

Appendix: K
Traffic Study for New Terminal
Traffic Study for Existing Terminal

McFarland Johnson

HVN
TWEED
NEW HAVEN
AIRPORT

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MEMORANDUM

DATE: December 21, 2022

PROJECT: Tweed New Haven Airport Runway Extension Environmental Assessment

DESCRIPTION: Project Design Year

This ***Traffic Impact Report*** is a supplement to ***Tweed New Haven Airport Runway Extension Environmental Assessment*** and ***NEPA*** process. The report describes existing traffic conditions and the potential traffic impacts for the Proposed Action. This report includes the methodology, including assumptions used, mathematical models applied, data generated on traffic volumes, trip generation and distribution analysis, impact analysis results and recommendations.

Since the completion of the traffic impact analysis, the project design year has changed to 2031 from 2029. To ensure that this change would have no impact on the analysis findings and conclusions, a sensitivity analysis was conducted relative to the background traffic growth. Results from the sensitivity analysis concluded that traffic operations for 2031 would operate the same as 2029. Therefore, all analysis findings and conclusions presented in this report for 2029 are anticipated to be the same for the new project design year of 2031.

Additionally, the construction period was analyzed during the year 2024, the year of the highest volume of construction vehicles and activity anticipated. Since the completion of the traffic impact analysis, the highest construction vehicle activity is now expected to occur in 2025. To ensure that this change would have no impact on the analysis findings and conclusions, the sensitivity analysis also considered traffic operations during the construction period. Results from the sensitivity analysis concluded that traffic operations during the constriction year of 2025 would operate the same as 2024. Therefore, all analysis findings and conclusions presented in this report for construction activity in the year 2024 are anticipated to be the same for the construction year of 2025.

TRAFFIC IMPACT REPORT

Supplemental to:

Tweed New Haven Airport Runway Extension
Environmental Assessment

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1 INTRODUCTION

The Tweed-New Haven Airport (HVN or the Airport) is a public airport, constructed in 1929, that plays a vital role in the regional transportation system for accommodating aviation activity and airline passenger travel, with regularly scheduled commercial service in southern Connecticut. It is owned by the City of New Haven and operated by Avports under contract with the Tweed-New Haven Airport Authority. The Airport is located three miles southeast of downtown New Haven, New Haven County (CT), and is located within the municipal boundaries of the City of New Haven and the Town of East Haven. The Airport proposes the extension of Runway 02-20 and the replacement of the existing West Terminal with a new terminal ("East Terminal") on previously disturbed land on the east side of the Airport property ("Proposed Action").

This report is a supplement to ***Tweed New Haven Airport Runway Extension Environmental Assessment*** and ***NEPA*** process. The report describes existing traffic conditions and the potential traffic impacts for the Proposed Action. This report includes the methodology, including assumptions used, mathematical models applied, data generated on traffic volumes, trip generation and distribution analysis, impact analysis results and recommendations.

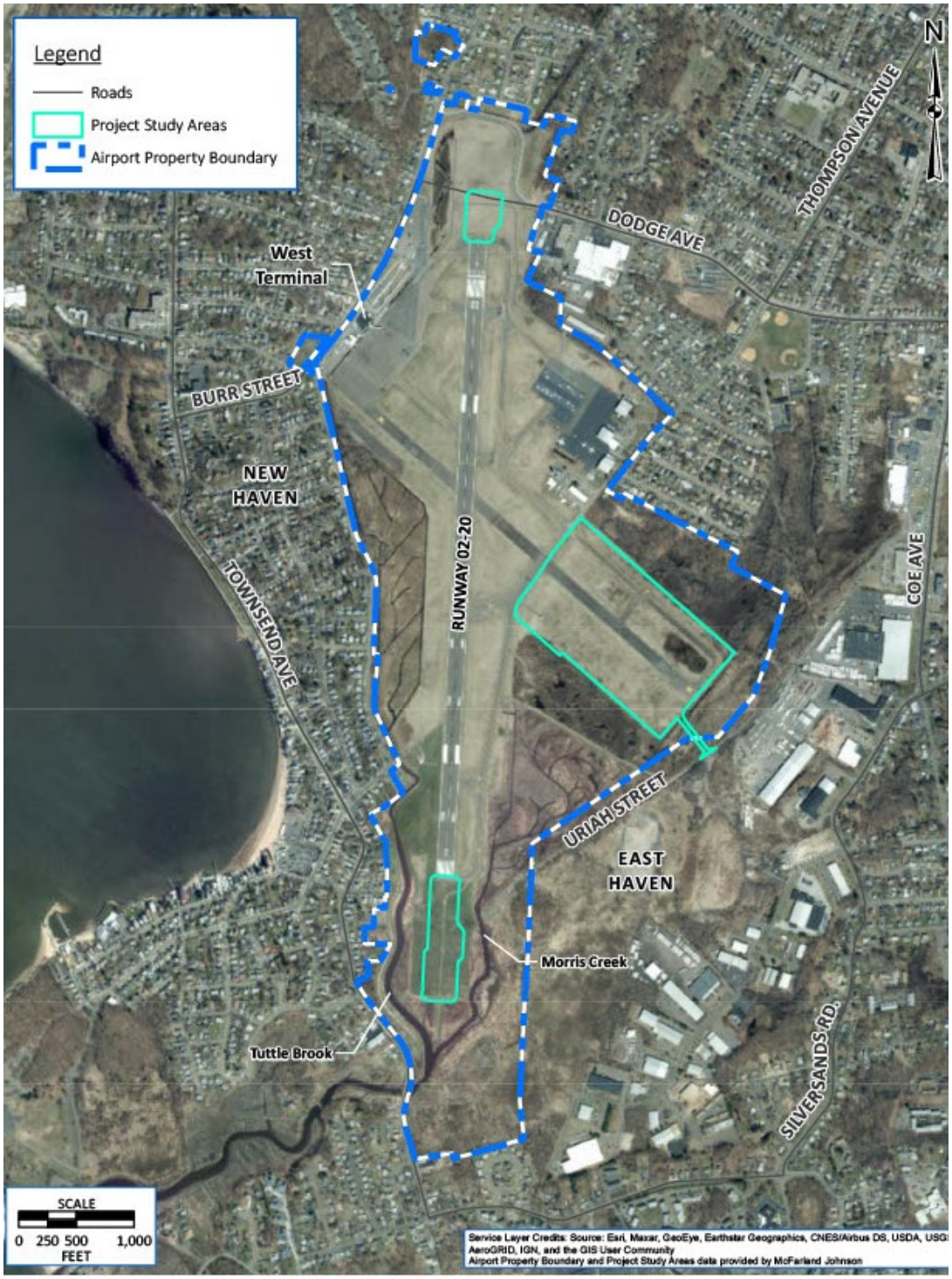
1.1 Project Description

The proposed runway extension entails extending Runway 02-20 to be approximately 6,575 feet to address the runway constraints, accommodate short-term air service and general aviation operations increases, and expected industry changes which would meet FAA standards and maintain safety. Additionally, a new terminal development ("East Terminal"), of approximately 80,000 SF would be constructed to the east of Runway 02-20 on land previously occupied by the existing (closed) Runway 14-32. This terminal would replace the existing terminal building ("West Terminal"), which is severely undersized for near-term traffic growth, has already exceeded its useful life, and creates points of high congestion.

Currently there are approximately 1,128 automobile parking spaces available at the West Terminal (including employee, rental car, and TNC/taxi staging area). The existing on-airport parking supply is inadequate and approximately 4,000 new automobile parking spaces would be needed to provide adequate parking capacity to accommodate the traveling public, airport and airline employees, concessionaires, and other airport

users. The existing parking spaces are not anticipated be utilized for passenger use; however, they would continue to be available for non-public use such as airport staff parking. Additionally, the Proposed Action would include a new airport access road from Proto Drive / Uriah Street. Refer to **Figure 1-1.**

Figure 1-1: Project Site



1.2 Transportation Network

The vicinity of the airport is within two municipal communities, the City of New Haven and the Town of East Haven. Regional transportation access to the airport is provided by Interstate 95 (I95). I95 is the highway that traverses along the coastline of the state. It is signed as a north-south highway but traverses in an east-west compass direction near the study area. The east side of the airport can be accessed from I95 northbound with its interchange at Exit 51 (Frontage Road) which connects to the Saltonstall Parkway (US Route 1), Hemingway Avenue, and Proto Drive. Travelers from I95 southbound would utilize its interchange at Exit 52 (High Street - Route 100) to Main Street, Hemingway Avenue, and Proto Drive. From US Route 1 northbound, travelers would access the east side of the airport from Hemingway Avenue to Proto Drive. Most of the local streets are two-lanes roadways (one-lane in each direction); however, Hemingway Avenue is a four-lane undivided roadway (two-lanes in each direction). Posted speeds within the study area range between 25 to 35 miles per hour.

The study area for this traffic impact study includes eleven (11) existing intersections, as shown below and in **Figure 1-2.** These intersections were identified and selected for analysis in coordination with the Connecticut Department of Transportation (CTDOT) based on expected travel route patterns to and from the proposed terminal as part of the Proposed Action. The selected intersections could potentially be impacted by the implementation of the proposed project. Of the study area intersections, nine intersections are controlled by a signal and two intersections are controlled by a stop sign.

- High Street (Rte 100) & I-95 SB Off Ramp (Exit 52) - signal
- High Street (Rte 100) & I-95 NB On Ramp (Exit 52) - signal
- High Street (Rte 100) & Kimberly Avenue (Rte 735) - signal
- High Street (Rte 100) & Messina Drive - signal
- Main Street & Messina Drive - signal
- High Street (Rte 100) & Main Street (Rte 100) - signal
- Hemingway Avenue (Rte 142) & Saltonstall Parkway (Rte 1) - signal

- Hemingway Avenue (Rte 142) & Main Street (Rte 100) - signal
- Hemingway Avenue (Rte 142) & Dodge Avenue - signal
- Coe Avenue (Rte 337) & Proto Drive – two-way stop
- Thompson Avenue & Dodge Avenue – all-way stop

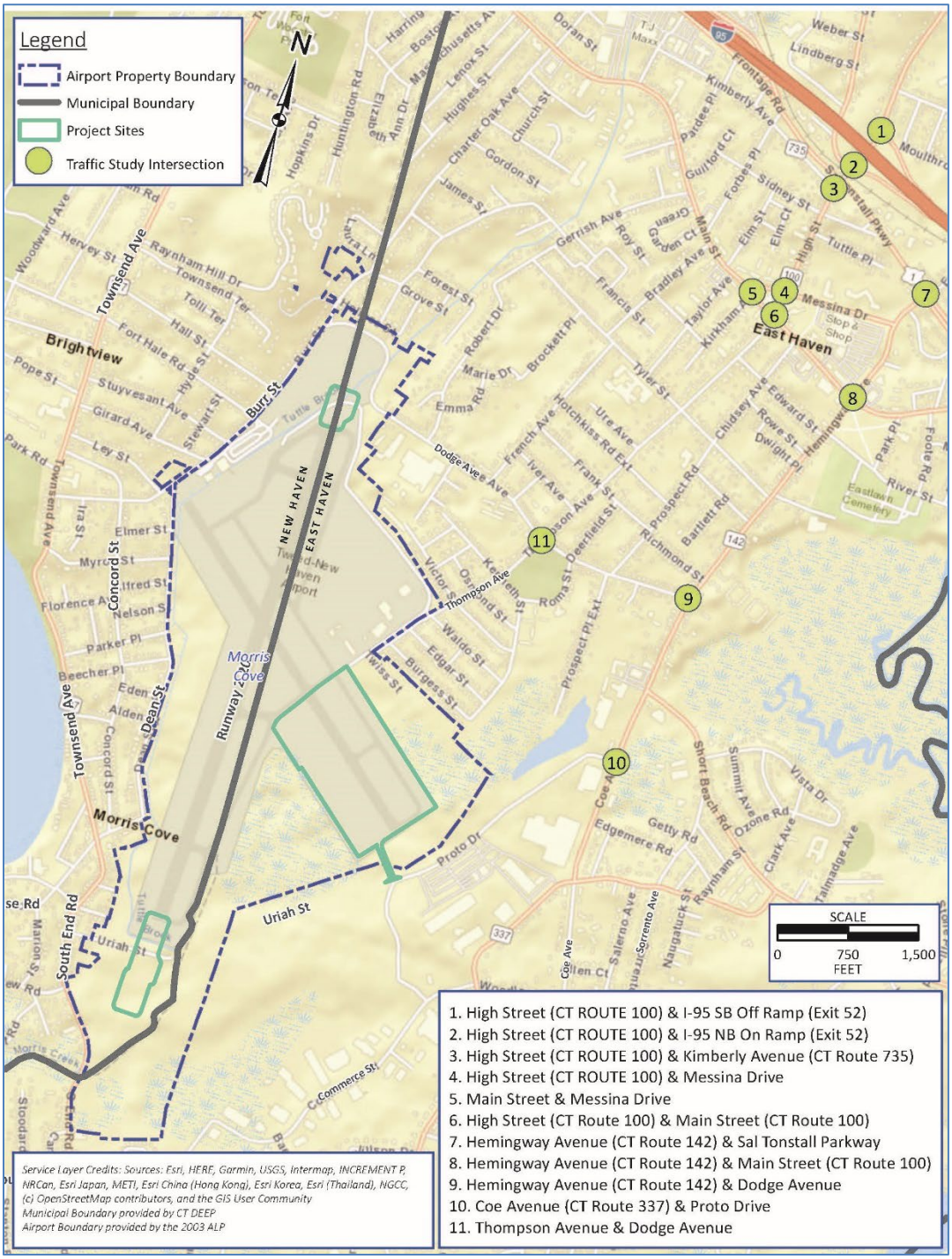
1.3 Parking

The Airport currently provides a limited capacity of approximately 1,128 automobile parking spaces on the West Side (including rental car and TNC/taxi staging area). A remote parking with shuttle is offered as overflow area at State Street Garage (270 State Street) approximately four (4) miles from the Airport, as an initiative to address current parking needs at the Airport.

1.4 Alternative Modes

There are existing pedestrian facilities in the study area. In the immediate vicinity of the airport, Burr Street has a continuous sidewalk along the west side from Dean Street to Fort Hale Road. Dodge Avenue, Thompson Avenue, Hemingway Avenue, and Coe Avenue also have sidewalks, with some portions on both sides of the roadway. There are no bicycle facilities in the area. Public transportation within this region is provided by CT Transit. The Airport area is served by Route 206, East Chapel Street which provides service between downtown New Haven and Lighthouse Park. Stops at the airport are only provided by request through their customer service. Additionally, Route 204M provides service between downtown New Haven and Momauguim Beach in East Haven.

Figure 1-2: Study Area Intersections



2 STUDY METHODOLOGY

The traffic impact analysis methodology consists of defining evaluation scenarios, collecting traffic data, developing the traffic model, and identifying performance measures used to assess the impacts.

2.1 Evaluation Scenarios

Existing Condition (2022): The existing condition or baseline condition considers the existing traffic volumes on the existing transportation network established for the base year 2022.

No Action Condition (2029): The No Action condition assumes that the Proposed Action is not implemented, and no improvements would be made. The No Action condition represents normal traffic growth that naturally occurs over time and is projected to the design year 2029 plus estimated trips generated by future operations of the airport. There are no terminal or runway improvements or any roadway or traffic operational improvements. Passengers and employees would be able to utilize the parking at the airport or use off-site parking located approximately three miles (by car) west of the Airport and be shuttled to the airport.

Proposed Action Condition (2029): The Proposed Action condition represents the future design year with normal traffic growth that naturally occurs over time plus estimated trips generated by future operations of the Airport. It also considers runway improvements and terminal relocation with new access off Proto Drive. Additional parking would be provided at the new terminal location and shuttle service would be provided from the existing parking to the new terminal parking.

Data Collection

Turning movement count data was collected over a 13-hour period during the weekday between 6:30 am and 7:30 pm in December 2021 at the eleven study area intersections. Additionally, automated traffic recorder (ATR) count data was collected between February and April 2022 bi-directionally over 7 days at three locations. These locations were Coe

Avenue north of Proto Drive, Hemingway Avenue north of Dodge Avenue and Thompson Avenue north of Dodge Avenue.

Aerial mapping was collected, and field observations were utilized to understand the roadway geometry within the study area. Signal plans were obtained from CTDOT and the Town of East Haven.

2.2 Analysis Periods

To determine the traffic impact of the Proposed Action on the adjacent transportation network, a sensitivity analysis was conducted to understand commuter activity and airport activity over a 24-hour period.

Based on the number of trips estimated to be generated by the increased airport service, it is assessed that the highest peak period of travel to/from the airport would occur during the midday. Therefore, to understand traffic impacts during a commuter and the highest activity period of the airport, the morning peak hour between 9:15 am and 10:15 am and the midday peak hour between 2:15 pm and 3:15 pm were selected to be analyzed for this evaluation. Detailed information about trips generated as a result of airport operations is provided in **Chapter 3: Site Generated Traffic**.

2.3 Traffic Analysis Tool

The operational analysis for the study area intersections was completed using Synchro 10.0, a computer-based intersection operations model that replicates procedures from the *Highway Capacity Manual* (HCM) (Transportation Research Board, 6th Edition). The program was used to assess both the current and future operation of intersections in the study area. The network was developed using aerial mapping, roadway geometric, traffic, and signal operational information as described in **Section 2.2 Data Collection**.

2.4 Performance Measures

The key performance measures for the evaluation are intersection level of service (LOS) and 95th percentile queue lengths.

LOS is a qualitative measure of how effectively an intersection processes traffic. In general terms, LOS is a function of vehicle delay through an intersection. Six levels of service are defined with letter designations from A to F, with LOS A representing the best operating conditions and LOS F representing the worst.

Standard traffic engineering practice allows for a LOS C, stable traffic flow, as the minimum desirable level for peak hour traffic in rural and suburban areas. LOS D and LOS E are often considered acceptable for urban areas. For this analysis, intersections that operate or would operate in the forecast year below a LOS D (LOS E and F) have been identified as below standard.

Level of service is determined differently for signalized and unsignalized (stop sign controlled) intersections. This is due primarily to driver expectations and behavior. For signalized intersections, LOS is a measure of driver discomfort and frustration, and lost travel time for all movements through an intersection. For unsignalized intersections, delay is measured only for vehicles waiting to cross or turn from streets that have a stop sign onto a road where traffic moves freely. **Table 2-1** summarizes the LOS criteria.

Table 2-1: Level of Service Criteria

	Level of Service (LOS)	Signalized Intersection Control Delay (seconds/vehicle)	Unsignalized Intersection Control Delay (seconds/vehicle)
Delay meets standards	A	0-10	0-10
	B	>10-20	> 10-15
	C	>20-35	>15-25
	D	>35-55	>25-35
Delay exceeds standards	E	>55-80	>35-50
	F	>80	>50

Source: 2010 Highway Capacity Manual (Special Report 209)

The 95th percentile queue is the probable furthest distance from the stop bar to the back of the last vehicle waiting at an intersection. The 95th percentile queue is computed based on the line of cars that arrive at an intersection when the signal is red combined with vehicles that did not clear the intersection during the previous green light. The average length for a single queued vehicle is assumed to be 25 feet. Comparing the length of this line of vehicles to lane lengths available at each intersection provides a measure of how well an intersection is functioning. Storage lengths were measured from field measurements and aerial mapping.

3 SITE GENERATED TRAFFIC

The standard method used to estimate the volume of traffic to be generated by a development is to use data provided by the Institute of Transportation Engineers (ITE), *Trip Generation Manual, 9th Edition*. This publication is a compilation of trip generation data for a wide variety of facilities and provides data for entering and exiting traffic, relative to the size and type of the development. A review of the manual revealed that the trip generation data for an airport is limited and is not reflected of anticipated operations at the airport.

Therefore, site generated traffic was estimated based on collaboration with Avports, the operator of the Airport, to understand airport-related operations and activity. The airport operational data obtained from Avports was used to develop travel profiles for airport passengers and employees.

3.1 Existing Condition (2022)

3.1.1 PASSENGERS

Under the Existing condition, it is anticipated that there would be a total of 24 flights departing and arriving at the airport. All arrivals and departures are assumed to be served by the 737-700W aircraft with a capacity of 147 passengers and an 85% load factor. Arrival factors consider a 1.8 passengers per group and their arrival mode. The arrival factors and arrival and departure patterns shown in **Tables 3-1, 3-2, and 3-3**, respectively, are typical travel modes and patterns observed from similar airport operations and were utilized to estimate vehicular trips to and from the airport.

Table 3-1: Passenger Group Arrival Mode – Existing Condition

Passenger Group Arrival Mode	Arrival Factor
TNC/Taxi/Uber	0.146
Rental Car	0.146
Park at Airport	0.107
Drop-off/Pick-up	0.156

Table 3-2: Arrival Pattern to Airport – Existing Condition

Passenger Arrival at Airport Before Departure	Percent	Cumulative
1 hour 45 minutes	5%	5%
1 hour 30 minutes	10%	15%
1 hour 15 minutes	30%	45%
60 minutes	30%	75%
45 minutes	20%	95%
30 minutes	5%	100%

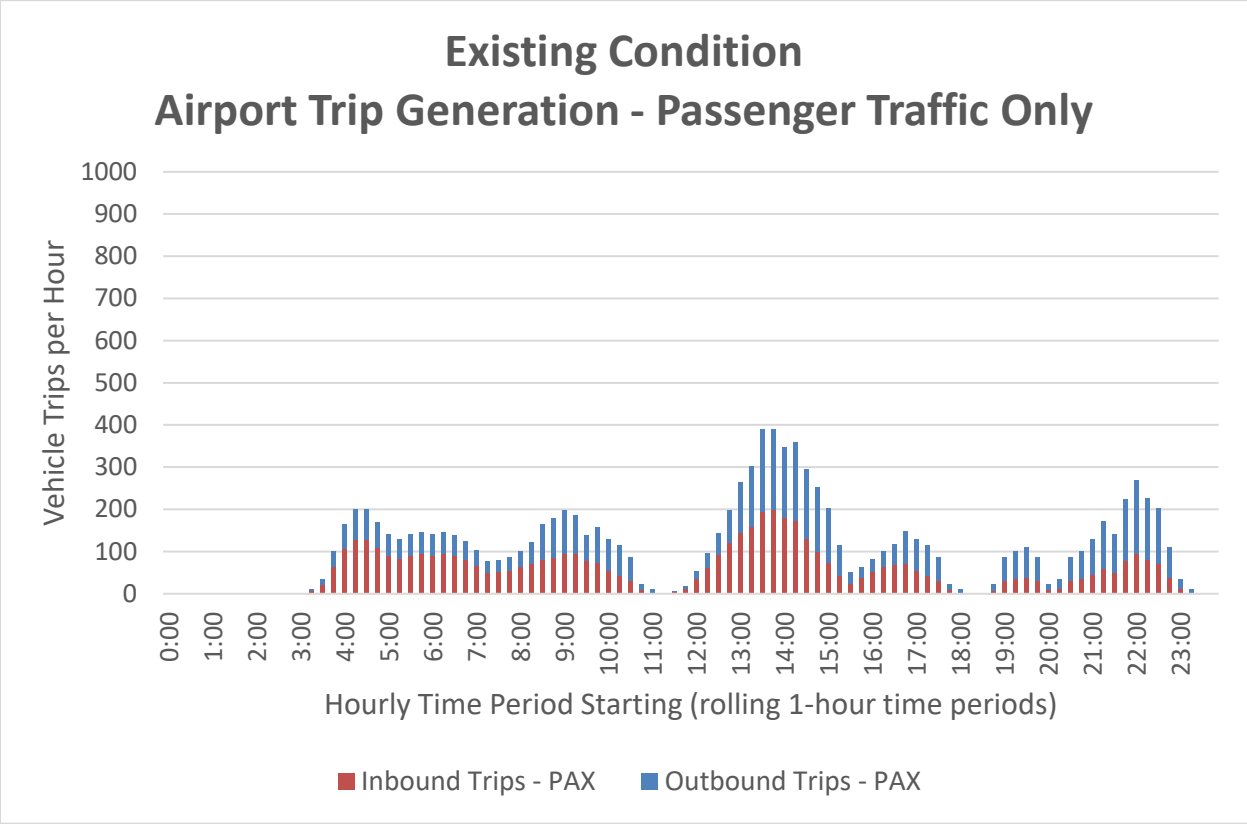
Table 3-3: Departure Pattern from Airport – Existing Condition

Passenger Departure from Airport After Arrival	Percent	Cumulative
15 minutes	20%	20%
30 minutes	60%	80%
45 minutes	10%	90%
60 minutes	10%	100%

Based on the existing flight schedule for the Existing condition and applying the arrival mode and arrival/departure patterns, it is estimated that there would be approximately 2,600 daily passenger vehicle trips, as shown in **Figure 3-1**.

During the morning peak hour, there are 186 passenger vehicle trips (95 entering, 91 exiting) between 9:15 am – 10:15 am. During the midday peak hour, there are 359 passenger vehicle trips (172 entering, 187 exiting) during the midday peak between 2:15 p m- 3:15 pm.

Figure 3-1: Daily Site Generated Passenger Vehicle Trips – Existing Condition



3.1.2 EMPLOYEES

Employees at the Airport are comprised of Avports, Avelo TSA, and concession staff employees. A summary of the number of employees and their shifts for the Existing condition is provided in **Table 3-4**. Arrival mode patterns shown in **Table 3-5 and Table 3-6** are typical patterns observed from similar airport operations and were utilized to estimate vehicular trips to and from the airport for employees. It is anticipated that these patterns would be reciprocated for leaving the airport after their shift is completed.

Table 3-4: Employee Operations – Existing Condition

Employee Type	Number of Employees	Work Shifts
Avports	45	4:00 AM – 2:00 PM 2:00 PM – 12:00 AM
Avelo	150	4:00 AM – 2:00 PM 2:00 PM – 12:00 AM
TSA Staff	18	4:00 AM – 12:00 PM 8:00 AM – 4:00 PM 12:15 PM - 8:15 PM
Car Rental Stands & Food and Beverage Stand	15	5:00 AM – 1:00 PM 12:00 PM – 9:00 PM

Table 3-5: Employee Arrival Pattern – Existing Condition

Employee Arrival Before Shift Starts	Percent	Cumulative
45 minutes	40%	40%
30 minutes	40%	80%
15 minutes	20%	100%

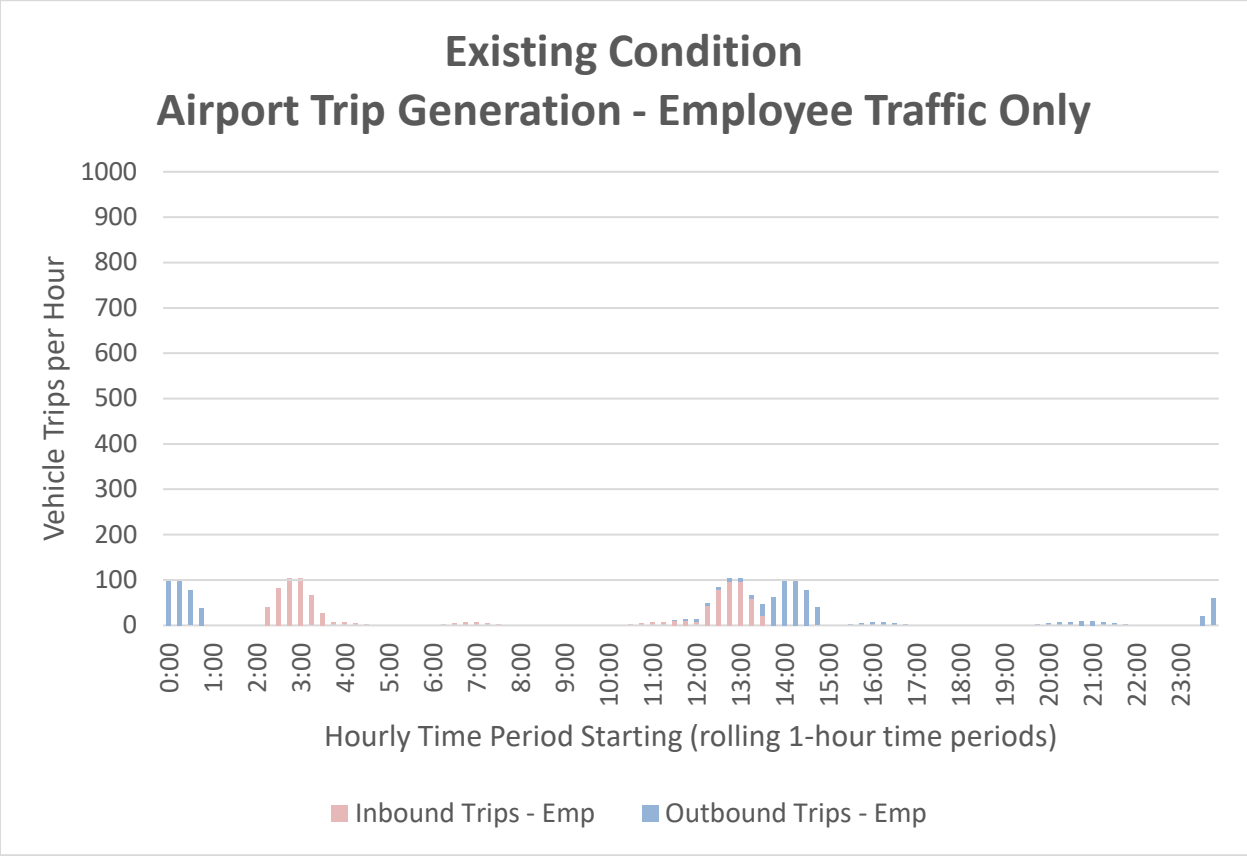
Table 3-6: Employee Departure Pattern - Existing Condition

Employee Departure After Shift Ends	Percent	Cumulative
15minutes	20%	20%
30minutes	40%	60%
45minutes	40%	100%

Based on the number of employees and their anticipated travel patterns to and from the Airport, it is estimated that there would be approximately 450 daily employee trips, as shown in **Figure 3-2**.

During the morning peak hour, there are 0 employee vehicle trips between 9:15 am – 10:15 am based on the employee shift schedules. During the midday peak hour, there are 98 employee vehicle trips (0 entering, 98 exiting) during the midday peak between 2:15 p m-3:15 pm.

Figure 3-2: Daily Site Generated Employee Vehicle Trips – Existing Condition



3.1.3 TOTAL SITE GENERATED TRIPS

Under the Existing condition, it is estimated that there would be a total of 3,100 daily trips (passengers and employees). During the morning peak hour (9:15 am – 10:15 am), there would be 186 vehicle trips (95 entering, 91 exiting). During the midday peak hour (2:15 p m- 3:15 pm), there are 457 vehicle trips (172 entering, 285 exiting). **Figure 3-3** shows the daily profile and **Table 3-7** provides a summary of the total site generated trips.

Figure 3-3: Daily Site Generated Vehicle Trips – Existing Condition

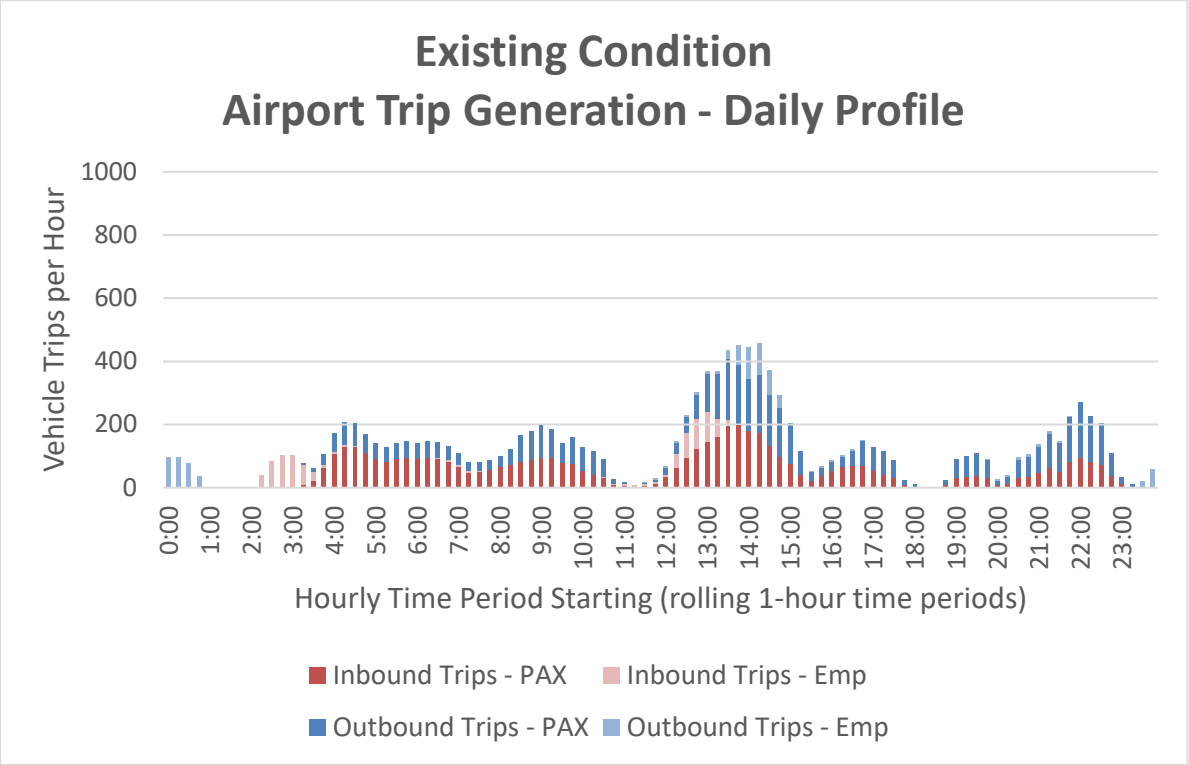


Table 3-7: Peak Hourly Site Generated Vehicle Trips – Existing Condition

Peak Hour	Passenger Vehicle Trips			Employee Vehicle Trips			Total Vehicle Trips		
	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total
9:15 am – 10:15 am	95	91	**186**	0	0	**0**	95	91	**186**
2:15 pm – 3:15pm	172	187	**359**	0	98	**98**	172	285	**457**

3.1.4 SITE GENERATED TRAFFIC DISTRIBUTION

An arrival/departure trip distribution pattern was developed utilizing data obtained from previous Airport studies and travel route patterns. The distribution percentages for site generated trips arriving to and departing from the airport are provided in **Table 3-8.** Travel route patterns are reciprocated when leaving the Airport.

Table 3-8: Airport Trip Distribution – Existing Condition

Arrival & Departure Patterns	Percent Arrival
I95 northbound (west of Airport)	65%
Route 1 (west of Airport)	10%
I95 Southbound (east of Airport)	20%
Route 1 (east of Airport)	5%

Currently, parking at the existing terminal exceeds capacity based on the passenger demand. Therefore, additional parking is provided off-site and a shuttle service would be provided to/from the airport. It is assumed that 50% of passengers and employees coming to/from I95 south and I91 would utilize the off-site parking and be shuttled to/from the airport.

Therefore, during the morning peak hour (9:15 am – 10:15 am), it is estimated that there would be 8 vehicle trips (5 entering, 3 exiting) utilizing the off-site parking. During the midday peak hour (2:15 pm – 3:15 pm), it is estimated that there would be 54 vehicle trips (7 entering, 47 exiting) utilizing the off-site parking. For conservative purposes, it is assumed that 10 shuttles per hour would be utilized.



3.2 No Action Condition (2029)

3.2.1 PASSENGERS

Under the No Action condition for future year 2029, it is anticipated that there would be a total of 34 flights departing and arriving at the airport. All arrivals and departures are assumed to be served by the 737-700W aircraft with a capacity of 147 passengers and an 85% load factor. Arrival factors consider a 1.8 passengers per group and their arrival mode. The arrival factors and arrival and departure patterns shown in **Tables 3-9, 3-10, and 3-11**, respectively, are typical travel modes and patterns observed from similar airport operations and were utilized to estimate vehicular trips to and from the airport.

Table 3-9: Passenger Group Arrival Mode – No Action Condition

Passenger Group Arrival Mode	Arrival Factor
TNC/Taxi/Uber	0.146
Rental Car	0.146
Park at Airport	0.107
Drop-off/Pick-up	0.156

Table 3-10: Arrival Pattern to Airport – No Action Condition

Passenger Arrival at Airport Before Departure	Percent	Cumulative
1 hour 45 minutes	5%	5%
1 hour 30 minutes	10%	15%
1 hour 15 minutes	30%	45%
60 minutes	30%	75%
45 minutes	20%	95%
30 minutes	5%	100%

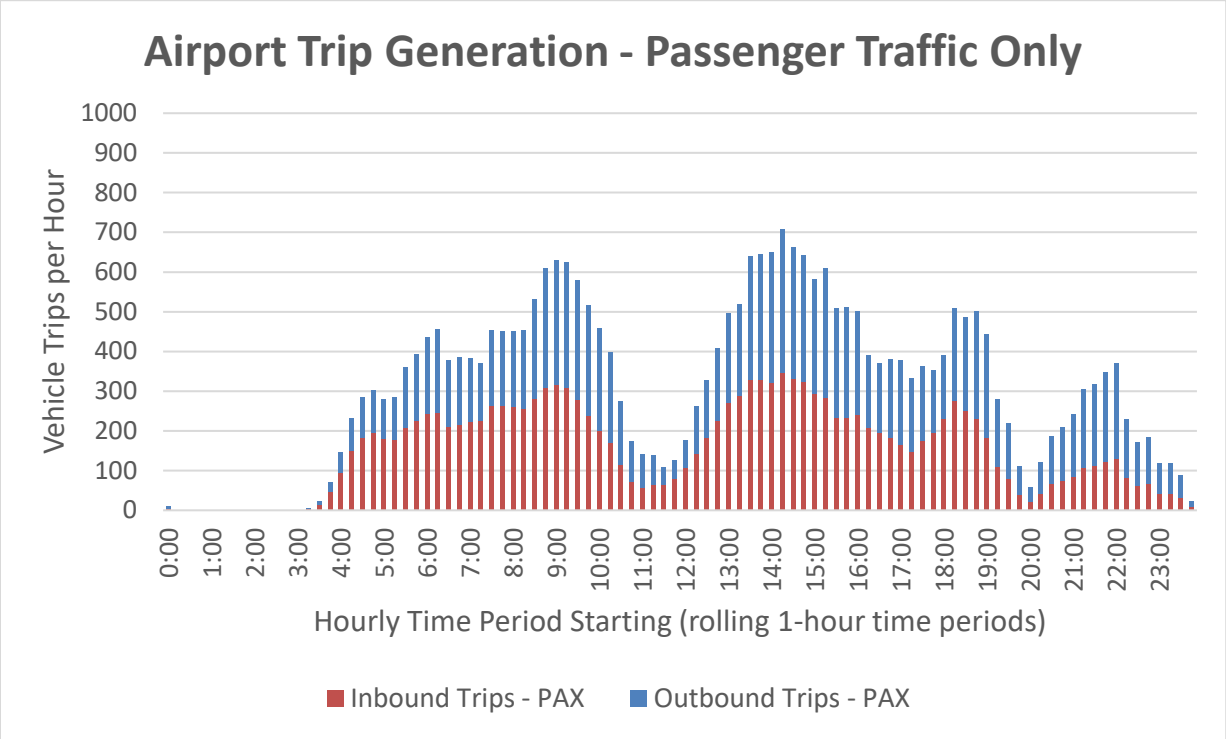
Table 3-11: Departure Pattern from Airport – No Action Condition

Passenger Departure from Airport After Arrival	Percent	Cumulative
15 minutes	20%	20%
30 minutes	60%	80%
45 minutes	10%	90%
60 minutes	10%	100%

Based on the future flight schedule for the No Action condition and applying the arrival mode and arrival/departure patterns, it is estimated that there would be approximately 7,300 daily passenger vehicle trips, as shown in **Figure 3-4**.

During the morning peak hour, there are 624 passenger vehicle trips (308 entering, 316 exiting) between 9:15 am – 10:15 am. During the midday peak hour, there are 708 passenger vehicle trips (346 entering, 362 exiting) during the midday peak between 2:15 p m- 3:15 pm.

Figure 3-4: Daily Site Generated Passenger Vehicle Trips – No Action Condition



3.2.2 EMPLOYEES

Employees at the Airport are comprised of Avports, Avelo TSA, and concession staff employees. It is anticipated that there would be an increase of employees compared to the baseline condition to accommodate the future flight operations. A summary of the number of employees and their shifts for the No Action condition is provided in **Table 3-12**. Arrival mode patterns shown in **Table 3-13 and Table 3-14** are typical patterns observed from similar airport operations and were utilized to estimate vehicular trips to and from the airport for employees. It is anticipated that these patterns would be reciprocated for leaving the airport after their shift is completed.

Table 3-12: Employee Operations – No Action Condition

Employee Type	Number of Employees	Work Shifts
Avports	75[1]	4:00 AM – 2:00 PM 2:00 PM – 12:00 AM
Avelo	350[2]	4:00 AM – 2:00 PM 2:00 PM – 12:00 AM
TSA Staff	40[3]	4:00 AM – 12:00 PM 8:00 AM – 4:00 PM 12:15 PM - 8:15 PM
Two Car Rental Stands & Food and Beverage Stand	15	5:00 AM – 1:00 PM 12:00 PM – 9:00 PM

[1] Approximately 66% increase from 2021/2022
[2] Based on the proportional increase of aircraft operations
[3] 50% increase from 2021/2022 with two additional security lanes

Table 3-13: Employee Arrival Pattern – No Action Condition

Employee Arrival Before Shift Starts	Percent	Cumulative
45 minutes	40%	40%
30 minutes	40%	80%
15 minutes	20%	100%

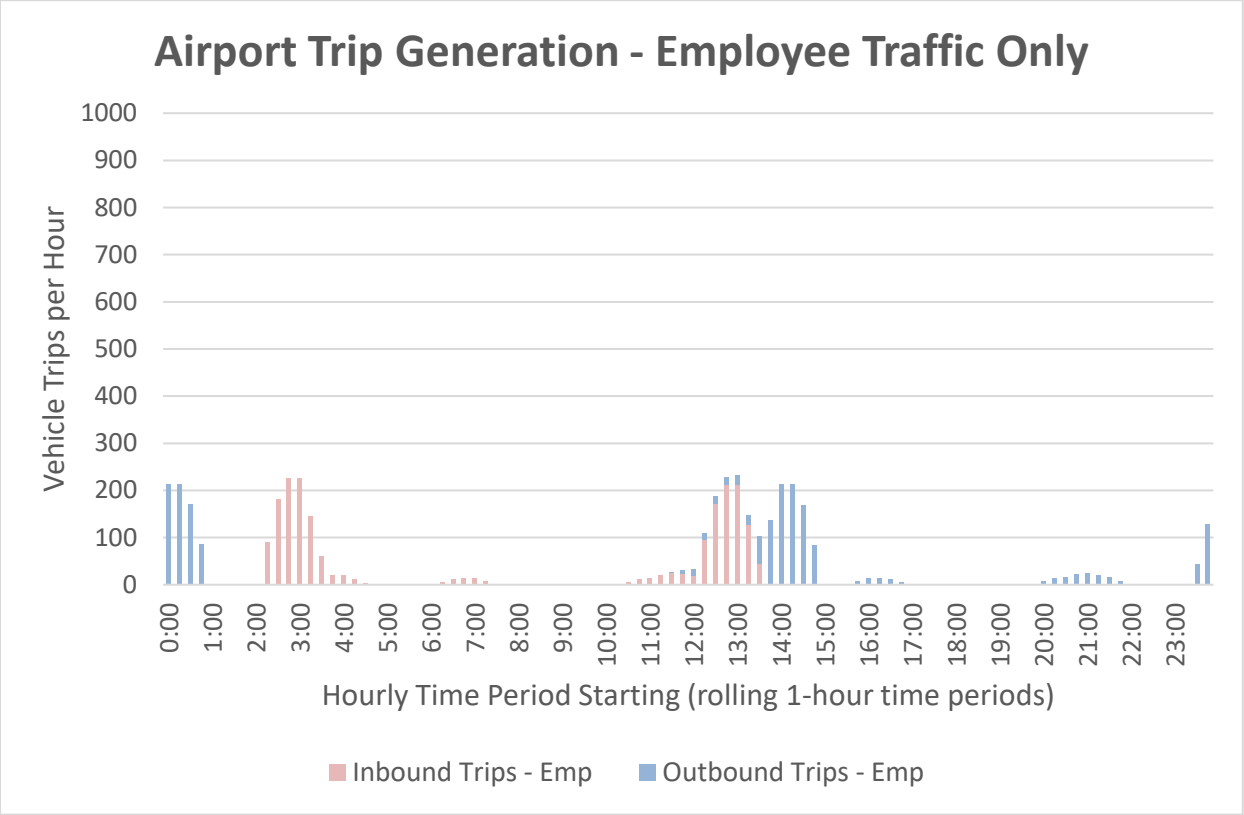
Table 3-14: Employee Departure Pattern - No Action Condition

Employee Departure After Shift Ends	Percent	Cumulative
15minutes	20%	20%
30minutes	40%	60%
45minutes	40%	100%

Based on the number of employees and their anticipated travel patterns to and from the Airport, it is estimated that there would be approximately 960 daily employee trips, as shown in **Figure 3-5**.

During the morning peak hour, there are 0 employee vehicle trips between 9:15 am – 10:15 am based on the employee shift schedules. During the midday peak hour, there are 212 employee vehicle trips (0 entering, 212 exiting) during the midday peak between 2:15 p m-3:15 pm.

Figure 3-5: Daily Site Generated Employee Vehicle Trips – No Action Condition



3.2.3 TOTAL SITE GENERATED TRIPS

Under the No Action condition, it is estimated that there would be a total of 8,300 daily trips (passengers and employees). During the morning peak hour (9:15 am – 10:15 am), there would be 624 vehicle trips (308 entering, 316 exiting). During the midday peak hour (2:15 p m- 3:15 pm), there are 920 passenger vehicle trips (346 entering, 574 exiting). **Figure 3-6** shows the daily profile and **Table 3-15** provides a summary of the total site generated trips.

Figure 3-6: Daily Site Generated Vehicle Trips – No Action Condition

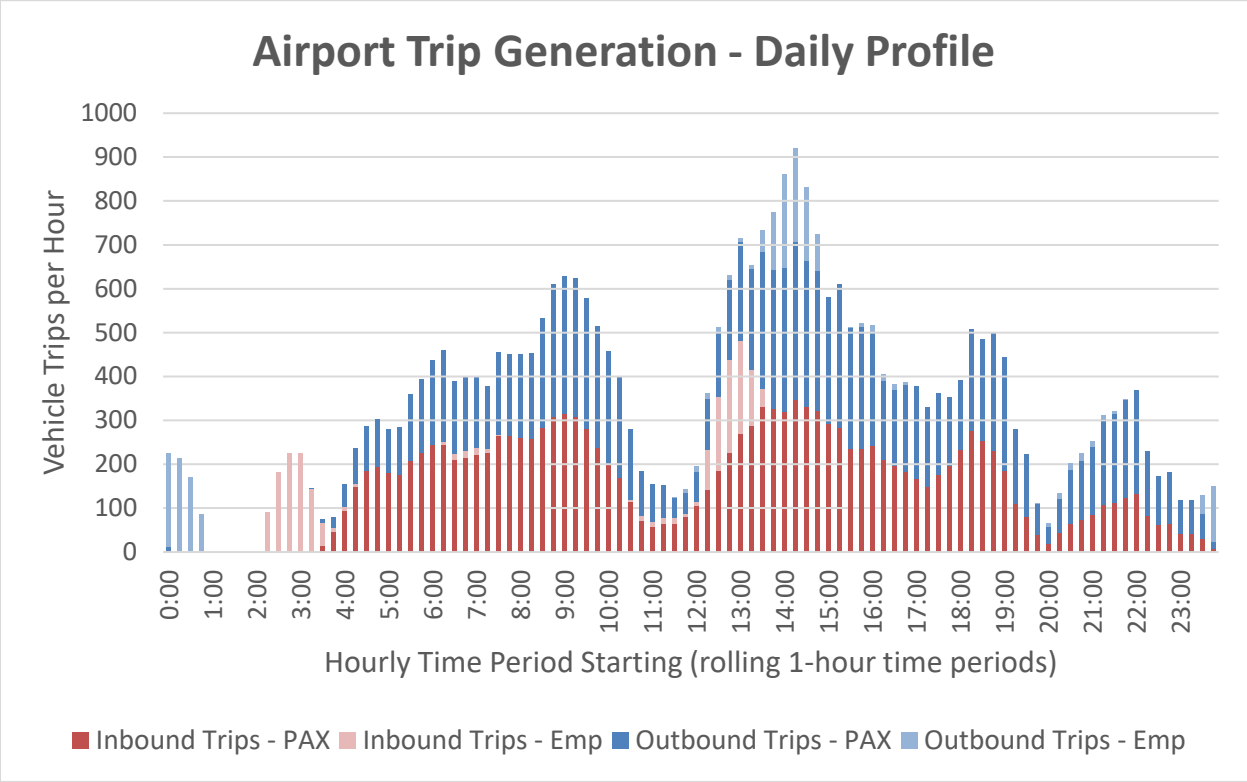


Table 3-15: Peak Hourly Site Generated Vehicle Trips – No Action Condition

Peak Hour	Passenger Vehicle Trips			Employee Vehicle Trips			Total Vehicle Trips		
	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total
9:15 am – 10:15 am	308	316	**624**	0	0	**0**	308	316	**624**
2:15 pm – 3:15 pm	346	362	**708**	0	212	**212**	346	574	**920**

3.2.4 SITE GENERATED TRAFFIC DISTRIBUTION

An arrival/departure trip distribution pattern was developed utilizing data obtained from previous Airport studies and travel route patterns that are anticipated to occur under the No Action condition. The distribution percentages for site generated trips arriving to and departing from the airport are provided in **Table 3-16** Travel route patterns are reciprocated when leaving the Airport.

Table 3-16: Airport Trip Distribution – No Action Condition

Arrival & Departure Patterns	Percent Arrival
I95 northbound (west of Airport)	65%
Route 1 (west of Airport)	10%
I95 Southbound (east of Airport)	20%
Route 1 (east of Airport)	5%

Under the No Action condition, parking at the existing terminal would exceed capacity based on the anticipated passenger demand. Therefore, additional parking would be provided off-site and a shuttle service would be provided to/from the airport. It is assumed that 50% of passengers and employees coming to/from I95 south and I91 would utilize the off-site parking and be shuttled to/from the airport.

Therefore, during the morning peak hour (9:15 am – 10:15 am), it is estimated that there would be 31 vehicle trips (15 entering, 16 exiting) utilizing the off-site parking. During the midday peak hour (2:15 pm – 3:15 pm), it is estimated that there would be 113 vehicle trips (15 entering, 98 exiting) utilizing the off-site parking. For conservative purposes, it is assumed that 10 shuttles per hour would be utilized. The resultant site generated vehicle trips assigned to the study area are provided in the **Appendix.**

3.3 Proposed Action Condition (2029)

3.3.1 PASSENGERS

Under the Proposed Action condition for future year 2029, it is anticipated that there would be a total of 28 flights arriving and departing at the airport. All arrivals and departures are assumed to be served by the 737-800W aircraft with a capacity of 189 passengers and an 85% load factor. Arrival factors consider a 1.8 passengers per group and their arrival mode. The arrival factors and arrival and departure patterns shown in **Table 3-17, Table 3-18, and Table 3-19**, respectively, are typical travel modes and patterns observed from similar airport operations and were utilized to estimate vehicular trips to and from the airport.

Table 3-17: Passenger Group Arrival Mode - Proposed Action Condition

Passenger Group Arrival Mode	Arrival Factor
TNC/Taxi/Uber	0.146
Rental Car	0.146
Park at Airport	0.107
Drop-off/Pick-up	0.156

Table 3-18: Arrival Pattern to Airport - Proposed Action Condition

Passenger Arrival at Airport Before Departure	Percent	Cumulative
1 hour 45 minutes	5%	5%
1 hour 30 minutes	10%	15%
1 hour 15 minutes	30%	45%
60 minutes	30%	75%
45 minutes	20%	95%
30 minutes	5%	100%

Table 3-19: Departure Pattern from Airport - Proposed Action Condition

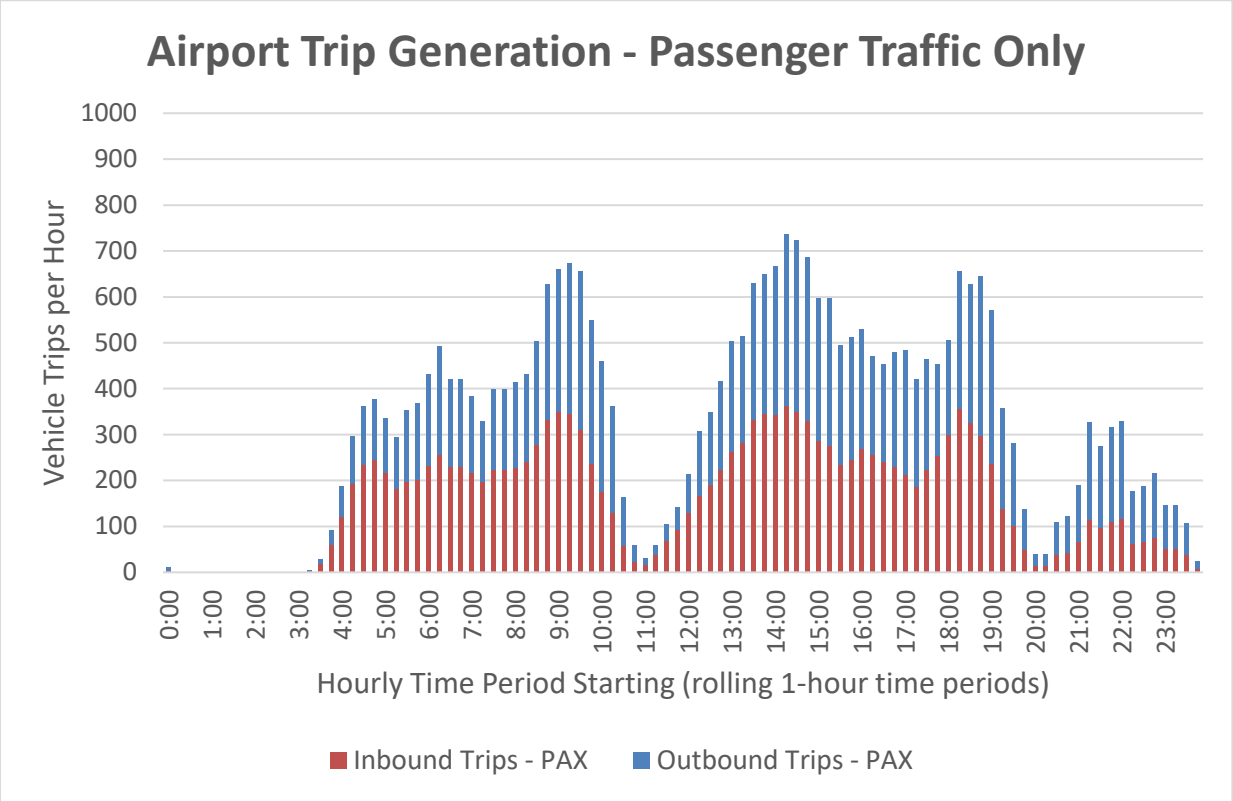
Passenger Departure from Airport After Arrival	Percent	Cumulative
15 minutes	20%	20%
30 minutes	60%	80%
45 minutes	10%	90%
60 minutes	10%	100%

Based on the future flight schedule for the Proposed Action condition and applying the arrival mode and arrival/departure patterns, it is estimated that there would be approximately 7,700 daily passenger vehicle trips, as shown in **Figure 3-7**.



During the morning peak hour, there are 672 passenger vehicle trips (345 entering, 327 exiting) between 9:15 am – 10:15 am. During the midday peak hour, there are 736 passenger vehicle trips (363 entering, 373 exiting) during the midday peak between 2:15 pm- 3:15 pm.

Figure 3-7: Daily Site Generated Passenger Vehicle Trips – Proposed Action Condition



3.3.2 EMPLOYEES

Employees at the Airport are comprised of Avports, Avelo TSA, and concession staff employees. It is anticipated that there would be an increase of employees compared to the baseline condition to accommodate the future flight operations. A summary of the number of employees and their shifts for the No Action condition is provided in **Table 3-20**. Arrival mode patterns shown in **Table 3-21 and Table 3-22** are typical patterns observed from

similar airport operations and were utilized to estimate vehicular trips to and from the airport for employees. It is anticipated that these patterns would be reciprocated for leaving the airport after their shift is completed.

Table 3-20: Employee Operations - Proposed Action

Employee Type	Number of Employees	Work Shifts
Avports	75[1]	4:00 AM – 2:00 PM 2:00 PM – 12:00 AM
Avelo	350[2]	4:00 AM – 2:00 PM 2:00 PM – 12:00 AM
TSA Staff	40[3]	4:00 AM – 12:00 PM 8:00 AM – 4:00 PM 12:15 PM - 8:15 PM
Restaurant and Retail Staff	40	5:00 AM – 1:00 PM 12:00 PM – 9:00 PM

[1] Approximately 66% increase from 2021/2022
[2] Based on the proportional increase of aircraft operations
[3] 50% increase from 2021/2022 with two additional security lanes

Table 3-21: Employee Arrival Pattern - Proposed Action

Employee Arrival Before Shift Starts	Percent	Cumulative
60- 45 minutes	40%	40%
45-30 minutes	40%	80%
30-15 minutes	20%	100%

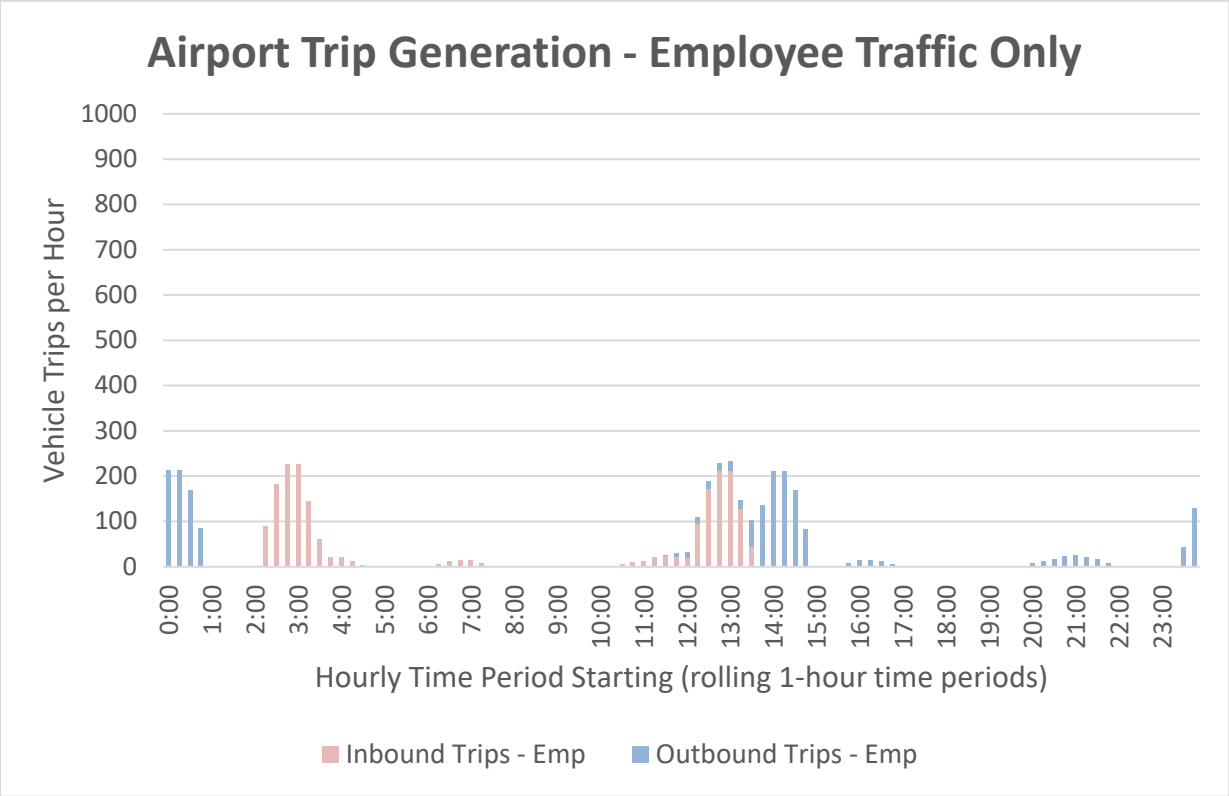
Table 3-22: Employee Departure Pattern -Proposed Action

Employee Departure After Shift Ends	Percent	Cumulative
15-30 minutes	20%	20%
30-45 minutes	40%	60%
45-60 minutes	40%	100%

Based on the number of employees and their anticipated travel patterns to and from the Airport, it is estimated that there would be approximately 1,000 daily employee trips, as shown in **Figure 3-8**.

During the morning peak hour, there are 0 employee vehicle trips between 9:15 am – 10:15 am based on the employee shift schedules. During the midday peak hour, there are 212 employee vehicle trips (0 entering, 212 exiting) during the midday peak between 2:15 p m-3:15 pm.

Figure 3-8: Daily Site Generated Employee Vehicle Trips – Proposed Action Condition



3.3.3 TOTAL SITE GENERATED TRIPS

Under the Proposed Action condition, it is estimated that there would be a total of 8,700 daily vehicle trips (passengers and employees). During the morning peak hour (9:15 am – 10:15 am), there would be 672 vehicle trips (345 entering, 372 exiting). During the midday peak hour (2:15 p m- 3:15 pm), there are 948 passenger vehicle trips (363 entering, 585 exiting). **Figure 3-9** shows the daily profile and **Table 3-23** provides a summary of the total site generated trips.

Figure 3-9: Daily Site Generated Vehicle Trips – Proposed Action Condition

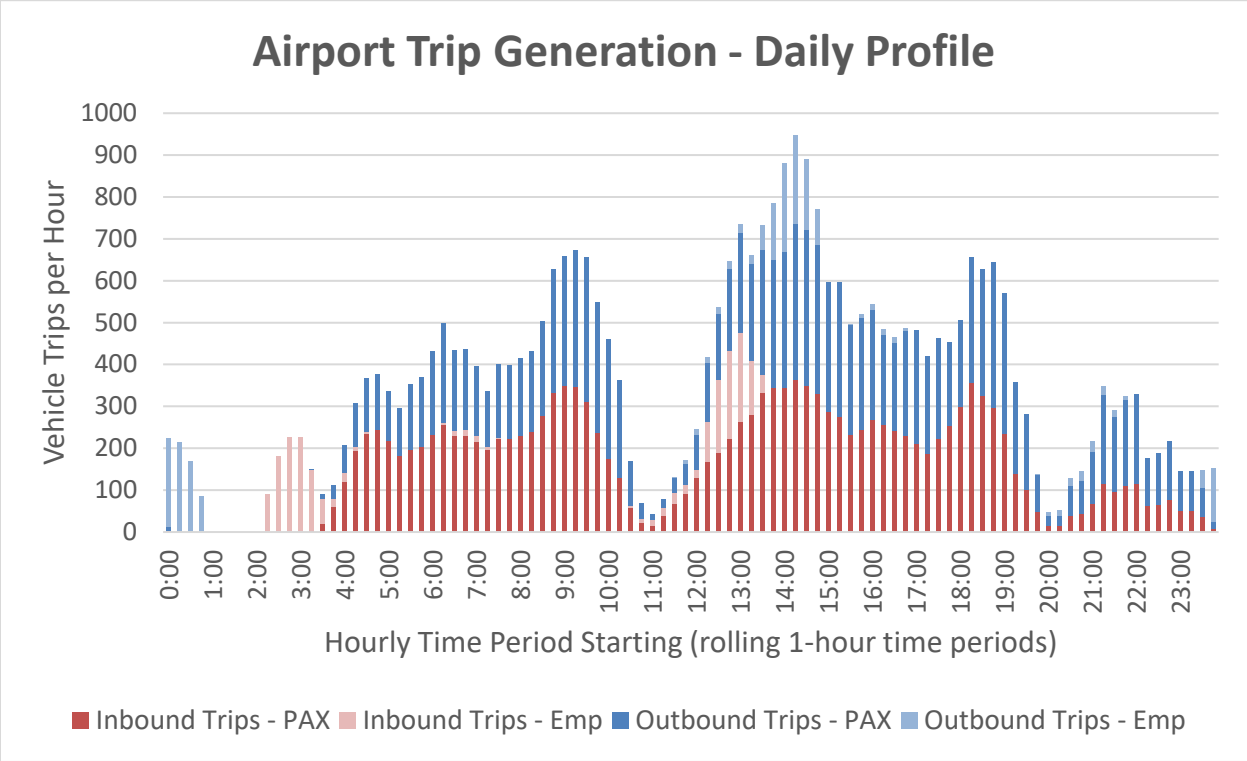


Table 3-23: Peak Hourly Site Generated Vehicle Trips – Proposed Action Condition

Peak Hour	Passenger Vehicle Trips			Employee Vehicle Trips			Total Vehicle Trips		
	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total
9:15 am – 10:15 am	345	327	**672**	0	0	**0**	345	327	**672**
2:15 pm – 3:15 pm	363	373	**736**	0	212	**212**	363	585	**948**

3.3.4 SITE GENERATED TRAFFIC DISTRIBUTION

An arrival/departure trip distribution pattern was developed utilizing data obtained from previous Airport studies and travel route patterns that are anticipated to occur under the Proposed Action condition. The distribution percentages for site generated trips arriving to the airport are provided in **Table 3-24**. Travel route patterns are reciprocated when leaving the Airport.

Table 3-24: Airport Trip Distribution – Proposed Action Condition

Arrival & Departure Patterns	Percent Arrival
I95 northbound (west of Airport)	65%
Route 1 (west of Airport)	10%
I95 Southbound (east of Airport)	20%
Route 1 (east of Airport)	5%

Under the Proposed Action condition, a new parking facility would be provided near the new relocated terminal on the east side for passenger parking and for approximately 50% of Avport employees. Overflow parking would be provided on the west side of the airport for the remaining employees and would be shuttled to/from the new terminal. Therefore, during the morning peak hour (9:15 am – 10:15 am), it is estimated that there would be 0 vehicle trips utilizing the west side parking. During the midday peak hour (2:15 pm – 3:15 pm), it is estimated that there would be 194 vehicle trips (0 entering, 194 exiting) utilizing

the west side parking[1]. For conservative purposes, it is assumed that 10 shuttles per hour would be utilized. The resultant site generated vehicle trips assigned to the study area are provided in the **Appendix.**

[1] The remaining 194 employee vehicle trips will be leaving from the west side parking facility during the midday peak hour.

4 TRAFFIC VOLUMES

4.1 Existing Traffic Volumes

To establish existing traffic volumes for the baseline condition, traffic counts collected as part of the data collection program were utilized to establish the existing traffic volumes for the Existing Condition 2022. Existing traffic volumes for the weekday morning (AM), and weekday midday (MID) for the study area intersections are shown in the **Appendix.**

4.2 No Action Traffic Volumes (2029)

Traffic volumes under the No Action Condition represent normal traffic growth that naturally occurs over time (background growth) plus estimated site generated trips under the No Action Condition. Based on traffic volume trends, existing traffic volumes were projected to the 2029 design year using a 1.0 percent per year growth factor to account for normal traffic growth in the study area. No Action traffic volumes for the weekday morning (AM), and weekday midday (MID) for the study area intersections are shown in the **Appendix.**

4.3 Proposed Action Traffic Volumes (2029)

Traffic volumes under the Proposed Action Condition represent normal traffic growth that naturally occurs over time (background growth) plus estimated site generated trips under the Proposed Action Condition. Based on traffic volume trends, existing traffic volumes were projected to the 2029 design year using a 1.0 percent per year growth factor to account for normal traffic growth in the study area. Proposed Action traffic volumes for the weekday morning (AM), and weekday midday (MID) for the study area intersections are shown in the **Appendix.**



5 OPERATIONAL ANALYSIS RESULTS

5.1 Crash Analysis

The average annual number of crashes that occurred over the 5-year period (2016 – 2020) was a total of 146 crashes. Of this total, an annual average of 87 crashes occurred at the study area intersections and 59 occurred on roadway segments within the study area. During this period, an annual average of 42 crashes resulted fatalities or injuries and 104 crashes resulted only in property damage without injury to those involved in the crash. A summary of the crash data is provided in **Table 5-1**.

Locations with the highest annual average of crashes occurred on High Street and Hemingway Avenue. The specific intersections and roadway segments are provided below:

- High Street at I95 northbound on-ramp (intersection)
- High Street at Main Street (intersection)
- Hemingway Avenue at Main Street (intersection)
- Hemingway Avenue between Main Steet and Dodge Avenue (roadway segment)
- Hemingway Avenue between Dodge Avenue and Proto Drive (roadway segment)

Based on the crash types, shown in **Table 5-2**, most of the crashes were either front to rear, angle crashes or sideswipe. Approximately 44% were front to rear crashes, 23% were angle crashes, and 15% sideswipe (same or opposite direction) crashes.

Table 5-1: Crash Summary - Baseline Conditions

ID	Location	5 Yr Annual Average Crashes	Fatal and Injury	Property Damage Only
1	High Street & I-95 SB Off Ramp	4.0	0.4	3.6
2	High Street & I-95 NB On Ramp	11.4	2.8	8.6
3	High Street & Kimberly Avenue	8.8	1.8	7.0
4	High Street & Messina Drive	6.0	2.6	3.4
5	Main Street & Messina Drive	5.2	1.4	3.8
6	High Street & Main Street	11.0	3.4	7.6
7	Hemingway Avenue & Route 1	9.6	2.8	6.8
8	Hemingway Avenue & Main Street	16.6	3.8	12.8
9	Hemingway Avenue & Dodge Avenue	10.2	2.4	7.8
10	Coe Avenue & Proto Drive	1.4	0.6	0.8
11	Thompson Avenue & Dodge Avenue	2.8	0.6	2.2
	Subtotal (Intersections)	**87**	**23**	**64**
A	High Street between I-95 SB Off-Ramp and I-95 NB On-Ramp	0.6	0.2	0.4
B	High Street between Kimberly Avenue and Messina Drive	7.2	2.8	4.4
C	Main Street between High Street and Hemingway Avenue	4.8	1.8	3.0
D	Hemingway Avenue between Route 1 and Main Street	5.6	1.2	4.4
E	Hemingway Avenue between Main Street and Dodge Avenue	13.4	5.4	8.0
F	Hemingway / Coe Avenues between Dodge Avenue and Proto Drive	15.6	3.6	12.0
G	Thompson Avenue between Main Street and Dodge Avenue	5.2	1.8	3.4
H	Dodge Avenue between Hemingway Avenue and Thompson Avenue	1.4	0.8	0.6
I	Dodge Avenue / Burr Street between Thompson Avenue Road and Fort Hale Road	4.8	1.4	3.4
	Subtotal (Roadway Segments)	**59**	**19**	**40**
	GRAND TOTAL (Intersections plus Roadway Segments)	**146**	**42**	**104**

Table 5-2: Crash Type Summary (2016-2020)

Crash Type	Fatal Injury	Serious Injury	Minor Injury	Possible Injury	No Apparent Injury, Property Damage Only	TOTAL
Front to Rear	1	1	24	68	229	**323**
Front to Front			5	2	10	**17**
Angle	1	2	20	36	112	**171**
Sideswipe, Same Direction				5	91	**96**
Sideswipe, Opposite Direction			1	1	12	**14**
Rear to Side					13	**13**
Rear to Rear					2	**2**
Not Applicable / Single Vehicle	1	4	10	16	23	**54**
Other			3	7	28	**38**
TOTAL	**3**	**7**	**63**	**135**	**520**	**728**

5.2 Capacity and Queue Analysis

Existing Condition (2022)

In general, traffic flows generally well in the area. Heavy traffic demand can be associated with limited access to I95 northbound within the I95 corridor contributing to congestion at nearby intersections. The intersection of High Street with the I95 northbound on ramp currently operates at an acceptable level during the morning peak hour and operates at LOS E during the midday peak hour. All remaining intersections operate at LOS D or better under existing conditions. Additionally, two intersections, the intersection of High Street with Kimberly Avenue and the intersection of Hemingway Avenue with Main Street would each operate with two critical movements at LOS E during the midday peak hour.

Queues are currently experienced at the intersection of High Street with the I95 northbound on-ramp. Travel demand in the northbound through-right lane extend beyond the available storage and impact operations at the intersection of High Street with Kimberly Avenue.

No Action Condition (2029)

In general, an intersection having a poor LOS under Existing Conditions would continue to function poorly and may deteriorate further from additional demand if no improvements are made. Under the No Action Condition, two intersections (one more compared to the Existing Condition) would overall operate at LOS E or LOS F during the midday peak hour. These intersections are:

- High Street with I95 northbound on ramp (midday peak hour)
- High Street with Kimberly Avenue (midday peak hour)

One intersection (same identified under Existing Condition) would operate at an overall acceptable LOS (LOS D or better) but would have critical movements at LOS E or LOS F during the midday peak hour. This location is the intersection of Hemingway Avenue with Main Street (midday peak hour).

Longer queues compared to the Existing Condition would be experienced at the intersection of High Street with the I95 northbound on-ramp and at the intersection of Hemingway Avenue with Main Street. This is primarily attributed to the heavy traffic demand associated with limited access to I95 northbound within the I95 corridor contributing to congestion at nearby intersections.

Proposed Action Condition (2029)

During the morning and midday peak hours, traffic operations at one (1) additional intersection (compared to the No Action condition) would worsen to an unacceptable LOS (LOS E or LOS F) as a result of the Proposed Action.

- The LOS at the intersection of Coe Avenue with Proto Drive would change from LOS C to LOS F during the morning and midday peak hours.



One additional intersection (compared to the No Action condition) would operate at an overall acceptable level of service (LOS D or better) but have critical movements at level of service E or F during the morning and/or midday peak hour. This intersection is:

- Hemingway Avenue with Saltonstall Parkway (Route 1)

The intersection of Hemingway Avenue with Main Street may see a decline in level of service during the morning peak hour due to the shift in traffic patterns from the relocated terminal; however, the intersection will still operate within acceptable operations (LOS D or better).

Longer queues compared to the No Action Condition would be experienced along the following roadway segments:

- Main Street westbound from Hemingway Avenue to High Street
- Hemingway Avenue northbound from Edward Street to Main Street

The Synchro reports and the queue summary are provided in the **Appendix**.

Table 5-3: Level of Service Summary – Existing, No Action, Proposed Action

		Existing Condition (2022)		No Action (2029)		Proposed Action No Improvements (2029)	
ID	**Intersection**	**Morning Peak Hour**	**Midday Peak Hour**	**Morning Peak Hour**	**Midday Peak Hour**	**Morning Peak Hour**	**Midday Peak Hour**
1	High Street (Rte 100) & I-95 SB Off Ramp (Exit 52)	B	C	B	C	B	C
2	High Street (Rte 100) & I-95 NB On Ramp (Exit 52)	C	E	C	F	C	F
3	High Street (Rte 100) & Kimberly Avenue (Rte 735)	B	D*	B	E	B	E
4	High Street (Rte 100) & Messina Drive	B	B	B	B	B	B
5	Main Street & Messina Drive	B	B	B	B	B	B
6	High Street (Rte 100) & Main Street (Rte 100)	C	C	C	C	C	C
7	Hemingway Avenue (Rte 142) & Saltonstall Parkway (Rte 1)	B	C	C	C	C	C*
8	Hemingway Avenue (Rte 142) & Main Street (Rte 100)	C	D*	C	D*	D*	D*
9	Hemingway Avenue (Rte 142) & Dodge Avenue	A	B	B	B	B	B
10	Coe Avenue (Rte 337) & Proto Drive*	C	C	C	C	F	F
11	Thompson Avenue & Dodge Avenue	A	A	A	B	A	A

*** -** Indicates intersection may have one or more individual movements which operate at LOS E or LOS F. However, the overall intersection may operate at LOS D or better due to the computed average of delay of all intersection movements.

5.3 Construction Period Evaluation

Existing traffic would be temporarily affected by the Proposed Action during construction. These impacts are considered short-term and less than significant compared to background traffic levels.

The Proposed Action would generate temporary on-road activity from construction employees and material deliveries during construction phase. To understand operations during construction activity, *Construction Vehicle Data, HMMH, March 14, 2022*, was reviewed and assessed. The following assumptions were utilized as part of the evaluation:

- Highest volume of construction vehicles and activity occurs during the year 2024 (655 round trips per day)
- Background traffic growth was considered from 2022 to 2024 plus the addition of construction vehicle activity.
- Based on the "On-road Activity" which includes the following:
    - Employees would commute in during the morning and return during the midday peak hour
    - Material deliveries would be made over the course of an 8-hour construction time period between 7:00 am and 3:00 pm.
- For a conservative analysis and for planning purposes, only the midday peak hour was analyzed, as it represents the peak period of the highest traffic volumes.

Material deliveries would be made over the course of an 8-hour construction time period. It is estimated that there would be up to 655 round trips to-and-from the Airport per day during the highest volume of construction activity over the three-year construction period. Construction employees would commute in during the morning and return during the midday peak hour. It is estimated that there are 286 construction-related (employee and material delivery) vehicle trips during the peak hour. During the morning peak hour, 280 vehicle trips would enter the project site and 6 vehicle trips would leave the project site. During the midday peak hour, 6 vehicle trips would enter the project site and 280 vehicle trips would leave the project site.



During the construction period, two intersections would operate poorly at LOS E or LOS F. The intersection of High Street with I-95 northbound on ramp would operate at LOS E during the midday peak hour, similar to existing conditions. This is attributed to the existing regional travel demand and access issues along the I-95 corridor. The westbound approach on Proto Drive at its intersection with Coe Drive would operate at LOS F. This is attributed to the demand of temporary construction vehicles turning left from Proto Drive onto Coe Drive at the stop-controlled intersection.

Roadway and traffic operations during construction would be expected to be almost identical to existing operations, with the exception of the intersection of Coe Avenue with Proto Drive. While temporary vehicle delays would increase on Proto Drive, lengthy delays on side streets that intersect with a major roadway during peak hours are usually typical and acceptable during construction activity. The project would implement a Maintenance of Traffic (MOT) Plan and a Traffic Control Plan (TCP) during construction. The MOT and TCP are prepared during the design phase. **Table 5-5** provides the LOS results for the construction period (2024).

Table 5-4: Level of Service Summary – Construction Period
Existing and Proposed Action-Construction Phase (2024) Conditions

		Existing Condition (2022)	Proposed Action - Construction Period (2024)^
ID	**Intersection**	**Midday Peak Hour**	**Midday Peak Hour**
1	High Street (Rte 100) & I-95 SB Off Ramp (Exit 52)	C	C
2	High Street (Rte 100) & I-95 NB On Ramp (Exit 52)	E	E
3	High Street (Rte 100) & Kimberly Avenue (Rte 735)	D*	D*
4	High Street (Rte 100) & Messina Drive	B	B
5	Main Street & Messina Drive	B	B
6	High Street (Rte 100) & Main Street (Rte 100)	C	C
7	Hemingway Avenue (Rte 142) & Saltonstall Parkway (Rte 1)	C	C
8	Hemingway Avenue (Rte 142) & Main Street (Rte 100)	D*	D*
9	Hemingway Avenue (Rte 142) & Dodge Avenue	B	B
10	Coe Avenue (Rte 337) & Proto Drive*	C	F
11	Thompson Avenue & Dodge Avenue	A	A

* - Indicates intersection may have one or more individual movements which operate at LOS E or LOS F. However, the overall intersection may operate at LOS D or better due to the computed average of delay of all intersection movements.
^ The highest level of construction activity would occur during the year 2024. Therefore, it is assumed that traffic operations would be the same or better during other construction years.

6 IMPACT SUMMARY

The FAA has not established significance thresholds for traffic. However, traffic impacts of the No Action alternative were determined by comparing the No Action analysis to the existing conditions analysis. Traffic impacts of the Proposed Action were determined by comparing the No Action analysis to the Proposed Action analysis.

No Action Condition (2029)

Traffic operations from the No Action alternative are not expected to cause a significant increase in delay to study area intersections; thus, traffic impacts from the No Action are considered to be less than significant.

Proposed Action Condition (2029

The Project would result in a change in travel demand and patterns to access the proposed terminal. Taking into consideration the scope of work and anticipated improvements, the Proposed Action would not significantly decrease the level of service operations at the study area intersections Thus, the Proposed Action would not significantly impact traffic operations at the study area intersections.

To address and reduce traffic-related impacts in the transportation environment, Tweed-New Haven Airport Authority (TNHAA) would coordinate with the Town of East Haven and the Connecticut Department of Transportation (CTDOT) on the following mitigation measure. The expected LOS is summarized in **Table 5-4**.

- **Intersection of Coe Avenue with Proto Drive:** This intersection is currently stop-signed controlled. Intersection improvements such as a roundabout and signalization were evaluated. Findings from the roundabout analysis indicate both environmental and property impacts; thus, a roundabout was dismissed for consideration. Conditions for signalization are warranted based on MUTCD's guidelines. It is recommended that a signal be installed to improve operations to acceptable level of service (LOS D or better). The westbound approach (Proto Drive) would require widening to accommodate a two-lane approach that would be comprised of a 200 feet exclusive left-turn lane and a shared left-right turn lane. No

changes to the northbound or southbound approaches of Coe Avenue would be needed.

Table 5-1: Level of Service Summary - Proposed Action with Improvements

		No Action (2029)		Proposed Action No Improvements (2029)		Proposed Action With Improvements at Coe Avenue with Proto Drive (2029)	
ID	**Intersection**	**Morning Peak Hour**	**Midday Peak Hour**	**Morning Peak Hour**	**Midday Peak Hour**	**Morning Peak Hour**	**Midday Peak Hour**
1	High Street (Rte 100) & I-95 SB Off Ramp (Exit 52)	B	C	B	C	B	C
2	High Street (Rte 100) & I-95 NB On Ramp (Exit 52)	C	F	C	F	C	F
3	High Street (Rte 100) & Kimberly Avenue (Rte 735)	B	E	B	E	B	E
4	High Street (Rte 100) & Messina Drive	B	B	B	B	B	B
5	Main Street & Messina Drive	B	B	B	B	B	B
6	High Street (Rte 100) & Main Street (Rte 100)	C	C	C	C	C	C
7	Hemingway Avenue (Rte 142) & Saltonstall Parkway (Rte 1)	C	C	C	C*	C	C*
8	Hemingway Avenue (Rte 142) & Main Street (Rte 100)	C	D*	D*	D*	D*	D*
9	Hemingway Avenue (Rte 142) & Dodge Avenue	B	B	B	B	B	B
10	Coe Avenue (Rte 337) & Proto Drive*	C	C	F	F	B	B
11	Thompson Avenue & Dodge Avenue	A	B	A	A	A	A

* - Indicates intersection may have one or more individual movements which operate at LOS E or LOS F. However, the overall intersection may operate at LOS D or better due to the computed average of delay of all intersection

movements.

6.1 Potential Strategies

It is expected that the Connecticut Department of Transportation Office of State Traffic Administration (OSTA) would consider the Project a Major Traffic Generator and would require a permit application. During the permitting process, OSTA would evaluate the need for mitigation or traffic safety measures on impacted state roadways, including Proto Drive at Coe Avenue. If OSTA determines that additional mitigation or traffic safety measures are necessary, OSTA would require further coordination with CTDOT and the Town of East Haven and implementation of those measures at the applicant's expense. Such mitigation or traffic safety measures could potentially include the following:

- **Study Area Signalized intersections:** Monitor intersection performance by CTDOT and Town of East Haven to optimize signal timing operations at signalized intersections owned and operated under their authority in the study area to adjust to the future travel demand.
- **I-95 Interchange with High Street**: A regional I-95 study or interchange improvement traffic study should be considered by CTDOT to evaluate and assess transportation improvement measures that would further improve access to/from I-95 in this area along the corridor.
- **Intersections of High Street with Kimberly Avenue and I-95 NB On Ramp (Exit 52):** Future travel demand resulting from passengers and employees departing the Airport during the midday peak hour represent a small fraction of the total travel demand accessing I-95 northbound. Vehicle delays and queuing are currently experienced as a result of existing regional access and infrastructure constraints to I-95 northbound in this area of the I-95 corridor. CTDOT should consider prohibiting left-turns on High Street to Kimberly Avenue with signal phasing changes and updated signage.
- **Intersection of Hemingway Avenue with Main Street:** The surrounding environment is very developed with residential, commercial, and recreation land uses. Physical constraints and property impacts limit the types of improvements that can be implemented to improve traffic operations. Therefore, it is recommended that CTDOT monitors intersection operations over time and adjusts signal timings to adjust to the future travel demand.

- **Intersection of Main Street with High Steet**: To reduce queuing, it is recommended that CTDOT change the lane configuration and signage on the westbound approach of Main Street to a shared through-left turn lane and an exclusive right-turn lane.

TRAFFIC IMPACT REPORT

APPENDIX

Supplemental to:

Tweed New Haven Airport Runway Extension
Environmental Assessment

Appendix A – Traffic Count Data Collection

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

High Street at I-95 SB Off Ramp
East Haven, Connecticut

File Name : 22496
Site Code : 22496
Start Date : 12/14/2021
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	High Street From North				I-95 SB Off Ramp From East				High Street From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
06:30 AM	72	0	0	72	12	18	0	30	0	48	0	48	150
06:45 AM	64	0	0	64	1	18	0	19	0	82	0	82	165
Total	136	0	0	136	13	36	0	49	0	130	0	130	315
07:00 AM	100	0	0	100	15	31	0	46	0	86	0	86	232
07:15 AM	120	0	0	120	16	39	0	55	0	88	0	88	263
07:30 AM	117	0	0	117	20	29	2	51	0	110	0	110	278
07:45 AM	147	0	0	147	17	45	0	62	0	124	0	124	333
Total	484	0	0	484	68	144	2	214	0	408	0	408	1106
08:00 AM	158	0	0	158	11	38	0	49	0	67	0	67	274
08:15 AM	89	0	0	89	13	36	0	49	0	72	0	72	210
08:30 AM	132	0	0	132	19	38	0	57	0	60	0	60	249
08:45 AM	124	0	0	124	8	48	0	56	0	85	0	85	265
Total	503	0	0	503	51	160	0	211	0	284	0	284	998
09:00 AM	120	0	0	120	14	18	0	32	0	67	0	67	219
09:15 AM	89	0	0	89	17	54	0	71	0	56	0	56	216
09:30 AM	106	0	0	106	18	40	0	58	0	56	0	56	220
09:45 AM	95	0	0	95	16	63	1	80	0	53	0	53	228
Total	410	0	0	410	65	175	1	241	0	232	0	232	883
10:00 AM	85	0	0	85	25	41	1	67	0	67	0	67	219
10:15 AM	92	0	0	92	17	21	0	38	0	55	0	55	185
10:30 AM	84	0	0	84	13	18	0	31	0	59	0	59	174
10:45 AM	117	0	0	117	8	15	1	24	0	80	0	80	221
Total	378	0	0	378	63	95	2	160	0	261	0	261	799
11:00 AM	87	0	0	87	15	16	0	31	0	60	0	60	178
11:15 AM	89	0	0	89	24	47	0	71	0	73	0	73	233
11:30 AM	114	0	0	114	23	67	0	90	0	70	0	70	274
11:45 AM	104	0	0	104	26	43	0	69	0	74	0	74	247
Total	394	0	0	394	88	173	0	261	0	277	0	277	932
12:00 PM	98	0	0	98	18	47	0	65	0	81	0	81	244
12:15 PM	100	0	0	100	23	51	0	74	0	92	0	92	266
12:30 PM	109	0	0	109	21	47	0	68	0	96	0	96	273
12:45 PM	110	0	0	110	25	53	0	78	0	68	0	68	256
Total	417	0	0	417	87	198	0	285	0	337	0	337	1039
01:00 PM	120	0	0	120	45	86	1	132	0	83	0	83	335
01:15 PM	104	0	0	104	29	66	0	95	0	82	0	82	281
01:30 PM	104	0	0	104	21	44	0	65	0	91	0	91	260
01:45 PM	95	0	0	95	20	33	0	53	0	100	0	100	248
Total	423	0	0	423	115	229	1	345	0	356	0	356	1124
02:00 PM	118	0	0	118	39	49	0	88	0	106	0	106	312
02:15 PM	113	0	0	113	22	58	0	80	0	88	0	88	281
02:30 PM	136	0	0	136	41	73	0	114	0	107	0	107	357
02:45 PM	138	0	0	138	31	78	0	109	0	122	0	122	369
Total	505	0	0	505	133	258	0	391	0	423	0	423	1319
03:00 PM	172	0	0	172	34	63	0	97	0	115	0	115	384

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22496
Site Code : 22496
Start Date : 12/14/2021
Page No : 2

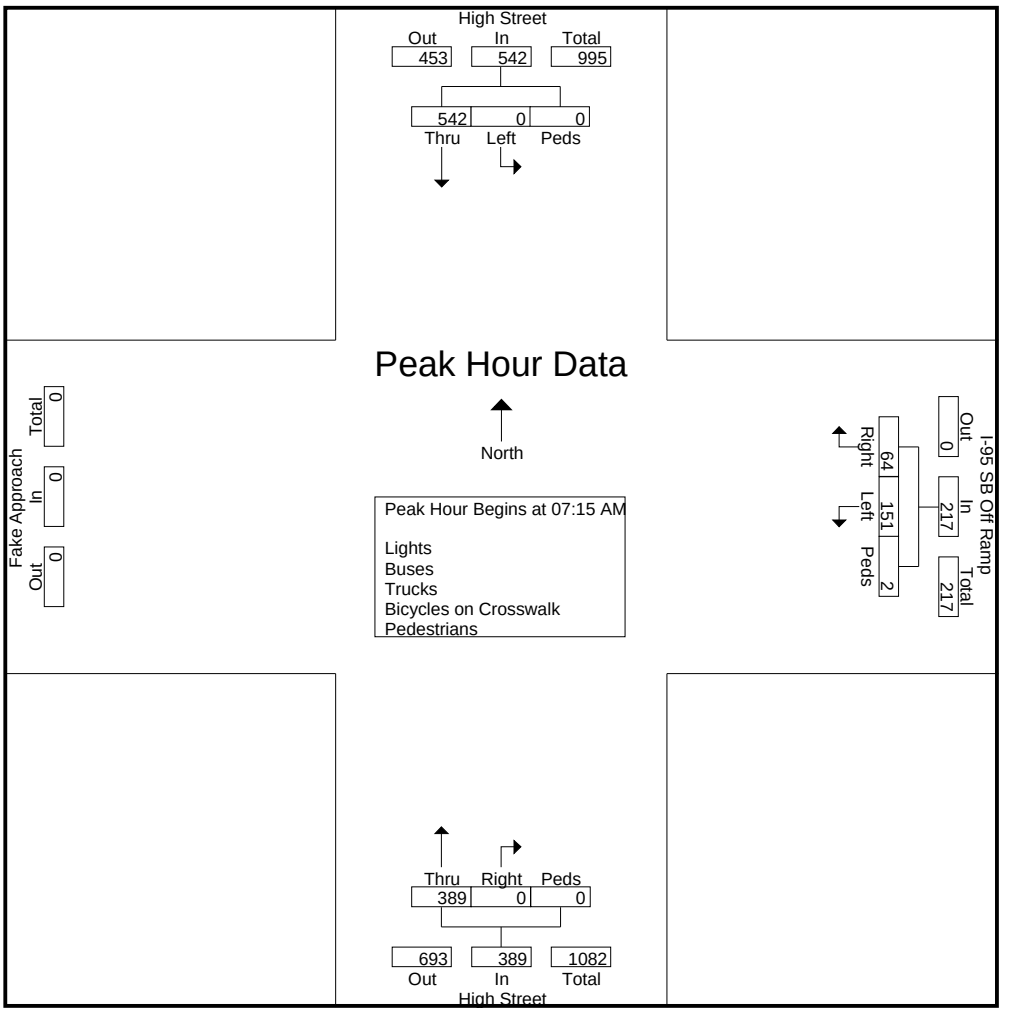
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	High Street From North				I-95 SB Off Ramp From East				High Street From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
03:15 PM	174	0	0	174	23	84	0	107	0	124	0	124	405
03:30 PM	117	0	0	117	40	80	0	120	0	90	0	90	327
03:45 PM	135	0	0	135	27	75	0	102	0	80	0	80	317
Total	598	0	0	598	124	302	0	426	0	409	0	409	1433
04:00 PM	116	0	0	116	38	64	0	102	0	119	0	119	337
04:15 PM	131	0	0	131	43	79	0	122	0	136	0	136	389
04:30 PM	137	0	0	137	44	63	0	107	0	110	0	110	354
04:45 PM	124	0	0	124	50	91	0	141	0	112	0	112	377
Total	508	0	0	508	175	297	0	472	0	477	0	477	1457
05:00 PM	115	0	0	115	46	93	0	139	0	111	0	111	365
05:15 PM	135	0	0	135	43	76	0	119	0	115	0	115	369
05:30 PM	113	0	0	113	34	78	0	112	0	103	0	103	328
05:45 PM	95	0	0	95	31	62	0	93	0	85	0	85	273
Total	458	0	0	458	154	309	0	463	0	414	0	414	1335
06:00 PM	102	0	0	102	27	47	0	74	0	73	0	73	249
06:15 PM	81	0	0	81	21	41	0	62	0	75	0	75	218
06:30 PM	91	0	0	91	22	58	0	80	0	74	0	74	245
06:45 PM	81	0	0	81	21	43	0	64	0	80	0	80	225
Total	355	0	0	355	91	189	0	280	0	302	0	302	937
07:00 PM	84	0	0	84	30	40	0	70	0	57	0	57	211
07:15 PM	56	0	0	56	14	36	0	50	0	51	0	51	157
Grand Total	5709	0	0	5709	1271	2641	6	3918	0	4418	0	4418	14045
Apprch %	100	0	0		32.4	67.4	0.2		0	100	0		
Total %	40.6	0	0	40.6	9	18.8	0	27.9	0	31.5	0	31.5	
Lights	5467	0	0	5467	1228	2539	0	3767	0	4221	0	4221	13455
% Lights	95.8	0	0	95.8	96.6	96.1	0	96.1	0	95.5	0	95.5	95.8
Buses	95	0	0	95	10	14	0	24	0	92	0	92	211
% Buses	1.7	0	0	1.7	0.8	0.5	0	0.6	0	2.1	0	2.1	1.5
Trucks	147	0	0	147	33	88	0	121	0	105	0	105	373
% Trucks	2.6	0	0	2.6	2.6	3.3	0	3.1	0	2.4	0	2.4	2.7
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	6	6	0	0	0	0	6
% Pedestrians	0	0	0	0	0	0	100	0.2	0	0	0	0	0

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File Name : 22496
Site Code : 22496
Start Date : 12/14/2021
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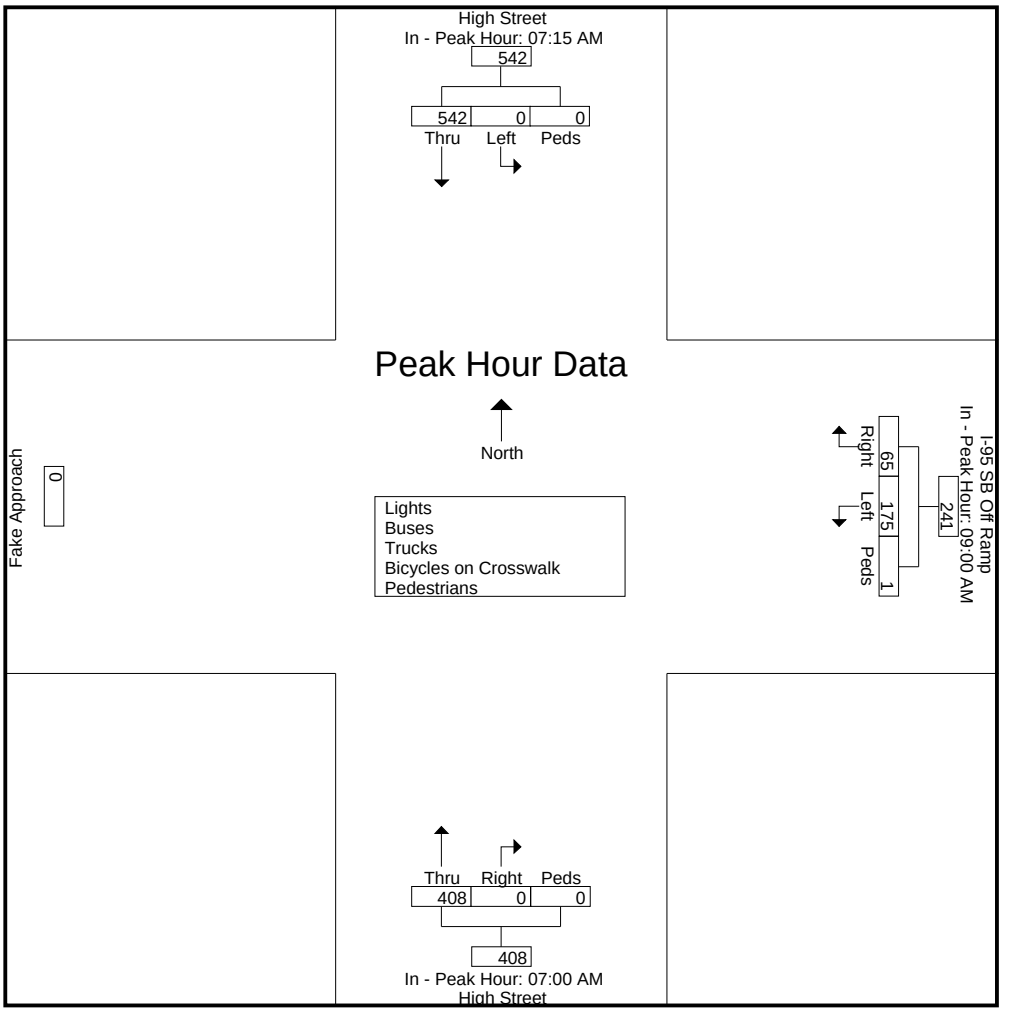
	High Street From North				I-95 SB Off Ramp From East				High Street From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	120	0	0	120	16	39	0	55	0	88	0	88	263
07:30 AM	117	0	0	117	20	29	2	51	0	110	0	110	278
07:45 AM	147	0	0	147	17	45	0	62	0	124	0	124	333
08:00 AM	158	0	0	158	11	38	0	49	0	67	0	67	274
Total Volume	542	0	0	542	64	151	2	217	0	389	0	389	1148
% App. Total	100	0	0		29.5	69.6	0.9		0	100	0		
PHF	.858	.000	.000	.858	.800	.839	.250	.875	.000	.784	.000	.784	.862



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File Name : 22496
Site Code : 22496
Start Date : 12/14/2021
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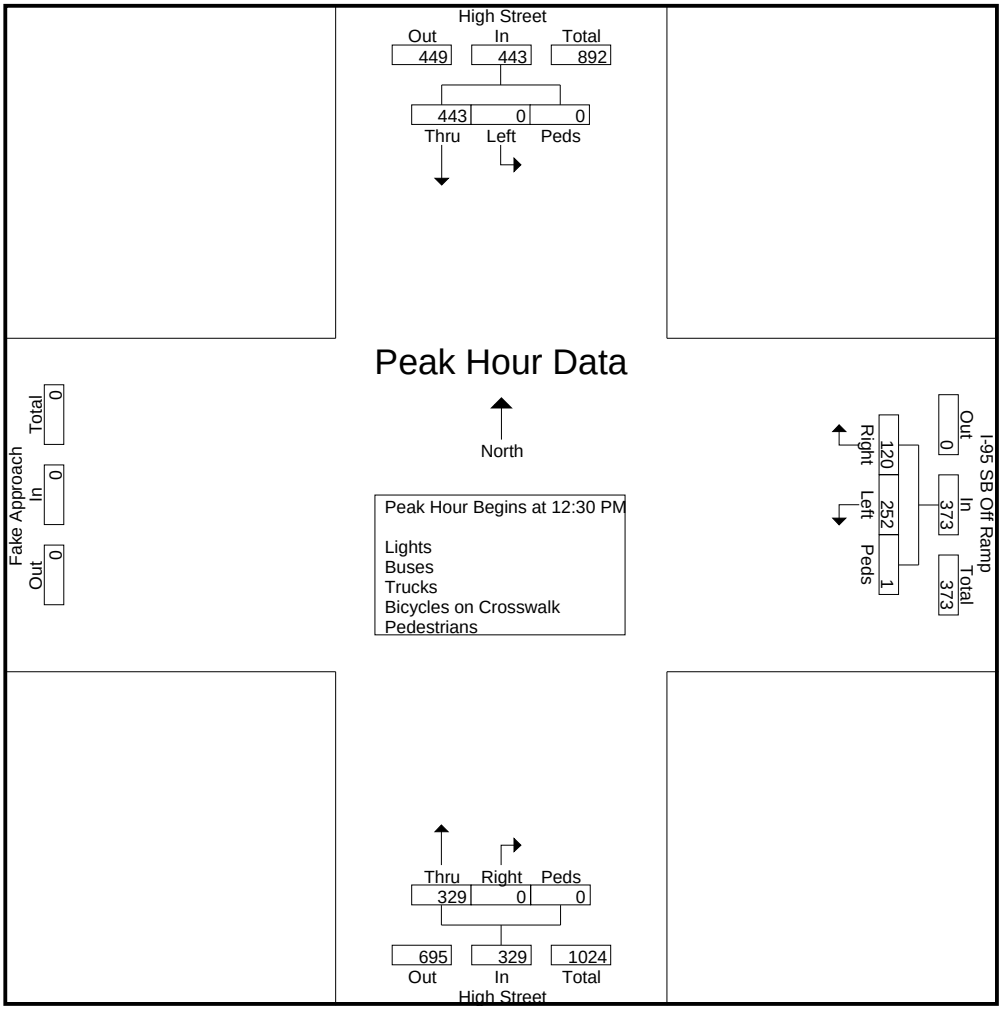
	High Street From North				I-95 SB Off Ramp From East				High Street From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:15 AM				09:00 AM				07:00 AM				
+0 mins.	120	0	0	120	14	18	0	32	0	86	0	86	
+15 mins.	117	0	0	117	17	54	0	71	0	88	0	88	
+30 mins.	147	0	0	147	18	40	0	58	0	110	0	110	
+45 mins.	158	0	0	158	16	63	1	80	0	124	0	124	
Total Volume	542	0	0	542	65	175	1	241	0	408	0	408	
% App. Total	100	0	0		27	72.6	0.4		0	100	0		
PHF	.858	.000	.000	.858	.903	.694	.250	.753	.000	.823	.000	.823	



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File Name : 22496
Site Code : 22496
Start Date : 12/14/2021
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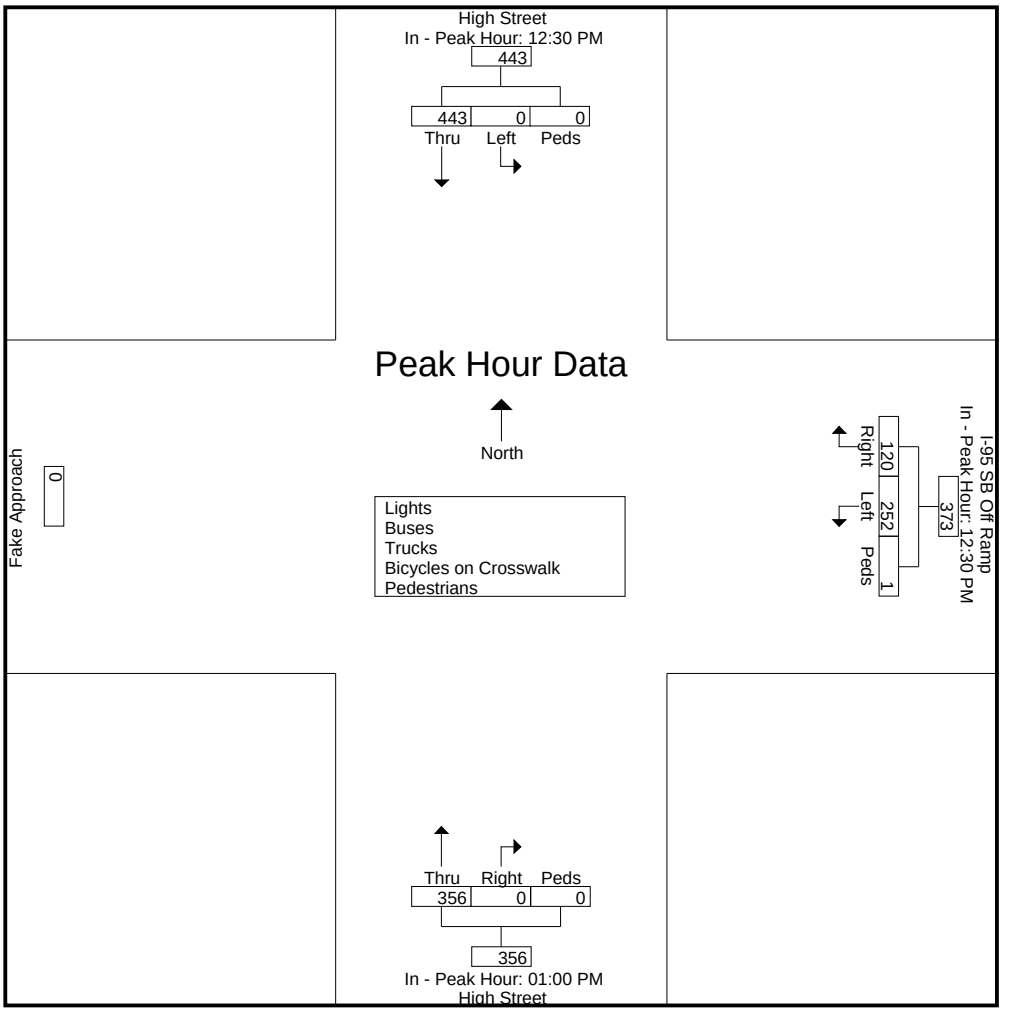
	High Street From North				I-95 SB Off Ramp From East				High Street From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:30 PM													
12:30 PM	109	0	0	109	21	47	0	68	0	96	0	96	273
12:45 PM	110	0	0	110	25	53	0	78	0	68	0	68	256
01:00 PM	120	0	0	120	45	86	1	132	0	83	0	83	335
01:15 PM	104	0	0	104	29	66	0	95	0	82	0	82	281
Total Volume	443	0	0	443	120	252	1	373	0	329	0	329	1145
% App. Total	100	0	0		32.2	67.6	0.3		0	100	0		
PHF	.923	.000	.000	.923	.667	.733	.250	.706	.000	.857	.000	.857	.854



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File Name : 22496
Site Code : 22496
Start Date : 12/14/2021
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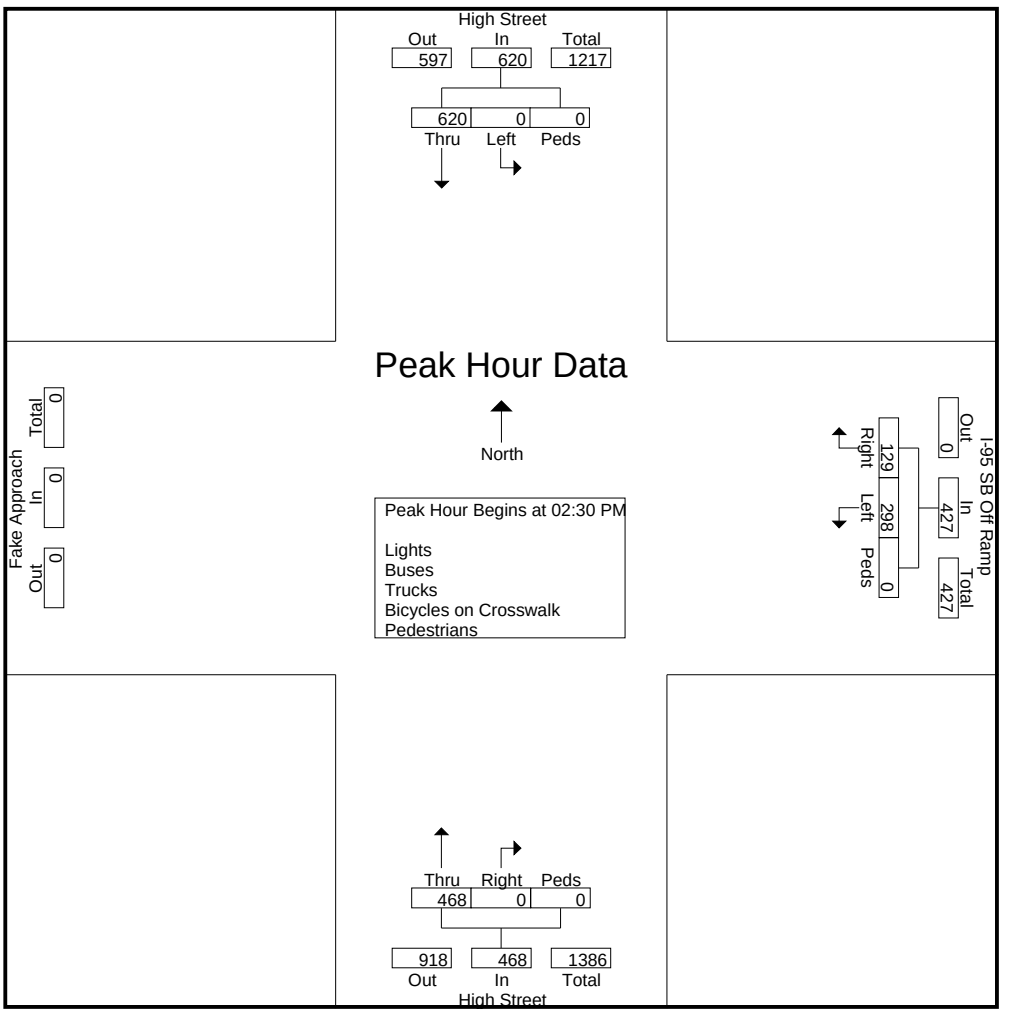
	High Street From North				I-95 SB Off Ramp From East				High Street From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	12:30 PM				12:30 PM				01:00 PM				
+0 mins.	109	0	0	109	21	47	0	68	0	83	0	83	
+15 mins.	110	0	0	110	25	53	0	78	0	82	0	82	
+30 mins.	120	0	0	120	45	86	1	132	0	91	0	91	
+45 mins.	104	0	0	104	29	66	0	95	0	100	0	100	
Total Volume	443	0	0	443	120	252	1	373	0	356	0	356	
% App. Total	100	0	0		32.2	67.6	0.3		0	100	0		
PHF	.923	.000	.000	.923	.667	.733	.250	.706	.000	.890	.000	.890	



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File Name : 22496
Site Code : 22496
Start Date : 12/14/2021
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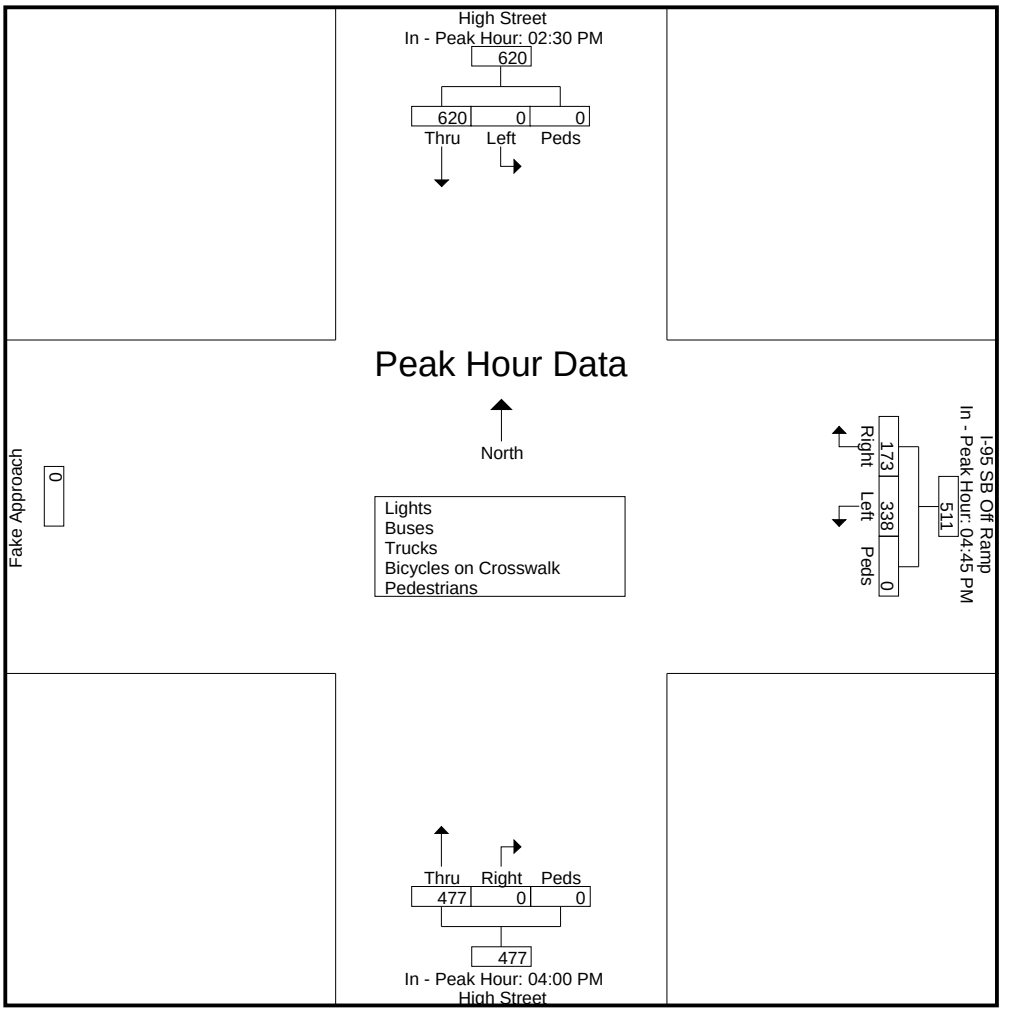
	High Street From North				I-95 SB Off Ramp From East				High Street From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 07:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:30 PM													
02:30 PM	136	0	0	136	41	73	0	114	0	107	0	107	357
02:45 PM	138	0	0	138	31	78	0	109	0	122	0	122	369
03:00 PM	172	0	0	172	34	63	0	97	0	115	0	115	384
03:15 PM	174	0	0	174	23	84	0	107	0	124	0	124	405
Total Volume	620	0	0	620	129	298	0	427	0	468	0	468	1515
% App. Total	100	0	0		30.2	69.8	0		0	100	0		
PHF	.891	.000	.000	.891	.787	.887	.000	.936	.000	.944	.000	.944	.935



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File Name : 22496
Site Code : 22496
Start Date : 12/14/2021
Page No : 8

	High Street From North				I-95 SB Off Ramp From East				High Street 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 02:00 PM to 07:15 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	02:30 PM				04:45 PM				04:00 PM				
+0 mins.	136	0	0	136	50	91	0	141	0	119	0	119	
+15 mins.	138	0	0	138	46	93	0	139	0	136	0	136	
+30 mins.	172	0	0	172	43	76	0	119	0	110	0	110	
+45 mins.	174	0	0	174	34	78	0	112	0	112	0	112	
Total Volume	620	0	0	620	173	338	0	511	0	477	0	477	
% App. Total	100	0	0		33.9	66.1	0		0	100	0		
PHF	.891	.000	.000	.891	.865	.909	.000	.906	.000	.877	.000	.877	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

HIgh St at I-95 NB On Ramp/Laurel St
East Haven, Connecticut

File Name : 22497
Site Code : 22497
Start Date : 12/14/2021
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	High Street From North					I-95 NB On Ramp From East					High Street From South					Laurel Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	65	10	0	75	0	0	0	0	0	28	49	11	0	88	27	18	0	1	46	209
06:45 AM	5	60	17	0	82	0	0	0	0	0	42	70	15	0	127	35	14	3	0	52	261
Total	5	125	27	0	157	0	0	0	0	0	70	119	26	0	215	62	32	3	1	98	470
07:00 AM	1	84	34	0	119	0	0	0	0	0	43	86	16	0	145	26	19	1	0	46	310
07:15 AM	6	101	24	0	131	0	0	0	0	0	42	86	27	0	155	37	14	1	0	52	338
07:30 AM	8	123	23	0	154	0	0	0	2	2	57	96	22	0	175	51	14	10	0	75	406
07:45 AM	9	137	24	0	170	0	0	0	0	0	45	109	20	0	174	59	27	15	0	101	445
Total	24	445	105	0	574	0	0	0	2	2	187	377	85	0	649	173	74	27	0	274	1499
08:00 AM	12	155	33	0	200	0	0	0	0	0	56	79	28	0	163	50	28	3	0	81	444
08:15 AM	7	107	18	0	132	0	0	0	0	0	42	61	21	0	124	47	16	1	0	64	320
08:30 AM	8	115	36	0	159	0	0	0	0	0	53	60	14	0	127	42	23	1	0	66	352
08:45 AM	5	138	26	0	169	0	0	0	0	0	47	88	28	0	163	48	15	0	0	63	395
Total	32	515	113	0	660	0	0	0	0	0	198	288	91	0	577	187	82	5	0	274	1511
09:00 AM	3	107	21	0	131	0	0	0	0	0	35	61	23	0	119	38	9	0	0	47	297
09:15 AM	3	125	16	0	144	0	0	0	0	0	27	59	21	0	107	28	19	0	0	47	298
09:30 AM	5	108	36	0	149	0	0	0	0	0	46	54	29	0	129	34	14	4	0	52	330
09:45 AM	11	106	27	0	144	0	0	0	1	1	35	51	21	0	107	44	10	3	0	57	309
Total	22	446	100	0	568	0	0	0	1	1	143	225	94	0	462	144	52	7	0	203	1234
10:00 AM	16	96	26	0	138	0	0	0	1	1	30	62	29	0	121	30	10	0	0	40	300
10:15 AM	3	93	18	0	114	0	0	0	0	0	35	59	28	0	122	39	14	0	0	53	289
10:30 AM	6	75	25	0	106	0	0	0	0	0	33	58	30	0	121	43	13	0	0	56	283
10:45 AM	2	104	20	0	126	0	0	0	1	1	39	79	27	0	145	41	12	0	0	53	325
Total	27	368	89	0	484	0	0	0	2	2	137	258	114	0	509	153	49	0	0	202	1197
11:00 AM	2	80	18	0	100	0	0	0	0	0	37	62	24	0	123	20	7	0	0	27	250
11:15 AM	11	93	23	0	127	0	0	0	0	0	36	70	33	0	139	44	11	0	0	55	321
11:30 AM	13	127	35	0	175	0	0	0	0	0	34	72	30	0	136	33	19	0	0	52	363
11:45 AM	9	134	17	0	160	0	0	0	0	0	36	71	33	0	140	41	15	2	0	58	358
Total	35	434	93	0	562	0	0	0	0	0	143	275	120	0	538	138	52	2	0	192	1292
12:00 PM	6	107	17	0	130	0	0	0	0	0	34	78	34	0	146	53	10	1	0	64	340
12:15 PM	6	111	33	0	150	0	0	0	0	0	33	90	39	0	162	25	14	1	0	40	352
12:30 PM	9	122	20	0	151	0	0	0	0	0	44	90	28	0	162	30	18	0	0	48	361
12:45 PM	7	127	25	0	159	0	0	0	0	0	37	77	42	0	156	34	12	1	0	47	362
Total	28	467	95	0	590	0	0	0	0	0	148	335	143	0	626	142	54	3	0	199	1415
01:00 PM	6	147	22	0	175	0	0	0	0	0	38	74	36	0	148	32	11	2	0	45	368
01:15 PM	15	157	27	0	199	0	0	0	1	1	35	92	33	0	160	39	9	0	0	48	408
01:30 PM	9	115	31	0	155	0	0	0	0	0	24	81	28	0	133	36	6	2	0	44	332
01:45 PM	6	100	19	0	125	0	0	0	0	0	31	101	42	0	174	31	18	2	0	51	350
Total	36	519	99	0	654	0	0	0	1	1	128	348	139	0	615	138	44	6	0	188	1458
02:00 PM	9	119	25	0	153	0	0	0	0	0	29	96	36	0	161	47	14	3	0	64	378
02:15 PM	18	119	22	0	159	0	0	0	0	0	43	101	42	0	186	28	16	6	0	50	395
02:30 PM	10	151	31	0	192	0	0	0	0	0	36	88	27	0	151	51	13	5	0	69	412
02:45 PM	20	169	26	0	215	0	0	0	0	0	29	127	46	0	202	40	12	3	0	55	472
Total	57	558	104	0	719	0	0	0	0	0	137	412	151	0	700	166	55	17	0	238	1657
03:00 PM	15	166	32	0	213	0	0	0	0	0	29	110	52	0	191	30	19	4	0	53	457

Connecticut Counts LLC
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File Name : 22497
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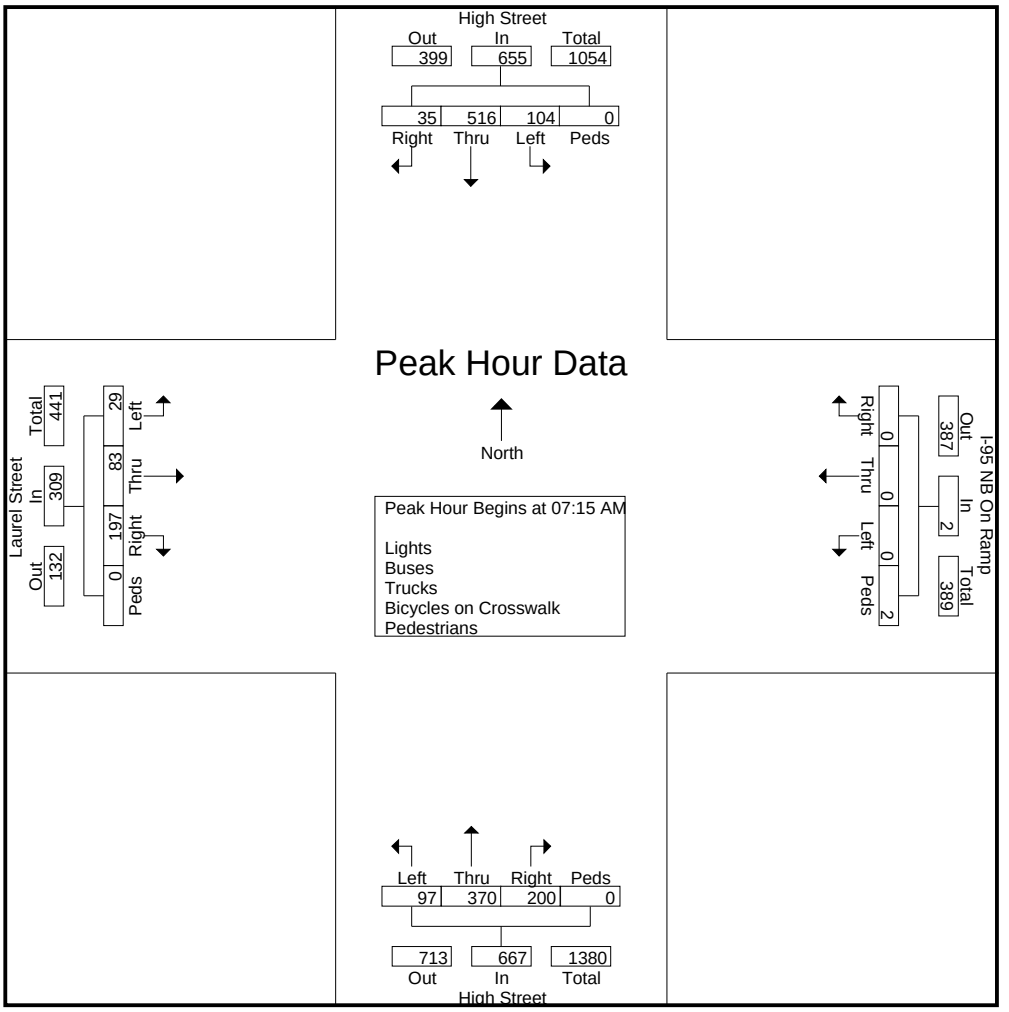
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	High Street From North					I-95 NB On Ramp From East					High Street From South					Laurel Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:15 PM	20	196	49	0	265	0	0	0	0	0	36	111	43	0	190	38	13	4	0	55	510
03:30 PM	17	157	25	0	199	0	0	0	0	0	39	103	44	0	186	50	27	2	0	79	464
03:45 PM	16	152	35	0	203	0	0	0	0	0	44	90	59	0	193	45	22	2	0	69	465
Total	68	671	141	0	880	0	0	0	0	0	148	414	198	0	760	163	81	12	0	256	1896
04:00 PM	16	154	24	0	194	0	0	0	0	0	26	121	58	0	205	56	11	1	0	68	467
04:15 PM	14	143	28	0	185	0	0	0	0	0	22	122	50	0	194	58	10	2	0	70	449
04:30 PM	10	170	24	0	204	0	0	0	0	0	42	120	68	0	230	41	15	0	0	56	490
04:45 PM	13	175	27	0	215	0	0	0	0	0	39	108	49	0	196	44	9	0	0	53	464
Total	53	642	103	0	798	0	0	0	0	0	129	471	225	0	825	199	45	3	0	247	1870
05:00 PM	12	170	21	0	203	0	0	0	0	0	37	121	53	0	211	55	14	0	0	69	483
05:15 PM	15	184	19	0	218	0	0	0	0	0	40	105	58	0	203	22	15	0	0	37	458
05:30 PM	17	161	28	0	206	0	0	0	0	0	30	109	36	0	175	30	7	2	0	39	420
05:45 PM	9	121	20	0	150	0	0	0	0	0	20	85	33	0	138	46	12	0	0	58	346
Total	53	636	88	0	777	0	0	0	0	0	127	420	180	0	727	153	48	2	0	203	1707
06:00 PM	13	114	24	0	151	0	0	0	0	0	25	71	41	0	137	38	10	0	0	48	336
06:15 PM	6	112	21	0	139	0	0	0	0	0	28	73	37	0	138	28	9	0	0	37	314
06:30 PM	11	106	14	0	131	0	0	0	0	0	24	75	32	0	131	31	7	0	0	38	300
06:45 PM	9	110	18	0	137	0	1	0	0	1	21	78	33	0	132	28	9	3	0	40	310
Total	39	442	77	0	558	0	1	0	0	1	98	297	143	0	538	125	35	3	0	163	1260
07:00 PM	12	104	14	0	130	0	0	0	0	0	28	61	24	0	113	24	8	0	0	32	275
07:15 PM	2	81	11	0	94	0	0	0	0	0	21	53	31	0	105	21	4	1	0	26	225
Grand Total	493	6453	1259	0	8205	0	1	0	6	7	1842	4353	1764	0	7959	1988	715	91	1	2795	18966
Apprch %	6	78.6	15.3	0		0	14.3	0	85.7		23.1	54.7	22.2	0		71.1	25.6	3.3	0		
Total %	2.6	34	6.6	0	43.3	0	0	0	0	0	9.7	23	9.3	0	42	10.5	3.8	0.5	0	14.7	
Lights	479	6166	1228								1743	4166	1695			1922					18176
% Lights	97.2	95.6	97.5	0	96	0	100	0	0	14.3	94.6	95.7	96.1	0	95.5	96.7	96.9	91.2	0	96.5	95.8
Buses	7	98	2	0	107	0	0	0	0	0	11	90	18	0	119	23	7	6	0	36	262
% Buses	1.4	1.5	0.2	0	1.3	0	0	0	0	0	0.6	2.1	1	0	1.5	1.2	1	6.6	0	1.3	1.4
Trucks	7	189	29	0	225	0	0	0	0	0	88	97	51	0	236	43	15	2	0	60	521
% Trucks	1.4	2.9	2.3	0	2.7	0	0	0	0	0	4.8	2.2	2.9	0	3	2.2	2.1	2.2	0	2.1	2.7
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	1	1	7
% Pedestrians	0	0	0	0	0	0	0	0	100	85.7	0	0	0	0	0	0	0	0	100	0	0

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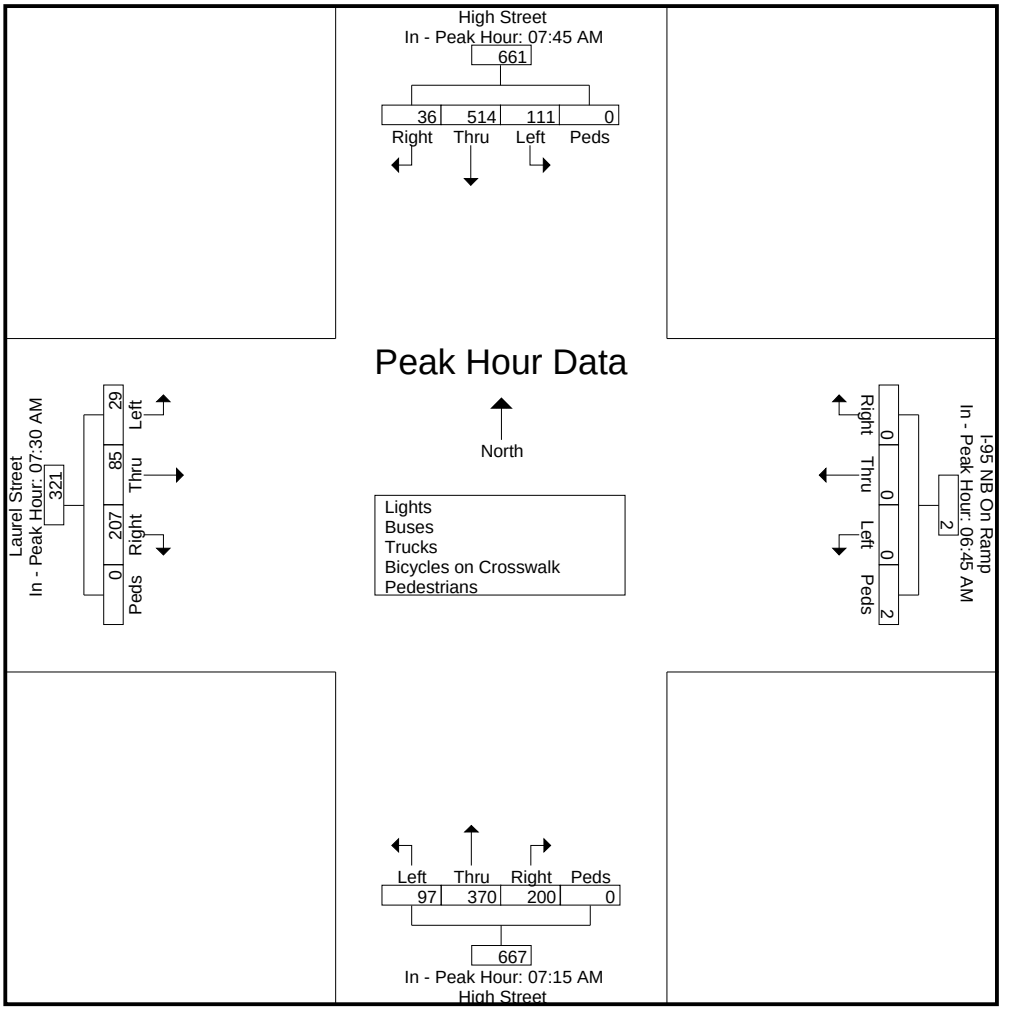
	High Street From North					I-95 NB On Ramp From East					High Street From South					Laurel Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	6	101	24	0	131	0	0	0	0	0	42	86	27	0	155	37	14	1	0	52	338
07:30 AM	8	123	23	0	154	0	0	0	2	2	57	96	22	0	175	51	14	10	0	75	406
07:45 AM	9	137	24	0	170	0	0	0	0	0	45	109	20	0	174	59	27	15	0	101	445
08:00 AM	12	155	33	0	200	0	0	0	0	0	56	79	28	0	163	50	28	3	0	81	444
Total Volume	35	516	104	0	655	0	0	0	2	2	200	370	97	0	667	197	83	29	0	309	1633
% App. Total	5.3	78.8	15.9	0		0	0	0	100		30	55.5	14.5	0		63.8	26.9	9.4	0		
PHF	.729	.832	.788	.000	.819	.000	.000	.000	.250	.250	.877	.849	.866	.000	.953	.835	.741	.483	.000	.765	.917



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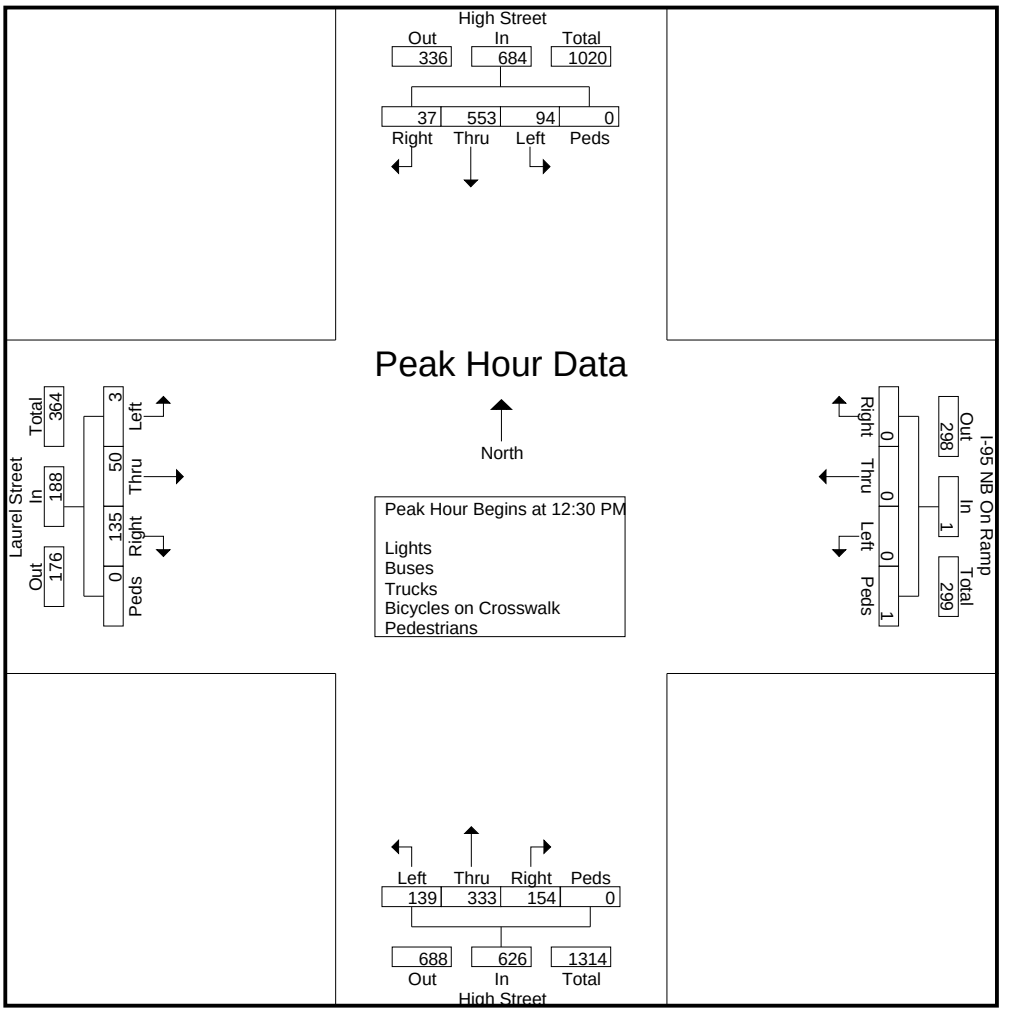
	High Street From North					I-95 NB On Ramp From East					High Street From South					Laurel Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					06:45 AM					07:15 AM					07:30 AM					
+0 mins.	9	137	24	0	170	0	0	0	0	0	42	86	27	0	155	51	14	10	0	75	
+15 mins.	12	155	33	0	200	0	0	0	0	0	57	96	22	0	175	59	27	15	0	101	
+30 mins.	7	107	18	0	132	0	0	0	0	0	45	109	20	0	174	50	28	3	0	81	
+45 mins.	8	115	36	0	159	0	0	0	2	2	56	79	28	0	163	47	16	1	0	64	
Total Volume	36	514	111	0	661	0	0	0	2	2	200	370	97	0	667	207	85	29	0	321	
% App. Total	5.4	77.8	16.8	0		0	0	0	100		30	55.5	14.5	0		64.5	26.5	9	0		
PHF	.750	.829	.771	.000	.826	.000	.000	.000	.250	.250	.877	.849	.866	.000	.953	.877	.759	.483	.000	.795	



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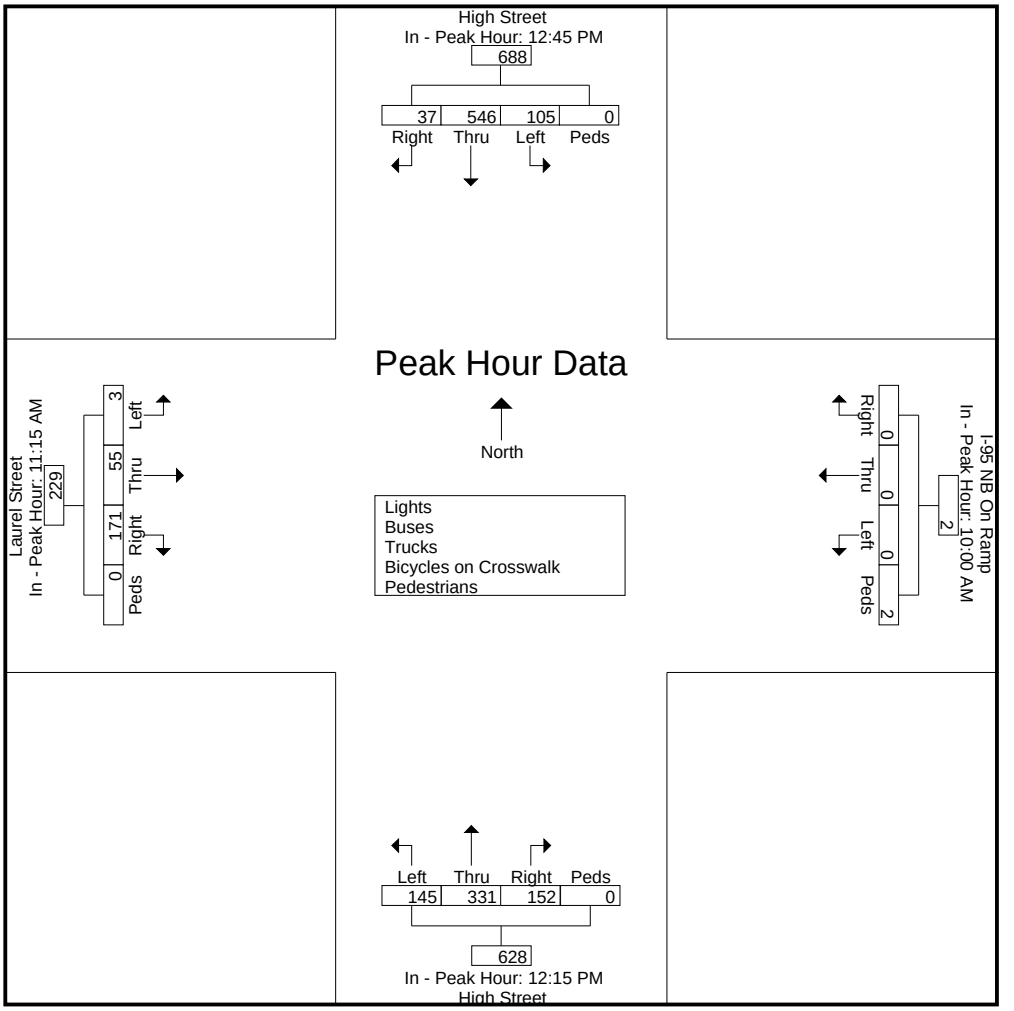
Start Time	High Street From North					I-95 NB On Ramp From East					High Street From South					Laurel Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	9	122	20	0	151	0	0	0	0	0	44	90	28	0	162	30	18	0	0	48	361
12:45 PM	7	127	25	0	159	0	0	0	0	0	37	77	42	0	156	34	12	1	0	47	362
01:00 PM	6	147	22	0	175	0	0	0	0	0	38	74	36	0	148	32	11	2	0	45	368
01:15 PM	15	157	27	0	199	0	0	0	1	1	35	92	33	0	160	39	9	0	0	48	408
Total Volume	37	553	94	0	684	0	0	0	1	1	154	333	139	0	626	135	50	3	0	188	1499
% App. Total	5.4	80.8	13.7	0		0	0	0	100		24.6	53.2	22.2	0		71.8	26.6	1.6	0		
PHF	.617	.881	.870	.000	.859	.000	.000	.000	.250	.250	.875	.905	.827	.000	.966	.865	.694	.375	.000	.979	.919



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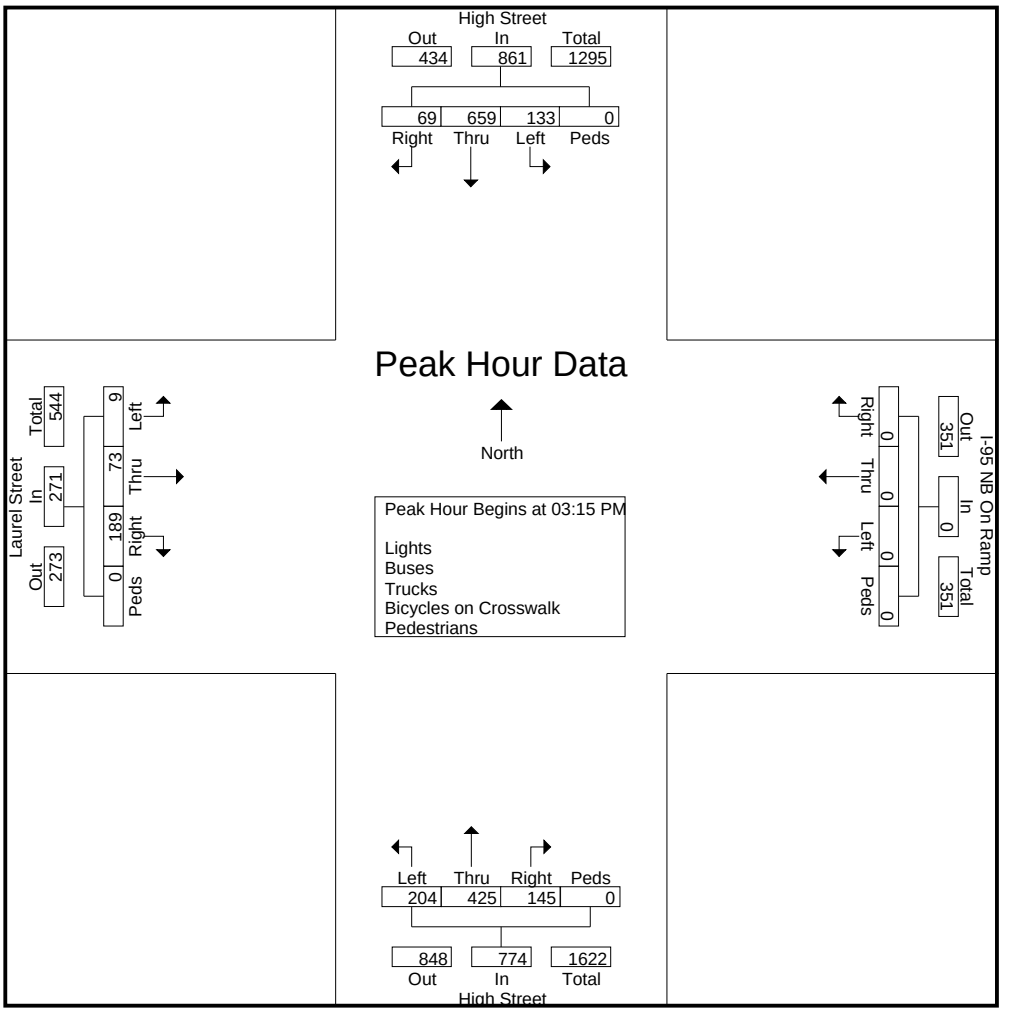
Start Time	High Street From North					I-95 NB On Ramp From East					High Street From South					Laurel Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:45 PM					10:00 AM					12:15 PM					11:15 AM					
+0 mins.	7	127	25	0	159	0	0	0	1	1	33	90	39	0	162	44	11	0	0	55	
+15 mins.	6	147	22	0	175	0	0	0	0	0	44	90	28	0	162	33	19	0	0	52	
+30 mins.	15	157	27	0	199	0	0	0	0	0	37	77	42	0	156	41	15	2	0	58	
+45 mins.	9	115	31	0	155	0	0	0	1	1	38	74	36	0	148	53	10	1	0	64	
Total Volume	37	546	105	0	688	0	0	0	2	2	152	331	145	0	628	171	55	3	0	229	
% App. Total	5.4	79.4	15.3	0		0	0	0	100		24.2	52.7	23.1	0		74.7	24	1.3	0		
PHF	.617	.869	.847	.000	.864	.000	.000	.000	.500	.500	.864	.919	.863	.000	.969	.807	.724	.375	.000	.895	



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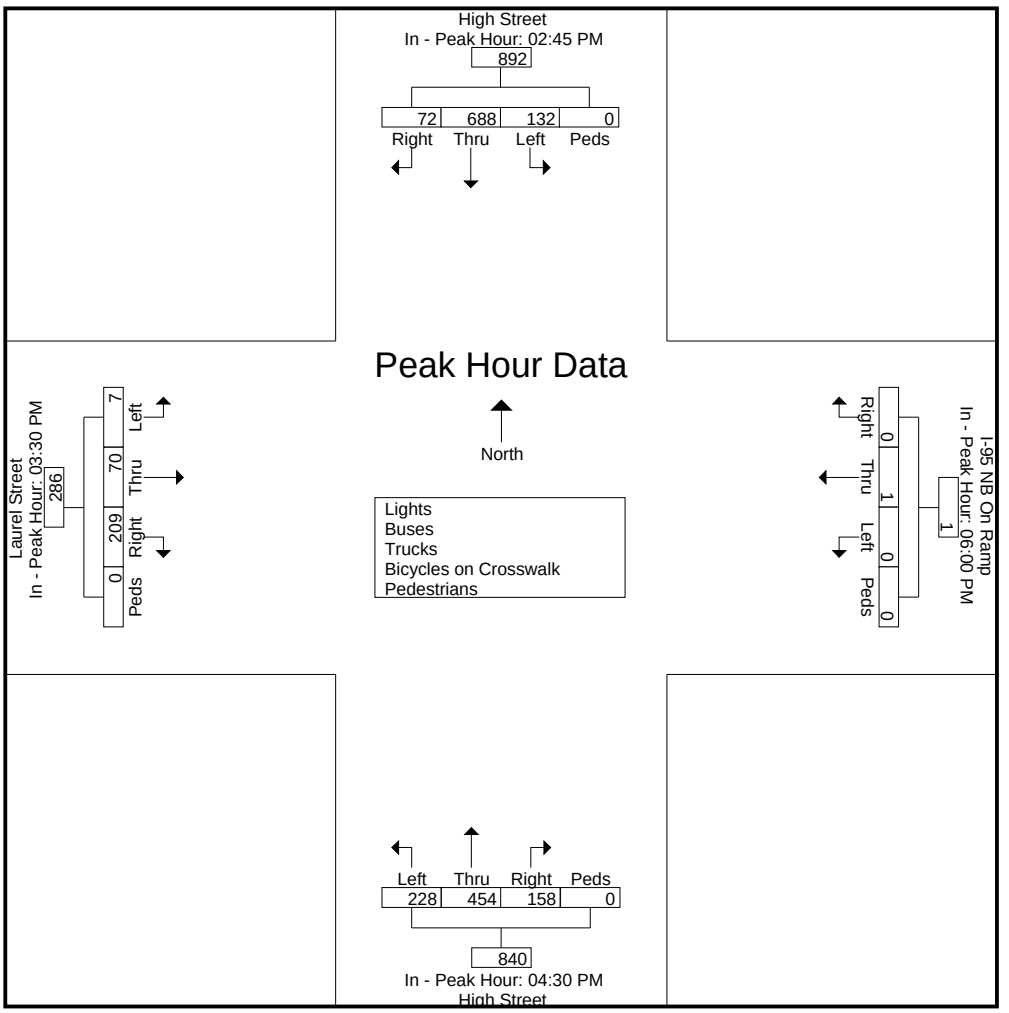
Start Time	High Street From North					I-95 NB On Ramp From East					High Street From South					Laurel Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	20	196	49	0	265	0	0	0	0	0	36	111	43	0	190	38	13	4	0	55	510
03:30 PM	17	157	25	0	199	0	0	0	0	0	39	103	44	0	186	50	27	2	0	79	464
03:45 PM	16	152	35	0	203	0	0	0	0	0	44	90	59	0	193	45	22	2	0	69	465
04:00 PM	16	154	24	0	194	0	0	0	0	0	26	121	58	0	205	56	11	1	0	68	467
Total Volume	69	659	133	0	861	0	0	0	0	0	145	425	204	0	774	189	73	9	0	271	1906
% App. Total	8	76.5	15.4	0		0	0	0	0		18.7	54.9	26.4	0		69.7	26.9	3.3	0		
PHF	.863	.841	.679	.000	.812	.000	.000	.000	.000	.000	.824	.878	.864	.000	.944	.844	.676	.563	.000	.858	.934



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(860) 828-1693

File Name : 22497
Site Code : 22497
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Start Time	High Street From North					I-95 NB On Ramp From East					High Street From South					Laurel Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	02:45 PM					06:00 PM					04:30 PM					03:30 PM					
+0 mins.	20	169	26	0	215	0	0	0	0	0	42	120	68	0	230	50	27	2	0	79	
+15 mins.	15	166	32	0	213	0	0	0	0	0	39	108	49	0	196	45	22	2	0	69	
+30 mins.	20	196	49	0	265	0	0	0	0	0	37	121	53	0	211	56	11	1	0	68	
+45 mins.	17	157	25	0	199	0	1	0	0	1	40	105	58	0	203	58	10	2	0	70	
Total Volume	72	688	132	0	892	0	1	0	0	1	158	454	228	0	840	209	70	7	0	286	
% App. Total	8.1	77.1	14.8	0		0	100	0	0		18.8	54	27.1	0		73.1	24.5	2.4	0		
PHF	.900	.878	.673	.000	.842	.000	.250	.000	.000	.250	.940	.938	.838	.000	.913	.901	.648	.875	.000	.905	



Connecticut Counts LLC
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High Street at Kimberly Avenue
East Haven, Connecticut

File Name : 22498
Site Code : 22498
Start Date : 12/14/2021

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	High Street From North				High Street From South				Kimberly Ave From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
06:30 AM	52	51	0	103	79	5	0	84	1	25	0	26	213
06:45 AM	37	49	0	86	91	8	0	99	3	48	0	51	236
Total	89	100	0	189	170	13	0	183	4	73	0	77	449
07:00 AM	53	67	0	120	112	10	0	122	1	40	0	41	283
07:15 AM	65	82	0	147	83	10	0	93	3	59	0	62	302
07:30 AM	80	99	0	179	118	4	0	122	6	70	0	76	377
07:45 AM	68	141	0	209	110	1	0	111	4	68	0	72	392
Total	266	389	0	655	423	25	0	448	14	237	0	251	1354
08:00 AM	86	115	0	201	94	5	0	99	4	46	0	50	350
08:15 AM	47	92	0	139	103	8	2	113	2	34	0	36	288
08:30 AM	60	116	0	176	79	7	0	86	3	42	0	45	307
08:45 AM	63	129	0	192	125	8	0	133	5	41	0	46	371
Total	256	452	0	708	401	28	2	431	14	163	0	177	1316
09:00 AM	43	100	0	143	81	17	0	98	2	40	2	44	285
09:15 AM	37	115	0	152	70	4	0	74	5	30	0	35	261
09:30 AM	56	84	0	140	93	8	0	101	8	38	0	46	287
09:45 AM	52	104	0	156	77	7	0	84	6	33	0	39	279
Total	188	403	0	591	321	36	0	357	21	141	2	164	1112
10:00 AM	41	82	0	123	97	8	0	105	7	33	0	40	268
10:15 AM	48	86	0	134	76	17	0	93	10	43	0	53	280
10:30 AM	37	69	0	106	79	8	0	87	3	38	0	41	234
10:45 AM	49	99	0	148	90	11	0	101	12	47	0	59	308
Total	175	336	0	511	342	44	0	386	32	161	0	193	1090
11:00 AM	31	73	0	104	89	16	0	105	8	33	0	41	250
11:15 AM	57	83	0	140	98	8	0	106	6	50	0	56	302
11:30 AM	60	106	0	166	84	8	0	92	7	51	0	58	316
11:45 AM	59	114	0	173	90	13	0	103	6	50	0	56	332
Total	207	376	0	583	361	45	0	406	27	184	0	211	1200
12:00 PM	57	104	0	161	106	4	0	110	8	49	0	57	328
12:15 PM	47	91	0	138	105	4	0	109	8	63	0	71	318
12:30 PM	48	110	0	158	106	11	0	117	8	60	0	68	343
12:45 PM	43	123	0	166	86	10	0	96	8	58	2	68	330
Total	195	428	0	623	403	29	0	432	32	230	2	264	1319
01:00 PM	86	118	0	204	101	14	0	115	12	48	0	60	379
01:15 PM	51	119	0	170	86	5	0	91	10	70	0	80	341
01:30 PM	41	106	0	147	104	7	0	111	6	45	0	51	309
01:45 PM	50	90	0	140	99	8	0	107	6	60	0	66	313
Total	228	433	0	661	390	34	0	424	34	223	0	257	1342
02:00 PM	49	110	0	159	97	9	0	106	6	73	1	80	345
02:15 PM	50	119	0	169	113	9	0	122	4	57	0	61	352
02:30 PM	80	134	0	214	86	7	0	93	4	76	0	80	387
02:45 PM	55	141	0	196	108	2	0	110	8	90	0	98	404
Total	234	504	0	738	404	27	0	431	22	296	1	319	1488
03:00 PM	74	152	0	226	109	5	0	114	4	77	0	81	421

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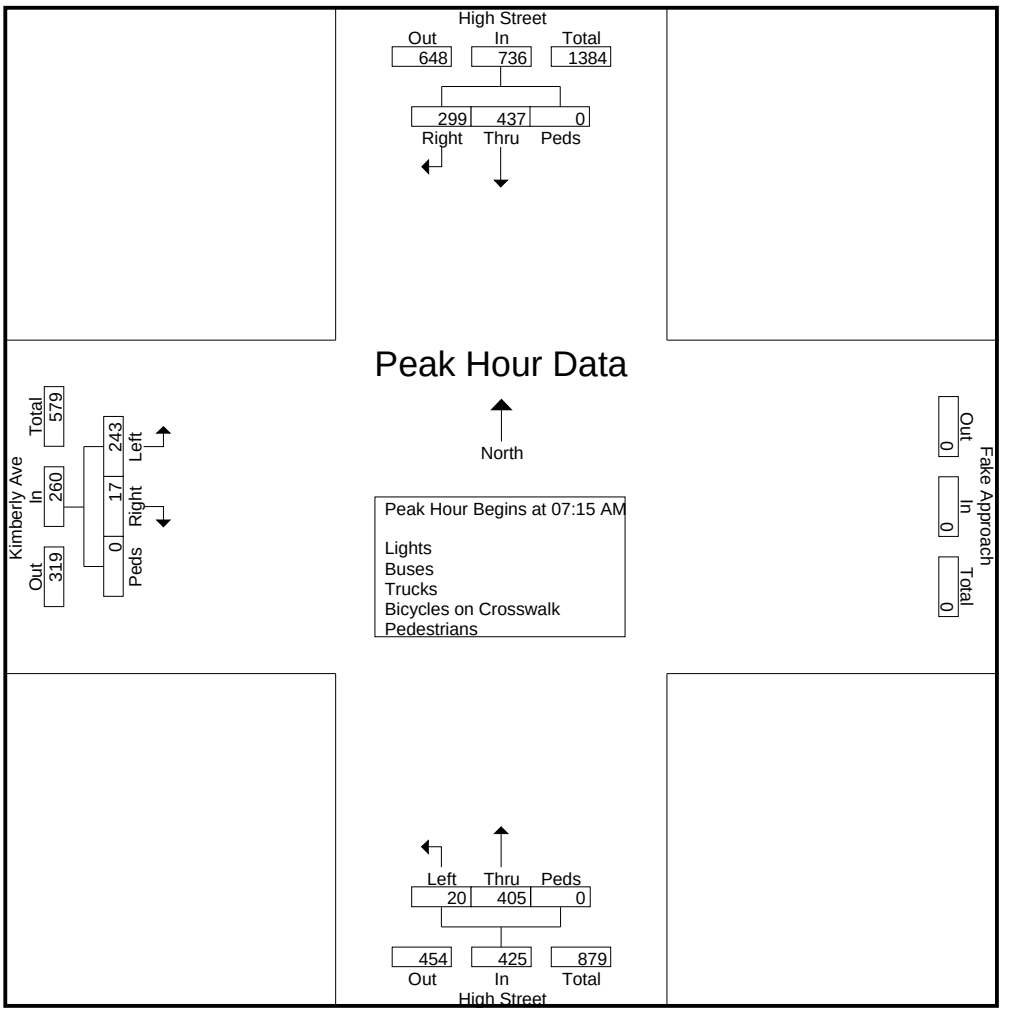
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	High Street From North				High Street From South				Kimberly Ave From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
03:15 PM	83	156	0	239	123	10	0	133	0	77	0	77	449
03:30 PM	54	134	0	188	93	9	0	102	2	72	0	74	364
03:45 PM	55	153	0	208	105	13	0	118	8	86	0	94	420
Total	266	595	0	861	430	37	0	467	14	312	0	326	1654
04:00 PM	60	130	0	190	101	5	2	108	7	96	0	103	401
04:15 PM	74	159	0	233	127	1	0	128	13	85	0	98	459
04:30 PM	55	150	0	205	124	2	0	126	6	100	0	106	437
04:45 PM	74	153	0	227	134	5	0	139	9	80	0	89	455
Total	263	592	0	855	486	13	2	501	35	361	0	396	1752
05:00 PM	73	149	0	222	131	2	0	133	5	96	0	101	456
05:15 PM	56	156	0	212	133	9	0	142	6	83	0	89	443
05:30 PM	52	126	0	178	98	13	0	111	8	77	0	85	374
05:45 PM	48	122	0	170	57	9	0	66	6	73	0	79	315
Total	229	553	0	782	419	33	0	452	25	329	0	354	1588
06:00 PM	42	111	0	153	76	6	0	82	7	64	0	71	306
06:15 PM	33	98	0	131	91	8	0	99	4	55	0	59	289
06:30 PM	47	109	0	156	68	7	0	75	2	52	0	54	285
06:45 PM	38	86	0	124	68	8	0	76	6	55	0	61	261
Total	160	404	0	564	303	29	0	332	19	226	0	245	1141
07:00 PM	38	80	0	118	57	3	0	60	8	50	0	58	236
07:15 PM	30	67	0	97	55	13	0	68	5	46	0	51	216
Grand Total	2824	5712	0	8536	4965	409	4	5378	306	3032	5	3343	17257
Apprch %	33.1	66.9	0		92.3	7.6	0.1		9.2	90.7	0.1		
Total %	16.4	33.1	0	49.5	28.8	2.4	0	31.2	1.8	17.6	0	19.4	
Lights	2740	5425	0	8165	4704	401	0	5105	285	2924	0	3209	16479
% Lights	97	95	0	95.7	94.7	98	0	94.9	93.1	96.4	0	96	95.5
Buses	18	100	0	118	87	0	0	87	3	21	0	24	229
% Buses	0.6	1.8	0	1.4	1.8	0	0	1.6	1	0.7	0	0.7	1.3
Trucks	66	187	0	253	174	8	0	182	18	87	0	105	540
% Trucks	2.3	3.3	0	3	3.5	2	0	3.4	5.9	2.9	0	3.1	3.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	1	1	1
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	20	0	0
Pedestrians	0	0	0	0	0	0	4	4	0	0	4	4	8
% Pedestrians	0	0	0	0	0	0	100	0.1	0	0	80	0.1	0

