

TRAFFIC ACCESS AND IMPACT STUDY

Proposed Veterinarian Clinic 863 Danbury Road Wilton, Connecticut



**Prepared for:
The Connecticut Humane Society**

July 2021

July 14, 2021

Mr. James Bias, CAWA
Executive Director
Connecticut Humane Society
455 Post Road West
Westport, Connecticut 06880

Dear Mr. Bias:

We are pleased to submit this Traffic Impact Study for submission to the Town and the Connecticut Department of Transportation (CTDOT) for this proposed development. The proposal is to construct a Veterinarian Clinic at 863 Danbury Road in Wilton, with access directly to Danbury Road opposite the New Street intersection.

The proposal is to construct a 14,243 square-foot building to provide services, with the possibility of expanding by approximately 5,000 feet for a total of 20,000 feet in the future. This Traffic Report and analysis is based on a 20,000-foot building.

To be conservative, this traffic analysis is based not only on the 20,000 square-foot building but uses trip generation rates provided by the Institute of Transportation Engineers (ITE) for a Veterinarian Clinic use. Estimates provided for this specific operation indicates lower traffic generation throughout the day and during peak hours; however, the ITE trip generation rates are used. Based on the ITE trip generation rates it is estimated that this development could generate up to 73 vehicle trip ends during the peak hours on a typical weekday morning, weekday afternoon and Saturday midday time period. The anticipated hours of operation are generally 8:00 A.M. to 6:00 P.M. and will provide for 16 staff present at the site throughout the day. However, it is very possible that not all 16 employees will arrive at the beginning of the day at 8:00 A.M. or stay until the end of the day at 6:00 P.M.

Results of the analyses indicate that the proposed access drive will operate with delays for exiting movements during the weekday morning and Saturday midday peak hours and that there will be additional short-term delays for motorists exiting the New Street intersection due to the high volumes on U.S. Route 7. However, it was deemed appropriate to propose the site access drive opposite this intersection, as opposed to offsetting it from this intersection and creating two T-type intersections to U.S. Route 7. Further, the location was selected for the access drive to maximize sight distance in both directions and meet standards followed by CTDOT and the Town.

At the signalized intersections along U.S. Route 7 to the north of the site at the Mountain Road/School Street (State Route 57/107) and the Georgetown Place access drive immediately to the north of this signalized intersection will continue to operate at an overall Level of Service "C," "F" and "D" during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The addition of site traffic at this intersections will not result in any changes in the overall Level of Service or on the approach Levels of

Mr. James Bias, CAWA

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Service at this high-volume intersection. At the U.S. Route 7/Georgetown Plaza signalized access drive, it will continue to operate at an overall Level of Service "B" during the same three peak hours noted above and with no change in operational characteristics due to the addition of site traffic.

The results of the analyses indicate that there is no need to recommend any change to traffic signal timing at the two signalized intersections located to the north of the site. At the proposed access drive it is recommended that a STOP sign and STOP bar be installed and appropriate Intersection Sight Distance (ISD) be provided and maintained at the new access drive to the Subject Property.

Respectfully submitted,

A handwritten signature in black ink that reads "Michael A. Galante" with a small "TD" written below the end of the signature.

Michael A. Galante

Director of Traffic

Hardesty & Hanover, LLC

Enclosure

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SUMMARY

This Traffic Access and Impact Study was prepared to provide the Town of Wilton and the Connecticut Department of Transportation (CTDOT) with a detailed analysis to determine potential traffic impacts from the proposed Veterinarian Clinic. The proposal is to construct a 14,243 square-foot building with the possibility for a future approximately 5,000 square-foot expansion. The development will be located on the westerly side of the road at 863 Danbury Road. The proposed access to the site will be via a full-movement driveway to Danbury Road, opposite New Street.

The Traffic Study addresses traffic conditions for the 2020 existing, 2022 future no-build and build conditions during the weekday morning, weekday afternoon and Saturday midday peak hours. Traffic counts were conducted by Hardesty & Hanover, LLC in December 2020 during COVID-19 conditions. There were 2017 traffic volumes from CTDOT on Danbury Road, south of the School Street/Mountain Road intersection, which were adjusted to a 2020 baseline condition by an annual growth rate of 0.5 percent, as per discussions with CTDOT Planning Division. A comparison between these volumes and the December 2020 volumes was conducted and an adjustment factor for the December 2020 volumes were determined for the weekday morning and weekday afternoon peak hours. Based on discussions with CTDOT Planning Division, our Saturday volumes were adjusted using the weekday morning and weekday afternoon peak hour's average adjustment factor. The existing traffic volumes were reviewed and approved by CTDOT Planning Division.

The 2022 future no-build traffic volumes, without the proposed development, employed a 0.5 percent annual growth rate as per discussions with CTDOT Planning Division. Based on discussions with CTDOT Planning Division and the Towns of Wilton and Redding Planning Department's, no other developments were identified.

The proposal is to construct a 14,243 square-foot building with the possibility for a future approximately 5,000 square-foot expansion. To be conservative, the analysis is based on the future total potential buildout of 20,000 square feet. Based on trip rates from "Trip Generation," 10th Edition, published by the Institute of Transportation Engineers (ITE), 2017, it is estimated that a development of this type and size would generate a total of 73, 71 and 71 vehicle trip ends during the weekday morning, weekday afternoon

and Saturday midday peak hours, respectively. There are no trip rates provided for the Saturday midday peak hour; therefore, the weekday afternoon peak hour trip rates are used.

The proposed Development Program consists of the hours of operation from 8:00 A.M. to 6:00 P.M. on typical days, 8 clinic staff and 8 shelter staff will be on site. Visitors are by appointment only, with typically between 5 and 20 visitors per day pre-pandemic, with 20 being high and less likely. They will also have activities through the year, which typically do not start or end during the peak hours of the roadway. These activities can occur from twice a month to three times a year; therefore, are not analyzed since it does not represent a typical day. Based on our review of the development program, it is anticipated that the proposed development would generate less than the typical Veterinarian Clinic trip rates from ITE; however, the analysis is based on the ITE rates, to be conservative.

A review of current traffic patterns at the Study Area intersections and in the vicinity of the project influence area were reviewed to determine trip distribution for the proposed development. It was found that 50 percent of the site traffic will arrive and depart from/to the south on U.S. Route 7, 30 percent of the site traffic will arrive and depart from/to the north on U.S. Route 7 and 20 percent will arrive and depart from/to the east on State Route 57/107. The 2022 build traffic volumes were developed based on adding the site traffic generation to the 2022 no-build traffic volumes previously described.

SYNCHRO 10 capacity analyses were conducted for 2020 existing, 2022 no-build and 2022 build conditions to identify incremental impacts and needs that the proposed development will generate. Results of the analyses indicated that with the proposed site traffic, the U.S. Route 7 signalized intersections with State Route 57/107 and Mountain Road and Georgetown Plaza Access Drive will continue to operate at the same Levels of Service with minimal changes in vehicle delays during the weekday morning, weekday afternoon and Saturday midday peak hours. At the intersection of U.S. Route 7 and State Route 57/107 and Mountain Road, the westbound right turn lane group and approach will continue to have long delays during all three peak hours, as well as the northbound through/right lane group and approach and the intersection overall during the weekday afternoon peak hour.

The STOP-controlled intersection of U.S. Route 7 at New Street/Site Access Drive will have a change in Level of Service from "E" to "F" and from "D" to "E" for the westbound lane during the weekday morning and Saturday midday peak hours, respectively. The site driveway will operate at a Level of

Service “F,” “F” and “D” during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. These results are consistent with most unsignalized intersections along U.S. Route 7 due to the heavy through traffic volumes during peak hours. This intersection would not meet standards to consider the installation of a traffic signal.

A Speed Study was conducted by Hardesty & Hanover, LLC using an Automatic Traffic Recorder (ATR) from Wednesday, December 2 to Monday, December 7, 2020. The 85th percentile speed of vehicles was measured to be 44 and 49 miles per hour in the northbound and southbound directions, respectively. The posted speed limit is 40 miles per hour.

Based on standards followed by both the Town and CTDOT, the desirable or required Intersection Sight Distance (ISD) for the Danbury Road access drive is 541 feet to the left and 486 feet to the right. Based on the ISD measurements completed by Redniss & Mead and provided on a Site Plan, it indicates that the measured sight distance is 541 and 486 feet to the left and right, respectively. The proposed driveway approach should provide a STOP sign and STOP bar.

INTRODUCTION

This report has been prepared to address the potential impacts related to the proposed Veterinarian Clinic. In the report an analysis was completed for area roadways and key nearby intersections for the typical weekday morning, weekday afternoon and Saturday midday peak hours for existing and future conditions. An assessment of the results of these analyses indicate impact and any need for mitigation. In this report there is a discussion of area roadways, site access considerations, current and future traffic volumes, site traffic generation and assignment, capacity analysis procedures and the results of these analyses. Based on the results of the analysis any mitigation necessary is described.

Project Understanding

The proposal is to construct a 14,243 square-foot building with the possibility for a future approximately 5,000 square-foot expansion. The development will be located on the westerly side of the road at 863 Danbury Road. The proposed access to the site will be via a full-movement driveway to Danbury Road, opposite New Street. For purposes of completing this traffic analysis it is assumed this development will be approved, built and fully occupied by the end of 2022.

EXISTING CONDITIONS

In this section of the report there is a description of the existing traffic volumes obtained on area roadways near the site for the weekday morning, weekday afternoon and Saturday midday peak hours. It also includes a description of area roads, current traffic control and accident experience.

Roadways

As noted above, the development will be located on the westerly side of the road at 863 Danbury Road. The following is a description of area roads in the immediate vicinity of the Subject Property.

1. Danbury Road – This is a north-south, generally two-lane, two-way State-maintained roadway, also designated U.S. Route 7. It begins to the south at the Norwalk City Line as a continuation of Main Avenue and continues north through the Town of Wilton past the site and continues at the Ridgefield Town Line as Ethan Allen Highway. A small section from just north of the West Church Street intersection to just south of the School Street/Mountain Road intersection is a four-lane cross-section with left turn lanes provided. In the Study Area this road provides a double yellow centerline and shoulder lines. Curbs are provided along both sides of the road from just south of the School Street/Mountain Road intersection north through the Study Area. Lane widths are generally 11 to 13 feet wide and the roadway width ranges from 24 feet near the site with large shoulders to 55 to 60 feet near the School Street/Mountain Road intersection with no shoulders. The posted speed limit is 40 miles per hour and land use along this road in the vicinity of the site is generally commercial with some residential.
2. School Street – This is generally an east-west, two-lane, two-way State-maintained roadway, also designated State Routes 57/107. It begins to the west at the signalized intersection with Danbury Road and continues east to the Redding Town Line, where it continues as Redding Road. In the Study Area this road provides a double yellow centerline, shoulder lines and curbing along both sides of the road. Lane widths are generally 11 to 12 feet wide and the roadway width is 45 feet near the Danbury Road intersection. The posted speed limit is 35 miles per hour and land use along this road is generally commercial near Danbury Road transitioning to all residential.

3. Mountain Road – This is generally an east-west road in the Study Area transitioning to a north-south direction, two-lane, two-way Town-maintained roadway. It begins to the east at the signalized intersection with Danbury Road and continues west and then to the south to the intersection with Branch Brook Road, where it continues as Hulda Hill Road. In the Study Area this road provides a double yellow centerline and curbing along both sides of the road. Lane widths are generally 10 to 11 feet wide. The posted speed limit is 25 miles per hour and land use along this road is generally residential.
4. New Street – This is generally an east-west road in the Study Area transitioning to a north-south direction, two-lane, two-way Town-maintained roadway. It begins to the west at the unsignalized intersection with Danbury Road and continues east and then to the north terminating at the intersection with School Street. In the Study Area this road provides a single yellow centerline. Lane width is 13 feet with a roadway width of 23 feet. The posted speed limit is 25 miles per hour and land use along this road is generally residential.

Figure 1 provides a summary of current street system characteristics. Photographs of the Study Area intersections are included in the Appendix of this report.

Traffic Volumes

To develop baseline traffic volumes for the Study Area intersections and roadways, turning movement counts were conducted at the following intersections:

- U.S. Route 7 at State Route 57/107 & Mountain Road;
- U.S. Route 7 at Georgetown Plaza Access Drive; and,
- U.S. Route 7 at New Street.

The turning movement counts were conducted on the following dates and times:

- Thursday, December 3, 2020 – 7:00 to 9:00 A.M. and 3:00 to 6:00 P.M.; and,
- Saturday, December 5, 2020 – 10:00 A.M. to 1:00 P.M.

Based on the results of the traffic counting program the following peak hours were identified at the Study Area intersections:



- LEGEND:**
- Traffic Lane
 - Traffic Signal
 - Stop Sign
 - Yield Sign
 - No Turn on Red
 - Sidewalk
 - Pedestrian Crosswalk

CURRENT STREET SYSTEM CHARACTERISTICS

**PROPOSED
VETERINARIAN CLINIC**
863 Danbury Road - Wilton, CT



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& Hanover**

Scale in Feet
100 75 50 25 0 100

1

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- Weekday morning – 7:15 to 8:15 A.M.;
- Weekday afternoon – 4:30 to 5:30 P.M.; and,
- Saturday midday – 11:45 A.M. to 12:45 P.M.

These traffic counts were conducted during COVID-19 conditions. To account for this condition 2017 traffic volumes from CTDOT on Danbury Road, south of the School Street/Mountain Road intersection, which were adjusted to a 2020 baseline condition by an annual growth rate of 0.5 percent, as per discussions with CTDOT Planning Division. A comparison between these volumes and the December 2020 volumes was conducted and an adjustment factor for the December 2020 volumes were determined to be 1.238 and 1.046 for the weekday morning and weekday afternoon peak hours, respectively. Based on discussions with CTDOT Planning Division, our Saturday volumes were adjusted using the weekday morning and weekday afternoon peak hour's average adjustment factor, which was 1.142. The existing traffic volumes were reviewed and approved by CTDOT Planning Division.

Table 1 illustrates the traffic data comparison and adjustment factors determined for each peak hour. Figures 2 through 4 graphically illustrates the 2020 existing traffic volumes for the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. Raw and summarized turning movement count data collected by Hardesty & Hanover LLC for all three Study peak hours, as well as the 2017 CTDOT volumes, can be found in the Appendix of this report.

Based on the results of the traffic counting program the two-way volumes were identified for area roadways and include U.S. Route 7, south of New Street, which had a two-way volume of 1,841, 1,797 and 1,313 vehicles during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. North of New Street, U.S. Route 7 had a two-way volume of 1,843, 1,801 and 1,309 vehicles during the same three peak hours noted above, respectively. New Street, east of U.S. Route 7, had a two-way volume of 6, 12 and 6 vehicles during the three peak hours noted above, respectively.

U.S. Route 7, south of State Route 57/107 & Mountain Road, had a two-way volume of 1,843, 1,801 and 1,309 vehicles during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. North of State Route 57/107 & Mountain Road, U.S. Route 7 had a two-way volume of 1,760, 1,952 and 1,653 vehicles during the same three peak hours noted above, respectively. State Route 57/107, east of U.S. Route 7, had a two-way volume of 1,173, 1,134 and 870 vehicles during the three

Table 1
TRAFFIC DATA COMPARISON TABLE – PEAK HOURS
Proposed Veterinarian Clinic
863 Danbury Road
Wilton, Connecticut

LOCATION	WEEKDAY MORNING PEAK HOUR			WEEKDAY AFTERNOON PEAK HOUR		
	Time	CTDOT 2017 (1)	Time	2020 TMC (2)	Adjustment Factor	Time
U.S. Route 7 (Danbury Road), South of Mountain Road/State Route 107 (School Street)	8:00 – 9:00 A.M.	1,787	7:15 – 8:15 A.M.	1,444	1.238	5:00 – 6:00 P.M.
						4:30 – 5:30 P.M.
						2020 ATR (2)
						1,664
						Adjustment Factor
						1.046

Sources:

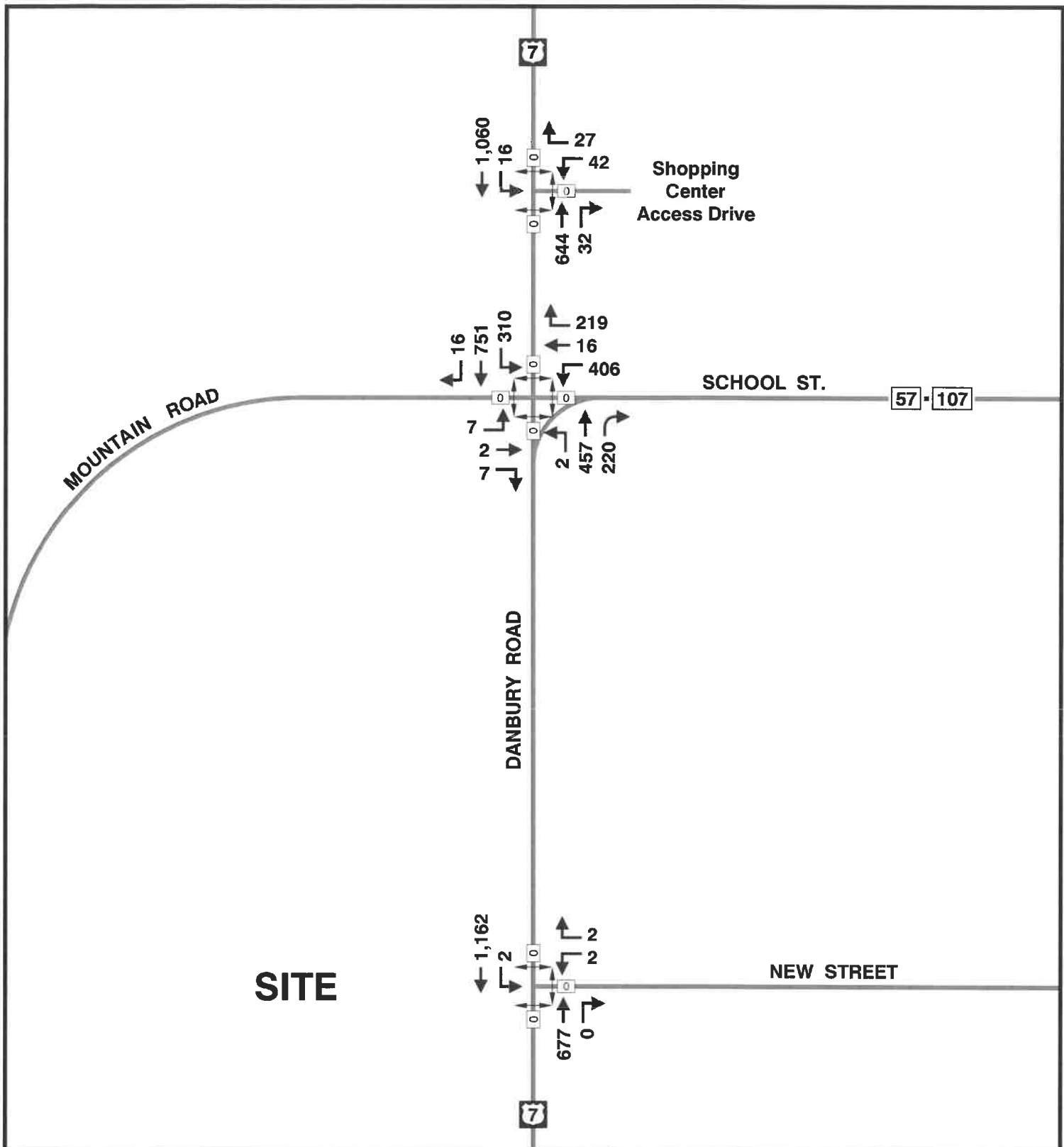
- 1) 2017 traffic volumes from CTDOT at U.S. Route 7 (Danbury Road), South of Mountain Road/State Route 107 (School Street).
- 2) Turning movement counts conducted by Hardesty & Hanover, Thursday, December 3, 2020.

Note:

- 1) Data collected in 2017 were adjusted by an annual growth rate of 0.5 percent to 2020 existing baseline condition, as per discussions with CTDOT Planning Division.
- 2) Based on our discussions with CTDOT Planning Division, the traffic counts collected on Saturday, December 5, 2020, were adjusted using the weekday morning and weekday afternoon peak hours average adjustment factor, which is 1.142.

Hardesty & Hanover, LLC

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1/15/2021



LEGEND:

← [0] Pedestrians

NOTES:

1. Turning movement counts conducted by Hardesty & Hanover, LLC on Thursday, December 3, 2020 from 7:00 A.M. to 9:00 A.M.
2. 2017 CTDOT counts on U.S. Route 7, south of School Street / Mountain Road were adjusted to a 2020 baseline condition by applying an annual growth rate of 0.5 percent, as per discussions with CTDOT Planning Division.
3. Based on a comparison of the volumes, an adjusted factor of 1.238 was utilized, see Table 1.
4. Existing Traffic Volumes were reviewed and approved by CTDOT Planning Division.

**2020 EXISTING TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR
(7:15 to 8:15 A.M.)**

**PROPOSED
VETERINARIAN CLINIC
863 Danbury Road - Wilton, CT**

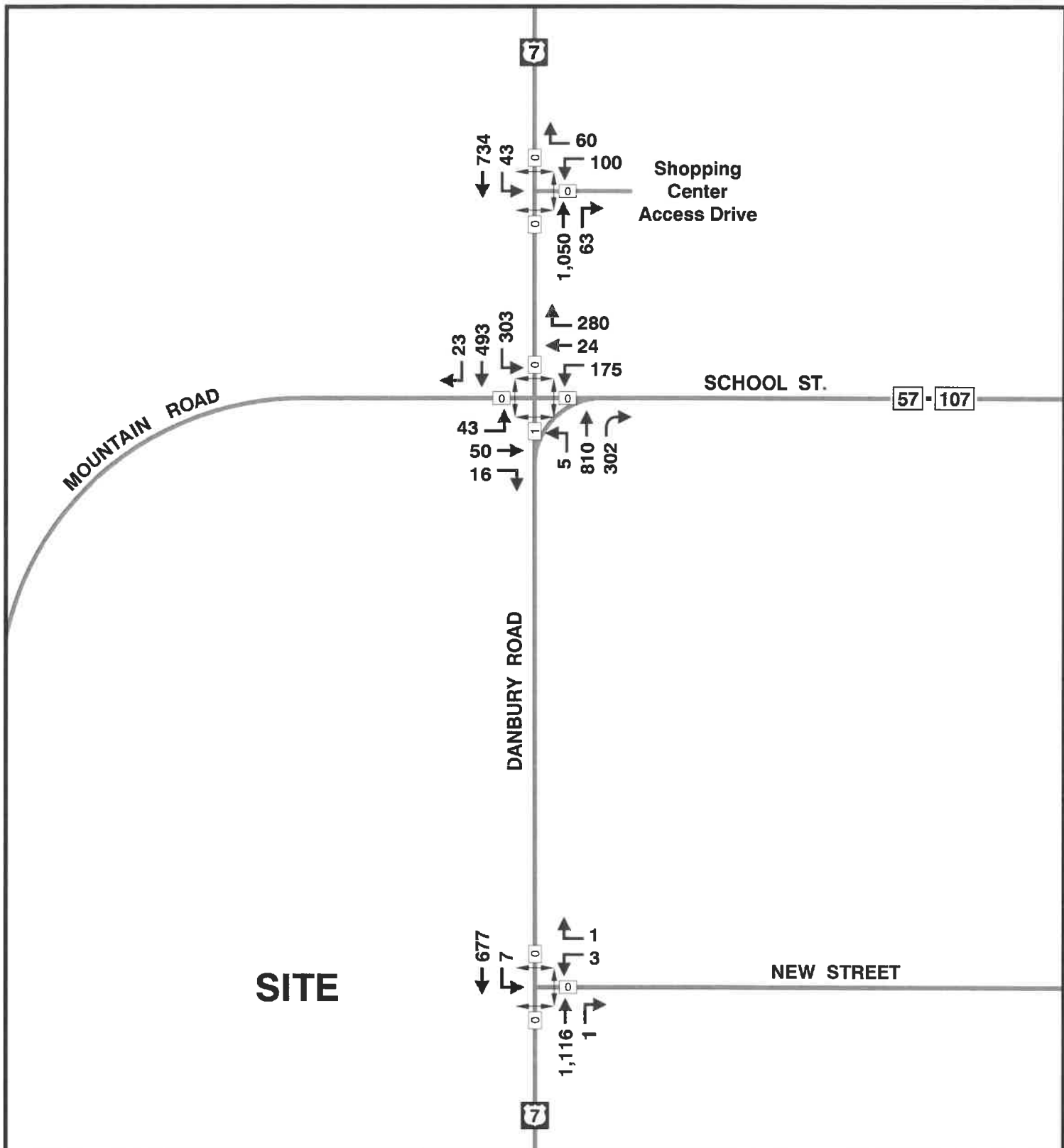
**Hardesty
& Hanover**

Not to Scale



2

6/28/21



LEGEND:

← [0] Pedestrians

NOTES:

1. Turning movement counts conducted by Hardesty & Hanover, LLC on Thursday, December 3, 2020 from 3:00 P.M. to 6:00 P.M.
2. 2017 CTDOT counts on U.S. Route 7, south of School Street / Mountain Road were adjusted to a 2020 baseline condition by applying an annual growth rate of 0.5 percent, as per discussions with CTDOT Planning Division.
3. Based on a comparison of the volumes, an adjusted factor of 1.046 was utilized, see Table 1.
4. Existing Traffic Volumes were reviewed and approved by CTDOT Planning Division.

**2020 EXISTING TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR
(4:30 to 5:30 P.M.)**

**PROPOSED
VETERINARIAN CLINIC
863 Danbury Road - Wilton, CT**

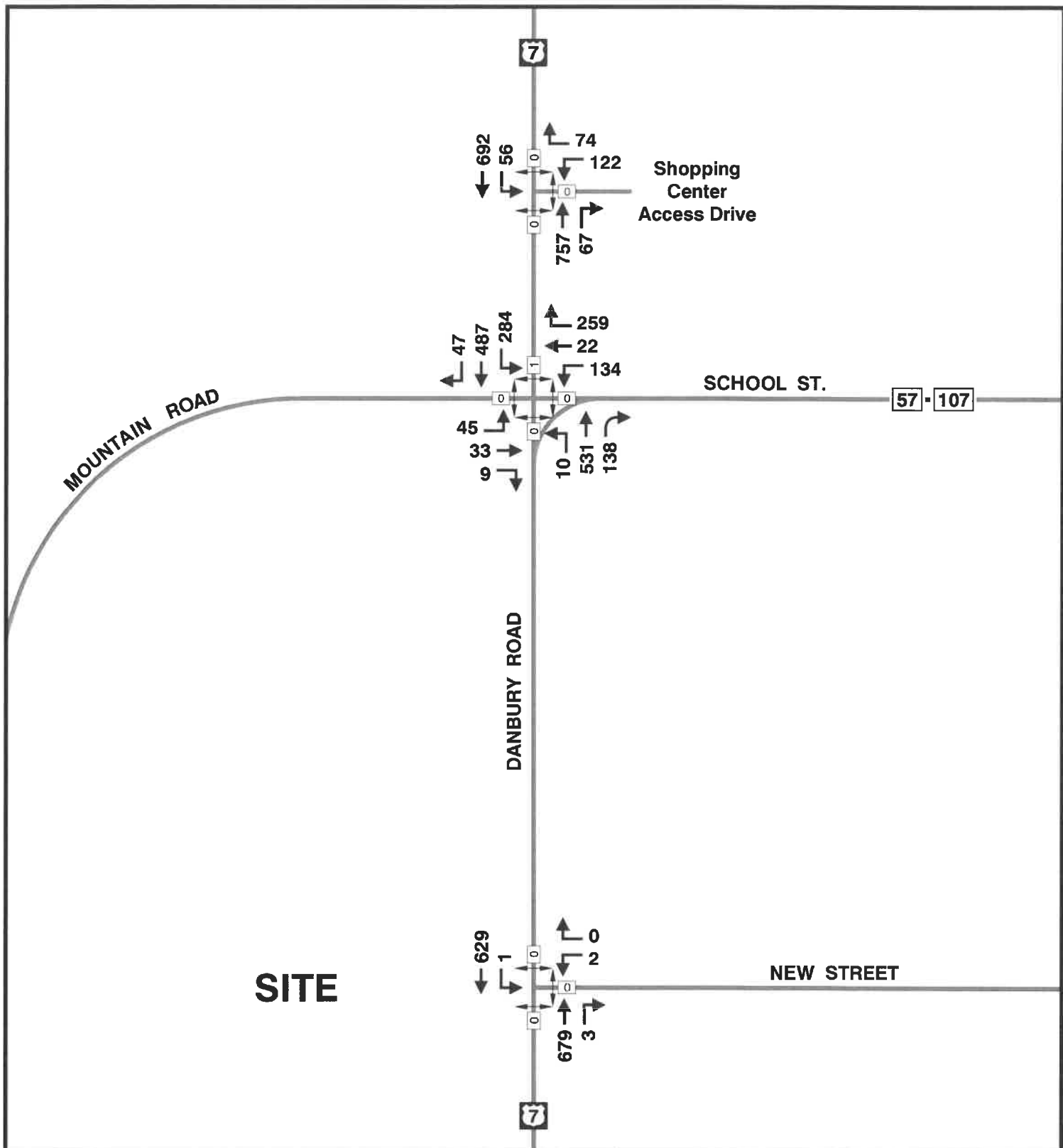


Not to Scale



3

6/28/21



LEGEND:

← [0] Pedestrians

NOTES:

1. Turning movement counts conducted by Hardesty & Hanover, LLC on Saturday, December 5, 2020 from 10:00 A.M. to 1:00 P.M.
2. Based on discussions with CTDOT Planning Division, Saturday Traffic Volumes were adjusted by the Weekday Morning and Weekday Afternoon Peak Hours average adjustment factor, which is 1.142, see Table 1.
3. Existing traffic volumes were reviewed and approved by CTDOT Planning Division.

2020 EXISTING TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR
 (11:45 A.M. to 12:45 P.M.)

PROPOSED
VETERINARIAN CLINIC
863 Danbury Road - Wilton, CT



Not to Scale



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peak hours noted above, respectively. Mountain Road, west of U.S. Route 7, had a two-way volume of 50, 161 and 166 vehicles during the three peak hours noted above, respectively.

U.S. Route 7, south of Georgetown Plaza Access Drive, had a two-way volume of 1,778, 1,947 and 1,638 vehicles during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. North of Georgetown Plaza Access Drive, U.S. Route 7 had a two-way volume of 1,747, 1,887 and 1,579 vehicles during the same three peak hours noted above, respectively. Georgetown Plaza Access Drive, east of U.S. Route 7, had a two-way volume of 117, 266 and 319 vehicles during the three peak hours noted above, respectively. Table 2 provides a summary of the recorded two-way volumes.

Accident Experience

The latest available accident data was obtained from the Connecticut Crash Data Repository for a period beginning January 1, 2017 through December 31, 2019 for both U.S. Route 7 and State Route 107. The data from 2020 was not included due to the COVID-19 condition. For the section of U.S. Route 7, between Old Mill Road and New Street, there were a total of 19 accidents recorded during this three-year period. Data indicates that 53 percent of the accidents involved property damage and 47 percent involved injuries. The collision types were 63 percent involving a rear-end collision, 11 percent involving a head-on collision and collision with fixed object and 5 percent involving an angle collision, thrown or falling object and other non-fixed object. The contribution factors were 53 percent for following too closely, 16 percent for failure to stay in lane, 11 percent for no contributing action and 5 percent for failure to yield right-of-way, ran off road, reckless driving and negligent driving. It was found that 84 percent of the accidents occurred during daylight hours and 61 percent of the accidents occurred on dry road conditions.

There were no reported accidents at the intersection of U.S. Route 7 and New Street. For the section of U.S. Route 7, between New Street and State Route 107/57 & Mountain Road, there were a total of 10 accidents recorded during this three-year period. Data indicates that 90 percent of the accidents involved property damage and 10 percent involved injuries. The collision types were 50 percent involving a sideswipe in the same direction, 20 percent involving a rear-end collision and a collision with deer and 10 percent involving an angle collision. The contribution factors were 20 percent for following too closely, failure to yield right-of-way, failure to stay in lane, other action and no contributing action. It was found that 60 percent of the accidents occurred during daylight hours and all accidents occurred on dry road conditions.

Table 2
2020 TWO-WAY TRAFFIC VOLUMES – PEAK HOURS
Proposed Veterinarian Clinic
863 Danbury Road
Wilton, Connecticut

LOCATION	VEHICLES		
	Weekday Morning	Weekday Afternoon	Saturday Midday
U.S. Route 7, South of New Street	1,841	1,797	1,313
U.S. Route 7, North of New Street	1,843	1,801	1,309
New Street, East of U.S. Route 7	6	12	6
U.S. Route 7, South of State Route 57/107 & Mountain Road	1,843	1,801	1,309
U.S. Route 7, North of State Route 57/107 & Mountain Road	1,760	1,952	1,653
State Route 57/107, East of U.S. Route 7	1,173	1,134	870
Mountain Road, West of U.S. Route 7	50	161	166
U.S. Route 7, South of Georgetown Plaza Access Drive	1,778	1,947	1,638
U.S. Route 7, North of Georgetown Plaza Access Drive	1,747	1,887	1,579
Georgetown Plaza Access Drive, East of U.S. Route 7	117	266	319

Sources:

- 1) Turning movement counts conducted by Hardesty & Hanover, LLC on Thursday, December 3 and Saturday, December 5, 2020.
- 2) The 2017 traffic volumes from CTDOT at U.S. Route 7 (Danbury Road), South of Mountain Road/State Route 107 (School Street) were adjusted by an annual growth rate of 0.5 percent to 2020 existing baseline condition, as per discussions with CTDOT Planning Division.

Notes:

- 1) Based on a comparison of these traffic volumes, an adjustment factor for the weekday morning and weekday afternoon peak hour were determined and utilized, see Table 1.
- 2) Based on our discussions with CTDOT Planning Division, the traffic counts collected on Saturday, December 5, 2020, were adjusted using the weekday morning and weekday afternoon peak hours average adjustment factor.
- 3) Existing traffic volumes were reviewed and approved by CTDOT Planning Division.

Hardesty & Hanover, LLC

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At the intersection of U.S. Route 7 and State Route 107/57 & Mountain Road, there were a total of 37 accidents recorded during this three-year period. Data indicates that 70 percent of the accidents were limited to property damage and 30 percent included injuries. The collision types were 49 percent involving a rear-end collision, 41 percent involving an angle collision, 8 percent involving a sideswipe in the same direction and 3 percent involving a head-on collision. The contributing factors were 38 percent for following too closely, 32 percent for failure to yield right-of-way, 5 percent for failure to stay in lane, improper turning and no contributing action and 3 percent for improper backing, improper passing, ran red light, disregarded other traffic signs and negligent driving. It was found that 57 percent of the accidents occurred during daylight hours and 84 percent of the accidents occurred on dry road conditions.

For the section of U.S. Route 7, between State Route 107/57 & Mountain Road and Georgetown Plaza, there were a total of 12 accidents recorded during this three-year period. Data indicates that 92 percent of the accidents were limited to property damage and 8 percent included injuries. The collision types were 42 percent involving rear-end collision, 33 percent involving a sideswipe in the same direction, 17 percent involving an angle collision and 8 percent involving a collision with fixed-object. The contributing factors were 33 percent for failure to stay in lane, 25 percent for following too closely and no contributing action and 8 percent for improper backing and ran red light. It was found that 92 percent of the accidents occurred during daylight hours and 83 percent of the accidents occurred on dry road conditions.

At the intersection of U.S. Route 7 and Georgetown Plaza, there were a total of 3 accidents recorded during this three-year period. Data indicates that all of the accidents were limited to property damage. The collision types were 34 percent involving a rear-end collision and 33 percent involving an angle collision and other collision. The contributing factors were 34 percent for following too closely and 33 percent for failure to stay in lane and improper turning. It was found that all of the accidents occurred during daylight hours and 33 percent of the accidents occurred on dry road conditions.

At the intersection of State Route 107 and U.S. Route 7, there were a total of 11 accidents recorded during this three-year period. Data indicates that 91 percent of the accidents were limited to property damage and 9 percent included injuries. The collision types were 55 percent involving rear-end collision, 18 percent involving an angle collision and a sideswipe in the same direction and 9 percent involving a rear to side collision. The contributing factors were 55 percent for following too closely, 27 percent for failure to yield right-of-way and 9 percent for improper backing and improper passing. It was

found that 82 percent of the accidents occurred during daylight hours and 64 percent of the accidents occurred on dry road conditions. Table 3 provides a more detailed summary of the accident data. The accident data obtained from the Connecticut Crash Data Repository is included in the Appendix of this report.

Table 3
ACCIDENT EXPERIENCE SUMMARY – U.S. ROUTE 7/STATE ROUTE 107
Proposed Veterinarian Clinic
863 Danbury Road
Wilton, Connecticut

	U.S. ROUTE 7														STATE ROUTE 107	
	Between Old Mill Road and New Street (10.97-11.46)				At New Street (11.47)		Between New Street and S.R. 107/57/ Mountain Road (11.48-11.61)		At S.R. 107/57/ Mountain Road (11.62-11.65)		Between S.R. 107/57/ Mountain Road and Georgetown Plaza A.D. (11.66-11.69)		At Georgetown Plaza A.D. (11.70)		At U.S. Route 7 (0.00-0.03)	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
ACCIDENT CHARACTERISTICS																
Year																
▪ 2017	4	21	0	0	2	20	6	16	5	42	0	0	8	73		
▪ 2018	7	37	0	0	4	40	14	38	3	25	2	67	1	9		
▪ 2019	8	42	0	0	4	40	17	46	4	33	1	33	2	18		
▪ Total	19	100	0	0	10	100	37	100	12	100	3	100	11	100		
Accident Severity																
▪ Property Damage	10	53	0	0	9	90	26	70	11	92	3	100	10	91		
▪ Injury	9	47	0	0	1	10	11	30	1	8	0	0	1	9		
Collision Type																
▪ Rear End	12	63	0	0	2	20	18	49	5	42	1	34	6	55		
▪ Head On	2	11	0	0	0	0	1	3	0	0	0	0	0	0		
▪ Angle	1	5	0	0	1	10	15	41	2	17	1	33	2	18		
▪ Sideswipe, Same Direction	0	0	0	0	5	50	3	8	4	33	0	0	2	18		
▪ Rear to Side	0	0	0	0	0	0	0	0	0	0	0	0	1	9		
▪ Fixed Object	2	11	0	0	0	0	0	0	1	8	0	0	0	0		
▪ Thrown or Falling Object	1	5	0	0	0	0	0	0	0	0	0	0	0	0		
▪ Deer	0	0	0	0	2	20	0	0	0	0	0	0	0	0		
▪ Other Non-Fixed Object	1	5	0	0	0	0	0	0	0	0	0	0	0	0		
▪ Other	0	0	0	0	0	0	0	0	0	0	1	33	0	0		

Table 3 Cont'd

	U.S. ROUTE 7												STATE ROUTE 107	
	Between Old Mill Road and New Street (10.97-11.46)		At New Street (11.47)		Between New Street and S.R. 107/57/ Mountain Road (11.48-11.61)		At S.R. 107/57/ Mountain Road (11.62-11.65)		Between S.R. 107/57/ Mountain Road and Georgetown Plaza A.D. (11.66-11.69)		At Georgetown Plaza A.D. (11.70)		At U.S. Route 7 (0.00-0.03)	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
ACCIDENT CHARACTERISTICS														
Contributing Factor <ul style="list-style-type: none">▪ Following Too Closely▪ Failure to Yield ROW▪ Failure to Stay in Lane▪ Ran Off Roadway▪ Improper Turn▪ Improper Backing▪ Improper Passing▪ Ran Red Light▪ Disregarded Other Traffic Signs▪ Reckless Driving▪ Negligent Driving▪ Other Action▪ No Contributing Action	10	53	0	0	2	20	14	38	3	25	1	34	6	55
	1	5	0	0	2	20	12	32	0	0	0	0	3	27
	3	16	0	0	2	20	2	5	4	33	1	33	0	0
	1	5	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	2	5	0	0	1	33	0	0
	0	0	0	0	0	0	1	3	1	8	0	0	1	9
	0	0	0	0	0	0	1	3	0	0	0	0	1	9
	0	0	0	0	0	0	1	3	1	8	0	0	0	0
	0	0	0	0	0	0	1	3	0	0	0	0	0	0
	1	5	0	0	0	0	0	0	0	0	0	0	0	0
	1	5	0	0	0	0	1	3	0	0	0	0	0	0
	0	0	0	0	2	20	0	0	0	0	0	0	0	0
2	11	0	0	2	20	2	5	3	25	0	0	0	0	
Light Condition <ul style="list-style-type: none">▪ Dark – Lighted▪ Dark – Not Lighted▪ Daylight▪ Dawn▪ Dusk	0	0	0	0	0	0	10	27	0	0	0	0	1	9
	3	16	0	0	4	40	3	8	0	0	0	0	0	0
	16	84	0	0	6	60	21	57	11	92	3	100	9	82
	0	0	0	0	0	0	1	3	0	0	0	0	0	0
	0	0	0	0	0	0	2	5	1	8	0	0	1	9
Surface Condition <ul style="list-style-type: none">▪ Dry▪ Wet▪ Snow	11	61	0	0	10	100	31	84	10	83	1	33	7	64
	7	39	0	0	0	0	5	14	2	17	2	67	3	27
	0	0	0	0	0	0	1	3	0	0	0	0	1	9

Table 3 Cont'd

ACCIDENT CHARACTERISTICS	U.S. ROUTE 7												STATE ROUTE 107	
	Between Old Mill Road and New Street (10.97-11.46)		At New Street (11.47)		Between New Street and S.R. 107/57/ Mountain Road (11.48-11.61)		At S.R. 107/57/ Mountain Road (11.62-11.65)		Between S.R. 107/57/ Mountain Road and Georgetown Plaza A.D. (11.66-11.69)		At Georgetown Plaza A.D. (11.70)		At U.S. Route 7 (0.00-0.03)	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Weather Conditions <ul style="list-style-type: none">ClearRainCloudySnow	11	65	0	0	10	100	32	86	11	92	1	33	8	73
	6	35	0	0	0	0	3	8	1	8	2	67	1	9
	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	0	0	0	0	0	0	2	5	0	0	0	0	1	9

Source: Connecticut Crash Data Repository from January 1, 2017 to December 31, 2019.

