residential areas.

Measures of Effectiveness:

- At least 75% of new residential development is located within areas designated as Compact Residential and Mixed Use Centers.
- Increase in percentage of open space preserved through subdivision process.
- New residential subdivisions maintain rural character and include neighborhood place-making elements.

Strategy A | Strengthen regulations in rural areas to maintain rural character and densities in areas traversed by public utility lines. *See related strategies and actions under Goal 9.5, Strategy B.*

ACTIONS	WHO	WHEN	RESOURCES
1. **Update Zoning and Subdivision Regulations in areas designated as Conservation/Recreation/Managed Resource Areas, Rural Residential/Agriculture/ Forestry, Rural Commercial, Rural Residential Village and Village Center to establish overlay zones within 1,000 feet of new water/sewer lines that limit the number of service connections to prevent sprawl and retain low-density character. Connections in these areas should be limited to what could be supported by an on-site well.**	PZC	Short Term	Staff Time Community Challenge Grant

SHORT TERM = 2015–2019 | **MEDIUM TERM** = 2020–2024 | **LONG TERM** = 2025–2035

Strategy B | Update zoning and subdivision regulations for general rural districts to promote preservation of natural resources and landscape values. *See Goals 2.6, 3.4 and 9.5 for related strategies and actions.*

ACTIONS	WHO	WHEN	RESOURCES
1. Explore establishment of Natural Resources Protection Zoning as mandatory or with significant incentives for all rural parcels or groups of parcels assembled for a single development. Issues to take into account include identification of a set of natural resource values; a size threshold, such as 10 acres for establishment of mandatory NRPZ; locations appropriate for NRPZ and appropriate densities and formulas, including potential bonuses to off-set costs of designing and permitting community water and wastewater systems. In addition to open space, NRPZ regulations should address preservation of agricultural lands and soils, stone walls and historic structures and ruins as appropriate. Consideration should also be given to requiring NRPZ where it can be supported by the land and only allowing deviations by Special Permit. *(See Appendix D for examples of NRPZ formulas).*	PZC	Short Term	Staff Time Community Challenge Grant
2. Update subdivision regulations to require cluster development and only allow for conventional design if specific criteria are met. Examples of possible exceptions to mandatory clustering could include soil limitations and small infill subdivisions.	PZC	Short Term	Staff Time Community Challenge Grant
3. Work with CT DPH, CT DEEP and the Eastern Highlands Health District to provide clear information on the permitting process for community water and septic systems and model examples. To adopt mandatory NRPZ or incentivize its use in areas with limited infrastructure, the Town should work with CT DPH, CT DEEP and the Health District to provide models and approval procedures for acceptable community systems that can be made available to potential developers.	PZC Planning Eastern Highlands Heath District CT DEEP CT DPH WPCA	Short–Medium Term	Staff Time

SHORT TERM = 2015–2019 | **MEDIUM TERM** = 2020–2024 | **LONG TERM** = 2025–2035

Strategy C | Create regulations for historic villages that distinguish them from Rural Residential/Agriculture/Forestry areas.

ACTIONS	WHO	WHEN	RESOURCES
1. Identify average district lot sizes and road frontages in Rural Residential Villages and Village Centers designated on the Future Land Use Map to determine a model for an appropriate minimum lot size. For example, infill and subdivision development adjacent to clusters of housing in existing villages can include provisions to encourage deep lots with relatively short frontages, setbacks similar to the existing average, and compatible facades through inclusion of form-based zoning techniques, which emphasize the physical form of development rather than its use. Lot sizes in rural villages may be smaller than other rural areas to be consistent with existing character provided water and wastewater needs can be met.	PZC Planning	Short Term	Staff Time Community Challenge Grant
2. Identify key form-based characteristics to include in Zoning Regulations and update Historic Village design criteria. These could include site and dimensional considerations such as height and setbacks from the road and architectural characteristics such as roof type, porches, scale relative to other buildings, etc.	PZC Planning	Short Term	Staff Time Community Challenge Grant
3. Consider use of Village Zoning Districts for portions of historic village areas where historic features are relatively intact such as Atwoodville, Eagleville, Gurleyville, Hanks Hill, Mansfield Center, Mansfield City, Mansfield Hollow, Mansfield Depot, Mansfield Four Corners, Mount Hope, Spring Hill and Wormwood Hill. Each area needs to be evaluated in collaboration with property owners in terms of key characteristics, desired level of protection, staff and commission capacity to handle additional reviews, etc.	PZC Historic District Commission Planning	Short–Medium Term	Staff Time Volunteer Time

SHORT TERM = 2015–2019 | **MEDIUM TERM** = 2020–2024 | **LONG TERM** = 2025–2035

Strategy D | Strengthen protections for historic and cultural features.

ACTIONS	WHO	WHEN	RESOURCES
1. Update Zoning Regulations to include protections for stone walls similar to those contained in the Subdivision Regulations.	PZC	Short Term	Staff Time Community Challenge Grant
2. Update Subdivision Regulations to include design standards for new subdivisions in or adjacent to historic districts and villages to ensure development is compatible with the historic development pattern and reduce impacts on historic resources.	PZC	Short Term	Staff Time Community Challenge Grant
3. Update Zoning Regulations to allow for adaptive reuse of historic buildings. *See Chapter 8 for more detail.*	PZC	Short Term	Staff Time Community Challenge Grant

SHORT TERM = 2015–2019 | **MEDIUM TERM** = 2020–2024 | **LONG TERM** = 2025–2035

Strategy E | Establish regulations that encourage compact, village style development in designated Mixed-Use Center and Compact Residential areas with public water and sewer. *See Future Land Use Map (Map 8.3) and related goals/strategies in Chapter 8.*

ACTIONS	WHO	WHEN	RESOURCES
1. Update Zoning Regulations for the Four Corners (Route 195/Route 44) and East Brook Mall (Route 195/Route 6) Mixed Use Center areas to allow for business, residential and mixed-use development and include form-based development standards to ensure desired character and connectivity. Expansion of allowable uses may be contingent on access to public water and sewer infrastructure based on existing soil constraints. Regulations in the Pleasant Valley area should continue to include preservation of at least 35% of prime agricultural land, and provision of a buffer for adjacent agricultural land.	PZC	Short Term	Staff Time Community Challenge Grant
2. Create Zoning Regulations for Compact Residential areas that provide for village style, walkable developments and include form-based development standards (standards that focus on the physical form development should take) to ensure desired character and connectivity. Examples of possible design guidelines/standards include centering of new development around common open spaces and use of lanes/alleys to focus on pedestrians and bicyclists.	PZC	Short Term	Staff Time Community Challenge Grant
3. Consider allowing expansion of the Storrs Center Special Design District. Any proposed expansion of the district would need to meet the criteria established in the Zoning District for application of the SC-SDD zone. It is expected that any expansion would be initiated by property owners and/or the Mansfield Downtown Partnership (MDP), not the Commission.	PZC Mansfield Downtown Partnership	Short–Medium Term	Staff Time
4. Consider the creation of Special Design Districts for the East Brook Mall commercial area (Route 195/Route 6) and Four Corners to allow for mixed-use redevelopment. Districts should include a master plan and design guidelines specific to that area. Cooperation between multiple property owners would be needed.	PZC	Medium Term	Staff Time

SHORT TERM = 2015–2019 | **MEDIUM TERM** = 2020–2024 | **LONG TERM** = 2025–2035

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