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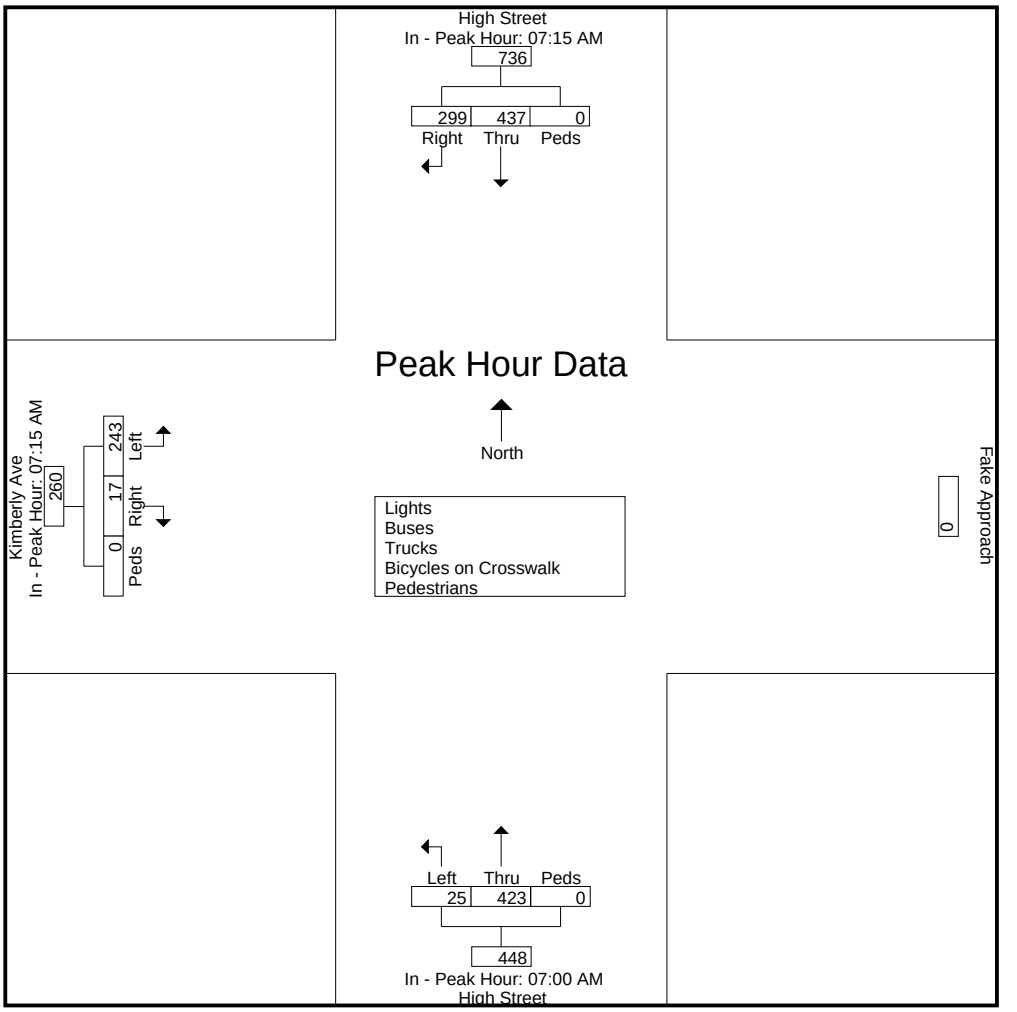
	High Street From North				High Street From South				Kimberly Ave From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	65	82	0	147	83	10	0	93	3	59	0	62	302
07:30 AM	80	99	0	179	118	4	0	122	6	70	0	76	377
07:45 AM	68	141	0	209	110	1	0	111	4	68	0	72	392
08:00 AM	86	115	0	201	94	5	0	99	4	46	0	50	350
Total Volume	299	437	0	736	405	20	0	425	17	243	0	260	1421
% App. Total	40.6	59.4	0		95.3	4.7	0		6.5	93.5	0		
PHF	.869	.775	.000	.880	.858	.500	.000	.871	.708	.868	.000	.855	.906



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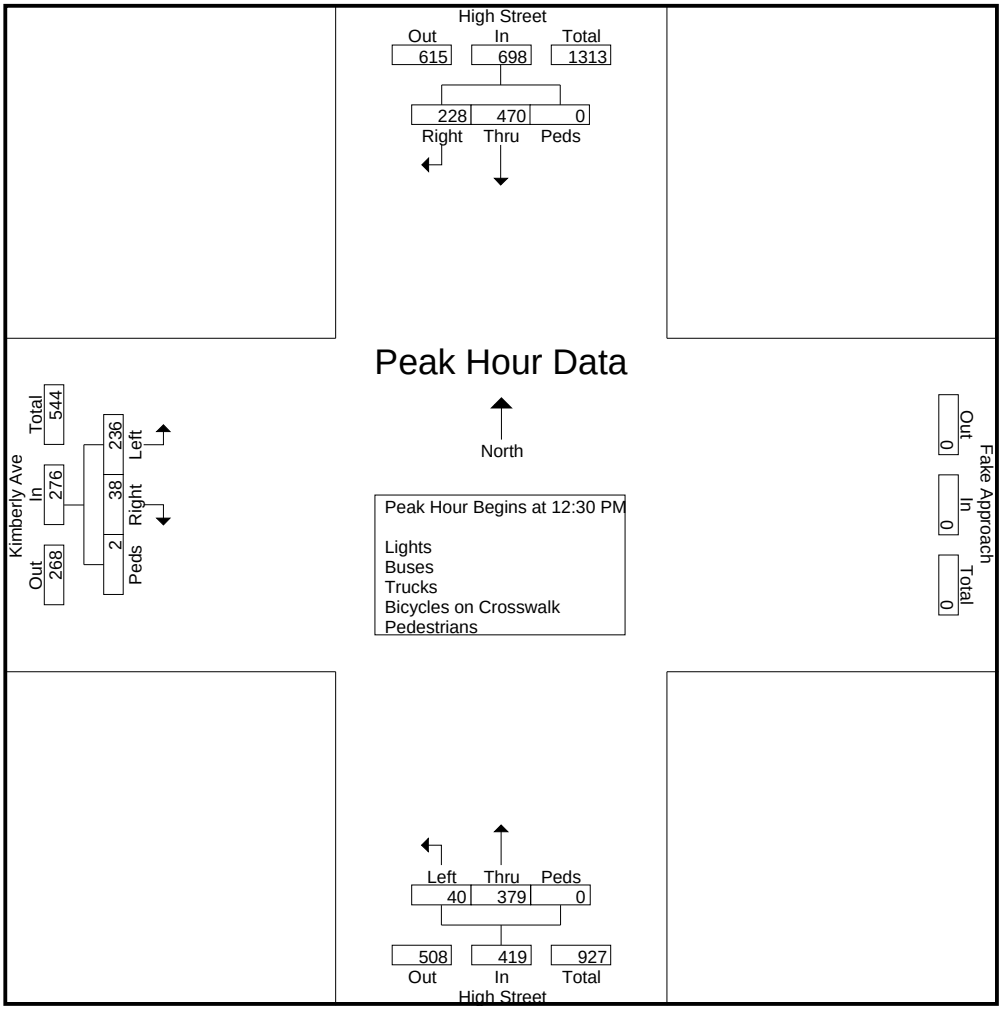
	High Street From North				High Street From South				Kimberly Ave From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:15 AM				07:00 AM				07:15 AM				
+0 mins.	65	82	0	147	112	10	0	122	3	59	0	62	
+15 mins.	80	99	0	179	83	10	0	93	6	70	0	76	
+30 mins.	68	141	0	209	118	4	0	122	4	68	0	72	
+45 mins.	86	115	0	201	110	1	0	111	4	46	0	50	
Total Volume	299	437	0	736	423	25	0	448	17	243	0	260	
% App. Total	40.6	59.4	0		94.4	5.6	0		6.5	93.5	0		
PHF	.869	.775	.000	.880	.896	.625	.000	.918	.708	.868	.000	.855	



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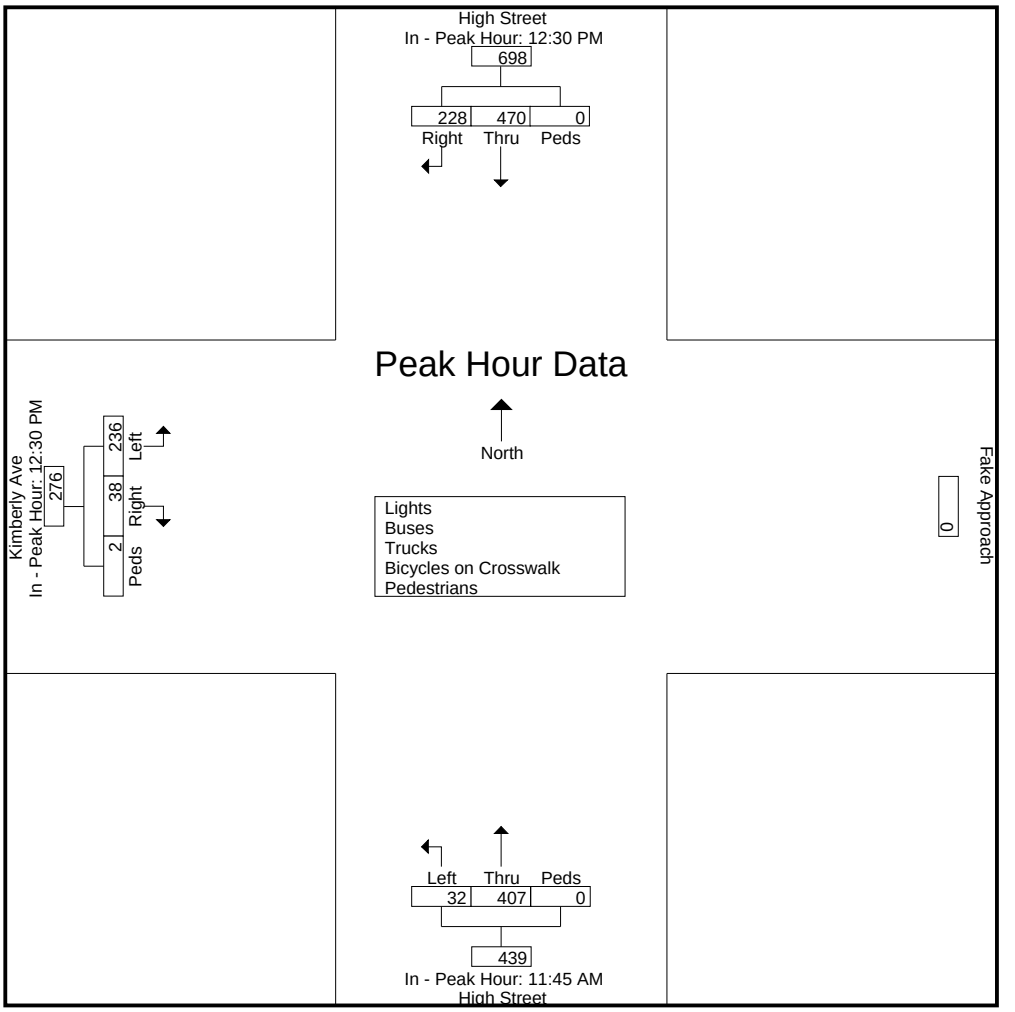
	High Street From North				High Street From South				Kimberly Ave From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:30 PM													
12:30 PM	48	110	0	158	106	11	0	117	8	60	0	68	343
12:45 PM	43	123	0	166	86	10	0	96	8	58	2	68	330
01:00 PM	86	118	0	204	101	14	0	115	12	48	0	60	379
01:15 PM	51	119	0	170	86	5	0	91	10	70	0	80	341
Total Volume	228	470	0	698	379	40	0	419	38	236	2	276	1393
% App. Total	32.7	67.3	0		90.5	9.5	0		13.8	85.5	0.7		
PHF	.663	.955	.000	.855	.894	.714	.000	.895	.792	.843	.250	.863	.919



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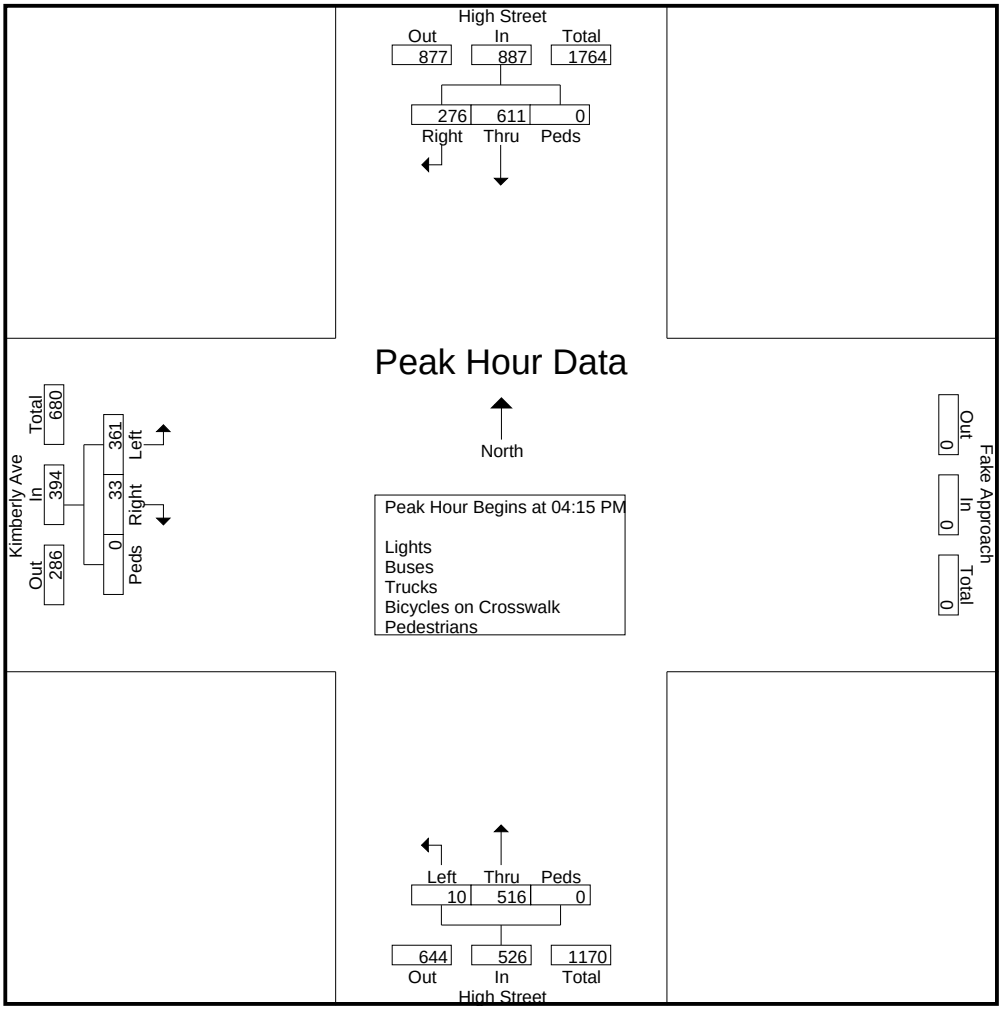
	High Street From North				High Street From South				Kimberly Ave From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	12:30 PM				11:45 AM				12:30 PM				
+0 mins.	48	110	0	158	90	13	0	103	8	60	0	68	
+15 mins.	43	123	0	166	106	4	0	110	8	58	2	68	
+30 mins.	86	118	0	204	105	4	0	109	12	48	0	60	
+45 mins.	51	119	0	170	106	11	0	117	10	70	0	80	
Total Volume	228	470	0	698	407	32	0	439	38	236	2	276	
% App. Total	32.7	67.3	0		92.7	7.3	0		13.8	85.5	0.7		
PHF	.663	.955	.000	.855	.960	.615	.000	.938	.792	.843	.250	.863	



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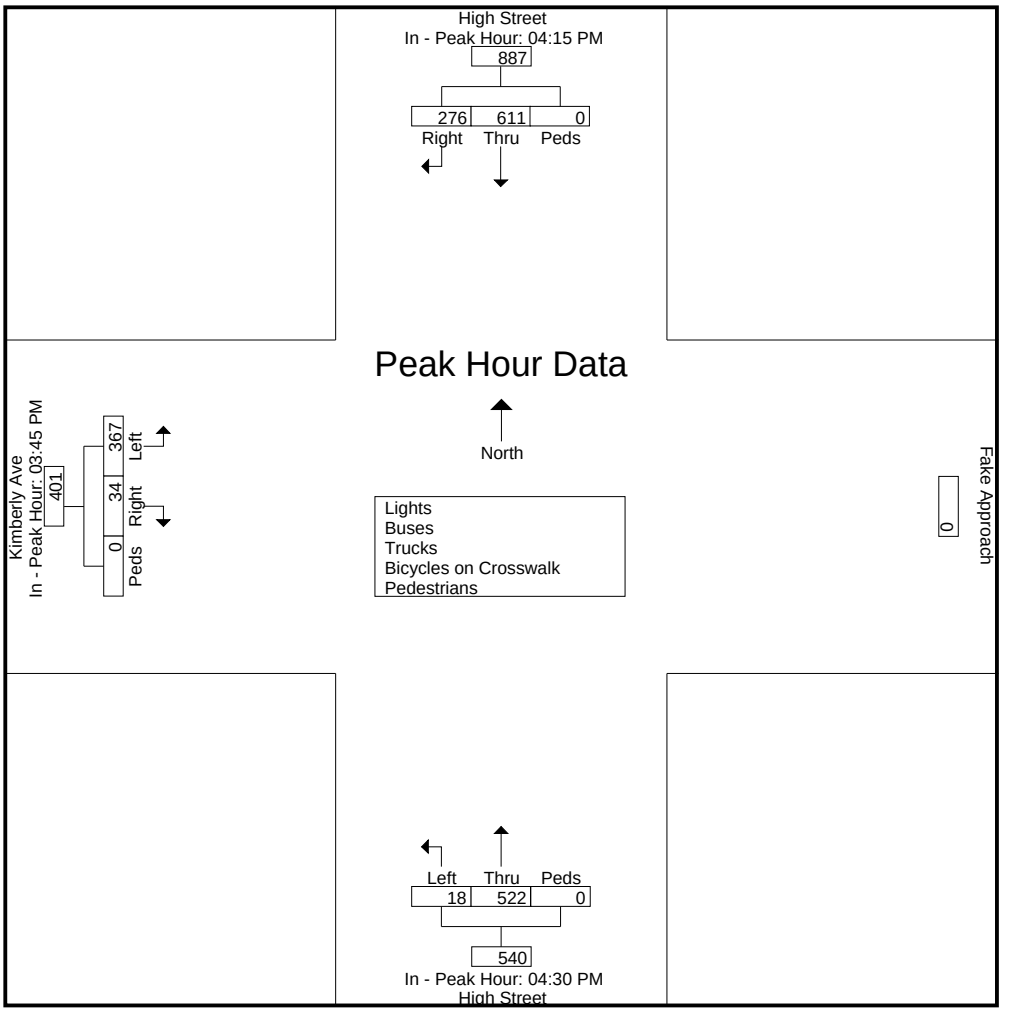
	High Street From North				High Street From South				Kimberly Ave From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 07:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	74	159	0	233	127	1	0	128	13	85	0	98	459
04:30 PM	55	150	0	205	124	2	0	126	6	100	0	106	437
04:45 PM	74	153	0	227	134	5	0	139	9	80	0	89	455
05:00 PM	73	149	0	222	131	2	0	133	5	96	0	101	456
Total Volume	276	611	0	887	516	10	0	526	33	361	0	394	1807
% App. Total	31.1	68.9	0		98.1	1.9	0		8.4	91.6	0		
PHF	.932	.961	.000	.952	.963	.500	.000	.946	.635	.903	.000	.929	.984



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	High Street From North				High Street From South				Kimberly Ave 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 02:00 PM to 07:15 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:15 PM				04:30 PM				03:45 PM				
+0 mins.	74	159	0	233	124	2	0	126	8	86	0	94	
+15 mins.	55	150	0	205	134	5	0	139	7	96	0	103	
+30 mins.	74	153	0	227	131	2	0	133	13	85	0	98	
+45 mins.	73	149	0	222	133	9	0	142	6	100	0	106	
Total Volume	276	611	0	887	522	18	0	540	34	367	0	401	
% App. Total	31.1	68.9	0		96.7	3.3	0		8.5	91.5	0		
PHF	.932	.961	.000	.952	.974	.500	.000	.951	.654	.918	.000	.946	



Connecticut Counts LLC
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High Street at Messina Drive
East Haven, Connecticut

File Name : 22499
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Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	High Street From North					Messina Drive From East					High Street From South					Messina Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	7	25	7	0	39	30	2	0	0	32	0	31	0	0	31	0	0	12	1	13	115
06:45 AM	10	42	5	0	57	33	1	0	2	36	2	48	0	1	51	0	1	9	0	10	154
Total	17	67	12	0	96	63	3	0	2	68	2	79	0	1	82	0	1	21	1	23	269
07:00 AM	14	40	7	0	61	44	1	0	0	45	1	57	0	0	58	0	3	16	0	19	183
07:15 AM	14	38	16	0	68	36	1	0	0	37	0	40	1	0	41	0	2	14	0	16	162
07:30 AM	26	53	14	1	94	58	3	2	0	63	0	57	0	0	57	0	4	12	0	16	230
07:45 AM	32	83	9	1	125	39	2	0	0	41	0	39	0	0	39	0	1	11	0	12	217
Total	86	214	46	2	348	177	7	2	0	186	1	193	1	0	195	0	10	53	0	63	792
08:00 AM	21	80	11	0	112	38	3	2	0	43	3	32	0	0	35	0	3	17	0	20	210
08:15 AM	24	48	13	0	85	41	2	0	0	43	1	43	1	0	45	0	5	21	0	26	199
08:30 AM	22	73	15	0	110	35	8	6	0	49	2	29	0	1	32	1	5	25	0	31	222
08:45 AM	22	73	27	1	123	42	7	2	1	52	1	59	0	0	60	0	3	20	0	23	258
Total	89	274	66	1	430	156	20	10	1	187	7	163	1	1	172	1	16	83	0	100	889
09:00 AM	16	71	14	0	101	40	3	2	0	45	2	40	1	0	43	0	3	12	0	15	204
09:15 AM	16	71	19	0	106	35	7	3	0	45	1	30	1	1	33	0	6	12	0	18	202
09:30 AM	15	48	11	0	74	41	11	1	0	53	2	42	0	0	44	1	2	8	0	11	182
09:45 AM	11	61	16	0	88	36	6	0	0	42	1	40	0	1	42	0	6	11	0	17	189
Total	58	251	60	0	369	152	27	6	0	185	6	152	2	2	162	1	17	43	0	61	777
10:00 AM	21	45	19	0	85	46	12	1	0	59	1	50	1	1	53	0	4	13	0	17	214
10:15 AM	16	41	26	0	83	37	7	2	1	47	1	36	0	3	40	0	7	17	1	25	195
10:30 AM	9	41	14	2	66	38	7	0	1	46	2	46	1	0	49	0	4	7	0	11	172
10:45 AM	14	64	10	2	90	45	16	0	0	61	2	41	1	0	44	0	8	10	0	18	213
Total	60	191	69	4	324	166	42	3	2	213	6	173	3	4	186	0	23	47	1	71	794
11:00 AM	11	44	13	3	71	46	14	1	1	62	3	51	0	1	55	0	4	10	0	14	202
11:15 AM	12	47	26	0	85	45	9	3	0	57	2	50	1	0	53	0	6	6	0	12	207
11:30 AM	21	65	13	1	100	40	15	1	0	56	2	47	1	2	52	0	7	10	1	18	226
11:45 AM	24	61	26	0	111	48	11	3	0	62	2	49	0	0	51	0	3	14	0	17	241
Total	68	217	78	4	367	179	49	8	1	237	9	197	2	3	211	0	20	40	1	61	876
12:00 PM	21	61	15	1	98	40	10	1	0	51	1	42	0	0	43	0	6	26	0	32	224
12:15 PM	15	55	10	0	80	45	17	0	0	62	2	45	0	0	47	0	3	11	0	14	203
12:30 PM	23	67	22	0	112	44	13	2	0	59	1	59	1	0	61	0	2	12	0	14	246
12:45 PM	22	70	19	0	111	57	12	2	1	72	2	42	1	0	45	0	3	6	0	9	237
Total	81	253	66	1	401	186	52	5	1	244	6	188	2	0	196	0	14	55	0	69	910
01:00 PM	22	51	18	1	92	45	12	1	0	58	2	51	0	1	54	0	3	17	1	21	225
01:15 PM	17	83	23	0	123	42	15	1	1	59	3	31	2	0	36	1	3	15	0	19	237
01:30 PM	15	66	19	1	101	38	13	1	1	53	4	51	0	2	57	2	2	13	0	17	228
01:45 PM	17	50	23	0	90	50	13	1	1	65	0	48	0	2	50	0	2	19	0	21	226
Total	71	250	83	2	406	175	53	4	3	235	9	181	2	5	197	3	10	64	1	78	916
02:00 PM	29	59	19	1	108	43	14	3	1	61	0	69	0	1	70	0	8	6	1	15	254
02:15 PM	17	67	9	2	95	37	14	5	0	56	4	49	2	0	55	0	1	15	0	16	222
02:30 PM	28	74	23	1	126	55	6	0	1	62	1	47	0	0	48	1	6	13	0	20	256
02:45 PM	25	100	21	1	147	46	5	2	2	55	1	55	4	2	62	0	10	15	0	25	289
Total	99	300	72	5	476	181	39	10	4	234	6	220	6	3	235	1	25	49	1	76	1021
03:00 PM	26	84	21	3	134	49	9	0	0	58	0	54	2	0	56	0	4	16	0	20	268

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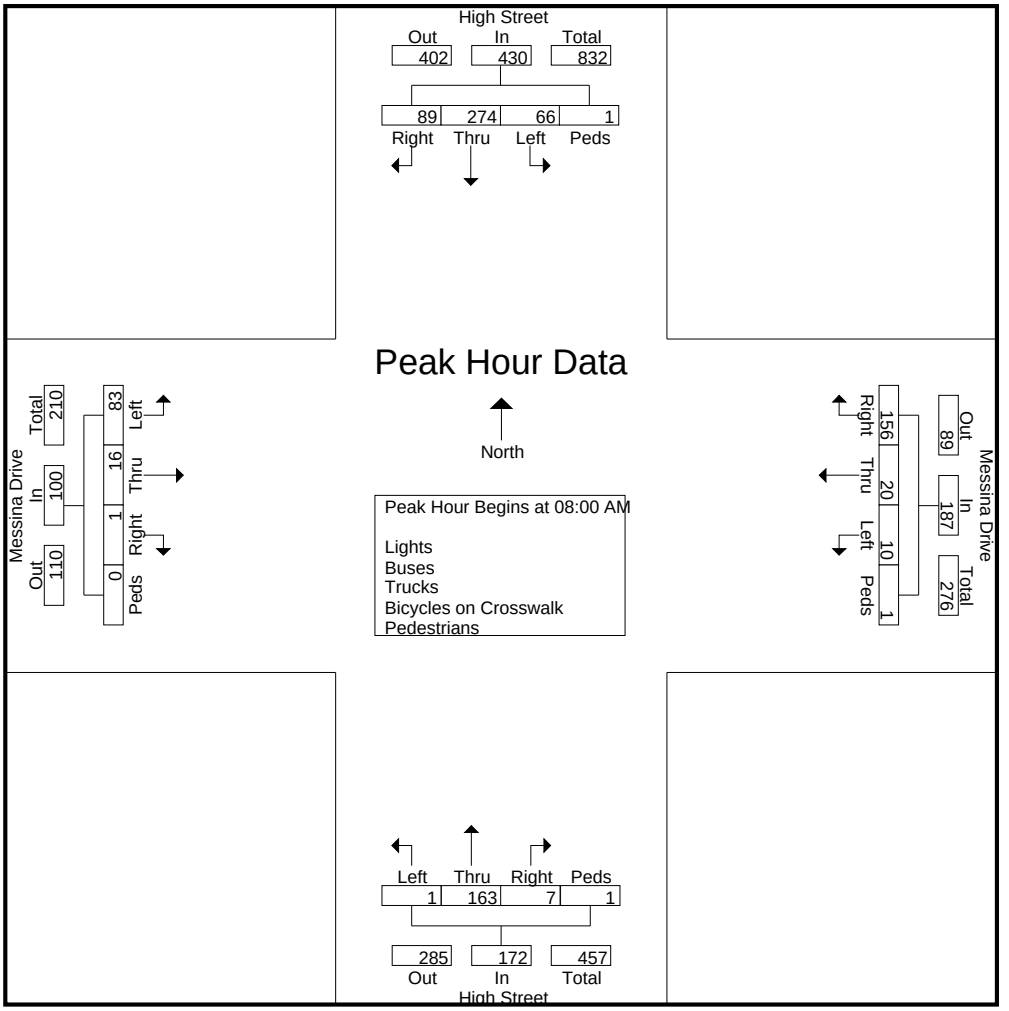
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	High Street From North					Messina Drive From East					High Street From South					Messina Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:15 PM	30	87	24	0	141	54	19	4	0	77	3	45	2	0	50	0	5	17	0	22	290
03:30 PM	22	88	21	0	131	57	15	1	0	73	4	42	1	1	48	0	7	9	1	17	269
03:45 PM	26	90	23	0	139	65	13	1	0	79	4	59	1	0	64	0	5	15	0	20	302
Total	104	349	89	3	545	225	56	6	0	287	11	200	6	1	218	0	21	57	1	79	1129
04:00 PM	19	96	13	0	128	52	24	2	0	78	1	56	1	0	58	0	9	17	0	26	290
04:15 PM	21	105	22	0	148	46	15	0	0	61	5	47	2	0	54	0	7	21	0	28	291
04:30 PM	18	99	20	0	137	56	10	3	0	69	0	55	1	0	56	0	5	16	0	21	283
04:45 PM	20	97	14	0	131	52	14	4	0	70	4	50	2	1	57	0	8	7	0	15	273
Total	78	397	69	0	544	206	63	9	0	278	10	208	6	1	225	0	29	61	0	90	1137
05:00 PM	17	102	15	0	134	54	13	3	0	70	5	47	3	1	56	0	9	15	0	24	284
05:15 PM	24	99	20	0	143	48	13	3	0	64	0	49	0	1	50	0	1	7	0	8	265
05:30 PM	29	76	24	0	129	37	8	2	0	47	0	50	0	0	50	0	9	20	0	29	255
05:45 PM	20	74	12	0	106	34	11	1	0	46	2	18	0	1	21	0	3	11	0	14	187
Total	90	351	71	0	512	173	45	9	0	227	7	164	3	3	177	0	22	53	0	75	991
06:00 PM	31	58	11	0	100	30	7	1	0	38	2	37	0	1	40	0	4	16	0	20	198
06:15 PM	15	55	10	0	80	36	6	2	0	44	2	47	2	0	51	0	4	16	0	20	195
06:30 PM	15	72	9	0	96	36	12	3	0	51	2	31	2	1	36	0	4	6	0	10	193
06:45 PM	17	59	17	0	93	31	6	3	1	41	1	43	2	2	48	0	1	8	0	9	191
Total	78	244	47	0	369	133	31	9	1	174	7	158	6	4	175	0	13	46	0	59	777
07:00 PM	14	63	14	0	91	31	9	3	0	43	1	28	0	0	29	1	3	6	0	10	173
07:15 PM	12	51	6	0	69	26	5	0	0	31	0	20	0	0	20	0	3	17	0	20	140
Grand Total	1005	3472	848	22	5347	2229	501	84	15	2829	88	2324	40	28	2480	7	227	695	6	935	11591
Apprch %	18.8	64.9	15.9	0.4		78.8	17.7	3	0.5		3.5	93.7	1.6	1.1		0.7	24.3	74.3	0.6		
Total %	8.7	30	7.3	0.2	46.1	19.2	4.3	0.7	0.1	24.4	0.8	20.1	0.3	0.2	21.4	0.1	2	6	0.1	8.1	
Lights	966	3254				2146						2172									10914
% Lights	96.1	93.7	95.9	0	94.1	96.3	97.8	83.3	0	95.7	97.7	93.5	97.5	0	92.6	85.7	92.5	95.3	0	93.9	94.2
Buses	11	80	4	0	95	17	3	14	0	34	0	63	0	0	63	0	12	8	0	20	212
% Buses	1.1	2.3	0.5	0	1.8	0.8	0.6	16.7	0	1.2	0	2.7	0	0	2.5	0	5.3	1.2	0	2.1	1.8
Trucks	28	138	31	0	197	66	8	0	0	74	2	89	1	0	92	1	5	25	0	31	394
% Trucks	2.8	4	3.7	0	3.7	3	1.6	0	0	2.6	2.3	3.8	2.5	0	3.7	14.3	2.2	3.6	0	3.3	3.4
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	9.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	20	20	0	0	0	15	15	0	0	0	28	28	0	0	0	6	6	69
% Pedestrians	0	0	0	90.9	0.4	0	0	0	100	0.5	0	0	0	100	1.1	0	0	0	100	0.6	0.6

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22499
Site Code : 22499
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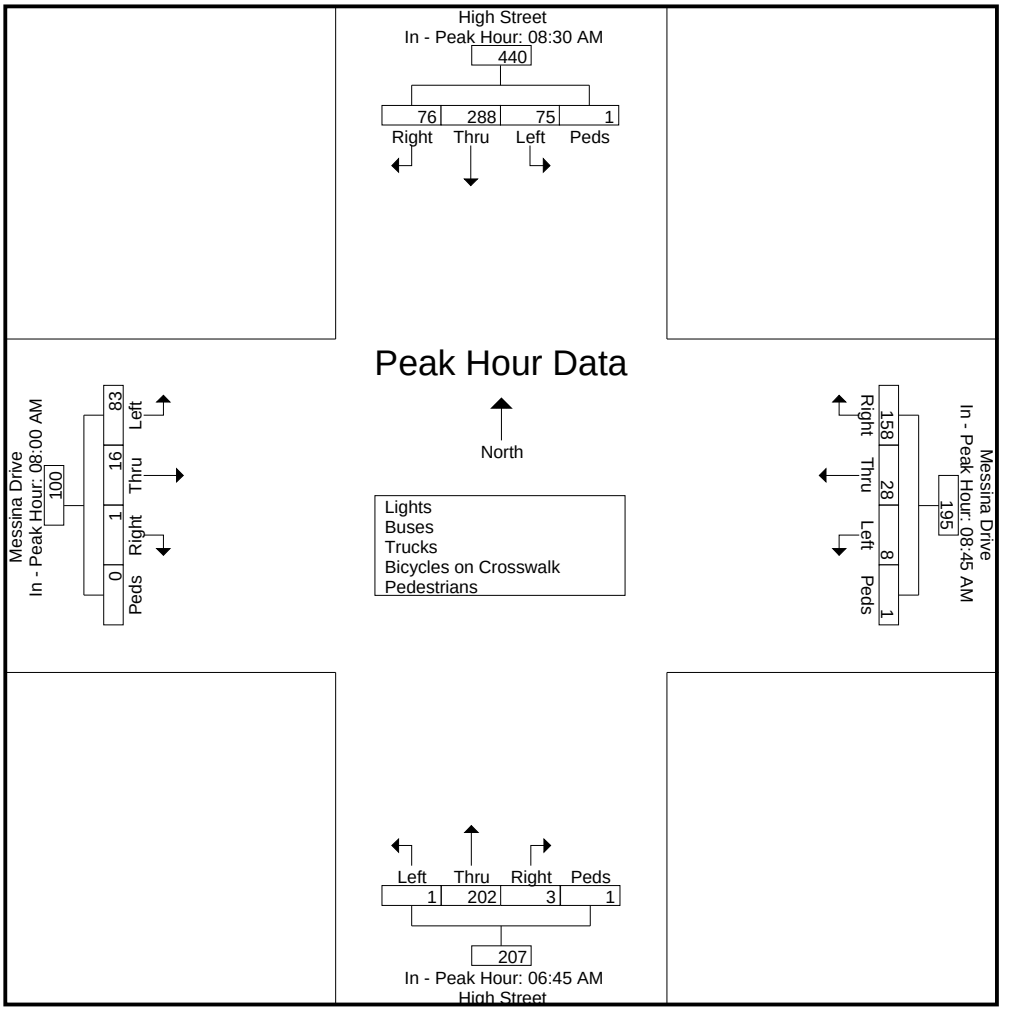
	High Street From North					Messina Drive From East					High Street From South					Messina Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	21	80	11	0	112	38	3	2	0	43	3	32	0	0	35	0	3	17	0	20	210
08:15 AM	24	48	13	0	85	41	2	0	0	43	1	43	1	0	45	0	5	21	0	26	199
08:30 AM	22	73	15	0	110	35	8	6	0	49	2	29	0	1	32	1	5	25	0	31	222
08:45 AM	22	73	27	1	123	42	7	2	1	52	1	59	0	0	60	0	3	20	0	23	258
Total Volume	89	274	66	1	430	156	20	10	1	187	7	163	1	1	172	1	16	83	0	100	889
% App. Total	20.7	63.7	15.3	0.2		83.4	10.7	5.3	0.5		4.1	94.8	0.6	0.6		1	16	83	0		
PHF	.927	.856	.611	.250	.874	.929	.625	.417	.250	.899	.583	.691	.250	.250	.717	.250	.800	.830	.000	.806	.861



Connecticut Counts LLC
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File Name : 22499
Site Code : 22499
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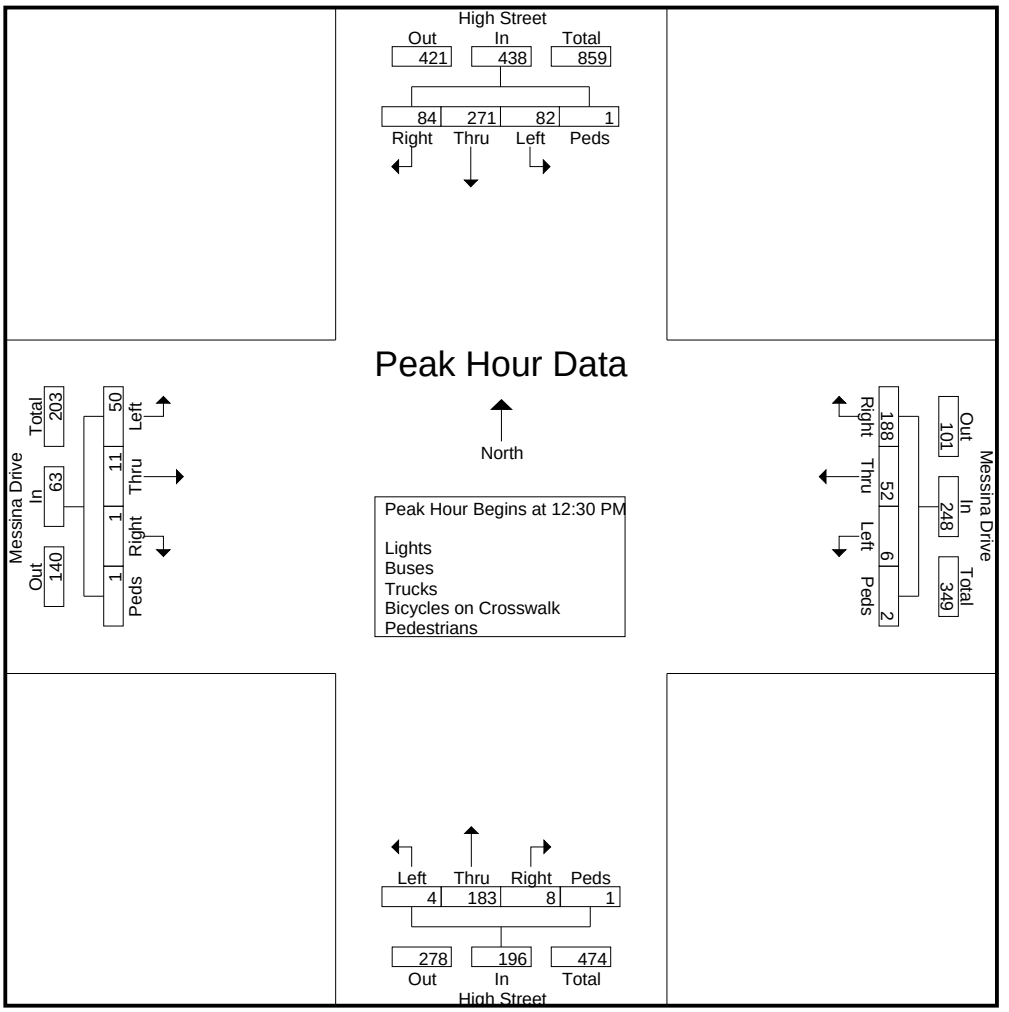
Start Time	High Street From North					Messina Drive From East					High Street From South					Messina Drive From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:30 AM					08:45 AM					06:45 AM					08:00 AM					
+0 mins.	22	73	15	0	110	42	7	2	1	52	2	48	0	1	51	0	3	17	0	20	
+15 mins.	22	73	27	1	123	40	3	2	0	45	1	57	0	0	58	0	5	21	0	26	
+30 mins.	16	71	14	0	101	35	7	3	0	45	0	40	1	0	41	1	5	25	0	31	
+45 mins.	16	71	19	0	106	41	11	1	0	53	0	57	0	0	57	0	3	20	0	23	
Total Volume	76	288	75	1	440	158	28	8	1	195	3	202	1	1	207	1	16	83	0	100	
% App. Total	17.3	65.5	17	0.2		81	14.4	4.1	0.5		1.4	97.6	0.5	0.5		1	16	83	0		
PHF	.864	.986	.694	.250	.894	.940	.636	.667	.250	.920	.375	.886	.250	.250	.892	.250	.800	.830	.000	.806	



Connecticut Counts LLC
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Site Code : 22499
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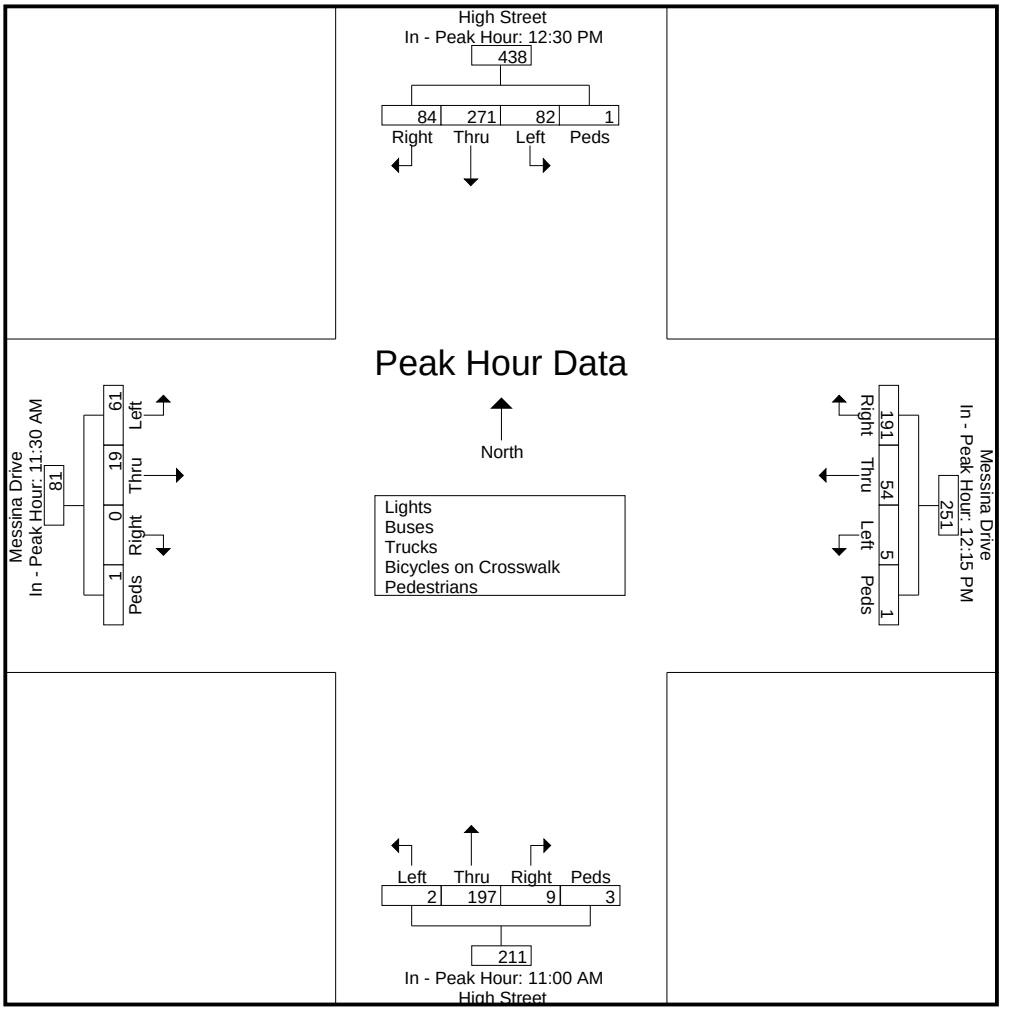
Start Time	High Street From North					Messina Drive From East					High Street From South					Messina Drive From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	23	67	22	0	112	44	13	2	0	59	1	59	1	0	61	0	2	12	0	14	246
12:45 PM	22	70	19	0	111	57	12	2	1	72	2	42	1	0	45	0	3	6	0	9	237
01:00 PM	22	51	18	1	92	45	12	1	0	58	2	51	0	1	54	0	3	17	1	21	225
01:15 PM	17	83	23	0	123	42	15	1	1	59	3	31	2	0	36	1	3	15	0	19	237
Total Volume	84	271	82	1	438	188	52	6	2	248	8	183	4	1	196	1	11	50	1	63	945
% App. Total	19.2	61.9	18.7	0.2		75.8	21	2.4	0.8		4.1	93.4	2	0.5		1.6	17.5	79.4	1.6		
PHF	.913	.816	.891	.250	.890	.825	.867	.750	.500	.861	.667	.775	.500	.250	.803	.250	.917	.735	.250	.750	.960



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File Name : 22499
Site Code : 22499
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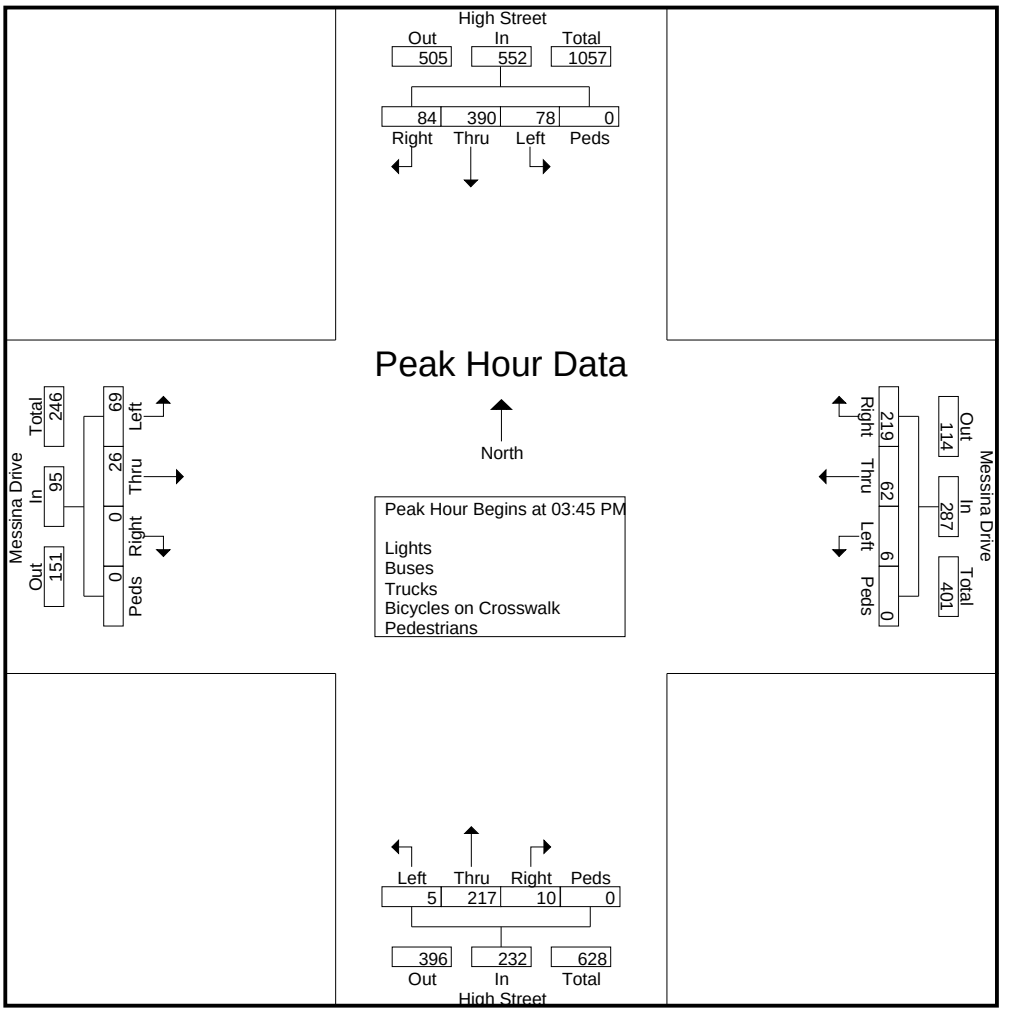
Start Time	High Street From North					Messina Drive From East					High Street From South					Messina Drive From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:30 PM					12:15 PM					11:00 AM					11:30 AM					
+0 mins.	23	67	22	0	112	45	17	0	0	62	3	51	0	1	55	0	7	10	1	18	
+15 mins.	22	70	19	0	111	44	13	2	0	59	2	50	1	0	53	0	3	14	0	17	
+30 mins.	22	51	18	1	92	57	12	2	1	72	2	47	1	2	52	0	6	26	0	32	
+45 mins.	17	83	23	0	123	45	12	1	0	58	2	49	0	0	51	0	3	11	0	14	
Total Volume	84	271	82	1	438	191	54	5	1	251	9	197	2	3	211	0	19	61	1	81	
% App. Total	19.2	61.9	18.7	0.2		76.1	21.5	2	0.4		4.3	93.4	0.9	1.4		0	23.5	75.3	1.2		
PHF	.913	.816	.891	.250	.890	.838	.794	.625	.250	.872	.750	.966	.500	.375	.959	.000	.679	.587	.250	.633	



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Kensington, Connecticut 06037
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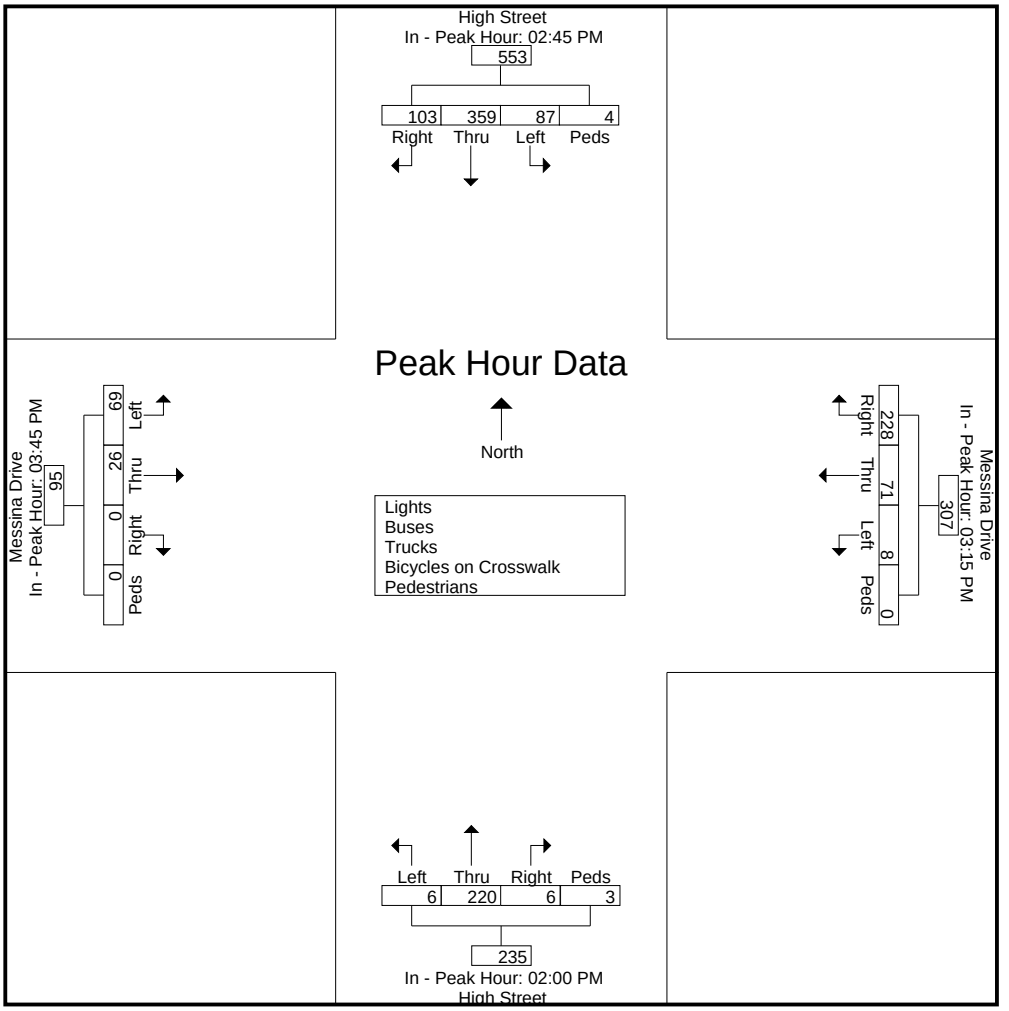
Start Time	High Street From North					Messina Drive From East					High Street From South					Messina Drive From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	26	90	23	0	139	65	13	1	0	79	4	59	1	0	64	0	5	15	0	20	302
04:00 PM	19	96	13	0	128	52	24	2	0	78	1	56	1	0	58	0	9	17	0	26	290
04:15 PM	21	105	22	0	148	46	15	0	0	61	5	47	2	0	54	0	7	21	0	28	291
04:30 PM	18	99	20	0	137	56	10	3	0	69	0	55	1	0	56	0	5	16	0	21	283
Total Volume	84	390	78	0	552	219	62	6	0	287	10	217	5	0	232	0	26	69	0	95	1166
% App. Total	15.2	70.7	14.1	0		76.3	21.6	2.1	0		4.3	93.5	2.2	0		0	27.4	72.6	0		
PHF	.808	.929	.848	.000	.932	.842	.646	.500	.000	.908	.500	.919	.625	.000	.906	.000	.722	.821	.000	.848	.965



Connecticut Counts LLC
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File Name : 22499
Site Code : 22499
Start Date : 12/14/2021
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Start Time	High Street From North					Messina Drive From East					High Street From South					Messina Drive From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	02:45 PM					03:15 PM					02:00 PM					03:45 PM					
+0 mins.	25	100	21	1	147	54	19	4	0	77	0	69	0	1	70	0	5	15	0	20	
+15 mins.	26	84	21	3	134	57	15	1	0	73	4	49	2	0	55	0	9	17	0	26	
+30 mins.	30	87	24	0	141	65	13	1	0	79	1	47	0	0	48	0	7	21	0	28	
+45 mins.	22	88	21	0	131	52	24	2	0	78	1	55	4	2	62	0	5	16	0	21	
Total Volume	103	359	87	4	553	228	71	8	0	307	6	220	6	3	235	0	26	69	0	95	
% App. Total	18.6	64.9	15.7	0.7		74.3	23.1	2.6	0		2.6	93.6	2.6	1.3		0	27.4	72.6	0		
PHF	.858	.898	.906	.333	.940	.877	.740	.500	.000	.972	.375	.797	.375	.375	.839	.000	.722	.821	.000	.848	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Main Street at Messina/ Kirkham Ave
E. Haven, Connecticut

File Name : 22501
Site Code : 22501
Start Date : 12/14/2021
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Messina Drive From North					Main Street From East					Kirkham Ave From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	7	0	0	0	7	0	24	0	0	24	0	0	0	0	0	0	23	12	0	35	66
06:45 AM	13	0	1	0	14	0	30	0	0	30	0	0	0	1	1	0	30	10	0	40	85
Total	20	0	1	0	21	0	54	0	0	54	0	0	0	1	1	0	53	22	0	75	151
07:00 AM	14	0	0	0	14	0	30	0	0	30	2	0	0	1	3	0	23	17	0	40	87
07:15 AM	15	1	0	0	16	0	18	0	0	18	1	0	0	0	1	7	38	16	0	61	96
07:30 AM	29	1	0	0	30	0	41	0	0	41	0	1	1	0	2	1	43	13	0	57	130
07:45 AM	26	1	0	0	27	0	32	3	0	35	2	2	2	0	6	3	42	10	0	55	123
Total	84	3	0	0	87	0	121	3	0	124	5	3	3	1	12	11	146	56	0	213	436
08:00 AM	29	1	0	0	30	0	40	0	0	40	1	0	1	1	3	1	37	18	0	56	129
08:15 AM	24	3	0	1	28	0	47	1	0	48	4	3	4	0	11	2	62	23	0	87	174
08:30 AM	25	3	0	1	29	0	31	0	0	31	1	1	0	1	3	2	58	28	1	89	152
08:45 AM	30	1	0	0	31	0	43	0	0	43	0	1	0	1	2	3	65	25	1	94	170
Total	108	8	0	2	118	0	161	1	0	162	6	5	5	3	19	8	222	94	2	326	625
09:00 AM	23	0	0	0	23	0	47	1	0	48	0	1	2	1	4	3	49	13	0	65	140
09:15 AM	22	2	0	0	24	2	49	2	0	53	1	1	2	1	5	0	69	14	0	83	165
09:30 AM	24	0	1	0	25	0	46	1	0	47	2	3	4	0	9	0	49	11	0	60	141
09:45 AM	15	1	1	2	19	0	43	2	0	45	6	2	1	0	9	3	45	14	0	62	135
Total	84	3	2	2	91	2	185	6	0	193	9	7	9	2	27	6	212	52	0	270	581
10:00 AM	26	3	0	1	30	0	41	1	2	44	3	1	1	2	7	3	59	17	0	79	160
10:15 AM	19	4	0	4	27	0	47	3	0	50	3	4	3	1	11	1	55	18	0	74	162
10:30 AM	20	0	0	0	20	0	57	3	0	60	1	1	3	0	5	3	51	11	0	65	150
10:45 AM	29	3	1	1	34	0	50	2	0	52	3	0	5	4	12	3	50	18	1	72	170
Total	94	10	1	6	111	0	195	9	2	206	10	6	12	7	35	10	215	64	1	290	642
11:00 AM	25	0	1	0	26	1	51	4	0	56	4	0	1	0	5	3	79	14	0	96	183
11:15 AM	22	0	0	3	25	0	53	2	0	55	2	1	1	2	6	2	66	10	1	79	165
11:30 AM	26	2	0	0	28	0	60	3	0	63	3	1	6	4	14	1	73	16	1	91	196
11:45 AM	41	0	2	1	44	0	54	1	0	55	4	0	1	7	12	3	67	16	1	87	198
Total	114	2	3	4	123	1	218	10	0	229	13	2	9	13	37	9	285	56	3	353	742
12:00 PM	27	0	0	0	27	0	73	3	0	76	5	0	2	5	12	3	81	32	0	116	231
12:15 PM	32	0	1	1	34	0	74	1	0	75	5	1	2	1	9	4	84	15	0	103	221
12:30 PM	31	1	3	2	37	0	65	2	0	67	3	1	5	2	11	5	67	12	0	84	199
12:45 PM	36	2	1	3	42	0	55	2	0	57	0	0	3	1	4	5	68	7	0	80	183
Total	126	3	5	6	140	0	267	8	0	275	13	2	12	9	36	17	300	66	0	383	834
01:00 PM	34	0	0	1	35	1	63	2	0	66	4	1	2	3	10	0	72	19	0	91	202
01:15 PM	31	1	0	2	34	0	58	2	2	62	0	2	0	1	3	0	66	18	1	85	184
01:30 PM	27	2	0	1	30	2	48	4	0	54	0	0	1	6	7	2	74	15	0	91	182
01:45 PM	30	1	0	1	32	0	44	2	0	46	2	0	2	5	9	3	76	20	0	99	186
Total	122	4	0	5	131	3	213	10	2	228	6	3	5	15	29	5	288	72	1	366	754
02:00 PM	34	4	1	0	39	0	58	0	0	58	0	0	2	3	5	2	68	14	0	84	186
02:15 PM	34	1	0	2	37	0	43	0	0	43	2	0	0	2	4	3	78	16	0	97	181
02:30 PM	31	1	2	2	36	2	61	2	0	65	3	5	2	0	10	1	78	15	0	94	205
02:45 PM	34	1	1	0	36	0	62	1	0	63	4	1	2	4	11	1	65	24	0	90	200
Total	133	7	4	4	148	2	224	3	0	229	9	6	6	9	30	7	289	69	0	365	772
03:00 PM	32	3	0	0	35	0	59	0	0	59	2	2	1	1	6	4	67	18	0	89	189

Connecticut Counts LLC
Kensington, Connecticut 06037
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File Name : 22501
Site Code : 22501
Start Date : 12/14/2021

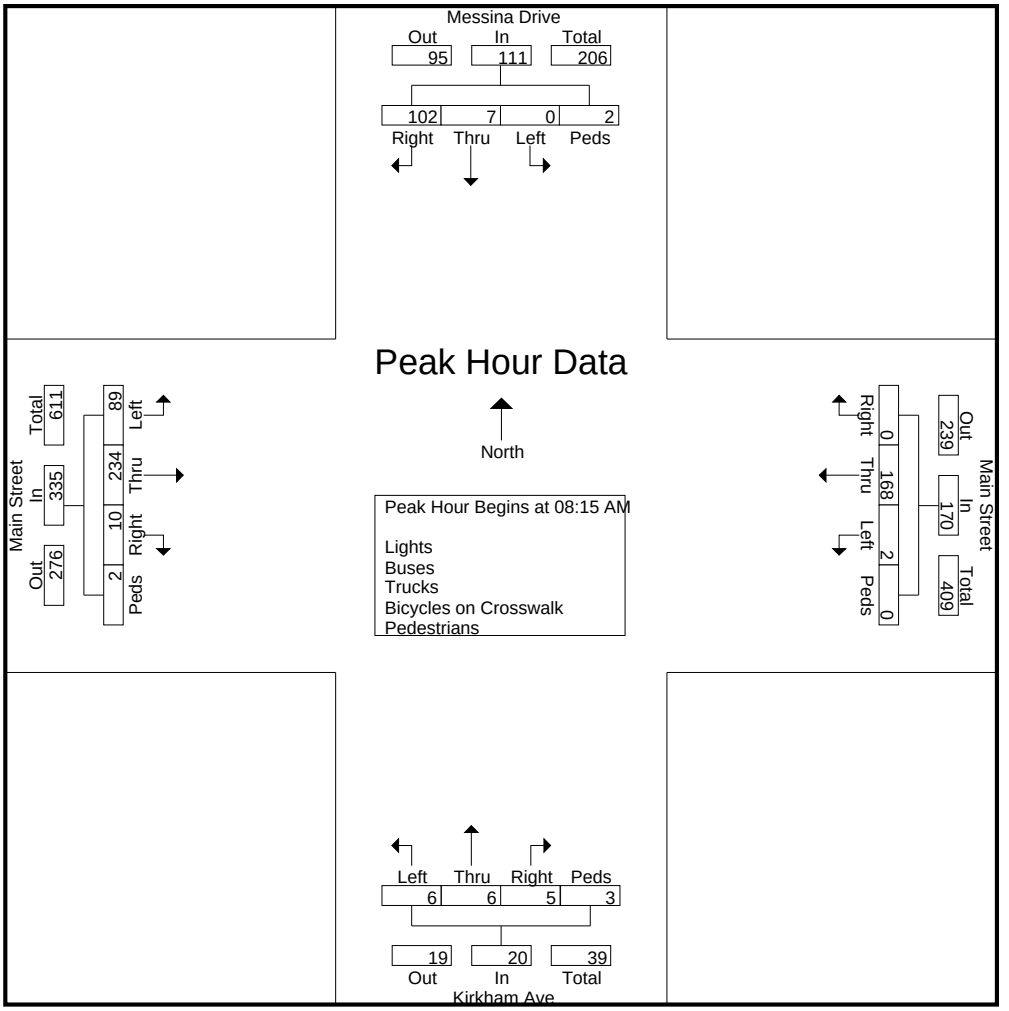
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Messina Drive From North					Main Street From East					Kirkham Ave From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:15 PM	46	2	1	0	49	0	72	0	0	72	3	2	3	2	10	3	85	19	1	108	239
03:30 PM	36	4	0	0	40	0	51	0	0	51	2	1	1	1	5	2	91	14	0	107	203
03:45 PM	37	2	0	0	39	1	75	2	0	78	1	3	2	2	8	2	87	19	0	108	233
Total	151	11	1	0	163	1	257	2	0	260	8	8	7	6	29	11	330	70	1	412	864
04:00 PM	34	2	3	0	39	0	68	0	0	68	4	2	2	1	9	1	94	25	0	120	236
04:15 PM	41	3	0	1	45	0	68	1	0	69	3	3	3	0	9	2	83	24	0	109	232
04:30 PM	27	1	0	0	28	0	56	1	0	57	4	0	3	3	10	4	80	21	0	105	200
04:45 PM	31	4	1	1	37	0	74	0	0	74	2	0	1	2	5	2	89	15	0	106	222
Total	133	10	4	2	149	0	266	2	0	268	13	5	9	6	33	9	346	85	0	440	890
05:00 PM	33	0	1	0	34	0	77	3	1	81	6	0	2	3	11	1	91	26	1	119	245
05:15 PM	42	0	2	0	44	0	62	5	0	67	2	0	3	0	5	2	77	8	0	87	203
05:30 PM	30	2	0	0	32	2	62	1	0	65	0	0	1	2	3	2	90	24	0	116	216
05:45 PM	31	1	0	0	32	0	68	1	0	69	1	1	2	1	5	3	65	16	0	84	190
Total	136	3	3	0	142	2	269	10	1	282	9	1	8	6	24	8	323	74	1	406	854
06:00 PM	39	1	0	0	40	1	64	2	2	69	5	0	0	2	7	0	75	21	0	96	212
06:15 PM	21	2	0	1	24	0	55	1	0	56	0	1	1	3	5	1	67	16	0	84	169
06:30 PM	29	0	1	0	30	0	47	0	0	47	3	0	2	1	6	2	59	12	0	73	156
06:45 PM	25	0	0	0	25	0	54	1	0	55	1	1	2	1	5	1	58	8	0	67	152
Total	114	3	1	1	119	1	220	4	2	227	9	2	5	7	23	4	259	57	0	320	689
07:00 PM	23	0	0	0	23	1	39	0	0	40	0	1	1	1	3	1	53	7	0	61	127
07:15 PM	15	0	0	0	15	0	46	0	0	46	0	0	0	1	1	1	55	21	0	77	139
Grand Total	1457	67	25	32	1581	13	2735	68	7	2823	110	51	91	87	339	107	3376	865	9	4357	9100
Apprch %	92.2	4.2	1.6	2		0.5	96.9	2.4	0.2		32.4	15	26.8	25.7		2.5	77.5	19.9	0.2		
Total %	16	0.7	0.3	0.4	17.4	0.1	30.1	0.7	0.1	31	1.2	0.6	1	1	3.7	1.2	37.1	9.5	0.1	47.9	
Lights	1417						2667										3289				
% Lights	97.3	91	96	0	95	84.6	97.5	91.2	0	97.1	93.6	90.2	95.6	0	69.6	96.3	97.4	94.9	0	96.7	95.5
Buses	14	0	0	0	14	0	40	0	0	40	0	0	2	0	2	1	31	21	0	53	109
% Buses	1	0	0	0	0.9	0	1.5	0	0	1.4	0	0	2.2	0	0.6	0.9	0.9	2.4	0	1.2	1.2
Trucks	26	6	1	0	33	2	28	6	0	36	7	5	2	0	14	3	56	23	0	82	165
% Trucks	1.8	9	4	0	2.1	15.4	1	8.8	0	1.3	6.4	9.8	2.2	0	4.1	2.8	1.7	2.7	0	1.9	1.8
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	12.5	0.3	0	0	0	28.6	0.1	0	0	0	2.3	0.6	0	0	0	0	0	0.1
Pedestrians																					
% Pedestrians	0	0	0	87.5	1.8	0	0	0	71.4	0.2	0	0	0	97.7	25.1	0	0	0	100	0.2	1.4

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22501
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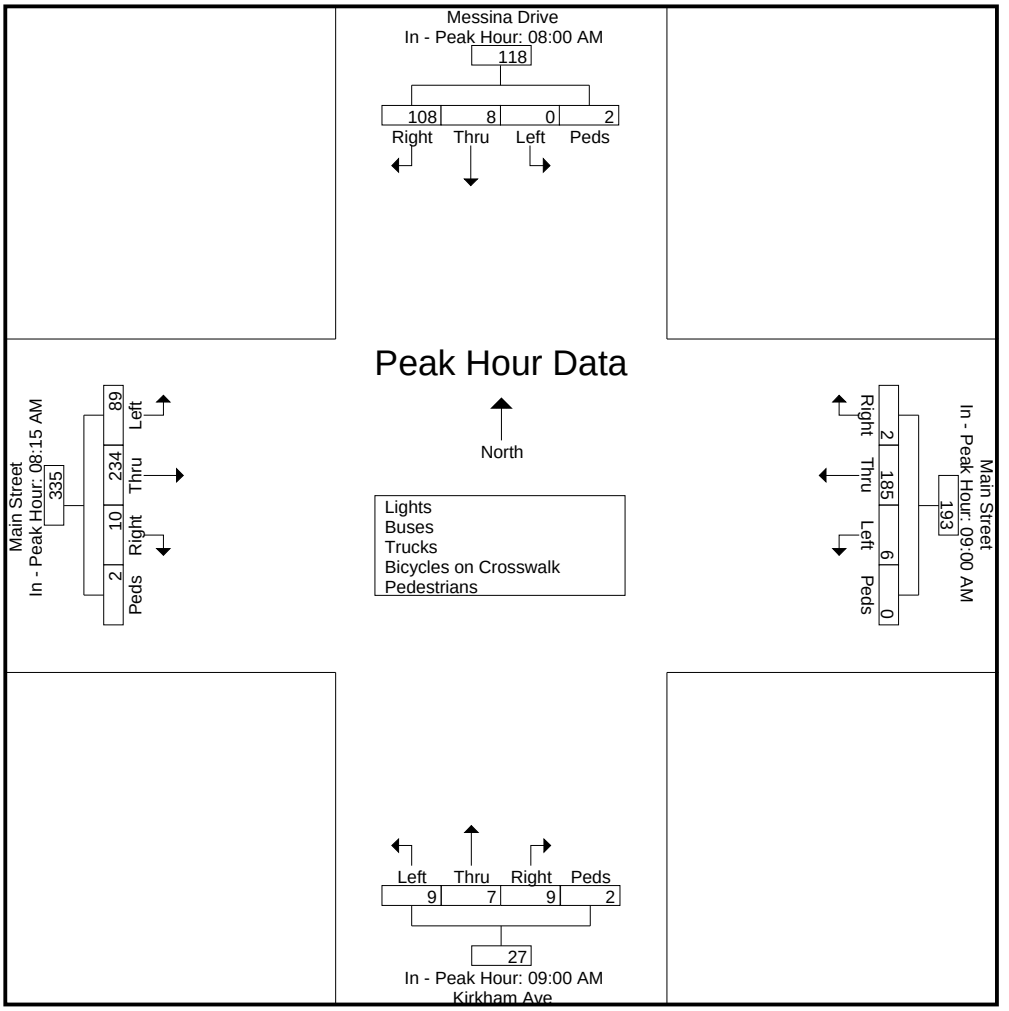
	Messina Drive From North					Main Street From East					Kirkham Ave From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	24	3	0	1	28	0	47	1	0	48	4	3	4	0	11	2	62	23	0	87	174
08:30 AM	25	3	0	1	29	0	31	0	0	31	1	1	0	1	3	2	58	28	1	89	152
08:45 AM	30	1	0	0	31	0	43	0	0	43	0	1	0	1	2	3	65	25	1	94	170
09:00 AM	23	0	0	0	23	0	47	1	0	48	0	1	2	1	4	3	49	13	0	65	140
Total Volume	102	7	0	2	111	0	168	2	0	170	5	6	6	3	20	10	234	89	2	335	636
% App. Total	91.9	6.3	0	1.8		0	98.8	1.2	0		25	30	30	15		3	69.9	26.6	0.6		
PHF	.850	.583	.000	.500	.895	.000	.894	.500	.000	.885	.313	.500	.375	.750	.455	.833	.900	.795	.500	.891	.914



Connecticut Counts LLC
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File Name : 22501
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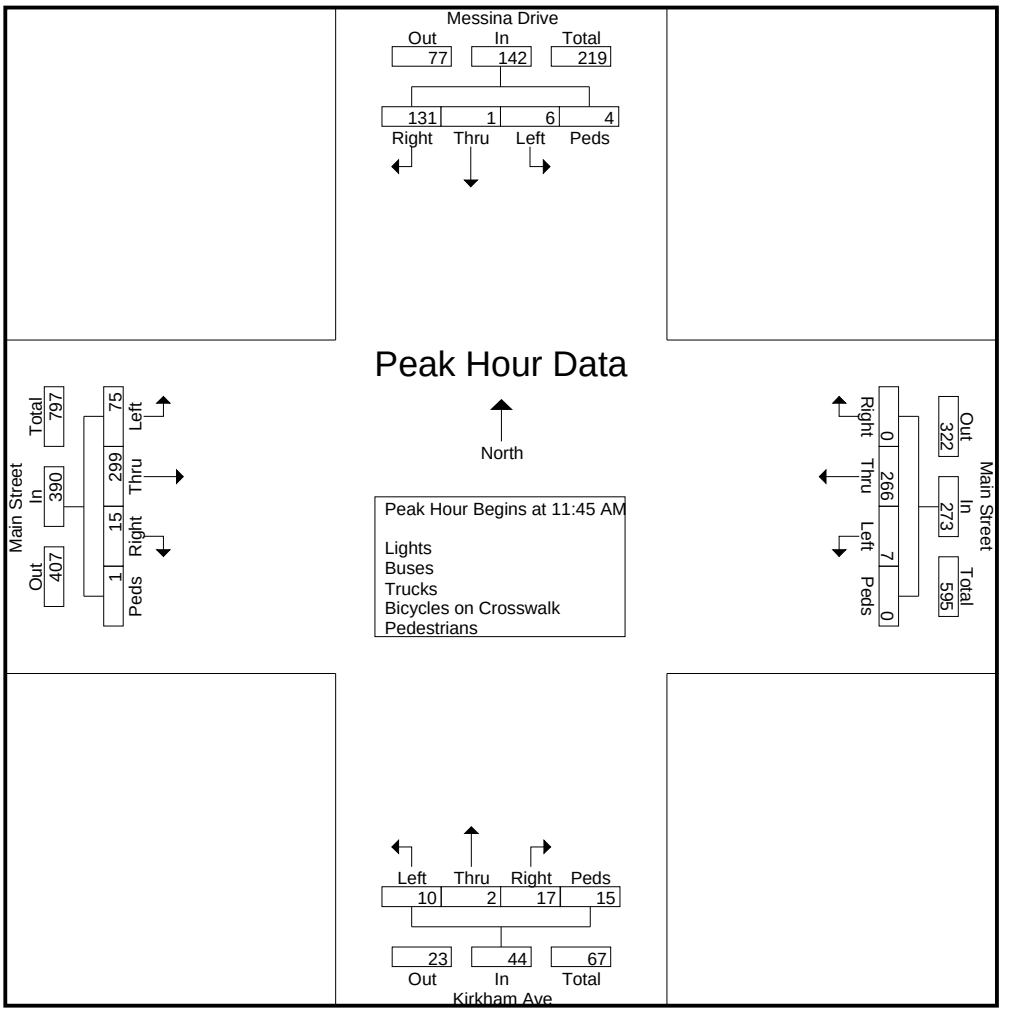
Start Time	Messina Drive From North					Main Street From East					Kirkham Ave From South					Main Street From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:00 AM					09:00 AM					09:00 AM					08:15 AM					
+0 mins.	29	1	0	0	30	0	47	1	0	48	0	1	2	1	4	2	62	23	0	87	
+15 mins.	24	3	0	1	28	2	49	2	0	53	1	1	2	1	5	2	58	28	1	89	
+30 mins.	25	3	0	1	29	0	46	1	0	47	2	3	4	0	9	3	65	25	1	94	
+45 mins.	30	1	0	0	31	0	43	2	0	45	6	2	1	0	9	3	49	13	0	65	
Total Volume	108	8	0	2	118	2	185	6	0	193	9	7	9	2	27	10	234	89	2	335	
% App. Total	91.5	6.8	0	1.7		1	95.9	3.1	0		33.3	25.9	33.3	7.4		3	69.9	26.6	0.6		
PHF	.900	.667	.000	.500	.952	.250	.944	.750	.000	.910	.375	.583	.563	.500	.750	.833	.900	.795	.500	.891	



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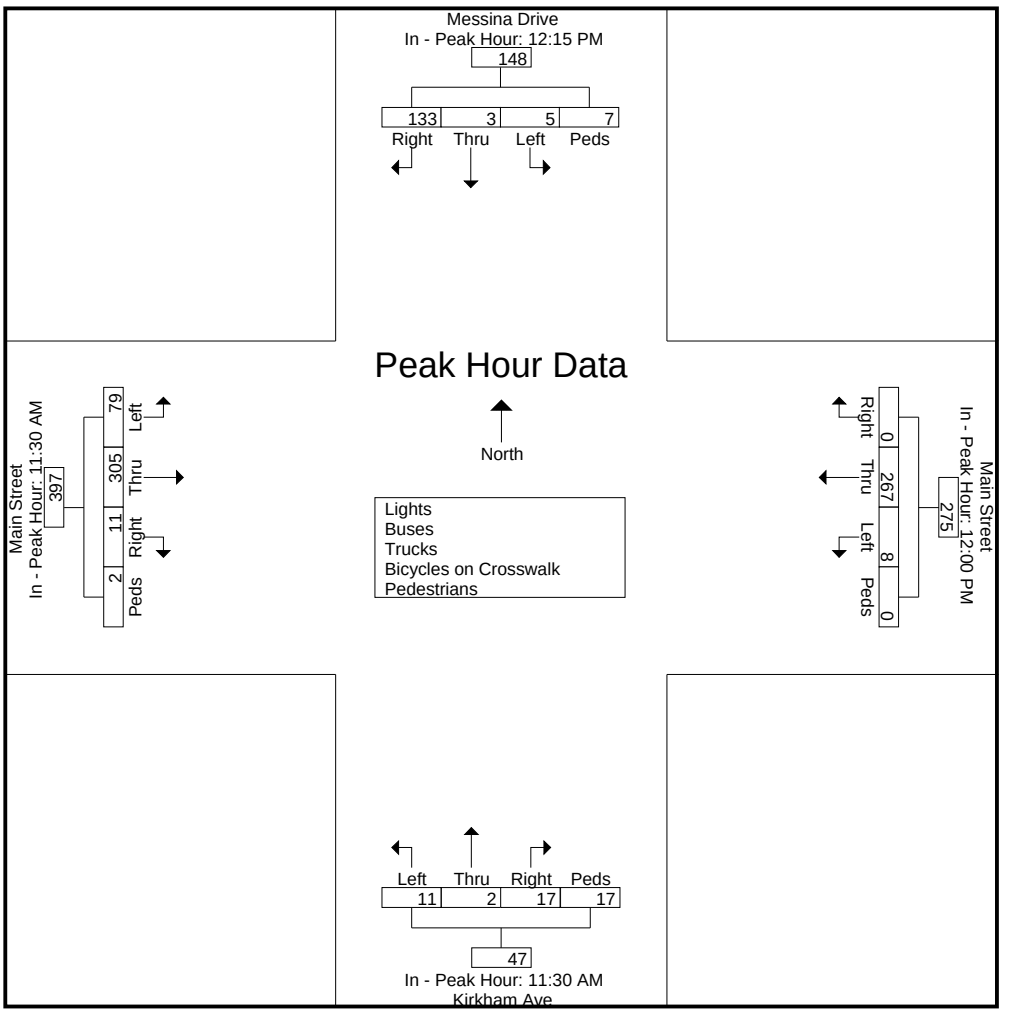
	Messina Drive From North					Main Street From East					Kirkham Ave From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	41	0	2	1	44	0	54	1	0	55	4	0	1	7	12	3	67	16	1	87	198
12:00 PM	27	0	0	0	27	0	73	3	0	76	5	0	2	5	12	3	81	32	0	116	231
12:15 PM	32	0	1	1	34	0	74	1	0	75	5	1	2	1	9	4	84	15	0	103	221
12:30 PM	31	1	3	2	37	0	65	2	0	67	3	1	5	2	11	5	67	12	0	84	199
Total Volume	131	1	6	4	142	0	266	7	0	273	17	2	10	15	44	15	299	75	1	390	849
% App. Total	92.3	0.7	4.2	2.8		0	97.4	2.6	0		38.6	4.5	22.7	34.1		3.8	76.7	19.2	0.3		
PHF	.799	.250	.500	.500	.807	.000	.899	.583	.000	.898	.850	.500	.500	.536	.917	.750	.890	.586	.250	.841	.919



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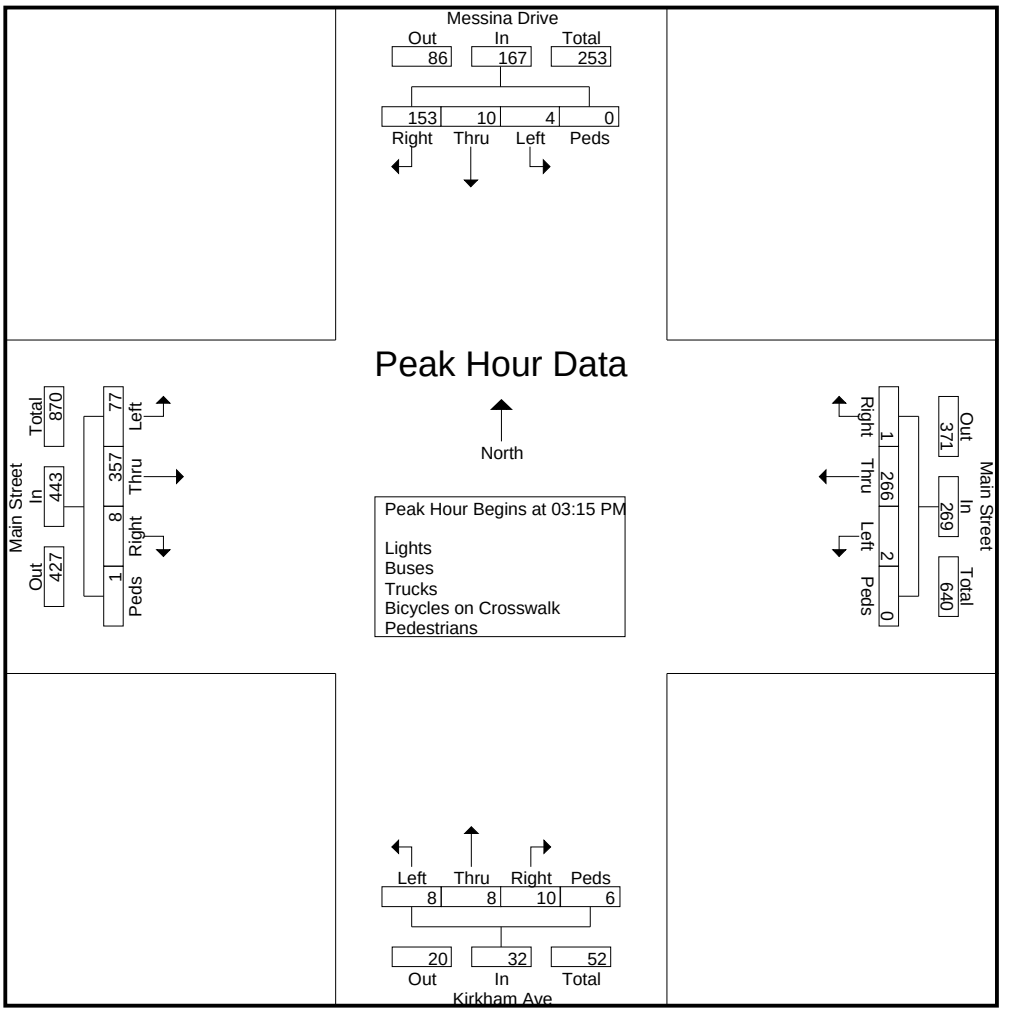
Start Time	Messina Drive From North					Main Street From East					Kirkham Ave From South					Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:15 PM					12:00 PM					11:30 AM					11:30 AM					
+0 mins.	32	0	1	1	34	0	73	3	0	76	3	1	6	4	14	1	73	16	1	91	
+15 mins.	31	1	3	2	37	0	74	1	0	75	4	0	1	7	12	3	67	16	1	87	
+30 mins.	36	2	1	3	42	0	65	2	0	67	5	0	2	5	12	3	81	32	0	116	
+45 mins.	34	0	0	1	35	0	55	2	0	57	5	1	2	1	9	4	84	15	0	103	
Total Volume	133	3	5	7	148	0	267	8	0	275	17	2	11	17	47	11	305	79	2	397	
% App. Total	89.9	2	3.4	4.7		0	97.1	2.9	0		36.2	4.3	23.4	36.2		2.8	76.8	19.9	0.5		
PHF	.924	.375	.417	.583	.881	.000	.902	.667	.000	.905	.850	.500	.458	.607	.839	.688	.908	.617	.500	.856	



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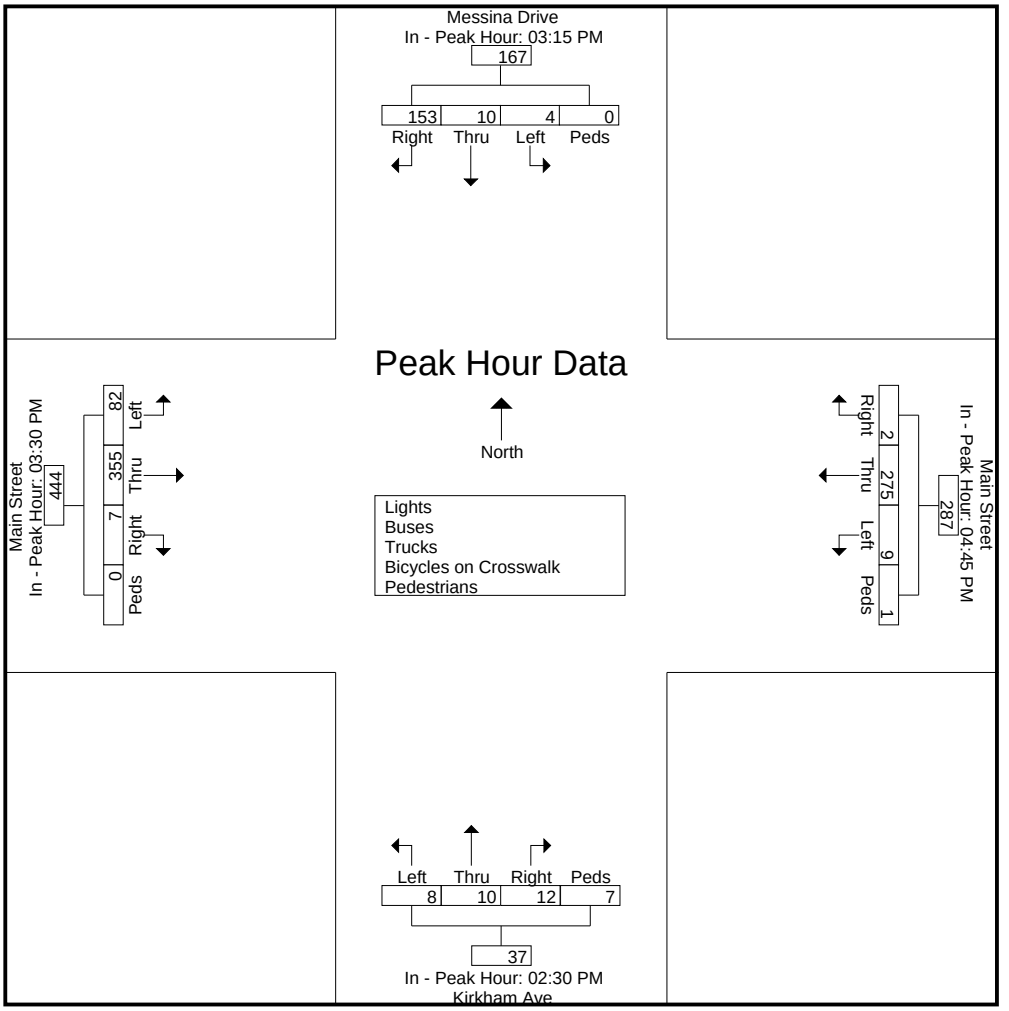
	Messina Drive From North					Main Street From East					Kirkham Ave From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	46	2	1	0	49	0	72	0	0	72	3	2	3	2	10	3	85	19	1	108	239
03:30 PM	36	4	0	0	40	0	51	0	0	51	2	1	1	1	5	2	91	14	0	107	203
03:45 PM	37	2	0	0	39	1	75	2	0	78	1	3	2	2	8	2	87	19	0	108	233
04:00 PM	34	2	3	0	39	0	68	0	0	68	4	2	2	1	9	1	94	25	0	120	236
Total Volume	153	10	4	0	167	1	266	2	0	269	10	8	8	6	32	8	357	77	1	443	911
% App. Total	91.6	6	2.4	0		0.4	98.9	0.7	0		31.2	25	25	18.8		1.8	80.6	17.4	0.2		
PHF	.832	.625	.333	.000	.852	.250	.887	.250	.000	.862	.625	.667	.667	.750	.800	.667	.949	.770	.250	.923	.953



Connecticut Counts LLC
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File Name : 22501
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Start Date : 12/14/2021
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Start Time	Messina Drive From North					Main Street From East					Kirkham Ave From South					Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:15 PM					04:45 PM					02:30 PM					03:30 PM					
+0 mins.	46	2	1	0	49	0	74	0	0	74	3	5	2	0	10	2	91	14	0	107	
+15 mins.	36	4	0	0	40	0	77	3	1	81	4	1	2	4	11	2	87	19	0	108	
+30 mins.	37	2	0	0	39	0	62	5	0	67	2	2	1	1	6	1	94	25	0	120	
+45 mins.	34	2	3	0	39	2	62	1	0	65	3	2	3	2	10	2	83	24	0	109	
Total Volume	153	10	4	0	167	2	275	9	1	287	12	10	8	7	37	7	355	82	0	444	
% App. Total	91.6	6	2.4	0		0.7	95.8	3.1	0.3		32.4	27	21.6	18.9		1.6	80	18.5	0		
PHF	.832	.625	.333	.000	.852	.250	.893	.450	.250	.886	.750	.500	.667	.438	.841	.875	.944	.820	.000	.925	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Main Street at High/ Thompson Ave
East Haven, Connecticut

File Name : 22500
Site Code : 22500
Start Date : 12/14/2021
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	High Street From North					Main Street From East					Thompson Avenue From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	1	20	2	23	18	16	2	1	37	3	11	10	0	24	4	17	3	0	24	108
06:45 AM	0	9	38	0	47	15	18	0	0	33	4	29	10	1	44	5	26	0	0	31	155
Total	0	10	58	2	70	33	34	2	1	70	7	40	20	1	68	9	43	3	0	55	263
07:00 AM	2	7	34	0	43	15	16	1	0	32	3	44	15	1	63	4	18	2	0	24	162
07:15 AM	1	13	25	0	39	21	10	0	0	31	8	17	10	1	36	8	24	2	0	34	140
07:30 AM	1	13	37	0	51	21	24	1	0	46	9	35	16	0	60	8	35	2	0	45	202
07:45 AM	3	21	63	0	87	19	19	1	0	39	11	20	17	0	48	6	37	1	0	44	218
Total	7	54	159	0	220	76	69	3	0	148	31	116	58	2	207	26	114	7	0	147	722
08:00 AM	2	19	58	1	80	17	25	2	0	44	11	16	12	1	40	9	28	1	0	38	202
08:15 AM	2	19	37	0	58	26	34	4	0	64	10	14	8	0	32	16	46	3	0	65	219
08:30 AM	3	24	52	1	80	11	23	2	0	36	8	20	9	1	38	11	47	2	0	60	214
08:45 AM	0	22	50	0	72	26	24	0	0	50	9	34	18	0	61	11	49	0	0	60	243
Total	7	84	197	2	290	80	106	8	0	194	38	84	47	2	171	47	170	6	0	223	878
09:00 AM	0	20	50	0	70	22	36	4	0	62	10	16	15	1	42	5	43	4	0	52	226
09:15 AM	2	23	49	0	74	18	38	3	0	59	10	10	13	1	34	14	49	2	0	65	232
09:30 AM	1	13	42	1	57	23	37	4	0	64	7	22	12	0	41	1	44	1	0	46	208
09:45 AM	0	14	44	0	58	17	38	4	0	59	8	21	7	0	36	7	44	0	0	51	204
Total	3	70	185	1	259	80	149	15	0	244	35	69	47	2	153	27	180	7	0	214	870
10:00 AM	0	13	39	2	54	26	37	2	0	65	11	27	7	0	45	15	48	1	0	64	228
10:15 AM	1	6	32	4	43	19	36	2	0	57	18	17	15	0	50	11	46	1	0	58	208
10:30 AM	1	13	28	0	42	29	50	5	0	84	13	16	11	0	40	4	45	2	0	51	217
10:45 AM	1	13	48	1	63	26	39	3	0	68	11	11	12	1	35	10	40	6	0	56	222
Total	3	45	147	7	202	100	162	12	0	274	53	71	45	1	170	40	179	10	0	229	875
11:00 AM	2	13	33	1	49	28	45	4	0	77	9	23	8	0	40	12	69	3	0	84	250
11:15 AM	2	9	39	2	52	30	46	6	0	82	6	21	11	2	40	9	57	2	0	68	242
11:30 AM	2	16	48	0	66	24	46	6	0	76	13	18	8	5	44	8	65	2	0	75	261
11:45 AM	1	16	47	2	66	34	47	4	2	87	15	21	6	5	47	15	57	2	0	74	274
Total	7	54	167	5	233	116	184	20	2	322	43	83	33	12	171	44	248	9	0	301	1027
12:00 PM	0	12	45	2	59	16	57	4	1	78	11	17	12	4	44	13	73	2	1	89	270
12:15 PM	0	19	36	2	57	33	68	7	1	109	14	19	13	2	48	20	67	5	0	92	306
12:30 PM	2	14	52	2	70	31	46	4	1	82	14	28	16	0	58	11	66	2	0	79	289
12:45 PM	1	22	49	4	76	28	44	7	1	80	6	12	10	4	32	11	52	4	1	68	256
Total	3	67	182	10	262	108	215	22	4	349	45	76	51	10	182	55	258	13	2	328	1121
01:00 PM	1	18	37	3	59	29	48	5	1	83	8	22	17	1	48	11	68	3	0	82	272
01:15 PM	3	20	61	4	88	19	48	7	0	74	10	15	6	1	32	11	54	3	0	68	262
01:30 PM	1	18	49	3	71	35	47	9	0	91	9	15	7	6	37	13	60	0	0	73	272
01:45 PM	1	12	32	2	47	29	41	8	0	78	12	21	5	1	39	7	67	0	1	75	239
Total	6	68	179	12	265	112	184	29	1	326	39	73	35	9	156	42	249	6	1	298	1045
02:00 PM	1	21	41	1	64	39	52	4	0	95	7	24	7	4	42	12	57	5	0	74	275
02:15 PM	1	22	46	3	72	30	40	7	0	77	11	24	4	2	41	13	70	4	1	88	278
02:30 PM	2	20	54	2	78	22	48	6	0	76	9	24	11	0	44	22	51	1	0	74	272
02:45 PM	0	30	62	1	93	29	53	9	0	91	16	24	12	3	55	17	57	4	0	78	317
Total	4	93	203	7	307	120	193	26	0	339	43	96	34	9	182	64	235	14	1	314	1142
03:00 PM	1	28	60	2	91	35	49	4	0	88	14	21	8	5	48	6	65	3	0	74	301

Connecticut Counts LLC
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File Name : 22500
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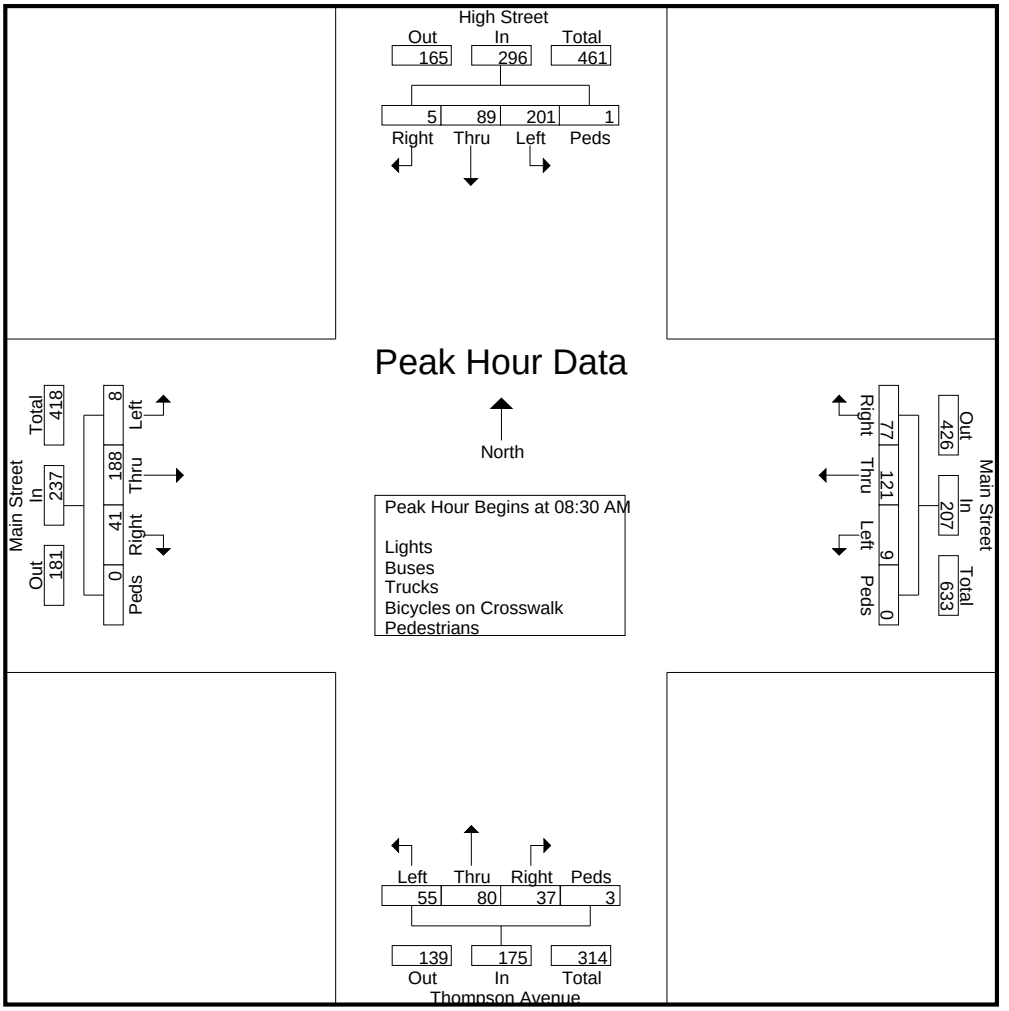
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	High Street From North					Main Street From East					Thompson Avenue From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:15 PM	1	26	65	0	92	36	60	7	0	103	15	8	13	1	37	18	79	4	0	101	333
03:30 PM	1	29	59	1	90	19	37	11	0	67	11	25	9	2	47	20	66	4	1	91	295
03:45 PM	0	28	61	3	92	29	55	8	1	93	17	29	19	2	67	22	62	2	0	86	338
Total	3	111	245	6	365	119	201	30	1	351	57	83	49	10	199	66	272	13	1	352	1267
04:00 PM	0	31	69	0	100	32	50	7	0	89	13	30	12	0	55	21	80	0	0	101	345
04:15 PM	1	32	75	1	109	29	50	9	0	88	13	17	14	0	44	15	65	3	0	83	324
04:30 PM	2	29	70	0	101	36	44	11	0	91	16	23	13	2	54	8	72	2	0	82	328
04:45 PM	1	38	64	1	104	29	59	12	0	100	12	20	18	1	51	23	72	3	0	98	353
Total	4	130	278	2	414	126	203	39	0	368	54	90	57	3	204	67	289	8	0	364	1350
05:00 PM	0	41	58	1	100	29	61	8	0	98	10	20	14	1	45	22	72	6	0	100	343
05:15 PM	2	39	65	1	107	21	61	6	3	91	9	21	8	1	39	16	58	5	0	79	316
05:30 PM	1	20	56	0	77	26	49	9	0	84	11	24	9	1	45	23	61	2	0	86	292
05:45 PM	2	21	54	0	77	7	47	2	0	56	8	7	16	2	33	15	47	4	0	66	232
Total	5	121	233	2	361	83	218	25	3	329	38	72	47	5	162	76	238	17	0	331	1183
06:00 PM	0	13	44	4	61	26	54	6	0	86	12	11	12	1	36	17	53	3	0	73	256
06:15 PM	2	7	51	2	62	26	46	4	1	77	5	18	13	1	37	15	56	3	0	74	250
06:30 PM	2	27	45	0	74	14	29	10	0	53	8	17	7	1	33	11	50	6	0	67	227
06:45 PM	0	20	42	1	63	22	46	7	0	75	8	18	7	1	34	9	50	2	1	62	234
Total	4	67	182	7	260	88	175	27	1	291	33	64	39	4	140	52	209	14	1	276	967
07:00 PM	0	16	51	0	67	9	35	6	0	50	6	19	4	1	30	6	45	2	0	53	200
07:15 PM	0	9	47	0	56	11	33	7	0	51	6	8	6	1	21	8	46	1	0	55	183
Grand Total	56	999	2513	63	3631	1261	2161	271	13	3706	528	1044	572	72	2216	629	2775	130	6	3540	13093
Apprch %	1.5	27.5	69.2	1.7		34	58.3	7.3	0.4		23.8	47.1	25.8	3.2		17.8	78.4	3.7	0.2		
Total %	0.4	7.6	19.2	0.5	27.7	9.6	16.5	2.1	0.1	28.3	4	8	4.4	0.5	16.9	4.8	21.2	1	0	27	
Lights	45	968	2332			1140	2123					1010					2712				12398
% Lights	80.4	96.9	92.8	0	92.1	90.4	98.2	98.9	0	95.3	98.5	96.7	96.2	0	93.9	95.7	97.7	98.5	0	97.2	94.7
Buses	10	15	67	0	92	44	7	1	0	52	5	23	19	0	47	16	14	0	0	30	221
% Buses	17.9	1.5	2.7	0	2.5	3.5	0.3	0.4	0	1.4	0.9	2.2	3.3	0	2.1	2.5	0.5	0	0	0.8	1.7
Trucks	1	16	114	0	131	77	31	2	0	110	3	11	3	0	17	11	49	2	0	62	320
% Trucks	1.8	1.6	4.5	0	3.6	6.1	1.4	0.7	0	3	0.6	1.1	0.5	0	0.8	1.7	1.8	1.5	0	1.8	2.4
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	4.8	0.1	0	0	0	0	0	0	0	0	5.6	0.2	0	0	0	0	0	0.1
Pedestrians	0	0	0	60	60	0	0	0	13	13	0	0	0	68	68	0	0	0	6	6	147
% Pedestrians	0	0	0	95.2	1.7	0	0	0	100	0.4	0	0	0	94.4	3.1	0	0	0	100	0.2	1.1

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22500
Site Code : 22500
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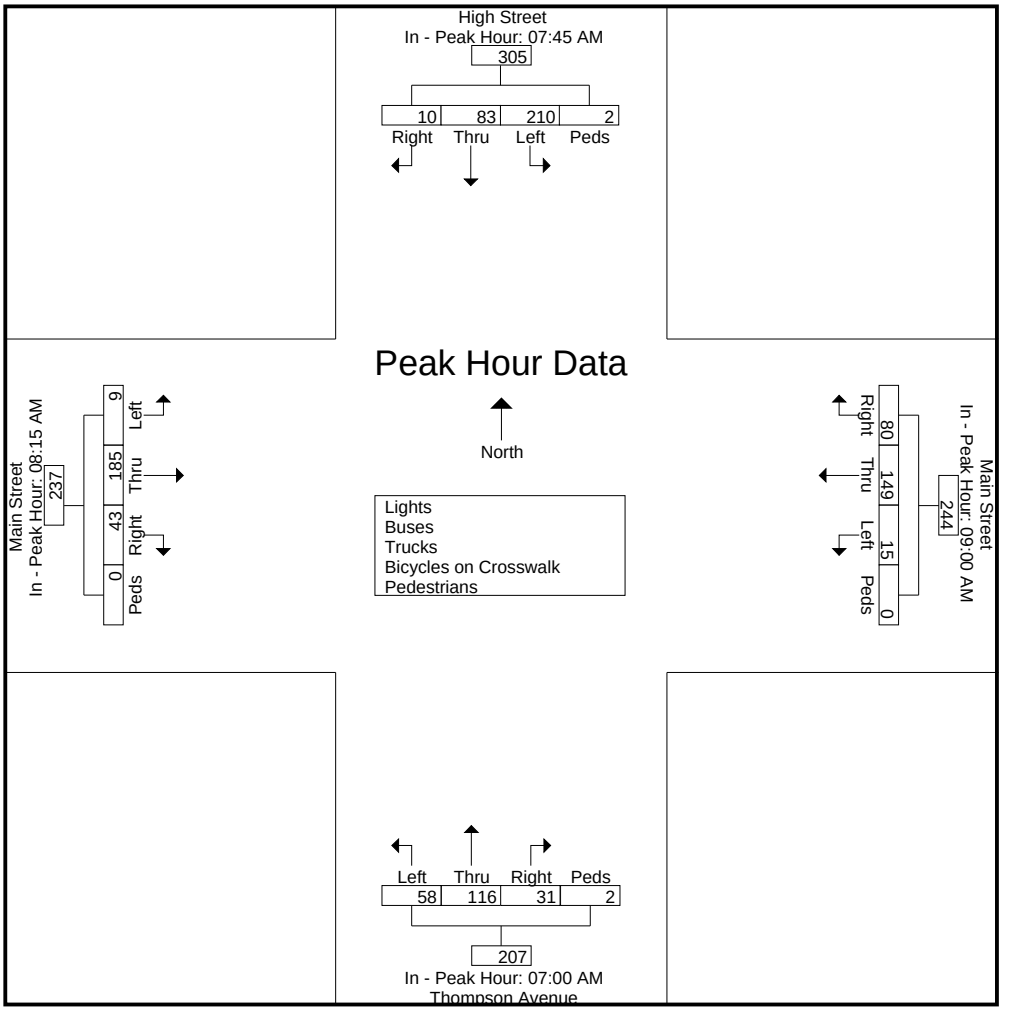
	High Street From North					Main Street From East					Thompson Avenue From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	3	24	52	1	80	11	23	2	0	36	8	20	9	1	38	11	47	2	0	60	214
08:45 AM	0	22	50	0	72	26	24	0	0	50	9	34	18	0	61	11	49	0	0	60	243
09:00 AM	0	20	50	0	70	22	36	4	0	62	10	16	15	1	42	5	43	4	0	52	226
09:15 AM	2	23	49	0	74	18	38	3	0	59	10	10	13	1	34	14	49	2	0	65	232
Total Volume	5	89	201	1	296	77	121	9	0	207	37	80	55	3	175	41	188	8	0	237	915
% App. Total	1.7	30.1	67.9	0.3		37.2	58.5	4.3	0		21.1	45.7	31.4	1.7		17.3	79.3	3.4	0		
PHF	.417	.927	.966	.250	.925	.740	.796	.563	.000	.835	.925	.588	.764	.750	.717	.732	.959	.500	.000	.912	.941



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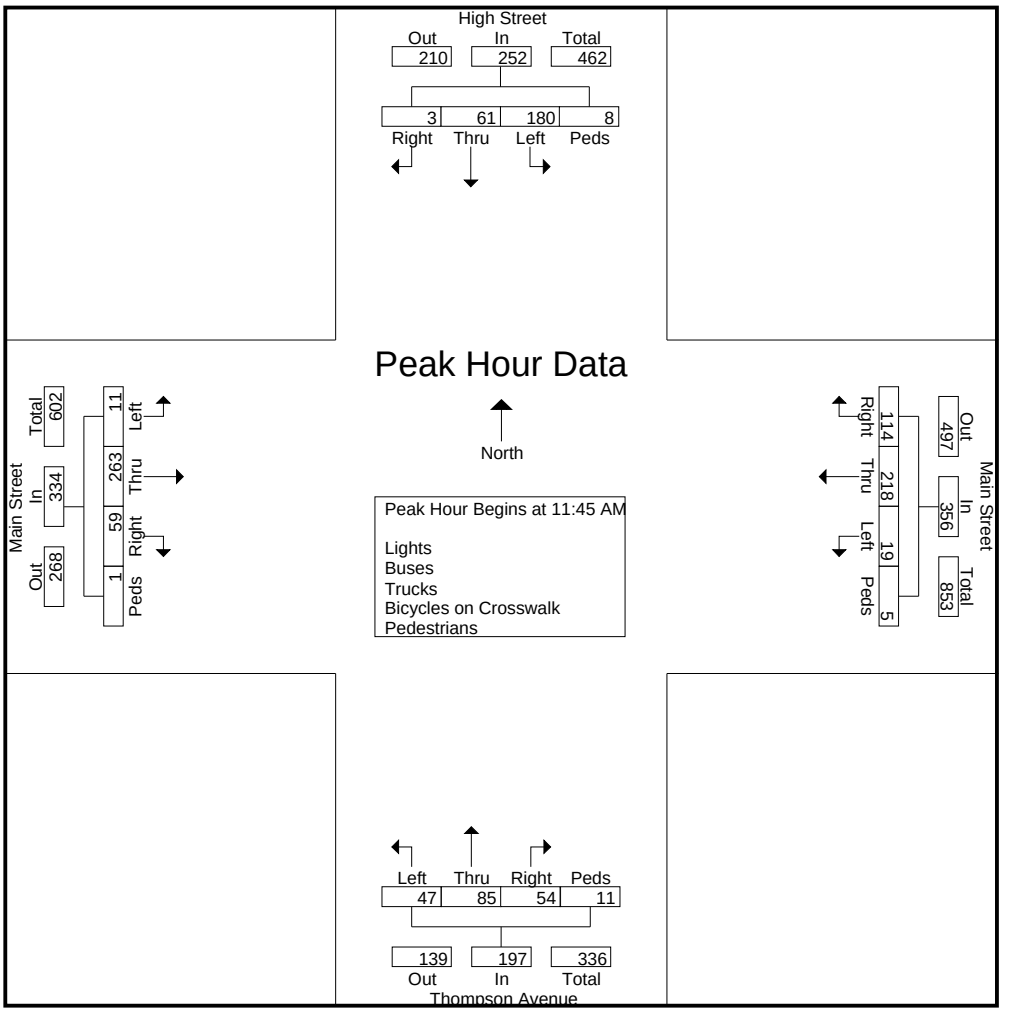
Start Time	High Street From North					Main Street From East					Thompson Avenue From South					Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					09:00 AM					07:00 AM					08:15 AM					
+0 mins.	3	21	63	0	87	22	36	4	0	62	3	44	15	1	63	16	46	3	0	65	
+15 mins.	2	19	58	1	80	18	38	3	0	59	8	17	10	1	36	11	47	2	0	60	
+30 mins.	2	19	37	0	58	23	37	4	0	64	9	35	16	0	60	11	49	0	0	60	
+45 mins.	3	24	52	1	80	17	38	4	0	59	11	20	17	0	48	5	43	4	0	52	
Total Volume	10	83	210	2	305	80	149	15	0	244	31	116	58	2	207	43	185	9	0	237	
% App. Total	3.3	27.2	68.9	0.7		32.8	61.1	6.1	0		15	56	28	1		18.1	78.1	3.8	0		
PHF	.833	.865	.833	.500	.876	.870	.980	.938	.000	.953	.705	.659	.853	.500	.821	.672	.944	.563	.000	.912	



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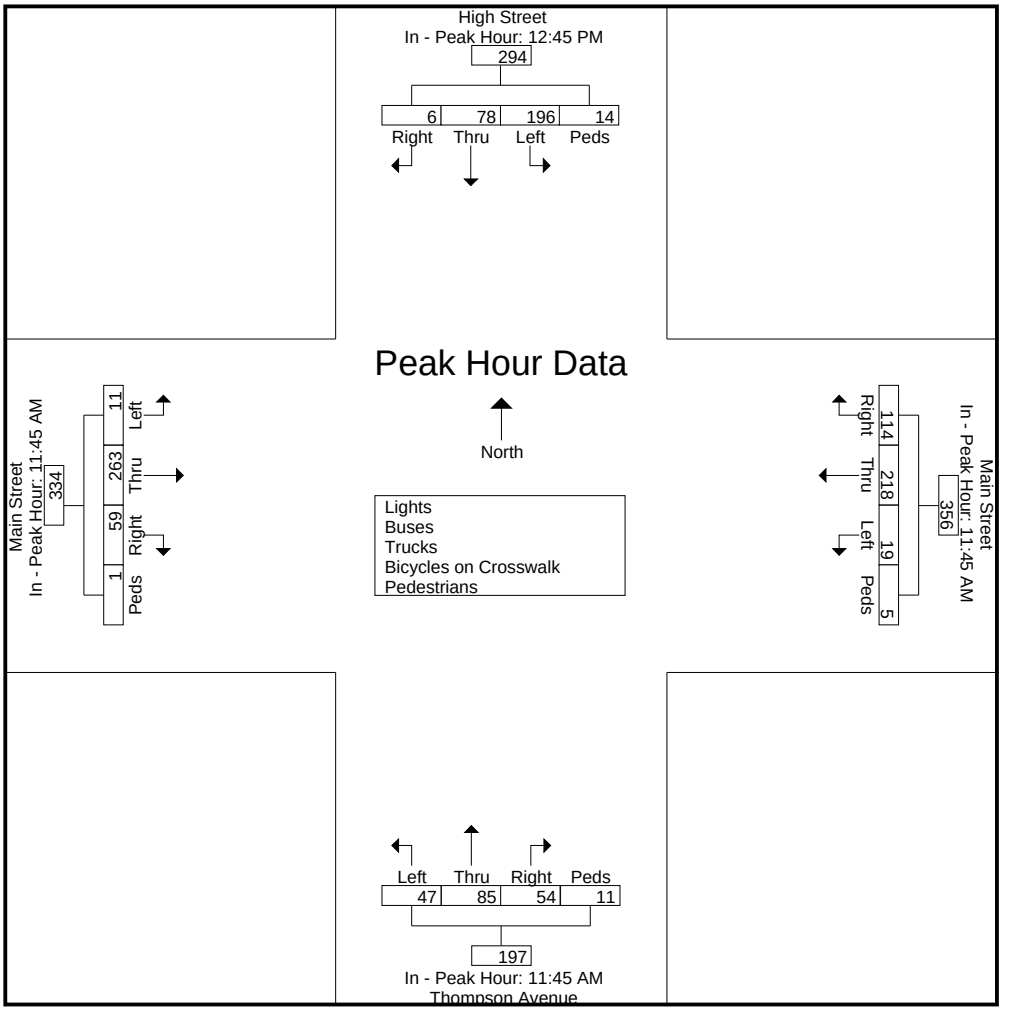
Start Time	High Street From North					Main Street From East					Thompson Avenue From South					Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	1	16	47	2	66	34	47	4	2	87	15	21	6	5	47	15	57	2	0	74	274
12:00 PM	0	12	45	2	59	16	57	4	1	78	11	17	12	4	44	13	73	2	1	89	270
12:15 PM	0	19	36	2	57	33	68	7	1	109	14	19	13	2	48	20	67	5	0	92	306
12:30 PM	2	14	52	2	70	31	46	4	1	82	14	28	16	0	58	11	66	2	0	79	289
Total Volume	3	61	180	8	252	114	218	19	5	356	54	85	47	11	197	59	263	11	1	334	1139
% App. Total	1.2	24.2	71.4	3.2		32	61.2	5.3	1.4		27.4	43.1	23.9	5.6		17.7	78.7	3.3	0.3		
PHF	.375	.803	.865	1.00	.900	.838	.801	.679	.625	.817	.900	.759	.734	.550	.849	.738	.901	.550	.250	.908	.931



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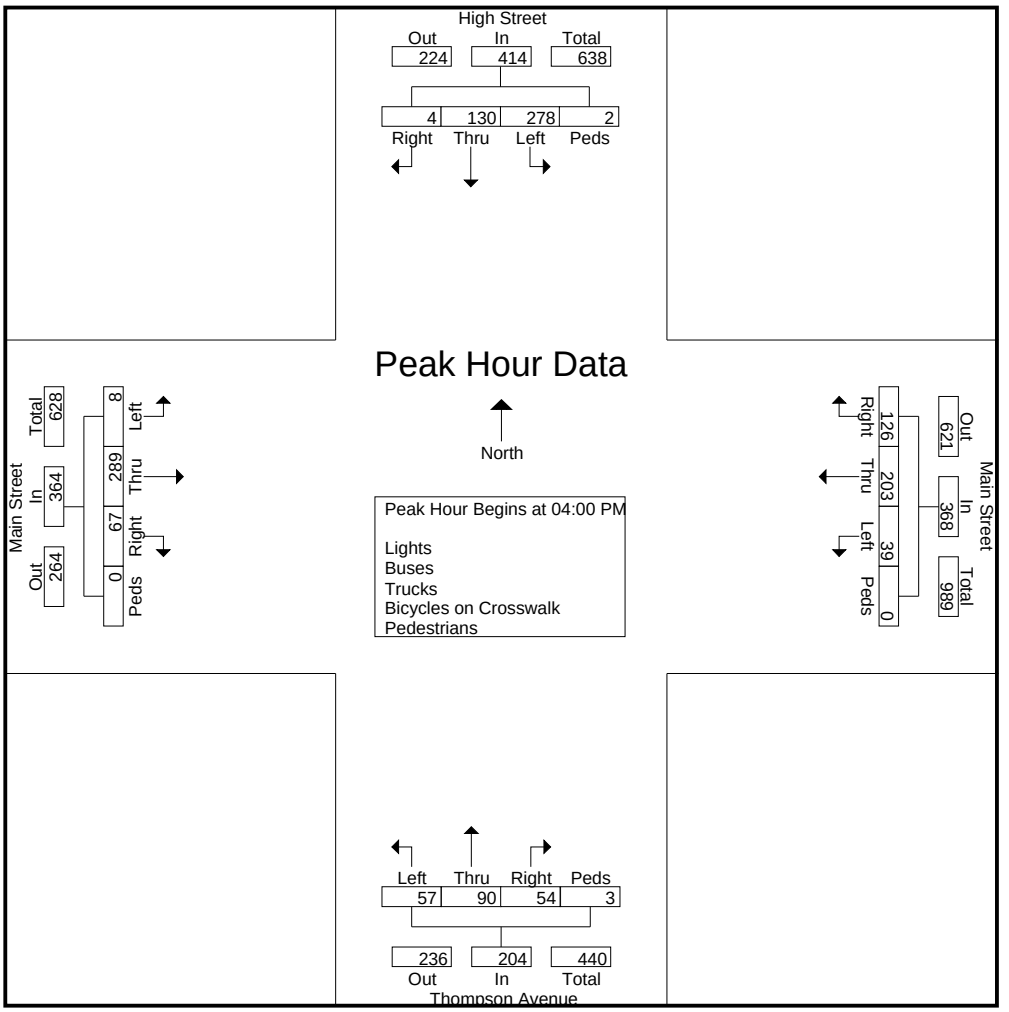
	High Street From North					Main Street From East					Thompson Avenue From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:45 PM					11:45 AM					11:45 AM					11:45 AM					
+0 mins.	1	22	49	4	76	34	47	4	2	87	15	21	6	5	47	15	57	2	0	74	
+15 mins.	1	18	37	3	59	16	57	4	1	78	11	17	12	4	44	13	73	2	1	89	
+30 mins.	3	20	61	4	88	33	68	7	1	109	14	19	13	2	48	20	67	5	0	92	
+45 mins.	1	18	49	3	71	31	46	4	1	82	14	28	16	0	58	11	66	2	0	79	
Total Volume	6	78	196	14	294	114	218	19	5	356	54	85	47	11	197	59	263	11	1	334	
% App. Total	2	26.5	66.7	4.8		32	61.2	5.3	1.4		27.4	43.1	23.9	5.6		17.7	78.7	3.3	0.3		
PHF	.500	.886	.803	.875	.835	.838	.801	.679	.625	.817	.900	.759	.734	.550	.849	.738	.901	.550	.250	.908	



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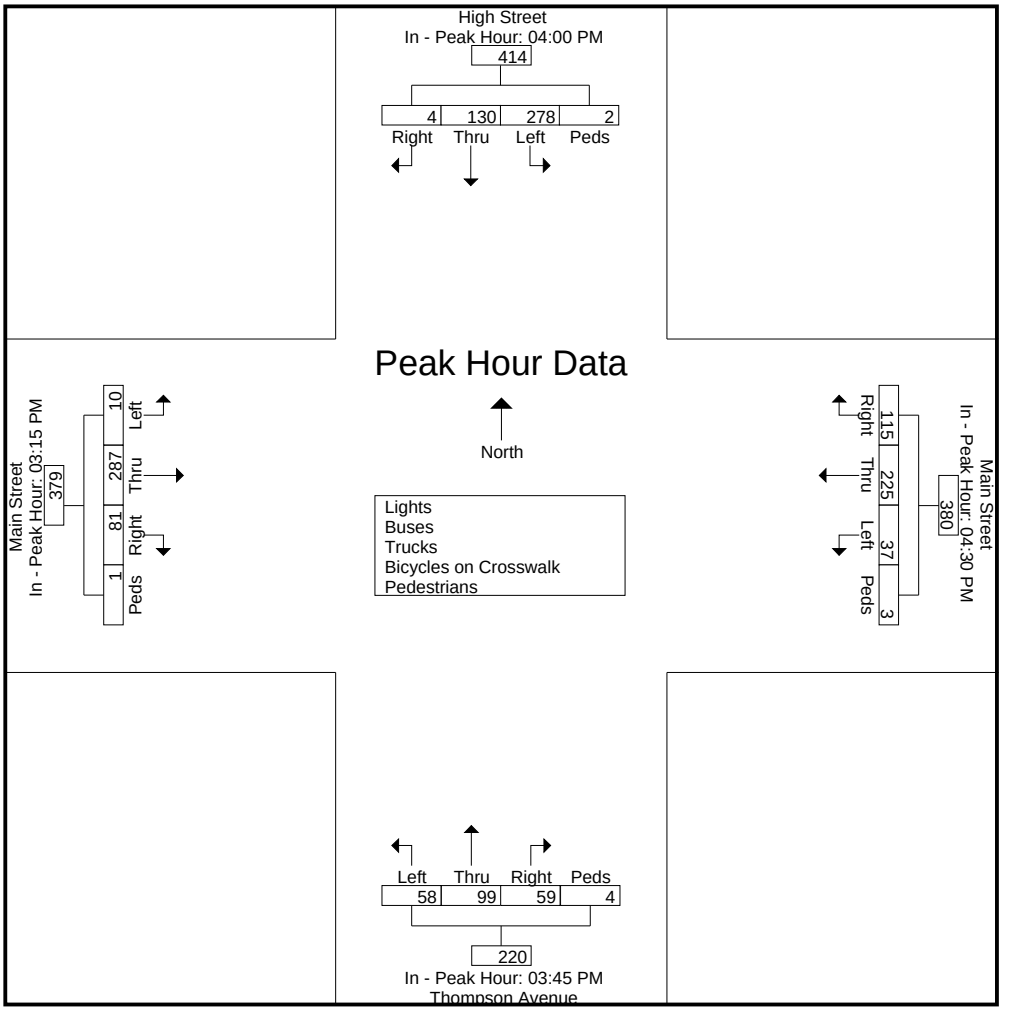
	High Street From North					Main Street From East					Thompson Avenue From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	31	69	0	100	32	50	7	0	89	13	30	12	0	55	21	80	0	0	101	345
04:15 PM	1	32	75	1	109	29	50	9	0	88	13	17	14	0	44	15	65	3	0	83	324
04:30 PM	2	29	70	0	101	36	44	11	0	91	16	23	13	2	54	8	72	2	0	82	328
04:45 PM	1	38	64	1	104	29	59	12	0	100	12	20	18	1	51	23	72	3	0	98	353
Total Volume	4	130	278	2	414	126	203	39	0	368	54	90	57	3	204	67	289	8	0	364	1350
% App. Total	1	31.4	67.1	0.5		34.2	55.2	10.6	0		26.5	44.1	27.9	1.5		18.4	79.4	2.2	0		
PHF	.500	.855	.927	.500	.950	.875	.860	.813	.000	.920	.844	.750	.792	.375	.927	.728	.903	.667	.000	.901	.956



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File Name : 22500
Site Code : 22500
Start Date : 12/14/2021
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	High Street From North					Main Street From East					Thompson Avenue From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:00 PM					04:30 PM					03:45 PM					03:15 PM					
+0 mins.	0	31	69	0	100	36	44	11	0	91	17	29	19	2	67	18	79	4	0	101	
+15 mins.	1	32	75	1	109	29	59	12	0	100	13	30	12	0	55	20	66	4	1	91	
+30 mins.	2	29	70	0	101	29	61	8	0	98	13	17	14	0	44	22	62	2	0	86	
+45 mins.	1	38	64	1	104	21	61	6	3	91	16	23	13	2	54	21	80	0	0	101	
Total Volume	4	130	278	2	414	115	225	37	3	380	59	99	58	4	220	81	287	10	1	379	
% App. Total	1	31.4	67.1	0.5		30.3	59.2	9.7	0.8		26.8	45	26.4	1.8		21.4	75.7	2.6	0.3		
PHF	.500	.855	.927	.500	.950	.799	.922	.771	.250	.950	.868	.825	.763	.500	.821	.920	.897	.625	.250	.938	



Connecticut Counts LLC
Kensington, Connecticut 06037
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Saltonstall Pkwy at Hemingway/ Estelle
East Haven, Connecticut

File Name : 22502
Site Code : 22502
Start Date : 12/14/2021
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Estelle Rd From North					Saltonstall Pkwy From East					Hemingway Ave From South					Saltonstall Pkwy 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
06:30 AM	1	1	0	0	2	0	86	7	0	93	2	1	107	0	110	67	31	2	0	100	305
06:45 AM	1	0	0	0	1	0	62	5	0	67	5	0	113	0	118	114	36	4	0	154	340
Total	2	1	0	0	3	0	148	12	0	160	7	1	220	0	228	181	67	6	0	254	645
07:00 AM	0	0	0	0	0	0	92	5	0	97	4	0	159	0	163	67	40	2	0	109	369
07:15 AM	0	1	0	0	1	0	85	8	0	93	1	1	156	0	158	77	66	10	0	153	405
07:30 AM	3	1	0	0	4	0	117	8	0	125	12	0	188	0	200	86	65	5	0	156	485
07:45 AM	1	0	0	0	1	0	114	5	0	119	11	0	137	0	148	109	82	4	0	195	463
Total	4	2	0	0	6	0	408	26	0	434	28	1	640	0	669	339	253	21	0	613	1722
08:00 AM	2	1	0	0	3	0	113	14	0	127	2	0	154	0	156	88	65	2	1	156	442
08:15 AM	1	1	0	0	2	0	119	14	0	133	5	0	130	0	135	78	89	2	0	169	439
08:30 AM	1	0	0	0	1	0	81	10	0	91	11	2	132	0	145	92	79	3	0	174	411
08:45 AM	0	1	0	0	1	1	87	18	0	106	13	3	99	0	115	84	100	2	0	186	408
Total	4	3	0	0	7	1	400	56	0	457	31	5	515	0	551	342	333	9	1	685	1700
09:00 AM	0	2	1	0	3	1	75	13	0	89	8	0	114	1	123	70	72	4	0	146	361
09:15 AM	2	0	0	0	2	0	93	12	0	105	17	1	114	0	132	57	78	7	0	142	381
09:30 AM	3	2	0	0	5	0	101	19	0	120	18	2	100	0	120	85	98	4	0	187	432
09:45 AM	1	0	1	0	2	0	97	21	0	118	9	2	83	0	94	77	92	5	0	174	388
Total	6	4	2	0	12	1	366	65	0	432	52	5	411	1	469	289	340	20	0	649	1562
10:00 AM	1	0	1	0	2	1	70	18	0	89	10	0	99	0	109	74	75	4	1	154	354
10:15 AM	4	0	0	0	4	0	109	15	0	124	15	3	97	0	115	75	94	3	0	172	415
10:30 AM	2	0	0	0	2	0	121	22	1	144	15	0	97	0	112	67	79	3	0	149	407
10:45 AM	2	0	1	0	3	0	170	35	0	205	13	0	76	0	89	71	91	3	1	166	463
Total	9	0	2	0	11	1	470	90	1	562	53	3	369	0	425	287	339	13	2	641	1639
11:00 AM	1	0	0	0	1	0	199	22	0	221	15	1	89	0	105	78	74	4	0	156	483
11:15 AM	2	0	1	0	3	0	241	26	0	267	16	1	100	0	117	85	74	3	0	162	549
11:30 AM	2	1	1	0	4	1	246	30	0	277	13	1	81	0	95	88	89	5	0	182	558
11:45 AM	1	1	0	0	2	1	170	26	0	197	18	2	104	0	124	98	100	7	0	205	528
Total	6	2	2	0	10	2	856	104	0	962	62	5	374	0	441	349	337	19	0	705	2118
12:00 PM	3	4	0	0	7	0	137	32	0	169	16	2	114	0	132	87	110	5	0	202	510
12:15 PM	1	4	1	0	6	0	142	31	0	173	16	0	86	0	102	110	101	6	0	217	498
12:30 PM	4	0	0	0	4	0	134	28	0	162	15	0	130	0	145	85	97	5	0	187	498
12:45 PM	0	2	0	1	3	2	99	28	0	129	15	1	92	0	108	79	102	1	0	182	422
Total	8	10	1	1	20	2	512	119	0	633	62	3	422	0	487	361	410	17	0	788	1928
01:00 PM	2	0	1	0	3	1	126	22	1	150	16	1	102	1	120	96	99	5	0	200	473
01:15 PM	2	0	1	0	3	2	130	24	0	156	20	0	92	1	113	93	101	4	0	198	470
01:30 PM	3	1	0	0	4	0	115	35	0	150	22	1	91	0	114	77	86	9	0	172	440
01:45 PM	0	1	0	0	1	0	126	26	0	152	9	1	88	0	98	85	90	7	0	182	433
Total	7	2	2	0	11	3	497	107	1	608	67	3	373	2	445	351	376	25	0	752	1816
02:00 PM	1	1	2	0	4	0	116	26	0	142	22	1	95	0	118	111	115	7	0	233	497
02:15 PM	4	2	1	0	7	2	129	30	0	161	13	3	100	0	116	90	94	8	0	192	476
02:30 PM	1	0	0	0	1	1	138	30	0	169	16	2	105	0	123	136	113	7	0	256	549
02:45 PM	0	3	1	0	4	0	126	29	0	155	8	1	97	0	106	102	130	2	0	234	499
Total	6	6	4	0	16	3	509	115	0	627	59	7	397	0	463	439	452	24	0	915	2021
03:00 PM	1	4	1	0	6	0	131	29	0	160	21	2	117	0	140	102	110	6	0	218	524

Connecticut Counts LLC
Kensington, Connecticut 06037
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File Name : 22502
Site Code : 22502
Start Date : 12/14/2021

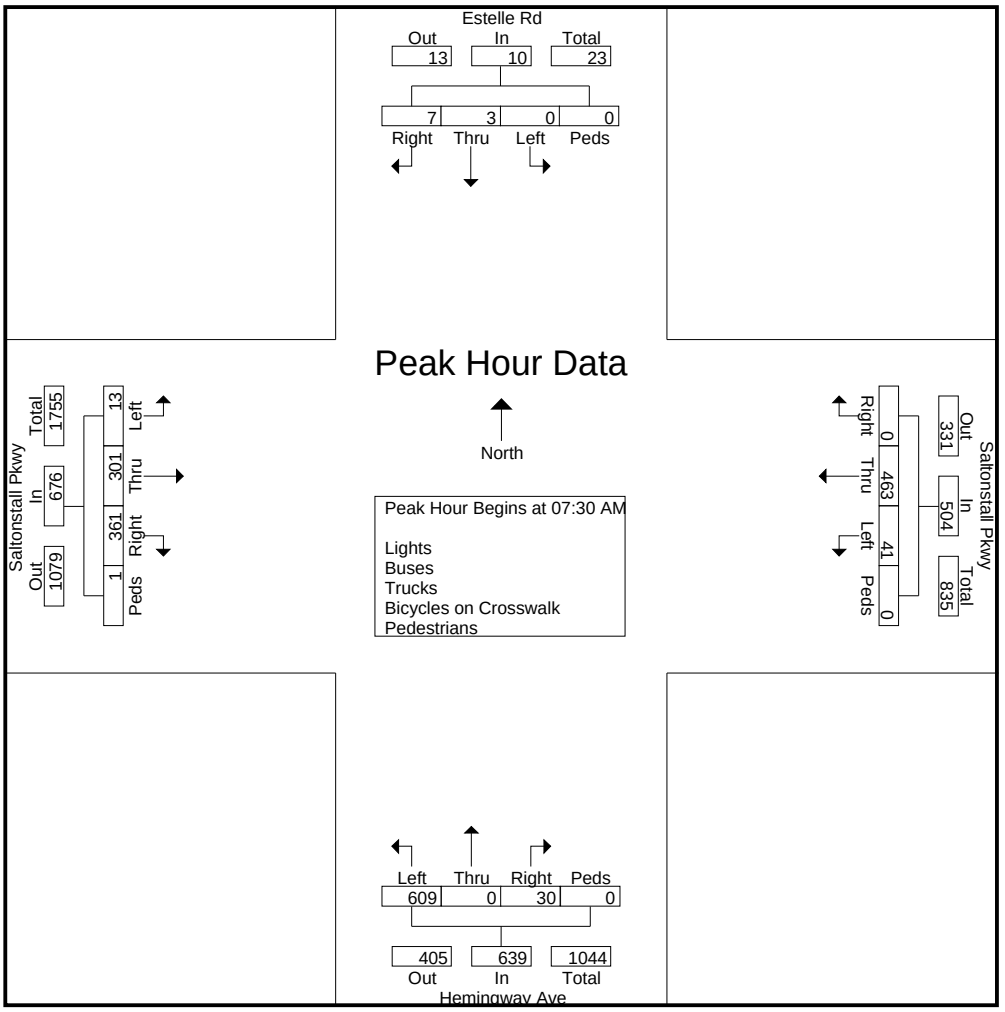
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Estelle Rd From North					Saltonstall Pkwy From East					Hemingway Ave From South					Saltonstall Pkwy From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:15 PM	0	1	2	0	3	0	112	27	0	139	16	2	89	0	107	138	138	6	0	282	531
03:30 PM	0	1	1	0	2	0	138	26	0	164	21	3	141	0	165	170	120	4	0	294	625
03:45 PM	2	1	0	0	3	0	111	30	0	141	20	4	116	0	140	126	122	1	0	249	533
Total	3	7	4	0	14	0	492	112	0	604	78	11	463	0	552	536	490	17	0	1043	2213
04:00 PM	1	0	0	0	1	2	129	18	0	149	18	0	151	0	169	150	124	1	0	275	594
04:15 PM	0	1	0	0	1	0	123	24	0	147	19	0	127	0	146	140	124	7	0	271	565
04:30 PM	2	1	0	0	3	0	147	29	0	176	18	0	164	0	182	147	106	5	0	258	619
04:45 PM	1	1	1	1	4	0	132	26	1	159	16	0	158	0	174	165	157	4	0	326	663
Total	4	3	1	1	9	2	531	97	1	631	71	0	600	0	671	602	511	17	0	1130	2441
05:00 PM	2	1	0	0	3	0	122	29	0	151	23	1	155	0	179	180	133	4	0	317	650
05:15 PM	0	0	1	0	1	1	111	22	0	134	13	1	93	0	107	144	116	1	0	261	503
05:30 PM	1	0	1	0	2	2	101	23	0	126	10	0	105	0	115	127	109	2	0	238	481
05:45 PM	1	3	0	0	4	1	91	21	0	113	13	1	87	1	102	134	102	4	0	240	459
Total	4	4	2	0	10	4	425	95	0	524	59	3	440	1	503	585	460	11	0	1056	2093
06:00 PM	0	1	1	0	2	0	89	18	0	107	12	1	106	0	119	118	83	3	0	204	432
06:15 PM	3	3	0	0	6	0	80	24	0	104	13	1	73	0	87	108	71	6	0	185	382
06:30 PM	0	1	0	0	1	0	64	25	0	89	7	0	85	0	92	75	76	1	0	152	334
06:45 PM	0	1	1	0	2	0	63	19	0	82	14	0	69	0	83	88	89	5	1	183	350
Total	3	6	2	0	11	0	296	86	0	382	46	2	333	0	381	389	319	15	1	724	1498
07:00 PM	1	1	0	0	2	0	55	19	0	74	8	0	57	0	65	87	64	2	0	153	294
07:15 PM	0	0	0	0	0	0	67	17	0	84	9	1	53	0	63	68	61	3	0	132	279
Grand Total	67	51	22	2	142	19	6032	1120	3	7174	692	50	5667	4	6413	5205	4812	219	4	10240	23969
Apprch %	47.2	35.9	15.5	1.4		0.3	84.1	15.6	0		10.8	0.8	88.4	0.1		50.8	47	2.1	0		
Total %	0.3	0.2	0.1	0	0.6	0.1	25.2	4.7	0	29.9	2.9	0.2	23.6	0	26.8	21.7	20.1	0.9	0	42.7	
Lights	65	49	22	0	136	19	5862	1092					5382			4956	4668				23043
% Lights	97	96.1	100	0	95.8	100	97.2	97.5	0	97.2	98.3	82	95	0	95.2	95.2	97	94.5	0	96	96.1
Buses	0	0	0	0	0	0	36	6	0	42	1	8	13	0	22	19	43	0	0	62	126
% Buses	0	0	0	0	0	0	0.6	0.5	0	0.6	0.1	16	0.2	0	0.3	0.4	0.9	0	0	0.6	0.5
Trucks	2	2	0	0	4	0	134	22	0	156	11	1	272	0	284	230	101	12	0	343	787
% Trucks	3	3.9	0	0	2.8	0	2.2	2	0	2.2	1.6	2	4.8	0	4.4	4.4	2.1	5.5	0	3.3	3.3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0
Pedestrians	0	0	0	2	2	0	0	0	3	3	0	0	0	3	3	0	0	0	4	4	12
% Pedestrians	0	0	0	100	1.4	0	0	0	100	0	0	0	0	75	0	0	0	0	100	0	0.1

Connecticut Counts LLC
Kensington, Connecticut 06037
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File Name : 22502
Site Code : 22502
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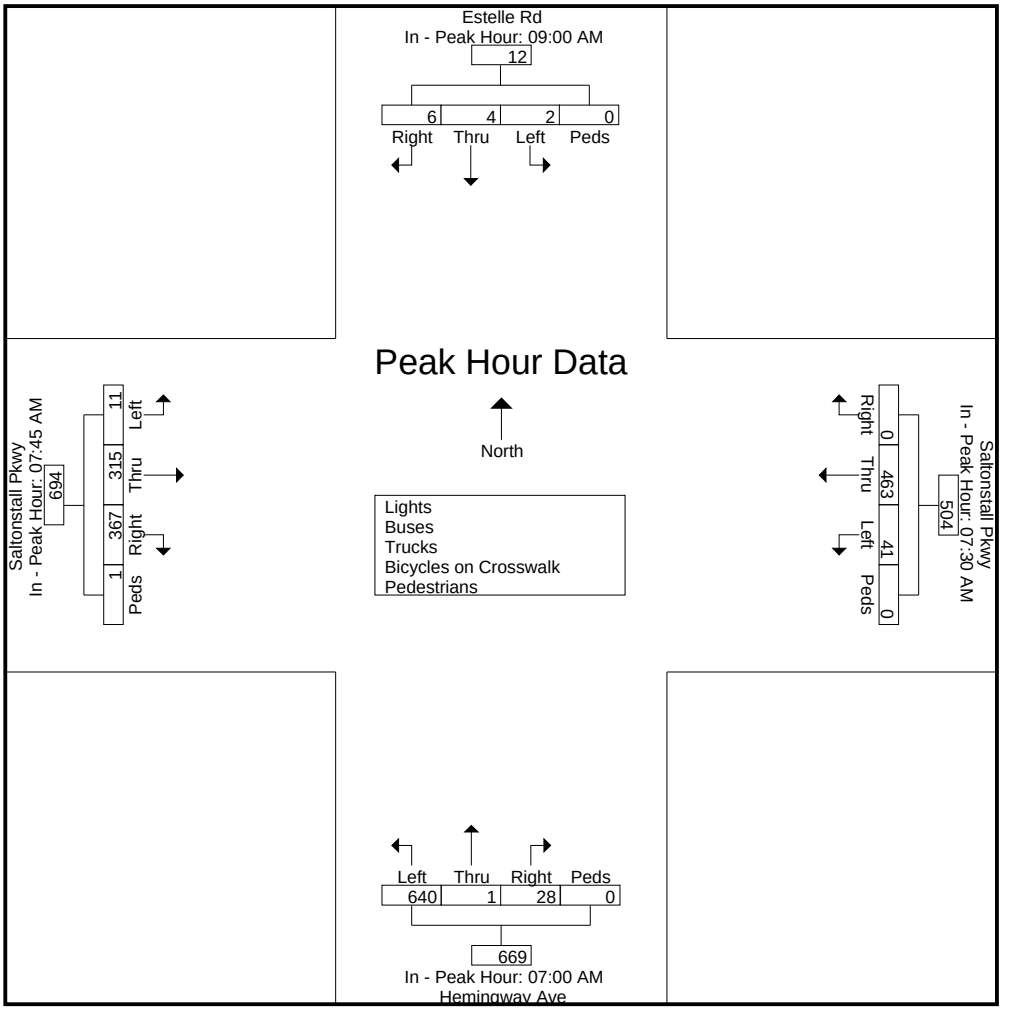
	Estelle Rd From North					Saltonstall Pkwy From East					Hemingway Ave From South					Saltonstall Pkwy From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	1	0	0	4	0	117	8	0	125	12	0	188	0	200	86	65	5	0	156	485
07:45 AM	1	0	0	0	1	0	114	5	0	119	11	0	137	0	148	109	82	4	0	195	463
08:00 AM	2	1	0	0	3	0	113	14	0	127	2	0	154	0	156	88	65	2	1	156	442
08:15 AM	1	1	0	0	2	0	119	14	0	133	5	0	130	0	135	78	89	2	0	169	439
Total Volume	7	3	0	0	10	0	463	41	0	504	30	0	609	0	639	361	301	13	1	676	1829
% App. Total	70	30	0	0		0	91.9	8.1	0		4.7	0	95.3	0		53.4	44.5	1.9	0.1		
PHF	.583	.750	.000	.000	.625	.000	.973	.732	.000	.947	.625	.000	.810	.000	.799	.828	.846	.650	.250	.867	.943



Connecticut Counts LLC
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File Name : 22502
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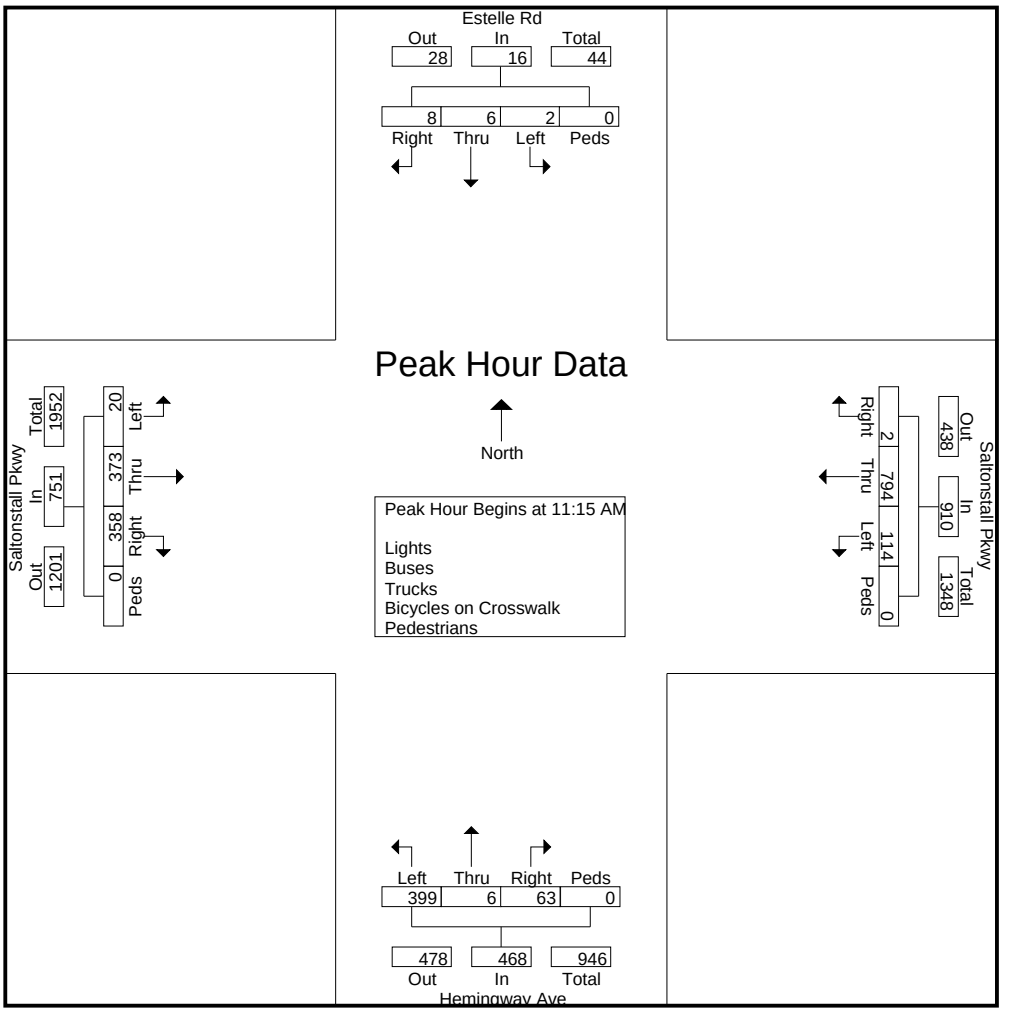
	Estelle Rd From North					Saltonstall Pkwy From East					Hemingway Ave From South					Saltonstall Pkwy From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	09:00 AM					07:30 AM					07:00 AM					07:45 AM					
+0 mins.	0	2	1	0	3	0	117	8	0	125	4	0	159	0	163	109	82	4	0	195	
+15 mins.	2	0	0	0	2	0	114	5	0	119	1	1	156	0	158	88	65	2	1	156	
+30 mins.	3	2	0	0	5	0	113	14	0	127	12	0	188	0	200	78	89	2	0	169	
+45 mins.	1	0	1	0	2	0	119	14	0	133	11	0	137	0	148	92	79	3	0	174	
Total Volume	6	4	2	0	12	0	463	41	0	504	28	1	640	0	669	367	315	11	1	694	
% App. Total	50	33.3	16.7	0		0	91.9	8.1	0		4.2	0.1	95.7	0		52.9	45.4	1.6	0.1		
PHF	.500	.500	.500	.000	.600	.000	.973	.732	.000	.947	.583	.250	.851	.000	.836	.842	.885	.688	.250	.890	



Connecticut Counts LLC
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File Name : 22502
Site Code : 22502
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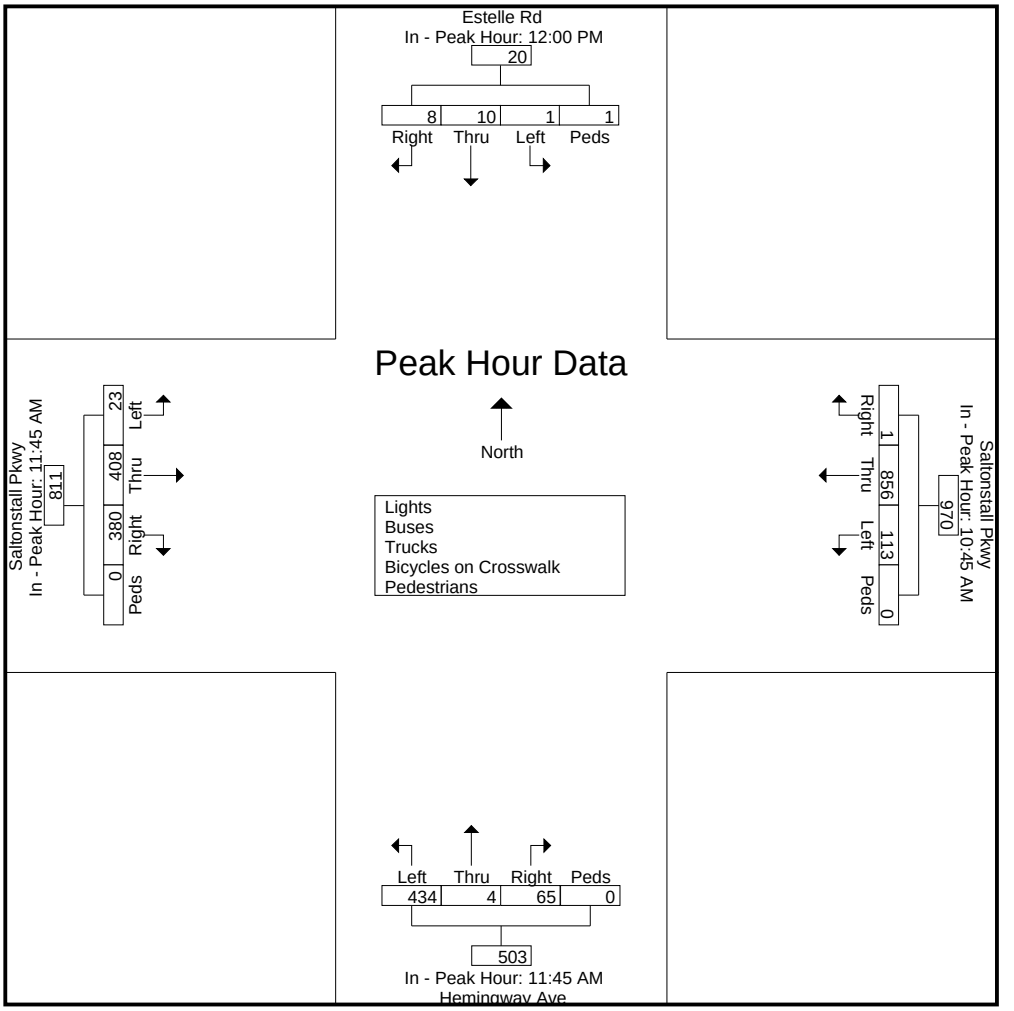
	Estelle Rd From North					Saltonstall Pkwy From East					Hemingway Ave From South					Saltonstall Pkwy From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	2	0	1	0	3	0	241	26	0	267	16	1	100	0	117	85	74	3	0	162	549
11:30 AM	2	1	1	0	4	1	246	30	0	277	13	1	81	0	95	88	89	5	0	182	558
11:45 AM	1	1	0	0	2	1	170	26	0	197	18	2	104	0	124	98	100	7	0	205	528
12:00 PM	3	4	0	0	7	0	137	32	0	169	16	2	114	0	132	87	110	5	0	202	510
Total Volume	8	6	2	0	16	2	794	114	0	910	63	6	399	0	468	358	373	20	0	751	2145
% App. Total	50	37.5	12.5	0		0.2	87.3	12.5	0		13.5	1.3	85.3	0		47.7	49.7	2.7	0		
PHF	.667	.375	.500	.000	.571	.500	.807	.891	.000	.821	.875	.750	.875	.000	.886	.913	.848	.714	.000	.916	.961



Connecticut Counts LLC
Kensington, Connecticut 06037
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File Name : 22502
Site Code : 22502
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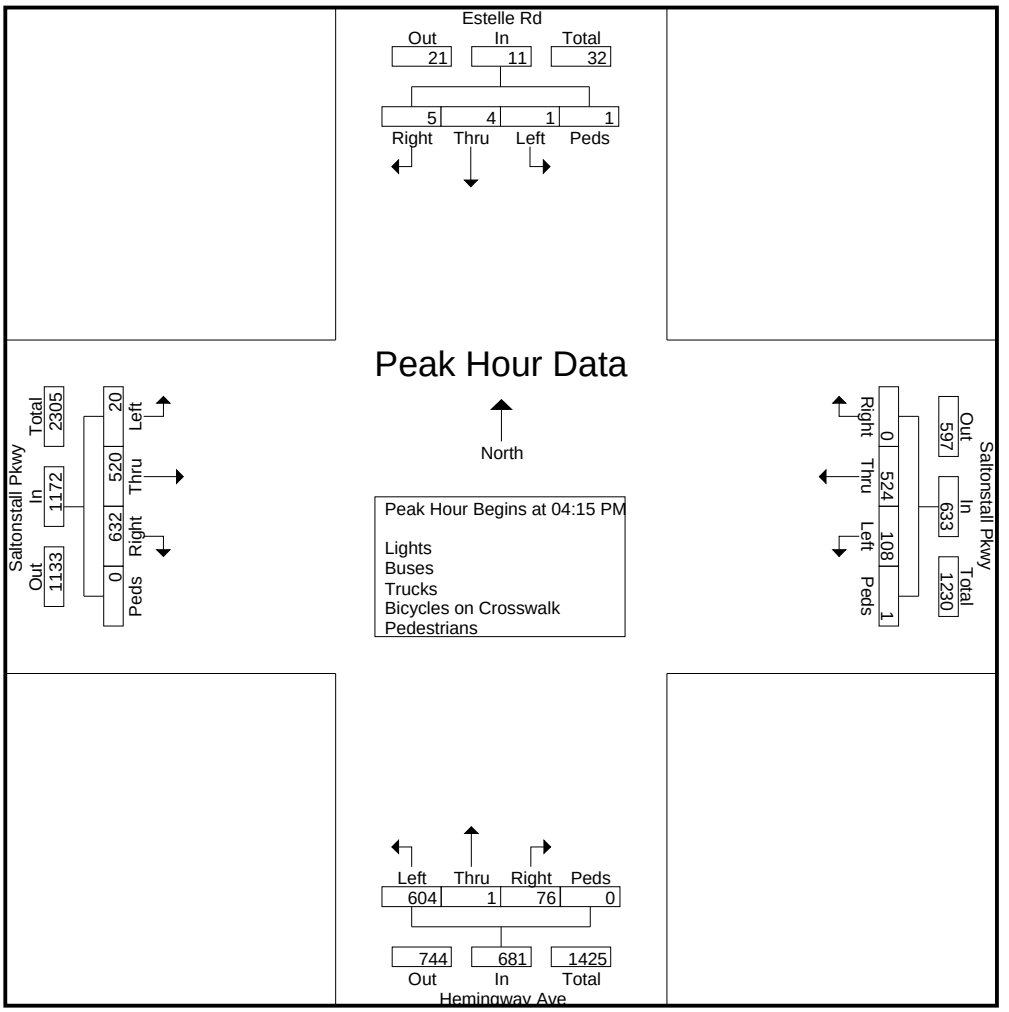
Start Time	Estelle Rd From North					Saltonstall Pkwy From East					Hemingway Ave From South					Saltonstall Pkwy From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:00 PM					10:45 AM					11:45 AM					11:45 AM					
+0 mins.	3	4	0	0	7	0	170	35	0	205	18	2	104	0	124	98	100	7	0	205	
+15 mins.	1	4	1	0	6	0	199	22	0	221	16	2	114	0	132	87	110	5	0	202	
+30 mins.	4	0	0	0	4	0	241	26	0	267	16	0	86	0	102	110	101	6	0	217	
+45 mins.	0	2	0	1	3	1	246	30	0	277	15	0	130	0	145	85	97	5	0	187	
Total Volume	8	10	1	1	20	1	856	113	0	970	65	4	434	0	503	380	408	23	0	811	
% App. Total	40	50	5	5		0.1	88.2	11.6	0		12.9	0.8	86.3	0		46.9	50.3	2.8	0		
PHF	.500	.625	.250	.250	.714	.250	.870	.807	.000	.875	.903	.500	.835	.000	.867	.864	.927	.821	.000	.934	



Connecticut Counts LLC
Kensington, Connecticut 06037
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File Name : 22502
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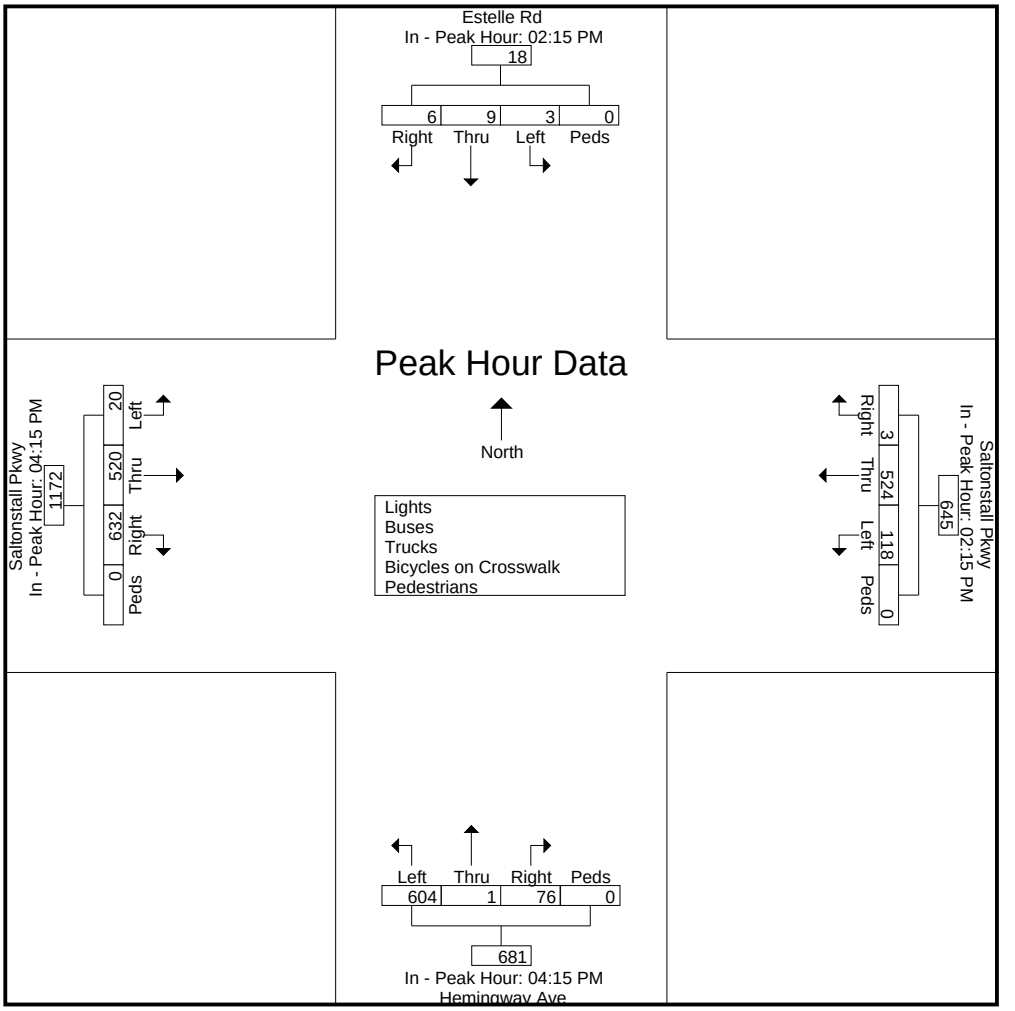
Start Time	Estelle Rd From North					Saltonstall Pkwy From East					Hemingway Ave From South					Saltonstall Pkwy From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	1	0	0	1	0	123	24	0	147	19	0	127	0	146	140	124	7	0	271	565
04:30 PM	2	1	0	0	3	0	147	29	0	176	18	0	164	0	182	147	106	5	0	258	619
04:45 PM	1	1	1	1	4	0	132	26	1	159	16	0	158	0	174	165	157	4	0	326	663
05:00 PM	2	1	0	0	3	0	122	29	0	151	23	1	155	0	179	180	133	4	0	317	650
Total Volume	5	4	1	1	11	0	524	108	1	633	76	1	604	0	681	632	520	20	0	1172	2497
% App. Total	45.5	36.4	9.1	9.1		0	82.8	17.1	0.2		11.2	0.1	88.7	0		53.9	44.4	1.7	0		
PHF	.625	1.00	.250	.250	.688	.000	.891	.931	.250	.899	.826	.250	.921	.000	.935	.878	.828	.714	.000	.899	.942



Connecticut Counts LLC
Kensington, Connecticut 06037
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File Name : 22502
Site Code : 22502
Start Date : 12/14/2021
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	Estelle Rd From North					Saltonstall Pkwy From East					Hemingway Ave From South					Saltonstall Pkwy 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 02:00 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	02:15 PM					02:15 PM					04:15 PM					04:15 PM					
+0 mins.	4	2	1	0	7	2	129	30	0	161	19	0	127	0	146	140	124	7	0	271	
+15 mins.	1	0	0	0	1	1	138	30	0	169	18	0	164	0	182	147	106	5	0	258	
+30 mins.	0	3	1	0	4	0	126	29	0	155	16	0	158	0	174	165	157	4	0	326	
+45 mins.	1	4	1	0	6	0	131	29	0	160	23	1	155	0	179	180	133	4	0	317	
Total Volume	6	9	3	0	18	3	524	118	0	645	76	1	604	0	681	632	520	20	0	1172	
% App. Total	33.3	50	16.7	0		0.5	81.2	18.3	0		11.2	0.1	88.7	0		53.9	44.4	1.7	0		
PHF	.375	.563	.750	.000	.643	.375	.949	.983	.000	.954	.826	.250	.921	.000	.935	.878	.828	.714	.000	.899	



Connecticut Counts LLC
Kensington, Connecticut 06037
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Hemingway Avenue at Main Street
East Haven, Connecticut