Notes: January 1, 2017 to December 31, 2019 is the latest three full years of accident data available.

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FUTURE TRAFFIC IMPACTS

This section of the report describes the future 2022 traffic conditions for the Study Area. It includes 2022 no-build traffic volumes, estimates for site traffic generation, distribution and assignment of the proposed site traffic, future build traffic volumes and the results of capacity analyses. The capacity analyses are completed for a no-build and build condition, which provides a basis for determining potential impact to area roads and nearby intersections and the need for mitigation, if necessary.

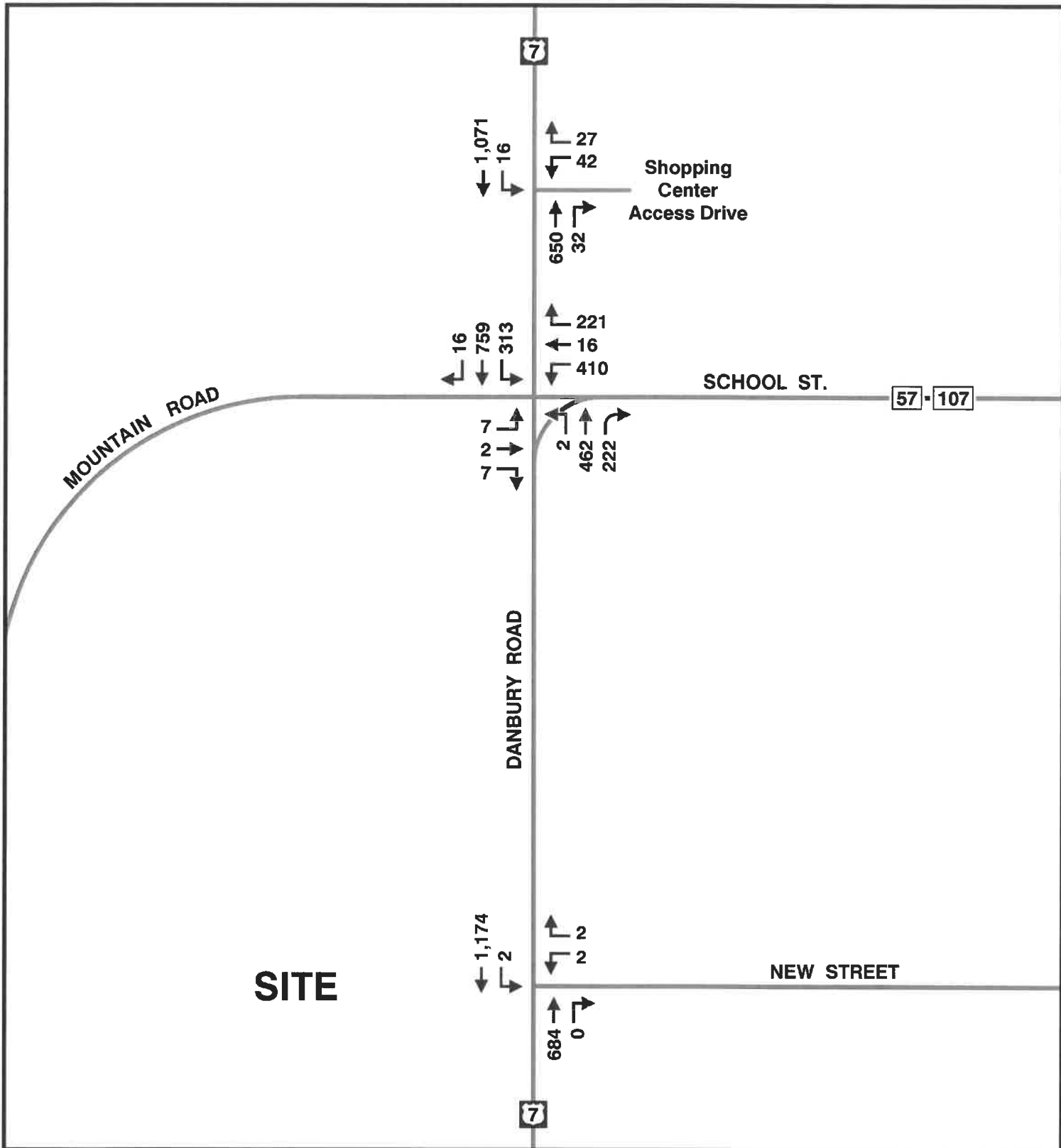
No-Build Traffic Volumes

The 2020 existing traffic volumes, which were previously described, were expanded to reflect a 2022 traffic condition for each of the intersections by applying an annual growth rate of 0.5 percent, as per discussions with CTDOT Planning, to account for general growth in the immediate vicinity of the surrounding area. Based on discussions with CTDOT Planning Division and the Towns of Wilton and Redding Planning Departments', no other developments were identified in the area that would add traffic to the Study Area. The no-build traffic volumes are graphically illustrated in Figures 5 through 7 for the weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

Estimation of Site Traffic Generation

The proposal is to construct a 14,243 square-foot building with the possibility for a future approximately 5,000 square-foot expansion. To be conservative, the analysis is based on the future total potential buildout of 20,000 square feet. Based on trip rates from "Trip Generation," 10th Edition, published by the ITE, 2017, it is estimated that a development of this type and size would generate a total of 73, 71 and 71 vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. There are no trip rates provided for the Saturday midday peak hour; therefore, the weekday afternoon peak hour trip rates are used.

The proposed Development Program consists of the hours of operation from 8:00 A.M. to 6:00 P.M. on typical days, 8 clinic staff and 8 shelter staff and visitors are by appointment only and typically there are between 5 and 20 visitors per day pre-pandemic, with 20 being high and less likely. They will also have activities through the year, which typically do not start or end during the peak hours of the roadway. These activities can occur from twice a month to three times a year; therefore, are not analyzed as they are not a typical day. Based on our review of the proposed development program, it is anticipated that the proposed



NOTE:
An annual growth rate of 0.5 percent was employed to the horizon year 2022, as per discussions with CTDOT Planning Division.

**2022 NO-BUILD TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR**

**PROPOSED
VETERINARIAN CLINIC
863 Danbury Road - Wilton, CT**

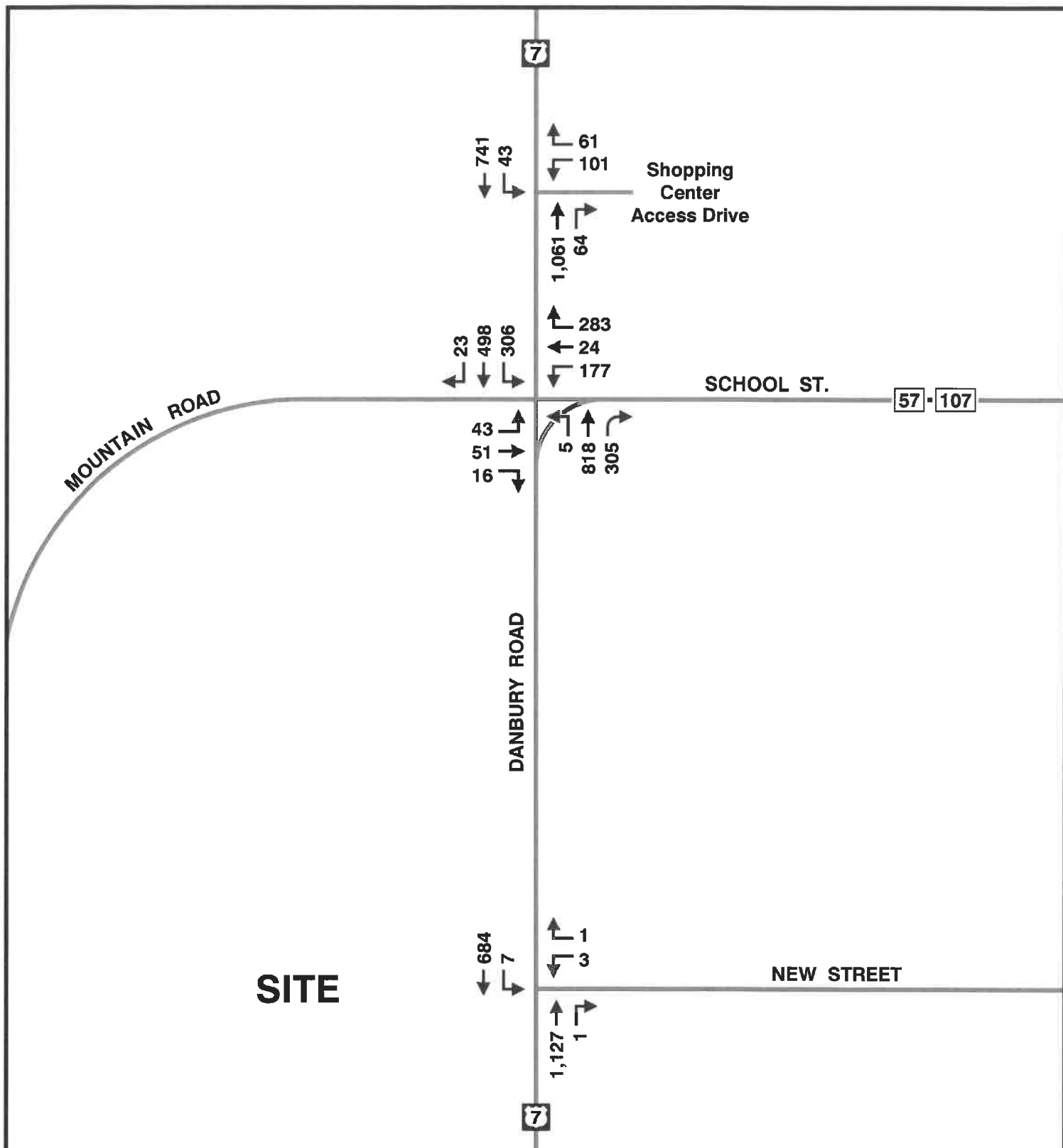


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NOTE:

An annual growth rate of 0.5 percent was employed to the horizon year 2022, as per discussions with CTDOT Planning Division.

**2022 NO-BUILD TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR**

**PROPOSED
VETERINARIAN CLINIC
863 Danbury Road - Wilton, CT**





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<p><u>NOTE:</u> An annual growth rate of 0.5 percent was employed to the horizon year 2022, as per discussions with CTDOT Planning Division.</p>	<p>2022 NO-BUILD TRAFFIC VOLUMES SATURDAY MIDDAY PEAK HOUR</p>	
	<p>PROPOSED VETERINARIAN CLINIC 863 Danbury Road - Wilton, CT</p>	
	 <p>Hardesty & Hanover</p>	<p>7</p> <p>6/28/21</p>
<p>Not to Scale</p>		

development would generate less than the typical Veterinarian Clinic trip rates from ITE; however, the analysis is based on the ITE rates, to be conservative. Table 4 illustrates the details of the site traffic generation.

Distribution and Assignment of Site Traffic

A review of current traffic patterns at the Study Area intersections and in the vicinity of the project influence area were reviewed to determine trip distribution for the proposed development. It was found that 50 percent of the site traffic will arrive and depart from/to the south on U.S. Route 7, 30 percent of the site traffic will arrive and depart from/to the north on U.S. Route 7 and 20 percent will arrive and depart from/to the east on State Route 57/107.

Figure 8 provides the site traffic distribution of the proposed development. Figures 9 through 11 graphically illustrate the site traffic generation and assignment for the proposed development for the weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

Build Traffic Volumes

Build traffic volumes for a 2022 condition are graphically illustrated in Figures 12 through 14 for the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The 2022 build traffic volumes include the 2022 no-build traffic volumes and the site traffic generation volumes for the proposed development for each time period.

Capacity Analysis Procedures

Capacity analysis procedures are provided in the Appendix of this report. The analyses follow a SYNCHRO computer model and information provided by the Transportation Research Board (TRB) and the Highway Capacity Manual (HCM) 6th Edition.

Capacity Analysis Results – Existing, No-Build and Build Conditions

The following is a summary of the results of analyses for an existing, no-build and build conditions at the Study Area intersections and site access drive for each of the time periods included in this analysis.

Table 4
SITE TRAFFIC GENERATION – PEAK HOURS
Proposed Veterinarian Clinic
863 Danbury Road
Wilton, Connecticut

LAND USE	SIZE	TRAFFIC DIRECTION	VEHICLE TRIP ENDS		
			Weekday Morning	Weekday Afternoon	Saturday Midday
Veterinarian Clinic	14,243 S.F. + ~5,000 S.F. Future 20,000 S.F.	Enter	49	28	28
		Exit	<u>24</u>	<u>43</u>	<u>43</u>
		Total	73	71	71

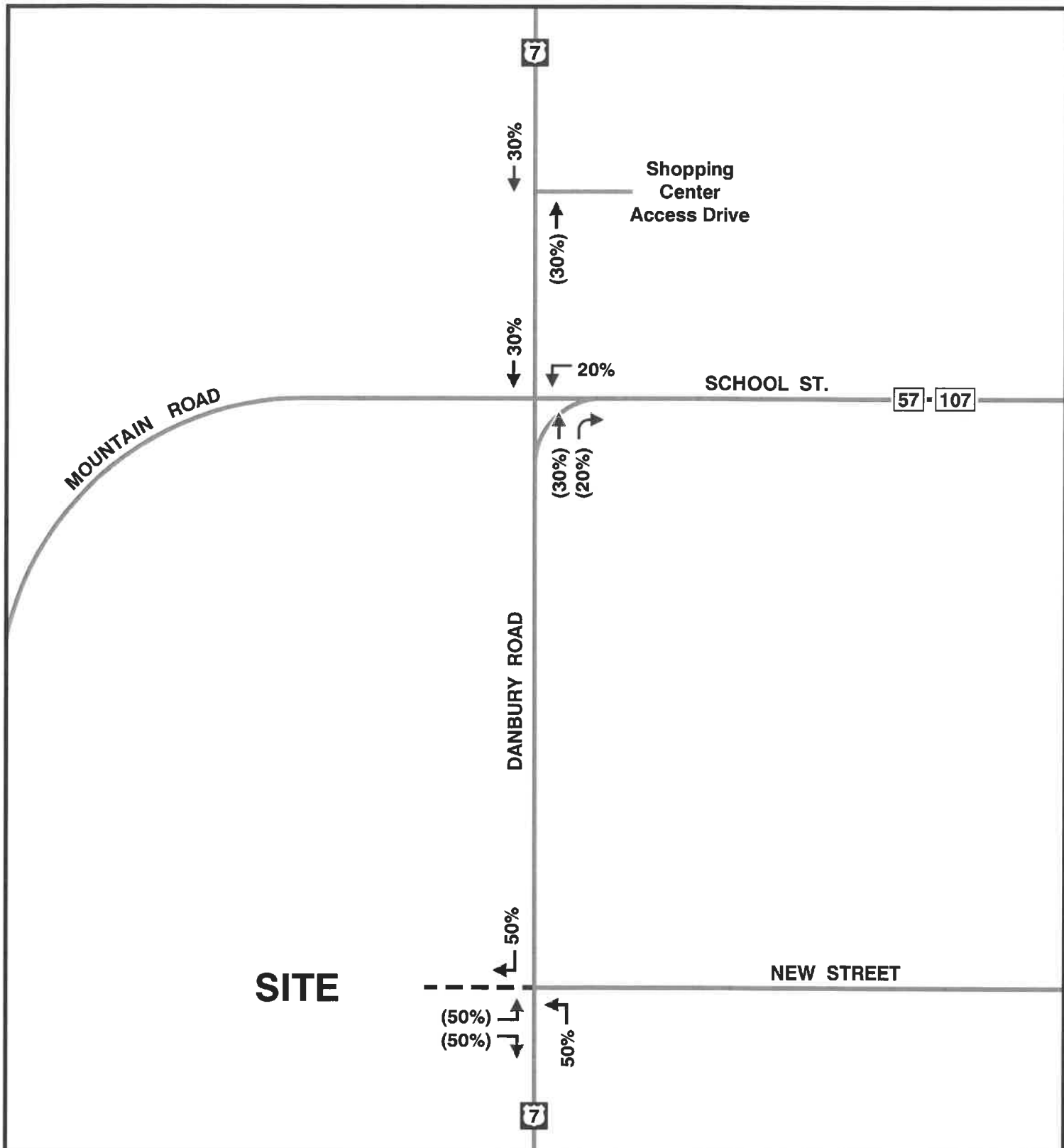
Sources: "Trip Generation," 10th Edition, published by the Institute of Transportation Engineers (ITE), 2017 using Anima Hospital/Veterinarian Clinic, Code #640 average rates.

Note:

- 1) There are no trip rates provided for the Saturday midday peak hour; therefore, the weekday afternoon peak hour trip rates are used.
- 2) The proposed Development Program consists of the following
 - a) Hours of operation are from 8:00 A.M. to 6:00 P.M. on typical days.
 - b) There will be 8 clinic staff and 8 shelter staff.
 - c) Visitors are by appointment only and typically there are between 5 and 20 visitors per day pre-pandemic, with 20 being high and less likely.
 - d) They have activities through the year, which typically do not start or end during the peak hours of the roadway. These activities can occur from twice a month to three times a year; therefore, are not analyzed as they are not a typical day.
- 3) Based on our review of the proposed development program, it is anticipated that the proposed development would generate less than the typical Veterinarian Clinic trip rates from ITE; however, the analysis is based on the ITE rates, to be conservative.

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SITE TRAFFIC
Enter 00%
Exit (00%)

LEGEND:

--- Site Access Driveway

SITE TRAFFIC DISTRIBUTION

**PROPOSED
VETERINARIAN CLINIC**
863 Danbury Road - Wilton, CT



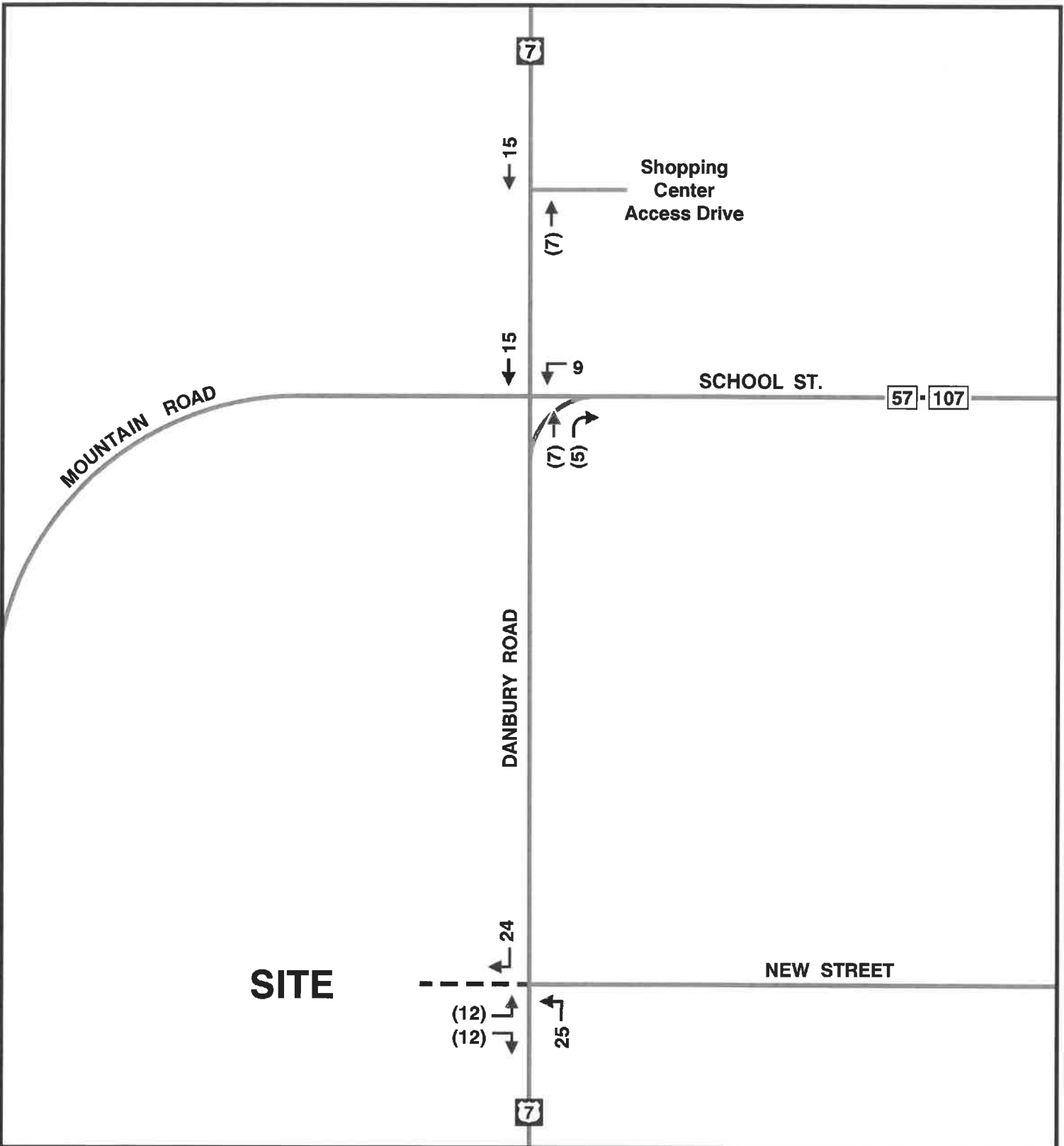
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SITE TRAFFIC:
Enter 49
Exit (24)
Total 73 Vehicle Trip Ends

LEGEND:
--- Site Access Driveway

**SITE TRAFFIC GENERATION & ASSIGNMENT
WEEKDAY MORNING PEAK HOUR**

**PROPOSED
VETERINARIAN CLINIC
863 Danbury Road - Wilton, CT**

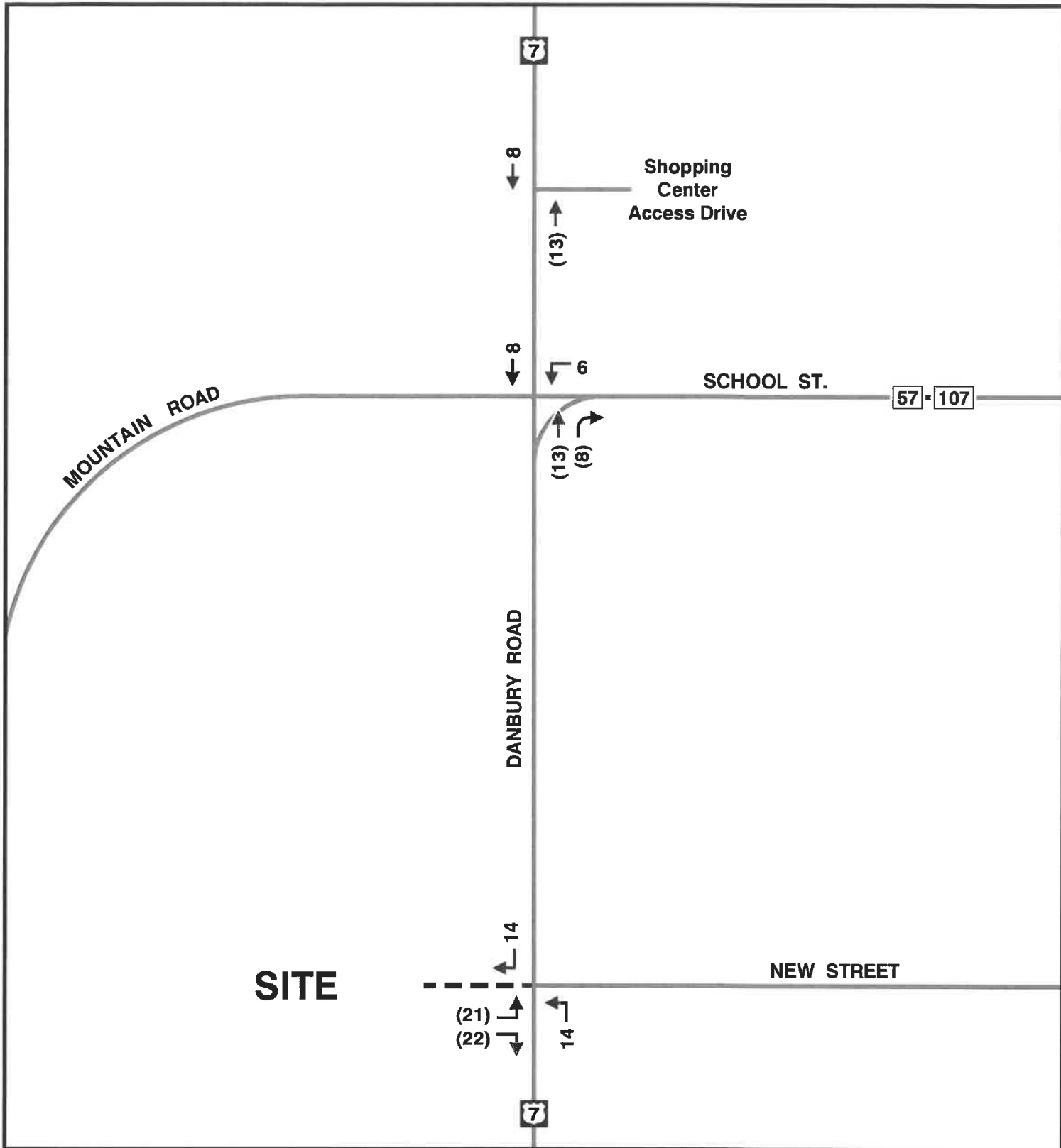


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9

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SITE TRAFFIC:
Enter 28
Exit (43)
Total 71 Vehicle Trip Ends

LEGEND:
--- Site Access Driveway

**SITE TRAFFIC GENERATION & ASSIGNMENT
WEEKDAY AFTERNOON PEAK HOUR**

**PROPOSED
VETERINARIAN CLINIC
863 Danbury Road - Wilton, CT**

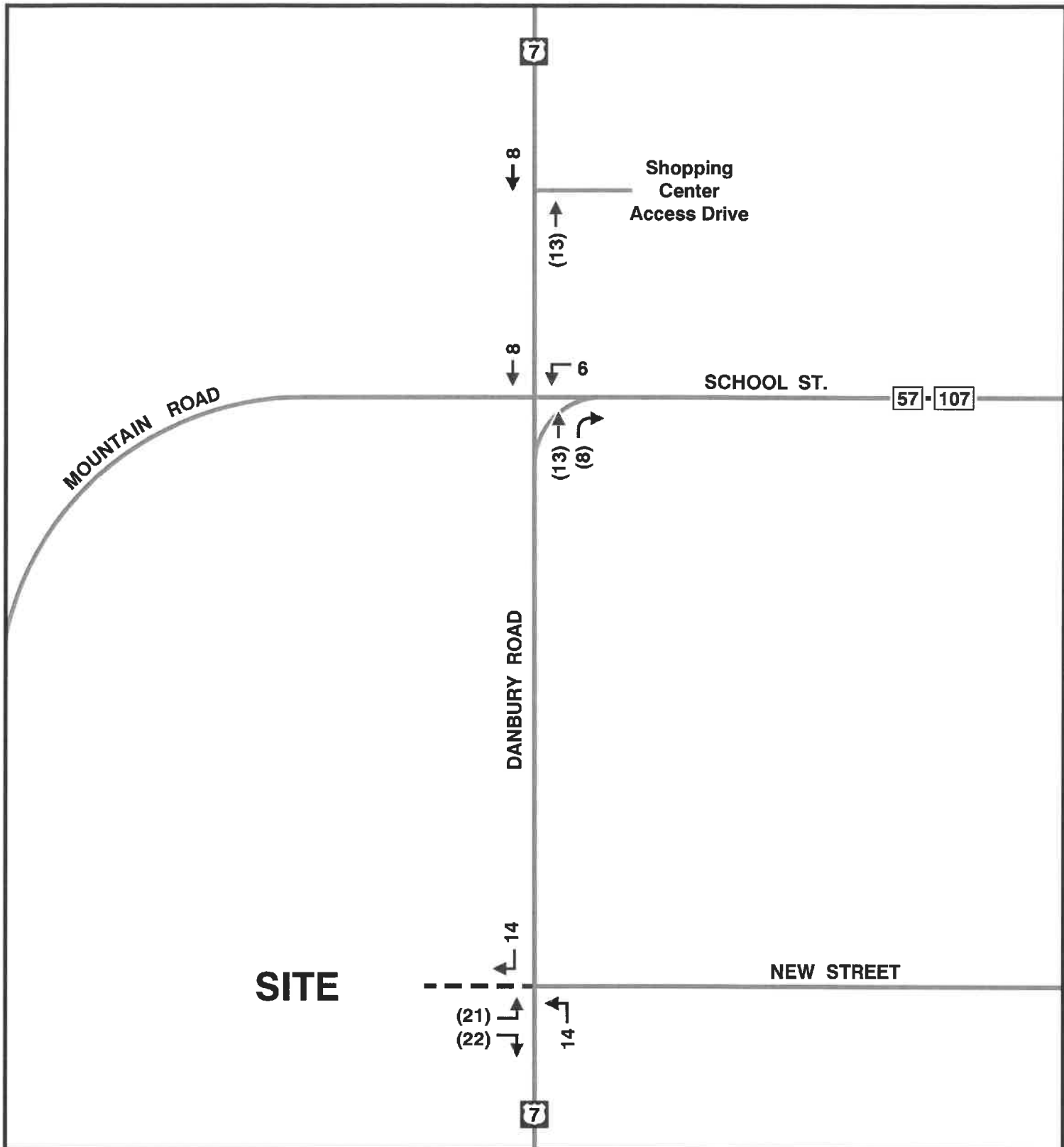


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SITE TRAFFIC:

Enter 28
Exit (43)
Total 71 Vehicle Trip Ends

LEGEND:

--- Site Access Driveway

**SITE TRAFFIC GENERATION & ASSIGNMENT
SATURDAY MIDDAY PEAK HOUR**

**PROPOSED
VETERINARIAN CLINIC
863 Danbury Road - Wilton, CT**

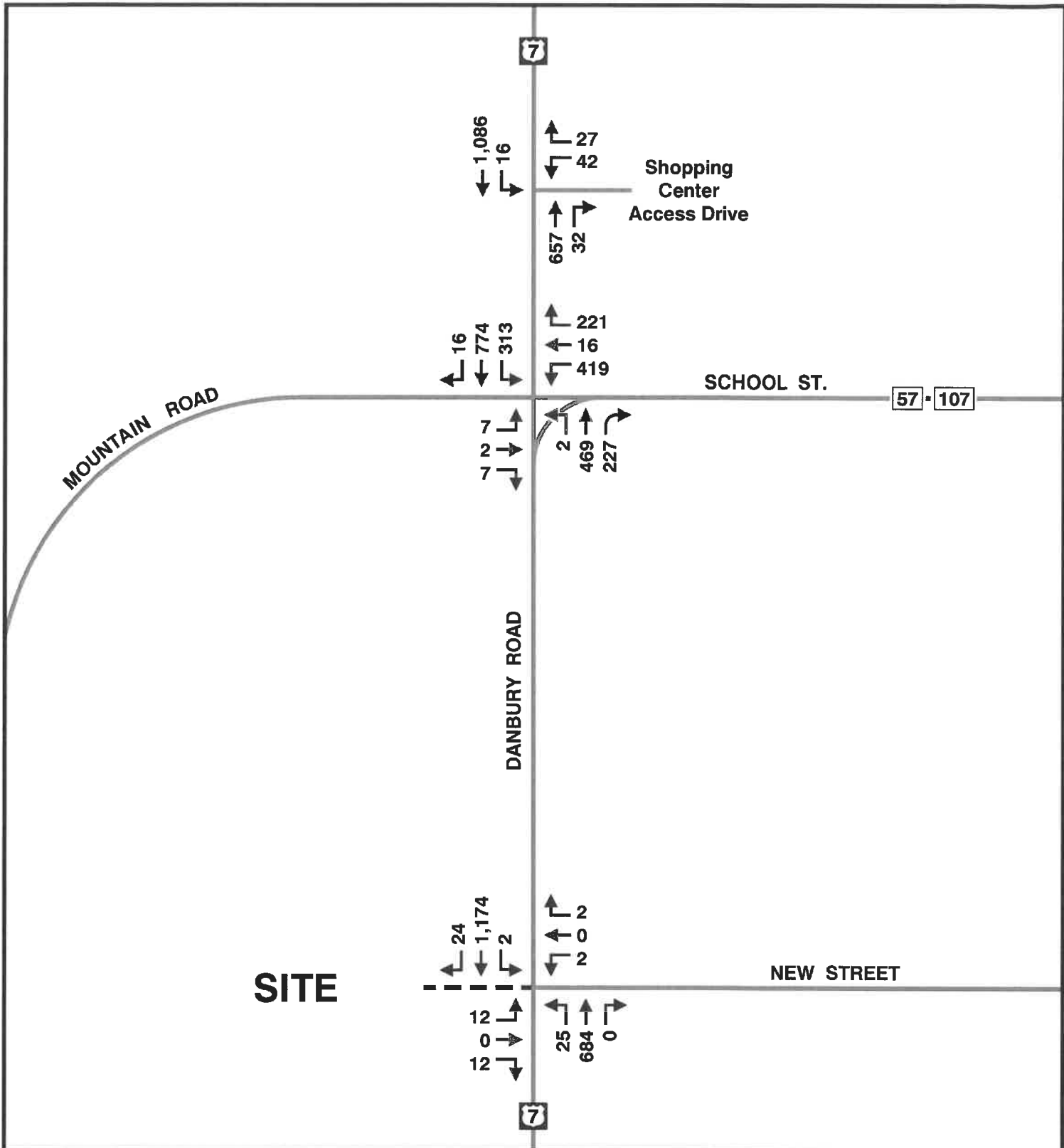


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11

6/28/21



LEGEND:

--- Site Access Driveway

NOTE:

The 2022 Build Traffic Volumes includes the 2022 No-Build Traffic Volumes and Site Traffic Generation.

**2022 BUILD TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR**

**PROPOSED
VETERINARIAN CLINIC
863 Danbury Road - Wilton, CT**

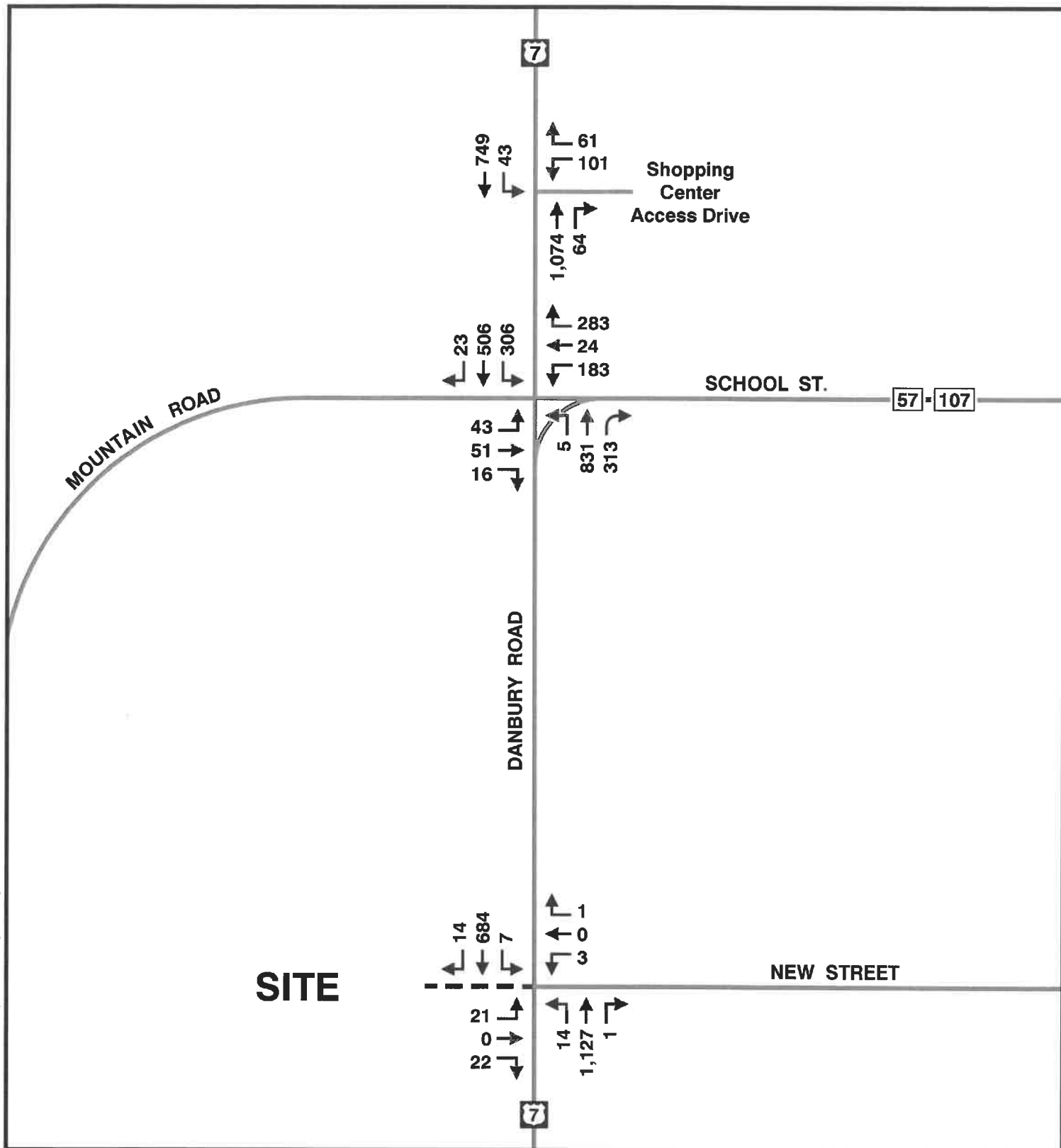


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12

6/28/21



LEGEND:

— — — Site Access Driveway

NOTE:

The 2022 Build Traffic Volumes includes the 2022 No-Build Traffic Volumes and Site Traffic Generation.