File Name : 22503
Site Code : 22503
Start Date : 12/14/2021
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Hemingway Ave From North					Main Street From East					Hemingway Ave From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	3	56	3	0	62	2	7	2	0	11	6	124	19	0	149	23	7	2	0	32	254
06:45 AM	2	93	3	0	98	4	3	8	0	15	16	149	22	0	187	40	10	3	0	53	353
Total	5	149	6	0	160	6	10	10	0	26	22	273	41	0	336	63	17	5	0	85	607
07:00 AM	4	94	3	0	101	4	5	9	0	18	15	175	18	0	208	25	5	7	0	37	364
07:15 AM	3	54	1	0	58	7	8	10	0	25	15	162	21	1	199	34	9	7	0	50	332
07:30 AM	4	77	4	0	85	8	7	12	0	27	21	214	28	1	264	43	21	15	0	79	455
07:45 AM	2	102	3	0	107	4	6	10	0	20	35	163	21	0	219	42	32	13	0	87	433
Total	13	327	11	0	351	23	26	41	0	90	86	714	88	2	890	144	67	42	0	253	1584
08:00 AM	6	76	2	0	84	5	12	14	0	31	15	179	22	1	217	51	17	9	0	77	409
08:15 AM	9	81	7	0	97	1	15	23	0	39	29	157	24	0	210	37	19	8	0	64	410
08:30 AM	11	74	2	0	87	5	18	9	0	32	22	127	20	1	170	49	22	9	0	80	369
08:45 AM	5	88	6	0	99	8	11	19	0	38	18	132	31	0	181	37	37	7	0	81	399
Total	31	319	17	0	367	19	56	65	0	140	84	595	97	2	778	174	95	33	0	302	1587
09:00 AM	6	64	4	0	74	3	15	14	0	32	29	127	26	0	182	46	28	12	0	86	374
09:15 AM	7	54	5	0	66	6	12	16	0	34	24	143	21	0	188	42	36	10	1	89	377
09:30 AM	9	65	4	2	80	12	20	25	1	58	15	106	18	0	139	35	29	10	0	74	351
09:45 AM	7	69	9	0	85	12	20	18	0	50	19	84	21	0	124	38	33	10	0	81	340
Total	29	252	22	2	305	33	67	73	1	174	87	460	86	0	633	161	126	42	1	330	1442
10:00 AM	11	64	10	1	86	10	22	20	2	54	18	107	25	1	151	34	30	10	0	74	365
10:15 AM	7	63	9	1	80	8	21	8	0	37	22	104	17	0	143	37	29	9	1	76	336
10:30 AM	7	66	9	2	84	8	24	18	0	50	28	98	36	0	162	25	35	8	0	68	364
10:45 AM	7	70	3	0	80	6	27	26	1	60	19	80	29	0	128	38	29	9	0	76	344
Total	32	263	31	4	330	32	94	72	3	201	87	389	107	1	584	134	123	36	1	294	1409
11:00 AM	8	73	10	0	91	13	21	22	0	56	27	102	33	1	163	41	36	11	1	89	399
11:15 AM	6	71	11	0	88	7	21	15	0	43	30	98	29	2	159	36	32	11	1	80	370
11:30 AM	10	70	6	0	86	4	27	22	0	53	22	95	31	0	148	38	32	12	0	82	369
11:45 AM	12	84	11	1	108	8	34	24	0	66	24	88	27	2	141	45	38	12	3	98	413
Total	36	298	38	1	373	32	103	83	0	218	103	383	120	5	611	160	138	46	5	349	1551
12:00 PM	9	86	8	0	103	8	25	25	1	59	36	120	40	1	197	50	45	8	1	104	463
12:15 PM	15	77	11	1	104	9	24	28	0	61	31	96	40	1	168	52	51	13	0	116	449
12:30 PM	6	75	10	0	91	5	25	26	0	56	31	110	36	0	177	47	28	10	0	85	409
12:45 PM	8	72	8	2	90	6	30	32	2	70	23	102	26	2	153	43	32	18	1	94	407
Total	38	310	37	3	388	28	104	111	3	246	121	428	142	4	695	192	156	49	2	399	1728
01:00 PM	7	71	13	0	91	13	24	32	0	69	25	89	35	0	149	40	34	15	1	90	399
01:15 PM	7	79	10	1	97	3	23	27	0	53	30	108	33	0	171	58	32	9	0	99	420
01:30 PM	6	85	7	3	101	7	29	27	0	63	34	100	39	2	175	45	29	11	3	88	427
01:45 PM	6	75	15	0	96	4	20	15	1	40	22	106	39	1	168	49	42	9	1	101	405
Total	26	310	45	4	385	27	96	101	1	225	111	403	146	3	663	192	137	44	5	378	1651
02:00 PM	3	91	9	1	104	6	18	22	0	46	20	96	37	1	154	40	28	11	1	80	384
02:15 PM	12	85	12	0	109	6	24	25	0	55	19	99	28	1	147	51	24	14	1	90	401
02:30 PM	8	90	13	0	111	9	20	23	0	52	18	133	33	0	184	44	37	9	0	90	437
02:45 PM	9	94	14	1	118	2	35	34	0	71	31	82	26	2	141	58	42	11	2	113	443
Total	32	360	48	2	442	23	97	104	0	224	88	410	124	4	626	193	131	45	4	373	1665
03:00 PM	9	118	12	0	139	8	27	28	0	63	31	126	41	3	201	51	26	18	2	97	500

Connecticut Counts LLC
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File Name : 22503
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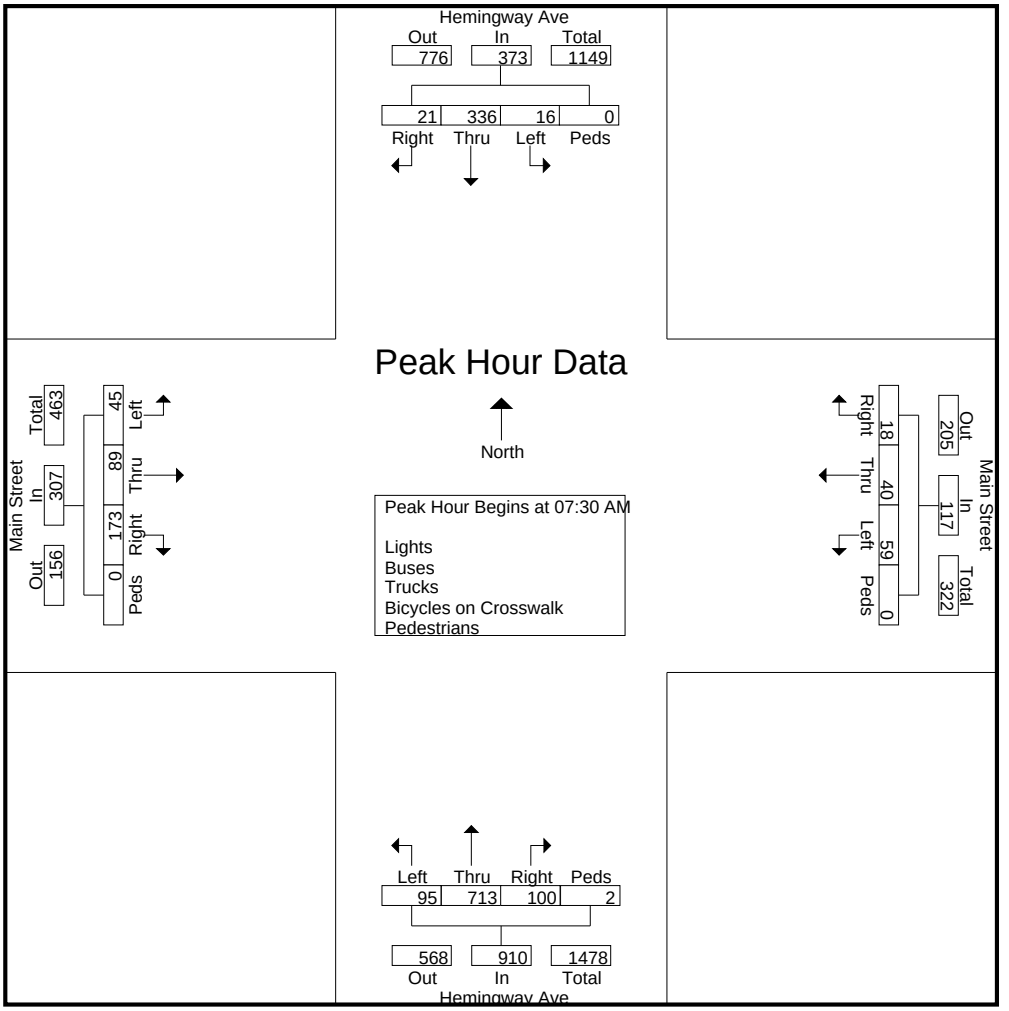
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Hemingway Ave From North					Main Street From East					Hemingway Ave From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:15 PM	8	113	12	0	133	6	25	33	1	65	18	125	33	1	177	73	35	9	0	117	492
03:30 PM	11	132	17	0	160	5	24	20	0	49	31	148	30	3	212	64	37	7	0	108	529
03:45 PM	14	131	12	0	157	8	33	40	0	81	32	133	34	2	201	66	43	11	2	122	561
Total	42	494	53	0	589	27	109	121	1	258	112	532	138	9	791	254	141	45	4	444	2082
04:00 PM	8	129	10	2	149	8	22	39	0	69	26	143	42	2	213	62	37	25	0	124	555
04:15 PM	10	136	21	0	167	11	24	24	0	59	30	134	39	0	203	91	39	17	0	147	576
04:30 PM	11	104	12	0	127	5	29	33	0	67	35	162	38	1	236	77	44	18	0	139	569
04:45 PM	8	136	11	1	156	5	29	23	1	58	34	160	39	1	234	68	36	14	0	118	566
Total	37	505	54	3	599	29	104	119	1	253	125	599	158	4	886	298	156	74	0	528	2266
05:00 PM	9	148	12	0	169	5	17	28	0	50	37	189	42	0	268	59	41	12	0	112	599
05:15 PM	14	139	19	0	172	9	30	43	0	82	20	116	24	0	160	61	38	10	0	109	523
05:30 PM	5	114	5	1	125	6	27	34	1	68	18	95	37	1	151	59	23	20	0	102	446
05:45 PM	6	132	13	1	152	2	18	30	0	50	33	100	23	1	157	55	19	17	1	92	451
Total	34	533	49	2	618	22	92	135	1	250	108	500	126	2	736	234	121	59	1	415	2019
06:00 PM	7	114	6	1	128	2	25	29	0	56	33	99	38	2	172	54	39	5	1	99	455
06:15 PM	8	104	11	0	123	3	21	25	1	50	21	89	27	5	142	49	27	6	2	84	399
06:30 PM	7	86	6	0	99	5	16	21	0	42	13	84	22	0	119	48	26	8	0	82	342
06:45 PM	10	81	11	0	102	3	21	28	0	52	14	77	20	0	111	47	31	7	1	86	351
Total	32	385	34	1	452	13	83	103	1	200	81	349	107	7	544	198	123	26	4	351	1547
07:00 PM	6	74	6	0	86	4	16	25	0	45	13	68	17	0	98	50	29	6	0	85	314
07:15 PM	5	77	7	0	89	2	18	20	0	40	17	49	19	0	85	49	25	2	0	76	290
Grand Total	398	4656	458	22	5534	320	1075	1183	12	2590	1245	6152	1516	43	8956	2496	1585	554	27	4662	21742
Apprch %	7.2	84.1	8.3	0.4		12.4	41.5	45.7	0.5		13.9	68.7	16.9	0.5		53.5	34	11.9	0.6		
Total %	1.8	21.4	2.1	0.1	25.5	1.5	4.9	5.4	0.1	11.9	5.7	28.3	7	0.2	41.2	11.5	7.3	2.5	0.1	21.4	
Lights	389	4382					1058	1155			1217	5845	1391			2295	1562				20585
% Lights	97.7	94.1	97.4	0	94.3	95.9	98.4	97.6	0	97.3	97.8	95	91.8	0	94.4	91.9	98.5	97.1	0	94.3	94.7
Buses	0	22	8	0	30	9	6	7	0	22	4	34	42	0	80	67	9	2	0	78	210
% Buses	0	0.5	1.7	0	0.5	2.8	0.6	0.6	0	0.8	0.3	0.6	2.8	0	0.9	2.7	0.6	0.4	0	1.7	1
Trucks	9	252	4	0	265	4	11	21	0	36	24	273	83	0	380	134	14	14	0	162	843
% Trucks	2.3	5.4	0.9	0	4.8	1.2	1	1.8	0	1.4	1.9	4.4	5.5	0	4.2	5.4	0.9	2.5	0	3.5	3.9
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	4.5	0	0	0	0	25	0.1	0	0	0	11.6	0.1	0	0	0	3.7	0	0
Pedestrians																					
% Pedestrians	0	0	0	95.5	0.4	0	0	0	75	0.3	0	0	0	88.4	0.4	0	0	0	96.3	0.6	0.4

Connecticut Counts LLC
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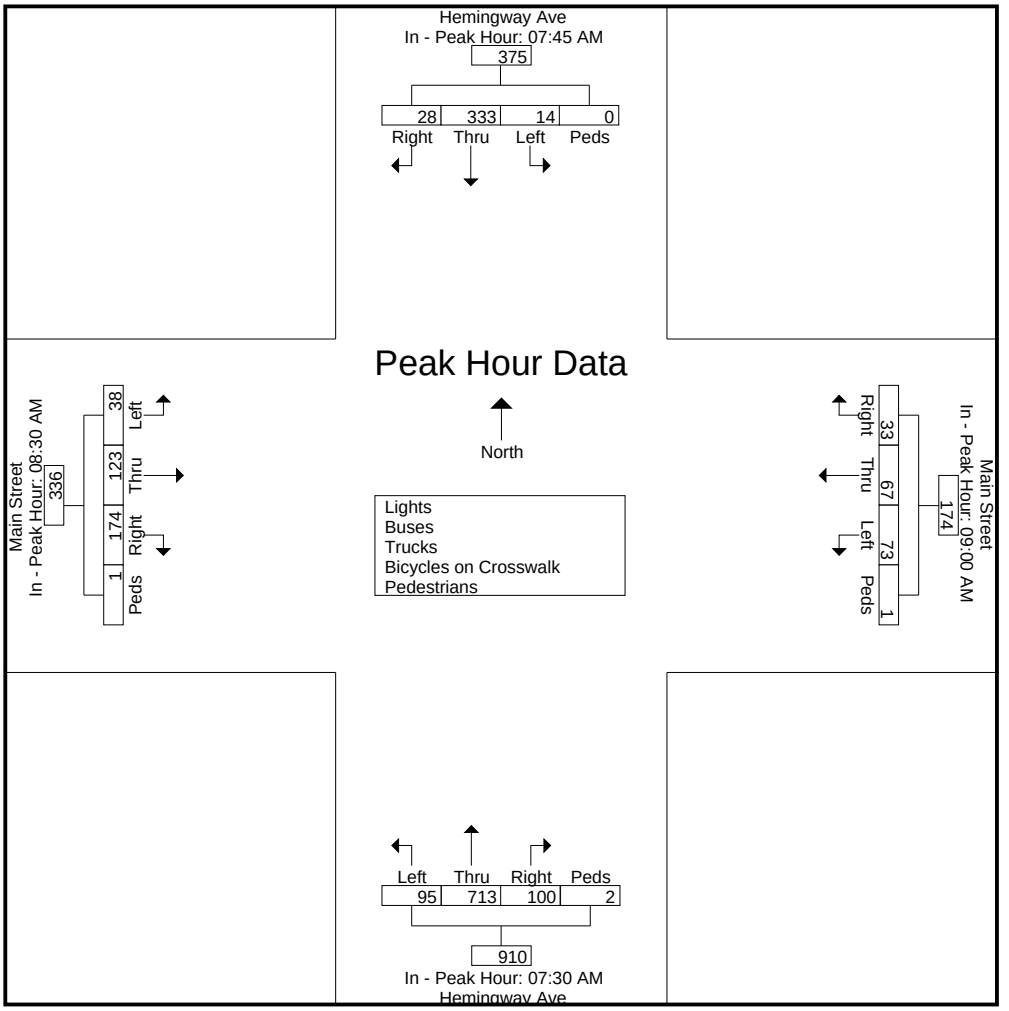
	Hemingway Ave From North					Main Street From East					Hemingway Ave From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	4	77	4	0	85	8	7	12	0	27	21	214	28	1	264	43	21	15	0	79	455
07:45 AM	2	102	3	0	107	4	6	10	0	20	35	163	21	0	219	42	32	13	0	87	433
08:00 AM	6	76	2	0	84	5	12	14	0	31	15	179	22	1	217	51	17	9	0	77	409
08:15 AM	9	81	7	0	97	1	15	23	0	39	29	157	24	0	210	37	19	8	0	64	410
Total Volume	21	336	16	0	373	18	40	59	0	117	100	713	95	2	910	173	89	45	0	307	1707
% App. Total	5.6	90.1	4.3	0		15.4	34.2	50.4	0		11	78.4	10.4	0.2		56.4	29	14.7	0		
PHF	.583	.824	.571	.000	.871	.563	.667	.641	.000	.750	.714	.833	.848	.500	.862	.848	.695	.750	.000	.882	.938



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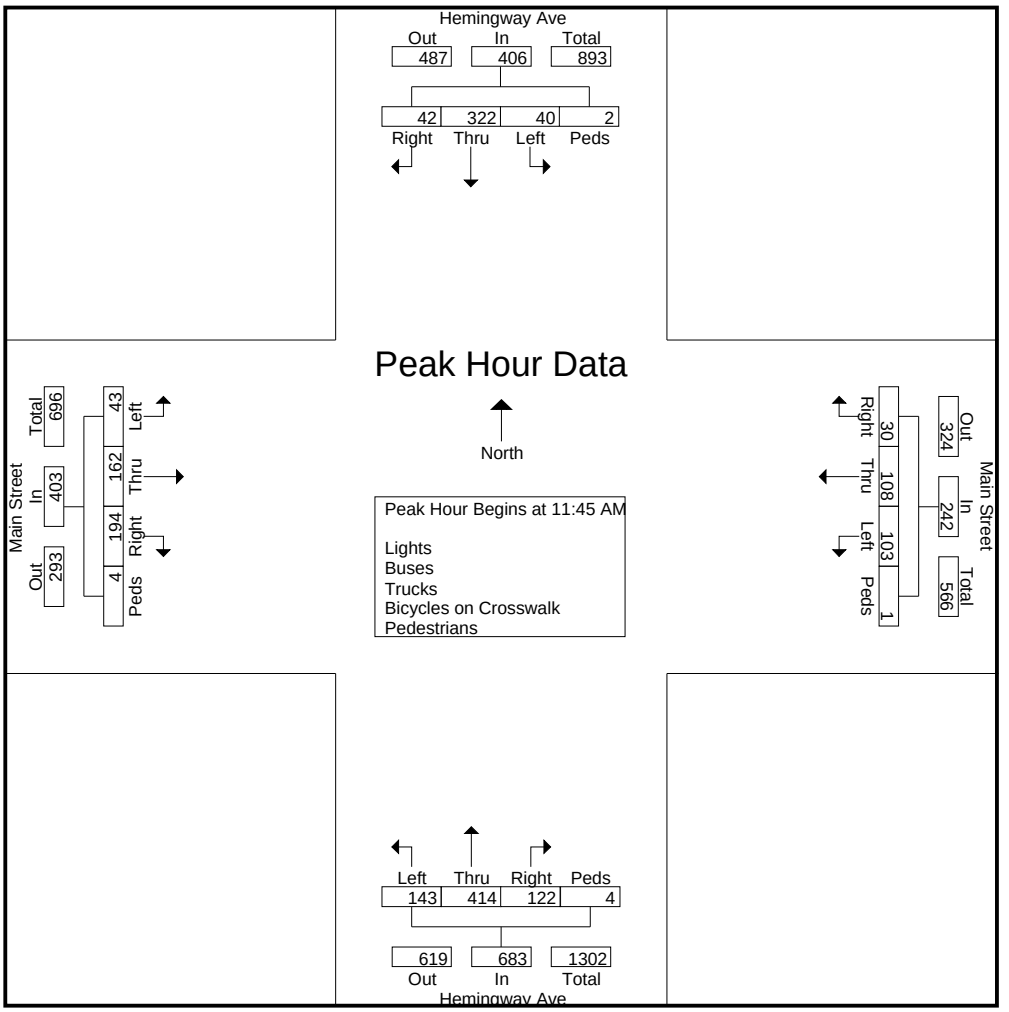
Start Time	Hemingway Ave From North					Main Street From East					Hemingway Ave From South					Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					09:00 AM					07:30 AM					08:30 AM					
+0 mins.	2	102	3	0	107	3	15	14	0	32	21	214	28	1	264	49	22	9	0	80	
+15 mins.	6	76	2	0	84	6	12	16	0	34	35	163	21	0	219	37	37	7	0	81	
+30 mins.	9	81	7	0	97	12	20	25	1	58	15	179	22	1	217	46	28	12	0	86	
+45 mins.	11	74	2	0	87	12	20	18	0	50	29	157	24	0	210	42	36	10	1	89	
Total Volume	28	333	14	0	375	33	67	73	1	174	100	713	95	2	910	174	123	38	1	336	
% App. Total	7.5	88.8	3.7	0		19	38.5	42	0.6		11	78.4	10.4	0.2		51.8	36.6	11.3	0.3		
PHF	.636	.816	.500	.000	.876	.688	.838	.730	.250	.750	.714	.833	.848	.500	.862	.888	.831	.792	.250	.944	



Connecticut Counts LLC
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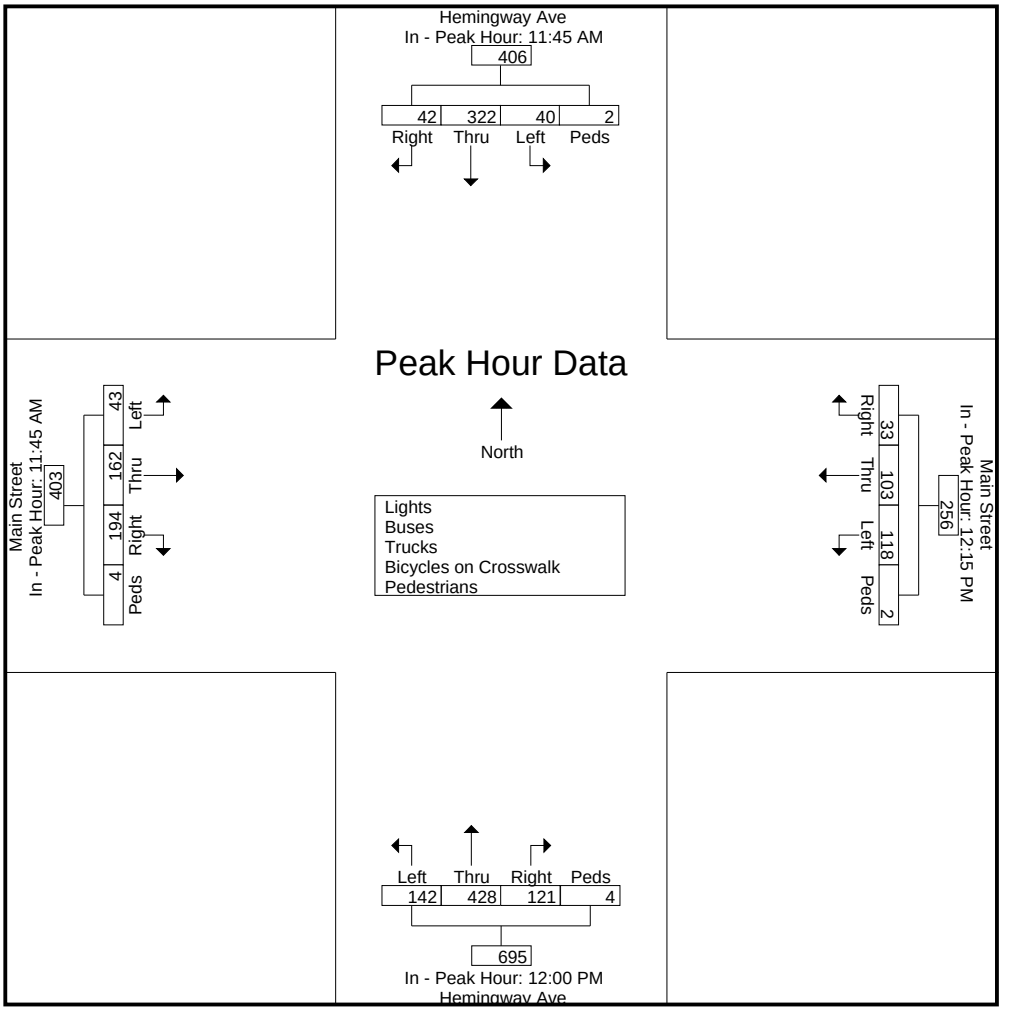
	Hemingway Ave From North					Main Street From East					Hemingway Ave From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	12	84	11	1	108	8	34	24	0	66	24	88	27	2	141	45	38	12	3	98	413
12:00 PM	9	86	8	0	103	8	25	25	1	59	36	120	40	1	197	50	45	8	1	104	463
12:15 PM	15	77	11	1	104	9	24	28	0	61	31	96	40	1	168	52	51	13	0	116	449
12:30 PM	6	75	10	0	91	5	25	26	0	56	31	110	36	0	177	47	28	10	0	85	409
Total Volume	42	322	40	2	406	30	108	103	1	242	122	414	143	4	683	194	162	43	4	403	1734
% App. Total	10.3	79.3	9.9	0.5		12.4	44.6	42.6	0.4		17.9	60.6	20.9	0.6		48.1	40.2	10.7	1		
PHF	.700	.936	.909	.500	.940	.833	.794	.920	.250	.917	.847	.863	.894	.500	.867	.933	.794	.827	.333	.869	.936



Connecticut Counts LLC
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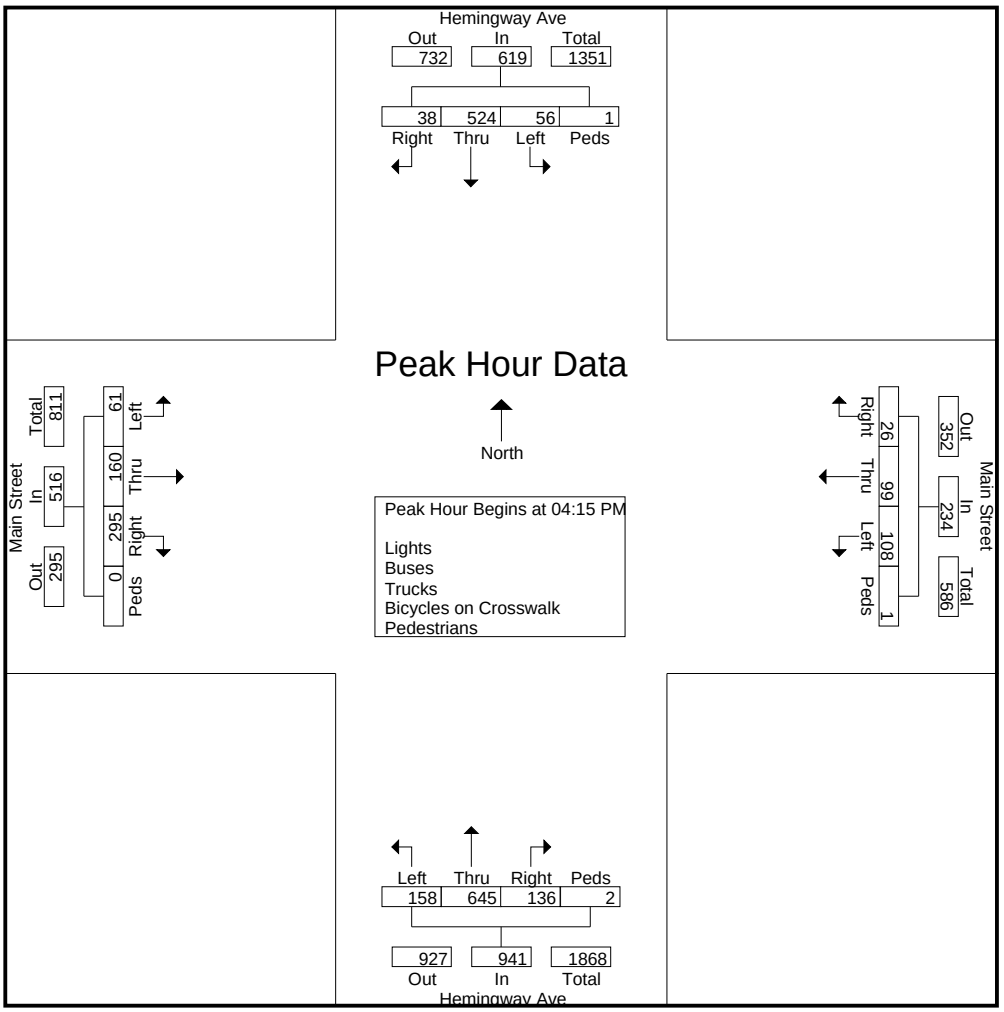
Start Time	Hemingway Ave From North					Main Street From East					Hemingway Ave From South					Main Street From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:45 AM					12:15 PM					12:00 PM					11:45 AM					
+0 mins.	12	84	11	1	108	9	24	28	0	61	36	120	40	1	197	45	38	12	3	98	
+15 mins.	9	86	8	0	103	5	25	26	0	56	31	96	40	1	168	50	45	8	1	104	
+30 mins.	15	77	11	1	104	6	30	32	2	70	31	110	36	0	177	52	51	13	0	116	
+45 mins.	6	75	10	0	91	13	24	32	0	69	23	102	26	2	153	47	28	10	0	85	
Total Volume	42	322	40	2	406	33	103	118	2	256	121	428	142	4	695	194	162	43	4	403	
% App. Total	10.3	79.3	9.9	0.5		12.9	40.2	46.1	0.8		17.4	61.6	20.4	0.6		48.1	40.2	10.7	1		
PHF	.700	.936	.909	.500	.940	.635	.858	.922	.250	.914	.840	.892	.888	.500	.882	.933	.794	.827	.333	.869	



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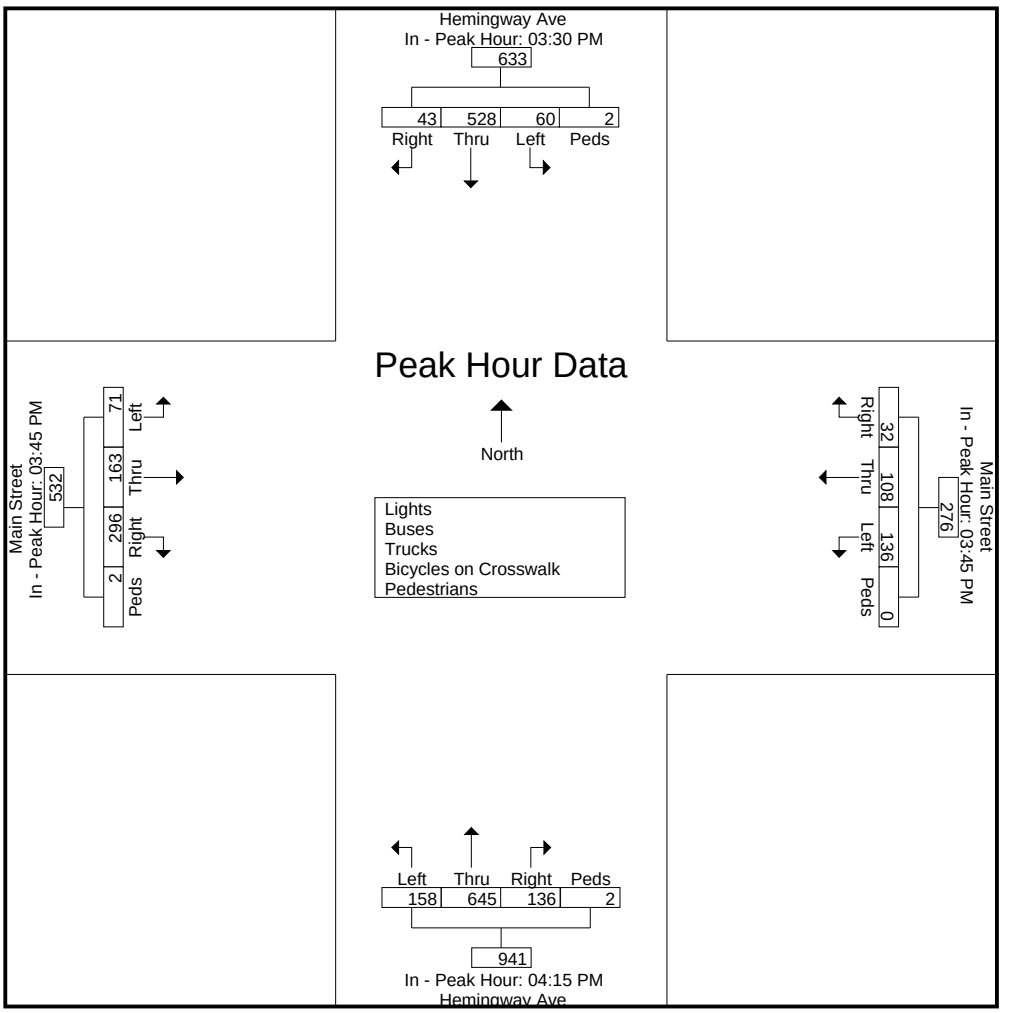
Start Time	Hemingway Ave From North					Main Street From East					Hemingway Ave From South					Main Street From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	10	136	21	0	167	11	24	24	0	59	30	134	39	0	203	91	39	17	0	147	576
04:30 PM	11	104	12	0	127	5	29	33	0	67	35	162	38	1	236	77	44	18	0	139	569
04:45 PM	8	136	11	1	156	5	29	23	1	58	34	160	39	1	234	68	36	14	0	118	566
05:00 PM	9	148	12	0	169	5	17	28	0	50	37	189	42	0	268	59	41	12	0	112	599
Total Volume	38	524	56	1	619	26	99	108	1	234	136	645	158	2	941	295	160	61	0	516	2310
% App. Total	6.1	84.7	9	0.2		11.1	42.3	46.2	0.4		14.5	68.5	16.8	0.2		57.2	31	11.8	0		
PHF	.864	.885	.667	.250	.916	.591	.853	.818	.250	.873	.919	.853	.940	.500	.878	.810	.909	.847	.000	.878	.964



Connecticut Counts LLC
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File Name : 22503
Site Code : 22503
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Start Time	Hemingway Ave From North					Main Street From East					Hemingway Ave From South					Main Street From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:30 PM					03:45 PM					04:15 PM					03:45 PM					
+0 mins.	11	132	17	0	160	8	33	40	0	81	30	134	39	0	203	66	43	11	2	122	
+15 mins.	14	131	12	0	157	8	22	39	0	69	35	162	38	1	236	62	37	25	0	124	
+30 mins.	8	129	10	2	149	11	24	24	0	59	34	160	39	1	234	91	39	17	0	147	
+45 mins.	10	136	21	0	167	5	29	33	0	67	37	189	42	0	268	77	44	18	0	139	
Total Volume	43	528	60	2	633	32	108	136	0	276	136	645	158	2	941	296	163	71	2	532	
% App. Total	6.8	83.4	9.5	0.3		11.6	39.1	49.3	0		14.5	68.5	16.8	0.2		55.6	30.6	13.3	0.4		
PHF	.768	.971	.714	.250	.948	.727	.818	.850	.000	.852	.919	.853	.940	.500	.878	.813	.926	.710	.250	.905	



Connecticut Counts LLC
Kensington, Connecticut 06037
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Hemingway Avenue at Dodge Avenue
East Haven, Connecticut

File Name : 22504
Site Code : 22504
Start Date : 12/14/2021
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Hemingway Ave From North					Private Dr From East					Hemingway Ave From South					Dodge Avenue 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	App. Total	Int. Total
06:30 AM	3	91	0	1	95	0	1	0	0	1	1	138	10	0	149	9	0	8	17	262
06:45 AM	0	140	2	0	142	0	0	2	3	5	0	169	15	0	184	18	0	18	36	367
Total	3	231	2	1	237	0	1	2	3	6	1	307	25	0	333	27	0	26	53	629
07:00 AM	6	105	1	0	112	0	0	0	0	0	0	194	13	0	207	10	0	12	22	341
07:15 AM	3	84	0	0	87	0	0	0	0	0	2	176	17	0	195	12	0	19	31	313
07:30 AM	4	109	0	0	113	0	0	0	2	2	2	218	20	0	240	15	0	16	31	386
07:45 AM	8	137	0	0	145	0	0	1	12	13	1	199	17	0	217	20	0	11	31	406
Total	21	435	1	0	457	0	0	1	14	15	5	787	67	0	859	57	0	58	115	1446
08:00 AM	5	120	0	0	125	2	0	0	2	4	2	184	10	0	196	17	0	11	28	353
08:15 AM	10	109	1	0	120	0	0	0	3	3	0	194	14	0	208	20	0	6	26	357
08:30 AM	7	119	0	0	126	2	0	0	1	3	1	167	10	0	178	20	0	15	35	342
08:45 AM	4	126	0	0	130	0	0	0	2	2	0	148	15	2	165	31	0	13	44	341
Total	26	474	1	0	501	4	0	0	8	12	3	693	49	2	747	88	0	45	133	1393
09:00 AM	6	103	0	2	111	0	0	0	3	3	0	170	26	0	196	15	0	9	24	334
09:15 AM	12	92	0	0	104	1	0	0	1	2	0	158	18	0	176	20	0	10	30	312
09:30 AM	10	119	0	0	129	1	0	0	5	6	0	126	11	0	137	20	0	11	31	303
09:45 AM	5	106	0	1	112	0	0	0	8	8	0	119	10	0	129	15	0	11	26	275
Total	33	420	0	3	456	2	0	0	17	19	0	573	65	0	638	70	0	41	111	1224
10:00 AM	5	96	0	4	105	0	0	1	5	6	0	126	20	0	146	19	0	9	28	285
10:15 AM	5	93	0	3	101	1	0	0	0	1	0	125	8	0	133	15	0	9	24	259
10:30 AM	15	93	1	2	111	0	0	0	0	0	0	131	11	0	142	12	0	8	20	273
10:45 AM	12	90	0	3	105	0	0	0	4	4	0	124	11	3	138	17	0	10	27	274
Total	37	372	1	12	422	1	0	1	9	11	0	506	50	3	559	63	0	36	99	1091
11:00 AM	12	126	0	1	139	1	0	1	15	17	2	136	11	4	153	14	1	12	27	336
11:15 AM	9	100	1	0	110	1	0	1	3	5	0	141	13	2	156	17	0	7	24	295
11:30 AM	13	124	1	0	138	1	0	0	0	1	0	120	14	0	134	14	0	7	21	294
11:45 AM	7	137	1	0	145	1	0	0	2	3	0	142	21	0	163	27	0	18	45	356
Total	41	487	3	1	532	4	0	2	20	26	2	539	59	6	606	72	1	44	117	1281
12:00 PM	10	138	0	0	148	0	0	1	5	6	0	164	13	0	177	14	0	7	21	352
12:15 PM	11	141	0	0	152	3	0	0	4	7	1	149	11	3	164	28	0	14	42	365
12:30 PM	8	133	0	2	143	1	0	2	5	8	1	162	11	0	174	27	0	15	42	367
12:45 PM	8	152	0	2	162	0	0	0	4	4	0	130	15	2	147	22	0	10	32	345
Total	37	564	0	4	605	4	0	3	18	25	2	605	50	5	662	91	0	46	137	1429
01:00 PM	12	125	0	0	137	1	0	0	5	6	0	146	14	0	160	19	0	11	30	333
01:15 PM	22	132	0	1	155	0	0	0	4	4	0	146	10	0	156	21	0	13	34	349
01:30 PM	16	136	0	3	155	0	0	0	6	6	0	131	8	0	139	16	0	15	31	331
01:45 PM	13	118	0	0	131	2	0	0	2	4	0	140	10	0	150	17	0	11	28	313
Total	63	511	0	4	578	3	0	0	17	20	0	563	42	0	605	73	0	50	123	1326
02:00 PM	10	143	0	1	154	0	0	0	5	5	0	141	19	3	163	27	0	11	38	360
02:15 PM	10	135	2	0	147	0	0	0	0	0	0	137	16	0	153	32	0	11	43	343
02:30 PM	17	146	1	1	165	1	0	0	0	1	0	160	17	0	177	28	0	13	41	384
02:45 PM	19	169	0	0	188	4	0	1	2	7	0	143	17	0	160	35	0	11	46	401
Total	56	593	3	2	654	5	0	1	7	13	0	581	69	3	653	122	0	46	168	1488
03:00 PM	15	176	0	0	191	0	0	1	1	2	1	169	22	0	192	33	0	9	42	427
03:15 PM	21	188	0	2	211	2	0	0	0	2	0	163	17	0	180	25	0	10	35	428
03:30 PM	24	199	0	0	223	0	0	0	0	0	0	196	31	0	227	32	0	21	53	503
03:45 PM	22	201	0	0	223	0	0	0	0	0	0	168	22	0	190	26	0	13	39	452
Total	82	764	0	2	848	2	0	1	1	4	1	696	92	0	789	116	0	53	169	1810
04:00 PM	22	190	0	0	212	0	0	0	0	0	1	181	20	0	202	20	1	19	40	454
04:15 PM	12	206	0	0	218	0	0	0	0	0	0	189	28	0	217	24	0	9	33	468
04:30 PM	18	205	0	0	223	1	0	0	0	1	0	204	21	0	225	19	0	20	39	488
04:45 PM	23	199	0	0	222	0	0	0	1	1	0	216	24	0	240	36	0	14	50	513
Total	75	800	0	0	875	1	0	0	1	2	1	790	93	0	884	99	1	62	162	1923
05:00 PM	22	199	0	0	221	0	0	0	0	0	0	208	25	0	233	30	0	18	48	502
05:15 PM	29	189	0	0	218	1	0	0	0	1	0	130	19	0	149	28	0	10	38	406
05:30 PM	24	163	0	0	187	0	0	0	0	0	0	134	20	0	154	19	0	18	37	378
05:45 PM	14	183	1	0	198	0	0	0	1	1	0	125	17	0	142	13	0	17	30	371
Total	89	734	1	0	824	1	0	0	1	2	0	597	81	0	678	90	0	63	153	1657
06:00 PM	12	170	0	0	182	0	0	0	1	1	0	146	19	0	165	20	0	18	38	386
06:15 PM	17	141	0	2	160	1	0	0	3	4	1	107	12	0	120	13	0	16	29	313
06:30 PM	18	118	0	0	136	1	0	0	0	1	0	98	14	0	112	22	0	10	32	281
06:45 PM	26	116	0	0	142	0	0	0	0	0	0	93	8	0	101	10	0	9	19	262
Total	73	545	0	2	620	2	0	0	4	6	1	444	53	0	498	65	0	53	118	1242

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File Name : 22504
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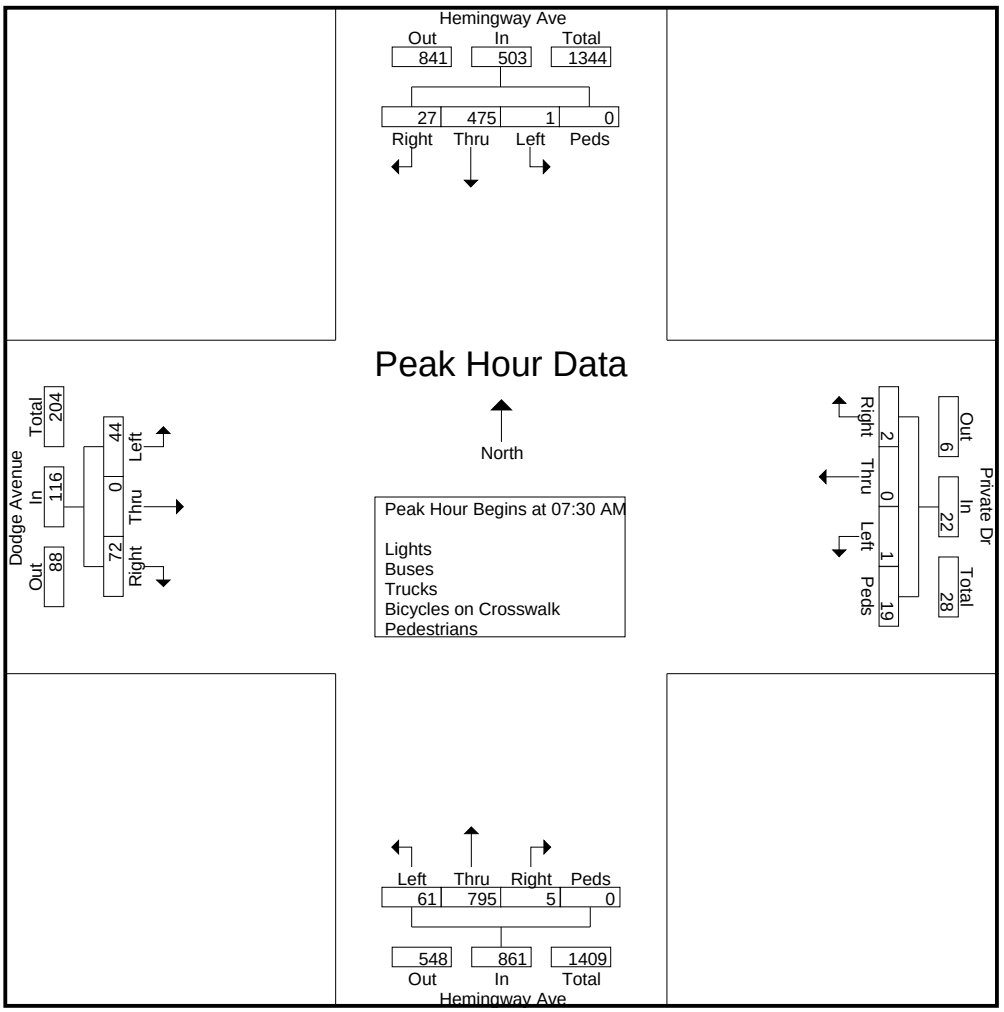
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Hemingway Ave From North					Private Dr From East					Hemingway Ave From South					Dodge Avenue 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	App. Total	Int. Total
07:00 PM	13	114	0	0	127	0	1	0	0	1	0	73	12	0	85	17	0	7	24	237
07:15 PM	16	114	0	0	130	0	0	0	0	0	0	72	7	0	79	14	0	13	27	236
Grand Total	665	7158	12	31	7866	29	2	11	120	162	16	7826	814	19	8675	1064	2	643	1709	18412
Apprch %	8.5	91	0.2	0.4		17.9	1.2	6.8	74.1		0.2	90.2	9.4	0.2		62.3	0.1	37.6		
Total %	3.6	38.9	0.1	0.2	42.7	0.2	0	0.1	0.7	0.9	0.1	42.5	4.4	0.1	47.1	5.8	0	3.5	9.3	
Lights	644	6684	10	0	7338	24	2	9	0	35	15	7361	760	0	8136	996	1	613	1610	17119
% Lights	96.8	93.4	83.3	0	93.3	82.8	100	81.8	0	21.6	93.8	94.1	93.4	0	93.8	93.6	50	95.3	94.2	93
Buses	4	91	0	0	95	0	0	0	0	0	0	86	28	0	114	39	0	8	47	256
% Buses	0.6	1.3	0	0	1.2	0	0	0	0	0	0	1.1	3.4	0	1.3	3.7	0	1.2	2.8	1.4
Trucks	17	383	2	0	402	5	0	2	0	7	1	379	26	0	406	29	1	22	52	867
% Trucks	2.6	5.4	16.7	0	5.1	17.2	0	18.2	0	4.3	6.2	4.8	3.2	0	4.7	2.7	50	3.4	3	4.7
Bicycles on Crosswalk																				
% Bicycles on Crosswalk	0	0	0	3.2	0	0	0	0	1.7	1.2	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	30	30	0	0	0	118	118	0	0	0	19	19	0	0	0	0	167
% Pedestrians	0	0	0	96.8	0.4	0	0	0	98.3	72.8	0	0	0	100	0.2	0	0	0	0	0.9

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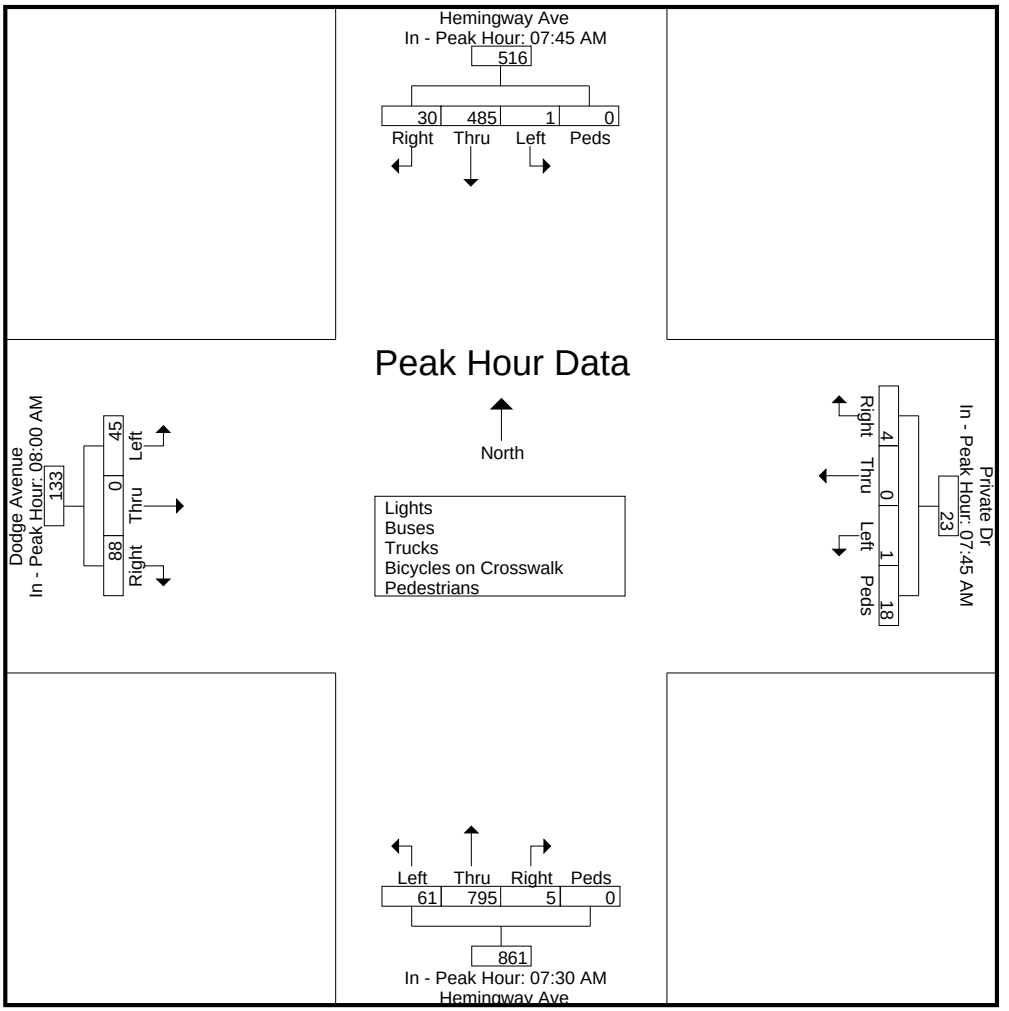
	Hemingway Ave From North					Private Dr From East					Hemingway Ave From South					Dodge Avenue From West				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:30 AM																				
07:30 AM	4	109	0	0	113	0	0	0	2	2	2	218	20	0	240	15	0	16	31	386
07:45 AM	8	137	0	0	145	0	0	1	12	13	1	199	17	0	217	20	0	11	31	406
08:00 AM	5	120	0	0	125	2	0	0	2	4	2	184	10	0	196	17	0	11	28	353
08:15 AM	10	109	1	0	120	0	0	0	3	3	0	194	14	0	208	20	0	6	26	357
Total Volume	27	475	1	0	503	2	0	1	19	22	5	795	61	0	861	72	0	44	116	1502
% App. Total	5.4	94.4	0.2	0		9.1	0	4.5	86.4		0.6	92.3	7.1	0		62.1	0	37.9		
PHF	.675	.867	.250	.000	.867	.250	.000	.250	.396	.423	.625	.912	.763	.000	.897	.900	.000	.688	.935	.925



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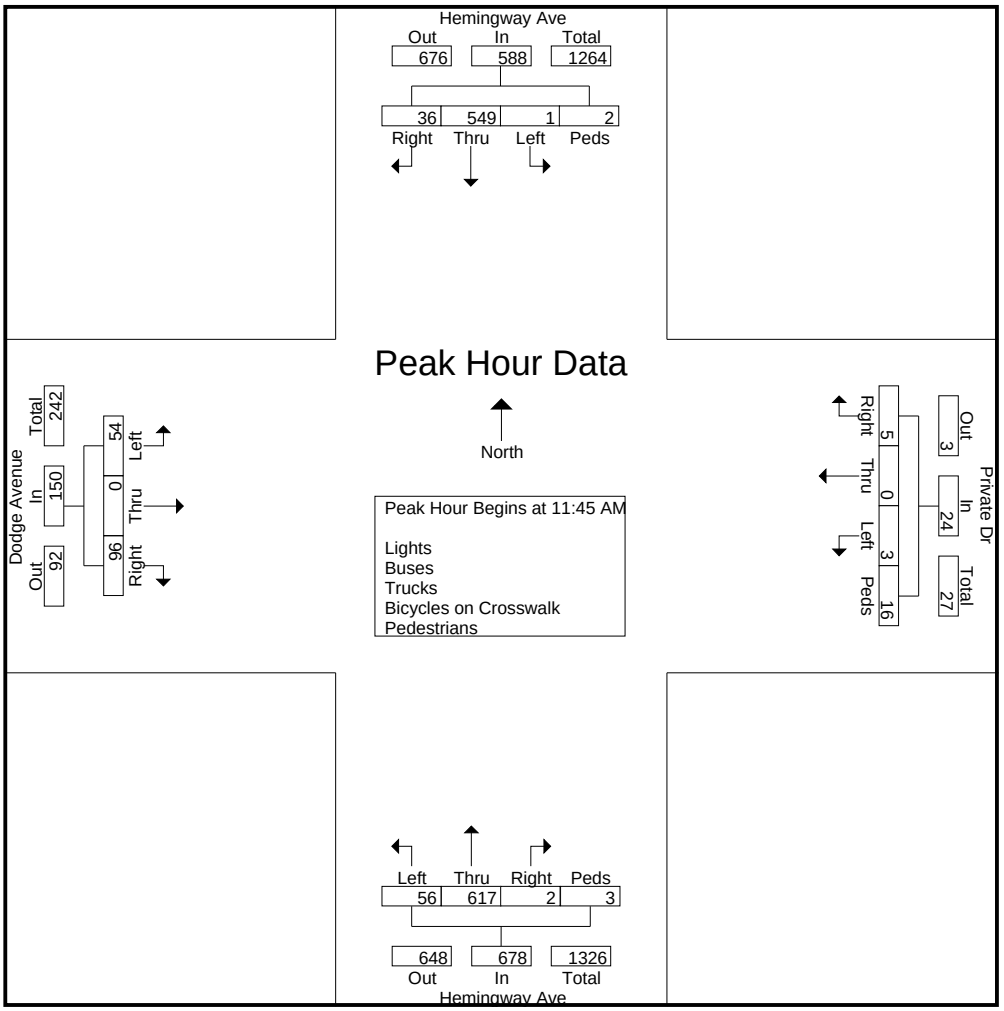
	Hemingway Ave From North					Private Dr From East					Hemingway Ave From South					Dodge Avenue From West				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																				
Peak Hour for Each Approach Begins at:																				
	07:45 AM					07:45 AM					07:30 AM					08:00 AM				
+0 mins.	8	137	0	0	145	0	0	1	12	13	2	218	20	0	240	17	0	11	28	
+15 mins.	5	120	0	0	125	2	0	0	2	4	1	199	17	0	217	20	0	6	26	
+30 mins.	10	109	1	0	120	0	0	0	3	3	2	184	10	0	196	20	0	15	35	
+45 mins.	7	119	0	0	126	2	0	0	1	3	0	194	14	0	208	31	0	13	44	
Total Volume	30	485	1	0	516	4	0	1	18	23	5	795	61	0	861	88	0	45	133	
% App. Total	5.8	94	0.2	0		17.4	0	4.3	78.3		0.6	92.3	7.1	0		66.2	0	33.8		
PHF	.750	.885	.250	.000	.890	.500	.000	.250	.375	.442	.625	.912	.763	.000	.897	.710	.000	.750	.756	



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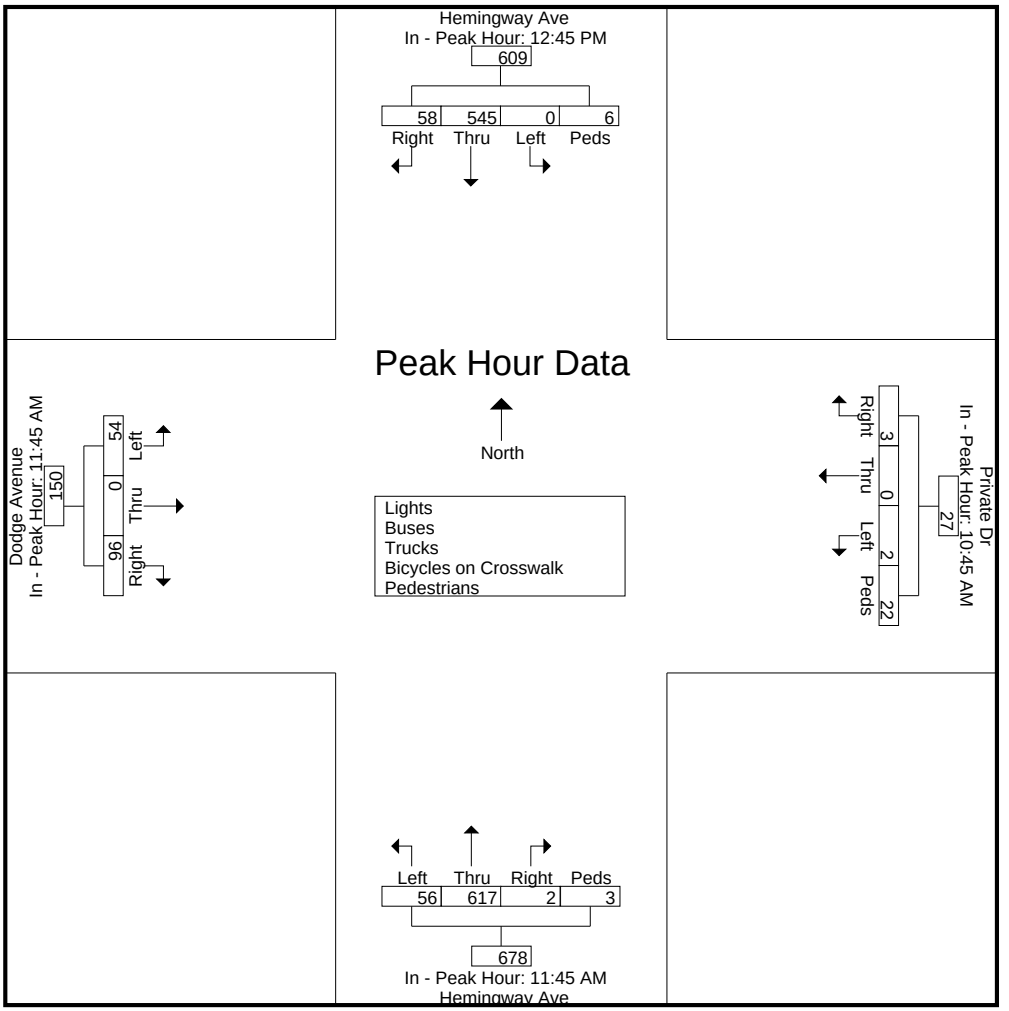
	Hemingway Ave From North					Private Dr From East					Hemingway Ave From South					Dodge Avenue From West				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 11:45 AM																				
11:45 AM	7	137	1	0	145	1	0	0	2	3	0	142	21	0	163	27	0	18	45	356
12:00 PM	10	138	0	0	148	0	0	1	5	6	0	164	13	0	177	14	0	7	21	352
12:15 PM	11	141	0	0	152	3	0	0	4	7	1	149	11	3	164	28	0	14	42	365
12:30 PM	8	133	0	2	143	1	0	2	5	8	1	162	11	0	174	27	0	15	42	367
Total Volume	36	549	1	2	588	5	0	3	16	24	2	617	56	3	678	96	0	54	150	1440
% App. Total	6.1	93.4	0.2	0.3		20.8	0	12.5	66.7		0.3	91	8.3	0.4		64	0	36		
PHF	.818	.973	.250	.250	.967	.417	.000	.375	.800	.750	.500	.941	.667	.250	.958	.857	.000	.750	.833	.981



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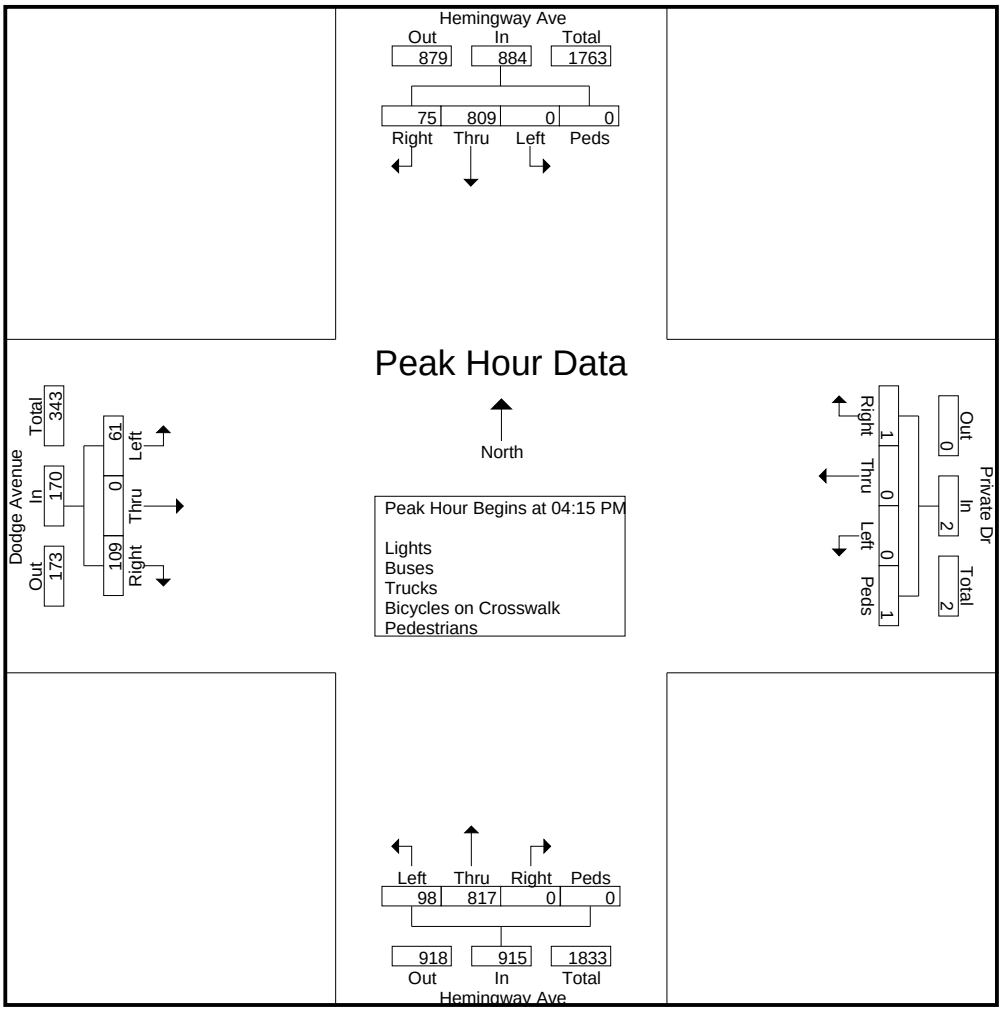
	Hemingway Ave From North					Private Dr From East					Hemingway Ave From South					Dodge Avenue From West				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																				
Peak Hour for Each Approach Begins at:																				
	12:45 PM					10:45 AM					11:45 AM					11:45 AM				
+0 mins.	8	152	0	2	162	0	0	0	4	4	0	142	21	0	163	27	0	18	45	
+15 mins.	12	125	0	0	137	1	0	1	15	17	0	164	13	0	177	14	0	7	21	
+30 mins.	22	132	0	1	155	1	0	1	3	5	1	149	11	3	164	28	0	14	42	
+45 mins.	16	136	0	3	155	1	0	0	0	1	1	162	11	0	174	27	0	15	42	
Total Volume	58	545	0	6	609	3	0	2	22	27	2	617	56	3	678	96	0	54	150	
% App. Total	9.5	89.5	0	1		11.1	0	7.4	81.5		0.3	91	8.3	0.4		64	0	36		
PHF	.659	.896	.000	.500	.940	.750	.000	.500	.367	.397	.500	.941	.667	.250	.958	.857	.000	.750	.833	



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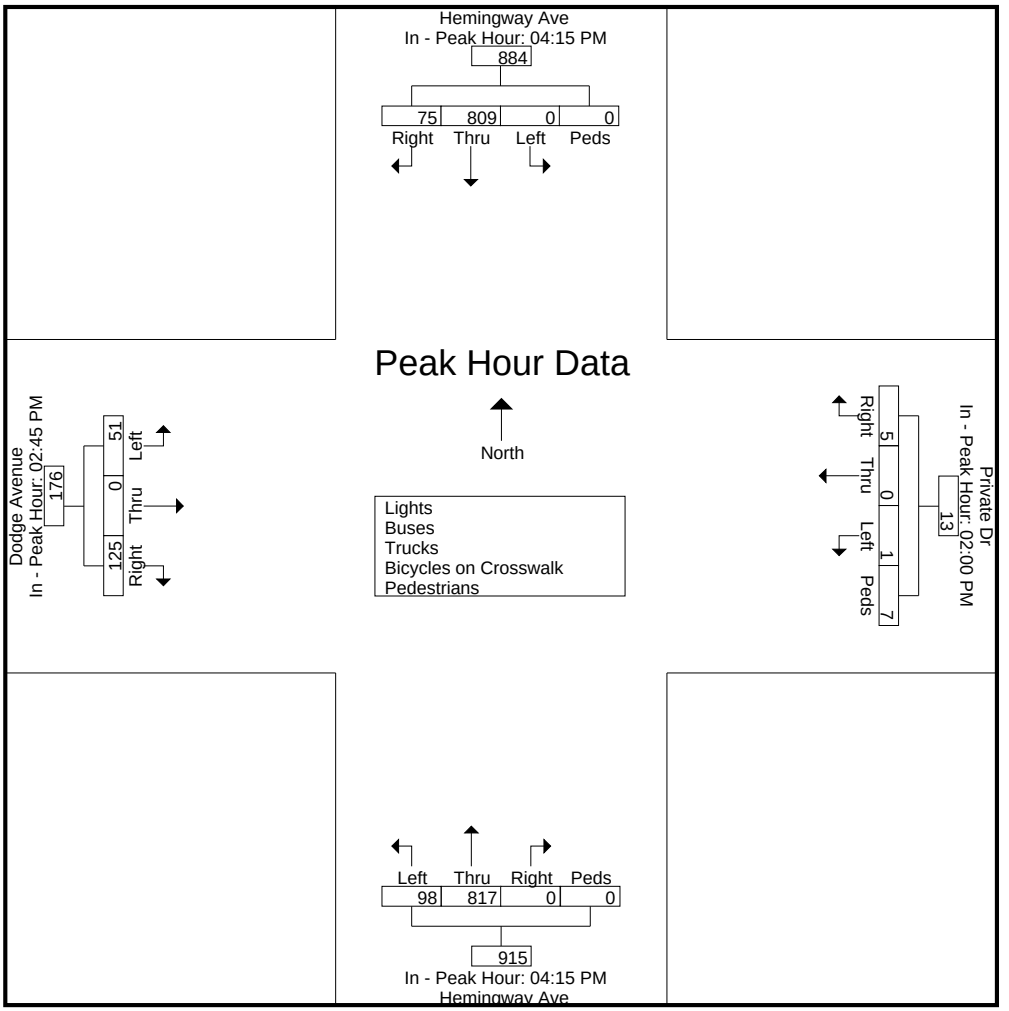
	Hemingway Ave From North					Private Dr From East					Hemingway Ave From South					Dodge Avenue From West				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 07:15 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:15 PM																				
04:15 PM	12	206	0	0	218	0	0	0	0	0	0	189	28	0	217	24	0	9	33	468
04:30 PM	18	205	0	0	223	1	0	0	0	1	0	204	21	0	225	19	0	20	39	488
04:45 PM	23	199	0	0	222	0	0	0	1	1	0	216	24	0	240	36	0	14	50	513
05:00 PM	22	199	0	0	221	0	0	0	0	0	0	208	25	0	233	30	0	18	48	502
Total Volume	75	809	0	0	884	1	0	0	1	2	0	817	98	0	915	109	0	61	170	1971
% App. Total	8.5	91.5	0	0		50	0	0	50		0	89.3	10.7	0		64.1	0	35.9		
PHF	.815	.982	.000	.000	.991	.250	.000	.000	.250	.500	.000	.946	.875	.000	.953	.757	.000	.763	.850	.961



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File Name : 22504
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	Hemingway Ave From North					Private Dr From East					Hemingway Ave From South					Dodge Avenue 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	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 07:15 PM - Peak 1 of 1																				
Peak Hour for Each Approach Begins at:																				
	04:15 PM					02:00 PM					04:15 PM					02:45 PM				
+0 mins.	12	206	0	0	218	0	0	0	5	5	0	189	28	0	217	35	0	11	46	
+15 mins.	18	205	0	0	223	0	0	0	0	0	0	204	21	0	225	33	0	9	42	
+30 mins.	23	199	0	0	222	1	0	0	0	1	0	216	24	0	240	25	0	10	35	
+45 mins.	22	199	0	0	221	4	0	1	2	7	0	208	25	0	233	32	0	21	53	
Total Volume	75	809	0	0	884	5	0	1	7	13	0	817	98	0	915	125	0	51	176	
% App. Total	8.5	91.5	0	0		38.5	0	7.7	53.8		0	89.3	10.7	0		71	0	29		
PHF	.815	.982	.000	.000	.991	.313	.000	.250	.350	.464	.000	.946	.875	.000	.953	.893	.000	.607	.830	



Connecticut Counts LLC
Kensington, Connecticut 06037
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Hemingway Avenue at Proto Drive
East Haven, Connecticut

File Name : 22505
Site Code : 22505
Start Date : 12/14/2021
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Hemingway Ave From North					Hemingway Ave From South				Proto Drive From West				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
06:30 AM	14	45	0	0	59	85	1	1	87	0	4	5	9	155
06:45 AM	18	88	0	0	106	117	1	0	118	0	7	0	7	231
Total	32	133	0	0	165	202	2	1	205	0	11	5	16	386
07:00 AM	15	66	0	0	81	121	0	0	121	0	10	0	10	212
07:15 AM	12	65	0	0	77	122	2	0	124	2	6	1	9	210
07:30 AM	9	60	0	0	69	139	0	0	139	0	7	0	7	215
07:45 AM	13	87	0	0	100	110	1	0	111	0	3	0	3	214
Total	49	278	0	0	327	492	3	0	495	2	26	1	29	851
08:00 AM	16	81	0	0	97	135	0	0	135	0	4	0	4	236
08:15 AM	12	76	0	0	88	132	0	0	132	0	6	0	6	226
08:30 AM	9	79	0	0	88	108	0	0	108	0	8	0	8	204
08:45 AM	9	115	0	0	124	107	0	0	107	0	5	0	5	236
Total	46	351	0	0	397	482	0	0	482	0	23	0	23	902
09:00 AM	6	70	0	0	76	122	2	0	124	0	11	1	12	212
09:15 AM	13	54	0	0	67	95	0	0	95	0	12	1	13	175
09:30 AM	10	95	0	0	105	71	0	0	71	0	12	2	14	190
09:45 AM	12	66	0	0	78	70	0	0	70	1	4	3	8	156
Total	41	285	0	0	326	358	2	0	360	1	39	7	47	733
10:00 AM	8	75	0	0	83	79	1	0	80	2	8	0	10	173
10:15 AM	9	71	0	0	80	75	2	0	77	1	7	0	8	165
10:30 AM	10	68	0	0	78	90	2	0	92	4	7	0	11	181
10:45 AM	6	72	0	0	78	88	2	0	90	1	10	1	12	180
Total	33	286	0	0	319	332	7	0	339	8	32	1	41	699
11:00 AM	10	69	0	0	79	79	3	0	82	1	8	0	9	170
11:15 AM	14	64	1	0	79	90	2	0	92	2	9	0	11	182
11:30 AM	6	74	0	0	80	68	0	0	68	1	10	0	11	159
11:45 AM	8	85	0	0	93	91	2	0	93	0	8	4	12	198
Total	38	292	1	0	331	328	7	0	335	4	35	4	43	709
12:00 PM	8	97	0	0	105	98	0	0	98	0	21	4	25	228
12:15 PM	14	92	0	0	106	90	1	0	91	3	14	3	20	217
12:30 PM	12	103	0	0	115	91	0	0	91	1	7	0	8	214
12:45 PM	13	106	0	0	119	84	2	1	87	2	16	1	19	225
Total	47	398	0	0	445	363	3	1	367	6	58	8	72	884
01:00 PM	7	85	0	0	92	89	1	0	90	1	8	0	9	191
01:15 PM	7	88	0	0	95	81	1	0	82	0	7	2	9	186
01:30 PM	6	78	0	0	84	81	2	0	83	0	7	0	7	174
01:45 PM	7	97	1	0	105	88	1	0	89	2	7	0	9	203
Total	27	348	1	0	376	339	5	0	344	3	29	2	34	754
02:00 PM	9	85	0	0	94	89	2	0	91	1	5	2	8	193
02:15 PM	9	96	0	0	105	74	1	0	75	2	10	3	15	195
02:30 PM	7	95	0	0	102	102	3	2	107	1	14	0	15	224
02:45 PM	6	117	0	0	123	80	1	0	81	0	12	0	12	216
Total	31	393	0	0	424	345	7	2	354	4	41	5	50	828
03:00 PM	7	118	0	0	125	96	0	0	96	4	20	0	24	245

Connecticut Counts LLC
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File Name : 22505
Site Code : 22505
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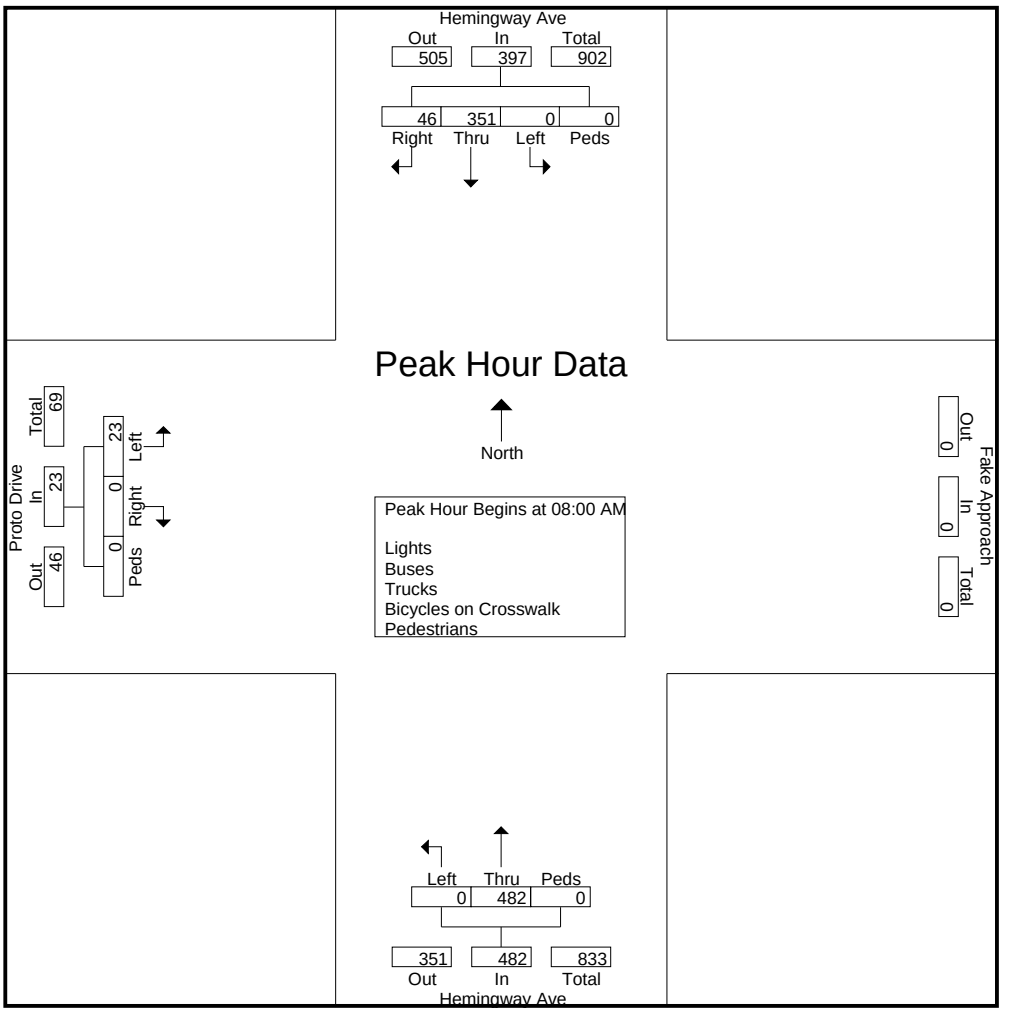
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Hemingway Ave From North					Hemingway Ave From South				Proto Drive From West				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
03:15 PM	9	131	0	0	140	108	1	0	109	3	12	0	15	264
03:30 PM	10	136	0	0	146	126	1	2	129	1	27	0	28	303
03:45 PM	8	153	0	0	161	135	0	1	136	1	7	0	8	305
Total	34	538	0	0	572	465	2	3	470	9	66	0	75	1117
04:00 PM	11	132	0	0	143	132	0	1	133	0	12	1	13	289
04:15 PM	10	137	0	0	147	118	0	0	118	1	14	0	15	280
04:30 PM	5	145	0	0	150	134	2	0	136	3	15	1	19	305
04:45 PM	4	132	0	0	136	108	0	0	108	1	15	0	16	260
Total	30	546	0	0	576	492	2	1	495	5	56	2	63	1134
05:00 PM	2	127	0	0	129	137	1	0	138	0	22	0	22	289
05:15 PM	3	147	0	0	150	96	0	0	96	0	8	0	8	254
05:30 PM	6	96	0	0	102	75	0	0	75	1	7	4	12	189
05:45 PM	1	139	0	0	140	82	0	0	82	0	6	1	7	229
Total	12	509	0	0	521	390	1	0	391	1	43	5	49	961
06:00 PM	4	105	0	0	109	91	1	0	92	0	5	2	7	208
06:15 PM	2	108	0	0	110	73	0	0	73	1	3	1	5	188
06:30 PM	2	79	0	0	81	65	0	0	65	0	0	1	1	147
06:45 PM	2	73	0	0	75	50	0	0	50	0	3	0	3	128
Total	10	365	0	0	375	279	1	0	280	1	11	4	16	671
07:00 PM	1	82	0	0	83	46	0	0	46	0	2	0	2	131
07:15 PM	1	76	0	0	77	47	1	0	48	1	1	0	2	127
Grand Total	432	4880	2	0	5314	4960	43	8	5011	45	473	44	562	10887
Apprch %	8.1	91.8	0	0		99	0.9	0.2		8	84.2	7.8		
Total %	4	44.8	0	0	48.8	45.6	0.4	0.1	46	0.4	4.3	0.4	5.2	
Lights	320	4590	0	0	4910	4702	29	0	4731	40	380	0	420	10061
% Lights	74.1	94.1	0	0	92.4	94.8	67.4	0	94.4	88.9	80.3	0	74.7	92.4
Buses	1	46	0	0	47	57	0	0	57	0	0	0	0	104
% Buses	0.2	0.9	0	0	0.9	1.1	0	0	1.1	0	0	0	0	1
Trucks	111	244	2	0	357	201	14	0	215	5	93	0	98	670
% Trucks	25.7	5	100	0	6.7	4.1	32.6	0	4.3	11.1	19.7	0	17.4	6.2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	6	6	6
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	13.6	1.1	0.1
Pedestrians	0	0	0	0	0	0	0	8	8	0	0	38	38	46
% Pedestrians	0	0	0	0	0	0	0	100	0.2	0	0	86.4	6.8	0.4

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File Name : 22505
Site Code : 22505
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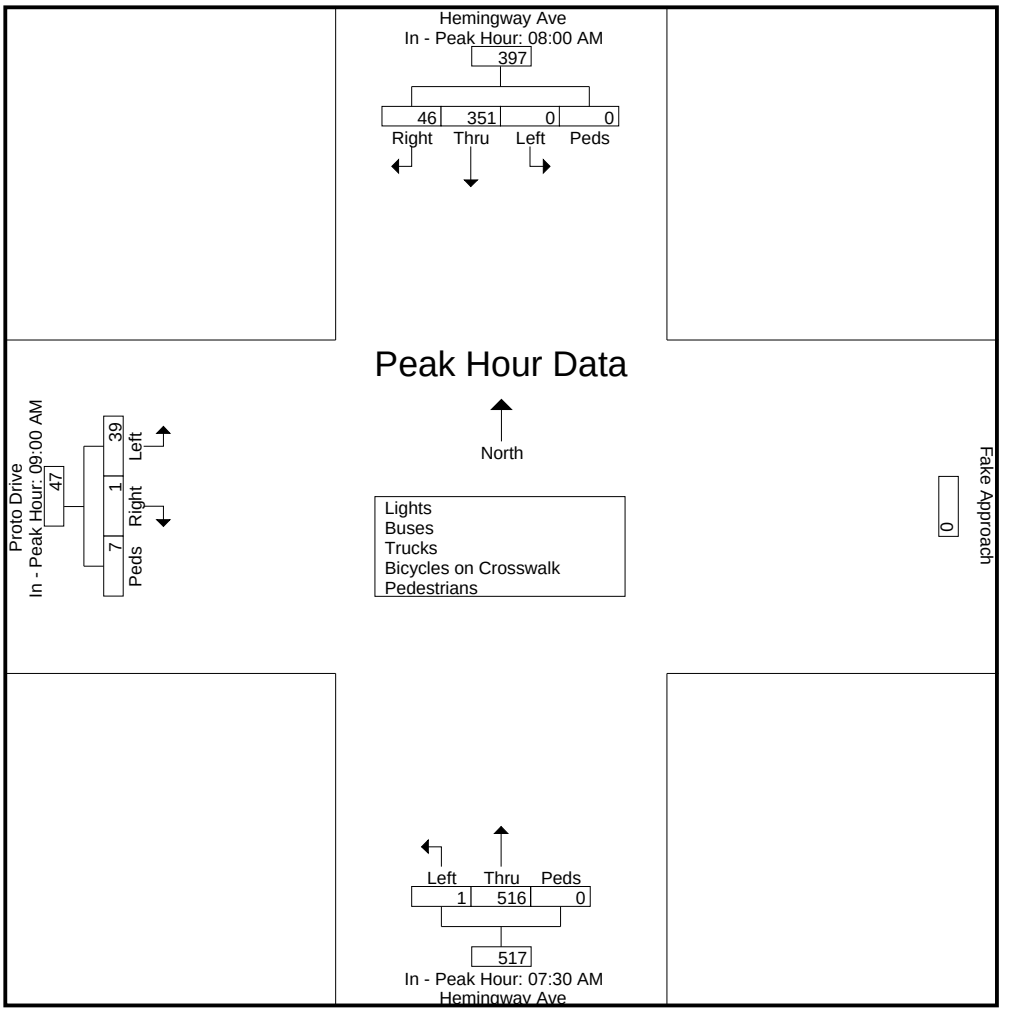
	Hemingway Ave From North					Hemingway Ave From South				Proto Drive From West				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 08:00 AM														
08:00 AM	16	81	0	0	97	135	0	0	135	0	4	0	4	236
08:15 AM	12	76	0	0	88	132	0	0	132	0	6	0	6	226
08:30 AM	9	79	0	0	88	108	0	0	108	0	8	0	8	204
08:45 AM	9	115	0	0	124	107	0	0	107	0	5	0	5	236
Total Volume	46	351	0	0	397	482	0	0	482	0	23	0	23	902
% App. Total	11.6	88.4	0	0		100	0	0		0	100	0		
PHF	.719	.763	.000	.000	.800	.893	.000	.000	.893	.000	.719	.000	.719	.956



Connecticut Counts LLC
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File Name : 22505
Site Code : 22505
Start Date : 12/14/2021
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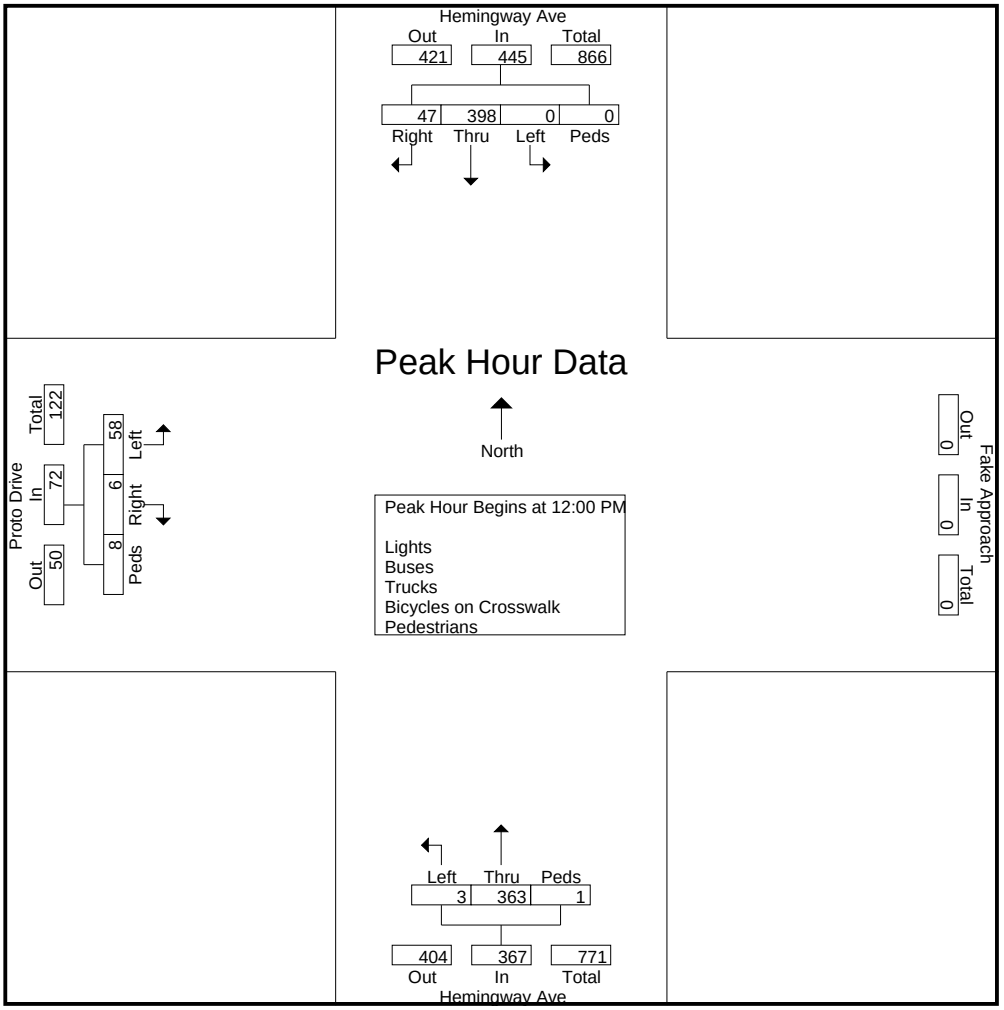
	Hemingway Ave From North					Hemingway Ave From South				Proto Drive From West				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	08:00 AM					07:30 AM				09:00 AM				
+0 mins.	16	81	0	0	97	139	0	0	139	0	11	1	12	
+15 mins.	12	76	0	0	88	110	1	0	111	0	12	1	13	
+30 mins.	9	79	0	0	88	135	0	0	135	0	12	2	14	
+45 mins.	9	115	0	0	124	132	0	0	132	1	4	3	8	
Total Volume	46	351	0	0	397	516	1	0	517	1	39	7	47	
% App. Total	11.6	88.4	0	0		99.8	0.2	0		2.1	83	14.9		
PHF	.719	.763	.000	.000	.800	.928	.250	.000	.930	.250	.813	.583	.839	



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File Name : 22505
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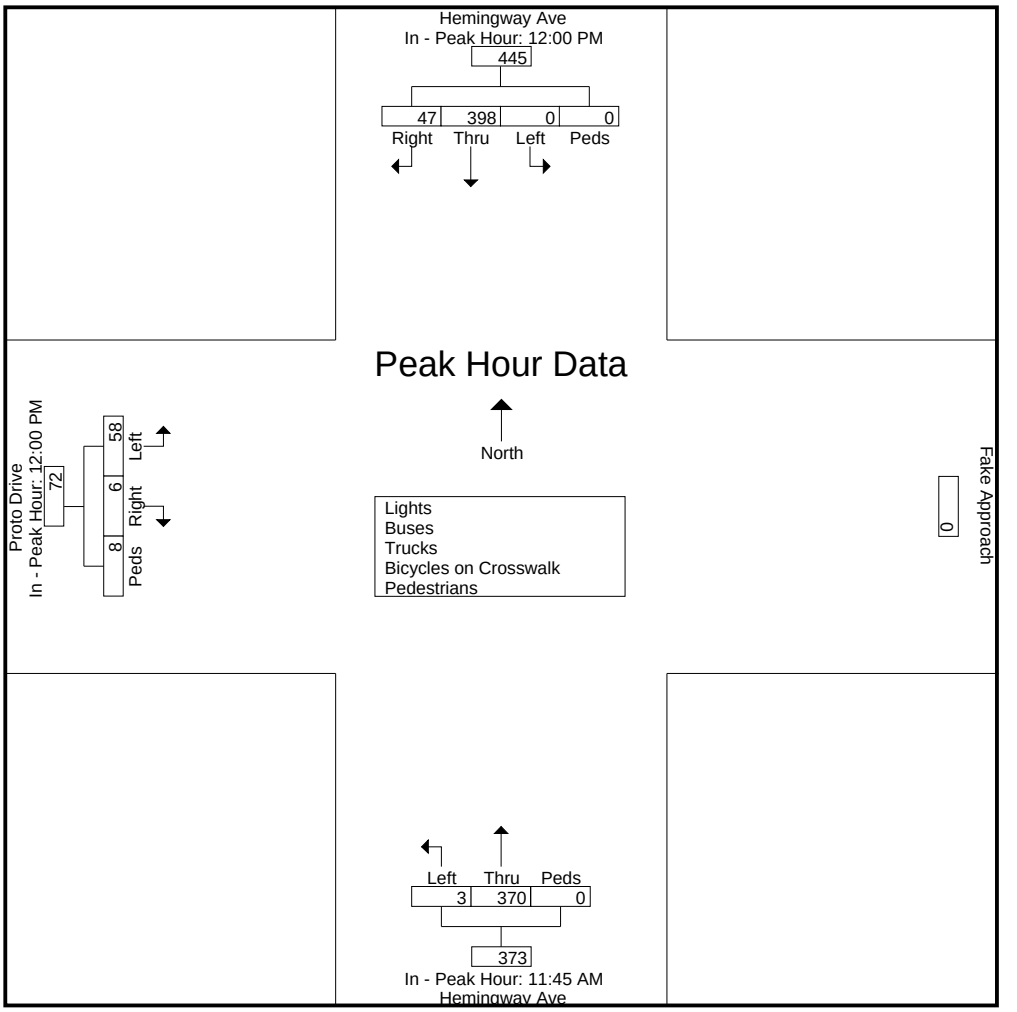
	Hemingway Ave From North					Hemingway Ave From South				Proto Drive From West				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 12:00 PM														
12:00 PM	8	97	0	0	105	98	0	0	98	0	21	4	25	228
12:15 PM	14	92	0	0	106	90	1	0	91	3	14	3	20	217
12:30 PM	12	103	0	0	115	91	0	0	91	1	7	0	8	214
12:45 PM	13	106	0	0	119	84	2	1	87	2	16	1	19	225
Total Volume	47	398	0	0	445	363	3	1	367	6	58	8	72	884
% App. Total	10.6	89.4	0	0		98.9	0.8	0.3		8.3	80.6	11.1		
PHF	.839	.939	.000	.000	.935	.926	.375	.250	.936	.500	.690	.500	.720	.969



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File Name : 22505
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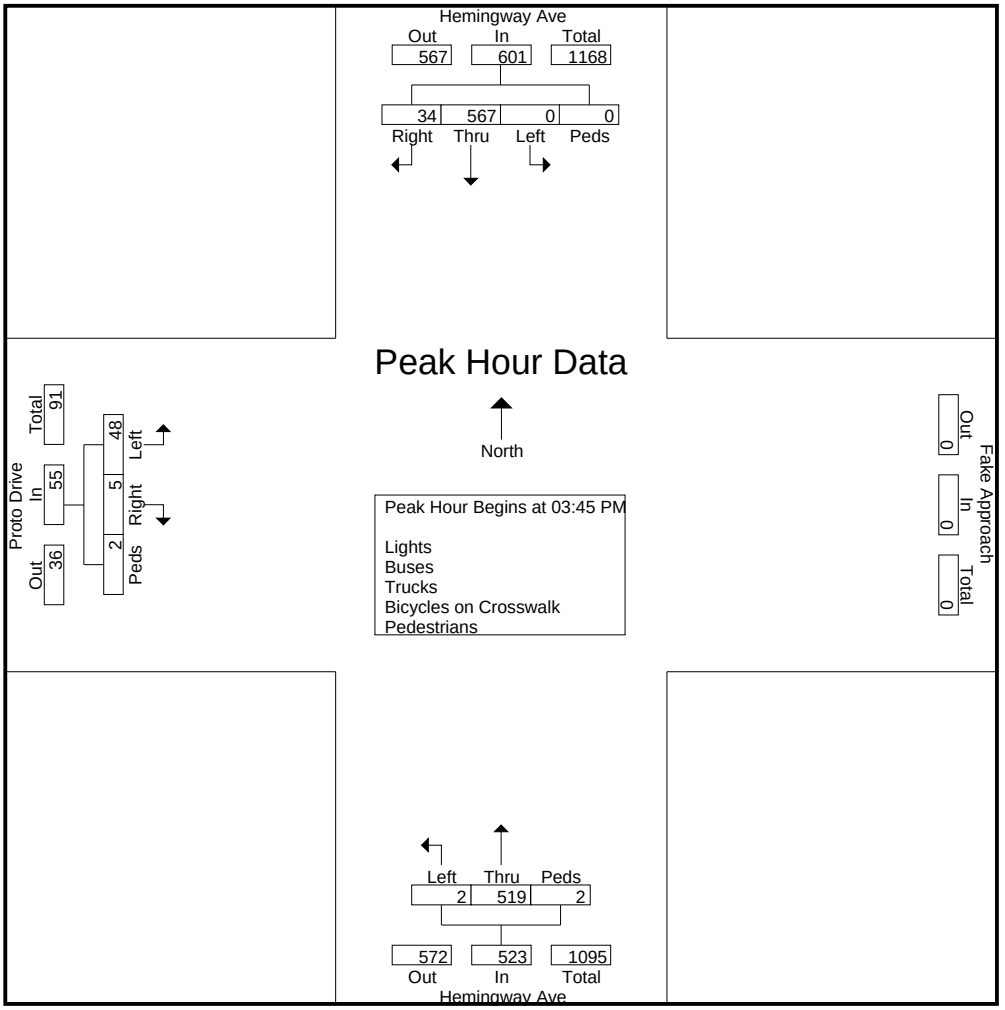
	Hemingway Ave From North					Hemingway Ave From South				Proto Drive From West				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	12:00 PM					11:45 AM				12:00 PM				
+0 mins.	8	97	0	0	105	91	2	0	93	0	21	4	25	
+15 mins.	14	92	0	0	106	98	0	0	98	3	14	3	20	
+30 mins.	12	103	0	0	115	90	1	0	91	1	7	0	8	
+45 mins.	13	106	0	0	119	91	0	0	91	2	16	1	19	
Total Volume	47	398	0	0	445	370	3	0	373	6	58	8	72	
% App. Total	10.6	89.4	0	0		99.2	0.8	0		8.3	80.6	11.1		
PHF	.839	.939	.000	.000	.935	.944	.375	.000	.952	.500	.690	.500	.720	



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File Name : 22505
Site Code : 22505
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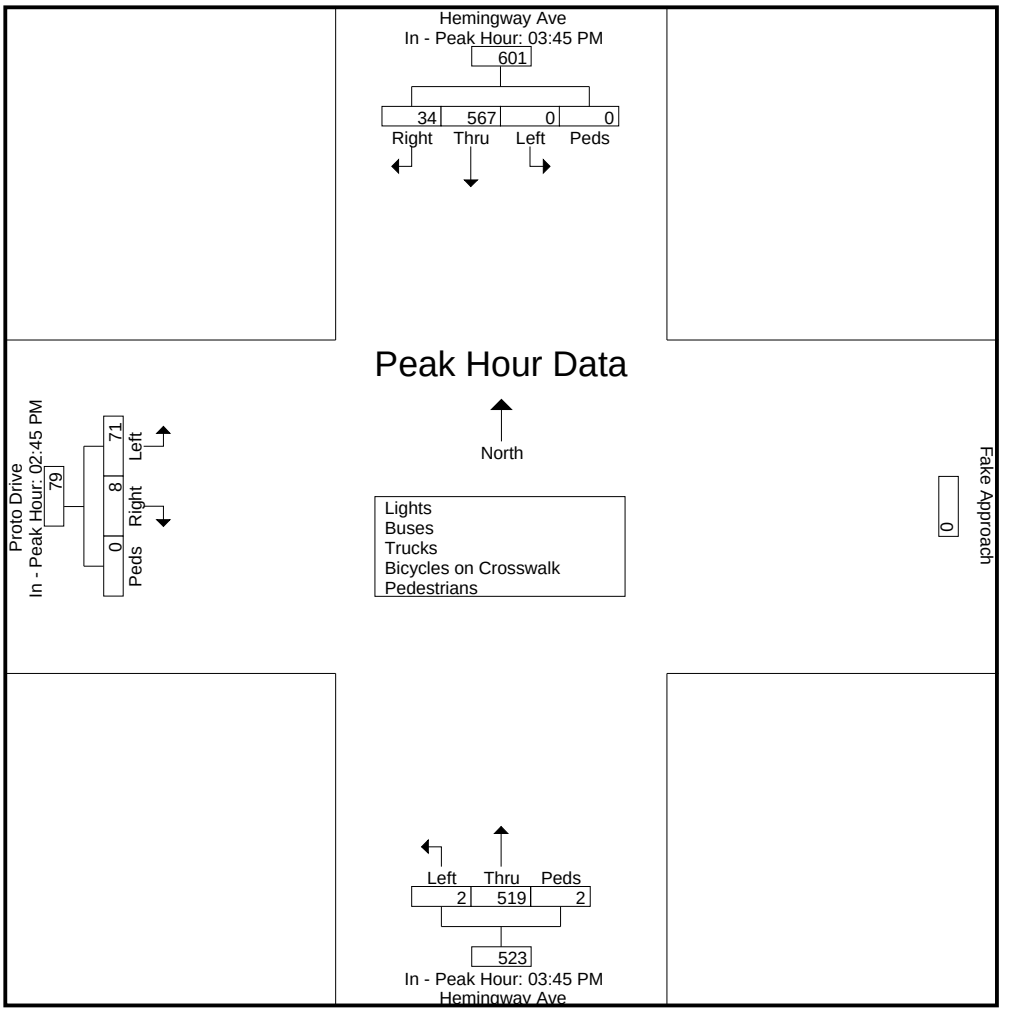
	Hemingway Ave From North					Hemingway Ave From South				Proto Drive From West				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 07:15 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 03:45 PM														
03:45 PM	8	153	0	0	161	135	0	1	136	1	7	0	8	305
04:00 PM	11	132	0	0	143	132	0	1	133	0	12	1	13	289
04:15 PM	10	137	0	0	147	118	0	0	118	1	14	0	15	280
04:30 PM	5	145	0	0	150	134	2	0	136	3	15	1	19	305
Total Volume	34	567	0	0	601	519	2	2	523	5	48	2	55	1179
% App. Total	5.7	94.3	0	0		99.2	0.4	0.4		9.1	87.3	3.6		
PHF	.773	.926	.000	.000	.933	.961	.250	.500	.961	.417	.800	.500	.724	.966



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	Hemingway Ave From North					Hemingway Ave From South				Proto Drive From West				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 07:15 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	03:45 PM					03:45 PM				02:45 PM				
+0 mins.	8	153	0	0	161	135	0	1	136	0	12	0	12	
+15 mins.	11	132	0	0	143	132	0	1	133	4	20	0	24	
+30 mins.	10	137	0	0	147	118	0	0	118	3	12	0	15	
+45 mins.	5	145	0	0	150	134	2	0	136	1	27	0	28	
Total Volume	34	567	0	0	601	519	2	2	523	8	71	0	79	
% App. Total	5.7	94.3	0	0		99.2	0.4	0.4		10.1	89.9	0		
PHF	.773	.926	.000	.000	.933	.961	.250	.500	.961	.500	.657	.000	.705	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Dodge Avenue at Thompson Avenue
East Haven, Connecticut

File Name : 22506
Site Code : 22506
Start Date : 12/14/2021
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Thompson Avenue From North					Dodge Avenue From East					Thompson Avenue From South					Dodge Avenue 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
06:30 AM	3	2	0	0	5	3	5	0	1	9	4	12	0	1	17	0	5	0	1	6	37
06:45 AM	3	4	6	0	13	1	9	0	0	10	5	11	1	0	17	0	13	7	0	20	60
Total	6	6	6	0	18	4	14	0	1	19	9	23	1	1	34	0	18	7	1	26	97
07:00 AM	2	0	2	0	4	7	10	2	0	19	10	20	0	0	30	1	7	4	0	12	65
07:15 AM	5	3	2	0	10	3	11	2	1	17	11	19	4	0	34	3	9	9	0	21	82
07:30 AM	4	5	7	0	16	10	12	1	0	23	8	14	7	0	29	4	13	7	0	24	92
07:45 AM	5	3	7	2	17	3	21	6	0	30	4	8	2	0	14	4	9	14	0	27	88
Total	16	11	18	2	47	23	54	11	1	89	33	61	13	0	107	12	38	34	0	84	327
08:00 AM	5	2	9	0	16	3	9	3	0	15	3	9	3	0	15	1	14	6	0	21	67
08:15 AM	4	4	8	1	17	4	12	2	0	18	5	11	4	0	20	0	8	6	0	14	69
08:30 AM	6	7	7	0	20	5	12	5	1	23	7	15	3	0	25	0	13	8	0	21	89
08:45 AM	10	4	8	0	22	6	9	3	1	19	9	14	4	0	27	2	20	10	0	32	100
Total	25	17	32	1	75	18	42	13	2	75	24	49	14	0	87	3	55	30	0	88	325
09:00 AM	3	5	7	0	15	9	18	3	0	30	4	12	2	1	19	2	11	5	0	18	82
09:15 AM	6	9	4	0	19	8	19	0	1	28	3	4	4	0	11	4	17	4	0	25	83
09:30 AM	7	6	8	0	21	5	16	2	0	23	6	13	0	0	19	0	20	5	1	26	89
09:45 AM	5	7	4	0	16	6	9	1	0	16	6	11	1	1	19	1	7	6	0	14	65
Total	21	27	23	0	71	28	62	6	1	97	19	40	7	2	68	7	55	20	1	83	319
10:00 AM	11	7	3	0	21	5	14	1	1	21	3	8	0	2	13	1	20	9	0	30	85
10:15 AM	2	2	4	0	8	4	9	2	0	15	2	7	2	0	11	3	12	13	0	28	62
10:30 AM	2	4	7	1	14	5	15	0	1	21	4	7	3	0	14	4	14	9	0	27	76
10:45 AM	7	5	2	2	16	3	10	1	1	15	2	9	0	0	11	5	14	6	1	26	68
Total	22	18	16	3	59	17	48	4	3	72	11	31	5	2	49	13	60	37	1	111	291
11:00 AM	10	7	5	0	22	4	13	6	0	23	3	9	3	0	15	5	20	9	0	34	94
11:15 AM	4	7	4	0	15	2	16	1	0	19	7	6	1	0	14	1	7	10	0	18	66
11:30 AM	10	6	6	0	22	7	16	3	2	28	3	13	4	0	20	5	15	13	0	33	103
11:45 AM	10	2	6	1	19	5	15	1	0	21	5	5	2	3	15	5	25	12	0	42	97
Total	34	22	21	1	78	18	60	11	2	91	18	33	10	3	64	16	67	44	0	127	360
12:00 PM	1	6	4	2	13	5	17	8	0	30	6	7	6	1	20	3	26	15	0	44	107
12:15 PM	4	2	6	0	12	1	14	1	1	17	3	11	2	0	16	2	27	10	0	39	84
12:30 PM	8	4	7	2	21	5	13	2	0	20	9	6	1	0	16	2	18	10	0	30	87
12:45 PM	10	7	6	0	23	5	11	2	0	18	6	10	4	0	20	0	20	5	1	26	87
Total	23	19	23	4	69	16	55	13	1	85	24	34	13	1	72	7	91	40	1	139	365
01:00 PM	10	5	10	0	25	7	12	1	0	20	5	16	3	1	25	3	13	10	1	27	97
01:15 PM	17	4	4	0	25	4	16	5	0	25	6	5	0	0	11	3	23	10	1	37	98
01:30 PM	11	5	7	0	23	3	20	2	0	25	3	2	3	1	9	1	16	9	0	26	83
01:45 PM	2	7	7	0	16	4	11	3	0	18	4	7	3	0	14	3	18	7	0	28	76
Total	40	21	28	0	89	18	59	11	0	88	18	30	9	2	59	10	70	36	2	118	354
02:00 PM	15	2	4	0	21	0	17	7	1	25	8	8	5	0	21	2	17	9	0	28	95
02:15 PM	9	4	13	0	26	5	10	5	2	22	7	7	2	0	16	4	23	8	0	35	99
02:30 PM	9	13	9	0	31	1	15	3	1	20	9	7	3	0	19	7	18	8	0	33	103
02:45 PM	7	13	12	2	34	6	15	4	0	25	5	11	6	0	22	8	18	6	0	32	113
Total	40	32	38	2	112	12	57	19	4	92	29	33	16	0	78	21	76	31	0	128	410
03:00 PM	12	7	11	1	31	4	19	4	0	27	10	9	2	0	21	3	23	11	0	37	116

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File Name : 22506
Site Code : 22506
Start Date : 12/14/2021
Page No : 2

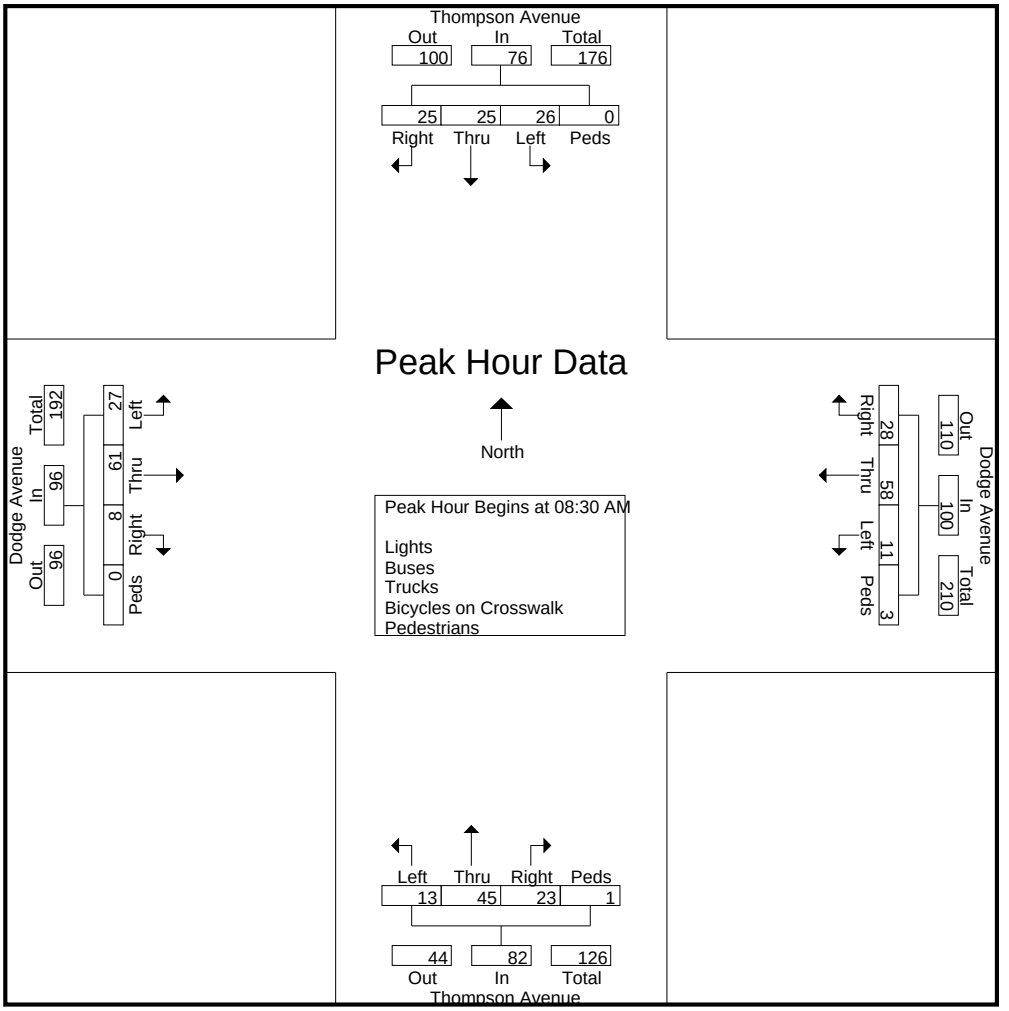
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Thompson Avenue From North					Dodge Avenue From East					Thompson Avenue From South					Dodge Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:15 PM	6	12	11	0	29	2	24	3	0	29	10	7	1	0	18	5	19	5	0	29	105
03:30 PM	11	13	10	0	34	9	26	3	0	38	15	12	3	0	30	6	27	9	0	42	144
03:45 PM	8	12	13	0	33	3	24	8	1	36	6	9	3	0	18	5	28	12	0	45	132
Total	37	44	45	1	127	18	93	18	1	130	41	37	9	0	87	19	97	37	0	153	497
04:00 PM	11	20	7	0	38	6	18	5	3	32	3	13	3	1	20	2	25	6	0	33	123
04:15 PM	7	13	16	0	36	10	22	3	0	35	7	8	5	6	26	2	23	13	0	38	135
04:30 PM	15	13	11	0	39	6	27	7	2	42	8	14	4	3	29	11	21	7	0	39	149
04:45 PM	18	13	10	1	42	5	20	5	0	30	6	11	6	0	23	6	27	11	0	44	139
Total	51	59	44	1	155	27	87	20	5	139	24	46	18	10	98	21	96	37	0	154	546
05:00 PM	14	14	13	0	41	5	27	3	0	35	10	8	3	0	21	6	21	15	0	42	139
05:15 PM	14	13	18	0	45	5	27	6	0	38	8	12	2	0	22	2	21	7	0	30	135
05:30 PM	14	13	6	1	34	1	28	0	0	29	9	8	2	0	19	2	17	9	0	28	110
05:45 PM	6	15	4	1	26	7	14	6	0	27	10	11	3	0	24	3	14	7	0	24	101
Total	48	55	41	2	146	18	96	15	0	129	37	39	10	0	86	13	73	38	0	124	485
06:00 PM	11	11	14	0	36	7	19	3	1	30	7	13	2	1	23	3	15	7	0	25	114
06:15 PM	6	4	9	0	19	8	19	0	0	27	5	5	1	0	11	3	12	5	0	20	77
06:30 PM	9	8	9	0	26	0	13	3	0	16	4	7	2	0	13	4	16	9	0	29	84
06:45 PM	9	12	7	0	28	3	15	0	0	18	5	10	2	0	17	2	8	9	0	19	82
Total	35	35	39	0	109	18	66	6	1	91	21	35	7	1	64	12	51	30	0	93	357
07:00 PM	12	7	6	0	25	8	13	5	0	26	8	10	3	0	21	1	13	5	0	19	91
07:15 PM	4	7	3	0	14	3	12	4	1	20	5	3	2	0	10	3	11	7	0	21	65
Grand Total	414	380	383	17	1194	246	818	156	23	1243	321	504	137	22	984	158	871	433	6	1468	4889
Apprch %	34.7	31.8	32.1	1.4		19.8	65.8	12.6	1.9		32.6	51.2	13.9	2.2		10.8	59.3	29.5	0.4		
Total %	8.5	7.8	7.8	0.3	24.4	5	16.7	3.2	0.5	25.4	6.6	10.3	2.8	0.4	20.1	3.2	17.8	8.9	0.1	30	
Lights	397	376	352	0	1125	226	793	148	0	1167	305	495	126	0	926	147	838	425	0	1410	4628
% Lights	95.9	98.9	91.9	0	94.2	91.9	96.9	94.9	0	93.9	95	98.2	92	0	94.1	93	96.2	98.2	0	96	94.7
Buses	5	1	23	0	29	16	9	3	0	28	7	4	5	0	16	4	13	2	0	19	92
% Buses	1.2	0.3	6	0	2.4	6.5	1.1	1.9	0	2.3	2.2	0.8	3.6	0	1.6	2.5	1.5	0.5	0	1.3	1.9
Trucks	12	3	8	0	23	4	16	5	0	25	9	5	6	0	20	7	20	6	0	33	101
% Trucks	2.9	0.8	2.1	0	1.9	1.6	2	3.2	0	2	2.8	1	4.4	0	2	4.4	2.3	1.4	0	2.2	2.1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	4.5	0.1	0	0	0	0	0	0
Pedestrians	0	0	0	17	17	0	0	0	23	23	0	0	0	21	21	0	0	0	6	6	67
% Pedestrians	0	0	0	100	1.4	0	0	0	100	1.9	0	0	0	95.5	2.1	0	0	0	100	0.4	1.4

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22506
Site Code : 22506
Start Date : 12/14/2021
Page No : 3

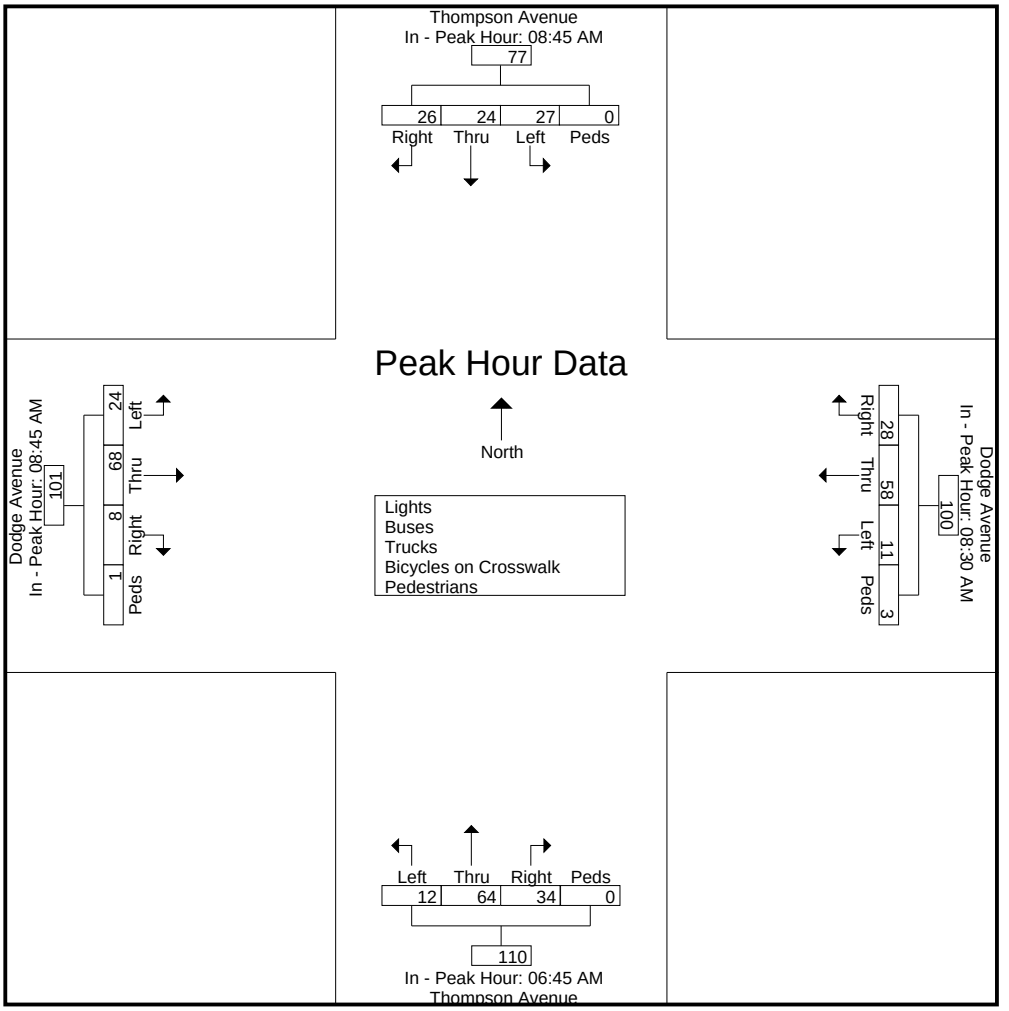
	Thompson Avenue From North					Dodge Avenue From East					Thompson Avenue From South					Dodge Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	6	7	7	0	20	5	12	5	1	23	7	15	3	0	25	0	13	8	0	21	89
08:45 AM	10	4	8	0	22	6	9	3	1	19	9	14	4	0	27	2	20	10	0	32	100
09:00 AM	3	5	7	0	15	9	18	3	0	30	4	12	2	1	19	2	11	5	0	18	82
09:15 AM	6	9	4	0	19	8	19	0	1	28	3	4	4	0	11	4	17	4	0	25	83
Total Volume	25	25	26	0	76	28	58	11	3	100	23	45	13	1	82	8	61	27	0	96	354
% App. Total	32.9	32.9	34.2	0		28	58	11	3		28	54.9	15.9	1.2		8.3	63.5	28.1	0		
PHF	.625	.694	.813	.000	.864	.778	.763	.550	.750	.833	.639	.750	.813	.250	.759	.500	.763	.675	.000	.750	.885



Connecticut Counts LLC
Kensington, Connecticut 06037
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File Name : 22506
Site Code : 22506
Start Date : 12/14/2021
Page No : 4

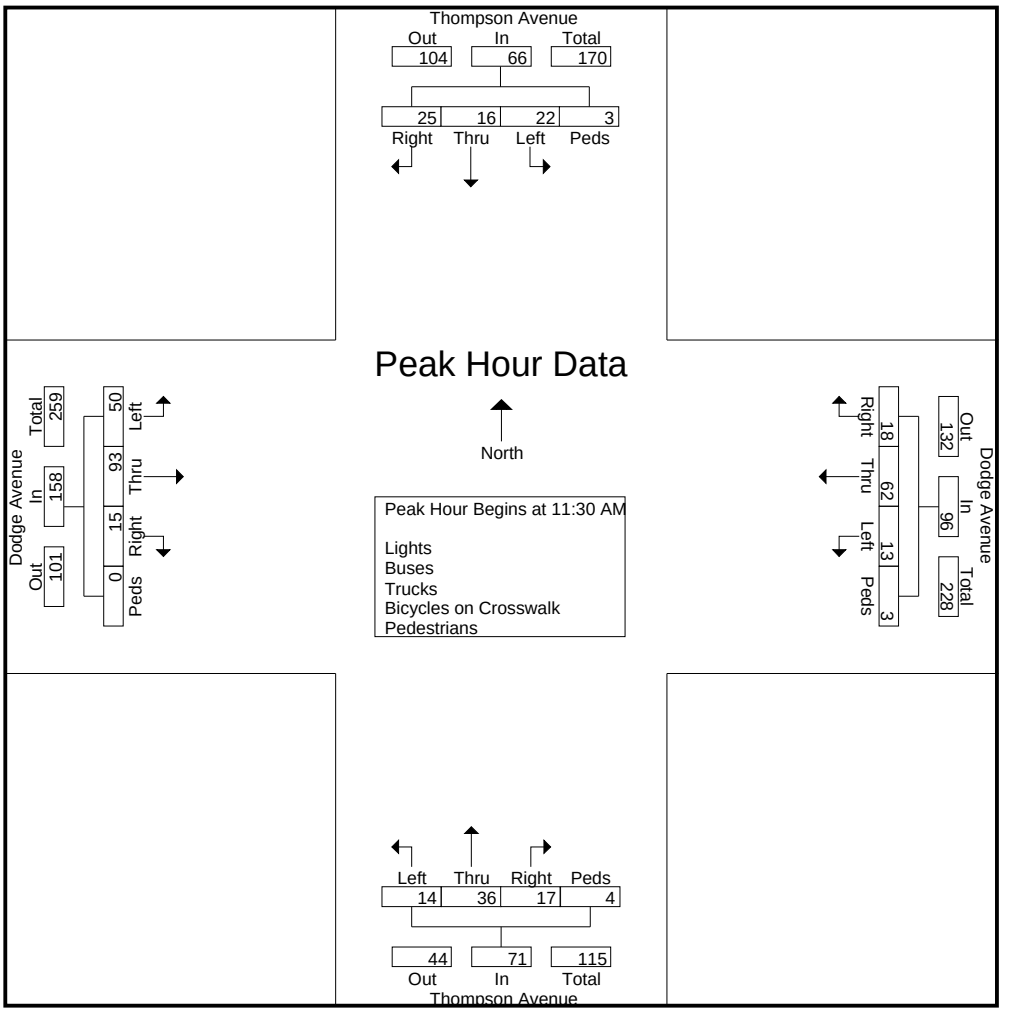
Start Time	Thompson Avenue From North					Dodge Avenue From East					Thompson Avenue From South					Dodge Avenue From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:45 AM					08:30 AM					06:45 AM					08:45 AM					
+0 mins.	10	4	8	0	22	5	12	5	1	23	5	11	1	0	17	2	20	10	0	32	
+15 mins.	3	5	7	0	15	6	9	3	1	19	10	20	0	0	30	2	11	5	0	18	
+30 mins.	6	9	4	0	19	9	18	3	0	30	11	19	4	0	34	4	17	4	0	25	
+45 mins.	7	6	8	0	21	8	19	0	1	28	8	14	7	0	29	0	20	5	1	26	
Total Volume	26	24	27	0	77	28	58	11	3	100	34	64	12	0	110	8	68	24	1	101	
% App. Total	33.8	31.2	35.1	0		28	58	11	3		30.9	58.2	10.9	0		7.9	67.3	23.8	1		
PHF	.650	.667	.844	.000	.875	.778	.763	.550	.750	.833	.773	.800	.429	.000	.809	.500	.850	.600	.250	.789	



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File Name : 22506
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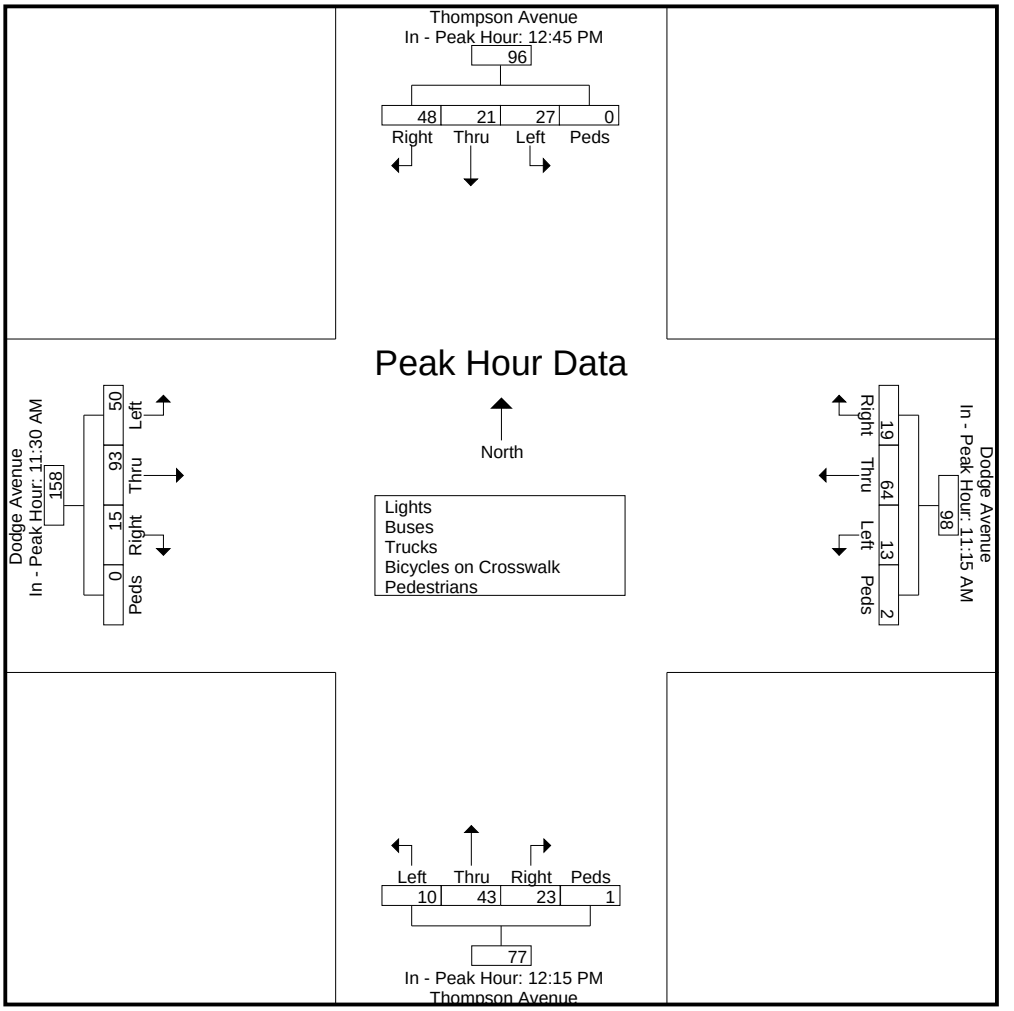
	Thompson Avenue From North					Dodge Avenue From East					Thompson Avenue From South					Dodge Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	10	6	6	0	22	7	16	3	2	28	3	13	4	0	20	5	15	13	0	33	103
11:45 AM	10	2	6	1	19	5	15	1	0	21	5	5	2	3	15	5	25	12	0	42	97
12:00 PM	1	6	4	2	13	5	17	8	0	30	6	7	6	1	20	3	26	15	0	44	107
12:15 PM	4	2	6	0	12	1	14	1	1	17	3	11	2	0	16	2	27	10	0	39	84
Total Volume	25	16	22	3	66	18	62	13	3	96	17	36	14	4	71	15	93	50	0	158	391
% App. Total	37.9	24.2	33.3	4.5		18.8	64.6	13.5	3.1		23.9	50.7	19.7	5.6		9.5	58.9	31.6	0		
PHF	.625	.667	.917	.375	.750	.643	.912	.406	.375	.800	.708	.692	.583	.333	.888	.750	.861	.833	.000	.898	.914



Connecticut Counts LLC
Kensington, Connecticut 06037
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File Name : 22506
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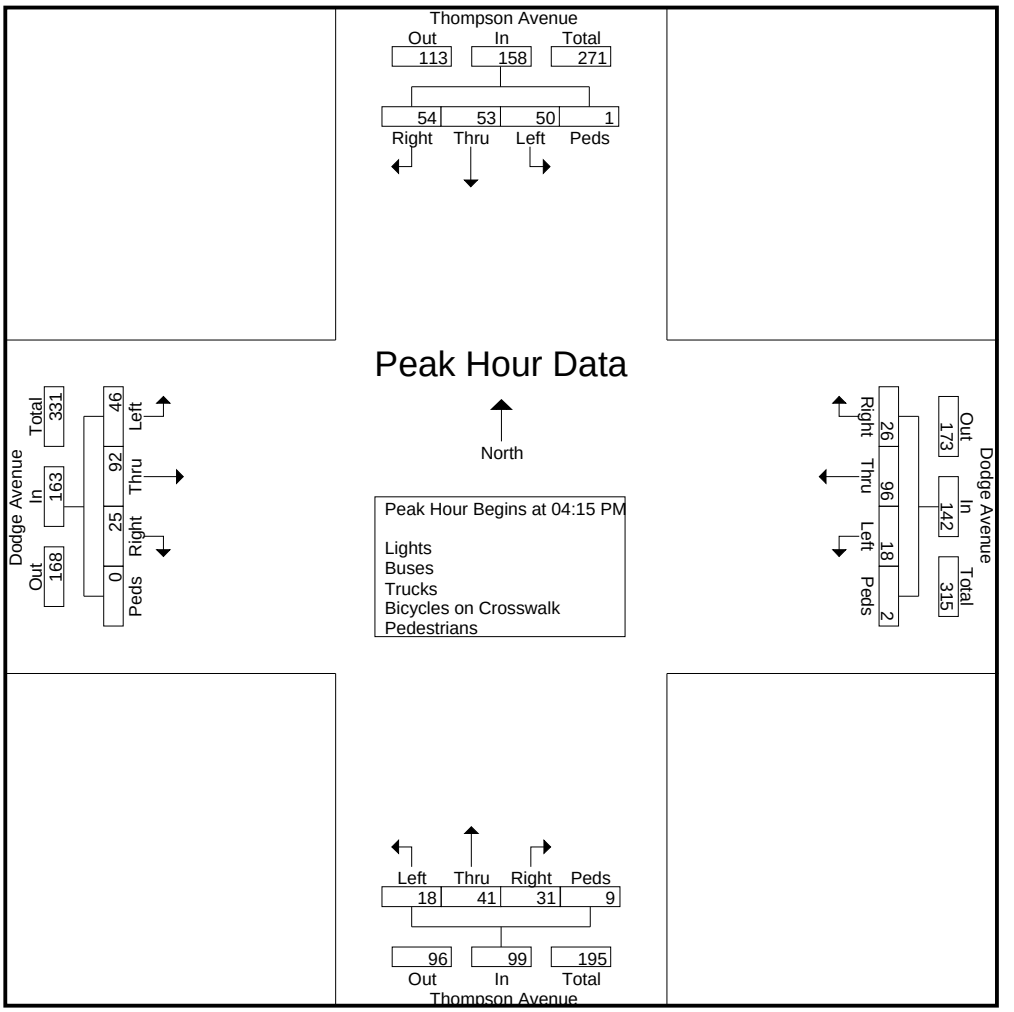
Start Time	Thompson Avenue From North					Dodge Avenue From East					Thompson Avenue From South					Dodge Avenue From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:45 PM					11:15 AM					12:15 PM					11:30 AM					
+0 mins.	10	7	6	0	23	2	16	1	0	19	3	11	2	0	16	5	15	13	0	33	
+15 mins.	10	5	10	0	25	7	16	3	2	28	9	6	1	0	16	5	25	12	0	42	
+30 mins.	17	4	4	0	25	5	15	1	0	21	6	10	4	0	20	3	26	15	0	44	
+45 mins.	11	5	7	0	23	5	17	8	0	30	5	16	3	1	25	2	27	10	0	39	
Total Volume	48	21	27	0	96	19	64	13	2	98	23	43	10	1	77	15	93	50	0	158	
% App. Total	50	21.9	28.1	0		19.4	65.3	13.3	2		29.9	55.8	13	1.3		9.5	58.9	31.6	0		
PHF	.706	.750	.675	.000	.960	.679	.941	.406	.250	.817	.639	.672	.625	.250	.770	.750	.861	.833	.000	.898	



Connecticut Counts LLC
Kensington, Connecticut 06037
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File Name : 22506
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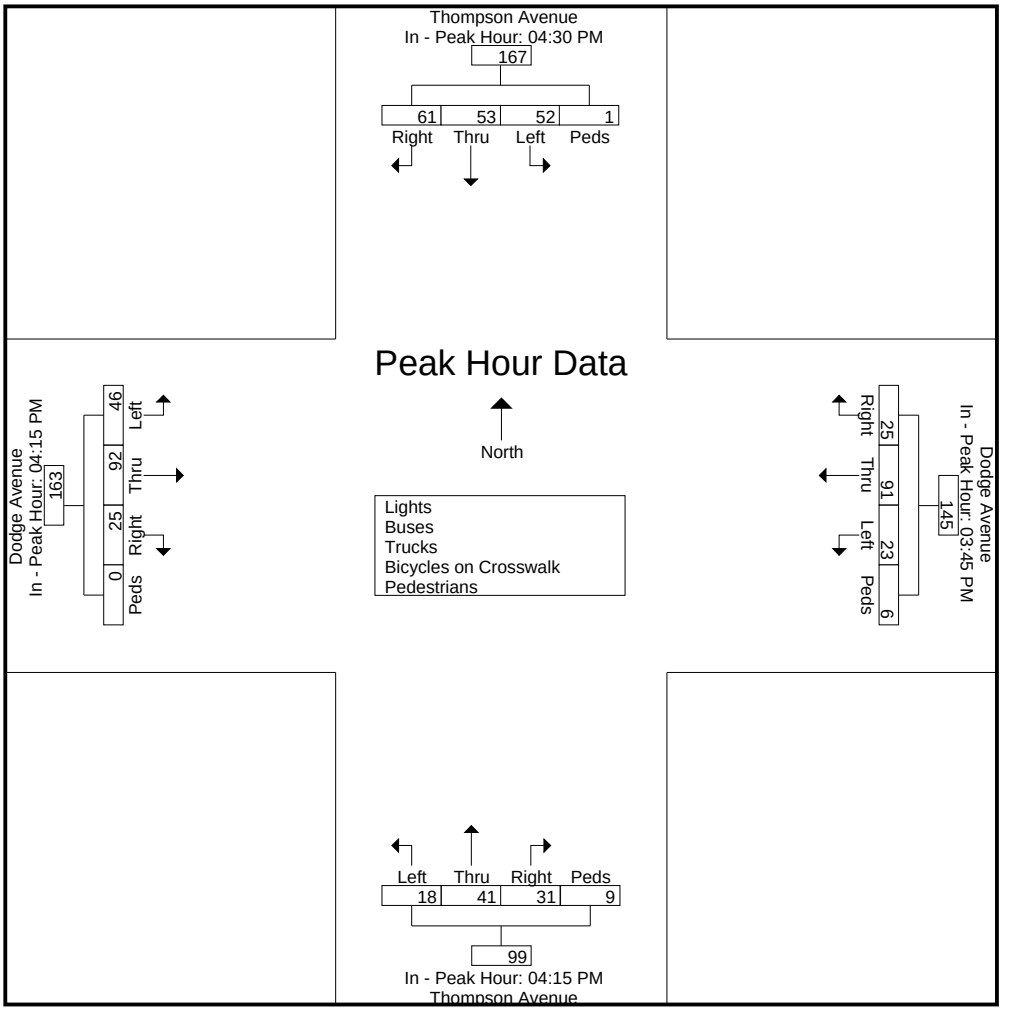
	Thompson Avenue From North					Dodge Avenue From East					Thompson Avenue From South					Dodge Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	7	13	16	0	36	10	22	3	0	35	7	8	5	6	26	2	23	13	0	38	135
04:30 PM	15	13	11	0	39	6	27	7	2	42	8	14	4	3	29	11	21	7	0	39	149
04:45 PM	18	13	10	1	42	5	20	5	0	30	6	11	6	0	23	6	27	11	0	44	139
05:00 PM	14	14	13	0	41	5	27	3	0	35	10	8	3	0	21	6	21	15	0	42	139
Total Volume	54	53	50	1	158	26	96	18	2	142	31	41	18	9	99	25	92	46	0	163	562
% App. Total	34.2	33.5	31.6	0.6		18.3	67.6	12.7	1.4		31.3	41.4	18.2	9.1		15.3	56.4	28.2	0		
PHF	.750	.946	.781	.250	.940	.650	.889	.643	.250	.845	.775	.732	.750	.375	.853	.568	.852	.767	.000	.926	.943



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 22506
Site Code : 22506
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	Thompson Avenue From North					Dodge Avenue From East					Thompson Avenue From South					Dodge Avenue 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 02:00 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					03:45 PM					04:15 PM					04:15 PM					
+0 mins.	15	13	11	0	39	3	24	8	1	36	7	8	5	6	26	2	23	13	0	38	
+15 mins.	18	13	10	1	42	6	18	5	3	32	8	14	4	3	29	11	21	7	0	39	
+30 mins.	14	14	13	0	41	10	22	3	0	35	6	11	6	0	23	6	27	11	0	44	
+45 mins.	14	13	18	0	45	6	27	7	2	42	10	8	3	0	21	6	21	15	0	42	
Total Volume	61	53	52	1	167	25	91	23	6	145	31	41	18	9	99	25	92	46	0	163	
% App. Total	36.5	31.7	31.1	0.6		17.2	62.8	15.9	4.1		31.3	41.4	18.2	9.1		15.3	56.4	28.2	0		
PHF	.847	.946	.722	.250	.928	.625	.843	.719	.500	.863	.775	.732	.750	.375	.853	.568	.852	.767	.000	.926	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Thompson Avenue North of Dodge Ave
East Haven, Connecticut

Site Code:
Station ID: 5570

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/08/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	0	0	8	14	4	1	0	0	0	0	0	0	0	0	27	21-30	22
11:00	0	**2**	**18**	**44**	**15**	**4**	0	0	0	0	0	0	0	0	**83**	21-30	62
12 PM	1	10	24	38	13	2	0	0	0	0	0	0	0	0	88	21-30	62
13:00	1	12	39	38	**22**	2	0	0	0	0	0	0	0	0	114	21-30	77
14:00	1	10	**42**	**48**	15	**4**	0	0	0	0	0	0	0	0	**120**	21-30	90
15:00	**8**	**17**	41	32	12	1	0	0	0	0	0	0	0	0	111	21-30	73
16:00	2	15	24	37	17	2	0	0	0	0	0	0	0	0	97	21-30	61
17:00	0	9	33	28	17	4	0	0	0	0	0	0	0	0	91	21-30	61
18:00	0	4	23	18	8	0	0	0	0	0	0	0	0	0	53	21-30	41
19:00	2	3	21	17	5	0	**1**	0	0	0	0	0	0	0	49	21-30	38
20:00	0	4	17	14	9	1	0	0	0	0	0	0	0	0	45	21-30	31
21:00	0	0	3	10	6	0	0	0	0	0	0	0	0	0	19	26-35	16
22:00	0	2	6	14	3	1	0	0	0	0	0	0	0	0	26	21-30	20
23:00	0	1	2	2	1	0	1	0	0	0	0	0	0	0	7	21-30	4
Total	15	89	301	354	147	22	2	0	0	0	0	0	0	0	930		
Percent	1.6%	9.6%	32.4%	38.1%	15.8%	2.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	11:00	11:00	11:00	11:00									11:00		
Vol.		2	18	44	15	4									83		
PM Peak	15:00	15:00	14:00	14:00	13:00	14:00	19:00								14:00		
Vol.	8	17	42	48	22	4	1								120		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Thompson Avenue North of Dodge Ave
East Haven, Connecticut

Site Code:
Station ID: 5570

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/09/22	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	14-23	1
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	4	1	0	0	0	0	0	0	0	0	0	5	24-33	5
04:00	0	0	1	4	7	0	0	0	0	0	0	0	0	0	12	26-35	11
05:00	0	3	12	15	4	0	0	0	0	0	0	0	0	0	34	21-30	27
06:00	2	5	22	30	9	3	0	0	0	0	0	0	0	0	71	21-30	52
07:00	2	**14**	**30**	**51**	**27**	2	0	0	0	0	0	0	0	0	**126**	21-30	81
08:00	**3**	5	30	50	25	3	0	0	0	0	0	0	0	0	116	21-30	80
09:00	0	7	25	32	17	**4**	0	0	0	0	0	0	0	0	85	21-30	57
10:00	1	10	22	28	15	0	**1**	0	0	0	0	0	0	0	77	21-30	50
11:00	2	6	24	46	13	2	0	0	0	0	0	0	0	0	93	21-30	70
12 PM	**2**	12	20	32	14	3	0	0	0	0	0	0	0	0	83	21-30	52
13:00	0	12	27	37	13	3	0	0	0	0	0	0	0	0	92	21-30	64
14:00	0	4	28	**51**	**18**	**6**	0	0	0	0	0	0	0	0	107	21-30	79
15:00	1	8	**41**	51	17	2	0	0	0	0	0	0	0	0	**120**	21-30	92
16:00	2	11	39	45	14	2	0	0	0	0	0	0	0	0	113	21-30	84
17:00	1	7	37	39	8	2	0	0	0	0	0	0	0	0	94	21-30	76
18:00	0	8	24	27	8	1	0	0	0	0	0	0	0	0	68	21-30	51
19:00	0	6	19	26	7	3	0	**1**	0	0	0	0	0	0	62	21-30	45
20:00	0	**13**	18	21	7	0	0	0	0	0	0	0	0	0	59	21-30	39
21:00	0	1	15	28	8	0	0	0	0	0	0	0	0	0	52	21-30	43
22:00	0	2	8	3	3	1	0	0	0	0	0	0	0	0	17	19-28	11
23:00	0	1	3	6	1	1	0	0	0	0	0	0	0	0	12	21-30	9
Total	16	135	446	626	237	38	1	1	0	0	0	0	0	0	1500		
Percent	1.1%	9.0%	29.7%	41.7%	15.8%	2.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	07:00	07:00	07:00	09:00	10:00								07:00		
Vol.	3	14	30	51	27	4	1								126		
PM Peak	12:00	20:00	15:00	14:00	14:00	14:00		19:00							15:00		
Vol.	2	13	41	51	18	6		1							120		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Thompson Avenue North of Dodge Ave
East Haven, Connecticut

Site Code:
Station ID: 5570

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/10/22	0	0	2	4	1	0	0	0	0	0	0	0	0	0	7	21-30	6
01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
02:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	20-29	3
03:00	0	0	1	2	0	1	0	0	0	0	0	0	0	0	4	20-29	3
04:00	0	0	2	3	5	1	0	0	0	0	0	0	0	0	11	26-35	8
05:00	0	2	14	12	4	0	0	0	0	0	0	0	0	0	32	21-30	26
06:00	2	4	22	44	19	**5**	**1**	0	0	0	0	0	0	0	97	21-30	66
07:00	**5**	5	34	34	**25**	3	1	0	0	0	0	0	0	0	107	21-30	68
08:00	1	**9**	**37**	**49**	14	3	0	0	0	0	0	0	0	0	**113**	21-30	86
09:00	0	1	17	42	15	2	0	0	0	0	0	0	0	0	77	21-30	59
10:00	0	5	20	44	16	5	0	0	0	0	0	0	0	0	90	21-30	64
11:00	2	4	24	45	15	2	0	0	0	0	0	0	0	0	92	21-30	69
12 PM	2	9	29	38	**18**	3	0	**1**	0	0	0	0	0	0	100	21-30	67
13:00	**4**	11	26	45	14	3	0	0	0	0	0	0	0	0	103	21-30	71
14:00	3	6	29	36	13	**4**	0	0	0	0	0	0	0	0	91	21-30	65
15:00	2	6	33	**48**	18	2	0	0	0	0	0	0	0	0	**109**	21-30	81
16:00	0	**16**	33	37	18	1	**1**	0	0	0	0	0	0	0	106	21-30	70
17:00	4	6	**38**	42	13	2	0	0	0	0	0	0	0	0	105	21-30	80
18:00	0	14	26	26	8	0	0	0	0	0	0	0	0	0	74	21-30	52
19:00	1	9	12	23	13	0	0	0	0	0	0	0	0	0	58	26-35	36
20:00	1	4	14	14	5	1	0	0	0	0	0	0	0	0	39	21-30	28
21:00	0	6	10	10	7	1	0	1	0	0	0	0	0	0	35	21-30	20
22:00	0	4	11	12	5	1	0	0	0	0	0	0	0	0	33	21-30	23
23:00	0	0	3	4	2	3	0	0	0	0	0	0	0	0	12	21-30	7
Total	27	121	439	617	248	43	3	2	0	0	0	0	0	0	1500		
Percent	1.8%	8.1%	29.3%	41.1%	16.5%	2.9%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	08:00	08:00	07:00	06:00	06:00								08:00		
Vol.	5	9	37	49	25	5	1								113		
PM Peak	13:00	16:00	17:00	15:00	12:00	14:00	16:00	12:00							15:00		
Vol.	4	16	38	48	18	4	1	1							109		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Thompson Avenue North of Dodge Ave
East Haven, Connecticut

Site Code:
Station ID: 5570

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/11/22	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
01:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	44-53	1
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
03:00	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5	26-35	4
04:00	0	1	2	6	2	1	0	0	0	0	0	0	0	0	12	26-35	8
05:00	0	0	10	12	3	1	0	0	0	0	0	0	0	0	26	21-30	22
06:00	0	7	34	26	18	3	**1**	0	0	0	0	0	0	0	89	21-30	60
07:00	2	**15**	**36**	39	24	3	0	**1**	0	0	0	0	0	0	120	21-30	75
08:00	1	5	29	**49**	**34**	5	1	0	0	0	0	0	0	0	**124**	26-35	83
09:00	**3**	6	25	35	13	5	0	0	0	0	0	0	0	0	87	21-30	60
10:00	1	8	16	34	26	**6**	0	0	0	0	0	0	0	0	91	26-35	60
11:00	1	3	19	37	25	3	0	0	0	0	0	0	0	0	88	26-35	62
12 PM	2	7	31	48	9	2	0	0	0	0	0	0	0	0	99	21-30	79
13:00	0	5	30	**58**	**25**	**4**	**1**	0	0	0	0	0	0	0	123	21-30	88
14:00	3	7	31	41	22	3	0	0	0	0	0	0	0	0	107	21-30	72
15:00	4	8	47	43	15	2	0	0	0	0	0	0	0	0	119	21-30	90
16:00	2	17	42	40	10	1	0	0	0	0	0	0	0	0	112	21-30	82
17:00	1	**26**	**63**	31	2	4	0	0	0	0	0	0	0	0	**127**	21-30	94
18:00	1	11	38	24	9	2	0	0	0	0	0	0	0	0	85	21-30	62
19:00	**5**	9	25	25	14	1	0	0	0	0	0	0	0	0	79	21-30	50
20:00	4	8	29	34	9	1	1	0	0	**1**	0	0	0	0	87	21-30	63
21:00	1	4	19	19	13	1	0	0	0	0	0	0	0	0	57	21-30	38
22:00	0	4	11	20	4	1	1	0	0	0	0	0	0	0	41	21-30	31
23:00	1	0	4	3	3	3	0	0	0	0	0	0	0	0	14	21-30	7
Total	32	152	543	628	281	52	5	1	1	1	0	0	0	0	1696		
Percent	1.9%	9.0%	32.0%	37.0%	16.6%	3.1%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	07:00	07:00	08:00	08:00	10:00	06:00	07:00	01:00						08:00		
Vol.	3	15	36	49	34	6	1	1	1						124		
PM Peak	19:00	17:00	17:00	13:00	13:00	13:00	13:00			20:00					17:00		
Vol.	5	26	63	58	25	4	1			1					127		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Thompson Avenue North of Dodge Ave
East Haven, Connecticut

Site Code:
Station ID: 5570

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/12/22	0	2	3	3	1	0	0	0	0	0	0	0	0	0	9	21-30	6
01:00	0	1	2	3	0	0	0	0	0	0	0	0	0	0	6	20-29	5
02:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
03:00	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4	24-33	4
04:00	1	0	3	2	1	1	0	0	0	0	0	0	0	0	8	21-30	5
05:00	0	0	8	4	0	0	0	0	0	0	0	0	0	0	12	21-30	12
06:00	0	2	1	15	9	0	**1**	0	0	0	0	0	0	0	28	26-35	24
07:00	1	3	13	19	9	**5**	0	0	0	0	0	0	0	0	50	21-30	32
08:00	2	5	22	38	**22**	2	0	0	0	0	0	0	0	0	91	21-30	60
09:00	1	4	24	31	17	2	0	0	0	0	0	0	0	0	79	21-30	55
10:00	1	5	32	**58**	18	1	0	0	0	0	0	0	0	0	115	21-30	90
11:00	**3**	**6**	**46**	57	16	2	1	0	0	0	0	0	0	0	**131**	21-30	103
12 PM	3	**16**	45	37	12	1	**1**	0	0	0	0	0	0	0	115	21-30	82
13:00	1	10	42	50	6	1	1	0	**1**	0	0	0	0	0	112	21-30	92
14:00	2	4	36	**63**	**17**	3	0	0	0	0	0	0	0	0	125	21-30	99
15:00	**4**	16	41	44	16	**4**	1	0	0	0	0	0	0	0	126	21-30	85
16:00	3	8	**48**	49	17	3	0	0	0	0	0	0	0	0	**128**	21-30	97
17:00	3	14	32	44	10	3	0	0	0	0	0	0	0	0	106	21-30	76
18:00	0	11	35	22	14	3	0	0	0	0	0	0	0	0	85	21-30	57
19:00	1	4	20	18	7	2	0	0	0	0	0	0	0	0	52	21-30	38
20:00	0	7	14	20	6	0	0	0	0	0	0	0	0	0	47	21-30	34
21:00	1	2	20	13	4	1	0	0	0	0	0	0	0	0	41	21-30	33
22:00	0	3	13	10	1	2	0	0	0	0	0	0	0	0	29	21-30	23
23:00	0	1	6	5	3	0	0	0	0	0	0	0	0	0	15	21-30	11
Total	27	124	506	610	207	36	5	0	1	0	0	0	0	0	1516		
Percent	1.8%	8.2%	33.4%	40.2%	13.7%	2.4%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	10:00	08:00	07:00	06:00								11:00		
Vol.	3	6	46	58	22	5	1								131		
PM Peak	15:00	12:00	16:00	14:00	14:00	15:00	12:00		13:00						16:00		
Vol.	4	16	48	63	17	4	1		1						128		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Thompson Avenue North of Dodge Ave
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Site Code:
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Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/13/22	0	2	4	6	0	1	1	0	0	0	0	0	0	0	14	21-30	10
01:00	0	0	1	4	3	0	0	0	0	0	0	0	0	0	8	25-34	7
02:00	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6	21-30	5
03:00	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6	21-30	6
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	3	4	3	0	0	0	0	0	0	0	0	0	0	10	16-25	7
06:00	**2**	1	4	2	0	**4**	**5**	0	**1**	**1**	0	0	0	0	20	36-45	9
07:00	0	2	5	6	9	3	0	**1**	0	0	0	0	0	0	26	26-35	15
08:00	1	5	11	18	7	0	0	0	0	0	0	0	0	0	42	21-30	29
09:00	0	4	20	22	13	2	1	0	0	0	0	0	0	0	62	21-30	42
10:00	0	**9**	14	29	13	3	0	0	0	0	0	0	0	0	68	21-30	43
11:00	0	5	**25**	**46**	**15**	4	1	0	0	0	0	0	0	0	**96**	21-30	71
12 PM	2	8	25	42	13	2	0	0	0	0	0	0	0	0	92	21-30	67
13:00	**5**	**15**	28	**58**	19	3	**1**	0	0	0	0	0	0	0	**129**	21-30	86
14:00	2	7	**34**	50	14	**8**	0	0	0	0	0	0	0	0	115	21-30	84
15:00	4	4	30	58	**20**	1	0	0	0	0	0	0	0	0	117	21-30	88
16:00	3	4	27	35	16	2	0	0	0	0	0	0	0	0	87	21-30	62
17:00	1	3	19	41	15	1	0	0	0	0	0	0	0	0	80	21-30	60
18:00	1	8	24	23	11	2	0	0	0	0	0	0	0	0	69	21-30	47
19:00	0	6	5	7	3	0	0	0	0	0	0	0	0	0	21	19-28	12
20:00	1	11	16	11	7	0	0	0	0	0	0	0	0	0	46	16-25	27
21:00	1	1	6	7	2	1	0	0	0	0	0	0	0	0	18	21-30	13
22:00	3	2	23	19	8	4	0	0	0	0	0	0	0	0	59	21-30	42
23:00	0	0	10	7	4	4	1	0	0	0	0	0	0	0	26	21-30	17
Total	26	100	340	500	193	45	10	1	1	1	0	0	0	0	1217		
Percent	2.1%	8.2%	27.9%	41.1%	15.9%	3.7%	0.8%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	10:00	11:00	11:00	11:00	06:00	06:00	07:00	06:00	06:00					11:00		
Vol.	2	9	25	46	15	4	5	1	1	1					96		
PM Peak	13:00	13:00	14:00	13:00	15:00	14:00	13:00								13:00		
Vol.	5	15	34	58	20	8	1								129		

Connecticut Counts LLC
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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/14/22	1	1	1	1	2	0	0	0	0	0	0	0	0	0	6	24-33	3
01:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	9-18	1
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
03:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	21-30	3
04:00	0	0	1	2	2	1	1	0	0	0	0	0	0	0	7	26-35	4
05:00	0	0	10	13	7	2	0	0	0	0	0	0	0	0	32	21-30	23
06:00	1	6	20	30	16	3	**2**	0	0	0	0	0	0	0	78	21-30	50
07:00	**2**	**14**	25	**59**	25	6	0	0	0	0	0	0	0	0	**131**	21-30	84
08:00	2	7	19	47	**27**	6	1	0	0	0	0	0	0	0	109	26-35	74
09:00	1	2	19	33	17	**7**	0	0	0	0	0	0	0	0	79	21-30	52
10:00	1	5	13	36	15	5	0	0	0	0	0	0	0	0	75	25-34	51
11:00	0	5	**28**	44	24	4	2	0	0	0	0	0	0	0	107	21-30	72
12 PM	0	7	19	27	17	**6**	0	0	0	0	0	0	0	0	76	21-30	46
13:00	0	3	18	34	18	5	0	0	0	0	0	0	0	0	78	23-32	52
14:00	2	7	30	42	18	5	**1**	0	0	0	0	0	0	0	**105**	21-30	72
15:00	2	3	**32**	38	**24**	3	0	0	**1**	0	0	0	0	0	103	21-30	70
16:00	0	5	28	**47**	19	5	0	0	0	0	0	0	0	0	104	21-30	75
17:00	2	**9**	25	26	20	2	0	0	0	0	0	0	0	0	84	21-30	51
18:00	**3**	6	30	35	12	1	0	0	0	0	0	0	0	0	87	21-30	65
19:00	1	6	15	23	8	2	0	0	0	0	0	0	0	0	55	21-30	38
20:00	0	4	19	18	8	1	0	0	0	0	0	0	0	0	50	21-30	37
21:00	0	1	7	13	5	0	0	0	0	0	0	0	0	0	26	21-30	20
22:00	1	6	15	13	9	1	0	0	0	0	0	0	0	0	45	21-30	28
23:00	0	1	3	3	4	2	0	**1**	0	0	0	0	0	0	14	26-35	7
Total	19	99	377	587	299	67	7	1	1	0	0	0	0	0	1457		
Percent	1.3%	6.8%	25.9%	40.3%	20.5%	4.6%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	11:00	07:00	08:00	09:00	06:00								07:00		
Vol.	2	14	28	59	27	7	2								131		
PM Peak	18:00	17:00	15:00	16:00	15:00	12:00	14:00	23:00	15:00						14:00		
Vol.	3	9	32	47	24	6	1	1	1						105		

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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	Pace Speed	Number in Pace
02/15/22	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4	24-33	3
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
03:00	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6	21-30	6
04:00	0	0	2	6	2	1	0	0	0	0	0	0	0	0	11	26-35	8
05:00	0	3	8	15	8	1	0	0	0	0	0	0	0	0	35	21-30	23
06:00	**3**	3	**27**	22	21	5	**1**	0	0	0	0	0	0	0	82	21-30	49
07:00	2	**12**	27	**46**	**25**	3	0	0	0	0	0	0	0	0	**115**	21-30	73
08:00	0	1	27	41	25	**6**	0	0	0	0	0	0	0	0	100	21-30	68
09:00	1	4	22	39	13	5	0	0	0	0	0	0	0	0	84	21-30	61
10:00	1	4	20	43	21	6	1	**1**	0	0	0	0	0	0	97	26-35	64
11:00	0	4	26	30	14	3	0	0	0	0	0	0	0	0	77	21-30	56
12 PM	0	8	27	46	10	3	0	0	0	0	0	0	0	0	94	21-30	73
13:00	0	3	25	53	17	**6**	0	0	0	0	0	0	0	0	**104**	21-30	78
14:00	3	7	32	29	17	4	**1**	0	0	0	0	0	0	0	93	21-30	61
15:00	1	7	25	**54**	11	2	0	0	0	0	0	0	0	0	100	21-30	79
16:00	0	10	23	37	**18**	4	0	0	0	0	0	0	0	0	92	21-30	60
17:00	1	9	**49**	29	16	0	0	0	0	0	0	0	0	0	104	21-30	78
18:00	**6**	**11**	20	24	16	0	0	0	0	0	0	0	0	0	77	21-30	44
19:00	0	11	13	22	9	2	0	0	0	0	0	0	0	0	57	21-30	35
20:00	1	4	18	27	11	0	0	0	0	0	0	0	0	0	61	21-30	45
21:00	1	3	6	9	2	0	0	0	0	0	0	0	0	0	21	21-30	15
22:00	0	2	3	9	5	1	0	0	0	0	0	0	0	0	20	25-34	14
23:00	0	1	4	3	3	1	0	0	0	0	0	0	0	0	12	20-29	7
Total	20	107	405	592	267	53	3	1	0	0	0	0	0	0	1448		
Percent	1.4%	7.4%	28.0%	40.9%	18.4%	3.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	07:00	06:00	07:00	07:00	08:00	06:00	10:00							07:00		
Vol.	3	12	27	46	25	6	1	1							115		
PM Peak	18:00	18:00	17:00	15:00	16:00	13:00	14:00								13:00		
Vol.	6	11	49	54	18	6	1								104		

Thompson Avenue North of Dodge Ave
East Haven, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5570

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/16/22	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4	19-28	3
01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
03:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
04:00	0	0	1	4	6	1	0	0	0	0	0	0	0	0	12	26-35	10
05:00	1	2	9	19	4	1	0	0	0	0	0	0	0	0	36	21-30	28
06:00	0	2	18	28	15	**4**	**1**	0	0	0	0	0	0	0	68	21-30	46
07:00	**6**	**17**	25	39	**26**	4	1	0	0	0	0	0	0	0	**118**	26-35	65
08:00	1	4	**35**	**51**	22	2	0	0	0	0	0	0	0	0	115	21-30	86
09:00	2	4	20	32	22	3	0	0	0	0	0	0	0	0	83	25-34	54
10:00	2	6	13	34	11	3	1	0	0	0	0	0	0	0	70	21-30	47
11:00	2	3	25	48	17	2	0	0	0	0	0	0	0	0	97	21-30	73
12 PM	**2**	**9**	**22**	**34**	**14**	**3**	0	0	0	0	0	0	0	0	**84**	21-30	56
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	16	48	170	295	138	23	3	0	0	0	0	0	0	0	693		
Percent	2.3%	6.9%	24.5%	42.6%	19.9%	3.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	08:00	07:00	06:00	06:00								07:00		
Vol.	6	17	35	51	26	4	1								118		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00									12:00		
Vol.	2	9	22	34	14	3									84		
Total	198	975	3527	4809	2017	379	39	7	4	2	0	0	0	0	11957		
Percent	1.7%	8.2%	29.5%	40.2%	16.9%	3.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	20 MPH
50th Percentile :	26 MPH
85th Percentile :	31 MPH
95th Percentile :	34 MPH

Stats

10 MPH Pace Speed :	21-30 MPH
Number in Pace :	8336
Percent in Pace :	69.7%
Number of Vehicles > 25 MPH :	7257
Percent of Vehicles > 25 MPH :	60.7%
Mean Speed(Average) :	27 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Thompson Avenue North of Dodge Ave
East Haven, Connecticut

Site Code:
Station ID: 5570

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/08/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	**1**	0	9	12	0	0	0	0	0	0	0	0	0	0	22	21-30	21
11:00	0	**3**	**19**	**45**	**13**	**1**	0	0	0	0	0	0	0	0	**81**	21-30	64
12 PM	1	8	32	41	13	1	0	0	0	0	0	0	0	0	96	21-30	73
13:00	1	7	37	39	**18**	0	0	0	0	0	0	0	0	0	102	21-30	76
14:00	1	15	44	53	4	**3**	0	0	0	0	0	0	0	0	120	21-30	97
15:00	**2**	**17**	**70**	46	12	1	0	0	0	0	0	0	0	0	**148**	21-30	116
16:00	1	17	50	**55**	14	0	0	0	0	0	0	0	0	0	137	21-30	105
17:00	1	13	41	46	13	1	1	0	0	0	0	0	0	0	116	21-30	87
18:00	1	3	29	38	15	0	0	0	0	0	0	0	0	0	86	21-30	67
19:00	0	4	18	27	6	1	0	0	0	0	0	0	0	0	56	21-30	45
20:00	0	4	20	26	9	1	**2**	0	0	0	0	0	0	0	62	21-30	46
21:00	0	0	15	13	4	3	0	0	0	0	0	0	0	0	35	21-30	28
22:00	1	1	9	12	2	0	0	0	0	0	0	0	0	0	25	21-30	21
23:00	0	1	2	3	6	1	0	0	0	0	0	0	0	0	13	26-35	9
Total	10	93	395	456	129	13	3	0	0	0	0	0	0	0	1099		
Percent	0.9%	8.5%	35.9%	41.5%	11.7%	1.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	11:00	11:00	11:00									11:00		
Vol.	1	3	19	45	13	1									81		
PM Peak	15:00	15:00	15:00	16:00	13:00	14:00	20:00								15:00		
Vol.	2	17	70	55	18	3	2								148		