**2022 BUILD TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR**

**PROPOSED
VETERINARIAN CLINIC
863 Danbury Road - Wilton, CT**

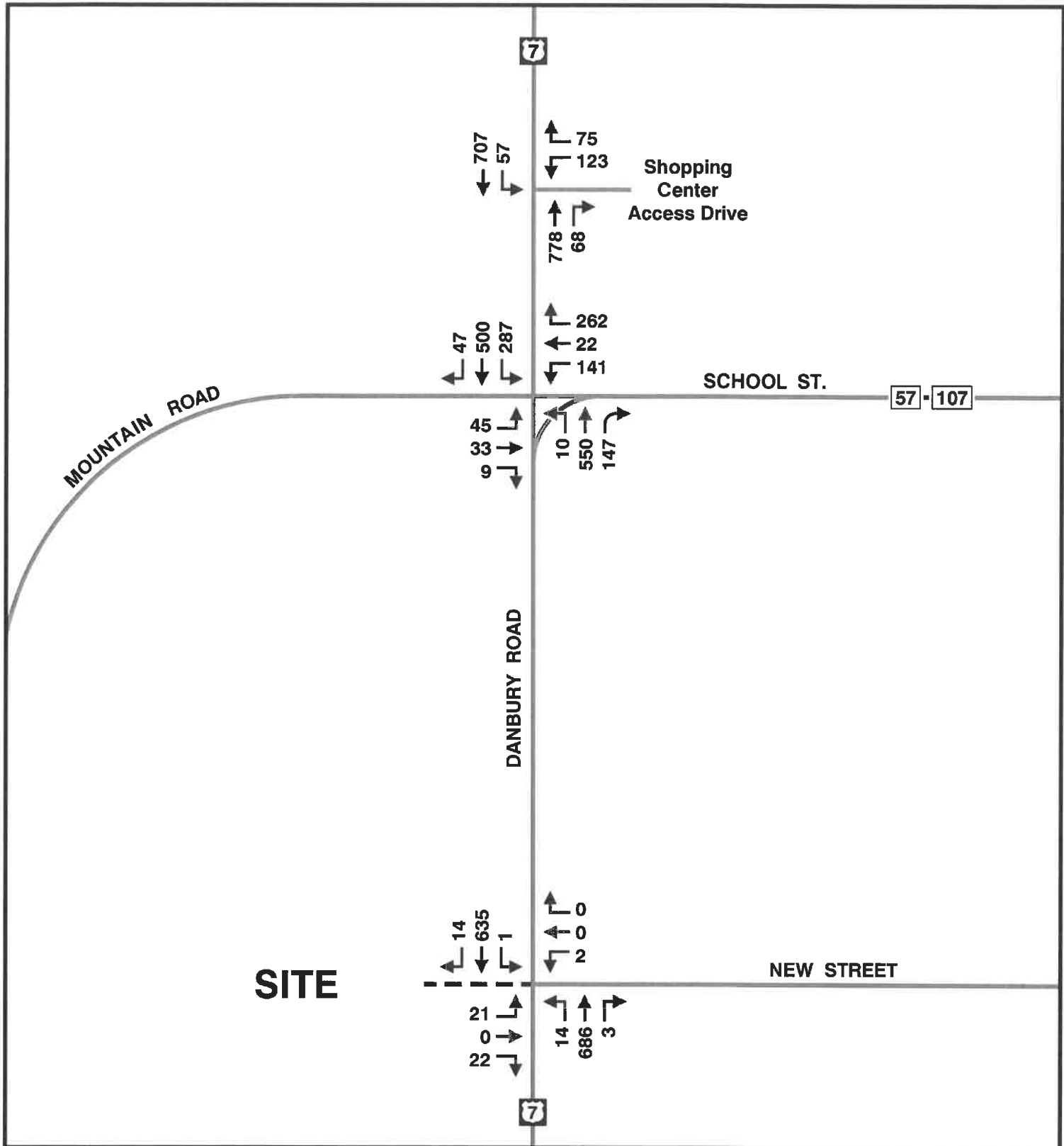


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13

6/28/21



LEGEND:

— Site Access Driveway

NOTE:

The 2022 Build Traffic Volumes includes the 2022 No-Build Traffic Volumes and Site Traffic Generation.

**2022 BUILD TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR**

**PROPOSED
VETERINARIAN CLINIC
863 Danbury Road - Wilton, CT**



Not to Scale



14

6/28/21

1. U.S. Route 7 at State Route 57/107 & Mountain Road

Existing – Results of the analysis of this signalized intersection indicate that it currently operates at an overall Level of Service “C,” “F,” and “C” during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The westbound left and left/through lane group operates at a Level of Service “E” during the weekday morning peak hour. The westbound right turn lane group operates at a Level of Service “F” during all three peak hours. The westbound approach operates at a Level of Service “E,” “F” and “F” during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The northbound through/right lane group and approach operates at a Level of Service “E” during the weekday afternoon peak hour.

No-Build – Results of the analysis of this signalized intersection indicate that it will operate at an overall Level of Service “C,” “F,” and “D” during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The westbound left and left/through lane group operates at a Level of Service “E” during the weekday morning peak hour. The westbound right turn lane group operates at a Level of Service “F” during all three peak hours. The westbound approach operates at a Level of Service “E,” “F” and “F” during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The northbound through/right lane group and approach operates at a Level of Service “F” during the weekday afternoon peak hour.

Build – Results of the analysis indicate that with the site-generated traffic added to this signalized intersection it will continue to operate at the same overall Level of Service during all three peak hours with a minimal increase in vehicle delay. All lane groups and approaches will maintain the same Levels of Service during all three peak hours.

2. U.S. Route 7 at Georgetown Plaza Access Drive

Existing – Results of the analysis of this signalized intersection indicate that it currently operates at an overall Level of Service “B” during the weekday morning, weekday afternoon and Saturday midday peak hours. The westbound left turn lane group operates at a Level of Service “E” during the weekday afternoon peak hour.

No-Build – Results of the analysis of this signalized intersection indicate that it will operate at an overall Level of Service “B” during the weekday morning, weekday afternoon and Saturday midday peak hours. The westbound left turn lane group operates at a Level of Service “E” during the weekday afternoon peak hour.

Build – Results of the analysis indicate that with the site-generated traffic added to this signalized intersection it will continue to operate at the same overall Level of Service during all three peak hours with a minimal increase in vehicle delay. All lane groups and approaches will maintain the same Levels of Service during all three peak hours.

3. U.S. Route 7 at New Street

Existing – Results of the analysis of this two-way STOP controlled intersection indicate that it currently operates at a Level of Service “E,” “F” and “D” or better during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The southbound left turn operates at a Level of Service “A,” “B” and “A” during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively

No-Build – Results of the analysis of this two-way STOP controlled intersection indicate that it will operate at a Level of Service “E,” “F” and “D” or better during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The southbound left turn operates at a Level of Service “A,” “B” and “A” during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively

Build – Results of the analysis indicate that with the site-generated traffic added to this two-way STOP controlled intersection, it will have a change in Level of Service from “E” to “F” and from “D” to “E” for the westbound lane during the weekday morning and Saturday midday peak hours, respectively. The site driveway will operate at a Level of Service “F,” “F” and “D” during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. These results are consistent with most unsignalized intersections along U.S. Route 7 due to the heavy through traffic volumes during peak hours.

Tables 5 provides a more detailed summary of the results of the capacity analyses for the Study Area intersections, as described above. This table provides Level of Service, average vehicle delay and volume to capacity ratio for each lane group, approach, intersection overall, lane and movement during each of the peak hours for the existing, no-build and build conditions. It also provides a project assessment between the no-build and build conditions, which identifies the potential impact. The results of the Storage/Queue analyses for the Study Area intersections are also provided for each lane group, lane and movement during each of the peak hours for the existing, no-build and build conditions. The capacity worksheets are included in the Appendix of this report.

Intersection Sight Distance Analysis

A Speed Study was conducted by Hardesty & Hanover, LLC using an Automatic Traffic Recorder (ATR) from Wednesday, December 2 to Monday, December 7, 2020. The 85th percentile speed of vehicles was measured to be 44 and 49 miles per hour in the northbound and southbound directions, respectively. The posted speed limit is 40 miles per hour. The Speed Study results are included in the Appendix of this report.

Based on standards followed by both the Town and CTDOT, the desirable or required ISD for the Danbury Road access drive is 541 feet to the left and 486 feet to the right. Based on the ISD measurements completed by Redniss & Mead and provided on a Site Plan, it indicates that the measured sight distance is 541 and 486 feet to the left and right, respectively. Table 6 illustrates the ISD analysis.

Findings

This Traffic Access and Impact Study was prepared to provide the Town of Wilton and the Connecticut Department of Transportation (CTDOT) with a detailed analysis to determine potential traffic impacts from the proposed Veterinarian Clinic. The proposal is to construct a 14,243 square-foot building with the possibility for a future approximately 5,000 square-foot expansion. The development will be located on the westerly side of the road at 863 Danbury Road. The proposed access to the site will be via a full-movement driveway to Danbury Road, opposite New Street.

The Traffic Study addresses traffic conditions for the 2020 existing, 2022 future no-build and build conditions during the weekday morning, weekday afternoon and Saturday midday peak hours. Traffic counts were conducted by Hardesty & Hanover, LLC in December 2020 during COVID-19 conditions. There were 2017 traffic volumes from CTDOT on Danbury Road, south of the School Street/Mountain Road intersection, which were adjusted to a 2020 baseline condition by an annual growth rate of 0.5 percent, as per discussions with CTDOT Planning Division. A comparison between these volumes and the December 2020 volumes was conducted and an adjustment factor for the December 2020 volumes were determined for the weekday morning and weekday afternoon peak hours. Based on discussions with CTDOT Planning Division, our Saturday volumes were adjusted using the weekday morning and weekday afternoon peak hour's average adjustment factor. The existing traffic volumes were reviewed and approved by CTDOT Planning Division.

Table 6
INTERSECTION SIGHT DISTANCE (ISD) ANALYSIS
Proposed Veterinarian Clinic
863 Danbury Road
Wilton, Connecticut

INTERSECTION	ISD TO THE LEFT		ISD TO THE RIGHT	
	Distance Required (Feet)		Distance Required (Feet)	
	Posted Speed	85 th Percentile Speed	Posted Speed	85 th Percentile Speed
	40 MPH	49 MPH	40 MPH	44 MPH
Danbury Road at Proposed Site Access Drive	445	541	445	486

Source: Connecticut Department of Transportation Highway Design Manual 2003 Edition, Revised January 2011, Section 11-2.03.01 Figure 11-2C and 11-2D and Section 11-2.03.02.

Notes:

1. Danbury Road is a two-travel lane roadway in the vicinity of the site.
2. The posted speed limit is 40 miles per hour on Danbury Road in the vicinity of the site.
3. A Speed Study was conducted by Hardesty & Hanover, LLC using an Automatic Traffic Recorder (ATR) from Wednesday, December 2 to Monday, December 7, 2020. The 85th percentile speed of vehicles was measured to be 44 and 49 miles per hour in the northbound and southbound directions, respectively.
4. The intersection sight distance requirements are for Passenger Cars.

Hardesty & Hanover, LLC

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The 2022 future no-build traffic volumes, without the proposed development, employed a 0.5 percent annual growth rate as per discussions with CTDOT Planning Division. Based on discussions with CTDOT Planning Division and the Towns of Wilton and Redding Planning Department's, no other developments were identified.

The proposal is to construct a 14,243 square-foot building with the possibility for a future approximately 5,000 square-foot expansion. To be conservative, the analysis is based on the future total potential buildout of 20,000 square feet. Based on trip rates from "Trip Generation," 10th Edition, published by the Institute of Transportation Engineers (ITE), 2017, it is estimated that a development of this type and size would generate a total of 73, 71 and 71 vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. There are no trip rates provided for the Saturday midday peak hour; therefore, the weekday afternoon peak hour trip rates are used.

The proposed Development Program consists of the hours of operation from 8:00 A.M. to 6:00 P.M. on typical days, 8 clinic staff and 8 shelter staff will be on site. Visitors are by appointment only, with typically between 5 and 20 visitors per day pre-pandemic, with 20 being high and less likely. They will also have activities through the year, which typically do not start or end during the peak hours of the roadway. These activities can occur from twice a month to three times a year; therefore, are not analyzed since it does not represent a typical day. Based on our review of the development program, it is anticipated that the proposed development would generate less than the typical Veterinarian Clinic trip rates from ITE; however, the analysis is based on the ITE rates, to be conservative.

A review of current traffic patterns at the Study Area intersections and in the vicinity of the project influence area were reviewed to determine trip distribution for the proposed development. It was found that 50 percent of the site traffic will arrive and depart from/to the south on U.S. Route 7, 30 percent of the site traffic will arrive and depart from/to the north on U.S. Route 7 and 20 percent will arrive and depart from/to the east on State Route 57/107. The 2022 build traffic volumes were developed based on adding the site traffic generation to the 2022 no-build traffic volumes previously described.

SYNCHRO 10 capacity analyses were conducted for 2020 existing, 2022 no-build and 2022 build conditions to identify incremental impacts and needs that the proposed development will generate. Results of the analyses indicated that with the proposed site traffic, the U.S. Route 7 signalized intersections with

State Route 57/107 and Mountain Road and Georgetown Plaza Access Drive will continue to operate at the same Levels of Service with minimal changes in vehicle delays during the weekday morning, weekday afternoon and Saturday midday peak hours. At the intersection of U.S. Route 7 and State Route 57/107 and Mountain Road, the westbound right turn lane group and approach will continue to have long delays during all three peak hours, as well as the northbound through/right lane group and approach and the intersection overall during the weekday afternoon peak hour.

The STOP-controlled intersection of U.S. Route 7 at New Street/Site Access Drive will have a change in Level of Service from “E” to “F” and from “D” to “E” for the westbound lane during the weekday morning and Saturday midday peak hours, respectively. The site driveway will operate at a Level of Service “F,” “F” and “D” during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. These results are consistent with most unsignalized intersections along U.S. Route 7 due to the heavy through traffic volumes during peak hours. This intersection would not meet standards to consider the installation of a traffic signal.

A Speed Study was conducted by Hardesty & Hanover, LLC using an Automatic Traffic Recorder (ATR) from Wednesday, December 2 to Monday, December 7, 2020. The 85th percentile speed of vehicles was measured to be 44 and 49 miles per hour in the northbound and southbound directions, respectively. The posted speed limit is 40 miles per hour.

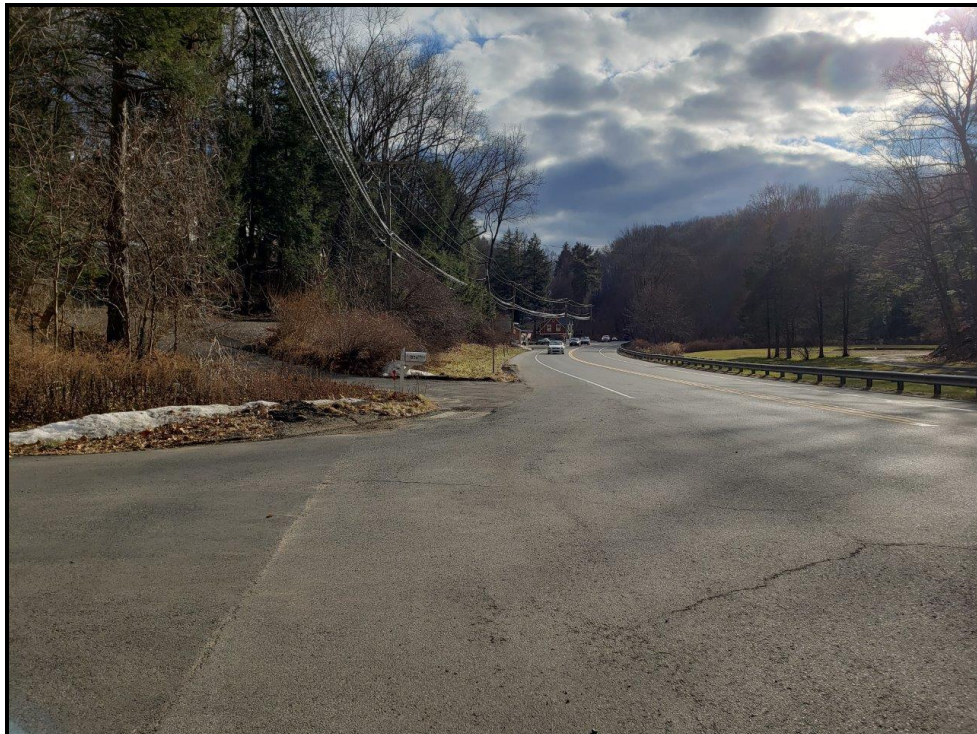
Based on standards followed by both the Town and CTDOT, the desirable or required Intersection Sight Distance (ISD) for the Danbury Road access drive is 541 feet to the left and 486 feet to the right. Based on the ISD measurements completed by Redniss & Mead and provided on a Site Plan, it indicates that the measured sight distance is 541 and 486 feet to the left and right, respectively. The proposed driveway approach should provide a STOP sign and STOP bar.

APPENDIX

PHOTOGRAPHS



New Street at Danbury Road Looking East



Danbury Road at New Street Looking South

January 20, 2021





Danbury Road at New Street Looking North



Danbury Road at School Street / Mountain Road Looking South

January 20, 2021





Danbury Road at School Street / Mountain Road Looking North



School Street at Danbury Road Looking East

January 20, 2021





Mountain Road at Danbury Road Looking West



Shopping Center Access Drive at Danbury Road Looking East

January 20, 2021





Danbury Road at Shopping Center Access Drive Looking South



Danbury Road at Shopping Center Access Drive Looking North

January 20, 2021



TURNING MOVEMENT COUNTS

PROPOSED VETERINARIAN CLINIC, 863 DANBURY ROAD (U.S. ROUTE 7), WILTON, CONNECTICUT (#05076)
FIELD DATA SUMMARY - U.S. Route 7 at New Street

Thursday 3-Dec-20	Eastbound				Westbound - New Street				Northbound - U.S. Route 7				Southbound - U.S. Route 7				Total	Last 4 Quarters	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total			EB	WB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0	0	0	78	0	0	209	0	209	288		0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	110	0	0	231	0	231	342		0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	127	0	0	250	0	250	379		0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	139	0	0	185	0	185	324	1,333	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	125	0	0	167	0	167	295	1,340	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	102	0	0	164	0	164	270	1,268	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	110	0	0	183	0	183	298	1,187	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	88	0	0	155	0	155	245	1,108	0	0	0	0
AM Peak Hour Vol.	0	0	0	0	2	0	2	0	501	0	0	833	2	833	0	833	1,340		0	0	0	0
Peak Hour Factor				#DIV/0!				0.50								0.92	0.88					
3:00 PM	0	0	0	0	0	0	0	0	0	0	193	0	0	123	0	123	320		0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	234	0	0	147	0	147	385		0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	217	0	0	140	0	140	367		0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	262	0	0	124	0	124	389	1,461	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	233	0	0	154	0	154	395	1,536	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	240	0	0	150	0	150	395	1,546	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	268	0	0	116	0	116	387	1,566	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	244	0	0	140	0	140	390	1,567	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	291	0	0	154	0	154	446	1,618	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	264	0	0	147	0	147	413	1,636	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	242	0	0	134	0	134	377	1,626	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	199	0	0	149	0	149	353	1,589	0	0	0	0
PM Peak Hour Vol.	0	0	0	0	2	0	2	0	1,068	1	1,067	0	7	557	0	564	1,636		0	0	0	0
Peak Hour Factor				#DIV/0!				0.33								0.92	0.92					
Saturday 5-Dec-20	Eastbound				Westbound - New Street				Northbound - U.S. Route 7				Southbound - U.S. Route 7				Total	Last 4 Quarters	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total			EB	WB	NB	SB
10:00 AM	0	0	0	0	0	0	0	0	0	0	84	0	0	98	0	98	185		0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	101	0	0	102	0	102	206		0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	128	0	0	118	0	118	247		0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	116	0	0	127	0	127	244	882	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	137	0	0	105	0	105	242	939	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	122	0	0	94	0	94	216	949	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	127	0	0	131	0	131	259	961	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	131	0	0	144	0	144	276	993	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	130	0	0	137	0	137	257	1,018	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	149	0	0	146	0	146	298	1,100	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	141	0	0	124	0	124	267	1,108	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	128	0	0	120	0	120	248	1,080	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	551	0	0	551	0	551	1,108		0	0	0	0
Saturday Peak Hour Vol.	0	0	0	0	2	0	2	0	554	3	554	0	1	551	0	552	1,108		0	0	0	0
Peak Hour Factor				#DIV/0!				0.50								0.92	0.92					

PROPOSED VETERINARIAN CLINIC, 863 DANBURY ROAD (U.S. ROUTE 7), WILTON, CONNECTICUT (#05076)
FIELD DATA SUMMARY - U.S. Route 7 at Mountain Road/State Route 107

Thursday 3-Dec-20	Eastbound - Mountain Rd				Westbound - State Route 107				Northbound - U.S. Route 7				Southbound - U.S. Route 7				Total	Last 4 Quarters	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total			EB	WB	NB	SB
7:00 AM	0	0	0	0	41	1	13	55	0	31	14	45	28	98	0	126	226	0	0	0	0	0
7:15 AM	0	0	0	0	67	0	39	106	1	74	24	99	53	112	2	167	372	0	0	0	0	0
7:30 AM	2	0	3	5	87	1	40	128	1	93	28	122	59	108	3	170	425	0	0	0	0	0
7:45 AM	2	2	3	7	87	7	54	148	0	101	41	142	48	129	3	180	477	1,500	0	0	0	0
8:00 AM	2	0	0	2	87	5	44	136	0	95	39	134	46	121	5	172	444	1,718	0	0	0	0
8:15 AM	4	1	1	6	61	8	36	105	3	75	25	103	39	110	12	161	375	1,721	0	0	0	0
8:30 AM	5	7	1	13	59	9	30	98	6	57	14	77	41	109	13	163	351	1,547	0	0	0	0
8:45 AM	5	6	1	12	46	12	28	86	13	74	18	105	36	107	9	152	355	1,525	0	0	0	0
AM Peak Hour Vol.	6	2	6	14	328	13	177	518	2	363	132	497	206	470	13	689	1,718	0	0	0	0	0
Peak Hour Factor				0.50				0.88				0.88				0.96	0.90					
3:00 PM	4	3	3	10	19	8	38	65	2	129	41	172	47	93	7	147	394	0	0	0	0	0
3:15 PM	7	9	2	18	26	4	33	63	3	110	31	144	59	88	10	157	382	0	0	0	0	0
3:30 PM	4	6	4	14	28	5	43	76	0	127	34	161	65	87	5	157	408	0	0	0	0	0
3:45 PM	9	6	1	16	19	5	40	64	3	155	40	198	40	97	1	138	416	1,600	0	3	0	0
4:00 PM	7	9	3	19	34	10	50	94	3	136	30	169	64	89	2	135	417	1,623	0	0	0	1
4:15 PM	10	8	3	21	33	3	37	73	4	156	34	194	52	105	8	165	453	1,694	0	0	0	0
4:30 PM	8	6	1	15	37	2	41	80	2	180	57	239	66	108	5	179	513	1,799	0	0	0	0
4:45 PM	16	13	3	32	23	11	54	88	3	185	72	260	79	116	4	199	579	1,962	0	0	0	0
5:00 PM	13	15	5	33	21	4	37	62	0	192	71	263	72	127	6	205	563	2,108	0	0	0	0
5:15 PM	4	14	6	24	29	6	56	91	0	173	89	262	73	120	7	200	577	2,232	0	0	1	0
5:30 PM	13	15	3	31	28	7	53	88	1	178	78	257	82	92	4	178	564	2,273	0	0	0	0
5:45 PM	8	7	2	17	23	4	56	83	6	149	62	217	84	102	13	199	516	2,210	0	0	0	0
PM Peak Hour Vol.	41	48	15	104	110	23	188	321	5	730	289	1,024	290	471	22	783	2,232	0	0	0	1	0
Peak Hour Factor				0.79				0.88				0.97				0.95	0.96					
Saturday 5-Dec-20	Eastbound - Mountain Rd				Westbound - State Route 107				Northbound - U.S. Route 7				Southbound - U.S. Route 7				Total	Last 4 Quarters	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total			EB	WB	NB	SB
10:00 AM	4	9	3	16	24	4	27	55	2	115	13	130	42	94	8	144	345	0	0	0	0	0
10:15 AM	1	6	3	10	34	5	39	78	3	123	12	138	48	113	5	166	392	0	0	0	0	0
10:30 AM	6	4	3	13	33	7	49	89	3	91	18	112	63	108	2	173	387	0	0	0	0	0
10:45 AM	7	9	6	22	25	2	52	79	2	111	44	157	63	107	3	173	431	1,555	0	0	0	0
11:00 AM	7	6	1	14	22	6	48	76	0	117	22	139	64	99	8	171	400	1,610	0	0	0	0
11:15 AM	10	6	3	19	31	10	49	90	2	109	19	130	61	101	6	168	407	1,625	0	0	0	0
11:30 AM	11	5	3	19	42	7	46	95	5	115	23	143	72	107	7	186	443	1,681	0	0	0	0
11:45 AM	8	8	1	17	36	2	60	98	4	111	30	145	66	97	5	168	428	1,578	0	0	0	1
12:00 PM	14	7	2	23	28	6	55	87	2	124	17	143	64	108	11	183	436	1,714	0	0	0	0
12:15 PM	6	7	3	16	27	4	51	82	3	119	34	156	59	102	8	169	423	1,730	0	0	0	0
12:30 PM	11	7	2	20	28	7	61	96	0	111	40	151	60	97	17	174	441	1,728	0	0	0	0
12:45 PM	5	2	2	9	21	1	49	71	2	113	33	148	73	105	15	193	421	1,721	0	0	0	0
Saturday Peak Hour Vol.	39	29	8	76	117	19	227	363	9	465	121	595	249	404	41	694	1,728	0	0	0	1	1
Peak Hour Factor				0.83				0.93				0.95				0.95	0.98					

PROPOSED VETERINARIAN CLINIC, 863 DANBURY ROAD (U.S. ROUTE 7), WILTON, CONNECTICUT (#05076)
FIELD DATA SUMMARY - U.S. Route 7 at Georgetown Plaza Drive

Thursday 3-Dec-20	Eastbound				Westbound - Georgetown Plaza Drive				Northbound - U.S. Route 7				Southbound - U.S. Route 7				Last 4 Quarters	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		EB	WB	NB	SB
7:00 AM	0	0	0	0	0	4	0	3	7	0	107	2	109	5	198	0	203	0	0	0	0
7:15 AM	0	0	0	0	0	6	0	5	11	0	116	4	120	3	220	0	223	354	0	0	0
7:30 AM	0	0	0	0	0	7	0	5	12	0	137	4	141	4	209	0	213	366	0	0	0
7:45 AM	0	0	0	0	0	6	0	6	12	0	132	10	142	5	184	0	189	343	0	0	0
8:00 AM	0	0	0	0	0	15	0	6	21	0	135	8	143	1	199	0	200	364	1,427	0	0
8:15 AM	0	0	0	0	0	9	0	2	11	0	117	9	126	6	188	0	194	331	1,404	0	0
8:30 AM	0	0	0	0	0	8	0	1	9	0	135	3	138	5	194	0	199	346	1,384	0	0
8:45 AM	0	0	0	0	0	9	0	6	15	0	108	2	110	6	170	0	176	301	1,342	0	0
AM Peak Hour Vol.	0	0	0	0	0	34	0	22	56	0	520	26	546	13	812	0	825	1,427	0	0	0
Peak Hour Factor				#DIV/0!					0.67				0.95				0.92				
3:00 PM	0	0	0	0	0	19	0	7	26	0	187	18	205	10	135	0	145	376	0	0	0
3:15 PM	0	0	0	0	0	14	0	15	29	0	224	19	243	7	165	0	172	444	0	0	0
3:30 PM	0	0	0	0	0	24	0	12	36	0	192	19	211	17	167	0	184	431	0	0	0
3:45 PM	0	0	0	0	0	25	0	11	36	0	243	18	261	11	160	0	171	468	1,719	0	0
4:00 PM	0	0	0	0	0	34	0	20	54	0	224	10	234	10	183	0	193	481	1,824	0	0
4:15 PM	0	0	0	0	0	27	0	16	43	0	215	13	228	10	166	0	176	447	1,827	0	0
4:30 PM	0	0	0	0	0	24	0	12	36	0	235	17	252	11	162	0	173	461	1,857	0	0
4:45 PM	0	0	0	0	0	24	0	9	33	0	209	16	225	10	192	0	202	460	1,849	0	0
5:00 PM	0	0	0	0	0	23	0	25	48	0	242	14	256	7	169	0	176	480	1,848	0	0
5:15 PM	0	0	0	0	0	25	0	12	37	0	237	13	250	13	179	0	192	479	1,880	0	0
5:30 PM	0	0	0	0	0	18	0	13	31	0	196	14	210	3	146	0	149	390	1,809	0	0
5:45 PM	0	0	0	0	0	19	0	8	27	0	151	13	164	8	158	0	166	357	1,706	0	0
PM Peak Hour Vol.	0	0	0	0	0	96	0	58	154	0	923	60	983	41	702	0	743	1,880	0	0	0
Peak Hour Factor				#DIV/0!					0.80				0.96				0.92				
Saturday 5-Dec-20	Eastbound				Westbound - Georgetown Plaza Drive				Northbound - U.S. Route 7				Southbound - U.S. Route 7				Last 4 Quarters	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		EB	WB	NB	SB
10:00 AM	0	0	0	0	0	17	0	8	25	0	161	9	170	9	131	0	140	335	0	0	0
10:15 AM	0	0	0	0	0	14	0	17	31	0	148	9	157	11	153	0	164	352	0	0	0
10:30 AM	0	0	0	0	0	18	0	18	36	0	165	11	176	12	170	0	182	394	0	0	0
10:45 AM	0	0	0	0	0	17	0	12	29	0	159	24	183	9	158	0	167	379	1,460	0	0
11:00 AM	0	0	0	0	0	25	0	19	44	0	167	15	182	13	126	0	139	365	1,490	1	0
11:15 AM	0	0	0	0	0	20	0	13	33	0	169	18	187	11	162	0	173	393	1,531	0	0
11:30 AM	0	0	0	0	0	19	0	16	35	0	169	22	191	16	134	0	150	376	1,513	1	0
11:45 AM	0	0	0	0	0	29	0	17	46	0	165	15	180	7	160	0	167	393	1,527	0	0
12:00 PM	0	0	0	0	0	26	0	12	38	0	168	11	179	13	155	0	169	386	1,548	0	0
12:15 PM	0	0	0	0	0	26	0	19	45	0	174	11	185	17	150	0	167	397	1,552	0	0
12:30 PM	0	0	0	0	0	26	0	17	43	0	156	22	178	12	140	0	152	373	1,549	0	0
12:45 PM	0	0	0	0	0	19	0	14	33	0	155	18	173	11	156	0	167	373	1,529	0	0
1:00 PM	0	0	0	0	0	107	0	65	172	0	663	59	722	49	606	0	655	1,549	0	0	0
Saturday Peak Hour Vol.	0	0	0	0	0	107	0	65	172	0	663	59	722	49	606	0	655	1,549	0	0	0
Peak Hour Factor				#DIV/0!					0.93				0.98				0.97				

Kensington, Connecticut 06037
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Route 7 at New Street Wilton, Connecticut

File Name : 21381
Site Code : 21381
Start Date : 12/3/2020
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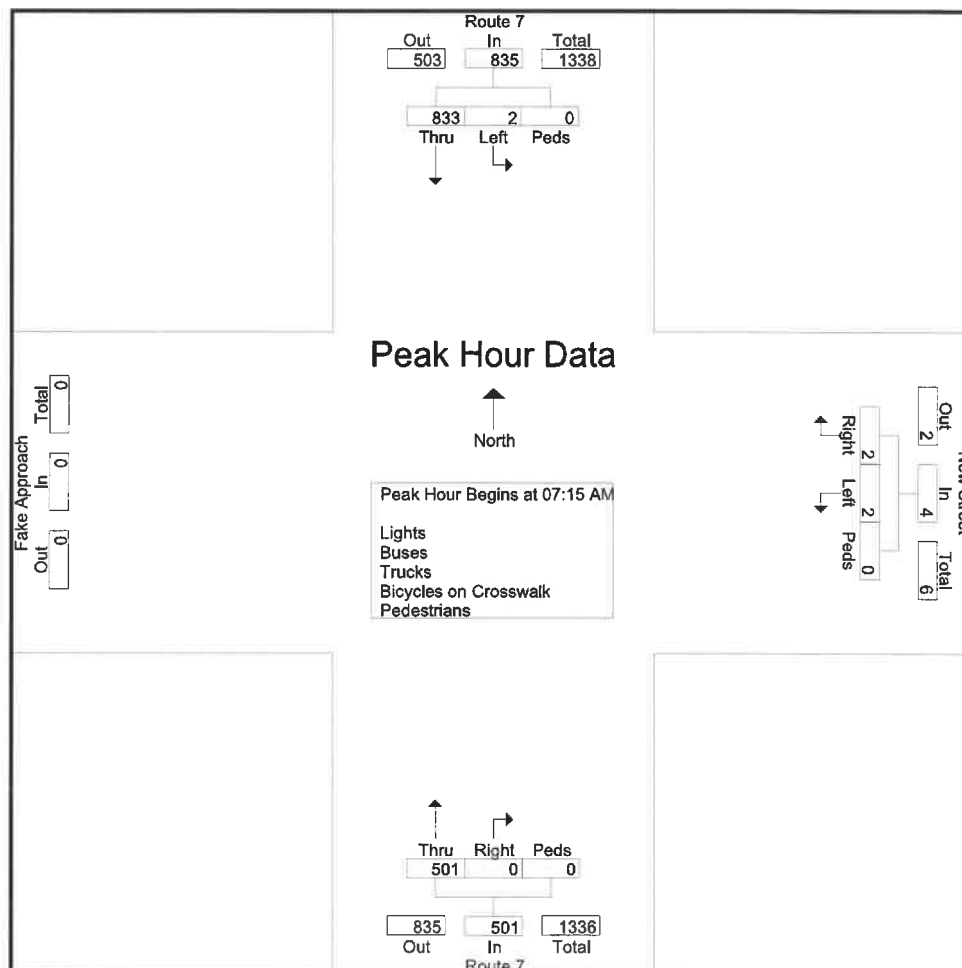
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(860) 828-1693

File Name : 21381
Site Code : 21381
Start Date : 12/3/2020
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	Route 7 From North				New Street From East				Route 7 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	231	0	0	231	1	0	0	1	0	110	0	110	342
07:30 AM	250	1	0	251	0	1	0	1	0	127	0	127	379
07:45 AM	185	0	0	185	0	0	0	0	0	139	0	139	324
08:00 AM	167	1	0	168	1	1	0	2	0	125	0	125	295
Total Volume	833	2	0	835	2	2	0	4	0	501	0	501	1340
% App. Total	99.8	0.2	0		50	50	0		0	100	0		
PHF	.833	.500	.000	.832	.500	.500	.000	.500	.000	.901	.000	.901	.884

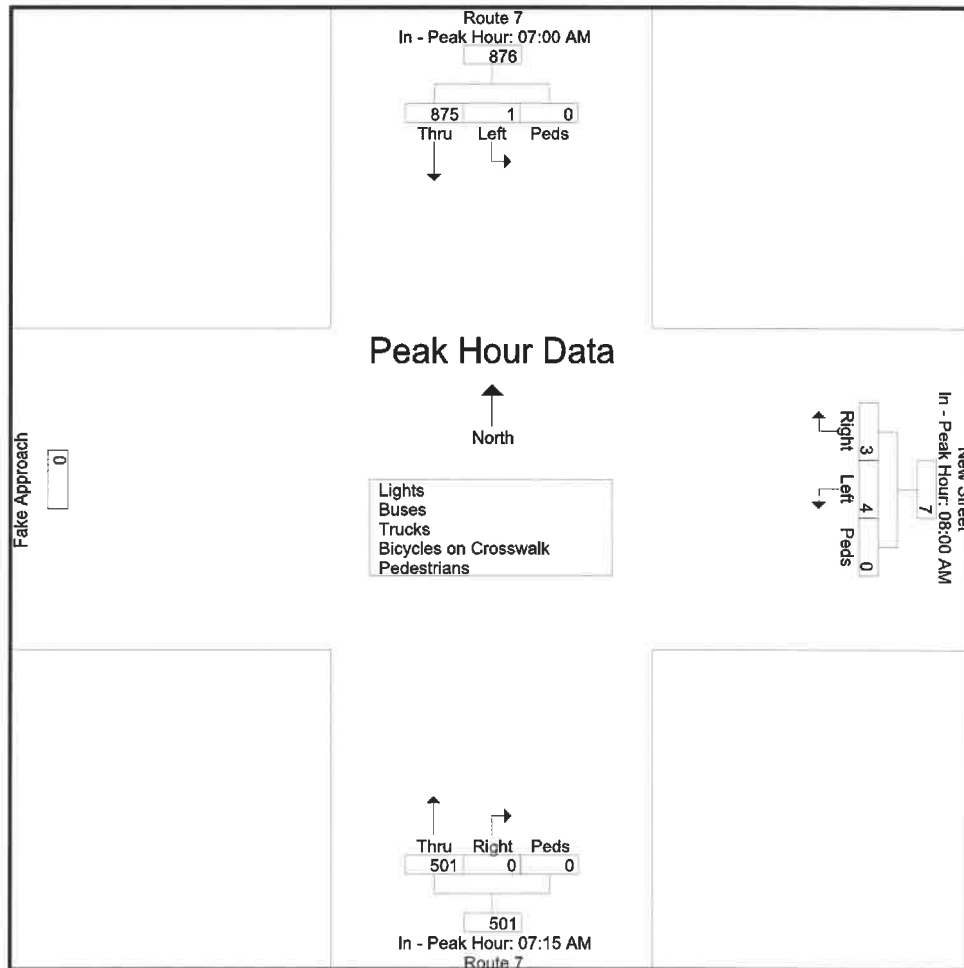


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(860) 828-1693

File Name : 21381
Site Code : 21381
Start Date : 12/3/2020
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	Route 7 From North				New Street From East				Route 7 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM				08:00 AM				07:15 AM				
+0 mins.	209	0	0	209	1	1	0	2	0	110	0	110	
+15 mins.	231	0	0	231	0	2	0	2	0	127	0	127	
+30 mins.	250	1	0	251	1	0	0	1	0	139	0	139	
+45 mins.	185	0	0	185	1	1	0	2	0	125	0	125	
Total Volume	875	1	0	876	3	4	0	7	0	501	0	501	
% App. Total	99.9	0.1	0		42.9	57.1	0		0	100	0		
PHF	.875	.250	.000	.873	.750	.500	.000	.875	.000	.901	.000	.901	



Kensington, Connecticut 06037
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Route 7 at New Street Wilton, Connecticut

File Name : 21382
Site Code : 21382
Start Date : 12/3/2020
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Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

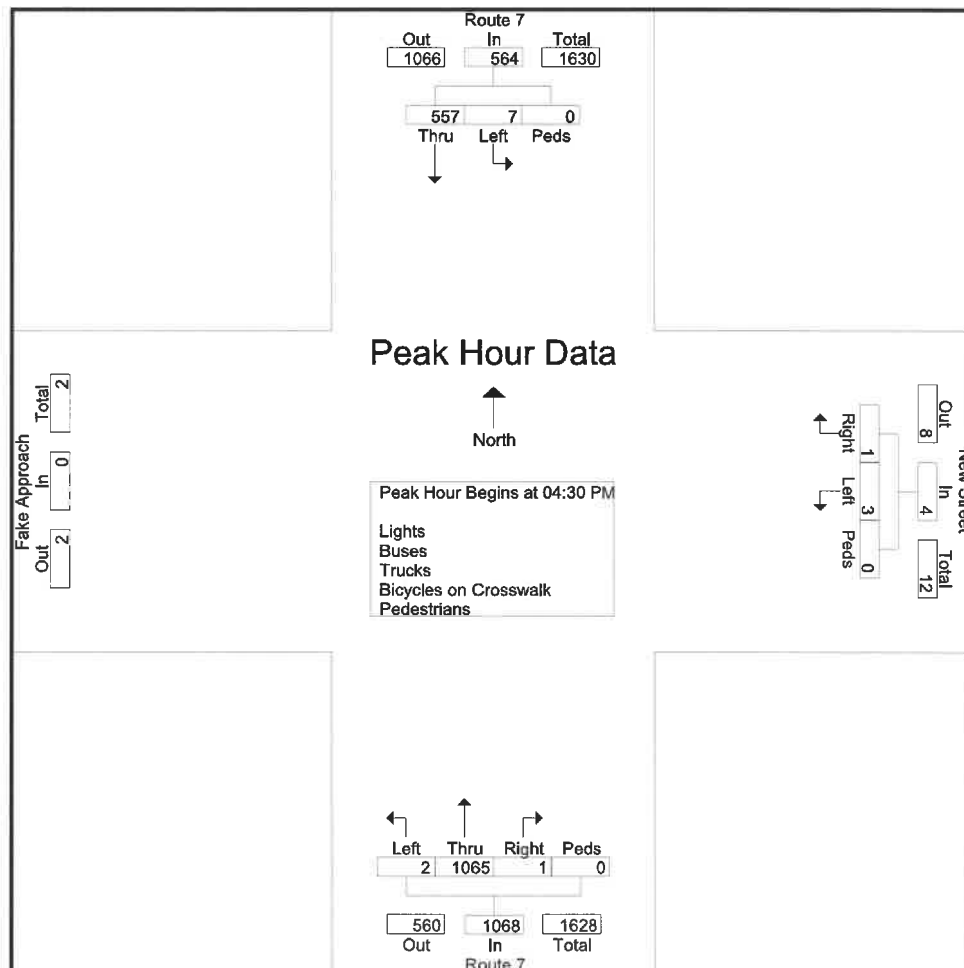
[illegible]

Connecticut Counts LLC

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File Name : 21382
Site Code : 21382
Start Date : 12/3/2020
Page No : 2

	Route 7 From North					New Street From East				Route 7 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 04:30 PM														
04:30 PM	116	0	0	116	0	3	0	3	0	267	1	0	268	387
04:45 PM	140	6	0	146	0	0	0	0	0	243	1	0	244	390
05:00 PM	154	0	0	154	0	0	0	0	1	291	0	0	292	446
05:15 PM	147	1	0	148	1	0	0	1	0	264	0	0	264	413
Total Volume	557	7	0	564	1	3	0	4	1	1065	2	0	1068	1636
% App. Total	98.8	1.2	0		25	75	0		0.1	99.7	0.2	0		
PHF	.904	.292	.000	.916	.250	.250	.000	.333	.250	.915	.500	.000	.914	.917

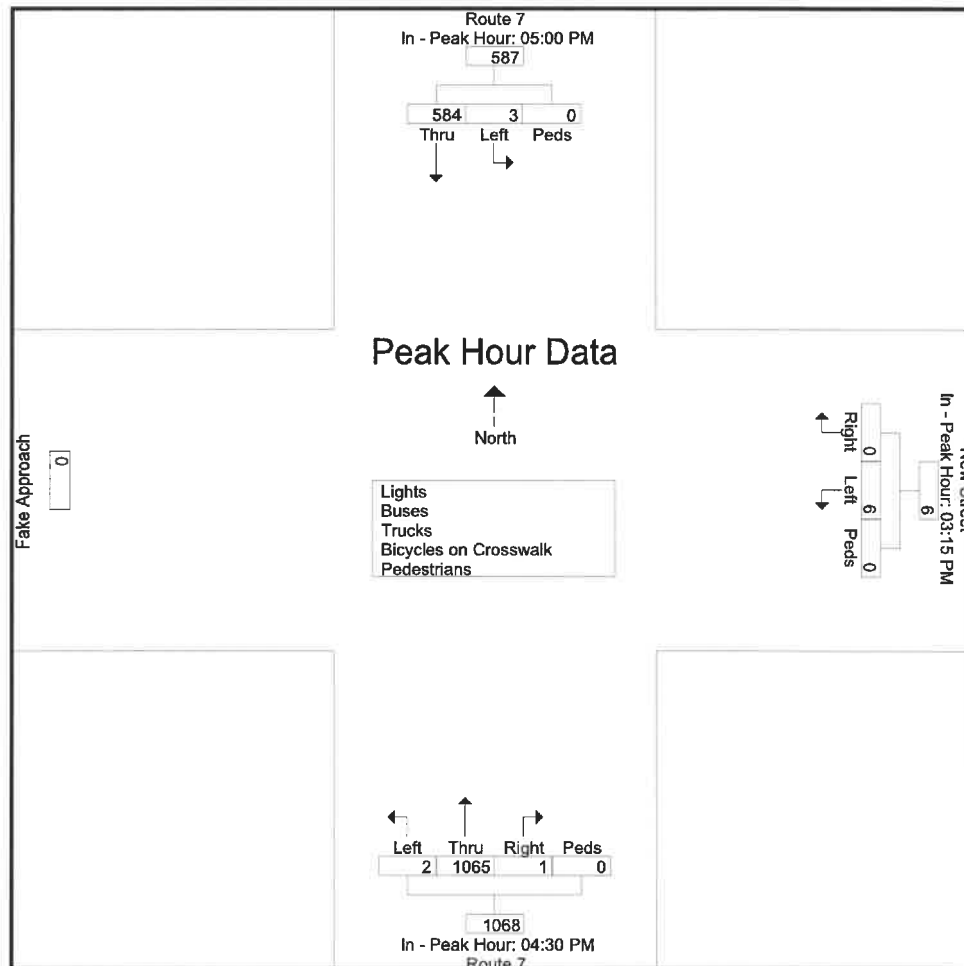


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File Name : 21382
Site Code : 21382
Start Date : 12/3/2020
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	Route 7 From North					New Street From East					Route 7 From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	05:00 PM				03:15 PM				04:30 PM						
+0 mins.	154	0	0	154	0	2	0	2	0	267	1	0	268		
+15 mins.	147	1	0	148	0	2	0	2	0	243	1	0	244		
+30 mins.	134	1	0	135	0	1	0	1	1	291	0	0	292		
+45 mins.	149	1	0	150	0	1	0	1	0	264	0	0	264		
Total Volume	584	3	0	587	0	6	0	6	1	1065	2	0	1068		
% App. Total	99.5	0.5	0		0	100	0		0.1	99.7	0.2	0			
PHF	.948	.750	.000	.953	.000	.750	.000	.750	.250	.915	.500	.000	.914		



Kensington, Connecticut 06037
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Route 7 at New Street Wilton, Connecticut

File Name : 21383
Site Code : 21383
Start Date : 12/5/2020
Page No : 1

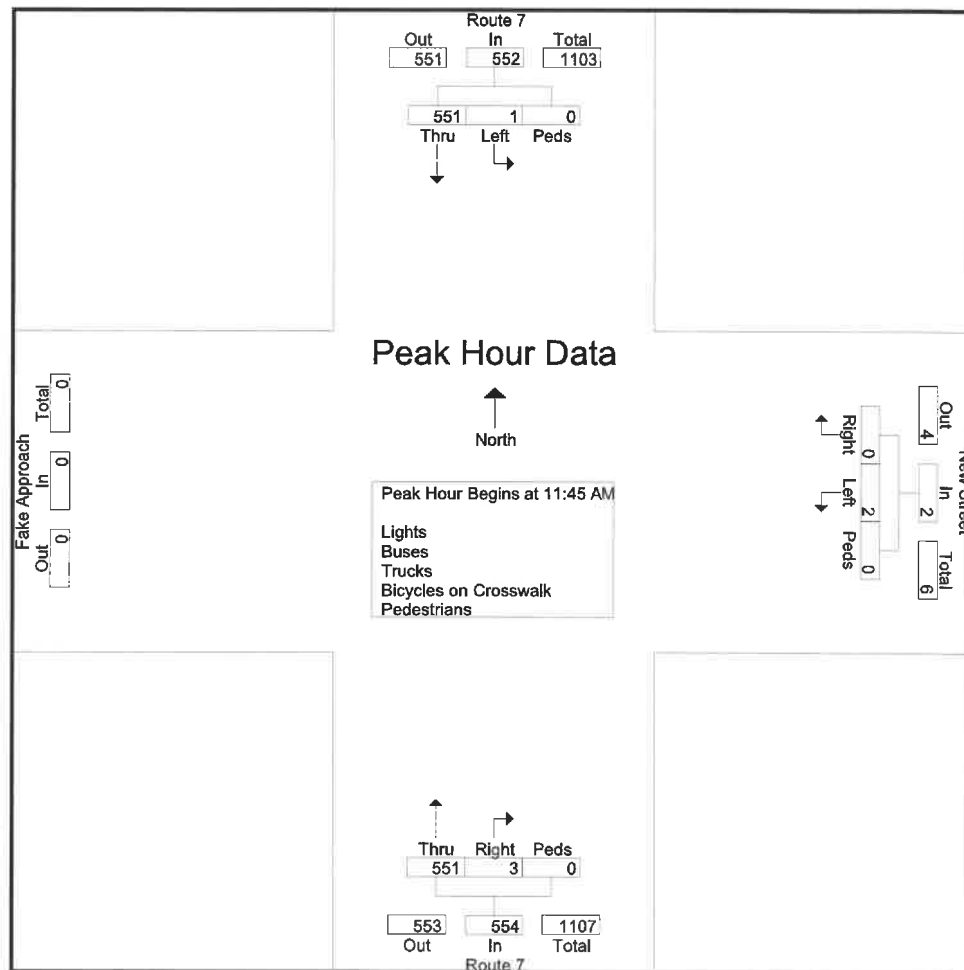
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Connecticut Counts LLC

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File Name : 21383
Site Code : 21383
Start Date : 12/5/2020
Page No : 2

	Route 7 From North				New Street From East				Route 7 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 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:45 AM													
11:45 AM	144	1	0	145	0	0	0	0	0	131	0	131	276
12:00 PM	137	0	0	137	0	0	0	0	0	130	0	130	267
12:15 PM	146	0	0	146	0	1	0	1	2	149	0	151	298
12:30 PM	124	0	0	124	0	1	0	1	1	141	0	142	267
Total Volume	551	1	0	552	0	2	0	2	3	551	0	554	1108
% App. Total	99.8	0.2	0		0	100	0		0.5	99.5	0		
PHF	.943	.250	.000	.945	.000	.500	.000	.500	.375	.924	.000	.917	.930

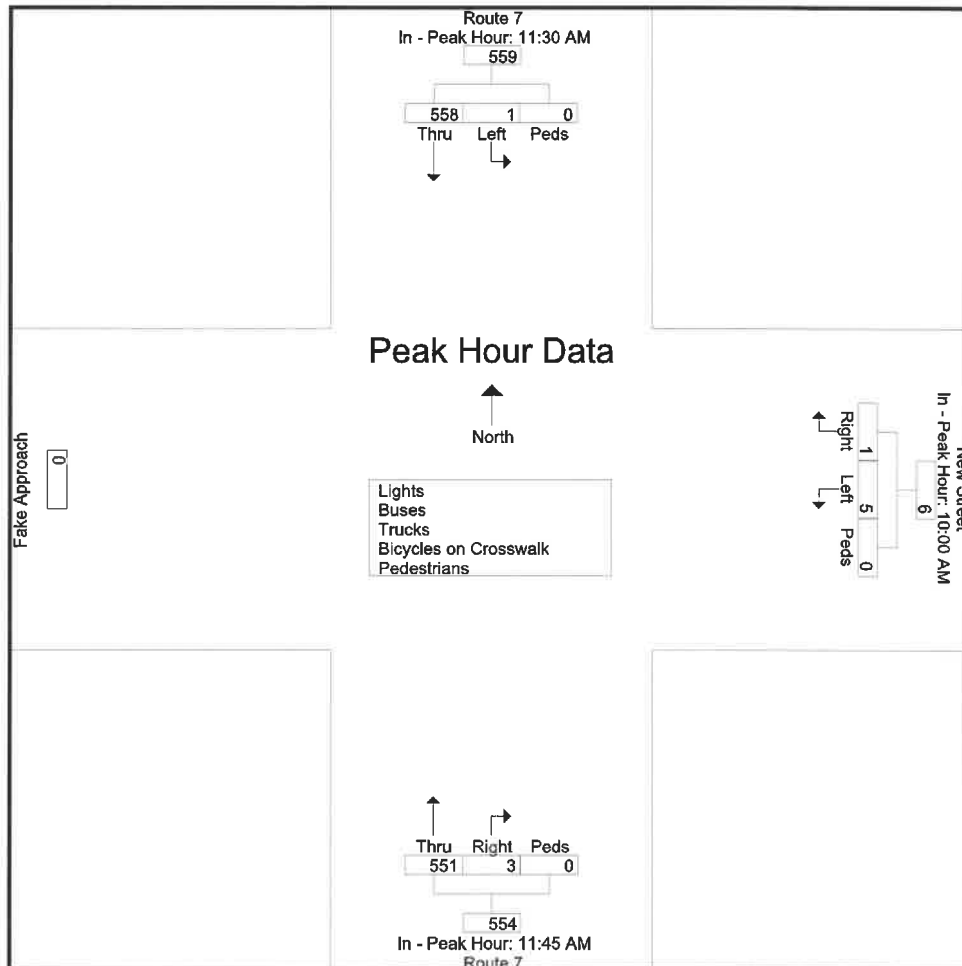


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File Name : 21383
Site Code : 21383
Start Date : 12/5/2020
Page No : 3

	Route 7 From North				New Street From East				Route 7 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 12:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	11:30 AM				10:00 AM				11:45 AM				
+0 mins.	131	0	0	131	1	2	0	3	0	131	0	131	
+15 mins.	144	1	0	145	0	2	0	2	0	130	0	130	
+30 mins.	137	0	0	137	0	1	0	1	2	149	0	151	
+45 mins.	146	0	0	146	0	0	0	0	1	141	0	142	
Total Volume	558	1	0	559	1	5	0	6	3	551	0	554	
% App. Total	99.8	0.2	0		16.7	83.3	0		0.5	99.5	0		
PHF	.955	.250	.000	.957	.250	.625	.000	.500	.375	.924	.000	.917	



Connecticut Counts LLC

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Route 7 at School St/Mountain Road
Wilton, Connecticut

File Name : 21384
Site Code : 21384
Start Date : 12/3/2020
Page No : 1

Groups Printed- Lights - Trucks - Buses

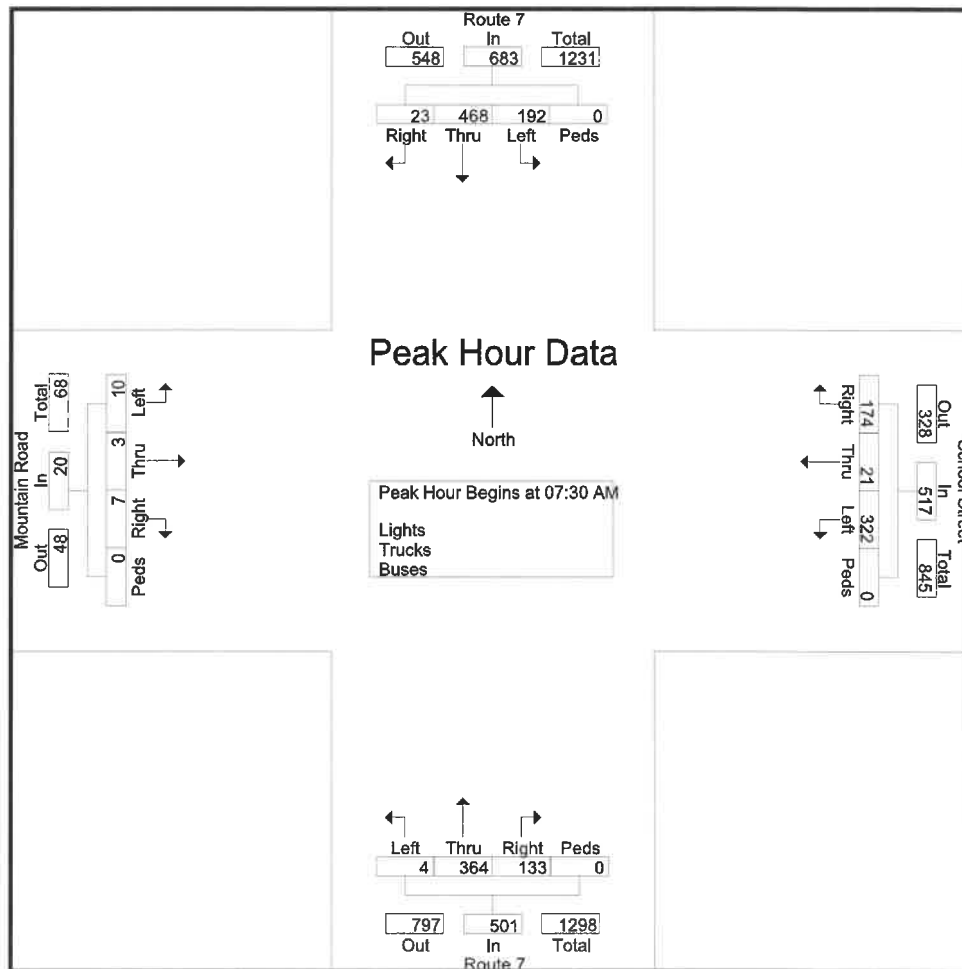
Start Time	Route 7 From North					School Street From East					Route 7 From South					Mountain Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	98	28	0	126	13	1	41	0	55	14	31	0	0	45	0	0	0	0	0	226
07:15 AM	2	112	53	0	167	39	0	67	0	106	24	74	1	0	99	0	0	0	0	0	372
07:30 AM	3	108	59	0	170	40	1	87	0	128	28	93	1	0	122	3	0	2	0	5	425
07:45 AM	3	129	48	0	180	54	7	87	0	148	41	101	0	0	142	3	2	2	0	7	477
Total	8	447	188	0	643	146	9	282	0	437	107	299	2	0	408	6	2	4	0	12	1500
08:00 AM	5	121	46	0	172	44	5	87	0	136	39	95	0	0	134	0	0	2	0	2	444
08:15 AM	12	110	39	0	161	36	8	61	0	105	25	75	3	0	103	1	1	4	0	6	375
08:30 AM	13	109	41	0	163	30	9	59	0	98	14	57	6	0	77	1	7	5	0	13	351
08:45 AM	9	107	36	0	152	28	12	46	0	86	18	74	13	0	105	1	6	5	0	12	355
Total	39	447	162	0	648	138	34	253	0	425	96	301	22	0	419	3	14	16	0	33	1525
Grand Total	47	894	350	0	1291	284	43	535	0	862	203	600	24	0	827	9	16	20	0	45	3025
Apprch %	3.6	69.2	27.1	0		32.9	5	62.1	0		24.5	72.6	2.9	0		20	35.6	44.4	0		
Total %	1.6	29.6	11.6	0	42.7	9.4	1.4	17.7	0	28.5	6.7	19.8	0.8	0	27.3	0.3	0.5	0.7	0	1.5	
Lights	46	857	346	0	1249	275	43	524	0	842	203	574	21	0	798	9	15	19	0	43	2932
% Lights	97.9	95.9	98.9	0	96.7	96.8	100	97.9	0	97.7	100	95.7	87.5	0	96.5	100	93.8	95	0	95.6	96.9
Trucks	1	35	4	0	40	9	0	11	0	20	0	25	1	0	26	0	0	1	0	1	87
% Trucks	2.1	3.9	1.1	0	3.1	3.2	0	2.1	0	2.3	0	4.2	4.2	0	3.1	0	0	5	0	2.2	2.9
Buses	0	2	0	0	2	0	0	0	0	0	0	1	2	0	3	0	1	0	0	1	6
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	8.3	0	0.4	0	6.2	0	0	2.2	0.2

Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 21384
Site Code : 21384
Start Date : 12/3/2020
Page No : 2

	Route 7 From North					School Street From East					Route 7 From South					Mountain Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	108	59	0	170	40	1	87	0	128	28	93	1	0	122	3	0	2	0	5	425
07:45 AM	3	129	48	0	180	54	7	87	0	148	41	101	0	0	142	3	2	2	0	7	477
08:00 AM	5	121	46	0	172	44	5	87	0	136	39	95	0	0	134	0	0	2	0	2	444
08:15 AM	12	110	39	0	161	36	8	61	0	105	25	75	3	0	103	1	1	4	0	6	375
Total Volume	23	468	192	0	683	174	21	322	0	517	133	364	4	0	501	7	3	10	0	20	1721
% App. Total	3.4	68.5	28.1	0		33.7	4.1	62.3	0		26.5	72.7	0.8	0		35	15	50	0		
PHF	.479	.907	.814	.000	.949	.806	.656	.925	.000	.873	.811	.901	.333	.000	.882	.583	.375	.625	.000	.714	.902



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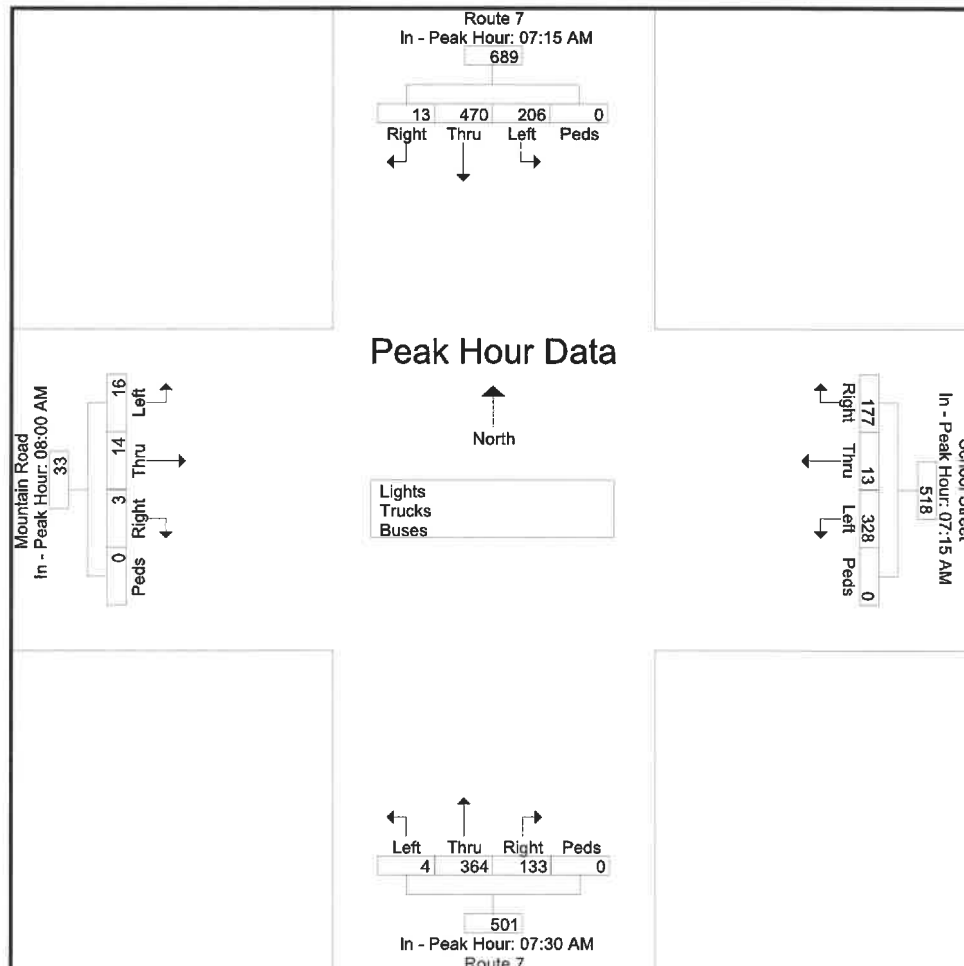
File Name : 21384
Site Code : 21384
Start Date : 12/3/2020
Page No : 3

	Route 7 From North					School Street From East					Route 7 From South					Mountain Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:30 AM					08:00 AM				
+0 mins.	2	112	53	0	167	39	0	67	0	106	28	93	1	0	122	0	0	2	0	2
+15 mins.	3	108	59	0	170	40	1	87	0	128	41	101	0	0	142	1	1	4	0	6
+30 mins.	3	129	48	0	180	54	7	87	0	148	39	95	0	0	134	1	7	5	0	13
+45 mins.	5	121	46	0	172	44	5	87	0	136	25	75	3	0	103	1	6	5	0	12
Total Volume	13	470	206	0	689	177	13	328	0	518	133	364	4	0	501	3	14	16	0	33
% App. Total	1.9	68.2	29.9	0		34.2	2.5	63.3	0		26.5	72.7	0.8	0		9.1	42.4	48.5	0	
PHF	.650	.911	.873	.000	.957	.819	.464	.943	.000	.875	.811	.901	.333	.000	.882	.750	.500	.800	.000	.635



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 7 at School St/Mountain Rd
Wilton, Connecticut

File Name : 21385
Site Code : 21385
Start Date : 12/3/2020
Page No : 1

Groups Printed- Lights - Trucks - Buses

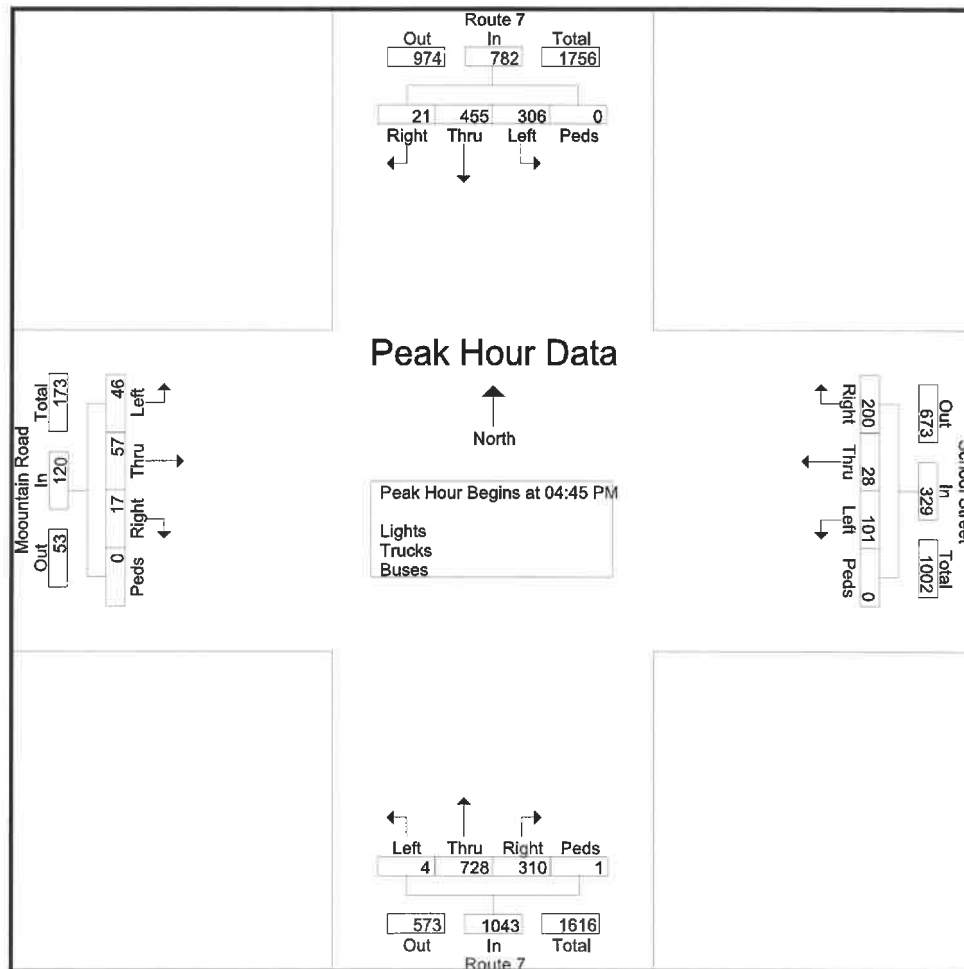
Start Time	Route 7 From North					School Street From East					Route 7 From South					Mountain Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	7	93	47	0	147	38	8	19	0	65	41	129	2	0	172	3	3	4	0	10	394
03:15 PM	10	88	59	0	157	33	4	26	0	63	31	110	3	0	144	2	9	7	0	18	382
03:30 PM	5	87	65	0	157	43	5	28	0	76	34	127	0	0	161	4	6	4	0	14	408
03:45 PM	1	97	40	0	138	40	5	19	3	67	40	155	3	0	198	1	6	9	0	16	419
Total	23	365	211	0	599	154	22	92	3	271	146	521	8	0	675	10	24	24	0	58	1603
04:00 PM	2	69	64	1	136	50	10	34	0	94	30	136	3	0	169	3	9	7	0	19	418
04:15 PM	8	105	52	0	165	37	3	33	0	73	34	156	4	0	194	3	8	10	0	21	453
04:30 PM	5	108	66	0	179	41	2	37	0	80	57	180	2	0	239	1	6	8	0	15	513
04:45 PM	4	116	79	0	199	54	11	23	0	88	72	185	3	0	260	3	13	16	0	32	579
Total	19	398	261	1	679	182	26	127	0	335	193	657	12	0	862	10	36	41	0	87	1963
05:00 PM	6	127	72	0	205	37	4	21	0	62	71	192	0	0	263	5	15	13	0	33	563
05:15 PM	7	120	73	0	200	56	6	29	0	91	89	173	0	1	263	6	14	4	0	24	578
05:30 PM	4	92	82	0	178	53	7	28	0	88	78	178	1	0	257	3	15	13	0	31	554
05:45 PM	13	102	84	0	199	56	4	23	0	83	62	149	6	0	217	2	7	8	0	17	516
Total	30	441	311	0	782	202	21	101	0	324	300	692	7	1	1000	16	51	38	0	105	2211
Grand Total	72	1204	783	1	2060	538	69	320	3	930	639	1870	27	1	2537	36	111	103	0	250	5777
Apprch %	3.5	58.4	38	0		57.8	7.4	34.4	0.3		25.2	73.7	1.1	0		14.4	44.4	41.2	0		
Total %	1.2	20.8	13.6	0	35.7	9.3	1.2	5.5	0.1	16.1	11.1	32.4	0.5	0	43.9	0.6	1.9	1.8	0	4.3	
Lights	72	1185									1836										
% Lights	100	98.4	99.2	100	98.8	96.7	97.1	96.6	100	96.7	99.7	98.2	100	100	98.6	83.3	96.4	99	0	95.6	98.2
Trucks	0	18	5	0	23	16	2	10	0	28	2	34	0	0	36	2	4	1	0	7	94
% Trucks	0	1.5	0.6	0	1.1	3	2.9	3.1	0	3	0.3	1.8	0	0	1.4	5.6	3.6	1	0	2.8	1.6
Buses	0	1	1	0	2	2	0	1	0	3	0	0	0	0	0	4	0	0	0	4	9
% Buses	0	0.1	0.1	0	0.1	0.4	0	0.3	0	0.3	0	0	0	0	0	11.1	0	0	0	1.6	0.2

Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 21385
Site Code : 21385
Start Date : 12/3/2020
Page No : 2

	Route 7 From North					School Street From East					Route 7 From South					Moountain Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	4	116	79	0	199	54	11	23	0	88	72	185	3	0	260	3	13	16	0	32	579
05:00 PM	6	127	72	0	205	37	4	21	0	62	71	192	0	0	263	5	15	13	0	33	563
05:15 PM	7	120	73	0	200	56	6	29	0	91	89	173	0	1	263	6	14	4	0	24	578
05:30 PM	4	92	82	0	178	53	7	28	0	88	78	178	1	0	257	3	15	13	0	31	554
Total Volume	21	455	306	0	782	200	28	101	0	329	310	728	4	1	1043	17	57	46	0	120	2274
% App. Total	2.7	58.2	39.1	0		60.8	8.5	30.7	0		29.7	69.8	0.4	0.1		14.2	47.5	38.3	0		
PHF	.750	.896	.933	.000	.954	.893	.636	.871	.000	.904	.871	.948	.333	.250	.991	.708	.950	.719	.000	.909	.982



Connecticut Counts LLC

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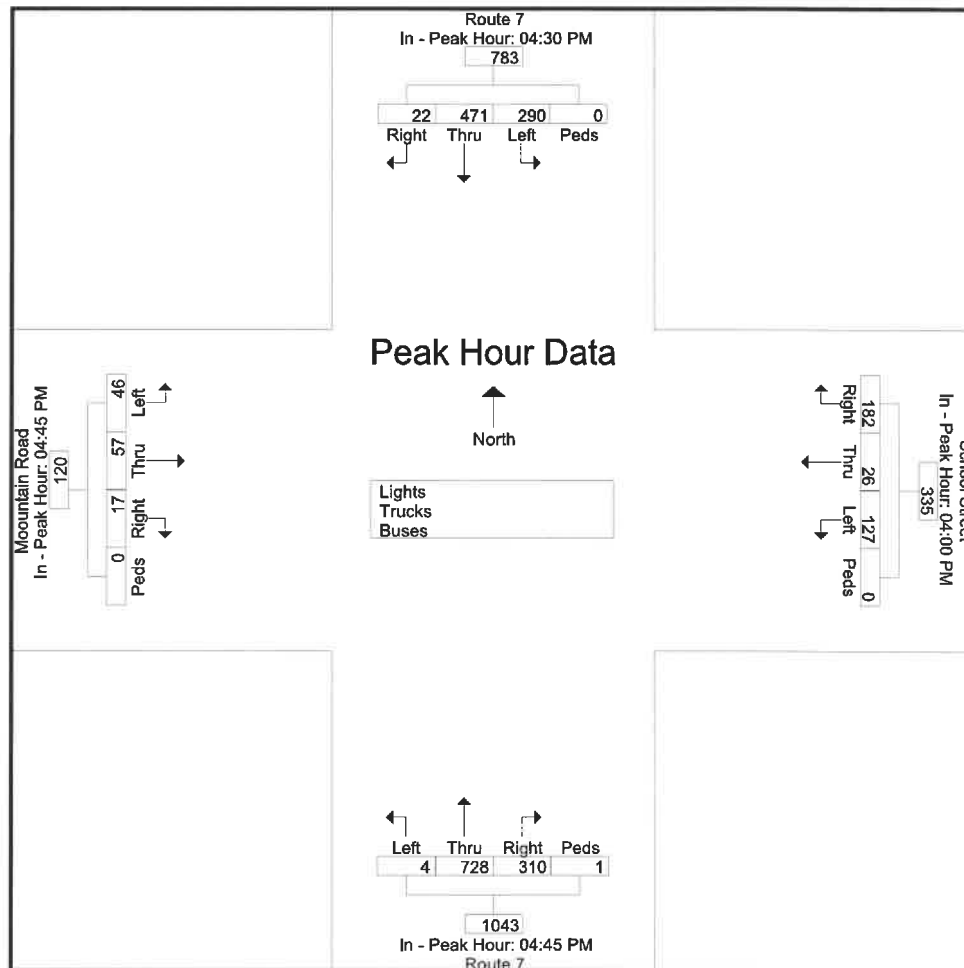
File Name : 21385
Site Code : 21385
Start Date : 12/3/2020
Page No : 3

Start Time	Route 7 From North					School Street From East					Route 7 From South					Mountain Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:00 PM					04:45 PM					04:45 PM				
+0 mins.	5	108	66	0	179	50	10	34	0	94	72	185	3	0	260	3	13	16	0	32
+15 mins.	4	116	79	0	199	37	3	33	0	73	71	192	0	0	263	5	15	13	0	33
+30 mins.	6	127	72	0	205	41	2	37	0	80	89	173	0	1	263	6	14	4	0	24
+45 mins.	7	120	73	0	200	54	11	23	0	88	78	178	1	0	257	3	15	13	0	31
Total Volume	22	471	290	0	783	182	26	127	0	335	310	728	4	1	1043	17	57	46	0	120
% App. Total	2.8	60.2	37	0		54.3	7.8	37.9	0		29.7	69.8	0.4	0.1		14.2	47.5	38.3	0	
PHF	.786	.927	.918	.000	.955	.843	.591	.858	.000	.891	.871	.948	.333	.250	.991	.708	.950	.719	.000	.909



Kensington, Connecticut 06037
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Route 7 at School St/Mountain Road
Wilton, Connecticut

File Name : 21386
Site Code : 21386
Start Date : 12/5/2020
Page No : 1

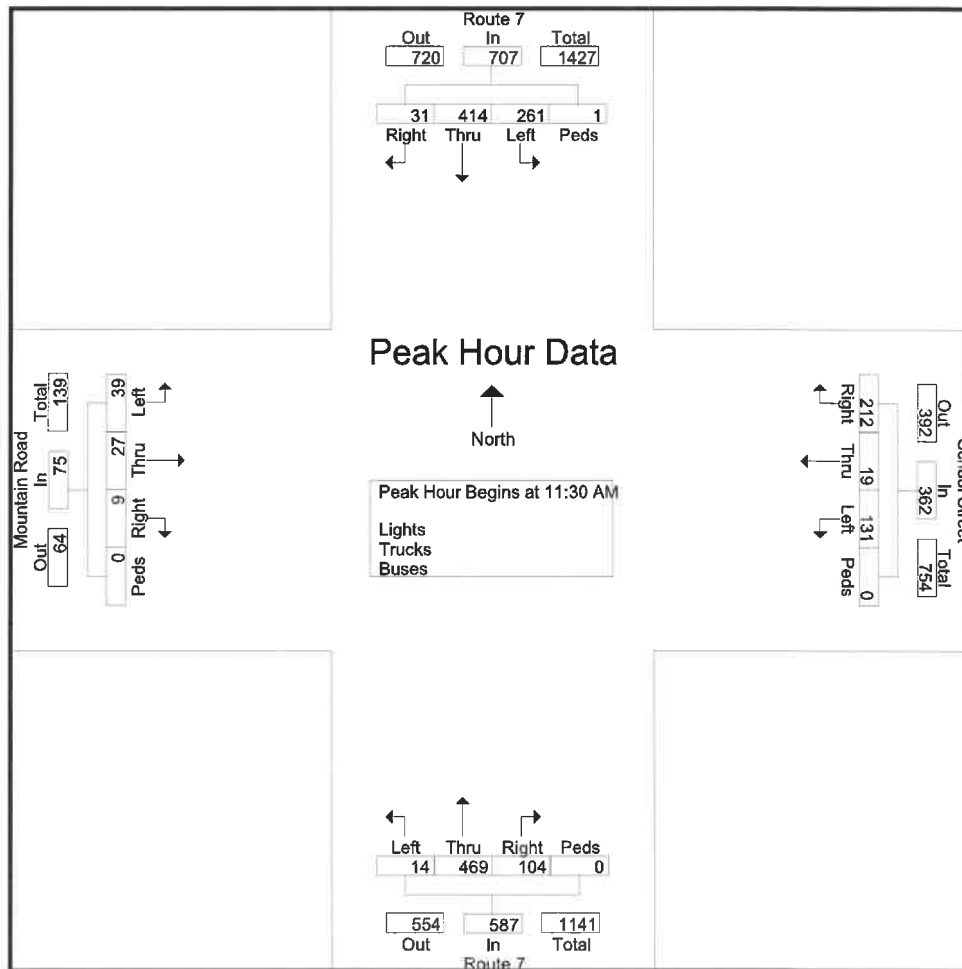
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Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 21386
Site Code : 21386
Start Date : 12/5/2020
Page No : 2