Thompson Avenue North of Dodge Ave
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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	Pace Speed	Number in Pace
02/09/22	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6	21-30	5
01:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	14-23	1
02:00	**1**	0	1	1	0	0	0	0	0	0	0	0	0	0	3	19-28	2
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
04:00	0	0	3	2	2	0	0	0	0	0	0	0	0	0	7	20-29	5
05:00	0	0	9	14	2	1	0	0	0	0	0	0	0	0	26	21-30	23
06:00	0	0	9	18	7	1	0	0	0	0	0	0	0	0	35	21-30	27
07:00	0	**10**	13	28	6	1	0	0	0	0	0	0	0	0	58	21-30	41
08:00	0	4	**30**	40	**10**	2	0	0	0	0	0	0	0	0	**86**	21-30	70
09:00	0	4	14	**47**	10	**4**	0	0	0	0	0	0	0	0	79	21-30	61
10:00	0	5	16	35	9	1	0	0	0	0	0	0	0	0	66	21-30	51
11:00	0	2	21	36	9	1	0	0	0	0	0	0	0	0	69	21-30	57
12 PM	**3**	4	46	33	11	**2**	0	0	0	0	0	0	0	0	99	21-30	79
13:00	0	10	39	42	13	1	0	0	0	0	0	0	0	0	105	21-30	81
14:00	0	1	29	59	8	1	0	0	0	0	0	0	0	0	98	21-30	88
15:00	0	**12**	56	65	**21**	0	0	0	0	0	0	0	0	0	**154**	21-30	121
16:00	1	6	**62**	61	18	2	0	0	0	0	0	0	0	0	150	21-30	123
17:00	2	7	42	**66**	18	2	0	0	0	0	0	0	0	0	137	21-30	108
18:00	0	2	40	52	18	2	0	0	0	0	0	0	0	0	114	21-30	92
19:00	2	6	28	38	4	0	0	0	0	0	0	0	0	0	78	21-30	66
20:00	0	7	25	27	12	2	0	0	0	0	0	0	0	0	73	21-30	52
21:00	0	0	19	19	11	0	0	0	0	0	0	0	0	0	49	21-30	38
22:00	0	2	6	9	6	1	0	0	0	0	0	0	0	0	24	21-30	15
23:00	0	0	3	4	2	1	0	0	0	0	0	0	0	0	10	21-30	7
Total	9	82	515	700	198	26	0	0	0	0	0	0	0	0	1530		
Percent	0.6%	5.4%	33.7%	45.8%	12.9%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	02:00	07:00	08:00	09:00	08:00	09:00									08:00		
Vol.	1	10	30	47	10	4									86		
PM Peak	12:00	15:00	16:00	17:00	15:00	12:00									15:00		
Vol.	3	12	62	66	21	2									154		

Thompson Avenue North of Dodge Ave
East Haven, Connecticut

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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	Pace Speed	Number in Pace
02/10/22	0	0	2	3	2	0	0	0	0	0	0	0	0	0	7	26-35	5
01:00	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3	20-29	2
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	2	2	3	0	0	0	0	0	0	0	0	0	7	24-33	5
05:00	0	1	4	17	4	0	0	0	0	0	0	0	0	0	26	24-33	21
06:00	0	3	10	15	6	1	0	0	0	0	0	0	0	0	35	21-30	25
07:00	0	4	**32**	27	11	0	0	0	0	0	0	0	0	0	74	21-30	59
08:00	**3**	**10**	28	**38**	12	2	0	0	0	0	0	0	0	0	**93**	21-30	66
09:00	0	2	24	30	**13**	2	0	0	0	0	0	0	0	0	71	21-30	54
10:00	1	2	13	30	9	0	0	0	0	0	0	0	0	0	55	21-30	43
11:00	0	3	24	31	8	**3**	0	0	0	0	0	0	0	0	69	21-30	55
12 PM	1	3	31	45	14	2	**1**	0	0	0	0	0	0	0	97	21-30	76
13:00	1	13	34	47	15	1	0	0	0	0	0	0	0	0	111	21-30	81
14:00	0	6	37	57	12	**4**	0	0	0	0	0	0	0	0	116	21-30	94
15:00	0	7	32	**70**	20	1	0	0	0	0	0	0	0	0	130	21-30	102
16:00	**4**	14	47	57	**22**	2	0	0	0	0	0	0	0	0	**146**	21-30	104
17:00	1	**17**	29	47	11	0	0	0	0	0	0	0	0	0	105	21-30	76
18:00	0	12	**51**	37	16	0	0	0	0	0	0	0	0	0	116	21-30	88
19:00	1	2	21	32	8	2	0	0	0	0	0	0	0	0	66	21-30	53
20:00	1	3	15	23	10	2	1	0	0	0	0	0	0	0	55	21-30	38
21:00	0	1	13	23	9	1	0	0	0	0	0	0	0	0	47	21-30	36
22:00	1	0	7	16	11	2	0	0	0	0	0	0	0	0	37	26-35	27
23:00	0	0	3	7	5	4	0	0	0	0	0	0	0	0	19	26-35	12
Total	14	103	459	657	221	30	2	0	0	0	0	0	0	0	1486		
Percent	0.9%	6.9%	30.9%	44.2%	14.9%	2.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	07:00	08:00	09:00	11:00									08:00		
Vol.	3	10	32	38	13	3									93		
PM Peak	16:00	17:00	18:00	15:00	16:00	14:00	12:00								16:00		
Vol.	4	17	51	70	22	4	1								146		

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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	Pace Speed	Number in Pace
02/11/22	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6	23-32	5
01:00	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4	21-30	4
02:00	0	0	0	0	1	0	**1**	0	0	0	0	0	0	0	2	24-33	1
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
04:00	0	1	0	5	1	0	0	0	0	0	0	0	0	0	7	24-33	6
05:00	0	0	7	13	4	0	0	0	0	0	0	0	0	0	24	21-30	20
06:00	0	1	12	19	3	1	0	0	0	0	0	0	0	0	36	21-30	31
07:00	0	2	25	**53**	7	0	0	0	0	0	0	0	0	0	87	21-30	78
08:00	0	**10**	**37**	37	11	1	0	0	0	0	0	0	0	0	**96**	21-30	74
09:00	**1**	0	15	33	7	1	0	0	0	0	0	0	0	0	57	21-30	48
10:00	0	4	18	35	**21**	1	0	0	0	0	0	0	0	0	79	26-35	56
11:00	0	2	24	39	10	**3**	0	0	0	0	0	0	0	0	78	21-30	63
12 PM	2	2	26	57	**17**	0	0	0	0	0	0	0	0	0	104	21-30	83
13:00	2	0	29	52	15	1	0	0	0	0	0	0	0	0	99	21-30	81
14:00	1	11	45	55	11	1	0	0	0	0	0	0	0	0	124	21-30	100
15:00	3	11	57	**72**	15	**3**	**1**	0	0	0	0	0	0	0	**162**	21-30	129
16:00	0	12	48	55	11	1	0	0	0	0	0	0	0	0	127	21-30	103
17:00	**4**	**25**	**69**	47	10	1	0	0	0	0	0	0	0	0	156	21-30	116
18:00	3	14	40	39	8	1	0	0	0	0	0	0	0	0	105	21-30	79
19:00	1	10	42	31	7	2	0	0	0	0	0	0	0	0	93	21-30	73
20:00	0	7	27	32	13	1	1	0	0	0	0	0	0	0	81	21-30	59
21:00	1	5	20	20	11	0	0	0	0	0	0	0	0	0	57	21-30	40
22:00	1	2	14	15	6	0	0	0	0	0	0	0	0	0	38	21-30	29
23:00	2	2	9	12	8	0	0	0	0	0	0	0	0	0	33	21-30	21
Total	21	121	567	729	198	18	3	0	0	0	0	0	0	0	1657		
Percent	1.3%	7.3%	34.2%	44.0%	11.9%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	08:00	07:00	10:00	11:00	02:00								08:00		
Vol.	1	10	37	53	21	3	1								96		
PM Peak	17:00	17:00	17:00	15:00	12:00	15:00	15:00								15:00		
Vol.	4	25	69	72	17	3	1								162		

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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	Pace Speed	Number in Pace
02/12/22	0	2	2	10	3	**2**	0	0	0	0	0	0	0	0	19	26-35	13
01:00	1	0	3	9	4	1	0	0	0	0	0	0	0	0	18	24-33	13
02:00	0	0	0	5	1	0	0	0	0	0	0	0	0	0	6	24-33	6
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
04:00	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4	19-28	3
05:00	0	0	1	7	1	1	0	0	0	0	0	0	0	0	10	26-35	8
06:00	0	1	7	8	6	1	0	0	0	0	0	0	0	0	23	21-30	15
07:00	0	2	10	10	4	1	0	0	0	0	0	0	0	0	27	21-30	20
08:00	0	3	11	20	8	0	0	0	0	0	0	0	0	0	42	21-30	31
09:00	0	4	17	32	9	1	0	0	0	0	0	0	0	0	63	21-30	49
10:00	0	4	33	37	**14**	1	0	0	0	0	0	0	0	0	89	21-30	70
11:00	**2**	**12**	**51**	**50**	10	1	0	0	0	0	0	0	0	0	**126**	21-30	101
12 PM	2	**13**	**66**	37	9	0	**1**	0	0	0	0	0	0	0	128	21-30	103
13:00	2	5	54	61	11	0	0	0	0	0	0	0	0	0	**133**	21-30	115
14:00	1	5	48	**63**	7	1	0	0	0	0	0	0	0	0	125	21-30	111
15:00	**8**	9	42	49	7	2	0	0	0	0	0	0	0	0	117	21-30	91
16:00	1	8	38	46	7	1	0	0	0	0	0	0	0	0	101	21-30	84
17:00	1	9	36	59	**15**	1	0	0	0	0	0	0	0	0	121	21-30	95
18:00	2	9	20	31	4	2	0	0	0	0	0	0	0	0	68	21-30	51
19:00	1	6	21	31	10	1	0	0	0	0	0	0	0	0	70	21-30	52
20:00	0	1	21	26	7	1	0	0	0	0	0	0	0	0	56	21-30	47
21:00	0	0	17	22	2	0	0	0	0	0	0	0	0	0	41	21-30	39
22:00	1	2	16	17	4	**3**	0	0	0	0	0	0	0	0	43	21-30	33
23:00	0	1	7	19	7	1	1	0	0	0	0	0	0	0	36	21-30	26
Total	22	97	523	651	150	22	2	0	0	0	0	0	0	0	1467		
Percent	1.5%	6.6%	35.7%	44.4%	10.2%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	10:00	00:00									11:00		
Vol.	2	12	51	50	14	2									126		
PM Peak	15:00	12:00	12:00	14:00	17:00	22:00	12:00								13:00		
Vol.	8	13	66	63	15	3	1								133		

Thompson Avenue North of Dodge Ave
East Haven, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5570

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/13/22	0	1	7	7	5	1	0	0	0	0	0	0	0	0	21	21-30	14
01:00	0	0	4	10	3	0	0	0	0	0	0	0	0	0	17	21-30	14
02:00	0	0	0	4	1	1	0	0	0	0	0	0	0	0	6	26-35	5
03:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	19-28	3
04:00	0	0	1	1	2	**2**	0	0	0	0	0	0	0	0	6	29-38	4
05:00	**1**	0	5	5	1	0	0	0	0	0	0	0	0	0	12	21-30	10
06:00	0	0	4	2	3	2	0	0	0	0	0	0	0	0	11	21-30	6
07:00	0	1	6	9	7	1	0	0	0	0	0	0	0	0	24	24-33	16
08:00	0	2	15	19	2	2	0	0	0	0	0	0	0	0	40	21-30	34
09:00	0	2	18	18	6	0	0	0	0	0	0	0	0	0	44	21-30	36
10:00	0	**4**	19	31	5	1	0	0	0	0	0	0	0	0	60	21-30	50
11:00	1	4	**22**	**36**	**10**	1	0	0	0	0	0	0	0	0	**74**	21-30	58
12 PM	0	5	16	47	16	2	0	0	0	0	0	0	0	0	86	26-35	63
13:00	1	**9**	30	37	15	**5**	0	0	0	0	0	0	0	0	97	21-30	67
14:00	0	6	**35**	42	19	2	0	0	0	0	0	0	0	0	104	21-30	77
15:00	1	8	22	**59**	15	1	**1**	0	0	0	0	0	0	0	107	21-30	81
16:00	**4**	5	27	57	17	0	0	0	0	0	0	0	0	0	**110**	21-30	84
17:00	1	4	28	47	**20**	0	0	0	0	0	0	0	0	0	100	21-30	75
18:00	0	2	18	23	4	3	0	0	0	0	0	0	0	0	50	21-30	41
19:00	0	4	19	19	9	2	0	0	0	0	0	0	0	0	53	21-30	38
20:00	1	4	10	15	3	0	0	0	0	0	0	0	0	0	33	21-30	25
21:00	1	0	14	19	4	0	0	0	0	0	0	0	0	0	38	21-30	33
22:00	0	4	17	28	6	2	0	0	0	0	0	0	0	0	57	21-30	45
23:00	1	0	6	12	4	1	1	0	0	0	0	0	0	0	25	21-30	18
Total	12	65	345	548	177	29	2	0	0	0	0	0	0	0	1178		
Percent	1.0%	5.5%	29.3%	46.5%	15.0%	2.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	05:00	10:00	11:00	11:00	11:00	04:00									11:00		
Vol.	1	4	22	36	10	2									74		
PM Peak	16:00	13:00	14:00	15:00	17:00	13:00	15:00								16:00		
Vol.	4	9	35	59	20	5	1								110		

Connecticut Counts LLC
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Thompson Avenue North of Dodge Ave
East Haven, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/14/22	**1**	0	1	4	1	0	**1**	0	0	0	0	0	0	0	8	24-33	5
01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
02:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	24-33	3
03:00	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3	15-24	2
04:00	0	0	0	5	2	0	0	0	0	0	0	0	0	0	7	25-34	7
05:00	0	0	8	9	5	0	0	0	0	0	0	0	0	0	22	21-30	17
06:00	0	1	**20**	21	9	0	0	0	0	0	0	0	0	0	51	21-30	41
07:00	0	3	19	40	13	2	0	0	0	0	0	0	0	0	**77**	21-30	59
08:00	0	2	14	31	18	1	0	0	0	0	0	0	0	0	66	26-35	49
09:00	0	**5**	18	36	13	**3**	0	0	0	0	0	0	0	0	75	21-30	54
10:00	1	2	13	35	**19**	3	0	0	0	0	0	0	0	0	73	26-35	54
11:00	0	2	19	**44**	8	1	0	0	0	0	0	0	0	0	74	21-30	63
12 PM	2	5	32	44	20	**3**	0	0	0	0	0	0	0	0	106	21-30	76
13:00	0	5	32	52	18	0	0	0	0	0	0	0	0	0	107	21-30	84
14:00	0	4	38	51	16	3	0	0	0	0	0	0	0	0	112	21-30	89
15:00	**4**	**10**	34	66	**25**	2	0	0	0	0	0	0	0	0	141	21-30	100
16:00	1	6	36	**77**	20	1	**1**	0	0	0	0	0	0	0	**142**	21-30	113
17:00	1	5	**53**	55	18	1	1	0	0	0	0	0	0	0	134	21-30	108
18:00	0	7	38	35	11	2	0	0	0	0	0	0	0	0	93	21-30	73
19:00	0	8	21	31	2	2	0	0	0	0	0	0	0	0	64	21-30	52
20:00	1	3	24	27	8	1	0	0	0	0	0	0	0	0	64	21-30	51
21:00	0	2	18	16	9	0	0	0	0	0	0	0	0	0	45	21-30	34
22:00	0	2	12	19	7	0	0	0	0	0	0	0	0	0	40	21-30	31
23:00	0	0	3	5	2	3	0	0	0	0	0	0	0	0	13	21-30	8
Total	11	72	456	706	246	28	3	0	0	0	0	0	0	0	1522		
Percent	0.7%	4.7%	30.0%	46.4%	16.2%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	00:00	09:00	06:00	11:00	10:00	09:00	00:00								07:00		
Vol.	1	5	20	44	19	3	1								77		
PM Peak	15:00	15:00	17:00	16:00	15:00	12:00	16:00								16:00		
Vol.	4	10	53	77	25	3	1								142		

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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	Pace Speed	Number in Pace
02/15/22	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5	26-35	4
01:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	19-28	2
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	2	2	3	0	0	0	0	0	0	0	0	0	7	24-33	5
05:00	0	0	4	12	5	0	0	0	0	0	0	0	0	0	21	24-33	17
06:00	0	2	15	12	8	1	0	0	0	0	0	0	0	0	38	21-30	27
07:00	0	6	14	29	13	0	0	0	0	0	0	0	0	0	62	21-30	43
08:00	**1**	**7**	12	**41**	**14**	1	0	0	0	0	0	0	0	0	**76**	25-34	55
09:00	0	1	22	25	8	0	0	0	0	0	0	0	0	0	56	21-30	47
10:00	1	5	25	30	6	1	0	0	0	0	0	0	0	0	68	21-30	55
11:00	0	4	**30**	29	10	**2**	0	0	0	0	0	0	0	0	75	21-30	59
12 PM	0	6	19	36	8	1	0	0	0	0	0	0	0	0	70	21-30	55
13:00	**1**	6	33	49	11	1	0	0	0	0	0	0	0	0	101	21-30	82
14:00	0	6	43	41	12	2	0	0	0	0	0	0	0	0	104	21-30	84
15:00	1	8	52	**61**	15	1	0	0	0	0	0	0	0	0	138	21-30	113
16:00	0	**16**	51	50	17	0	0	0	0	0	0	0	0	0	134	21-30	101
17:00	0	9	**57**	53	**19**	**3**	0	0	0	0	0	0	0	0	**141**	21-30	110
18:00	0	11	33	41	15	0	0	0	0	0	0	0	0	0	100	21-30	74
19:00	0	1	18	41	10	1	0	0	0	0	0	0	0	0	71	21-30	59
20:00	0	4	25	21	13	1	0	0	0	0	0	0	0	0	64	21-30	46
21:00	0	1	10	13	8	1	0	0	0	0	0	0	0	0	33	21-30	23
22:00	0	1	5	13	4	1	0	0	0	0	0	0	0	0	24	21-30	18
23:00	0	0	6	7	0	0	0	0	0	0	0	0	0	0	13	21-30	13
Total	4	94	478	611	201	17	0	0	0	0	0	0	0	0	1405		
Percent	0.3%	6.7%	34.0%	43.5%	14.3%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	11:00	08:00	08:00	11:00									08:00		
Vol.	1	7	30	41	14	2									76		
PM Peak	13:00	16:00	17:00	15:00	17:00	17:00									17:00		
Vol.	1	16	57	61	19	3									141		

Connecticut Counts LLC
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Thompson Avenue North of Dodge Ave
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Site Code:
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Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/16/22	0	0	3	2	1	0	0	0	0	0	0	0	0	0	6	21-30	5
01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
02:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	21-30	3
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
04:00	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5	26-35	4
05:00	0	2	6	10	2	1	0	0	0	0	0	0	0	0	21	21-30	16
06:00	0	1	7	18	3	0	0	0	0	0	0	0	0	0	29	21-30	25
07:00	0	6	16	35	**17**	0	0	0	0	0	0	0	0	0	74	24-33	52
08:00	**5**	3	16	31	6	0	**1**	0	0	0	0	0	0	0	62	21-30	47
09:00	2	4	13	31	8	0	0	0	0	0	0	0	0	0	58	21-30	44
10:00	0	2	17	36	11	**2**	0	0	0	0	0	0	0	0	68	21-30	53
11:00	0	**9**	**22**	**38**	14	2	0	0	0	0	0	0	0	0	**85**	21-30	60
12 PM	**1**	**6**	**30**	**28**	**19**	0	0	0	0	0	0	0	0	0	**84**	21-30	58
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	8	33	131	236	83	6	1	0	0	0	0	0	0	0	498		
Percent	1.6%	6.6%	26.3%	47.4%	16.7%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	11:00	11:00	07:00	10:00	08:00								11:00		
Vol.	5	9	22	38	17	2	1								85		
PM Peak	12:00	12:00	12:00	12:00	12:00										12:00		
Vol.	1	6	30	28	19										84		
Total	111	760	3869	5294	1603	189	16	0	0	0	0	0	0	0	11842		
Percent	0.9%	6.4%	32.7%	44.7%	13.5%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	21 MPH
	50th Percentile :	26 MPH
	85th Percentile :	30 MPH
	95th Percentile :	33 MPH
Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	9163
	Percent in Pace :	77.4%
	Number of Vehicles > 25 MPH :	7102
	Percent of Vehicles > 25 MPH :	60.0%
	Mean Speed(Average) :	26 MPH

Thompson Avenue North of Dodge Ave
East Haven, Connecticut

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Kensington, Connecticut 06037
(860) 828-1693

Site Code:
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Latitude: 0' 0.0000 Undefined

Start	07-Feb-22		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	*	*	*	*	2	6	7	7	2	6	9	19	14	21	7	12
01:00	*	*	*	*	0	2	2	3	1	4	6	18	8	17	3	9
02:00	*	*	*	*	0	3	3	1	1	2	2	6	6	6	2	4
03:00	*	*	*	*	5	2	4	0	5	2	4	1	6	3	5	2
04:00	*	*	*	*	12	7	11	7	12	7	8	4	0	6	9	6
05:00	*	*	*	*	34	26	32	26	26	24	12	10	10	12	23	20
06:00	*	*	*	*	71	35	97	35	89	36	28	23	20	11	61	28
07:00	*	*	*	*	**126**	58	107	74	120	87	50	27	26	24	86	54
08:00	*	*	*	*	116	**86**	**113**	**93**	**124**	**96**	91	42	42	40	**97**	71
09:00	*	*	*	*	85	79	77	71	87	57	79	63	62	44	78	63
10:00	*	*	27	22	77	66	90	55	91	79	115	89	68	60	78	62
11:00	*	*	**83**	**81**	93	69	92	69	88	78	**131**	**126**	**96**	**74**	97	**83**
12:00 PM	*	*	88	96	83	99	100	97	99	104	115	128	92	86	96	102
01:00	*	*	114	102	92	105	103	111	123	99	112	**133**	**129**	97	112	108
02:00	*	*	**120**	120	107	98	91	116	107	124	125	125	115	104	111	114
03:00	*	*	111	**148**	**120**	**154**	**109**	130	119	**162**	126	117	117	107	**117**	**136**
04:00	*	*	97	137	113	150	106	**146**	112	127	**128**	101	87	**110**	107	128
05:00	*	*	91	116	94	137	105	105	**127**	156	106	121	80	100	100	122
06:00	*	*	53	86	68	114	74	116	85	105	85	68	69	50	72	90
07:00	*	*	49	56	62	78	58	66	79	93	52	70	21	53	54	69
08:00	*	*	45	62	59	73	39	55	87	81	47	56	46	33	54	60
09:00	*	*	19	35	52	49	35	47	57	57	41	41	18	38	37	44
10:00	*	*	26	25	17	24	33	37	41	38	29	43	59	57	34	37
11:00	*	*	7	13	12	10	12	19	14	33	15	36	26	25	14	23
Lane	0	0	930	1099	1500	1530	1500	1486	1696	1657	1516	1467	1217	1178	1454	1447
Day	0		2029		3030		2986		3353		2983		2395		2901	
AM Peak	-	-	11:00	11:00	07:00	08:00	08:00	08:00	08:00	08:00	11:00	11:00	11:00	11:00	08:00	11:00
Vol.	-	-	83	81	126	86	113	93	124	96	131	126	96	74	97	83
PM Peak	-	-	14:00	15:00	15:00	15:00	15:00	16:00	17:00	15:00	16:00	13:00	13:00	16:00	15:00	15:00
Vol.	-	-	120	148	120	154	109	146	127	162	128	133	129	110	117	136

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Start	14-Feb-22		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	6	8	4	5	4	6	*	*	*	*	*	*	*	*	5	6
01:00	2	2	1	3	2	2	*	*	*	*	*	*	*	*	2	2
02:00	1	3	1	1	2	3	*	*	*	*	*	*	*	*	1	2
03:00	3	3	6	0	2	1	*	*	*	*	*	*	*	*	4	1
04:00	7	7	11	7	12	5	*	*	*	*	*	*	*	*	10	6
05:00	32	22	35	21	36	21	*	*	*	*	*	*	*	*	34	21
06:00	78	51	82	38	68	29	*	*	*	*	*	*	*	*	76	39
07:00	**131**	**77**	**115**	62	**118**	74	*	*	*	*	*	*	*	*	**121**	71
08:00	109	66	100	**76**	115	62	*	*	*	*	*	*	*	*	108	68
09:00	79	75	84	56	83	58	*	*	*	*	*	*	*	*	82	63
10:00	75	73	97	68	70	68	*	*	*	*	*	*	*	*	81	70
11:00	107	74	77	75	97	**85**	*	*	*	*	*	*	*	*	94	**78**
12:00 PM	76	106	94	70	**84**	**84**	*	*	*	*	*	*	*	*	85	87
01:00	78	107	**104**	101	*	*	*	*	*	*	*	*	*	*	91	104
02:00	**105**	112	93	104	*	*	*	*	*	*	*	*	*	*	99	108
03:00	103	141	100	138	*	*	*	*	*	*	*	*	*	*	**102**	**140**
04:00	104	**142**	92	134	*	*	*	*	*	*	*	*	*	*	98	138
05:00	84	134	104	**141**	*	*	*	*	*	*	*	*	*	*	94	138
06:00	87	93	77	100	*	*	*	*	*	*	*	*	*	*	82	96
07:00	55	64	57	71	*	*	*	*	*	*	*	*	*	*	56	68
08:00	50	64	61	64	*	*	*	*	*	*	*	*	*	*	56	64
09:00	26	45	21	33	*	*	*	*	*	*	*	*	*	*	24	39
10:00	45	40	20	24	*	*	*	*	*	*	*	*	*	*	32	32
11:00	14	13	12	13	*	*	*	*	*	*	*	*	*	*	13	13
Lane	1457	1522	1448	1405	693	498	0	0	0	0	0	0	0	0	1450	1454
Day	2979		2853		1191		0		0		0		0		2904	
AM Peak	07:00	07:00	07:00	08:00	07:00	11:00	-	-	-	-	-	-	-	-	07:00	11:00
Vol.	131	77	115	76	118	85	-	-	-	-	-	-	-	-	121	78
PM Peak	14:00	16:00	13:00	17:00	12:00	12:00	-	-	-	-	-	-	-	-	15:00	15:00
Vol.	105	142	104	141	84	84	-	-	-	-	-	-	-	-	102	140

Comb. Total	2979	4882	4221	2986	3353	2983	2395	5805

ADT ADT 3,040 AADT 3,040

Connecticut Counts LLC
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(860) 828-1693

Hemingway Ave North of Dodge Avenue
East Haven, Connecticut

Site Code:
Station ID: 5571

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/08/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	**3**	**6**	**18**	**106**	**143**	**69**	**14**	**2**	0	0	0	0	0	**361**	31-40	249
12 PM	1	1	1	35	116	**286**	111	23	7	3	0	0	0	0	584	31-40	402
13:00	0	1	3	36	**179**	280	139	20	3	1	**1**	0	0	0	663	31-40	459
14:00	0	0	4	32	146	264	128	42	11	3	1	**1**	0	0	632	31-40	410
15:00	0	1	8	**46**	153	252	189	53	**15**	2	1	0	0	0	**720**	36-45	441
16:00	**5**	**21**	**24**	32	118	242	**204**	**56**	13	2	1	0	0	0	718	36-45	446
17:00	0	2	8	30	141	268	176	54	3	3	1	0	0	0	686	36-45	444
18:00	0	2	1	14	73	152	135	49	10	2	1	1	0	0	440	36-45	287
19:00	0	0	2	13	50	98	90	29	6	0	0	0	0	0	288	36-45	188
20:00	0	0	2	11	39	72	65	27	5	0	1	0	0	0	222	36-45	137
21:00	0	2	0	5	21	40	50	20	9	1	0	0	0	0	148	36-45	90
22:00	0	0	1	1	11	36	36	12	9	0	0	1	0	0	107	36-45	72
23:00	0	0	1	2	8	8	27	15	5	**6**	1	0	0	0	73	41-50	42
Total	6	33	61	275	1161	2141	1419	414	98	23	8	3	0	0	5642		
Percent	0.1%	0.6%	1.1%	4.9%	20.6%	37.9%	25.2%	7.3%	1.7%	0.4%	0.1%	0.1%	0.0%	0.0%			
AM Peak		11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00						11:00		
Vol.		3	6	18	106	143	69	14	2						361		
PM Peak	16:00	16:00	16:00	15:00	13:00	12:00	16:00	16:00	15:00	23:00	13:00	14:00			15:00		
Vol.	5	21	24	46	179	286	204	56	15	6	1	1			720		

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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	Pace Speed	Number in Pace
02/09/22	0	0	1	3	4	13	13	5	2	1	0	0	0	0	42	36-45	26
01:00	0	0	0	0	4	5	5	2	1	0	0	0	0	0	17	34-43	10
02:00	0	0	1	0	4	7	5	2	4	0	0	0	0	0	23	36-45	12
03:00	0	0	0	3	8	13	7	3	5	0	0	0	0	0	39	31-40	21
04:00	0	0	1	2	10	24	24	6	3	5	1	0	**1**	0	77	36-45	48
05:00	1	0	2	2	27	57	84	40	22	3	1	0	0	0	239	36-45	141
06:00	0	0	5	17	83	168	171	91	15	4	**2**	0	0	0	556	36-45	339
07:00	0	3	10	29	115	**293**	**283**	**134**	**38**	7	1	0	0	0	**913**	36-45	576
08:00	**5**	**11**	**15**	27	77	240	237	95	29	**8**	0	0	0	0	744	36-45	477
09:00	1	0	4	**31**	**152**	231	132	38	10	1	1	0	0	0	601	31-40	383
10:00	0	0	3	23	111	209	102	44	8	3	0	0	0	0	503	31-40	320
11:00	1	0	1	24	81	180	178	53	22	2	0	0	0	0	542	36-45	358
12 PM	0	2	2	27	108	240	180	71	18	5	0	0	0	0	653	36-45	420
13:00	0	1	4	9	82	209	166	**83**	15	2	0	**2**	0	0	573	36-45	375
14:00	0	0	2	20	92	236	**207**	64	18	2	1	0	0	0	642	36-45	443
15:00	0	1	2	26	**158**	276	204	74	**19**	4	**2**	0	0	0	766	36-45	480
16:00	**6**	**10**	**10**	**35**	127	**300**	200	83	15	2	1	0	0	0	**789**	36-45	500
17:00	0	1	6	27	139	277	173	64	15	3	1	1	0	0	707	36-45	450
18:00	0	0	0	14	80	156	121	41	17	3	0	0	0	0	432	36-45	277
19:00	1	2	2	8	38	110	77	29	8	3	2	0	0	0	280	36-45	187
20:00	0	2	0	10	46	92	67	21	8	3	1	0	0	0	250	36-45	159
21:00	1	1	2	15	32	64	44	23	7	1	1	0	0	0	191	36-45	108
22:00	0	0	0	6	11	45	31	17	6	**6**	2	1	0	0	125	36-45	76
23:00	0	0	1	2	17	13	24	13	7	0	0	1	0	0	78	41-50	37
Total	16	34	74	360	1606	3458	2735	1096	312	68	17	5	1	0	9782		
Percent	0.2%	0.3%	0.8%	3.7%	16.4%	35.4%	28.0%	11.2%	3.2%	0.7%	0.2%	0.1%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	09:00	09:00	07:00	07:00	07:00	07:00	08:00	06:00		04:00		07:00		
Vol.	5	11	15	31	152	293	283	134	38	8	2		1		913		
PM Peak	16:00	16:00	16:00	16:00	15:00	16:00	14:00	13:00	15:00	22:00	15:00	13:00			16:00		
Vol.	6	10	10	35	158	300	207	83	19	6	2	2			789		

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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	Pace Speed	Number in Pace
02/10/22	0	0	0	4	8	10	11	1	2	2	1	0	0	0	39	36-45	21
01:00	0	0	1	2	4	5	5	3	1	0	0	0	0	0	21	34-43	10
02:00	0	0	0	1	6	7	5	4	0	2	0	0	0	0	25	31-40	13
03:00	0	0	0	7	8	10	9	6	4	0	1	0	0	0	45	34-43	19
04:00	0	0	1	2	11	18	23	19	3	5	**2**	0	**1**	0	85	41-50	42
05:00	**1**	0	1	8	32	60	72	44	16	2	0	**1**	0	0	237	36-45	132
06:00	0	1	3	19	90	151	176	89	22	7	2	0	0	0	560	36-45	327
07:00	0	2	3	14	105	**295**	**302**	**138**	28	6	0	0	0	0	**893**	36-45	597
08:00	0	**4**	6	30	90	237	232	81	**32**	**8**	0	0	0	0	720	36-45	469
09:00	1	2	**8**	25	85	206	176	56	12	3	1	0	0	0	575	36-45	382
10:00	0	0	1	18	92	176	135	43	8	2	1	1	0	0	477	36-45	311
11:00	0	0	3	**31**	**147**	239	110	30	5	0	0	0	0	0	565	31-40	386
12 PM	0	2	4	20	84	226	171	62	16	1	0	**1**	0	0	587	36-45	397
13:00	0	1	5	19	104	223	183	68	20	**4**	**1**	0	0	0	628	36-45	406
14:00	1	0	**9**	**32**	128	186	200	65	11	4	0	0	0	0	636	36-45	386
15:00	0	3	1	32	**139**	**283**	208	**81**	**22**	3	0	0	0	0	**772**	36-45	491
16:00	**9**	**6**	8	26	133	269	216	77	18	0	1	0	**2**	0	765	36-45	485
17:00	0	1	3	10	99	228	**217**	65	8	3	0	0	0	0	634	36-45	445
18:00	0	0	3	11	95	147	136	52	8	4	0	1	0	0	457	36-45	283
19:00	0	1	0	12	60	122	101	36	6	1	0	0	0	0	339	36-45	223
20:00	0	0	0	11	33	77	71	36	4	1	1	0	0	0	234	36-45	148
21:00	0	1	0	3	24	58	43	19	7	1	1	0	0	0	157	36-45	101
22:00	0	1	0	2	15	33	37	13	6	3	0	0	0	0	110	36-45	70
23:00	0	1	1	5	7	19	26	8	8	1	1	0	0	0	77	36-45	45
Total	12	26	61	344	1599	3285	2865	1096	267	63	13	4	3	0	9638		
Percent	0.1%	0.3%	0.6%	3.6%	16.6%	34.1%	29.7%	11.4%	2.8%	0.7%	0.1%	0.0%	0.0%	0.0%			
AM Peak	05:00	08:00	09:00	11:00	11:00	07:00	07:00	07:00	08:00	08:00	04:00	05:00	04:00		07:00		
Vol.	1	4	8	31	147	295	302	138	32	8	2	1	1		893		
PM Peak	16:00	16:00	14:00	14:00	15:00	15:00	17:00	15:00	15:00	13:00	13:00	12:00	16:00		15:00		
Vol.	9	6	9	32	139	283	217	81	22	4	1	1	2		772		

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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	Pace Speed	Number in Pace
02/11/22	0	0	0	4	5	9	22	12	5	4	0	0	0	0	61	41-50	34
01:00	0	0	0	2	11	13	7	1	0	0	0	0	0	0	34	31-40	24
02:00	0	0	0	1	4	3	7	4	0	0	0	0	0	0	19	41-50	11
03:00	0	0	1	3	9	16	16	12	3	1	0	0	**1**	0	62	36-45	32
04:00	0	0	1	3	14	16	25	16	6	4	**1**	0	0	0	86	41-50	41
05:00	0	0	3	5	28	52	60	43	11	4	1	0	0	0	207	36-45	112
06:00	0	1	**6**	9	73	168	175	88	23	3	0	0	0	0	546	36-45	343
07:00	0	0	4	23	78	**299**	**274**	**117**	**28**	**11**	1	**1**	0	0	**836**	36-45	573
08:00	**5**	**2**	2	**28**	**112**	265	225	68	19	2	1	1	0	0	730	36-45	490
09:00	0	0	2	10	67	219	231	94	24	2	0	0	0	0	649	36-45	450
10:00	0	0	6	16	87	198	161	78	18	1	1	0	0	0	566	36-45	359
11:00	0	0	2	13	111	200	179	74	14	2	1	0	0	0	596	36-45	379
12 PM	0	0	2	17	115	266	180	71	18	2	**2**	0	0	0	673	36-45	446
13:00	0	2	2	21	133	247	199	71	15	2	0	0	0	0	692	36-45	446
14:00	0	0	2	14	99	272	191	81	**23**	4	0	0	0	0	686	36-45	463
15:00	0	0	1	24	120	**293**	210	**86**	16	**7**	1	**2**	0	0	760	36-45	503
16:00	**4**	**10**	**10**	**39**	**180**	291	**217**	84	10	5	1	1	0	0	**852**	36-45	508
17:00	0	1	3	30	160	281	187	53	8	2	0	0	0	0	725	36-45	468
18:00	0	2	1	9	91	177	134	51	17	2	0	0	0	0	484	36-45	311
19:00	0	2	2	14	46	143	101	36	8	1	0	0	0	0	353	36-45	244
20:00	1	1	3	5	36	86	87	34	10	2	1	1	0	0	267	36-45	173
21:00	0	1	2	5	35	57	65	41	5	1	0	0	0	0	212	36-45	122
22:00	0	1	1	8	25	51	32	25	8	1	0	0	0	0	152	36-45	83
23:00	0	0	0	2	12	47	36	7	8	1	0	0	0	0	113	36-45	83
Total	10	23	56	305	1651	3669	3021	1247	297	64	11	6	1	0	10361		
Percent	0.1%	0.2%	0.5%	2.9%	15.9%	35.4%	29.2%	12.0%	2.9%	0.6%	0.1%	0.1%	0.0%	0.0%			
AM Peak	08:00	08:00	06:00	08:00	08:00	07:00	07:00	07:00	07:00	07:00	04:00	07:00	03:00		07:00		
Vol.	5	2	6	28	112	299	274	117	28	11	1	1	1		836		
PM Peak	16:00	16:00	16:00	16:00	16:00	15:00	16:00	15:00	14:00	15:00	12:00	15:00			16:00		
Vol.	4	10	10	39	180	293	217	86	23	7	2	2			852		

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02/12/22	**1**	0	0	2	15	18	13	9	1	0	0	0	0	0	59	31-40	33
01:00	0	0	1	1	9	14	15	7	3	0	0	0	0	0	50	36-45	29
02:00	0	0	0	2	4	10	5	5	0	2	0	0	0	0	28	36-45	15
03:00	0	0	1	1	2	6	9	6	1	0	0	0	0	0	26	36-45	15
04:00	0	0	0	0	5	8	17	16	4	1	0	0	0	0	51	41-50	33
05:00	1	0	0	3	10	24	34	23	8	2	1	0	0	0	106	36-45	58
06:00	0	**2**	1	3	21	56	59	34	7	**5**	1	0	**1**	0	190	36-45	115
07:00	0	0	0	4	32	103	109	80	**25**	4	0	**1**	0	0	358	36-45	212
08:00	0	0	**3**	6	59	150	150	75	24	5	**3**	1	0	0	476	36-45	300
09:00	1	0	0	7	83	223	188	**95**	23	4	0	0	0	0	624	36-45	411
10:00	0	1	1	**21**	111	247	177	88	25	2	0	0	0	0	673	36-45	424
11:00	0	1	2	15	**117**	**270**	**197**	71	16	4	0	0	0	0	**693**	36-45	467
12 PM	0	**4**	1	18	94	248	**222**	74	**24**	2	**1**	0	0	0	**688**	36-45	470
13:00	1	1	**5**	21	101	220	217	**84**	23	**6**	0	0	**1**	0	680	36-45	437
14:00	0	1	1	11	94	221	182	56	11	6	1	0	1	0	585	36-45	403
15:00	1	2	1	8	106	**253**	160	81	13	3	0	0	0	0	628	36-45	413
16:00	0	0	2	16	89	207	182	50	15	6	0	0	0	0	567	36-45	389
17:00	0	2	2	**31**	**139**	208	142	42	9	1	1	**2**	0	0	579	36-45	350
18:00	0	0	2	23	64	180	122	46	5	1	0	0	0	0	443	36-45	302
19:00	**2**	2	0	13	53	120	98	25	8	1	0	0	0	0	322	36-45	218
20:00	0	0	0	10	40	83	65	29	6	0	1	0	0	0	234	36-45	148
21:00	0	0	1	7	33	61	59	32	14	0	0	0	0	0	207	36-45	120
22:00	0	0	0	2	22	54	46	12	9	3	1	0	0	0	149	36-45	100
23:00	1	2	1	4	17	38	27	17	4	0	1	0	0	0	112	36-45	65
Total	8	18	25	229	1320	3022	2495	1057	278	58	11	4	3	0	8528		
Percent	0.1%	0.2%	0.3%	2.7%	15.5%	35.4%	29.3%	12.4%	3.3%	0.7%	0.1%	0.0%	0.0%	0.0%			
AM Peak	00:00	06:00	08:00	10:00	11:00	11:00	11:00	09:00	07:00	06:00	08:00	07:00	06:00		11:00		
Vol.	1	2	3	21	117	270	197	95	25	5	3	1	1		693		
PM Peak	19:00	12:00	13:00	17:00	17:00	15:00	12:00	13:00	12:00	13:00	12:00	17:00	13:00		12:00		
Vol.	2	4	5	31	139	253	222	84	24	6	1	2	1		688		

Hemingway Ave North of Dodge Avenue
East Haven, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5571

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/13/22	0	0	0	1	12	17	17	**19**	1	1	0	0	0	0	68	41-50	36
01:00	0	0	1	2	9	17	15	7	**3**	0	0	0	0	0	54	36-45	32
02:00	0	0	0	0	3	15	10	7	3	1	**1**	**1**	0	0	41	36-45	25
03:00	0	0	0	2	2	4	5	4	2	**3**	0	0	0	0	22	41-50	9
04:00	0	**1**	1	1	4	8	3	4	0	0	0	0	0	0	22	31-40	12
05:00	0	0	0	1	9	38	1	1	0	0	0	0	0	0	50	31-40	47
06:00	0	0	0	3	10	46	**42**	12	2	1	0	0	**1**	0	117	36-45	88
07:00	0	0	0	0	2	167	3	1	0	0	0	0	0	0	173	36-45	170
08:00	0	0	**2**	0	2	**269**	0	0	0	0	0	0	0	0	273	31-40	271
09:00	**1**	1	0	**152**	**35**	117	0	0	0	0	0	0	0	0	**306**	26-35	187
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	1	2	4	162	88	698	96	55	11	6	1	1	1	0	1126		
Percent	0.1%	0.2%	0.4%	14.4%	7.8%	62.0%	8.5%	4.9%	1.0%	0.5%	0.1%	0.1%	0.1%	0.0%			
AM Peak	09:00	04:00	08:00	09:00	09:00	08:00	06:00	00:00	01:00	03:00	02:00	02:00	06:00		09:00		
Vol.	1	1	2	152	35	269	42	19	3	3	1	1	1		306		
PM Peak Vol.																	
Total	53	136	281	1675	7425	16273	12631	4965	1263	282	61	23	9	0	45077		
Percent	0.1%	0.3%	0.6%	3.7%	16.5%	36.1%	28.0%	11.0%	2.8%	0.6%	0.1%	0.1%	0.0%	0.0%			

	15th Percentile :	33 MPH
	50th Percentile :	38 MPH
	85th Percentile :	44 MPH
	95th Percentile :	49 MPH
Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	28904
	Percent in Pace :	64.1%
	Number of Vehicles > 40 MPH :	19234
	Percent of Vehicles > 40 MPH :	42.7%
	Mean Speed(Average) :	40 MPH

Connecticut Counts LLC
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(860) 828-1693

Hemingway Ave North of Dodge Avenue
East Haven, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/08/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	**4**	**6**	**15**	**60**	**102**	**62**	**20**	0	0	0	0	0	0	0	**269**	31-40	164
12 PM	**10**	**36**	**50**	**113**	173	115	45	11	2	0	0	0	0	0	555	30-39	288
13:00	0	4	8	43	132	196	122	35	6	2	1	0	0	0	549	31-40	328
14:00	3	12	10	56	**193**	228	123	36	13	2	0	0	0	0	676	31-40	421
15:00	0	4	11	69	190	288	**215**	**75**	**20**	4	2	**1**	0	0	**879**	36-45	503
16:00	7	15	22	62	188	293	215	56	14	5	1	0	0	0	878	36-45	508
17:00	0	1	8	59	152	**308**	198	67	15	2	1	0	0	0	811	36-45	506
18:00	0	3	13	39	94	192	145	58	14	5	0	0	0	0	563	36-45	337
19:00	1	0	6	29	85	170	127	63	8	4	0	0	**2**	0	495	36-45	297
20:00	0	0	0	11	43	120	129	60	19	**8**	**4**	1	0	0	395	36-45	249
21:00	1	1	0	11	35	78	100	34	20	3	0	1	0	0	284	36-45	178
22:00	0	0	0	2	14	48	49	36	14	8	1	0	0	0	172	36-45	97
23:00	0	0	2	1	8	33	29	11	8	3	1	0	0	0	96	36-45	62
Total	26	82	145	555	1409	2131	1517	542	153	46	11	3	2	0	6622		
Percent	0.4%	1.2%	2.2%	8.4%	21.3%	32.2%	22.9%	8.2%	2.3%	0.7%	0.2%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00								11:00		
Vol.	4	6	15	60	102	62	20								269		
PM Peak	12:00	12:00	12:00	12:00	14:00	17:00	15:00	15:00	15:00	20:00	20:00	15:00	19:00		15:00		
Vol.	10	36	50	113	193	308	215	75	20	8	4	1	2		879		

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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	Pace Speed	Number in Pace
02/09/22	0	0	0	0	6	12	15	9	5	0	2	0	0	0	49	36-45	27
01:00	0	0	0	0	6	9	12	8	0	0	0	0	0	0	35	36-45	21
02:00	0	0	0	0	1	7	6	5	2	0	0	0	0	0	21	36-45	13
03:00	0	1	0	1	5	9	9	8	3	0	1	0	0	0	37	36-45	18
04:00	0	0	0	0	3	13	20	18	18	1	2	**1**	0	0	76	41-50	38
05:00	0	0	0	0	9	42	58	34	14	**8**	1	0	0	0	166	36-45	100
06:00	0	0	1	17	37	88	86	61	**35**	6	2	1	0	0	334	36-45	174
07:00	0	1	0	12	45	142	137	**102**	28	7	1	0	0	0	475	36-45	279
08:00	3	0	11	23	66	170	**158**	97	22	4	**3**	0	0	0	**557**	36-45	328
09:00	**9**	**16**	**39**	**95**	**162**	93	35	10	2	0	0	0	0	0	461	26-35	257
10:00	2	5	18	50	97	152	76	30	14	1	0	0	0	0	445	31-40	249
11:00	0	1	1	11	78	**171**	149	56	17	1	1	0	0	0	486	36-45	320
12 PM	0	2	7	36	118	219	150	64	12	5	1	0	0	0	614	36-45	369
13:00	0	1	3	33	104	191	168	66	21	**6**	2	0	0	0	595	36-45	359
14:00	0	0	8	28	116	200	174	**84**	**23**	5	0	1	0	0	639	36-45	374
15:00	1	5	**21**	**85**	**187**	284	162	58	9	5	1	0	0	0	818	31-40	471
16:00	**6**	**11**	12	84	176	274	**237**	82	11	2	**3**	0	0	0	**898**	36-45	511
17:00	0	6	18	60	176	**307**	163	65	15	6	1	0	0	0	817	31-40	483
18:00	1	1	4	27	115	233	153	62	13	3	2	0	0	0	614	36-45	386
19:00	1	0	5	17	74	162	143	57	17	2	2	0	0	0	480	36-45	305
20:00	0	4	2	17	63	136	110	52	7	3	1	**2**	**1**	0	398	36-45	246
21:00	3	2	0	19	41	83	83	43	13	2	2	0	0	0	291	36-45	166
22:00	0	0	2	5	19	66	66	39	14	3	2	1	0	0	217	36-45	132
23:00	0	0	0	0	11	17	41	19	5	4	0	0	0	0	97	40-49	60
Total	26	56	152	620	1715	3080	2411	1129	320	74	30	6	1	0	9620		
Percent	0.3%	0.6%	1.6%	6.4%	17.8%	32.0%	25.1%	11.7%	3.3%	0.8%	0.3%	0.1%	0.0%	0.0%			
AM Peak	09:00	09:00	09:00	09:00	09:00	11:00	08:00	07:00	06:00	05:00	08:00	04:00			08:00		
Vol.	9	16	39	95	162	171	158	102	35	8	3	1			557		
PM Peak	16:00	16:00	15:00	15:00	15:00	17:00	16:00	14:00	14:00	13:00	16:00	20:00	20:00		16:00		
Vol.	6	11	21	85	187	307	237	84	23	6	3	2	1		898		

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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	Pace Speed	Number in Pace
02/10/22	0	0	0	2	7	18	19	11	5	2	0	0	0	0	64	36-45	37
01:00	0	0	0	1	7	9	12	7	3	0	1	0	0	0	40	36-45	21
02:00	0	0	0	2	3	13	9	4	4	1	1	0	0	0	37	36-45	22
03:00	0	1	1	1	4	6	6	10	1	1	0	0	0	0	31	41-50	16
04:00	0	0	0	1	5	13	22	15	19	4	3	**1**	0	0	83	40-49	37
05:00	0	0	0	2	11	40	56	29	14	8	0	0	0	0	160	36-45	96
06:00	0	0	1	6	32	90	107	64	23	6	**4**	0	0	0	333	36-45	197
07:00	0	0	1	7	36	126	**178**	**90**	29	**17**	2	0	0	0	486	36-45	304
08:00	0	3	4	12	56	**158**	174	90	**32**	10	1	0	0	0	**540**	36-45	332
09:00	0	1	1	17	84	148	116	49	13	6	1	0	0	0	436	36-45	264
10:00	**5**	6	14	**62**	130	127	65	25	3	0	2	0	0	0	439	31-40	257
11:00	4	**9**	**19**	61	**140**	135	74	14	1	1	0	0	0	0	458	31-40	275
12 PM	0	2	6	27	89	217	158	51	14	0	0	0	0	0	564	36-45	375
13:00	0	1	3	26	106	193	150	56	15	**10**	0	0	0	0	560	36-45	343
14:00	0	2	9	32	137	221	144	71	17	5	**2**	0	0	0	640	36-45	365
15:00	2	10	17	**74**	**184**	236	166	79	18	3	0	0	0	0	789	31-40	420
16:00	**4**	**11**	**39**	71	174	268	176	74	23	1	0	0	0	0	**841**	36-45	444
17:00	0	4	13	41	174	**284**	**229**	68	22	3	1	0	0	0	839	36-45	513
18:00	0	1	5	21	144	201	165	44	**29**	2	0	**1**	0	0	613	36-45	366
19:00	0	2	2	5	61	143	158	**82**	17	5	0	0	0	0	475	36-45	301
20:00	0	0	4	8	51	142	118	56	19	5	1	0	0	0	404	36-45	260
21:00	1	2	3	7	27	89	107	50	14	6	0	1	0	0	307	36-45	196
22:00	1	1	3	5	22	39	47	41	10	5	1	0	0	0	175	40-49	88
23:00	0	0	0	4	18	31	52	20	7	2	1	0	0	0	135	36-45	83
Total	17	56	145	495	1702	2947	2508	1100	352	103	21	3	0	0	9449		
Percent	0.2%	0.6%	1.5%	5.2%	18.0%	31.2%	26.5%	11.6%	3.7%	1.1%	0.2%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	10:00	11:00	08:00	07:00	07:00	08:00	07:00	06:00	04:00			08:00		
Vol.	5	9	19	62	140	158	178	90	32	17	4	1			540		
PM Peak	16:00	16:00	16:00	15:00	15:00	17:00	17:00	19:00	18:00	13:00	14:00	18:00			16:00		
Vol.	4	11	39	74	184	284	229	82	29	10	2	1			841		

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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	Pace Speed	Number in Pace
02/11/22	0	0	0	4	7	13	18	11	6	2	2	1	0	0	64	36-45	31
01:00	0	0	0	1	4	14	10	9	6	0	1	1	0	0	46	36-45	24
02:00	0	0	0	1	4	13	10	8	0	2	0	0	0	0	38	36-45	23
03:00	0	1	2	2	7	12	11	6	3	0	0	0	0	0	44	36-45	23
04:00	0	0	0	2	9	13	23	24	14	3	1	**3**	0	0	92	41-50	47
05:00	0	0	2	1	6	42	55	30	19	6	1	0	0	0	162	36-45	97
06:00	0	1	4	16	28	82	102	63	19	9	1	1	0	0	326	36-45	184
07:00	0	0	0	5	34	108	157	85	**48**	**15**	**4**	2	0	0	458	36-45	265
08:00	0	**4**	**12**	18	84	**179**	166	**90**	19	2	1	1	0	0	**576**	36-45	345
09:00	0	0	2	10	53	154	137	78	18	0	0	0	0	0	452	36-45	291
10:00	0	1	0	14	50	150	**177**	73	18	6	0	1	0	0	490	36-45	327
11:00	0	1	0	**21**	**92**	179	149	82	12	3	1	0	0	0	540	36-45	328
12 PM	1	2	4	46	132	238	168	65	16	1	0	**1**	0	0	674	36-45	406
13:00	0	0	1	34	151	242	184	63	12	2	0	0	0	0	689	36-45	426
14:00	0	2	4	32	147	240	167	61	6	5	0	0	0	0	664	36-45	407
15:00	0	3	8	64	157	**313**	174	68	12	3	1	0	0	0	803	36-45	487
16:00	1	**7**	16	68	181	271	**186**	**69**	**17**	**6**	**2**	0	0	0	824	36-45	457
17:00	**2**	7	**25**	**98**	**235**	235	176	68	6	6	1	0	0	0	**859**	31-40	470
18:00	1	0	3	42	152	232	144	43	14	3	2	1	0	0	637	31-40	384
19:00	0	1	1	19	93	187	124	42	15	0	1	1	0	0	484	36-45	311
20:00	1	2	6	8	67	153	111	51	9	4	0	0	0	0	412	36-45	264
21:00	1	3	3	12	36	115	139	49	15	2	0	1	0	0	376	36-45	254
22:00	0	0	0	5	41	74	99	42	12	3	0	0	0	0	276	36-45	173
23:00	0	1	3	2	16	60	59	34	14	4	0	0	**1**	0	194	36-45	119
Total	7	36	96	525	1786	3319	2746	1214	330	87	19	14	1	0	10180		
Percent	0.1%	0.4%	0.9%	5.2%	17.5%	32.6%	27.0%	11.9%	3.2%	0.9%	0.2%	0.1%	0.0%	0.0%			
AM Peak		08:00	08:00	11:00	11:00	08:00	10:00	08:00	07:00	07:00	07:00	04:00			08:00		
Vol.		4	12	21	92	179	177	90	48	15	4	3			576		
PM Peak	17:00	16:00	17:00	17:00	17:00	15:00	16:00	16:00	16:00	16:00	16:00	12:00	23:00		17:00		
Vol.	2	7	25	98	235	313	186	69	17	6	2	1	1		859		

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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	Pace Speed	Number in Pace
02/12/22	0	1	0	3	14	23	27	19	9	3	0	1	0	0	100	36-45	50
01:00	0	0	0	2	6	15	28	14	6	0	0	0	0	0	71	36-45	43
02:00	0	0	0	3	10	14	11	7	3	3	1	**2**	0	0	54	34-43	25
03:00	0	1	0	0	1	16	10	3	4	0	0	2	0	0	37	36-45	26
04:00	0	0	1	0	5	13	19	11	7	4	2	1	0	0	63	36-45	32
05:00	0	0	1	0	6	25	25	16	4	5	1	0	0	0	83	36-45	50
06:00	0	0	0	4	8	25	31	22	9	1	0	0	0	0	100	36-45	56
07:00	0	0	0	1	16	45	50	51	17	5	0	0	0	0	185	41-50	101
08:00	0	0	1	8	33	63	85	55	18	**10**	0	0	0	0	273	36-45	148
09:00	**1**	0	0	8	55	133	125	55	16	3	0	0	0	0	396	36-45	258
10:00	0	1	1	7	60	154	**169**	**72**	**19**	5	1	0	0	0	489	36-45	323
11:00	0	**3**	**2**	**21**	**138**	**218**	162	69	13	4	**3**	0	0	0	**633**	36-45	380
12 PM	0	1	4	30	110	**255**	174	68	18	3	1	0	0	0	664	36-45	429
13:00	0	3	1	26	110	249	**204**	59	15	4	1	0	**1**	0	673	36-45	453
14:00	0	0	7	42	**181**	213	162	55	13	3	0	0	0	0	**676**	31-40	394
15:00	1	0	3	21	106	221	185	62	21	**7**	0	0	0	0	627	36-45	406
16:00	0	3	3	26	114	215	182	**70**	**22**	3	**2**	**1**	0	0	641	36-45	397
17:00	0	**4**	**12**	**53**	146	193	147	49	9	2	0	1	0	0	616	34-43	340
18:00	0	2	6	22	100	179	143	60	13	5	1	1	0	0	532	36-45	322
19:00	1	0	2	21	68	137	128	43	9	2	0	0	1	0	412	36-45	265
20:00	**2**	0	1	11	57	126	122	45	10	1	0	1	0	0	376	36-45	248
21:00	0	0	1	8	41	102	89	47	5	2	0	0	0	0	295	36-45	191
22:00	0	1	3	5	27	80	73	39	12	4	0	0	0	0	244	36-45	153
23:00	0	0	1	8	20	60	61	34	11	2	0	0	0	0	197	36-45	121
Total	5	20	50	330	1432	2774	2412	1025	283	81	13	10	2	0	8437		
Percent	0.1%	0.2%	0.6%	3.9%	17.0%	32.9%	28.6%	12.1%	3.4%	1.0%	0.2%	0.1%	0.0%	0.0%			
AM Peak	09:00	11:00	11:00	11:00	11:00	11:00	10:00	10:00	10:00	08:00	11:00	02:00			11:00		
Vol.	1	3	2	21	138	218	169	72	19	10	3	2			633		
PM Peak	20:00	17:00	17:00	17:00	14:00	12:00	13:00	16:00	16:00	15:00	16:00	16:00	13:00		14:00		
Vol.	2	4	12	53	181	255	204	70	22	7	2	1	1		676		

Hemingway Ave North of Dodge Avenue
East Haven, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5571

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/13/22	0	0	**1**	4	7	31	42	16	9	2	0	0	0	0	112	36-45	73
01:00	0	0	1	0	10	18	21	15	7	4	0	0	0	0	76	36-45	39
02:00	0	0	0	0	10	7	21	12	6	**5**	**2**	0	0	0	63	41-50	33
03:00	0	**1**	0	1	2	9	10	7	2	0	0	0	0	0	32	36-45	19
04:00	0	0	1	0	8	7	7	4	4	3	0	0	0	0	34	31-40	15
05:00	0	0	0	3	8	10	9	8	3	1	1	0	0	0	43	34-43	19
06:00	0	0	0	1	20	24	17	10	1	0	0	0	0	0	73	31-40	44
07:00	**1**	0	0	6	16	33	35	20	**12**	2	0	0	0	0	125	36-45	68
08:00	0	0	1	**11**	17	64	49	21	9	3	0	0	0	0	175	36-45	113
09:00	1	1	1	7	**37**	**74**	**69**	**35**	9	1	1	0	0	0	**236**	36-45	143
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	2	2	5	33	135	277	280	148	62	21	4	0	0	0	969		
Percent	0.2%	0.2%	0.5%	3.4%	13.9%	28.6%	28.9%	15.3%	6.4%	2.2%	0.4%	0.0%	0.0%	0.0%			
AM Peak	07:00	03:00	00:00	08:00	09:00	09:00	09:00	09:00	07:00	02:00	02:00				09:00		
Vol.	1	1	1	11	37	74	69	35	12	5	2				236		
PM Peak																	
Vol.																	
Total	83	252	593	2558	8179	14528	11874	5158	1500	412	98	36	6	0	45277		
Percent	0.2%	0.6%	1.3%	5.6%	18.1%	32.1%	26.2%	11.4%	3.3%	0.9%	0.2%	0.1%	0.0%	0.0%			

	15th Percentile :	32 MPH
	50th Percentile :	38 MPH
	85th Percentile :	45 MPH
	95th Percentile :	49 MPH
Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	26402
	Percent in Pace :	58.3%
	Number of Vehicles > 40 MPH :	19084
	Percent of Vehicles > 40 MPH :	42.1%
	Mean Speed(Average) :	39 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Hemingway Ave North of Dodge Avenue
East Haven, Connecticut

Site Code:
Station ID: 5571

Latitude: 0' 0.0000 Undefined

Start	07-Feb-22		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	*	*	*	*	42	49	39	64	61	64	59	100	68	112	54	78
01:00	*	*	*	*	17	35	21	40	34	46	50	71	54	76	35	54
02:00	*	*	*	*	23	21	25	37	19	38	28	54	41	63	27	43
03:00	*	*	*	*	39	37	45	31	62	44	26	37	22	32	39	36
04:00	*	*	*	*	77	76	85	83	86	92	51	63	22	34	64	70
05:00	*	*	*	*	239	166	237	160	207	162	106	83	50	43	168	123
06:00	*	*	*	*	556	334	560	333	546	326	190	100	117	73	394	233
07:00	*	*	*	*	**913**	475	**893**	486	**836**	458	358	185	173	125	**635**	346
08:00	*	*	*	*	744	**557**	720	**540**	730	**576**	476	273	273	175	589	424
09:00	*	*	*	*	601	461	575	436	649	452	624	396	306	236	551	396
10:00	*	*	*	*	503	445	477	439	566	490	673	489	417	330	527	439
11:00	*	*	**361**	**269**	542	486	565	458	596	540	**693**	**633**	**468**	**451**	538	**473**
12:00 PM	*	*	584	555	653	614	587	564	673	674	**688**	664	**479**	493	611	594
01:00	*	*	663	549	573	595	628	560	692	689	680	673	429	505	611	595
02:00	*	*	632	676	642	639	636	640	686	664	585	**676**	430	463	602	626
03:00	*	*	**720**	**879**	766	818	**772**	789	760	803	628	627	439	**584**	681	750
04:00	*	*	718	878	**789**	**898**	765	**841**	**852**	824	567	641	417	518	**685**	**767**
05:00	*	*	686	811	707	817	634	839	725	**859**	579	616	428	519	626	744
06:00	*	*	440	563	432	614	457	613	484	637	443	532	263	403	420	560
07:00	*	*	288	495	280	480	339	475	353	484	322	412	191	274	296	437
08:00	*	*	222	395	250	398	234	404	267	412	234	376	196	236	234	370
09:00	*	*	148	284	191	291	157	307	212	376	207	295	122	203	173	293
10:00	*	*	107	172	125	217	110	175	152	276	149	244	250	247	149	222
11:00	*	*	73	96	78	97	77	135	113	194	112	197	94	128	91	141
Lane	0	0	5642	6622	9782	9620	9638	9449	10361	10180	8528	8437	5749	6323	8800	8814
Day	0		12264		19402		19087		20541		16965		12072		17614	
AM Peak	-	-	11:00	11:00	07:00	08:00	07:00	08:00	07:00	08:00	11:00	11:00	11:00	11:00	07:00	11:00
Vol.	-	-	361	269	913	557	893	540	836	576	693	633	468	451	635	473
PM Peak	-	-	15:00	15:00	16:00	16:00	15:00	16:00	16:00	17:00	12:00	14:00	12:00	15:00	16:00	16:00
Vol.	-	-	720	879	789	898	772	841	852	859	688	676	479	584	685	767

Hemingway Ave North of Dodge Avenue
East Haven, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5571

Latitude: 0' 0.0000 Undefined

Start	14-Feb-22		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	40	43	34	52	34	57	*	*	*	*	*	*	*	*	36	51
01:00	28	41	17	36	19	29	*	*	*	*	*	*	*	*	21	35
02:00	26	28	26	30	21	25	*	*	*	*	*	*	*	*	24	28
03:00	44	33	40	26	46	30	*	*	*	*	*	*	*	*	43	30
04:00	80	93	79	96	84	91	*	*	*	*	*	*	*	*	81	93
05:00	208	147	242	156	238	168	*	*	*	*	*	*	*	*	229	157
06:00	468	346	461	326	485	333	*	*	*	*	*	*	*	*	471	335
07:00	**703**	465	**681**	432	**722**	450	*	*	*	*	*	*	*	*	**702**	449
08:00	598	**532**	593	**525**	608	**509**	*	*	*	*	*	*	*	*	600	**522**
09:00	522	428	537	410	504	413	*	*	*	*	*	*	*	*	521	417
10:00	446	450	487	412	445	433	*	*	*	*	*	*	*	*	459	432
11:00	445	468	448	439	478	489	*	*	*	*	*	*	*	*	457	465
12:00 PM	482	591	484	536	**550**	**581**	*	*	*	*	*	*	*	*	505	569
01:00	535	582	509	529	*	*	*	*	*	*	*	*	*	*	522	556
02:00	544	624	529	618	*	*	*	*	*	*	*	*	*	*	536	621
03:00	614	**843**	**608**	731	*	*	*	*	*	*	*	*	*	*	611	787
04:00	**624**	819	599	**760**	*	*	*	*	*	*	*	*	*	*	**612**	**790**
05:00	541	816	573	706	*	*	*	*	*	*	*	*	*	*	557	761
06:00	374	599	410	564	*	*	*	*	*	*	*	*	*	*	392	582
07:00	322	459	261	418	*	*	*	*	*	*	*	*	*	*	292	438
08:00	236	356	192	322	*	*	*	*	*	*	*	*	*	*	214	339
09:00	136	277	155	243	*	*	*	*	*	*	*	*	*	*	146	260
10:00	188	170	108	134	*	*	*	*	*	*	*	*	*	*	148	152
11:00	76	105	68	107	*	*	*	*	*	*	*	*	*	*	72	106
Lane	8280	9315	8141	8608	4234	3608	0	0	0	0	0	0	0	0	8251	8975
Day	17595		16749		7842		0		0		0		0		17226	
AM Peak	07:00	08:00	07:00	08:00	07:00	08:00	-	-	-	-	-	-	-	-	07:00	08:00
Vol.	703	532	681	525	722	509	-	-	-	-	-	-	-	-	702	522
PM Peak	16:00	15:00	15:00	16:00	12:00	12:00	-	-	-	-	-	-	-	-	16:00	16:00
Vol.	624	843	608	760	550	581	-	-	-	-	-	-	-	-	612	790

Comb. Total	17595	29013	27244	19087	20541	16965	12072	34840
ADT	ADT 18,406	AADT 18,406						

Southbound

Hemingway Avenue South of Short Beach Rd
East Haven, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5614

Latitude: 0' 0.0000 Undefined

Start Time	Mon 21-Mar-22	Tue 22-Mar-22	Wed 23-Mar-22	Thu 24-Mar-22	Fri 25-Mar-22	Week Day Average	Sat 26-Mar-22	Sun 27-Mar-22	Week Average
12:00 AM	*	*	*	*	32	32	64	68	55
01:00	*	*	*	*	24	24	32	41	32
02:00	*	*	*	*	18	18	28	27	24
03:00	*	*	*	*	20	20	17	11	16
04:00	*	*	*	*	64	64	31	14	36
05:00	*	*	*	*	128	128	72	41	80
06:00	*	*	*	*	233	233	85	47	122
07:00	*	*	*	*	272	272	134	83	163
08:00	*	*	*	*	358	358	183	119	220
09:00	*	*	*	*	287	287	250	190	242
10:00	*	*	*	*	284	284	288	219	264
11:00	*	*	*	*	338	338	335	247	307
12:00 PM	*	*	*	*	382	382	299	308	330
01:00	*	*	*	*	326	326	352	314	331
02:00	*	*	*	119	354	236	295	286	264
03:00	*	*	*	549	429	489	297	287	390
04:00	*	*	*	554	383	468	320	280	384
05:00	*	*	*	469	399	434	293	238	350
06:00	*	*	*	386	332	359	231	215	291
07:00	*	*	*	316	279	298	221	210	256
08:00	*	*	*	286	224	255	176	160	212
09:00	*	*	*	163	197	180	144	122	156
10:00	*	*	*	95	127	111	117	75	104
11:00	*	*	*	57	86	72	96	40	70
Total	0	0	0	2994	5576	5668	4360	3642	4699

Date	Daily Total
25-Mar-22	5576

Hemingway Avenue South of Short Beach Rd
East Haven, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5614

Latitude: 0' 0.0000 Undefined

Start Time	Mon 28-Mar-22	Tue 29-Mar-22	Wed 30-Mar-22	Thu 31-Mar-22	Fri 01-Apr-22	Week Day Average	Sat 02-Apr-22	Sun 03-Apr-22	Week Average
12:00 AM	21	24	30	38	37	30	62	64	39
01:00	22	29	17	20	18	21	37	44	27
02:00	13	14	15	15	21	16	39	31	21
03:00	22	16	15	21	23	19	21	19	20
04:00	68	54	65	67	59	63	29	15	51
05:00	115	144	127	132	125	129	61	31	105
06:00	216	250	227	238	233	233	84	45	185
07:00	279	300	262	281	276	280	116	88	229
08:00	354	339	351	335	335	343	185	125	289
09:00	263	267	271	269	288	272	254	178	256
10:00	258	290	261	253	275	267	314	238	270
11:00	257	271	297	282	301	282	284	261	279
12:00 PM	351	363	344	365	357	356	337	289	344
01:00	312	297	303	349	328	318	339	293	317
02:00	320	346	323	326	370	337	342	301	333
03:00	413	409	394	413	381	402	330	281	374
04:00	393	392	416	394	415	402	346	232	370
05:00	385	391	407	384	432	400	317	275	370
06:00	286	260	317	292	327	296	290	230	286
07:00	205	258	245	252	283	249	262	168	239
08:00	210	240	222	232	246	230	219	160	218
09:00	125	133	128	149	168	141	193	130	147
10:00	83	85	98	91	140	99	135	71	100
11:00	53	47	55	46	94	59	90	46	62
Total	5024	5219	5190	5244	5532	5244	4686	3615	4931

Date	Daily Total
28-Mar-22	5024
29-Mar-22	5219
30-Mar-22	5190
31-Mar-22	5244
01-Apr-22	5532
Average	5242

Hemingway Avenue South of Short Beach Rd
East Haven, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5614

Latitude: 0' 0.0000 Undefined

Start Time	Mon 04-Apr-22	Tue 05-Apr-22	Wed 06-Apr-22	Thu 07-Apr-22	Fri 08-Apr-22	Week Day Average	Sat 09-Apr-22	Sun 10-Apr-22	Week Average
12:00 AM	31	32	*	*	*	32	*	*	32
01:00	16	16	*	*	*	16	*	*	16
02:00	13	19	*	*	*	16	*	*	16
03:00	17	18	*	*	*	18	*	*	18
04:00	70	73	*	*	*	72	*	*	72
05:00	130	132	*	*	*	131	*	*	131
06:00	246	240	*	*	*	243	*	*	243
07:00	296	324	*	*	*	310	*	*	310
08:00	345	350	*	*	*	348	*	*	348
09:00	270	*	*	*	*	270	*	*	270
10:00	284	*	*	*	*	284	*	*	284
11:00	299	*	*	*	*	299	*	*	299
12:00 PM	360	*	*	*	*	360	*	*	360
01:00	319	*	*	*	*	319	*	*	319
02:00	357	*	*	*	*	357	*	*	357
03:00	388	*	*	*	*	388	*	*	388
04:00	436	*	*	*	*	436	*	*	436
05:00	380	*	*	*	*	380	*	*	380
06:00	325	*	*	*	*	325	*	*	325
07:00	264	*	*	*	*	264	*	*	264
08:00	228	*	*	*	*	228	*	*	228
09:00	134	*	*	*	*	134	*	*	134
10:00	85	*	*	*	*	85	*	*	85
11:00	57	*	*	*	*	57	*	*	57
Total	5350	1204	0	0	0	5372	0	0	5372
Date	Daily Total								
04-Apr-22	5350								
Grand Total	10374	6423	5190	8238	11108	16284	9046	7257	15002

Northbound

Hemingway Ave South of Short Beach Rd
East Haven, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5613

Latitude: 0' 0.0000 Undefined

Start Time	Mon 21-Mar-22	Tue 22-Mar-22	Wed 23-Mar-22	Thu 24-Mar-22	Fri 25-Mar-22	Week Day Average	Sat 26-Mar-22	Sun 27-Mar-22	Week Average
12:00 AM	*	*	*	*	19	19	35	29	28
01:00	*	*	*	*	7	7	13	19	13
02:00	*	*	*	*	8	8	11	23	14
03:00	*	*	*	*	29	29	16	8	18
04:00	*	*	*	*	48	48	28	16	31
05:00	*	*	*	*	172	172	63	33	89
06:00	*	*	*	*	318	318	141	67	175
07:00	*	*	*	*	541	541	207	123	290
08:00	*	*	*	*	431	431	328	225	328
09:00	*	*	*	*	430	430	380	299	370
10:00	*	*	*	*	381	381	434	329	381
11:00	*	*	*	*	388	388	483	356	409
12:00 PM	*	*	*	*	495	495	459	357	437
01:00	*	*	*	*	382	382	404	344	377
02:00	*	*	*	108	450	279	332	335	306
03:00	*	*	*	505	572	538	323	273	418
04:00	*	*	*	485	554	520	332	298	417
05:00	*	*	*	414	478	446	273	246	353
06:00	*	*	*	294	325	310	268	222	277
07:00	*	*	*	181	258	220	199	200	210
08:00	*	*	*	153	155	154	141	125	144
09:00	*	*	*	108	107	108	140	97	113
10:00	*	*	*	72	112	92	86	51	80
11:00	*	*	*	46	62	54	62	37	52
Total	0	0	0	2366	6722	6370	5158	4112	5330

Date	Daily Total
24-Mar-22	5609
25-Mar-22	6748
26-Mar-22	5174
27-Mar-22	4127
Average	5414

Hemingway Ave South of Short Beach Rd
East Haven, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5613

Latitude: 0' 0.0000 Undefined

Start Time	Mon 28-Mar-22	Tue 29-Mar-22	Wed 30-Mar-22	Thu 31-Mar-22	Fri 01-Apr-22	Week Day Average	Sat 02-Apr-22	Sun 03-Apr-22	Week Average
12:00 AM	12	28	10	19	20	18	27	27	20
01:00	11	7	12	4	8	8	21	25	13
02:00	8	5	8	10	14	9	17	21	12
03:00	33	27	35	22	23	28	16	12	24
04:00	56	54	48	60	56	55	27	15	45
05:00	160	172	182	157	163	167	65	30	133
06:00	277	343	324	336	340	324	134	77	262
07:00	505	531	579	526	520	532	212	159	433
08:00	463	510	487	513	427	480	317	223	420
09:00	413	395	367	372	418	393	398	331	385
10:00	336	365	372	365	359	359	437	313	364
11:00	334	335	359	379	413	364	434	341	371
12:00 PM	438	409	423	424	468	432	438	381	426
01:00	352	315	381	412	399	372	354	302	359
02:00	394	437	389	418	460	420	439	309	407
03:00	487	519	571	509	513	520	367	290	465
04:00	487	494	499	518	547	509	350	232	447
05:00	427	479	472	433	489	460	350	234	412
06:00	287	337	294	295	352	313	317	226	301
07:00	202	189	177	208	261	207	275	178	213
08:00	141	141	143	141	204	154	200	136	158
09:00	73	76	109	110	129	99	138	61	99
10:00	66	78	69	74	110	79	107	62	81
11:00	50	37	41	35	56	44	55	33	44
Total	6012	6283	6351	6340	6749	6346	5495	4018	5894

Date	Daily Total
28-Mar-22	6038
29-Mar-22	6320
30-Mar-22	6397
31-Mar-22	6404
01-Apr-22	6793
02-Apr-22	5506
03-Apr-22	4028
Average	5927

Hemingway Ave South of Short Beach Rd
East Haven, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5613

Latitude: 0' 0.0000 Undefined

Start Time	Mon 04-Apr-22	Tue 05-Apr-22	Wed 06-Apr-22	Thu 07-Apr-22	Fri 08-Apr-22	Week Day Average	Sat 09-Apr-22	Sun 10-Apr-22	Week Average
12:00 AM	18	*	*	*	*	18	*	*	18
01:00	9	*	*	*	*	9	*	*	9
02:00	11	*	*	*	*	11	*	*	11
03:00	28	*	*	*	*	28	*	*	28
04:00	44	*	*	*	*	44	*	*	44
05:00	180	*	*	*	*	180	*	*	180
06:00	366	*	*	*	*	366	*	*	366
07:00	533	*	*	*	*	533	*	*	533
08:00	491	*	*	*	*	491	*	*	491
09:00	373	*	*	*	*	373	*	*	373
10:00	390	*	*	*	*	390	*	*	390
11:00	374	*	*	*	*	374	*	*	374
12:00 PM	411	*	*	*	*	411	*	*	411
01:00	394	*	*	*	*	394	*	*	394
02:00	426	*	*	*	*	426	*	*	426
03:00	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*
Total	4048	0	0	0	0	4048	0	0	4048
Date	Daily Total								
04-Apr-22	6257								
Grand Total	10060	6283	6351	8706	13471	16764	10653	8130	15272

Southbound

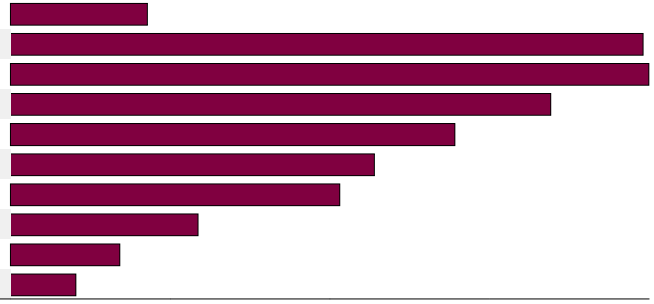
Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Hemingway Avenue South of Short Beach Rd
East Haven, Connecticut

Site Code:
Station ID: 5614

Latitude: 0' 0.0000 Undefined

Start Time	Thu 24-Mar-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		*	*	*	*	*
01:00		*	*	*	*	*
02:00		*	*	*	*	*
03:00		*	*	*	*	*
04:00		*	*	*	*	*
05:00		*	*	*	*	*
06:00		*	*	*	*	*
07:00		*	*	*	*	*
08:00		*	*	*	*	*
09:00		*	*	*	*	*
10:00		*	*	*	*	*
11:00		*	*	*	*	*
12:00 PM		*	*	*	*	*
01:00		*	*	*	*	*
02:00		0	0	5	114	119
03:00		124	147	129	149	549
04:00		139	145	145	125	554
05:00		113	125	125	106	469
06:00		114	86	81	105	386
07:00		93	81	78	64	316
08:00		88	68	67	63	286
09:00		40	41	45	37	163
10:00		28	20	27	20	95
11:00		13	17	13	14	57
Day Total						2994



Hemingway Avenue South of Short Beach Rd
East Haven, Connecticut

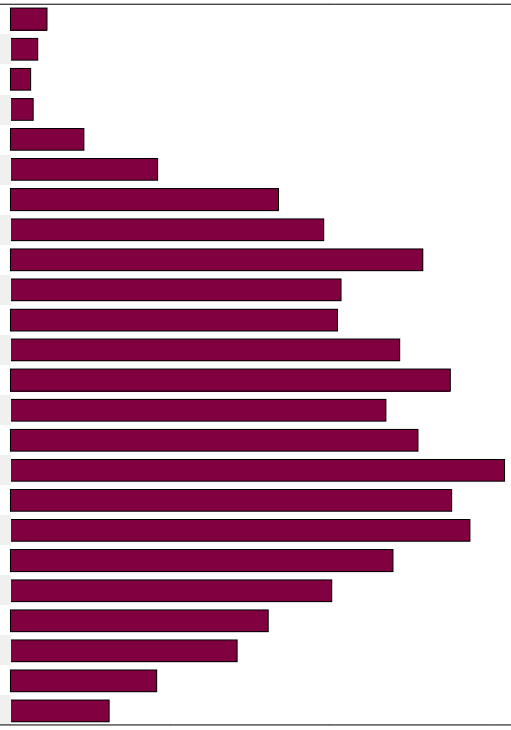
Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5614

Latitude: 0' 0.0000 Undefined

Start Time	Fri 25-Mar-22	<----------Quarter Hour----------> 1st	2nd	3rd	4th	Hour Total
12:00 AM		6	6	14	6	32
01:00		5	9	7	3	24
02:00		6	8	2	2	18
03:00		6	5	4	5	20
04:00		11	11	13	29	64
05:00		21	20	27	60	128
06:00		30	47	65	91	233
07:00		58	69	60	85	272
08:00		86	93	90	89	358
09:00		70	72	74	71	287
10:00		65	73	63	83	284
11:00		72	83	80	103	338
12:00 PM		109	93	96	84	382
01:00		73	82	73	98	326
02:00		69	94	86	105	354
03:00		118	109	98	104	429
04:00		96	105	82	100	383
05:00		104	108	97	90	399
06:00		86	93	78	75	332
07:00		76	55	82	66	279
08:00		70	60	57	37	224
09:00		46	60	46	45	197
10:00		36	41	26	24	127
11:00		33	20	23	10	86
Day Total						5576



Hemingway Avenue South of Short Beach Rd
East Haven, Connecticut

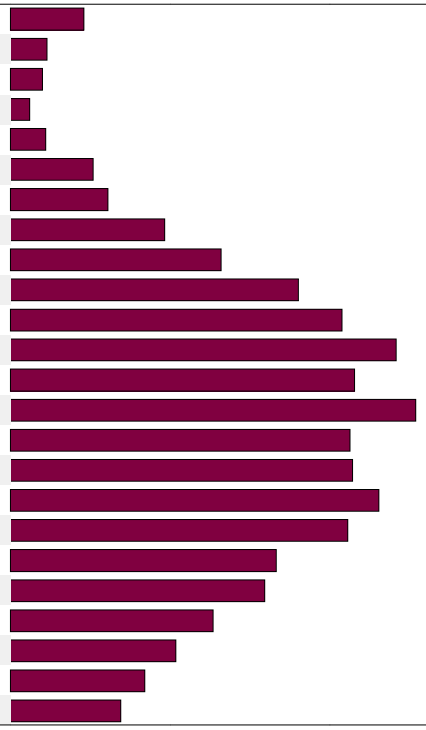
Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5614

Latitude: 0' 0.0000 Undefined

Start Time	Sat 26-Mar-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		21	13	15	15	64
01:00		12	10	4	6	32
02:00		6	12	4	6	28
03:00		5	4	3	5	17
04:00		5	5	9	12	31
05:00		13	10	26	23	72
06:00		15	11	27	32	85
07:00		31	34	35	34	134
08:00		32	34	62	55	183
09:00		61	66	56	67	250
10:00		64	74	70	80	288
11:00		89	98	67	81	335
12:00 PM		72	74	78	75	299
01:00		91	90	88	83	352
02:00		66	87	67	75	295
03:00		70	66	81	80	297
04:00		73	78	79	90	320
05:00		75	90	66	62	293
06:00		57	65	59	50	231
07:00		50	64	55	52	221
08:00		59	39	40	38	176
09:00		51	41	23	29	144
10:00		29	43	20	25	117
11:00		29	25	26	16	96
Day Total						4360



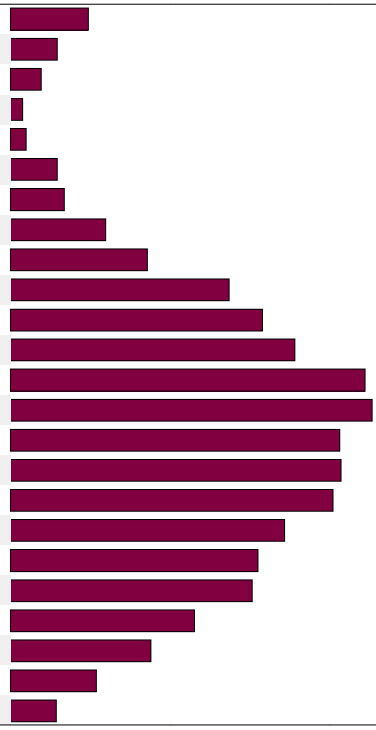
Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Hemingway Avenue South of Short Beach Rd
East Haven, Connecticut

Site Code:
Station ID: 5614

Latitude: 0' 0.0000 Undefined

Start Time	Sun 27-Mar-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		16	19	18	15	68
01:00		13	11	10	7	41
02:00		9	8	5	5	27
03:00		4	4	3	0	11
04:00		2	4	2	6	14
05:00		10	1	14	16	41
06:00		6	11	12	18	47
07:00		9	22	16	36	83
08:00		28	22	32	37	119
09:00		37	43	51	59	190
10:00		48	46	61	64	219
11:00		62	58	58	69	247
12:00 PM		78	88	65	77	308
01:00		87	78	69	80	314
02:00		82	65	70	69	286
03:00		67	66	77	77	287
04:00		73	59	76	72	280
05:00		67	59	54	58	238
06:00		53	55	54	53	215
07:00		59	54	47	50	210
08:00		43	41	45	31	160
09:00		40	36	25	21	122
10:00		15	19	17	24	75
11:00		15	4	14	7	40
Day Total						3642



Hemingway Avenue South of Short Beach Rd
East Haven, Connecticut

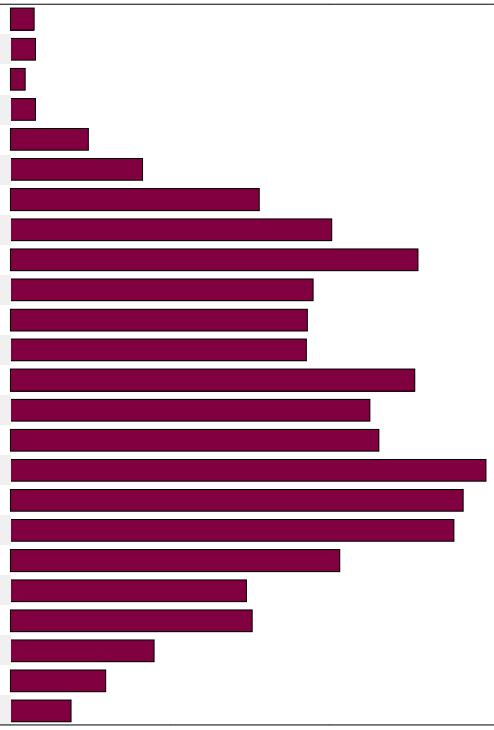
Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5614

Latitude: 0' 0.0000 Undefined

Start Time	Mon 28-Mar-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		6	6	5	4	21
01:00		8	5	2	7	22
02:00		4	4	4	1	13
03:00		6	6	4	6	22
04:00		10	9	15	34	68
05:00		13	24	33	45	115
06:00		40	36	55	85	216
07:00		79	71	59	70	279
08:00		93	80	86	95	354
09:00		78	62	66	57	263
10:00		57	56	71	74	258
11:00		67	53	70	67	257
12:00 PM		75	88	82	106	351
01:00		86	80	74	72	312
02:00		71	71	81	97	320
03:00		111	115	92	95	413
04:00		91	103	93	106	393
05:00		107	92	96	90	385
06:00		77	62	64	83	286
07:00		60	57	45	43	205
08:00		64	51	52	43	210
09:00		38	31	38	18	125
10:00		27	16	18	22	83
11:00		15	11	13	14	53
Day Total						5024



Hemingway Avenue South of Short Beach Rd
East Haven, Connecticut

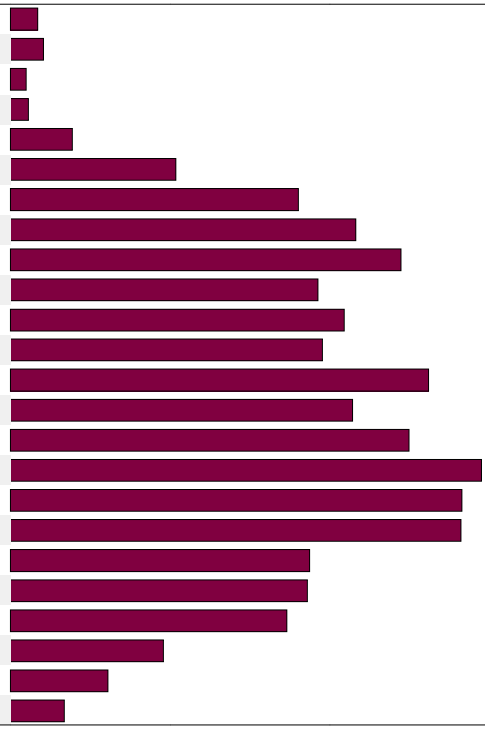
Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5614

Latitude: 0' 0.0000 Undefined

Start Time	Tue 29-Mar-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		9	6	7	2	24
01:00		7	10	10	2	29
02:00		2	4	4	4	14
03:00		7	3	1	5	16
04:00		6	9	15	24	54
05:00		20	26	45	53	144
06:00		31	54	76	89	250
07:00		64	69	78	89	300
08:00		90	71	87	91	339
09:00		69	66	82	50	267
10:00		77	66	79	68	290
11:00		68	78	60	65	271
12:00 PM		88	110	80	85	363
01:00		84	63	76	74	297
02:00		78	72	98	98	346
03:00		94	106	93	116	409
04:00		100	100	87	105	392
05:00		97	105	95	94	391
06:00		71	55	72	62	260
07:00		78	57	64	59	258
08:00		65	70	54	51	240
09:00		38	38	27	30	133
10:00		21	30	22	12	85
11:00		17	13	7	10	47
Day Total						5219



Hemingway Avenue South of Short Beach Rd
East Haven, Connecticut

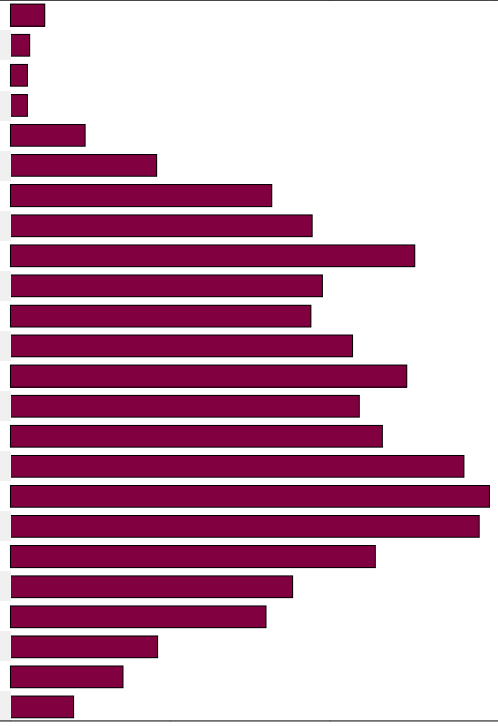
Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5614

Latitude: 0' 0.0000 Undefined

Start Time	Wed 30-Mar-22	<----------Quarter Hour----------> 1st	2nd	3rd	4th	Hour Total
12:00 AM		8	8	11	3	30
01:00		5	3	4	5	17
02:00		4	2	3	6	15
03:00		5	1	2	7	15
04:00		7	9	15	34	65
05:00		22	25	29	51	127
06:00		37	42	69	79	227
07:00		63	68	61	70	262
08:00		100	80	98	73	351
09:00		49	78	73	71	271
10:00		68	65	70	58	261
11:00		61	77	75	84	297
12:00 PM		91	80	83	90	344
01:00		73	85	78	67	303
02:00		68	78	83	94	323
03:00		105	95	93	101	394
04:00		94	114	105	103	416
05:00		114	98	100	95	407
06:00		87	82	72	76	317
07:00		60	65	58	62	245
08:00		67	48	54	53	222
09:00		41	36	28	23	128
10:00		32	30	23	13	98
11:00		19	16	14	6	55
Day Total						5190



Hemingway Avenue South of Short Beach Rd
East Haven, Connecticut

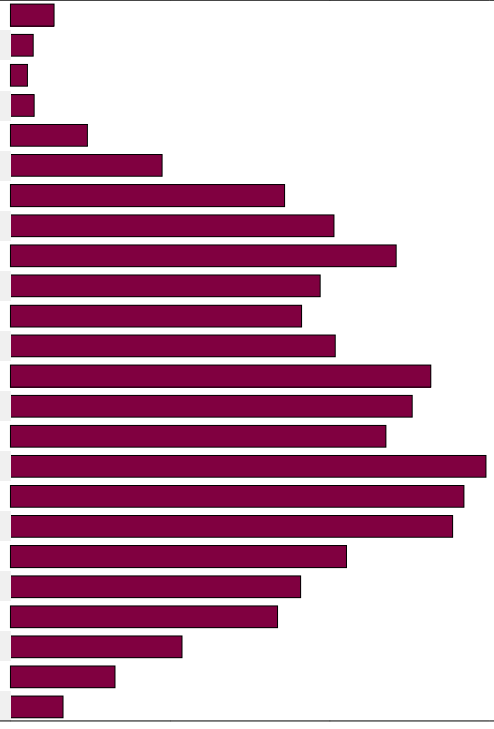
Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5614

Latitude: 0' 0.0000 Undefined

Start Time	Thu 31-Mar-22	<----------Quarter Hour----------> 1st	2nd	3rd	4th	Hour Total
12:00 AM		8	15	11	4	38
01:00		3	4	4	9	20
02:00		2	4	5	4	15
03:00		2	5	4	10	21
04:00		9	11	18	29	67
05:00		15	30	30	57	132
06:00		39	49	63	87	238
07:00		53	61	67	100	281
08:00		90	81	85	79	335
09:00		70	71	72	56	269
10:00		63	59	69	62	253
11:00		68	61	62	91	282
12:00 PM		88	86	93	98	365
01:00		100	87	84	78	349
02:00		78	75	85	88	326
03:00		109	100	109	95	413
04:00		89	110	87	108	394
05:00		97	91	101	95	384
06:00		75	70	71	76	292
07:00		73	68	60	51	252
08:00		62	60	56	54	232
09:00		48	43	35	23	149
10:00		33	19	21	18	91
11:00		12	18	9	7	46
Day Total						5244



Hemingway Avenue South of Short Beach Rd
East Haven, Connecticut

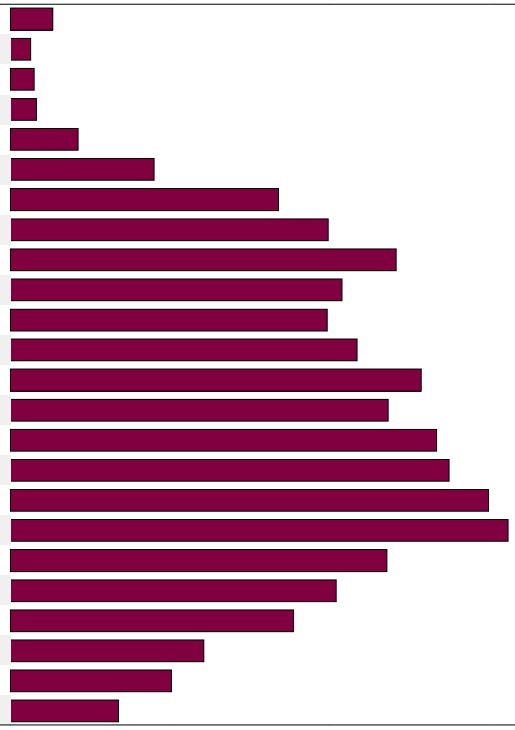
Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5614

Latitude: 0' 0.0000 Undefined

Start Time	Fri 01-Apr-22	<----------Quarter Hour----------> 1st	2nd	3rd	4th	Hour Total
12:00 AM		12	14	7	4	37
01:00		8	4	4	2	18
02:00		9	3	5	4	21
03:00		8	3	5	7	23
04:00		10	8	13	28	59
05:00		21	24	33	47	125
06:00		30	58	59	86	233
07:00		68	60	72	76	276
08:00		77	83	89	86	335
09:00		78	65	75	70	288
10:00		66	64	68	77	275
11:00		80	61	76	84	301
12:00 PM		90	89	101	77	357
01:00		81	85	72	90	328
02:00		93	91	96	90	370
03:00		95	100	93	93	381
04:00		108	106	95	106	415
05:00		115	117	112	88	432
06:00		85	100	68	74	327
07:00		73	80	65	65	283
08:00		69	51	61	65	246
09:00		41	51	42	34	168
10:00		37	34	33	36	140
11:00		15	34	26	19	94
Day Total						5532



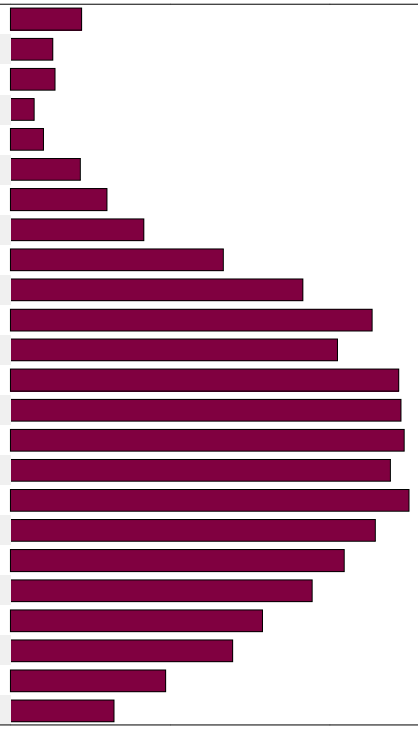
Hemingway Avenue South of Short Beach Rd
East Haven, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5614

Latitude: 0' 0.0000 Undefined

Start Time	Sat 02-Apr-22	<----------Quarter Hour----------> 1st	2nd	3rd	4th	Hour Total
12:00 AM		17	23	7	15	62
01:00		10	8	6	13	37
02:00		7	15	9	8	39
03:00		5	5	7	4	21
04:00		4	8	6	11	29
05:00		12	7	18	24	61
06:00		14	15	26	29	84
07:00		21	33	21	41	116
08:00		47	38	44	56	185
09:00		65	61	59	69	254
10:00		64	81	83	86	314
11:00		71	67	65	81	284
12:00 PM		83	85	95	74	337
01:00		74	84	89	92	339
02:00		89	69	97	87	342
03:00		75	82	89	84	330
04:00		75	92	86	93	346
05:00		92	84	72	69	317
06:00		69	72	77	72	290
07:00		67	61	74	60	262
08:00		65	55	53	46	219
09:00		53	51	48	41	193
10:00		42	38	28	27	135
11:00		32	21	23	14	90
Day Total						4686



Hemingway Avenue South of Short Beach Rd
East Haven, Connecticut

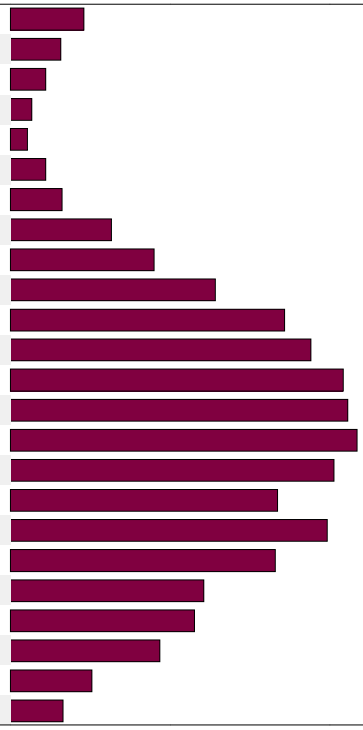
Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5614

Latitude: 0' 0.0000 Undefined

Start Time	Sun 03-Apr-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		18	14	16	16	64
01:00		12	7	13	12	44
02:00		13	5	7	6	31
03:00		6	8	2	3	19
04:00		3	3	3	6	15
05:00		12	4	8	7	31
06:00		10	8	15	12	45
07:00		16	25	21	26	88
08:00		23	31	34	37	125
09:00		41	46	42	49	178
10:00		51	61	64	62	238
11:00		62	53	58	88	261
12:00 PM		75	68	72	74	289
01:00		80	68	71	74	293
02:00		76	77	82	66	301
03:00		72	83	65	61	281
04:00		49	66	44	73	232
05:00		70	74	71	60	275
06:00		54	54	60	62	230
07:00		42	50	32	44	168
08:00		39	48	40	33	160
09:00		42	38	21	29	130
10:00		22	20	13	16	71
11:00		15	14	9	8	46
Day Total						3615



Hemingway Avenue South of Short Beach Rd
East Haven, Connecticut

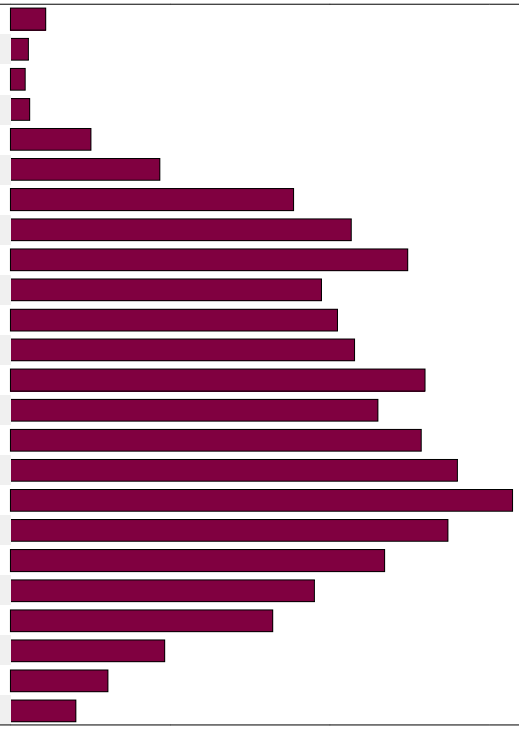
Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5614

Latitude: 0' 0.0000 Undefined

Start Time	Mon 04-Apr-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		10	10	5	6	31
01:00		4	3	3	6	16
02:00		4	5	3	1	13
03:00		4	4	5	4	17
04:00		3	16	20	31	70
05:00		25	24	30	51	130
06:00		31	51	65	99	246
07:00		62	69	67	98	296
08:00		83	90	86	86	345
09:00		69	70	65	66	270
10:00		75	78	68	63	284
11:00		70	68	67	94	299
12:00 PM		91	93	83	93	360
01:00		75	76	89	79	319
02:00		87	78	86	106	357
03:00		82	99	101	106	388
04:00		110	106	113	107	436
05:00		94	105	89	92	380
06:00		94	76	72	83	325
07:00		73	67	67	57	264
08:00		66	68	48	46	228
09:00		50	36	25	23	134
10:00		29	27	13	16	85
11:00		19	18	10	10	57
Day Total						5350



Hemingway Avenue South of Short Beach Rd
East Haven, Connecticut

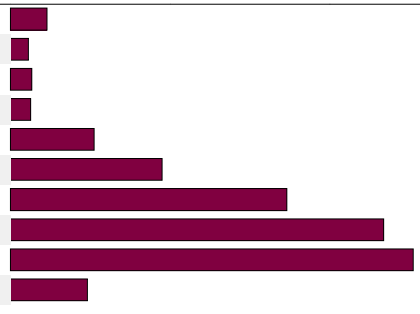
Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5614

Latitude: 0' 0.0000 Undefined

Start Time	Tue 05-Apr-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		13	8	5	6	32
01:00		5	4	4	3	16
02:00		4	1	5	9	19
03:00		6	3	4	5	18
04:00		7	13	26	27	73
05:00		20	28	36	48	132
06:00		34	37	78	91	240
07:00		67	67	78	112	324
08:00		83	87	96	84	350
09:00		67	*	*	*	67
10:00		*	*	*	*	*
11:00		*	*	*	*	*
12:00 PM		*	*	*	*	*
01:00		*	*	*	*	*
02:00		*	*	*	*	*
03:00		*	*	*	*	*
04:00		*	*	*	*	*
05:00		*	*	*	*	*
06:00		*	*	*	*	*
07:00		*	*	*	*	*
08:00		*	*	*	*	*
09:00		*	*	*	*	*
10:00		*	*	*	*	*
11:00		*	*	*	*	*
Day Total						1271
Grand Total						57703



ADT	ADT 5,305	AADT 5,305

Northbound

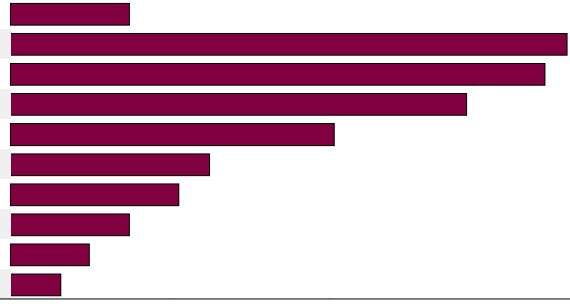
Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Hemingway Ave South of Short Beach Rd
East Haven, Connecticut

Site Code:
Station ID: 5613

Latitude: 0' 0.0000 Undefined

Start Time	Thu 24-Mar-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		*	*	*	*	*
01:00		*	*	*	*	*
02:00		*	*	*	*	*
03:00		*	*	*	*	*
04:00		*	*	*	*	*
05:00		*	*	*	*	*
06:00		*	*	*	*	*
07:00		*	*	*	*	*
08:00		*	*	*	*	*
09:00		*	*	*	*	*
10:00		*	*	*	*	*
11:00		*	*	*	*	*
12:00 PM		*	*	*	*	*
01:00		*	*	*	*	*
02:00		0	0	24	84	108
03:00		111	106	154	134	505
04:00		122	106	122	135	485
05:00		171	91	81	71	414
06:00		80	79	76	59	294
07:00		55	45	48	33	181
08:00		41	34	44	34	153
09:00		40	30	20	18	108
10:00		19	18	23	12	72
11:00		19	8	5	14	46
Day Total						2366



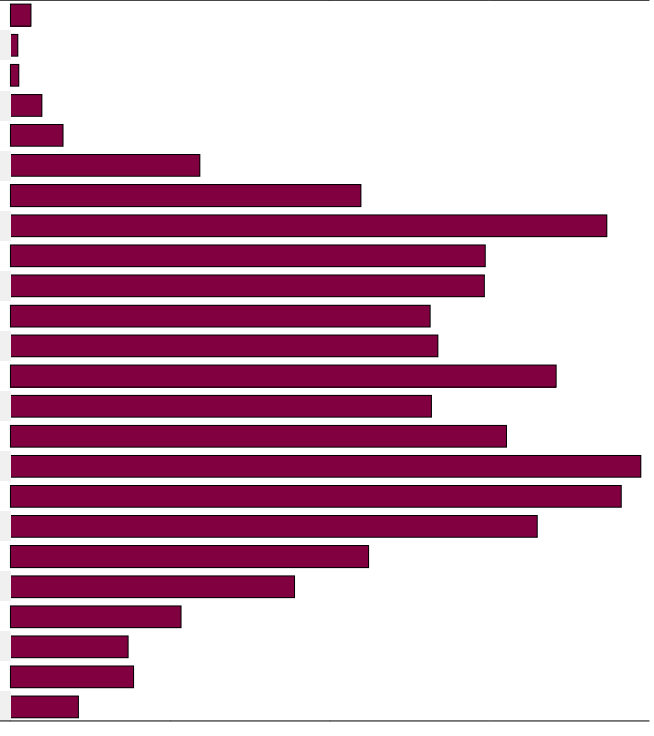
Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Hemingway Ave South of Short Beach Rd
East Haven, Connecticut

Site Code:
Station ID: 5613

Latitude: 0' 0.0000 Undefined

Start Time	Fri 25-Mar-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		5	8	4	2	19
01:00		3	0	0	4	7
02:00		5	1	1	1	8
03:00		8	5	10	6	29
04:00		8	11	15	14	48
05:00		22	41	56	53	172
06:00		58	67	95	98	318
07:00		129	123	151	138	541
08:00		105	107	101	118	431
09:00		125	100	105	100	430
10:00		93	89	115	84	381
11:00		76	95	105	112	388
12:00 PM		127	120	123	125	495
01:00		94	94	84	110	382
02:00		116	106	122	106	450
03:00		126	126	169	151	572
04:00		167	120	131	136	554
05:00		154	127	118	79	478
06:00		82	91	83	69	325
07:00		63	63	68	64	258
08:00		38	37	38	42	155
09:00		25	36	28	18	107
10:00		37	31	23	21	112
11:00		23	17	15	7	62
Day Total						6722



Hemingway Ave South of Short Beach Rd
East Haven, Connecticut

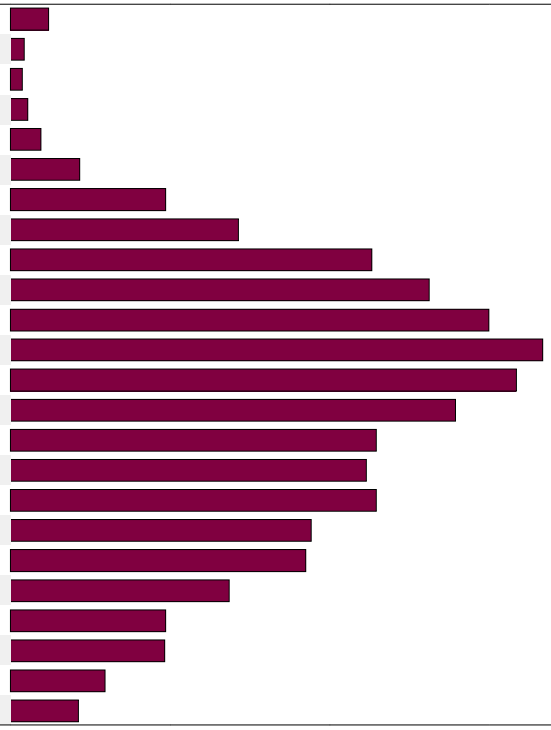
Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5613

Latitude: 0' 0.0000 Undefined

Start Time	Sat 26-Mar-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		8	12	6	9	35
01:00		2	5	3	3	13
02:00		4	3	1	3	11
03:00		5	3	5	3	16
04:00		1	6	13	8	28
05:00		7	15	16	25	63
06:00		21	35	40	45	141
07:00		42	55	57	53	207
08:00		76	72	88	92	328
09:00		75	86	102	117	380
10:00		94	109	127	104	434
11:00		111	143	118	111	483
12:00 PM		120	132	102	105	459
01:00		111	105	101	87	404
02:00		82	88	77	85	332
03:00		89	72	70	92	323
04:00		89	75	87	81	332
05:00		79	73	68	53	273
06:00		78	63	61	66	268
07:00		59	61	43	36	199
08:00		40	43	26	32	141
09:00		44	27	39	30	140
10:00		31	23	14	18	86
11:00		22	17	14	9	62
Day Total						5158



Hemingway Ave South of Short Beach Rd
East Haven, Connecticut

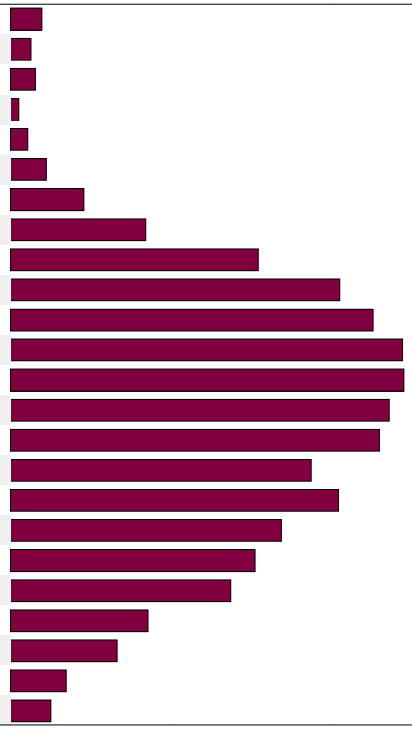
Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5613

Latitude: 0' 0.0000 Undefined

Start Time	Sun 27-Mar-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		7	9	5	8	29
01:00		4	6	6	3	19
02:00		3	9	1	10	23
03:00		2	3	2	1	8
04:00		3	5	4	4	16
05:00		9	7	8	9	33
06:00		2	26	16	23	67
07:00		25	30	33	35	123
08:00		46	50	70	59	225
09:00		63	67	84	85	299
10:00		91	94	69	75	329
11:00		89	101	89	77	356
12:00 PM		87	82	91	97	357
01:00		92	85	77	90	344
02:00		92	84	78	81	335
03:00		65	77	58	73	273
04:00		89	72	72	65	298
05:00		62	63	52	69	246
06:00		70	44	54	54	222
07:00		66	52	41	41	200
08:00		46	32	24	23	125
09:00		33	24	21	19	97
10:00		10	16	15	10	51
11:00		14	6	10	7	37
Day Total						4112



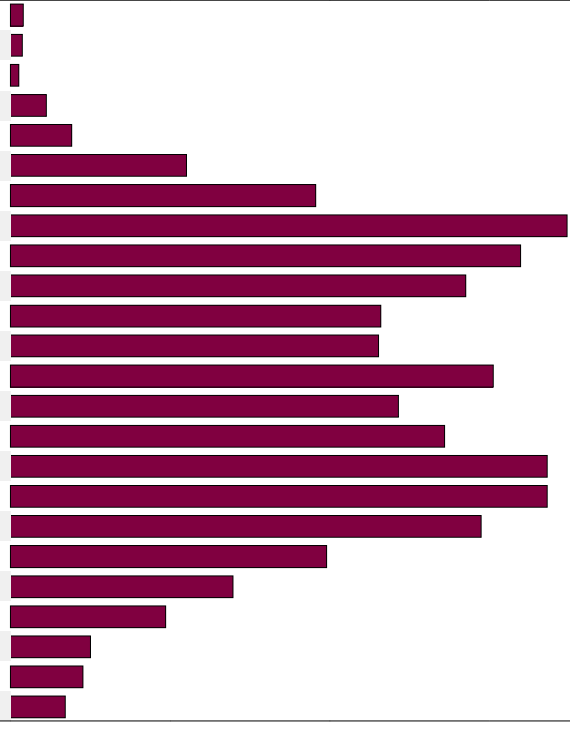
Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Hemingway Ave South of Short Beach Rd
East Haven, Connecticut

Site Code:
Station ID: 5613

Latitude: 0' 0.0000 Undefined

Start Time	Mon 28-Mar-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		1	6	3	2	12
01:00		5	2	2	2	11
02:00		5	1	0	2	8
03:00		5	8	6	14	33
04:00		8	10	13	25	56
05:00		19	29	48	64	160
06:00		53	54	85	85	277
07:00		120	111	148	126	505
08:00		104	127	108	124	463
09:00		114	98	106	95	413
10:00		94	79	84	79	336
11:00		71	98	94	71	334
12:00 PM		121	107	109	101	438
01:00		106	90	71	85	352
02:00		90	98	119	87	394
03:00		125	101	142	119	487
04:00		126	113	124	124	487
05:00		146	117	88	76	427
06:00		80	73	78	56	287
07:00		52	61	46	43	202
08:00		37	52	28	24	141
09:00		26	19	17	11	73
10:00		17	11	18	20	66
11:00		23	12	3	12	50
Day Total						6012



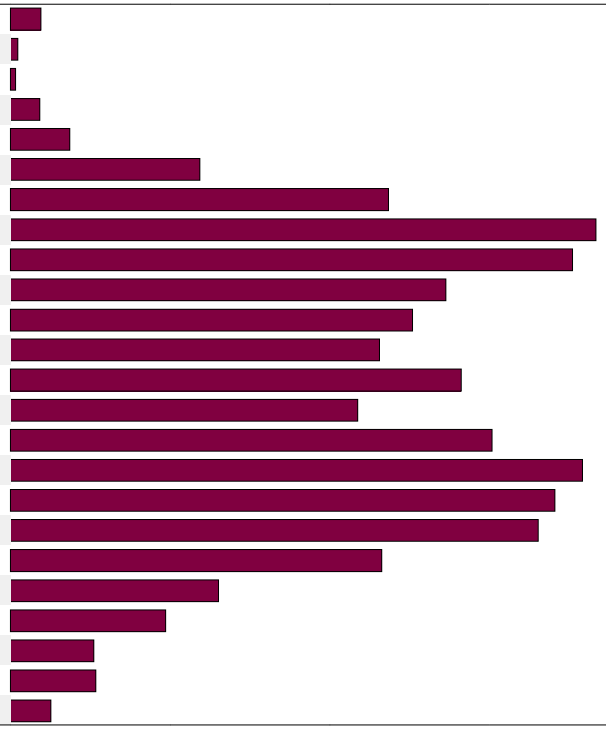
Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Hemingway Ave South of Short Beach Rd
East Haven, Connecticut

Site Code:
Station ID: 5613

Latitude: 0' 0.0000 Undefined

Start Time	Tue 29-Mar-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		7	9	8	4	28
01:00		0	2	4	1	7
02:00		0	2	2	1	5
03:00		13	3	4	7	27
04:00		5	8	18	23	54
05:00		23	38	58	53	172
06:00		66	82	102	93	343
07:00		120	137	137	137	531
08:00		159	110	106	135	510
09:00		110	88	106	91	395
10:00		66	110	108	81	365
11:00		74	77	85	99	335
12:00 PM		99	114	115	81	409
01:00		68	78	77	92	315
02:00		94	97	127	119	437
03:00		99	123	168	129	519
04:00		130	93	129	142	494
05:00		140	123	130	86	479
06:00		99	92	84	62	337
07:00		57	45	43	44	189
08:00		45	45	28	23	141
09:00		19	20	18	19	76
10:00		20	21	20	17	78
11:00		15	8	5	9	37
Day Total						6283



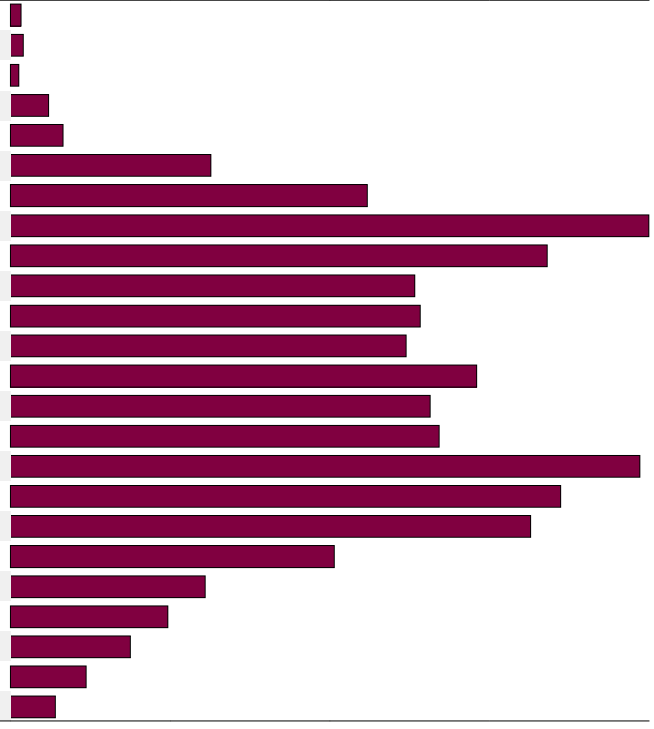
Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Hemingway Ave South of Short Beach Rd
East Haven, Connecticut

Site Code:
Station ID: 5613

Latitude: 0' 0.0000 Undefined

Start Time	Wed 30-Mar-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		1	6	2	1	10
01:00		4	1	3	4	12
02:00		0	4	2	2	8
03:00		6	9	8	12	35
04:00		5	12	9	22	48
05:00		25	49	53	55	182
06:00		57	70	103	94	324
07:00		141	138	177	123	579
08:00		131	125	95	136	487
09:00		85	88	114	80	367
10:00		95	86	106	85	372
11:00		83	76	99	101	359
12:00 PM		115	111	95	102	423
01:00		97	81	111	92	381
02:00		87	84	109	109	389
03:00		116	123	158	174	571
04:00		141	114	125	119	499
05:00		130	121	114	107	472
06:00		96	75	64	59	294
07:00		56	53	28	40	177
08:00		46	35	28	34	143
09:00		32	27	24	26	109
10:00		25	11	20	13	69
11:00		16	11	9	5	41
Day Total						6351



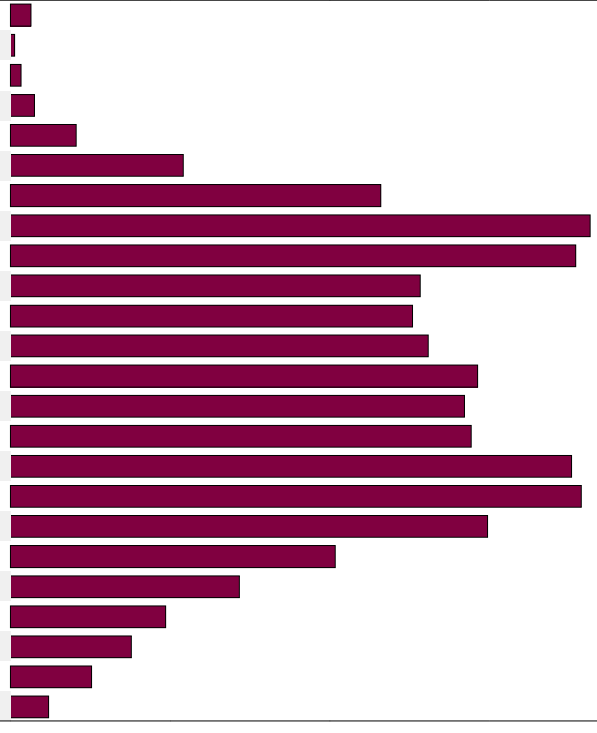
Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Hemingway Ave South of Short Beach Rd
East Haven, Connecticut

Site Code:
Station ID: 5613

Latitude: 0' 0.0000 Undefined

Start Time	Thu 31-Mar-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		3	6	6	4	19
01:00		0	1	2	1	4
02:00		1	5	0	4	10
03:00		6	2	4	10	22
04:00		10	7	21	22	60
05:00		30	26	51	50	157
06:00		53	82	103	98	336
07:00		129	144	139	114	526
08:00		143	124	112	134	513
09:00		97	98	104	73	372
10:00		99	77	95	94	365
11:00		92	84	91	112	379
12:00 PM		125	100	103	96	424
01:00		120	88	86	118	412
02:00		106	103	104	105	418
03:00		116	114	144	135	509
04:00		146	108	148	116	518
05:00		131	111	100	91	433
06:00		80	76	66	73	295
07:00		56	60	52	40	208
08:00		44	28	42	27	141
09:00		38	29	24	19	110
10:00		19	13	23	19	74
11:00		13	8	8	6	35
Day Total						6340



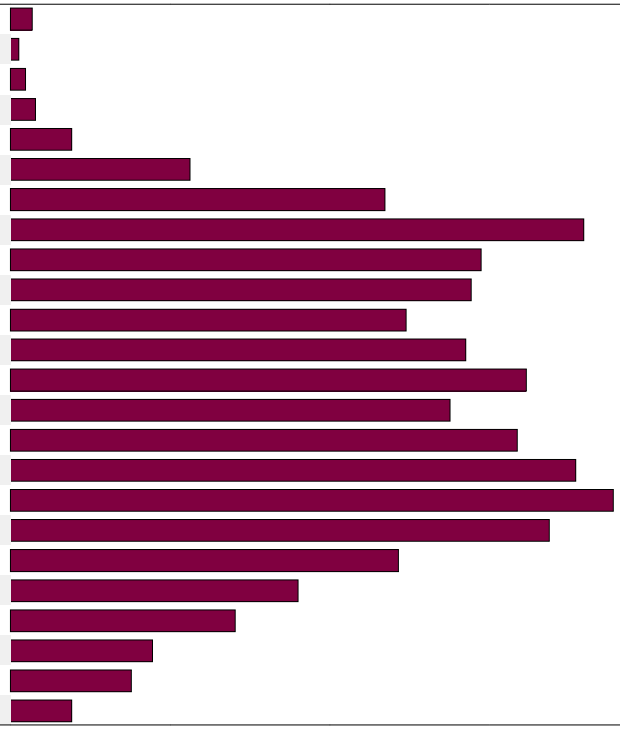
Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Hemingway Ave South of Short Beach Rd
East Haven, Connecticut

Site Code:
Station ID: 5613

Latitude: 0' 0.0000 Undefined

Start Time	Fri 01-Apr-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		9	6	5	0	20
01:00		2	1	0	5	8
02:00		2	2	3	7	14
03:00		5	5	4	9	23
04:00		7	15	20	14	56
05:00		30	27	53	53	163
06:00		65	66	98	111	340
07:00		127	129	151	113	520
08:00		113	104	97	113	427
09:00		126	86	104	102	418
10:00		89	80	86	104	359
11:00		107	98	113	95	413
12:00 PM		123	114	129	102	468
01:00		107	95	112	85	399
02:00		111	99	130	120	460
03:00		130	105	145	133	513
04:00		165	111	142	129	547
05:00		150	112	119	108	489
06:00		92	93	85	82	352
07:00		76	71	56	58	261
08:00		63	44	47	50	204
09:00		36	33	35	25	129
10:00		31	28	22	29	110
11:00		19	11	17	9	56
Day Total						6749



Hemingway Ave South of Short Beach Rd
East Haven, Connecticut

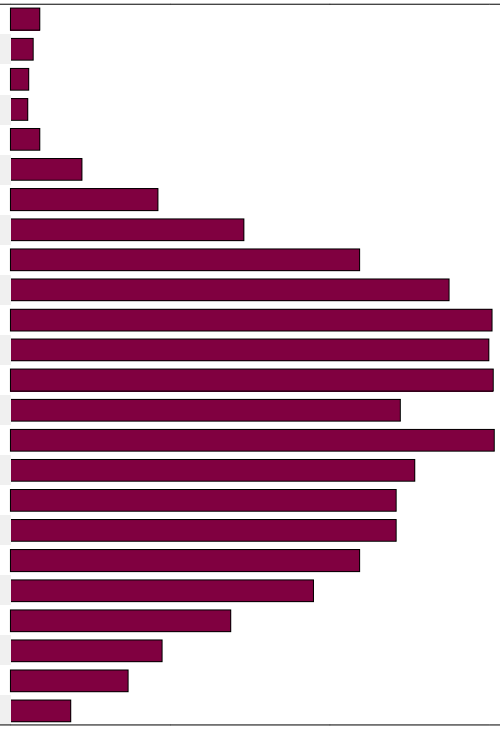
Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5613

Latitude: 0' 0.0000 Undefined

Start Time	Sat 02-Apr-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		5	5	12	5	27
01:00		8	3	3	7	21
02:00		5	3	3	6	17
03:00		5	1	3	7	16
04:00		4	8	9	6	27
05:00		6	16	21	22	65
06:00		25	27	45	37	134
07:00		38	53	53	68	212
08:00		57	79	92	89	317
09:00		108	100	104	86	398
10:00		117	95	116	109	437
11:00		106	99	112	117	434
12:00 PM		122	119	109	88	438
01:00		94	90	93	77	354
02:00		133	86	107	113	439
03:00		101	90	100	76	367
04:00		88	91	87	84	350
05:00		96	98	71	85	350
06:00		82	74	76	85	317
07:00		59	77	82	57	275
08:00		44	58	44	54	200
09:00		41	34	32	31	138
10:00		29	29	27	22	107
11:00		15	23	13	4	55
Day Total						5495



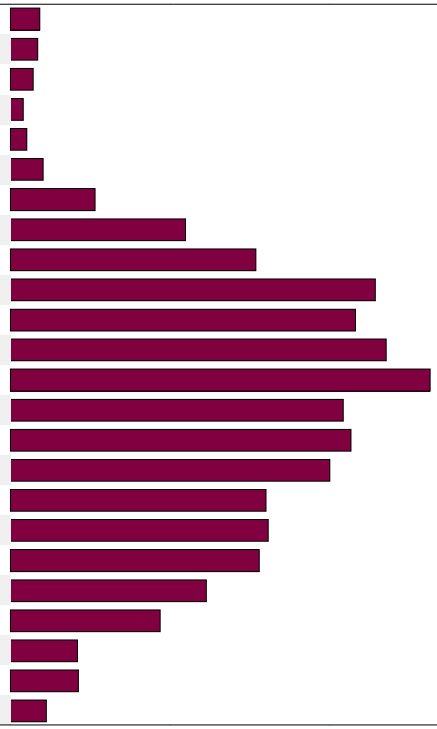
Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Hemingway Ave South of Short Beach Rd
East Haven, Connecticut

Site Code:
Station ID: 5613

Latitude: 0' 0.0000 Undefined

Start Time	Sun 03-Apr-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		11	9	4	3	27
01:00		6	9	4	6	25
02:00		8	7	2	4	21
03:00		6	3	2	1	12
04:00		7	4	2	2	15
05:00		3	10	10	7	30
06:00		13	17	23	24	77
07:00		39	34	39	47	159
08:00		39	48	73	63	223
09:00		78	83	93	77	331
10:00		88	67	73	85	313
11:00		84	78	86	93	341
12:00 PM		91	96	90	104	381
01:00		85	77	71	69	302
02:00		88	67	86	68	309
03:00		78	67	70	75	290
04:00		47	51	72	62	232
05:00		55	67	62	50	234
06:00		64	49	55	58	226
07:00		51	49	38	40	178
08:00		46	37	24	29	136
09:00		24	13	13	11	61
10:00		20	17	12	13	62
11:00		18	1	7	7	33
Day Total						4018



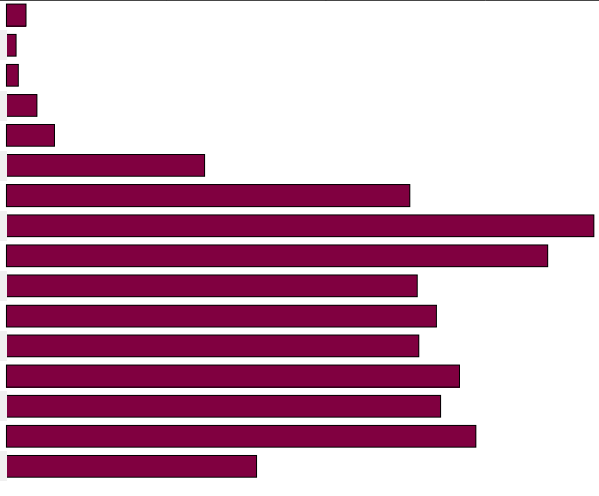
Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Hemingway Ave South of Short Beach Rd
East Haven, Connecticut

Site Code:
Station ID: 5613

Latitude: 0' 0.0000 Undefined

Start Time	Mon 04-Apr-22	<----------Quarter 1st	2nd	Hour----------> 3rd	4th	Hour Total
12:00 AM		6	7	3	2	18
01:00		5	1	0	3	9
02:00		2	1	4	4	11
03:00		8	3	5	12	28
04:00		1	10	21	12	44
05:00		27	33	61	59	180
06:00		57	89	104	116	366
07:00		134	141	138	120	533
08:00		124	128	102	137	491
09:00		97	93	93	90	373
10:00		100	102	97	91	390
11:00		102	93	84	95	374
12:00 PM		104	109	89	109	411
01:00		105	98	105	86	394
02:00		99	91	126	110	426
03:00		106	121	*	*	227
04:00		*	*	*	*	*
05:00		*	*	*	*	*
06:00		*	*	*	*	*
07:00		*	*	*	*	*
08:00		*	*	*	*	*
09:00		*	*	*	*	*
10:00		*	*	*	*	*
11:00		*	*	*	*	*
Day Total						4275
Grand Total						63881



ADT	ADT 5,785	AADT 5,785	

Appendix B – Signal Plans

MOVEMENT DIAGRAM

	NTOR	PHASE 1	PHASE 2 PRE-EMPT 1	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
	NONE		1 2		⊥ 3 3 ⊤					
	FLASH	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL
FACE # 1	Y		G Y R		R R R					
FACE # 2	Y		G Y R		R R R					
FACE # 3	R		R R R		G Y R					
FACE # 4	R		R R R		G Y R					
			◄YIELD POINT							
INTERVALS: MIN GRN			15		9					
WALK					11					
PED CLR					1					
VEH EXT			3		2					
MAX 1			50		25					
MAX 2			50		25					
YELLOW			3.6		3.0					
RED			1.0		1.6					
ADD INIT			0.4							
MAX INIT			28							
TBR										
TTR										
MIN GAP										
MODE		OFF	MIN RECALL	OFF	NON-LOCK	OFF	OFF	OFF	OFF	
INT START			THIS PHASE							

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D2A	2.9 x 1.8 m	3	PRESENCE
D2B	2.7 x 1.8 m	3	PRESENCE
D4	6.0 x 1.8 m	3	DELAY 6"
D4A	7.0 x 1.8 m	3	DELAY 6"
D4B	6.0 x 1.8 m	3	DELAY 6"

SYSTEM LOC
MASTER 043-235
043-222
043-237

COORDINATION TYPE: TC/TBC

PROGRAM FUNCTION	TIME	DAYS	CYCLE	OFFSET SEC	OFFSET %
FLASH	NONE				
MAX 1	0630-0830;1200-1830	M-F			
MAX 2	1900-0630	M-F			
PATTERN 1	0630-0830;1200-1830	M-F	100"	2	2
PATTERN 2	FUTURE				
PATTERN 3	FUTURE				
FREE	ALL OTHER TIMES				

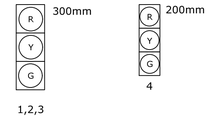
TECHNICAL NOTES

- STANDARD OVERLAP SKIP FEATURES APPLY
- EMERGENCY PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION
- DETECTORS TO BE NON-ACTUATING DURING COORDINATION
- TIMINGS SHOWN REFLECT FREE OPERATION.
- ACTUAL PHASE SPLITS TO BE DETERMINED BY COORDINATION PROGRAM.

OFFICE RECORD

REV #3 TIR#N/A SM # 100678 SIGNAL REVISED: 6/28/2016
REVISED TIMINGS UNDER PROJECT #173-454

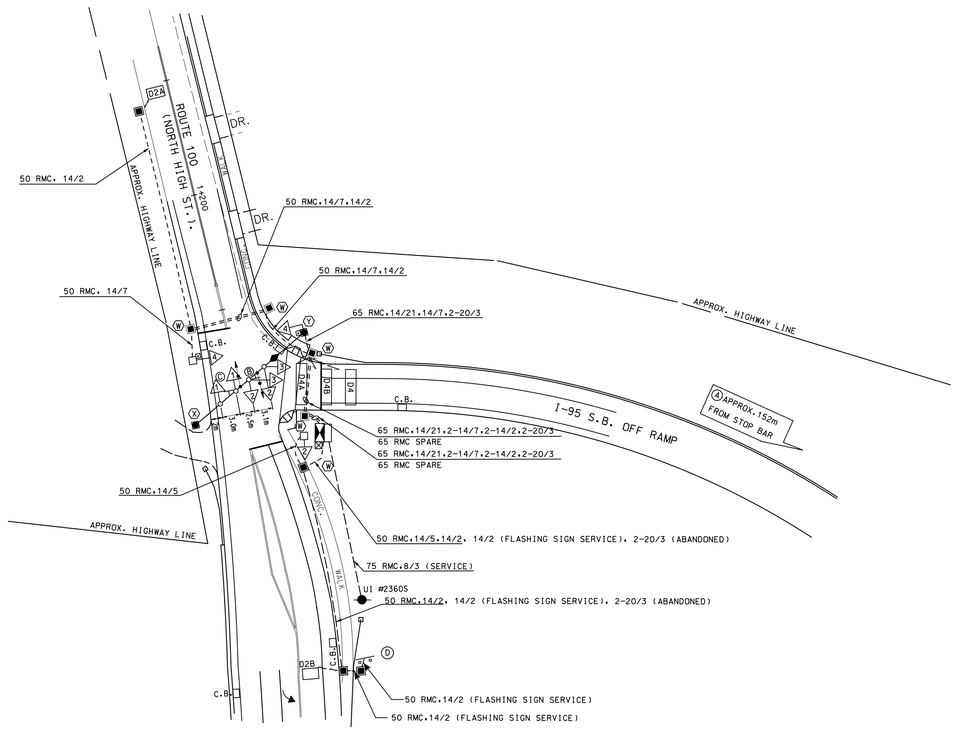
SIGNAL FACES

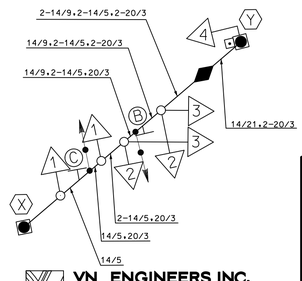


ALL INDICATIONS HAVE L.E.D. LAMPS & TUNNEL VISORS.

PRE-EMPTION SETTINGS

	PRE-EMPT 1
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN. GRN	5
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	NO
HOLD GREEN	15
HOLD YELLOW	3.6
HOLD RED	1.0
HOLD PHASE	2
EXIT PHASE	4
EXIT CALL	NONE





SIGN LEGEND

- (A) 41-0836
- (B) MAST ARM MOUNTED 31-1617
- (C) MAST ARM MOUNTED 31-1619
- (D) 41-0836 WITH FLASHING SIGNAL ASSEMBLY

NOTES:

SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND ADDITIONAL SIGNING.

TOWN OF EAST HAVEN TO OWN & MAINTAIN OPTICAL PRE-EMPTION EQUIPMENT.

SPAN POLE INFORMATION

(X)(Y) HEIGHT 9 000m. B.C. 510. LOAD AT YIELD 34 710 (N)

ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED

CLEARANCE INTERVALS DESIGNED BY:
VN ENGINEERS, INC.

ENGINEER'S SEAL & SIGNATURE APPLY TO CLEARANCE INTERVALS ONLY.

VN ENGINEERS INC.
Traffic • Infrastructure • Planning
116 WASHINGTON AVENUE | NORTH HAVEN, CT 06473 | 203.234.7862

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV # 3 INTERSECTION # 043-237

ENERGY BY - STATE | METER #065843985
MAINT LEVEL 5 | SERVICE POLE - U.I. 2360S
METERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R RED
Y YELLOW
G GREEN
◄R RED ARROW
◄Y YELLOW ARROW
◄G GREEN ARROW
W@ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTAL MOUNTING
- PEDESTRIAN PUSH BUTTON & SIGN
- DIRECTIONAL ARW. FOR PUSH BUTTON
- TRAFFIC SIGNAL FACE
- PEDESTRIAN SIGNAL FACE
- DET. LEADS IN SAW CUT
- PROPOSED RMC (RIGID METAL CONDUIT)
- EXISTING RMC (RIGID METAL CONDUIT)
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- VIDEO DETECTION ZONE
- PROPOSED CONTROLLER
- EXISTING CONTROLLER
- LOOP DETECTOR
- SD SYSTEM DETECTOR
- MAGNETIC DETECTOR
- OPTICAL DETECTOR
- VIDEO DETECTOR
- AUDIO DETECTOR
- SIDEWALK RAMP
- CABLE CLOSURE
- WIRELESS SENSOR
- WIRELESS RECEIVER
- WIRELESS TRANSMITTER
- GUY WIRE
- PROPOSED HANDHOLE
- EXISTING HANDHOLE

DATE PLOTTED : 4/20/2017 \\DOT-SDCENG07V\CTDOT_Projects$\0173-0454\Traffic\3 - FINAL DESIGN\43 - East Haven\Microstation\TR_MSH_TCS_043_237.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 100 (NORTH MAIN ST.)
AT I-95 S.B. OFF RAMP

SCALE 1mm = 500mm

TOWN: **EAST HAVEN**

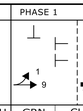
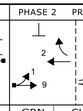
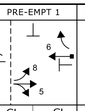
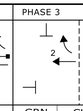
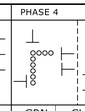
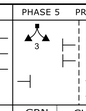
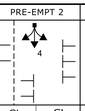
PROJECT NO. 173-454

DRAWING NO.

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

SHEET NO.

MOVEMENT DIAGRAM

NTOR	PHASE 1	PHASE 2	PRE-EMPT 1	PHASE 3	PHASE 4	PHASE 5	PRE-EMPT 2	PHASE 6	PHASE 7	PHASE 8	
NONE											

		FLASH	PHASE 1 GRN	PHASE 1 CL	PHASE 1 CL	PHASE 2 GRN	PHASE 2 CL	PRE-EMPT 1 CL	PHASE 3 GRN	PHASE 3 CL	PHASE 3 CL	PHASE 4 GRN	PHASE 4 CL	PHASE 4 CL	PHASE 5 GRN	PHASE 5 CL	PRE-EMPT 2 CL	PHASE 6 GRN	PHASE 6 CL	PHASE 6 CL	PHASE 7 GRN	PHASE 7 CL	PHASE 7 CL	PHASE 8 GRN	PHASE 8 CL	PHASE 8 CL	GRN	CL	CL
FACE #	1	Y	◄G	◄Y	G	G	Y	R	R	R	R	R	R	R	R	R	R											
	2	Y	R	R	R	G	G	G	G	Y	R	R	R	R	R	R	R											
	3	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R											
	4	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R											
	5	Y	R	R	R	G	G	G	G	Y	R	R	R	R	R	R	R											
	6	Y	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R											
	7	Y	◄	◄Y	R	R	R	R	R	R	R	R	R	R	R	R	R											
	8	Y	◄R	◄Y R	R	G	G	G	◄G	Y	R	R	R	R	R	R	R											
	9	Y	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R											
	P	R	◄ DW ►			◄ DW ►						WØ			◄ DW ►													
						◄ YIELD PT.																							
INTERVALS	MIN GRN		5			15			7						9													
	WALK											7																
	PED CLR											12																
	VEH EXT		2			3									4													
	MAX 1		18			33			7						23													
	MAX 2		15			20			7						19													
	YELLOW			3.0			3.6			3.6			4.0			3.6												
	RED				1.0			1.5			1.0			0			2.7											
	ADD INIT																											
	MAX INIT																											
	TBR																											
	TTR																											
	MIN GAP																											
MODE			NON-LOCK			MIN RECALL			NON-LOCK			NON-LOCK			NON-LOCK			OFF			OFF			OFF				
INT START						THIS PHASE																						

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	1.8m X 1.8m	3	PRESENCE
D2	1.8m X 1.8m	3	PRESENCE
D3	1.8m X 1.8m	3	PRESENCE
D4	1.8m X 1.8m	3	PRESENCE
D5	1.8m X 1.8m	3	PRESENCE
D6	1.8m X 1.8m	3	PRESENCE

SYSTEM LOC
MASTER 043-235
043-222
043-237

COORDINATION TYPE: TB/TBC

PROGRAM FUNCTION	PROGRAM TIME	PROGRAM DAYS	CYCLE	OFFSET SEC	OFFSET %
FLASH	NONE				
MAX 1	ALL OTHER TIMES	M-F			
MAX 2	0630-0830;1200-1830	M-F			
PATTERN 1	0630-0830;1200-1830	M-F	100"	98	98
PATTERN 2	FUTURE				
PATTERN 3	FUTURE				
FREE	ALL OTHER TIMES				

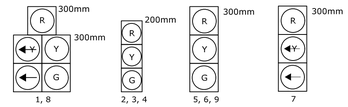
TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
PHASE 1, 4 & 5 TO CALL PHASE 3.
PHASE 2 ON TO OMIT PHASE 1,4, & 5.
PHASE 3 ON TO CALL PHASE 1.
PHASE 2 LOOPS TO BE NON-ACTUATING DURING COORDINATION.

OFFICE RECORD

REV # 15 TIR # N/A SM # 100678 SIGNAL REVISED: 06/28/16
REVISED TIMINGS UNDER PROJECT #173-454

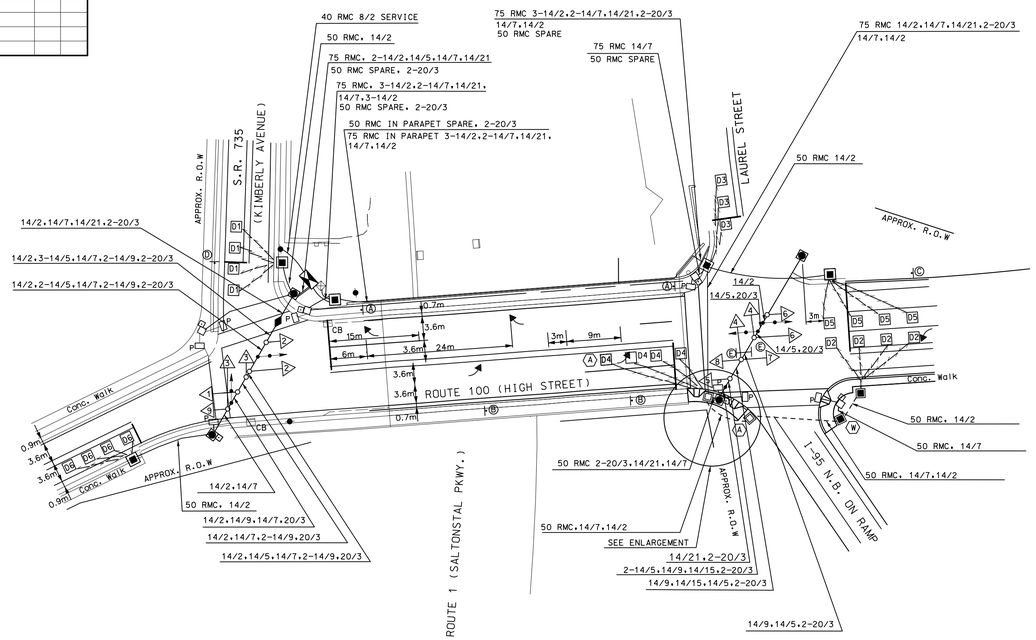
SIGNAL FACES

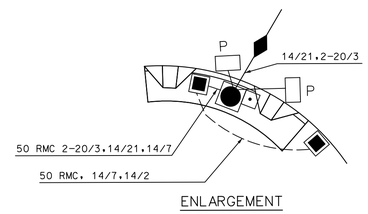


SIGNAL FACE #7 HAS TUNNEL VISORS ON ALL INDICATIONS AND 7° 5 VANE RIGHT CUT- OFF LOUVERS ON RED LENS.
ALL INDICATIONS HAVE LED LAMPS EXCEPT PED SIGNALS.

SIGN LEGEND

- (A) 31-0223
- (B) 31-0282
- (C) 31-0307
- (D) 31-0802 (STOP HERE ON RED)
- (E) SPAN MTD 31-0135





ENLARGEMENT

NOTES:
SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND ADDITIONAL SIGNING ON U.S. ROUTE 100
TOWN OF EAST HAVEN TO OWN & MAINTAIN OPTICAL PRE-EMPTION EQUIPMENT.

ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED

CLEARANCE INTERVALS DESIGNED BY:
VN ENGINEERS, INC.

ENGINEER'S SEAL & SIGNATURE APPLY TO CLEARANCE INTERVALS ONLY.

VN ENGINEERS INC.
Traffic • Infrastructure • Planning
116 WASHINGTON AVENUE | NORTH HAVEN, CT 06473 | 203.234.7862

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV # 15 INTERSECTION # 043-222

ENERGY BY - TOWN	METER #105020503
MAINT LEVEL 1	SERVICE POLE - SNET #70
	METERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R RED
Y YELLOW
G GREEN
◄R RED ARROW
◄Y YELLOW ARROW
◄ GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTAL MOUNTING
- PEDESTRIAN PUSH BUTTON & SIGN
- DIRECTIONAL ARW. FOR PUSH BUTTON
- TRAFFIC SIGNAL FACE
- PEDESTRIAN SIGNAL FACE
- DET. LEADS IN SAW CUT
- PROPOSED RMC (RIGID METAL CONDUIT)
- EXISTING RMC (RIGID METAL CONDUIT)
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- VIDEO DETECTION ZONE
- PROPOSED CONTROLLER
- EXISTING CONTROLLER
- LOOP DETECTOR
- SD SYSTEM DETECTOR
- MAGNETIC DETECTOR
- OPTICAL DETECTOR
- VIDEO DETECTOR
- AUDIO DETECTOR
- SIDEWALK RAMP
- CABLE CLOSURE
- WIRELESS SENSOR
- WIRELESS RECEIVER
- WIRELESS TRANSMITTER
- GUY WIRE
- PROPOSED HANDHOLE
- EXISTING HANDHOLE

DATE PLOTTED : 4/19/2017 \\DOT-SDCENG07V\CTDOT_Projects$\0173-0454\Traffic\3 - FINAL DESIGN\43 - East Haven\Microstation\TR_MSH_TCS_043_222.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 100 (HIGH ST.) AT
S.R. 735 (KIMBERLY AVENUE) AND
LAUREL ST AND I-95 N.B. ON RAMP

SCALE 1mm = 500mm

TOWN: EAST HAVEN

DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN

PROJECT NO. 173-454
DRAWING NO.
SHEET NO.

FORM TRA-055 REV. 10-91

F.H.W.A. REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.							

MOVEMENT DIAGRAM

NTOR	PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
FACE # 1	G	G	G	G	Y	R	R	R	R	R	R	R												
2	G	G	G	G	Y	R	R	R	R	R	R	R												
3	R	R	R	G	Y	R	R	R	R	R	R	R												
4	R	R	R	R	R	R	R	R	R	G	Y	R												
5	R	R	R	R	R	R	R	R	R	G	Y	R												
P	←			DW		→	WØ		←	DW		→												
				← YIELD POINT																				
INTERVALS MIN GRN	5			15						7														
WALK				14			7																	
PED CLR				1			12																	
VEH EXT										2.5														
MAX 1	5			29						14														
MAX 2	5			17						7														
YELLOW		3			3			0.1			3													
RED			0.1			1			0			2												
ADD INI																								
MAX INI																								
TBR																								
TTR																								
MIN GAP																								
MODE	MAX RECALL			MAX RECALL			NON-LOCK			NON-LOCK			OFF			OFF			OFF			OFF		
INI START				THIS PHASE																				

FLASHING OPERATION: Y, Y, R, R, OFF

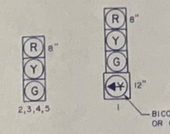
MAINT: 24 hr [ ] Norm [X]

ENERGY BY – TOWN
SERVICE POLE – UNDERGROUND VAULT
PREVIOUS OFFICE RECORD SEE REVISION #4
REVISION #5
JOB # 043-9409-02 SM # N/A
SIGNAL REVISED
INSTALLED ALL NEW EQUIPMENT, CHANGED FROM FIXED TIME TO SEMI-ACT., INTERCONNECTED TO INT #043-221, STATE ASSUMED OWNERSHIP

INTERSECTION # 043-211

NORMAL METERED kW	SERVICE	hr/mo	kWh/mo
FLASH	kW	hr/mo	kWh/mo

SIGNAL FACES



LEGEND

R RED
Y YELLOW
G GREEN
RED ARROW
YELLOW ARROW
GREEN ARROW
WD WALK/FL DW
DW DON'T WALK
FL FLASHING
PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON AND SIGN
TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
LOOP DETECTOR
MAGNETIC DETECTOR
SD SYSTEM DETECTOR
CONTROLLER
HANDHOLE
(RMC) RIGID METAL CONDUIT
STRAIN INSULATOR
MAGNETOMETER PROBES
CABLE CLOSURE
DET. LEADS IN SAW CUT
AUXILIARY TERMINATION CABINET
RADIO ANTENNA
EXISTING RMC

STATE OF CONNECTICUT
DEPT. OF TRANSPORTATION
BUREAU OF HIGHWAYS
OFFICE OF TRAFFIC ENGINEERING
TRAFFIC CONTROL SIGNAL
TOWN OF EAST HAVEN
ROUTE 100 (HIGH STREET) AT MESSINA DRIVE

REV. #5	TRAFFIC	DATE	ELECTRICAL	DATE
FIELD SURVEY				
ENGINEER	BARKAN	8	WESS	ASOO
DRAFTER				
CHECKED BY		7-20-94		7-20-94
SUBMITTED BY				
APPROVED BY				
DATE				

DETECTORS

IDENT	SIZE	TURNS	MODE
D4	6'X6'	3	PRESENCE
D4A	6'X6'	3	PRESENCE
D4B	6'X6'	3	PRESENCE
D4C	6'X6'	3	PRESENCE

PROGRAM

FUNCTION	TIME	DAYS
FLASH	2200 – 0500	DAILY
MAX 1	ALL TIMES	DAILY
MAX 2	(1)	DAILY
CYCLE 1	ALL TIMES	
CYCLE 2	FUTURE	
CYCLE 3	FUTURE	

COORDINATION TYPE – TIME CLOCK / TBC

CYCLE SAFETY CRT	OFFSET %/SEC	YIELD PT %	PERMIS PERIOD	FORCE OFF Ø	FORCE OFF Ø	FORCE OFF % Ø
60"	1	1				
	2					
	3					

SYSTEM LOC

MASTER
043-211
043-221

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
PHASE 1 TO ALWAYS PRECEED PHASE 2
(1) CONTROLLER TO SWITCH TO MAX 2, CYCLE 1 WHEN PED ACTUATED
PHASE 2 ON TO OMIT PHASE 1

CONSTRUCTION NOTES FOR REV. #5

Stake all R.O.W. prior to excavation

All equipment and wiring is new.

All work, equipment and material shall be in accordance with State of Connecticut standard details and specifications. Form 814 and its latest revisions.

Call Before You Dig: 1-800-922-4455.

The existing signal is to remain in place and operational until new signal is turned on. Then, old equipment is to be removed.

Existing concrete foundations (X) are to be removed and Type II handholes shall be installed in the same location.

Locate existing R.M.C. and extend into newly installed handholes.

All foundations show at back edge of sidewalk shall be installed at back edge of sidewalk, and with R.O.W.

All handholes to be Type 2, and located 1' from edge of road unless otherwise noted.

Electric service to be metered, with meter mounted on side of controller cabinet. Contact U.I. at least four weeks prior to installation. Call 777-6511.

The following are acceptable meter sockets for use with traffic signal metering. They all have lever bypasses.

MANUFACTURER	MODEL NO.
ANCHOR	URS 1005 - GML-HO
MILLBANK	U 1005 GML-HO
SUPERIOR	HRLOUZ 414 - 12 VAX - 7676

All detectors are new.

Each lane shall have its own detector amplifier in the controller cabinet.

Controller to be eight phase, with internal pre-emption wired.

Controller foundation shall be modified to be a TYPE IV for the installation of a base mounted cabinet and controller. Install concrete sidewalk (3' x 4') on cabinet door side of controller foundation, as shown on standard installation detail sheets.

Controller door to open field side.

Install signs and pavement arrow markings on High Street, as shown.

Remove equipment shall be delivered to the Town of East Haven, Public Works Department.

All mast arm assemblies shall be steel and of the size indicated.

(E) Install bar type crosswalk (16" x 6" x 8')

(F) Install bar type crosswalk (16" x 6" x 8')

CONTACT PEOPLE:

Town of East Haven
Anthony Ferraro
Town Engineer
461 No. High St
East Haven, Ct. 06512
468-3250

United Illuminating
Joseph Columbo
499-2282

Easement required from Town of East Haven to maintain signal appurtenances on Southwest corner.

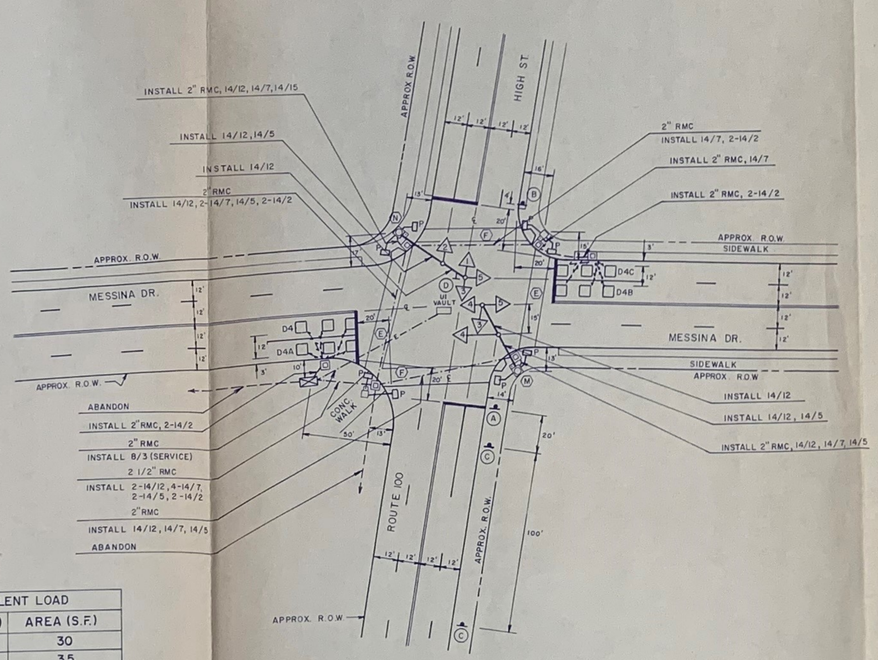
CONSTRUCTION NOTES FOR INT. #043-221
(RTE. 100, THOMPSON AVE. & MAIN ST.)
REV #8

Install Time Clock/Time base coordinator

Provide revised cabinet diagram

Contact Dist. 3 Elect. Supervisor, Mr Bruce Lesage, 48 hours in advance for access to controller cabinet.

Refer to intersection plan for coordination data



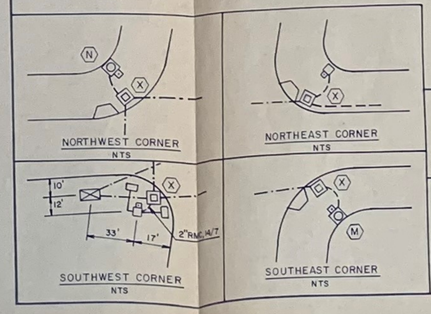
POLE TYPE	SHAFT LENGTH	SHAFT BOLT CIRCLE	ARM LENGTH	MIN. EQUIVALENT LOAD WEIGHT (LBS.)	MIN. EQUIVALENT LOAD AREA (S.F.)
M	21'	20"	40'	250	30
N	21'	20"	45'	300	35

SIGN LEGEND:
(A) ERECT 31-0519 (NO LT. TN.) 31-0520
(B) ERECT 41-0259 (1 1/2)
(C) REMOVE EXIST. 31-0349 (1 1/2)
(D) MAST ARM MT. 31-1603 (NO LT. TN.)