	Route 7 From North					School Street From East					Route 7 From South					Mountain Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	7	107	72	0	186	46	7	42	0	95	23	115	5	0	143	3	5	11	0	19	443
11:45 AM	5	97	66	1	169	60	2	36	0	98	30	111	4	0	145	1	8	8	0	17	429
12:00 PM	11	108	64	0	183	55	6	26	0	87	17	124	2	0	143	2	7	14	0	23	436
12:15 PM	8	102	59	0	169	51	4	27	0	82	34	119	3	0	156	3	7	6	0	16	423
Total Volume	31	414	261	1	707	212	19	131	0	362	104	469	14	0	587	9	27	39	0	75	1731
% App. Total	4.4	58.6	36.9	0.1		58.6	5.2	36.2	0		17.7	79.9	2.4	0		12	36	52	0		
PHF	.705	.958	.906	.250	.950	.883	.679	.780	.000	.923	.765	.946	.700	.000	.941	.750	.844	.696	.000	.815	.977



Connecticut Counts LLC

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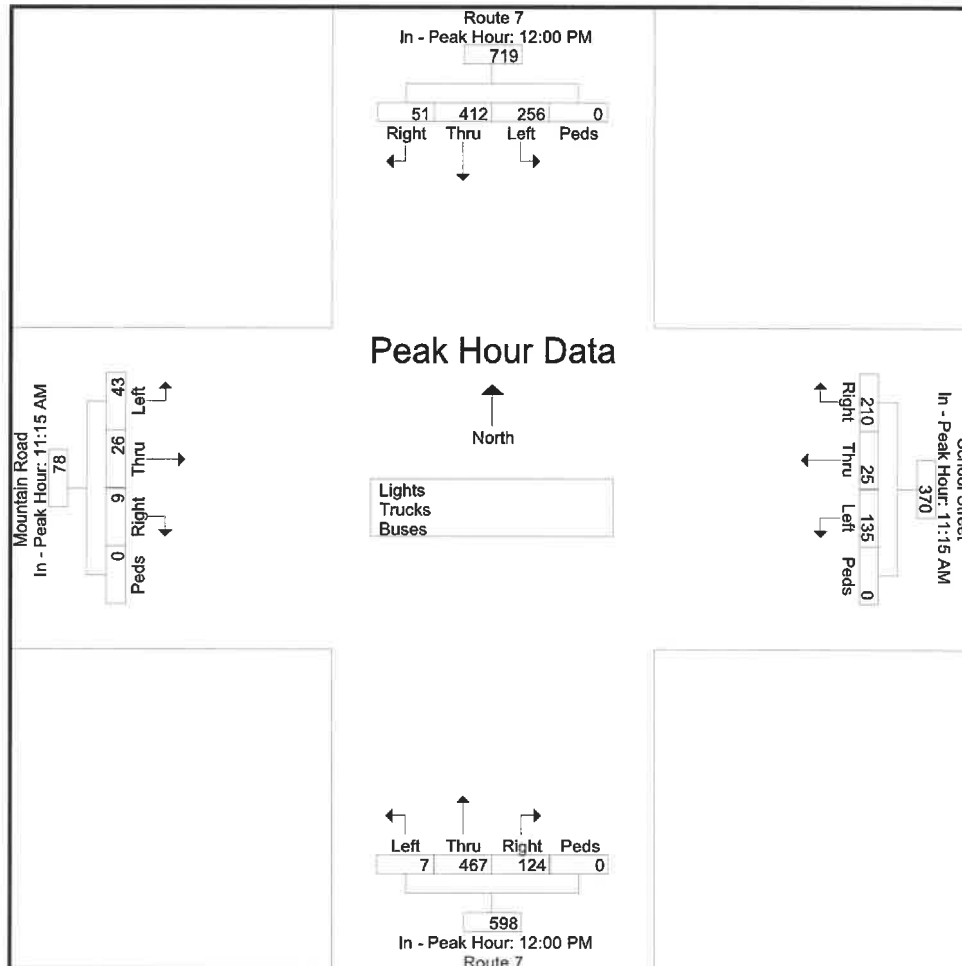
File Name : 21386
Site Code : 21386
Start Date : 12/5/2020
Page No : 3

Start Time	Route 7 From North					School Street From East					Route 7 From South					Mountain Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM					11:15 AM					12:00 PM					11:15 AM				
+0 mins.	11	108	64	0	183	49	10	31	0	90	17	124	2	0	143	3	6	10	0	19
+15 mins.	8	102	59	0	169	46	7	42	0	95	34	119	3	0	156	3	5	11	0	19
+30 mins.	17	97	60	0	174	60	2	36	0	98	40	111	0	0	151	1	8	8	0	17
+45 mins.	15	105	73	0	193	55	6	26	0	87	33	113	2	0	148	2	7	14	0	23
Total Volume	51	412	256	0	719	210	25	135	0	370	124	467	7	0	598	9	26	43	0	78
% App. Total	7.1	57.3	35.6	0		56.8	6.8	36.5	0		20.7	78.1	1.2	0		11.5	33.3	55.1	0	
PHF	.750	.954	.877	.000	.931	.875	.625	.804	.000	.944	.775	.942	.583	.000	.958	.750	.813	.768	.000	.848



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Route 7 at Georgetown Plaza Drive
Wilton, Connecticut

File Name : 21387
Site Code : 21387
Start Date : 12/3/2020
Page No : 1

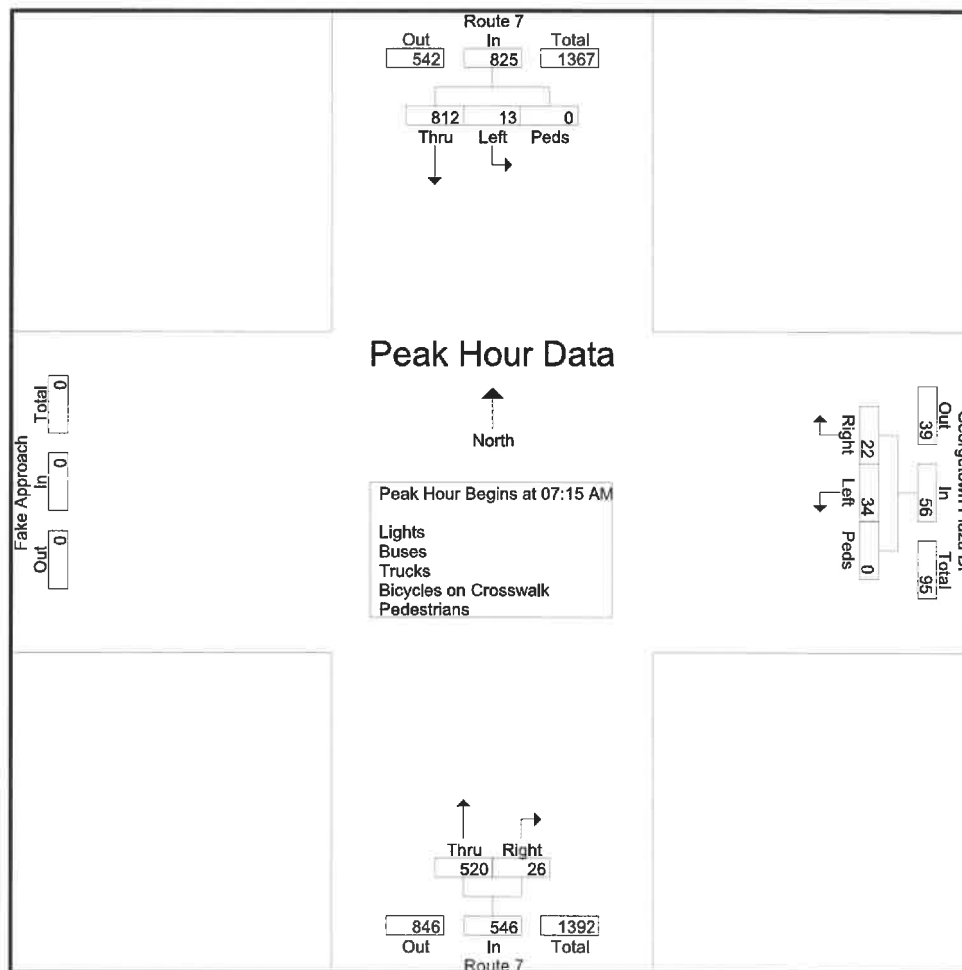
[illegible]

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File Name : 21387
Site Code : 21387
Start Date : 12/3/2020
Page No : 2

	Route 7 From North				Georgetown Plaza Dr From East				Route 7 From South			
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 07:15 AM												
07:15 AM	220	3	0	223	5	6	0	11	4	116	120	354
07:30 AM	209	4	0	213	5	7	0	12	4	137	141	366
07:45 AM	184	5	0	189	6	6	0	12	10	132	142	343
08:00 AM	199	1	0	200	6	15	0	21	8	135	143	364
Total Volume	812	13	0	825	22	34	0	56	26	520	546	1427
% App. Total	98.4	1.6	0		39.3	60.7	0		4.8	95.2		
PHF	.923	.650	.000	.925	.917	.567	.000	.667	.650	.949	.955	.975

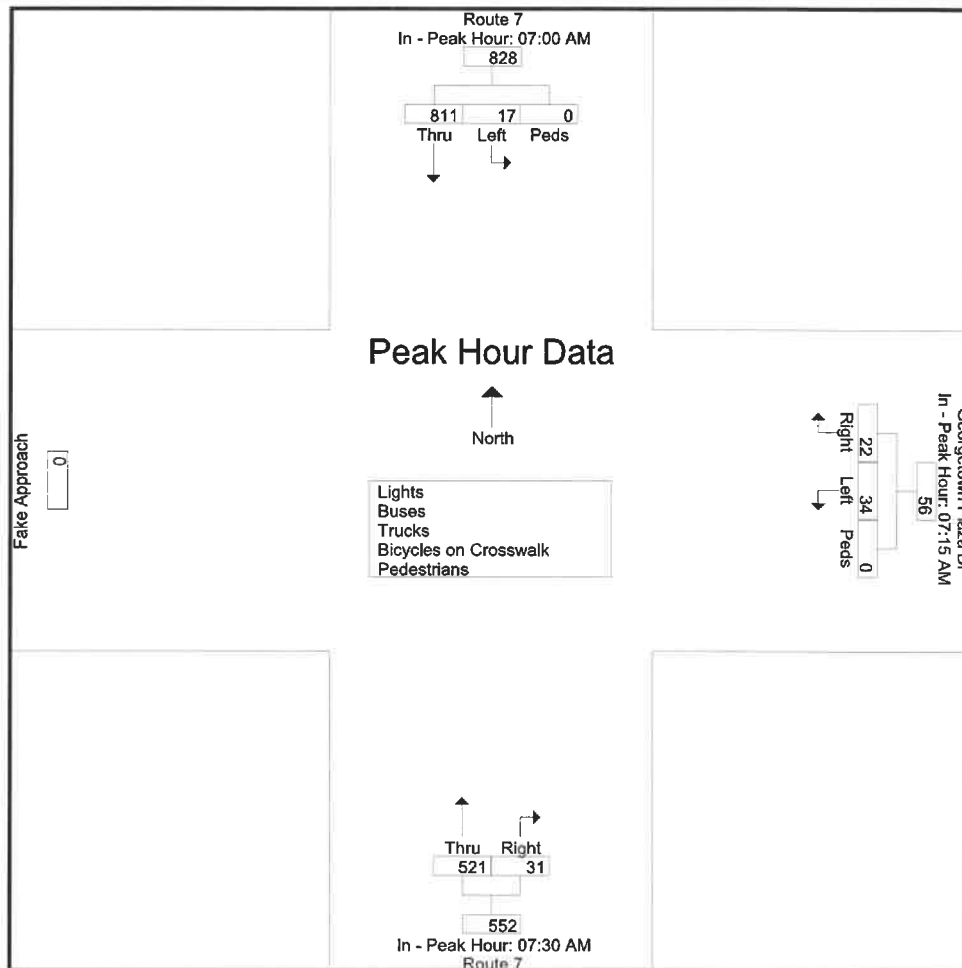


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Kensington, Connecticut 06037
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File Name : 21387
Site Code : 21387
Start Date : 12/3/2020
Page No : 3

	Route 7 From North				Georgetown Plaza Dr From East				Route 7 From South			
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM				07:15 AM				07:30 AM			
+0 mins.	198	5	0	203	5	6	0	11	4	137	141	
+15 mins.	220	3	0	223	5	7	0	12	10	132	142	
+30 mins.	209	4	0	213	6	6	0	12	8	135	143	
+45 mins.	184	5	0	189	6	15	0	21	9	117	126	
Total Volume	811	17	0	828	22	34	0	56	31	521	552	
% App. Total	97.9	2.1	0		39.3	60.7	0		5.6	94.4		
PHF	.922	.850	.000	.928	.917	.567	.000	.667	.775	.951	.965	



Kensington, Connecticut 06037
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Route 7 at Georgetown Plaza Drive
Wilton, Connecticut

File Name : 21388
Site Code : 21388
Start Date : 12/3/2020
Page No : 1

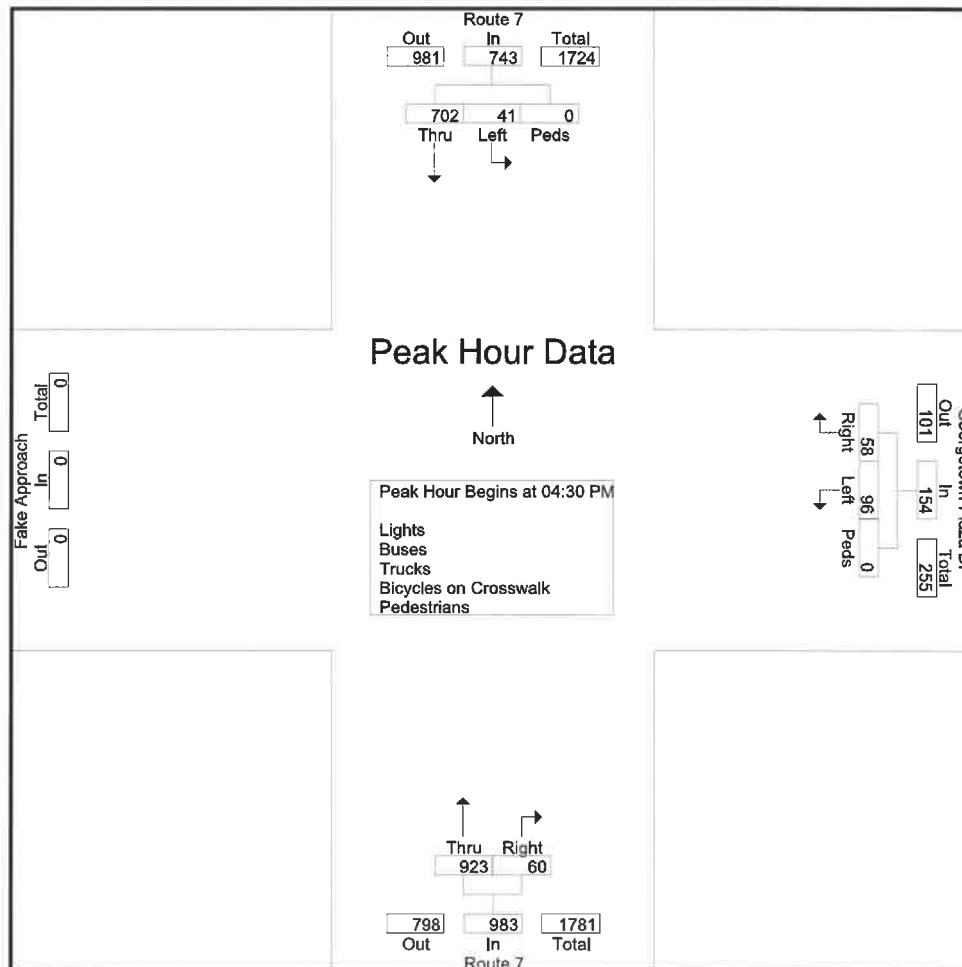
[illegible]

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File Name : 21388
Site Code : 21388
Start Date : 12/3/2020
Page No : 2

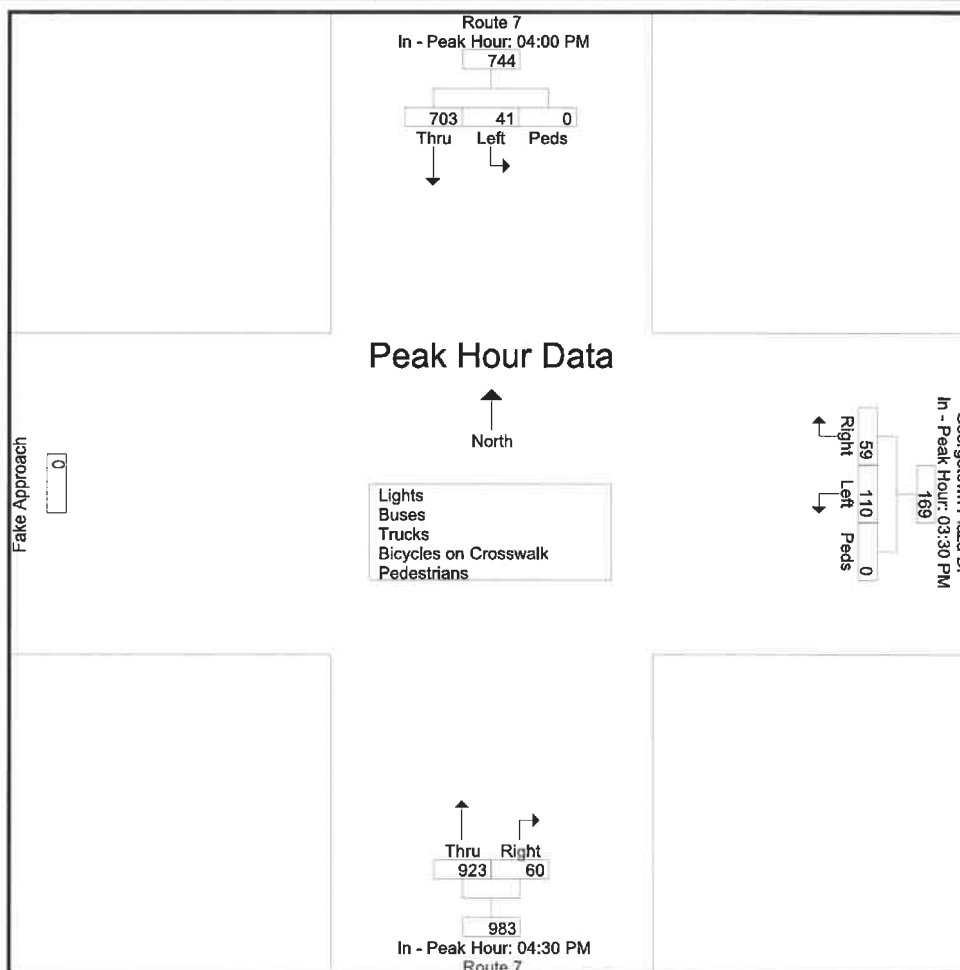
	Route 7 From North				Georgetown Plaza Dr From East				Route 7 From South			
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 04:30 PM												
04:30 PM	162	11	0	173	12	24	0	36	17	235	252	461
04:45 PM	192	10	0	202	9	24	0	33	16	209	225	460
05:00 PM	169	7	0	176	25	23	0	48	14	242	256	480
05:15 PM	179	13	0	192	12	25	0	37	13	237	250	479
Total Volume	702	41	0	743	58	96	0	154	60	923	983	1880
% App. Total	94.5	5.5	0		37.7	62.3	0		6.1	93.9		
PHF	.914	.788	.000	.920	.580	.960	.000	.802	.882	.954	.960	.979



Kensington, Connecticut 06037
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Page No : 3

Peak Hour for Each Approach Begins at:



Kensington, Connecticut 06037
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Route 7 at Georgetown Plaza Drive
Wilton, Connecticut

File Name : 21389
Site Code : 21389
Start Date : 12/5/2020
Page No : 1

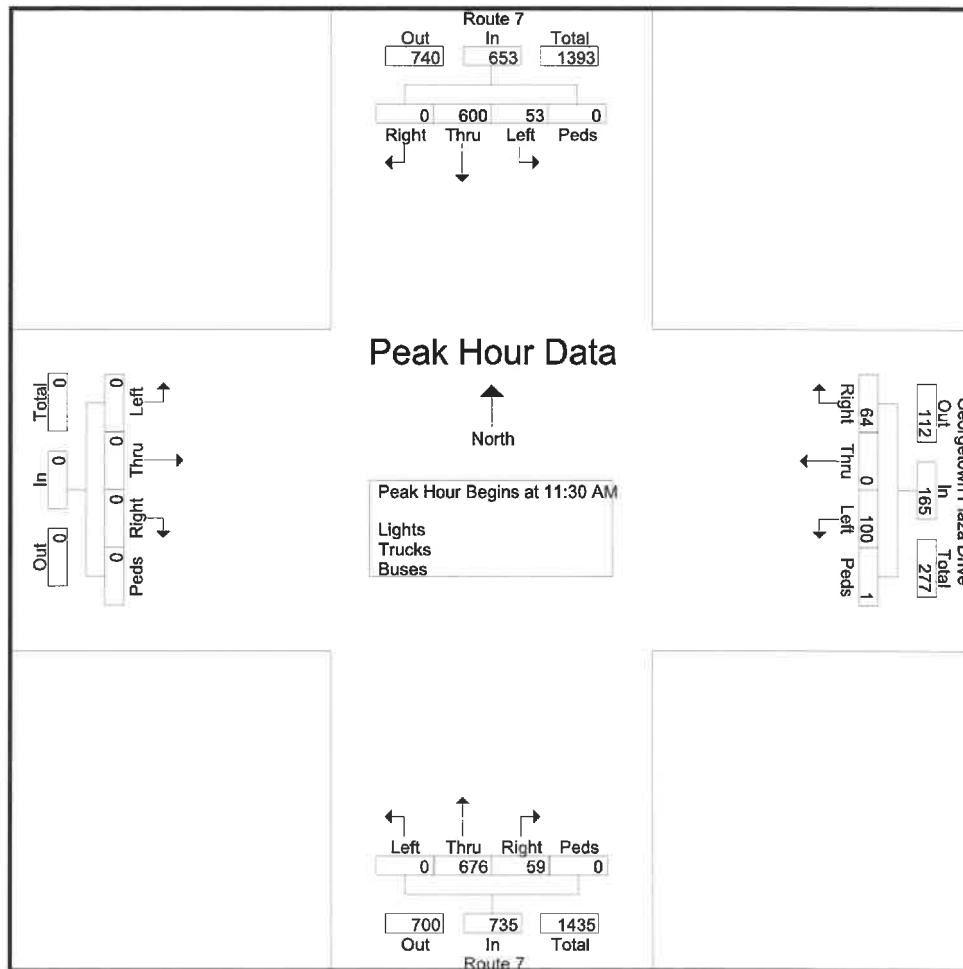
[illegible]

Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 21389
Site Code : 21389
Start Date : 12/5/2020
Page No : 2

	Route 7 From North					Georgetown Plaza Drive From East					Route 7 From South					From 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 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	134	16	0	150	16	0	19	1	36	22	169	0	0	191	0	0	0	0	0	377
11:45 AM	0	160	7	0	167	17	0	29	0	46	15	165	0	0	180	0	0	0	0	0	393
12:00 PM	0	156	13	0	169	12	0	26	0	38	11	168	0	0	179	0	0	0	0	0	386
12:15 PM	0	150	17	0	167	19	0	26	0	45	11	174	0	0	185	0	0	0	0	0	397
Total Volume	0	600	53	0	653	64	0	100	1	165	59	676	0	0	735	0	0	0	0	0	1553
% App. Total	0	91.9	8.1	0		38.8	0	60.6	0.6		8	92	0	0		0	0	0	0	0	
PHF	.000	.938	.779	.000	.966	.842	.000	.862	.250	.897	.670	.971	.000	.000	.962	.000	.000	.000	.000	.000	.978



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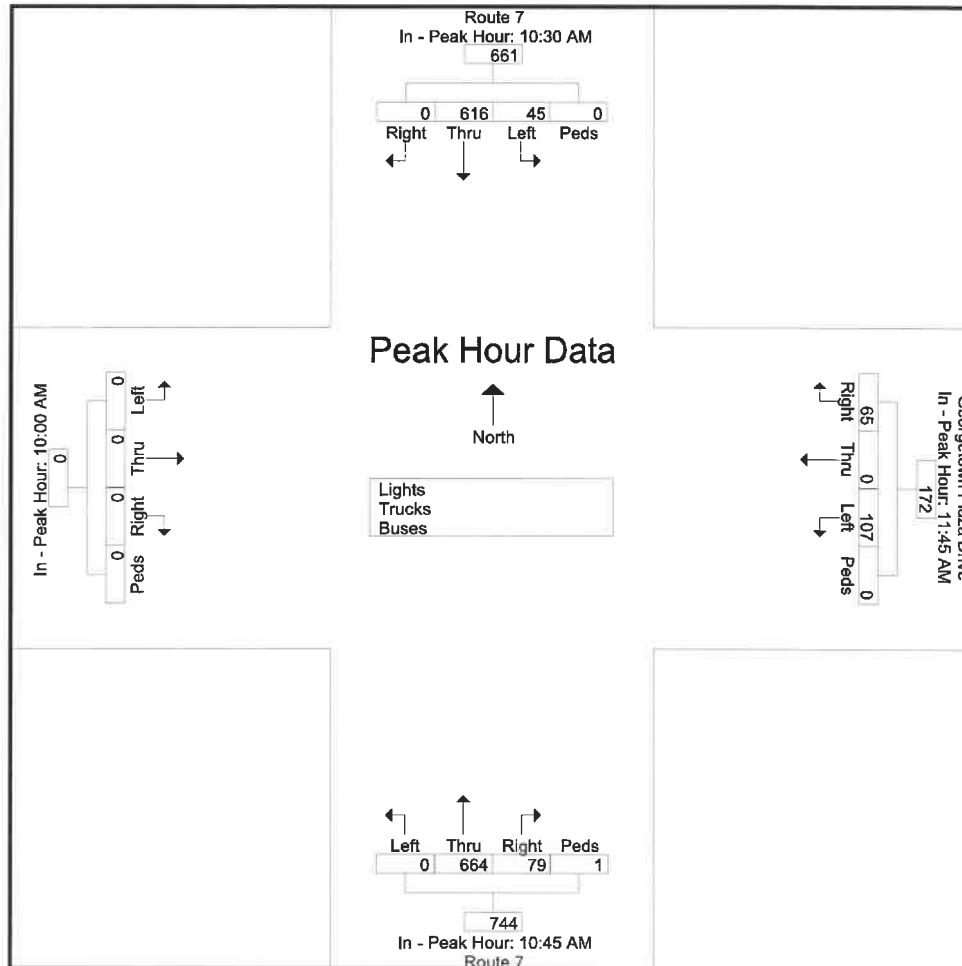
File Name : 21389
Site Code : 21389
Start Date : 12/5/2020
Page No : 3

	Route 7 From North					Georgetown Plaza Drive From East					Route 7 From South					From 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 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:30 AM					11:45 AM					10:45 AM					10:00 AM				
+0 mins.	0	170	12	0	182	17	0	29	0	46	24	159	0	0	183	0	0	0	0	0
+15 mins.	0	158	9	0	167	12	0	26	0	38	15	167	0	0	182	0	0	0	0	0
+30 mins.	0	126	13	0	139	19	0	26	0	45	18	169	0	1	188	0	0	0	0	0
+45 mins.	0	162	11	0	173	17	0	26	0	43	22	169	0	0	191	0	0	0	0	0
Total Volume	0	616	45	0	661	65	0	107	0	172	79	664	0	1	744	0	0	0	0	0
% App. Total	0	93.2	6.8	0		37.8	0	62.2	0		10.6	89.2	0	0.1		0	0	0	0	
PHF	.000	.906	.865	.000	.908	.855	.000	.922	.000	.935	.823	.982	.000	.250	.974	.000	.000	.000	.000	.000



CTDOT
AUTOMATIC TRAFFIC RECORDER

Status: OK

WILT-020 - North & South

Route 7 - 11.73 mi South of Route 107

Town.....	Wilton	20-Nov	21-Nov
Station.....	20	Mon	Tue
Location.....	41.254886,-73.434376	12:00am	77
2015-Principal Arterial - Other 3...2015-Urban		01:00am	42
Start Report.....	20-Nov-2017 09:00PM	02:00am	32
End Report.....	21-Nov-2017 09:00PM	03:00am	39
Axle Correction Factor.....	None	04:00am	90
Approx. 12ed ADT.....	19600	05:00am	416
24-Hour Count.....	21114 * G4(0.93) = 19636.0	06:00am	1318
UnRounded AADT.....	19636.0 / 1 = 19636.0	07:00am	1469
OK 2020 Tue 07-Jul	17100	08:00am	1761
OK 2017 Mon 20-Nov -this report-.....	19600	09:00am	1467
REV 2011 Mon 18-Apr	18800	10:00am	1112
OK 2008 Mon 24-Mar	18400	11:00am	1102
		12:00pm	1130
		01:00pm	1144
		02:00pm	1222
		03:00pm	1557
		04:00pm	1660
		05:00pm	1714
		06:00pm	1470
		07:00pm	950
		08:00pm	727
		09:00pm	209
		10:00pm	265
		11:00pm	141
Totals		615	20499

SPEED STUDY

Northbound																		Southbound																	
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number in Pace																		
12/02/20	15	20	25	30	35	40	45	50	55	60	65	70	75	999																					
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																		
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																		
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																		
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																		
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																		
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																		
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																		
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																		
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																		
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																		
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																		
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																		
12 PM	6	4	4	3	41	205	194	33	6	0	0	0	0	0	496	36-45	399																		
13:00	1	0	1	7	47	200	243	67	3	0	0	0	0	0	569	36-45	443																		
14:00	2	0	0	6	53	339	258	55	4	0	0	0	0	0	717	36-45	597																		
15:00	4	0	3	49	113	361	257	39	5	0	0	0	0	0	831	36-45	618																		
16:00	1	4	16	88	301	438	110	13	1	1	1	0	0	0	974	31-40	739																		
17:00	10	1	11	114	257	331	102	11	2	0	1	0	1	0	841	31-40	588																		
18:00	0	0	4	10	52	216	211	48	2	0	0	0	0	0	543	36-45	427																		
19:00	1	1	0	2	19	109	179	50	2	1	0	0	0	0	364	36-45	288																		
20:00	0	0	0	0	11	66	95	53	2	0	1	0	0	0	228	36-45	161																		
21:00	0	0	0	0	4	41	60	21	2	0	1	0	0	0	129	36-45	101																		
22:00	0	0	0	0	6	30	48	36	7	1	0	0	0	0	128	41-50	84																		
23:00	0	0	0	0	5	16	22	8	3	0	0	0	0	0	54	36-45	38																		
Total	25	10	39	279	909	2352	1779	434	39	3	4	0	1	0	5874																				
Percent	0.4%	0.2%	0.7%	4.7%	15.5%	40.0%	30.3%	7.4%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%																					
AM Peak																																			
Vol.																																			
PM Peak	17:00	12:00	16:00	17:00	16:00	16:00	14:00	13:00	22:00	16:00	16:00		17:00		16:00																				
Vol.	10	4	16	114	301	438	258	67	7	1	1		1		974																				

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 8281693

Route 7 North of New Street
Wilton, Connecticut

Site Code:
Station ID: 5317

Latitude: 0' 0.0000 Undefined

Northbound		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
12/03/20		0	0	0	0	0	6	12	7	2	0	0	0	0	0	27	41-50	19
01:00		0	0	0	2	1	3	5	1	0	0	0	0	0	0	12	36-45	8
02:00		0	0	0	0	2	6	4	3	1	0	0	0	0	0	16	35-44	10
03:00		0	0	0	0	2	6	4	5	0	0	0	0	0	0	17	36-45	10
04:00		0	0	0	0	1	4	9	4	0	0	0	0	0	0	18	41-50	13
05:00		0	0	0	1	4	22	34	16	6	1	0	0	0	0	84	36-45	56
06:00		4	0	0	0	19	84	79	31	8	1	0	2	0	0	228	36-45	163
07:00		9	0	2	3	46	144	164	39	6	0	0	0	0	0	413	36-45	308
08:00		4	0	3	5	58	148	137	50	4	1	1	0	0	0	411	36-45	285
09:00		3	1	2	3	34	135	144	38	3	0	0	1	0	0	364	36-45	279
10:00		3	0	0	0	18	124	168	49	6	1	0	0	1	0	370	36-45	292
11:00		2	3	2	2	28	139	174	31	3	1	1	0	1	0	387	36-45	313
12 PM		2	3	1	1	43	176	234	59	5	0	0	0	0	0	524	36-45	410
13:00		2	0	1	1	32	129	242	76	10	0	1	0	0	0	494	36-45	371
14:00		4	0	1	19	85	259	322	47	5	0	0	0	0	0	742	36-45	581
15:00		3	3	5	25	173	382	248	40	6	0	0	0	0	0	885	36-45	630
16:00		4	1	17	80	263	424	134	6	2	0	0	0	1	0	932	31-40	687
17:00		5	5	31	123	375	352	61	12	0	0	0	0	0	0	964	31-40	727
18:00		0	1	1	19	69	260	196	30	1	0	0	0	0	0	577	36-45	456
19:00		0	0	0	1	32	156	178	36	3	1	0	0	0	0	407	36-45	334
20:00		0	0	0	0	7	70	93	36	5	0	0	0	0	0	211	36-45	163
21:00		0	0	0	1	3	48	58	36	12	3	0	0	0	0	161	36-45	106
22:00		0	0	0	0	0	14	54	30	7	1	0	0	0	0	106	41-50	84
23:00		0	0	0	0	1	11	27	15	12	4	0	0	0	0	70	41-50	42
Total		45	17	66	286	1296	3102	2781	697	107	14	3	3	3	0	8420		
Percent		0.5%	0.2%	0.8%	3.4%	15.4%	36.8%	33.0%	8.3%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00	11:00	08:00	08:00	08:00	08:00	11:00	08:00	06:00	05:00	08:00	06:00	10:00		07:00		
Vol.		9	3	3	5	58	148	174	50	8	1	1	2	1		413		
PM Peak		17:00	17:00	17:00	17:00	17:00	16:00	14:00	13:00	21:00	23:00	13:00		16:00		17:00		
Vol.		5	5	31	123	375	424	322	76	12	4	1		1		964		

Latitude: 0° 0.0000 Undefined

Northbound		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	In Pace
12/04/20	0	0	0	0	0	0	5	14	11	1	1	0	0	0	0	32	41-50	25
01:00	0	0	0	0	0	0	1	10	4	0	0	0	0	0	0	15	41-50	14
02:00	0	0	0	0	0	1	7	8	1	2	0	0	0	0	0	19	36-45	15
03:00	1	0	0	0	0	1	3	6	2	3	0	0	0	0	0	16	36-45	9
04:00	0	0	0	0	0	0	4	9	7	3	0	0	0	0	0	23	41-50	16
05:00	1	0	0	0	0	4	17	34	17	2	0	0	0	0	0	75	36-45	51
06:00	0	1	1	1	5	12	47	84	36	8	1	0	0	0	0	195	36-45	131
07:00	5	1	2	4	6	42	132	189	50	8	0	1	0	0	0	436	36-45	321
08:00	9	2	4	4	4	19	145	191	62	12	0	0	0	0	0	448	36-45	336
09:00	3	1	1	5	16	41	176	167	40	5	0	1	0	0	0	455	36-45	343
10:00	5	11	4	4	20	79	182	95	29	5	0	0	0	0	0	430	36-45	277
11:00	3	0	0	0	8	48	177	200	39	4	1	0	0	0	0	480	36-45	377
12 PM	7	0	0	5	7	50	235	192	40	4	0	0	0	0	0	540	36-45	427
13:00	5	2	3	3	23	76	231	222	45	6	1	0	0	1	0	615	36-45	453
14:00	1	1	1	2	20	115	379	195	41	3	0	1	0	0	0	758	36-45	574
15:00	11	6	18	53	57	202	397	173	18	4	1	0	1	1	0	889	31-40	599
16:00	10	22	53	205	120	334	228	69	3	0	0	1	0	0	0	925	31-40	562
17:00	7	1	9	9	45	382	238	30	0	0	2	0	1	0	0	790	31-40	620
18:00	3	0	8	45	236	236	250	66	6	0	0	0	0	1	0	615	31-40	486
19:00	1	0	0	1	48	48	173	99	12	2	0	1	0	0	0	337	36-45	272
20:00	1	0	1	3	26	26	114	77	10	0	1	1	1	0	0	235	36-45	191
21:00	0	0	0	0	0	8	56	67	41	5	0	0	0	0	0	177	36-45	123
22:00	0	0	0	0	0	6	35	53	33	7	1	1	0	0	0	136	36-45	88
23:00	0	0	0	0	0	3	18	34	18	3	0	0	0	0	0	76	41-50	52
Total	73	48	115	540	1733	3250	565	2284	565	87	9	7	3	3	0	8717		
Percent	0.8%	0.6%	1.3%	6.2%	19.9%	37.3%	6.5%	26.2%	6.5%	1.0%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	09:00	10:00	10:00	10:00	10:00	11:00	08:00	08:00	00:00	07:00				11:00		
Vol.	9	11	5	20	79	182	200	200	62	12	1	1				480		
PM Peak	15:00	16:00	16:00	16:00	17:00	15:00	13:00	13:00	13:00	22:00	17:00	14:00	15:00	13:00		16:00		
Vol.	11	22	53	205	382	397	222	222	45	7	2	1	1	1		925		

Connecticut Counts LLC

Route 7 North of New Street
Wilton, Connecticut

Kensington, Connecticut 06037
(860) 8281693

Site Code:
Station ID: 5317

Latitude: 0' 0.0000 Undefined

Northbound		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time		15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
12/05/20		0	0	0	0	2	12	15	9	3	1	0	0	0	0	42	36-45	27
01:00		0	0	0	0	2	4	13	5	2	1	0	0	0	0	27	39-48	18
02:00		0	0	0	1	3	3	9	1	0	0	0	0	0	0	17	36-45	12
03:00		0	0	0	0	0	5	6	1	1	0	0	0	0	0	13	36-45	11
04:00		0	0	0	0	2	5	6	5	0	0	0	0	0	0	18	36-45	11
05:00		0	0	0	1	6	6	17	5	2	0	0	0	0	0	37	36-45	23
06:00		0	1	0	0	4	31	43	15	5	0	0	0	0	0	99	36-45	74
07:00		0	0	0	1	8	55	59	34	3	0	0	0	0	0	160	36-45	114
08:00		0	0	0	4	14	69	101	41	10	0	0	0	0	0	239	36-45	170
09:00		1	0	1	10	19	107	132	44	3	0	0	0	0	0	317	36-45	239
10:00		0	1	2	15	45	166	152	35	5	0	0	0	0	0	421	36-45	318
11:00		2	2	2	6	54	229	149	33	1	0	0	0	0	0	478	36-45	378
12 PM		0	1	0	9	56	208	212	24	0	0	0	0	1	0	511	36-45	420
13:00		1	1	1	11	44	191	202	47	2	1	1	0	1	0	503	36-45	393
14:00		5	0	12	17	53	176	210	56	3	0	0	0	0	0	532	36-45	386
15:00		1	1	1	8	36	164	250	64	4	1	0	0	0	0	530	36-45	414
16:00		0	0	6	9	48	181	223	42	3	0	0	0	0	0	512	36-45	404
17:00		0	0	1	10	95	208	120	13	3	1	0	0	0	0	451	36-45	328
18:00		1	4	6	7	37	154	134	18	0	1	0	0	0	0	362	36-45	288
19:00		2	0	1	1	3	54	102	27	5	0	0	0	0	0	195	36-45	156
20:00		0	0	0	3	5	72	77	26	4	0	0	0	0	0	187	36-45	149
21:00		0	0	0	1	9	25	63	21	1	0	0	0	0	0	120	36-45	88
22:00		0	0	0	0	7	40	53	26	6	1	0	0	0	0	133	36-45	93
23:00		0	0	0	0	2	21	37	22	4	2	0	0	0	0	88	39-48	59
Total		13	11	33	114	554	2186	2385	614	70	9	1	0	2	0	5992		
Percent		0.2%	0.2%	0.6%	1.9%	9.2%	36.5%	39.8%	10.2%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	11:00	10:00	10:00	11:00	11:00	10:00	09:00	08:00	00:00					11:00		
Vol.		2	2	2	15	54	229	152	44	10	1					478		
PM Peak		14:00	18:00	14:00	14:00	17:00	12:00	15:00	15:00	22:00	23:00	13:00		12:00		14:00		
Vol.		5	4	12	17	95	208	250	64	6	2	1		1		532		

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 8281693

Route 7 North of New Street
Wilton, Connecticut

Site Code:
Station ID: 5317

Latitude: 0' 0.0000 Undefined

Northbound		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85		Speed	in Pace
12/06/20	0	0	0	0	0	10	16	13	1	1	1	0	0	0	0	41	41-50	29
01:00	0	0	0	0	1	8	14	5	2	0	0	0	0	0	0	32	36-45	22
02:00	0	0	0	0	0	0	10	2	0	0	0	0	0	0	0	12	40-49	12
03:00	0	0	0	1	1	5	1	2	1	0	0	0	0	0	0	11	36-45	6
04:00	0	0	0	0	2	1	4	3	1	0	0	0	0	0	0	11	40-49	7
05:00	0	0	0	0	1	7	13	9	1	1	1	0	0	0	0	32	40-49	22
06:00	0	0	0	0	0	11	24	17	2	1	1	0	0	0	0	55	41-50	41
07:00	1	0	0	1	1	5	34	52	17	5	5	0	0	0	0	116	41-50	86
08:00	0	0	1	0	0	28	76	48	13	1	1	0	0	0	0	167	41-50	124
09:00	3	3	1	0	10	56	125	84	11	1	1	0	0	0	0	294	41-50	209
10:00	0	0	0	1	7	112	202	88	5	3	3	0	0	0	0	418	36-45	314
11:00	3	1	0	1	12	124	223	71	8	0	0	0	0	0	0	444	36-45	347
12 PM	1	0	1	4	20	141	268	91	9	1	1	0	0	0	0	536	36-45	409
13:00	3	0	2	1	19	156	254	89	5	0	0	1	0	0	0	530	36-45	410
14:00	1	0	2	1	19	195	287	58	7	1	1	0	0	0	0	572	36-45	482
15:00	2	0	1	2	27	172	247	58	9	0	0	0	0	0	0	518	36-45	419
16:00	0	0	4	5	23	113	246	47	2	0	0	0	0	0	0	440	36-45	359
17:00	2	0	0	0	36	139	135	30	3	0	0	0	0	0	0	345	36-45	274
18:00	5	0	0	0	6	68	112	47	8	0	0	0	0	0	0	246	36-45	180
19:00	5	1	4	11	12	61	63	31	2	1	1	0	0	0	0	191	36-45	124
20:00	1	1	0	1	3	37	47	31	2	1	1	0	0	0	0	124	36-45	84
21:00	0	0	0	0	1	20	62	22	8	0	0	0	0	0	0	113	40-49	84
22:00	2	0	0	0	3	16	38	21	4	0	0	0	0	0	0	84	41-50	59
23:00	0	0	0	0	2	9	24	16	4	0	0	0	0	0	0	55	41-50	40
Total	29	6	16	29	206	1494	2525	935	125	17	4	1	0	0	0	5387		
Percent	0.5%	0.1%	0.3%	0.5%	3.8%	27.7%	46.9%	17.4%	2.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	08:00	03:00	11:00	11:00	11:00	10:00	07:00	07:00	01:00	11:00				11:00		
Vol.	3	3	1	1	12	124	223	88	17	5	2	1				444		
PM Peak	18:00	19:00	16:00	19:00	17:00	14:00	14:00	12:00	12:00	12:00	13:00					14:00		
Vol.	5	1	4	11	36	195	287	91	9	1	1					572		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Route 7 North of New Street
Wilton, Connecticut

Site Code:
Station ID: 5317

Latitude: 0' 0.0000 Undefined

Northbound		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
Start Time		15	20	25	30	35	40	45	50	55	60	65	70	75	999			
12/07/20		0	0	0	0	0	3	8	5	2	0	0	0	1	0	19	40-49	13
01:00		0	0	0	0	0	4	4	3	0	1	0	0	0	0	12	36-45	8
02:00		0	0	0	0	0	3	5	2	1	1	0	0	0	0	12	36-45	8
03:00		0	0	0	0	0	3	3	6	0	0	0	0	0	0	12	41-50	9
04:00		0	0	0	0	0	7	10	5	1	0	0	0	0	0	23	36-45	17
05:00		4	0	0	0	5	21	27	51	11	1	0	0	0	0	120	41-50	78
06:00		24	1	1	2	10	119	138	135	24	3	0	0	0	0	457	41-50	273
07:00		70	1	8	71	150	167	180	50	10	1	1	0	0	0	709	36-45	347
08:00		56	4	9	28	80	219	203	56	6	0	0	0	0	0	661	36-45	422
09:00		49	1	1	12	42	155	280	98	9	0	0	0	0	0	647	36-45	435
10:00		2	0	0	3	26	108	176	64	6	1	0	0	0	0	386	36-45	284
11:00		5	0	2	9	17	92	207	52	5	1	0	0	0	0	390	36-45	299
12 PM		1	0	1	1	37	172	234	68	6	0	0	0	0	0	520	36-45	406
13:00		3	2	0	4	8	125	305	97	7	0	0	0	0	0	551	36-45	430
14:00		6	0	1	7	46	213	274	90	9	0	1	0	0	0	647	36-45	487
15:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total		220	9	23	137	421	1411	2054	782	97	9	2	0	1	0	5166		
Percent		4.3%	0.2%	0.4%	2.7%	8.1%	27.3%	39.8%	15.1%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00	08:00	08:00	07:00	07:00	08:00	09:00	06:00	06:00	06:00	07:00		00:00		07:00		
Vol.		70	4	9	71	150	219	280	135	24	3	1		1		709		
PM Peak		14:00	13:00	12:00	14:00	14:00	14:00	13:00	13:00	14:00		14:00				14:00		
Vol.		6	2	1	7	46	213	305	97	9		1				647		
Total		405	101	292	1385	5119	13795	13808	4027	525	61	21	7	10	0	39556		
Percent		1.0%	0.3%	0.7%	3.5%	12.9%	34.9%	34.9%	10.2%	1.3%	0.2%	0.1%	0.0%	0.0%	0.0%			

Stats
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 27603
Percent in Pace : 69.8%
Number of Vehicles > 40 MPH : 18459
Percent of Vehicles > 40 MPH : 46.7%
Mean Speed(Average) : 40 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 8281693

Route 7 North of New Street
Wilton, Connecticut

Site Code:
Station ID: 5317

Latitude: 0' 0.0000 Undefined

Southbound		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
12/02/20		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM		0	1	4	11	34	82	174	102	38	6	1	0	0	0	453	41-50	276
13:00		0	0	0	2	33	106	179	132	40	7	1	0	0	0	500	41-50	311
14:00		0	5	10	31	43	116	184	111	36	4	1	2	0	0	543	36-45	300
15:00		0	0	0	10	39	142	160	110	34	7	3	0	0	0	505	36-45	302
16:00		0	0	7	13	43	116	188	111	34	6	2	0	1	0	521	36-45	304
17:00		0	0	3	16	43	102	154	82	28	8	0	0	0	0	436	36-45	256
18:00		0	0	0	2	14	48	125	91	26	9	2	0	0	0	317	41-50	216
19:00		0	0	0	5	5	20	72	82	22	2	1	0	0	0	209	41-50	154
20:00		0	0	2	2	3	21	42	41	15	3	0	0	0	0	129	41-50	83
21:00		0	1	0	3	1	9	21	30	16	3	2	0	0	0	86	41-50	51
22:00		0	0	0	0	0	6	25	37	17	5	1	0	0	0	91	41-50	62
23:00		0	0	0	1	1	6	12	13	5	0	2	0	0	0	40	41-50	25
Total		0	7	26	96	259	774	1336	942	311	60	16	2	1	0	3830		
Percent		0.0%	0.2%	0.7%	2.5%	6.8%	20.2%	34.9%	24.6%	8.1%	1.6%	0.4%	0.1%	0.0%	0.0%			
AM Peak																		
Vol.																		
PM Peak		14:00	14:00	14:00	14:00	14:00	15:00	16:00	13:00	13:00	18:00	15:00	14:00	16:00	14:00			
Vol.		5	10	43	31	43	142	188	132	40	9	3	2	1	543			

Connecticut Counts LLC
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Route 7 North of New Street
Wilton, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Southbound		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
12/03/20		0	0	1	1	1	1	11	11	4	1	0	0	0	0	31	41-50	22
01:00		0	0	0	0	0	0	8	7	1	0	0	0	0	0	16	41-50	15
02:00		0	0	0	0	0	1	5	9	0	0	0	0	0	0	16	41-50	14
03:00		0	0	0	0	1	3	7	8	1	1	0	0	0	0	21	41-50	15
04:00		0	0	0	0	0	4	21	18	11	2	1	0	0	0	57	41-50	39
05:00		0	0	2	0	0	7	81	141	69	18	6	1	0	0	325	41-50	222
06:00		0	0	1	12	29	127	284	278	91	16	3	0	0	0	841	41-50	562
07:00		0	0	16	14	88	153	281	203	62	9	1	1	0	0	828	41-50	484
08:00		0	0	3	14	48	139	215	158	54	6	0	2	0	0	639	41-50	373
09:00		0	0	0	6	16	72	176	136	46	7	0	0	1	0	460	41-50	312
10:00		0	0	0	0	7	63	154	159	45	7	2	0	0	0	437	41-50	313
11:00		0	0	2	6	24	68	152	119	32	7	1	0	0	0	411	41-50	271
12 PM		1	1	3	4	28	89	146	117	21	9	1	0	0	0	420	41-50	263
13:00		0	0	1	4	13	80	190	129	45	12	3	0	1	0	478	41-50	319
14:00		0	0	3	10	21	84	195	129	38	3	2	0	0	0	485	41-50	324
15:00		0	0	1	3	40	139	169	122	40	5	1	0	0	0	520	36-45	308
16:00		0	4	3	15	53	116	200	102	22	6	1	0	0	0	522	36-45	316
17:00		0	3	12	18	68	163	168	87	23	1	0	0	0	0	543	36-45	331
18:00		0	0	0	2	8	61	148	94	26	6	1	0	0	0	346	41-50	242
19:00		0	0	0	0	5	25	95	50	13	8	0	0	0	0	196	41-50	145
20:00		0	0	0	0	2	11	48	52	17	5	4	0	0	0	139	41-50	100
21:00		0	0	0	0	0	8	32	33	13	3	2	2	0	0	93	41-50	65
22:00		0	0	0	0	0	1	14	38	11	8	1	0	1	0	74	41-50	52
23:00		0	0	0	0	0	6	16	12	8	6	0	0	0	0	48	41-50	28
Total		1	8	48	109	452	1421	2816	2212	693	146	31	6	3	0	7946		
Percent		0.0%	0.1%	0.6%	1.4%	5.7%	17.9%	35.4%	27.8%	8.7%	1.8%	0.4%	0.1%	0.0%	0.0%			
AM Peak				07:00	07:00	07:00	07:00	06:00	06:00	06:00	05:00	05:00	08:00	09:00		06:00		
Vol.				16	14	88	153	284	278	91	18	6	2	1		841		
PM Peak		12:00	16:00	17:00	17:00	17:00	17:00	16:00	13:00	13:00	13:00	20:00	21:00	13:00		17:00		
Vol.		1	4	12	18	68	163	200	129	45	12	4	2	1		543		

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Route 7 North of New Street
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Latitude: 0' 0.0000 Undefined

Southbound		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
12/04/20		0	0	0	0	1	0	3	6	5	2	0	0	0	0	17	46-55	11
01:00		0	0	0	1	0	2	6	7	3	0	1	0	0	0	20	41-50	13
02:00		0	0	0	0	0	0	2	4	2	0	0	0	0	0	9	46-55	6
03:00		0	0	0	0	0	3	4	9	2	1	0	1	0	0	20	41-50	13
04:00		0	0	0	0	0	9	13	23	6	4	0	0	0	0	55	41-50	36
05:00		0	0	0	2	0	12	60	136	65	17	1	1	0	0	294	46-55	201
06:00		0	0	8	26	43	105	281	279	72	8	3	0	0	0	825	41-50	560
07:00		4	9	13	22	99	195	297	199	64	15	3	0	0	0	920	41-50	496
08:00		0	0	2	16	51	167	226	185	55	19	0	1	1	0	723	41-50	411
09:00		0	0	2	36	61	111	196	170	47	4	1	0	0	0	628	41-50	366
10:00		0	8	1	5	40	98	165	120	34	17	0	0	0	0	488	41-50	285
11:00		0	0	4	8	40	93	162	129	34	7	0	1	0	0	478	41-50	291
12 PM		0	0	1	9	28	121	181	104	24	3	1	1	0	0	473	36-45	302
13:00		0	0	0	6	33	103	197	108	50	11	0	0	0	0	508	41-50	305
14:00		1	0	1	0	48	129	192	117	43	9	1	0	0	0	541	36-45	321
15:00		0	0	1	9	51	156	156	121	31	9	1	1	0	0	536	36-45	312
16:00		4	6	15	40	92	153	127	66	5	4	1	0	0	0	513	36-45	280
17:00		0	0	4	17	76	143	160	63	14	2	1	0	0	0	480	36-45	303
18:00		0	0	2	4	44	124	107	40	13	2	0	0	0	0	336	36-45	231
19:00		0	0	1	7	13	63	70	61	15	5	0	0	0	0	235	36-45	133
20:00		0	0	1	5	7	24	46	37	18	2	0	0	0	0	140	41-50	83
21:00		0	0	1	0	1	16	36	48	8	7	0	0	0	0	117	41-50	84
22:00		0	0	0	0	1	6	16	45	16	4	2	1	0	0	91	46-55	61
23:00		0	0	0	0	2	11	18	19	8	6	0	0	0	0	64	41-50	37
Total		9	23	57	213	731	1844	2721	2096	634	159	16	7	1	0	8511		
Percent		0.1%	0.3%	0.7%	2.5%	8.6%	21.7%	32.0%	24.6%	7.4%	1.9%	0.2%	0.1%	0.0%	0.0%			
AM Peak		07:00	07:00	07:00	09:00	07:00	07:00	07:00	06:00	06:00	08:00	06:00	03:00	08:00		07:00		
Vol.		4	9	13	36	99	195	297	279	72	19	3	1	1		920		
PM Peak		16:00	16:00	16:00	16:00	16:00	15:00	13:00	15:00	13:00	13:00	22:00	12:00			14:00		
Vol.		4	6	15	40	92	156	197	121	50	11	2	1			541		

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 8281693

Route 7 North of New Street
Wilton, Connecticut

Site Code:
Station ID: 5317

Latitude: 0' 0.0000 Undefined

Southbound		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
12/05/20		0	0	0	0	1	6	15	2	0	0	0	1	1	0	26	36-45	21
01:00		0	0	0	1	0	3	5	3	0	0	0	1	0	0	13	36-45	8
02:00		0	0	0	0	4	0	3	1	2	1	0	0	0	0	11	41-50	4
03:00		0	1	0	0	0	1	5	4	4	1	0	0	0	0	16	41-50	9
04:00		0	0	0	1	1	4	7	3	5	4	0	0	0	0	25	36-45	11
05:00		0	0	1	1	3	9	27	47	14	5	0	0	0	0	107	41-50	74
06:00		0	0	0	0	0	15	69	72	30	3	3	0	0	0	192	41-50	141
07:00		0	0	0	0	14	38	110	89	35	3	0	0	0	0	289	41-50	199
08:00		0	0	1	1	9	52	136	119	32	4	2	0	0	0	356	41-50	255
09:00		0	0	1	4	19	63	131	81	42	3	1	1	0	0	346	41-50	212
10:00		0	0	0	1	17	92	164	122	27	7	1	0	0	0	431	41-50	286
11:00		0	0	4	4	29	106	175	106	19	4	2	1	0	0	450	41-50	281
12 PM		1	2	11	10	33	88	162	121	36	6	1	0	0	0	471	41-50	283
13:00		0	1	2	2	29	107	170	105	28	7	1	0	0	0	452	36-45	277
14:00		0	1	5	19	18	86	162	113	42	6	2	0	0	0	454	41-50	275
15:00		0	1	2	6	15	70	149	124	50	11	3	1	0	0	432	41-50	273
16:00		0	0	0	7	30	76	162	115	32	8	0	0	0	0	430	41-50	277
17:00		0	2	6	6	13	64	156	110	28	7	0	0	0	0	392	41-50	266
18:00		0	0	0	8	7	34	100	105	43	3	0	0	0	0	300	41-50	205
19:00		0	0	0	0	3	6	47	87	46	9	4	0	0	0	202	41-50	134
20:00		0	0	2	3	2	25	39	58	33	9	0	0	0	0	171	41-50	97
21:00		0	0	0	0	1	11	40	28	24	8	1	3	1	0	117	41-50	68
22:00		0	0	0	1	3	9	19	32	21	12	1	2	0	0	100	46-55	53
23:00		0	0	0	1	0	1	18	29	15	2	0	0	0	0	66	41-50	47
Total		1	8	35	76	251	966	2071	1676	608	123	22	10	2	0	5849		
Percent		0.0%	0.1%	0.6%	1.3%	4.3%	16.5%	35.4%	28.7%	10.4%	2.1%	0.4%	0.2%	0.0%	0.0%			
AM Peak			03:00	11:00	09:00	11:00	11:00	11:00	10:00	09:00	10:00	06:00	00:00	00:00		11:00		
Vol.			1	4	4	29	106	175	122	42	7	3	1	1		450		
PM Peak		12:00	12:00	12:00	14:00	12:00	13:00	13:00	15:00	15:00	22:00	19:00	21:00	21:00		12:00		
Vol.		1	2	11	19	33	107	170	124	50	12	4	3	1		471		

Connecticut Counts LLC
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Route 7 North of New Street
Wilton, Connecticut

Site Code:
Station ID: 5317

Latitude: 0' 0.0000 Undefined

Southbound		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
12/06/20		0	0	0	0	0	0	7	16	4	4	0	0	0	0	31	41-50	23
	01:00	0	0	0	0	0	2	5	10	4	2	0	1	0	0	24	41-50	15
	02:00	0	0	0	0	0	1	5	3	1	2	0	0	0	0	13	41-50	8
	03:00	0	0	0	0	0	0	3	3	4	0	2	0	0	0	12	46-55	7
	04:00	0	0	0	0	0	0	4	7	3	1	1	0	0	0	15	41-50	11
	05:00	0	0	0	0	0	0	5	17	10	4	1	0	0	0	37	46-55	27
	06:00	0	0	0	0	0	3	11	49	26	9	2	2	0	0	102	46-55	75
	07:00	0	0	0	0	1	3	18	55	42	20	6	5	1	0	151	46-55	97
	08:00	0	0	0	0	0	9	76	82	44	14	5	1	0	0	231	41-50	158
	09:00	0	0	0	0	2	20	81	105	73	23	5	2	0	0	311	41-50	186
	10:00	0	0	0	5	13	32	130	126	54	11	3	1	0	0	375	41-50	256
	11:00	0	0	0	1	11	56	173	142	66	12	2	2	0	0	465	41-50	315
12 PM		0	0	4	7	27	60	154	137	63	17	4	0	1	0	474	41-50	291
	13:00	0	0	0	3	19	86	178	155	53	9	1	1	0	0	505	41-50	333
	14:00	0	1	4	7	31	101	189	147	32	15	1	0	0	0	528	41-50	336
	15:00	0	0	1	17	33	101	193	129	58	18	0	0	0	0	550	41-50	322
	16:00	0	0	0	2	21	83	199	116	59	9	0	0	0	0	489	41-50	315
	17:00	0	0	1	2	10	35	130	115	41	6	1	1	0	0	342	41-50	245
	18:00	0	1	0	1	11	17	71	107	40	5	2	0	0	0	255	41-50	178
	19:00	0	2	0	3	8	25	69	61	32	2	0	2	0	0	204	41-50	130
	20:00	0	1	0	0	2	7	32	59	25	11	2	0	0	0	139	41-50	91
	21:00	0	0	1	0	0	4	13	57	21	11	5	0	0	0	112	46-55	78
	22:00	0	0	0	0	0	3	13	13	19	6	1	2	0	0	57	46-55	32
	23:00	0	0	0	0	0	2	7	10	12	3	0	0	0	0	34	46-55	22
Total		0	5	11	48	189	650	1766	1721	786	214	44	20	2	0	5456		
Percent	0.0%	0.1%	0.2%	0.9%	3.5%	11.9%	32.4%	31.5%	14.4%	14.4%	3.9%	0.8%	0.4%	0.0%	0.0%			
AM Peak					10:00	10:00	11:00	11:00	11:00	09:00	09:00	07:00	07:00	07:00		11:00		
Vol.				5	13	56	173	142	73	23	6	1	5	1		465		
PM Peak				15:00	15:00	15:00	14:00	16:00	13:00	12:00	15:00	21:00	19:00	12:00		15:00		
Vol.		2	4	17	33	101	199	155	155	63	18	5	2	1		550		

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Route 7 North of New Street
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Latitude: 0' 0.0000 Undefined

Southbound		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
12/07/20		0	0	0	0	0	3	4	4	8	3	0	0	0	0	22	46-55	12
01:00		0	0	0	0	0	0	3	7	5	1	0	1	0	0	17	45-54	12
02:00		0	0	0	0	2	0	0	4	0	1	0	1	0	0	8	46-55	4
03:00		0	0	0	0	0	0	6	10	3	3	1	0	0	0	23	41-50	16
04:00		0	0	1	1	0	3	14	18	13	4	3	1	0	0	58	41-50	32
05:00		0	0	0	0	1	3	18	64	96	32	6	1	0	0	221	46-55	160
06:00		0	0	0	0	9	41	89	167	90	24	6	2	2	0	430	46-55	257
07:00		0	0	5	8	15	12	14	0	0	0	0	0	0	0	54	31-40	27
08:00		0	0	4	5	8	30	8	2	0	0	0	0	0	0	57	31-40	38
09:00		1	3	3	4	13	26	17	17	4	0	2	0	0	0	90	36-45	43
10:00		0	0	3	4	23	66	173	127	46	15	1	0	0	0	458	41-50	300
11:00		0	0	8	16	26	69	164	152	44	6	1	2	0	0	488	41-50	316
12 PM		0	0	0	10	37	78	187	106	55	7	3	1	0	0	484	41-50	293
13:00		0	0	2	5	18	58	118	163	47	9	1	0	0	0	421	41-50	281
14:00		0	0	3	1	22	85	170	112	45	5	1	0	0	0	444	41-50	282
15:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total		1	3	29	54	174	474	985	953	456	110	25	9	2	0	3275		
Percent		0.0%	0.1%	0.9%	1.6%	5.3%	14.5%	30.1%	29.1%	13.9%	3.4%	0.8%	0.3%	0.1%	0.0%			
AM Peak	09:00			11:00	11:00	11:00	11:00	10:00	06:00	05:00	05:00	05:00	06:00	06:00		11:00		
Vol.	1	3	8	16	16	26	69	173	167	96	32	6	2	2		488		
PM Peak				14:00	12:00	12:00	14:00	12:00	13:00	12:00	13:00	12:00	12:00			12:00		
Vol.				3	10	37	85	187	163	55	9	3	1			484		
Total	12	54	206	596	2056	6129	6129	11695	9600	3488	812	154	54	11	0	34867		
Percent	0.0%	0.2%	0.6%	1.7%	5.9%	17.6%	17.6%	33.5%	27.5%	10.0%	2.3%	0.4%	0.2%	0.0%	0.0%			

15th Percentile : 36 MPH

50th Percentile : 43 MPH

85th Percentile : 49 MPH

95th Percentile : 53 MPH

Stats

10 MPH Pace Speed : 41-50 MPH

Number in Pace : 21295

Percent in Pace : 61.1%

Number of Vehicles > 40 MPH : 25814

Percent of Vehicles > 40 MPH : 74.0%

Mean Speed(Average) : 44 MPH

ACCIDENT HISTORY

ROUTE	FROM MILE	TO MILE	TOWN NO.	LANDMARK	S I G	R D N T Y	A C S	VEHICLES	MILLION VEHICLE MILES	(RAV) AVG. ACC. RATE	(RA) ACT. ACC. RATE	IMPROB. ACC. RATE	RA/RC	LISTED ON SLOSS
007	7.73	7.73	161	AT PIMPEWAUG RD	0 1	2 2	4	24199500	.241995	.18	.16	.380	.43	
007	7.74	8.01	161	BET PIMPEWAUG & SCHOOL RDS	0 1	2 0	59	24199499	6.775859	1.47	8.71	2.593	3.36	YES
007	8.02	8.03	161	AT SCHOOL RD & CDR TO SC	1 1	2 2	23	32671150	.483989	.32	.70	.558	1.26	YES
007	8.04	8.30	161	BET SCHOOL RD & CATALPA RD	0 1	2 0	36	24199499	6.533865	1.47	5.51	2.612	2.11	YES
007	8.31	8.31	161	AT CATALPA ROAD	0 1	2 2	13	24199500	.241995	.18	.54	.380	1.41	
007	8.32	8.43	161	BET CATALPA RD & KIWANIS RD	0 1	2 0	27	24199499	2.903937	1.47	9.30	3.127	2.97	YES
007	8.44	8.47	161	AT DR TO SCHOOL & KIWANIS RD	1 1	2 5	12	32671150	.967979	.32	.37	.558	.66	
007	8.48	8.81	161	BET KIWANIS RD & CANNON RD	0 1	2 0	38	24199499	8.227828	1.47	4.62	2.495	1.85	YES
007	8.82	8.84	161	AT CANNON RD & CON	0 1	2 2	25	24199500	.725984	.18	1.03	.380	2.72	YES
007	8.85	8.89	161	BET CANNON CON+OLMSTEAD HILL R	0 1	2 0	0	24199499	1.209974	.10	.00	.245	.00	
007	8.90	8.91	161	AT OLSTEAD HILL RD & CON	0 1	2 2	14	24199499	.483989	.18	.58	.380	1.52	
007	8.92	9.54	161	BET OLSTEAD HILL + SEELEY RDS	0 1	2 0	22	24199499	15.245685	1.47	1.44	2.234	.64	
007	9.55	9.55	161	AT SEELEY RD	0 1	2 2	6	24199500	.241995	.18	.25	.380	.65	
007	9.56	9.76	161	BET SEELEY & SCRIBNER HILL RD	0 1	2 0	5	24199499	5.081896	1.47	.98	2.753	.36	
007	9.77	9.77	161	AT SCRIBNER HILL RD	0 1	2 2	8	24199500	.241995	.18	.33	.380	.87	
007	9.78	9.82	161	BET SCRIBNER HILL RD & CON	0 1	2 0	1	24199499	1.209977	.10	.04	.245	.17	
007	9.83	9.84	161	AT SCRIBNER HILL CON&HONEY HIL	0 1	2 2	5	24199500	.483989	.18	.21	.380	.54	
007	9.85	10.95	161	BET HONEY HILL + OLD MILL RDS	0 1	2 0	42	24199499	26.861445	1.47	1.56	2.051	.76	
007	10.96	10.96	161	AT OLD MILL RD	0 1	2 2	4	24199500	.241995	.18	.16	.380	.43	
007	10.97	11.46	161	BET OLD MILL RD + NEW ST #2	0 1	2 0	17	24199499	12.099750	1.47	1.40	2.323	.60	
007	11.47	11.47	161	AT NEW ST #2	0 1	2 2	3	24199500	.241995	.18	.12	.380	.33	
007	11.48	11.61	161	BET NEW ST #2 + RTE 107	0 1	2 0	4	24199499	3.387930	1.47	1.18	3.015	.39	
007	11.62	11.65	161	AT RT 107/57&MOUNTAIN RD	0 1	2 1	21	23469500	.938779	.53	.90	.898	1.00	
007	11.66	11.69	161	BET MTN RD&CDR TO SC(YANKEE P)	0 1	2 0	8	22739499	.909582	.10	.35	.249	1.41	
007	11.70	11.70	161	AT CDR TO WALDBAUMS SC	1 1	2 5	1	30700150	.227395	.32	.03	.565	.06	
007	11.71	11.71	161	BET CDR & WEST CHURCH RD	0 1	2 0	2	22739499	.227395	.10	.09	.249	.35	
007	11.72	11.72	161	AT WEST CHURCH RD	0 1	2 2	4	22739500	.227395	.18	.18	.386	.46	
007	11.73	11.91	161	BET W CHURCH RD & OWN HOME AVE	0 1	2 0	24	22739499	4.320504	1.47	5.55	2.853	1.95	YES
007	11.92	11.92	161	AT OWN HOME AVE #1	0 1	2 2	0	22739500	.227395	.18	.09	.386	.23	
007	11.93	11.95	161	BET OWN HOME AVE + NO MAIN ST	0 1	2 0	3	22739499	.682187	.10	.13	.249	.53	
007	11.96	11.97	161	AT NO MAIN ST&SUNSET PASS RD	0 1	2 2	17	22739500	.454789	.18	.75	.386	1.94	YES
007	11.98	12.13	161	BET SUGAR HOLLOW RD N&S JCTS	0 1	2 0	10	22739499	3.638319	1.47	2.75	2.966	.93	
007	12.14	12.14	161	AT SUGAR HOLLOW RD NJCT	0 1	2 2	0	22739500	.227395	.18	.00	.386	.00	
007	12.15	12.38	161	BET SUGAR HOLLOW & OLD TOWN RD	0 1	2 0	25	22739499	5.457480	1.47	4.58	2.712	1.69	YES
007	12.39	12.39	117	AT OLD TOWN RD	0 1	2 2	2	22739500	.227395	.18	.09	.386	.23	
007	12.40	12.42	117	BET OLD TOWN RD + PORTLAND AVE	0 1	2 0	5	22739499	.682185	.10	.22	.249	.88	
007	12.43	12.43	117	AT PORTLAND AVE	0 1	2 2	12	22739500	.227395	.18	.53	.386	1.37	
007	12.44	12.45	117	BET PORTLAND AVE + WILDRIDGE RD	0 1	2 0	5	22739499	.454790	.10	.22	.249	.88	
007	12.46	12.46	117	AT WILDRIDGE RD	0 1	2 2	3	22739500	.227395	.18	.13	.386	.34	
007	12.47	12.51	117	BET WILDRIDGE RD + PARK LA	0 1	2 0	3	22739499	1.136974	.10	.13	.249	.53	
007	12.52	12.52	117	AT PARK LA	0 1	2 2	1	22739500	.227395	.18	.04	.386	.11	
007	12.53	12.55	117	BET PARK LA + RTE 102	0 1	2 0	4	22739499	.682185	.10	.18	.249	.71	
007	12.56	12.57	117	@ RT 102 (BRANCHVILLE) & DEPOT RD	1 1	2 1	20	22338000	.454792	.53	.90	.907	.99	
007	12.58	13.99	117	BET RTE 102 + FLORIDA HILL RD	0 1	2 0	54	21936499	31.149829	1.47	1.73	2.011	.86	
007	14.00	14.00	117	AT FLORIDA HILL RD	0 1	2 2	7	21936500	.219365	.18	.32	.389	.82	
007	14.01	14.03	117	BET FLORIDA HILL & OLD REDDING	0 1	2 0	1	21936499	.658095	.10	.05	.251	.18	
007	14.04	14.04	117	AT OLD REDDING RD	0 1	2 2	3	21936500	.219365	.18	.14	.389	.35	
007	14.05	14.41	117	BET OLD REDDING RD & SIMPAUG TP	0 1	2 0	8	21936499	8.116505	1.47	.99	2.501	.40	

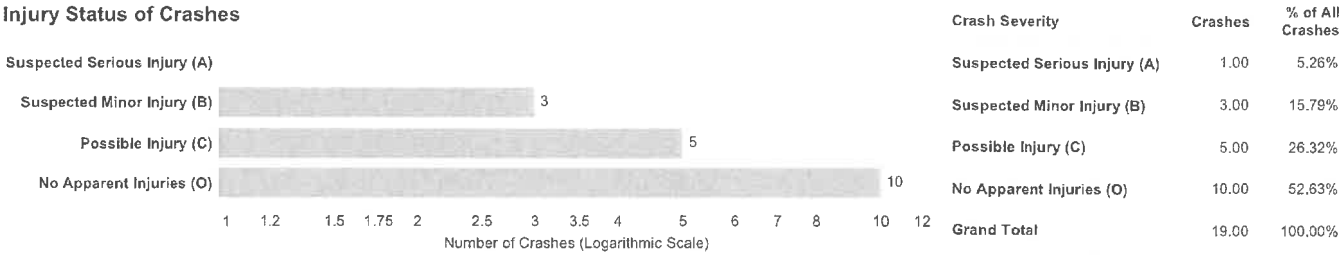
Collision Analysis Safety Tables

Crash Severity	Top 10 Routes	Time and Date of Crash	Crash Conditions	Roadway Features 1	Roadway Features 2	Contributing Factors
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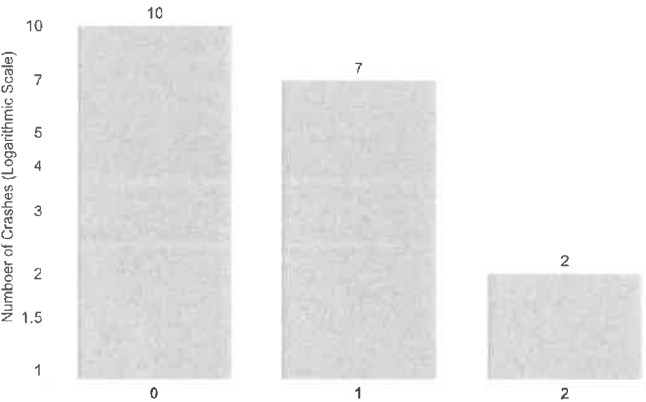
Queries Selected: Town: Wilton, Date (Year: All or 1/1/2017 to 12/31/2019), Severity: All, Route Class: US Route, Road Number: All, Local Road Name: All, Mile Markers: 10.97 to 11.46

These figures display **crash-level data only** and provide the totals for crashes involving an injury of that type.