NOTES:
STATE TO MAINTAIN SIGNS AND PAVEMENT MARKINGS ON ROUTE 100 AND ALL STOP BARS.
TOWN TO MAINTAIN PAVEMENT MARKINGS ON MESSINA DRIVE.
(E) BAR TYPE CROSSWALK (16"X 6"X 8') TOWN MAINTAINED
(F) BAR TYPE CROSSWALK (16" X 6" X 8') STATE MAINTAINED

REV. # 5 | INTERSECTION # 043-211

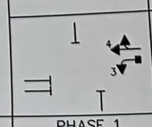
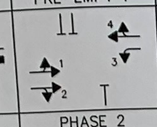
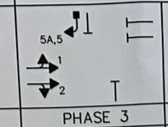
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
OFFICE OF TRAFFIC ENGINEERING
TRAFFIC CONTROL SIGNAL LAYOUT
TOWN OF EAST HAVEN
ROUTE 100 (HIGH STREET) AT MESSINA DRIVE
SCALE: 1" = 40'



REV #
INTERSECTION # 043-211

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
OFFICE OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

	NONE	PRE-EMPT 1	MOVEMENT DIAGRAM
			

NTOR		PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	Y	R	R	R	G	G	G	← G	Y	R	R	R	R	R	R	R									
2	Y	R	R	R	G	G	G	G	Y	R	R	R	R	R	R	R									
3	Y	← G	←Y← G	G	G	Y	R	R	R	R	R	R	R	R	R	R									
4	Y	G	G	G	G	Y	R	R	R	R	R	R	R	G	Y	R									
5,5A	R	R	R	R	R	R	R	→R	→Y→R	R	R	R	R	G	Y	R									
6	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R									
7	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R									
P3	OFF	DW	DW	DW	DW	DW	DW	DW	DW	DW	WØ	DW	DW	DW	DW	DW									
					←YIELD																				
MIN.		3	3	0	15	3	0.5	3	3	0	20			5	3	0.5									
MAX.		20	5	2	50	5	3	20	5	2	27			20	5	3									

INTERVALS																									
MIN GRN	3			15			3			7	AUDIBLE	7													
WALK										15	PEDESTRIAN														
PED CLR											SIGNAL														
VEH EXT	3			3			3					3													
MAX 1	7			31			7					10													
MAX 2	11			41			11					15													
YELLOW		3			3			3			0.1		3												
RED			0			1			1			0			2										
ADD INIT																									
MAX INIT																									
TBR																									
TTR																									
MIN GAP																									
MODE		NON-LOCK			MAX. RECALL			MIN. RECALL			NON-LOCK			NON-LOCK			OFF			OFF			OFF		
INT START					THIS PHASE																				

DETECTORS			
IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 6'	3	PRESENCE
D3	6' x 6'	3	PRESENCE
D5	6' x 6'	3	PRESENCE
D5A	8' x 6'	3	PRESENCE
D5B	6' x 6'	3	PRESENCE
D6	6' x 6'	3	PRESENCE
D7	10' x 6'	3	PRESENCE

PROGRAM		
FUNCTION	TIME	DAYS
FLASH	FUTURE	
MAX 2	06:00 – 09:00 16:00 – 18:00	M-F
MAX 1	ALL OTHER TIMES	

COORDINATION TYPE – NONE

CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS SEC/% Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	PERMIS PERIOD Ø	SEC	SYSTEM LOC
80													
70													

TECHNICAL NOTES

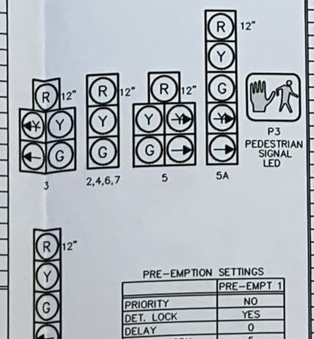
STANDARD SKIP FEATURES SHALL APPLY.
PHASE 2 ON TO OMIT PHASE 1

LEGEND:

R RED	◁R RED ARROW	WØ WALK/ PED. CLR
Y YELLOW	◁Y YELLOW ARROW	D.W. DON'T WALK
G GREEN	◁G GREEN ARROW	FL. FLASHING

ENERGY BY–TOWN | METER # – | INTERSECTION #043–TBD
MAINT LEVEL Norm. [X] | SERVICE POLE–U.I. MANHOLE
METERED SERVICE

SIGNAL FACES



PRE-EMPTION SETTINGS

	PRE-EMPT 1
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN.GRN.	5
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	15
HOLD GREEN	41
HOLD YELLOW	3
HOLD RED	1
HOLD PHASE	2
EXIT PHASE	5
EXIT CALL	NONE

TOWN SIGNAL

OFFICE RECORD

STC#	REVISION #	SM#
SIGNAL IN OPERATION		

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY. OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

MAIN STREET AT
MESSINA DRIVE AND KIRKHAM AVENUE
TOWN OF EAST HAVEN

REV #	TRAFFIC DATE	ELECTRICAL DATE
ENGINEER	Tighe&Bond Shelton, Connecticut	11-28-05
DRAFTER		
CHECKED BY		
SUBMITTED BY		
APPROVED BY		
DATE		

CONSTRUCTION

ALL TRAFFIC SIGNAL EQUIPMENT IS NEW, EXCEPT
STAKE ALL R.O.W. PRIOR TO EXCAVATION.
ALL MATERIALS AND CONSTRUCTION SHALL CONFO
STANDARDS AND SPECIFICATIONS AND THE MANUA
UTILITY LOCATIONS SHOWN HEREON WERE PLOTTED
RESPECTIVE UTILITY COMPANIES AND DATA OBTAIN
ACCURACY AND COMPLETENESS OF SUBSURFACE I
DRAWING IS NOT GUARANTEED. THE CONTRACTO
THE LOCATIONS AND ELEVATIONS OF ALL UTILITIES
CONSTRUCTION OPERATIONS. THE CONTRACTOR MU
UTILITIES AND THEY SHALL BE RESPONSIBLE FOR A
ANYONE USING UTILITY INFORMATION AND DATA PR
"CALL BEFORE YOU DIG" AT 1–800–922–4455, 48
THE LOCATION OF UTILITIES PRIOR TO STARTING CO
TWO WEEKS PRIOR TO INSTALLATION, CONTACT:
UNITED ILLUMINATING REPRESENTATIVE: RICHARD H
SBC REPRESENTATIVE: PAUL POWERS 203–553–19
TOWN ENGINEER: JAMES STAUNTON, P.E., (203–46
CONTACT TOWN ENGINEER: JAMES STAUNTON, P.E.,
FOR PRIOR APPROVAL OF ALL TRAFFIC CONTROL EQ
FINAL INSPECTION.
SUPPLY 3 SETS OF CABINET WIRING DIAGRAMS IN
ALL HANDHOLES SHALL BE TYPE II UNLESS OTHERW
HANDHOLES TO BE INSTALLED 1 FT. BEHIND CURB
ALL CONDUIT SHALL BE 2" RIGID METAL (ConnDOT
CONTRACTOR TO INITIALLY INSTALL ALL SIGNS AND
OF SIGN PLAN AS SHOWN.
CONTROLLER -
CABINET DOOR SHALL OPEN FIELD SIDE. INSTALL CO
PUSH BUTTONS SHALL BE ADA AUDIBLE

(J) REPLACEMENT VEHICLE TRAFFIC SIGNALS TO BE
STATE OF CONNECTICUT CONTRACT NO. .....
(L) FUTURE INTERCONNECT MANHOLES AND CONDUIT
(M) INSTALL CONTROLLER IN NEW CABINET ON NEW
SEE SPECIAL PROVISIONS.
(N) 4" WIDE WHITE SHOULDER STRIPE, 150 L.F.±
(P) CAT TRACKS THROUGH INTERSECTION (3' LINE,
(X) BAR TYPE CROSSWALK, CENTERED ON RAMPS

**NOTE: PLAN VIEW REVISED 5/12/08 BY DEWBE
PERMANENT REALIGNMENT.**

UPDATED 6/17/08 (T&B MEMO OF 6/03/08) BY D

UPDATED 9-9-08 FROM 9-2-08 T&B MARKUP BY

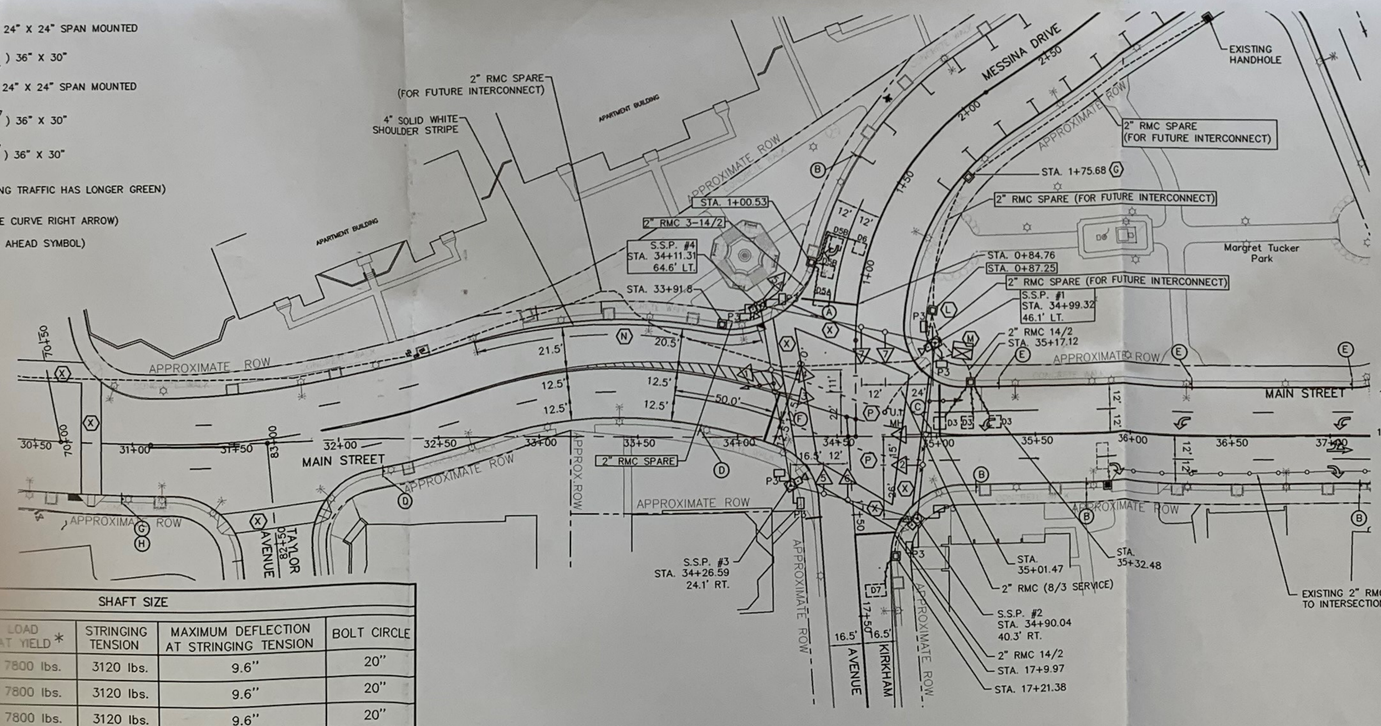
UPDATED 10-6-08 FROM 9-30-08 T& B MARKUP

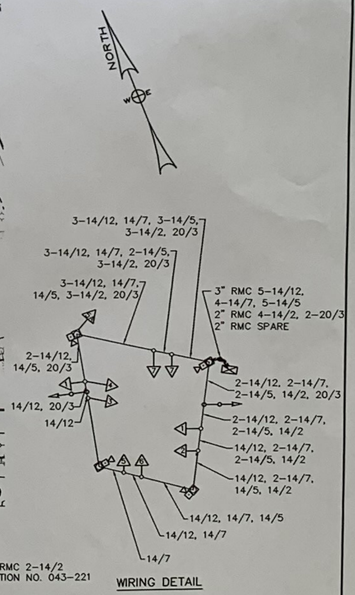
UPDATED 10-8-08 FROM 10-08-08 T&B MARKUP

SIGN LEGEND:

(A) – INSTALL 31–0138 (ONLY) 24" X 24" SPAN MOUNTED
(B) – INSTALL 31–0283 (ONLY) 36" X 30"
(C) – INSTALL 31–0135 (ONLY) 24" X 24" SPAN MOUNTED
(D) – INSTALL 31–0278 ( ) 36" X 30"
(E) – INSTALL 31–0282 ( ) 36" X 30"
(F) – INSTALL 31–0814 (OPPOSING TRAFFIC HAS LONGER GREEN) SPAN MOUNTED
(G) – INSTALL 41–4101 (REVERSE CURVE RIGHT ARROW)
(H) – INSTALL 41–0835 (SIGNAL AHEAD SYMBOL)

REV. # | INTERSECTION #043–TBD





WIRING DETAIL

SHAFT SIZE			
LOAD AT YIELD *	STRINGING TENSION	MAXIMUM DEFLECTION AT STRINGING TENSION	BOLT CIRCLE
7800 lbs.	3120 lbs.	9.6''	20''
7800 lbs.	3120 lbs.	9.6''	20''
7800 lbs.	3120 lbs.	9.6''	20''
7800 lbs.	3120 lbs.	9.6''	20''

*18" FROM TOP OF POLE

NOTES:
ALL CROSSWALKS TO BE BAR TYPE. 16" BARS WITH 16" SPACES.
ALL SPAN WIRED SIGNAL HEADS SHALL BE 16' TO 18' ABOVE ROADWAY

PROPOSED UTILITY POLE | EXISTING UTILITY POLE | PEDESTAL MOUNTING | PEDESTRIAN PUSH BUTTON & SIGN
TRAFFIC SIGNAL FACE | PEDESTRIAN SIGNAL FACE | AUDIBLE PEDESTRIAN SIGNAL | LOOP DETECTOR
MAGNETIC DETECTOR | SD SYSTEM DETECTOR | OPTICAL DETECTOR | PROPOSED CONTROLLER
EXISTING CONTROLLER | PROPOSED HANDHOLE | EXISTING HANDHOLE | PROPOSED R.M.C. (RIGID METAL CONDUIT)
EXISTING R.M.C. (RIGID METAL CONDUIT) CABLE CLOSURE | DET. LEADS IN SAW CUT | AUXILIARY TERMINATION CABINET | AUXILIARY EQUIPMENT CABINET
VIDEO DETECTOR | SIDEWALK RAMP

TRAFFIC CONTROL SIGNAL LAYOUT

CADD FILE NAME: sg361901 TB 6–3–08 MEMO REV.dwg
DATE PLOTTED: Oct 08, 2008–4:17pm
SCALE – 1" = 40'
ALL DIMENSIONS IN FEET UNLESS OTHERWISE NOTED.

MAIN STREET AT
MESSINA DRIVE AND KIRKHAM AVENUE
TOWN OF EAST HAVEN

Tighe&Bond – Consulting Engineers
1000 Bridgeport Avenue, Shelton, Connecticut 06484 Ph
Main Street At Messina Drive And
East Haven, Connecti
Traffic Signal Permi

JOB NO: 12–3619	DESIGNED BY: JCB
	DRAWN BY: MDS

sg361901 TB 6–3–08 MEMO REV.dwg

sg361901 TB 6–3–08 MEMO REV.dwg Oct 08, 2008–4:17pm Plotted By rfarina

MOVEMENT DIAGRAM

	NTOR	PHASE 1	PHASE 2 PRE-EMPT 1	PHASE 3 PRE-EMPT 3	PHASE 4 PRE-EMPT 2	PHASE 5	PHASE 6	PHASE 7 PRE-EMPT 2	PHASE 8 PRE-EMPT 3	
	FLASH	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL
FACE # 2	Y		G Y R	R R R	R R R	R R R		R R R	R R R	
3	R		R R R	◄R ◄Y R	R R R	R R R		R R R	G Y R	
4	R		R R R	R R R	G Y R	R R R		R R R	R R R	
6	Y		G Y R	R R R	R R R	R R R		R R R	R R R	
7	R		R R R	R R R	G Y R	R R R		◄R ◄Y R	R R R	
8	R		R R R	R R R	R R R	R R R		R R R	G Y R	
P	OFF		◄ DW	◄ DW	◄	WØ DW DW		◄ DW	◄	
INTERVALS MIN GRN			15	5	7	7 ① 16 ② ACCESSIBLE PEDESTRIAN SIGNAL		5	7	
WALK										
PED CLR										
VEH EXT			3	1.5	2			1.5	2	
MAX 1			25	10	25			15	25	
MAX 2			25	10	25			15	25	
YELLOW			3.7	3.0	3.3	4.0		3.0	3.3	
RED			2.2	1.0	1.7	0 COUNTDOWN PEDESTRIAN SIGNAL		1.0	1.7	
ADD INIT										
MAX INIT										
TBR										
TTR										
MIN GAP										
MODE		OFF	MIN RECALL	NON-LOCK	NON-LOCK	NON-LOCK	OFF	NON-LOCK	NON-LOCK	OFF
INIT START			THIS PHASE							

TECHNICAL NOTES

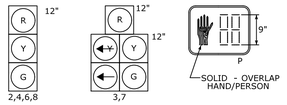
- STANDARD OVERLAP SKIP FEATURES APPLY
- PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.
- MANUAL AND INTERVAL ADVANCE TO BE DISCONNECTED DURING PHASE 3 PEDESTRIAN CHANGE INTERVAL.
- ① PERCUSSIVE TONE ONLY DURING PEDESTRIAN WALK INTERVAL.
- ② COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CHANGE INTERVAL.
- MANUAL AND INTERVAL ADVANCE TO BE DISCONNECTED DURING PHASE 3 PEDESTRIAN CHANGE INTERVAL.
- PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.

OFFICE RECORD

REV #13 TIR # N/A SM # N/A SIGNAL REVISED: 10/21/2021

REPLACED AUDIBLE PEDESTRIAN SIGNAL EQUIPMENT WITH ACCESSIBLE PEDESTRIAN EQUIPMENT AND INSTALLED VIDEO DETECTION UNDER PROJECT 0173-0468.

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3
PRIORITY	NO	NO	NO
DET. LOCK	YES	YES	YES
DELAY	0	0	0
ALT. MIN. GRN	5	5	5
ALT. YELLOW	PARENT	PARENT	PARENT
ALT. RED	PARENT	PARENT	PARENT
ALT. PED. CLR.	16	16	16
HOLD GREEN	15	15	15
HOLD YELLOW	3.7	3.3	3.3
HOLD RED	2.2	1.7	1.7
HOLD PHASE	2	4&7	3&8
EXIT PHASE	4&8	2	2
EXIT CALL	NONE	NONE	NONE

DETECTORS

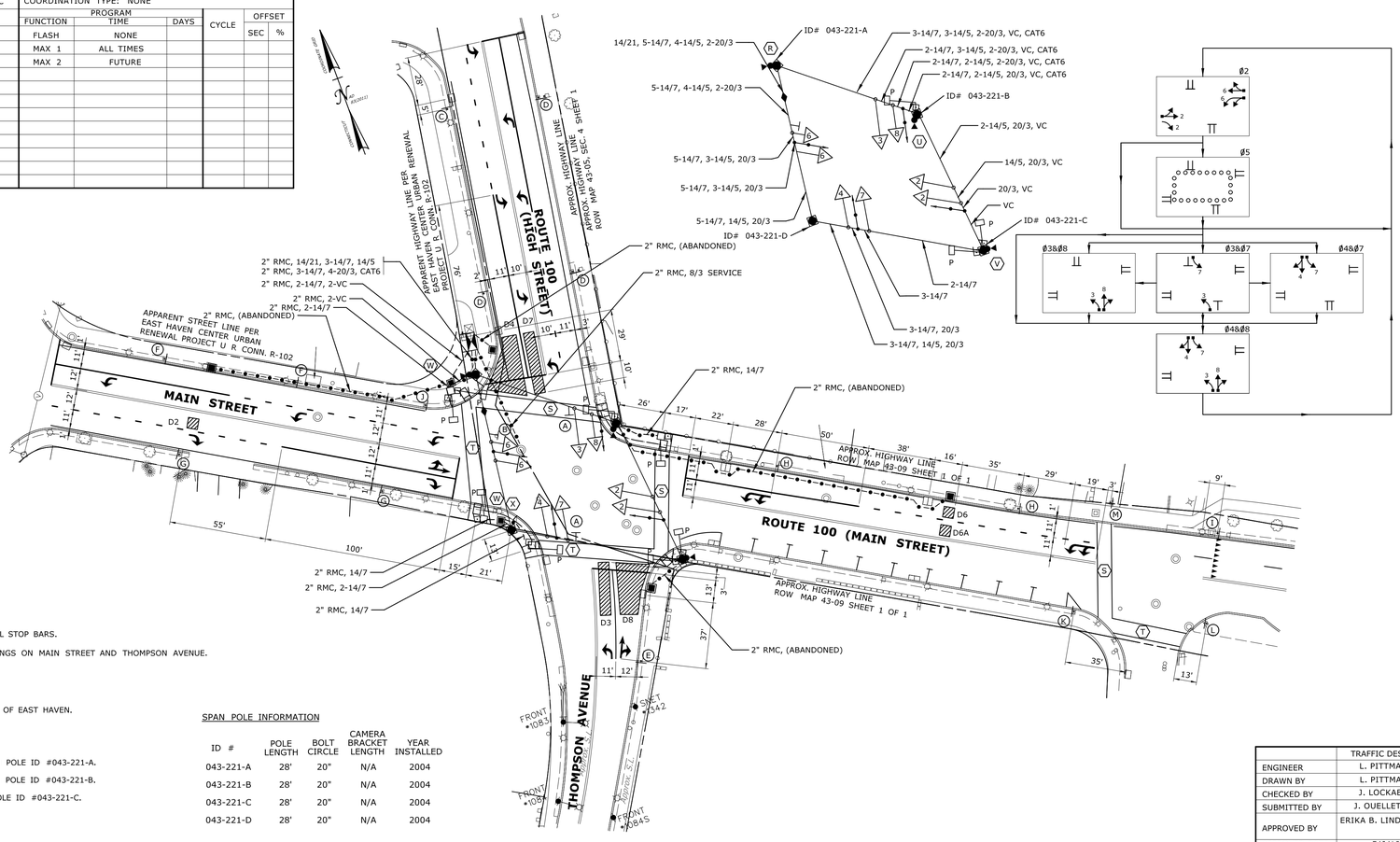
IDENT	SIZE (WXL)	TYPE	MODE
D2	6'x6'	VID THERM	PRESENCE
D3	6'x30'	VIDEO 360	PRESENCE
D4	SEE PLAN	VIDEO 360	PRESENCE
D6,D6A	6'x6'	VID THERM	PRESENCE
D7	6'x35'	VIDEO 360	PRESENCE
D8	SEE PLAN	VIDEO 360	PRESENCE

SYSTEM LOC MASTER

COORDINATION TYPE: NONE

PROGRAM FUNCTION	PROGRAM TIME	PROGRAM DAYS
FLASH	NONE	
MAX 1	ALL TIMES	
MAX 2	FUTURE	

CYCLE	OFFSET SEC	OFFSET %



SIGN LEGEND

- (A) SPAN MTD 31-0135 ( )
- (B) SPAN MTD 31-0823 (NTOR)
- (C) 31-0282 ( )
- (D) 31-0282 ( )
- (E) 31-0282Z ( )
- (F) 31-0282Z ( )
- (G) 31-0283Z ( )
- (H) 31-0280 ( )
- (I) 31-0510 (YIELD HERE TO PEDS). SUBMOUNT 31-0630 (NO PARKING ANY TIME)
- (J) 31-0282Z ( ) SIGN ASSEMBLY
- (M) 41-4829 AND 41-2617.

NOTES:

STATE TO MAINTAIN PAVEMENT MARKINGS ON ROUTE 100 AND ALL STOP BARS.

TOWN OF EAST HAVEN TO MAINTAIN ALL OTHER PAVEMENT MARKINGS ON MAIN STREET AND THOMPSON AVENUE.

(S) BAR TYPE CROSSWALK - STATE MAINTAINED.

(T) BAR TYPE CROSSWALK - TOWN MAINTAINED.

PRE-EMPTION EQUIPMENT OWNED AND MAINTAINED BY THE TOWN OF EAST HAVEN.

(W) 30" X 30" HANDHOLE. ALL OTHERS TYPE II.

(X) CAST IRON HANDHOLE COVER.

(R) VIDEO DETECTION BY USE OF VIDEO-THERM CAMERA ON SPAN POLE ID #043-221-A.

(U) VIDEO DETECTION BY USE OF VIDEO-THERM CAMERA ON SPAN POLE ID #043-221-B.

(V) VIDEO DETECTION BY USE OF VIDEO-360 CAMERA ON SPAN POLE ID #043-221-C.

SPAN POLE INFORMATION

ID #	POLE LENGTH	BOLT CIRCLE	CAMERA BRACKET LENGTH	YEAR INSTALLED
043-221-A	28'	20"	N/A	2004
043-221-B	28'	20"	N/A	2004
043-221-C	28'	20"	N/A	2004
043-221-D	28'	20"	N/A	2004

	TRAFFIC DESIGN	ELECTRICAL DESIGN
ENGINEER	L. PITTMAN	M. JULIANO
DRAWN BY	L. PITTMAN	M.JULIANO
CHECKED BY	J. LOCKABY	Z. CHAUDHRY
SUBMITTED BY	J. OUELLETTE	J. KULJIS
APPROVED BY	ERIKA B. LINDEBERG	TRACY L. FOGARTY
APPROVED DATE	5/6/19	9/26/18

REV # 13 INTERSECTION # 043-221

ENERGY BY TOWN	ADDRESS #
MAINT LEVEL 1	SERVICE FROM MANHOLE
	METERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R, Y, G RED, YEL, GRN
◄R RED ARROW
◄Y YELLOW ARROW
◄ GREEN ARROW
W/Ø WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTAL MOUNTING
- PEDESTRIAN PUSH BUTTON & SIGN
- DIRECTIONAL ARW. FOR PUSH BUTTON
- TRAFFIC SIGNAL FACE
- PEDESTRIAN SIGNAL FACE
- DET. LEADS IN SAW CUT
- PROPOSED RMC (RIGID METAL CONDUIT)
- EXISTING RMC (RIGID METAL CONDUIT)
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- VIDEO DETECTION ZONE
- PROPOSED CONTROLLER
- EXISTING CONTROLLER
- LOOP DETECTOR
- SD SYSTEM DETECTOR
- MAGNETIC DETECTOR
- OPTICAL DETECTOR
- VIDEO DETECTOR
- AUDIO DETECTOR
- VC VIDEO CAMERA CABLE
- CABLE CLOSURE
- WIRELESS SENSOR
- WIRELESS RECEIVER
- WIRELESS TRANSCEIVER
- GUY WIRE
- PROPOSED HANDHOLE
- EXISTING HANDHOLE

DATE PLOTTED : 11/2/2021 X:\0173-0468\Traffic\Signals\As-Builts\TR_MSH_043_221_013.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 100 (MAIN STREET) AT THOMPSON AVENUE AND HIGH STREET

SCALE 1" = 40'

TOWN: **EAST HAVEN**

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

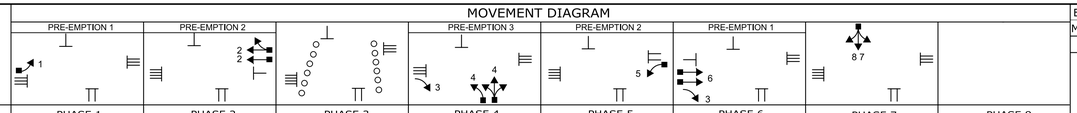
PROJECT NO.

DRAWING NO.

SHEET NO.

MOVEMENT DIAGRAM

NONE



NTOR		PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	◀R	◀	◀Y	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R			
2	Y	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R			
3	Y	R	R	R	R	R	R	R	R	R	R→	R Y→	R	R	R	R	G	Y→①R→②		R	R	R			
4	R	R	R	R	R	R	R	R	R	R	◀G	Y	R	R	R	R	R	R	R	R	R	R			
5	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀	◀Y	◀R	◀R	◀R	◀R	◀R	◀R	◀R			
6	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R			
7	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◀G	Y	R			
8	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R			
P	OFF	◀		DW			→	WØ	◀						DW							→			
MIN GRN		5			15			7			9			5			15			5					
WALK								20 ③	COUNTDOWN PEDESTRIAN SIGNAL																
PED CLR																									
VEH EXT		1.5			2.5						2			1.5			2.5			2					
MAX 1		15			35						25			15			35			10					
MAX 2		15			35						25			15			35			10					
YELLOW			3.0			4.5			4.0			3.0			3.0			4.5			3.0				
RED				2			1.1			0			3.0			2			1.1			1.5			
ADD INIT					1.0												1.0								
MAX INIT					23												23								
TBR																									
TTR																									
MIN GAP					2.5												2.5								
MODE		NON-LOCK			MIN RECALL THIS PHASE			NON-LOCK			NON-LOCK			NON-LOCK			MIN RECALL THIS PHASE			NON-LOCK			OFF		
INT START																									

FACE #

INTERVALS

DETECTORS			
IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 6'	3	PRESENCE
D2	6' x 6'	4	PRESENCE
D2B	9' x 6'	4	PRESENCE
D2C	9' x 6'	3	PRESENCE
D4	6' x 6'	3	PRESENCE
D4A	9' x 6'	3	8" DELAY
D4B	6' x 6'	3	PRESENCE
D5	6' x 6'	3	PRESENCE
D2A, D6C, D6A	6' x 6'	3	PRESENCE
D6, D6B	6' x 6'	4	PRESENCE
D7	6' x 6'	3	PRESENCE
D7A	9' x 6'	3	8" DELAY

PROGRAM		
FUNCTION	T I M E	DAYS
FLASH	NONE	
MAX 1	ALL TIMES	DAILY
MAX 2	FUTURE	
FREE	ALL TIMES	DAILY

COORDINATION TYPE -CLOSED LOOP											
CYCLE	OFFSET SEC	%	PHASE SPLITS Ø1	Ø2	Ø3	Ø4	SEC / % Ø5	Ø6	Ø7	Ø8

PERMIS PERIOD	
Ø	SEC

SYSTEM LOC	
MASTER	
043-209	
043-203	

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY

① TO BE Y→IF PHASE 4 IS NEXT.

② TO BE R→IF PHASE 4 IS NEXT.

PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.

③ COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CLEARANCE INTERVAL.

MANUAL AND INTERVAL ADVANCE TO BE DISCONNECTED DURING PHASE 3 PEDESTRIAN CLEARANCE INTERVAL.

LEGEND:

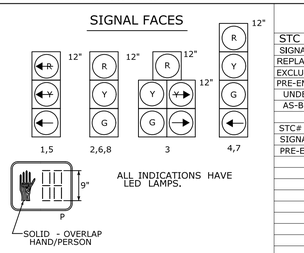
R	RED	◀R	RED ARROW
Y	YELLOW	◀Y	YELLOW ARROW
G	GREEN	◀	GREEN ARROW
FL.	FLASHING	WØ	WALK/ PED. CLR
		D.W.	DON'T WALK

DIVISION OF TRAFFIC ENGINEERING CADD

ENERGY BY STATE	ADDRESS #
MAINT LEVEL 1	SERVICE POLE UI 1418
METERED SERVICE	

INTERSECTION # 43-209

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3
PRIORITY	NO	NO	NO
DET. LOCK	YES	YES	YES
DELAY	0	0	0
ALT. MIN. GRN	5	5	5
ALT. YELLOW	PARENT	PARENT	PARENT
ALT. RED	PARENT	PARENT	PARENT
ALT. PED. CLR.	20	20	20
HOLD GREEN	15	15	15
HOLD YELLOW	4.5	4.5	4.0
HOLD RED	2.0	2.0	2.0
HOLD PHASE	1&6	2&5	4
EXIT PHASE	2&6	2&6	2&6
EXIT CALL	NONE	NONE	NONE

OFFICE RECORD

REVISION #15

STC # 43-1103-05 SM # N/A

SIGNAL REVISED : 7-2-13

REPLACED ALL SIGNAL EQUIPMENT, REVISED PHASING, ADDED EXCLUSIVE PED PHASE; REVISED TO FREE OPERATION.

PRE-EMPTION DETECTORS INSTALLED BUT NOT OPERATIONAL, UNDER PROJECT #173-403.

AS-BUILT PLAN DRAWN 2-19-2014.

REVISION #16

STC# N/A SM# N/A

SIGNAL REVISED: 7-17-14

PRE-EMPTION PUT INTO OPERATION UNDER PROJECT #173-403.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

TOWN OF EAST HAVEN
U.S. ROUTE 1 (SALTONSTALL PARKWAY)
AT ESTELLE ROAD AND
ROUTE 142 (HEMINGWAY AVE.)

REV # 15	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER	CAW	3/11	ZRC	4/11
DRAWN BY	JMF	3/11	ZRC	4/11
CHECKED BY	KAL	3/11	MRM	5/11
SUBMITTED BY	JPO	5/11	LNC	5/11
APPROVED BY	BARBARA B. RICOZZI		TRACY L. FOGARTY	
DATE	7/13/11		7/13/11	

ORIGINAL SIGNED

CONSTRUCTION NOTES :

ALL TRAFFIC SIGNAL EQUIPMENT IS NEW EXCEPT AS NOTED.

STATE FORCES TO STAKE ALL R.O.W. PRIOR TO EXCAVATION.

CENTER LOOP DETECTORS IN LANE.

(X) INSTALL TYPE 4A SIDEWALK RAMPS PER SPECIAL PROVISIONS.

(Z) INSTALL NEW PEDESTAL FOUNDATION, PEDESTAL AND PUSH BUTTON ADJACENT TO SIDEWALK AS SHOWN.

(Y) INSTALL 5' WIDE CONCRETE SIDEWALK EXTENSION.

ANY PROPOSED REVISIONS TO THE LOCATION OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE DIVISION OF TRAFFIC ENGINEERING PRIOR TO INSTALLATION.

THE LOCATION OF TRAFFIC SIGNAL APPURTENANCES (MAST ARMS, SPAN POLES, PEDESTALS, AND HAND HOLES) WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE VERIFIED PRIOR TO INSTALLATION TO PROVIDE A FREE PATH OF NOT LESS THAN 3 FEET. IF A MINIMUM 3 FOOT FREE PATH IS UNAVAILABLE NOTIFY THE ENGINEER AND CONTACT THE DIVISION OF TRAFFIC ENGINEERING.

INSTALL STATE FURNISHED CABINET ON A TYPE IV CONTROLLER FOUNDATION. CABINET DOOR TO OPEN STREET SIDE.

INSTALL CONCRETE SIDEWALK ON CABINET DOOR SIDE OF CONTROLLER FOUNDATION AS SHOWN ON TYPICAL INSTALLATION DETAIL SHEET.

(W) INSTALL 30" X 30" HANDHOLE. ALL OTHERS TYPE II.

INSTALL HANDHOLES APPROX. 1' BEHIND CURB OR IF NO CURB, 2' BEHIND EDGE OF ROAD UNLESS OTHERWISE SPECIFIED.

INSTALL LOOP DETECTOR SAWCUT WIRES THROUGH HANDHOLE (W) (WITH NO SPLICES) & THROUGH THE 2" R.M.C., THEN SPLICED TO CORRESPONDING LOOPS IN EACH LANE, IN HANDHOLE (V). TWIST LOOP DETECTOR SAWCUT SAWCUT WIRES INSIDE THE 2" R.M.C. ACCORDING TO TYPICAL PLAN.

INSTALL LOOP DETECTORS 8' APART UNLESS OTHERWISE SPECIFIED.

SERIES SPLICE SEGMENTED LOOPS PER LANE.

UTILITY ENGINEERS CONSULTED DURING DESIGN:
AT&T: MIKE BRECHER PHONE: (203) 271-4763,
U.I.: DOMINIC YACOBINO PHONE: (203) 499-5977.

INSTALL TRAFFIC SIGNAL CABLE CLOSURE ON THE SPAN ±5' FROM CURBLINE.

(K) THIS SPANPOLE WILL REQUIRE TWO WEATHER HEADS FOR THE TRAFFIC SIGNAL CABLES. BOTH SHOULD BE 2½" ENTRANCE FITTINGS.

REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT INCLUDING, BUT NOT LIMITED TO FOUNDATIONS, HANDHOLES, CONDUIT RISERS & CABLE, MESSENGER & INTERCONNECT, STEEL POLES, AND WOOD POLES.

COORDINATE THIS REVISION WITH CONNECTICUT D.O.T. UNIT 1511. D.O.T. CONTACT MR. JAMES NESCI AT 258-0346 AT LEAST 48 HRS PRIOR TO REVISION.

INSTALL NEW AUXILIARY TERMINATION CABINET ON NEW CONTROLLER CABINET AND RELOCATE EXISTING TELEPHONE SERVICE.

CONTRACTOR TO INSTALL SIGN #31-0845 AT PEDESTRIAN PUSH BUTTON LOCATIONS.

PRE-EMPTION NOTES

RELOCATE EXISTING PRE-EMPTION EQUIPMENT. TEST PRE-EMPTION SYSTEM PRIOR TO AND AFTER RELOCATION IN ACCORDANCE WITH SPECIFICATIONS.

RELOCATE AUXILIARY EQUIPMENT CABINET FROM EXISTING CONTROLLER CABINET TO NEW CONTROLLER CABINET.

STATE FORCES TO INSTALL A SWITCH IN THE SIGNAL CABINET TO EFFECTIVELY DISCONNECT THE PRE-EMPTION EQUIPMENT FROM THE TRAFFIC SIGNAL CONTROLLER.

RELOCATE EXISTING OPTICAL DETECTORS ONTO NEW SPAN.

PRE-EMPTION DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE MANUFACTURER OR HIS DESIGNATED REPRESENTATIVE. DETECTOR CABLES ARE TO BE INSTALLED CONTINUOUS BETWEEN EACH DETECTOR AND THE AUXILIARY EQUIPMENT CABINET.

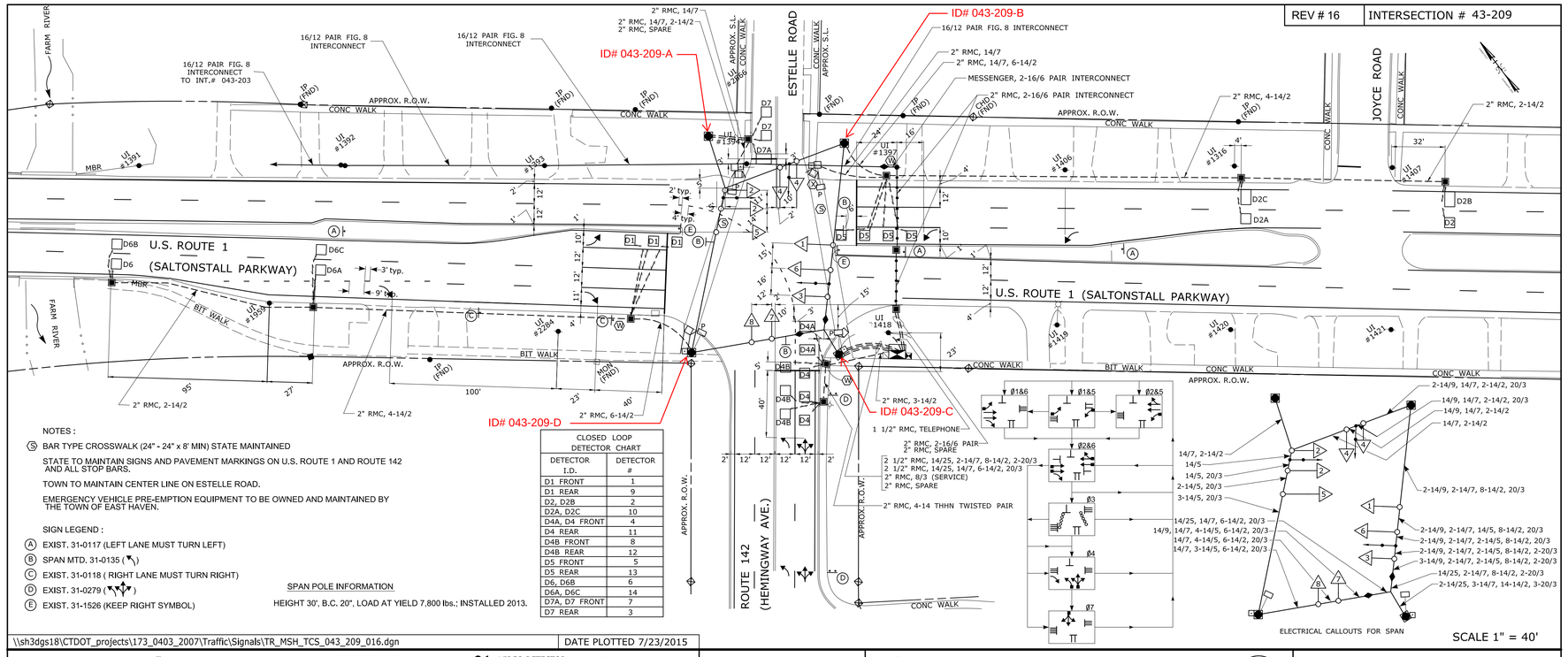
CONTRACTOR TO ERADICATE AND INSTALL PAVEMENT MARKINGS AS INDICATED BELOW :

- INSTALL ALL STOP BARS AS SHOWN.
- ERADICATE EDGE LINE ON SOUTH SIDE OF U.S. ROUTE 1 WEST OF ROUTE 142 AND INSTALL NEW EDGE LINE AS SHOWN.
- INSTALL 3' DOTTED EXTENSION LINES FOR THE EASTBOUND U.S. ROUTE 1 RIGHT TURN LANE AS SHOWN.
- ERADICATE ALL PAVEMENT MARKING ARROWS AND INSTALL NEW PAVEMENT MARKING ARROWS AS SHOWN.
- ERADICATE CROSSWALKS ON U.S. ROUTE 1 AND INSTALL NEW CROSSWALKS AS SHOWN.
- INSTALL 50' DYCL ON ESTELLE ROAD AS SHOWN.

NO.	DATE	INIT.	DESCRIPTION

REVISIONS

REV # 16 | INTERSECTION # 43-209



ELECTRICAL CALLOUTS FOR SPAN

SCALE 1" = 40'

NOTES :

(S) BAR TYPE CROSSWALK (24" - 24" x 8' MIN) STATE MAINTAINED

STATE TO MAINTAIN SIGNS AND PAVEMENT MARKINGS ON U.S. ROUTE 1 AND ROUTE 142 AND ALL STOP BARS.

TOWN TO MAINTAIN CENTER LINE ON ESTELLE ROAD.

EMERGENCY VEHICLE PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE TOWN OF EAST HAVEN.

SIGN LEGEND :

(A) EXIST. 31-0117 (LEFT LANE MUST TURN LEFT)
(B) SPAN MTD. 31-0135 (◥)
(C) EXIST. 31-0118 (RIGHT LANE MUST TURN RIGHT)
(D) EXIST. 31-0279 (◥◤)
(E) EXIST. 31-1526 (KEEP RIGHT SYMBOL)

SPAN POLE INFORMATION

HEIGHT 30', B.C. 20", LOAD AT YIELD 7,800 lbs.; INSTALLED 2013.

CLOSED LOOP DETECTOR CHART	
DETECTOR I.D.	DETECTOR #
D1 FRONT	1
D1 REAR	9
D2, D2B	2
D2A, D2C	10
D4A, D4 FRONT	4
D4 REAR	11
D4B FRONT	8
D4B REAR	12
D5 FRONT	5
D5 REAR	13
D6, D6B	6
D6A, D6C	14
D7A, D7 FRONT	7
D7 REAR	3

\\sh3dgs18\CTDOT_projects\173_0403_2007\Traffic\Signals\TR_MSH_TCS_043_209_016.dgn | DATE PLOTTED 7/23/2015

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTRIAN SIGNAL FACE
AUDIBLE PEDESTRIAN SIGNAL
PROPOSED CONTROLLER
TRAFFIC SIGNAL FACE
PEDESTRIAN PUSH BUTTON & SIGN
PEDESTAL MOUNTING
PROPOSED R.M.C. (RIGID METAL CONDUIT)
EXISTING R.M.C. (RIGID METAL CONDUIT)
DET. LEADS IN SAW CUT
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTOR
OPTICAL DETECTOR
SYSTEM DETECTOR
EXISTING CONTROLLER
PROPOSED HANDHOLE
EXISTING HANDHOLE
SIDEWALK RAMP
SONIC DETECTOR
GUY WIRE
LOOP DETECTOR
MAGNETIC DETECTOR
CABLE CLOSURE

DRAWN BY : JMF

DESIGNED BY :

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TOWN OF EAST HAVEN
U.S. ROUTE 1 (SALTONSTALL PARKWAY)
AT ESTELLE ROAD AND
ROUTE 142 (HEMINGWAY AVE.)

OFFICE OF ENGINEERING

TOWN: EAST HAVEN

DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN

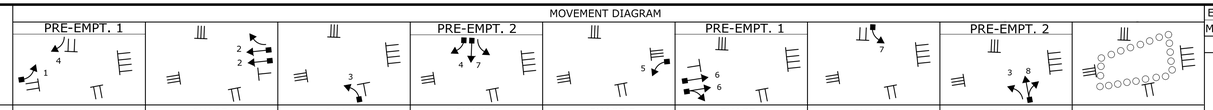
PROJECT NO. 173-403

DRAWING NO. TCS-5

SHEET NO.

REV # 15 | INTERSECTION # 43-209

MOVEMENT DIAGRAM



NTOR		PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8			PHASE 9		
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	◄R	←	◄Y	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R
2	Y	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
3	R	R	R	R	R	R	R	◄R	◄Y R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R
4	R	R►	R Y►	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
5	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	←	◄Y	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R	◄R
6	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R
7	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	◄R	◄Y R	R	R	R	R	R	R	R
8	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R
P	OFF	◄										DW														WØ	◄	DW

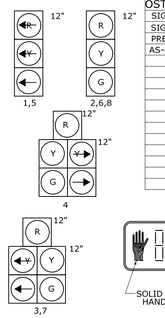
INTERVALS																												
	MIN GRN	5			18			5			9			5			18			5			9			7 (2)		
	WALK																									25 (1)		
	PED CLR																											
	VEH EXT	2			2.5			2			2			2			2.5			2			2					
	MAX 1	20			35			10			20			20			35			10			20					
	MAX 2	20			35			10			20			20			35			10			20					
	YELLOW		3			4			3			3			3			4			3			3			4		
	RED			2.0			1.5			0			2.0			2.0			1.5			0			2.0			0
	ADD INIT																											
	MAX INIT																											
	TBR																											
	TTR																											
	MIN GAP																											
MODE		NON-LOCK			MIN RECALL			NON-LOCK			NON-LOCK			NON-LOCK			MIN RECALL			NON-LOCK			NON-LOCK			NON-LOCK		
INT START					THIS PHASE												THIS PHASE											

(2) ACCESSIBLE PEDESTRIAN SIGNAL

(1) COUNTDOWN PEDESTRIAN SIGNAL

ENERGY BY	STATE	ADDRESS #	INTERSECTION #
MAINT LEVEL	1	SERVICE POLE U.I. M.H. 1199	043-212
METERED SERVICE			

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.

OFFICE RECORD

REVISION #13

OSTA # N/A SM # N/A

SIGNAL REVISED :12/03/2016

SIGNAL REVISED UNDER PROJECT 173-404.

PRE-EMPTION INOPERABLE PENDING TOWN MAINTENANCE.

AS-BUILT PLAN DRAWN.

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	4	4
ALT. RED	2	2
ALT. PED. CLR.	25	25
HOLD GREEN	15	15
HOLD YELLOW	3	3
HOLD RED	2.0	2.0
HOLD PHASE	1&6	4&8
EXIT PHASE	2&6	1&5
EXIT CALL	NONE	NONE

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	6' X 6'	3	PRESENCE
D2,D2B	6' X 6'	5	PRESENCE
D2A,D2C	6' X 6'	4	PRESENCE
D3	6' X 6'	3	2" DELAY
D4,D4A	6' X 6'	3	PRESENCE
D5	6' X 6'	3	PRESENCE
D6,D6B	6' X 6'	5	PRESENCE
D6A,D6C	6' X 6'	4	PRESENCE
D7	6' X 6'	3	2" DELAY
D8	6' X 6'	3	PRESENCE
D8A	11' x 6'	3	PRESENCE
D8B	15' x 6'	3	PRESENCE

PROGRAM

FUNCTION	T I M E	DAYS
FLASH	NONE	
MAX 1	ALL TIMES	
MAX 2	FUTURE	

COORDINATION TYPE - NONE

CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS Ø1	Ø2	Ø3	Ø4	SEC / % Ø5	Ø6	Ø7	Ø8

PERMIS PERIOD: Ø SEC

SYSTEM LOC MASTER

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY

(1) COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CLEARANCE INTERVAL.

MANUAL AND INTERVAL ADVANCE TO BE DISCONNECTED DURING PHASE 9 PEDESTRIAN CLEARANCE INTERVAL.

PHASES 3&7 TO DRIVE FACES 3&7 ◄Y AND ← ONLY.

PHASES 4&8 TO DRIVE FACES 3&7 R,Y,G.

PHASE 4 ON TO OMIT PHASE 3.

PHASE 8 ON TO OMIT PHASE 7.

(2) PERCUSSIVE TONE ONLY DURING PEDESTRIAN WALK INTERVAL.

LEGEND:

R	RED	◄R	RED ARROW	WØ	WALK/ PED. CLR
Y	YELLOW	◄Y	YELLOW ARROW	D.W.	DON'T WALK
G	GREEN	←	GREEN ARROW	FL.	FLASHING

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

TOWN OF EAST HAVEN
ROUTE 142 (HEMINGWAY AVE.) AT
ROUTE 100 (MAIN ST.)

REV #13	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER	CAW	7/12	ABB	10/12
DRAWN BY	MJC	8/12	JMF	10/12
CHECKED BY	KAL	8/12	PSF	10/12
SUBMITTED BY	JPO	10/12	LNC	10/12
APPROVED BY	Barbara B. Ricozzi		Tracy L. Fogarty	
DATE	12/12/2012		12/12/2012	

ORIGINAL SIGNED

CONSTRUCTION NOTES :

ALL TRAFFIC SIGNAL EQUIPMENT IS NEW.

STATE FORCES TO STAKE ALL R.O.W. PRIOR TO EXCAVATION.

CENTER LOOP DETECTORS IN LANE AND 8' APART UNLESS OTHERWISE NOTED.

(O) REMOVE EXISTING SIDEWALK RAMP AND INSTALL TYPE 4b SIDEWALK RAMP AS SHOWN.

(Q) INSTALL 5' W x 4' L CONCRETE SIDEWALK EXTENSION AND TYPE 4c SIDEWALK RAMP.

(R) INSTALL TYPE 4b SIDEWALK RAMP.

(X) SPAN POLE FOUNDATION TO BE INSTALLED FLUSH WITH SIDEWALK SURFACE AND WITHIN R.O.W.

(Y) INSTALL PEDESTAL FOUNDATION ADJACENT TO BACK EDGE OF WALK AND WITHIN R.O.W.

(Z) INSTALL PEDESTAL FOUNDATION ADJACENT TO BACK EDGE OF WALK.

ANY PROPOSED REVISIONS TO THE LOCATION OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE DIVISION OF TRAFFIC ENGINEERING PRIOR TO INSTALLATION.

THE LOCATION OF TRAFFIC SIGNAL APPURTENANCES (MAST ARMS, SPAN POLES, PEDESTALS, AND HAND HOLES) WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE VERIFIED PRIOR TO INSTALLATION TO PROVIDE A FREE PATH OF NOT LESS THAN 3 FEET. IF A MINIMUM 3 FOOT FREE PATH IS UNAVAILABLE NOTIFY THE ENGINEER AND CONTACT THE DIVISION OF TRAFFIC ENGINEERING.

CABINET DOOR TO OPEN STREET SIDE.

(W) INSTALL 30" X 30" HANDHOLE. ALL OTHERS TYPE II.

INSTALL HANDHOLES APPROX. 1' BEHIND CURB OR IF NO CURB, 2' BEHIND EDGE OF ROAD UNLESS OTHERWISE SPECIFIED.

(U) INSTALL HANDHOLE BETWEEN CONCRETE WALK AND CURBING.

SEE STANDARD SHEET - LOOP VEHICLE DETECTOR AND SAWCUT, TR-1111_01, THE SAWCUT INSTALLATION PROCEDURE HAS CHANGED.

SERIES SPLICE SEGMENTED LOOPS PER LANE.

INSTALL TRAFFIC SIGNAL CABLE CLOSURE ON THE SPAN ±5' FROM CURBLINE.

SPAN POLES WITH 2 SPAN ATTACHMENTS TO HAVE 2 SPAN CLAMPS.

REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT INCLUDING, BUT NOT LIMITED TO FOUNDATIONS, HANDHOLES, CONDUIT RISERS & CABLE, MESSENGER & INTERCONNECT, STEEL POLES, AND WOOD POLES.

RELAY BRICK WALK DAMAGED DUE TO INSTALLATION OF TRAFFIC SIGNAL EQUIPMENT TO BE PAID FOR UNDER ITEM #0925101A-RELAY BRICK WALK.

UTILITY ENGINEERS CONSULTED DURING DESIGN:
U.I.: CLIFF CRONAN PHONE: (203) 926-4643, EMAIL : CLIFFCRONAN@UINET.COM.

SPAN POLE ON S.W. CORNER TO HAVE 3" ENTRANCE FITTING.

INSTALL NEW CONTROLLER FOUNDATION IN LOCATION OF EXISTING. TEMPORARILY RELOCATE CONTROLLER TO FACILITATE INSTALLATION OF NEW FOUNDATION.

CONTRACTOR TO INSTALL SIGN #31-0845, WITH APPROPRIATE ARROW, AT PEDESTRIAN PUSH BUTTON LOCATIONS.

EMERGENCY PRE-EMPTION NOTES

RELOCATE AUXILIARY EQUIPMENT CABINET FROM EXISTING CONTROLLER CABINET TO LEFT SIDE OF NEW CONTROLLER CABINET. RELOCATE EXISTING EMERGENCY PRE-EMPTION DETECTORS TO NEW SPAN. TEST PRE-EMPTION SYSTEM PRIOR TO AND AFTER RELOCATION IN ACCORDANCE WITH SPECIFICATIONS.

CONTRACTOR TO INSTALL A SWITCH IN THE SIGNAL CABINET TO EFFECTIVELY DISCONNECT THE PRE-EMPTION EQUIPMENT FROM THE TRAFFIC SIGNAL CONTROLLER.

PRE-EMPTION DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE MANUFACTURER OR HIS DESIGNATED REPRESENTATIVE. DETECTOR CABLES ARE TO BE INSTALLED CONTINUOUS BETWEEN EACH DETECTOR AND THE AUXILIARY EQUIPMENT CABINET.

FOR INSTALLATION/ERADICATION OF PAVEMENT MARKINGS AND SIGNING, REFER TO THE SIGNING AND PAVEMENT MARKING PLAN, DRAWING NO.SPM-1

THE DESIGN APPEARS TO CONFORM TO APPLICABLE CRITERIA. APPROVAL IS NOT TO BE CONSTRUED TO MEAN THAT ALL ASPECTS OF THE DESIGN HAVE BEEN PERSONALLY CHECKED BY THE UNDERSIGNED.

TRANSPORTATION PRINCIPAL ENGINEER

THE DESIGN APPEARS TO CONFORM TO APPLICABLE CRITERIA. APPROVAL IS NOT TO BE CONSTRUED TO MEAN THAT ALL ASPECTS OF THE DESIGN HAVE BEEN PERSONALLY CHECKED BY THE UNDERSIGNED.

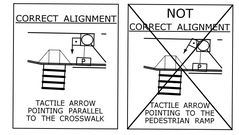
TRANSPORTATION PRINCIPAL ENGINEER

CONSTRUCTION NOTES FOR DESIGN INITIATED CHANGE ORDER NO. 7/7/14

REPLACE PROPOSED PEDESTRIAN PUSH BUTTONS WITH ACCESSIBLE PEDESTRIAN SIGNAL AND DETECTOR (TYPE A) AT EIGHT LOCATIONS AS SHOWN ON PLAN.

ACCESSIBLE PEDESTRIAN SIGNAL AND DETECTOR

EXAMPLE ALIGNMENT



NO.	DATE	INIT.	DESCRIPTION
C-5	6/2014		ADDED APS AND REVISED LOCATION OF SPAN POLE ON N.W. CORNER.

REVISIONS

SIGN LEGEND:

(A) SPAN MTD. 31-0135 (ONLY)
(B) SPAN MTD. 31-0138 (ONLY)
(C) SPAN MTD. 31-0823 (NO TURN ON RED)
(D) 31-0282 (ONLY)
(E) 31-0307 (ONLY)
(F) 31-0445 (ONLY ONLY)
(G) 31-0302 (ONLY ONLY)
(H) 31-0118 (RIGHT LANE MUST TURN RIGHT)
(I) 31-1526 ( )
(J) 31-0117 (LEFT LANE MUST TURN LEFT)

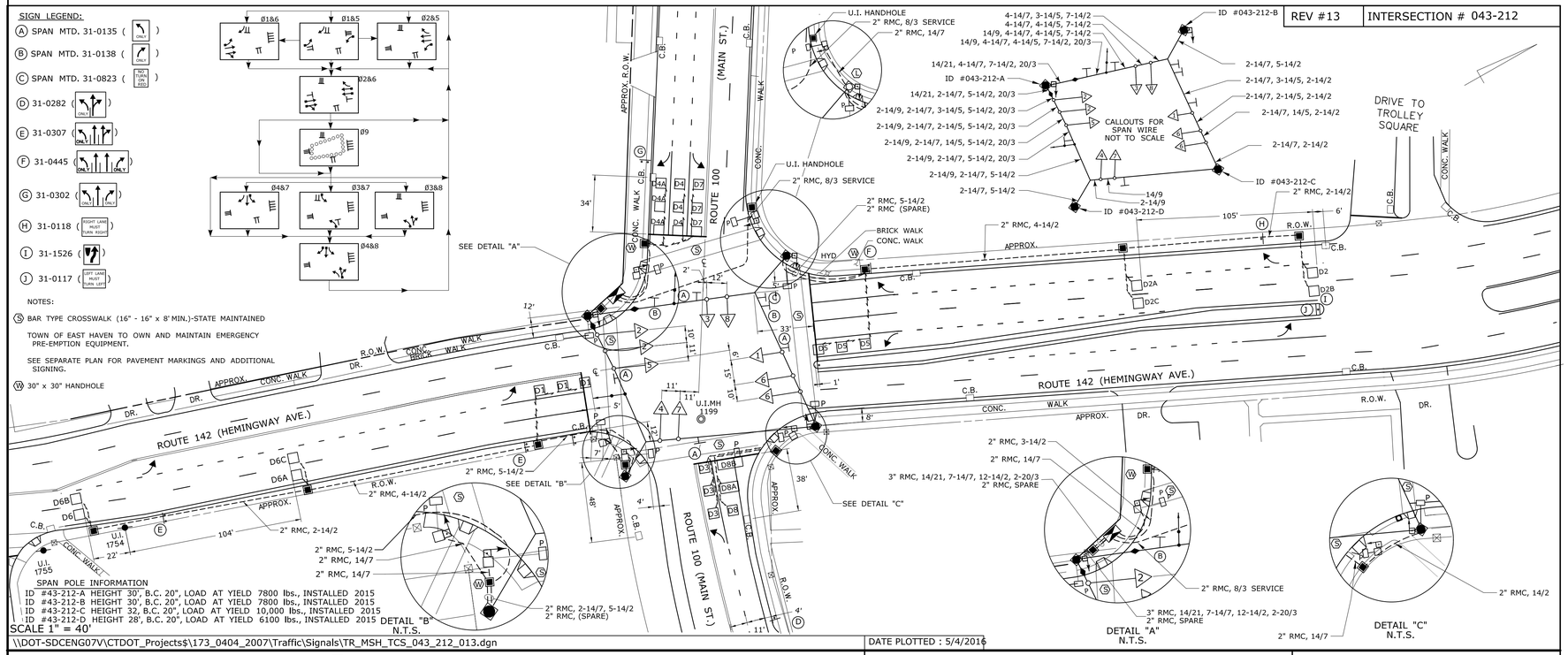
NOTES:

(S) BAR TYPE CROSSWALK (16" - 16" x 8' MIN.)-STATE MAINTAINED

TOWN OF EAST HAVEN TO OWN AND MAINTAIN EMERGENCY PRE-EMPTION EQUIPMENT.

SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND ADDITIONAL SIGNING.

(W) 30" x 30" HANDHOLE



SPAN POLE INFORMATION

ID #43-212-A HEIGHT 30', B.C. 20", LOAD AT YIELD 7800 lbs., INSTALLED 2015
ID #43-212-B HEIGHT 30', B.C. 20", LOAD AT YIELD 7800 lbs., INSTALLED 2015
ID #43-212-C HEIGHT 32, B.C. 20", LOAD AT YIELD 10,000 lbs., INSTALLED 2015
ID #43-212-D HEIGHT 28', B.C. 20", LOAD AT YIELD 6100 lbs., INSTALLED 2015

REV #13	INTERSECTION # 043-212

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DATE PLOTTED : 5/4/2016

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTRIAN SIGNAL FACE
TRAFFIC SIGNAL FACE
DIRECTIONAL ARW. FOR PUSH BUTTON SIGN
PEDESTRIAN PUSH BUTTON & SIGN
PEDESTAL MOUNTING
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
PROPOSED CONTROLLER
PROPOSED R.M.C. (RIGID METAL CONDUIT)
EXISTING R.M.C. (RIGID METAL CONDUIT)
DET. LEADS IN SAW CUT
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTOR
OPTICAL DETECTOR
SD SYSTEM DETECTOR
EXISTING CONTROLLER
PROPOSED HANDHOLE
EXISTING HANDHOLE
SIDEWALK RAMP
SONIC DETECTOR
GUY WIRE
LOOP DETECTOR
MAGNETIC DETECTOR
CABLE CLOSURE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TOWN OF EAST HAVEN
ROUTE 142 (HEMINGWAY AVE.) AT
ROUTE 100 (MAIN ST.)

OFFICE OF ENGINEERING

TOWN: EAST HAVEN

DRAWING TITLE: TRAFFIC CONTROL SIGNAL SHEET

PROJECT NO. 173-404
DRAWING NO. TCS-6
SHEET NO. 03.07.C5

REV #13 | INTERSECTION # 043-212

NONE

MOVEMENT DIAGRAM



NTOR		PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	Y	◄G	◄Y G	G	G	Y	R	R	R	R	R	R	R										R	R	R
2	Y	G	G	G	G	Y	R	R	R	R	R	R	R										R	R	R
3	Y	R	R	R	G	Y	R	R	R	R	R	R	R										G	Y	R
4	R	R	R	R	R	R	R	R	R	R	G	Y	R										R	R	R
P	OFF	◄ DW			W Ø	◄ DW		◄ DW			◄ DW												◄ DW		

FACE #

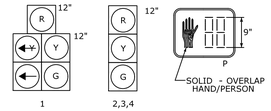
◄ YIELD POINT

INTERVALS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MIN GRN	5	20	7	7				15
WALK			10 (1)					
PED CLR			COUNTDOWN PEDESTRIAN SIGNAL					
VEH EXT	2.0	2.5		1.5				
MAX 1	7	40		20				
MAX 2	10	30		17				
YELLOW	3.0	4.2	4.0	3.0				4.2
RED	0	1.7	0	0.5				0.5
ADD INIT								
MAX INIT								
TBR								
TTR								
MIN GAP								
MODE	MIN RECALL	MIN RECALL	NON-LOCK	NON-LOCK	OFF	OFF	OFF	ON/OMIT
INT START		THIS PHASE						

ENERGY BY	TOWN	ADDRESS #	
MAINT LEVEL	5	SERVICE POLE	SNET 880
METERED SERVICE			

INTERSECTION # 43-205

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.	10	10
HOLD GREEN	15	15
HOLD YELLOW	3.0	4.2
HOLD RED	0	0.5
HOLD PHASE	1	8
EXIT PHASE	2	1
EXIT CALL	NONE	NONE

OFFICE RECORD

REVISION # 10

OSTA # 043-0608-01 SM # N/A

SIGNAL REVISED : 12/3/16

REPLACED ALL SIGNAL EQUIPMENT AND ADDED EMERGENCY PRE-EMPTION UNDER PROJECT 173-404

AS BUILT DRAWN.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

TOWN OF EAST HAVEN
ROUTE 142 (HEMINGWAY AVE.)
AT DODGE AVE.

REV #10	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER	CAW	11/11	ABB	9/06
DRAWN BY	JMF	8/06	JMF	10/06
CHECKED BY	KAL	11/11	ZRC	8/12
SUBMITTED BY	JPO	11/12	LNC	10/12
APPROVED BY	Barbara B. Ricozzi		Tracy L. Fogarty	
DATE	12/12/2012		12/12/2012	

ORIGINAL SIGNED

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	25' x 6'	3	PRESENCE
D2	6' x 6'	5	PRESENCE
D2A	6' x 6'	4	PRESENCE
D2B	6' x 6'	5	PRESENCE
D2C	6' x 6'	4	PRESENCE
D2D	6' x 6'	4	PRESENCE
D2E	6' x 6'	3	PRESENCE
D2F	6' x 6'	4	PRESENCE
D2G	6' x 6'	3	PRESENCE
D4	8' x 6'	3	PRESENCE
D4A	12' x 6'	3	PRESENCE

PROGRAM

FUNCTION	T I M E	DAYS
FLASH	NONE	DAILY
MAX 1	ALL OTHER TIMES	DAILY
MAX 2	0700-0900 1600-1800	M-F
PATTERN 1	0700-0900 1600-1800	M-F
PATTERN 2	FUTURE	
PATTERN 3	FUTURE	
FREE	ALL OTHER TIMES	DAILY

COORDINATION TYPE -TC/TBC

CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS Ø1	Ø2	Ø3	Ø4	SEC / % Ø5	Ø6	Ø7	Ø8
90"	8	9								

PERMIS PERIOD	Ø	SEC

SYSTEM LOC	MASTER
	043-225
	043-205

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY

PHASE 1 MUST PRECEDE PHASE 2. PHASE 2 ON TO OMIT PHASE 1.

PRE-EMPTION TO BE INOPERATIVE DURING FLASHING PEDESTRIAN CLEARANCE INTERVAL.

ARTERY PHASE LOOPS TO BE NON-ACTUATING DURING COORDINATION.

(1) COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CLEARANCE INTERVAL.

MANUAL AND INTERVAL ADVANCE TO BE DISCONNECTED DURING PHASE 3 PEDESTRIAN CLEARANCE INTERVAL.

D1 TO EXTEND PHASE 1 ONLY.

LEGEND:

R RED
Y YELLOW
G GREEN
FL. FLASHING
◄R RED ARROW
◄Y YELLOW ARROW
◄ GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK

DIVISION OF TRAFFIC ENGINEERING CADD

CONSTRUCTION NOTES :

ALL TRAFFIC SIGNAL EQUIPMENT IS NEW.

STATE FORCES TO STAKE ALL R.O.W. PRIOR TO EXCAVATION.

CENTER LOOP DETECTORS IN LANE AND 8' APART UNLESS OTHERWISE SPECIFIED.

SERIES SPLICE SEGMENTED LOOPS PER LANE.

SEE STANDARD SHEET - LOOP VEHICLE DETECTOR AND SAWCUT, TR-1111_01, THE SAWCUT INSTALLATION PROCEDURE HAS CHANGED.

INSTALL HANDHOLES APPROX. 1' BEHIND CURB OR IF NO CURB, 2' BEHIND EDGE OF ROAD UNLESS OTHERWISE SPECIFIED.

(W) INSTALL 30" X 30" HANDHOLE. ALL OTHERS TYPE II.

(C) INSTALL GALVANIZED STEEL HANDHOLE COVER. ALL COVERS IN SIDEWALK TO BE CAST IRON.

(U) TRIM TREE CANOPY TO PROVIDE A MINIMUM OF 215' VISIBILITY DISTANCE TO SIGNAL HEAD 2.

(Q) INSTALL 4' x 8' CONCRETE PAD ADJACENT TO SPAN POLE AS SHOWN.

(R) REMOVE EXISTING SIDEWALK RAMP IN S.W. CORNER AND INSTALL NEW TYPE 4b RAMP AS SHOWN.

(X) REMOVE EXISTING SIDEWALK RAMP AND INSTALL TYPE 1 SIDEWALK RAMP.

(Y) REMOVE EXISTING SIDEWALK RAMP AND INSTALL TWO TYPE 4b SIDEWALK RAMPS. CENTER PEDESTAL WITH PEDESTRIAN SIGNALS BETWEEN RAMPS 3' FROM EDGE OF ROAD.

(Z) INSTALL D4A 2' NORTH OF THE EDGE OF THE CATCH BASIN ON THE S.W. CORNER.

(A) INSTALL CONTROLLER FOUNDATION ADJACENT TO AND WITHIN R.O.W.

(B) INSTALL SPAN POLE FOUNDATION ADJACENT TO WALK AT BACK EDGE.

INSTALL CONCRETE SIDEWALK ON CABINET DOOR SIDE OF CONTROLLER FOUNDATION AS SHOWN ON STANDARD SHEET TR-1002_01.

CABINET DOOR TO OPEN STREET SIDE.

TWO WEEKS PRIOR TO INSTALLATION CONTACT
AT&T REPRESENTATIVE MICHAEL BRECHER AT (203) 238-5201,
EMAIL : MB2738@ATT.COM AND
UI REPRESENTATIVE ELTON CERENI AT (203) 926-4428,
EMAIL : ELTON.CERENI@UINET.COM

INSTALL TRAFFIC SIGNAL CABLE CLOSURE ON THE SPAN ± 5' FROM CURBLINE.

SPAN POLE ON SOUTHWEST CORNER TO HAVE 3" ENTRANCE FITTING.

ANY PROPOSED REVISIONS TO THE LOCATION OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE DIVISION OF TRAFFIC ENGINEERING PRIOR TO INSTALLATION.

SIGNAL APPURTENANCES (MAST ARMS, SPAN POLES, PEDESTALS, AND HAND HOLES) WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE LOCATED TO PROVIDE A FREE PATH OF NOT LESS THAN 3'. ANY PROPOSED REVISIONS TO THE LOCATIONS OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE DIVISION OF TRAFFIC ENGINEERING PRIOR TO INSTALLATION.

REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT INCLUDING, BUT NOT LIMITED TO FOUNDATIONS, HANDHOLES, CONDUIT RISERS & CABLE, MESSENGER & INTERCONNECT, STEEL POLES, AND WOOD POLES.

EMERGENCY PRE-EMPTION NOTES

INSTALL AUXILIARY EQUIPMENT CABINET ON LEFT SIDE OF CONTROLLER CABINET. INSTALL PRE-EMPTION EQUIPMENT IN AUXILIARY CABINET.

CONTRACTOR TO INSTALL A SWITCH IN THE SIGNAL CABINET TO EFFECTIVELY DISCONNECT THE PRE-EMPTION EQUIPMENT FROM THE TRAFFIC SIGNAL CONTROLLER.

PRE-EMPTION DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE MANUFACTURER OR HIS DESIGNATED REPRESENTATIVE. DETECTOR CABLES ARE TO BE INSTALLED CONTINUOUS BETWEEN EACH DETECTOR AND THE AUXILIARY EQUIPMENT CABINET.

CONTRACTOR SHALL INSTALL SIGN No. 31-0845, WITH APPROPRIATE ARROW, AT PEDESTRIAN PUSHBUTTON LOCATIONS.

CONTRACTOR TO INSTALL PAVEMENT MARKINGS AS INDICATED BELOW:

- ALL STOP BARS AS SHOWN.
- 50' OF D.Y.C.L. ON DODGE AVENUE.
- CROSSWALKS ON ROUTE 142 AND DODGE AVENUE AS SHOWN.

CONSTRUCTION NOTES FOR INTERSECTION #43-225 ROUTE 337 AT ROUTE 142

REPLACE TIME CLOCK IN EXISTING CONTROLLER CABINET AT INT.#043-225.

REVISE TIMINGS AS SHOWN BELOW.

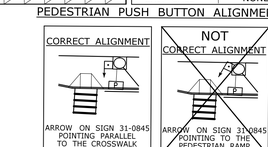
INTERVALS	PHASE 1	PHASE 2	PHASE 3	PHASE 4
MIN GRN	5	18	9	
WALK			7	
PED CLR			14	
VEH EXT	1.5	2.5	2.5	
MAX 1	9	25	15	
MAX 2	20	18	20	
YELLOW	3	4.2	3	
RED	0.1	2.0	0.1 0 1	
ADD INIT				
MAX INIT				
TBR				
TTR				
MIN GAP				
MODE	NON-LOCK	MIN RECALL	NON-LOCK	NON-LOCK
INT START		THIS PHASE		

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.	14	14
HOLD GREEN	15	15
HOLD YELLOW	3	3
HOLD RED	0.1	1
HOLD PHASE	1	8
EXIT PHASE	2	1
EXIT CALL	NONE	NONE

PROGRAM			COORDINATION TYPE - TC/TBC								
FUNCTION	T I M E	DAYS	CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS Ø1	Ø2	Ø3	Ø4	SEC / % Ø5	Ø6	Ø7	Ø8
FLASH	NONE	DAILY											
MAX 1	ALL OTHER TIMES	DAILY											
MAX 2	0700-0900 1600-1800	M-F											
PATTERN 1	0700-0900 1600-1800	M-F	90"	1	1								
PATTERN 2	FUTURE												
FREE	ALL OTHER TIMES	DAILY											

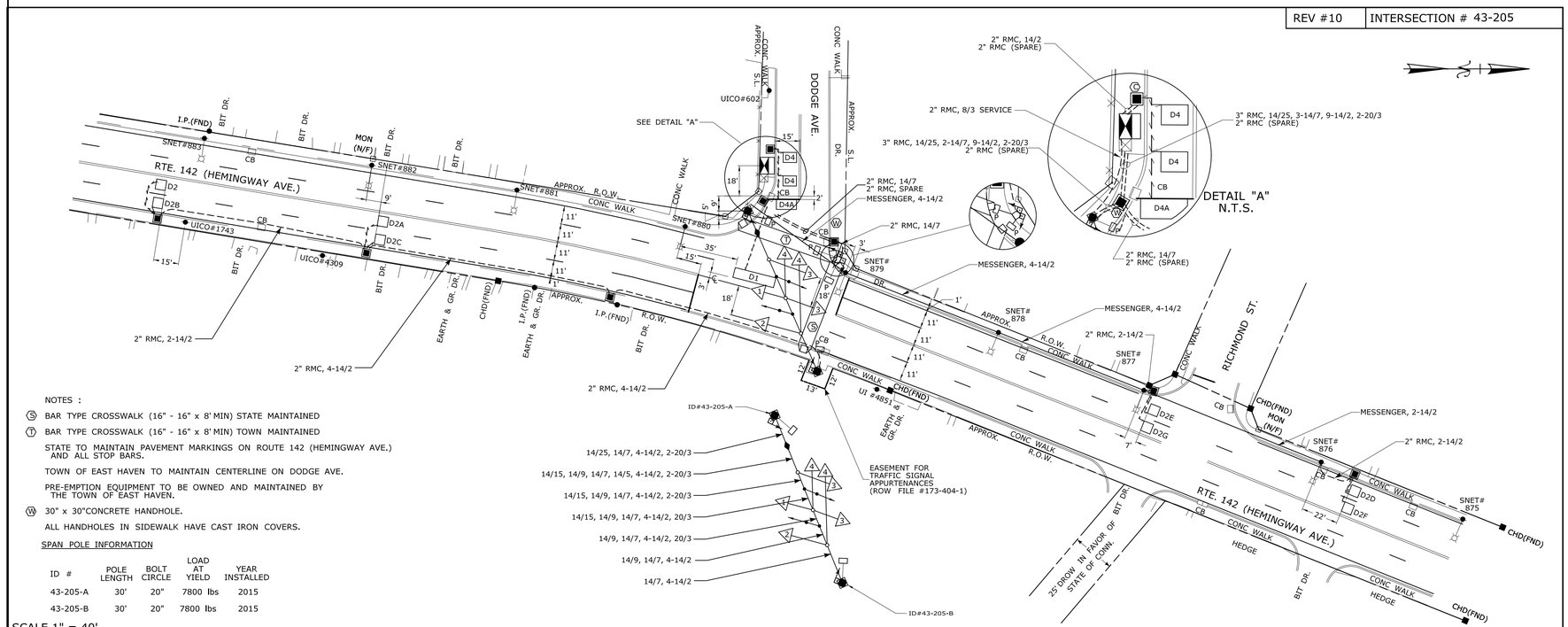
PEDESTRIAN PUSH BUTTON ALIGNMENT



NO.	DATE	INIT.	DESCRIPTION

REVISIONS

REV #10 | INTERSECTION # 43-205



NOTES :

(S) BAR TYPE CROSSWALK (16" - 16" x 8' MIN) STATE MAINTAINED

(T) BAR TYPE CROSSWALK (16" - 16" x 8' MIN) TOWN MAINTAINED

STATE TO MAINTAIN PAVEMENT MARKINGS ON ROUTE 142 (HEMINGWAY AVE.) AND ALL STOP BARS.

TOWN OF EAST HAVEN TO MAINTAIN CENTERLINE ON DODGE AVE.

PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE TOWN OF EAST HAVEN.

(W) 30" x 30"CONCRETE HANDHOLE.

ALL HANDHOLES IN SIDEWALK HAVE CAST IRON COVERS.

SPAN POLE INFORMATION

ID #	POLE LENGTH	BOLT CIRCLE	LOAD AT YIELD	YEAR INSTALLED
43-205-A	30'	20"	7800 lbs	2015
43-205-B	30'	20"	7800 lbs	2015

SCALE 1" = 40'

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- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTRIAN SIGNAL FACE
- DIRECTIONAL ARW. FOR PUSH BUTTON
- PROPOSED CONTROLLER
- TRAFFIC SIGNAL FACE
- PEDESTRIAN PUSH BUTTON & SIGN
- PEDESTAL MOUNTING
- PROPOSED R.M.C. (RIGID METAL CONDUIT)
- EXISTING R.M.C. (RIGID METAL CONDUIT)
- DET. LEADS IN SAW CUT
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- VIDEO DETECTOR
- OPTICAL DETECTOR
- SD SYSTEM DETECTOR
- EXISTING CONTROLLER
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- SIDEWALK RAMP
- SONIC DETECTOR
- GUY WIRE
- LOOP DETECTOR
- MAGNETIC DETECTOR
- CABLE CLOSURE

DRAWN BY : GMF

DESIGNED BY :

DATE PLOTTED : 5/18/2016

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TOWN OF EAST HAVEN
ROUTE 142 (HEMINGWAY AVE.)
AT DODGE AVE.

OFFICE OF ENGINEERING

TOWN: EAST HAVEN

DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN

PROJECT NO. 173-404

DRAWING NO. TCS-5

SHEET NO.

REV #10 | INTERSECTION # 43-205

Appendix C – Construction Vehicle Trips Data

HVN EA Construction Vehicle Trips

2023

On-Road Sources
Units for Non-Greenhouse Gases Emission: Short Ton
Units for Greenhouse Gases (CO2, CH4, and N2O) Emission: Metric Ton

Scenario ID	Year	Project	Equipment	Equipment Category	On-road Activity	Fuel	Roadway Type	Round Trip Distance (miles)	Number of Project Days	VMT	Round Trips	Trips coming IN	Trips coming OUT	Roud Trips/day
1	2023	Building - 100000 sqft- 10 stories	Cement Mixer	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	193	23,125	578	289	289	3
1	2023	Building - 100000 sqft- 10 stories	Dump Truck Subbase Material	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	193	12,333	308	154	154	2
1	2023	Building - 100000 sqft- 10 stories	Passenger Car	Passenger Car	Employee Commute	Gasoline	Urban Unrestrict	30	193	1,452,132	48,404	24,202	24,202	251
1	2023	Building - 100000 sqft- 10 stories	Tractor Trailer	Combination Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	193	2,400	60	30	30	0
2	2023	Site Work - 10000 sqft	Dump Truck Subbase Material	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	22	1,233	31	15	15	1
2	2023	Site Work - 10000 sqft	Passenger Car	Passenger Car	Employee Commute	Gasoline	Urban Unrestrict	30	22	3,630	121	61	61	6
2	2023	Site Work - 10000 sqft	Tractor Trailer	Combination Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	22	800	20	10	10	1
										Total	49,523			264

2024

On-Road Sources
Units for Non-Greenhouse Gases Emission: Short Ton
Units for Greenhouse Gases (CO2, CH4, and N2O) Emission: Metric Ton

Scenario ID	Year	Project	Equipment	Equipment Category	On-road Activity	Fuel	Roadway Type	Round Trip Distance (miles)	Number of Project Days	VMT	Round Trips	Trips coming IN	Trips coming OUT	Roud Trips/day
1	2024	Taxiways	Asphalt 18 Wheeler	Combination Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	22	247	6	3	3	0
1	2024	Taxiways	Cement Mixer	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	22	3931	98	49	49	4
1	2024	Taxiways	Dump Truck - Asphalt	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	22	349	9	4	4	0
1	2024	Taxiways	Dump Truck Subbase Material	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	22	2097	52	26	26	2
1	2024	Taxiways	Passenger Car	Passenger Car	Employee Commute	Gasoline	Urban Unrestrict	30	22	42900	1,430	715	715	65
2	2024	Building - 100000 sqft- 10 stories	Cement Mixer	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	258	23125	578	289	289	2
2	2024	Building - 100000 sqft- 10 stories	Dump Truck Subbase Material	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	258	12333	308	154	154	1
2	2024	Building - 100000 sqft- 10 stories	Passenger Car	Passenger Car	Employee Commute	Gasoline	Urban Unrestrict	30	258	1588256	52,942	26,471	26,471	205
2	2024	Building - 100000 sqft- 10 stories	Tractor Trailer	Combination Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	258	2400	60	30	30	0
3	2024	Parking Lot	Asphalt 18 Wheeler	Combination Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	129	9605	240	120	120	2
3	2024	Parking Lot	Cement Mixer	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	129	153088	3,827	1,914	1,914	30
3	2024	Parking Lot	Dump Truck - Asphalt	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	129	13608	340	170	170	3
3	2024	Parking Lot	Dump Truck Subbase Material	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	129	81647	2,041	1,021	1,021	16
3	2024	Parking Lot	Passenger Car	Passenger Car	Employee Commute	Gasoline	Urban Unrestrict	30	129	340560	11,352	5,676	5,676	88
4	2024	Apron (GA)	Asphalt 18 Wheeler	Combination Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	129	6791	170	85	85	1
4	2024	Apron (GA)	Cement Mixer	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	129	108225	2,706	1,353	1,353	21
4	2024	Apron (GA)	Dump Truck - Asphalt	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	129	9620	241	120	120	2
4	2024	Apron (GA)	Passenger Car	Passenger Car	Employee Commute	Gasoline	Urban Unrestrict	30	129	57720	1,443	722	722	11
5	2024	Access Road	Asphalt 18 Wheeler	Combination Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	129	1826	46	23	23	0
5	2024	Access Road	Cement Mixer	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	129	29097	727	364	364	6
5	2024	Access Road	Dump Truck - Asphalt	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	129	2586	65	32	32	1
5	2024	Access Road	Dump Truck Subbase Material	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	129	15518	388	194	194	3
5	2024	Access Road	Passenger Car	Passenger Car	Employee Commute	Gasoline	Urban Unrestrict	30	129	332820	11,094	5,547	5,547	86
										Totals	103,644			655

2025

On-Road Sources
Units for Non-Greenhouse Gases Emission: Short Ton
Units for Greenhouse Gases (CO2, CH4, and N2O) Emission: Metric Ton

Scenario ID	Year	Project	Equipment	Equipment Category	On-road Activity	Fuel	Roadway Type	Round Trip Distance (miles)	Number of Project Days	VMT	Round Trips	Trips coming IN	Trips coming OUT	Roud Trips/day
1	2025	Runway Extension	Asphalt 18 Wheeler	Combination Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	86	2253	56	28	28	1
1	2025	Runway Extension	Cement Mixer	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	86	35902	898	449	449	10
1	2025	Runway Extension	Dump Truck - Asphalt	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	86	3191	80	40	40	1
1	2025	Runway Extension	Dump Truck Subbase Material	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	86	19148	479	239	239	6
1	2025	Runway Extension	Passenger Car	Passenger Car	Employee Commute	Gasoline	Urban Unrestrict	30	86	377454	12,582	6,291	6,291	146
2	2025	Rehabilitate Runway	Asphalt 18 Wheeler	Combination Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	86	6897	172	86	86	2
2	2025	Rehabilitate Runway	Cement Mixer	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	86	109925	2,748	1,374	1,374	32
2	2025	Rehabilitate Runway	Dump Truck - Asphalt	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	86	9771	244	122	122	3
2	2025	Rehabilitate Runway	Dump Truck Subbase Material	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	86	58627	1,466	733	733	17
2	2025	Rehabilitate Runway	Passenger Car	Passenger Car	Employee Commute	Gasoline	Urban Unrestrict	30	86	337722	11,257	5,629	5,629	131
3	2025	Runway Safety Area	Concrete Mixer for Fencing	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	40	86	400000	10,000	5,000	5,000	116
3	2025	Runway Safety Area	Passenger Car	Passenger Car	Employee Commute	Gasoline	Urban Unrestrict	30	86	212850	7,095	3,548	3,548	83
														547
Additional F	2025	Soil Borrow	Dump Truck - Asphalt	Single Unit Short-haul Truck	Material Delivery	Diesel	Urban Unrestrict	30	86	90000	3,000	1,500	1,500	35
											Total Trips/day			582

6a - 3 p

2024			AM IN	AM Out	MID IN	MID OUT
Employee Commute	274	Assumption - all in one hour 100% out at end of day	274	0	**0**	**274**
Material Delivery	53	Assumption - deliveries over 8 hours - 7AM - 3PM	6	6	**6**	**6**
					6	280

Appendix D – Airport Operations – Existing Condition

2022 Existing Flight Schedule

Flights	15-Min Period Sta	Pax Arrival Time										Pax Per 15 Min
	1/1/1900 0:00											0
	0:15											0
	0:30											0
	0:45											0
	1:00											0
	1:15											0
	1:30											0
	1:45											0
	2:00											0
	2:15											0
	2:30											0
	2:45											0
	3:00											0
	3:15											0
	3:30											0
	3:45											0
	4:00	6	6									12
	4:15	13	13									26
	4:30	38	38									76
	4:45	37	37									74
	5:00	25	25	6								56
	5:15	6	6	13								25
	5:30	0	0	38								38
	5:45	0	0	37	6							43
2	6:00	0	0	25	13							38
	6:15			6	38							44
	6:30			0	37	6						43
	6:45			0	25	13						38
1	7:00			0	6	38						44
	7:15				0	37						37
	7:30				0	25						25
1	7:45				0	6	6					12
	8:00					0	13					13
	8:15					0	38					38
1	8:30					0	37					37
	8:45						25					25
	9:00						6	6				12
	9:15						0	13				13
	9:30						0	38				38
1	9:45						0	37				37
	10:00							25				25
	10:15							6				6
	10:30							0				0
	10:45							0				0
1	11:00							0				0
	11:15											0
	11:30											0
	11:45											0
	12:00											0
	12:15										6	6
	12:30										13	13
	12:45	6									38	44
	13:00	13									37	50
	13:15	38									25	63
	13:30	37	6								6	49
	13:45	25	13	6							0	44
	14:00	6	38	13							0	57
1	14:15	0	37	38							0	75
	14:30	0	25	37								62
1	14:45	0	6	25								31
	15:00		0	6								6
	15:15		0	0								0
1	15:30		0	0								0
1	15:45			0								0
	16:00				6							6
	16:15				13							13
	16:30				38							38
	16:45				37							37
	17:00				25							25
	17:15				6							6
	17:30				0							0
	17:45				0							0
1	18:00				0							0
	18:15											0
	18:30											0
	18:45											0
	19:00											0
	19:15											0
	19:30											0
	19:45											0
	20:00											0
	20:15											0
	20:30											0
	20:45											0
	21:00											0
	21:15											0
	21:30											0
	21:45											0
	22:00											0
	22:15											0
	22:30											0
	22:45											0
	23:00											0
	23:15											0
	23:30											0
	23:45											0

Check			
12		Pax Sum (I)	1500
	Pax Sum (C-H)	1500	
	Pax per flight	125	

2022 Existing Flight Schedule

Flights	15-Min Per	Pax Departure Time						Pax Per 15 Min
	0:00							0
	0:15							0
	0:30							0
	0:45							0
	1:00							0
	1:15							0
	1:30							0
	1:45							0
	2:00							0
	2:15							0
	2:30							0
	2:45							0
	3:00							0
	3:15							0
	3:30							0
	3:45							0
	4:00							0
	4:15							0
	4:30							0
	4:45							0
	5:00							0
	5:15							0
	5:30							0
	5:45							0
	6:00							0
	6:15							0
	6:30							0
	6:45							0
	7:00							0
	7:15							0
	7:30							0
	7:45							0
	8:00							0
	8:15							0
	8:30							0
	8:45							0
1	9:00	25						25
	9:15	75						75
	9:30	13						13
	9:45	12						12
	10:00							0
1	10:15		25					25
	10:30		75					75
	10:45		13					13
	11:00		12					12
	11:15							0
	11:30							0
	11:45							0
	12:00							0
	12:15							0
	12:30							0
	12:45							0
	13:00							0
	13:15							0
1	13:30			25				25
	13:45			75				75
1	14:00			13	25			38
	14:15			12	75			87
	14:30				13			13
1	14:45				12	25		37
1	15:00					75	25	100
	15:15					13	75	88
	15:30					12	13	25
	15:45						12	12
	16:00							0
	16:15							0
	16:30							0
	16:45							0
	17:00							0
1	17:15						25	25
	17:30						75	75
	17:45						13	13
	18:00						12	12
	18:15							0
	18:30							0
	18:45							0
	19:00							0
	19:15							0
1	19:30	25						25
	19:45	75						75
	20:00	13						13
	20:15	12						12
	20:30							0
	20:45							0
1	21:00		25					25
	21:15		75					75
	21:30		13					13
1	21:45		12	25				37
	22:00			75				75
1	22:15			13	25			38
1	22:30			12	75	25		112
	22:45				13	75		88
	23:00				12	13		25
	23:15					12		12
	23:30							0
	23:45							0
				Check				
12							Pax Sum (I)	1500

Pax Sum (C-H)	1500
Pax per flight	125

2022 Existing AvPorts Employee Schedule

Shift Chang	15-Min Period Sta	Employee Arrival Time	Emp Per 15 Min
	0:00		0
	0:15		0
	0:30		0
	0:45		0
	1:00		0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00	9	9
	3:15	9	9
	3:30	5	5
	3:45	0	0
1	4:00	0	0
	4:15		0
	4:30		0
	4:45		0
	5:00		0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00		0
	7:15		0
	7:30		0
	7:45		0
	8:00		0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15		0
	11:30		0
	11:45		0
	12:00		0
	12:15		0
	12:30		0
	12:45		0
	13:00	9	9
	13:15	8	8
	13:30	5	5
	13:45	0	0
1	14:00	0	0
	14:15		0
	14:30		0
	14:45		0
	15:00		0
	15:15		0
	15:30		0
	15:45		0
	16:00		0
	16:15		0
	16:30		0
	16:45		0
	17:00		0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
	20:15		0
	20:30		0
	20:45		0
	21:00		0
	21:15		0
	21:30		0
	21:45		0
	22:00		0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0
	Check		
2		Emp Sum (I)	45

2022 Existing AvPorts Employee Schedule

Shift Chang	15-Min Period Sta	Employee Departure Time	Emp Per 15 Min
1	0:00	0	0
	0:15	5	5
	0:30	9	9
	0:45	8	8
	1:00	0	0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00		0
	3:15		0
	3:30		0
	3:45		0
	4:00		0
	4:15		0
	4:30		0
	4:45		0
	5:00		0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00		0
	7:15		0
	7:30		0
	7:45		0
	8:00		0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15		0
	11:30		0
	11:45		0
	12:00		0
	12:15		0
	12:30		0
	12:45		0
	13:00		0
	13:15		0
	13:30		0
	13:45		0
1	14:00	0	0
	14:15	5	5
	14:30	9	9
	14:45	9	9
	15:00	0	0
	15:15		0
	15:30		0
	15:45		0
	16:00		0
	16:15		0
	16:30		0
	16:45		0
	17:00		0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
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	20:00		0
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	20:30		0
	20:45		0
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	21:45		0
	22:00		0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0
	Check		
2		Emp Sum (I)	45

2022 Existing Avelo Employee Schedule

Shift Chang	15-Min Period Sta	Employee Arrival Time	Emp Per 15 Min
	0:00		0
	0:15		0
	0:30		0
	0:45		0
	1:00		0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00	30	30
	3:15	30	30
	3:30	15	15
	3:45	0	0
1	4:00	0	0
	4:15		0
	4:30		0
	4:45		0
	5:00		0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00		0
	7:15		0
	7:30		0
	7:45		0
	8:00		0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15		0
	11:30		0
	11:45		0
	12:00		0
	12:15		0
	12:30		0
	12:45		0
	13:00	30	30
	13:15	30	30
	13:30	15	15
	13:45	0	0
1	14:00	0	0
	14:15		0
	14:30		0
	14:45		0
	15:00		0
	15:15		0
	15:30		0
	15:45		0
	16:00		0
	16:15		0
	16:30		0
	16:45		0
	17:00		0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
	20:15		0
	20:30		0
	20:45		0
	21:00		0
	21:15		0
	21:30		0
	21:45		0
	22:00		0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0
	Check		
2		Emp Sum (I)	150

2022 Existing Avelo Employee Schedule

Shift Chang	15-Min Period Sta	Employee Departure Time	Emp Per 15 Min
1	0:00	0	0
	0:15	15	15
	0:30	30	30
	0:45	30	30
	1:00	0	0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00		0
	3:15		0
	3:30		0
	3:45		0
	4:00		0
	4:15		0
	4:30		0
	4:45		0
	5:00		0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00		0
	7:15		0
	7:30		0
	7:45		0
	8:00		0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15		0
	11:30		0
	11:45		0
	12:00		0
	12:15		0
	12:30		0
	12:45		0
	13:00		0
	13:15		0
	13:30		0
	13:45		0
1	14:00	0	0
	14:15	15	15
	14:30	30	30
	14:45	30	30
	15:00	0	0
	15:15		0
	15:30		0
	15:45		0
	16:00		0
	16:15		0
	16:30		0
	16:45		0
	17:00		0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
	20:15		0
	20:30		0
	20:45		0
	21:00		0
	21:15		0
	21:30		0
	21:45		0
	22:00		0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0
	Check		
2		Emp Sum (I)	150

2022 Existing TSA Employee Schedule

Shift Chang	15-Min Period Sta	Employee Arrival Time	Emp Per 15 Min
	0:00		0
	0:15		0
	0:30		0
	0:45		0
	1:00		0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00	2	2
	3:15	2	2
	3:30	2	2
	3:45	0	0
1	4:00	0	0
	4:15		0
	4:30		0
	4:45		0
	5:00		0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00	2	2
	7:15	2	2
	7:30	2	2
	7:45	0	0
1	8:00	0	0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15	2	2
	11:30	2	2
	11:45	2	2
	12:00	0	0
1	12:15	0	0
	12:30		0
	12:45		0
	13:00		0
	13:15		0
	13:30		0
	13:45		0
	14:00		0
	14:15		0
	14:30		0
	14:45		0
	15:00		0
	15:15		0
	15:30		0
	15:45		0
	16:00		0
	16:15		0
	16:30		0
	16:45		0
	17:00		0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
	20:15		0
	20:30		0
	20:45		0
	21:00		0
	21:15		0
	21:30		0
	21:45		0
	22:00		0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0
	Check		
3		Emp Sum (I)	18

2022 Existing TSA Employee Schedule

Shift Chang	15-Min Period Sta	Employee Departure Time	Emp Per 15 Min
	0:00		0
	0:15		0
	0:30		0
	0:45		0
	1:00		0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00		0
	3:15		0
	3:30		0
	3:45		0
	4:00		0
	4:15		0
	4:30		0
	4:45		0
	5:00		0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00		0
	7:15		0
	7:30		0
	7:45		0
	8:00		0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15		0
	11:30		0
	11:45		0
1	12:00	0	0
	12:15	2	2
	12:30	2	2
	12:45	2	2
	13:00	0	0
	13:15		0
	13:30		0
	13:45		0
	14:00		0
	14:15		0
	14:30		0
	14:45		0
	15:00		0
	15:15		0
	15:30		0
	15:45		0
1	16:00	0	0
	16:15	2	2
	16:30	2	2
	16:45	2	2
	17:00	0	0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
1	20:15	0	0
	20:30	2	2
	20:45	2	2
	21:00	2	2
	21:15	0	0
	21:30		0
	21:45		0
	22:00		0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0
		Check	
3		Emp Sum (I)	18

2022 Existing Concession/Rental Car Employee Schedule

Shift Chang	15-Min Period Sta	Employee Arrival Time	Emp Per 15 Min
	0:00		0
	0:15		0
	0:30		0
	0:45		0
	1:00		0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00		0
	3:15		0
	3:30		0
	3:45		0
	4:00	3	3
	4:15	3	3
	4:30	2	2
	4:45	0	0
1	5:00	0	0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00		0
	7:15		0
	7:30		0
	7:45		0
	8:00		0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15		0
	11:30		0
	11:45		0
	12:00	2	2
	12:15	3	3
	12:30	2	2
	12:45	0	0
1	13:00	0	0
	13:15		0
	13:30		0
	13:45		0
	14:00		0
	14:15		0
	14:30		0
	14:45		0
	15:00		0
	15:15		0
	15:30		0
	15:45		0
	16:00		0
	16:15		0
	16:30		0
	16:45		0
	17:00		0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
	20:15		0
	20:30		0
	20:45		0
	21:00		0
	21:15		0
	21:30		0
	21:45		0
	22:00		0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0

Check		
2	Emp Sum (I)	15

2022 Existing Concession/Rental Car Employee Schedule

Shift Chang	15-Min Period Sta	Employee Departure Time	Emp Per 15 Min
	0:00		0
	0:15		0
	0:30		0
	0:45		0
	1:00		0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00		0
	3:15		0
	3:30		0
	3:45		0
	4:00		0
	4:15		0
	4:30		0
	4:45		0
	5:00		0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00		0
	7:15		0
	7:30		0
	7:45		0
	8:00		0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15		0
	11:30		0
	11:45		0
	12:00		0
	12:15		0
	12:30		0
	12:45		0
1	13:00	0	0
	13:15	2	2
	13:30	3	3
	13:45	3	3
	14:00	0	0
	14:15		0
	14:30		0
	14:45		0
	15:00		0
	15:15		0
	15:30		0
	15:45		0
	16:00		0
	16:15		0
	16:30		0
	16:45		0
	17:00		0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
	20:15		0
	20:30		0
	20:45		0
1	21:00	0	0
	21:15	2	2
	21:30	3	3
	21:45	2	2
	22:00	0	0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0
		Check	
2		Emp Sum (I)	15

			Pax per vehicle			1.8												
				26.3%	26.3%	19.3%	28.1%	MODE SPLIT 100% base										
		Pax Per 15 Min		0.146	0.146	0.107	0.156	DIRECT PERCENTAGE - CONVERTS PAX Counts -> Group size -> Mode!	0.146	0.146	0.107	0.156						
Time	Departure	Arrival	Departures - TNC/TAXI Journey	Departures - Rental Car Journey	Departures - Park Journey	Departures - Drop-off/Pick-up Journey	Departure - Trips - IN (West Ramp + Remote)	Departure - Trips - OUT (West Ramp + Remote)	Arrival - TNC/TAXI Journey	Arrival - Rental Car Journey	Arrival - Park Journey	Arrival - Drop-off/Pick-up Journey	Arrival - Trips - IN (West Ramp + Remote)	Arrival - Trips - OUT (West Ramp + Remote)	AvPorts - IN	AvPorts - OUT	Avelo - IN	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	30	
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	30	
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	15	
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00	12	0	2	2	1	2	7	4	0	0	0	0	0	0	0	0	0	
4:15	26	0	4	4	3	4	15	8	0	0	0	0	0	0	0	0	0	
4:30	76	0	11	11	8	12	42	23	0	0	0	0	0	0	0	0	0	
4:45	74	0	11	11	8	12	42	23	0	0	0	0	0	0	0	0	0	
5:00	56	0	8	8	6	9	31	17	0	0	0	0	0	0	0	0	0	
5:15	25	0	4	4	3	4	15	8	0	0	0	0	0	0	0	0	0	
5:30	38	0	6	6	4	6	22	12	0	0	0	0	0	0	0	0	0	
5:45	43	0	6	6	5	7	24	13	0	0	0	0	0	0	0	0	0	
6:00	38	0	6	6	4	6	22	12	0	0	0	0	0	0	0	0	0	
6:15	44	0	6	6	5	7	24	13	0	0	0	0	0	0	0	0	0	
6:30	43	0	6	6	5	7	24	13	0	0	0	0	0	0	0	0	0	
6:45	38	0	6	6	4	6	22	12	0	0	0	0	0	0	0	0	0	
7:00	44	0	6	6	5	7	24	13	0	0	0	0	0	0	0	0	0	
7:15	37	0	5	5	4	6	20	11	0	0	0	0	0	0	0	0	0	
7:30	25	0	4	4	3	4	15	8	0	0	0	0	0	0	0	0	0	
7:45	12	0	2	2	1	2	7	4	0	0	0	0	0	0	0	0	0	
8:00	13	0	2	2	1	2	7	4	0	0	0	0	0	0	0	0	0	
8:15	38	0	6	6	4	6	22	12	0	0	0	0	0	0	0	0	0	
8:30	37	0	5	5	4	6	20	11	0	0	0	0	0	0	0	0	0	
8:45	25	0	4	4	3	4	15	8	0	0	0	0	0	0	0	0	0	
9:00	12	25	2	2	1	2	7	4	4	4	3	4	8	15	0	0	0	
9:15	13	75	2	2	1	2	7	4	11	11	8	12	23	42	0	0	0	
9:30	38	13	6	6	4	6	22	12	2	2	1	2	4	7	0	0	0	
9:45	37	12	5	5	4	6	20	11	2	2	1	2	4	7	0	0	0	
10:00	25	0	4	4	3	4	15	8	0	0	0	0	0	0	0	0	0	
10:15	6	25	1	1	1	1	4	2	4	4	3	4	8	15	0	0	0	
10:30	0	75	0	0	0	0	0	0	11	11	8	12	23	42	0	0	0	
10:45	0	13	0	0	0	0	0	0	2	2	1	2	4	7	0	0	0	
11:00	0	12	0	0	0	0	0	0	2	2	1	2	4	7	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15	6	0	1	1	1	1	4	2	0	0	0	0	0	0	0	0	0	
12:30	13	0	2	2	1	2	7	4	0	0	0	0	0	0	0	0	0	
12:45	44	0	6	6	5	7	24	13	0	0	0	0	0	0	0	0	0	
13:00	50	0	7	7	5	8	27	15	0	0	0	0	0	0	9	0	30	
13:15	63	0	9	9	7	10	35	19	0	0	0	0	0	0	8	0	30	
13:30	49	25	7	7	5	8	27	15	4	4	3	4	8	15	5	0	15	
13:45	44	75	6	6	5	7	24	13	11	11	8	12	23	42	0	0	0	
14:00	57	38	8	8	6	9	31	17	6	6	4	6	12	22	0	0	0	
14:15	75	87	11	11	8	12	42	23	13	13	9	14	27	49	0	5	0	
14:30	62	13	9	9	7	10	35	19	2	2	1	2	4	7	0	9	0	
14:45	31	37	5	5	3	5	18	10	5	5	4	6	11	20	0	9	0	
15:00	6	100	1	1	1	1	4	2	15	15	11	16	31	57	0	0	0	
15:15	0	88	0	0	0	0	0	0	13	13	9	14	27	49	0	0	0	
15:30	0	25	0	0	0	0	0	0	4	4	3	4	8	15	0	0	0	
15:45	0	12	0	0	0	0	0	0	2	2	1	2	4	7	0	0	0	
16:00	6	0	1	1	1	1	4	2	0	0	0	0	0	0	0	0	0	
16:15	13	0	2	2	1	2	7	4	0	0	0	0	0	0	0	0	0	
16:30	38	0	6	6	4	6	22	12	0	0	0	0	0	0	0	0	0	
16:45	37	0	5	5	4	6	20	11	0	0	0	0	0	0	0	0	0	
17:00	25	0	4	4	3	4	15	8	0	0	0	0	0	0	0	0	0	
17:15	6	25	1	1	1	1	4	2	4	4	3	4	8	15	0	0	0	
17:30	0	75	0	0	0	0	0	0	11	11	8	12	23	42	0	0	0	
17:45	0	13	0	0	0	0	0	0	2	2	1	2	4	7	0	0	0	
18:00	0	12	0	0	0	0	0	0	2	2	1	2	4	7	0	0	0	
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:45	0	0	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	0	0	
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:30	0	25	0	0	0	0	0	0	4	4	3	4	8	15	0	0	0	
19:45	0	75	0	0	0	0	0	0	11	11	8	12	23	42	0	0	0	
20:00	0	13	0	0	0	0	0	0	2	2	1	2	4	7	0	0	0	
20:15	0	12	0	0	0	0	0	0	2	2	1	2	4	7	0	0	0	
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	0	25	0	0	0	0	0	0	4	4	3	4	8	15	0	0	0	
21:15	0	75	0	0	0	0	0	0	11	11	8	12	23	42	0	0	0	
21:30	0	13	0	0	0	0	0	0	2	2	1	2	4	7	0	0	0	
21:45	0	37	0	0	0	0	0	0	5	5	4	6	11	20	0	0	0	
22:00	0	75	0	0	0	0	0	0	11	11	8	12	23	42	0	0	0	
22:15	0	38	0	0	0	0	0	0	6	6	4	6	12	22	0	0	0	
22:30	0	112	0	0	0	0	0	0	16	16	12	17	33	61	0	0	0	
22:45	0	88	0	0	0	0	0	0	13	13	9	14	27	49	0	0	0	
23:00	0	25	0	0	0	0	0	0	4	4	3	4	8	15	0	0	0	
23:15	0	12	0	0	0	0	0	0	2	2	1	2	4	7	0	0	0	
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1500	1500	221	221	163	240	845	461	225	225	158	239	464	847	45	45	150	

Avelo - OUT	TSA - IN	TSA - OUT	Concession - IN	Concession - OUT	Inbound Trips - PAX - West Ramp (Non-Park)	Outbound Trips - PAX - West Ramp (Non-Park)	Inbound Trips - PAX - West Ramp (Park Only)	Outbound Trips - PAX - West Ramp (Park Only)	Inbound Trips - PAX - Remote Lot (Park Only)	Outbound Trips - PAX - Remote Lot (Park Only)	Inbound Trips - PAX - ALL	Outbound Trips - PAX - ALL	Inbound Trips - EMP - West Ramp (Park Only)	Outbound Trips - EMP - West Ramp (Park Only)	Inbound Trips - EMP - Remote Lot (Park Only)	Outbound Trips - EMP - Remote Lot (Park Only)	Inbound Trips - EMP - ALL	Outbound Trips - EMP - ALL	Total Trips - IN	Total Trips - OUT
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	8	0	20	0	20
30	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	15	0	39	0	39
30	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	14	0	38	0	38
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0	0	0	0	0	26	0	15	0	41	0	41	0
0	2	0	0	0	0	0	0	0	0	0	0	0	26	0	15	0	41	0	41	0
0	2	0	0	0	0	0	0	0	0	0	0	0	14	0	8	0	22	0	22	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	3	0	6	4	1	0	0	0	7	4	2	0	1	0	3	0	10	4
0	0	0	3	0	12	8	2	0	1	0	15	8	2	0	1	0	3	0	18	8
0	0	0	2	0	34	23	5	0	3	0	42	23	1	0	1	0	2	0	44	23
0	0	0	0	0	34	23	5	0	3	0	42	23	0	0	0	0	0	0	42	23
0	0	0	0	0	25	17	4	0	2	0	31	17	0	0	0	0	0	0	31	17
0	0	0	0	0	12	8	2	0	1	0	15	8	0	0	0	0	0	0	15	8
0	0	0	0	0	18	12	2	0	2	0	22	12	0	0	0	0	0	0	22	12
0	0	0	0	0	19	13	3	0	2	0	24	13	0	0	0	0	0	0	24	13
0	0	0	0	0	18	12	2	0	2	0	22	12	0	0	0	0	0	0	22	12
0	0	0	0	0	19	13	3	0	2	0	24	13	0	0	0	0	0	0	24	13
0	0	0	0	0	19	13	3	0	2	0	24	13	0	0	0	0	0	0	24	13
0	0	0	0	0	18	12	2	0	2	0	22	12	0	0	0	0	0	0	22	12
0	2	0	0	0	19	13	3	0	2	0	24	13	1	0	1	0	2	0	26	13
0	2	0	0	0	16	11	2	0	2	0	20	11	1	0	1	0	2	0	22	11
0	2	0	0	0	12	8	2	0	1	0	15	8	1	0	1	0	2	0	17	8
0	0	0	0	0	6	4	1	0	0	0	7	4	0	0	0	0	0	0	7	4
0	0	0	0	0	6	4	1	0	0	0	7	4	0	0	0	0	0	0	7	4
0	0	0	0	0	18	12	2	0	2	0	22	12	0	0	0	0	0	0	22	12
0	0	0	0	0	16	11	2	0	2	0	20	11	0	0	0	0	0	0	20	11
0	0	0	0	0	12	8	2	0	1	0	15	8	0	0	0	0	0	0	15	8
0	0	0	0	0	14	16	1	2	0	1	15	19	0	0	0	0	0	0	15	19
0	0	0	0	0	29	38	1	5	0	3	30	46	0	0	0	0	0	0	30	46
0	0	0	0	0	22	18	2	1	2	0	26	19	0	0	0	0	0	0	26	19
0	0	0	0	0	20	17	2	1	2	0	24	18	0	0	0	0	0	0	24	18
0	0	0	0	0	12	8	2	0	1	0	15	8	0	0	0	0	0	0	15	8
0	0	0	0	0	11	14	1	2	0	1	12	17	0	0	0	0	0	0	12	17
0	0	0	0	0	23	34	0	5	0	3	23	42	0	0	0	0	0	0	23	42
0	0	0	0	0	4	6	0	1	0	0	4	7	0	0	0	0	0	0	4	7
0	0	0	0	0	4	6	0	1	0	0	4	7	0	0	0	0	0	0	4	7
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	8	12	0	2	0	1	8	15	0	0	0	0	0	0	8	15
0	0	0	0	0	23	34	0	5	0	3	23	42	0	0	0	0	0	0	23	42
0	0	0	0	0	4	6	0	1	0	0	4	7	0	0	0	0	0	0	4	7
0	0	0	0	0	4	6	0	1	0	0	4	7	0	0	0	0	0	0	4	7
0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2
0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2
0	0	0	2	0	8	12	0	2	0	1	8	15	0	1	0	1	0	2	8	17
0	0	0	2	0	23	34	0	5	0	3	23	42	0	1	0	1	0	2	23	44
0	0	0	0	3	4	6	0	1	0	0	4	7	0	2	0	1	0	3	4	10
0	0	0	0	2	11	16	0	2	0	2	11	20	0	1	0	1	0	2	11	22
0	0	0	0	0	23	34	0	5	0	3	23	42	0	0	0	0	0	0	23	42
0	0	0	0	0	12	18	0	2	0	2	12	22	0	0	0	0	0	0	12	22
0	0	0	0	0	33	49	0	7	0	5	33	61	0	0	0	0	0	0	33	61
0	0	0	0	0	27	40	0	6	0	3	27	49	0	0	0	0	0	0	27	49
0	0	0	0	0	8	12	0	2	0	1	8	15	0	0	0	0	0	0	8	15
0	0	0	0	0	4	6	0	1	0	0	4	7	0	0	0	0	0	0	4	7
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
150	18	18	15	15	1146	1150	101	103	62	55	1309	1308	141	138	87	90	228	228	1537	1536

HOURLY ROLLING TOTAL

Total Vehicle Trips		Inbound Trips - PAX	Outbound Trips - PAX	Inbound Trips - Emp	Outbound Trips - Emp	Rolling Veh Total In (West Ramp Non-Park)	Rolling Veh Total Out (West Ramp Non-Park)	Rolling Veh Total In (West Ramp Park)	Rolling Veh Total Out (West Ramp Park)	Rolling Veh Total In (West Ramp Total)	Rolling Veh Total Out (West Ramp Total)	Rolling Veh Total In (Remote Park)	Rolling Veh Total Out (Remote Park)	Rolling Veh Total In	Rolling Veh Total Out	Total VehTrips Hourly Sum
0		0	0	0	97	0	0	0	60	0	60	0	37	0	97	97
20		0	0	0	97	0	0	0	60	0	60	0	37	0	97	97
39		0	0	0	77	0	0	0	48	0	48	0	29	0	77	77
38		0	0	0	38	0	0	0	24	0	24	0	14	0	38	38
0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0		0	0	41	0	0	0	26	0	26	0	15	0	41	0	41
0		0	0	82	0	0	0	52	0	52	0	30	0	82	0	82
0		0	0	104	0	0	0	66	0	66	0	38	0	104	0	104
41		0	0	104	0	0	0	66	0	66	0	38	0	104	0	104
41		7	4	66	0	6	4	43	0	49	4	24	0	73	4	77
22		22	12	28	0	18	12	21	0	39	12	11	0	50	12	62
0		64	35	8	0	52	35	13	0	65	35	7	0	72	35	107
14		106	58	8	0	86	58	18	0	104	58	10	0	114	58	172
26		130	71	5	0	105	71	19	0	124	71	11	0	135	71	206
67		130	71	2	0	105	71	17	0	122	71	10	0	132	71	203
65		110	60	0	0	89	60	13	0	102	60	8	0	110	60	170
48		92	50	0	0	74	50	11	0	85	50	7	0	92	50	142
23		83	45	0	0	67	45	9	0	76	45	7	0	83	45	128
34		92	50	0	0	74	50	10	0	84	50	8	0	92	50	142
37		94	51	0	0	75	51	11	0	86	51	8	0	94	51	145
34		92	50	0	0	74	50	10	0	84	50	8	0	92	50	142
37		94	51	2	0	75	51	12	0	87	51	9	0	96	51	147
37		90	49	4	0	72	49	12	0	84	49	10	0	94	49	143
34		81	44	6	0	65	44	12	0	77	44	10	0	87	44	131
39		66	36	6	0	53	36	11	0	64	36	8	0	72	36	108
33		49	27	4	0	40	27	8	0	48	27	5	0	53	27	80
25		51	28	2	0	42	28	7	0	49	28	4	0	53	28	81
11		56	31	0	0	46	31	6	0	52	31	4	0	56	31	87
11		64	35	0	0	52	35	7	0	59	35	5	0	64	35	99
34		72	50	0	0	60	47	7	2	67	49	5	1	72	50	122
31		80	84	0	0	71	73	6	7	77	80	3	4	80	84	164
23		86	92	0	0	77	80	6	8	83	88	3	4	86	92	178
34		95	102	0	0	85	89	6	9	91	98	4	4	95	102	197
76		95	91	0	0	83	81	7	7	90	88	5	3	95	91	186
45		77	62	0	0	65	57	7	4	72	61	5	1	77	62	139
42		74	85	0	0	66	73	5	8	71	81	3	4	74	85	159
23		54	74	0	0	50	62	3	8	53	70	1	4	54	74	128
29		43	73	0	0	42	60	1	9	43	69	0	4	43	73	116
65		31	56	2	0	31	46	1	7	32	53	1	3	33	56	89
11		8	14	4	0	8	12	2	2	10	14	2	0	12	14	26
11		4	7	6	0	4	6	3	1	7	7	3	0	10	7	17
2		0	0	8	0	0	0	4	0	4	0	4	0	8	0	8
2		4	2	9	2	3	2	6	1	9	3	4	1	13	4	17
2		11	6	9	4	9	6	7	2	16	8	4	2	20	10	30
2		35	19	7	6	28	19	9	3	37	22	5	3	42	25	67
11		62	34	44	6	50	34	35	3	85	37	21	3	106	40	146
15		93	51	79	6	75	51	60	3	135	54	37	3	172	57	229
39		121	77	97	7	99	74	73	6	172	80	46	4	218	84	302
81		144	119	97	8	122	108	73	12	195	120	46	7	241	127	368
94		160	143	58	8	137	128	50	14	187	142	31	9	218	151	369
88		194	196	20	26	170	172	27	31	197	203	17	19	214	222	436
105		198	192	0	62	172	170	16	52	188	222	10	32	198	254	452
82		180	167	0	98	156	149	15	71	171	220	9	45	180	265	445
161		172	187	0	98	153	162	12	76	165	238	7	47	172	285	457
104		130	164	0	78	119	139	7	64	126	203	4	39	130	242	372
98		99	153	0	39	95	126	3	41	98	167	1	25	99	192	291
94		74	130	0	0	73	106	1	16	74	122	0	8	74	130	204
76		43	73	0	0	42	60	1	9	43	69	0	4	43	73	116
23		23	28	0	2	21	24	2	4	23	28	0	2	23	30	53
11		37	25	0	4	31	24	4	3	35	27	2	2	37	29	66
6		53	29	0	6	43	29	6	3	49	32	4	3	53	35	88
13		64	35	0	6	52	35	7	3	59	38	5	3	64	41	105
36		69	48	0	4	57	45	7	4	64	49	5	3	69	52	121
33		70	78	0	2	62	67	5	8	67	75	3	5	70	80	150
23		54	74	0	0	50	62	3	8	53	70	1	4	54	74	128
29		43	73	0	0	42	60	1	9	43	69	0	4	43	73	116
65		31	56	0	0	31	46	0	7	31	53	0	3	31	56	87
11		8	14	0	0	8	12	0	2	8	14	0	0	8	14	22
11		4	7	0	0	4	6	0	1	4	7	0	0	4	7	11
0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0		8	15	0	0	8	12	0	2	8	14	0	1	8	15	23
0		31	57	0	0	31	46	0	7	31	53	0	4	31	57	88
0		35	64	0	0	35	52	0	8	35	60	0	4	35	64	99
23		39	71	0	0	39	58	0	9	39	67	0	4	39	71	110
65		31	56	0	2	31	46	0	8	31	54	0	4	31	58	89
11		8	14	0	4	8	12	0	4	8	16	0	2	8	18	26
11		12	22	0	6	12	18	0	6	12	24	0	4	12	28	40
2		31	57	0	8	31	46	0	11	31	57	0	8	31	65	96
2		35	64	0	9	35	52	0	13	35	65	0	8	35	73	108
25		46	84	0	9	46	68	0	15	46	83	0	10	46	93	139
67		61	111	0	7	61	90	0	17	61	107	0	11	61	118	179
14		50	91	0	5	50	74	0	13	50	87	0	9	50	96	146
33		79	145	0	2	79	117	0	17	79	134	0	13	79	147	226
65		95	174	0	0	95	141	0	20	95	161	0	13	95	174	269
34		80	147	0	0	80	119	0	17	80	136	0	11	80	147	227
94		72	132	0	0	72	107	0	16	72	123	0	9	72	132	204
76		39	71	0	0	39	58	0	9	39	67	0	4	39	71	110
23		12	22	0	0	12	18	0	3	12	21	0	1	12	22	34
11		4	7	0	0	4	6	0	1	4	7	0	0	4	7	11
0		0	0	0	20	0	0	0	12	0	12	0	8	0	20	20
0		0	0	0	59	0	0	0	36	0	36	0	23	0	59	59
3073		HOURLY ROLLING TOTAL														

Appendix E – Airport Operations – No Action Condition

2029 No Build Flight Schedule

Flights	15-Min Period Sta	Pax Arrival Time								Pax Per 15 Min
	1/1/1900 0:00									0
	0:15									0
	0:30									0
	0:45									0
	1:00									0
	1:15									0
	1:30									0
	1:45									0
	2:00									0
	2:15									0
	2:30									0
	2:45									0
	3:00									0
	3:15									0
	3:30									0
	3:45									0
	4:00	6								6
	4:15	13	6							19
	4:30	38	13	6						57
	4:45	37	38	13						88
	5:00	25	37	38	6					106
	5:15	6	25	37	13					81
	5:30	0	6	25	38	6				75
	5:45	0	0	6	37	13	6			62
1	6:00	0	0	0	25	38	13	6		82
1	6:15		0	0	6	37	38	13		94
1	6:30			0	0	25	37	38		100
	6:45	6			0	6	25	37		74
1	7:00	13	6	6	0	0	6	25		56
	7:15	38	13	13		0	0	6		70
1	7:30	37	38	38		0	0	0		113
1	7:45	25	37	37	6	6	0	0		111
1	8:00	6	25	25	13	13	6	0		88
	8:15	0	6	6	38	38	13			101
	8:30	0	0	0	37	37	38			112
1	8:45	0	0	0	25	25	37	6	6	99
2	9:00	6	0	0	6	6	25	13	13	69
	9:15	13			0	0	6	38	38	95
	9:30	38			0	0	0	37	37	112
2	9:45	37		6	0	0	0	25	25	93
1	10:00	25		13			0	6	6	50
	10:15	6		38				0	0	44
	10:30	0		37				0	0	37
2	10:45	0		25				0	0	25
1	11:00	0		6						6
	11:15			0						0
	11:30		6	0						6
1	11:45		13	0						13
	12:00		38							38
	12:15		37	6						43
	12:30		25	13						38
	12:45		6	38	6	6				56
	13:00		0	37	13	13				63
	13:15		0	25	38	38	6			107
1	13:30		0	6	37	37	13	6		99
	13:45	6		0	25	25	38	13		107
	14:00	13		0	6	6	37	38		100
1	14:15	38		0	0	0	25	37		100
	14:30	37	6	6	6	0	6	25		86
2	14:45	25	13	13	13	0	0	6		70
	15:00	6	38	38	38		0	0		120
1	15:15	0	37	37	37		0	0		111
1	15:30	0	25	25	25	6		0		81
1	15:45	0	6	6	6	13				31
	16:00		0	0	0	38	6			44
	16:15		0	0	0	37	13	6		56
3	16:30		0	0	0	25	38	13		76
	16:45					6	37	38		81
	17:00					0	25	37		62
	17:15					0	6	25		31
1	17:30	6				0	0	6		12
	17:45	13	6				0	0		19
1	18:00	38	13	6			0	0		57
1	18:15	37	38	13	6			0		94
	18:30	25	37	38	13					113
	18:45	6	25	37	38					106
	19:00	0	6	25	37					68
	19:15	0	0	6	25					31
1	19:30	0	0	0	6					6
1	19:45		0	0	0					0
1	20:00			0	0					0
1	20:15				0					0
	20:30									0
	20:45									0
	21:00									0
	21:15									0
	21:30									0
	21:45									0
	22:00									0
	22:15									0
	22:30									0
	22:45									0
	23:00									0
	23:15									0
	23:30									0
	23:45									0

Check			
34		Pax Sum (I)	4250
	Pax Sum (C-H)	4250	
	Pax per flight	125	

2029 No Build Flight Schedule

Flights	15-Min Per	Pax Departure Time							Pax Per 15 Min
	0:00				12				12
	0:15								0
	0:30								0
	0:45								0
	1:00								0
	1:15								0
	1:30								0
	1:45								0
	2:00								0
	2:15								0
	2:30								0
	2:45								0
	3:00								0
	3:15								0
	3:30								0
	3:45								0
	4:00								0
	4:15								0
	4:30								0
	4:45								0
	5:00								0
	5:15								0
	5:30								0
	5:45								0
1	6:00	25							25
	6:15	75							75
	6:30	13							13
1	6:45	12	25						37
	7:00		75						75
	7:15		13						13
	7:30		12						12
	7:45								0
1	8:00			25					25
	8:15			75					75
	8:30			13					13
	8:45			12					12
2	9:00				25	25			50
1	9:15				75	75	25		175
	9:30				13	13	75		101
	9:45				12	12	13		37
2	10:00	25	25				12		62
1	10:15	75	75	25					175
	10:30	13	13	75					101
	10:45	12	12	13					37
1	11:00			12	25				37
	11:15				75				75
	11:30				13				13
	11:45				12				12
	12:00								0
	12:15								0
	12:30								0
1	12:45			25					25
	13:00			75					75
	13:15			13					13
1	13:30			12	25				37
	13:45				75				75
2	14:00				13	25	25		63
	14:15				12	75	75		162
1	14:30					13	13	25	51
1	14:45	25				12	12	75	124
1	15:00	75	25					13	113
	15:15	13	75					12	100
	15:30	12	13						25
3	15:45		12	25	25	25			87
	16:00			75	75	75			225
	16:15			13	13	13			39
	16:30			12	12	12			36
1	16:45						25		25
	17:00						75		75
1	17:15	25					13		38
1	17:30	75	25				12		112
	17:45	13	75						88
	18:00	12	13						25
	18:15		12						12
	18:30								0
2	18:45		25	25					50
	19:00		75	75					150
1	19:15		13	13	25				51
1	19:30		12	12	75		25		124
	19:45				13		75		88
	20:00				12		13		25
	20:15						12		12
	20:30								0
1	20:45						25		25
1	21:00						75	25	100
	21:15						13	75	88
	21:30						12	13	25
2	21:45	25	25					12	62
1	22:00	75	75	25					175
	22:15	13	13	75					101
1	22:30	12	12	13	25				62
	22:45			12	75				87
	23:00				13				13
1	23:15				12	25			37
	23:30					75			75
	23:45					13			13

Check			
34		Pax Sum (I)	4250
	Pax Sum (C-H)	4250	
	Pax per flight	125	

2029 Anticipated Shift Schedule

Shift Chang	15-Min Period Sta	Employee Arrival Time	Emp Per 15 Min
	0:00		0
	0:15		0
	0:30		0
	0:45		0
	1:00		0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00	15	15
	3:15	15	15
	3:30	8	8
	3:45	0	0
1	4:00	0	0
	4:15		0
	4:30		0
	4:45		0
	5:00		0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00		0
	7:15		0
	7:30		0
	7:45		0
	8:00		0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15		0
	11:30		0
	11:45		0
	12:00		0
	12:15		0
	12:30		0
	12:45		0
	13:00	14	14
	13:15	15	15
	13:30	8	8
	13:45	0	0
1	14:00	0	0
	14:15		0
	14:30		0
	14:45		0
	15:00		0
	15:15		0
	15:30		0
	15:45		0
	16:00		0
	16:15		0
	16:30		0
	16:45		0
	17:00		0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
	20:15		0
	20:30		0
	20:45		0
	21:00		0
	21:15		0
	21:30		0
	21:45		0
	22:00		0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0
	Check		
2		Emp Sum (I)	75

2029 Anticipated Shift Schedule

Shift Chang	15-Min Period Sta	Employee Departure Time	Emp Per 15 Min
1	0:00	0	0
	0:15	8	8
	0:30	15	15
	0:45	15	15
	1:00	0	0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00		0
	3:15		0
	3:30		0
	3:45		0
	4:00		0
	4:15		0
	4:30		0
	4:45		0
	5:00		0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00		0
	7:15		0
	7:30		0
	7:45		0
	8:00		0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15		0
	11:30		0
	11:45		0
	12:00		0
	12:15		0
	12:30		0
	12:45		0
	13:00		0
	13:15		0
	13:30		0
	13:45		0
1	14:00	0	0
	14:15	8	8
	14:30	15	15
	14:45	14	14
	15:00	0	0
	15:15		0
	15:30		0
	15:45		0
	16:00		0
	16:15		0
	16:30		0
	16:45		0
	17:00		0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
	20:15		0
	20:30		0
	20:45		0
	21:00		0
	21:15		0
	21:30		0
	21:45		0
	22:00		0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0
		Check	
2		Emp Sum (I)	75

2029 Anticipated Shift Schedule

Shift Chang	15-Min Period Sta	Employee Arrival Time	Emp Per 15 Min
	0:00		0
	0:15		0
	0:30		0
	0:45		0
	1:00		0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00	70	70
	3:15	70	70
	3:30	35	35
	3:45	0	0
1	4:00	0	0
	4:15		0
	4:30		0
	4:45		0
	5:00		0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00		0
	7:15		0
	7:30		0
	7:45		0
	8:00		0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15		0
	11:30		0
	11:45		0
	12:00		0
	12:15		0
	12:30		0
	12:45		0
	13:00	70	70
	13:15	70	70
	13:30	35	35
	13:45	0	0
1	14:00	0	0
	14:15		0
	14:30		0
	14:45		0
	15:00		0
	15:15		0
	15:30		0
	15:45		0
	16:00		0
	16:15		0
	16:30		0
	16:45		0
	17:00		0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
	20:15		0
	20:30		0
	20:45		0
	21:00		0
	21:15		0
	21:30		0
	21:45		0
	22:00		0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0
		Check	
2		Emp Sum (I)	350

2029 Anticipated Shift Schedule

Shift Chang	15-Min Period Sta		Employee Departure Time	Emp Per 15 Min
1	0:00	0		0
	0:15	35		35
	0:30	70		70
	0:45	70		70
	1:00	0		0
	1:15			0
	1:30			0
	1:45			0
	2:00			0
	2:15			0
	2:30			0
	2:45			0
	3:00			0
	3:15			0
	3:30			0
	3:45			0
	4:00			0
	4:15			0
	4:30			0
	4:45			0
	5:00			0
	5:15			0
	5:30			0
	5:45			0
	6:00			0
	6:15			0
	6:30			0
	6:45			0
	7:00			0
	7:15			0
	7:30			0
	7:45			0
	8:00			0
	8:15			0
	8:30			0
	8:45			0
	9:00			0
	9:15			0
	9:30			0
	9:45			0
	10:00			0
	10:15			0
	10:30			0
	10:45			0
	11:00			0
	11:15			0
	11:30			0
	11:45			0
	12:00			0
	12:15			0
	12:30			0
	12:45			0
	13:00			0
	13:15			0
	13:30			0
	13:45			0
1	14:00	0		0
	14:15	35		35
	14:30	70		70
	14:45	70		70
	15:00	0		0
	15:15			0
	15:30			0
	15:45			0
	16:00			0
	16:15			0
	16:30			0
	16:45			0
	17:00			0
	17:15			0
	17:30			0
	17:45			0
	18:00			0
	18:15			0
	18:30			0
	18:45			0
	19:00			0
	19:15			0
	19:30			0
	19:45			0
	20:00			0
	20:15			0
	20:30			0
	20:45			0
	21:00			0
	21:15			0
	21:30			0
	21:45			0
	22:00			0
	22:15			0
	22:30			0
	22:45			0
	23:00			0
	23:15			0
	23:30			0
	23:45			0

Check			
2		Emp Sum (I)	350

2029 Anticipated Shift Schedule

Shift Chang	15-Min Period Sta	Employee Arrival Time	Emp Per 15 Min
	0:00		0
	0:15		0
	0:30		0
	0:45		0
	1:00		0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00	5	5
	3:15	6	6
	3:30	2	2
	3:45	0	0
1	4:00	0	0
	4:15		0
	4:30		0
	4:45		0
	5:00		0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00	6	6
	7:15	6	6
	7:30	2	2
	7:45	0	0
1	8:00	0	0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15	5	5
	11:30	6	6
	11:45	2	2
	12:00	0	0
1	12:15	0	0
	12:30		0
	12:45		0
	13:00		0
	13:15		0
	13:30		0
	13:45		0
	14:00		0
	14:15		0
	14:30		0
	14:45		0
	15:00		0
	15:15		0
	15:30		0
	15:45		0
	16:00		0
	16:15		0
	16:30		0
	16:45		0
	17:00		0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
	20:15		0
	20:30		0
	20:45		0
	21:00		0
	21:15		0
	21:30		0
	21:45		0
	22:00		0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0
		Check	
3		Emp Sum (I)	40

2029 Anticipated Shift Schedule

Shift Chang	15-Min Period Sta	Employee Departure Time	Emp Per 15 Min
	0:00		0
	0:15		0
	0:30		0
	0:45		0
	1:00		0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00		0
	3:15		0
	3:30		0
	3:45		0
	4:00		0
	4:15		0
	4:30		0
	4:45		0
	5:00		0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00		0
	7:15		0
	7:30		0
	7:45		0
	8:00		0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15		0
	11:30		0
	11:45		0
1	12:00	0	0
	12:15	2	2
	12:30	6	6
	12:45	5	5
	13:00	0	0
	13:15		0
	13:30		0
	13:45		0
	14:00		0
	14:15		0
	14:30		0
	14:45		0
	15:00		0
	15:15		0
	15:30		0
	15:45		0
1	16:00	0	0
	16:15	2	2
	16:30	6	6
	16:45	6	6
	17:00	0	0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
1	20:15	0	0
	20:30	2	2
	20:45	6	6
	21:00	5	5
	21:15	0	0
	21:30		0
	21:45		0
	22:00		0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0
Check			
3		Emp Sum (I)	40

2029 Anticipated Shift Schedule

Shift Chang	15-Min Period Sta	Employee Arrival Time	Emp Per 15 Min
	0:00		0
	0:15		0
	0:30		0
	0:45		0
	1:00		0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00		0
	3:15		0
	3:30		0
	3:45		0
	4:00	3	3
	4:15	3	3
	4:30	2	2
	4:45	0	0
1	5:00	0	0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00		0
	7:15		0
	7:30		0
	7:45		0
	8:00		0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15		0
	11:30		0
	11:45		0
	12:00	2	2
	12:15	3	3
	12:30	2	2
	12:45	0	0
1	13:00	0	0
	13:15		0
	13:30		0
	13:45		0
	14:00		0
	14:15		0
	14:30		0
	14:45		0
	15:00		0
	15:15		0
	15:30		0
	15:45		0
	16:00		0
	16:15		0
	16:30		0
	16:45		0
	17:00		0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
	20:15		0
	20:30		0
	20:45		0
	21:00		0
	21:15		0
	21:30		0
	21:45		0
	22:00		0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0

Check	
2	Emp Sum (I) 15

2029 Anticipated Shift Schedule

Shift Chang	15-Min Period Sta	Employee Departure Time	Emp Per 15 Min
	0:00		0
	0:15		0
	0:30		0
	0:45		0
	1:00		0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00		0
	3:15		0
	3:30		0
	3:45		0
	4:00		0
	4:15		0
	4:30		0
	4:45		0
	5:00		0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00		0
	7:15		0
	7:30		0
	7:45		0
	8:00		0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15		0
	11:30		0
	11:45		0
	12:00		0
	12:15		0
	12:30		0
	12:45		0
1	13:00	0	0
	13:15	2	2
	13:30	3	3
	13:45	3	3
	14:00	0	0
	14:15		0
	14:30		0
	14:45		0
	15:00		0
	15:15		0
	15:30		0
	15:45		0
	16:00		0
	16:15		0
	16:30		0
	16:45		0
	17:00		0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
	20:15		0
	20:30		0
	20:45		0
1	21:00	0	0
	21:15	2	2
	21:30	3	3
	21:45	2	2
	22:00	0	0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0
		Check	
2		Emp Sum (I)	15

			Pax per vehicle			1.8											
				26.3%	26.3%	19.3%	28.1%	MODE SPLIT 100% base									
	Pax Per 15 Min			0.146	0.146	0.107	0.156	DIRECT PERCENTAGE - CONVERTS PAX Counts -> Group size -> Mode	0.146	0.146	0.107	0.156					
Time	Departure	Arrival	Departures - TNC/TAXI Journey	Departures - Rental Car Journey	Departures - Park Journey	Departures - Drop-off/Pick-up Journey	Departure - Trips - IN (West Ramp + Remote)	Departure - Trips - OUT (West Ramp + Remote)	Arrival - TNC/TAXI Journey	Arrival - Rental Car Journey	Arrival - Park Journey	Arrival - Drop-off/Pick-up Journey	Arrival - Trips - IN (West Ramp + Remote)	Arrival - Trips - OUT (West Ramp + Remote)	AvPorts - IN	AvPorts - OUT	Avelo - IN
0:00	0	12	0	0	0	0	0	0	2	2	1	2	4	7	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	70
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	70
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	35
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	6	0	1	1	1	1	4	2	0	0	0	0	0	0	0	0	0
4:15	19	0	3	3	2	3	11	6	0	0	0	0	0	0	0	0	0
4:30	57	0	8	8	6	9	31	17	0	0	0	0	0	0	0	0	0
4:45	88	0	13	13	9	14	49	27	0	0	0	0	0	0	0	0	0
5:00	106	0	15	15	11	17	58	32	0	0	0	0	0	0	0	0	0
5:15	81	0	12	12	9	13	46	25	0	0	0	0	0	0	0	0	0
5:30	75	0	11	11	8	12	42	23	0	0	0	0	0	0	0	0	0
5:45	62	0	9	9	7	10	35	19	0	0	0	0	0	0	0	0	0
6:00	82	25	12	12	9	13	46	25	4	4	3	4	8	15	0	0	0
6:15	94	75	14	14	10	15	53	29	11	11	8	12	23	42	0	0	0
6:30	100	13	15	15	11	16	57	31	2	2	1	2	4	7	0	0	0
6:45	74	37	11	11	8	12	42	23	5	5	4	6	11	20	0	0	0
7:00	56	75	8	8	6	9	31	17	11	11	8	12	23	42	0	0	0
7:15	70	13	10	10	7	11	38	21	2	2	1	2	4	7	0	0	0
7:30	113	12	16	16	12	18	62	34	2	2	1	2	4	7	0	0	0
7:45	111	0	16	16	12	17	61	33	0	0	0	0	0	0	0	0	0
8:00	88	25	13	13	9	14	49	27	4	4	3	4	8	15	0	0	0
8:15	101	75	15	15	11	16	57	31	11	11	8	12	23	42	0	0	0
8:30	112	13	16	16	12	17	61	33	2	2	1	2	4	7	0	0	0
8:45	99	12	14	14	11	15	54	29	2	2	1	2	4	7	0	0	0
9:00	69	50	10	10	7	11	38	21	7	7	5	8	15	27	0	0	0
9:15	95	175	14	14	10	15	53	29	26	26	19	27	53	98	0	0	0
9:30	112	101	16	16	12	17	61	33	15	15	11	16	31	57	0	0	0
9:45	93	37	14	14	10	15	53	29	5	5	4	6	11	20	0	0	0
10:00	50	62	7	7	5	8	27	15	9	9	7	10	19	35	0	0	0
10:15	44	175	6	6	5	7	24	13	26	26	19	27	53	98	0	0	0
10:30	37	101	5	5	4	6	20	11	15	15	11	16	31	57	0	0	0
10:45	25	37	4	4	3	4	15	8	5	5	4	6	11	20	0	0	0
11:00	6	37	1	1	1	1	4	2	5	5	4	6	11	20	0	0	0
11:15	0	75	0	0	0	0	0	0	11	11	8	12	23	42	0	0	0
11:30	6	13	1	1	1	1	4	2	2	2	1	2	4	7	0	0	0
11:45	13	12	2	2	1	2	7	4	2	2	1	2	4	7	0	0	0
12:00	38	0	6	6	4	6	22	12	0	0	0	0	0	0	0	0	0
12:15	43	0	6	6	5	7	24	13	0	0	0	0	0	0	0	0	0
12:30	38	0	6	6	4	6	22	12	0	0	0	0	0	0	0	0	0
12:45	56	25	8	8	6	9	31	17	4	4	3	4	8	15	0	0	0
13:00	63	75	9	9	7	10	35	19	11	11	8	12	23	42	14	0	70
13:15	107	13	16	16	11	17	60	33	2	2	1	2	4	7	15	0	70
13:30	99	37	14	14	11	15	54	29	5	5	4	6	11	20	8	0	35
13:45	107	75	16	16	11	17	60	33	11	11	8	12	23	42	0	0	0
14:00	100	63	15	15	11	16	57	31	9	9	7	10	19	35	0	0	0
14:15	100	162	15	15	11	16	57	31	24	24	17	25	49	90	0	8	0
14:30	86	51	13	13	9	13	48	26	7	7	5	8	15	27	0	15	0
14:45	70	124	10	10	7	11	38	21	18	18	13	19	37	68	0	14	0
15:00	120	113	18	18	13	19	68	37	16	16	12	18	34	62	0	0	0
15:15	111	100	16	16	12	17	61	33	15	15	11	16	31	57	0	0	0
15:30	81	25	12	12	9	13	46	25	4	4	3	4	8	15	0	0	0
15:45	31	87	5	5	3	5	18	10	13	13	9	14	27	49	0	0	0
16:00	44	225	6	6	5	7	24	13	33	33	24	35	68	125	0	0	0
16:15	56	39	8	8	6	9	31	17	6	6	4	6	12	22	0	0	0
16:30	76	36	11	11	8	12	42	23	5	5	4	6	11	20	0	0	0
16:45	81	25	12	12	9	13	46	25	4	4	3	4	8	15	0	0	0
17:00	62	75	9	9	7	10	35	19	11	11	8	12	23	42	0	0	0
17:15	31	38	5	5	3	5	18	10	6	6	4	6	12	22	0	0	0
17:30	12	112	2	2	1	2	7	4	16	16	12	17	33	61	0	0	0
17:45	19	88	3	3	2	3	11	6	13	13	9	14	27	49	0	0	0
18:00	57	25	8	8	6	9	31	17	4	4	3	4	8	15	0	0	0
18:15	94	12	14	14	10	15	53	29	2	2	1	2	4	7	0	0	0
18:30	113	0	16	16	12	18	62	34	0	0	0	0	0	0	0	0	0
18:45	106	50	15	15	11	17	58	32	7	7	5	8	15	27	0	0	0
19:00	68	150	10	10	7	11	38	21	22	22	16	23	45	83	0	0	0
19:15	31	51	5	5	3	5	18	10	7	7	5	8	15	27	0	0	0
19:30	6	124	1	1	1	1	4	2	18	18	13	19	37	68	0	0	0
19:45	0	88	0	0	0	0	0	0	13	13	9	14	27	49	0	0	0
20:00	0	25	0	0	0	0	0	0	4	4	3	4	8	15	0	0	0
20:15	0	12	0	0	0	0	0	0	2	2	1	2	4	7	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	25	0	0	0	0	0	0	4	4	3	4	8	15	0	0	0
21:00	0	100	0	0	0	0	0	0	15	15	11	16	31	57	0	0	0
21:15	0	88	0	0	0	0	0	0	13	13	9	14	27	49	0	0	0
21:30	0	25	0	0	0	0	0	0	4	4	3	4	8	15	0	0	0
21:45	0	62	0	0	0	0	0	0	9	9	7	10	19	35	0	0	0
22:00	0	175	0	0	0	0	0	0	26	26	19	27	53	98	0	0	0
22:15	0	101	0	0	0	0	0	0	15	15	11	16	31	57	0	0	0
22:30	0	62	0	0	0	0	0	0	9	9	7	10	19	35	0	0	0
22:45	0	87	0	0	0	0	0	0	13	13	9	14	27	49	0	0	0
23:00	0	13	0	0	0	0	0	0	2	2	1	2	4	7	0	0	0
23:15	0	37	0	0	0	0	0	0	5	5	4	6	11	20	0	0	0
23:30	0	75	0	0	0	0	0	0	11	11	8	12	23	42	0	0	0
23:45	0	13	0	0	0	0	0	0	2	2	1	2	4	7	0	0	0
	4250	4250	622	622	455	673	2372	1295	626	626	452	671	1297	2375	75	75	350

Avelo - OUT	TSA - IN	TSA - OUT	Concession - IN	Concession - OUT	Inbound Trips - PAX - West Ramp (Non-Park)	Outbound Trips - PAX - West Ramp (Non-Park)	Inbound Trips - PAX - West Ramp (Park Only)	Outbound Trips - PAX - West Ramp (Park Only)	Inbound Trips - PAX - Remote Lot (Park Only)	Outbound Trips - PAX - Remote Lot (Park Only)	Inbound Trips - PAX - ALL	Outbound Trips - PAX - ALL	Inbound Trips - EMP - West Ramp (Park Only)	Outbound Trips - EMP - West Ramp (Park Only)	Inbound Trips - EMP - Remote Lot (Park Only)	Outbound Trips - EMP - Remote Lot (Park Only)	Inbound Trips - EMP - ALL	Outbound Trips - EMP - ALL	Total Trips - IN	Total Trips - OUT
0	0	0	0	0	4	6	0	1	0	0	4	7	0	0	0	0	0	0	4	7
35	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	16	0	43	0	43
70	0	0	0	0	0	0	0	0	0	0	0	0	0	53	0	32	0	85	0	85
70	0	0	0	0	0	0	0	0	0	0	0	0	0	53	0	32	0	85	0	85
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	5	0	0	0	0	0	0	0	0	0	0	0	56	0	34	0	90	0	90	0
0	6	0	0	0	0	0	0	0	0	0	0	0	57	0	34	0	91	0	91	0
0	2	0	0	0	0	0	0	0	0	0	0	0	28	0	17	0	45	0	45	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	3	0	3	2	1	0	0	0	4	2	2	0	1	0	3	0	7	2
0	0	0	3	0	9	6	1	0	1	0	11	6	2	0	1	0	3	0	14	6
0	0	0	2	0	25	17	4	0	2	0	31	17	1	0	1	0	2	0	33	17
0	0	0	0	0	40	27	6	0	3	0	49	27	0	0	0	0	0	0	49	27
0	0	0	0	0	47	32	7	0	4	0	58	32	0	0	0	0	0	0	58	32
0	0	0	0	0	37	25	6	0	3	0	46	25	0	0	0	0	0	0	46	25
0	0	0	0	0	34	23	5	0	3	0	42	23	0	0	0	0	0	0	42	23
0	0	0	0	0	28	19	4	0	3	0	35	19	0	0	0	0	0	0	35	19
0	0	0	0	0	45	37	6	2	3	1	54	40	0	0	0	0	0	0	54	40
0	0	0	0	0	66	63	6	5	4	3	76	71	0	0	0	0	0	0	76	71
0	0	0	0	0	50	37	7	1	4	0	61	38	0	0	0	0	0	0	61	38
0	0	0	0	0	45	39	5	2	3	2	53	43	0	0	0	0	0	0	53	43
0	6	0	0	0	48	51	4	5	2	3	54	59	4	0	2	0	6	0	60	59
0	6	0	0	0	35	27	4	1	3	0	42	28	4	0	2	0	6	0	48	28
0	2	0	0	0	54	40	7	1	5	0	66	41	1	0	1	0	2	0	68	41
0	0	0	0	0	49	33	7	0	5	0	61	33	0	0	0	0	0	0	61	33
0	0	0	0	0	48	39	6	2	3	1	57	42	0	0	0	0	0	0	57	42
0	0	0	0	0	69	65	7	5	4	3	80	73	0	0	0	0	0	0	80	73
0	0	0	0	0	53	39	7	1	5	0	65	40	0	0	0	0	0	0	65	40
0	0	0	0	0	47	35	7	1	4	0	58	36	0	0	0	0	0	0	58	36
0	0	0	0	0	46	43	4	3	3	2	53	48	0	0	0	0	0	0	53	48
0	0	0	0	0	96	108	6	12	4	7	106	127	0	0	0	0	0	0	106	127
0	0	0	0	0	80	79	7	7	5	4	92	90	0	0	0	0	0	0	92	90
0	0	0	0	0	54	45	6	2	4	2	64	49	0	0	0	0	0	0	64	49
0	0	0	0	0	41	43	3	4	2	3	46	50	0	0	0	0	0	0	46	50
0	0	0	0	0	72	92	3	12	2	7	77	111	0	0	0	0	0	0	77	111
0	0	0	0	0	47	57	2	7	2	4	51	68	0	0	0	0	0	0	51	68
0	0	0	0	0	23	24	2	2	1	2	26	28	0	0	0	0	0	0	26	28
0	0	0	0	0	14	18	1	2	0	2	15	22	0	0	0	0	0	0	15	22
0	5	0	0	0	23	34	0	5	0	3	23	42	3	0	2	0	5	0	28	42
0	6	0	0	0	7	8	1	1	0	0	8	9	4	0	2	0	6	0	14	9
0	2	0	0	0	10	10	1	1	0	0	11	11	1	0	1	0	2	0	13	11
0	0	0	2	0	18	12	2	0	2	0	22	12	1	0	1	0	2	0	24	12
0	0	2	3	0	19	13	3	0	2	0	24	13	2	1	1	1	3	2	27	15
0	0	6	2	0	18	12	2	0	2	0	22	12	1	4	1	2	2	6	24	18
0	0	5	0	0	33	29	4	2	2	1	39	32	0	3	0	2	0	5	39	37
0	0	0	0	0	51	53	4	5	3	3	58	61	52	0	32	0	84	0	142	61
0	0	0	0	2	53	39	7	1	4	0	64	40	53	1	32	1	85	2	149	42
0	0	0	0	3	54	45	7	2	4	2	65	49	27	2	16	1	43	3	108	52
0	0	0	0	3	72	67	7	5	4	3	83	75	0	2	0	1	0	3	83	78
0	0	0	0	0	65	59	7	4	4	3	76	66	0	0	0	0	0	0	76	66
35	0	0	0	0	95	104	7	11	4	6	106	121	0	27	0	16	0	43	106	164
70	0	0	0	0	54	48	6	3	3	2	63	53	0	53	0	32	0	85	63	138
70	0	0	0	0	68	76	4	8	3	5	75	89	0	52	0	32	0	84	75	173
0	0	0	0	0	89	87	8	7	5	5	102	99	0	0	0	0	0	0	102	99
0	0	0	0	0	80	79	7	7	5	4	92	90	0	0	0	0	0	0	92	90
0	0	0	0	0	45	37	6	2	3	1	54	40	0	0	0	0	0	0	54	40
0	0	0	0	0	42	50	2	6	1	3	45	59	0	0	0	0	0	0	45	59
0	0	0	0	0	87	114	3	15	2	9	92	138	0	0	0	0	0	0	92	138
0	0	2	0	0	37	35	4	2	2	2	43	39	0	1	0	1	0	2	43	41
0	0	6	0	0	45	39	5	2	3	2	53	43	0	4	0	2	0	6	53	49
0	0	6	0	0	45	37	6	2	3	1	54	40	0	4	0	2	0	6	54	46
0	0	0	0	0	51	53	4	5	3	3	58	61	0	0	0	0	0	0	58	61
0	0	0	0	0	27	28	2	2	1	2	30	32	0	0	0	0	0	0	30	32
0	0	0	0	0	39	53	1	7	0	5	40	65	0	0	0	0	0	0	40	65
0	0	0	0	0	36	46	1	6	1	3	38	55	0	0	0	0	0	0	38	55
0	0	0	0	0	33	29	4	2	2	1	39	32	0	0	0	0	0	0	39	32
0	0	0	0	0	47	35	6	1	4	0	57	36	0	0	0	0	0	0	57	36
0	0	0	0	0	50	34	7	0	5	0	62	34	0	0	0	0	0	0	62	34
0	0	0	0	0	62	54	7	3	4	2	73	59	0	0	0	0	0	0	73	59
0	0	0	0	0	76	88	4	10	3	6	83	104	0	0	0	0	0	0	83	104
0	0	0	0	0	30	32	2	3	1	2	33	37	0	0	0	0	0	0	33	37
0	0	0	0	0	40	57	1	8	0	5	41	70	0	0	0	0	0	0	41	70
0	0	0	0	0	27	40	0	6	0	3	27	49	0	0	0	0	0	0	27	49
0	0	0	0	0	8	12	0	2	0	1	8	15	0	0	0	0	0	0	8	15
0	0	0	0	0	4	6	0	1	0	0	4	7	0	0	0	0	0	0	4	7
0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2
0	0	6	0	0	8	12	0	2	0	1	8	15	0	4	0	2	0	6	8	21
0	0	5	0	0	31	46	0	7	0	4	31	57	0	3	0	2	0	5	31	62
0	0	0	0	2	27	40	0	6	0	3	27	49	0	1	0	1	0	2	27	51
0	0	0	0	3	8	12	0	2	0	1	8	15	0	2	0	1	0	3	8	18
0	0	0	0	2	19	28	0	4	0	3	19	35	0	1	0	1	0	2	19	37
0	0	0	0	0	53	79	0	12	0	7	53	98	0	0	0	0	0	0	53	98
0	0	0	0	0	31	46	0	7	0	4	31	57	0	0	0	0	0	0	31	57
0	0	0	0	0	19	28	0	4	0	3	19	35	0	0	0	0	0	0	19	35
0	0	0	0	0	27	40	0	6	0	3	27	49	0	0	0	0	0	0	27	49
0	0	0	0	0	4	6	0	1	0	0	4	7	0	0	0	0	0	0	4	7
0	0	0	0	0	11	16	0	2	0	2	11	20	0	0	0	0	0	0	11	20
0	0	0	0	0	23	34	0	5	0	3	23	42	0	0	0	0	0	0	23	42
0	0	0	0	0	4	6	0	1	0	0	4	7	0	0	0	0	0	0	4	7
350	40	40	15	15	3214	3218	283	284	172	168	3669	3670	299	299	181	181	480	480	4149	4150

HOURLY ROLLING TOTAL

Total Vehicle Trips		Inbound Trips - PAX	Outbound Trips - PAX	Inbound Trips - Emp	Outbound Trips - Emp	Rolling Veh Total In (West Ramp Non-Park)	Rolling Veh Total Out (West Ramp Non-Park)	Rolling Veh Total In (West Ramp Park)	Rolling Veh Total Out (West Ramp Park)	Rolling Veh Total In (West Ramp Total)	Rolling Veh Total Out (West Ramp Total)	Rolling Veh Total In (Remote Park)	Rolling Veh Total Out (Remote Park)	Rolling Veh Total In	Rolling Veh Total Out	Total VehTrips Hourly Sum
11		4	7	0	213	4	6	0	134	4	140	0	80	4	220	224
43		0	0	0	213	0	0	0	133	0	133	0	80	0	213	213
85		0	0	0	170	0	0	0	106	0	106	0	64	0	170	170
85		0	0	0	85	0	0	0	53	0	53	0	32	0	85	85
0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0		0	0	0	90	0	0	0	56	0	56	0	34	0	90	90
0		0	0	0	181	0	0	0	113	0	113	0	68	0	181	181
0		0	0	0	226	0	0	0	141	0	141	0	85	0	226	226
90		0	0	0	226	0	0	0	141	0	141	0	85	0	226	226
91		4	2	0	139	0	3	2	88	0	91	2	52	0	143	2	145
45		15	8	0	51	0	12	8	34	0	46	8	20	0	66	8	74
0		46	25	0	8	0	37	25	11	0	48	25	6	0	54	25	79
9		95	52	0	8	0	77	52	17	0	94	52	9	0	103	52	155
20		149	82	0	5	0	121	82	21	0	142	82	12	0	154	82	236
50		184	101	0	2	0	149	101	24	0	173	101	13	0	186	101	287
76		195	107	0	0	0	158	107	24	0	182	107	13	0	195	107	302
90		181	99	0	0	0	146	99	22	0	168	99	13	0	181	99	280
71		177	107	0	0	0	144	104	21	2	165	106	12	1	177	107	284
65		207	153	0	0	0	173	142	21	7	194	149	13	4	207	153	360
54		226	168	0	0	0	189	156	23	8	212	164	14	4	226	168	394
94		244	192	0	0	0	206	176	24	10	230	186	14	6	244	192	436
147		244	211	6	0	0	209	190	26	13	235	203	15	8	250	211	461
99		210	168	12	0	0	178	154	28	9	206	163	16	5	222	168	390
96		215	171	14	0	0	182	157	29	9	211	166	18	5	229	171	400
119		223	161	14	0	0	186	151	31	7	217	158	20	3	237	161	398
76		226	144	8	0	0	186	139	29	4	215	143	19	1	234	144	378
109		264	189	2	0	0	220	177	28	8	248	185	18	4	266	189	455
94		263	188	0	0	0	219	176	27	8	246	184	17	4	263	188	451
99		260	191	0	0	0	217	178	27	9	244	187	16	4	260	191	451
153		256	197	0	0	0	215	182	25	10	240	192	16	5	256	197	453
105		282	251	0	0	0	242	225	24	17	266	242	16	9	282	251	533
94		309	301	0	0	0	269	265	24	23	293	288	16	13	309	301	610
101		315	314	0	0	0	276	275	23	24	299	299	16	15	315	314	629
233		308	316	0	0	0	271	275	22	25	293	300	15	16	308	316	624
182		279	300	0	0	0	247	259	19	25	266	284	13	16	279	300	579
113		238	278	0	0	0	214	237	14	25	228	262	10	16	238	278	516
96		200	257	0	0	0	183	216	10	25	193	241	7	16	200	257	457
188		169	229	0	0	0	156	191	8	23	164	214	5	15	169	229	398
119		115	160	5	0	0	107	133	8	16	115	149	5	11	120	160	280
54		72	101	11	0	0	67	84	11	10	78	94	5	7	83	101	184
37		57	84	13	0	0	54	70	11	9	65	79	5	5	70	84	154
70		64	74	15	0	0	58	64	13	7	71	71	8	3	79	74	153
23		65	45	13	2	0	54	43	15	3	69	46	9	1	78	47	125
24		79	48	9	8	0	65	47	13	6	78	53	10	3	88	56	144
36		107	69	7	13	0	88	66	15	10	103	76	11	6	114	82	196
42		143	118	89	13	0	121	107	68	15	189	122	43	9	232	131	363
42		183	145	171	13	0	155	133	123	16	278	149	76	9	354	158	512
76		226	182	212	10	0	191	166	154	16	345	182	93	10	438	192	630
203		270	225	212	8	0	230	204	157	18	387	222	95	11	482	233	715
191		288	230	128	8	0	244	210	108	17	352	227	64	11	416	238	654
160		330	311	43	49	0	286	275	55	53	341	328	32	32	373	360	733
161		328	315	0	131	0	286	278	27	105	313	383	15	63	328	446	774
142		320	329	0	212	0	282	287	24	158	306	445	14	96	320	541	861
270		346	362	0	212	0	306	315	25	161	331	476	15	98	346	574	920
201		332	331	0	169	0	291	290	25	130	316	420	16	80	332	500	832
248		323	318	0	84	0	282	279	25	76	307	355	16	47	323	402	725
201		293	288	0	0	0	256	253	23	22	279	275	14	13	293	288	581
182		283	327	0	0	0	254	280	18	30	272	310	11	17	283	327	610
94		234	276	0	2	0	211	236	15	26	226	262	8	16	234	278	512
104		233	279	0	8	0	211	238	14	30	225	268	8	19	233	287	520
230		242	260	0	14	0	214	225	18	30	232	255	10	19	242	274	516
84		208	183	0	14	0	178	164	19	20	197	184	11	13	208	197	405
102		195	176	0	12	0	168	157	17	19	185	176	10	12	195	188	383
100		182	198	0	6	0	162	171	13	20	175	191	7	13	182	204	386
119		166	213	0	0	0	153	180	8	20	161	200	5	13	166	213	379
62		147	184	0	0	0	135	156	8	17	143	173	4	11	147	184	331
105		174	188	0	0	0	155	163	12	16	167	179	7	9	174	188	362
93		196	157	0	0	0	166	144	18	9	184	153	12	4	196	157	353
71		231	161	0	0	0	192	152	24	6	216	158	15	3	231	161	392
93		275	233	0	0	0	235	211	24	14	259	225	16	8	275	233	508
96		251	234	0	0	0	218	208	20	16	238	224	13	10	251	234	485
132		230	270	0	0	0	208	231	14	24	222	255	8	15	230	270	500
187		184	260	0	0	0	173	217	7	27	180	244	4	16	184	260	444
70		109	171	0	0	0	105	141	3	19	108	160	1	11	109	171	280
111		80	141	0	0	0	79	115	1	17	80	132	0	9	80	141	221
76		39	71	0	2	0	39	58	0	10	39	68	0	5	39	73	112
23		20	37	0	8	0	20	30	0	10	20	40	0	5	20	45	65
11		43	79	0	13	0	43	64	0	18	43	82	0	10	43	92	135
2		66	121	0	15	0	66	98	0	24	66	122	0	14	66	136	202
29		74	136	0	16	0	74	110	0	27	74	137	0	15	74	152	226
93		85	156	0	12	0	85	126	0	26	85	152	0	16	85	168	253
78		107	197	0	7	0	107	159	0	28	107	187	0	17	107	204	311
26		111	205	0	5	0	111	165	0	28	111	193	0	17	111	210	321
56		122	225	0	2	0	122	181	0	28	122	209	0	18	122	227	349
151		130	239	0	0	0	130	193	0	29	130	222	0	17	130	239	369
88		81	148	0	0	0	81	120	0	18	81	138	0	10	81	148	229
54		61	111	0	0	0	61	90	0	13	61	103	0	8	61	111	172
76		65	118	0	0	0	65	96	0	14	65	110	0	8	65	118	183
11		42	76	0	0	0	42	62	0	9	42	71	0	5	42	76	118
31		42	76	0	0	0	42	62	0	9	42	71	0	5	42	76	118
65		31	56	0	43	0	31	46	0	34	31	80	0	19	31	99	130
11		8	14	0	128	0	8	12	0	82	8	94	0	48	8	142	150
8299		14676	14680	1920	1920	0	12856	12872	2328	2332	15184	15204	1412	1396	16596	16600	33196

Appendix F – Airport Operations – Proposed Action

2029 Anticipated Flight Schedule

Flights	15-Min Period Sta	Pax Arrival Time						Pax Per 15 Min
	0:00							0
	0:15							0
	0:30							0
	0:45							0
	1:00							0
	1:15							0
	1:30							0
	1:45							0
	2:00							0
	2:15							0
	2:30							0
	2:45							0
	3:00							0
	3:15							0
	3:30							0
	3:45							0
	4:00	8						8
	4:15	16	8					24
	4:30	48	16	8				72
	4:45	48	48	16				112
	5:00	33	48	48	8			137
	5:15	8	33	48	16			105
	5:30	0	8	33	48			89
	5:45	0	0	8	48	8		64
1	6:00	0	0	0	33	16	8	57
1	6:15		0	0	8	48	16	72
1	6:30			0	0	48	48	96
	6:45	8			0	33	48	89
1	7:00	16	8		0	8	33	65
	7:15	48	16			0	8	72
	7:30	48	48			0	0	96
1	7:45	33	48	8		0	0	89
1	8:00	8	33	16	8		0	65
	8:15	0	8	48	16			72
	8:30	0	0	48	48			96
1	8:45	0	0	33	48	8	8	97
1	9:00	8	0	8	33	16	16	81
	9:15	16		0	8	48	48	120
	9:30	48		0	0	48	48	144
1	9:45	48		0	0	33	33	114
1	10:00	33			0	8	8	49
	10:15	8				0	0	8
	10:30	0				0	0	0
2	10:45	0				0	0	0
1	11:00	0						0
	11:15							0
	11:30		8					8
	11:45		16					16
	12:00		48					48
	12:15		48	8				56
	12:30		33	16				49
	12:45		8	48	8			64
	13:00		0	48	16			64
	13:15		0	33	48	8		89
1	13:30		0	8	48	16	8	80
	13:45	8		0	33	48	16	105
	14:00	16		0	8	48	48	120
1	14:15	48		0	0	33	48	129
	14:30	48	8	8	0	8	33	105
1	14:45	33	16	16	0	0	8	73
	15:00	8	48	48		0	0	104
1	15:15	0	48	48		0	0	96
1	15:30	0	33	33	8		0	74
1	15:45	0	8	8	16			32
	16:00		0	0	48	8		56
	16:15		0	0	48	16	8	72
2	16:30		0	0	33	48	16	97
	16:45				8	48	48	104
	17:00				0	33	48	81
	17:15				0	8	33	41
1	17:30	8			0	0	8	16
	17:45	16	8			0	0	24
1	18:00	48	16	8		0	0	72
1	18:15	48	48	16	8		0	120
	18:30	33	48	48	16			145
	18:45	8	33	48	48			137
	19:00	0	8	33	48			89
	19:15	0	0	8	33			41
1	19:30	0	0	0	8			8
1	19:45		0	0	0			0
1	20:00			0	0			0
1	20:15				0			0
	20:30							0
	20:45							0
	21:00							0
	21:15							0
	21:30							0
	21:45							0
	22:00							0
	22:15							0
	22:30							0
	22:45							0
	23:00							0
	23:15							0
	23:30							0
	23:45							0