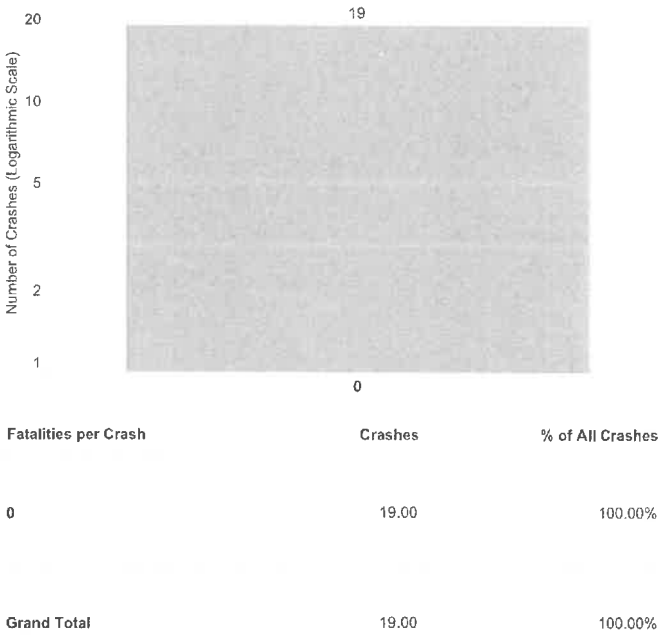
Injury Status of Crashes



Injuries per Crash



Fatalities per Crash

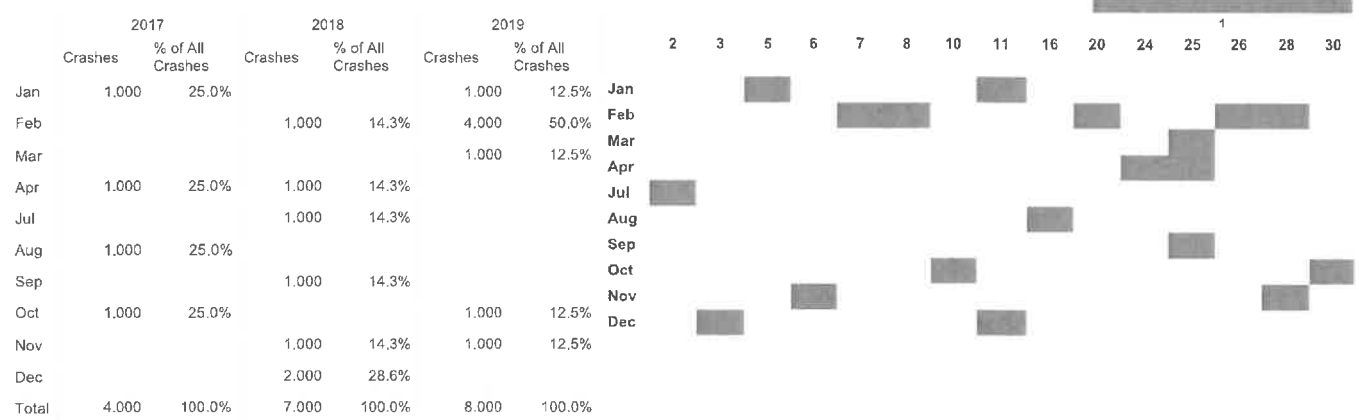


Collision Analysis Safety Tables

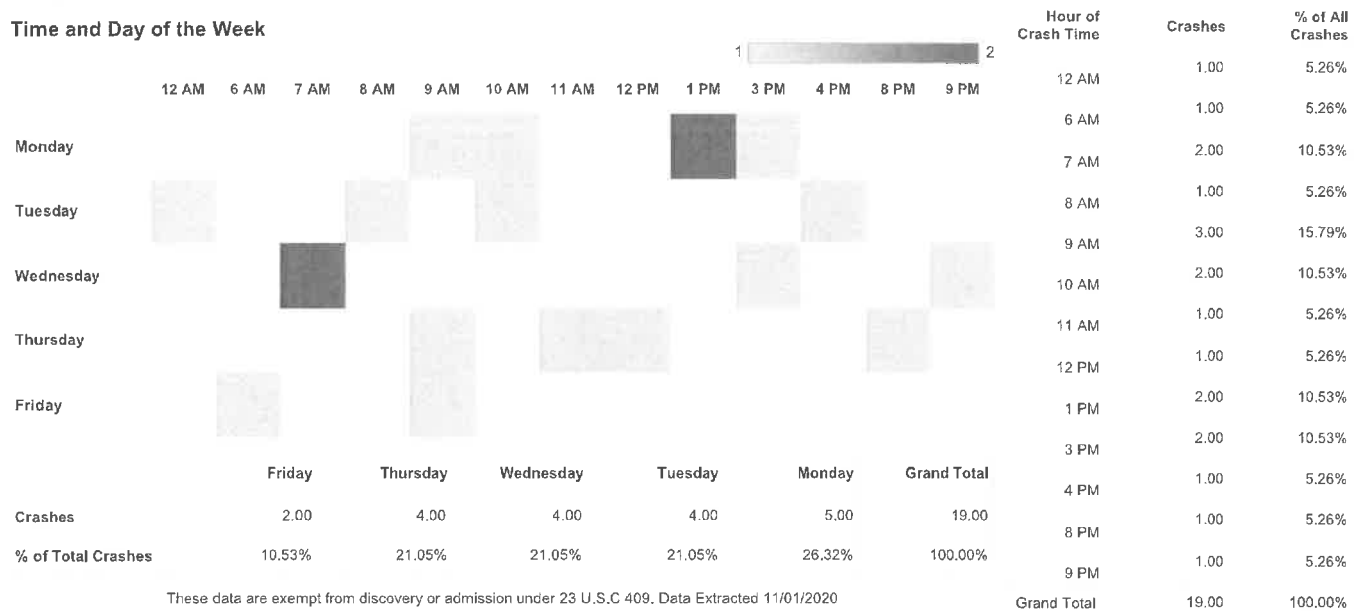
Crash Severity	Top 10 Routes	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2	Contributing Factors
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Queries Selected: Town: *Wilton*, Date (Year: *All* or *1/1/2017* to *12/31/2019*), Severity: *All*, Route Class: *US Route*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *10.97* to *11.46*

Month and Date of Crashes



Time and Day of the Week



Collision Analysis Safety Tables

Crash Severity	Top 10 Routes	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2	Contributing Factors
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Queries Selected: Town: Wilton, Date (Year:All or 1/1/2017 to 12/31/2019), Severity: All, Route Class: US Route, Road Number: All, Local Road Name: All, Mile Markers: 10.97 to 11.46

Traffic Surface Conditions

			2017		2018		2019		
			Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	
Dry	<div><div></div></div>	11	Dry	3.000	75.0%	3.000	42.9%	5.000	62.5%
Wet	<div><div></div></div>	7							
			Wet	1.000	25.0%	4.000	57.1%	2.000	25.0%
Snow			Snow					1.000	12.5%
	11.22								
	1	1.5	2	3	4	5	7	10	
	Number of Crashes (Logarithmic Scale)								
			Grand Total	4.000	100.0%	7.000	100.0%	8.000	100.0%

Weather Conditions

	2017		2018		2019				
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes			
Clear	3.000	75.0%	4.000	57.1%	4.000	50.0%	Clear	<div></div>	11
							Rain	<div></div>	6
Rain	1.000	25.0%	3.000	42.9%	2.000	25.0%			
Cloudy					1.000	12.5%	Cloudy		
Snow					1.000	12.5%	Snow		
Grand Total	4.000	100.0%	7.000	100.0%	8.000	100.0%		11.5	
Number of Crashes (Logarithmic Scale)									

Light Conditions

			2017		2018		2019			
			Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes		
Dark - Not Lighted		3								
			Dark - Not Lighted	1.000	25.0%			2.000	25.0%	
Daylight		16								
			Daylight	3.000	75.0%	7.000	100.0%	6.000	75.0%	
1 1.5 2 3 4 5 7 10 15 20			Grand Total		4.000	100.0%	7.000	100.0%	8.000	100.0%
Number of Crashes (Logarithmic Scale)										

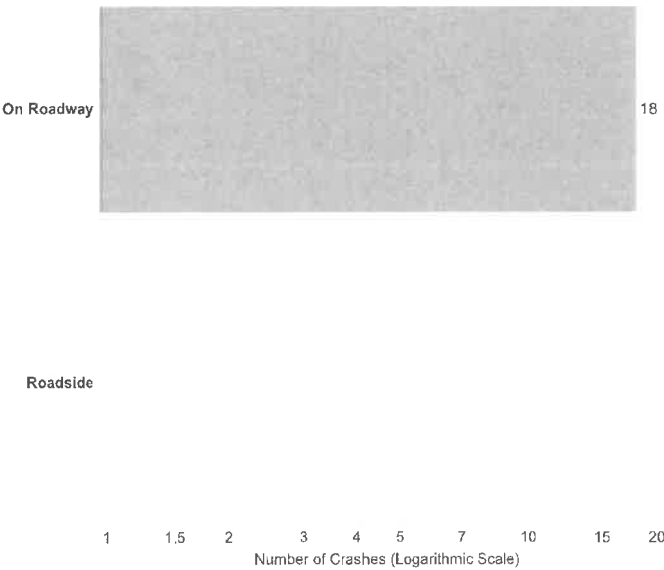
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 11/01/2020

Collision Analysis Safety Tables

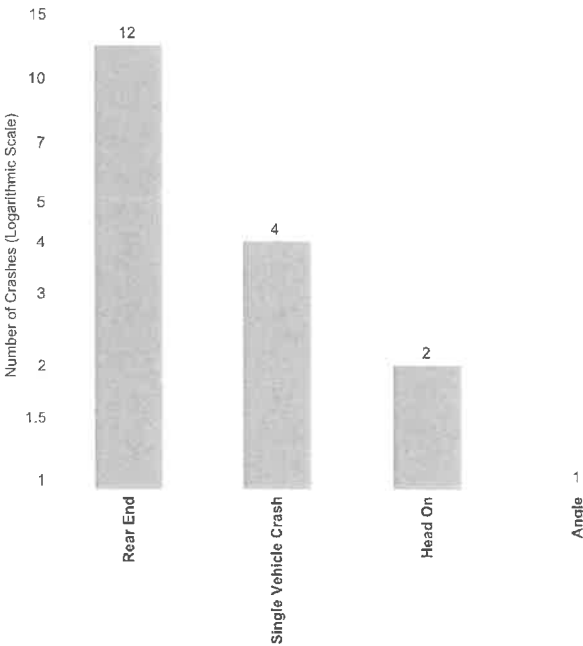
Roadway Features 2	Contributing Factors	Contributing Factors - Vehicle	Crash Manner and Location	First Harmful Event 1	First Harmful Event 2	Vehicle Crash Events
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Queries Selected: Town: *Wilton*, Date (Year: *All* or *1/1/2017* to *12/31/2019*), Severity: *All*, Route Class: *US Route*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *10.97* to *11.46*

Location of First Harmful Event



Manner of Crashes



Location Of First Harmful..	Crashes	% of All Crashes	Manner Of Crash	Crashes	% of All Crashes
On Roadway	18.00	94.74%	Rear End	12.00	63.16%
			Single Vehicle Crash	4.00	21.05%
Roadside	1.00	5.26%	Head On	2.00	10.53%
			Angle	1.00	5.26%
Grand Total	19.00	100.00%	Grand Total	19.00	100.00%

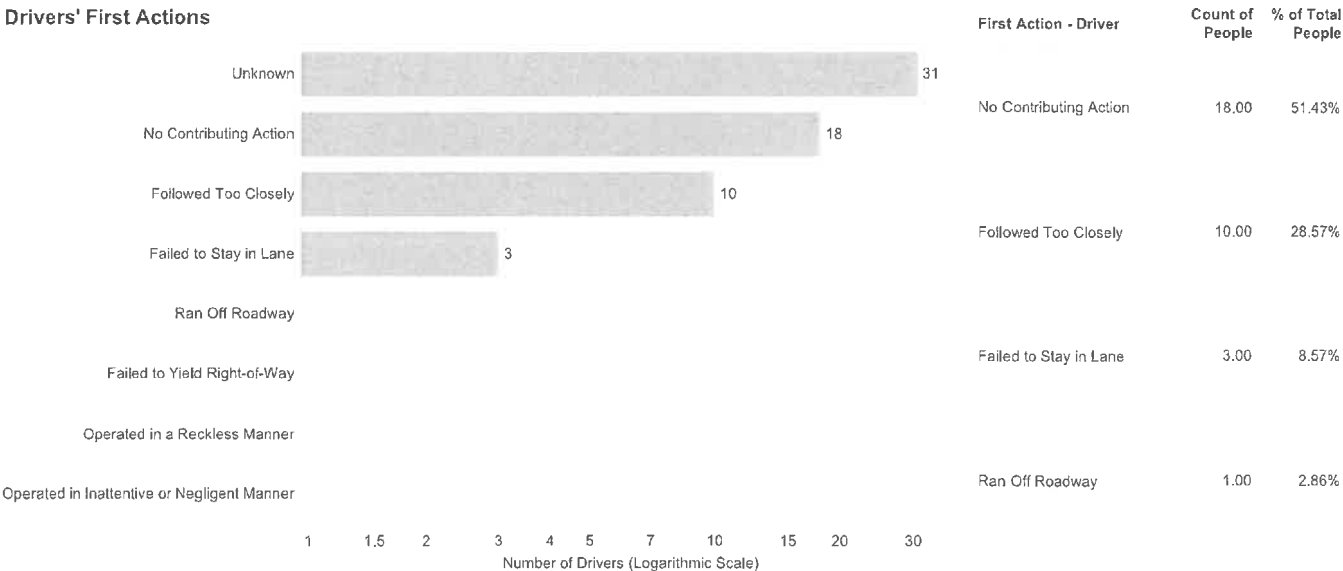
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Collision Analysis Safety Tables

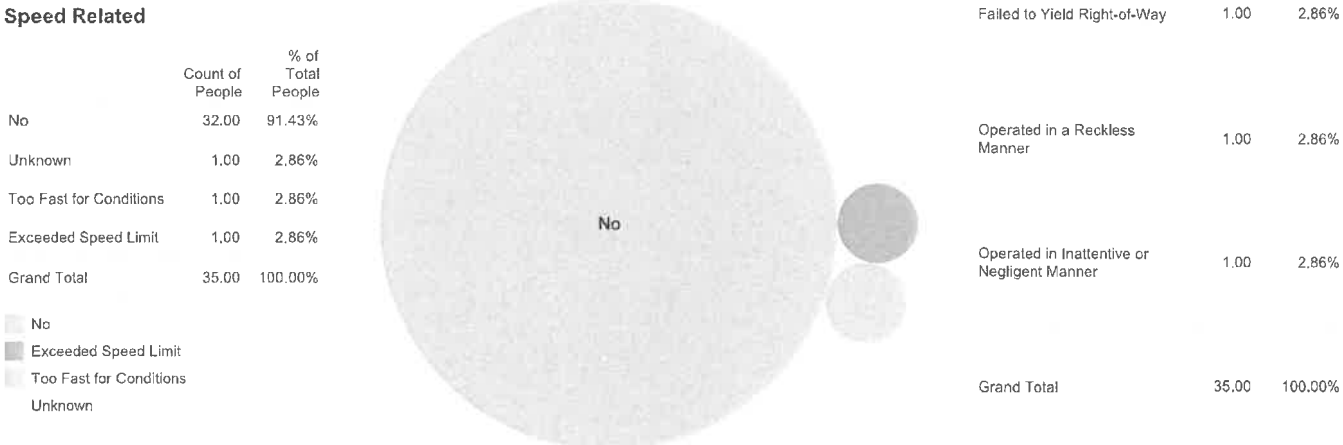
Seatbelt Use	Airbag Deployment	Ejection Status and Injuries	Driver Actions	Driver Distraction	Pedestrians	Motorcycle Crashes
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Queries Selected: Town: *Wilton*, Date (Year: *All* or *1/1/2017* to *12/31/2019*), Severity: *All*, Route Class: *US Route*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *10.97* to *11.46*

Drivers' First Actions



Speed Related



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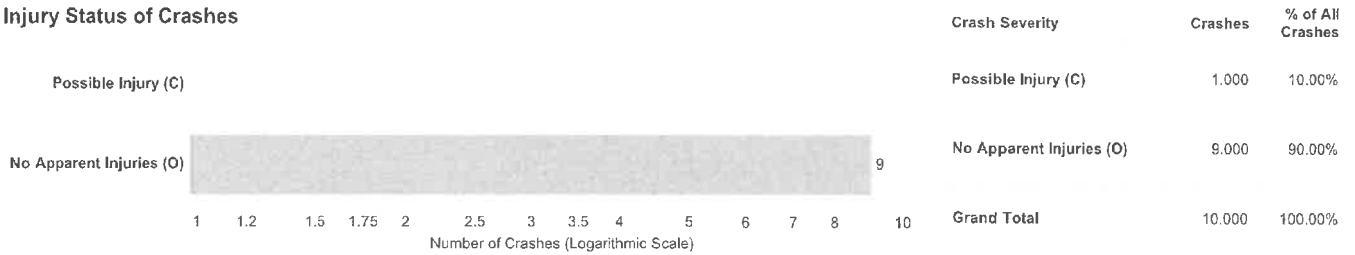
Collision Analysis Safety Tables

Crash Severity	Top 15 Routes	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2	Contributing Factors
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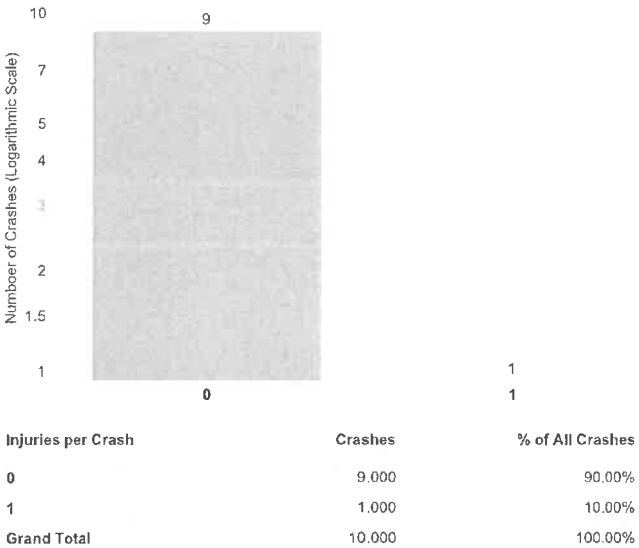
Queries Selected: Town: *Wilton*, Date (Year: *All* or 1/1/2017 to 12/31/2019), Severity: *All*, Route Class: *US Route*, Road Number: *All*, Local Road Name: *All*, Mile Markers: 11.48 to 11.61

These figures display crash-level data only and provide the totals for crashes involving an injury of that type.

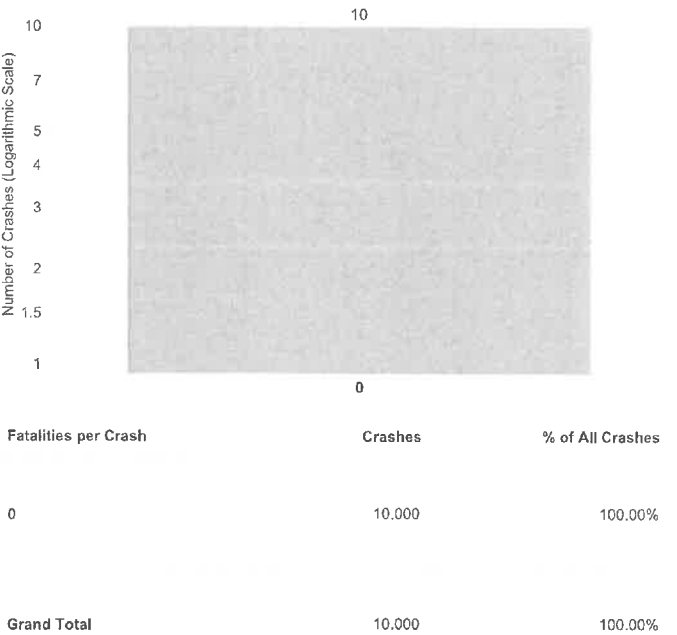
Injury Status of Crashes



Injuries per Crash



Fatalities per Crash



These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 11/01/2020

Crash Severity	Top 10 Routes	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2	Contributing Factors
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Month and Date of Crashes

[illegible]

Time and Day of the Week							Hour of Crash Time	Crashes	% of All Crashes			
	5 AM	8 AM	9 AM	11 AM	3 PM	5 PM	6 PM	10 PM	11 PM			
Sunday										5 AM	1,000	10.00%
Monday										8 AM	1,000	10.00%
Tuesday										9 AM	1,000	10.00%
Wednesday										11 AM	1,000	10.00%
Thursday										3 PM	1,000	10.00%
Friday										5 PM	2,000	20.00%
										6 PM	1,000	10.00%
										10 PM	1,000	10.00%
										11 PM	1,000	10.00%
Crashes	Friday	Thursday	Wednesday	Tuesday	Monday	Sunday	Grand Total					
% of Total Crashes	10.00%	10.00%	30.00%	20.00%	20.00%	10.00%	100.00%					

These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 11/01/2020

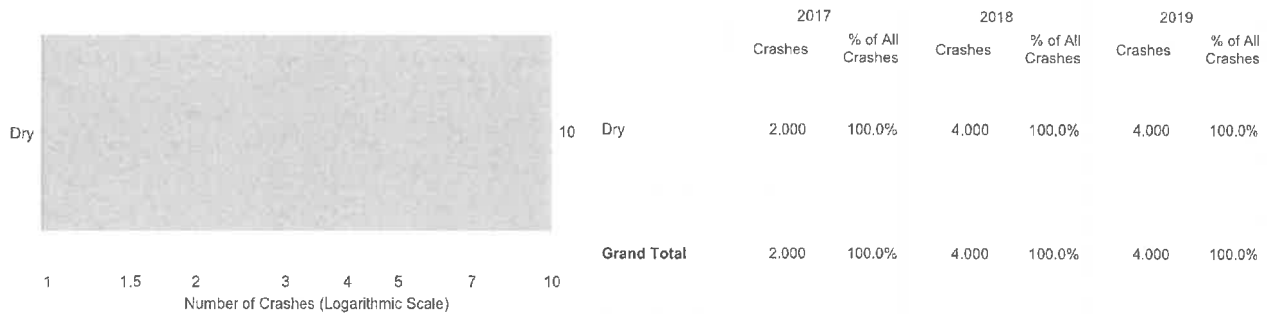
Grand Total	10.000	100,00%
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Collision Analysis Safety Tables

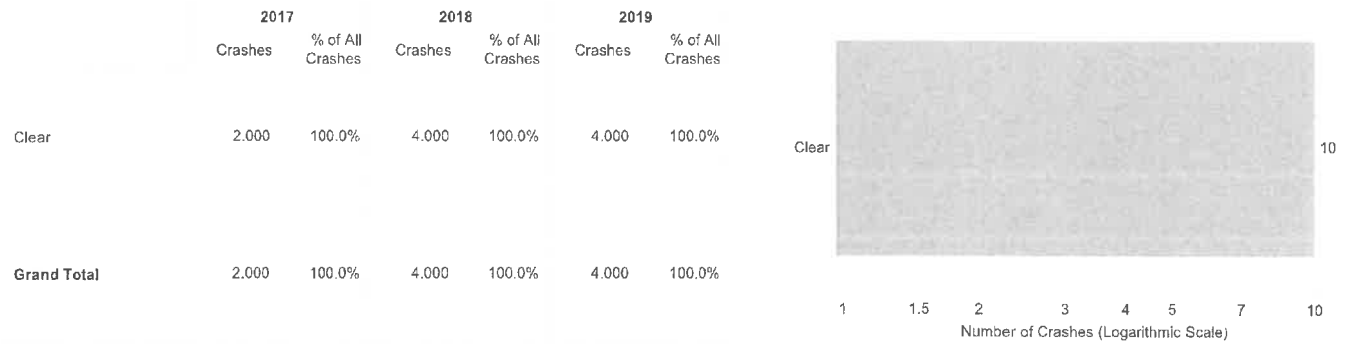
Crash Severity	Top 10 Routes	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2	Contributing Factors
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Queries Selected: Town: *Wilton*, Date (Year: *All* or *1/1/2017* to *12/31/2019*), Severity: *All*, Route Class: *US Route*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *11.48* to *11.61*

Traffic Surface Conditions



Weather Conditions



Light Conditions



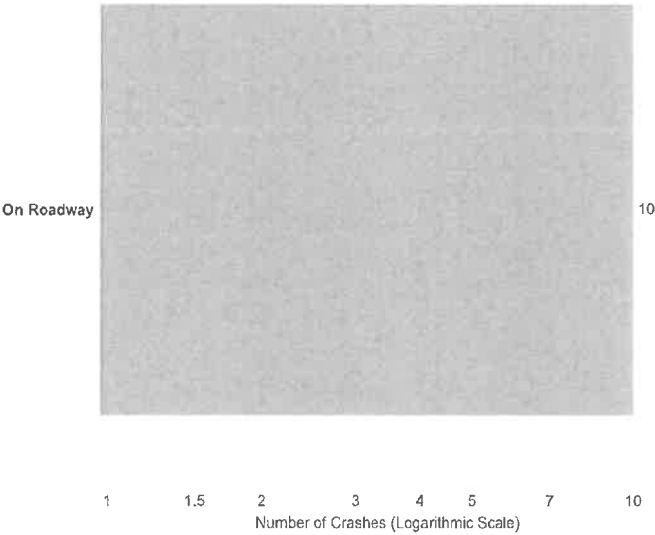
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 11/01/2020

Collision Analysis Safety Tables

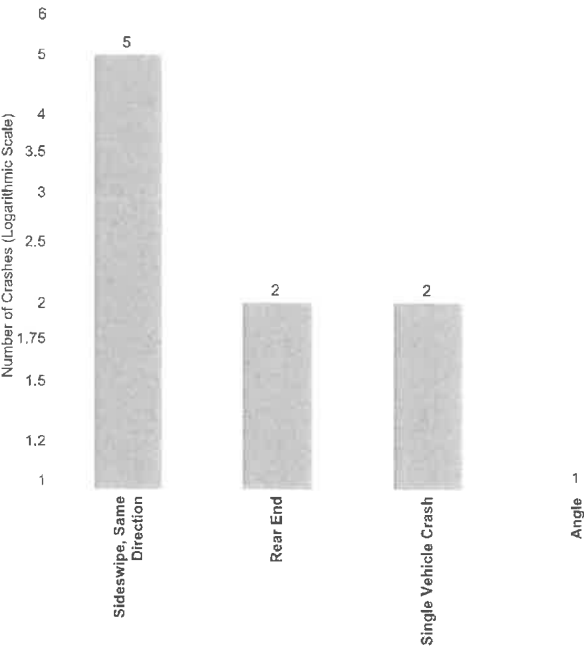
Roadway Features 2	Contributing Factors	Contributing Factors-Vehicle	Crash Manner and Location	First Harmful Event 1	First Harmful Event 2	Vehicle Crash Events
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Queries Selected: Town: *Wilton*, Date (Year: *All* or *1/1/2017* to *12/31/2019*), Severity: *All*, Route Class: *US Route*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *11.48* to *11.61*

Location of First Harmful Event



Manner of Crashes



Location Of First Harmful..	Crashes	% of All Crashes	Manner Of Crash	Crashes	% of All Crashes
On Roadway	10.000	100.00%	Sideswipe, Same Direction	5.000	50.00%
			Single Vehicle Crash	2.000	20.00%
			Rear End	2.000	20.00%
Grand Total	10.000	100.00%	Angle	1.000	10.00%
			Grand Total	10.000	100.00%

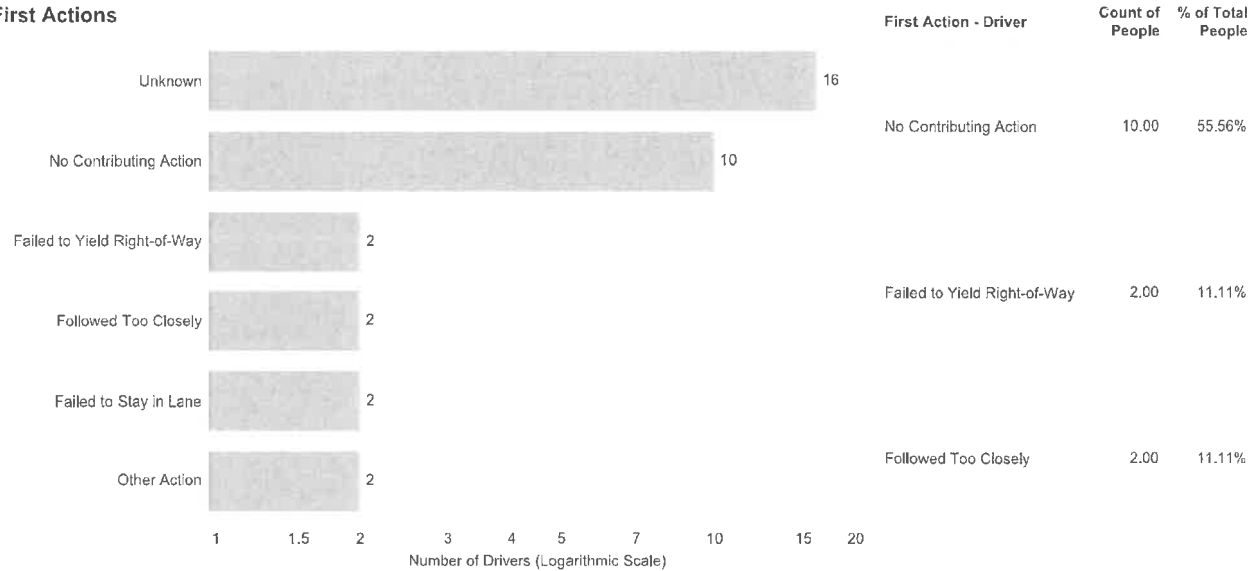
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 11/01/2020

Collision Analysis Safety Tables

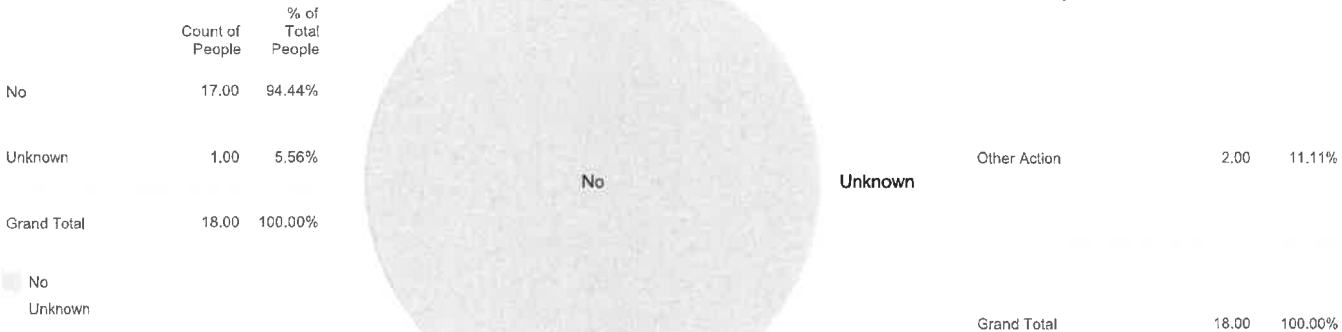
Seatbelt Use	Airbag Deployment	Ejection Status and Injuries	Driver Actions	Driver Distraction	Pedestrians	Motorcycle Crashes
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Queries Selected: Town: *Wilton*, Date (Year: *All* or 1/1/2017 to 12/31/2019), Severity: *All*, Route Class: *US Route*, Road Number: *All*, Local Road Name: *All*, Mile Markers: 11.48 to 11.61

Drivers' First Actions



Speed Related



These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 11/01/2020

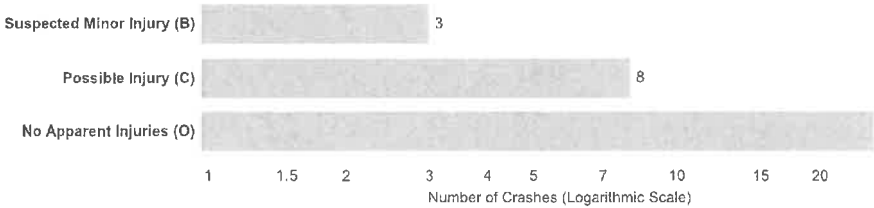
Collision Analysis Safety Tables

Crash Severity	Top 10 Routes	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2	Contributing Factors
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Queries Selected: Town: *Wilton*, Date (Year: *All* or *1/1/2017* to *12/31/2019*), Severity: *All*, Route Class: *US Route*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *11.62* to *11.65*

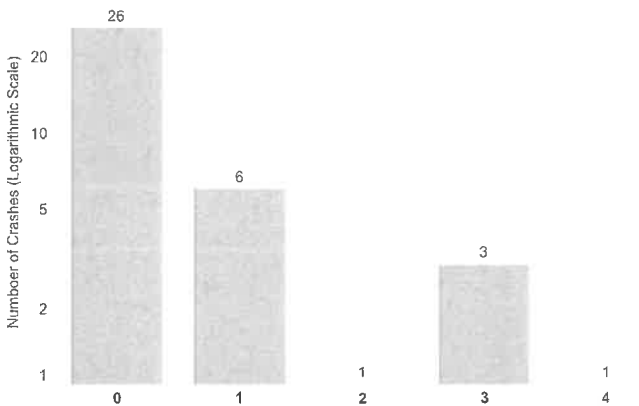
These figures display **crash-level data only** and provide the totals for crashes involving an injury of that type.

Injury Status of Crashes

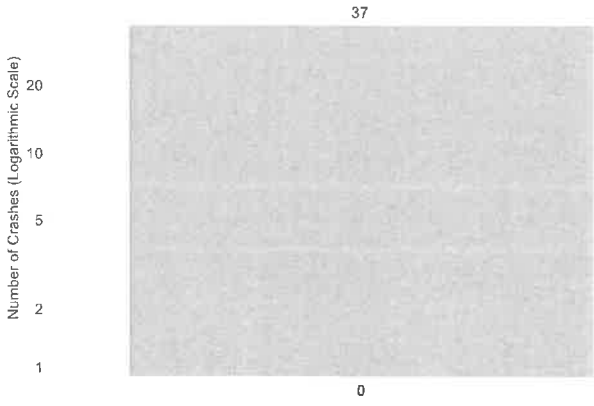


Crash Severity	Crashes	% of All Crashes
Suspected Minor Injury (B)	3.00	8.11%
Possible Injury (C)	8.00	21.62%
No Apparent Injuries (O)	26.00	70.27%
Grand Total	37.00	100.00%

Injuries per Crash



Fatalities per Crash

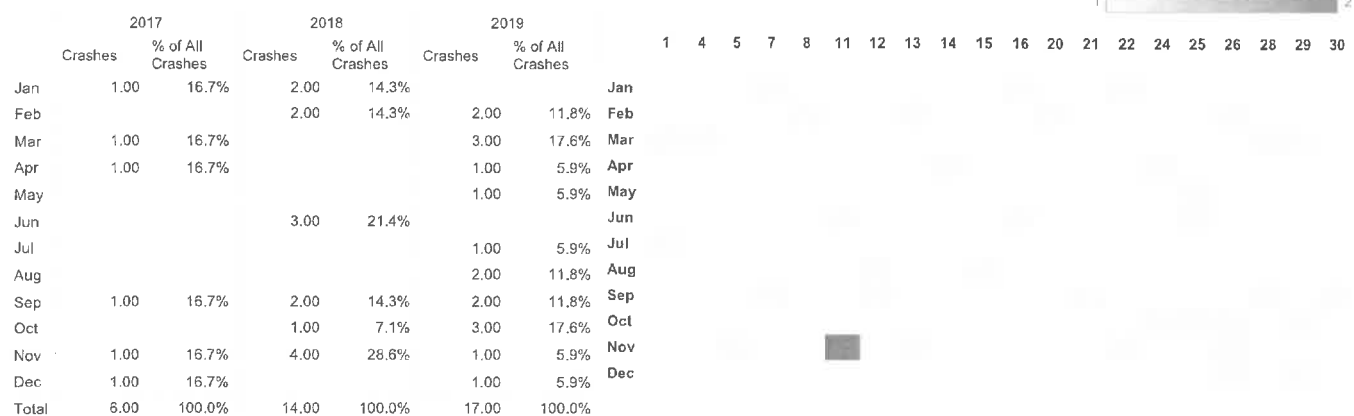


Injuries per Crash	Crashes	% of All Crashes	Fatalities per Crash	Crashes	% of All Crashes
0	26.00	70.27%			
1	6.00	16.22%	0	37.00	100.00%
2	1.00	2.70%			
3	3.00	8.11%			
4	1.00	2.70%			
Grand Total	37.00	100.00%	Grand Total	37.00	100.00%

These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 11/01/2020

Crash Severity	Top 10 Routes	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2	Dominating Factor
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Month and Date of Crashes

[illegible]

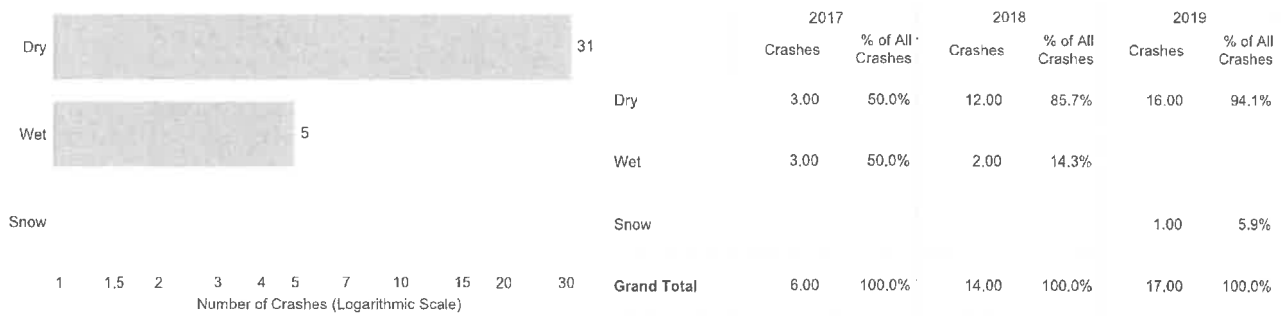
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 11/01/2020

Collision Analysis Safety Tables

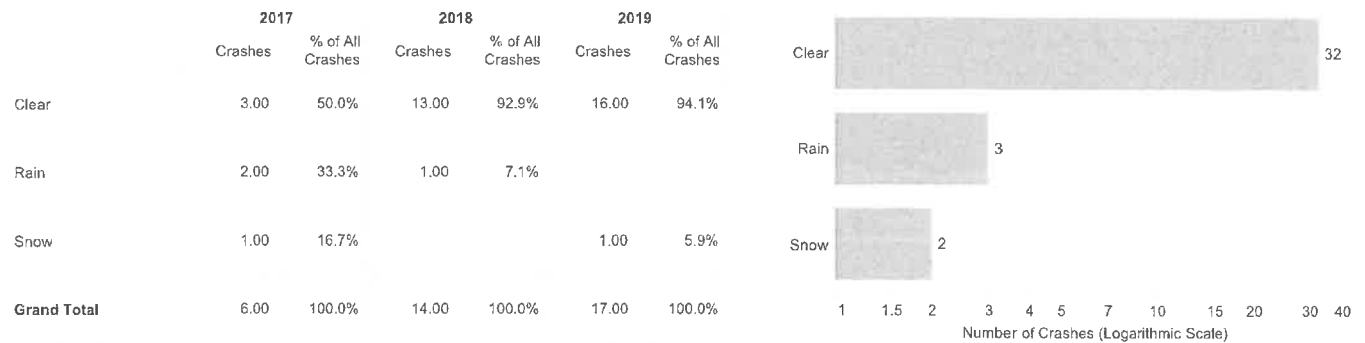
Crash Severity	Top 10 Routes	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2	Contributing Factors
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Queries Selected: Town: *Wilton*, Date (Year: *All* or *1/1/2017* to *12/31/2019*), Severity: *All*, Route Class: *US Route*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *11.62* to *11.65*

Traffic Surface Conditions



Weather Conditions



Light Conditions



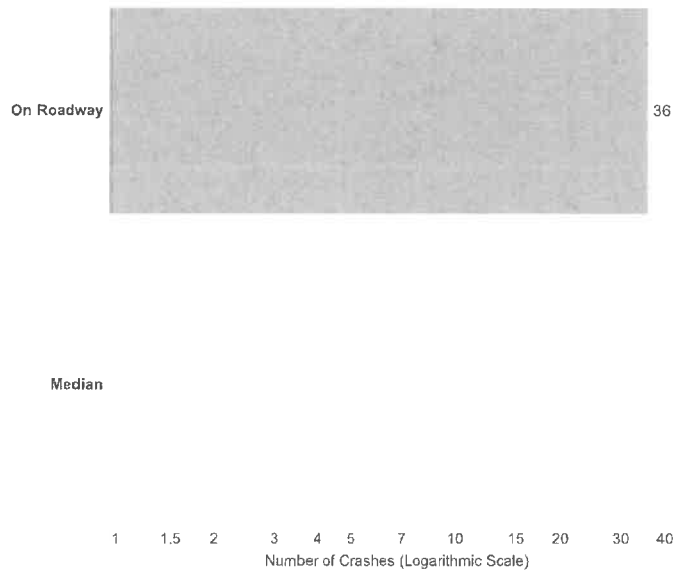
These data are exempt from discovery or admission under 23 U.S.C 409, Data Extracted 11/01/2020

Collision Analysis Safety Tables

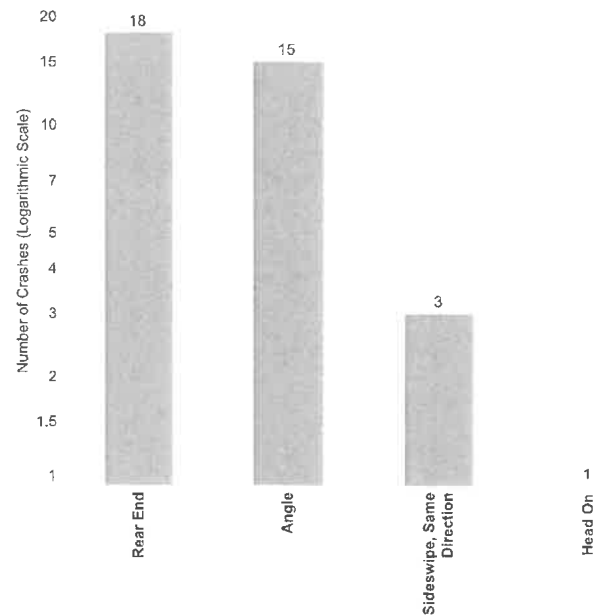
Roadway Features 1	Contributing Factors	Contributing Factors/Vehicle	Crash Manner and Location	First Harmful Event 1	First Harmful Event 2	Vehicle Crash Events
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Queries Selected: Town: *Wilton*, Date (Year: *All* or *1/1/2017* to *12/31/2019*), Severity: *All*, Route Class: *US Route*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *11.62* to *11.65*