Check

28		Pax Sum (I)	4508
	Pax Sum (C-H)	4508	
	Pax per flight	161	

2029 Anticipated Flight Schedule

Flights	15-Min Per	Pax Departure Time						Pax Per 15 Min
	0:00			16				16
	0:15							0
	0:30							0
	0:45							0
	1:00							0
	1:15							0
	1:30							0
	1:45							0
	2:00							0
	2:15							0
	2:30							0
	2:45							0
	3:00							0
	3:15							0
	3:30							0
	3:45							0
	4:00							0
	4:15							0
	4:30							0
	4:45							0
	5:00							0
	5:15							0
	5:30							0
	5:45							0
1	6:00	32						32
	6:15	97						97
	6:30	16						16
1	6:45	16	32					48
	7:00		97					97
	7:15		16					16
	7:30		16					16
	7:45							0
1	8:00			32				32
	8:15			97				97
	8:30			16				16
	8:45			16				16
1	9:00				32			32
1	9:15				97	32		129
	9:30				16	97		113
	9:45				16	16		32
2	10:00	32				16	32	80
1	10:15	97	32				97	226
	10:30	16	97				16	129
	10:45	16	16				16	48
	11:00		16					16
	11:15							0
	11:30							0
	11:45							0
	12:00							0
	12:15							0
	12:30							0
1	12:45			32				32
	13:00			97				97
	13:15			16				16
1	13:30			16	32			48
	13:45				97			97
1	14:00				16	32		48
	14:15				16	97		113
1	14:30					16	32	48
1	14:45	32				16	97	145
1	15:00	97	32				16	145
	15:15	16	97				16	129
	15:30	16	16					32
2	15:45		16	32	32			80
	16:00			97	97			194
	16:15			16	16			32
	16:30			16	16			32
1	16:45					32		32
	17:00					97		97
1	17:15					16	32	48
1	17:30	32				16	97	145
	17:45	97					16	113
	18:00	16					16	32
	18:15	16						16
	18:30							0
2	18:45		32	32				64
	19:00		97	97				194
1	19:15		16	16	32			64
1	19:30		16	16	97	32		161
	19:45				16	97		113
	20:00				16	16		32
	20:15					16		16
	20:30							0
	20:45							0
1	21:00						32	32
	21:15						97	97
	21:30						16	16
2	21:45	32	32				16	80
	22:00	97	97					194
	22:15	16	16					32
1	22:30	16	16	32				64
	22:45			97				97
	23:00			16				16
1	23:15			16	32			48
	23:30				97			97
	23:45				16			16

Check			
28		Pax Sum (I)	4508
Pax Sum (C-H)	4508		
Pax per flight	161		

2029 Anticipated Shift Schedule

Shift Chang	15-Min Period Sta	Employee Arrival Time	Emp Per 15 Min
	0:00		0
	0:15		0
	0:30		0
	0:45		0
	1:00		0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00	15	15
	3:15	15	15
	3:30	8	8
	3:45	0	0
1	4:00	0	0
	4:15		0
	4:30		0
	4:45		0
	5:00		0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00		0
	7:15		0
	7:30		0
	7:45		0
	8:00		0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15		0
	11:30		0
	11:45		0
	12:00		0
	12:15		0
	12:30		0
	12:45		0
	13:00	14	14
	13:15	15	15
	13:30	8	8
	13:45	0	0
1	14:00	0	0
	14:15		0
	14:30		0
	14:45		0
	15:00		0
	15:15		0
	15:30		0
	15:45		0
	16:00		0
	16:15		0
	16:30		0
	16:45		0
	17:00		0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
	20:15		0
	20:30		0
	20:45		0
	21:00		0
	21:15		0
	21:30		0
	21:45		0
	22:00		0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0
	Check		
2		Emp Sum (I)	75

2029 Anticipated Shift Schedule

Shift Chang	15-Min Period Sta		Employee Departure Time	Emp Per 15 Min
1	0:00	0		0
	0:15	8		8
	0:30	15		15
	0:45	15		15
	1:00	0		0
	1:15			0
	1:30			0
	1:45			0
	2:00			0
	2:15			0
	2:30			0
	2:45			0
	3:00			0
	3:15			0
	3:30			0
	3:45			0
	4:00			0
	4:15			0
	4:30			0
	4:45			0
	5:00			0
	5:15			0
	5:30			0
	5:45			0
	6:00			0
	6:15			0
	6:30			0
	6:45			0
	7:00			0
	7:15			0
	7:30			0
	7:45			0
	8:00			0
	8:15			0
	8:30			0
	8:45			0
	9:00			0
	9:15			0
	9:30			0
	9:45			0
	10:00			0
	10:15			0
	10:30			0
	10:45			0
	11:00			0
	11:15			0
	11:30			0
	11:45			0
	12:00			0
	12:15			0
	12:30			0
	12:45			0
	13:00			0
	13:15			0
	13:30			0
	13:45			0
1	14:00	0		0
	14:15	8		8
	14:30	15		15
	14:45	14		14
	15:00	0		0
	15:15			0
	15:30			0
	15:45			0
	16:00			0
	16:15			0
	16:30			0
	16:45			0
	17:00			0
	17:15			0
	17:30			0
	17:45			0
	18:00			0
	18:15			0
	18:30			0
	18:45			0
	19:00			0
	19:15			0
	19:30			0
	19:45			0
	20:00			0
	20:15			0
	20:30			0
	20:45			0
	21:00			0
	21:15			0
	21:30			0
	21:45			0
	22:00			0
	22:15			0
	22:30			0
	22:45			0
	23:00			0
	23:15			0
	23:30			0
	23:45			0
		Check		
2			Emp Sum (I)	75

2029 Anticipated Shift Schedule

Shift Chang	15-Min Period Sta	Employee Arrival Time	Emp Per 15 Min
	0:00		0
	0:15		0
	0:30		0
	0:45		0
	1:00		0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00	70	70
	3:15	70	70
	3:30	35	35
	3:45	0	0
1	4:00	0	0
	4:15		0
	4:30		0
	4:45		0
	5:00		0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00		0
	7:15		0
	7:30		0
	7:45		0
	8:00		0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15		0
	11:30		0
	11:45		0
	12:00		0
	12:15		0
	12:30		0
	12:45		0
	13:00	70	70
	13:15	70	70
	13:30	35	35
	13:45	0	0
1	14:00	0	0
	14:15		0
	14:30		0
	14:45		0
	15:00		0
	15:15		0
	15:30		0
	15:45		0
	16:00		0
	16:15		0
	16:30		0
	16:45		0
	17:00		0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
	20:15		0
	20:30		0
	20:45		0
	21:00		0
	21:15		0
	21:30		0
	21:45		0
	22:00		0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0

Check			
2		Emp Sum (I)	350

2029 Anticipated Shift Schedule

Shift Chang	15-Min Period Sta		Employee Departure Time	Emp Per 15 Min
1	0:00	0		0
	0:15	35		35
	0:30	70		70
	0:45	70		70
	1:00	0		0
	1:15			0
	1:30			0
	1:45			0
	2:00			0
	2:15			0
	2:30			0
	2:45			0
	3:00			0
	3:15			0
	3:30			0
	3:45			0
	4:00			0
	4:15			0
	4:30			0
	4:45			0
	5:00			0
	5:15			0
	5:30			0
	5:45			0
	6:00			0
	6:15			0
	6:30			0
	6:45			0
	7:00			0
	7:15			0
	7:30			0
	7:45			0
	8:00			0
	8:15			0
	8:30			0
	8:45			0
	9:00			0
	9:15			0
	9:30			0
	9:45			0
	10:00			0
	10:15			0
	10:30			0
	10:45			0
	11:00			0
	11:15			0
	11:30			0
	11:45			0
	12:00			0
	12:15			0
	12:30			0
	12:45			0
	13:00			0
	13:15			0
	13:30			0
	13:45			0
1	14:00	0		0
	14:15	35		35
	14:30	70		70
	14:45	70		70
	15:00	0		0
	15:15			0
	15:30			0
	15:45			0
	16:00			0
	16:15			0
	16:30			0
	16:45			0
	17:00			0
	17:15			0
	17:30			0
	17:45			0
	18:00			0
	18:15			0
	18:30			0
	18:45			0
	19:00			0
	19:15			0
	19:30			0
	19:45			0
	20:00			0
	20:15			0
	20:30			0
	20:45			0
	21:00			0
	21:15			0
	21:30			0
	21:45			0
	22:00			0
	22:15			0
	22:30			0
	22:45			0
	23:00			0
	23:15			0
	23:30			0
	23:45			0

Check			
2		Emp Sum (I)	350

2029 Anticipated Shift Schedule

Shift Chang	15-Min Period Sta	Employee Arrival Time	Emp Per 15 Min
	0:00		0
	0:15		0
	0:30		0
	0:45		0
	1:00		0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00	5	5
	3:15	6	6
	3:30	2	2
	3:45	0	0
1	4:00	0	0
	4:15		0
	4:30		0
	4:45		0
	5:00		0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00	6	6
	7:15	6	6
	7:30	2	2
	7:45	0	0
1	8:00	0	0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15	5	5
	11:30	6	6
	11:45	2	2
	12:00	0	0
1	12:15	0	0
	12:30		0
	12:45		0
	13:00		0
	13:15		0
	13:30		0
	13:45		0
	14:00		0
	14:15		0
	14:30		0
	14:45		0
	15:00		0
	15:15		0
	15:30		0
	15:45		0
	16:00		0
	16:15		0
	16:30		0
	16:45		0
	17:00		0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
	20:15		0
	20:30		0
	20:45		0
	21:00		0
	21:15		0
	21:30		0
	21:45		0
	22:00		0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0
		Check	
3		Emp Sum (I)	40

2029 Anticipated Shift Schedule

Shift Chang	15-Min Period Sta	Employee Departure Time	Emp Per 15 Min
	0:00		0
	0:15		0
	0:30		0
	0:45		0
	1:00		0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00		0
	3:15		0
	3:30		0
	3:45		0
	4:00		0
	4:15		0
	4:30		0
	4:45		0
	5:00		0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00		0
	7:15		0
	7:30		0
	7:45		0
	8:00		0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15		0
	11:30		0
	11:45		0
1	12:00	0	0
	12:15	2	2
	12:30	6	6
	12:45	5	5
	13:00	0	0
	13:15		0
	13:30		0
	13:45		0
	14:00		0
	14:15		0
	14:30		0
	14:45		0
	15:00		0
	15:15		0
	15:30		0
	15:45		0
1	16:00	0	0
	16:15	2	2
	16:30	6	6
	16:45	6	6
	17:00	0	0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
1	20:15	0	0
	20:30	2	2
	20:45	6	6
	21:00	5	5
	21:15	0	0
	21:30		0
	21:45		0
	22:00		0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0
		Check	
3		Emp Sum (I)	40

2029 Anticipated Shift Schedule

Shift Chang	15-Min Period Sta	Employee Arrival Time	Emp Per 15 Min
	0:00		0
	0:15		0
	0:30		0
	0:45		0
	1:00		0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00		0
	3:15		0
	3:30		0
	3:45		0
	4:00	8	8
	4:15	8	8
	4:30	4	4
	4:45	0	0
1	5:00	0	0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00		0
	7:15		0
	7:30		0
	7:45		0
	8:00		0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15		0
	11:30		0
	11:45		0
	12:00	8	8
	12:15	8	8
	12:30	4	4
	12:45	0	0
1	13:00	0	0
	13:15		0
	13:30		0
	13:45		0
	14:00		0
	14:15		0
	14:30		0
	14:45		0
	15:00		0
	15:15		0
	15:30		0
	15:45		0
	16:00		0
	16:15		0
	16:30		0
	16:45		0
	17:00		0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
	20:15		0
	20:30		0
	20:45		0
	21:00		0
	21:15		0
	21:30		0
	21:45		0
	22:00		0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0
		Check	
2		Emp Sum (I)	40

2029 Anticipated Shift Schedule

Shift Chang	15-Min Period Sta	Employee Departure Time	Emp Per 15 Min
	0:00		0
	0:15		0
	0:30		0
	0:45		0
	1:00		0
	1:15		0
	1:30		0
	1:45		0
	2:00		0
	2:15		0
	2:30		0
	2:45		0
	3:00		0
	3:15		0
	3:30		0
	3:45		0
	4:00		0
	4:15		0
	4:30		0
	4:45		0
	5:00		0
	5:15		0
	5:30		0
	5:45		0
	6:00		0
	6:15		0
	6:30		0
	6:45		0
	7:00		0
	7:15		0
	7:30		0
	7:45		0
	8:00		0
	8:15		0
	8:30		0
	8:45		0
	9:00		0
	9:15		0
	9:30		0
	9:45		0
	10:00		0
	10:15		0
	10:30		0
	10:45		0
	11:00		0
	11:15		0
	11:30		0
	11:45		0
	12:00		0
	12:15		0
	12:30		0
	12:45		0
1	13:00	0	0
	13:15	4	4
	13:30	8	8
	13:45	8	8
	14:00	0	0
	14:15		0
	14:30		0
	14:45		0
	15:00		0
	15:15		0
	15:30		0
	15:45		0
	16:00		0
	16:15		0
	16:30		0
	16:45		0
	17:00		0
	17:15		0
	17:30		0
	17:45		0
	18:00		0
	18:15		0
	18:30		0
	18:45		0
	19:00		0
	19:15		0
	19:30		0
	19:45		0
	20:00		0
	20:15		0
	20:30		0
	20:45		0
1	21:00	0	0
	21:15	4	4
	21:30	8	8
	21:45	8	8
	22:00	0	0
	22:15		0
	22:30		0
	22:45		0
	23:00		0
	23:15		0
	23:30		0
	23:45		0
		Check	
2		Emp Sum (I)	40

			Pax per vehicle				1.8											
				26.3%	26.3%	19.3%	28.1%	MODE SPLIT 100% base										
	Pax Per 15 Min			0.146	0.146	0.107	0.156	DIRECT PERCENTAGE - CONVERTS PAX Counts -> Group size -> Mode		0.146	0.146	0.107	0.156					
Time	Departure	Arrival	Departures - TNC/TAXI Journey	Departures - Rental Car Journey	Departures - Park Journey	Departures - Drop-off/Pick-up Journey	Departure - Trips - IN	Departure - Trips - OUT	Arrival - TNC/TAXI Journey	Arrival - Rental Car Journey	Arrival - Park Journey	Arrival - Drop-off/Pick-up Journey	Arrival - Trips - IN	Arrival - Trips - OUT	AvPorts - IN	AvPorts - OUT	Avelo - IN	
0:00	0	16	0	0	0	0	0	0	2	2	2	2	4	8	0	0	0	
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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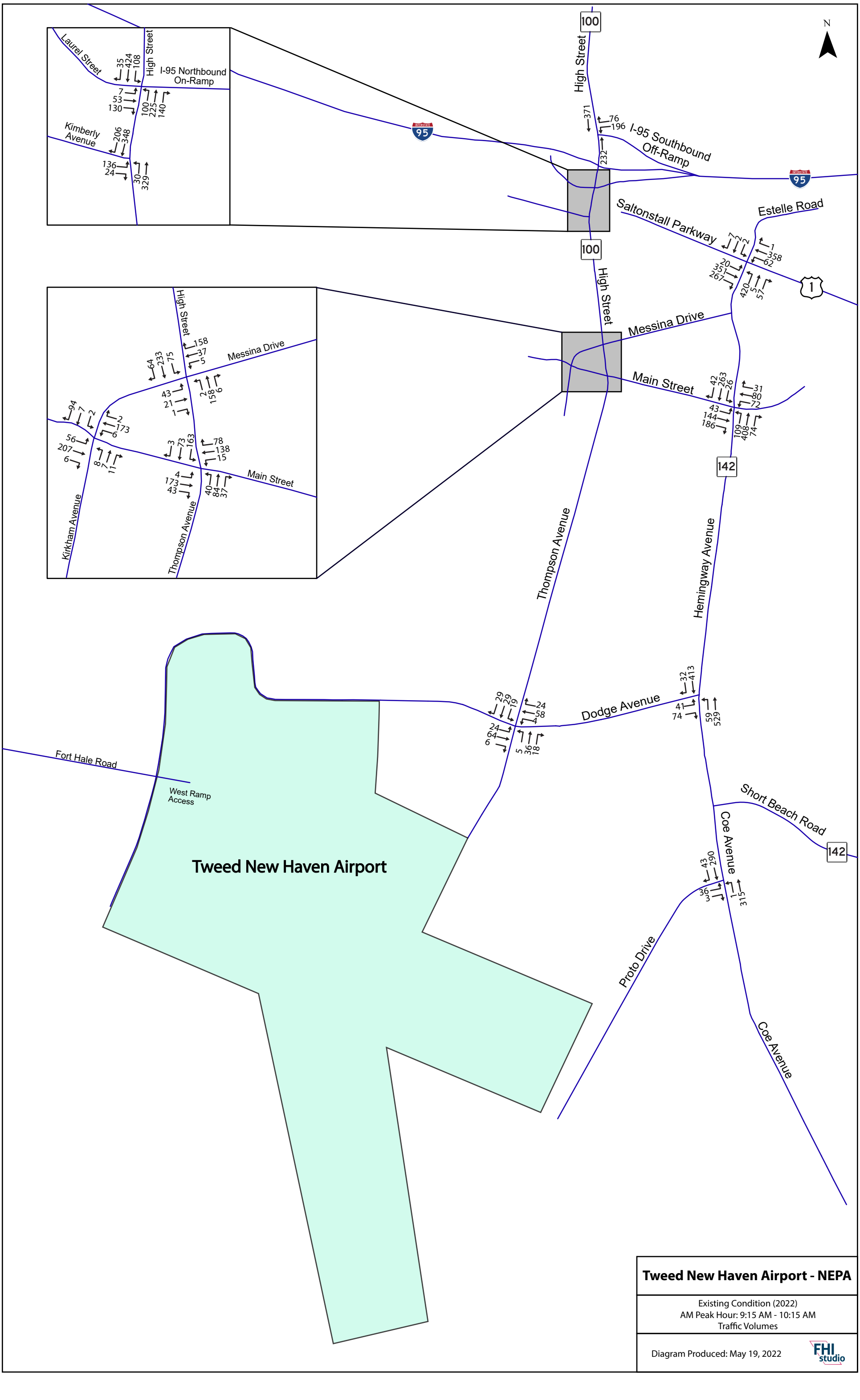
HOURLY ROLLING TO

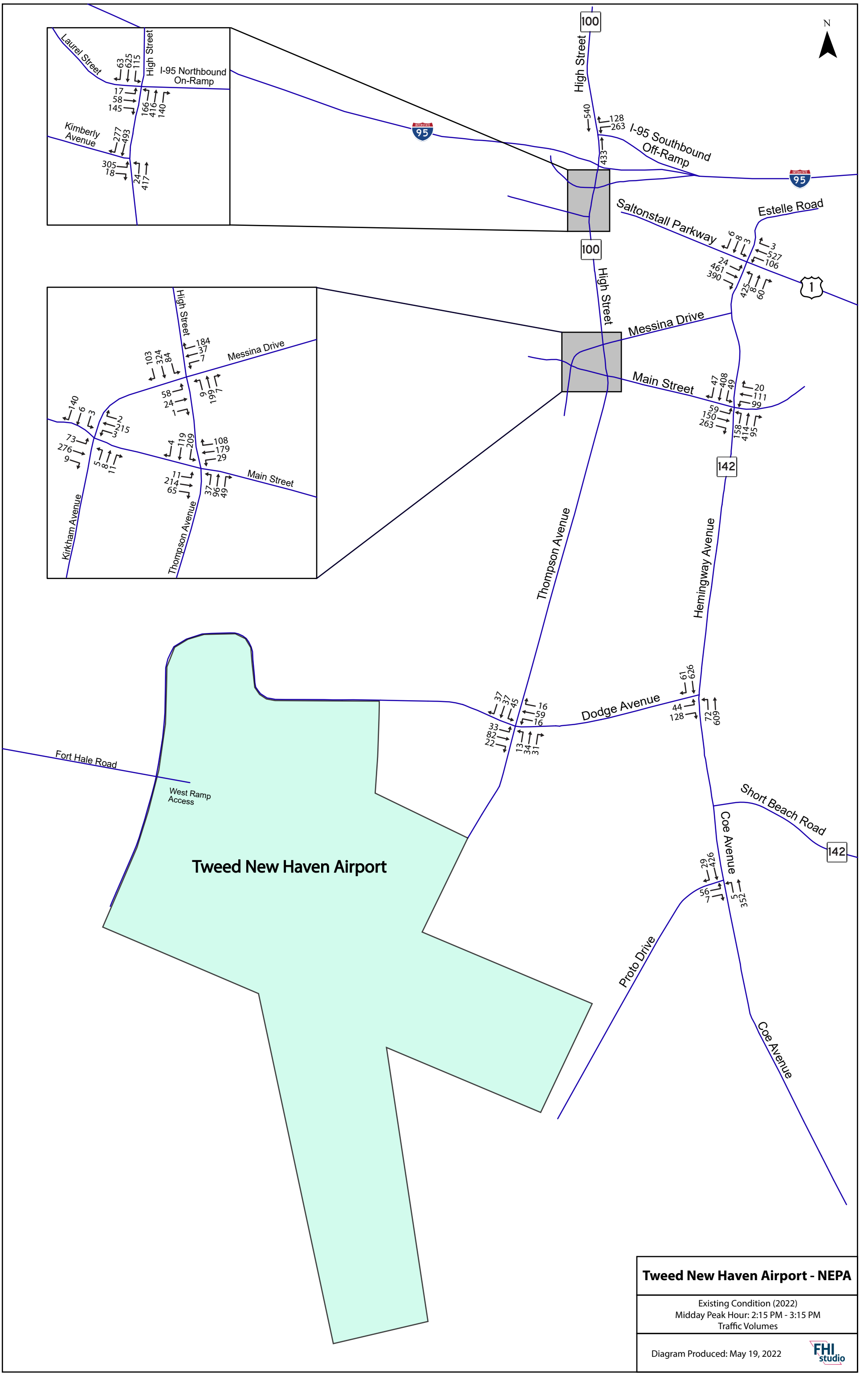
Avelo - OUT	TSA - IN	TSA - OUT	Concession - IN	Concession - OUT	Inbound Trips - PAX	Outbound Trips - PAX	Inbound Trips - Emp (East Terminal)	Outbound Trips - Emp (East Terminal)	Inbound Trips - Emp (West Ramp)	Outbound Trips - Emp (West Ramp)	Total Trips - IN	Total Trips - OUT	Total Vehicle Trips	Inbound Trips - PAX	Outbound Trips - PAX	Inbound Trips - Emp	Outbound Trips - Emp	Rolling Veh Total In (East Terminal)	Rolling Veh Total Out (East Terminal)
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0	0	0	0	0	29	53	0	0	0	0	29	53	82	37	69	0	43	37	73
0	0	0	0	0	4	8	0	0	0	0	4	8	12	8	16	0	128	8	28
350	40	40	40	40	3850	3838	38	38	468	468	4355	4343	8698	15400	15352	2020	2020	15550	15502

OTAL

Rolling Veh Total In (West Ramp)	Rolling Veh Total Out (West Ramp)	Rolling Veh Total In	Rolling Veh Total Out	Total VehTrips Hourly Sum
0	194	4	221	225
0	194	0	213	213
0	155	0	170	170
0	78	0	85	85
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
83	0	90	0	90
166	0	181	0	181
207	0	226	0	226
207	0	226	0	226
133	0	148	2	150
57	0	80	10	90
20	0	80	32	112
20	0	141	65	206
12	0	205	104	309
4	0	239	127	366
0	0	244	132	376
0	0	218	118	336
0	0	183	112	295
0	0	196	156	352
0	0	203	166	369
0	0	232	200	432
6	0	261	237	498
12	0	242	192	434
14	0	244	192	436
14	0	230	166	396
8	0	205	131	336
2	0	224	176	400
0	0	222	176	398
0	0	229	186	415
0	0	240	192	432
0	0	277	226	503
0	0	333	294	627
0	0	350	310	660
0	0	345	327	672
0	0	310	345	655
0	0	236	312	548
0	0	176	285	461
0	0	129	233	362
5	0	62	106	168
11	0	33	36	69
13	0	29	14	43
21	0	59	20	79
24	2	93	39	132
22	8	114	58	172
20	13	149	96	245
89	13	263	154	417
159	15	363	174	537
194	17	434	211	645
194	20	475	261	736
117	20	409	252	661
39	55	376	357	733
0	125	345	441	786
0	194	344	536	880
0	194	363	585	948
0	155	349	542	891
0	77	330	441	771
0	0	287	309	596
0	0	275	321	596
0	2	234	262	496
0	8	245	274	519
0	14	270	274	544
0	14	256	228	484
0	12	241	224	465
0	6	230	256	486
0	0	212	271	483
0	0	188	233	421
0	0	224	240	464
0	0	253	199	452
0	0	299	205	504
0	0	356	299	655
0	0	325	301	626
0	0	297	349	646
0	0	236	335	571
0	0	138	219	357
0	0	101	180	281
0	2	48	90	138
0	8	14	34	48
0	13	14	39	53
0	17	39	88	127
0	23	43	102	145
0	25	67	149	216
0	20	115	233	348
0	16	96	194	290
0	8	111	213	324
0	0	116	213	329
0	0	62	114	176
0	0	66	122	188
0	0	76	140	216
0	0	51	95	146
0	0	51	95	146
0	39	37	112	149
0	117	8	144	152
1870	1870	17420	17372	34792

Appendix G – Traffic Volume Diagrams


N
Laurel Street
High Street
I-95 Northbound On-Ramp
Kimberly Avenue
35 424 108
7 53 130
100 225 140
206 348
136 24
30 329
100
High Street
371
76 196
I-95 Southbound Off-Ramp
232
95
Saltonstall Parkway
Estelle Road
7 2 2
1 358 62
20 351 267
420 5 57
1
100
High Street
Messina Drive
Main Street
42 263 26
31 80 72
43 144 186
109 408 74
142
64 233 75
158 37 5
43 21 1
2 158 6
94 7 2
2 173 6
56 207 6
8 7 11
3 73 163
78 138 15
4 173 43
40 84 37
Kirkham Avenue
Thompson Avenue
Thompson Avenue
Hemingway Avenue
29 29 19
24 58 4
24 64 6
5 36 18
Dodge Avenue
32 413
41 74
59 529
Fort Hale Road
West Ramp Access
Tweed New Haven Airport
Short Beach Road
142
Coe Avenue
43 290
36 3
1 315
Proto Drive
Coe Avenue
Tweed New Haven Airport - NEPA
Existing Condition (2022)
AM Peak Hour: 9:15 AM - 10:15 AM
Traffic Volumes
Diagram Produced: May 19, 2022
FHI studio

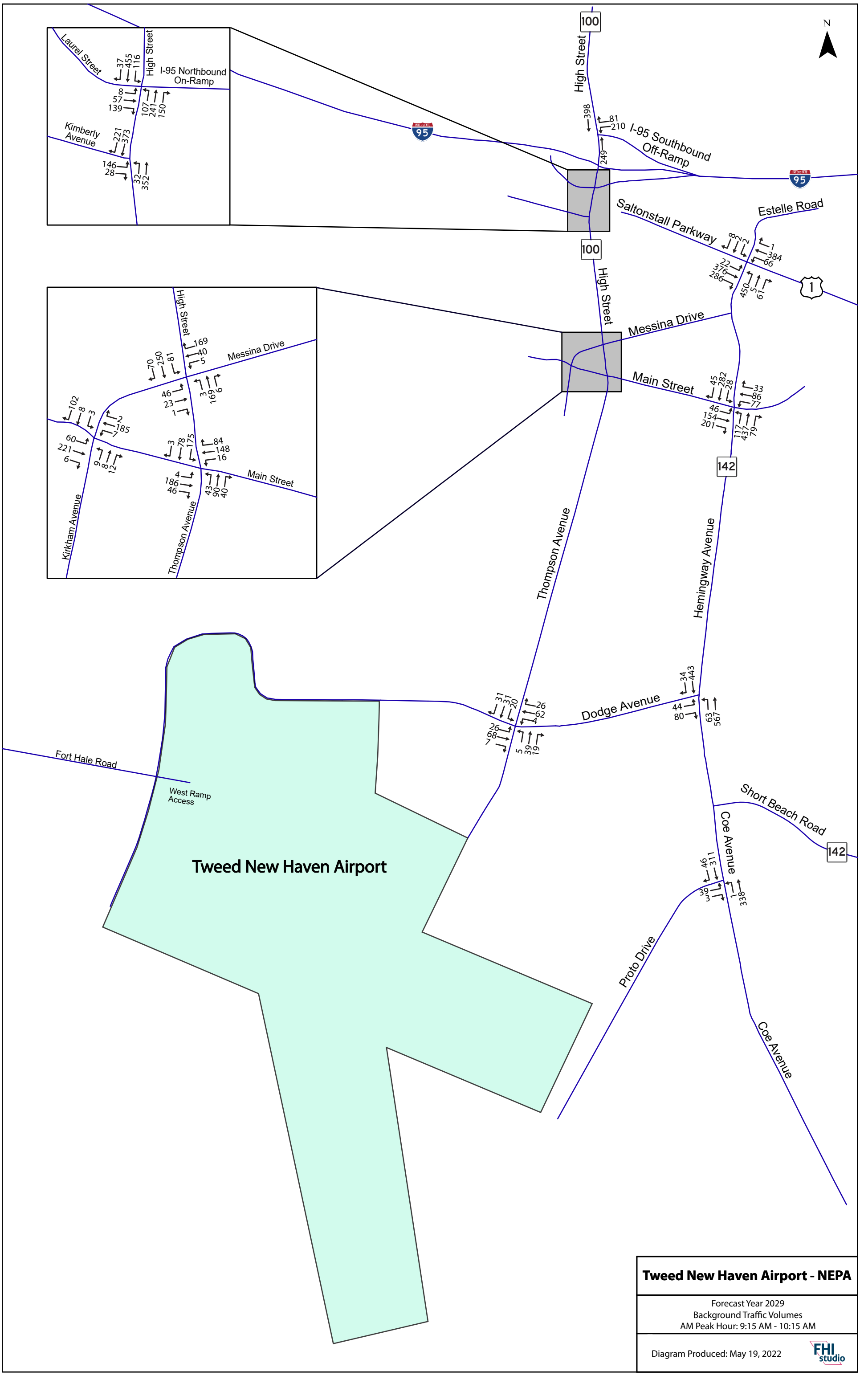


Tweed New Haven Airport - NEPA

Existing Condition (2022)
Midday Peak Hour: 2:15 PM - 3:15 PM
Traffic Volumes

Diagram Produced: May 19, 2022

FHI studio

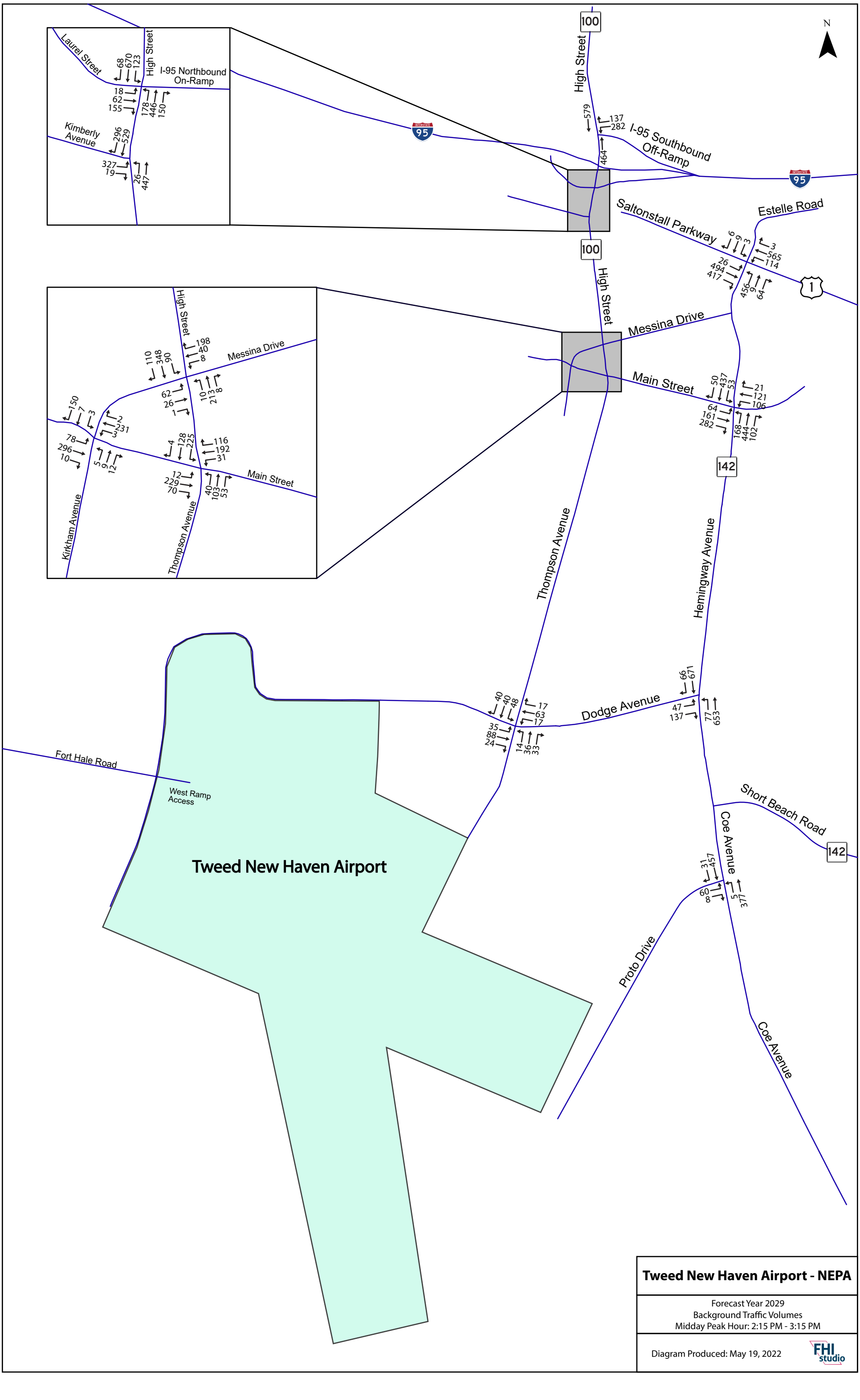


Tweed New Haven Airport - NEPA

Forecast Year 2029
Background Traffic Volumes
AM Peak Hour: 9:15 AM - 10:15 AM

Diagram Produced: May 19, 2022

FHI studio

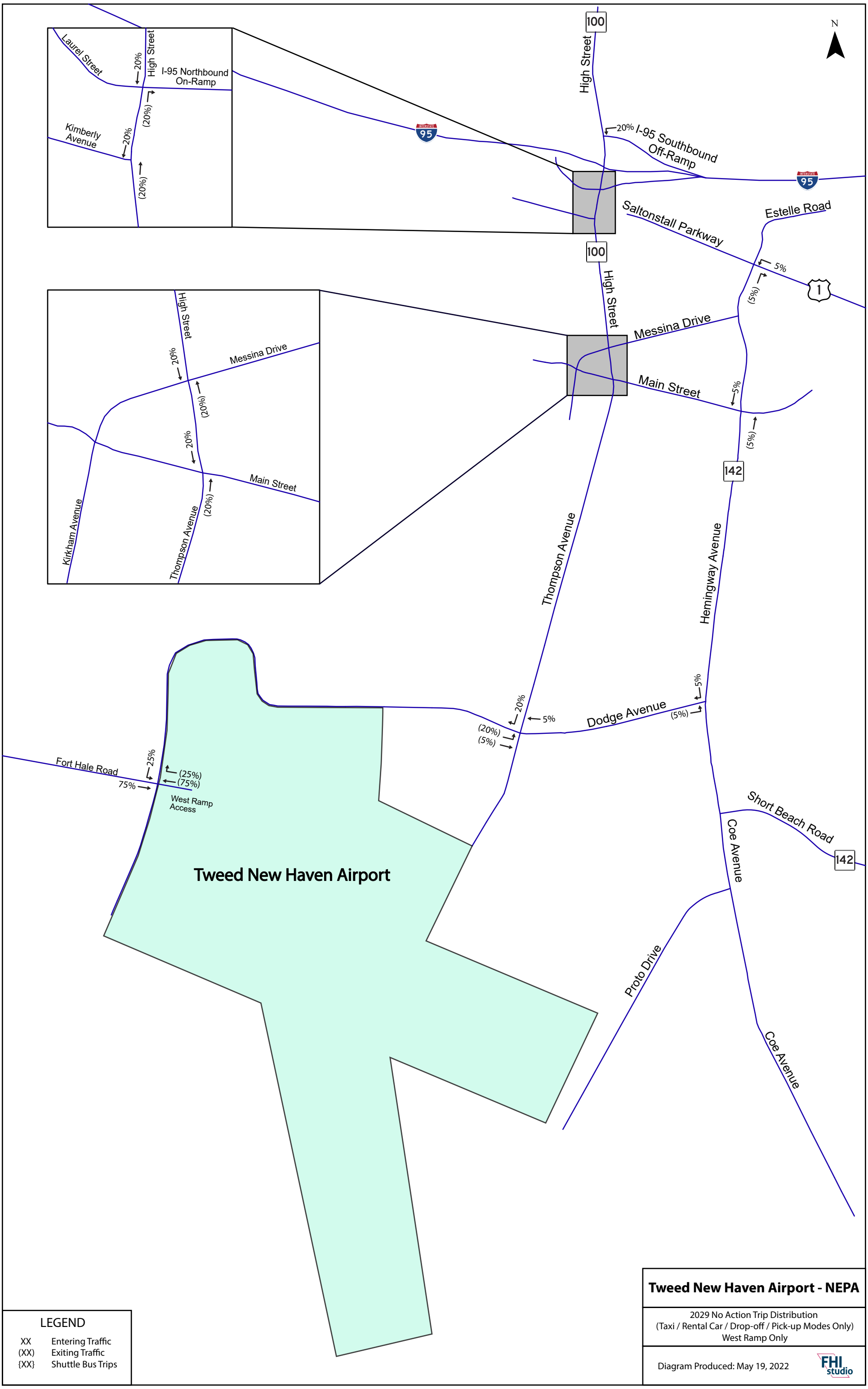


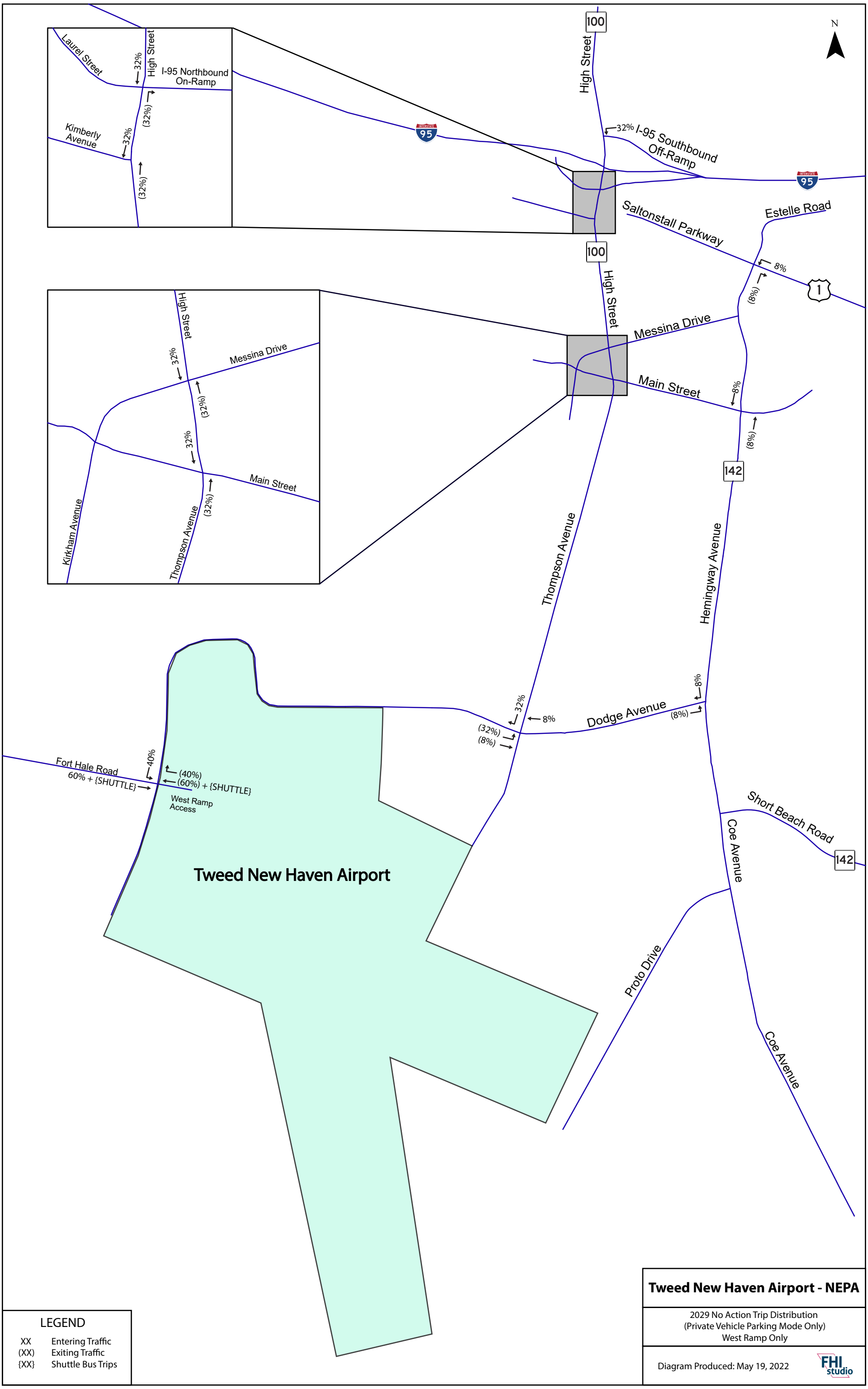
Tweed New Haven Airport - NEPA

Forecast Year 2029
Background Traffic Volumes
Midday Peak Hour: 2:15 PM - 3:15 PM

Diagram Produced: May 19, 2022

FHI studio


N
Laurel Street
20%
High Street
I-95 Northbound On-Ramp
Kimberly Avenue
20%
(20%)
(20%)
100
High Street
20% I-95 Southbound Off-Ramp
95
95
Saltonstall Parkway
Estelle Road
5%
(5%)
1
100
High Street
Messina Drive
Main Street
5%
(5%)
142
High Street
20%
Messina Drive
(20%)
20%
Main Street
Kirkham Avenue
Thompson Avenue
(20%)
Thompson Avenue
Hemingway Avenue
20%
5%
(20%)
(5%)
Dodge Avenue
5%
(5%)
Fort Hale Road
25%
75%
(25%)
(75%)
West Ramp Access
Tweed New Haven Airport
Short Beach Road
142
Coe Avenue
Proto Drive
Coe Avenue
LEGEND
XX Entering Traffic
(XX) Exiting Traffic
{XX} Shuttle Bus Trips
Tweed New Haven Airport - NEPA
2029 No Action Trip Distribution
(Taxi / Rental Car / Drop-off / Pick-up Modes Only)
West Ramp Only
Diagram Produced: May 19, 2022
FHI studio


N
Laurel Street
High Street
32%
I-95 Northbound
On-Ramp
(32%)
Kimberly
Avenue
32%
(32%)
100
High Street
32%
I-95 Southbound
Off-Ramp
95
95
Saltonstall Parkway
Estelle Road
8%
(8%)
1
100
High Street
High Street
32%
Messina Drive
(32%)
32%
Main Street
Messina Drive
Main Street
8%
(8%)
142
Kirkham Avenue
Thompson Avenue
Thompson Avenue
Hemingway Avenue
32%
8%
(32%)
(8%)
Dodge Avenue
8%
(8%)
Fort Hale Road
60% + {SHUTTLE}
40%
(40%)
(60%) + {SHUTTLE}
West Ramp
Access
Tweed New Haven Airport
Short Beach Road
142
Coe Avenue
Proto Drive
Coe Avenue
LEGEND
XX Entering Traffic
(XX) Exiting Traffic
{XX} Shuttle Bus Trips
Tweed New Haven Airport - NEPA
2029 No Action Trip Distribution
(Private Vehicle Parking Mode Only)
West Ramp Only
Diagram Produced: May 19, 2022
FHI studio

N

Laurel Street
High Street
54
(55)
I-95 Northbound On-Ramp
Kimberly Avenue
54
(55)
100
High Street
54
I-95 Southbound Off-Ramp
95
Saltonstall Parkway
Estelle Road
14
(14)
1
100
High Street
Messina Drive
Main Street
14
(14)
142
High Street
54
Messina Drive
(55)
54
Main Street
(55)
Kirkham Avenue
Thompson Avenue
Thompson Avenue
Hemingway Avenue
54
14
(55)
(14)
Dodge Avenue
14
(14)
Fort Hale Road
68
(69)
(206)
203
West Ramp Access
Short Beach Road
142
Coe Avenue
Tweed New Haven Airport
Proto Drive
Coe Avenue

LEGEND

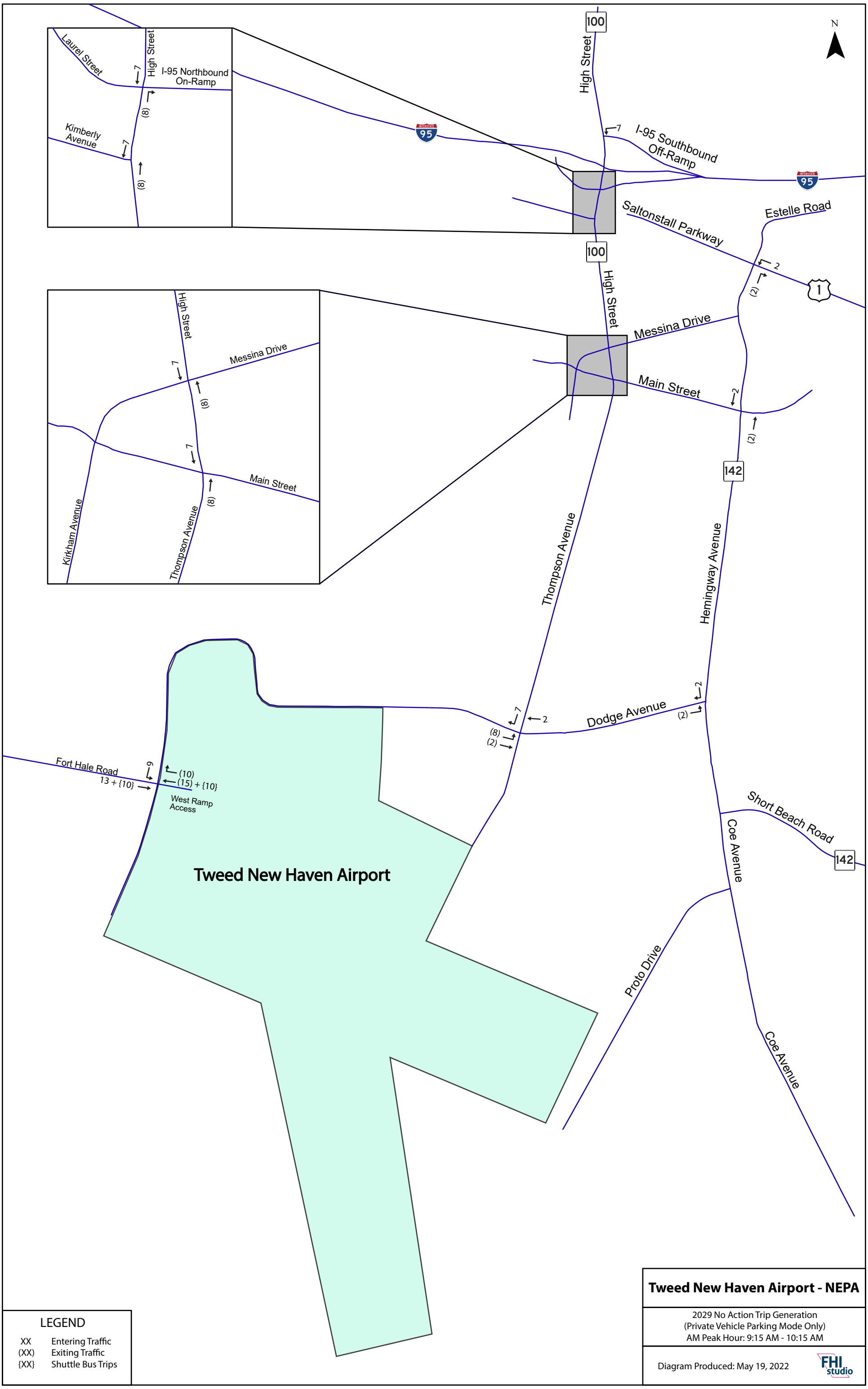
XX	Entering Traffic
(XX)	Exiting Traffic
{XX}	Shuttle Bus Trips

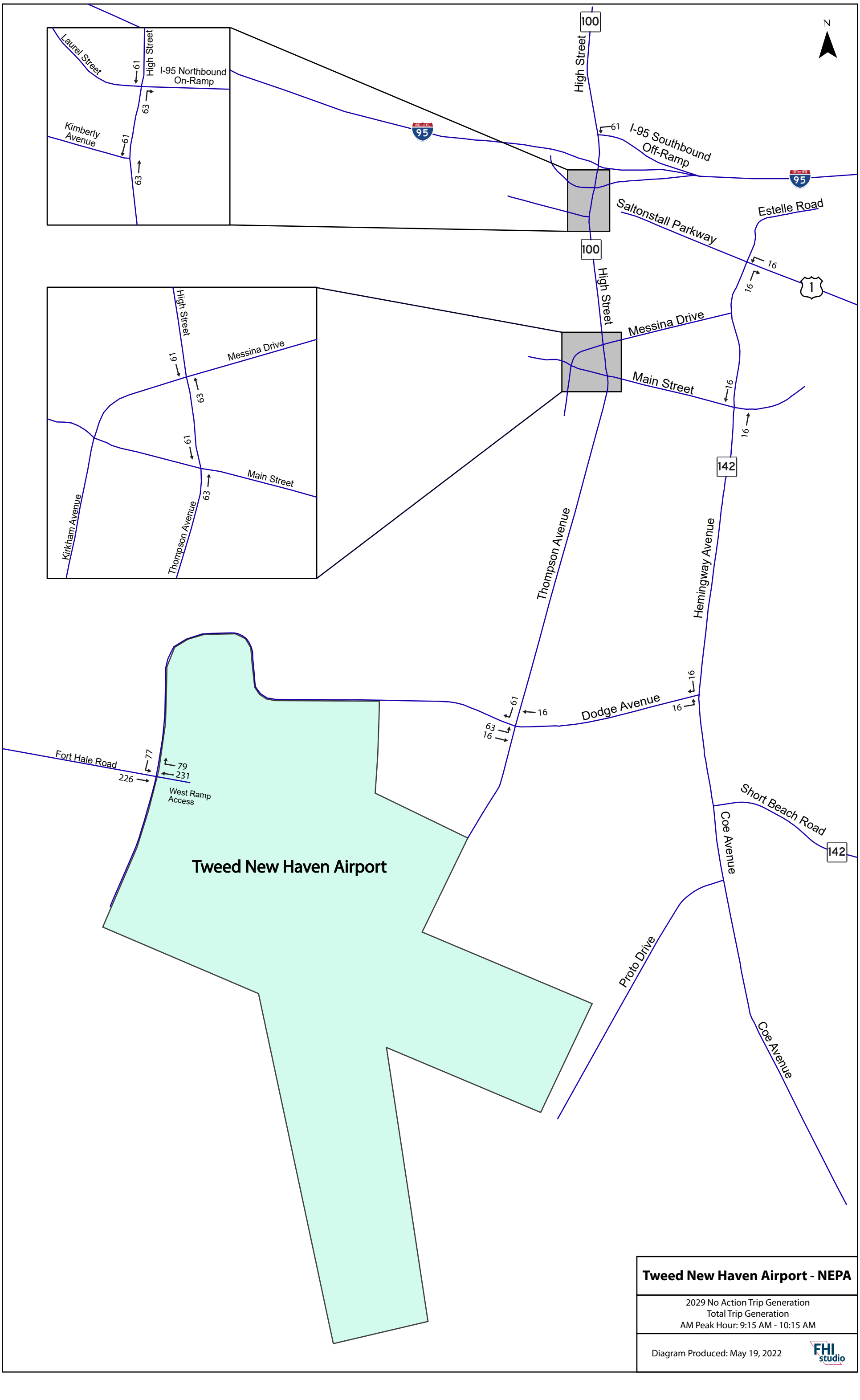
Tweed New Haven Airport - NEPA

2029 No Action Trip Generation
(Taxi / Rental Car / Drop-off / Pick-up Modes Only)
AM Peak Hour: 9:15 AM - 10:15 AM

Diagram Produced: May 19, 2022

FHI studio


N
Laurel Street
High Street
I-95 Northbound On-Ramp
Kimberly Avenue
7
(8)
100
I-95 Southbound Off-Ramp
95
Saltonstall Parkway
Estelle Road
2
1
Messina Drive
Main Street
142
Kirkham Avenue
Thompson Avenue
Hemingway Avenue
Dodge Avenue
Fort Hale Road
9
13 + {10}
(10)
(15) + {10}
West Ramp Access
Tweed New Haven Airport
Short Beach Road
Coe Avenue
Proto Drive
LEGEND
XX Entering Traffic
(XX) Exiting Traffic
{XX} Shuttle Bus Trips
Tweed New Haven Airport - NEPA
2029 No Action Trip Generation
(Private Vehicle Parking Mode Only)
AM Peak Hour: 9:15 AM - 10:15 AM
Diagram Produced: May 19, 2022
FHI studio


N
Laurel Street
High Street
61
I-95 Northbound
On-Ramp
63
Kimberly
Avenue
61
63
100
High Street
61
I-95 Southbound
Off-Ramp
95
95
Saltonstall Parkway
Estelle Road
16
16
1
100
High Street
High Street
19
Messina Drive
63
Messina Drive
Main Street
16
16
142
61
63
Kirkham Avenue
Thompson Avenue
Main Street
Thompson Avenue
Hemingway Avenue
61
16
63
16
Dodge Avenue
16
16
Fort Hale Road
77
79
231
226
West Ramp
Access
Tweed New Haven Airport
Short Beach Road
142
Coe Avenue
Proto Drive
Coe Avenue
Tweed New Haven Airport - NEPA
2029 No Action Trip Generation
Total Trip Generation
AM Peak Hour: 9:15 AM - 10:15 AM
Diagram Produced: May 19, 2022
FHI studio

N

Laurel Street
High Street
61
I-95 Northbound On-Ramp
(63)
Kimberly Avenue
61
(63)
I-95
100
High Street
61
I-95 Southbound Off-Ramp
I-95
Saltonstall Parkway
Estelle Road
15
(16)
1
100
High Street
Messina Drive
Main Street
15
(16)
142
High Street
19
Messina Drive
(63)
61
Main Street
Kirkham Avenue
Thompson Avenue
(63)
Thompson Avenue
Hemingway Avenue
61
15
(63)
(16)
Dodge Avenue
15
(16)
Fort Hale Road
76
230
(79)
(236)
West Ramp Access
Short Beach Road
142
Coe Avenue
Tweed New Haven Airport
Proto Drive
Coe Avenue

LEGEND

XX	Entering Traffic
(XX)	Exiting Traffic
{XX}	Shuttle Bus Trips

Tweed New Haven Airport - NEPA

2029 No Action Trip Generation
(Taxi / Rental Car / Drop-off / Pick-up Modes Only)
Midday Peak Hour: 2:15 PM - 3:15 PM

Diagram Produced: May 19, 2022

FHI studio

N

Laurel Street
High Street
8
I-95 Northbound On-Ramp
(52)
Kimberly Avenue
8
(52)
100
High Street
8
I-95 Southbound Off-Ramp
95
Saltonstall Parkway
Estelle Road
2
(12)
1
100
High Street
Messina Drive
Main Street
2
(12)
142
High Street
Messina Drive
8
(52)
Main Street
8
Kirkham Avenue
Thompson Avenue
(52)
Thompson Avenue
Hemingway Avenue
8
2
(52)
(12)
Dodge Avenue
2
(12)
Fort Hale Road
10
15 + {10}
(64)
(97) + {10}
West Ramp Access
Tweed New Haven Airport
Short Beach Road
142
Coe Avenue
Proto Drive
Coe Avenue

LEGEND

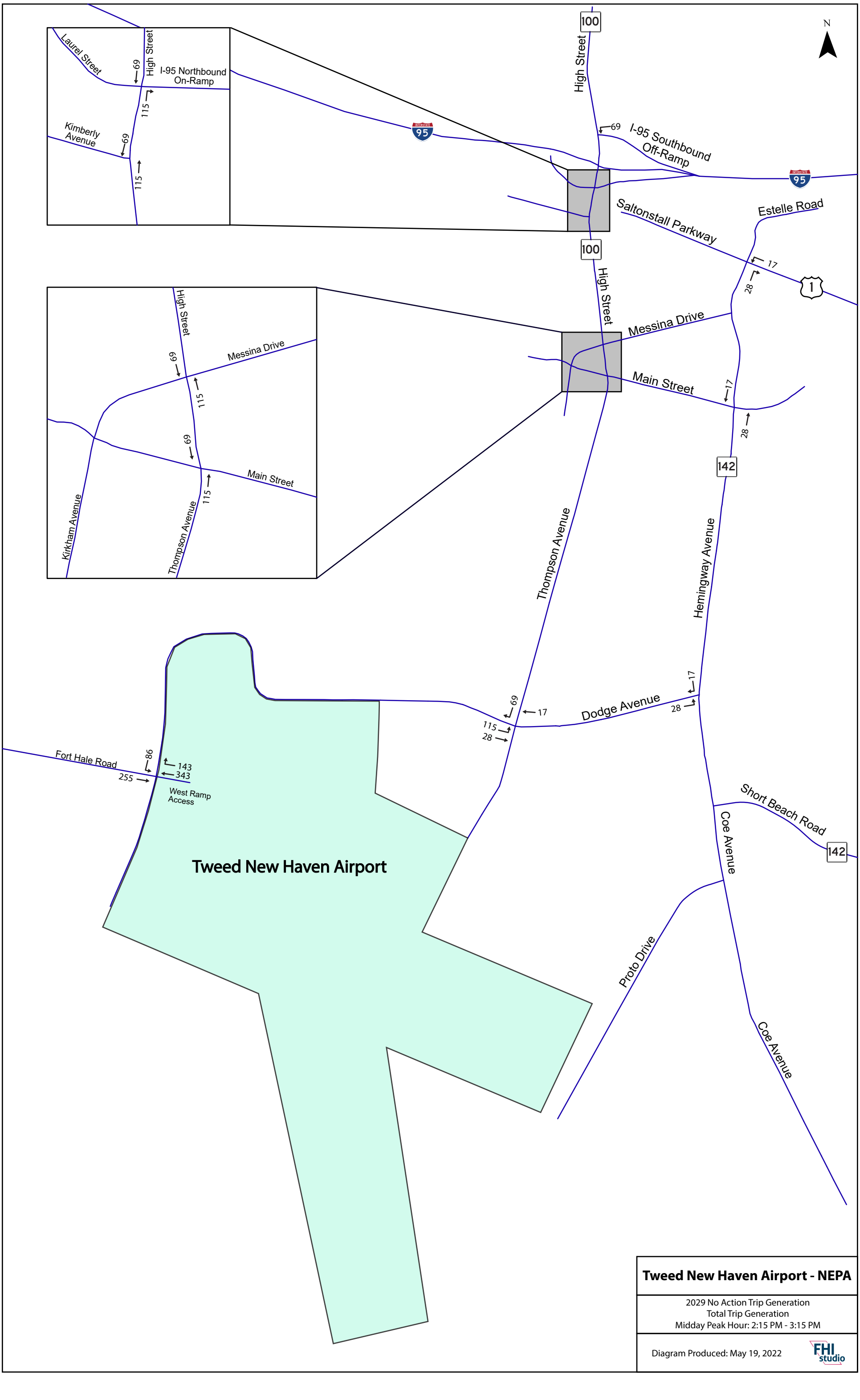
XX	Entering Traffic
(XX)	Exiting Traffic
{XX}	Shuttle Bus Trips

Tweed New Haven Airport - NEPA

2029 No Action Trip Generation
(Private Vehicle Parking Mode Only)
Midday Peak Hour: 2:15 PM - 3:15 PM

Diagram Produced: May 19, 2022

FHI studio

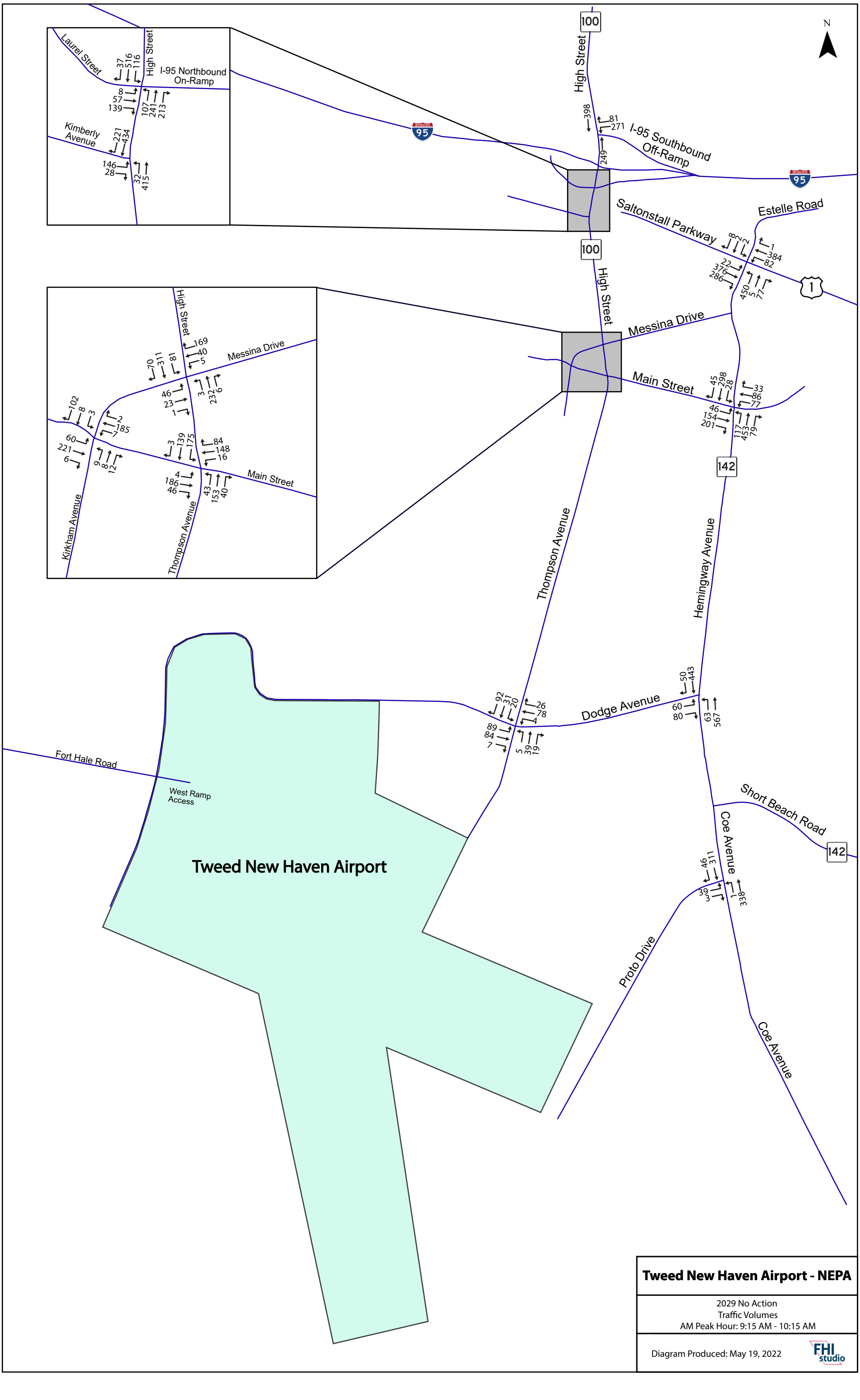


Tweed New Haven Airport - NEPA

2029 No Action Trip Generation
Total Trip Generation
Midday Peak Hour: 2:15 PM - 3:15 PM

Diagram Produced: May 19, 2022

FHI studio

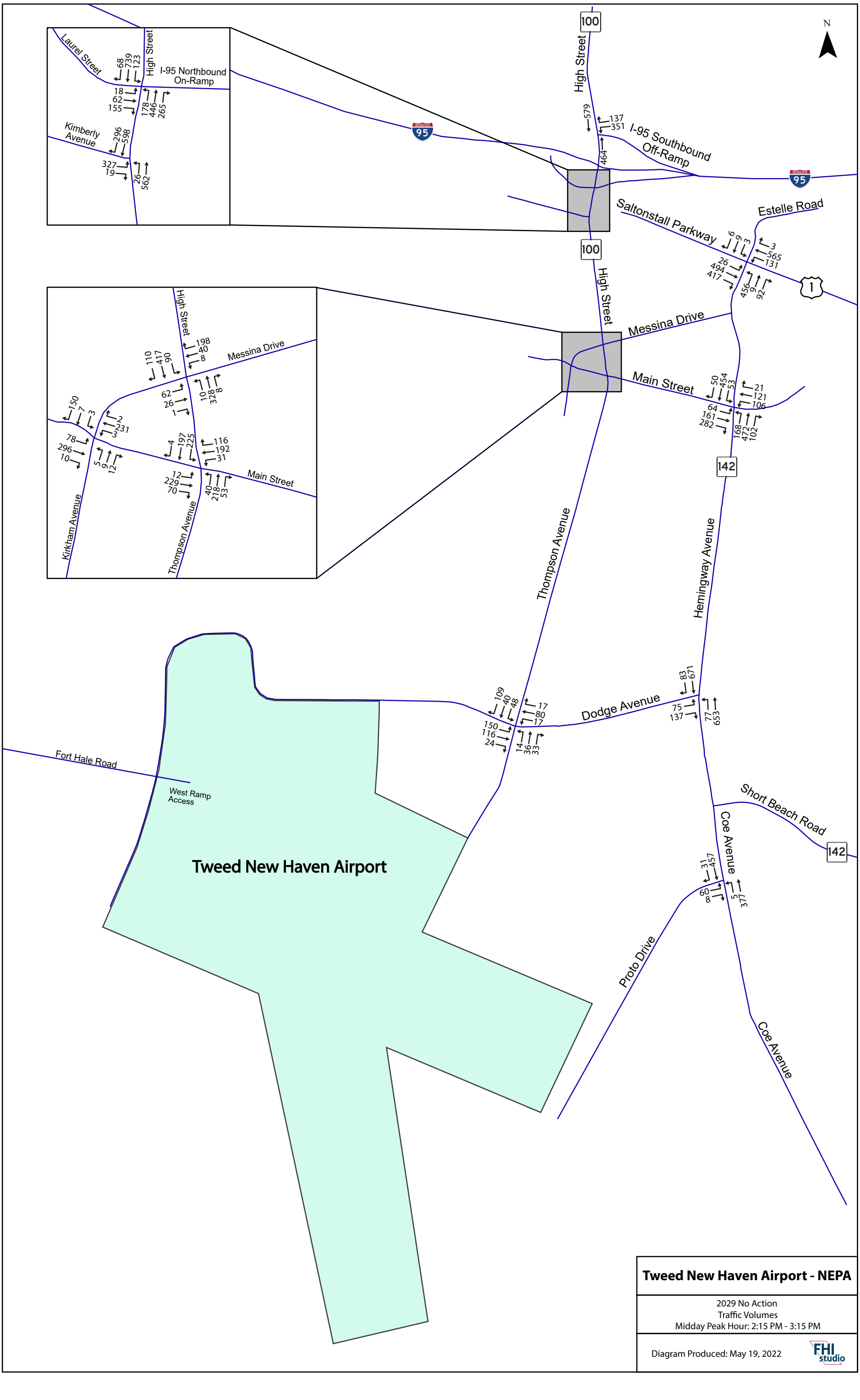


Tweed New Haven Airport - NEPA

2029 No Action
Traffic Volumes
AM Peak Hour: 9:15 AM - 10:15 AM

Diagram Produced: May 19, 2022

FHI studio

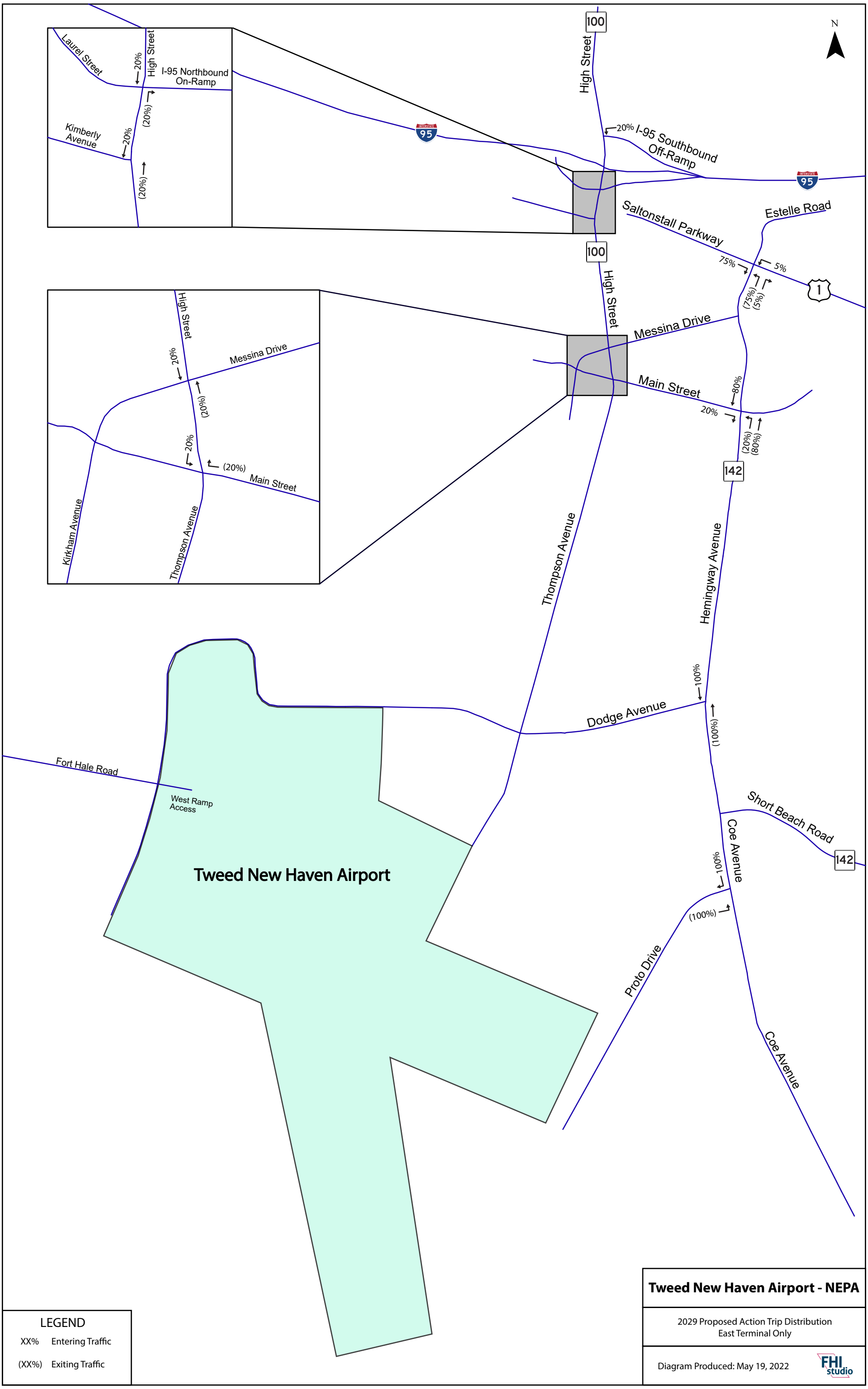


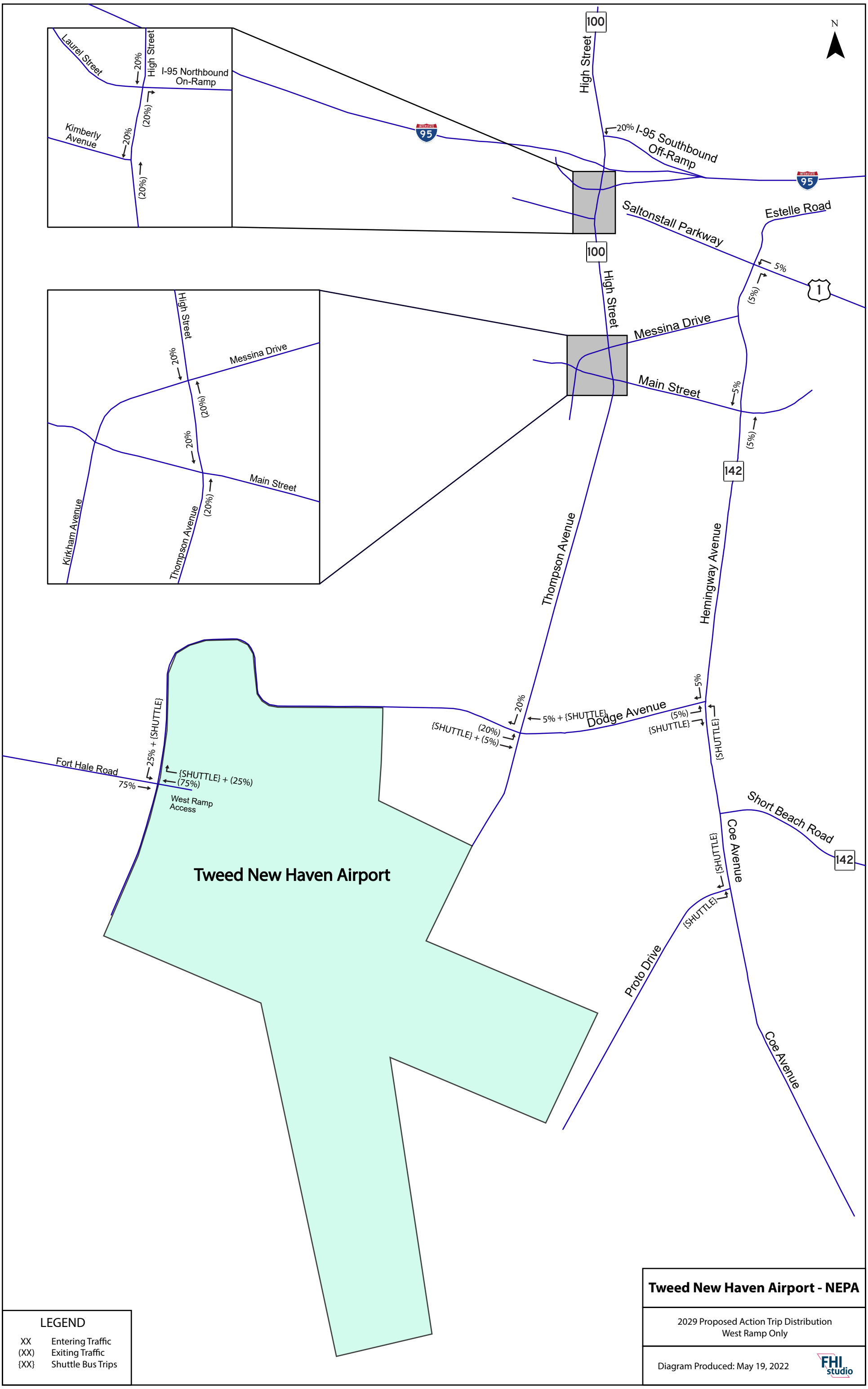
Tweed New Haven Airport - NEPA

2029 No Action
Traffic Volumes
Midday Peak Hour: 2:15 PM - 3:15 PM

Diagram Produced: May 19, 2022

FHI studio


N
Laurel Street
20%
High Street
I-95 Northbound On-Ramp
Kimberly Avenue
20%
(20%)
(20%)
100
High Street
20% I-95 Southbound Off-Ramp
95
Saltonstall Parkway
Estelle Road
75%
5%
(75%)
(5%)
1
100
High Street
Messina Drive
Main Street
80%
20%
(20%)
(80%)
142
High Street
20%
Messina Drive
(20%)
20%
(20%)
Main Street
Kirkham Avenue
Thompson Avenue
Thompson Avenue
Hemingway Avenue
100%
(100%)
Dodge Avenue
Fort Hale Road
West Ramp Access
Tweed New Haven Airport
Short Beach Road
142
Coe Avenue
100%
(100%)
Proto Drive
Coe Avenue
LEGEND
XX% Entering Traffic
(XX%) Exiting Traffic
Tweed New Haven Airport - NEPA
2029 Proposed Action Trip Distribution
East Terminal Only
Diagram Produced: May 19, 2022
FHI studio


N
Laurel Street
20%
High Street
I-95 Northbound On-Ramp
Kimberly Avenue
20%
(20%)
(20%)
100
High Street
20% I-95 Southbound Off-Ramp
95
95
Saltonstall Parkway
Estelle Road
5%
(5%)
1
100
High Street
Messina Drive
Main Street
5%
(5%)
142
High Street
20%
Messina Drive
(20%)
20%
Main Street
(20%)
Kirkham Avenue
Thompson Avenue
Thompson Avenue
Hemingway Avenue
20%
5% + {SHUTTLE}
Dodge Avenue
5%
(5%)
{SHUTTLE}
{SHUTTLE}
{SHUTTLE} + (5%)
(20%)
{SHUTTLE}
Fort Hale Road
25% + {SHUTTLE}
75%
{SHUTTLE} + (25%)
(75%)
West Ramp Access
Short Beach Road
142
Coe Avenue
Tweed New Haven Airport
Proto Drive
Coe Avenue
LEGEND
XX Entering Traffic
(XX) Exiting Traffic
{XX} Shuttle Bus Trips
Tweed New Haven Airport - NEPA
2029 Proposed Action Trip Distribution
West Ramp Only
Diagram Produced: May 19, 2022
FHI studio

N

Laurel Street
High Street
69
I-95 Northbound On-Ramp
(65)
Kimberly Avenue
69
(65)
100
High Street
69
I-95 Southbound Off-Ramp
95
Saltonstall Parkway
Estelle Road
259
17
(245)
(17)
1
100
High Street
Messina Drive
Main Street
276
69
(65)
(262)
142
High Street
69
Messina Drive
(65)
69
(65)
Main Street
Kirkham Avenue
Thompson Avenue
Thompson Avenue
Hemingway Avenue
345
(327)
Dodge Avenue
Fort Hale Road
West Ramp Access
Tweed New Haven Airport
Short Beach Road
142
Coe Avenue
345
(327)
Proto Drive
Coe Avenue

LEGEND

XX Entering Traffic

(XX) Exiting Traffic

Tweed New Haven Airport - NEPA

2029 Proposed Action Trip Generation
East Terminal Only
AM Peak Hour: 9:15 AM - 10:15 AM

Diagram Produced: May 19, 2022

FHI studio

N

Laurel Street
High Street
I-95 Northbound On-Ramp
Kimberly Avenue
0
(0)
100
I-95 Southbound Off-Ramp
95
Saltonstall Parkway
Estelle Road
1
Messina Drive
Main Street
142
Kirkham Avenue
Thompson Avenue
Hemingway Avenue
Dodge Avenue
0 + {10}
{10} + (0)
Fort Hale Road
{10} + 0
West Ramp Access
Short Beach Road
Coe Avenue
{10}
Proto Drive

Tweed New Haven Airport

LEGEND

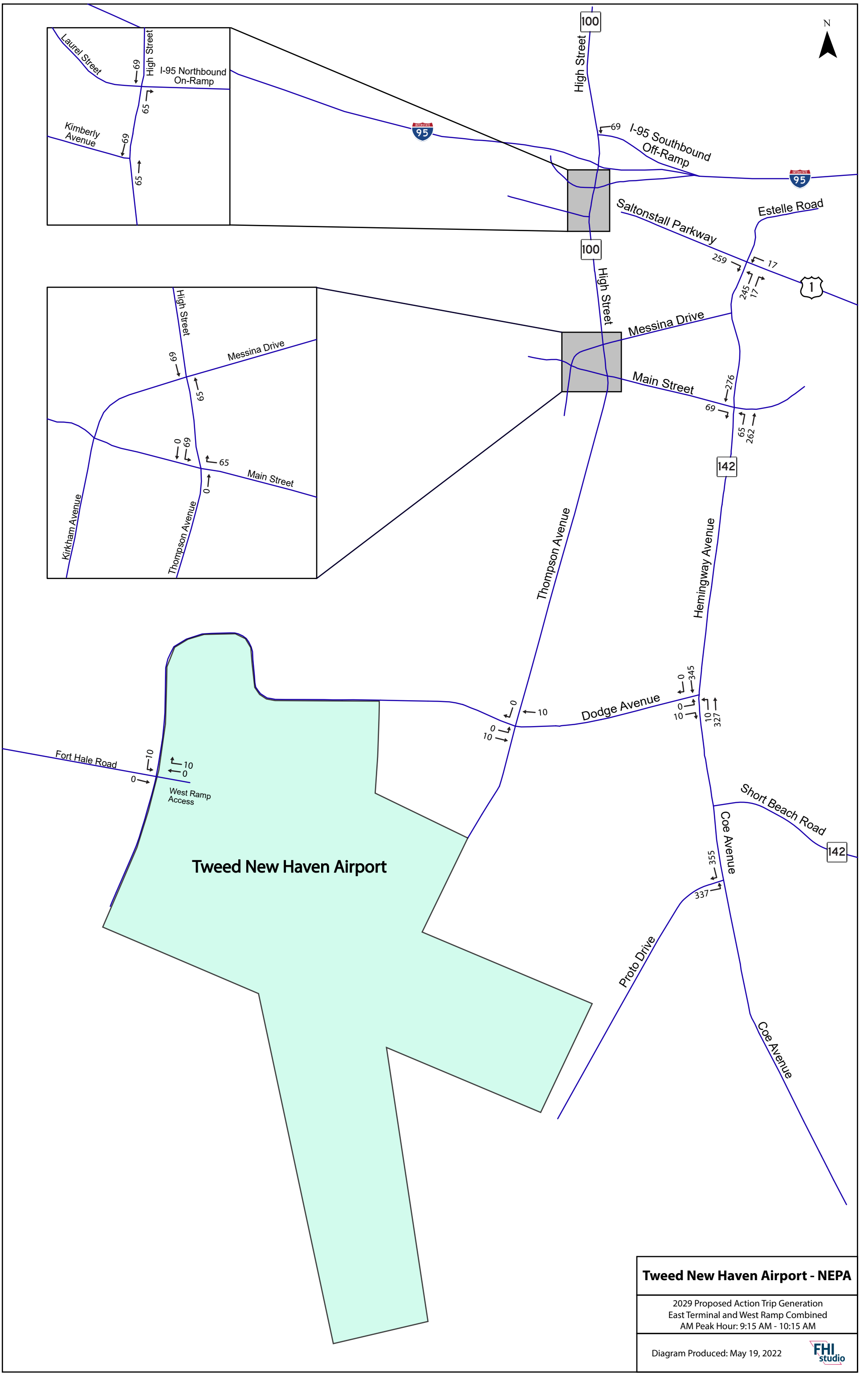
XX	Entering Traffic
(XX)	Exiting Traffic
{XX}	Shuttle Bus Trips

Tweed New Haven Airport - NEPA

2029 Proposed Action Trip Generation
West Ramp Only
AM Peak Hour: 9:15 AM - 10:15 AM

Diagram Produced: May 19, 2022

FHI studio

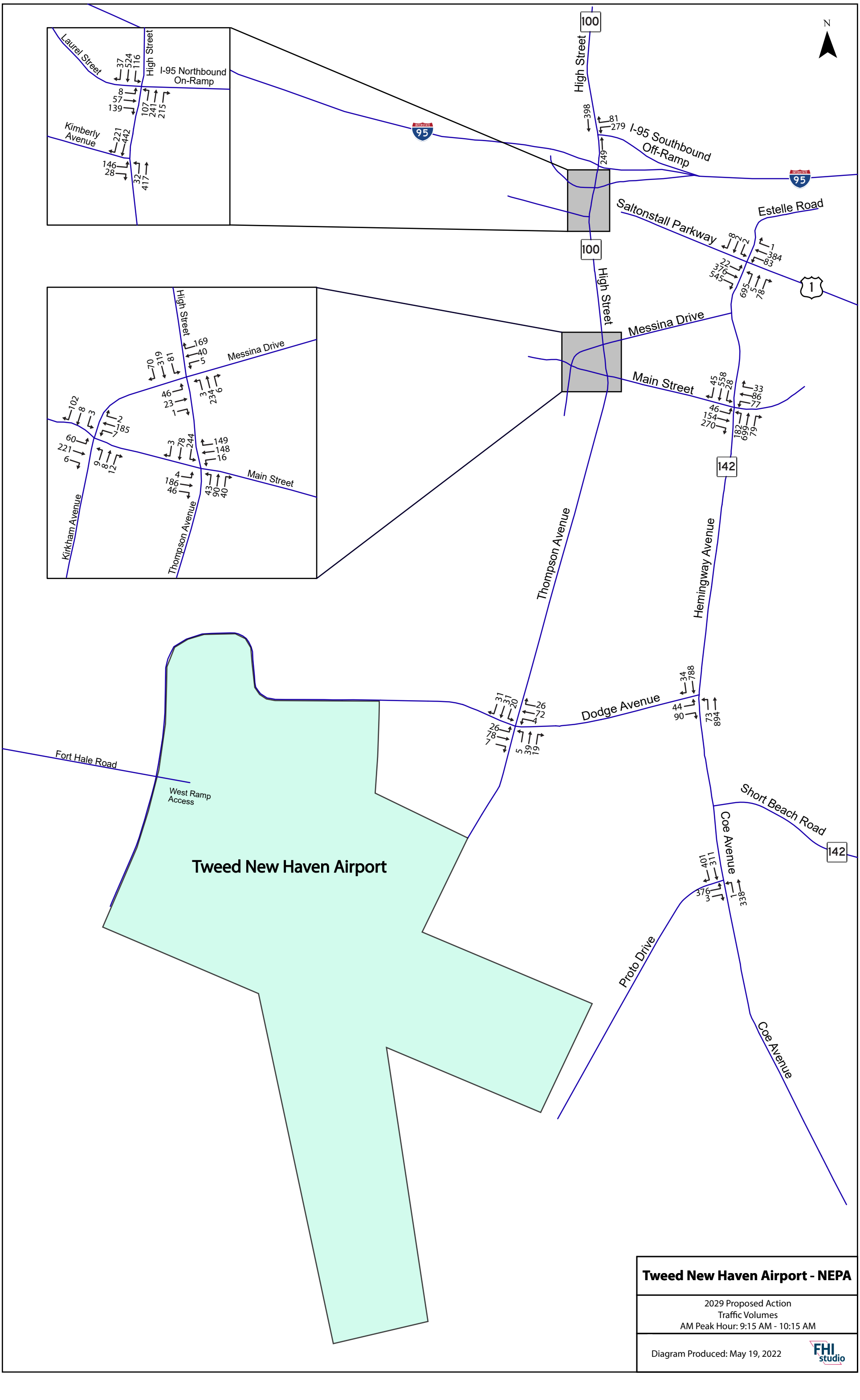


Tweed New Haven Airport - NEPA

2029 Proposed Action Trip Generation
East Terminal and West Ramp Combined
AM Peak Hour: 9:15 AM - 10:15 AM

Diagram Produced: May 19, 2022

FHI studio

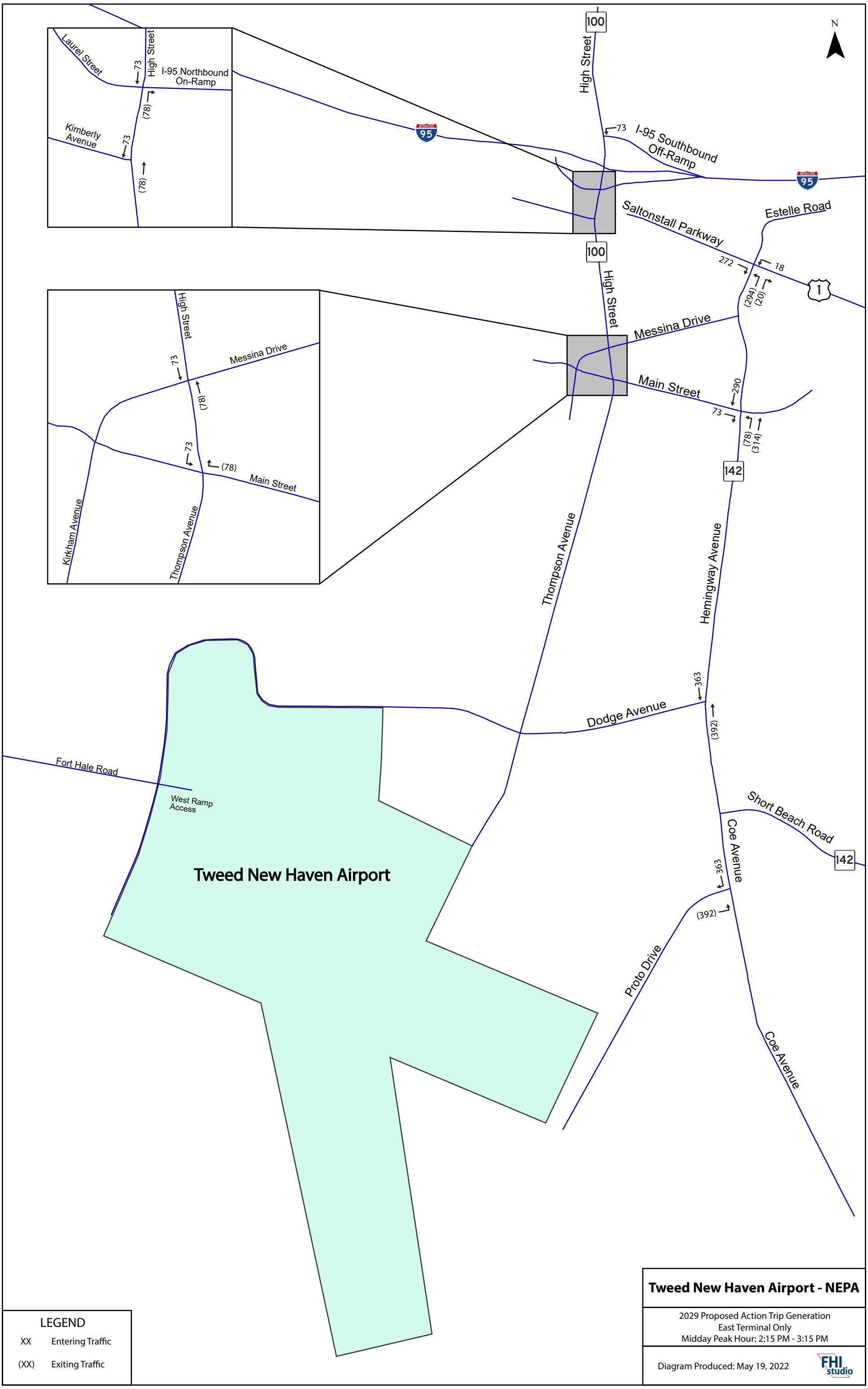


Tweed New Haven Airport - NEPA

2029 Proposed Action
Traffic Volumes
AM Peak Hour: 9:15 AM - 10:15 AM

Diagram Produced: May 19, 2022

FHI studio


N
Laurel Street
High Street
73
(78)
I-95 Northbound On-Ramp
Kimberly Avenue
73
(78)
100
High Street
73
I-95 Southbound Off-Ramp
95
Saltonstall Parkway
Estelle Road
272
18
(294)
(20)
1
100
High Street
Messina Drive
73
(78)
Main Street
290
73
(78)
(314)
142
High Street
Messina Drive
73
(78)
73
(78)
Main Street
Kirkham Avenue
Thompson Avenue
Thompson Avenue
Hemingway Avenue
363
(392)
Dodge Avenue
Fort Hale Road
West Ramp Access
Tweed New Haven Airport
Short Beach Road
142
Coe Avenue
363
(392)
Proto Drive
Coe Avenue
LEGEND
XX Entering Traffic
(XX) Exiting Traffic
Tweed New Haven Airport - NEPA
2029 Proposed Action Trip Generation
East Terminal Only
Midday Peak Hour: 2:15 PM - 3:15 PM
Diagram Produced: May 19, 2022
FHI studio

N

Laurel Street
High Street
I-95 Northbound On-Ramp
Kimberly Avenue
(39)
0

100
High Street
I-95 Southbound Off-Ramp
95
Saltonstall Parkway
Estelle Road
1
(9)

Messina Drive
Main Street
Kirkham Avenue
Thompson Avenue
142
Hemingway Avenue

Fort Hale Road
West Ramp Access
0 + {10}
{10} + (48)
(146)
Tweed New Haven Airport
Dodge Avenue
{10} + (9)
{10}
Short Beach Road
Coe Avenue
Proto Drive

LEGEND

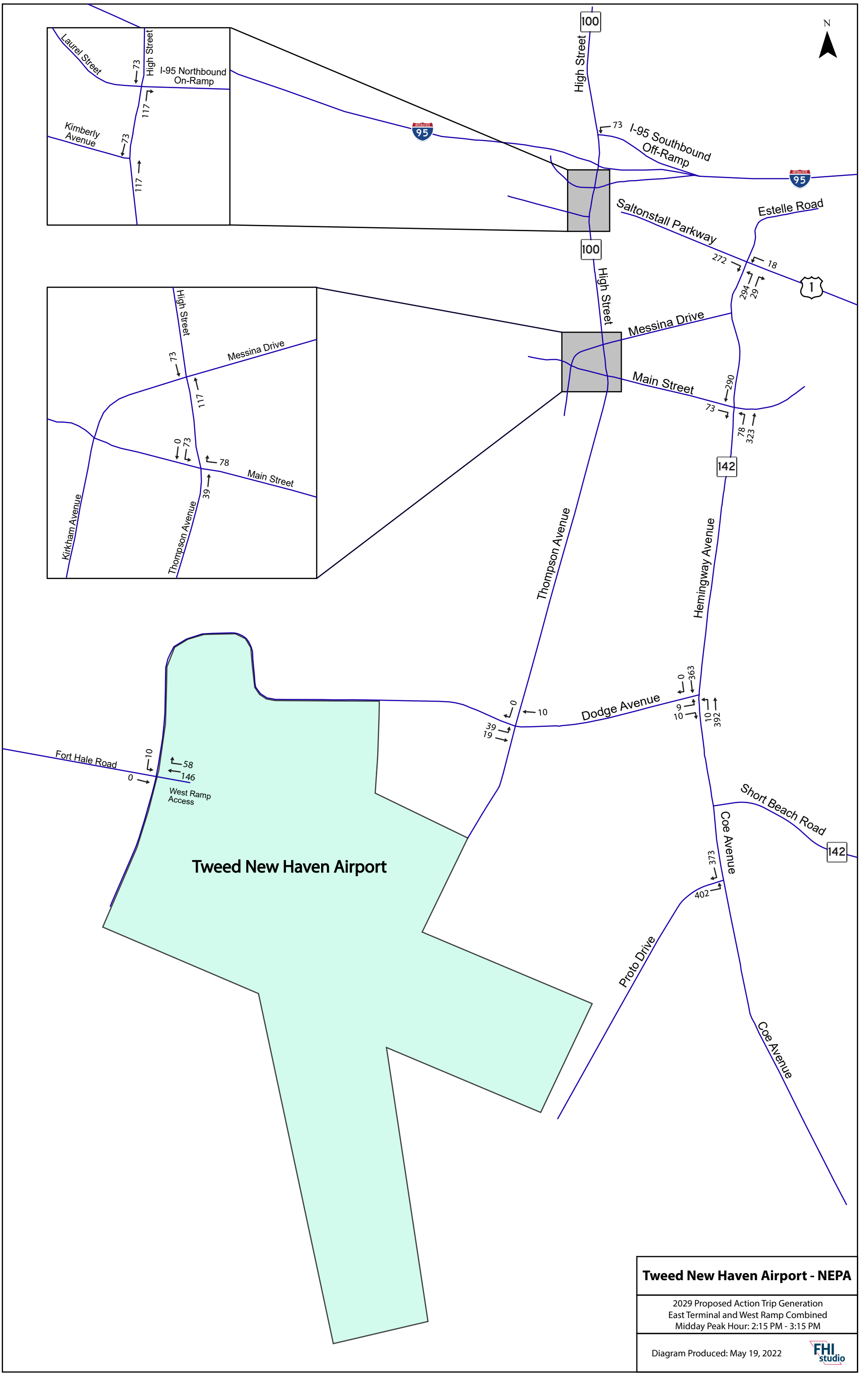
XX	Entering Traffic
(XX)	Exiting Traffic
{XX}	Shuttle Bus Trips

Tweed New Haven Airport - NEPA

2029 Proposed Action Trip Generation
West Ramp Only
Midday Peak Hour: 2:15 PM - 3:15 PM

Diagram Produced: May 19, 2022

FHI studio

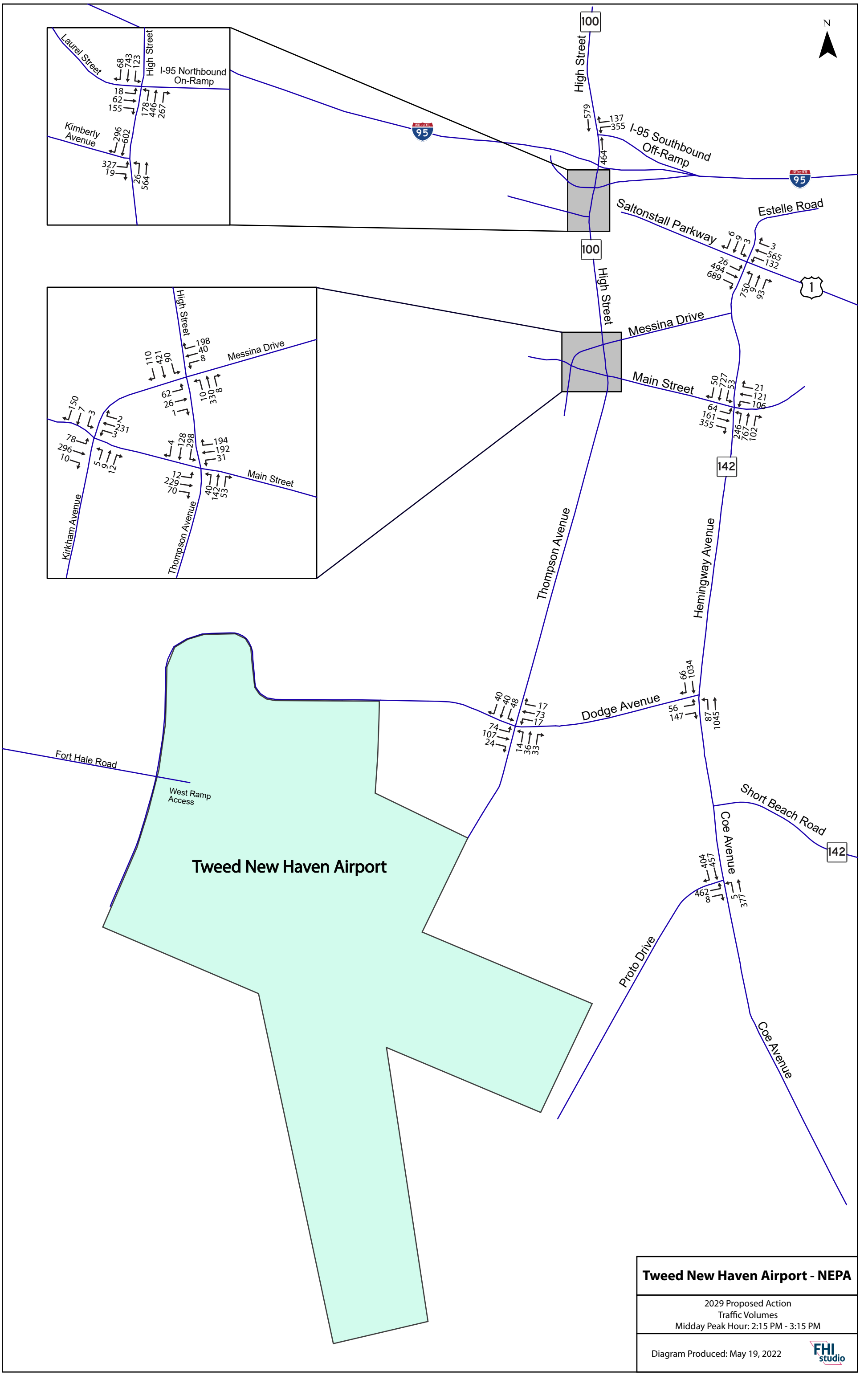


Tweed New Haven Airport - NEPA

2029 Proposed Action Trip Generation
East Terminal and West Ramp Combined
Midday Peak Hour: 2:15 PM - 3:15 PM

Diagram Produced: May 19, 2022

FHI studio


N
Laurel Street
High Street
I-95 Northbound On-Ramp
Kimberly Avenue
68 743 123
18 62 155
178 446 267
296 602
327 19
26 564
100
High Street
579
137 355
I-95 Southbound Off-Ramp
464
95
Saltonstall Parkway
Estelle Road
6 9 3
3 565 132
26 494 689
750 9 93
1
100
High Street
Messina Drive
198 40 8
110 421 90
62 26 1
10 330 8
Main Street
50 727 53
21 121 106
64 161 355
246 767 102
142
150 7 3
2 3 231
78 296 10
5 9 12
4 128 298
194 192 31
12 229 70
40 142 53
Kirkham Avenue
Thompson Avenue
Thompson Avenue
Hemingway Avenue
Dodge Avenue
40 40 48
17 73 17
74 107 24
14 36 33
66 1034
56 147
87 1045
Fort Hale Road
West Ramp Access
Tweed New Haven Airport
Short Beach Road
142
Coe Avenue
404 457
462 8
5 377
Proto Drive
Coe Avenue
Tweed New Haven Airport - NEPA
2029 Proposed Action
Traffic Volumes
Midday Peak Hour: 2:15 PM - 3:15 PM
Diagram Produced: May 19, 2022
FHI studio

Appendix H – Level of Service and Queue Summaries

Intersection Operation Summary - Overall Vehicular Levels of Service

			Existing Condition (2022)		No Action (2029)		Proposed Action with No Mitigation (2029)		Proposed Action with Mitigation (2029)	
ID	Intersection	Control Type	Morning Peak Hour	Midday Peak Hour	Morning Peak Hour	Midday Peak Hour	Morning Peak Hour	Midday Peak Hour	Morning Peak Hour	Midday Peak Hour
1	High Street (Rte 100) & I-95 SB Off Ramp (Exit 52)	Signal	B	C	B	C	B	C	B	C
2	High Street (Rte 100) & I-95 NB On Ramp (Exit 52)	Signal	C	E	C	F	C	F	C	F
3	High Street (Rte 100) & Kimberly Avenue (Rte 735)	Signal	B	D*	B	E	B	E	B	E
4	High Street (Rte 100) & Messina Drive	Signal	B	B	B	B	B	B	B	B
5	Main Street & Messina Drive	Signal	B	B	B	B	B	B	B	B
6	High Street (Rte 100) & Main Street (Rte 100)	Signal	C	C	C	C	C	C	C	C
7	Hemingway Avenue (Rte 142) & Saltonstall Parkway (Rte 1)	Signal	B	C	C	C	C	C*	C	C*
8	Hemingway Avenue (Rte 142) & Main Street (Rte 100)	Signal	C	D*	C	D*	D*	D*	D*	D*
9	Hemingway Avenue (Rte 142) & Dodge Avenue	Signal	A	B	B	B	B	B	B	B
10	Coe Avenue (Rte 337) & Proto Drive	TWSC/Signal	C	C	C	C	F	F	B	B
11	Thompson Avenue & Dodge Avenue	AWSC	A	A	A	B	A	A	A	A

TWSC: Two-way Stop Controlled - LOS Reports average side street delay

AWSC: All-way Stop Controlled

* - Indicates intersection may have one or more individual movements which operate at LOS E or LOS F.
However, the overall intersection may operate at LOS D or better due to the computed average of delay of all intersection movements.

Intersection Operation Summary - Movement Vehicular Levels of Service / Average Delay (sec/veh)

					Existing (2022)				No Action (2029)				Proposed Action with No Mitigation (2029)				Proposed Action with Mitigation (2029)			
					Morning Peak Hour		Midday Peak Hour		Morning Peak Hour		Midday Peak Hour		Morning Peak Hour		Midday Peak Hour		Morning Peak Hour		Midday Peak Hour	
ID	Intersection	Roadway	Approach	Movement	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
1	**High Street (Rte 100) & I-95 NB Off Ramp**			**OVERALL**	**A**	**13.0**	**C**	**20.8**	**B**	**15.9**	**C**	**27.0**	**B**	**16.2**	**C**	**27.2**	**B**	**16.2**	**C**	**27.2**
		I-95 NB Off Ramp	Westbound	Left-Right	B	16.7	C	25.8	B	16.8	C	34.3	B	16.7	C	35.0	B	16.7	C	35.0
		High Street (Rte 100)	Northbound	Thru	A	9.8	B	15.3	B	13.2	B	17.7	B	13.6	B	17.7	B	13.6	B	17.7
		High Street (Rte 100)	Southbound	Thru	B	12.0	C	21.3	B	16.8	C	27.7	B	17.4	C	27.7	B	17.4	C	27.7
2	**High Street (Rte 100) & Laurel Street/I-95 NB On**			**OVERALL**	**C**	**24.4**	**E**	**55.6**	**C**	**27.8**	**F**	**93.1**	**C**	**28.1**	**F**	**94.7**	**C**	**28.1**	**F**	**94.7**
		Laurel Street	Eastbound	Left-Thru-Right	D	35.8	C	26.8	D	39.8	C	29.0	D	40.0	C	29.0	D	40.0	C	29.0
		High Street (Rte 100)	Northbound	Left	A	5.4	A	8.9	A	5.1	A	10.0	A	5.1	A	10.0	A	5.1	A	10.0
		High Street (Rte 100)	Northbound	Thru-Right	C	23.9	F	91.1	C	29.2	F	146.3	C	29.7	F	148.2	C	29.7	F	148.2
		High Street (Rte 100)	Southbound	Left	B	12.1	B	13.8	B	12.9	B	14.1	B	12.9	B	14.1	B	12.9	B	14.1
		High Street (Rte 100)	Southbound	Thru-Right	C	26.8	E	55.6	C	29.3	F	97.4	C	29.5	F	99.6	C	29.5	F	99.6
3	**High Street (Rte 100) & Kimberly Avenue**			**OVERALL**	**B**	**14.5**	**D**	**40.2**	**B**	**16.0**	**E**	**70.0**	**B**	**16.2**	**E**	**69.9**	**B**	**16.2**	**E**	**69.9**
		Kimberly Avenue	Eastbound	Left-Right	D	38.7	E	79.6	D	41.2	F	109.9	D	41.4	F	109.9	D	41.4	F	109.9
		High Street (Rte 100)	Northbound	Left-Thru	B	14.3	E	56.6	B	16.2	F	92.9	B	16.3	F	92.8	B	16.3	F	92.8
		High Street (Rte 100)	Southbound	Thru	B	11.3	C	20.8	B	13.3	E	59.0	B	13.6	E	58.8	B	13.6	E	58.8
		High Street (Rte 100)	Southbound	Right	A	2.2	A	2.2	A	2.0	A	2.4	A	2.0	A	2.4	A	2.0	A	2.4
4	**High Street (Rte 100) & Messina Drive**			**OVERALL**	**B**	**10.4**	**B**	**11.0**	**B**	**10.7**	**B**	**11.9**	**B**	**10.7**	**B**	**11.9**	**B**	**10.7**	**B**	**11.9**
		Messina Drive	Eastbound	Left-Thru-Right	C	24.7	C	25.3	C	24.8	C	25.2	C	24.8	C	25.2	C	24.8	C	25.2
		Messina Drive	Westbound	Left-Thru	C	27.5	C	29.0	C	27.7	C	29.4	C	27.7	C	29.4	C	27.7	C	29.4
		Messina Drive	Westbound	Right	B	10.1	A	9.8	B	10.0	A	9.6	B	10.0	A	9.6	B	10.0	A	9.6
		High Street (Rte 100)	Northbound	Left	B	11.0	B	11.6	B	11.0	B	12.0	B	11.0	B	12.0	B	11.0	B	12.0
		High Street (Rte 100)	Northbound	Thru-Right	B	11.0	B	11.6	B	12.4	B	14.3	B	12.5	B	14.3	B	12.5	B	14.3
		High Street (Rte 100)	Southbound	Left-Thru-Right	A	5.5	A	6.3	A	6.1	A	7.3	A	6.1	A	7.3	A	6.1	A	7.3
5	**Kirkham Avenue/Messina Drive & Main Street**			**OVERALL**	**B**	**10.2**	**B**	**10.4**	**B**	**10.4**	**B**	**10.7**	**B**	**10.4**	**B**	**10.7**	**B**	**10.4**	**B**	**10.7**
		Main Street	Eastbound	Left-Thru-Right	A	9.0	A	9.7	A	9.2	A	9.9	A	9.2	A	9.9	A	9.2	A	9.9
		Main Street	Westbound	Left	A	9.8	A	9.7	A	9.9	A	10.0	A	9.9	A	10.0	A	9.9	A	10.0
		Main Street	Westbound	Thru-Right	A	9.1	A	10.0	A	9.1	B	10.2	A	9.1	B	10.2	A	9.1	B	10.2
		Kirkham Avenue	Northbound	Left-Thru-Right	C	25.3	C	26.9	C	26.0	C	27.3	C	26.0	C	27.3	C	26.0	C	27.3
		Messina Drive	Southbound	Left-Thru	C	33.6	C	34.0	C	33.8	C	34.2	C	33.8	C	34.2	C	33.8	C	34.2
		Messina Drive	Southbound	Right	A	5.3	A	5.1	A	5.1	A	5.0	A	5.1	A	5.0	A	5.1	A	5.0
6	**Thompson Avenue/High Street (Rte 100) & Main**			**OVERALL**	**C**	**23.8**	**C**	**26.4**	**C**	**27.0**	**C**	**31.3**	**C**	**27.9**	**C**	**33.8**	**C**	**27.9**	**C**	**33.8**
		Main Street	Eastbound	Left-Thru	C	26.5	C	28.8	C	29.9	C	34.5	C	27.7	C	31.2	C	27.7	C	31.2
		Main Street	Eastbound	Right	A	0.4	A	2.7	A	0.6	A	3.5	A	0.5	A	3.2	A	0.5	A	3.2
		Main Street (Rte 100)	Westbound	Left	C	26.4	C	26.4	C	29.2	C	30.9	C	26.5	C	28.0	C	26.5	C	28.0
		Main Street (Rte 100)	Westbound	Thru-Right	C	28.4	C	34.4	C	33.1	D	42.6	D	38.0	D	45.5	D	38.0	D	45.5
		Thompson Avenue	Northbound	Left	B	17.2	B	18.2	B	16.3	B	17.0	B	18.1	B	18.6	B	18.1	B	18.6
		Thompson Avenue	Northbound	Thru-Right	C	32.2	C	32.6	D	37.2	D	40.7	D	35.2	D	41.3	D	35.2	D	41.3
		High Street (Rte 100)	Southbound	Left	B	18.9	C	20.8	B	18.8	C	22.1	C	22.3	C	32.5	C	22.3	C	32.5
		High Street (Rte 100)	Southbound	Thru-Right	C	22.3	C	25.1	C	23.9	C	24.7	C	24.6	C	25.4	C	24.6	C	25.4
7	**Hemingway Avenue (Rte 142)/Estelle Road & Salt**			**OVERALL**	**B**	**19.9**	**C**	**22.7**	**C**	**21.2**	**C**	**25.0**	**C**	**22.8**	**C**	**32.7**	**C**	**22.8**	**C**	**32.7**
		Saltonstall Parkway (Rte 1)	Eastbound	Left	D	35.2	D	40.6	D	36.9	D	43.1	D	36.9	D	43.2	D	36.9	D	43.2
		Saltonstall Parkway (Rte 1)	Eastbound	Thru	C	26.1	C	30.9	C	28.1	C	34.4	C	28.2	C	34.5	C	28.2	C	34.5
		Saltonstall Parkway (Rte 1)	Eastbound	Right	A	1.6	A	2.0	A	1.7	A	2.3	A	2.4	A	5.1	A	2.4	A	5.1
		Saltonstall Parkway (Rte 1)	Westbound	Left	D	35.7	D	40.9	D	37.7	D	42.5	D	37.8	D	42.6	D	37.8	D	42.6
		Saltonstall Parkway (Rte 1)	Westbound	Thru-Right	C	20.2	C	24.3	C	20.8	C	23.4	C	20.7	C	23.4	C	20.7	C	23.4
		Hemingway Avenue (Rte 142)	Northbound	Left	C	22.7	C	27.5	C	24.2	C	32.9	C	34.0	E	63.7	C	34.0	E	63.7
		Hemingway Avenue (Rte 142)	Northbound	Thru-Right	C	21.6	C	25.7	C	22.7	C	30.0	C	32.3	E	56.3	C	32.3	E	56.3
		Estelle Road	Southbound	Left-Thru-Right	C	25.3	C	29.0	C	25.2	C	31.1	C	25.2	C	31.4	C	25.2	C	31.4
8	**Hemingway Avenue (Rte 142) & Main Street (Rte**			**OVERALL**	**C**	**31.6**	**D**	**35.9**	**C**	**32.4**	**D**	**37.4**	**D**	**35.4**	**D**	**47.1**	**D**	**35.4**	**D**	**47.1**
		Main Street (Rte 100)	Eastbound	Left	C	29.8	C	32.8	C	30.3	C	34.9	C	34.9	D	40.1	C	34.9	D	40.1
		Main Street (Rte 100)	Eastbound	Thru	D	48.1	E	55.7	D	49.3	E	59.1	E	56.6	E	72.5	E	56.6	E	72.5
		Main Street (Rte 100)	Eastbound	Right	A	5.5	A	5.2	A	5.4	A	5.3	A	5.4	A	5.7	A	5.4	A	5.7
		Main Street (Rte 100)	Westbound	Left	C	30.9	D	35.8	C	32.0	D	38.9	D	37.6	D	47.0	D	37.6	D	47.0
		Main Street (Rte 100)	Westbound	Thru-Right	D	38.5	D	46.9	D	39.6	D	49.1	D	44.6	E	61.0	D	44.6	E	61.0
		Hemingway Avenue (Rte 142)	Northbound	Left	D	50.4	D	54.9	D	51.7	E	55.0	D	54.0	F	117.8	D	54.0	F	117.8
		Hemingway Avenue (Rte 142)	Northbound	Thru-Right	C	28.4	C	30.2	C	29.4	C	31.2	C	31.3	C	34.3	C	31.3	C	34.3
		Hemingway Avenue (Rte 142)	Southbound	Left	D	51.9	E	56.9	D	53.0	E	59.4	E	59.1	E	66.8	E	59.1	E	66.8
		Hemingway Avenue (Rte 142)	Southbound	Thru	C	33.8	D	40.3	C	34.5	D	42.5	D	40.7	D	47.2	D	40.7	D	47.2
		Hemingway Avenue (Rte 142)	Southbound	Right	D	36.3	D	37.8	D	36.6	D	37.6	D	36.2	D	35.5	D	36.2	D	35.5
9	**Hemingway Avenue (Rte 142) & Dodge Avenue**			**OVERALL**	**A**	**8.8**	**B**	**11.0**	**B**	**10.1**	**B**	**14.0**	**B**	**10.8**	**B**	**16.7**	**B**	**10.8**	**B**	**16.7**
		Dodge Avenue	Eastbound	Left-Right	B	15.4	B	18.4	C	21.5	C	29.2	C	21.5	C	28.7	C	21.5	C	28.7
		Hemingway Avenue (Rte 142)	Northbound	Left-Thru	A	6.2	A	7.2	A	6.8	A	9.0	A	9.0	B	15.0	A	9.0	B	15.0
		Hemingway Avenue (Rte 142)	Southbound	Thru-Right	B	10.9	B	12.9	B	11.4	B	14.6	B	11.5	B	16.2	B	11.5	B	16.2
10	**Coe Avenue (Rte 337) & Proto Drive***			**OVERALL**	**C**	**15.1**	**C**	**19.2**	**C**	**16.1**	**C**	**21.1**	**F**	**483.8**	**F**	**1093.3**	**B**	**11.4**	**B**	**17.7**
		Proto Drive	Eastbound	Left-Right	C	15.1	C	19.2	C	16.1	C	21.1	F	483.8	F	1093.3	B	19.5	C	31.0
		Hemingway Avenue (Rte 142)	Northbound	Left	A	8.9	A	9.2	A	9.0	A	9.4	B	11.2	B	12.1				
		Hemingway Avenue (Rte 142)	Northbound	Left-Thru													A	7.0	A	6.8
		Hemingway Avenue (Rte 142)	Southbound	Thru-Right													A	8.8	B	13.6
11	**Thompson Avenue & Dodge Avenue**			**OVERALL**	**A**	**8.3**	**A**	**8.8**	**A**	**9.9**	**B**	**12.2**	**A**	**8.6**	**A**	**9.7**	**A**	**8.6**	**A**	**9.7**
		Dodge Avenue	Eastbound	Left-Thru-Right	A	8.5	A	9.0	B	10.7	B	14.2	A	8.8	B	10.3	A	8.8	B	10.3
		Dodge Avenue	Westbound	Left-Thru-Right	A	8.2	A	8.7	A	9.3	A	10.2	A	8.5	A	9.2	A	8.5	A	9.2
		Thompson Avenue	Northbound	Left-Thru-Right	A	8.2	A	8.5	A	9.1	A	10.0	A	8.4	A	9.0	A	8.4	A	9
		Thompson Avenue	Southbound	Left-Thru-Right	A	8.3	A	9.0	A	9.8	B	11.6	A	8.5	A	9.6	A	8.5	A	9.6

Intersection Operation Summary - Movement Vehicular 95th Percentile Queue (feet)

ID	Intersection	Roadway	Approach	Movement	Available Storage (feet)	Existing (2022) Morning Peak Hour	Existing (2022) Midday Peak Hour	No Action (2029) Morning Peak Hour	No Action (2029) Midday Peak Hour	Proposed Action with No Mitigation (2029) Morning Peak Hour	Proposed Action with No Mitigation (2029) Midday Peak Hour	Proposed Action with Mitigation (2029) Morning Peak Hour	Proposed Action with Mitigation (2029) Midday Peak Hour
1	**High Street (Rte 100) & I-95 NB Off Ramp**												
		I-95 NB Off Ramp	Westbound	Left-Right	850	111	#313	156	#487	160	#494	160	#494
		High Street (Rte 100)	Northbound	Thru	500	88	211	116	227	117	227	117	227
		High Street (Rte 100)	Southbound	Thru	400	145	272	195	296	198	296	198	296
2	**High Street (Rte 100) & Laurel Street/I-95 NB On Ram**												
		Laurel Street	Eastbound	Left-Thru-Right	1,000+	136	144	148	156	148	156	148	156
		High Street (Rte 100)	Northbound	Left	250	38	m63	35	m43	35	m43	35	m43
		High Street (Rte 100)	Northbound	Thru-Right	250	342	m#451	117	m#530	118	m#530	118	m#530
		High Street (Rte 100)	Southbound	Left	340	60	63	64	66	64	66	64	66
		High Street (Rte 100)	Southbound	Thru-Right	500	190	#313	233	#395	237	#398	237	#398
3	**High Street (Rte 100) & Kimberly Avenue**												
		Kimberly Avenue	Eastbound	Left-Right	860	164	#330	176	#362	176	#362	176	#362
		High Street (Rte 100)	Northbound	Left-Thru	1,000+	205	253	270	#419	271	#421	271	#421
		High Street (Rte 100)	Southbound	Thru	250	90	m72	99	m71	99	m71	99	m71
		High Street (Rte 100)	Southbound	Right	250	13	m0	10	m0	10	m0	10	m0
4	**High Street (Rte 100) & Messina Drive**												
		Messina Drive	Eastbound	Left-Thru-Right	1,000+	31	26	32	28	32	28	32	28
		Messina Drive	Westbound	Left-Thru	400	49	49	52	52	52	52	52	52
		Messina Drive	Westbound	Right	130	47	48	48	49	48	49	48	49
		High Street (Rte 100)	Northbound	Left	300	4	10	5	11	5	11	5	11
		High Street (Rte 100)	Northbound	Thru-Right	300	102	134	149	229	151	231	151	231
		High Street (Rte 100)	Southbound	Left-Thru-Right	1,000+	73	106	95	137	96	138	96	138
5	**Kirkham Avenue/Messina Drive & Main Street**												
		Main Street	Eastbound	Left-Thru-Right	650	78	109	83	117	83	117	83	117
		Main Street	Westbound	Left	350	9	4	9	4	9	4	9	4
		Main Street	Westbound	Thru-Right	350	114	140	121	151	121	151	121	151
		Kirkham Avenue	Northbound	Left-Thru-Right	1,000+	27	16	29	17	29	17	29	17
		Messina Drive	Southbound	Left-Thru	400	17	18	19	19	19	19	19	19
		Messina Drive	Southbound	Right	40	23	31	24	32	24	32	24	32
6	**Thompson Avenue/High Street (Rte 100) & Main Stre**												
		Main Street	Eastbound	Left-Thru	350	170	221	197	259	183	256	183	256
		Main Street	Eastbound	Right	350	0	0	0	0	0	0	0	0
		Main Street (Rte 100)	Westbound	Left	1,000+	25	38	28	44	26	42	26	42
		Main Street (Rte 100)	Westbound	Thru-Right	1,000+	211	#333	248	#410	#356	#551	#356	#551
		Thompson Avenue	Northbound	Left	1,000+	38	36	40	38	40	38	40	38
		Thompson Avenue	Northbound	Thru-Right	1,000+	114	142	185	271	122	192	122	192
		High Street (Rte 100)	Southbound	Left	300	131	170	140	180	198	#298	198	#298
		High Street (Rte 100)	Southbound	Thru-Right	300	76	123	132	191	82	131	82	131
7	**Hemingway Avenue (Rte 142)/Estelle Road & Saltons**												
		Saltonstall Parkway (Rte 1)	Eastbound	Left	110	30	37	33	40	33	40	33	40
		Saltonstall Parkway (Rte 1)	Eastbound	Thru	1,000+	137	189	151	205	151	205	151	205
		Saltonstall Parkway (Rte 1)	Eastbound	Right	290	26	18	28	18	33	35	33	35
		Saltonstall Parkway (Rte 1)	Westbound	Left	160	68	108	86	132	87	133	87	133
		Saltonstall Parkway (Rte 1)	Westbound	Thru-Right	1,000+	133	190	142	206	142	206	142	206
		Hemingway Avenue (Rte 142)	Northbound	Left	1,000+	204	254	240	#340	#432	#584	#432	#584
		Hemingway Avenue (Rte 142)	Northbound	Thru-Right	1,000+	123	156	142	181	221	#337	221	#337
		Estelle Road	Southbound	Left-Thru-Right	1,000+	4	20	3	22	3	22	3	22
8	**Hemingway Avenue (Rte 142) & Main Street (Rte 100**												
		Main Street (Rte 100)	Eastbound	Left	270	59	80	62	89	67	89	67	89
		Main Street (Rte 100)	Eastbound	Thru	1,000+	201	211	215	232	231	233	231	233
		Main Street (Rte 100)	Eastbound	Right	290	51	58	53	62	64	68	64	68
		Main Street (Rte 100)	Westbound	Left	190	92	127	98	141	105	141	105	141
		Main Street (Rte 100)	Westbound	Thru-Right	1,000+	147	183	159	203	170	204	170	204
		Hemingway Avenue (Rte 142)	Northbound	Left	260	157	#242	169	#278	#320	#462	#320	#462
		Hemingway Avenue (Rte 142)	Northbound	Thru-Right	1,000+	256	281	287	325	453	#597	453	#597
		Hemingway Avenue (Rte 142)	Southbound	Left	200	52	89	55	98	58	98	58	98
		Hemingway Avenue (Rte 142)	Southbound	Thru	1,000+	160	245	180	272	342	#514	342	#514
		Hemingway Avenue (Rte 142)	Southbound	Right	300	67	72	69	75	69	75	69	75
9	**Hemingway Avenue (Rte 142) & Dodge Avenue**												
		Dodge Avenue	Eastbound	Left-Right	750	72	94	110	159	84	128	84	128
		Hemingway Avenue (Rte 142)	Northbound	Left-Thru	950	133	177	158	216	257	#560	257	#560
		Hemingway Avenue (Rte 142)	Southbound	Thru-Right	1,000+	131	228	156	282	275	#514	275	#514
10	**Hemingway Avenue (Rte 142) & Proto Drive**												
		Proto Drive	Eastbound	Left-Right	1,000+	12	28	13	33	915	1582	92	141
		Hemingway Avenue (Rte 142)	Northbound	Left	1,000+	0	0	0	0	0	3		
		Hemingway Avenue (Rte 142)	Northbound	Left-Thru	1,000+							52	57
		Hemingway Avenue (Rte 142)	Southbound	Thru-Right	1,000+							66	172
11	**Thompson Avenue & Dodge Avenue**												
		Dodge Avenue	Eastbound	Left-Thru-Right	1,000+	15	20	40	80	18	38	18	38
		Dodge Avenue	Westbound	Left-Thru-Right	300	13	15	18	23	15	18	15	18
		Thompson Avenue	Northbound	Left-Thru-Right	500	10	13	13	18	10	15	10	15
		Thompson Avenue	Southbound	Left-Thru-Right	800	13	18	30	43	15	23	13	23

- 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.

Appendix I – Synchro Reports

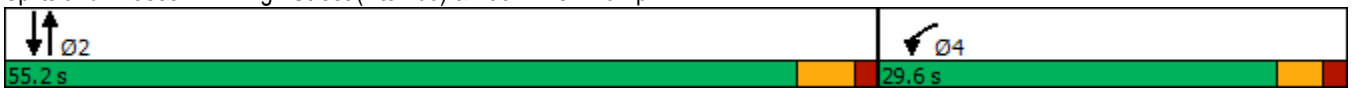


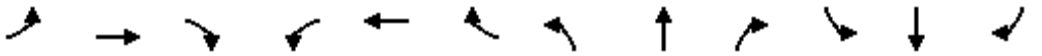
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	196	76	232	0	0	371
Future Volume (vph)	196	76	232	0	0	371
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961					
Flt Protected	0.966					
Satd. Flow (prot)	1701	0	1749	0	0	1827
Flt Permitted	0.966					
Satd. Flow (perm)	1701	0	1749	0	0	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	24					
Link Speed (mph)	30		30			30
Link Distance (ft)	602		501			551
Travel Time (s)	13.7		11.4			12.5
Peak Hour Factor	0.79	0.76	0.87	0.89	0.87	0.88
Heavy Vehicles (%)	4%	3%	5%	2%	4%	4%
Adj. Flow (vph)	248	100	267	0	0	422
Shared Lane Traffic (%)						
Lane Group Flow (vph)	348	0	267	0	0	422
Number of Detectors	1		1			1
Detector Template						
Leading Detector (ft)	25		131			131
Trailing Detector (ft)	-10		125			125
Detector 1 Position(ft)	-10		125			125
Detector 1 Size(ft)	35		6			6
Detector 1 Type	Cl+Ex		Extend			Extend
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0			0.0
Detector 1 Queue (s)	0.0		0.0			0.0
Detector 1 Delay (s)	6.0		0.0			0.0
Turn Type	Prot		NA			NA
Protected Phases	4		2			2
Permitted Phases						
Detector Phase	4		2			2
Switch Phase						
Minimum Initial (s)	9.0		15.0			15.0
Minimum Split (s)	13.6		20.2			20.2
Total Split (s)	29.6		55.2			55.2
Total Split (%)	34.9%		65.1%			65.1%
Yellow Time (s)	3.0		3.6			3.6
All-Red Time (s)	1.6		1.6			1.6
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	4.6		5.2			5.2
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Min			Min
Act Effct Green (s)	12.1		16.7			16.7

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.31		0.43			0.43
v/c Ratio	0.64		0.36			0.54
Control Delay	16.7		9.8			12.0
Queue Delay	0.0		0.0			0.0
Total Delay	16.7		9.8			12.0
LOS	B		A			B
Approach Delay	16.7		9.8			12.0
Approach LOS	B		A			B
Queue Length 50th (ft)	52		33			57
Queue Length 95th (ft)	111		88			145
Internal Link Dist (ft)	522		421			471
Turn Bay Length (ft)						
Base Capacity (vph)	1126		1749			1827
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.31		0.15			0.23

Intersection Summary	
Area Type:	Other
Cycle Length: 84.8	
Actuated Cycle Length: 38.8	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 13.0	Intersection LOS: B
Intersection Capacity Utilization 43.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: High Street (Rte 100) & I-95 NB Off Ramp





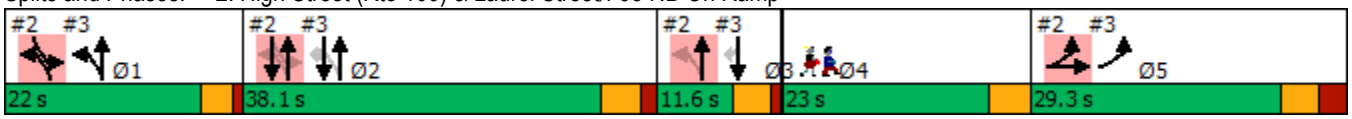
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	53	130	0	0	0	100	225	140	108	424	35
Future Volume (vph)	7	53	130	0	0	0	100	225	140	108	424	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Storage Length (ft)	0		0	0		0	0		0	340		340
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.913						0.935			0.983	
Flt Protected		0.997					0.950			0.950		
Satd. Flow (prot)	0	1673	0	0	0	0	1736	1701	0	1694	3302	0
Flt Permitted		0.997					0.365			0.328		
Satd. Flow (perm)	0	1673	0	0	0	0	667	1701	0	585	3302	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		65						34			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		296			659			257			501	
Travel Time (s)		6.7			15.0			5.8			11.4	
Peak Hour Factor	0.44	0.70	0.77	0.92	0.92	0.92	0.86	0.91	0.75	0.73	0.87	0.55
Heavy Vehicles (%)	9%	3%	3%	2%	2%	2%	4%	4%	5%	3%	4%	3%
Adj. Flow (vph)	16	76	169	0	0	0	116	247	187	148	487	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	261	0	0	0	0	116	434	0	148	551	0
Number of Detectors	1	1					1	0		1	1	
Detector Template	Left											
Leading Detector (ft)	20	26					42	0		42	42	
Trailing Detector (ft)	0	-6					-6	0		-6	-6	
Detector 1 Position(ft)	0	-6					-6	0		-6	-6	
Detector 1 Size(ft)	20	32					48	6		48	48	
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	
Protected Phases	5	5					1	2 3		1	2	
Permitted Phases							2 3			2		
Detector Phase	5	3 5					1 3	2		1 3	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0					5.0			5.0	15.0	
Minimum Split (s)	15.3	15.3					9.0			9.0	20.1	
Total Split (s)	29.3	29.3					22.0			22.0	38.1	
Total Split (%)	23.6%	23.6%					17.7%			17.7%	30.7%	
Yellow Time (s)	3.6	3.6					3.0			3.0	3.6	
All-Red Time (s)	2.7	2.7					1.0			1.0	1.5	
Lost Time Adjust (s)		0.0					0.0			0.0	0.0	
Total Lost Time (s)		6.3					4.0			4.0	5.1	
Lead/Lag	Lag	Lag					Lead			Lead	Lag	

Lane Group	Ø3	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	3	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	11.6	23.0
Total Split (s)	11.6	23.0
Total Split (%)	9%	19%
Yellow Time (s)	3.6	4.0
All-Red Time (s)	1.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes					Yes			Yes	Yes	
Recall Mode	None	None					None			None	Min	
Act Effct Green (s)		17.5					57.0	40.3		45.1	28.4	
Actuated g/C Ratio		0.20					0.64	0.45		0.51	0.32	
v/c Ratio		0.69					0.19	0.55		0.30	0.52	
Control Delay		35.8					5.3	21.9		12.1	26.8	
Queue Delay		0.0					0.1	2.1		0.0	0.0	
Total Delay		35.8					5.4	23.9		12.1	26.8	
LOS		D					A	C		B	C	
Approach Delay		35.8						20.0			23.7	
Approach LOS		D						C			C	
Queue Length 50th (ft)		112					21	215		38	133	
Queue Length 95th (ft)		136					38	342		60	190	
Internal Link Dist (ft)		216			579			177			421	
Turn Bay Length (ft)										340		
Base Capacity (vph)		490					663	805		538	1260	
Starvation Cap Reductn		0					90	232		0	0	
Spillback Cap Reductn		0					0	0		0	13	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.53					0.20	0.76		0.28	0.44	

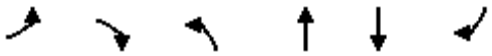
Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 89.1			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 24.4		Intersection LOS: C	
Intersection Capacity Utilization 50.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: High Street (Rte 100) & Laurel Street/I-95 NB On Ramp

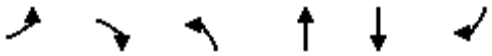


Lane Group	Ø3	Ø4
Lead-Lag Optimize?		Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



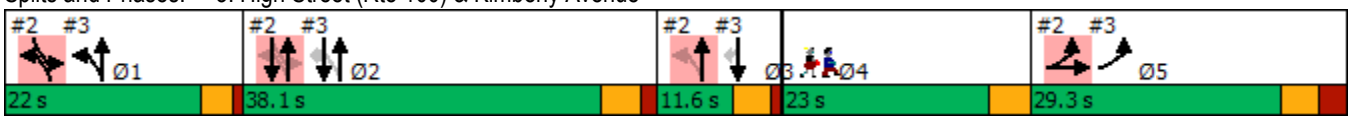
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	136	24	30	329	348	206			
Future Volume (vph)	136	24	30	329	348	206			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Frt	0.978					0.850			
Flt Protected	0.960			0.996					
Satd. Flow (prot)	1707	0	0	1807	1810	1568			
Flt Permitted	0.960			0.961					
Satd. Flow (perm)	1707	0	0	1743	1810	1568			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)	7					248			
Link Speed (mph)	30			30	30				
Link Distance (ft)	485			1179	257				
Travel Time (s)	11.0			26.8	5.8				
Peak Hour Factor	0.88	0.81	0.84	0.87	0.84	0.83			
Heavy Vehicles (%)	4%	7%	2%	5%	5%	3%			
Adj. Flow (vph)	155	30	36	378	414	248			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	185	0	0	414	414	248			
Number of Detectors	1		1	1	0	0			
Detector Template			Left						
Leading Detector (ft)	38		20	48	0	0			
Trailing Detector (ft)	-10		0	0	0	0			
Detector 1 Position(ft)	-10		0	0	0	0			
Detector 1 Size(ft)	48		20	48	6	6			
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0			
Turn Type	Prot		custom	NA	NA	Perm			
Protected Phases	5		1	1 2	2 3		2	3	4
Permitted Phases			2			2 3			
Detector Phase	3 5		1	1 2	2	2			
Switch Phase									
Minimum Initial (s)	9.0		5.0				15.0	7.0	7.0
Minimum Split (s)	15.3		9.0				20.1	11.6	23.0
Total Split (s)	29.3		22.0				38.1	11.6	23.0
Total Split (%)	23.6%		17.7%				31%	9%	19%
Yellow Time (s)	3.6		3.0				3.6	3.6	4.0
All-Red Time (s)	2.7		1.0				1.5	1.0	0.0
Lost Time Adjust (s)	0.0								
Total Lost Time (s)	6.3								
Lead/Lag	Lag		Lead				Lag		Lead
Lead-Lag Optimize?	Yes		Yes				Yes		Yes
Recall Mode	None		None				Min	None	None
Act Effct Green (s)	17.5			45.1	40.3	40.3			
Actuated g/C Ratio	0.20			0.51	0.45	0.45			

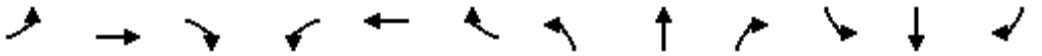


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4
v/c Ratio	0.54			0.46	0.51	0.29			
Control Delay	38.7			14.1	10.9	1.8			
Queue Delay	0.0			0.2	0.4	0.4			
Total Delay	38.7			14.3	11.3	2.2			
LOS	D			B	B	A			
Approach Delay	38.7			14.3	7.9				
Approach LOS	D			B	A				
Queue Length 50th (ft)	99			126	65	6			
Queue Length 95th (ft)	164			205	90	13			
Internal Link Dist (ft)	405			1099	177				
Turn Bay Length (ft)									
Base Capacity (vph)	456			1040	837	858			
Starvation Cap Reductn	0			0	111	272			
Spillback Cap Reductn	0			145	0	0			
Storage Cap Reductn	0			0	0	0			
Reduced v/c Ratio	0.41			0.46	0.57	0.42			

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 89.1			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 14.5		Intersection LOS: B	
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: High Street (Rte 100) & Kimberly Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	21	1	5	37	158	2	158	6	75	233	64
Future Volume (vph)	43	21	1	5	37	158	2	158	6	75	233	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Storage Length (ft)	0		130	0		0	0		0	0		130
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.993				0.850		0.993			0.973	
Flt Protected		0.970			0.990		0.950				0.991	
Satd. Flow (prot)	0	3267	0	0	1792	1553	1694	1708	0	0	3307	0
Flt Permitted		0.783			0.918		0.484				0.873	
Satd. Flow (perm)	0	2637	0	0	1662	1553	863	1708	0	0	2913	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				184		4			43	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		418			556			296			1179	
Travel Time (s)		9.5			12.6			6.7			26.8	
Peak Hour Factor	0.85	0.75	0.25	0.42	0.75	0.86	0.50	0.81	0.63	0.86	0.79	0.75
Heavy Vehicles (%)	5%	8%	14%	17%	2%	4%	3%	7%	2%	4%	6%	4%
Adj. Flow (vph)	51	28	4	12	49	184	4	195	10	87	295	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	61	184	4	205	0	0	467	0
Number of Detectors	1	1		1	1	1	0	0		1	0	
Detector Template	Left			Left						Left		
Leading Detector (ft)	20	30		20	30	30	0	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	30		20	30	30	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		D.P+P	NA	
Protected Phases		4			4			2		1	1 2	
Permitted Phases	4			4		4	2	2		2		
Detector Phase	4	4		4	4	4	2	2		1	1 2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	15.0	15.0		5.0		
Minimum Split (s)	12.0	12.0		12.0	12.0	12.0	19.0	19.0		8.1		
Total Split (s)	19.0	19.0		19.0	19.0	19.0	33.0	33.0		8.1		
Total Split (%)	24.0%	24.0%		24.0%	24.0%	24.0%	41.7%	41.7%		10.2%		
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0		0.1		
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)		5.0			5.0	5.0	4.0	4.0				
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lag	Lag		Lead		

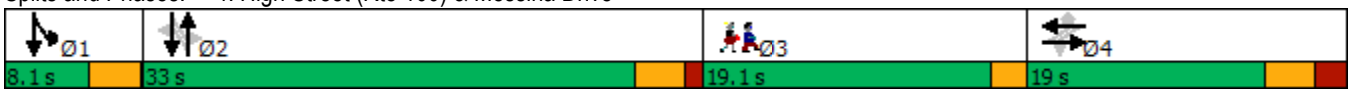
Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	19.1
Total Split (s)	19.1
Total Split (%)	24%
Yellow Time (s)	2.1
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	Max	Max		Max		
Act Effct Green (s)		7.9			7.9	7.9	29.6	29.6			35.6	
Actuated g/C Ratio		0.14			0.14	0.14	0.51	0.51			0.61	
v/c Ratio		0.23			0.27	0.50	0.01	0.23			0.25	
Control Delay		24.7			27.5	10.1	11.0	10.7			5.5	
Queue Delay		0.0			0.0	0.0	0.0	0.3			0.0	
Total Delay		24.7			27.5	10.1	11.0	11.0			5.5	
LOS		C			C	B	B	B			A	
Approach Delay		24.7			14.4			11.0			5.5	
Approach LOS		C			B			B			A	
Queue Length 50th (ft)		12			18	0	1	29			16	
Queue Length 95th (ft)		31			49	47	4	102			73	
Internal Link Dist (ft)		338			476			216			1099	
Turn Bay Length (ft)												
Base Capacity (vph)		654			410	521	441	875			1844	
Starvation Cap Reductn		0			0	0	0	301			0	
Spillback Cap Reductn		0			0	0	0	0			0	
Storage Cap Reductn		0			0	0	0	0			0	
Reduced v/c Ratio		0.13			0.15	0.35	0.01	0.36			0.25	

Intersection Summary

Area Type: Other
Cycle Length: 79.2
Actuated Cycle Length: 57.9
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 10.4 — Intersection LOS: B
Intersection Capacity Utilization 43.0% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: High Street (Rte 100) & Messina Drive



Lane Group	Ø3
Lead-Lag Optimize?	Yes
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	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

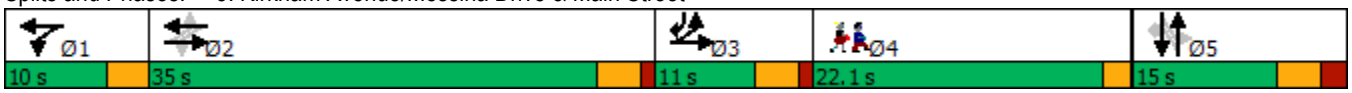
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	207	6	6	173	2	8	7	11	2	7	94
Future Volume (vph)	56	207	6	6	173	2	8	7	11	2	7	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		40
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.994			0.941				0.850
Flt Protected		0.990		0.950				0.984			0.989	
Satd. Flow (prot)	0	3323	0	1601	1764	0	0	1655	0	0	1742	1568
Flt Permitted		0.869		0.548				0.886			0.909	
Satd. Flow (perm)	0	2917	0	923	1764	0	0	1490	0	0	1601	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			3			22				112
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		327			343			293			418	
Travel Time (s)		8.9			9.4			6.7			9.5	
Peak Hour Factor	0.82	0.80	0.50	0.75	0.91	0.25	0.50	0.58	0.50	0.50	0.50	0.84
Heavy Vehicles (%)	5%	3%	4%	9%	3%	15%	4%	10%	6%	4%	9%	3%
Adj. Flow (vph)	68	259	12	8	190	8	16	12	22	4	14	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	339	0	8	198	0	0	50	0	0	18	112
Number of Detectors	1	0		1	0		1	1		1	1	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	0		26	0		20	24		20	30	27
Trailing Detector (ft)	0	0		-4	0		0	0		0	0	-3
Detector 1 Position(ft)	0	0		-4	0		0	0		0	0	-3
Detector 1 Size(ft)	20	6		30	6		20	24		20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	3	2 3		1	1 2			5			5	3
Permitted Phases	2 3			1 2			5			5		5
Detector Phase	3	2 3		1	1 2		5	5		5	5	5
Switch Phase												
Minimum Initial (s)	3.0			3.0			7.0	7.0		7.0	7.0	3.0
Minimum Split (s)	7.0			6.0			12.0	12.0		12.0	12.0	7.0
Total Split (s)	11.0			10.0			15.0	15.0		15.0	15.0	11.0
Total Split (%)	11.8%			10.7%			16.1%	16.1%		16.1%	16.1%	11.8%
Yellow Time (s)	3.0			3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0			0.0			2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)				0.0				0.0			0.0	0.0
Total Lost Time (s)				3.0				5.0			5.0	4.0
Lead/Lag	Lead			Lead								Lead

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	19.0	22.1
Total Split (s)	35.0	22.1
Total Split (%)	38%	24%
Yellow Time (s)	3.0	2.1
All-Red Time (s)	1.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lag

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes			Yes								Yes
Recall Mode	Min			None			None	None		None	None	Min
Act Effct Green (s)		38.0		40.0	43.0			7.8			7.8	18.4
Actuated g/C Ratio		0.55		0.58	0.62			0.11			0.11	0.26
v/c Ratio		0.21		0.01	0.18			0.27			0.10	0.23
Control Delay		9.0		9.8	9.1			25.3			33.6	5.3
Queue Delay		0.0		0.0	0.0			0.0			0.0	0.0
Total Delay		9.0		9.8	9.1			25.3			33.6	5.3
LOS		A		A	A			C			C	A
Approach Delay		9.0			9.1			25.3			9.2	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)		27		1	29			11			7	0
Queue Length 95th (ft)		78		9	114			27			17	23
Internal Link Dist (ft)		247			263			213			338	
Turn Bay Length (ft)												40
Base Capacity (vph)		1686		603	1079			239			237	549
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		0.20		0.01	0.18			0.21			0.08	0.20

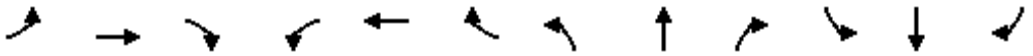
Intersection Summary			
Area Type:	Other		
Cycle Length: 93.1			
Actuated Cycle Length: 69.5			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.27			
Intersection Signal Delay: 10.2		Intersection LOS: B	
Intersection Capacity Utilization 40.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Kirkham Avenue/Messina Drive & Main Street



Lane Group	Ø2	Ø4
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	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		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



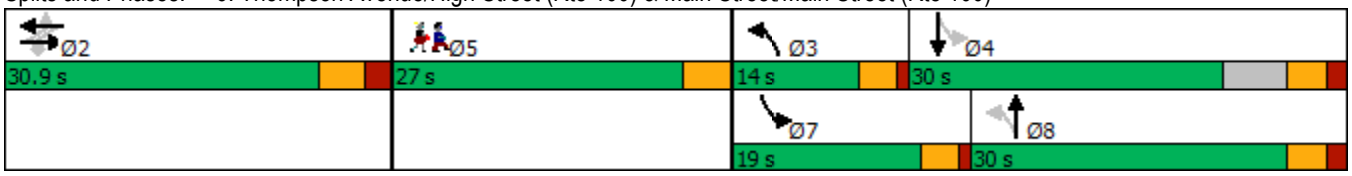
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	173	43	15	138	78	40	84	37	163	73	3
Future Volume (vph)	4	173	43	15	138	78	40	84	37	163	73	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Storage Length (ft)	0		0	0		0	60		0	0		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.939			0.958			0.990	
Flt Protected		0.998		0.950			0.950			0.950		
Satd. Flow (prot)	0	1797	1501	1728	1638	0	1736	1772	0	1631	1745	0
Flt Permitted		0.984		0.637			0.683			0.450		
Satd. Flow (perm)	0	1772	1501	1158	1638	0	1248	1772	0	772	1745	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			143					17			4	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		343			1143			294			296	
Travel Time (s)		9.4			31.2			6.7			6.7	
Peak Hour Factor	0.50	0.94	0.62	0.81	0.99	0.81	0.75	0.74	0.82	0.89	0.68	0.38
Heavy Vehicles (%)	2%	2%	4%	1%	2%	10%	4%	3%	2%	7%	3%	20%
Adj. Flow (vph)	8	184	69	19	139	96	53	114	45	183	107	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	192	69	19	235	0	53	159	0	183	115	0
Number of Detectors	1	1	0	1	1		1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	156	0	156	156		30	30		30	30	
Trailing Detector (ft)	0	150	0	150	150		-10	-10		-10	-10	
Detector 1 Position(ft)	0	150	0	150	150		-10	-10		-10	-10	
Detector 1 Size(ft)	20	6	24	6	6		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			2		3	8		7	4	
Permitted Phases	2		2	2			8			4		
Detector Phase	2	2	2	2	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	20.9	20.9	20.9	20.9	20.9		9.0	12.0		9.0	12.0	
Total Split (s)	30.9	30.9	30.9	30.9	30.9		14.0	30.0		19.0	30.0	
Total Split (%)	28.9%	28.9%	28.9%	28.9%	28.9%		13.1%	28.1%		17.8%	28.1%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.0	3.3		3.0	3.3	
All-Red Time (s)	2.2	2.2	2.2	2.2	2.2		1.0	1.7		1.0	1.7	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.9	5.9	5.9	5.9		4.0	5.0		4.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	27.0
Total Split (s)	27.0
Total Split (%)	25%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Min	Min	Min	Min	Min		None	None		None	None	
Act Effct Green (s)		19.3	19.3	19.3	19.3		15.7	11.0		24.1	19.8	
Actuated g/C Ratio		0.31	0.31	0.31	0.31		0.25	0.18		0.39	0.32	
v/c Ratio		0.35	0.12	0.05	0.46		0.15	0.49		0.40	0.21	
Control Delay		26.5	0.4	26.4	28.4		17.2	32.2		18.7	22.3	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.2	0.0	
Total Delay		26.5	0.4	26.4	28.4		17.2	32.2		18.9	22.3	
LOS		C	A	C	C		B	C		B	C	
Approach Delay		19.6			28.3			28.5			20.2	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)		40	0	4	51		7	36		27	16	
Queue Length 95th (ft)		170	0	25	211		38	114		131	76	
Internal Link Dist (ft)		263			1063			214			216	
Turn Bay Length (ft)							60					
Base Capacity (vph)		843	789	551	779		513	852		575	998	
Starvation Cap Reductn		0	0	0	0		0	0		74	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		0.23	0.09	0.03	0.30		0.10	0.19		0.37	0.12	

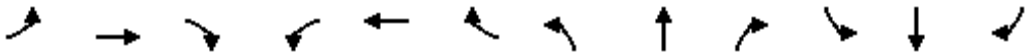
Intersection Summary			
Area Type:	Other		
Cycle Length: 106.9			
Actuated Cycle Length: 62.4			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 23.8		Intersection LOS: C	
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Thompson Avenue/High Street (Rte 100) & Main Street/Main Street (Rte 100)



Lane Group	Ø5
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	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



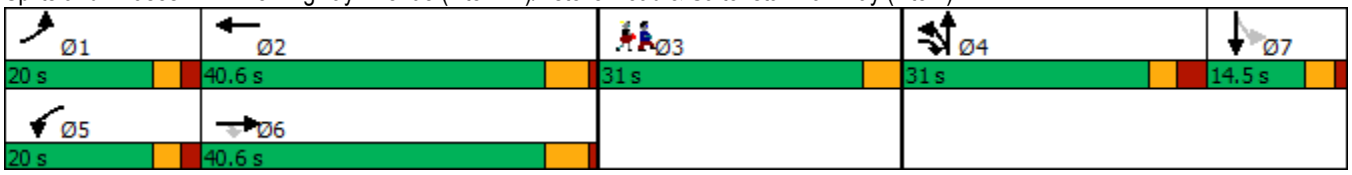
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	351	267	62	358	1	420	5	57	2	2	7
Future Volume (vph)	20	351	267	62	358	1	420	5	57	2	2	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	12	12
Storage Length (ft)	110		290	160		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.999			0.959			0.932	
Flt Protected	0.950			0.950			0.950	0.966			0.992	
Satd. Flow (prot)	1646	3388	1487	1694	3386	0	1579	1546	0	0	1708	0
Flt Permitted	0.950			0.950			0.950	0.966				
Satd. Flow (perm)	1646	3388	1487	1694	3386	0	1579	1546	0	0	1722	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			310		1			12			12	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		742			665			1280			316	
Travel Time (s)		14.5			13.0			29.1			7.2	
Peak Hour Factor	0.71	0.88	0.86	0.83	0.89	0.25	0.87	0.63	0.75	0.50	0.25	0.58
Heavy Vehicles (%)	6%	3%	5%	3%	3%	0%	5%	18%	2%	0%	4%	3%
Adj. Flow (vph)	28	399	310	75	402	4	483	8	76	4	8	12
Shared Lane Traffic (%)							40%					
Lane Group Flow (vph)	28	399	310	75	406	0	290	277	0	0	24	0
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template												
Leading Detector (ft)	24	336	0	40	346		40	40		24	32	
Trailing Detector (ft)	0	200	0	-10	220		-10	-10		0	-3	
Detector 1 Position(ft)	0	200	0	-10	220		-10	-10		0	-3	
Detector 1 Size(ft)	24	6	20	50	6		50	50		24	35	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		330			340							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA		Perm	NA	
Protected Phases	1	6	4	5	2		4	4			7	
Permitted Phases			6							7		
Detector Phase	1	6	4	5	2		4	4		7	7	
Switch Phase												
Minimum Initial (s)	5.0	15.0	9.0	5.0	15.0		9.0	9.0		5.0	5.0	
Minimum Split (s)	10.0	20.5	15.0	10.0	20.6		15.0	15.0		9.5	9.5	
Total Split (s)	20.0	40.6	31.0	20.0	40.6		31.0	31.0		14.5	14.5	
Total Split (%)	14.6%	29.6%	22.6%	14.6%	29.6%		22.6%	22.6%		10.6%	10.6%	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	31.0
Total Split (s)	31.0
Total Split (%)	23%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	1.0	3.0	2.0	1.1		3.0	3.0		1.5	1.5	
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	5.5	6.0	5.0	5.6		6.0	6.0			4.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	5.8	15.9	46.8	7.5	21.8		23.6	23.6			5.7	
Actuated g/C Ratio	0.09	0.24	0.72	0.12	0.34		0.36	0.36			0.09	
v/c Ratio	0.19	0.48	0.27	0.38	0.36		0.51	0.49			0.15	
Control Delay	35.2	26.1	1.6	35.7	20.2		22.7	21.6			25.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	35.2	26.1	1.6	35.7	20.2		22.7	21.6			25.3	
LOS	D	C	A	D	C		C	C			C	
Approach Delay		16.1			22.6			22.2			25.3	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	10	68	0	27	49		85	76			4	
Queue Length 95th (ft)	30	137	26	68	133		204	123			4	
Internal Link Dist (ft)		662			585			1200			236	
Turn Bay Length (ft)	110		290	160								
Base Capacity (vph)	394	1901	1171	406	1895		631	625			285	
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	0.07	0.21	0.26	0.18	0.21		0.46	0.44			0.08	

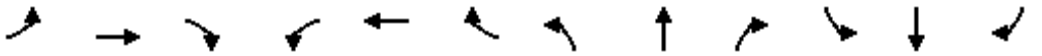
Intersection Summary	
Area Type:	Other
Cycle Length: 137.1	
Actuated Cycle Length: 64.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 50.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Hemingway Avenue (Rte 142)/Estelle Road & Saltonstall Parkway (Rte 1)



Lane Group	Ø3
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	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



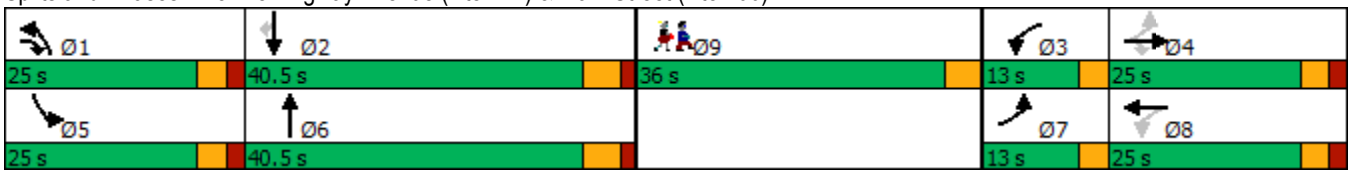
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	144	186	72	80	31	109	408	74	26	263	42
Future Volume (vph)	43	144	186	72	80	31	109	408	74	26	263	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	270		290	190		0	260		0	200		300
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.958			0.977				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1801	1446	1711	1716	0	1616	3261	0	1694	3292	1531
Flt Permitted	0.673			0.469			0.950			0.950		
Satd. Flow (perm)	1200	1801	1446	845	1716	0	1616	3261	0	1694	3292	1531
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			209		12			14				
Link Speed (mph)		25			30			35			30	
Link Distance (ft)		1143			618			696			1280	
Travel Time (s)		31.2			14.0			13.6			29.1	
Peak Hour Factor	1.00	0.89	0.89	0.79	0.84	0.83	0.85	0.77	0.79	0.70	0.91	0.77
Heavy Vehicles (%)	3%	2%	8%	2%	2%	4%	8%	5%	2%	3%	6%	2%
Adj. Flow (vph)	43	162	209	91	95	37	128	530	94	37	289	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	162	209	91	132	0	128	624	0	37	289	55
Number of Detectors	1	1	1	1	1		1	2		1	2	0
Detector Template												
Leading Detector (ft)	34	34	34	34	34		30	306		30	306	0
Trailing Detector (ft)	0	0	0	0	0		-4	175		-4	190	0
Detector 1 Position(ft)	0	0	0	0	0		-4	175		-4	190	0
Detector 1 Size(ft)	34	34	34	34	34		34	6		34	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	2.0	0.0	0.0	2.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								300			300	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4	1	3	8		1	6		5	2	
Permitted Phases	4		4	8								2
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	9.0	5.0	5.0	9.0		5.0	18.0		5.0	18.0	18.0
Minimum Split (s)	8.0	14.0	10.0	9.5	14.5		10.0	23.5		10.0	23.5	23.5
Total Split (s)	13.0	25.0	25.0	13.0	25.0		25.0	40.5		25.0	40.5	40.5
Total Split (%)	9.3%	17.9%	17.9%	9.3%	17.9%		17.9%	29.0%		17.9%	29.0%	29.0%

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	26%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	0.0	2.0	2.0	0.0	2.0		2.0	1.5		2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0		5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	Min		None	Min	Min
Act Effct Green (s)	21.2	13.6	31.5	23.6	16.7		12.2	33.5		7.4	22.3	22.3
Actuated g/C Ratio	0.25	0.16	0.37	0.28	0.20		0.14	0.40		0.09	0.26	0.26
v/c Ratio	0.13	0.56	0.31	0.29	0.38		0.55	0.48		0.25	0.33	0.14
Control Delay	29.8	48.1	5.5	30.9	38.5		50.4	28.4		51.9	33.8	36.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	29.8	48.1	5.5	30.9	38.5		50.4	28.4		51.9	33.8	36.3
LOS	C	D	A	C	D		D	C		D	C	D
Approach Delay		24.7			35.4			32.2			35.9	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	11	59	0	24	42		46	99		14	46	16
Queue Length 95th (ft)	59	201	51	92	147		157	256		52	160	67
Internal Link Dist (ft)		1063			538			616			1200	
Turn Bay Length (ft)	270		290	190			260			200		300
Base Capacity (vph)	404	495	665	360	481		444	1576		465	1584	736
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.11	0.33	0.31	0.25	0.27		0.29	0.40		0.08	0.18	0.07

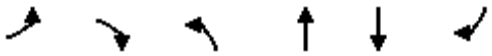
Intersection Summary			
Area Type:	Other		
Cycle Length: 139.5			
Actuated Cycle Length: 84.5			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 31.6		Intersection LOS: C	
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Hemingway Avenue (Rte 142) & Main Street (Rte 100)

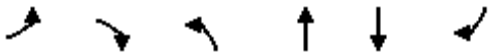


Lane Group	Ø9
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	41	74	59	529	413	32	
Future Volume (vph)	41	74	59	529	413	32	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	11	11	11	11	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt	0.913				0.986		
Flt Protected	0.983			0.994			
Satd. Flow (prot)	1614	0	0	3269	3227	0	
Flt Permitted	0.983			0.865			
Satd. Flow (perm)	1614	0	0	2845	3227	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	80				13		
Link Speed (mph)	25			35	35		
Link Distance (ft)	530			697	518		
Travel Time (s)	14.5			13.6	10.1		
Peak Hour Factor	0.93	0.93	0.74	0.84	0.87	0.67	
Heavy Vehicles (%)	5%	6%	7%	6%	7%	3%	
Adj. Flow (vph)	44	80	80	630	475	48	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	124	0	0	710	523	0	
Number of Detectors	1		1	2	2		
Detector Template			Left				
Leading Detector (ft)	24		20	326	326		
Trailing Detector (ft)	0		0	180	190		
Detector 1 Position(ft)	0		0	180	190		
Detector 1 Size(ft)	24		20	6	6		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)				320	320		
Detector 2 Size(ft)				6	6		
Detector 2 Type				Cl+Ex	Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)				0.0	0.0		
Turn Type	Prot		D.P+P	NA	NA		
Protected Phases	4		1	1 2	2		3
Permitted Phases			2				
Detector Phase	4		1	2	2		
Switch Phase							
Minimum Initial (s)	7.0		5.0		20.0		7.0
Minimum Split (s)	10.5		8.0		25.9		21.0
Total Split (s)	23.5		10.0		45.9		21.0
Total Split (%)	23.4%		10.0%		45.7%		21%
Yellow Time (s)	3.0		3.0		4.2		4.0
All-Red Time (s)	0.5		0.0		1.7		0.0
Lost Time Adjust (s)	0.0				0.0		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Total Lost Time (s)	3.5				5.9		
Lead/Lag	Lag		Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Recall Mode	None		Min		Min		None
Act Effct Green (s)	8.1			32.3	23.6		
Actuated g/C Ratio	0.16			0.64	0.47		
v/c Ratio	0.38			0.38	0.34		
Control Delay	15.4			6.2	10.9		
Queue Delay	0.0			0.0	0.0		
Total Delay	15.4			6.2	10.9		
LOS	B			A	B		
Approach Delay	15.4			6.2	10.9		
Approach LOS	B			A	B		
Queue Length 50th (ft)	10			25	41		
Queue Length 95th (ft)	72			133	131		
Internal Link Dist (ft)	450			617	438		
Turn Bay Length (ft)							
Base Capacity (vph)	748			2588	2698		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.17			0.27	0.19		

Intersection Summary			
Area Type:	Other		
Cycle Length: 100.4			
Actuated Cycle Length: 50.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 8.8		Intersection LOS: A	
Intersection Capacity Utilization 51.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: Hemingway Avenue (Rte 142) & Dodge Avenue



Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	3	1	315	290	43
Future Vol, veh/h	36	3	1	315	290	43
Conflicting Peds, #/hr	0	2	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	38	25	83	76	83
Heavy Vehicles, %	20	11	33	5	6	26
Mvmt Flow	48	8	4	380	382	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	609	222	437	0	-	0
Stage 1	411	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	7.2	7.12	4.76	-	-	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-
Critical Hdwy Stg 2	6.2	-	-	-	-	-
Follow-up Hdwy	3.7	3.41	2.53	-	-	-
Pot Cap-1 Maneuver	387	755	927	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	383	752	924	-	-	-
Mov Cap-2 Maneuver	383	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	924	-	412	-	-
HCM Lane V/C Ratio	0.004	-	0.136	-	-
HCM Control Delay (s)	8.9	0	15.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	64	6	4	58	24	5	36	18	19	29	29
Future Vol, veh/h	24	64	6	4	58	24	5	36	18	19	29	29
Peak Hour Factor	0.67	0.80	0.38	0.50	0.76	0.75	0.31	0.69	0.75	0.59	0.81	0.66
Heavy Vehicles, %	2	4	7	5	3	8	8	2	5	8	1	4
Mvmt Flow	36	80	16	8	76	32	16	52	24	32	36	44
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.2	8.2	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	26%	5%	25%
Vol Thru, %	61%	68%	67%	38%
Vol Right, %	31%	6%	28%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	94	86	77
LT Vol	5	24	4	19
Through Vol	36	64	58	29
RT Vol	18	6	24	29
Lane Flow Rate	92	132	116	112
Geometry Grp	1	1	1	1
Degree of Util (X)	0.117	0.166	0.144	0.141
Departure Headway (Hd)	4.574	4.554	4.456	4.54
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	784	788	805	790
Service Time	2.6	2.58	2.48	2.566
HCM Lane V/C Ratio	0.117	0.168	0.144	0.142
HCM Control Delay	8.2	8.5	8.2	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.6	0.5	0.5



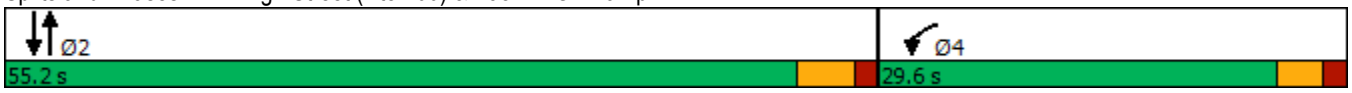
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	263	128	433	0	0	540
Future Volume (vph)	263	128	433	0	0	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952					
Flt Protected	0.969					
Satd. Flow (prot)	1691	0	1749	0	0	1827
Flt Permitted	0.969					
Satd. Flow (perm)	1691	0	1749	0	0	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	33					
Link Speed (mph)	30		30			30
Link Distance (ft)	602		501			551
Travel Time (s)	13.7		11.4			12.5
Peak Hour Factor	0.87	0.78	0.89	0.89	0.87	0.81
Heavy Vehicles (%)	4%	3%	5%	2%	4%	4%
Adj. Flow (vph)	302	164	487	0	0	667
Shared Lane Traffic (%)						
Lane Group Flow (vph)	466	0	487	0	0	667
Number of Detectors	1		1			1
Detector Template						
Leading Detector (ft)	25		131			131
Trailing Detector (ft)	-10		125			125
Detector 1 Position(ft)	-10		125			125
Detector 1 Size(ft)	35		6			6
Detector 1 Type	Cl+Ex		Extend			Extend
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0			0.0
Detector 1 Queue (s)	0.0		0.0			0.0
Detector 1 Delay (s)	6.0		0.0			0.0
Turn Type	Prot		NA			NA
Protected Phases	4		2			2
Permitted Phases						
Detector Phase	4		2			2
Switch Phase						
Minimum Initial (s)	9.0		15.0			15.0
Minimum Split (s)	13.6		20.2			20.2
Total Split (s)	29.6		55.2			55.2
Total Split (%)	34.9%		65.1%			65.1%
Yellow Time (s)	3.0		3.6			3.6
All-Red Time (s)	1.6		1.6			1.6
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	4.6		5.2			5.2
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Min			Min
Act Effct Green (s)	20.2		26.0			26.0

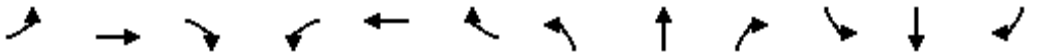


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.36		0.46			0.46
v/c Ratio	0.75		0.61			0.79
Control Delay	25.8		15.3			21.3
Queue Delay	0.0		0.0			0.0
Total Delay	25.8		15.3			21.3
LOS	C		B			C
Approach Delay	25.8		15.3			21.3
Approach LOS	C		B			C
Queue Length 50th (ft)	122		119			185
Queue Length 95th (ft)	#313		211			272
Internal Link Dist (ft)	522		421			471
Turn Bay Length (ft)						
Base Capacity (vph)	810		1504			1571
Starvation Cap Reductn	0		35			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.58		0.33			0.42

Intersection Summary			
Area Type:	Other		
Cycle Length: 84.8			
Actuated Cycle Length: 56.6			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 20.8		Intersection LOS: C	
Intersection Capacity Utilization 59.0%		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: 1: High Street (Rte 100) & I-95 NB Off Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	58	145	0	0	0	166	416	140	115	625	63
Future Volume (vph)	17	58	145	0	0	0	166	416	140	115	625	63
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	11	11	11
Storage Length (ft)	0		0	0		0	0		0	340		340
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.909						0.961			0.985	
Flt Protected		0.996					0.950			0.950		
Satd. Flow (prot)	0	1663	0	0	0	0	1736	1751	0	1694	3308	0
Flt Permitted		0.996					0.185			0.200		
Satd. Flow (perm)	0	1663	0	0	0	0	338	1751	0	357	3308	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		88						18			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		296			659			257			501	
Travel Time (s)		6.7			15.0			5.8			11.4	
Peak Hour Factor	0.75	0.79	0.73	0.92	0.92	0.92	0.80	0.84	0.80	0.87	0.89	0.79
Heavy Vehicles (%)	9%	3%	3%	2%	2%	2%	4%	4%	5%	3%	4%	3%
Adj. Flow (vph)	23	73	199	0	0	0	208	495	175	132	702	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	295	0	0	0	0	208	670	0	132	782	0
Number of Detectors	1	1					1	0		1	1	
Detector Template	Left											
Leading Detector (ft)	20	26					42	0		42	42	
Trailing Detector (ft)	0	-6					-6	0		-6	-6	
Detector 1 Position(ft)	0	-6					-6	0		-6	-6	
Detector 1 Size(ft)	20	32					48	6		48	48	
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	
Protected Phases	5	5					1	2 3		1	2	
Permitted Phases							2 3			2		
Detector Phase	5	3 5					1 3	2		1 3	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0					5.0			5.0	15.0	
Minimum Split (s)	15.3	15.3					9.0			9.0	20.1	
Total Split (s)	25.3	25.3					19.0			19.0	25.1	
Total Split (%)	24.3%	24.3%					18.3%			18.3%	24.1%	
Yellow Time (s)	3.6	3.6					3.0			3.0	3.6	
All-Red Time (s)	2.7	2.7					1.0			1.0	1.5	
Lost Time Adjust (s)		0.0					0.0			0.0	0.0	
Total Lost Time (s)		6.3					4.0			4.0	5.1	
Lead/Lag	Lag	Lag					Lead			Lead	Lag	

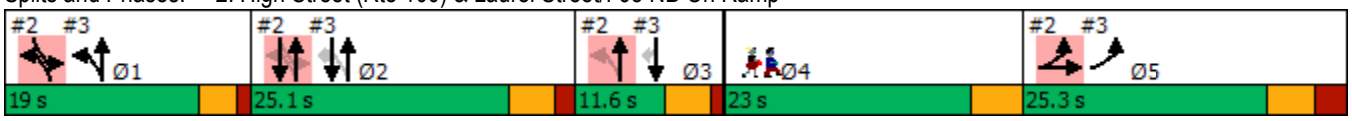
Lane Group	Ø3	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	3	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	11.6	23.0
Total Split (s)	11.6	23.0
Total Split (%)	11%	22%
Yellow Time (s)	3.6	4.0
All-Red Time (s)	1.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes					Yes			Yes	Yes	
Recall Mode	None	None					None			None	Min	
Act Effct Green (s)		19.0					47.7	31.6		36.1	20.0	
Actuated g/C Ratio		0.23					0.59	0.39		0.45	0.25	
v/c Ratio		0.65					0.46	0.97		0.33	0.95	
Control Delay		26.8					8.9	48.2		13.8	52.3	
Queue Delay		0.0					0.0	42.9		0.0	3.2	
Total Delay		26.8					8.9	91.1		13.8	55.6	
LOS		C					A	F		B	E	
Approach Delay		26.8						71.6			49.6	
Approach LOS		C						E			D	
Queue Length 50th (ft)		93					49	360		35	203	
Queue Length 95th (ft)		144					m63	m#451		63	#313	
Internal Link Dist (ft)		216			579			177			421	
Turn Bay Length (ft)										340		
Base Capacity (vph)		457					457	694		406	824	
Starvation Cap Reductn		0					8	211		0	0	
Spillback Cap Reductn		0					0	0		0	20	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.65					0.46	1.39		0.33	0.97	

Intersection Summary

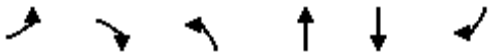
Area Type: Other
Cycle Length: 104
Actuated Cycle Length: 81
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 55.6 Intersection LOS: E
Intersection Capacity Utilization 62.5% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: High Street (Rte 100) & Laurel Street/I-95 NB On Ramp

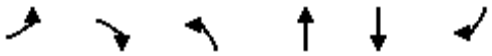


Lane Group	Ø3	Ø4
Lead-Lag Optimize?		Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



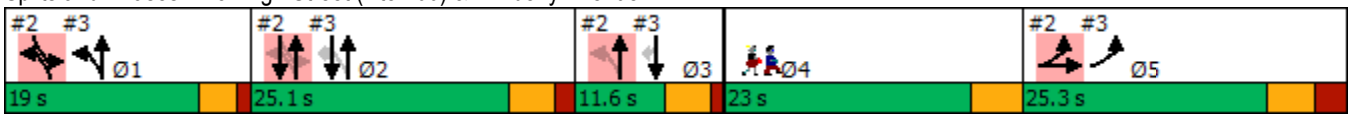
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	305	18	24	417	493	277			
Future Volume (vph)	305	18	24	417	493	277			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Frt	0.990					0.850			
Flt Protected	0.956			0.996					
Satd. Flow (prot)	1725	0	0	1806	1810	1568			
Flt Permitted	0.956			0.769					
Satd. Flow (perm)	1725	0	0	1395	1810	1568			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)	3					341			
Link Speed (mph)	30			30	30				
Link Distance (ft)	485			1179	257				
Travel Time (s)	11.0			26.8	5.8				
Peak Hour Factor	0.83	0.63	0.64	0.92	0.90	0.81			
Heavy Vehicles (%)	4%	7%	2%	5%	5%	3%			
Adj. Flow (vph)	367	29	38	453	548	342			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	396	0	0	491	548	342			
Number of Detectors	1		1	1	0	0			
Detector Template			Left						
Leading Detector (ft)	38		20	48	0	0			
Trailing Detector (ft)	-10		0	0	0	0			
Detector 1 Position(ft)	-10		0	0	0	0			
Detector 1 Size(ft)	48		20	48	6	6			
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0			
Turn Type	Prot		custom	NA	NA	Perm			
Protected Phases	5		1	1 2	2 3		2	3	4
Permitted Phases			2			2 3			
Detector Phase	3 5		1	1 2	2	2			
Switch Phase									
Minimum Initial (s)	9.0		5.0				15.0	7.0	7.0
Minimum Split (s)	15.3		9.0				20.1	11.6	23.0
Total Split (s)	25.3		19.0				25.1	11.6	23.0
Total Split (%)	24.3%		18.3%				24%	11%	22%
Yellow Time (s)	3.6		3.0				3.6	3.6	4.0
All-Red Time (s)	2.7		1.0				1.5	1.0	0.0
Lost Time Adjust (s)	0.0								
Total Lost Time (s)	6.3								
Lead/Lag	Lag		Lead				Lag		Lead
Lead-Lag Optimize?	Yes		Yes				Yes		Yes
Recall Mode	None		None				Min	None	None
Act Effct Green (s)	19.0			36.1	31.6	31.6			
Actuated g/C Ratio	0.23			0.45	0.39	0.39			

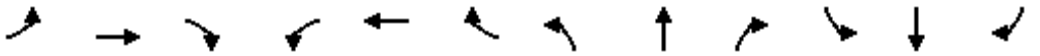


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4
v/c Ratio	0.98			0.70	0.78	0.42			
Control Delay	72.1			21.5	12.1	1.0			
Queue Delay	7.5			35.1	8.7	1.2			
Total Delay	79.6			56.6	20.8	2.2			
LOS	E			E	C	A			
Approach Delay	79.6			56.6	13.6				
Approach LOS	E			E	B				
Queue Length 50th (ft)	198			164	62	2			
Queue Length 95th (ft)	#330			253	m72	m0			
Internal Link Dist (ft)	405			1099	177				
Turn Bay Length (ft)									
Base Capacity (vph)	406			697	706	819			
Starvation Cap Reductn	0			0	127	273			
Spillback Cap Reductn	13			229	0	0			
Storage Cap Reductn	0			0	0	0			
Reduced v/c Ratio	1.01			1.05	0.95	0.63			

Intersection Summary			
Area Type:	Other		
Cycle Length: 104			
Actuated Cycle Length: 81			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 40.2		Intersection LOS: D	
Intersection Capacity Utilization 68.1%		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: 3: High Street (Rte 100) & Kimberly Avenue





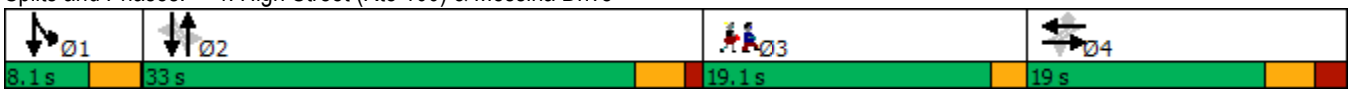
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	24	1	7	37	184	9	199	7	84	324	103
Future Volume (vph)	58	24	1	7	37	184	9	199	7	84	324	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Storage Length (ft)	0		130	0		0	0		0	0		130
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.995				0.850		0.988			0.971	
Flt Protected		0.973			0.988		0.950				0.992	
Satd. Flow (prot)	0	3281	0	0	1776	1553	1694	1702	0	0	3303	0
Flt Permitted		0.784			0.885		0.415				0.867	
Satd. Flow (perm)	0	2644	0	0	1591	1553	740	1702	0	0	2887	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				216		6			47	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		418			556			296			1179	
Travel Time (s)		9.5			12.6			6.7			26.8	
Peak Hour Factor	0.92	0.53	0.25	0.35	0.61	0.85	0.50	0.93	0.38	0.80	0.81	0.86
Heavy Vehicles (%)	5%	8%	14%	17%	2%	4%	3%	7%	2%	4%	6%	4%
Adj. Flow (vph)	63	45	4	20	61	216	18	214	18	105	400	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	0	0	81	216	18	232	0	0	625	0
Number of Detectors	1	1		1	1	1	0	0		1	0	
Detector Template	Left			Left						Left		
Leading Detector (ft)	20	30		20	30	30	0	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	30		20	30	30	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		D.P+P	NA	
Protected Phases		4			4			2		1	1 2	
Permitted Phases	4			4		4	2	2		2		
Detector Phase	4	4		4	4	4	2	2		1	1 2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	15.0	15.0		5.0		
Minimum Split (s)	12.0	12.0		12.0	12.0	12.0	19.0	19.0		8.1		
Total Split (s)	19.0	19.0		19.0	19.0	19.0	33.0	33.0		8.1		
Total Split (%)	24.0%	24.0%		24.0%	24.0%	24.0%	41.7%	41.7%		10.2%		
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0		0.1		
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)		5.0			5.0	5.0	4.0	4.0				
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lag	Lag		Lead		

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	19.1
Total Split (s)	19.1
Total Split (%)	24%
Yellow Time (s)	2.1
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	Max	Max		Max		
Act Effct Green (s)		8.4			8.4	8.4	29.6	29.6			35.7	
Actuated g/C Ratio		0.14			0.14	0.14	0.51	0.51			0.61	
v/c Ratio		0.29			0.36	0.53	0.05	0.27			0.34	
Control Delay		25.3			29.0	9.8	11.6	11.2			6.3	
Queue Delay		0.0			0.0	0.0	0.0	0.4			0.0	
Total Delay		25.3			29.0	9.8	11.6	11.6			6.3	
LOS		C			C	A	B	B			A	
Approach Delay		25.3			15.0			11.6			6.3	
Approach LOS		C			B			B			A	
Queue Length 50th (ft)		16			24	0	2	34			24	
Queue Length 95th (ft)		26			49	48	10	134			106	
Internal Link Dist (ft)		338			476			216			1099	
Turn Bay Length (ft)												
Base Capacity (vph)		650			389	543	375	866			1817	
Starvation Cap Reductn		0			0	0	0	290			0	
Spillback Cap Reductn		0			0	0	0	0			0	
Storage Cap Reductn		0			0	0	0	0			0	
Reduced v/c Ratio		0.17			0.21	0.40	0.05	0.40			0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 79.2			
Actuated Cycle Length: 58.4			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 11.0		Intersection LOS: B	
Intersection Capacity Utilization 47.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: High Street (Rte 100) & Messina Drive



Lane Group	Ø3
Lead-Lag Optimize?	Yes
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	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

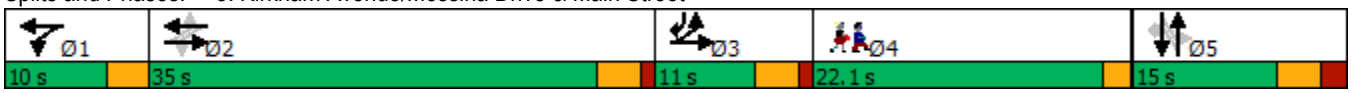
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	276	9	3	215	2	5	8	11	3	6	140
Future Volume (vph)	73	276	9	3	215	2	5	8	11	3	6	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		40
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.995			0.951				0.850
Flt Protected		0.988		0.950				0.991			0.980	
Satd. Flow (prot)	0	3311	0	1601	1768	0	0	1666	0	0	1740	1568
Flt Permitted		0.831		0.495				0.939			0.866	
Satd. Flow (perm)	0	2785	0	834	1768	0	0	1579	0	0	1538	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			2			16				146
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		327			343			293			418	
Travel Time (s)		8.9			9.4			6.7			9.5	
Peak Hour Factor	0.76	0.92	0.56	0.38	0.91	0.25	0.63	0.40	0.69	0.38	0.50	0.96
Heavy Vehicles (%)	5%	3%	4%	9%	3%	15%	4%	10%	6%	4%	9%	3%
Adj. Flow (vph)	96	300	16	8	236	8	8	20	16	8	12	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	412	0	8	244	0	0	44	0	0	20	146
Number of Detectors	1	0		1	0		1	1		1	1	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	0		26	0		20	24		20	30	27
Trailing Detector (ft)	0	0		-4	0		0	0		0	0	-3
Detector 1 Position(ft)	0	0		-4	0		0	0		0	0	-3
Detector 1 Size(ft)	20	6		30	6		20	24		20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	3	2 3		1	1 2			5			5	3
Permitted Phases	2 3			1 2			5			5		5
Detector Phase	3	2 3		1	1 2		5	5		5	5	5
Switch Phase												
Minimum Initial (s)	3.0			3.0			7.0	7.0		7.0	7.0	3.0
Minimum Split (s)	7.0			6.0			12.0	12.0		12.0	12.0	7.0
Total Split (s)	11.0			10.0			15.0	15.0		15.0	15.0	11.0
Total Split (%)	11.8%			10.7%			16.1%	16.1%		16.1%	16.1%	11.8%
Yellow Time (s)	3.0			3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0			0.0			2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)				0.0				0.0			0.0	0.0
Total Lost Time (s)				3.0				5.0			5.0	4.0
Lead/Lag	Lead			Lead								Lead

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	19.0	22.1
Total Split (s)	35.0	22.1
Total Split (%)	38%	24%
Yellow Time (s)	3.0	2.1
All-Red Time (s)	1.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lag

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes			Yes								Yes
Recall Mode	Min			None			None	None		None	None	Min
Act Effct Green (s)		37.6		39.6	42.7			7.7			7.7	18.2
Actuated g/C Ratio		0.52		0.55	0.59			0.11			0.11	0.25
v/c Ratio		0.27		0.01	0.23			0.24			0.12	0.29
Control Delay		9.7		9.7	9.6			26.9			34.0	5.1
Queue Delay		0.0		0.0	0.4			0.0			0.0	0.0
Total Delay		9.7		9.7	10.0			26.9			34.0	5.1
LOS		A		A	A			C			C	A
Approach Delay		9.7			10.0			26.9			8.6	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)		34		1	37			11			8	0
Queue Length 95th (ft)		109		4	140			16			18	31
Internal Link Dist (ft)		247			263			213			338	
Turn Bay Length (ft)												40
Base Capacity (vph)		1545		534	1047			236			216	554
Starvation Cap Reductn		0		0	436			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		0.27		0.01	0.40			0.19			0.09	0.26

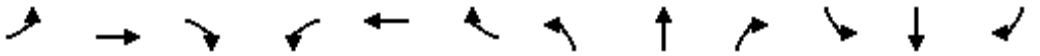
Intersection Summary			
Area Type:	Other		
Cycle Length: 93.1			
Actuated Cycle Length: 72.1			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.29			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Kirkham Avenue/Messina Drive & Main Street



Lane Group	Ø2	Ø4
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	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		
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												
Traffic Volume (vph)	11	214	65	29	179	108	37	96	49	209	119	4
Future Volume (vph)	11	214	65	29	179	108	37	96	49	209	119	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Storage Length (ft)	0		0	0		0	60		0	0		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.941			0.942			0.992	
Flt Protected		0.997		0.950			0.950			0.950		
Satd. Flow (prot)	0	1795	1501	1728	1643	0	1736	1744	0	1631	1754	0
Flt Permitted		0.968		0.516			0.661			0.479		
Satd. Flow (perm)	0	1743	1501	938	1643	0	1208	1744	0	822	1754	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			143					28			3	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		343			1143			294			296	
Travel Time (s)		9.4			31.2			6.7			6.7	
Peak Hour Factor	0.75	0.87	0.66	0.72	0.90	0.83	0.73	0.97	0.78	0.90	0.83	0.50
Heavy Vehicles (%)	2%	2%	4%	1%	2%	10%	4%	3%	2%	7%	3%	20%
Adj. Flow (vph)	15	246	98	40	199	130	51	99	63	232	143	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	261	98	40	329	0	51	162	0	232	151	0
Number of Detectors	1	1	0	1	1		1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	156	0	156	156		30	30		30	30	
Trailing Detector (ft)	0	150	0	150	150		-10	-10		-10	-10	
Detector 1 Position(ft)	0	150	0	150	150		-10	-10		-10	-10	
Detector 1 Size(ft)	20	6	24	6	6		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			2		3	8		7	4	
Permitted Phases	2		2	2			8			4		
Detector Phase	2	2	2	2	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	20.9	20.9	20.9	20.9	20.9		9.0	12.0		9.0	12.0	
Total Split (s)	30.9	30.9	30.9	30.9	30.9		14.0	30.0		19.0	30.0	
Total Split (%)	28.9%	28.9%	28.9%	28.9%	28.9%		13.1%	28.1%		17.8%	28.1%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.0	3.3		3.0	3.3	
All-Red Time (s)	2.2	2.2	2.2	2.2	2.2		1.0	1.7		1.0	1.7	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.9	5.9	5.9	5.9		4.0	5.0		4.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	

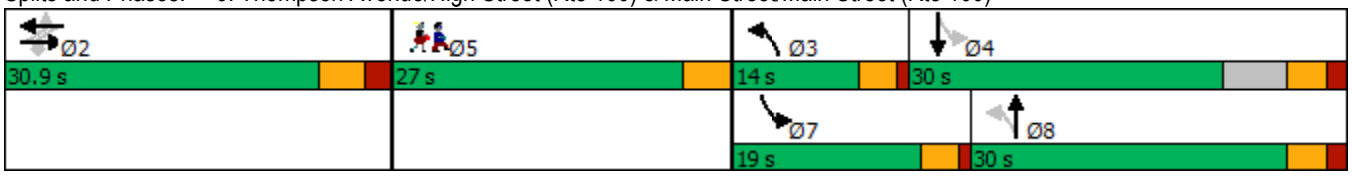
Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	27.0
Total Split (s)	27.0
Total Split (%)	25%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Min	Min	Min	Min	Min		None	None		None	None	
Act Effct Green (s)		19.8	19.8	19.8	19.8		18.5	11.1		28.9	22.2	
Actuated g/C Ratio		0.29	0.29	0.29	0.29		0.27	0.16		0.43	0.33	
v/c Ratio		0.51	0.18	0.15	0.68		0.13	0.52		0.46	0.26	
Control Delay		28.7	2.7	26.4	34.4		18.2	32.6		20.3	25.1	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.5	0.0	
Total Delay		28.8	2.7	26.4	34.4		18.2	32.6		20.8	25.1	
LOS		C	A	C	C		B	C		C	C	
Approach Delay		21.6			33.6			29.2			22.5	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)		62	0	8	84		7	35		36	33	
Queue Length 95th (ft)		221	0	38	#333		36	142		170	123	
Internal Link Dist (ft)		263			1063			214			216	
Turn Bay Length (ft)							60					
Base Capacity (vph)		733	714	394	691		510	749		557	887	
Starvation Cap Reductn		19	0	0	0		0	0		91	41	
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		0.37	0.14	0.10	0.48		0.10	0.22		0.50	0.18	

Intersection Summary

Area Type: Other
Cycle Length: 106.9
Actuated Cycle Length: 67.4
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 26.4 Intersection LOS: C
Intersection Capacity Utilization 56.1% 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: 6: Thompson Avenue/High Street (Rte 100) & Main Street/Main Street (Rte 100)



Lane Group	Ø5
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	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

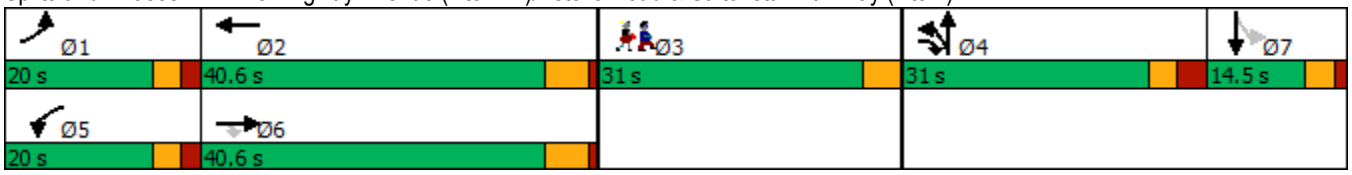
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	461	390	106	527	3	425	8	60	3	8	6
Future Volume (vph)	24	461	390	106	527	3	425	8	60	3	8	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	12	12
Storage Length (ft)	110		290	160		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.953			0.936	
Flt Protected	0.950			0.950			0.950	0.969			0.994	
Satd. Flow (prot)	1646	3388	1487	1694	3383	0	1579	1540	0	0	1715	0
Flt Permitted	0.950			0.950			0.950	0.969			0.907	
Satd. Flow (perm)	1646	3388	1487	1694	3383	0	1579	1540	0	0	1565	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			494		1			15			16	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		742			665			1280			316	
Travel Time (s)		14.5			13.0			29.1			7.2	
Peak Hour Factor	0.72	0.86	0.79	0.98	0.95	0.38	0.90	0.67	0.69	0.75	0.56	0.38
Heavy Vehicles (%)	6%	3%	5%	3%	3%	0%	5%	18%	2%	0%	4%	3%
Adj. Flow (vph)	33	536	494	108	555	8	472	12	87	4	14	16
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	33	536	494	108	563	0	293	278	0	0	34	0
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template												
Leading Detector (ft)	24	336	0	40	346		40	40		24	32	
Trailing Detector (ft)	0	200	0	-10	220		-10	-10		0	-3	
Detector 1 Position(ft)	0	200	0	-10	220		-10	-10		0	-3	
Detector 1 Size(ft)	24	6	20	50	6		50	50		24	35	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		330			340							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA		Perm	NA	
Protected Phases	1	6	4	5	2		4	4			7	
Permitted Phases			6							7		
Detector Phase	1	6	4	5	2		4	4		7	7	
Switch Phase												
Minimum Initial (s)	5.0	15.0	9.0	5.0	15.0		9.0	9.0		5.0	5.0	
Minimum Split (s)	10.0	20.5	15.0	10.0	20.6		15.0	15.0		9.5	9.5	
Total Split (s)	20.0	40.6	31.0	20.0	40.6		31.0	31.0		14.5	14.5	
Total Split (%)	14.6%	29.6%	22.6%	14.6%	29.6%		22.6%	22.6%		10.6%	10.6%	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	31.0
Total Split (s)	31.0
Total Split (%)	23%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	1.0	3.0	2.0	1.1		3.0	3.0		1.5	1.5	
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	5.5	6.0	5.0	5.6		6.0	6.0			4.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	6.2	17.8	50.7	9.4	23.1		25.4	25.4			6.1	
Actuated g/C Ratio	0.09	0.25	0.70	0.13	0.32		0.35	0.35			0.08	
v/c Ratio	0.24	0.65	0.42	0.50	0.52		0.53	0.51			0.23	
Control Delay	40.6	30.9	2.0	40.9	24.3		27.5	25.7			29.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	40.6	30.9	2.0	40.9	24.3		27.5	25.7			29.0	
LOS	D	C	A	D	C		C	C			C	
Approach Delay		17.8			26.9			26.6			29.0	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	15	127	0	49	126		121	107			8	
Queue Length 95th (ft)	37	189	18	108	190		254	156			20	
Internal Link Dist (ft)		662			585			1200			236	
Turn Bay Length (ft)	110		290	160								
Base Capacity (vph)	356	1714	1174	366	1708		569	564			239	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.09	0.31	0.42	0.30	0.33		0.51	0.49			0.14	

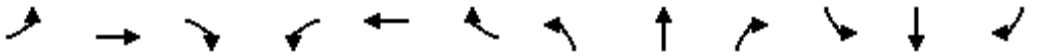
Intersection Summary			
Area Type:	Other		
Cycle Length: 137.1			
Actuated Cycle Length: 72.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 22.7		Intersection LOS: C	
Intersection Capacity Utilization 53.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Hemingway Avenue (Rte 142)/Estelle Road & Saltonstall Parkway (Rte 1)



Lane Group	Ø3
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	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



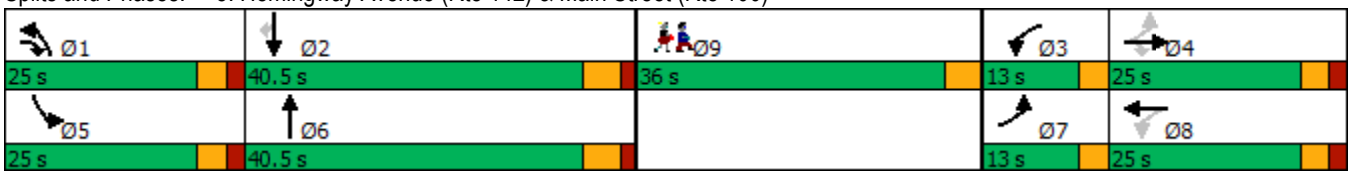
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	150	263	99	111	20	158	414	95	49	408	47
Future Volume (vph)	59	150	263	99	111	20	158	414	95	49	408	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	270		290	190		0	260		0	200		300
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.975			0.971				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1801	1446	1711	1750	0	1616	3245	0	1694	3292	1531
Flt Permitted	0.587			0.387			0.950			0.950		
Satd. Flow (perm)	1047	1801	1446	697	1750	0	1616	3245	0	1694	3292	1531
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			299		6			20				
Link Speed (mph)		25			30			35			30	
Link Distance (ft)		1143			618			696			1280	
Travel Time (s)		31.2			14.0			13.6			29.1	
Peak Hour Factor	0.72	0.77	0.88	0.81	0.76	0.69	0.78	0.83	0.80	0.91	0.82	0.79
Heavy Vehicles (%)	3%	2%	8%	2%	2%	4%	8%	5%	2%	3%	6%	2%
Adj. Flow (vph)	82	195	299	122	146	29	203	499	119	54	498	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	195	299	122	175	0	203	618	0	54	498	59
Number of Detectors	1	1	1	1	1		1	2		1	2	0
Detector Template												
Leading Detector (ft)	34	34	34	34	34		30	306		30	306	0
Trailing Detector (ft)	0	0	0	0	0		-4	175		-4	190	0
Detector 1 Position(ft)	0	0	0	0	0		-4	175		-4	190	0
Detector 1 Size(ft)	34	34	34	34	34		34	6		34	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	2.0	0.0	0.0	2.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								300			300	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4	1	3	8		1	6		5	2	
Permitted Phases	4		4	8								2
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	9.0	5.0	5.0	9.0		5.0	18.0		5.0	18.0	18.0
Minimum Split (s)	8.0	14.0	10.0	9.5	14.5		10.0	23.5		10.0	23.5	23.5
Total Split (s)	13.0	25.0	25.0	13.0	25.0		25.0	40.5		25.0	40.5	40.5
Total Split (%)	9.3%	17.9%	17.9%	9.3%	17.9%		17.9%	29.0%		17.9%	29.0%	29.0%

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	26%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	0.0	2.0	2.0	0.0	2.0		2.0	1.5		2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0		5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	Min		None	Min	Min
Act Effct Green (s)	25.3	15.0	37.8	27.0	18.0		17.3	34.8		8.2	22.7	22.7
Actuated g/C Ratio	0.27	0.16	0.40	0.29	0.19		0.18	0.37		0.09	0.24	0.24
v/c Ratio	0.24	0.68	0.39	0.42	0.52		0.69	0.51		0.37	0.63	0.16
Control Delay	32.8	55.7	5.2	35.8	46.9		54.9	30.2		56.9	40.3	37.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	32.8	55.7	5.2	35.8	46.9		54.9	30.2		56.9	40.3	37.8
LOS	C	E	A	D	D		D	C		E	D	D
Approach Delay		26.2			42.3			36.3			41.5	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	26	85	0	39	72		85	112		24	111	22
Queue Length 95th (ft)	80	211	58	127	183		#242	281		89	245	72
Internal Link Dist (ft)		1063			538			616			1200	
Turn Bay Length (ft)	270		290	190			260			200		300
Base Capacity (vph)	385	423	758	326	415		379	1360		398	1354	630
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.21	0.46	0.39	0.37	0.42		0.54	0.45		0.14	0.37	0.09

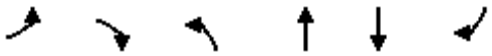
Intersection Summary			
Area Type:	Other		
Cycle Length: 139.5			
Actuated Cycle Length: 94.4			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 35.9		Intersection LOS: D	
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: Hemingway Avenue (Rte 142) & Main Street (Rte 100)

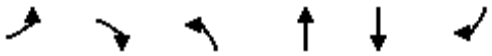


Lane Group	Ø9
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	44	128	72	609	626	61	
Future Volume (vph)	44	128	72	609	626	61	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	11	11	11	11	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt	0.901				0.985		
Flt Protected	0.987			0.994			
Satd. Flow (prot)	1598	0	0	3269	3224	0	
Flt Permitted	0.987			0.814			
Satd. Flow (perm)	1598	0	0	2677	3224	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	121				14		
Link Speed (mph)	25			35	35		
Link Distance (ft)	530			697	518		
Travel Time (s)	14.5			13.6	10.1		
Peak Hour Factor	0.85	0.91	0.82	0.90	0.89	0.80	
Heavy Vehicles (%)	5%	6%	7%	6%	7%	3%	
Adj. Flow (vph)	52	141	88	677	703	76	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	193	0	0	765	779	0	
Number of Detectors	1		1	2	2		
Detector Template			Left				
Leading Detector (ft)	24		20	326	326		
Trailing Detector (ft)	0		0	180	190		
Detector 1 Position(ft)	0		0	180	190		
Detector 1 Size(ft)	24		20	6	6		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)				320	320		
Detector 2 Size(ft)				6	6		
Detector 2 Type				Cl+Ex	Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)				0.0	0.0		
Turn Type	Prot		D.P+P	NA	NA		
Protected Phases	4		1	1 2	2		3
Permitted Phases			2				
Detector Phase	4		1	2	2		
Switch Phase							
Minimum Initial (s)	7.0		5.0		20.0		7.0
Minimum Split (s)	10.5		8.0		25.9		21.0
Total Split (s)	23.5		10.0		45.9		21.0
Total Split (%)	23.4%		10.0%		45.7%		21%
Yellow Time (s)	3.0		3.0		4.2		4.0
All-Red Time (s)	0.5		0.0		1.7		0.0
Lost Time Adjust (s)	0.0				0.0		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Total Lost Time (s)	3.5				5.9		
Lead/Lag	Lag		Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Recall Mode	None		Min		Min		None
Act Effct Green (s)	9.0			35.7	27.2		
Actuated g/C Ratio	0.16			0.62	0.47		
v/c Ratio	0.55			0.45	0.51		
Control Delay	18.4			7.2	12.9		
Queue Delay	0.0			0.0	0.0		
Total Delay	18.4			7.2	12.9		
LOS	B			A	B		
Approach Delay	18.4			7.2	12.9		
Approach LOS	B			A	B		
Queue Length 50th (ft)	19			27	67		
Queue Length 95th (ft)	94			177	228		
Internal Link Dist (ft)	450			617	438		
Turn Bay Length (ft)							
Base Capacity (vph)	675			2316	2425		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.29			0.33	0.32		

Intersection Summary			
Area Type:	Other		
Cycle Length: 100.4			
Actuated Cycle Length: 57.6			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 11.0		Intersection LOS: B	
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 9: Hemingway Avenue (Rte 142) & Dodge Avenue



Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	56	7	5	352	426	29
Future Vol, veh/h	56	7	5	352	426	29
Conflicting Peds, #/hr	0	2	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	44	42	86	90	81
Heavy Vehicles, %	20	11	33	5	6	26
Mvmt Flow	80	16	12	409	473	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	723	260	512	0	-	0
Stage 1	494	-	-	-	-	-
Stage 2	229	-	-	-	-	-
Critical Hdwy	7.2	7.12	4.76	-	-	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-
Critical Hdwy Stg 2	6.2	-	-	-	-	-
Follow-up Hdwy	3.7	3.41	2.53	-	-	-
Pot Cap-1 Maneuver	325	712	861	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	317	709	859	-	-	-
Mov Cap-2 Maneuver	317	-	-	-	-	-
Stage 1	519	-	-	-	-	-
Stage 2	734	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.2	0.4	0
HCM LOS	C		

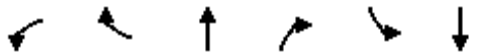
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	859	-	349	-	-
HCM Lane V/C Ratio	0.014	-	0.275	-	-
HCM Control Delay (s)	9.2	0.1	19.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1.1	-	-

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	82	22	16	59	16	13	34	31	45	37	37
Future Vol, veh/h	33	82	22	16	59	16	13	34	31	45	37	37
Peak Hour Factor	0.75	0.89	0.69	0.80	0.78	0.67	0.54	0.77	0.78	0.87	0.71	0.77
Heavy Vehicles, %	2	4	7	5	3	8	8	2	5	8	1	4
Mvmt Flow	44	92	32	20	76	24	24	44	40	52	52	48
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	8.7	8.5	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	24%	18%	38%
Vol Thru, %	44%	60%	65%	31%
Vol Right, %	40%	16%	18%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	78	137	91	119
LT Vol	13	33	16	45
Through Vol	34	82	59	37
RT Vol	31	22	16	37
Lane Flow Rate	108	168	120	152
Geometry Grp	1	1	1	1
Degree of Util (X)	0.141	0.217	0.157	0.2
Departure Headway (Hd)	4.7	4.65	4.737	4.737
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	760	770	754	755
Service Time	2.745	2.693	2.783	2.78
HCM Lane V/C Ratio	0.142	0.218	0.159	0.201
HCM Control Delay	8.5	9	8.7	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.8	0.6	0.7



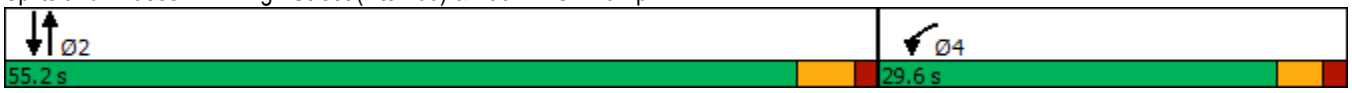
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	270	131	441	0	0	551
Future Volume (vph)	270	131	441	0	0	551
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953					
Flt Protected	0.969					
Satd. Flow (prot)	1693	0	1749	0	0	1827
Flt Permitted	0.969					
Satd. Flow (perm)	1693	0	1749	0	0	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	33					
Link Speed (mph)	30		30			30
Link Distance (ft)	602		501			551
Travel Time (s)	13.7		11.4			12.5
Peak Hour Factor	0.87	0.78	0.89	0.89	0.87	0.81
Heavy Vehicles (%)	4%	3%	5%	2%	4%	4%
Adj. Flow (vph)	310	168	496	0	0	680
Shared Lane Traffic (%)						
Lane Group Flow (vph)	478	0	496	0	0	680
Number of Detectors	1		1			1
Detector Template						
Leading Detector (ft)	25		131			131
Trailing Detector (ft)	-10		125			125
Detector 1 Position(ft)	-10		125			125
Detector 1 Size(ft)	35		6			6
Detector 1 Type	Cl+Ex		Extend			Extend
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0			0.0
Detector 1 Queue (s)	0.0		0.0			0.0
Detector 1 Delay (s)	6.0		0.0			0.0
Turn Type	Prot		NA			NA
Protected Phases	4		2			2
Permitted Phases						
Detector Phase	4		2			2
Switch Phase						
Minimum Initial (s)	9.0		15.0			15.0
Minimum Split (s)	13.6		20.2			20.2
Total Split (s)	29.6		55.2			55.2
Total Split (%)	34.9%		65.1%			65.1%
Yellow Time (s)	3.0		3.6			3.6
All-Red Time (s)	1.6		1.6			1.6
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	4.6		5.2			5.2
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Min			Min
Act Effct Green (s)	21.1		26.6			26.6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.36		0.46			0.46
v/c Ratio	0.75		0.62			0.81
Control Delay	26.4		15.8			22.5
Queue Delay	0.0		0.0			0.0
Total Delay	26.4		15.8			22.5
LOS	C		B			C
Approach Delay	26.4		15.8			22.5
Approach LOS	C		B			C
Queue Length 50th (ft)	130		129			201
Queue Length 95th (ft)	#335		215			278
Internal Link Dist (ft)	522		421			471
Turn Bay Length (ft)						
Base Capacity (vph)	789		1486			1552
Starvation Cap Reductn	0		40			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.61		0.34			0.44

Intersection Summary			
Area Type:	Other		
Cycle Length: 84.8			
Actuated Cycle Length: 58.1			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 21.6		Intersection LOS: C	
Intersection Capacity Utilization 60.1%		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: 1: High Street (Rte 100) & I-95 NB Off Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	59	148	0	0	0	169	424	199	117	640	64
Future Volume (vph)	17	59	148	0	0	0	169	424	199	117	640	64
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	11	11	11
Storage Length (ft)	0		0	0		0	0		0	340		340
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.909						0.950			0.985	
Flt Protected		0.996					0.950			0.950		
Satd. Flow (prot)	0	1663	0	0	0	0	1736	1730	0	1694	3308	0
Flt Permitted		0.996					0.174			0.200		
Satd. Flow (perm)	0	1663	0	0	0	0	318	1730	0	357	3308	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		88						25			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		296			659			257			501	
Travel Time (s)		6.7			15.0			5.8			11.4	
Peak Hour Factor	0.75	0.79	0.73	0.92	0.92	0.92	0.80	0.84	0.80	0.87	0.89	0.79
Heavy Vehicles (%)	9%	3%	3%	2%	2%	2%	4%	4%	5%	3%	4%	3%
Adj. Flow (vph)	23	75	203	0	0	0	211	505	249	134	719	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	301	0	0	0	0	211	754	0	134	800	0
Number of Detectors	1	1					1	0		1	1	
Detector Template	Left											
Leading Detector (ft)	20	26					42	0		42	42	
Trailing Detector (ft)	0	-6					-6	0		-6	-6	
Detector 1 Position(ft)	0	-6					-6	0		-6	-6	
Detector 1 Size(ft)	20	32					48	6		48	48	
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	
Protected Phases	5	5					1	2 3		1	2	
Permitted Phases							2 3			2		
Detector Phase	5	3 5					1 3	2		1 3	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0					5.0			5.0	15.0	
Minimum Split (s)	15.3	15.3					9.0			9.0	20.1	
Total Split (s)	25.3	25.3					19.0			19.0	25.1	
Total Split (%)	24.3%	24.3%					18.3%			18.3%	24.1%	
Yellow Time (s)	3.6	3.6					3.0			3.0	3.6	
All-Red Time (s)	2.7	2.7					1.0			1.0	1.5	
Lost Time Adjust (s)		0.0					0.0			0.0	0.0	
Total Lost Time (s)		6.3					4.0			4.0	5.1	
Lead/Lag	Lag	Lag					Lead			Lead	Lag	

Lane Group	Ø3	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	3	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	11.6	23.0
Total Split (s)	11.6	23.0
Total Split (%)	11%	22%
Yellow Time (s)	3.6	4.0
All-Red Time (s)	1.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead

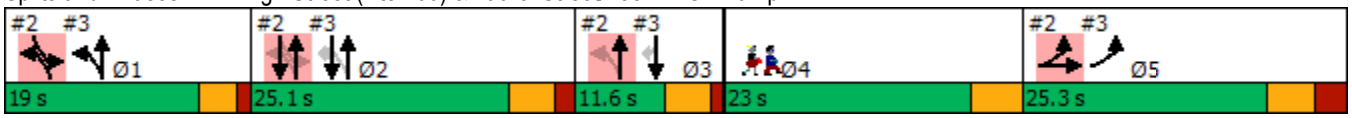
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes					Yes			Yes	Yes	
Recall Mode	None	None					None			None	Min	
Act Effct Green (s)		19.0					47.7	31.6		36.1	20.0	
Actuated g/C Ratio		0.23					0.59	0.39		0.45	0.25	
v/c Ratio		0.66					0.47	1.09		0.33	0.97	
Control Delay		27.5					8.9	81.5		13.8	56.6	
Queue Delay		0.0					0.0	5.5		0.0	5.0	
Total Delay		27.5					8.9	86.9		13.8	61.5	
LOS		C					A	F		B	E	
Approach Delay		27.5						69.9			54.7	
Approach LOS		C						E			D	
Queue Length 50th (ft)		97					45	~450		35	209	
Queue Length 95th (ft)		147					m53	m#543		64	#324	
Internal Link Dist (ft)		216			579			177			421	
Turn Bay Length (ft)										340		
Base Capacity (vph)		457					449	690		406	824	
Starvation Cap Reductn		0					0	204		0	0	
Spillback Cap Reductn		0					0	0		0	21	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.66					0.47	1.55		0.33	1.00	

Intersection Summary

Area Type: Other
Cycle Length: 104
Actuated Cycle Length: 81
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 57.6 Intersection LOS: E
Intersection Capacity Utilization 66.9% ICU Level of Service C
Analysis Period (min) 15

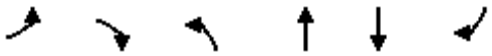
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: High Street (Rte 100) & Laurel Street/I-95 NB On Ramp

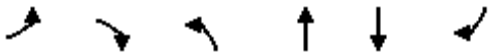


Lane Group	Ø3	Ø4
Lead-Lag Optimize?		Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



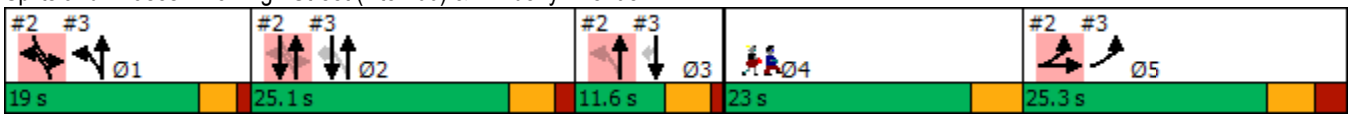
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	311	18	24	481	505	283			
Future Volume (vph)	311	18	24	481	505	283			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Frt	0.990					0.850			
Flt Protected	0.956			0.997					
Satd. Flow (prot)	1726	0	0	1808	1810	1568			
Flt Permitted	0.956			0.738					
Satd. Flow (perm)	1726	0	0	1338	1810	1568			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)	3					340			
Link Speed (mph)	30			30	30				
Link Distance (ft)	485			1179	257				
Travel Time (s)	11.0			26.8	5.8				
Peak Hour Factor	0.83	0.63	0.64	0.92	0.90	0.81			
Heavy Vehicles (%)	4%	7%	2%	5%	5%	3%			
Adj. Flow (vph)	375	29	38	523	561	349			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	404	0	0	561	561	349			
Number of Detectors	1		1	1	0	0			
Detector Template			Left						
Leading Detector (ft)	38		20	48	0	0			
Trailing Detector (ft)	-10		0	0	0	0			
Detector 1 Position(ft)	-10		0	0	0	0			
Detector 1 Size(ft)	48		20	48	6	6			
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0			
Turn Type	Prot		custom	NA	NA	Perm			
Protected Phases	5		1	1 2	2 3		2	3	4
Permitted Phases			2			2 3			
Detector Phase	3 5		1	1 2	2	2			
Switch Phase									
Minimum Initial (s)	9.0		5.0				15.0	7.0	7.0
Minimum Split (s)	15.3		9.0				20.1	11.6	23.0
Total Split (s)	25.3		19.0				25.1	11.6	23.0
Total Split (%)	24.3%		18.3%				24%	11%	22%
Yellow Time (s)	3.6		3.0				3.6	3.6	4.0
All-Red Time (s)	2.7		1.0				1.5	1.0	0.0
Lost Time Adjust (s)	0.0								
Total Lost Time (s)	6.3								
Lead/Lag	Lag		Lead				Lag		Lead
Lead-Lag Optimize?	Yes		Yes				Yes		Yes
Recall Mode	None		None				Min	None	None
Act Effct Green (s)	19.0			36.1	31.6	31.6			
Actuated g/C Ratio	0.23			0.45	0.39	0.39			



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4
v/c Ratio	0.99			0.82	0.79	0.43			
Control Delay	76.3			28.4	12.5	1.0			
Queue Delay	10.3			52.2	11.5	1.2			
Total Delay	86.6			80.7	24.0	2.2			
LOS	F			F	C	A			
Approach Delay	86.6			80.7	15.6				
Approach LOS	F			F	B				
Queue Length 50th (ft)	204			197	63	2			
Queue Length 95th (ft)	#338			#348	m72	m0			
Internal Link Dist (ft)	405			1099	177				
Turn Bay Length (ft)									
Base Capacity (vph)	407			683	706	819			
Starvation Cap Reductn	0			0	127	273			
Spillback Cap Reductn	15			234	0	0			
Storage Cap Reductn	0			0	0	0			
Reduced v/c Ratio	1.03			1.25	0.97	0.64			

Intersection Summary			
Area Type:	Other		
Cycle Length: 104			
Actuated Cycle Length: 81			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 50.4		Intersection LOS: D	
Intersection Capacity Utilization 71.8%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3: High Street (Rte 100) & Kimberly Avenue



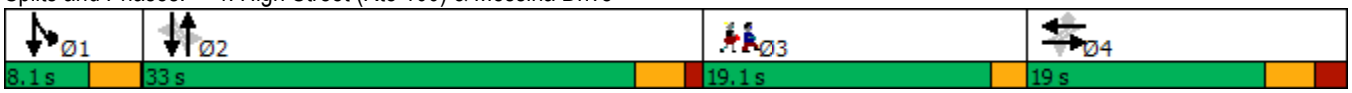
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	24	1	7	38	187	9	259	7	86	332	105
Future Volume (vph)	59	24	1	7	38	187	9	259	7	86	332	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Storage Length (ft)	0		130	0		0	0		0	0		130
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.995				0.850		0.991			0.971	
Flt Protected		0.972			0.988		0.950				0.992	
Satd. Flow (prot)	0	3278	0	0	1777	1553	1694	1706	0	0	3303	0
Flt Permitted		0.783			0.886		0.409				0.854	
Satd. Flow (perm)	0	2641	0	0	1593	1553	729	1706	0	0	2843	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				220		5			46	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		418			556			296			1179	
Travel Time (s)		9.5			12.6			6.7			26.8	
Peak Hour Factor	0.92	0.53	0.25	0.35	0.61	0.85	0.50	0.93	0.38	0.80	0.81	0.86
Heavy Vehicles (%)	5%	8%	14%	17%	2%	4%	3%	7%	2%	4%	6%	4%
Adj. Flow (vph)	64	45	4	20	62	220	18	278	18	108	410	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	113	0	0	82	220	18	296	0	0	640	0
Number of Detectors	1	1		1	1	1	0	0		1	0	
Detector Template	Left			Left						Left		
Leading Detector (ft)	20	30		20	30	30	0	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	30		20	30	30	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		D.P+P	NA	
Protected Phases		4			4			2		1	1 2	
Permitted Phases	4			4		4	2	2		2		
Detector Phase	4	4		4	4	4	2	2		1	1 2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	15.0	15.0		5.0		
Minimum Split (s)	12.0	12.0		12.0	12.0	12.0	19.0	19.0		8.1		
Total Split (s)	19.0	19.0		19.0	19.0	19.0	33.0	33.0		8.1		
Total Split (%)	24.0%	24.0%		24.0%	24.0%	24.0%	41.7%	41.7%		10.2%		
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0		0.1		
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)		5.0			5.0	5.0	4.0	4.0				
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lag	Lag		Lead		

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	19.1
Total Split (s)	19.1
Total Split (%)	24%
Yellow Time (s)	2.1
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	Max	Max		Max		
Act Effct Green (s)		8.4			8.4	8.4	29.6	29.6			35.7	
Actuated g/C Ratio		0.14			0.14	0.14	0.51	0.51			0.61	
v/c Ratio		0.30			0.36	0.54	0.05	0.34			0.36	
Control Delay		25.3			29.0	9.8	11.6	12.0			6.4	
Queue Delay		0.0			0.0	0.0	0.0	0.6			0.0	
Total Delay		25.3			29.0	9.8	11.6	12.6			6.4	
LOS		C			C	A	B	B			A	
Approach Delay		25.3			15.0			12.5			6.4	
Approach LOS		C			B			B			A	
Queue Length 50th (ft)		16			24	0	2	45			25	
Queue Length 95th (ft)		26			50	48	10	173			110	
Internal Link Dist (ft)		338			476			216			1099	
Turn Bay Length (ft)												
Base Capacity (vph)		650			390	546	370	868			1794	
Starvation Cap Reductn		0			0	0	0	277			0	
Spillback Cap Reductn		0			0	0	0	0			0	
Storage Cap Reductn		0			0	0	0	0			0	
Reduced v/c Ratio		0.17			0.21	0.40	0.05	0.50			0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 79.2			
Actuated Cycle Length: 58.4			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: High Street (Rte 100) & Messina Drive



Lane Group	Ø3
Lead-Lag Optimize?	Yes
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	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

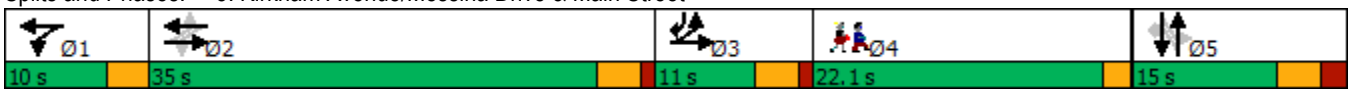
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	281	9	3	220	2	5	8	11	3	6	143
Future Volume (vph)	74	281	9	3	220	2	5	8	11	3	6	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		40
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.995			0.951				0.850
Flt Protected		0.989		0.950				0.991			0.980	
Satd. Flow (prot)	0	3314	0	1601	1768	0	0	1666	0	0	1740	1568
Flt Permitted		0.830		0.491				0.939			0.866	
Satd. Flow (perm)	0	2782	0	827	1768	0	0	1579	0	0	1538	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			2			16				149
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		327			343			293			418	
Travel Time (s)		8.9			9.4			6.7			9.5	
Peak Hour Factor	0.76	0.92	0.56	0.38	0.91	0.25	0.63	0.40	0.69	0.38	0.50	0.96
Heavy Vehicles (%)	5%	3%	4%	9%	3%	15%	4%	10%	6%	4%	9%	3%
Adj. Flow (vph)	97	305	16	8	242	8	8	20	16	8	12	149
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	418	0	8	250	0	0	44	0	0	20	149
Number of Detectors	1	0		1	0		1	1		1	1	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	0		26	0		20	24		20	30	27
Trailing Detector (ft)	0	0		-4	0		0	0		0	0	-3
Detector 1 Position(ft)	0	0		-4	0		0	0		0	0	-3
Detector 1 Size(ft)	20	6		30	6		20	24		20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	3	2 3		1	1 2			5			5	3
Permitted Phases	2 3			1 2			5			5		5
Detector Phase	3	2 3		1	1 2		5	5		5	5	5
Switch Phase												
Minimum Initial (s)	3.0			3.0			7.0	7.0		7.0	7.0	3.0
Minimum Split (s)	7.0			6.0			12.0	12.0		12.0	12.0	7.0
Total Split (s)	11.0			10.0			15.0	15.0		15.0	15.0	11.0
Total Split (%)	11.8%			10.7%			16.1%	16.1%		16.1%	16.1%	11.8%
Yellow Time (s)	3.0			3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0			0.0			2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)				0.0				0.0			0.0	0.0
Total Lost Time (s)				3.0				5.0			5.0	4.0
Lead/Lag	Lead			Lead								Lead

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	19.0	22.1
Total Split (s)	35.0	22.1
Total Split (%)	38%	24%
Yellow Time (s)	3.0	2.1
All-Red Time (s)	1.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lag

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes			Yes								Yes
Recall Mode	Min			None			None	None		None	None	Min
Act Effct Green (s)		37.6		39.6	42.7			7.7			7.7	18.2
Actuated g/C Ratio		0.52		0.55	0.59			0.11			0.11	0.25
v/c Ratio		0.28		0.02	0.24			0.24			0.12	0.29
Control Delay		9.8		9.7	9.6			26.9			34.0	5.1
Queue Delay		0.0		0.0	0.4			0.0			0.0	0.0
Total Delay		9.8		9.7	10.0			26.9			34.0	5.1
LOS		A		A	B			C			C	A
Approach Delay		9.8			10.0			26.9			8.5	
Approach LOS		A			B			C			A	
Queue Length 50th (ft)		34		1	38			11			8	0
Queue Length 95th (ft)		111		4	144			16			18	31
Internal Link Dist (ft)		247			263			213			338	
Turn Bay Length (ft)												40
Base Capacity (vph)		1544		530	1047			236			216	556
Starvation Cap Reductn		0		0	434			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		0.27		0.02	0.41			0.19			0.09	0.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 93.1			
Actuated Cycle Length: 72.1			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.29			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 40.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Kirkham Avenue/Messina Drive & Main Street



Lane Group	Ø2	Ø4
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	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		
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												
Traffic Volume (vph)	11	218	66	30	183	166	38	98	50	215	121	4
Future Volume (vph)	11	218	66	30	183	166	38	98	50	215	121	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Storage Length (ft)	0		0	0		0	60		0	0		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.926			0.942			0.992	
Flt Protected		0.997		0.950			0.950			0.950		
Satd. Flow (prot)	0	1795	1501	1728	1605	0	1736	1744	0	1631	1754	0
Flt Permitted		0.967		0.528			0.659			0.442		
Satd. Flow (perm)	0	1741	1501	960	1605	0	1204	1744	0	759	1754	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			143					28			3	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		343			1143			294			296	
Travel Time (s)		9.4			31.2			6.7			6.7	
Peak Hour Factor	0.75	0.87	0.66	0.72	0.90	0.83	0.73	0.97	0.78	0.90	0.83	0.50
Heavy Vehicles (%)	2%	2%	4%	1%	2%	10%	4%	3%	2%	7%	3%	20%
Adj. Flow (vph)	15	251	100	42	203	200	52	101	64	239	146	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	266	100	42	403	0	52	165	0	239	154	0
Number of Detectors	1	1	0	1	1		1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	156	0	156	156		30	30		30	30	
Trailing Detector (ft)	0	150	0	150	150		-10	-10		-10	-10	
Detector 1 Position(ft)	0	150	0	150	150		-10	-10		-10	-10	
Detector 1 Size(ft)	20	6	24	6	6		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			2		3	8		7	4	
Permitted Phases	2		2	2			8			4		
Detector Phase	2	2	2	2	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	20.9	20.9	20.9	20.9	20.9		9.0	12.0		9.0	12.0	
Total Split (s)	30.9	30.9	30.9	30.9	30.9		14.0	30.0		19.0	30.0	
Total Split (%)	28.9%	28.9%	28.9%	28.9%	28.9%		13.1%	28.1%		17.8%	28.1%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.0	3.3		3.0	3.3	
All-Red Time (s)	2.2	2.2	2.2	2.2	2.2		1.0	1.7		1.0	1.7	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.9	5.9	5.9	5.9		4.0	5.0		4.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	

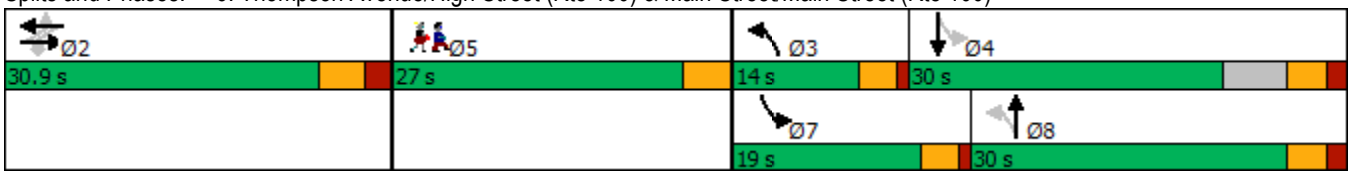
Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	27.0
Total Split (s)	27.0
Total Split (%)	25%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Min	Min	Min	Min	Min		None	None		None	None	
Act Effct Green (s)		26.5	26.5	26.5	26.5		18.2	11.0		28.6	21.8	
Actuated g/C Ratio		0.36	0.36	0.36	0.36		0.25	0.15		0.39	0.30	
v/c Ratio		0.43	0.16	0.12	0.70		0.15	0.59		0.54	0.30	
Control Delay		26.3	2.6	25.4	34.5		19.3	35.9		23.7	26.7	
Queue Delay		0.3	0.0	0.0	0.0		0.0	0.0		0.7	0.0	
Total Delay		26.6	2.6	25.4	34.5		19.3	35.9		24.4	26.7	
LOS		C	A	C	C		B	D		C	C	
Approach Delay		20.0			33.7			32.0			25.3	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)		65	0	9	111		11	46		55	44	
Queue Length 95th (ft)		225	0	39	#453		37	144		175	125	
Internal Link Dist (ft)		263			1063			214			216	
Turn Bay Length (ft)							60					
Base Capacity (vph)		630	634	347	581		447	649		483	764	
Starvation Cap Reductn		82	0	0	0		0	0		73	41	
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	0.16	0.12	0.69		0.12	0.25		0.58	0.21	

Intersection Summary

Area Type: Other
Cycle Length: 106.9
Actuated Cycle Length: 73.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 27.6 Intersection LOS: C
Intersection Capacity Utilization 57.5% 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: 6: Thompson Avenue/High Street (Rte 100) & Main Street/Main Street (Rte 100)



Lane Group	Ø5
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	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

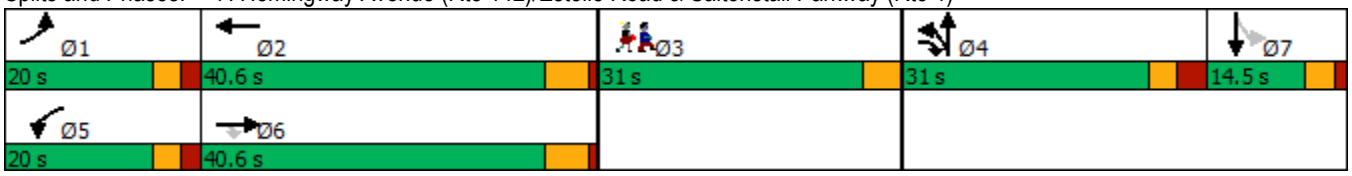
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	470	402	108	538	3	644	8	75	3	8	6
Future Volume (vph)	24	470	402	108	538	3	644	8	75	3	8	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	12	12
Storage Length (ft)	110		290	160		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.961			0.936	
Flt Protected	0.950			0.950			0.950	0.966			0.994	
Satd. Flow (prot)	1646	3388	1487	1694	3383	0	1579	1549	0	0	1715	0
Flt Permitted	0.950			0.950			0.950	0.966			0.880	
Satd. Flow (perm)	1646	3388	1487	1694	3383	0	1579	1549	0	0	1519	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			509		1			11			16	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		742			665			1280			316	
Travel Time (s)		14.5			13.0			29.1			7.2	
Peak Hour Factor	0.72	0.86	0.79	0.98	0.95	0.38	0.90	0.67	0.69	0.75	0.56	0.38
Heavy Vehicles (%)	6%	3%	5%	3%	3%	0%	5%	18%	2%	0%	4%	3%
Adj. Flow (vph)	33	547	509	110	566	8	716	12	109	4	14	16
Shared Lane Traffic (%)							41%					
Lane Group Flow (vph)	33	547	509	110	574	0	422	415	0	0	34	0
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template												
Leading Detector (ft)	24	336	0	40	346		40	40		24	32	
Trailing Detector (ft)	0	200	0	-10	220		-10	-10		0	-3	
Detector 1 Position(ft)	0	200	0	-10	220		-10	-10		0	-3	
Detector 1 Size(ft)	24	6	20	50	6		50	50		24	35	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		330			340							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA		Perm	NA	
Protected Phases	1	6	4	5	2		4	4			7	
Permitted Phases			6							7		
Detector Phase	1	6	4	5	2		4	4		7	7	
Switch Phase												
Minimum Initial (s)	5.0	15.0	9.0	5.0	15.0		9.0	9.0		5.0	5.0	
Minimum Split (s)	10.0	20.5	15.0	10.0	20.6		15.0	15.0		9.5	9.5	
Total Split (s)	20.0	40.6	31.0	20.0	40.6		31.0	31.0		14.5	14.5	
Total Split (%)	14.6%	29.6%	22.6%	14.6%	29.6%		22.6%	22.6%		10.6%	10.6%	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	31.0
Total Split (s)	31.0
Total Split (%)	23%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	1.0	3.0	2.0	1.1		3.0	3.0		1.5	1.5	
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	5.5	6.0	5.0	5.6		6.0	6.0			4.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	6.1	18.0	51.5	9.5	23.3		26.1	26.1			6.1	
Actuated g/C Ratio	0.08	0.24	0.70	0.13	0.32		0.35	0.35			0.08	
v/c Ratio	0.24	0.66	0.43	0.50	0.53		0.75	0.75			0.24	
Control Delay	41.2	31.5	2.1	41.5	24.5		36.3	35.3			29.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	41.2	31.5	2.1	41.5	24.5		36.3	35.3			29.6	
LOS	D	C	A	D	C		D	D			C	
Approach Delay		18.0			27.2			35.8			29.6	
Approach LOS		B			C			D			C	
Queue Length 50th (ft)	15	131	0	51	129		195	186			8	
Queue Length 95th (ft)	37	194	18	110	194		#458	248			21	
Internal Link Dist (ft)		662			585			1200			236	
Turn Bay Length (ft)	110		290	160								
Base Capacity (vph)	349	1685	1193	360	1678		559	556			229	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.09	0.32	0.43	0.31	0.34		0.75	0.75			0.15	

Intersection Summary			
Area Type:	Other		
Cycle Length: 137.1			
Actuated Cycle Length: 73.6			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 26.2		Intersection LOS: C	
Intersection Capacity Utilization 60.0%		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: 7: Hemingway Avenue (Rte 142)/Estelle Road & Saltonstall Parkway (Rte 1)



Lane Group	Ø3
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	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

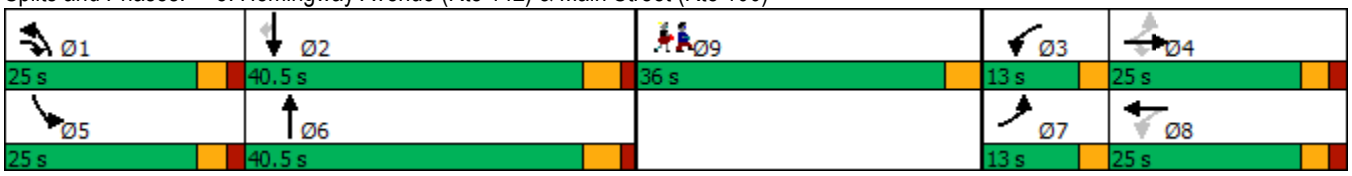
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	153	270	101	114	20	217	647	97	50	420	48
Future Volume (vph)	60	153	270	101	114	20	217	647	97	50	420	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	270		290	190		0	260		0	200		300
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.976			0.980				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1801	1446	1711	1752	0	1616	3270	0	1694	3292	1531
Flt Permitted	0.556			0.345			0.950			0.950		
Satd. Flow (perm)	991	1801	1446	621	1752	0	1616	3270	0	1694	3292	1531
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			307		6			12				
Link Speed (mph)		25			30			35			30	
Link Distance (ft)		1143			618			696			1280	
Travel Time (s)		31.2			14.0			13.6			29.1	
Peak Hour Factor	0.72	0.77	0.88	0.81	0.76	0.69	0.78	0.83	0.80	0.91	0.82	0.79
Heavy Vehicles (%)	3%	2%	8%	2%	2%	4%	8%	5%	2%	3%	6%	2%
Adj. Flow (vph)	83	199	307	125	150	29	278	780	121	55	512	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	199	307	125	179	0	278	901	0	55	512	61
Number of Detectors	1	1	1	1	1		1	2		1	2	0
Detector Template												
Leading Detector (ft)	34	34	34	34	34		30	306		30	306	0
Trailing Detector (ft)	0	0	0	0	0		-4	175		-4	190	0
Detector 1 Position(ft)	0	0	0	0	0		-4	175		-4	190	0
Detector 1 Size(ft)	34	34	34	34	34		34	6		34	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	2.0	0.0	0.0	2.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								300			300	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4	1	3	8		1	6		5	2	
Permitted Phases	4		4	8								2
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	9.0	5.0	5.0	9.0		5.0	18.0		5.0	18.0	18.0
Minimum Split (s)	8.0	14.0	10.0	9.5	14.5		10.0	23.5		10.0	23.5	23.5
Total Split (s)	13.0	25.0	25.0	13.0	25.0		25.0	40.5		25.0	40.5	40.5
Total Split (%)	9.3%	17.9%	17.9%	9.3%	17.9%		17.9%	29.0%		17.9%	29.0%	29.0%

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	26%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	0.0	2.0	2.0	0.0	2.0		2.0	1.5		2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0		5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	Min		None	Min	Min
Act Effct Green (s)	25.2	15.1	41.9	27.4	18.2		21.4	40.4		8.2	24.3	24.3
Actuated g/C Ratio	0.25	0.15	0.42	0.27	0.18		0.21	0.40		0.08	0.24	0.24
v/c Ratio	0.27	0.74	0.39	0.47	0.56		0.81	0.68		0.40	0.64	0.16
Control Delay	34.6	61.6	5.1	38.8	49.5		60.9	33.8		59.7	41.6	38.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	34.6	61.6	5.1	38.8	49.5		60.9	33.8		59.7	41.6	38.0
LOS	C	E	A	D	D		E	C		E	D	D
Approach Delay		28.3			45.1			40.2			42.8	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	30	99	0	47	84		136	193		28	123	25
Queue Length 95th (ft)	81	217	59	130	188		#380	#469		92	252	73
Internal Link Dist (ft)		1063			538			616			1200	
Turn Bay Length (ft)	270		290	190			260			200		300
Base Capacity (vph)	348	384	782	290	379		345	1322		361	1231	572
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.24	0.52	0.39	0.43	0.47		0.81	0.68		0.15	0.42	0.11

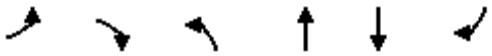
Intersection Summary			
Area Type:	Other		
Cycle Length: 139.5			
Actuated Cycle Length: 100.3			
Natural Cycle: 105			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 38.8		Intersection LOS: D	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: Hemingway Avenue (Rte 142) & Main Street (Rte 100)

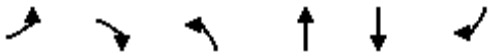


Lane Group	Ø9
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	45	131	73	901	645	62	
Future Volume (vph)	45	131	73	901	645	62	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	11	11	11	11	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt	0.901				0.985		
Flt Protected	0.987			0.996			
Satd. Flow (prot)	1598	0	0	3276	3224	0	
Flt Permitted	0.987			0.831			
Satd. Flow (perm)	1598	0	0	2734	3224	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	122				13		
Link Speed (mph)	25			35	35		
Link Distance (ft)	530			697	518		
Travel Time (s)	14.5			13.6	10.1		
Peak Hour Factor	0.85	0.91	0.82	0.90	0.89	0.80	
Heavy Vehicles (%)	5%	6%	7%	6%	7%	3%	
Adj. Flow (vph)	53	144	89	1001	725	78	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	197	0	0	1090	803	0	
Number of Detectors	1		1	2	2		
Detector Template			Left				
Leading Detector (ft)	24		20	326	326		
Trailing Detector (ft)	0		0	180	190		
Detector 1 Position(ft)	0		0	180	190		
Detector 1 Size(ft)	24		20	6	6		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)				320	320		
Detector 2 Size(ft)				6	6		
Detector 2 Type				Cl+Ex	Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)				0.0	0.0		
Turn Type	Prot		D.P+P	NA	NA		
Protected Phases	4		1	1 2	2		3
Permitted Phases			2				
Detector Phase	4		1	2	2		
Switch Phase							
Minimum Initial (s)	7.0		5.0		20.0		7.0
Minimum Split (s)	10.5		8.0		25.9		21.0
Total Split (s)	23.5		10.0		45.9		21.0
Total Split (%)	23.4%		10.0%		45.7%		21%
Yellow Time (s)	3.0		3.0		4.2		4.0
All-Red Time (s)	0.5		0.0		1.7		0.0
Lost Time Adjust (s)	0.0				0.0		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Total Lost Time (s)	3.5				5.9		
Lead/Lag	Lag		Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Recall Mode	None		Min		Min		None
Act Effct Green (s)	9.1			41.7	33.3		
Actuated g/C Ratio	0.14			0.65	0.52		
v/c Ratio	0.60			0.59	0.48		
Control Delay	21.3			9.0	12.0		
Queue Delay	0.0			0.0	0.0		
Total Delay	21.3			9.0	12.0		
LOS	C			A	B		
Approach Delay	21.3			9.0	12.0		
Approach LOS	C			A	B		
Queue Length 50th (ft)	27			46	71		
Queue Length 95th (ft)	96			284	239		
Internal Link Dist (ft)	450			617	438		
Turn Bay Length (ft)							
Base Capacity (vph)	615			2173	2160		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.32			0.50	0.37		

Intersection Summary

Area Type: Other
Cycle Length: 100.4
Actuated Cycle Length: 63.7
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 11.3 Intersection LOS: B
Intersection Capacity Utilization 69.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 9: Hemingway Avenue (Rte 142) & Dodge Avenue



Intersection	
Int Delay, s/veh	105.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	337	7	5	359	435	36
Future Vol, veh/h	337	7	5	359	435	36
Conflicting Peds, #/hr	0	2	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	44	42	86	90	81
Heavy Vehicles, %	20	11	33	5	6	26
Mvmt Flow	481	16	12	417	483	44

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	741	269	530	0	-	0
Stage 1	508	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Critical Hdwy	7.2	7.12	4.76	-	-	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-
Critical Hdwy Stg 2	6.2	-	-	-	-	-
Follow-up Hdwy	3.7	3.41	2.53	-	-	-
Pot Cap-1 Maneuver	~ 316	703	846	-	-	-
Stage 1	521	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 308	700	844	-	-	-
Mov Cap-2 Maneuver	~ 308	-	-	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	730	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 307.3	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	844	-	314	-	-
HCM Lane V/C Ratio	0.014	-	1.584	-	-
HCM Control Delay (s)	9.3	0.1	$ 307.3	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	29.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	84	22	16	60	16	13	35	32	46	38	38
Future Vol, veh/h	34	84	22	16	60	16	13	35	32	46	38	38
Peak Hour Factor	0.75	0.89	0.69	0.80	0.78	0.67	0.54	0.77	0.78	0.87	0.71	0.77
Heavy Vehicles, %	2	4	7	5	3	8	8	2	5	8	1	4
Mvmt Flow	45	94	32	20	77	24	24	45	41	53	54	49
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.1	8.7	8.6	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	24%	17%	38%
Vol Thru, %	44%	60%	65%	31%
Vol Right, %	40%	16%	17%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	140	92	122
LT Vol	13	34	16	46
Through Vol	35	84	60	38
RT Vol	32	22	16	38
Lane Flow Rate	111	172	121	156
Geometry Grp	1	1	1	1
Degree of Util (X)	0.145	0.223	0.16	0.206
Departure Headway (Hd)	4.717	4.672	4.76	4.754
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	757	765	750	752
Service Time	2.767	2.718	2.809	2.801
HCM Lane V/C Ratio	0.147	0.225	0.161	0.207
HCM Control Delay	8.6	9.1	8.7	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.9	0.6	0.8



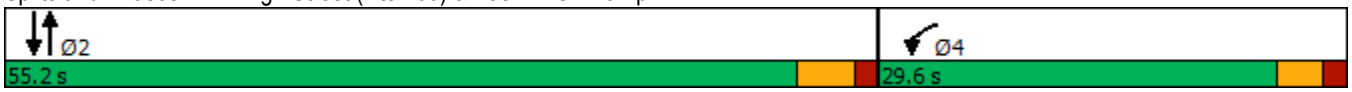
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	271	81	249	0	0	398
Future Volume (vph)	271	81	249	0	0	398
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968					
Flt Protected	0.963					
Satd. Flow (prot)	1707	0	1749	0	0	1827
Flt Permitted	0.963					
Satd. Flow (perm)	1707	0	1749	0	0	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19					
Link Speed (mph)	30		30			30
Link Distance (ft)	602		501			551
Travel Time (s)	13.7		11.4			12.5
Peak Hour Factor	0.79	0.76	0.87	0.89	0.87	0.88
Heavy Vehicles (%)	4%	3%	5%	2%	4%	4%
Adj. Flow (vph)	343	107	286	0	0	452
Shared Lane Traffic (%)						
Lane Group Flow (vph)	450	0	286	0	0	452
Number of Detectors	1		1			1
Detector Template						
Leading Detector (ft)	25		131			131
Trailing Detector (ft)	-10		125			125
Detector 1 Position(ft)	-10		125			125
Detector 1 Size(ft)	35		6			6
Detector 1 Type	Cl+Ex		Extend			Extend
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0			0.0
Detector 1 Queue (s)	0.0		0.0			0.0
Detector 1 Delay (s)	6.0		0.0			0.0
Turn Type	Prot		NA			NA
Protected Phases	4		2			2
Permitted Phases						
Detector Phase	4		2			2
Switch Phase						
Minimum Initial (s)	9.0		15.0			15.0
Minimum Split (s)	13.6		20.2			20.2
Total Split (s)	29.6		55.2			55.2
Total Split (%)	34.9%		65.1%			65.1%
Yellow Time (s)	3.0		3.6			3.6
All-Red Time (s)	1.6		1.6			1.6
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	4.6		5.2			5.2
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Min			Min
Act Effct Green (s)	17.2		17.3			17.3



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.39		0.39			0.39
v/c Ratio	0.67		0.42			0.64
Control Delay	16.8		13.2			16.8
Queue Delay	0.0		0.0			0.0
Total Delay	16.8		13.2			16.8
LOS	B		B			B
Approach Delay	16.8		13.2			16.8
Approach LOS	B		B			B
Queue Length 50th (ft)	76		49			86
Queue Length 95th (ft)	156		116			195
Internal Link Dist (ft)	522		421			471
Turn Bay Length (ft)						
Base Capacity (vph)	989		1703			1779
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.46		0.17			0.25

Intersection Summary	
Area Type:	Other
Cycle Length: 84.8	
Actuated Cycle Length: 44.6	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 15.9	Intersection LOS: B
Intersection Capacity Utilization 49.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: High Street (Rte 100) & I-95 NB Off Ramp



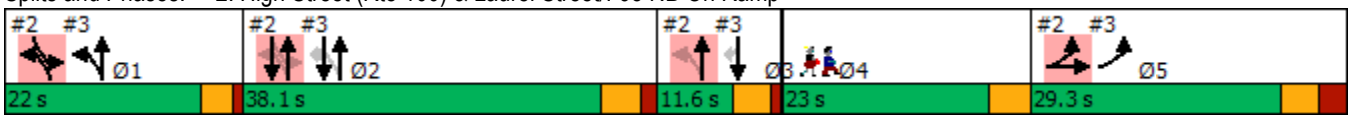
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	57	139	0	0	0	107	241	213	116	516	37
Future Volume (vph)	8	57	139	0	0	0	107	241	213	116	516	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Storage Length (ft)	0		0	0		0	0		0	340		340
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.913						0.922			0.985	
Flt Protected		0.997					0.950			0.950		
Satd. Flow (prot)	0	1673	0	0	0	0	1736	1676	0	1694	3308	0
Flt Permitted		0.997					0.297			0.208		
Satd. Flow (perm)	0	1673	0	0	0	0	543	1676	0	371	3308	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		65						49			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		296			659			257			501	
Travel Time (s)		6.7			15.0			5.8			11.4	
Peak Hour Factor	0.44	0.70	0.77	0.92	0.92	0.92	0.86	0.91	0.75	0.73	0.87	0.55
Heavy Vehicles (%)	9%	3%	3%	2%	2%	2%	4%	4%	5%	3%	4%	3%
Adj. Flow (vph)	18	81	181	0	0	0	124	265	284	159	593	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	280	0	0	0	0	124	549	0	159	660	0
Number of Detectors	1	1					1	0		1	1	
Detector Template	Left											
Leading Detector (ft)	20	26					42	0		42	42	
Trailing Detector (ft)	0	-6					-6	0		-6	-6	
Detector 1 Position(ft)	0	-6					-6	0		-6	-6	
Detector 1 Size(ft)	20	32					48	6		48	48	
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	
Protected Phases	5	5					1	2 3		1	2	
Permitted Phases							2 3			2		
Detector Phase	5	3 5					1 3	2		1 3	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0					5.0			5.0	15.0	
Minimum Split (s)	15.3	15.3					9.0			9.0	20.1	
Total Split (s)	29.3	29.3					22.0			22.0	38.1	
Total Split (%)	23.6%	23.6%					17.7%			17.7%	30.7%	
Yellow Time (s)	3.6	3.6					3.0			3.0	3.6	
All-Red Time (s)	2.7	2.7					1.0			1.0	1.5	
Lost Time Adjust (s)		0.0					0.0			0.0	0.0	
Total Lost Time (s)		6.3					4.0			4.0	5.1	
Lead/Lag	Lag	Lag					Lead			Lead	Lag	

Lane Group	Ø3	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	3	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	11.6	23.0
Total Split (s)	11.6	23.0
Total Split (%)	9%	19%
Yellow Time (s)	3.6	4.0
All-Red Time (s)	1.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes					Yes			Yes	Yes	
Recall Mode	None	None					None			None	Min	
Act Effct Green (s)		18.9					62.7	43.8		51.0	32.1	
Actuated g/C Ratio		0.20					0.65	0.46		0.53	0.33	
v/c Ratio		0.73					0.22	0.69		0.36	0.59	
Control Delay		39.8					5.0	25.0		12.9	29.2	
Queue Delay		0.0					0.1	4.3		0.0	0.1	
Total Delay		39.8					5.1	29.2		12.9	29.3	
LOS		D					A	C		B	C	
Approach Delay		39.8						24.8			26.1	
Approach LOS		D						C			C	
Queue Length 50th (ft)		126					21	296		44	174	
Queue Length 95th (ft)		148					35	117		64	233	
Internal Link Dist (ft)		216			579			177			421	
Turn Bay Length (ft)										340		
Base Capacity (vph)		452					581	789		448	1149	
Starvation Cap Reductn		0					49	166		0	0	
Spillback Cap Reductn		0					0	0		0	32	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.62					0.23	0.88		0.35	0.59	

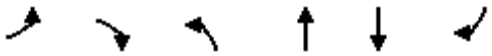
Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 95.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 27.8		Intersection LOS: C	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: High Street (Rte 100) & Laurel Street/I-95 NB On Ramp



Lane Group	Ø3	Ø4
Lead-Lag Optimize?		Yes
Recall Mode	None	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		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

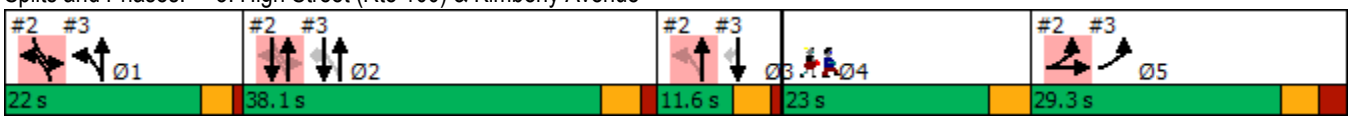


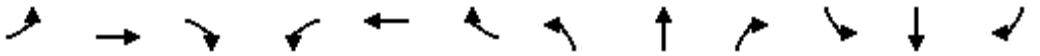
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	146	28	32	415	434	221			
Future Volume (vph)	146	28	32	415	434	221			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Frt	0.976					0.850			
Flt Protected	0.960			0.996					
Satd. Flow (prot)	1703	0	0	1806	1810	1568			
Flt Permitted	0.960			0.958					
Satd. Flow (perm)	1703	0	0	1737	1810	1568			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)	8					257			
Link Speed (mph)	30			30	30				
Link Distance (ft)	485			1179	257				
Travel Time (s)	11.0			26.8	5.8				
Peak Hour Factor	0.88	0.81	0.84	0.87	0.84	0.83			
Heavy Vehicles (%)	4%	7%	2%	5%	5%	3%			
Adj. Flow (vph)	166	35	38	477	517	266			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	201	0	0	515	517	266			
Number of Detectors	1		1	1	0	0			
Detector Template			Left						
Leading Detector (ft)	38		20	48	0	0			
Trailing Detector (ft)	-10		0	0	0	0			
Detector 1 Position(ft)	-10		0	0	0	0			
Detector 1 Size(ft)	48		20	48	6	6			
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0			
Turn Type	Prot		custom	NA	NA	Perm			
Protected Phases	5		1	1 2	2 3		2	3	4
Permitted Phases			2			2 3			
Detector Phase	3 5		1	1 2	2	2			
Switch Phase									
Minimum Initial (s)	9.0		5.0				15.0	7.0	7.0
Minimum Split (s)	15.3		9.0				20.1	11.6	23.0
Total Split (s)	29.3		22.0				38.1	11.6	23.0
Total Split (%)	23.6%		17.7%				31%	9%	19%
Yellow Time (s)	3.6		3.0				3.6	3.6	4.0
All-Red Time (s)	2.7		1.0				1.5	1.0	0.0
Lost Time Adjust (s)	0.0								
Total Lost Time (s)	6.3								
Lead/Lag	Lag		Lead				Lag		Lead
Lead-Lag Optimize?	Yes		Yes				Yes		Yes
Recall Mode	None		None				Min	None	None
Act Effct Green (s)	18.9			51.0	43.8	43.8			
Actuated g/C Ratio	0.20			0.53	0.46	0.46			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4
v/c Ratio	0.59			0.55	0.63	0.31			
Control Delay	41.2			16.0	12.5	1.4			
Queue Delay	0.0			0.3	0.8	0.5			
Total Delay	41.2			16.2	13.3	2.0			
LOS	D			B	B	A			
Approach Delay	41.2			16.2	9.5				
Approach LOS	D			B	A				
Queue Length 50th (ft)	109			179	77	5			
Queue Length 95th (ft)	176			270	99	10			
Internal Link Dist (ft)	405			1099	177				
Turn Bay Length (ft)									
Base Capacity (vph)	416			961	824	853			
Starvation Cap Reductn	0			0	104	284			
Spillback Cap Reductn	0			99	0	0			
Storage Cap Reductn	0			0	0	0			
Reduced v/c Ratio	0.48			0.60	0.72	0.47			

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 95.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 16.0		Intersection LOS: B	
Intersection Capacity Utilization 66.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: High Street (Rte 100) & Kimberly Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	23	1	5	40	169	3	232	6	81	311	70
Future Volume (vph)	46	23	1	5	40	169	3	232	6	81	311	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Storage Length (ft)	0		130	0		0	0		0	0		130
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.993				0.850		0.995			0.976	
Flt Protected		0.971			0.991		0.950				0.992	
Satd. Flow (prot)	0	3270	0	0	1797	1553	1694	1711	0	0	3317	0
Flt Permitted		0.783			0.922		0.433				0.863	
Satd. Flow (perm)	0	2637	0	0	1672	1553	772	1711	0	0	2886	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				197		3			35	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		418			556			296			1179	
Travel Time (s)		9.5			12.6			6.7			26.8	
Peak Hour Factor	0.85	0.75	0.25	0.42	0.75	0.86	0.50	0.81	0.63	0.86	0.79	0.75
Heavy Vehicles (%)	5%	8%	14%	17%	2%	4%	3%	7%	2%	4%	6%	4%
Adj. Flow (vph)	54	31	4	12	53	197	6	286	10	94	394	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	89	0	0	65	197	6	296	0	0	581	0
Number of Detectors	1	1		1	1	1	0	0		1	0	
Detector Template	Left			Left						Left		
Leading Detector (ft)	20	30		20	30	30	0	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	30		20	30	30	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		D.P+P	NA	
Protected Phases		4			4			2		1	1 2	
Permitted Phases	4			4		4	2	2		2		
Detector Phase	4	4		4	4	4	2	2		1	1 2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	15.0	15.0		5.0		
Minimum Split (s)	12.0	12.0		12.0	12.0	12.0	19.0	19.0		8.1		
Total Split (s)	19.0	19.0		19.0	19.0	19.0	33.0	33.0		8.1		
Total Split (%)	24.0%	24.0%		24.0%	24.0%	24.0%	41.7%	41.7%		10.2%		
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0		0.1		
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)		5.0			5.0	5.0	4.0	4.0				
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lag	Lag		Lead		

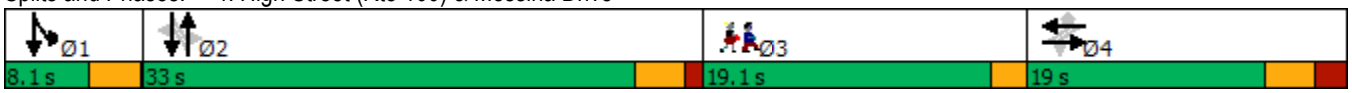
Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	19.1
Total Split (s)	19.1
Total Split (%)	24%
Yellow Time (s)	2.1
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	Max	Max		Max		
Act Effct Green (s)		8.0			8.0	8.0	29.6	29.6			35.7	
Actuated g/C Ratio		0.14			0.14	0.14	0.51	0.51			0.62	
v/c Ratio		0.24			0.28	0.51	0.02	0.34			0.32	
Control Delay		24.8			27.7	10.0	11.0	11.8			6.1	
Queue Delay		0.0			0.0	0.0	0.0	0.6			0.0	
Total Delay		24.8			27.7	10.0	11.0	12.4			6.1	
LOS		C			C	B	B	B			A	
Approach Delay		24.8			14.4			12.3			6.1	
Approach LOS		C			B			B			A	
Queue Length 50th (ft)		13			19	0	1	45			22	
Queue Length 95th (ft)		32			52	48	5	149			95	
Internal Link Dist (ft)		338			476			216			1099	
Turn Bay Length (ft)												
Base Capacity (vph)		653			412	531	394	875			1825	
Starvation Cap Reductn		0			0	0	0	283			0	
Spillback Cap Reductn		0			0	0	0	0			0	
Storage Cap Reductn		0			0	0	0	0			0	
Reduced v/c Ratio		0.14			0.16	0.37	0.02	0.50			0.32	

Intersection Summary

Area Type: Other
Cycle Length: 79.2
Actuated Cycle Length: 58
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 10.7 — Intersection LOS: B
Intersection Capacity Utilization 45.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: High Street (Rte 100) & Messina Drive



Lane Group	Ø3
Lead-Lag Optimize?	Yes
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	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

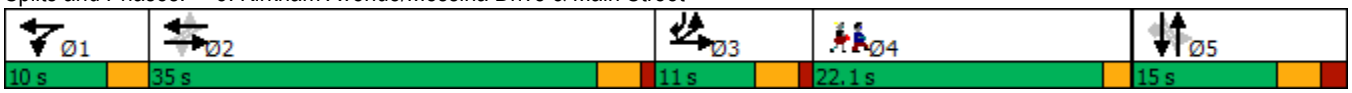
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	221	6	7	185	2	9	8	12	3	8	102
Future Volume (vph)	60	221	6	7	185	2	9	8	12	3	8	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		40
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.994			0.942				0.850
Flt Protected		0.990		0.950				0.984			0.987	
Satd. Flow (prot)	0	3323	0	1601	1765	0	0	1656	0	0	1742	1568
Flt Permitted		0.863		0.535				0.884			0.889	
Satd. Flow (perm)	0	2897	0	901	1765	0	0	1488	0	0	1569	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			3			24				121
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		327			343			293			418	
Travel Time (s)		8.9			9.4			6.7			9.5	
Peak Hour Factor	0.82	0.80	0.50	0.75	0.91	0.25	0.50	0.58	0.50	0.50	0.50	0.84
Heavy Vehicles (%)	5%	3%	4%	9%	3%	15%	4%	10%	6%	4%	9%	3%
Adj. Flow (vph)	73	276	12	9	203	8	18	14	24	6	16	121
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	361	0	9	211	0	0	56	0	0	22	121
Number of Detectors	1	0		1	0		1	1		1	1	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	0		26	0		20	24		20	30	27
Trailing Detector (ft)	0	0		-4	0		0	0		0	0	-3
Detector 1 Position(ft)	0	0		-4	0		0	0		0	0	-3
Detector 1 Size(ft)	20	6		30	6		20	24		20	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	3	2 3		1	1 2			5			5	3
Permitted Phases	2 3			1 2			5			5		5
Detector Phase	3	2 3		1	1 2		5	5		5	5	5
Switch Phase												
Minimum Initial (s)	3.0			3.0			7.0	7.0		7.0	7.0	3.0
Minimum Split (s)	7.0			6.0			12.0	12.0		12.0	12.0	7.0
Total Split (s)	11.0			10.0			15.0	15.0		15.0	15.0	11.0
Total Split (%)	11.8%			10.7%			16.1%	16.1%		16.1%	16.1%	11.8%
Yellow Time (s)	3.0			3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0			0.0			2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)				0.0				0.0			0.0	0.0
Total Lost Time (s)				3.0				5.0			5.0	4.0
Lead/Lag	Lead			Lead								Lead

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	19.0	22.1
Total Split (s)	35.0	22.1
Total Split (%)	38%	24%
Yellow Time (s)	3.0	2.1
All-Red Time (s)	1.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lag

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes			Yes								Yes
Recall Mode	Min			None			None	None		None	None	Min
Act Effct Green (s)		38.0		40.1	43.2			7.8			7.8	18.4
Actuated g/C Ratio		0.55		0.58	0.62			0.11			0.11	0.26
v/c Ratio		0.22		0.02	0.19			0.30			0.12	0.24
Control Delay		9.2		9.9	9.1			26.0			33.8	5.1
Queue Delay		0.0		0.0	0.0			0.0			0.0	0.0
Total Delay		9.2		9.9	9.1			26.0			33.8	5.1
LOS		A		A	A			C			C	A
Approach Delay		9.2			9.2			26.0			9.6	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)		29		1	31			12			8	0
Queue Length 95th (ft)		83		9	121			29			19	24
Internal Link Dist (ft)		247			263			213			338	
Turn Bay Length (ft)												40
Base Capacity (vph)		1670		590	1075			240			231	554
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		0.22		0.02	0.20			0.23			0.10	0.22

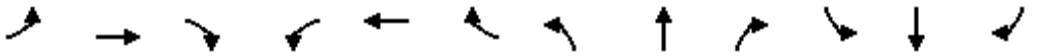
Intersection Summary			
Area Type:	Other		
Cycle Length: 93.1			
Actuated Cycle Length: 69.7			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.30			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 41.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Kirkham Avenue/Messina Drive & Main Street



Lane Group	Ø2	Ø4
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	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		
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												
Traffic Volume (vph)	4	186	46	16	148	84	43	153	40	175	139	3
Future Volume (vph)	4	186	46	16	148	84	43	153	40	175	139	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Storage Length (ft)	0		0	0		0	60		0	0		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.938			0.971			0.994	
Flt Protected		0.998		0.950			0.950			0.950		
Satd. Flow (prot)	0	1797	1501	1728	1636	0	1736	1794	0	1631	1762	0
Flt Permitted		0.984		0.596			0.625			0.365		
Satd. Flow (perm)	0	1772	1501	1084	1636	0	1142	1794	0	627	1762	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			143					10			2	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		343			1143			294			296	
Travel Time (s)		9.4			31.2			6.7			6.7	
Peak Hour Factor	0.50	0.94	0.62	0.81	0.99	0.81	0.75	0.74	0.82	0.89	0.68	0.38
Heavy Vehicles (%)	2%	2%	4%	1%	2%	10%	4%	3%	2%	7%	3%	20%
Adj. Flow (vph)	8	198	74	20	149	104	57	207	49	197	204	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	206	74	20	253	0	57	256	0	197	212	0
Number of Detectors	1	1	0	1	1		1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	156	0	156	156		30	30		30	30	
Trailing Detector (ft)	0	150	0	150	150		-10	-10		-10	-10	
Detector 1 Position(ft)	0	150	0	150	150		-10	-10		-10	-10	
Detector 1 Size(ft)	20	6	24	6	6		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			2		3	8		7	4	
Permitted Phases	2		2	2			8			4		
Detector Phase	2	2	2	2	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	20.9	20.9	20.9	20.9	20.9		9.0	12.0		9.0	12.0	
Total Split (s)	30.9	30.9	30.9	30.9	30.9		14.0	30.0		19.0	30.0	
Total Split (%)	28.9%	28.9%	28.9%	28.9%	28.9%		13.1%	28.1%		17.8%	28.1%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.0	3.3		3.0	3.3	
All-Red Time (s)	2.2	2.2	2.2	2.2	2.2		1.0	1.7		1.0	1.7	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.9	5.9	5.9	5.9		4.0	5.0		4.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	

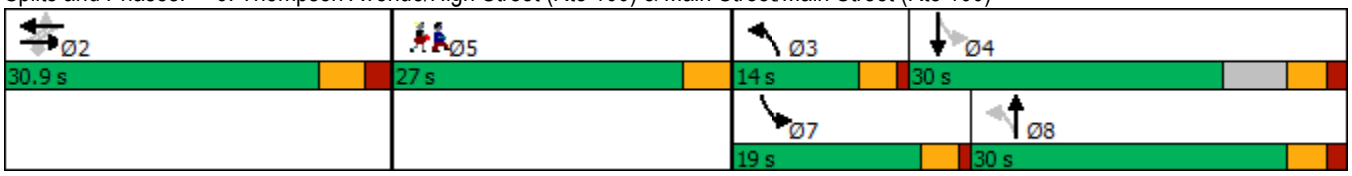
Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	27.0
Total Split (s)	27.0
Total Split (%)	25%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Min	Min	Min	Min	Min		None	None		None	None	
Act Effct Green (s)		19.3	19.3	19.3	19.3		22.1	14.5		31.4	24.7	
Actuated g/C Ratio		0.28	0.28	0.28	0.28		0.32	0.21		0.45	0.36	
v/c Ratio		0.42	0.14	0.07	0.56		0.14	0.67		0.44	0.34	
Control Delay		29.9	0.6	29.2	33.1		16.3	37.2		18.5	23.8	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.3	0.0	
Total Delay		29.9	0.6	29.2	33.1		16.3	37.2		18.8	23.9	
LOS		C	A	C	C		B	D		B	C	
Approach Delay		22.2			32.8			33.4			21.4	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)		49	0	4	62		8	66		30	48	
Queue Length 95th (ft)		197	0	28	248		40	185		140	132	
Internal Link Dist (ft)		263			1063			214			216	
Turn Bay Length (ft)							60					
Base Capacity (vph)		732	704	448	676		544	748		532	880	
Starvation Cap Reductn		21	0	0	0		0	0		75	68	
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		0.29	0.11	0.04	0.37		0.10	0.34		0.43	0.26	

Intersection Summary

Area Type: Other
Cycle Length: 106.9
Actuated Cycle Length: 69.5
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 27.0 Intersection LOS: C
Intersection Capacity Utilization 46.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: Thompson Avenue/High Street (Rte 100) & Main Street/Main Street (Rte 100)



Lane Group	Ø5
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	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

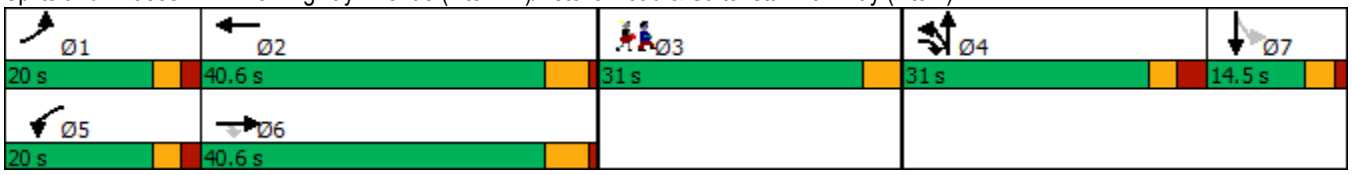
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	376	286	82	384	1	450	5	77	2	2	8
Future Volume (vph)	22	376	286	82	384	1	450	5	77	2	2	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	12	12
Storage Length (ft)	110		290	160		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.999			0.950			0.927	
Flt Protected	0.950			0.950			0.950	0.969			0.992	
Satd. Flow (prot)	1646	3388	1487	1694	3386	0	1579	1540	0	0	1699	0
Flt Permitted	0.950			0.950			0.950	0.969				
Satd. Flow (perm)	1646	3388	1487	1694	3386	0	1579	1540	0	0	1713	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			333		1			16			14	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		742			665			1280			316	
Travel Time (s)		14.5			13.0			29.1			7.2	
Peak Hour Factor	0.71	0.88	0.86	0.83	0.89	0.25	0.87	0.63	0.75	0.50	0.25	0.58
Heavy Vehicles (%)	6%	3%	5%	3%	3%	0%	5%	18%	2%	0%	4%	3%
Adj. Flow (vph)	31	427	333	99	431	4	517	8	103	4	8	14
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	31	427	333	99	435	0	321	307	0	0	26	0
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template												
Leading Detector (ft)	24	336	0	40	346		40	40		24	32	
Trailing Detector (ft)	0	200	0	-10	220		-10	-10		0	-3	
Detector 1 Position(ft)	0	200	0	-10	220		-10	-10		0	-3	
Detector 1 Size(ft)	24	6	20	50	6		50	50		24	35	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		330			340							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA		Perm	NA	
Protected Phases	1	6	4	5	2		4	4			7	
Permitted Phases			6							7		
Detector Phase	1	6	4	5	2		4	4		7	7	
Switch Phase												
Minimum Initial (s)	5.0	15.0	9.0	5.0	15.0		9.0	9.0		5.0	5.0	
Minimum Split (s)	10.0	20.5	15.0	10.0	20.6		15.0	15.0		9.5	9.5	
Total Split (s)	20.0	40.6	31.0	20.0	40.6		31.0	31.0		14.5	14.5	
Total Split (%)	14.6%	29.6%	22.6%	14.6%	29.6%		22.6%	22.6%		10.6%	10.6%	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	31.0
Total Split (s)	31.0
Total Split (%)	23%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	1.0	3.0	2.0	1.1		3.0	3.0		1.5	1.5	
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	5.5	6.0	5.0	5.6		6.0	6.0			4.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	5.9	15.9	48.9	8.6	22.7		25.7	25.7			5.7	
Actuated g/C Ratio	0.09	0.23	0.72	0.13	0.33		0.38	0.38			0.08	
v/c Ratio	0.22	0.54	0.29	0.46	0.39		0.54	0.52			0.17	
Control Delay	36.9	28.1	1.7	37.7	20.8		24.2	22.7			25.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	36.9	28.1	1.7	37.7	20.8		24.2	22.7			25.2	
LOS	D	C	A	D	C		C	C			C	
Approach Delay		17.4			23.9			23.5			25.2	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	12	78	0	37	55		101	89			5	
Queue Length 95th (ft)	33	151	28	86	142		240	142			3	
Internal Link Dist (ft)		662			585			1200			236	
Turn Bay Length (ft)	110		290	160								
Base Capacity (vph)	372	1794	1160	383	1788		595	590			270	
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	0.08	0.24	0.29	0.26	0.24		0.54	0.52			0.10	

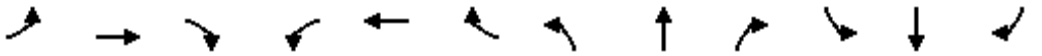
Intersection Summary			
Area Type:	Other		
Cycle Length: 137.1			
Actuated Cycle Length: 68.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 21.2		Intersection LOS: C	
Intersection Capacity Utilization 52.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Hemingway Avenue (Rte 142)/Estelle Road & Saltonstall Parkway (Rte 1)



Lane Group	Ø3
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	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



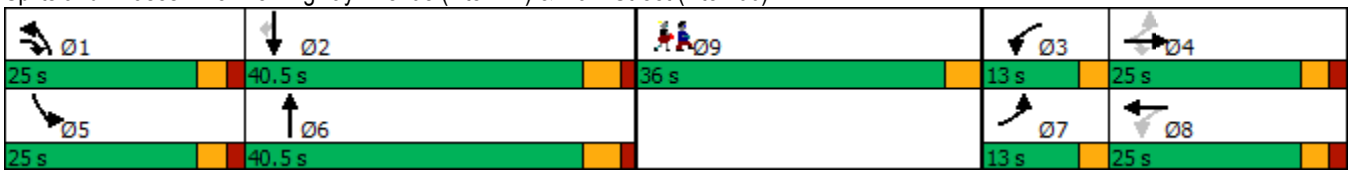
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	154	201	77	86	33	117	453	79	28	298	45
Future Volume (vph)	46	154	201	77	86	33	117	453	79	28	298	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	270		290	190		0	260		0	200		300
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.958			0.978				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1801	1446	1711	1716	0	1616	3264	0	1694	3292	1531
Flt Permitted	0.666			0.445			0.950			0.950		
Satd. Flow (perm)	1188	1801	1446	801	1716	0	1616	3264	0	1694	3292	1531
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			226		12			13				
Link Speed (mph)		25			30			35			30	
Link Distance (ft)		1143			618			696			1280	
Travel Time (s)		31.2			14.0			13.6			29.1	
Peak Hour Factor	1.00	0.89	0.89	0.79	0.84	0.83	0.85	0.77	0.79	0.70	0.91	0.77
Heavy Vehicles (%)	3%	2%	8%	2%	2%	4%	8%	5%	2%	3%	6%	2%
Adj. Flow (vph)	46	173	226	97	102	40	138	588	100	40	327	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	173	226	97	142	0	138	688	0	40	327	58
Number of Detectors	1	1	1	1	1		1	2		1	2	0
Detector Template												
Leading Detector (ft)	34	34	34	34	34		30	306		30	306	0
Trailing Detector (ft)	0	0	0	0	0		-4	175		-4	190	0
Detector 1 Position(ft)	0	0	0	0	0		-4	175		-4	190	0
Detector 1 Size(ft)	34	34	34	34	34		34	6		34	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	2.0	0.0	0.0	2.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								300			300	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4	1	3	8		1	6		5	2	
Permitted Phases	4		4	8								2
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	9.0	5.0	5.0	9.0		5.0	18.0		5.0	18.0	18.0
Minimum Split (s)	8.0	14.0	10.0	9.5	14.5		10.0	23.5		10.0	23.5	23.5
Total Split (s)	13.0	25.0	25.0	13.0	25.0		25.0	40.5		25.0	40.5	40.5
Total Split (%)	9.3%	17.9%	17.9%	9.3%	17.9%		17.9%	29.0%		17.9%	29.0%	29.0%

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	26%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	0.0	2.0	2.0	0.0	2.0		2.0	1.5		2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0		5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	Min		None	Min	Min
Act Effct Green (s)	22.1	14.2	32.9	24.2	17.3		12.9	34.6		7.6	22.9	22.9
Actuated g/C Ratio	0.26	0.16	0.38	0.28	0.20		0.15	0.40		0.09	0.26	0.26
v/c Ratio	0.13	0.58	0.33	0.31	0.40		0.57	0.52		0.27	0.38	0.14
Control Delay	30.3	49.3	5.4	32.0	39.6		51.7	29.4		53.0	34.5	36.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	30.3	49.3	5.4	32.0	39.6		51.7	29.4		53.0	34.5	36.6
LOS	C	D	A	C	D		D	C		D	C	D
Approach Delay		25.0			36.5			33.1			36.5	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	12	65	0	26	47		52	117		15	56	18
Queue Length 95th (ft)	62	215	53	98	159		169	287		55	180	69
Internal Link Dist (ft)		1063			538			616			1200	
Turn Bay Length (ft)	270		290	190			260			200		300
Base Capacity (vph)	403	485	682	351	473		435	1545		456	1551	721
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.11	0.36	0.33	0.28	0.30		0.32	0.45		0.09	0.21	0.08

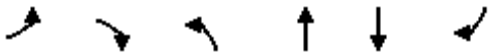
Intersection Summary			
Area Type:	Other		
Cycle Length: 139.5			
Actuated Cycle Length: 86.5			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 32.4		Intersection LOS: C	
Intersection Capacity Utilization 50.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Hemingway Avenue (Rte 142) & Main Street (Rte 100)

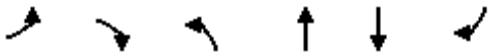


Lane Group	Ø9
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	60	80	63	567	443	50	
Future Volume (vph)	60	80	63	567	443	50	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	11	11	11	11	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt	0.923				0.981		
Flt Protected	0.979			0.994			
Satd. Flow (prot)	1626	0	0	3269	3215	0	
Flt Permitted	0.979			0.852			
Satd. Flow (perm)	1626	0	0	2802	3215	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	59				19		
Link Speed (mph)	25			35	35		
Link Distance (ft)	530			697	518		
Travel Time (s)	14.5			13.6	10.1		
Peak Hour Factor	0.93	0.93	0.74	0.84	0.87	0.67	
Heavy Vehicles (%)	5%	6%	7%	6%	7%	3%	
Adj. Flow (vph)	65	86	85	675	509	75	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	151	0	0	760	584	0	
Number of Detectors	1		1	2	2		
Detector Template			Left				
Leading Detector (ft)	24		20	326	326		
Trailing Detector (ft)	0		0	180	190		
Detector 1 Position(ft)	0		0	180	190		
Detector 1 Size(ft)	24		20	6	6		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)				320	320		
Detector 2 Size(ft)				6	6		
Detector 2 Type				Cl+Ex	Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)				0.0	0.0		
Turn Type	Prot		D.P+P	NA	NA		
Protected Phases	4		1	1 2	2		3
Permitted Phases			2				
Detector Phase	4		1	2	2		
Switch Phase							
Minimum Initial (s)	7.0		5.0		20.0		7.0
Minimum Split (s)	10.5		8.0		25.9		21.0
Total Split (s)	23.5		10.0		45.9		21.0
Total Split (%)	23.4%		10.0%		45.7%		21%
Yellow Time (s)	3.0		3.0		4.2		4.0
All-Red Time (s)	0.5		0.0		1.7		0.0
Lost Time Adjust (s)	0.0				0.0		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Total Lost Time (s)	3.5				5.9		
Lead/Lag	Lag		Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Recall Mode	None		Min		Min		None
Act Effct Green (s)	9.1			34.0	25.1		
Actuated g/C Ratio	0.17			0.64	0.48		
v/c Ratio	0.46			0.41	0.38		
Control Delay	21.5			6.8	11.4		
Queue Delay	0.0			0.0	0.0		
Total Delay	21.5			6.8	11.4		
LOS	C			A	B		
Approach Delay	21.5			6.8	11.4		
Approach LOS	C			A	B		
Queue Length 50th (ft)	21			26	46		
Queue Length 95th (ft)	110			158	156		
Internal Link Dist (ft)	450			617	438		
Turn Bay Length (ft)							
Base Capacity (vph)	723			2506	2614		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.21			0.30	0.22		

Intersection Summary			
Area Type:	Other		
Cycle Length: 100.4			
Actuated Cycle Length: 52.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 10.1		Intersection LOS: B	
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: Hemingway Avenue (Rte 142) & Dodge Avenue



Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	3	1	338	311	46
Future Vol, veh/h	39	3	1	338	311	46
Conflicting Peds, #/hr	0	2	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	38	25	83	76	83
Heavy Vehicles, %	20	11	33	5	6	26
Mvmt Flow	52	8	4	407	409	55

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	652	237	467	0	-	0
Stage 1	440	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Critical Hdwy	7.2	7.12	4.76	-	-	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-
Critical Hdwy Stg 2	6.2	-	-	-	-	-
Follow-up Hdwy	3.7	3.41	2.53	-	-	-
Pot Cap-1 Maneuver	362	738	900	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	358	735	897	-	-	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	562	-	-	-	-	-
Stage 2	750	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	897	-	384	-	-
HCM Lane V/C Ratio	0.004	-	0.156	-	-
HCM Control Delay (s)	9	0	16.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	89	84	7	4	78	26	5	39	19	20	31	92
Future Vol, veh/h	89	84	7	4	78	26	5	39	19	20	31	92
Peak Hour Factor	0.67	0.80	0.38	0.50	0.76	0.75	0.31	0.69	0.75	0.59	0.81	0.66
Heavy Vehicles, %	2	4	7	5	3	8	8	2	5	8	1	4
Mvmt Flow	133	105	18	8	103	35	16	57	25	34	38	139
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.7	9.3	9.1	9.8
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	49%	4%	14%
Vol Thru, %	62%	47%	72%	22%
Vol Right, %	30%	4%	24%	64%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	180	108	143
LT Vol	5	89	4	20
Through Vol	39	84	78	31
RT Vol	19	7	26	92
Lane Flow Rate	98	256	145	212
Geometry Grp	1	1	1	1
Degree of Util (X)	0.14	0.352	0.199	0.282
Departure Headway (Hd)	5.133	4.943	4.932	4.791
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	691	720	719	743
Service Time	3.224	3.02	3.018	2.867
HCM Lane V/C Ratio	0.142	0.356	0.202	0.285
HCM Control Delay	9.1	10.7	9.3	9.8
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.5	1.6	0.7	1.2



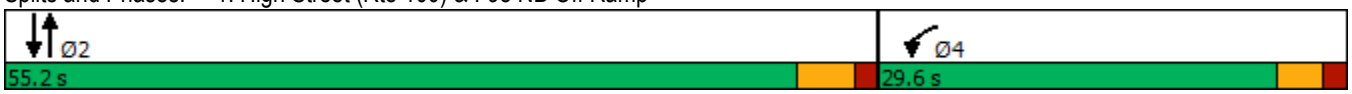
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	351	137	464	0	0	579
Future Volume (vph)	351	137	464	0	0	579
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.959					
Flt Protected	0.966					
Satd. Flow (prot)	1697	0	1749	0	0	1827
Flt Permitted	0.966					
Satd. Flow (perm)	1697	0	1749	0	0	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	26					
Link Speed (mph)	30		30			30
Link Distance (ft)	602		501			551
Travel Time (s)	13.7		11.4			12.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.87	0.78	0.89	0.89	0.87	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	3%	5%	2%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	403	176	521	0	0	715
Shared Lane Traffic (%)						
Lane Group Flow (vph)	579	0	521	0	0	715
Number of Detectors	1		1			1
Detector Template						
Leading Detector (ft)	25		131			131
Trailing Detector (ft)	-10		125			125
Turn Type	Prot		NA			NA
Protected Phases	4		2			2
Permitted Phases						
Detector Phase	4		2			2
Switch Phase						
Minimum Initial (s)	9.0		15.0			15.0
Minimum Split (s)	13.6		20.2			20.2
Total Split (s)	29.6		55.2			55.2
Total Split (%)	34.9%		65.1%			65.1%
Yellow Time (s)	3.0		3.6			3.6
All-Red Time (s)	1.6		1.6			1.6
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	4.6		5.2			5.2

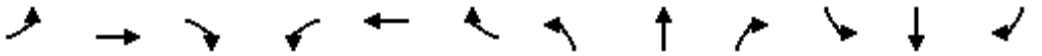
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Min			Min
Act Effct Green (s)	25.6		29.1			29.1
Actuated g/C Ratio	0.40		0.45			0.45
v/c Ratio	0.84		0.66			0.87
Control Delay	34.3		17.7			27.7
Queue Delay	0.0		0.0			0.0
Total Delay	34.3		17.7			27.7
LOS	C		B			C
Approach Delay	34.3		17.7			27.7
Approach LOS	C		B			C
Queue Length 50th (ft)	187		149			235
Queue Length 95th (ft)	#487		227			296
Internal Link Dist (ft)	522		421			471
Turn Bay Length (ft)						
Base Capacity (vph)	686		1382			1444
Starvation Cap Reductn	0		55			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.84		0.39			0.50

Intersection Summary			
Area Type:	Other		
Cycle Length: 84.8			
Actuated Cycle Length: 64.7			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 27.0		Intersection LOS: C	
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: High Street (Rte 100) & I-95 NB Off Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	62	155	0	0	0	178	446	265	123	739	68
Future Volume (vph)	18	62	155	0	0	0	178	446	265	123	739	68
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	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	340		340
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.909						0.942			0.986	
Flt Protected		0.996					0.950			0.950		
Satd. Flow (prot)	0	1663	0	0	0	0	1736	1715	0	1694	3311	0
Flt Permitted		0.996					0.148			0.200		
Satd. Flow (perm)	0	1663	0	0	0	0	270	1715	0	357	3311	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		88						31			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		296			659			257			501	
Travel Time (s)		6.7			15.0			5.8			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.75	0.79	0.73	0.92	0.92	0.92	0.80	0.84	0.80	0.87	0.89	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	3%	3%	2%	2%	2%	4%	4%	5%	3%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	24	78	212	0	0	0	223	531	331	141	830	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	314	0	0	0	0	223	862	0	141	916	0
Number of Detectors	1	1					1	0		1	1	
Detector Template	Left											
Leading Detector (ft)	20	26					42	0		42	42	
Trailing Detector (ft)	0	-6					-6	0		-6	-6	
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	
Protected Phases	5	5					1	2 3		1	2	
Permitted Phases							2 3			2		
Detector Phase	5	3 5					1 3	2		1 3	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0					5.0			5.0	15.0	
Minimum Split (s)	15.3	15.3					9.0			9.0	20.1	
Total Split (s)	25.3	25.3					19.0			19.0	25.1	
Total Split (%)	24.3%	24.3%					18.3%			18.3%	24.1%	
Yellow Time (s)	3.6	3.6					3.0			3.0	3.6	
All-Red Time (s)	2.7	2.7					1.0			1.0	1.5	
Lost Time Adjust (s)		0.0					0.0			0.0	0.0	
Total Lost Time (s)		6.3					4.0			4.0	5.1	

Lane Group	Ø3	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Turn Type		
Protected Phases	3	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	11.6	23.0
Total Split (s)	11.6	23.0
Total Split (%)	11%	22%
Yellow Time (s)	3.6	4.0
All-Red Time (s)	1.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lag	Lag					Lead			Lead	Lag	
Lead-Lag Optimize?	Yes	Yes					Yes			Yes	Yes	
Recall Mode	None	None					None			None	Min	
Act Effct Green (s)		19.0					47.7	31.6		36.1	20.0	
Actuated g/C Ratio		0.23					0.59	0.39		0.45	0.25	
v/c Ratio		0.69					0.52	1.25		0.35	1.11	
Control Delay		29.0					9.6	143.3		14.1	97.2	
Queue Delay		0.0					0.4	3.1		0.0	0.2	
Total Delay		29.0					10.0	146.3		14.1	97.4	
LOS		C					A	F		B	F	
Approach Delay		29.0						118.3			86.3	
Approach LOS		C						F			F	
Queue Length 50th (ft)		104					44	~571		37	~283	
Queue Length 95th (ft)		156					m43	m#530		66	#395	
Internal Link Dist (ft)		216			579			177			421	
Turn Bay Length (ft)										340		
Base Capacity (vph)		457					430	687		406	824	
Starvation Cap Reductn		0					32	227		0	0	
Spillback Cap Reductn		0					0	0		0	29	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.69					0.56	1.87		0.35	1.15	

Intersection Summary

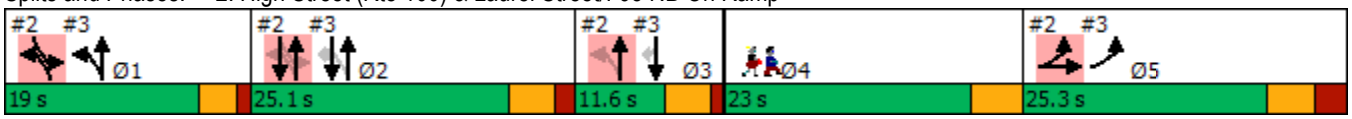
Area Type: Other
Cycle Length: 104
Actuated Cycle Length: 81
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 93.1 Intersection LOS: F
Intersection Capacity Utilization 73.1% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

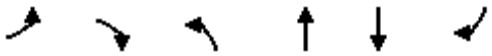
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: High Street (Rte 100) & Laurel Street/I-95 NB On Ramp

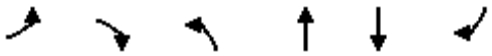


Lane Group	Ø3	Ø4
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	327	19	26	562	598	296			
Future Volume (vph)	327	19	26	562	598	296			
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			1			
Taper Length (ft)	25		25						
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Ped Bike Factor									
Frt	0.990					0.850			
Flt Protected	0.956			0.997					
Satd. Flow (prot)	1726	0	0	1807	1810	1568			
Flt Permitted	0.956			0.573					
Satd. Flow (perm)	1726	0	0	1039	1810	1568			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)	3					301			
Link Speed (mph)	30			30	30				
Link Distance (ft)	485			1179	257				
Travel Time (s)	11.0			26.8	5.8				
Confl. Peds. (#/hr)									
Confl. Bikes (#/hr)									
Peak Hour Factor	0.83	0.63	0.64	0.92	0.90	0.81			
Growth Factor	100%	100%	100%	100%	100%	100%			
Heavy Vehicles (%)	4%	7%	2%	5%	5%	3%			
Bus Blockages (#/hr)	0	0	0	0	0	0			
Parking (#/hr)									
Mid-Block Traffic (%)	0%			0%	0%				
Adj. Flow (vph)	394	30	41	611	664	365			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	424	0	0	652	664	365			
Number of Detectors	1		1	1	0	0			
Detector Template			Left						
Leading Detector (ft)	38		20	48	0	0			
Trailing Detector (ft)	-10		0	0	0	0			
Turn Type	Prot		custom	NA	NA	Perm			
Protected Phases	5		1	1 2	2 3		2	3	4
Permitted Phases			2			2 3			
Detector Phase	3 5		1	1 2	2	2			
Switch Phase									
Minimum Initial (s)	9.0		5.0				15.0	7.0	7.0
Minimum Split (s)	15.3		9.0				20.1	11.6	23.0
Total Split (s)	25.3		19.0				25.1	11.6	23.0
Total Split (%)	24.3%		18.3%				24%	11%	22%
Yellow Time (s)	3.6		3.0				3.6	3.6	4.0
All-Red Time (s)	2.7		1.0				1.5	1.0	0.0
Lost Time Adjust (s)	0.0								
Total Lost Time (s)	6.3								



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4
Lead/Lag	Lag		Lead				Lag		Lead
Lead-Lag Optimize?	Yes		Yes				Yes		Yes
Recall Mode	None		None				Min	None	None
Act Effct Green (s)	19.0			36.1	31.6	31.6			
Actuated g/C Ratio	0.23			0.45	0.39	0.39			
v/c Ratio	1.04			1.08	0.94	0.46			
Control Delay	88.8			80.4	14.5	0.7			
Queue Delay	21.1			12.5	44.6	1.7			
Total Delay	109.9			92.9	59.0	2.4			
LOS	F			F	E	A			
Approach Delay	109.9			92.9	38.9				
Approach LOS	F			F	D				
Queue Length 50th (ft)	~235			~283	70	3			
Queue Length 95th (ft)	#362			#419	m71	m0			
Internal Link Dist (ft)	405			1099	177				
Turn Bay Length (ft)									
Base Capacity (vph)	407			605	706	795			
Starvation Cap Reductn	0			0	127	268			
Spillback Cap Reductn	23			221	0	0			
Storage Cap Reductn	0			0	0	0			
Reduced v/c Ratio	1.10			1.70	1.15	0.69			

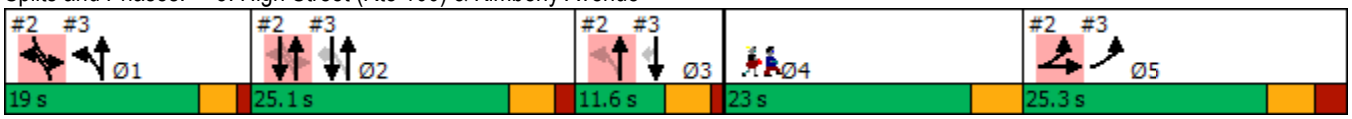
Intersection Summary			
Area Type:	Other		
Cycle Length: 104			
Actuated Cycle Length: 81			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.25			
Intersection Signal Delay: 70.0		Intersection LOS: E	
Intersection Capacity Utilization 78.6%		ICU Level of Service D	
Analysis 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.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: High Street (Rte 100) & Kimberly Avenue



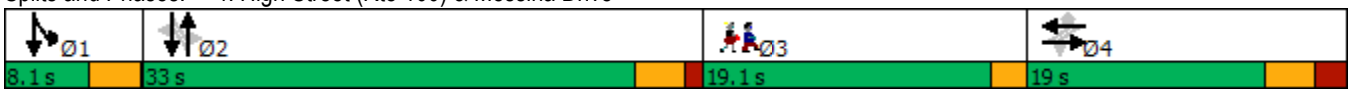
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	26	1	8	40	198	10	328	8	90	417	110
Future Volume (vph)	62	26	1	8	40	198	10	328	8	90	417	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		130	0		0	0		0	0		130
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.995				0.850		0.992			0.975	
Flt Protected		0.973			0.987		0.950				0.993	
Satd. Flow (prot)	0	3281	0	0	1771	1553	1694	1707	0	0	3317	0
Flt Permitted		0.781			0.877		0.365				0.847	
Satd. Flow (perm)	0	2633	0	0	1574	1553	651	1707	0	0	2829	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				233		4			39	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		418			556			296			1179	
Travel Time (s)		9.5			12.6			6.7			26.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.53	0.25	0.35	0.61	0.85	0.50	0.93	0.38	0.80	0.81	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	8%	14%	17%	2%	4%	3%	7%	2%	4%	6%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	67	49	4	23	66	233	20	353	21	113	515	128
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	0	0	89	233	20	374	0	0	756	0
Number of Detectors	1	1		1	1	1	0	0		1	0	
Detector Template	Left			Left						Left		
Leading Detector (ft)	20	30		20	30	30	0	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		D.P+P	NA	
Protected Phases		4			4			2		1	1 2	
Permitted Phases	4			4		4	2	2		2		
Detector Phase	4	4		4	4	4	2	2		1	1 2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	15.0	15.0		5.0		
Minimum Split (s)	12.0	12.0		12.0	12.0	12.0	19.0	19.0		8.1		
Total Split (s)	19.0	19.0		19.0	19.0	19.0	33.0	33.0		8.1		
Total Split (%)	24.0%	24.0%		24.0%	24.0%	24.0%	41.7%	41.7%		10.2%		
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0		0.1		
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)		5.0			5.0	5.0	4.0	4.0				

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	19.1
Total Split (s)	19.1
Total Split (%)	24%
Yellow Time (s)	2.1
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	Max	Max		Max		
Act Effct Green (s)		8.6			8.6	8.6	29.7	29.7			35.7	
Actuated g/C Ratio		0.15			0.15	0.15	0.51	0.51			0.61	
v/c Ratio		0.31			0.39	0.55	0.06	0.43			0.42	
Control Delay		25.2			29.4	9.6	12.0	13.3			7.3	
Queue Delay		0.0			0.0	0.0	0.0	1.0			0.0	
Total Delay		25.2			29.4	9.6	12.0	14.3			7.3	
LOS		C			C	A	B	B			A	
Approach Delay		25.2			15.1			14.2			7.3	
Approach LOS		C			B			B			A	
Queue Length 50th (ft)		17			26	0	3	62			33	
Queue Length 95th (ft)		28			52	49	11	229			137	
Internal Link Dist (ft)		338			476			216			1099	
Turn Bay Length (ft)												
Base Capacity (vph)		645			383	555	329	865			1779	
Starvation Cap Reductn		0			0	0	0	260			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			0.23	0.42	0.06	0.62			0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 79.2			
Actuated Cycle Length: 58.7			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 56.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: High Street (Rte 100) & Messina Drive



Lane Group	Ø3
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
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	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

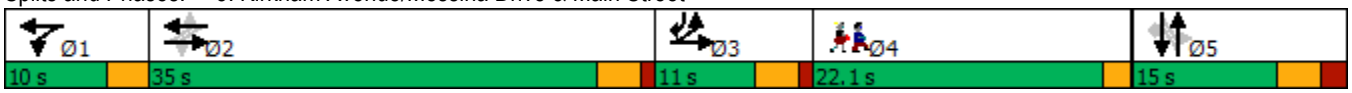
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	296	10	3	231	2	5	9	12	3	7	150
Future Volume (vph)	78	296	10	3	231	2	5	9	12	3	7	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		40
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.994			0.995			0.952				0.850
Flt Protected		0.989		0.950				0.992			0.982	
Satd. Flow (prot)	0	3314	0	1601	1768	0	0	1668	0	0	1741	1568
Flt Permitted		0.823		0.474				0.943			0.875	
Satd. Flow (perm)	0	2758	0	799	1768	0	0	1585	0	0	1551	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			2			17				156
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		327			343			293			418	
Travel Time (s)		8.9			9.4			6.7			9.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.76	0.92	0.56	0.38	0.91	0.25	0.63	0.40	0.69	0.38	0.50	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	3%	4%	9%	3%	15%	4%	10%	6%	4%	9%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	103	322	18	8	254	8	8	23	17	8	14	156
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	443	0	8	262	0	0	48	0	0	22	156
Number of Detectors	1	0		1	0		1	1		1	1	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	0		26	0		20	24		20	30	27
Trailing Detector (ft)	0	0		-4	0		0	0		0	0	-3
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	3	2 3		1	1 2			5			5	3
Permitted Phases	2 3			1 2			5			5		5
Detector Phase	3	2 3		1	1 2		5	5		5	5	5
Switch Phase												
Minimum Initial (s)	3.0			3.0			7.0	7.0		7.0	7.0	3.0
Minimum Split (s)	7.0			6.0			12.0	12.0		12.0	12.0	7.0
Total Split (s)	11.0			10.0			15.0	15.0		15.0	15.0	11.0
Total Split (%)	11.8%			10.7%			16.1%	16.1%		16.1%	16.1%	11.8%
Yellow Time (s)	3.0			3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0			0.0			2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)				0.0				0.0			0.0	0.0
Total Lost Time (s)				3.0				5.0			5.0	4.0

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	19.0	22.1
Total Split (s)	35.0	22.1
Total Split (%)	38%	24%
Yellow Time (s)	3.0	2.1
All-Red Time (s)	1.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead			Lead								Lead
Lead-Lag Optimize?	Yes			Yes								Yes
Recall Mode	Min			None			None	None		None	None	Min
Act Effct Green (s)		37.7		39.6	42.7			7.7			7.7	18.3
Actuated g/C Ratio		0.52		0.55	0.59			0.11			0.11	0.25
v/c Ratio		0.30		0.02	0.25			0.26			0.13	0.30
Control Delay		9.9		10.0	9.7			27.3			34.2	5.0
Queue Delay		0.0		0.0	0.5			0.0			0.0	0.0
Total Delay		9.9		10.0	10.2			27.3			34.2	5.0
LOS		A		A	B			C			C	A
Approach Delay		9.9			10.2			27.3			8.6	
Approach LOS		A			B			C			A	
Queue Length 50th (ft)		36		1	41			12			8	0
Queue Length 95th (ft)		117		4	151			17			19	32
Internal Link Dist (ft)		247			263			213			338	
Turn Bay Length (ft)												40
Base Capacity (vph)		1531		517	1045			237			218	562
Starvation Cap Reductn		0		0	430			0			0	0
Spillback Cap Reductn		0		0	0			0			0	0
Storage Cap Reductn		0		0	0			0			0	0
Reduced v/c Ratio		0.29		0.02	0.43			0.20			0.10	0.28

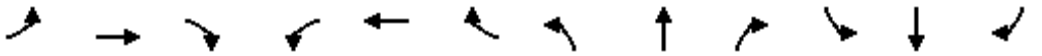
Intersection Summary			
Area Type:	Other		
Cycle Length: 93.1			
Actuated Cycle Length: 72.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.30			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 41.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Kirkham Avenue/Messina Drive & Main Street



Lane Group	Ø2	Ø4
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	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		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



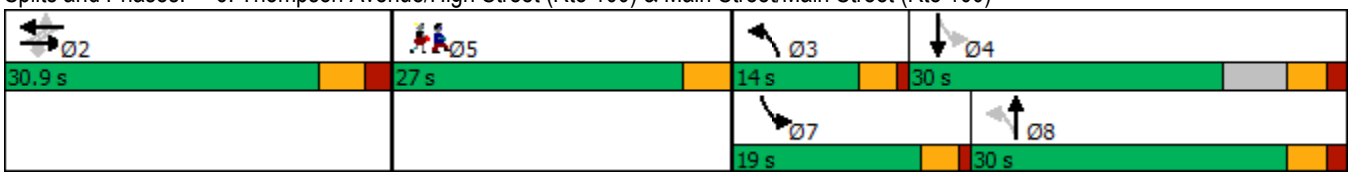
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	229	70	31	192	116	40	218	53	225	197	4
Future Volume (vph)	12	229	70	31	192	116	40	218	53	225	197	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	0		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.941			0.965			0.995	
Flt Protected		0.997		0.950			0.950			0.950		
Satd. Flow (prot)	0	1795	1501	1728	1643	0	1736	1784	0	1631	1765	0
Flt Permitted		0.944		0.458			0.607			0.312		
Satd. Flow (perm)	0	1700	1501	833	1643	0	1109	1784	0	536	1765	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			143					13			2	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		343			1143			294			296	
Travel Time (s)		9.4			31.2			6.7			6.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.75	0.87	0.66	0.72	0.90	0.83	0.73	0.97	0.78	0.90	0.83	0.50
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	4%	1%	2%	10%	4%	3%	2%	7%	3%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	16	263	106	43	213	140	55	225	68	250	237	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	279	106	43	353	0	55	293	0	250	245	0
Number of Detectors	1	1	0	1	1		1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	156	0	156	156		30	30		30	30	
Trailing Detector (ft)	0	150	0	150	150		-10	-10		-10	-10	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			2		3	8		7	4	
Permitted Phases	2		2	2			8			4		
Detector Phase	2	2	2	2	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	20.9	20.9	20.9	20.9	20.9		9.0	12.0		9.0	12.0	
Total Split (s)	30.9	30.9	30.9	30.9	30.9		14.0	30.0		19.0	30.0	
Total Split (%)	28.9%	28.9%	28.9%	28.9%	28.9%		13.1%	28.1%		17.8%	28.1%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.0	3.3		3.0	3.3	
All-Red Time (s)	2.2	2.2	2.2	2.2	2.2		1.0	1.7		1.0	1.7	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.9	5.9	5.9	5.9		4.0	5.0		4.0	5.0	

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	27.0
Total Split (s)	27.0
Total Split (%)	25%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Min	Min	Min	Min	Min		None	None		None	None	
Act Effct Green (s)		21.2	21.2	21.2	21.2		24.2	16.7		35.6	29.0	
Actuated g/C Ratio		0.28	0.28	0.28	0.28		0.32	0.22		0.47	0.38	
v/c Ratio		0.58	0.20	0.18	0.77		0.14	0.73		0.56	0.36	
Control Delay		34.5	3.5	30.9	42.6		17.0	40.7		21.6	24.5	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.5	0.2	
Total Delay		34.5	3.5	30.9	42.6		17.0	40.7		22.1	24.7	
LOS		C	A	C	D		B	D		C	C	
Approach Delay		26.0			41.3			36.9			23.4	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)		85	0	12	114		10	98		50	67	
Queue Length 95th (ft)		259	0	44	#410		38	271		180	191	
Internal Link Dist (ft)		263			1063			214			216	
Turn Bay Length (ft)							60					
Base Capacity (vph)		630	646	308	609		518	669		495	798	
Starvation Cap Reductn		15	0	0	0		0	0		59	167	
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		0.45	0.16	0.14	0.58		0.11	0.44		0.57	0.39	

Intersection Summary			
Area Type:	Other		
Cycle Length: 106.9			
Actuated Cycle Length: 75.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 31.3		Intersection LOS: C	
Intersection Capacity Utilization 65.3%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Thompson Avenue/High Street (Rte 100) & Main Street/Main Street (Rte 100)



Lane Group	Ø5
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	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

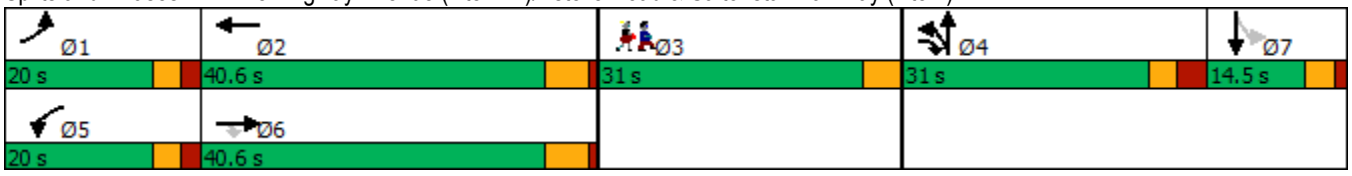
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	494	417	131	565	3	456	9	92	3	9	6
Future Volume (vph)	26	494	417	131	565	3	456	9	92	3	9	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	110		290	160		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.998			0.937			0.940	
Flt Protected	0.950			0.950			0.950	0.974			0.994	
Satd. Flow (prot)	1646	3388	1487	1694	3383	0	1579	1527	0	0	1722	0
Flt Permitted	0.950			0.950			0.950	0.974			0.905	
Satd. Flow (perm)	1646	3388	1487	1694	3383	0	1579	1527	0	0	1568	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			528		1			23			16	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		742			665			1280			316	
Travel Time (s)		14.5			13.0			29.1			7.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.72	0.86	0.79	0.98	0.95	0.38	0.90	0.67	0.69	0.75	0.56	0.38
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	3%	5%	3%	3%	0%	5%	18%	2%	0%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	36	574	528	134	595	8	507	13	133	4	16	16
Shared Lane Traffic (%)							34%					
Lane Group Flow (vph)	36	574	528	134	603	0	335	318	0	0	36	0
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template												
Leading Detector (ft)	24	336	0	40	346		40	40		24	32	
Trailing Detector (ft)	0	200	0	-10	220		-10	-10		0	-3	
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA		Perm	NA	
Protected Phases	1	6	4	5	2		4	4			7	
Permitted Phases			6							7		
Detector Phase	1	6	4	5	2		4	4		7	7	
Switch Phase												
Minimum Initial (s)	5.0	15.0	9.0	5.0	15.0		9.0	9.0		5.0	5.0	
Minimum Split (s)	10.0	20.5	15.0	10.0	20.6		15.0	15.0		9.5	9.5	
Total Split (s)	20.0	40.6	31.0	20.0	40.6		31.0	31.0		14.5	14.5	
Total Split (%)	14.6%	29.6%	22.6%	14.6%	29.6%		22.6%	22.6%		10.6%	10.6%	
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	1.0	3.0	2.0	1.1		3.0	3.0		1.5	1.5	
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	5.5	6.0	5.0	5.6		6.0	6.0			4.5	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	31.0
Total Split (s)	31.0
Total Split (%)	23%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	6.2	18.3	49.5	11.1	27.9		25.6	25.6			6.1	
Actuated g/C Ratio	0.08	0.23	0.63	0.14	0.36		0.33	0.33			0.08	
v/c Ratio	0.27	0.72	0.46	0.56	0.50		0.65	0.62			0.26	
Control Delay	43.1	34.4	2.3	42.5	23.4		32.9	30.0			31.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	43.1	34.4	2.3	42.5	23.4		32.9	30.0			31.1	
LOS	D	C	A	D	C		C	C			C	
Approach Delay		19.8			26.9			31.5			31.1	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	18	144	0	64	138		154	134			10	
Queue Length 95th (ft)	40	205	18	132	206		#340	181			22	
Internal Link Dist (ft)		662			585			1200			236	
Turn Bay Length (ft)	110		290	160								
Base Capacity (vph)	323	1559	1136	333	1553		517	515			219	
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	0.37	0.46	0.40	0.39		0.65	0.62			0.16	

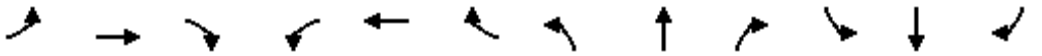
Intersection Summary			
Area Type:	Other		
Cycle Length: 137.1			
Actuated Cycle Length: 78			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 25.0		Intersection LOS: C	
Intersection Capacity Utilization 57.0%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 7: Hemingway Avenue (Rte 142)/Estelle Road & Saltonstall Parkway (Rte 1)



Lane Group	Ø3
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	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



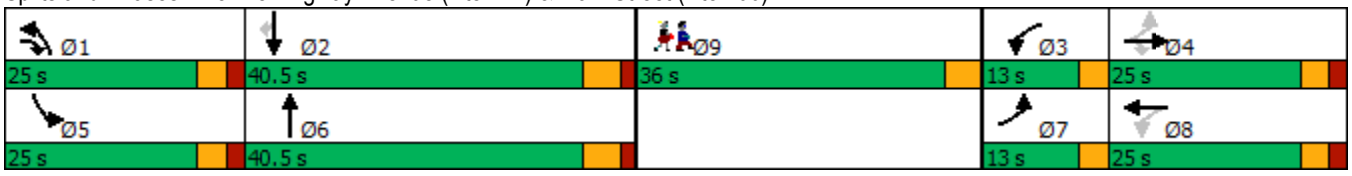
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	161	282	106	121	21	168	472	102	53	454	50
Future Volume (vph)	64	161	282	106	121	21	168	472	102	53	454	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	270		290	190		0	260		0	200		300
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.976			0.972				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1801	1446	1711	1752	0	1616	3247	0	1694	3292	1531
Flt Permitted	0.539			0.353			0.950			0.950		
Satd. Flow (perm)	961	1801	1446	636	1752	0	1616	3247	0	1694	3292	1531
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			320		6			18				
Link Speed (mph)		25			30			35			30	
Link Distance (ft)		1143			618			696			1280	
Travel Time (s)		31.2			14.0			13.6			29.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.72	0.77	0.88	0.81	0.76	0.69	0.78	0.83	0.80	0.91	0.82	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	2%	8%	2%	2%	4%	8%	5%	2%	3%	6%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	89	209	320	131	159	30	215	569	128	58	554	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	209	320	131	189	0	215	697	0	58	554	63
Number of Detectors	1	1	1	1	1		1	2		1	2	0
Detector Template												
Leading Detector (ft)	34	34	34	34	34		30	306		30	306	0
Trailing Detector (ft)	0	0	0	0	0		-4	175		-4	190	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4	1	3	8		1	6		5	2	
Permitted Phases	4		4	8								2
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	9.0	5.0	5.0	9.0		5.0	18.0		5.0	18.0	18.0
Minimum Split (s)	8.0	14.0	10.0	9.5	14.5		10.0	23.5		10.0	23.5	23.5
Total Split (s)	13.0	25.0	25.0	13.0	25.0		25.0	40.5		25.0	40.5	40.5
Total Split (%)	9.3%	17.9%	17.9%	9.3%	17.9%		17.9%	29.0%		17.9%	29.0%	29.0%
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)	0.0	2.0	2.0	0.0	2.0		2.0	1.5		2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0		5.0	5.5		5.0	5.5	5.5

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	26%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	Min		None	Min	Min
Act Effct Green (s)	26.4	15.9	40.5	28.1	18.9		19.1	37.4		8.5	23.8	23.8
Actuated g/C Ratio	0.27	0.16	0.41	0.29	0.19		0.19	0.38		0.09	0.24	0.24
v/c Ratio	0.28	0.72	0.41	0.47	0.55		0.68	0.56		0.40	0.70	0.17
Control Delay	34.9	59.1	5.3	38.9	49.1		55.0	31.2		59.4	42.5	37.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	34.9	59.1	5.3	38.9	49.1		55.0	31.2		59.4	42.5	37.6
LOS	C	E	A	D	D		E	C		E	D	D
Approach Delay		27.7			44.9			36.8			43.5	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	29	96	0	44	82		94	139		28	136	26
Queue Length 95th (ft)	89	232	62	141	203		#278	325		98	272	75
Internal Link Dist (ft)		1063			538			616			1200	
Turn Bay Length (ft)	270		290	190			260			200		300
Base Capacity (vph)	363	402	782	308	396		361	1340		378	1289	599
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.25	0.52	0.41	0.43	0.48		0.60	0.52		0.15	0.43	0.11

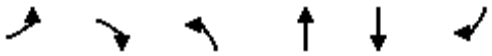
Intersection Summary			
Area Type:	Other		
Cycle Length: 139.5			
Actuated Cycle Length: 98.4			
Natural Cycle: 105			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 37.4		Intersection LOS: D	
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: Hemingway Avenue (Rte 142) & Main Street (Rte 100)

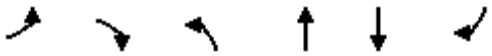


Lane Group	Ø9
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	75	137	77	653	671	83	
Future Volume (vph)	75	137	77	653	671	83	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	11	11	11	11	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	0	0			0	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Ped Bike Factor							
Frt	0.915				0.982		
Flt Protected	0.982			0.994			
Satd. Flow (prot)	1616	0	0	3269	3217	0	
Flt Permitted	0.982			0.788			
Satd. Flow (perm)	1616	0	0	2591	3217	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	77				18		
Link Speed (mph)	25			35	35		
Link Distance (ft)	530			697	518		
Travel Time (s)	14.5			13.6	10.1		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.85	0.91	0.82	0.90	0.89	0.80	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	5%	6%	7%	6%	7%	3%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	88	151	94	726	754	104	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	239	0	0	820	858	0	
Number of Detectors	1		1	2	2		
Detector Template			Left				
Leading Detector (ft)	24		20	326	326		
Trailing Detector (ft)	0		0	180	190		
Turn Type	Prot		D.P+P	NA	NA		
Protected Phases	4		1	1 2	2		3
Permitted Phases			2				
Detector Phase	4		1	2	2		
Switch Phase							
Minimum Initial (s)	7.0		5.0		20.0		7.0
Minimum Split (s)	10.5		8.0		25.9		21.0
Total Split (s)	23.5		10.0		45.9		21.0
Total Split (%)	23.4%		10.0%		45.7%		21%
Yellow Time (s)	3.0		3.0		4.2		4.0
All-Red Time (s)	0.5		0.0		1.7		0.0
Lost Time Adjust (s)	0.0				0.0		
Total Lost Time (s)	3.5				5.9		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lead/Lag	Lag		Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Recall Mode	None		Min		Min		None
Act Effct Green (s)	11.6			39.5	31.0		
Actuated g/C Ratio	0.18			0.62	0.48		
v/c Ratio	0.67			0.50	0.55		
Control Delay	29.2			9.0	14.6		
Queue Delay	0.0			0.0	0.0		
Total Delay	29.2			9.0	14.6		
LOS	C			A	B		
Approach Delay	29.2			9.0	14.6		
Approach LOS	C			A	B		
Queue Length 50th (ft)	52			46	93		
Queue Length 95th (ft)	159			216	282		
Internal Link Dist (ft)	450			617	438		
Turn Bay Length (ft)							
Base Capacity (vph)	595			2071	2173		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.40			0.40	0.39		

Intersection Summary			
Area Type:	Other		
Cycle Length: 100.4			
Actuated Cycle Length: 64.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: Hemingway Avenue (Rte 142) & Dodge Avenue



Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	8	5	377	457	31
Future Vol, veh/h	60	8	5	377	457	31
Conflicting Peds, #/hr	0	2	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	44	42	86	90	81
Heavy Vehicles, %	20	11	33	5	6	26
Mvmt Flow	86	18	12	438	508	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	773	278	549	0	-	0
Stage 1	530	-	-	-	-	-
Stage 2	243	-	-	-	-	-
Critical Hdwy	7.2	7.12	4.76	-	-	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-
Critical Hdwy Stg 2	6.2	-	-	-	-	-
Follow-up Hdwy	3.7	3.41	2.53	-	-	-
Pot Cap-1 Maneuver	300	693	830	-	-	-
Stage 1	507	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	293	690	828	-	-	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	722	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.1	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	828	-	326	-	-
HCM Lane V/C Ratio	0.014	-	0.319	-	-
HCM Control Delay (s)	9.4	0.1	21.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1.3	-	-

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	150	116	24	17	80	17	14	36	33	48	40	109
Future Vol, veh/h	150	116	24	17	80	17	14	36	33	48	40	109
Peak Hour Factor	0.75	0.89	0.69	0.80	0.78	0.67	0.54	0.77	0.78	0.87	0.71	0.77
Heavy Vehicles, %	2	4	7	5	3	8	8	2	5	8	1	4
Mvmt Flow	200	130	35	21	103	25	26	47	42	55	56	142
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.2	10.2	10	11.6
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	52%	15%	24%
Vol Thru, %	43%	40%	70%	20%
Vol Right, %	40%	8%	15%	55%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	290	114	197
LT Vol	14	150	17	48
Through Vol	36	116	80	40
RT Vol	33	24	17	109
Lane Flow Rate	115	365	149	253
Geometry Grp	1	1	1	1
Degree of Util (X)	0.181	0.534	0.229	0.376
Departure Headway (Hd)	5.674	5.261	5.535	5.352
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	631	686	647	671
Service Time	3.723	3.295	3.58	3.394
HCM Lane V/C Ratio	0.182	0.532	0.23	0.377
HCM Control Delay	10	14.2	10.2	11.6
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.7	3.2	0.9	1.7



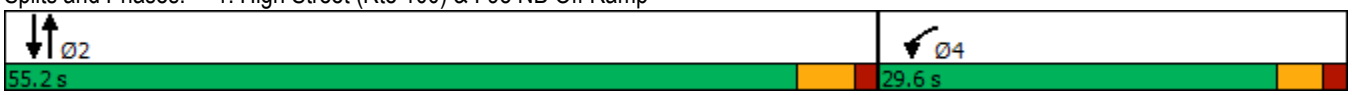
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	279	81	249	0	0	398
Future Volume (vph)	279	81	249	0	0	398
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.969					
Flt Protected	0.963					
Satd. Flow (prot)	1709	0	1749	0	0	1827
Flt Permitted	0.963					
Satd. Flow (perm)	1709	0	1749	0	0	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	18					
Link Speed (mph)	30		30			30
Link Distance (ft)	602		501			551
Travel Time (s)	13.7		11.4			12.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.79	0.76	0.87	0.89	0.87	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	3%	5%	2%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	353	107	286	0	0	452
Shared Lane Traffic (%)						
Lane Group Flow (vph)	460	0	286	0	0	452
Number of Detectors	1		1			1
Detector Template						
Leading Detector (ft)	25		131			131
Trailing Detector (ft)	-10		125			125
Turn Type	Prot		NA			NA
Protected Phases	4		2			2
Permitted Phases						
Detector Phase	4		2			2
Switch Phase						
Minimum Initial (s)	9.0		15.0			15.0
Minimum Split (s)	13.6		20.2			20.2
Total Split (s)	29.6		55.2			55.2
Total Split (%)	34.9%		65.1%			65.1%
Yellow Time (s)	3.0		3.6			3.6
All-Red Time (s)	1.6		1.6			1.6
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	4.6		5.2			5.2

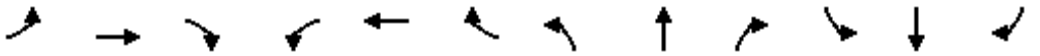


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Min			Min
Act Effct Green (s)	17.9		17.3			17.3
Actuated g/C Ratio	0.40		0.38			0.38
v/c Ratio	0.67		0.43			0.65
Control Delay	16.7		13.6			17.4
Queue Delay	0.0		0.0			0.0
Total Delay	16.7		13.6			17.4
LOS	B		B			B
Approach Delay	16.7		13.6			17.4
Approach LOS	B		B			B
Queue Length 50th (ft)	78		51			89
Queue Length 95th (ft)	160		117			198
Internal Link Dist (ft)	522		421			471
Turn Bay Length (ft)						
Base Capacity (vph)	975		1701			1777
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.47		0.17			0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 84.8			
Actuated Cycle Length: 45.3			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 16.2		Intersection LOS: B	
Intersection Capacity Utilization 49.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: High Street (Rte 100) & I-95 NB Off Ramp





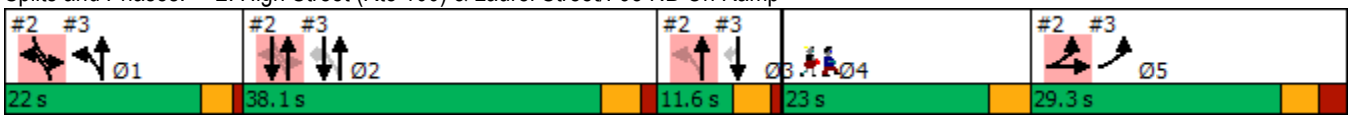
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	57	139	0	0	0	107	241	215	116	524	37
Future Volume (vph)	8	57	139	0	0	0	107	241	215	116	524	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	340		340
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.913						0.922			0.985	
Flt Protected		0.997					0.950			0.950		
Satd. Flow (prot)	0	1673	0	0	0	0	1736	1676	0	1694	3308	0
Flt Permitted		0.997					0.291			0.204		
Satd. Flow (perm)	0	1673	0	0	0	0	532	1676	0	364	3308	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		65						49			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		296			659			257			501	
Travel Time (s)		6.7			15.0			5.8			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.44	0.70	0.77	0.92	0.92	0.92	0.86	0.91	0.75	0.73	0.87	0.55
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	3%	3%	2%	2%	2%	4%	4%	5%	3%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	18	81	181	0	0	0	124	265	287	159	602	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	280	0	0	0	0	124	552	0	159	669	0
Number of Detectors	1	1					1	0		1	1	
Detector Template	Left											
Leading Detector (ft)	20	26					42	0		42	42	
Trailing Detector (ft)	0	-6					-6	0		-6	-6	
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	
Protected Phases	5	5					1	2 3		1	2	
Permitted Phases							2 3			2		
Detector Phase	5	3 5					1 3	2		1 3	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0					5.0			5.0	15.0	
Minimum Split (s)	15.3	15.3					9.0			9.0	20.1	
Total Split (s)	29.3	29.3					22.0			22.0	38.1	
Total Split (%)	23.6%	23.6%					17.7%			17.7%	30.7%	
Yellow Time (s)	3.6	3.6					3.0			3.0	3.6	
All-Red Time (s)	2.7	2.7					1.0			1.0	1.5	
Lost Time Adjust (s)		0.0					0.0			0.0	0.0	
Total Lost Time (s)		6.3					4.0			4.0	5.1	

Lane Group	Ø3	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Turn Type		
Protected Phases	3	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	11.6	23.0
Total Split (s)	11.6	23.0
Total Split (%)	9%	19%
Yellow Time (s)	3.6	4.0
All-Red Time (s)	1.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lag	Lag					Lead			Lead	Lag	
Lead-Lag Optimize?	Yes	Yes					Yes			Yes	Yes	
Recall Mode	None	None					None			None	Min	
Act Effct Green (s)		18.9					63.1	43.9		51.4	32.3	
Actuated g/C Ratio		0.20					0.66	0.46		0.53	0.34	
v/c Ratio		0.74					0.22	0.70		0.36	0.60	
Control Delay		40.0					5.0	25.2		12.9	29.5	
Queue Delay		0.0					0.1	4.5		0.0	0.1	
Total Delay		40.0					5.1	29.7		12.9	29.5	
LOS		D					A	C		B	C	
Approach Delay		40.0						25.2			26.3	
Approach LOS		D						C			C	
Queue Length 50th (ft)		126					20	298		44	177	
Queue Length 95th (ft)		148					35	118		64	237	
Internal Link Dist (ft)		216			579			177			421	
Turn Bay Length (ft)										340		
Base Capacity (vph)		450					574	786		443	1143	
Starvation Cap Reductn		0					49	164		0	0	
Spillback Cap Reductn		0					0	0		0	33	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.62					0.24	0.89		0.36	0.60	

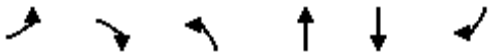
Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 96.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 28.1		Intersection LOS: C	
Intersection Capacity Utilization 57.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: High Street (Rte 100) & Laurel Street/I-95 NB On Ramp

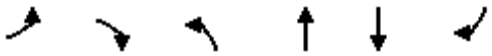


Lane Group	Ø3	Ø4
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



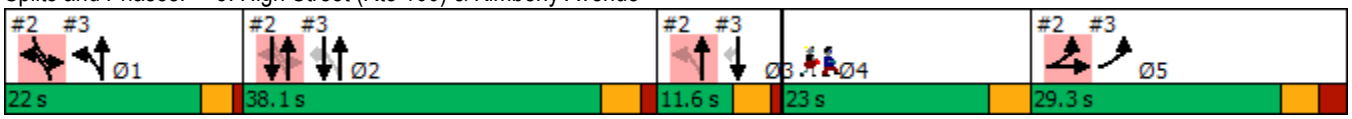
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	146	28	32	417	442	221			
Future Volume (vph)	146	28	32	417	442	221			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	12	12			
Grade (%)	0%			0%	0%				
Storage Length (ft)	0	0	0			0			
Storage Lanes	1	0	0			1			
Taper Length (ft)	25		25						
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Ped Bike Factor									
Frt	0.976					0.850			
Flt Protected	0.960			0.996					
Satd. Flow (prot)	1703	0	0	1806	1810	1568			
Flt Permitted	0.960			0.957					
Satd. Flow (perm)	1703	0	0	1735	1810	1568			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)	8					252			
Link Speed (mph)	30			30	30				
Link Distance (ft)	485			1179	257				
Travel Time (s)	11.0			26.8	5.8				
Confl. Peds. (#/hr)									
Confl. Bikes (#/hr)									
Peak Hour Factor	0.88	0.81	0.84	0.87	0.84	0.83			
Growth Factor	100%	100%	100%	100%	100%	100%			
Heavy Vehicles (%)	4%	7%	2%	5%	5%	3%			
Bus Blockages (#/hr)	0	0	0	0	0	0			
Parking (#/hr)									
Mid-Block Traffic (%)	0%			0%	0%				
Adj. Flow (vph)	166	35	38	479	526	266			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	201	0	0	517	526	266			
Number of Detectors	1		1	1	0	0			
Detector Template			Left						
Leading Detector (ft)	38		20	48	0	0			
Trailing Detector (ft)	-10		0	0	0	0			
Turn Type	Prot		custom	NA	NA	Perm			
Protected Phases	5		1	1 2	2 3		2	3	4
Permitted Phases			2			2 3			
Detector Phase	3 5		1	1 2	2	2			
Switch Phase									
Minimum Initial (s)	9.0		5.0				15.0	7.0	7.0
Minimum Split (s)	15.3		9.0				20.1	11.6	23.0
Total Split (s)	29.3		22.0				38.1	11.6	23.0
Total Split (%)	23.6%		17.7%				31%	9%	19%
Yellow Time (s)	3.6		3.0				3.6	3.6	4.0
All-Red Time (s)	2.7		1.0				1.5	1.0	0.0
Lost Time Adjust (s)	0.0								
Total Lost Time (s)	6.3								

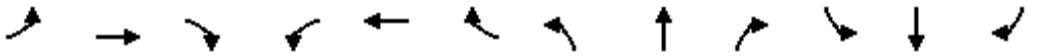


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4
Lead/Lag	Lag		Lead				Lag		Lead
Lead-Lag Optimize?	Yes		Yes				Yes		Yes
Recall Mode	None		None				Min	None	None
Act Effct Green (s)	18.9			51.4	43.9	43.9			
Actuated g/C Ratio	0.20			0.53	0.46	0.46			
v/c Ratio	0.59			0.55	0.64	0.31			
Control Delay	41.4			16.0	12.7	1.5			
Queue Delay	0.0			0.3	0.9	0.6			
Total Delay	41.4			16.3	13.6	2.0			
LOS	D			B	B	A			
Approach Delay	41.4			16.3	9.7				
Approach LOS	D			B	A				
Queue Length 50th (ft)	109			180	77	5			
Queue Length 95th (ft)	176			271	99	10			
Internal Link Dist (ft)	405			1099	177				
Turn Bay Length (ft)									
Base Capacity (vph)	414			955	820	848			
Starvation Cap Reductn	0			0	104	285			
Spillback Cap Reductn	0			100	0	0			
Storage Cap Reductn	0			0	0	0			
Reduced v/c Ratio	0.49			0.60	0.73	0.47			

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 96.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 16.2		Intersection LOS: B	
Intersection Capacity Utilization 66.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: High Street (Rte 100) & Kimberly Avenue





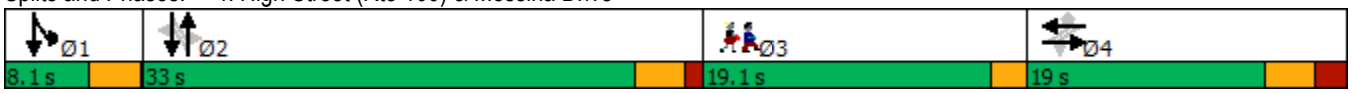
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	23	1	5	40	169	3	234	6	81	319	70
Future Volume (vph)	46	23	1	5	40	169	3	234	6	81	319	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		130	0		0	0		0	0		130
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.993				0.850		0.995			0.976	
Flt Protected		0.971			0.991		0.950				0.992	
Satd. Flow (prot)	0	3270	0	0	1797	1553	1694	1711	0	0	3317	0
Flt Permitted		0.783			0.922		0.429				0.864	
Satd. Flow (perm)	0	2637	0	0	1672	1553	765	1711	0	0	2889	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				197		2			35	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		418			556			296			1179	
Travel Time (s)		9.5			12.6			6.7			26.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.75	0.25	0.42	0.75	0.86	0.50	0.81	0.63	0.86	0.79	0.75
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	8%	14%	17%	2%	4%	3%	7%	2%	4%	6%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	54	31	4	12	53	197	6	289	10	94	404	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	89	0	0	65	197	6	299	0	0	591	0
Number of Detectors	1	1		1	1	1	0	0		1	0	
Detector Template	Left			Left						Left		
Leading Detector (ft)	20	30		20	30	30	0	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		D.P+P	NA	
Protected Phases		4			4			2		1	1 2	
Permitted Phases	4			4		4	2	2		2		
Detector Phase	4	4		4	4	4	2	2		1	1 2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	15.0	15.0		5.0		
Minimum Split (s)	12.0	12.0		12.0	12.0	12.0	19.0	19.0		8.1		
Total Split (s)	19.0	19.0		19.0	19.0	19.0	33.0	33.0		8.1		
Total Split (%)	24.0%	24.0%		24.0%	24.0%	24.0%	41.7%	41.7%		10.2%		
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0		0.1		
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)		5.0			5.0	5.0	4.0	4.0				

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	19.1
Total Split (s)	19.1
Total Split (%)	24%
Yellow Time (s)	2.1
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	Max	Max		Max		
Act Effct Green (s)		8.0			8.0	8.0	29.6	29.6			35.7	
Actuated g/C Ratio		0.14			0.14	0.14	0.51	0.51			0.62	
v/c Ratio		0.24			0.28	0.51	0.02	0.34			0.32	
Control Delay		24.8			27.7	10.0	11.0	11.9			6.1	
Queue Delay		0.0			0.0	0.0	0.0	0.6			0.0	
Total Delay		24.8			27.7	10.0	11.0	12.5			6.1	
LOS		C			C	B	B	B			A	
Approach Delay		24.8			14.4			12.4			6.1	
Approach LOS		C			B			B			A	
Queue Length 50th (ft)		13			19	0	1	45			22	
Queue Length 95th (ft)		32			52	48	5	151			96	
Internal Link Dist (ft)		338			476			216			1099	
Turn Bay Length (ft)												
Base Capacity (vph)		653			412	531	390	875			1827	
Starvation Cap Reductn		0			0	0	0	283			0	
Spillback Cap Reductn		0			0	0	0	0			0	
Storage Cap Reductn		0			0	0	0	0			0	
Reduced v/c Ratio		0.14			0.16	0.37	0.02	0.51			0.32	

Intersection Summary			
Area Type:	Other		
Cycle Length: 79.2			
Actuated Cycle Length: 58			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 46.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: High Street (Rte 100) & Messina Drive



Lane Group	Ø3
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
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	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

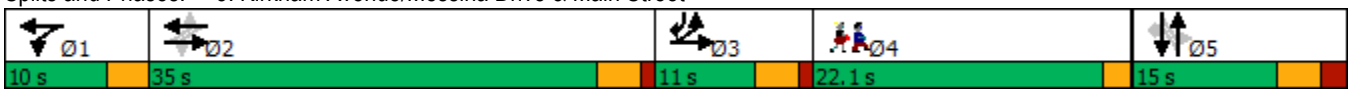
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	221	6	7	185	2	9	8	12	3	8	102
Future Volume (vph)	60	221	6	7	185	2	9	8	12	3	8	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		40
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.995			0.994			0.942				0.850
Flt Protected		0.990		0.950				0.984			0.987	
Satd. Flow (prot)	0	3323	0	1601	1765	0	0	1656	0	0	1742	1568
Flt Permitted		0.863		0.535				0.884			0.889	
Satd. Flow (perm)	0	2897	0	901	1765	0	0	1488	0	0	1569	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			3			24				121
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		327			343			293			418	
Travel Time (s)		8.9			9.4			6.7			9.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.80	0.50	0.75	0.91	0.25	0.50	0.58	0.50	0.50	0.50	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	3%	4%	9%	3%	15%	4%	10%	6%	4%	9%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	73	276	12	9	203	8	18	14	24	6	16	121
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	361	0	9	211	0	0	56	0	0	22	121
Number of Detectors	1	0		1	0		1	1		1	1	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	0		26	0		20	24		20	30	27
Trailing Detector (ft)	0	0		-4	0		0	0		0	0	-3
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	3	2 3		1	1 2			5			5	3
Permitted Phases	2 3			1 2			5			5		5
Detector Phase	3	2 3		1	1 2		5	5		5	5	5
Switch Phase												
Minimum Initial (s)	3.0			3.0			7.0	7.0		7.0	7.0	3.0
Minimum Split (s)	7.0			6.0			12.0	12.0		12.0	12.0	7.0
Total Split (s)	11.0			10.0			15.0	15.0		15.0	15.0	11.0
Total Split (%)	11.8%			10.7%			16.1%	16.1%		16.1%	16.1%	11.8%
Yellow Time (s)	3.0			3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0			0.0			2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)				0.0				0.0			0.0	0.0
Total Lost Time (s)				3.0				5.0			5.0	4.0

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	19.0	22.1
Total Split (s)	35.0	22.1
Total Split (%)	38%	24%
Yellow Time (s)	3.0	2.1
All-Red Time (s)	1.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead			Lead								Lead
Lead-Lag Optimize?	Yes			Yes								Yes
Recall Mode	Min			None			None	None		None	None	Min
Act Effct Green (s)		38.0		40.1	43.2			7.8			7.8	18.4
Actuated g/C Ratio		0.55		0.58	0.62			0.11			0.11	0.26
v/c Ratio		0.22		0.02	0.19			0.30			0.12	0.24
Control Delay		9.2		9.9	9.1			26.0			33.8	5.1
Queue Delay		0.0		0.0	0.0			0.0			0.0	0.0
Total Delay		9.2		9.9	9.1			26.0			33.8	5.1
LOS		A		A	A			C			C	A
Approach Delay		9.2			9.2			26.0			9.6	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)		29		1	31			12			8	0
Queue Length 95th (ft)		83		9	121			29			19	24
Internal Link Dist (ft)		247			263			213			338	
Turn Bay Length (ft)												40
Base Capacity (vph)		1670		590	1075			240			231	554
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		0.22		0.02	0.20			0.23			0.10	0.22

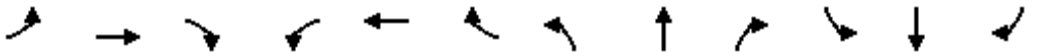
Intersection Summary			
Area Type:	Other		
Cycle Length: 93.1			
Actuated Cycle Length: 69.7			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.30			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 41.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Kirkham Avenue/Messina Drive & Main Street



Lane Group	Ø2	Ø4
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	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		
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												
Traffic Volume (vph)	4	186	46	16	148	149	43	90	40	244	78	3
Future Volume (vph)	4	186	46	16	148	149	43	90	40	244	78	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	0		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.917			0.957			0.990	
Flt Protected		0.998		0.950			0.950			0.950		
Satd. Flow (prot)	0	1797	1501	1728	1583	0	1736	1770	0	1631	1747	0
Flt Permitted		0.981		0.599			0.678			0.462		
Satd. Flow (perm)	0	1766	1501	1089	1583	0	1239	1770	0	793	1747	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			143					18			3	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		343			1143			294			296	
Travel Time (s)		9.4			31.2			6.7			6.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.50	0.94	0.62	0.81	0.99	0.81	0.75	0.74	0.82	0.89	0.68	0.38
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	4%	1%	2%	10%	4%	3%	2%	7%	3%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	198	74	20	149	184	57	122	49	274	115	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	206	74	20	333	0	57	171	0	274	123	0
Number of Detectors	1	1	0	1	1		1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	156	0	156	156		30	30		30	30	
Trailing Detector (ft)	0	150	0	150	150		-10	-10		-10	-10	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			2		3	8		7	4	
Permitted Phases	2		2	2			8			4		
Detector Phase	2	2	2	2	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	20.9	20.9	20.9	20.9	20.9		9.0	12.0		9.0	12.0	
Total Split (s)	30.9	30.9	30.9	30.9	30.9		14.0	30.0		19.0	30.0	
Total Split (%)	28.9%	28.9%	28.9%	28.9%	28.9%		13.1%	28.1%		17.8%	28.1%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.0	3.3		3.0	3.3	
All-Red Time (s)	2.2	2.2	2.2	2.2	2.2		1.0	1.7		1.0	1.7	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.9	5.9	5.9	5.9		4.0	5.0		4.0	5.0	

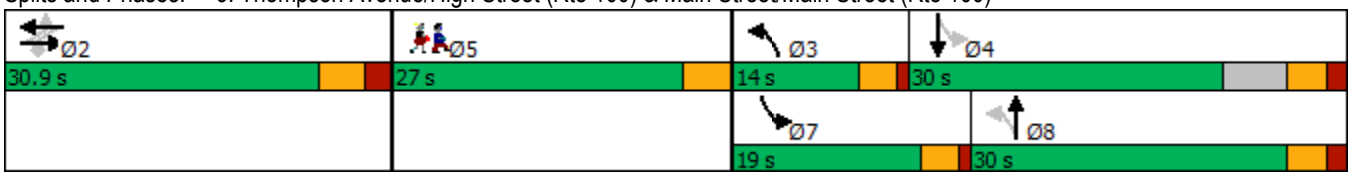
Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	27.0
Total Split (s)	27.0
Total Split (%)	25%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Min	Min	Min	Min	Min		None	None		None	None	
Act Effct Green (s)		20.1	20.1	20.1	20.1		19.2	11.6		30.8	24.1	
Actuated g/C Ratio		0.29	0.29	0.29	0.29		0.28	0.17		0.44	0.35	
v/c Ratio		0.41	0.14	0.06	0.73		0.15	0.55		0.53	0.20	
Control Delay		27.6	0.5	26.5	38.0		18.1	35.2		21.5	24.6	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.7	0.0	
Total Delay		27.7	0.5	26.5	38.0		18.1	35.2		22.3	24.6	
LOS		C	A	C	D		B	D		C	C	
Approach Delay		20.5			37.3			30.9			23.0	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)		52	0	5	94		8	45		47	28	
Queue Length 95th (ft)		183	0	26	#356		40	122		198	82	
Internal Link Dist (ft)		263			1063			214			216	
Turn Bay Length (ft)							60					
Base Capacity (vph)		710	689	438	636		506	722		553	845	
Starvation Cap Reductn		22	0	0	0		0	0		92	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		0.30	0.11	0.05	0.52		0.11	0.24		0.59	0.15	

Intersection Summary			
Area Type:	Other		
Cycle Length: 106.9			
Actuated Cycle Length: 69.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 27.9		Intersection LOS: C	
Intersection Capacity Utilization 50.0%		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: 6: Thompson Avenue/High Street (Rte 100) & Main Street/Main Street (Rte 100)



Lane Group	Ø5
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	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

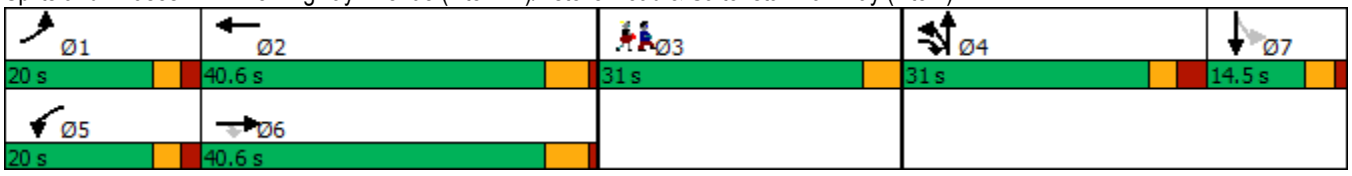
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	376	545	83	384	1	695	5	78	2	2	8
Future Volume (vph)	22	376	545	83	384	1	695	5	78	2	2	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	110		290	160		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.999			0.965			0.927	
Flt Protected	0.950			0.950			0.950	0.964			0.992	
Satd. Flow (prot)	1646	3388	1487	1694	3386	0	1579	1553	0	0	1699	0
Flt Permitted	0.950			0.950			0.950	0.964				
Satd. Flow (perm)	1646	3388	1487	1694	3386	0	1579	1553	0	0	1713	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			634		1			10			14	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		742			665			1280			316	
Travel Time (s)		14.5			13.0			29.1			7.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.71	0.88	0.86	0.83	0.89	0.25	0.87	0.63	0.75	0.50	0.25	0.58
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	3%	5%	3%	3%	0%	5%	18%	2%	0%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	31	427	634	100	431	4	799	8	104	4	8	14
Shared Lane Traffic (%)							42%					
Lane Group Flow (vph)	31	427	634	100	435	0	463	448	0	0	26	0
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template												
Leading Detector (ft)	24	336	0	40	346		40	40		24	32	
Trailing Detector (ft)	0	200	0	-10	220		-10	-10		0	-3	
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA		Perm	NA	
Protected Phases	1	6	4	5	2		4	4			7	
Permitted Phases			6							7		
Detector Phase	1	6	4	5	2		4	4		7	7	
Switch Phase												
Minimum Initial (s)	5.0	15.0	9.0	5.0	15.0		9.0	9.0		5.0	5.0	
Minimum Split (s)	10.0	20.5	15.0	10.0	20.6		15.0	15.0		9.5	9.5	
Total Split (s)	20.0	40.6	31.0	20.0	40.6		31.0	31.0		14.5	14.5	
Total Split (%)	14.6%	29.6%	22.6%	14.6%	29.6%		22.6%	22.6%		10.6%	10.6%	
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	1.0	3.0	2.0	1.1		3.0	3.0		1.5	1.5	
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	5.5	6.0	5.0	5.6		6.0	6.0			4.5	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	31.0
Total Split (s)	31.0
Total Split (%)	23%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	5.9	15.9	48.9	8.6	22.7		25.7	25.7			5.7	
Actuated g/C Ratio	0.09	0.23	0.72	0.13	0.33		0.38	0.38			0.08	
v/c Ratio	0.22	0.54	0.51	0.47	0.39		0.78	0.76			0.17	
Control Delay	36.9	28.2	2.4	37.8	20.7		34.0	32.3			25.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	36.9	28.2	2.4	37.8	20.7		34.0	32.3			25.2	
LOS	D	C	A	D	C		C	C			C	
Approach Delay		13.5			23.9			33.2			25.3	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	12	78	0	37	55		163	152			5	
Queue Length 95th (ft)	33	151	33	87	142		#432	221			3	
Internal Link Dist (ft)		662			585			1200			236	
Turn Bay Length (ft)	110		290	160								
Base Capacity (vph)	372	1793	1245	383	1787		595	591			270	
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	0.08	0.24	0.51	0.26	0.24		0.78	0.76			0.10	

Intersection Summary			
Area Type:	Other		
Cycle Length: 137.1			
Actuated Cycle Length: 68.2			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 22.8		Intersection LOS: C	
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 7: Hemingway Avenue (Rte 142)/Estelle Road & Saltonstall Parkway (Rte 1)



Lane Group	Ø3
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	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

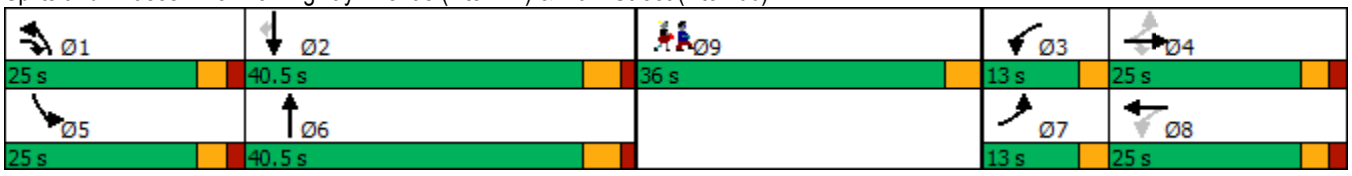
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	154	270	77	86	33	182	699	79	28	558	45
Future Volume (vph)	46	154	270	77	86	33	182	699	79	28	558	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	270		290	190		0	260		0	200		300
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.958			0.985				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1801	1446	1711	1716	0	1616	3283	0	1694	3292	1531
Flt Permitted	0.666			0.414			0.950			0.950		
Satd. Flow (perm)	1188	1801	1446	745	1716	0	1616	3283	0	1694	3292	1531
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			303		12			8				
Link Speed (mph)		25			30			35			30	
Link Distance (ft)		1143			618			696			1280	
Travel Time (s)		31.2			14.0			13.6			29.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	0.89	0.89	0.79	0.84	0.83	0.85	0.77	0.79	0.70	0.91	0.77
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	2%	8%	2%	2%	4%	8%	5%	2%	3%	6%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	46	173	303	97	102	40	214	908	100	40	613	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	173	303	97	142	0	214	1008	0	40	613	58
Number of Detectors	1	1	1	1	1		1	2		1	2	0
Detector Template												
Leading Detector (ft)	34	34	34	34	34		30	306		30	306	0
Trailing Detector (ft)	0	0	0	0	0		-4	175		-4	190	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4	1	3	8		1	6		5	2	
Permitted Phases	4		4	8								2
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	9.0	5.0	5.0	9.0		5.0	18.0		5.0	18.0	18.0
Minimum Split (s)	8.0	14.0	10.0	9.5	14.5		10.0	23.5		10.0	23.5	23.5
Total Split (s)	13.0	25.0	25.0	13.0	25.0		25.0	40.5		25.0	40.5	40.5
Total Split (%)	9.3%	17.9%	17.9%	9.3%	17.9%		17.9%	29.0%		17.9%	29.0%	29.0%
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)	0.0	2.0	2.0	0.0	2.0		2.0	1.5		2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0		5.0	5.5		5.0	5.5	5.5

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	26%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	Min		None	Min	Min
Act Effct Green (s)	22.5	14.7	39.7	24.8	17.9		19.3	43.9		7.7	25.9	25.9
Actuated g/C Ratio	0.23	0.15	0.41	0.26	0.19		0.20	0.45		0.08	0.27	0.27
v/c Ratio	0.15	0.63	0.39	0.35	0.43		0.66	0.67		0.30	0.69	0.14
Control Delay	34.9	56.6	5.4	37.6	44.6		54.0	31.3		59.1	40.7	36.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	34.9	56.6	5.4	37.6	44.6		54.0	31.3		59.1	40.7	36.2
LOS	C	E	A	D	D		D	C		E	D	D
Approach Delay		24.9			41.8			35.2			41.4	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	16	82	0	35	59		95	210		19	144	22
Queue Length 95th (ft)	67	231	64	105	170		#320	453		58	342	69
Internal Link Dist (ft)		1063			538			616			1200	
Turn Bay Length (ft)	270		290	190			260			200		300
Base Capacity (vph)	364	426	773	308	419		382	1499		400	1362	634
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.13	0.41	0.39	0.31	0.34		0.56	0.67		0.10	0.45	0.09

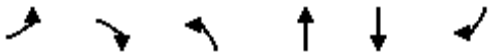
Intersection Summary			
Area Type:	Other		
Cycle Length: 139.5			
Actuated Cycle Length: 96.5			
Natural Cycle: 105			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 35.4		Intersection LOS: D	
Intersection Capacity Utilization 54.6%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: Hemingway Avenue (Rte 142) & Main Street (Rte 100)

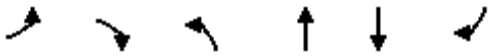


Lane Group	Ø9
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	44	90	73	894	788	34	
Future Volume (vph)	44	90	73	894	788	34	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	11	11	11	11	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	0	0			0	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Ped Bike Factor							
Frt	0.909				0.992		
Flt Protected	0.984			0.996			
Satd. Flow (prot)	1608	0	0	3276	3242	0	
Flt Permitted	0.984			0.789			
Satd. Flow (perm)	1608	0	0	2595	3242	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	92				7		
Link Speed (mph)	25			35	35		
Link Distance (ft)	530			697	518		
Travel Time (s)	14.5			13.6	10.1		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.93	0.93	0.74	0.84	0.87	0.67	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	5%	6%	7%	6%	7%	3%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	47	97	99	1064	906	51	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	144	0	0	1163	957	0	
Number of Detectors	1		1	2	2		
Detector Template			Left				
Leading Detector (ft)	24		20	326	326		
Trailing Detector (ft)	0		0	180	190		
Turn Type	Prot		D.P+P	NA	NA		
Protected Phases	4		1	1 2	2		3
Permitted Phases			2				
Detector Phase	4		1	2	2		
Switch Phase							
Minimum Initial (s)	7.0		5.0		20.0		7.0
Minimum Split (s)	10.5		8.0		25.9		21.0
Total Split (s)	23.5		10.0		45.9		21.0
Total Split (%)	23.4%		10.0%		45.7%		21%
Yellow Time (s)	3.0		3.0		4.2		4.0
All-Red Time (s)	0.5		0.0		1.7		0.0
Lost Time Adjust (s)	0.0				0.0		
Total Lost Time (s)	3.5				5.9		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lead/Lag	Lag		Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Recall Mode	None		Min		Min		None
Act Effct Green (s)	8.1			48.8	40.7		
Actuated g/C Ratio	0.12			0.70	0.58		
v/c Ratio	0.54			0.62	0.51		
Control Delay	21.5			9.0	11.5		
Queue Delay	0.0			0.0	0.0		
Total Delay	21.5			9.0	11.5		
LOS	C			A	B		
Approach Delay	21.5			9.0	11.5		
Approach LOS	C			A	B		
Queue Length 50th (ft)	19			50	90		
Queue Length 95th (ft)	84			257	275		
Internal Link Dist (ft)	450			617	438		
Turn Bay Length (ft)							
Base Capacity (vph)	534			1863	1895		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.27			0.62	0.51		

Intersection Summary			
Area Type:	Other		
Cycle Length: 100.4			
Actuated Cycle Length: 69.8			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: Hemingway Avenue (Rte 142) & Dodge Avenue



Intersection	
Int Delay, s/veh	135.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	376	3	1	338	311	401
Future Vol, veh/h	376	3	1	338	311	401
Conflicting Peds, #/hr	0	2	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	38	25	83	76	83
Heavy Vehicles, %	20	11	33	5	6	26
Mvmt Flow	501	8	4	407	409	483

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	866	451	895	0	-	0
Stage 1	654	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Critical Hdwy	7.2	7.12	4.76	-	-	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-
Critical Hdwy Stg 2	6.2	-	-	-	-	-
Follow-up Hdwy	3.7	3.41	2.53	-	-	-
Pot Cap-1 Maneuver	~ 260	532	587	-	-	-
Stage 1	~ 433	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 256	530	585	-	-	-
Mov Cap-2 Maneuver	~ 256	-	-	-	-	-
Stage 1	~ 428	-	-	-	-	-
Stage 2	750	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 483.8	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	585	-	258	-	-
HCM Lane V/C Ratio	0.007	-	1.974	-	-
HCM Control Delay (s)	11.2	0	$ 483.8	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	36.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	78	7	4	72	26	5	39	19	20	31	31
Future Vol, veh/h	26	78	7	4	72	26	5	39	19	20	31	31
Peak Hour Factor	0.67	0.80	0.38	0.50	0.76	0.75	0.31	0.69	0.75	0.59	0.81	0.66
Heavy Vehicles, %	2	4	7	5	3	8	8	2	5	8	1	4
Mvmt Flow	39	98	18	8	95	35	16	57	25	34	38	47
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	8.5	8.4	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	23%	4%	24%
Vol Thru, %	62%	70%	71%	38%
Vol Right, %	30%	6%	25%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	111	102	82
LT Vol	5	26	4	20
Through Vol	39	78	72	31
RT Vol	19	7	26	31
Lane Flow Rate	98	155	137	119
Geometry Grp	1	1	1	1
Degree of Util (X)	0.128	0.199	0.173	0.154
Departure Headway (Hd)	4.696	4.619	4.538	4.658
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	762	777	789	768
Service Time	2.734	2.651	2.573	2.695
HCM Lane V/C Ratio	0.129	0.199	0.174	0.155
HCM Control Delay	8.4	8.8	8.5	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.7	0.6	0.5



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	355	137	464	0	0	579
Future Volume (vph)	355	137	464	0	0	579
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.959					
Flt Protected	0.966					
Satd. Flow (prot)	1697	0	1749	0	0	1827
Flt Permitted	0.966					
Satd. Flow (perm)	1697	0	1749	0	0	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	26					
Link Speed (mph)	30		30			30
Link Distance (ft)	602		501			551
Travel Time (s)	13.7		11.4			12.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.87	0.78	0.89	0.89	0.87	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	3%	5%	2%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	408	176	521	0	0	715
Shared Lane Traffic (%)						
Lane Group Flow (vph)	584	0	521	0	0	715
Number of Detectors	1		1			1
Detector Template						
Leading Detector (ft)	25		131			131
Trailing Detector (ft)	-10		125			125
Turn Type	Prot		NA			NA
Protected Phases	4		2			2
Permitted Phases						
Detector Phase	4		2			2
Switch Phase						
Minimum Initial (s)	9.0		15.0			15.0
Minimum Split (s)	13.6		20.2			20.2
Total Split (s)	29.6		55.2			55.2
Total Split (%)	34.9%		65.1%			65.1%
Yellow Time (s)	3.0		3.6			3.6
All-Red Time (s)	1.6		1.6			1.6
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	4.6		5.2			5.2

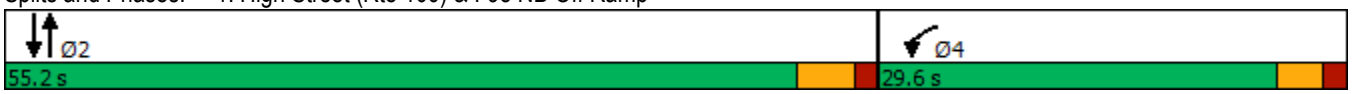


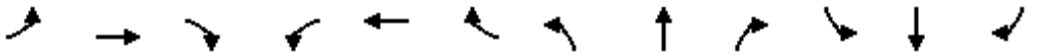
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Min			Min
Act Effct Green (s)	25.6		29.1			29.1
Actuated g/C Ratio	0.40		0.45			0.45
v/c Ratio	0.85		0.66			0.87
Control Delay	35.0		17.7			27.7
Queue Delay	0.0		0.0			0.0
Total Delay	35.0		17.7			27.7
LOS	C		B			C
Approach Delay	35.0		17.7			27.7
Approach LOS	C		B			C
Queue Length 50th (ft)	190		149			235
Queue Length 95th (ft)	#494		227			296
Internal Link Dist (ft)	522		421			471
Turn Bay Length (ft)						
Base Capacity (vph)	686		1382			1444
Starvation Cap Reductn	0		55			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.85		0.39			0.50

Intersection Summary			
Area Type:	Other		
Cycle Length: 84.8			
Actuated Cycle Length: 64.7			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 27.2		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: 1: High Street (Rte 100) & I-95 NB Off Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	62	155	0	0	0	178	446	267	123	743	68
Future Volume (vph)	18	62	155	0	0	0	178	446	267	123	743	68
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	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	340		340
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.909						0.942			0.986	
Flt Protected		0.996					0.950			0.950		
Satd. Flow (prot)	0	1663	0	0	0	0	1736	1715	0	1694	3311	0
Flt Permitted		0.996					0.148			0.200		
Satd. Flow (perm)	0	1663	0	0	0	0	270	1715	0	357	3311	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		88						31			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		296			659			257			501	
Travel Time (s)		6.7			15.0			5.8			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.75	0.79	0.73	0.92	0.92	0.92	0.80	0.84	0.80	0.87	0.89	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	3%	3%	2%	2%	2%	4%	4%	5%	3%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	24	78	212	0	0	0	223	531	334	141	835	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	314	0	0	0	0	223	865	0	141	921	0
Number of Detectors	1	1					1	0		1	1	
Detector Template	Left											
Leading Detector (ft)	20	26					42	0		42	42	
Trailing Detector (ft)	0	-6					-6	0		-6	-6	
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	
Protected Phases	5	5					1	2 3		1	2	
Permitted Phases							2 3			2		
Detector Phase	5	3 5					1 3	2		1 3	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0					5.0			5.0	15.0	
Minimum Split (s)	15.3	15.3					9.0			9.0	20.1	
Total Split (s)	25.3	25.3					19.0			19.0	25.1	
Total Split (%)	24.3%	24.3%					18.3%			18.3%	24.1%	
Yellow Time (s)	3.6	3.6					3.0			3.0	3.6	
All-Red Time (s)	2.7	2.7					1.0			1.0	1.5	
Lost Time Adjust (s)		0.0					0.0			0.0	0.0	
Total Lost Time (s)		6.3					4.0			4.0	5.1	

Lane Group	Ø3	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Turn Type		
Protected Phases	3	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	11.6	23.0
Total Split (s)	11.6	23.0
Total Split (%)	11%	22%
Yellow Time (s)	3.6	4.0
All-Red Time (s)	1.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lag	Lag					Lead			Lead	Lag	
Lead-Lag Optimize?	Yes	Yes					Yes			Yes	Yes	
Recall Mode	None	None					None			None	Min	
Act Effct Green (s)		19.0					47.7	31.6		36.1	20.0	
Actuated g/C Ratio		0.23					0.59	0.39		0.45	0.25	
v/c Ratio		0.69					0.52	1.26		0.35	1.12	
Control Delay		29.0					9.6	145.1		14.1	99.4	
Queue Delay		0.0					0.4	3.1		0.0	0.2	
Total Delay		29.0					10.0	148.2		14.1	99.6	
LOS		C					A	F		B	F	
Approach Delay		29.0						119.9			88.3	
Approach LOS		C						F			F	
Queue Length 50th (ft)		104					44	~575		37	~285	
Queue Length 95th (ft)		156					m43	m#530		66	#398	
Internal Link Dist (ft)		216			579			177			421	
Turn Bay Length (ft)										340		
Base Capacity (vph)		457					430	687		406	824	
Starvation Cap Reductn		0					32	227		0	0	
Spillback Cap Reductn		0					0	0		0	29	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.69					0.56	1.88		0.35	1.16	

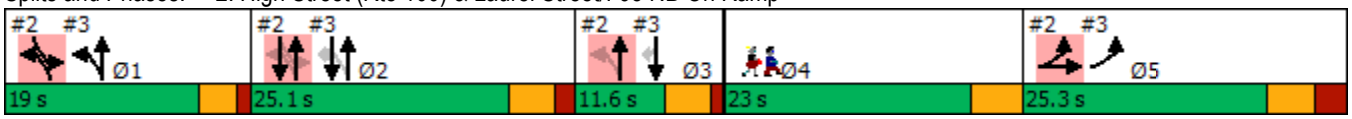
Intersection Summary			
Area Type:	Other		
Cycle Length: 104			
Actuated Cycle Length: 81			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay: 94.7		Intersection LOS: F	
Intersection Capacity Utilization 73.2%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

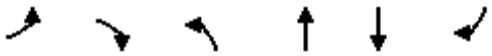
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: High Street (Rte 100) & Laurel Street/I-95 NB On Ramp

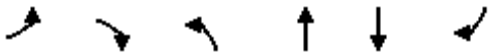


Lane Group	Ø3	Ø4
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	327	19	26	564	602	296			
Future Volume (vph)	327	19	26	564	602	296			
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			1			
Taper Length (ft)	25		25						
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Ped Bike Factor									
Frt	0.990					0.850			
Flt Protected	0.956			0.997					
Satd. Flow (prot)	1726	0	0	1807	1810	1568			
Flt Permitted	0.956			0.573					
Satd. Flow (perm)	1726	0	0	1039	1810	1568			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)	3					298			
Link Speed (mph)	30			30	30				
Link Distance (ft)	485			1179	257				
Travel Time (s)	11.0			26.8	5.8				
Confl. Peds. (#/hr)									
Confl. Bikes (#/hr)									
Peak Hour Factor	0.83	0.63	0.64	0.92	0.90	0.81			
Growth Factor	100%	100%	100%	100%	100%	100%			
Heavy Vehicles (%)	4%	7%	2%	5%	5%	3%			
Bus Blockages (#/hr)	0	0	0	0	0	0			
Parking (#/hr)									
Mid-Block Traffic (%)	0%			0%	0%				
Adj. Flow (vph)	394	30	41	613	669	365			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	424	0	0	654	669	365			
Number of Detectors	1		1	1	0	0			
Detector Template			Left						
Leading Detector (ft)	38		20	48	0	0			
Trailing Detector (ft)	-10		0	0	0	0			
Turn Type	Prot		custom	NA	NA	Perm			
Protected Phases	5		1	1 2	2 3		2	3	4
Permitted Phases			2			2 3			
Detector Phase	3 5		1	1 2	2	2			
Switch Phase									
Minimum Initial (s)	9.0		5.0				15.0	7.0	7.0
Minimum Split (s)	15.3		9.0				20.1	11.6	23.0
Total Split (s)	25.3		19.0				25.1	11.6	23.0
Total Split (%)	24.3%		18.3%				24%	11%	22%
Yellow Time (s)	3.6		3.0				3.6	3.6	4.0
All-Red Time (s)	2.7		1.0				1.5	1.0	0.0
Lost Time Adjust (s)	0.0								
Total Lost Time (s)	6.3								



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4
Lead/Lag	Lag		Lead				Lag		Lead
Lead-Lag Optimize?	Yes		Yes				Yes		Yes
Recall Mode	None		None				Min	None	None
Act Effct Green (s)	19.0			36.1	31.6	31.6			
Actuated g/C Ratio	0.23			0.45	0.39	0.39			
v/c Ratio	1.04			1.08	0.95	0.46			
Control Delay	88.8			81.6	15.0	0.7			
Queue Delay	21.1			11.3	43.8	1.7			
Total Delay	109.9			92.8	58.8	2.4			
LOS	F			F	E	A			
Approach Delay	109.9			92.8	38.9				
Approach LOS	F			F	D				
Queue Length 50th (ft)	~235			~285	70	3			
Queue Length 95th (ft)	#362			#421	m71	m0			
Internal Link Dist (ft)	405			1099	177				
Turn Bay Length (ft)									
Base Capacity (vph)	407			605	706	793			
Starvation Cap Reductn	0			0	127	267			
Spillback Cap Reductn	23			221	0	0			
Storage Cap Reductn	0			0	0	0			
Reduced v/c Ratio	1.10			1.70	1.16	0.69			

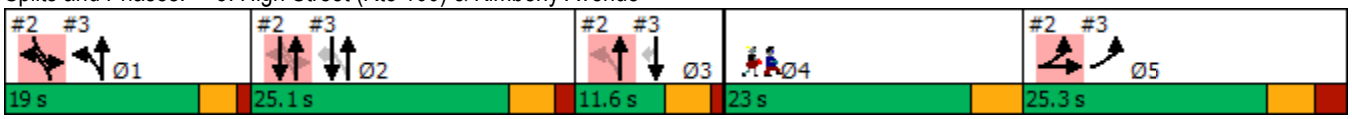
Intersection Summary			
Area Type:	Other		
Cycle Length: 104			
Actuated Cycle Length: 81			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay: 69.9		Intersection LOS: E	
Intersection Capacity Utilization 78.7%		ICU Level of Service D	
Analysis 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.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: High Street (Rte 100) & Kimberly Avenue



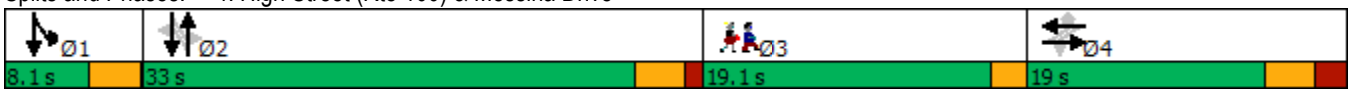
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	26	1	8	40	198	10	330	8	90	421	110
Future Volume (vph)	62	26	1	8	40	198	10	330	8	90	421	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		130	0		0	0		0	0		130
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.995				0.850		0.992			0.975	
Flt Protected		0.973			0.987		0.950				0.993	
Satd. Flow (prot)	0	3281	0	0	1771	1553	1694	1707	0	0	3317	0
Flt Permitted		0.781			0.877		0.363				0.847	
Satd. Flow (perm)	0	2633	0	0	1574	1553	647	1707	0	0	2829	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				233		4			38	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		418			556			296			1179	
Travel Time (s)		9.5			12.6			6.7			26.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.53	0.25	0.35	0.61	0.85	0.50	0.93	0.38	0.80	0.81	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	8%	14%	17%	2%	4%	3%	7%	2%	4%	6%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	67	49	4	23	66	233	20	355	21	113	520	128
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	0	0	89	233	20	376	0	0	761	0
Number of Detectors	1	1		1	1	1	0	0		1	0	
Detector Template	Left			Left						Left		
Leading Detector (ft)	20	30		20	30	30	0	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		D.P+P	NA	
Protected Phases		4			4			2		1	1 2	
Permitted Phases	4			4		4	2	2		2		
Detector Phase	4	4		4	4	4	2	2		1	1 2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	15.0	15.0		5.0		
Minimum Split (s)	12.0	12.0		12.0	12.0	12.0	19.0	19.0		8.1		
Total Split (s)	19.0	19.0		19.0	19.0	19.0	33.0	33.0		8.1		
Total Split (%)	24.0%	24.0%		24.0%	24.0%	24.0%	41.7%	41.7%		10.2%		
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0		0.1		
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)		5.0			5.0	5.0	4.0	4.0				

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	19.1
Total Split (s)	19.1
Total Split (%)	24%
Yellow Time (s)	2.1
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	Max	Max		Max		
Act Effct Green (s)		8.6			8.6	8.6	29.7	29.7			35.7	
Actuated g/C Ratio		0.15			0.15	0.15	0.51	0.51			0.61	
v/c Ratio		0.31			0.39	0.55	0.06	0.43			0.43	
Control Delay		25.2			29.4	9.6	12.0	13.4			7.3	
Queue Delay		0.0			0.0	0.0	0.0	1.0			0.0	
Total Delay		25.2			29.4	9.6	12.0	14.3			7.3	
LOS		C			C	A	B	B			A	
Approach Delay		25.2			15.1			14.2			7.3	
Approach LOS		C			B			B			A	
Queue Length 50th (ft)		17			26	0	3	62			33	
Queue Length 95th (ft)		28			52	49	11	231			138	
Internal Link Dist (ft)		338			476			216			1099	
Turn Bay Length (ft)												
Base Capacity (vph)		645			383	555	327	865			1779	
Starvation Cap Reductn		0			0	0	0	259			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			0.23	0.42	0.06	0.62			0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 79.2			
Actuated Cycle Length: 58.7			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: High Street (Rte 100) & Messina Drive



Lane Group	Ø3
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
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	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

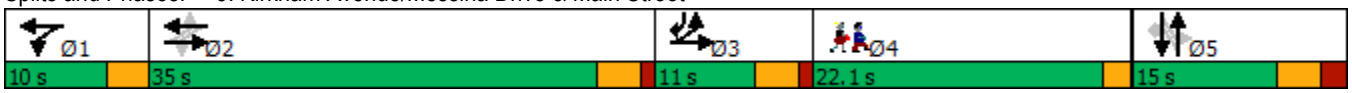
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	296	10	3	231	2	5	9	12	3	7	150
Future Volume (vph)	78	296	10	3	231	2	5	9	12	3	7	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		40
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.994			0.995			0.952				0.850
Flt Protected		0.989		0.950				0.992			0.982	
Satd. Flow (prot)	0	3314	0	1601	1768	0	0	1668	0	0	1741	1568
Flt Permitted		0.823		0.474				0.943			0.875	
Satd. Flow (perm)	0	2758	0	799	1768	0	0	1585	0	0	1551	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			2			17				156
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		327			343			293			418	
Travel Time (s)		8.9			9.4			6.7			9.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.76	0.92	0.56	0.38	0.91	0.25	0.63	0.40	0.69	0.38	0.50	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	3%	4%	9%	3%	15%	4%	10%	6%	4%	9%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	103	322	18	8	254	8	8	23	17	8	14	156
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	443	0	8	262	0	0	48	0	0	22	156
Number of Detectors	1	0		1	0		1	1		1	1	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	0		26	0		20	24		20	30	27
Trailing Detector (ft)	0	0		-4	0		0	0		0	0	-3
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	3	2 3		1	1 2			5			5	3
Permitted Phases	2 3			1 2			5			5		5
Detector Phase	3	2 3		1	1 2		5	5		5	5	5
Switch Phase												
Minimum Initial (s)	3.0			3.0			7.0	7.0		7.0	7.0	3.0
Minimum Split (s)	7.0			6.0			12.0	12.0		12.0	12.0	7.0
Total Split (s)	11.0			10.0			15.0	15.0		15.0	15.0	11.0
Total Split (%)	11.8%			10.7%			16.1%	16.1%		16.1%	16.1%	11.8%
Yellow Time (s)	3.0			3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0			0.0			2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)				0.0				0.0			0.0	0.0
Total Lost Time (s)				3.0				5.0			5.0	4.0

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	19.0	22.1
Total Split (s)	35.0	22.1
Total Split (%)	38%	24%
Yellow Time (s)	3.0	2.1
All-Red Time (s)	1.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead			Lead								Lead
Lead-Lag Optimize?	Yes			Yes								Yes
Recall Mode	Min			None			None	None		None	None	Min
Act Effct Green (s)		37.7		39.6	42.7			7.7			7.7	18.3
Actuated g/C Ratio		0.52		0.55	0.59			0.11			0.11	0.25
v/c Ratio		0.30		0.02	0.25			0.26			0.13	0.30
Control Delay		9.9		10.0	9.7			27.3			34.2	5.0
Queue Delay		0.0		0.0	0.5			0.0			0.0	0.0
Total Delay		9.9		10.0	10.2			27.3			34.2	5.0
LOS		A		A	B			C			C	A
Approach Delay		9.9			10.2			27.3			8.6	
Approach LOS		A			B			C			A	
Queue Length 50th (ft)		36		1	41			12			8	0
Queue Length 95th (ft)		117		4	151			17			19	32
Internal Link Dist (ft)		247			263			213			338	
Turn Bay Length (ft)												40
Base Capacity (vph)		1531		517	1045			237			218	562
Starvation Cap Reductn		0		0	430			0			0	0
Spillback Cap Reductn		0		0	0			0			0	0
Storage Cap Reductn		0		0	0			0			0	0
Reduced v/c Ratio		0.29		0.02	0.43			0.20			0.10	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 93.1			
Actuated Cycle Length: 72.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.30			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 41.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Kirkham Avenue/Messina Drive & Main Street



Lane Group	Ø2	Ø4
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	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		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

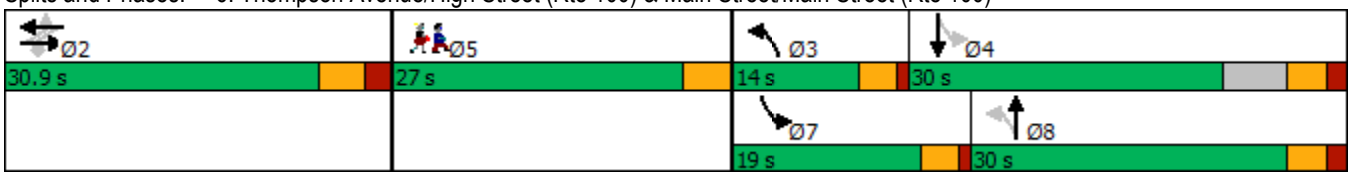
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	229	70	31	192	194	40	142	53	298	128	4
Future Volume (vph)	12	229	70	31	192	194	40	142	53	298	128	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	0		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.921			0.952			0.993	
Flt Protected		0.997		0.950			0.950			0.950		
Satd. Flow (prot)	0	1795	1501	1728	1593	0	1736	1762	0	1631	1756	0
Flt Permitted		0.894		0.489			0.654			0.364		
Satd. Flow (perm)	0	1610	1501	889	1593	0	1195	1762	0	625	1756	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			143					20			2	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		343			1143			294			296	
Travel Time (s)		9.4			31.2			6.7			6.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.75	0.87	0.66	0.72	0.90	0.83	0.73	0.97	0.78	0.90	0.83	0.50
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	4%	1%	2%	10%	4%	3%	2%	7%	3%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	16	263	106	43	213	234	55	146	68	331	154	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	279	106	43	447	0	55	214	0	331	162	0
Number of Detectors	1	1	0	1	1		1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	156	0	156	156		30	30		30	30	
Trailing Detector (ft)	0	150	0	150	150		-10	-10		-10	-10	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			2		3	8		7	4	
Permitted Phases	2		2	2			8			4		
Detector Phase	2	2	2	2	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	20.9	20.9	20.9	20.9	20.9		9.0	12.0		9.0	12.0	
Total Split (s)	30.9	30.9	30.9	30.9	30.9		14.0	30.0		19.0	30.0	
Total Split (%)	28.9%	28.9%	28.9%	28.9%	28.9%		13.1%	28.1%		17.8%	28.1%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.0	3.3		3.0	3.3	
All-Red Time (s)	2.2	2.2	2.2	2.2	2.2		1.0	1.7		1.0	1.7	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.9	5.9	5.9	5.9		4.0	5.0		4.0	5.0	

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	27.0
Total Split (s)	27.0
Total Split (%)	25%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Min	Min	Min	Min	Min		None	None		None	None	
Act Effct Green (s)		26.4	26.4	26.4	26.4		20.6	13.3		33.7	26.8	
Actuated g/C Ratio		0.33	0.33	0.33	0.33		0.26	0.17		0.43	0.34	
v/c Ratio		0.52	0.18	0.14	0.84		0.16	0.68		0.72	0.27	
Control Delay		30.9	3.2	28.0	45.5		18.6	41.3		30.3	25.2	
Queue Delay		0.3	0.0	0.0	0.0		0.0	0.0		2.2	0.2	
Total Delay		31.2	3.2	28.0	45.5		18.6	41.3		32.5	25.4	
LOS		C	A	C	D		B	D		C	C	
Approach Delay		23.5			44.0			36.7			30.2	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)		84	0	11	154		11	74		83	48	
Queue Length 95th (ft)		256	0	42	#551		38	192		#298	131	
Internal Link Dist (ft)		263			1063			214			216	
Turn Bay Length (ft)							60					
Base Capacity (vph)		539	597	298	533		450	603		468	707	
Starvation Cap Reductn		44	0	0	0		0	0		54	141	
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		0.56	0.18	0.14	0.84		0.12	0.35		0.80	0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 106.9			
Actuated Cycle Length: 78.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 33.8		Intersection LOS: C	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Thompson Avenue/High Street (Rte 100) & Main Street/Main Street (Rte 100)



Lane Group	Ø5
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	
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												
Traffic Volume (vph)	26	494	689	132	565	3	750	9	93	3	9	6
Future Volume (vph)	26	494	689	132	565	3	750	9	93	3	9	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	110		290	160		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.998			0.958			0.940	
Flt Protected	0.950			0.950			0.950	0.967			0.994	
Satd. Flow (prot)	1646	3388	1487	1694	3383	0	1579	1547	0	0	1722	0
Flt Permitted	0.950			0.950			0.950	0.967			0.873	
Satd. Flow (perm)	1646	3388	1487	1694	3383	0	1579	1547	0	0	1512	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			788		1			13			16	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		742			665			1280			316	
Travel Time (s)		14.5			13.0			29.1			7.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.72	0.86	0.79	0.98	0.95	0.38	0.90	0.67	0.69	0.75	0.56	0.38
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	3%	5%	3%	3%	0%	5%	18%	2%	0%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	36	574	872	135	595	8	833	13	135	4	16	16
Shared Lane Traffic (%)							40%					
Lane Group Flow (vph)	36	574	872	135	603	0	500	481	0	0	36	0
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template												
Leading Detector (ft)	24	336	0	40	346		40	40		24	32	
Trailing Detector (ft)	0	200	0	-10	220		-10	-10		0	-3	
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA		Perm	NA	
Protected Phases	1	6	4	5	2		4	4			7	
Permitted Phases			6							7		
Detector Phase	1	6	4	5	2		4	4		7	7	
Switch Phase												
Minimum Initial (s)	5.0	15.0	9.0	5.0	15.0		9.0	9.0		5.0	5.0	
Minimum Split (s)	10.0	20.5	15.0	10.0	20.6		15.0	15.0		9.5	9.5	
Total Split (s)	20.0	40.6	31.0	20.0	40.6		31.0	31.0		14.5	14.5	
Total Split (%)	14.6%	29.6%	22.6%	14.6%	29.6%		22.6%	22.6%		10.6%	10.6%	
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	1.0	3.0	2.0	1.1		3.0	3.0		1.5	1.5	
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	5.5	6.0	5.0	5.6		6.0	6.0			4.5	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	31.0
Total Split (s)	31.0
Total Split (%)	23%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	

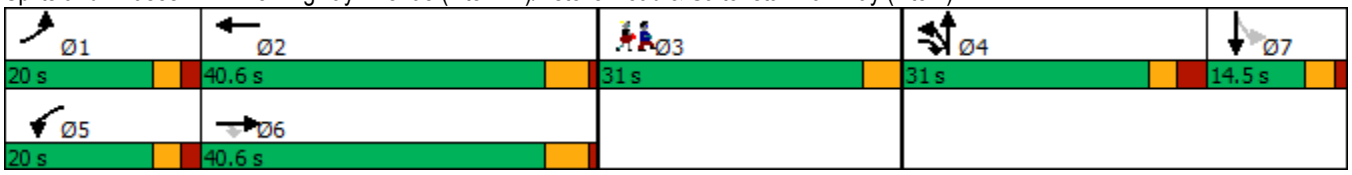
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	6.2	18.3	49.5	11.2	28.0		25.6	25.6			6.1	
Actuated g/C Ratio	0.08	0.23	0.63	0.14	0.36		0.33	0.33			0.08	
v/c Ratio	0.27	0.72	0.71	0.56	0.50		0.97	0.93			0.27	
Control Delay	43.2	34.5	5.1	42.6	23.4		63.7	56.3			31.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	43.2	34.5	5.1	42.6	23.4		63.7	56.3			31.4	
LOS	D	C	A	D	C		E	E			C	
Approach Delay		17.4			26.9			60.1			31.4	
Approach LOS		B			C			E			C	
Queue Length 50th (ft)	18	144	17	65	138		~276	247			10	
Queue Length 95th (ft)	40	205	35	133	206		#584	#337			22	
Internal Link Dist (ft)		662			585			1200			236	
Turn Bay Length (ft)	110		290	160								
Base Capacity (vph)	323	1557	1231	332	1551		516	515			211	
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	0.37	0.71	0.41	0.39		0.97	0.93			0.17	

Intersection Summary	
Area Type:	Other
Cycle Length: 137.1	
Actuated Cycle Length: 78.1	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 32.7	Intersection LOS: C
Intersection Capacity Utilization 67.1%	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: 7: Hemingway Avenue (Rte 142)/Estelle Road & Saltonstall Parkway (Rte 1)



Lane Group	Ø3
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	
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												
Traffic Volume (vph)	64	161	355	106	121	21	246	767	102	53	727	50
Future Volume (vph)	64	161	355	106	121	21	246	767	102	53	727	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	270		290	190		0	260		0	200		300
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.976			0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1801	1446	1711	1752	0	1616	3275	0	1694	3292	1531
Flt Permitted	0.416			0.300			0.950			0.950		
Satd. Flow (perm)	742	1801	1446	540	1752	0	1616	3275	0	1694	3292	1531
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			403		6			10				
Link Speed (mph)		25			30			35			30	
Link Distance (ft)		1143			618			696			1280	
Travel Time (s)		31.2			14.0			13.6			29.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.72	0.77	0.88	0.81	0.76	0.69	0.78	0.83	0.80	0.91	0.82	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	2%	8%	2%	2%	4%	8%	5%	2%	3%	6%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	89	209	403	131	159	30	315	924	128	58	887	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	209	403	131	189	0	315	1052	0	58	887	63
Number of Detectors	1	1	1	1	1		1	2		1	2	0
Detector Template												
Leading Detector (ft)	34	34	34	34	34		30	306		30	306	0
Trailing Detector (ft)	0	0	0	0	0		-4	175		-4	190	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4	1	3	8		1	6		5	2	
Permitted Phases	4		4	8								2
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	9.0	5.0	5.0	9.0		5.0	18.0		5.0	18.0	18.0
Minimum Split (s)	8.0	14.0	10.0	9.5	14.5		10.0	23.5		10.0	23.5	23.5
Total Split (s)	13.0	25.0	25.0	13.0	25.0		25.0	40.5		25.0	40.5	40.5
Total Split (%)	9.3%	17.9%	17.9%	9.3%	17.9%		17.9%	29.0%		17.9%	29.0%	29.0%
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)	0.0	2.0	2.0	0.0	2.0		2.0	1.5		2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0		5.0	5.5		5.0	5.5	5.5

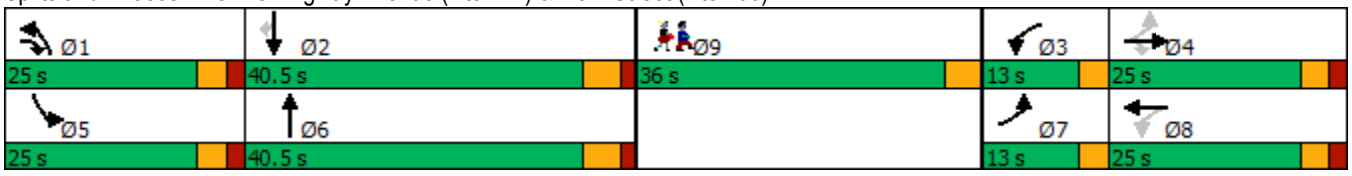
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	26%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	Min		None	Min	Min
Act Effct Green (s)	26.7	16.4	42.3	28.7	17.4		20.7	50.8		8.6	36.2	36.2
Actuated g/C Ratio	0.24	0.14	0.37	0.25	0.15		0.18	0.45		0.08	0.32	0.32
v/c Ratio	0.36	0.80	0.51	0.56	0.69		1.07	0.71		0.46	0.84	0.13
Control Delay	40.1	72.5	5.7	47.0	61.0		117.8	34.3		66.8	47.2	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.1	72.5	5.7	47.0	61.0		117.8	34.3		66.8	47.2	35.5
LOS	D	E	A	D	E		F	C		E	D	D
Approach Delay		30.0			55.3			53.5			47.6	
Approach LOS		C			E			D			D	
Queue Length 50th (ft)	41	127	0	62	108		202	265		36	263	27
Queue Length 95th (ft)	89	233	68	141	204		#462	#597		98	#514	75
Internal Link Dist (ft)		1063			538			616			1200	
Turn Bay Length (ft)	270		290	190			260			200		300
Base Capacity (vph)	275	328	787	247	324		294	1473		308	1050	489
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.32	0.64	0.51	0.53	0.58		1.07	0.71		0.19	0.84	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 139.5	
Actuated Cycle Length: 113.4	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 47.1	Intersection LOS: D
Intersection Capacity Utilization 64.3%	ICU Level of Service C
Analysis Period (min) 15	

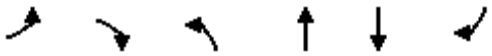
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Hemingway Avenue (Rte 142) & Main Street (Rte 100)

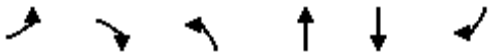


Lane Group	Ø9
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	56	147	87	1045	1034	66	
Future Volume (vph)	56	147	87	1045	1034	66	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	11	11	11	11	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	0	0			0	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Ped Bike Factor							
Frt	0.904				0.990		
Flt Protected	0.986			0.996			
Satd. Flow (prot)	1602	0	0	3276	3237	0	
Flt Permitted	0.986			0.689			
Satd. Flow (perm)	1602	0	0	2266	3237	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	110				9		
Link Speed (mph)	25			35	35		
Link Distance (ft)	530			697	518		
Travel Time (s)	14.5			13.6	10.1		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.85	0.91	0.82	0.90	0.89	0.80	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	5%	6%	7%	6%	7%	3%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	66	162	106	1161	1162	83	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	228	0	0	1267	1245	0	
Number of Detectors	1		1	2	2		
Detector Template			Left				
Leading Detector (ft)	24		20	326	326		
Trailing Detector (ft)	0		0	180	190		
Turn Type	Prot		D.P+P	NA	NA		
Protected Phases	4		1	1 2	2		3
Permitted Phases			2				
Detector Phase	4		1	2	2		
Switch Phase							
Minimum Initial (s)	7.0		5.0		20.0		7.0
Minimum Split (s)	10.5		8.0		25.9		21.0
Total Split (s)	23.5		10.0		45.9		21.0
Total Split (%)	23.4%		10.0%		45.7%		21%
Yellow Time (s)	3.0		3.0		4.2		4.0
All-Red Time (s)	0.5		0.0		1.7		0.0
Lost Time Adjust (s)	0.0				0.0		
Total Lost Time (s)	3.5				5.9		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lead/Lag	Lag		Lead		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Recall Mode	None		Min		Min		None
Act Effct Green (s)	10.3			49.1	41.0		
Actuated g/C Ratio	0.14			0.68	0.57		
v/c Ratio	0.71			0.79	0.68		
Control Delay	28.7			15.0	16.2		
Queue Delay	0.0			0.0	0.0		
Total Delay	28.7			15.0	16.2		
LOS	C			B	B		
Approach Delay	28.7			15.0	16.2		
Approach LOS	C			B	B		
Queue Length 50th (ft)	46			73	150		
Queue Length 95th (ft)	128			#560	#514		
Internal Link Dist (ft)	450			617	438		
Turn Bay Length (ft)							
Base Capacity (vph)	533			1610	1839		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.43			0.79	0.68		

Intersection Summary			
Area Type:	Other		
Cycle Length: 100.4			
Actuated Cycle Length: 72.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 16.7		Intersection LOS: B	
Intersection Capacity Utilization 85.8%		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: 9: Hemingway Avenue (Rte 142) & Dodge Avenue



Intersection	
Int Delay, s/veh	347.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	462	8	5	377	457	404
Future Vol, veh/h	462	8	5	377	457	404
Conflicting Peds, #/hr	0	2	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	44	42	86	90	81
Heavy Vehicles, %	20	11	33	5	6	26
Mvmt Flow	660	18	12	438	508	499

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1004	509	1010	0	-	0
Stage 1	761	-	-	-	-	-
Stage 2	243	-	-	-	-	-
Critical Hdwy	7.2	7.12	4.76	-	-	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-
Critical Hdwy Stg 2	6.2	-	-	-	-	-
Follow-up Hdwy	3.7	3.41	2.53	-	-	-
Pot Cap-1 Maneuver	~ 209	486	523	-	-	-
Stage 1	~ 378	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 201	484	522	-	-	-
Mov Cap-2 Maneuver	~ 201	-	-	-	-	-
Stage 1	~ 366	-	-	-	-	-
Stage 2	722	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 1093.3	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	522	-	204	-	-
HCM Lane V/C Ratio	0.023	-	3.324	-	-
HCM Control Delay (s)	12.1	0	$ 1093.3	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	63.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	107	24	17	73	17	14	36	33	48	40	40
Future Vol, veh/h	74	107	24	17	73	17	14	36	33	48	40	40
Peak Hour Factor	0.75	0.89	0.69	0.80	0.78	0.67	0.54	0.77	0.78	0.87	0.71	0.77
Heavy Vehicles, %	2	4	7	5	3	8	8	2	5	8	1	4
Mvmt Flow	99	120	35	21	94	25	26	47	42	55	56	52
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.3	9.2	9	9.6
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	36%	16%	38%
Vol Thru, %	43%	52%	68%	31%
Vol Right, %	40%	12%	16%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	205	107	128
LT Vol	14	74	17	48
Through Vol	36	107	73	40
RT Vol	33	24	17	40
Lane Flow Rate	115	254	140	163
Geometry Grp	1	1	1	1
Degree of Util (X)	0.16	0.339	0.192	0.228
Departure Headway (Hd)	5.004	4.806	4.933	5.026
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	709	743	721	708
Service Time	3.083	2.871	3.008	3.1
HCM Lane V/C Ratio	0.162	0.342	0.194	0.23
HCM Control Delay	9	10.3	9.2	9.6
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.6	1.5	0.7	0.9



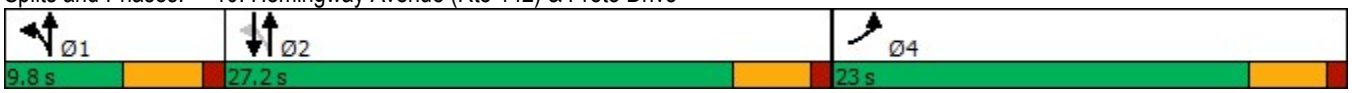
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	376	3	1	338	311	401
Future Volume (vph)	376	3	1	338	311	401
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Storage Length (ft)	200	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00			1.00	0.99	
Frt	0.998				0.919	
Flt Protected	0.953					
Satd. Flow (prot)	3273	0	0	3315	2970	0
Flt Permitted	0.953			0.953		
Satd. Flow (perm)	3273	0	0	3159	2970	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3				483	
Link Speed (mph)	30			35	35	
Link Distance (ft)	604			665	378	
Travel Time (s)	13.7			13.0	7.4	
Confl. Peds. (#/hr)		2	3			3
Peak Hour Factor	0.75	0.38	0.25	0.83	0.76	0.83
Heavy Vehicles (%)	7%	11%	33%	5%	6%	7%
Adj. Flow (vph)	501	8	4	407	409	483
Shared Lane Traffic (%)						
Lane Group Flow (vph)	509	0	0	411	892	0
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	40		20	326	326	
Trailing Detector (ft)	0		0	180	180	
Detector 1 Position(ft)	0		0	180	180	
Detector 1 Size(ft)	40		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				320	320	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		D.P+P	NA	NA	
Protected Phases	4		1	1 2	2	
Permitted Phases			2			
Detector Phase	4		1	1 2	2	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		9.5		22.5	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	23.0		9.8		27.2	
Total Split (%)	38.3%		16.3%		45.3%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0				0.0	
Total Lost Time (s)	4.5				4.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None		Min	
Act Effct Green (s)	13.0			22.0	16.6	
Actuated g/C Ratio	0.26			0.45	0.34	
v/c Ratio	0.59			0.29	0.67	
Control Delay	19.5			7.0	8.8	
Queue Delay	0.0			0.0	0.0	
Total Delay	19.5			7.0	8.8	
LOS	B			A	A	
Approach Delay	19.5			7.0	8.8	
Approach LOS	B			A	A	
Queue Length 50th (ft)	70			27	45	
Queue Length 95th (ft)	92			52	66	
Internal Link Dist (ft)	524			585	298	
Turn Bay Length (ft)	200					
Base Capacity (vph)	1293			1904	1687	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.39			0.22	0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 49.1			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 11.4		Intersection LOS: B	
Intersection Capacity Utilization 40.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: Hemingway Avenue (Rte 142) & Proto Drive





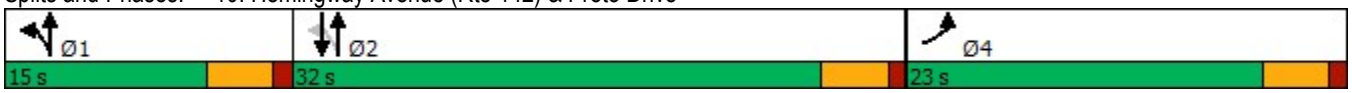
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	462	8	5	377	457	404
Future Volume (vph)	462	8	5	377	457	404
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Storage Length (ft)	200	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00			1.00	0.99	
Frt	0.996				0.926	
Flt Protected	0.954			0.999		
Satd. Flow (prot)	3268	0	0	3297	2999	0
Flt Permitted	0.954			0.947		
Satd. Flow (perm)	3268	0	0	3125	2999	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				418	
Link Speed (mph)	30			35	35	
Link Distance (ft)	604			665	542	
Travel Time (s)	13.7			13.0	10.6	
Confl. Peds. (#/hr)		2	3			3
Peak Hour Factor	0.70	0.44	0.42	0.86	0.90	0.81
Heavy Vehicles (%)	7%	11%	33%	5%	6%	7%
Adj. Flow (vph)	660	18	12	438	508	499
Shared Lane Traffic (%)						
Lane Group Flow (vph)	678	0	0	450	1007	0
Number of Detectors	1		1	2	2	
Detector Template			Left			
Leading Detector (ft)	40		20	326	326	
Trailing Detector (ft)	0		0	180	180	
Detector 1 Position(ft)	0		0	180	180	
Detector 1 Size(ft)	40		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				320	320	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		D.P+P	NA	NA	
Protected Phases	4		1	1 2	2	
Permitted Phases			2			
Detector Phase	4		1	1 2	2	
Switch Phase						
Minimum Initial (s)	10.0		10.0		15.0	
Minimum Split (s)	14.5		14.5		19.5	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	23.0		15.0		32.0	
Total Split (%)	32.9%		21.4%		45.7%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0				0.0	
Total Lost Time (s)	4.5				4.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Min		Min	
Act Effct Green (s)	16.7			33.9	23.6	
Actuated g/C Ratio	0.26			0.53	0.37	
v/c Ratio	0.80			0.27	0.74	
Control Delay	31.0			6.8	13.6	
Queue Delay	0.0			0.0	0.0	
Total Delay	31.0			6.8	13.6	
LOS	C			A	B	
Approach Delay	31.0			6.8	13.6	
Approach LOS	C			A	B	
Queue Length 50th (ft)	136			41	103	
Queue Length 95th (ft)	141			57	172	
Internal Link Dist (ft)	524			585	462	
Turn Bay Length (ft)	200					
Base Capacity (vph)	958			1905	1539	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.71			0.24	0.65	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 64.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 17.7		Intersection LOS: B	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: Hemingway Avenue (Rte 142) & Proto Drive



Appendix J – Signal Warrant Analysis Worksheets

OMUTCD WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	2 or More Lanes
Minor Street:	1 Lane

Built up Isolated Community with Less Than 10,000 Population or Above 40 MPH on Major Street? No

**Only applicable after an adequate trial of other alternatives (See section 4C.02.06 of the 2012 OMUTCD)*

Lanes Major/ Minor	Adjusted Volumes		Condition A				Condition B				Combination A/B*							
											Cond. A		Cond. B		Cond. A		Cond. B	
	Major	Minor	100%		70%		100%		70%		80%		80%		56%		56%	
			Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.
1 / 1			500	150	350	105	750	75	525	53	400	120	600	60	280	84	420	42
2+ / 1	X		600	150	420	105	900	75	630	53	480	120	720	60	336	84	504	42
2+ / 2+			600	200	420	140	900	100	630	70	480	160	720	80	336	112	504	56
1 / 2+			500	200	350	140	750	100	525	70	400	160	600	80	280	112	420	56
12:00 AM	0	0																
12:15 AM	0	0																
12:30 AM	0	0																
12:45 AM	0	0																
1:00 AM	0	0																
1:15 AM	0	0																
1:30 AM	0	0																
1:45 AM	0	0																
2:00 AM	0	0																
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4:45 AM	0	0																
5:00 AM	0	0																
5:15 AM	0	0																
5:30 AM	0	0																
5:45 AM	212	41																
6:00 AM	515	102			1						1				1	1	1	1
6:15 AM	796	185	1	1					1	1			1	1				
6:30 AM	1057	223					1	1										
6:45 AM	1125	227																
7:00 AM	1098	196			1	1					1	1			1	1	1	1
7:15 AM	1111	154	1	1					1	1			1	1				
7:30 AM	1156	197					1	1										
7:45 AM	1144	198																
8:00 AM	1173	210			1	1					1	1			1	1	1	1
8:15 AM	1149	224	1	1					1	1			1	1				
8:30 AM	1124	265					1	1										
8:45 AM	1158	337																
9:00 AM	1086	353			1	1					1	1			1	1	1	1
9:15 AM	1042	369	1	1					1	1			1	1				
9:30 AM	1001	383					1	1										
9:45 AM	920	349																

10:00 AM	880	329			1	1					1	1			1	1	1	1
10:15 AM	831	276	1	1					1	1			1	1				
10:30 AM	773	152																
10:45 AM	714	82																
11:00 AM	729	57			1						1				1		1	1
11:15 AM	796	76	1						1	1			1	1				
11:30 AM	856	99																
11:45 AM	942	109					1	1										
12:00 PM	999	152			1	1					1	1			1	1	1	1
12:15 PM	1021	197	1	1					1	1			1	1				
12:30 PM	1031	205																
12:45 PM	1025	239					1	1										
1:00 PM	1053	277			1	1					1	1			1	1	1	1
1:15 PM	1067	264	1	1					1	1			1	1				
1:30 PM	1114	339																
1:45 PM	1165	362					1	1										
2:00 PM	1175	391			1	1					1	1			1	1	1	1
2:15 PM	1233	459	1	1					1	1			1	1				
2:30 PM	1293	458																
2:45 PM	1345	448					1	1										
3:00 PM	1402	389			1	1					1	1			1	1	1	1
3:15 PM	1449	389	1	1					1	1			1	1				
3:30 PM	1425	328																
3:45 PM	1449	323					1	1										
4:00 PM	1418	325			1	1					1	1			1	1	1	1
4:15 PM	1394	290	1	1					1	1			1	1				
4:30 PM	1359	281																
4:45 PM	1231	309					1	1										
5:00 PM	1189	319			1	1					1	1			1	1	1	1
5:15 PM	1095	262	1	1					1	1			1	1				
5:30 PM	1063	264																
5:45 PM	1060	214					1	1										
6:00 PM	1002	217			1	1					1	1			1	1	1	1
6:15 PM	981	308	1	1					1	1			1	1				
6:30 PM	887	308																
6:45 PM	649	264																
7:00 PM	420	185			1	1									1	1		
7:15 PM	174	49																
7:30 PM	0	0																
7:45 PM	0	0																
8:00 PM	0	0																
8:15 PM	0	0																
8:30 PM	0	0																
8:45 PM	0	0																
9:00 PM	0	0																
9:15 PM	0	0																
9:30 PM	0	0																
9:45 PM	0	0																
HOURS MET			**13**	**12**	**14**	**12**	**11**	**11**	**13**	**13**	**13**	**11**	**13**	**13**	**14**	**13**	**13**	**13**
WARRANT SATISFIED?			**YES**		**N/A**		**YES**		**N/A**		**YES**				**YES**			

Warrant Met: **Yes**

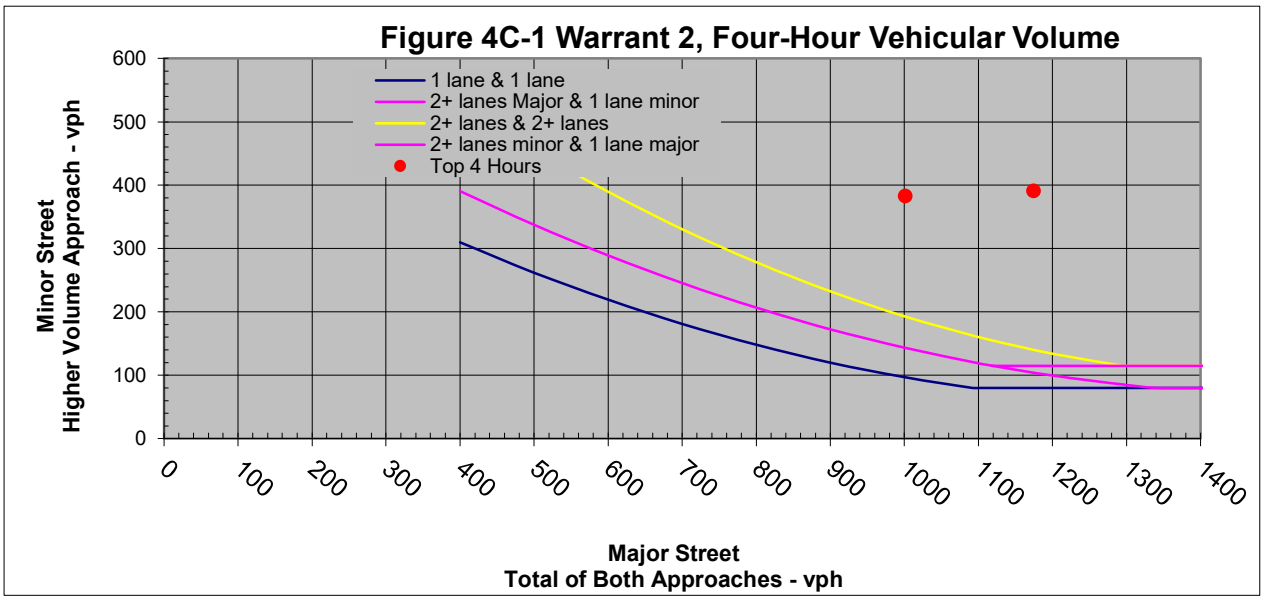
Notes: Condition A was met. Condition B was met. Combination of A/B (80%) was met.*

OMUTCD WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach		Total Number of Unique Hours Met on Figure 4C-1	11
Major street:	2 or More Lanes	Total Number of Unique Hours Met on Figure 4C-2 (70% Factor)	13
Minor Street:	1 Lane		

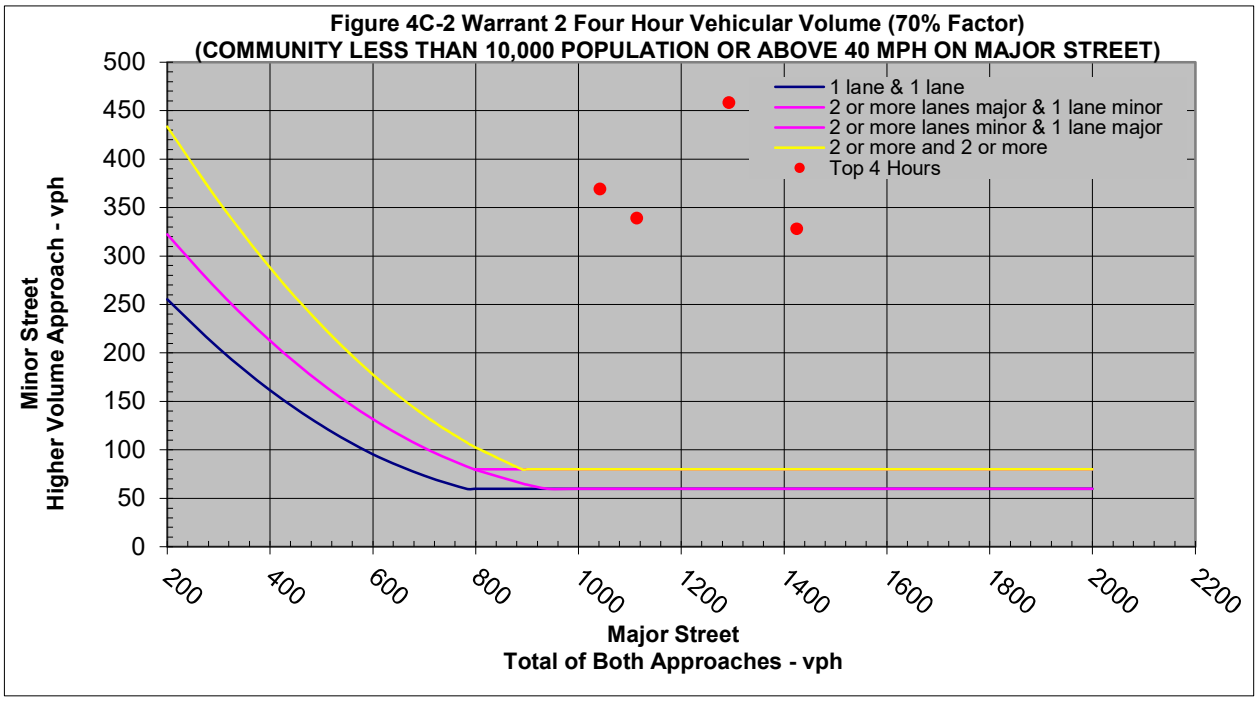
Built up Isolated Community with Less Than 10,000 Population or Above 40 MPH on Major Street?	No

Hour Interval Beginning At	Raw Traffic Counts				Total Major Approach Volumes	Highest Actual Minor Street Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Major - Coe Avenue		Minor - Proto Drive					
	N-Bound	S-Bound	W-Bound	E-Bound				
6:00 AM	218	297	0	102	515	102		
6:15 AM	348	448	0	185	796	185		Met
6:30 AM	481	576	0	223	1057	223	Met	
6:45 AM	538	587	0	227	1125	227		
7:00 AM	531	567	0	196	1098	196		
7:15 AM	546	565	0	154	1111	154		Met
7:30 AM	555	601	0	197	1156	197	Met	
7:45 AM	522	622	0	198	1144	198		
8:00 AM	518	655	0	210	1173	210		
8:15 AM	506	643	0	224	1149	224		Met
8:30 AM	466	658	0	265	1124	265	Met	
8:45 AM	426	732	0	337	1158	337		
9:00 AM	386	700	0	353	1086	353		
9:15 AM	339	703	0	369	1042	369		Met
9:30 AM	319	682	0	383	1001	383	Met	
9:45 AM	341	579	0	349	920	349		
10:00 AM	362	518	0	329	880	329		
10:15 AM	364	467	0	276	831	276		Met
10:30 AM	380	393	0	152	773	152		
10:45 AM	355	359	0	82	714	82		
11:00 AM	359	370	0	57	729	57		
11:15 AM	376	420	0	76	796	76		
11:30 AM	375	481	0	99	856	99		Met
11:45 AM	400	542	0	109	942	109		
12:00 PM	392	607	0	152	999	152	Met	
12:15 PM	383	638	0	197	1021	197		
12:30 PM	374	657	0	205	1031	205		Met
12:45 PM	365	660	0	239	1025	239		
1:00 PM	368	685	0	277	1053	277	Met	
1:15 PM	369	698	0	264	1067	264		
1:30 PM	361	753	0	339	1114	339		Met
1:45 PM	384	781	0	362	1165	362		
2:00 PM	376	799	0	391	1175	391	Met	
2:15 PM	382	851	0	459	1233	459		
2:30 PM	419	874	0	458	1293	458		Met
2:45 PM	443	902	0	448	1345	448		
3:00 PM	501	901	0	389	1402	389	Met	
3:15 PM	540	909	0	389	1449	389		
3:30 PM	549	876	0	328	1425	328		Met
3:45 PM	559	890	0	323	1449	323		
4:00 PM	530	888	0	325	1418	325	Met	
4:15 PM	536	858	0	290	1394	290		
4:30 PM	513	846	0	281	1359	281		Met
4:45 PM	447	784	0	309	1231	309		
5:00 PM	419	770	0	319	1189	319	Met	
5:15 PM	370	725	0	262	1095	262		
5:30 PM	345	718	0	264	1063	264		Met
5:45 PM	335	725	0	214	1060	214		
6:00 PM	301	701	0	217	1002	217	Met	
6:15 PM	251	730	0	308	981	308		
6:30 PM	224	663	0	308	887	308		Met
6:45 PM	154	495	0	264	649	264		
7:00 PM	100	320	0	185	420	185		
7:15 PM	51	123	0	49	174	49		
7:30 PM	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0		



Top Hours for Figure 4C-1	Start Time	End Time	Major Street	Minor Street
Top Hour	3:00 PM	4:00 PM	1402	389
2nd Highest Hour	2:00 PM	3:00 PM	1175	391
3rd Highest Hour	4:00 PM	5:00 PM	1418	325
4th Highest Hour	9:30 AM	10:30 AM	1001	383

Top Hours for Figure 4C-2	Start Time	End Time	Major Street	Minor Street
Top Hour	2:30 PM	3:30 PM	1293	458
2nd Highest Hour	3:30 PM	4:30 PM	1425	328
3rd Highest Hour	9:15 AM	10:15 AM	1042	369
4th Highest Hour	1:30 PM	2:30 PM	1114	339



Are the requirements for Warrant 2 met?: Yes

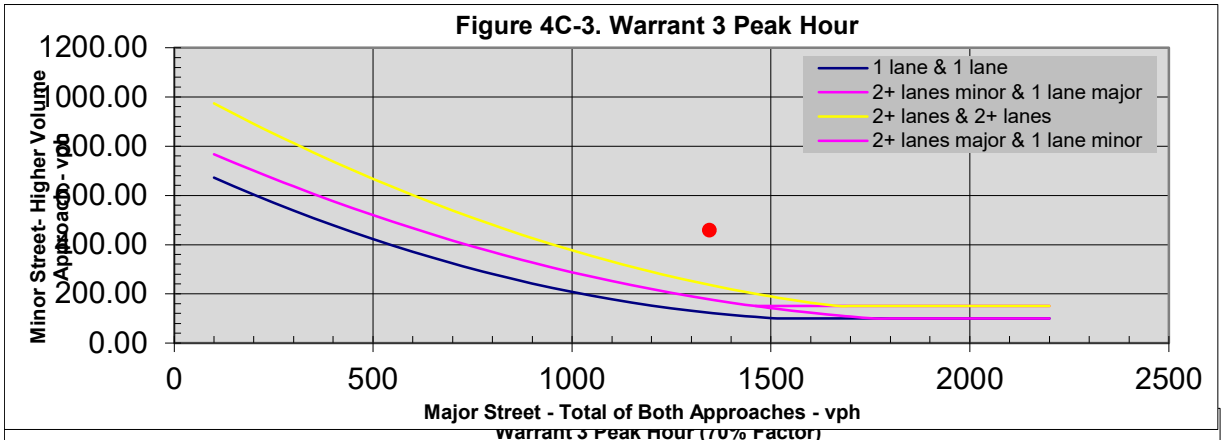
OMUTCD WARRANT 3, PEAK HOUR

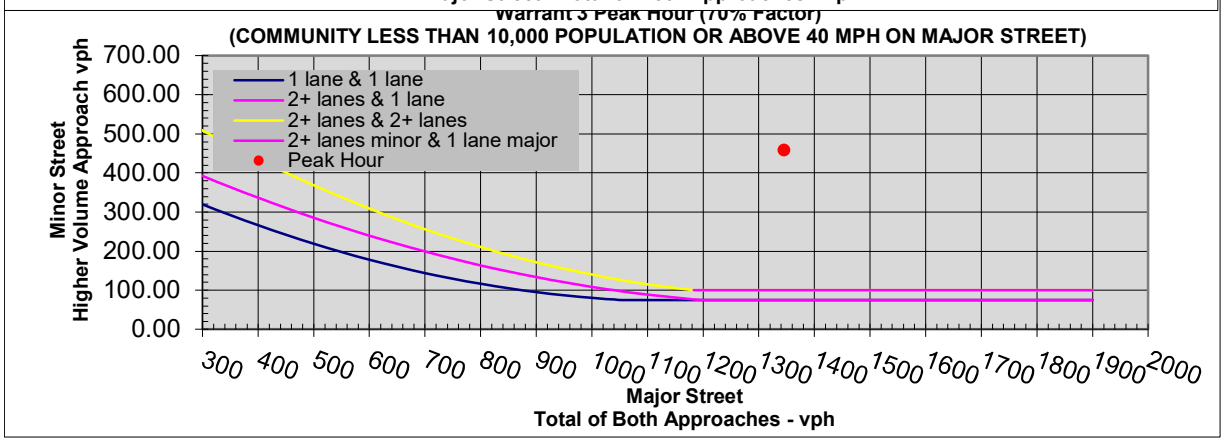
Number of Lanes for Moving Traffic on Each Approach		Peak Hour Start time	2:45 PM
Major Street:	2 or More Lanes	Peak Hour End Time	3:45 PM
Minor Street:	1 Lane		

Built up Isolated Community with Less Than 10,000 Population or Above 40 MPH on Major Street?	No

Is this signal warrant being applied for an unusual case, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time?	No

Indicate whether all three of the following conditions for the same 1 hour (any four consecutive 15-minute periods) of an average day are present*	
Does the total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equal or exceed 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach?	Yes
Does the volume on the same minor-street approach (one direction only) equal or exceed 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes?	Yes
Does the total entering volume serviced during the hour equal or exceed 650 vehicles per hour for intersection with three approaches or 800 vehicles per hour for intersections with four or more approaches?	Yes
**If applicable, attach all supporting calculations and documentation.*	
Are the requirements for Warrant 3 met?:	**Yes**





Hour Vehicular Volume				
Hour Interval Beginning At	**Major Street Combined Vehicles Per Hour (VPH)**	**Highest Minor Street Approach Vehicles Per Hour (VPH)**	**Sum of Major Street and Highest Minor Street**	**Sum of Major Street and Combined Minor Street**
6:00 AM	515	102	617	617
6:15 AM	796	185	981	981
6:30 AM	1057	223	1280	1280
6:45 AM	1125	227	1352	1352
7:00 AM	1098	196	1294	1294
7:15 AM	1111	154	1265	1265
7:30 AM	1156	197	1353	1353
7:45 AM	1144	198	1342	1342
8:00 AM	1173	210	1383	1383
8:15 AM	1149	224	1373	1373
8:30 AM	1124	265	1389	1389
8:45 AM	1158	337	1495	1495
9:00 AM	1086	353	1439	1439
9:15 AM	1042	369	1411	1411
9:30 AM	1001	383	1384	1384
9:45 AM	920	349	1269	1269
10:00 AM	880	329	1209	1209
10:15 AM	831	276	1107	1107
10:30 AM	773	152	925	925
10:45 AM	714	82	796	796
11:00 AM	729	57	786	786
11:15 AM	796	76	872	872
11:30 AM	856	99	955	955
11:45 AM	942	109	1051	1051
12:00 PM	999	152	1151	1151
12:15 PM	1021	197	1218	1218
12:30 PM	1031	205	1236	1236
12:45 PM	1025	239	1264	1264
1:00 PM	1053	277	1330	1330
1:15 PM	1067	264	1331	1331
1:30 PM	1114	339	1453	1453
1:45 PM	1165	362	1527	1527
2:00 PM	1175	391	1566	1566
2:15 PM	1233	459	1692	1692
2:30 PM	1293	458	1751	1751
2:45 PM	1345	448	1793	1793
3:00 PM	1402	389	1791	1791
3:15 PM	1449	389	1838	1838
3:30 PM	1425	328	1753	1753
3:45 PM	1449	323	1772	1772
4:00 PM	1418	325	1743	1743
4:15 PM	1394	290	1684	1684
4:30 PM	1359	281	1640	1640
4:45 PM	1231	309	1540	1540
5:00 PM	1189	319	1508	1508
5:15 PM	1095	262	1357	1357
5:30 PM	1063	264	1327	1327
5:45 PM	1060	214	1274	1274
6:00 PM	1002	217	1219	1219
6:15 PM	981	308	1289	1289
6:30 PM	887	308	1195	1195
6:45 PM	649	264	913	913
7:00 PM	420	185	605	605
7:15 PM	174	49	223	223
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0

Actual Peak Hour Major Traffic Volume	Actual Peak Hour Minor Traffic Volume	Required Peak Hour Minor Traffic Volume for Fig. 4C-3	Required Peak Hour Minor Traffic Volume for Fig. 4C-4
1345	459	178	75

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Tweed New Haven Airport Access Study

Permit Application Traffic Study

August 10, 2021

Special Permit Attachment D
Traffic Study

Tweed New Haven Airport
Terminal Improvements Program

July 22, 2021, Revised August 12, 2021

Presented to:

tweed NEW HVN
Southern Connecticut's Airport

Presented by:

Sam Schwartz

Tweed New Haven Airport Access Study

Sam Schwartz Consulting, as the project team's traffic consultant, conducted a study to understand and best mitigate the potential impacts of the anticipated increase in airport-related traffic during the temporary two to three year period when primary access would remain on the west side of Tweed New Haven Airport. The study began with understanding the existing conditions. The consultant gathered traffic data, including data collected by ConnDOT before the COVID-19 pandemic, and new counts on key area roadways and intersections. The consultant conducted multiple site visits to understand local conditions and reviewed the existing traffic network to understand the current routes to and from the airport. Finally, land uses (including local schools, etc.) that could be sensitive to increases in traffic were identified.

Next, Sam Schwartz and the project team collaborated to estimate increases in vehicle traffic that would result from the added flights at the airport. Separate volume and travel profile estimates were developed for airport employees, TSA employees, and passengers (with consideration for personal cars and taxis/transportation network companies) and any other anticipated airport-related traffic. These estimates were distributed to the local traffic network to understand potential volume increases on individual streets. The results showed that there would be a total of 1,930 vehicles per day associated with the expanded flight schedule, which would peak between 12:00 and 1:00 PM on a typical weekday. During this peak hour, there would be 151 vehicles per hour associated with the airport, which translates to approximately 2 to 3 vehicles every minute during this highest hour. Without any interventions, the majority of this traffic would exit I-95 at Townsend Avenue and then use Fort Hale Road to access the airport, which is the same primary route as the current airport traffic.

Sam Schwartz worked with the applicant and the City of New Haven to develop a menu of options to mitigate increased airport traffic, including traffic calming and increased enforcement to slow traffic and improve safety, new and enhanced traffic controls, the consideration of distributing traffic via alternate routing, and a post-implementation monitoring to provide periodic feedback on how the traffic management plan is working and modify it as needed.

The following presentation provides a summary of all efforts to date. The traffic consultant is continuing to work with the airport, New Haven officials, and the community to select and implement the best measures to accommodate this new traffic pattern.

Jeff Smithline, PE, PTOE (CT PE license no. 33498) & Donald Tone, PE
Sam Schwartz Engineering

Table of Contents

I. Program Overview

II. Airport Trip Generation

III. Airport Trip Distribution

IV. Traffic Data Collection

V. Potential Mitigation Strategies

VI. Post Implementation Protection & Monitoring Plan

VII. Findings & Recommendations



I. Program Overview

- Tweed-New Haven Airport will experience a temporary increase in air traffic in three stages over 2-3 years:
  - 3 additional arrivals and departures per day
  - 5 additional arrivals and departures per day
  - 8 additional arrivals and departures per day

- Sam Schwartz Engineering conducted a traffic assessment to understand and best mitigate potential traffic impacts

- Study included:
  - Review of existing conditions (traffic counts, site visits, review of existing routes)
  - Projection of future airport vehicle trips and assignment to roadway network
  - Development of mitigation measures

I. Program Overview- Trip Generation Assumptions for 8 Flights

- Developed through interviews with airport staff and Sam Schwartz experience with other airports

- Flight Schedule
  - Arrivals & Departures = 16 new flights per day
  - 147 seats * 85% load factor = 125 passengers per flight

- Employees & Crew
  - Avports = 45 (20 new + 25 existing)
  - Avelo = 100 (90 new + 10 existing)
  - Two shifts per day
    - Shift 1: 4:00 AM to 2:00 PM
    - Shift 2: 1:00 PM to 11:00PM

- TSA Staff
  - TSA = 18 (10 staff @ 2 shifts, reduced 10% for existing)
  - Typically start shift 2-hours prior to first departure
  - Two shifts per day
    - Shift 1: 4:00 AM to 12:00 PM
    - Shift 2: 10:15 AM to 6:15PM

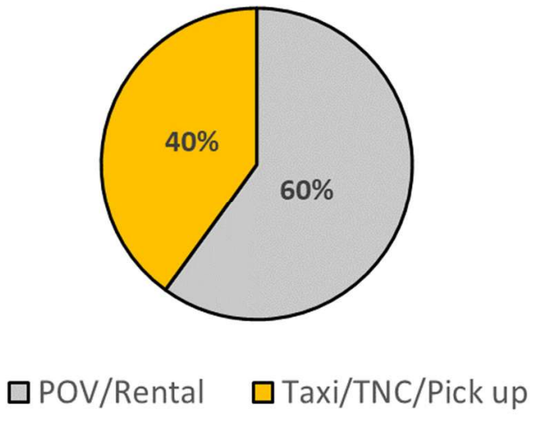
DEPARTURES		ARRIVALS	
No.	**Time**	**No.**	**Time**
1	6:00 AM	1	9:15 AM
2	6:30 AM	2	10:45 AM
3	7:30 AM	3	12:45 PM
4	9:45 AM	4	3:45 PM
5	11:15 AM	5	6:00 PM
6	1:15 PM	6	7:15 PM
7	4:15 PM	7	9:00 PM
8	6:30 PM	8	9:45 PM

I. Program Overview- Trip Generation Assumptions (continued)

Arrive at Airport Before Departure	Percent	Cumulative
45 Min	10%	10%
60 Min	30%	40%
1 hr 15 min	30%	70%
1 hr 30 min	20%	90%
1 hr 45 min	10%	100%

Depart Airport After Arrival	Percent	Cumulative
15 Min	20%	20%
30 Min	60%	80%
45 min	10%	90%
60 min	5%	95%
1 hr 15 min	5%	100%

Mode split:

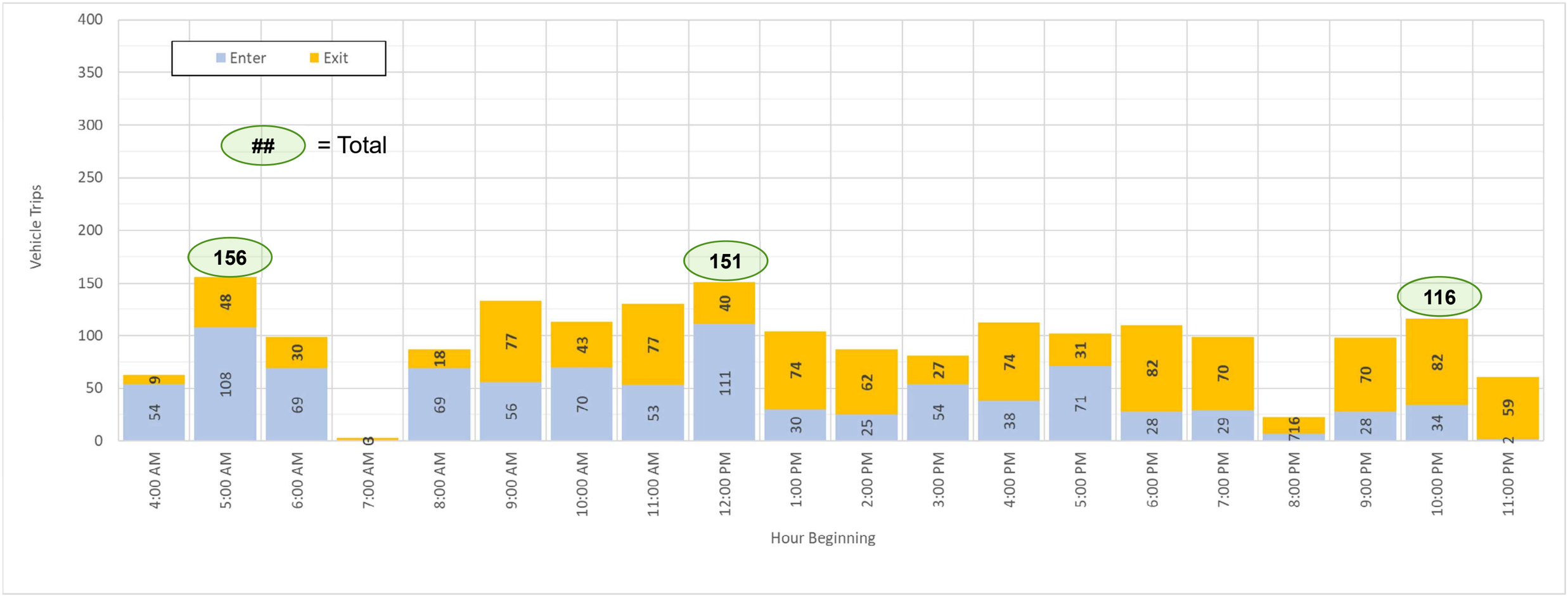


Vehicle Occupancy:

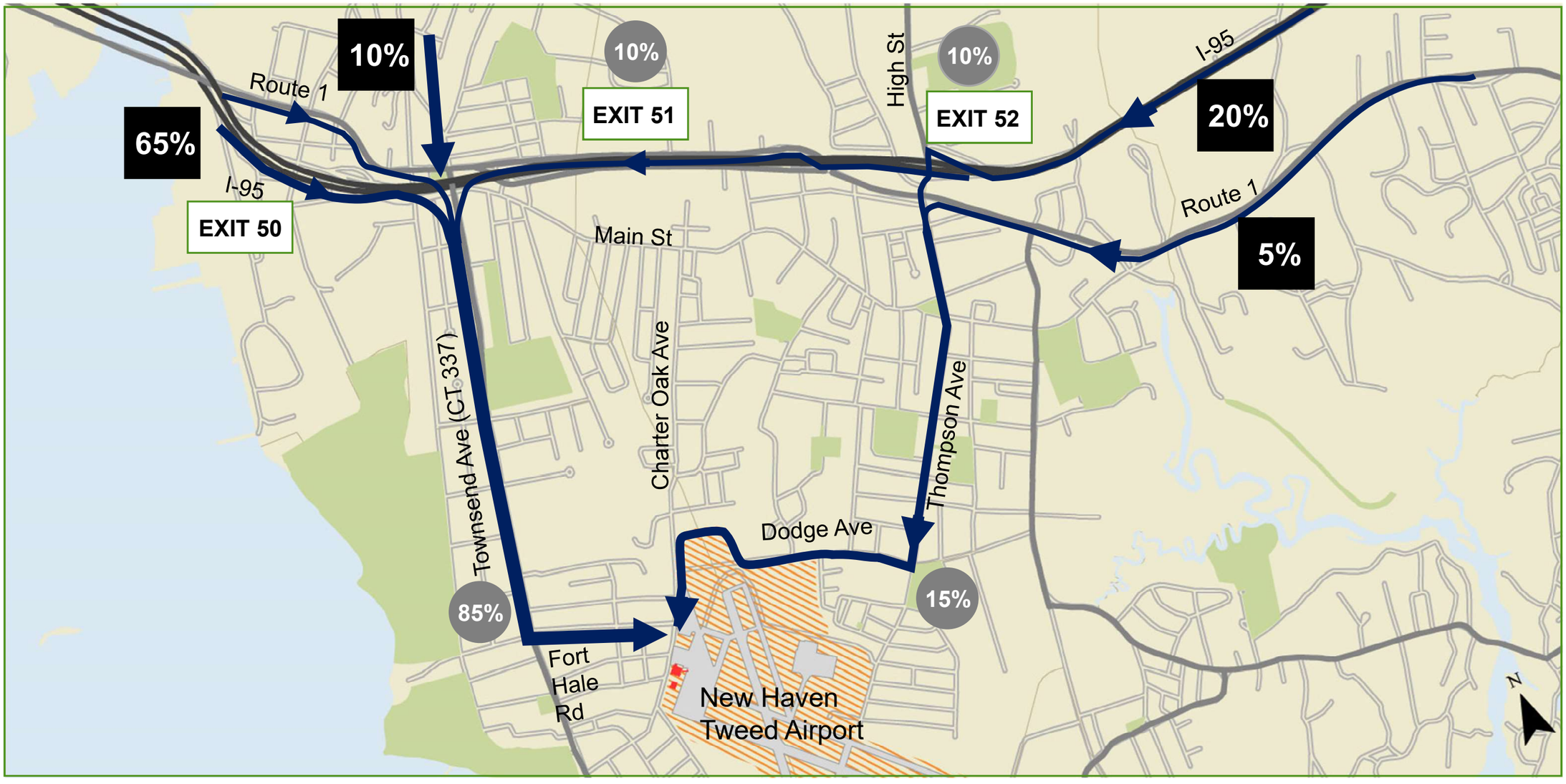


1.66 pax/vehicle

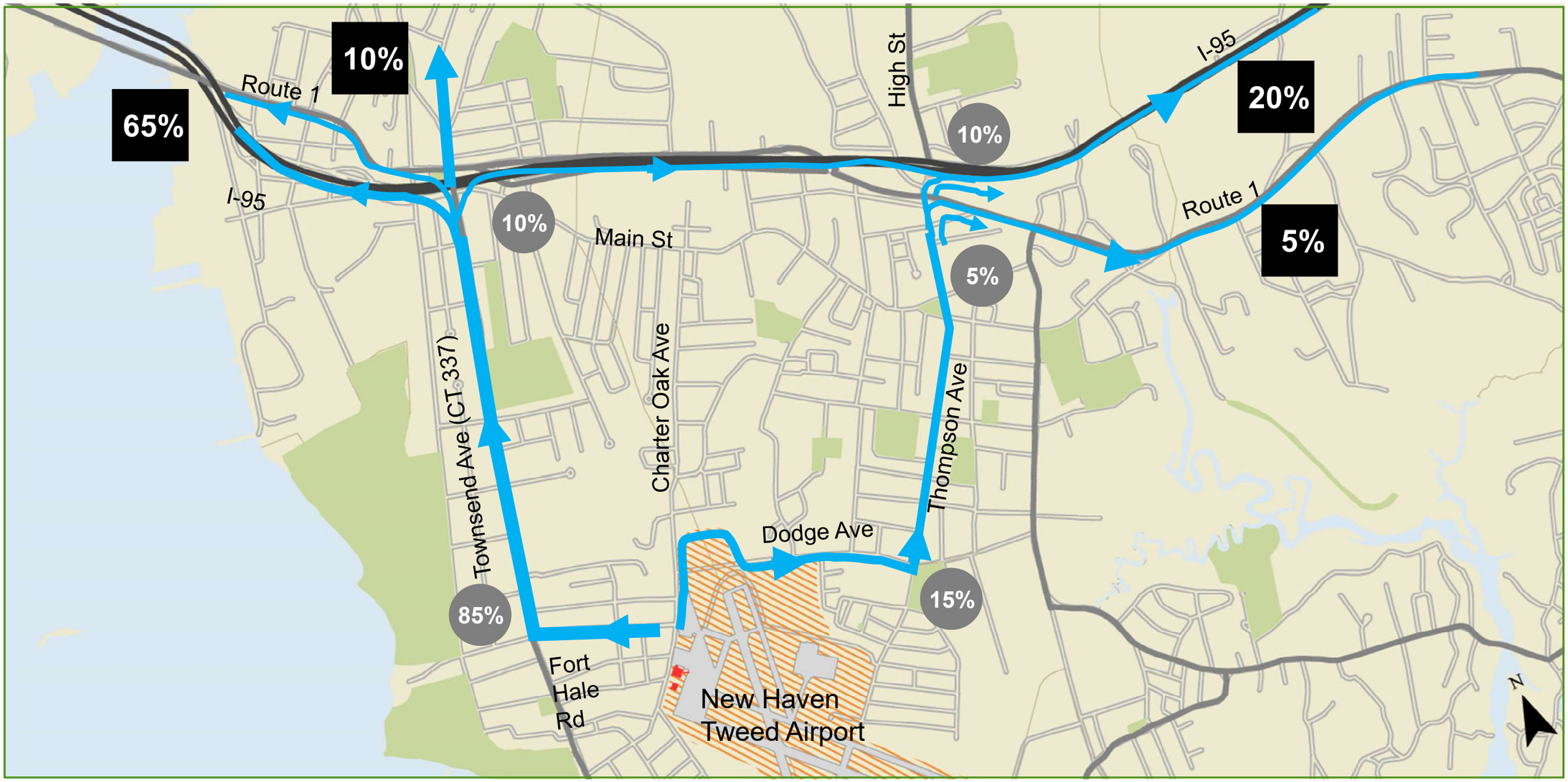
II. Airport Trip Generation for 8 Flights



III. Airport Trip Distribution - Measured Arrival Patterns



III. Airport Trip Distribution- Measured Departure Patterns



III. Airport Trip Distribution – Projected Peak Hour "New" Trips (8 flights)



Projected "New" Trips on Existing Roads
Pre-Mitigation Measures

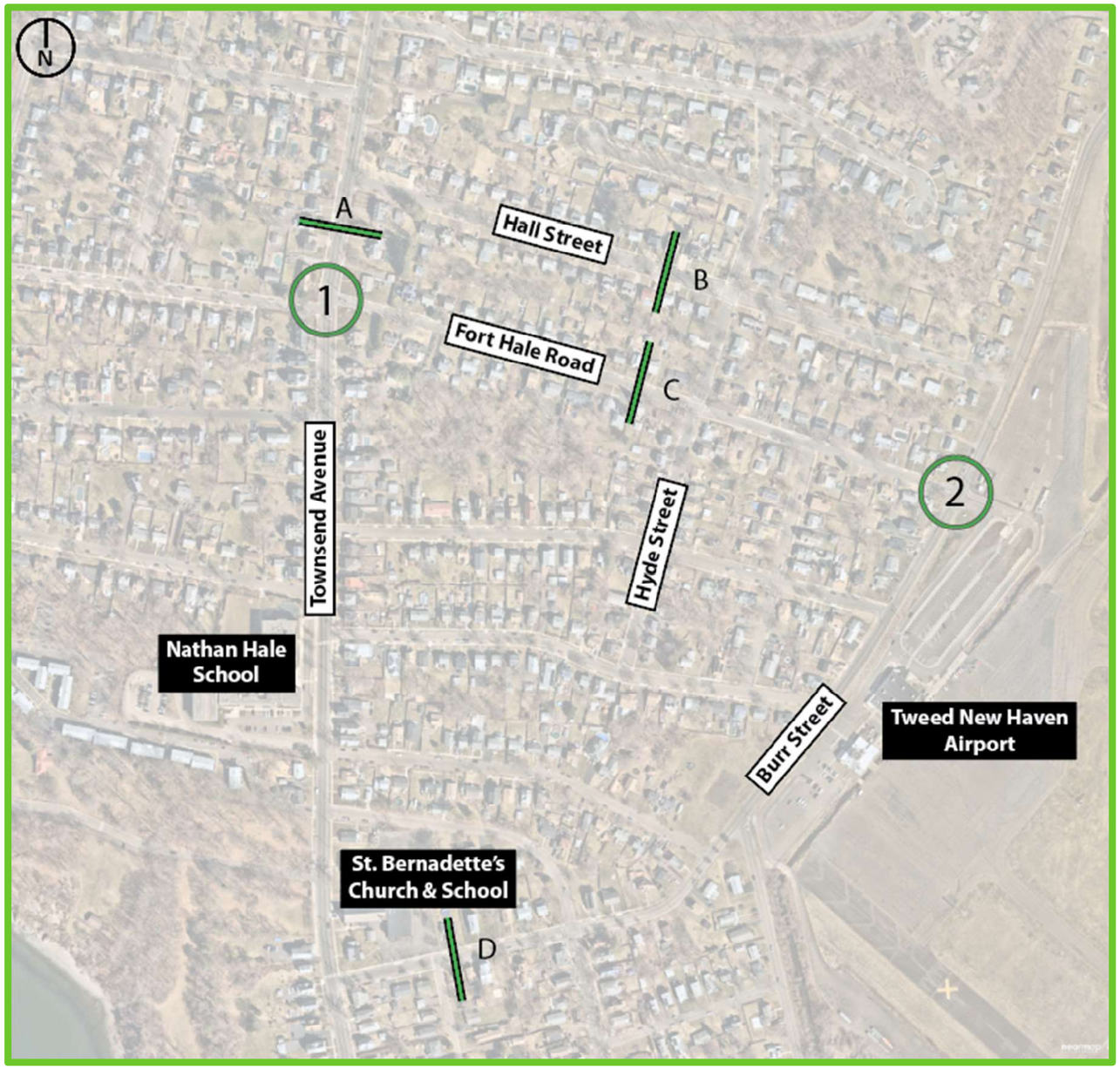
Midday Peak Hour = 12:00PM to 1:00PM

Townsend Ave/Fort Hale Rd = 128 veh.

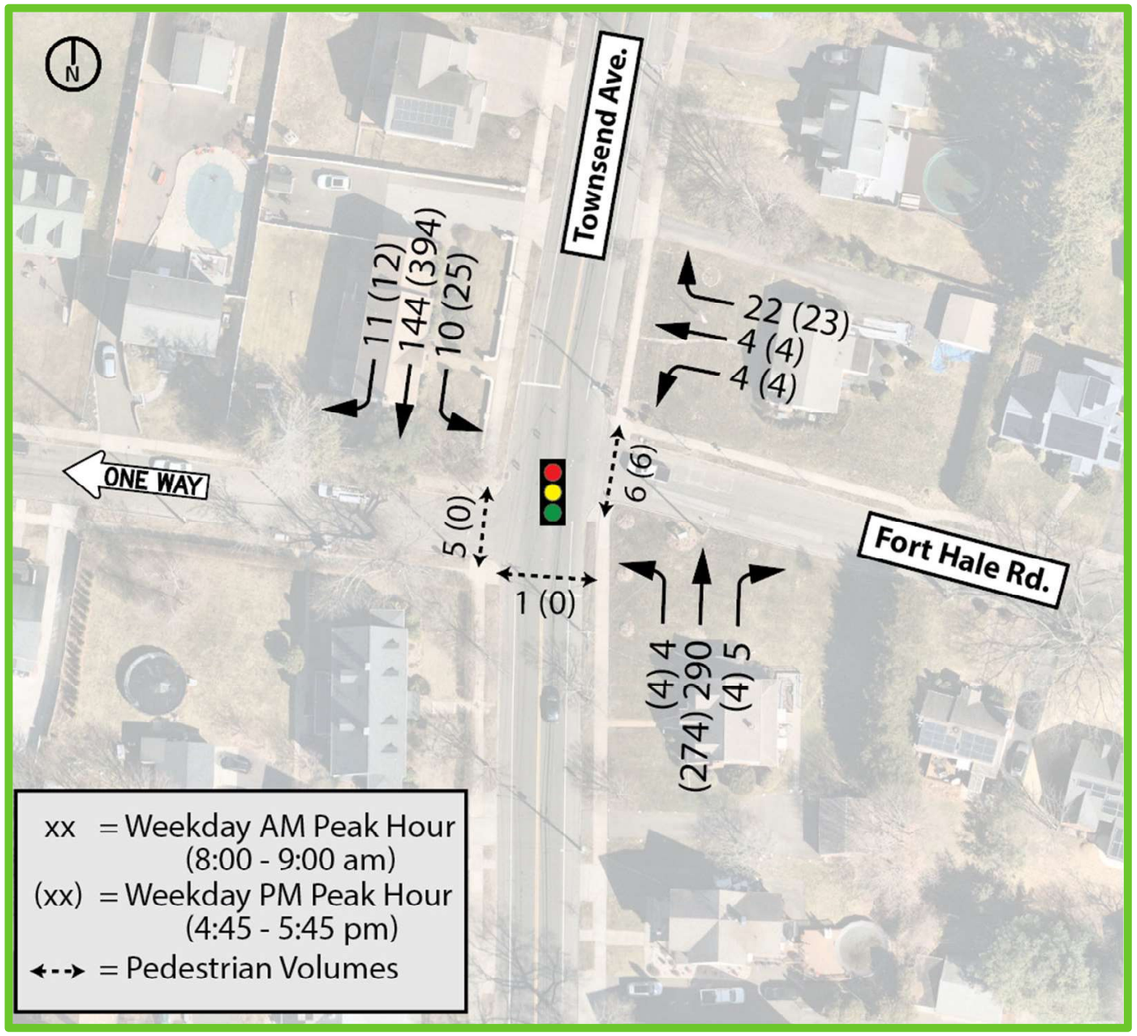
Thompson Ave/Dodge Ave = 23 veh.

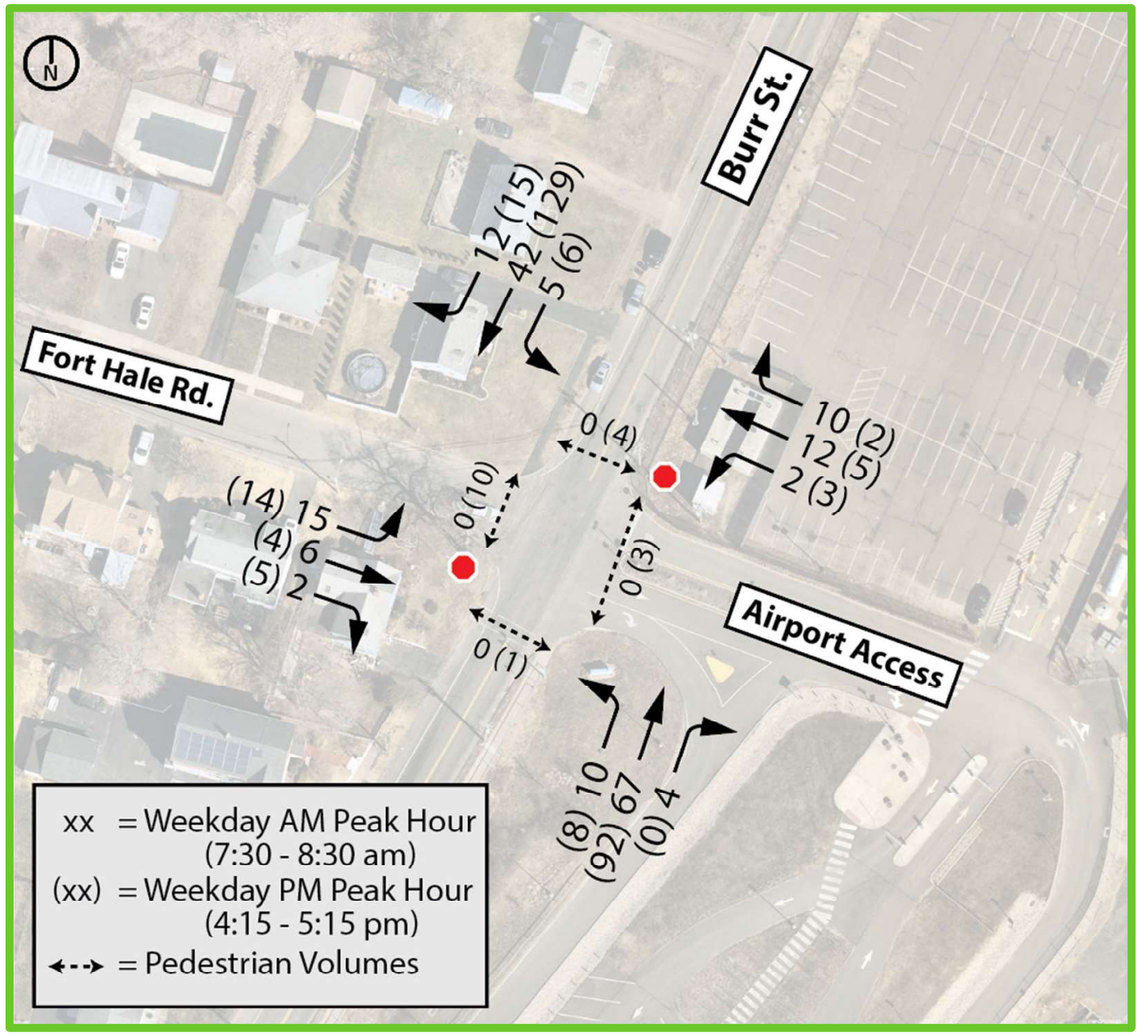
IV. Traffic Data Collection – Scope

- Traffic survey conducted the week of June 21st
- Turning Movement Count (TMC) conducted for passenger cars, trucks, and pedestrians.
- TMC Locations
    1. Townsend Avenue @ Fort Hale Road
    2. Burr Street/Airport Access Road @ Fort Hale Road
- Weekday TMC Survey Times (Wednesday, 6/23/2021)
    - 7:00 AM to 9:00 AM
    - 4:00 PM to 6:00 PM
- Automatic Traffic Recorders (ATRs)
    A. Townsend Ave. between Fort Hale Rd. and Hall St.
    B. Hall St. between Townsend Ave. and Hyde St.
    C. Fort Hale Rd. between Townsend Ave. and Hyde St.
    D. Burr St. between Townsend Ave. and Concord St.



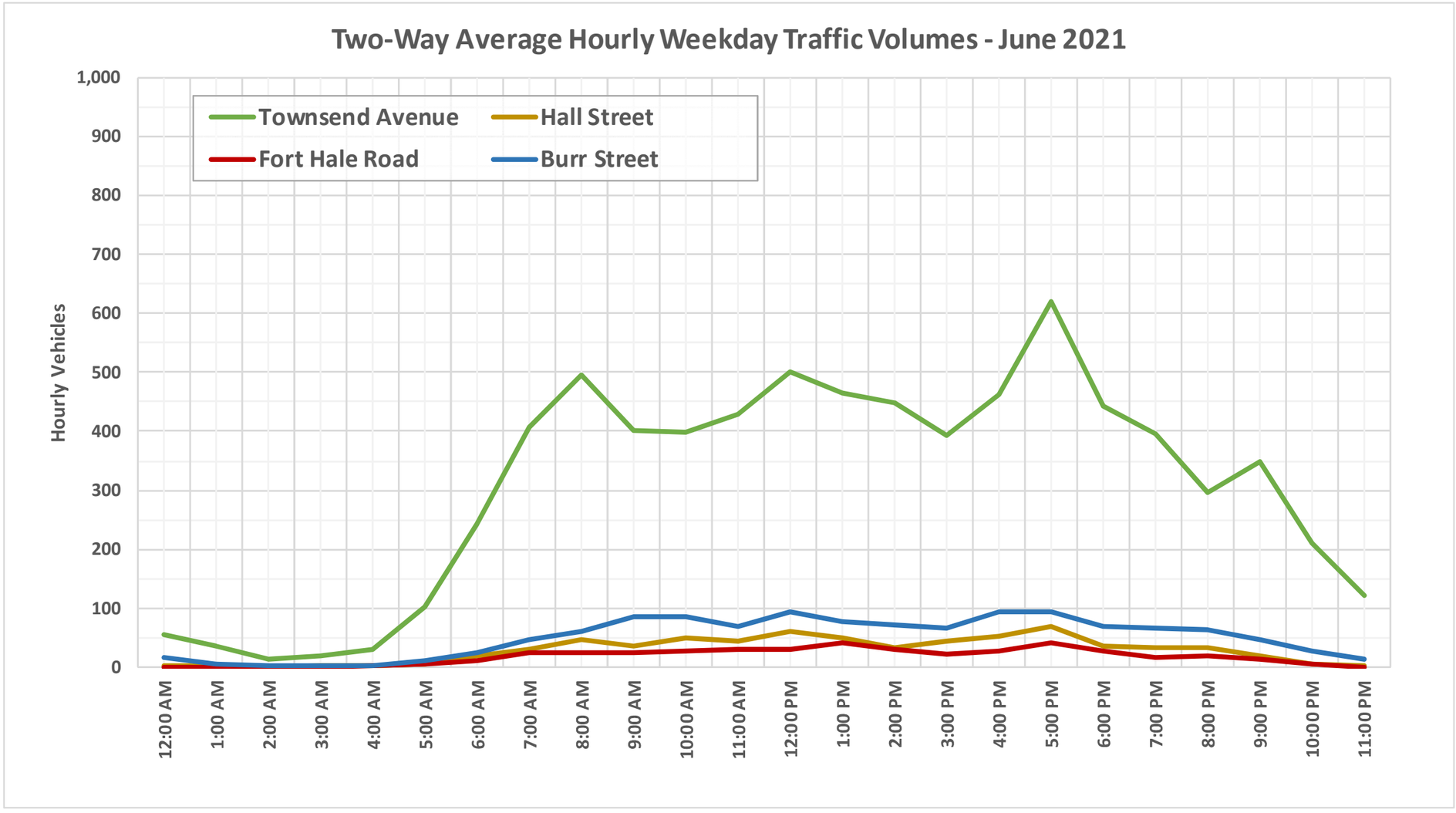
IV. Traffic Data Collection - Intersection Volumes



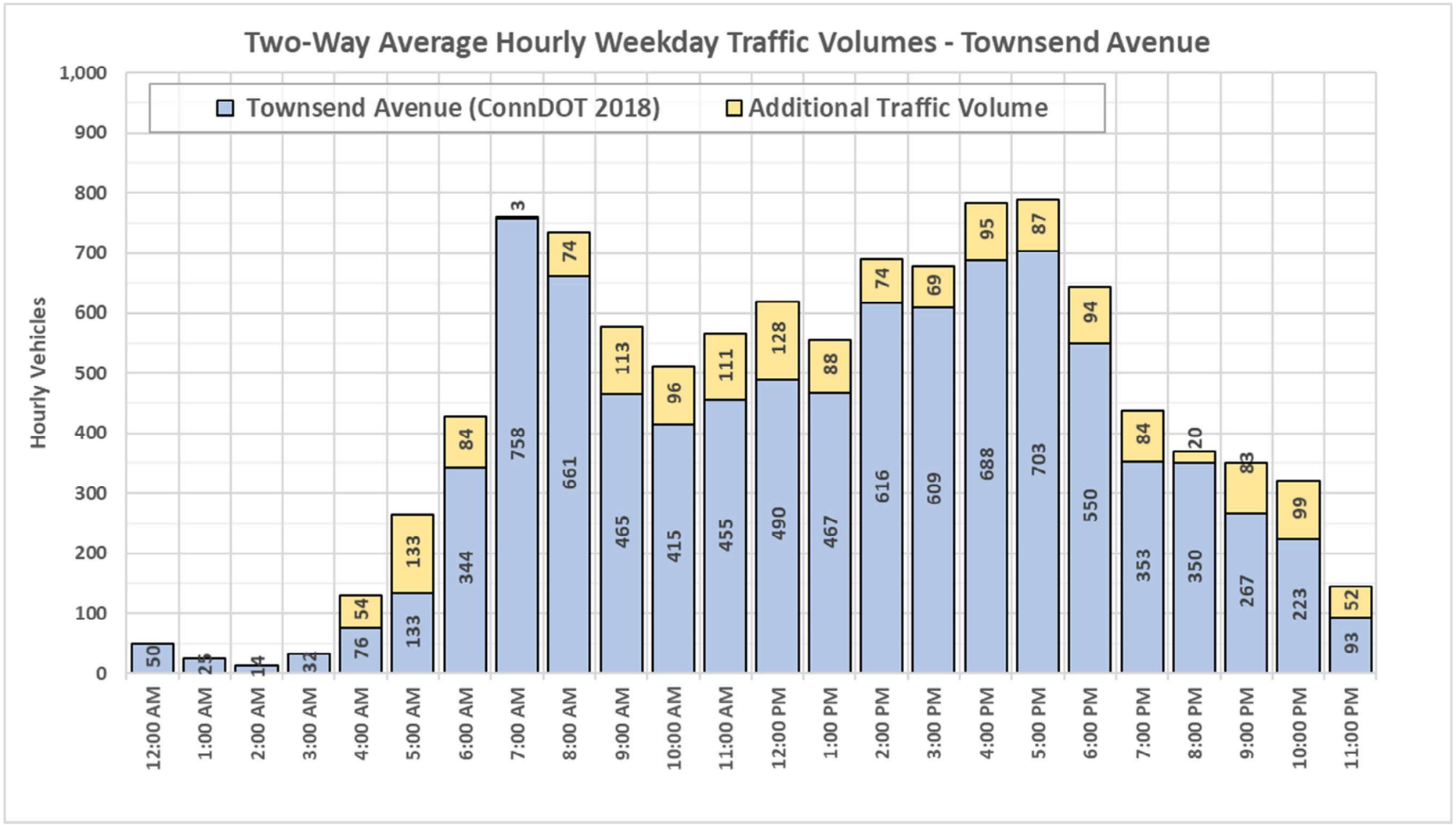


IV. Traffic Data Collection – Daily Corridor Volumes

- Traffic counts surveys were conducted in June 2021 – post COVID
- Survey data was compared against historical pre-COVID count data as available by ConnDOT



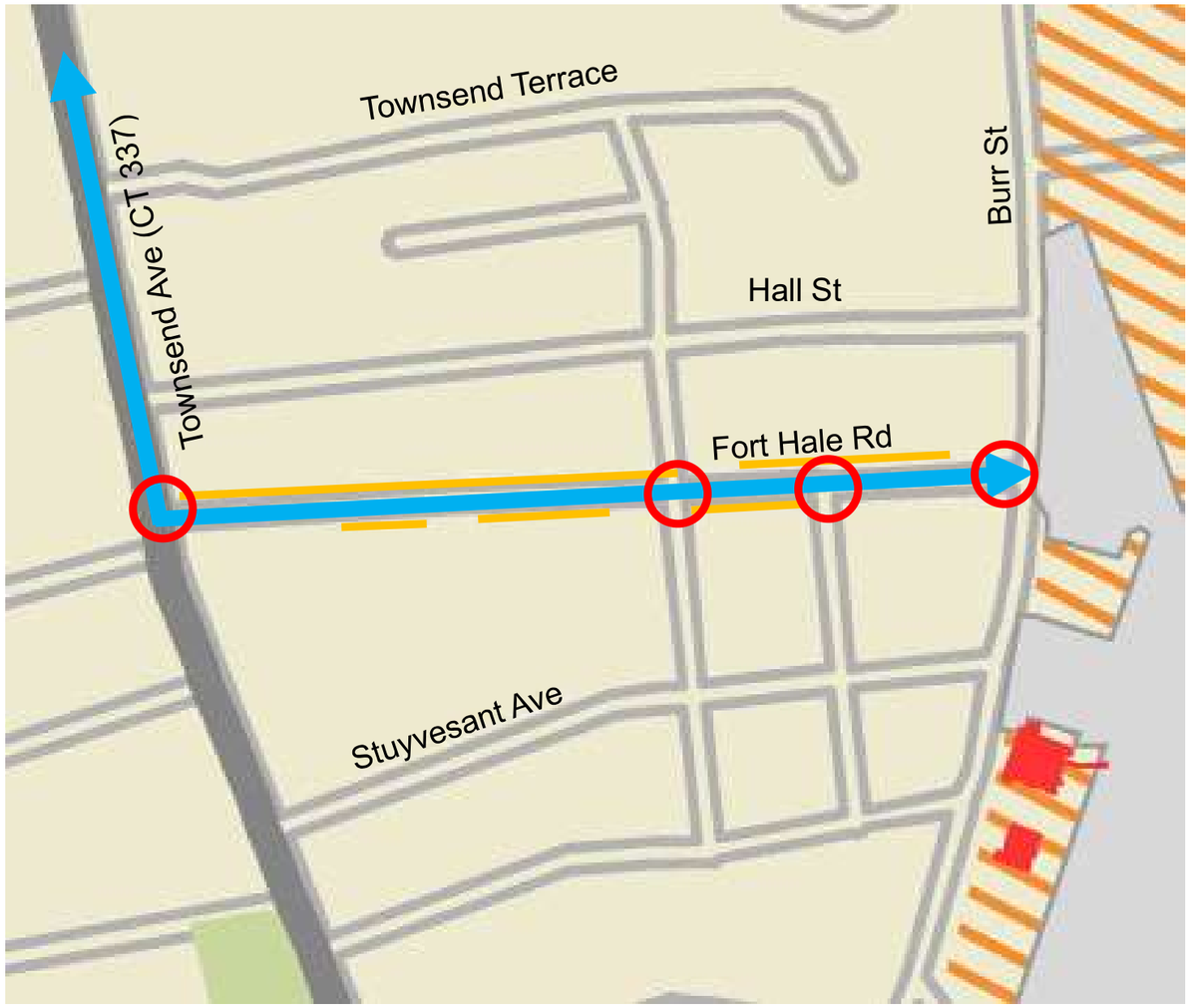
IV. Traffic Data Collection – Projected Townsend Avenue Volumes



V. Potential Mitigation Strategies

Strategy 1: Maintain Current Routing along Fort Hale Road with Traffic Calming

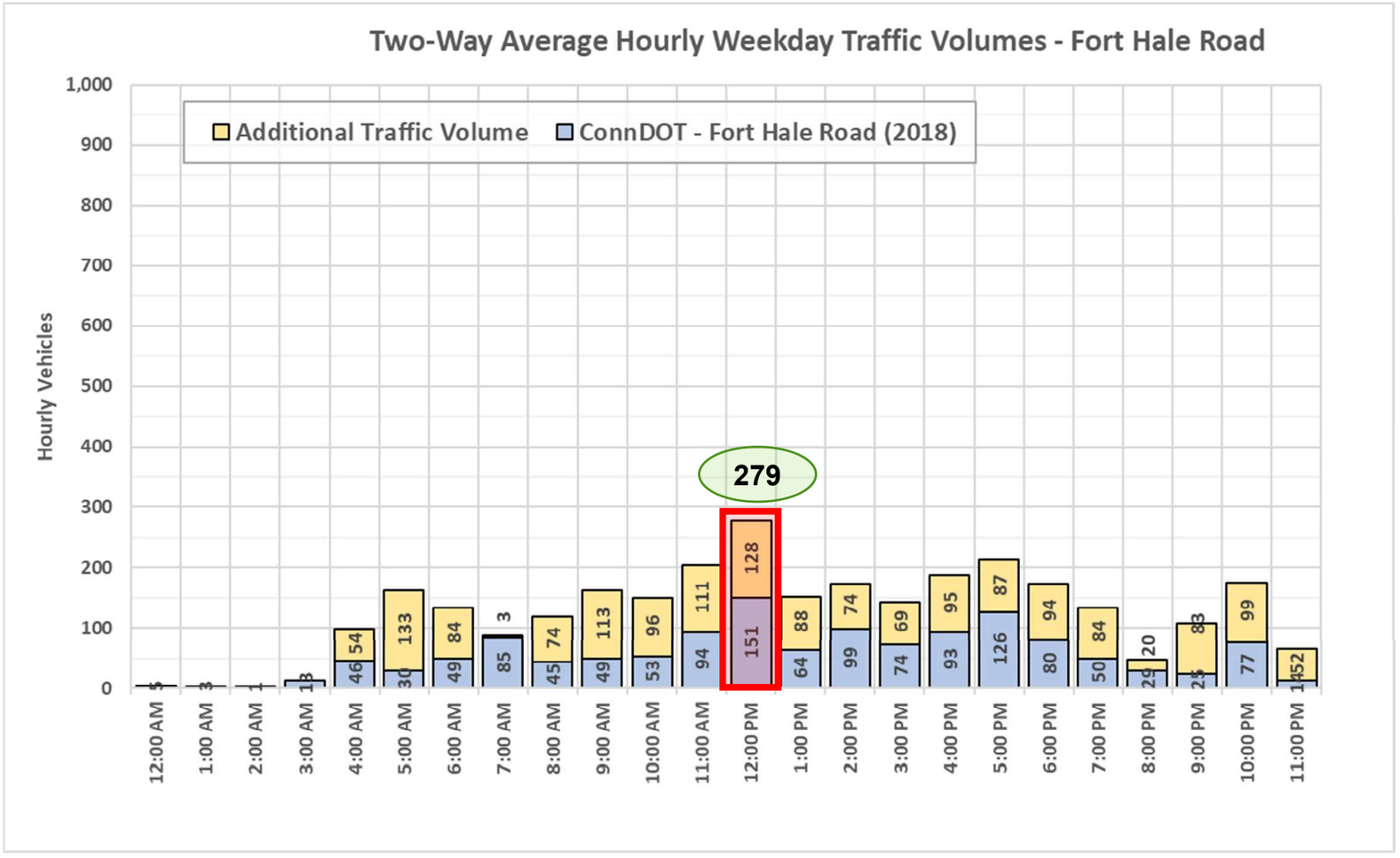
- Maintain current signage and routing to airport
- Improve safety by constructing missing sidewalk segments on Fort Hale Road
- Add high visibility crosswalks and pavement treatments at intersections such as Hyde Street and Fort Hale Road
- Install All-Way Stop Control at intersection with Burr Street (or add speed humps to Burr Street if all-way stop doesn't meet MUTCD warrants)
- Implement a speed enforcement program



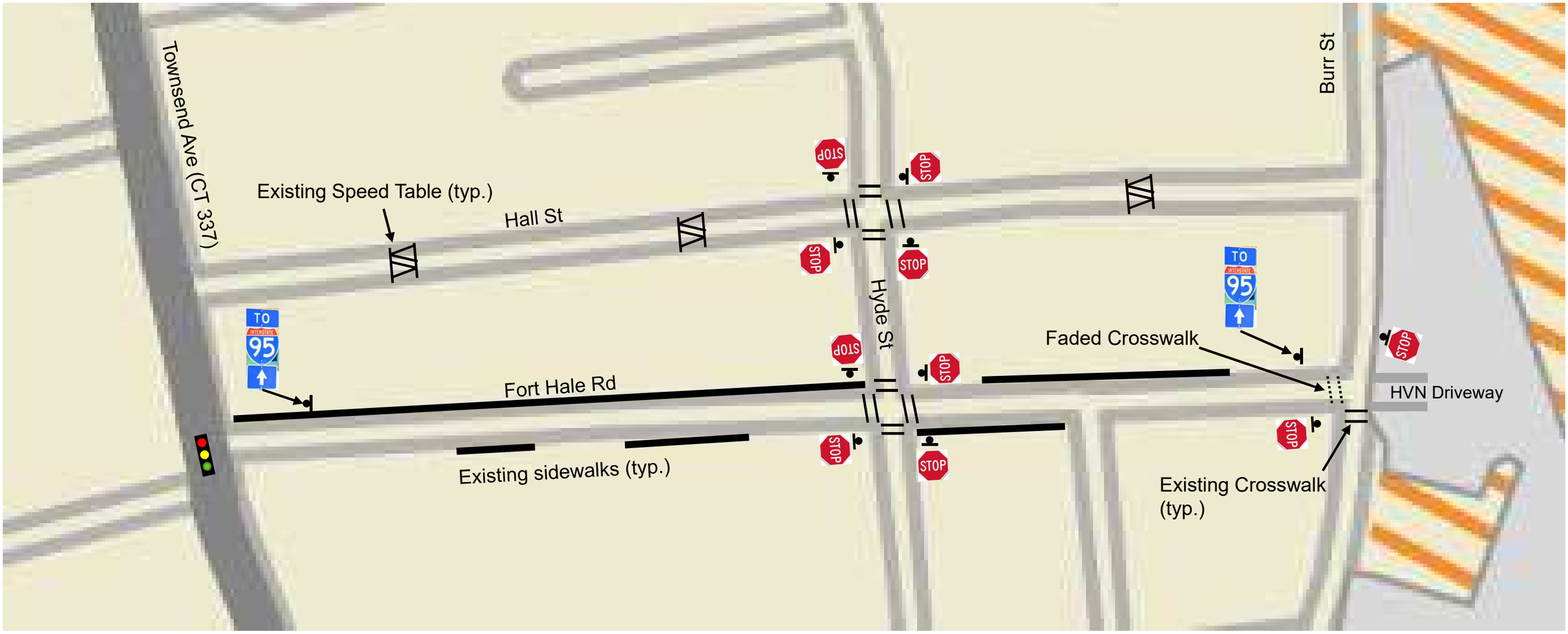
V. Potential Mitigation Strategies

Strategy 1: Maintain Current Routing along Fort Hale Road with Traffic Calming

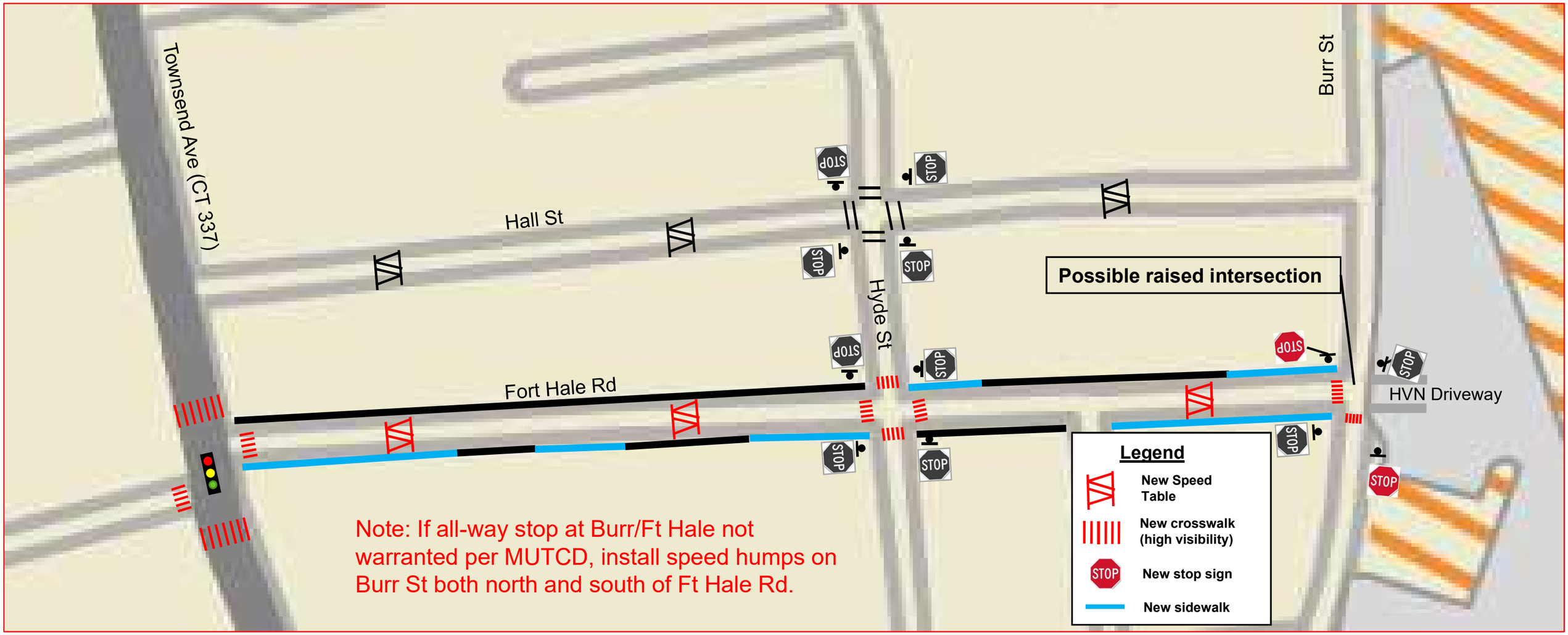
- Peak hour on Fort Hale Road would occur at 12:00pm at 279 vehicles
- 20 of 24 hours would carry less than 200 vehicles
- Total volumes would remain below the threshold for “livable local residential streets” per the Institute of Traffic Engineers
- ***Would operate at a high level of service from a technical traffic engineering perspective; however, Fort Hale would carry the full demand.***



V. Potential Off-Site Mitigations: Existing Condition



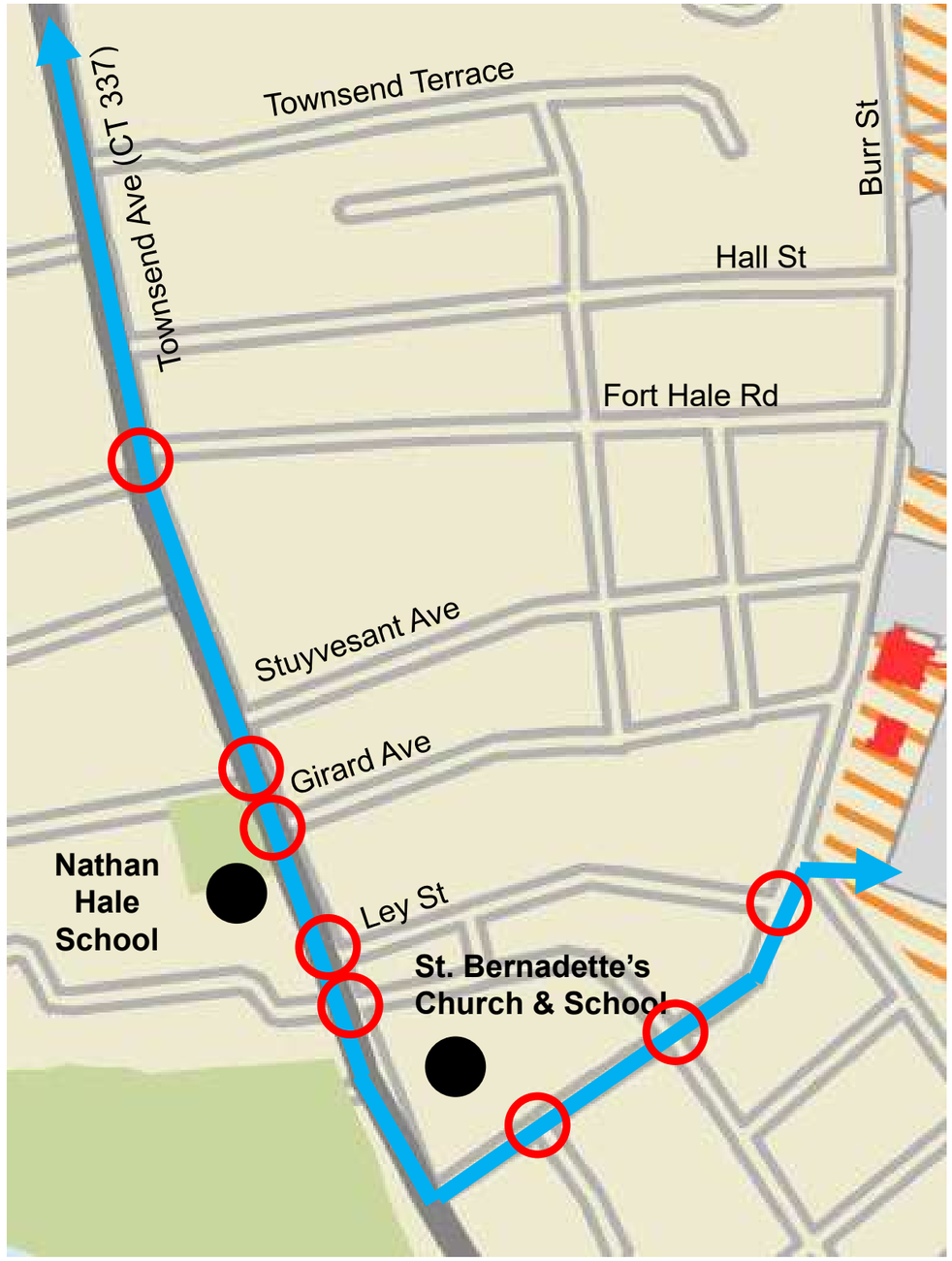
V. Potential Off-Site Mitigations: Strategy 1 (3 flights)



V. Potential Mitigation Strategies

Strategy 2: Utilize Townsend Avenue (CT 337) to Burr Street

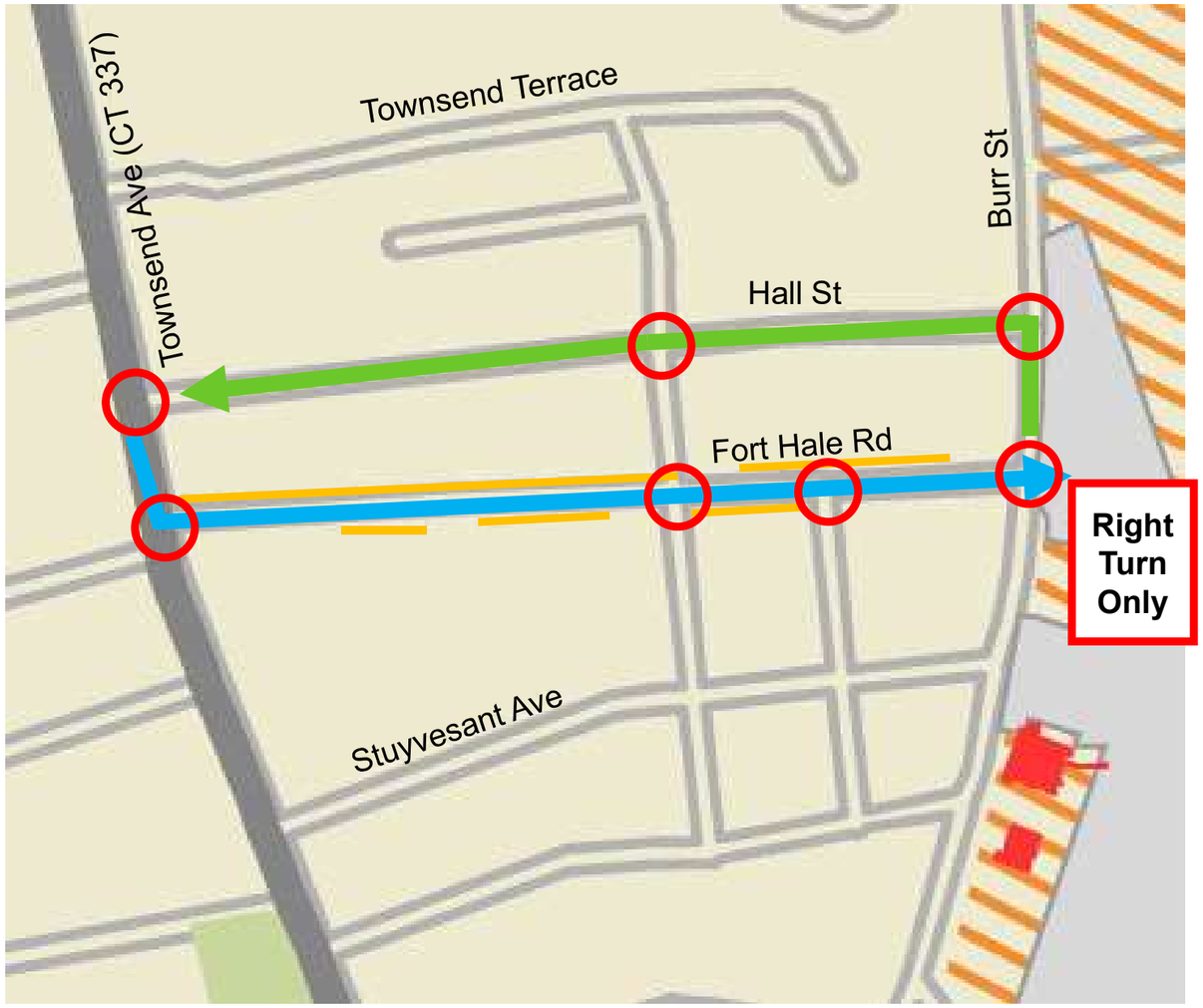
- Keep airport traffic on State Highway 337 to extent possible
- Potential route passes directly in front of the Nathan Hale School & St. Bernadette Church/School
- Peak periods of airport activity could coincide with school dismissals
- Aggressive traffic calming measures would be warranted
- ***This is NOT a recommended alternative***



V. Potential Mitigation Strategies

Strategy 3: Utilize Fort Hale Road for Entering Trips and Prioritize Hall Street for Exiting Trips

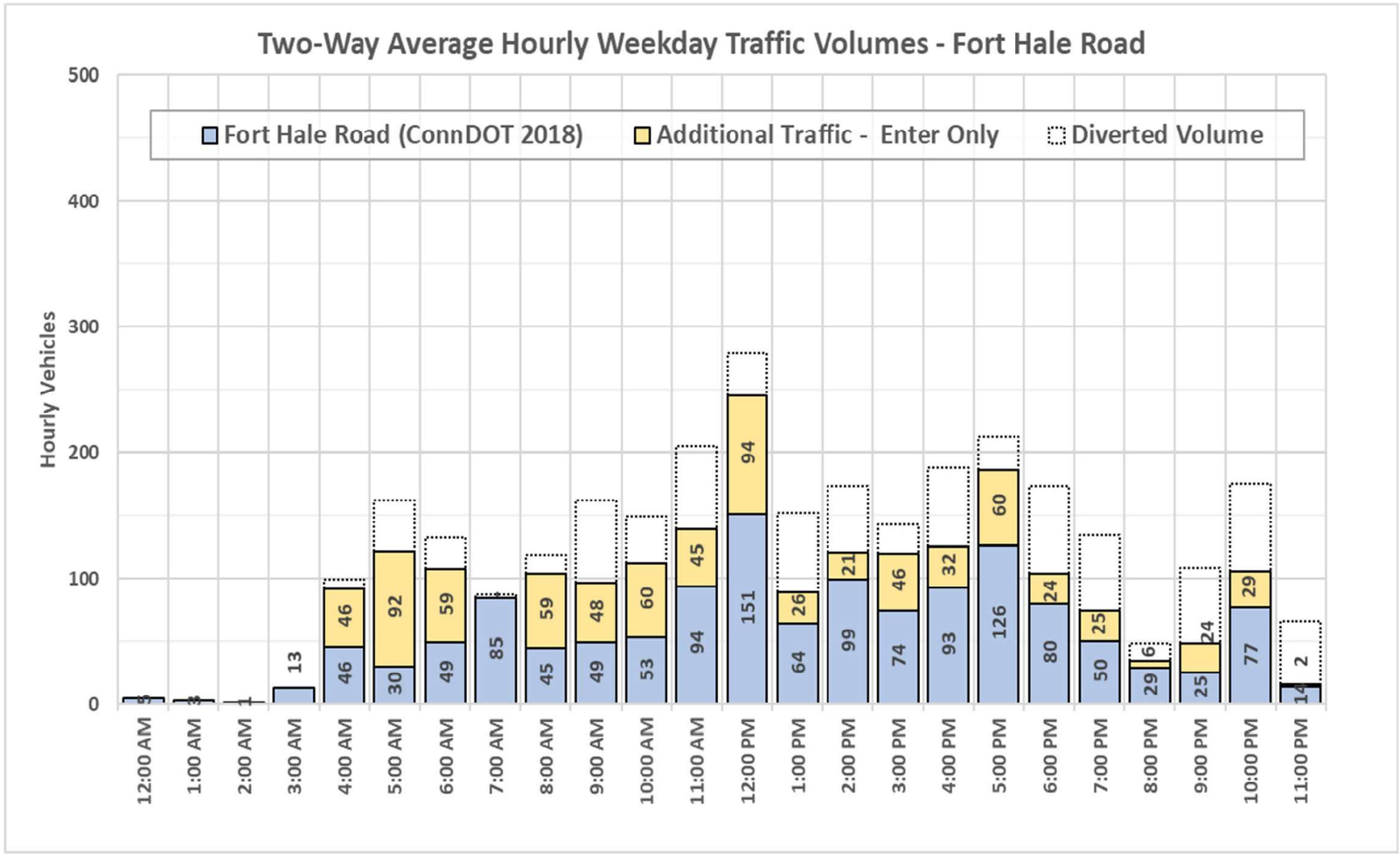
- Balance demand over broader roadway network
- Maintain existing character of both roadways
- Implement turn restrictions at airport exit (i.e., exiting traffic must turn right)
- Include all improvements proposed for the Fort Hale Road option and expand to include Hall Street, including additional speed humps
- Other improvements may include high visibility crosswalks and pavement treatments at Hyde Street and Hall Street



V. Potential Mitigation Strategies

Strategy 3: Utilize Fort Hale Road for Entering Trips and Prioritize Hall Street for Exiting Trips

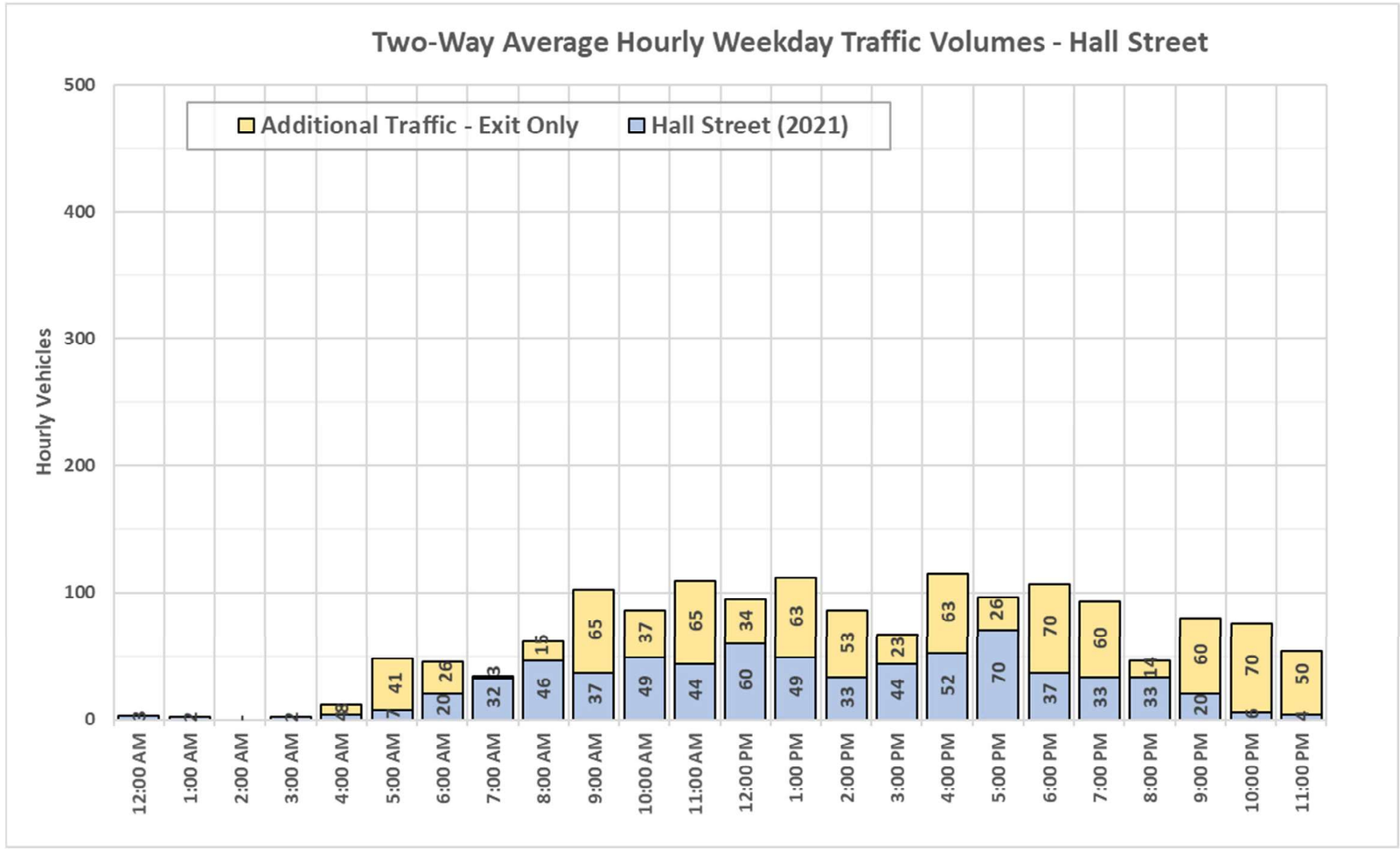
- Peak hour on **Fort Hale Road** would only occur at 12:00pm at 245 total vehicles, with 151 vehicles being existing traffic
- 23 of 24 hours would carry less than 200 vehicles
- Traffic calming measures would still be beneficial



V. Potential Mitigation Strategies

Strategy 3: Utilize Fort Hale Road for Entering Trips and Prioritize Hall Street for Exiting Trips

- **Hall Street** would maintain existing character
- All hours would experience combined volumes of less than 200 vehicles
- 18 of 24 hours would carry less than 100 vehicles



VI. Post-Implementation Protection & Monitoring Plan

Establish a Neighborhood Protection Plan

- Create an action plan in coordination with the community, the Authority and City of New Haven
- Summarize all action items in a Neighborhood Protection Plan
- Plan is updated as needed and available on Tweed New Haven Airport website.
- Typical elements to include:
  - Sidewalk improvements*
  - Speed humps/tables*
  - Speed feedback signs*
  - Routine police enforcement*
  - Curb extensions
  - Review of parking restrictions
  - Prohibit thru trips for trucks on local streets (except for local deliveries)



* Element identified in coordination with City of New Haven Engineering Department

VI. Post Implementation & Monitoring Plan

Implement a Traffic Monitoring Plan

& Designate a Traffic Management Director

- Proactively implement a traffic management plan during early stages of project, with a visible field prescence
- Implement a traffic monitoring program to measure traffic volumes and speeds
- Monitor and analyze pedestrian flows and other community-based activity (e.g., bicycles)
- Report findings at the City's Monthly Traffic Authority Meeting
- Designate a Traffic Management Director at the Airport to serve as single point of contact for community



VI. Post Implementation & Monitoring Plan

Activity-Based Implementation*

- With initial 3 flights, implement Strategy 1 (traffic on Ft Hale Rd) and monitor traffic
- When airline increases to 5 flights, monitor traffic activity again to determine if additional measures are warranted
- City to determine if some or all of Strategy 3 (sharing traffic load with Hall St) should be implemented
- Airport can work with airlines to the extent possible to shift flight schedules to further smooth out traffic
- City is also implementing improvements to Main St/Townsend Ave intersection (new left-turn lanes on Main St)

* Developed in coordination with City of New Haven Engineering Department

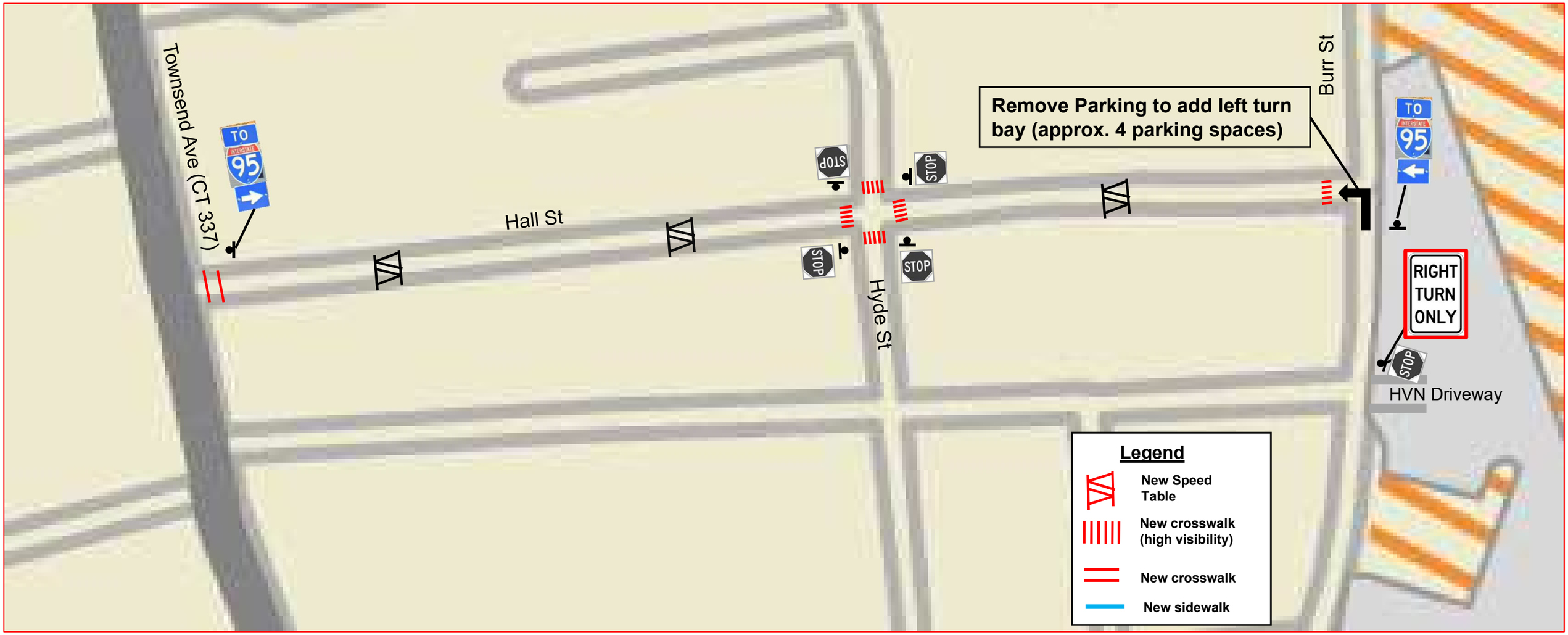
VII. Findings & Recommendations

- The additional traffic generated by the expanded airport schedule would generate a modest amount of traffic
- The traffic assessment determined there would be sufficient available capacity to accommodate additional demand on the local roadways
- Under Strategy 1 (3 flights), the existing neighborhood character on the local roadways would be maintained; however, the roadways would benefit from additional traffic calming measures.
- Overall, impacts would be minimized by:
  - Preparing a Neighborhood Protection Plan that itemized measures for traffic calming, speed reduction, truck restrictions, and enforcement
  - Implementing a Post-Implementation Traffic Monitoring Plan & designating a Traffic Management Director at the Airport
  - Potential to implement further strategies (e.g., Strategy 3) based on actual traffic activity per the monitoring program

APPENDIX

Strategy 3: Additional Mitigation (if warranted)

V. Potential Off-Site Mitigations: Strategy 3 Additional Improvements



Special Permit Attachment E
Airport Zoning Map

Tweed New Haven Airport
Terminal Improvements Program

July 22, 2021