Location of First Harmful Event



Manner of Crashes



Location Of First Harmful..	Crashes	% of All Crashes	Manner Of Crash	Crashes	% of All Crashes
On Roadway	36.00	97.30%	Rear End	18.00	48.65%
			Angle	15.00	40.54%
Median	1.00	2.70%	Sideswipe, Same Direction	3.00	8.11%
			Head On	1.00	2.70%
Grand Total	37.00	100.00%	Grand Total	37.00	100.00%

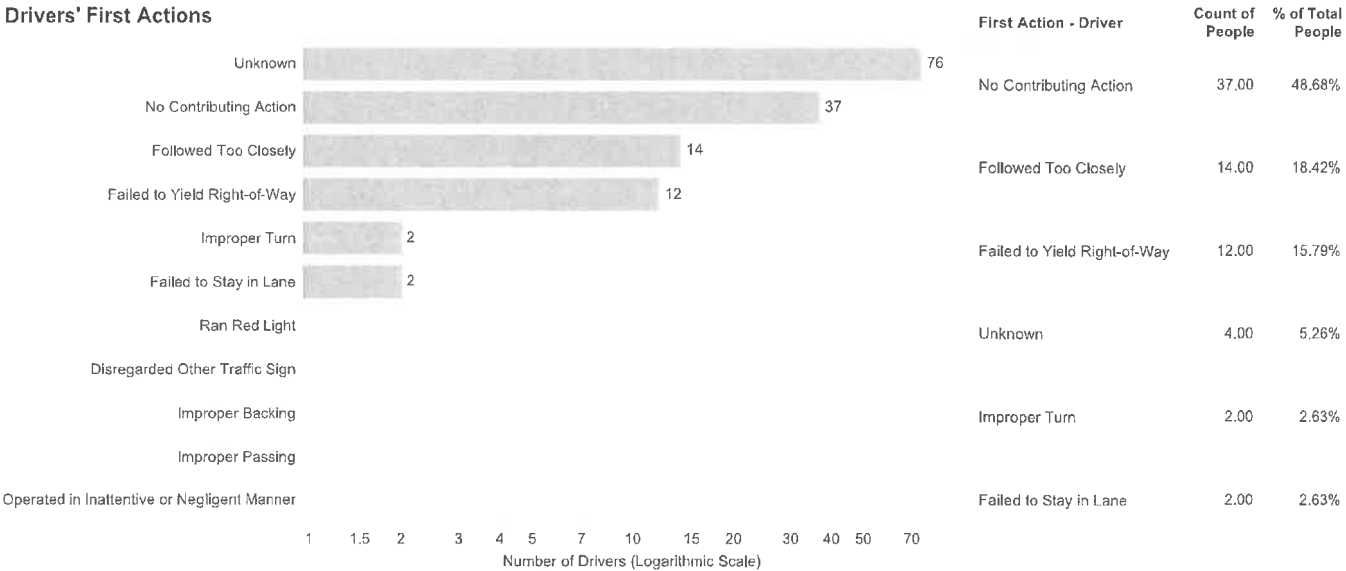
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 11/01/2020

Collision Analysis Safety Tables

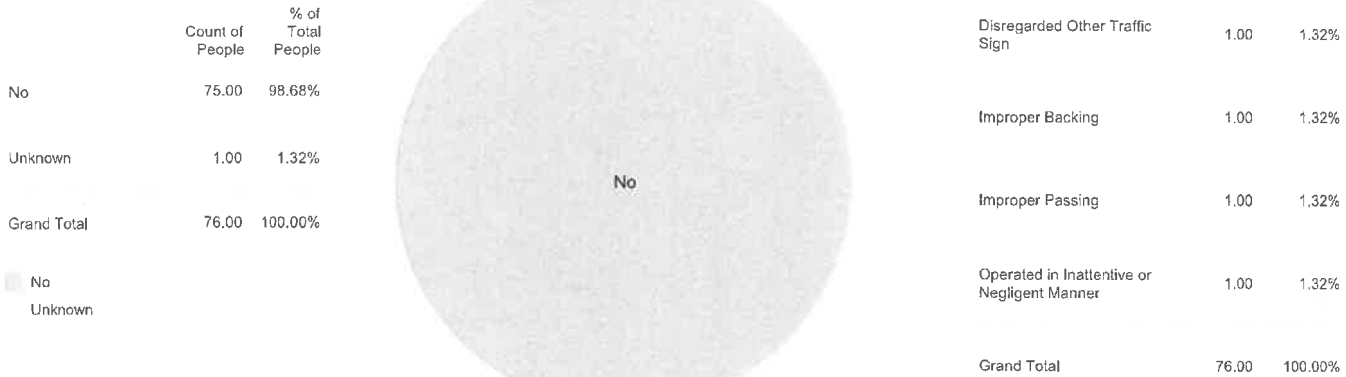
Seatbelt Use	Airbag Deployment	Ejection Status and Injuries	Driver Actions	Driver Distraction	Pedestrians	Motorcycle Crashes
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Queries Selected: Town: *Wilton*, Date (Year: *All* or *1/1/2017* to *12/31/2019*), Severity: *All*, Route Class: *US Route*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *11.62* to *11.65*

Drivers' First Actions



Speed Related



These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 11/01/2020

Collision Analysis Safety Tables

Crash Severity	Top 10 Routes	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2	Contributing Factors
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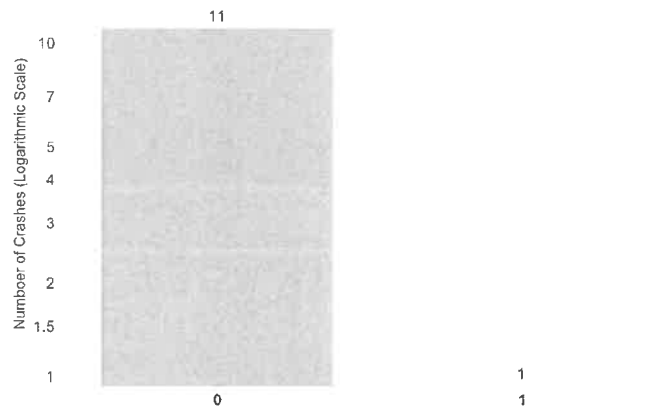
Queries Selected: Town: *Wilton*, Date (Year: *All* or 1/1/2017 to 12/31/2019), Severity: *All*, Route Class: *US Route*, Road Number: *All*, Local Road Name: *All*, Mile Markers: 11.66 to 11.69

These figures display crash-level data only and provide the totals for crashes involving an injury of that type.

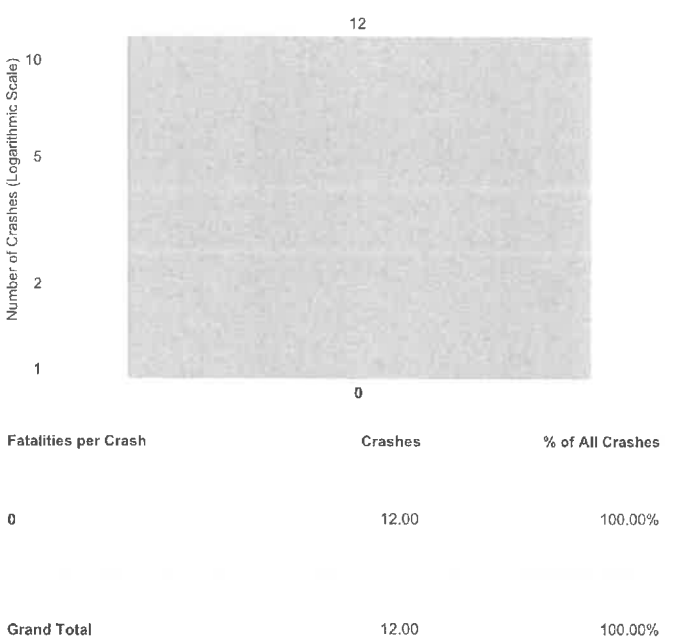
Injury Status of Crashes

	Crash Severity	Crashes	% of All Crashes
Possible Injury (C)	Possible Injury (C)	1.00	8.33%
No Apparent Injuries (O)	No Apparent Injuries (O)	11.00	91.67%
Grand Total		12.00	100.00%

Injuries per Crash



Fatalities per Crash



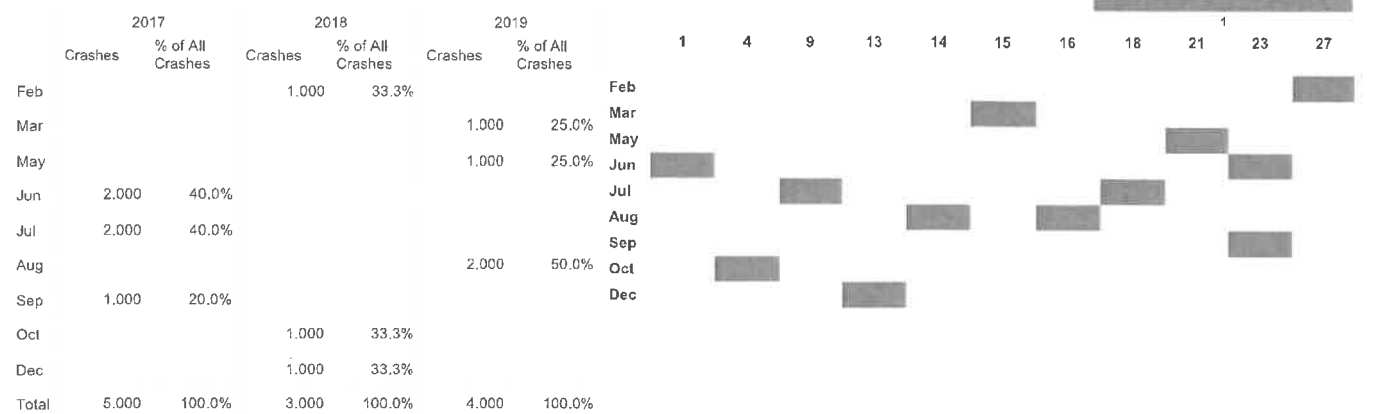
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Collision Analysis Safety Tables

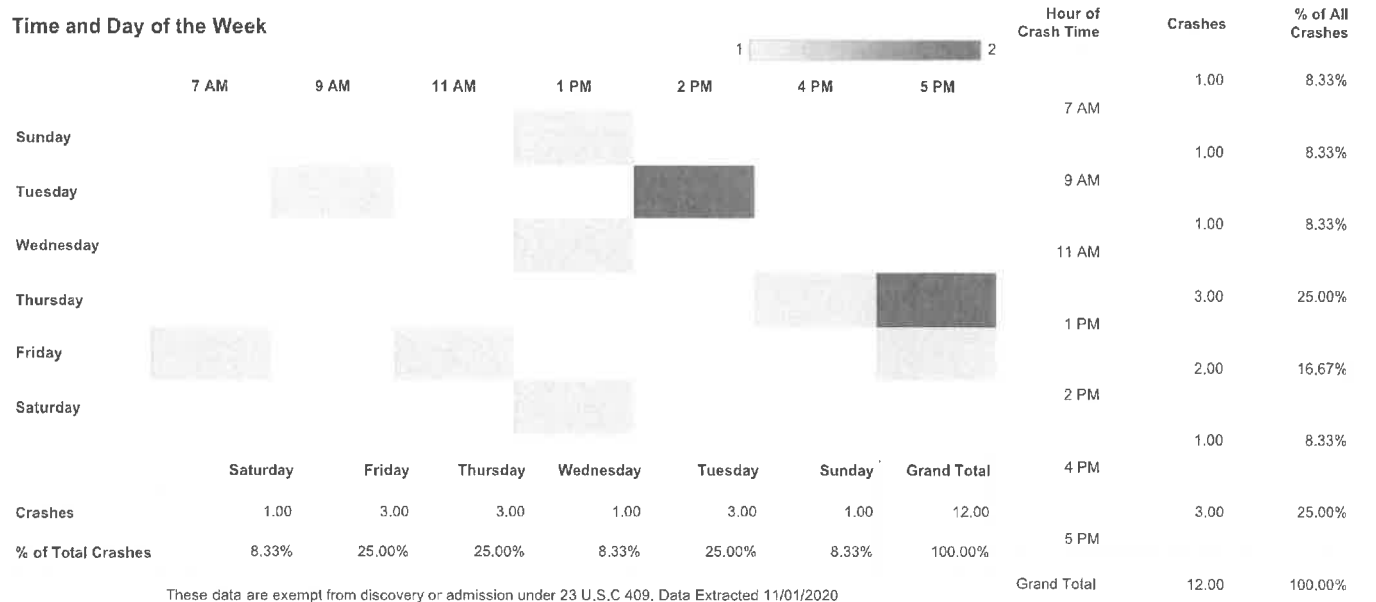
Crash Severity	Top 10 Routes	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2	Contributing Factors
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Queries Selected: Town: *Wilton*, Date (Year: *All* or *1/1/2017* to *12/31/2019*), Severity: *All*, Route Class: *US Route*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *11.66* to *11.69*

Month and Date of Crashes



Time and Day of the Week



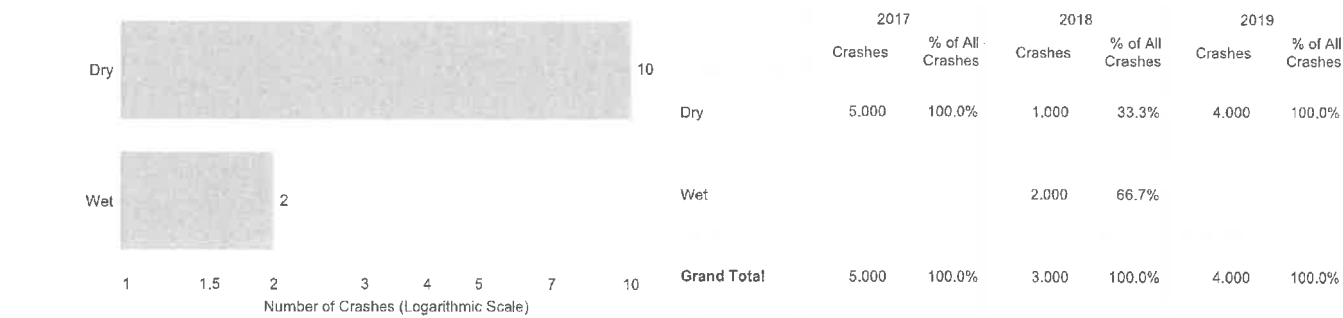
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Collision Analysis Safety Tables

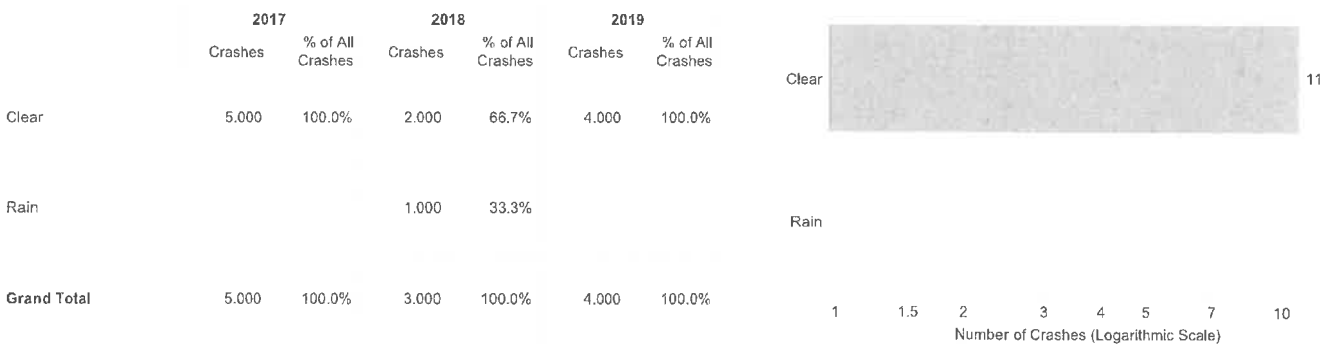
Crash Severity	Top 10 Routes	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2	Contributing Factors
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Queries Selected: Town: *Wilton*, Date (Year: *All* or *1/1/2017* to *12/31/2019*), Severity: *All*, Route Class: *US Route*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *11.66* to *11.69*

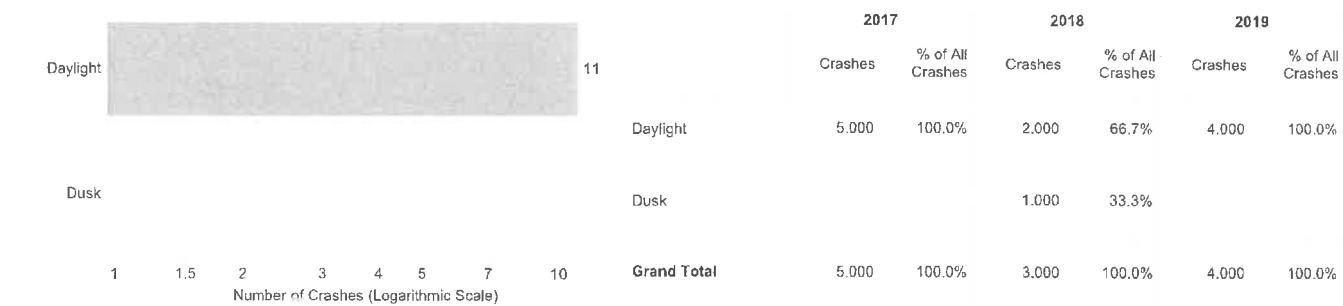
Traffic Surface Conditions



Weather Conditions



Light Conditions



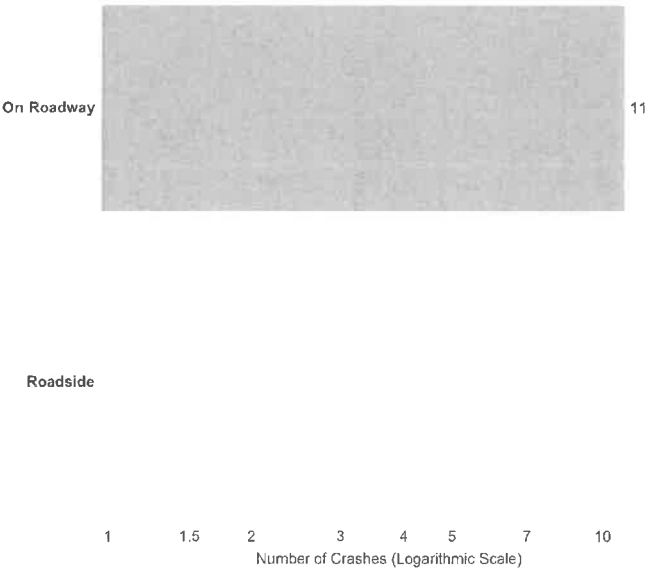
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 11/01/2020

Collision Analysis Safety Tables

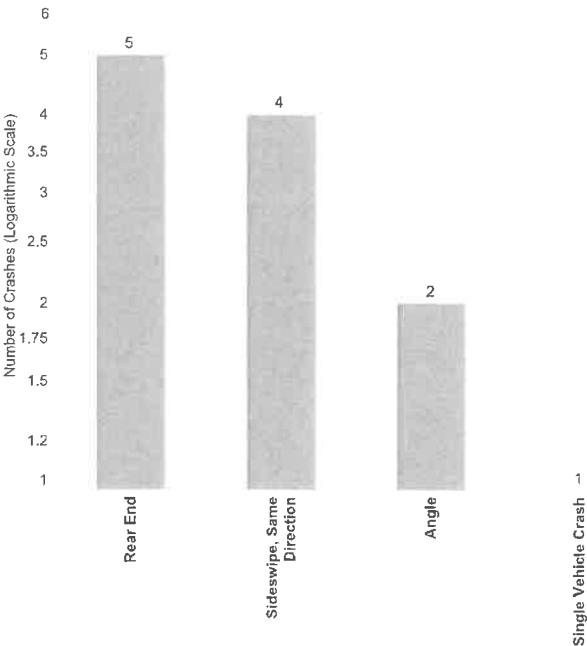
Roadway Features 2	Contributing Factors	Contributing Factors: Vehicles	Crash Manner and Location	First Harmful Event 1	First Harmful Event 2	Vehicle Crash Events
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Queries Selected: Town: Wilton, Date (Year: All or 1/1/2017 to 12/31/2019), Severity: All, Route Class: US Route, Road Number: All, Local Road Name: All, Mile Markers: 11.66 to 11.69

Location of First Harmful Event



Manner of Crashes



Location Of First Harmful..	Crashes	% of All Crashes	Manner Of Crash	Crashes	% of All Crashes
On Roadway	11.00	91.67%	Rear End	5.00	41.67%
			Sideswipe, Same Direction	4.00	33.33%
Roadside	1.00	8.33%	Angle	2.00	16.67%
			Single Vehicle Crash	1.00	8.33%
Grand Total	12.00	100.00%	Grand Total	12.00	100.00%

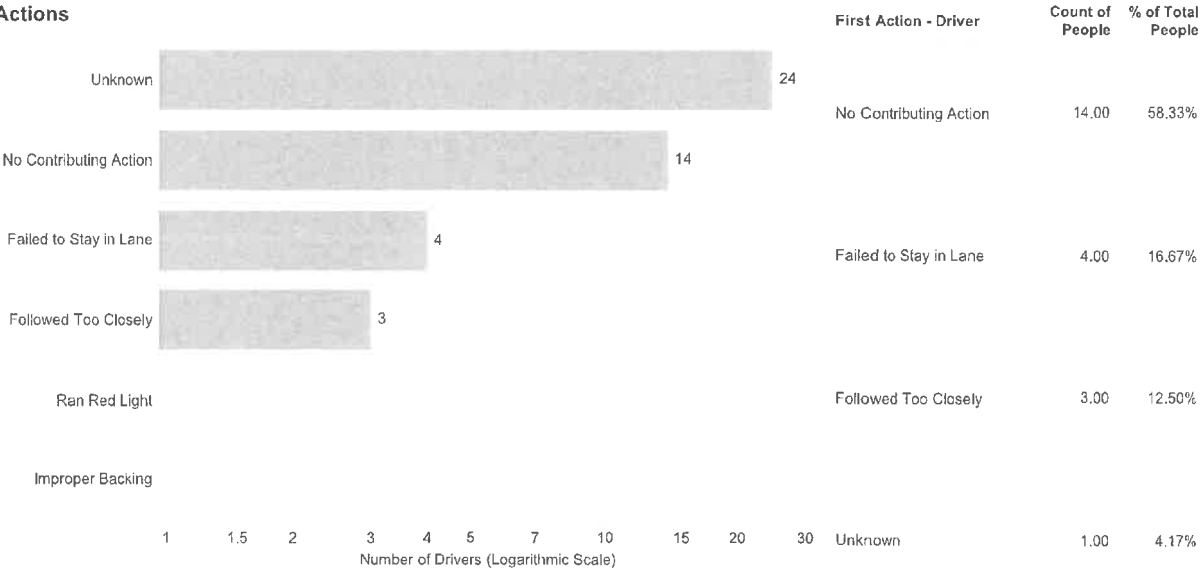
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Collision Analysis Safety Tables

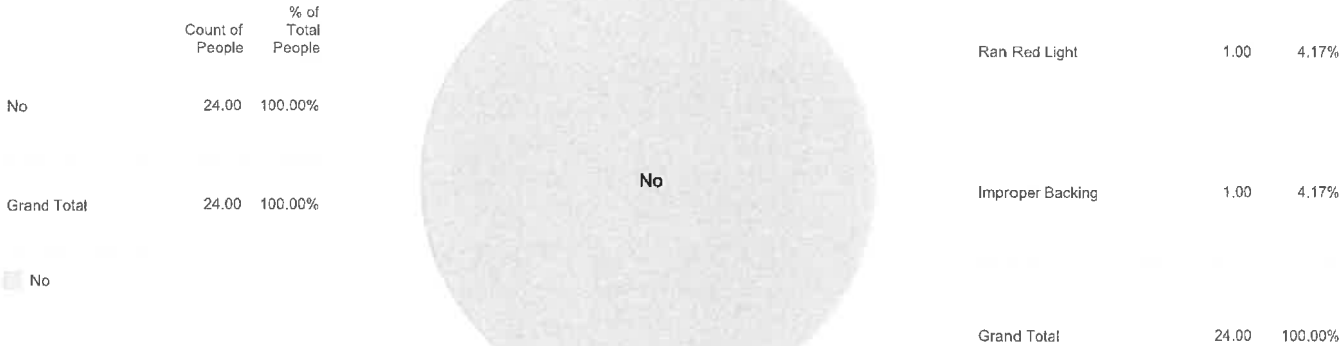
Seatbelt Use	Airbag Deployment	Ejection Status and Injuries	Driver Actions	Driver Distraction	Pedestrians	Motorcycle Crashes
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Queries Selected: Town: *Wilton*, Date (Year: *All* or *1/1/2017* to *12/31/2019*), Severity: *All*, Route Class: *US Route*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *11.66* to *11.69*

Drivers' First Actions



Speed Related



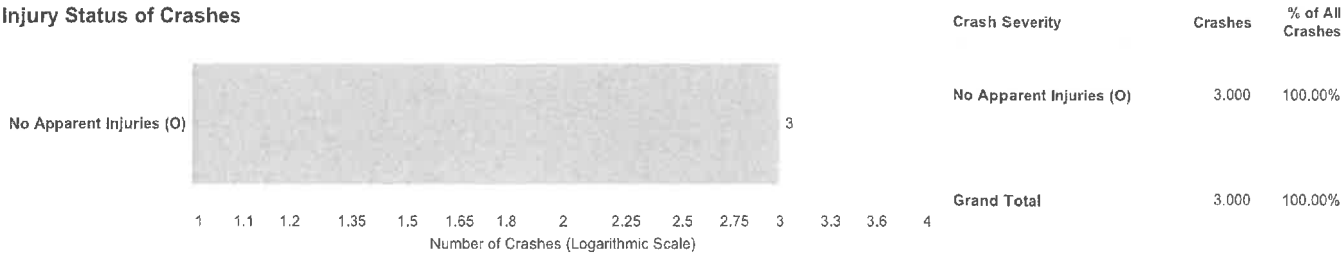
Collision Analysis Safety Tables

Crash Severity	Top 10 Roadway	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2	Contributing Factors
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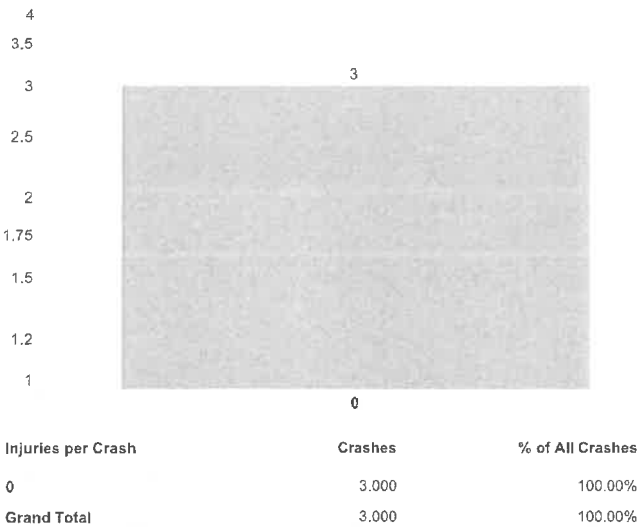
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These figures display crash-level data only and provide the totals for crashes involving an injury of that type.

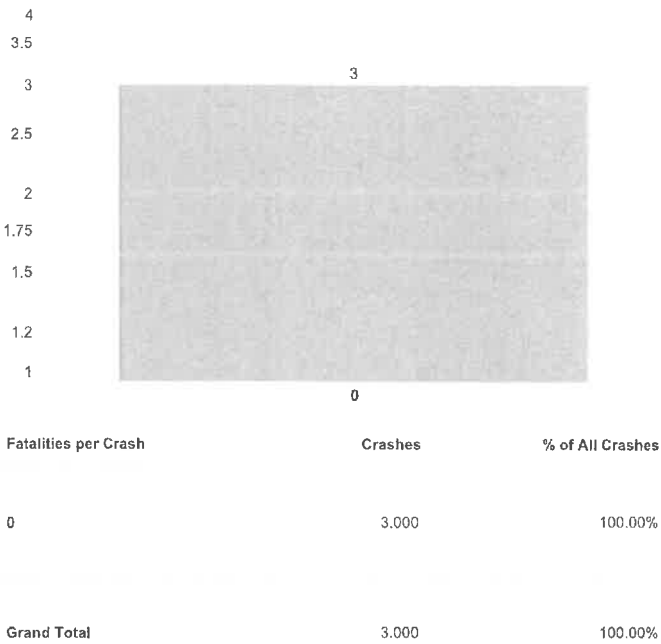
Injury Status of Crashes



Injuries per Crash



Fatalities per Crash



Collision Analysis Safety Tables

Crash Severity	Top 10 Routes	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2	Contributing Factors
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Queries Selected: Town: *Wilton*, Date (Year: *All* or *1/1/2017* to *12/31/2019*), Severity: *All*, Route Class: *US Route*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *11.7* to *11.7*

Month and Date of Crashes

	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Feb	1.000	50.0%						
Apr			1.000	100.0%				
Jul	1.000	50.0%						
Total	2.000	100.0%	1.000	100.0%				

Time and Day of the Week

	2018		2019		2020		2021	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Thursday								
Friday								
Saturday								
Grand Total	3.000	100.00%	3.000	100.00%	3.000	100.00%	3.000	100.00%

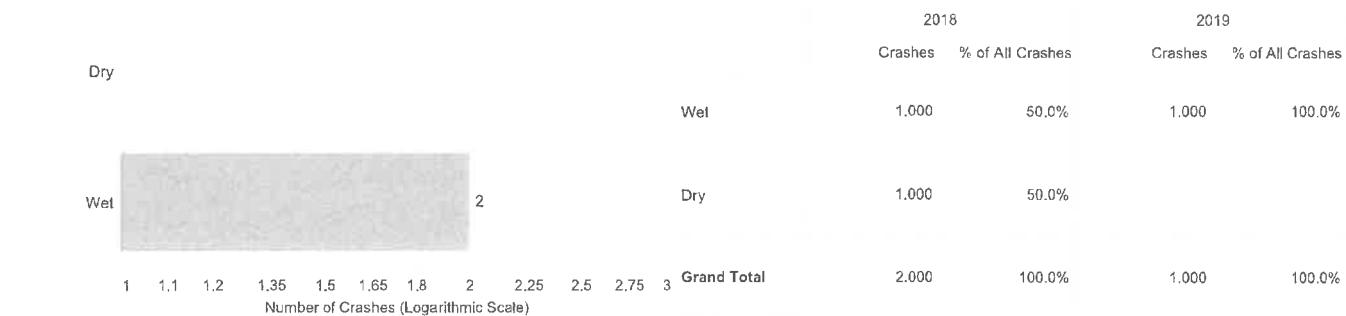
These data are exempt from discovery or admission under 23 U.S.C 409, Data Extracted 11/01/2020

Collision Analysis Safety Tables

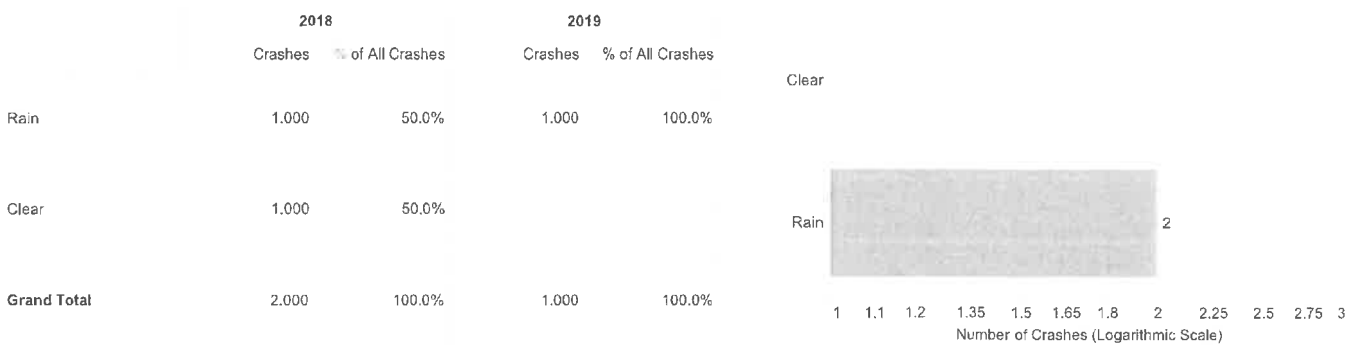
Crash Severity	Top 10 Routes	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2	Contributing Factors
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Queries Selected: Town: *Wilton*, Date (Year: *All* or *1/1/2017* to *12/31/2019*), Severity: *All*, Route Class: *US Route*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *11.7* to *11.7*

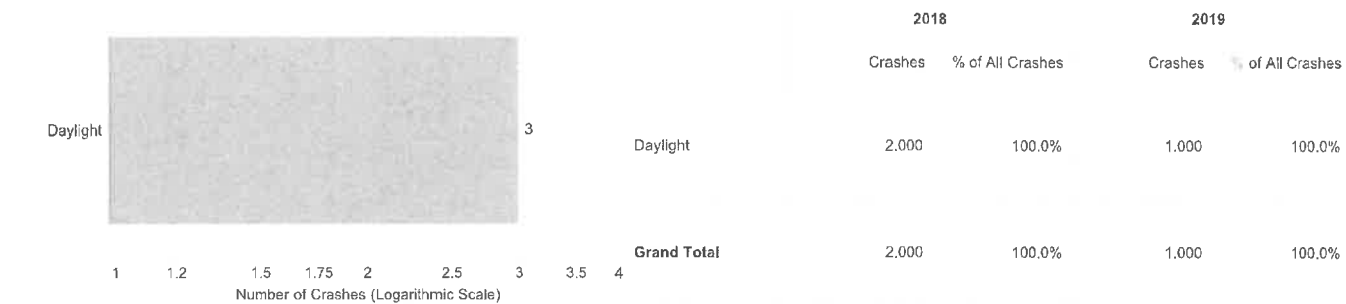
Traffic Surface Conditions



Weather Conditions



Light Conditions



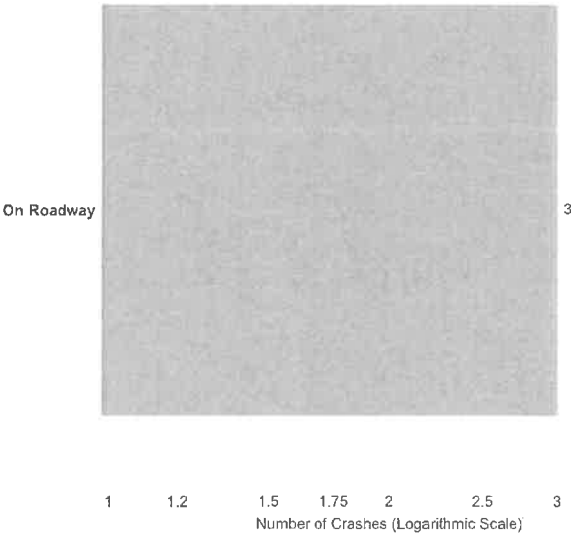
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Collision Analysis Safety Tables

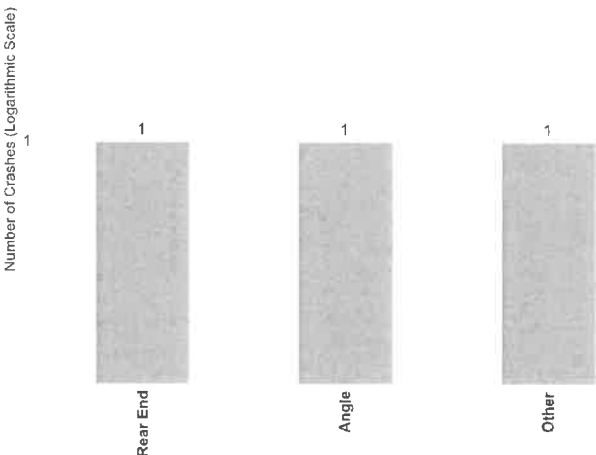
Roadway Features 2	Contributing Factors	Contributing Factors/Vehicles	Crash Manner and Location	First Harmful Event 1	First Harmful Event 2	Vehicle Crash Events
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Queries Selected: Town: *Wilton*, Date (Year: *All* or *1/1/2017* to *12/31/2019*), Severity: *All*, Route Class: *US Route*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *11.7* to *11.7*

Location of First Harmful Event



Manner of Crashes



Location Of First Harmful..	Crashes	% of All Crashes	Manner Of Crash	Crashes	% of All Crashes
On Roadway	3.000	100.00%	Other	1.000	33.33%
			Angle	1.000	33.33%
			Rear End	1.000	33.33%
Grand Total	3.000	100.00%	Grand Total	3.000	100.00%

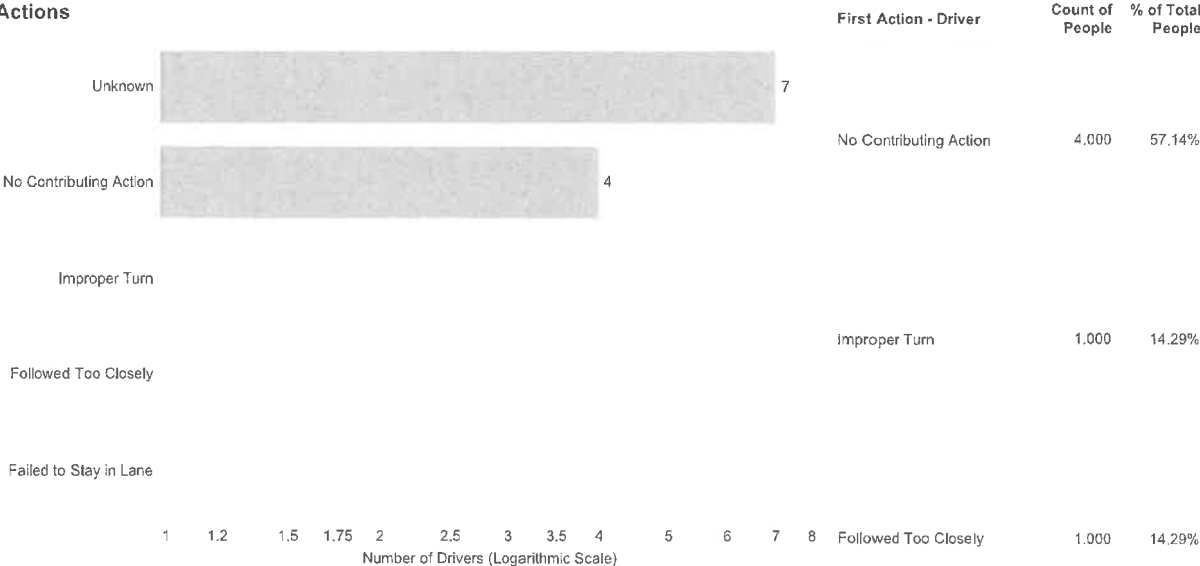
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 11/01/2020

Collision Analysis Safety Tables

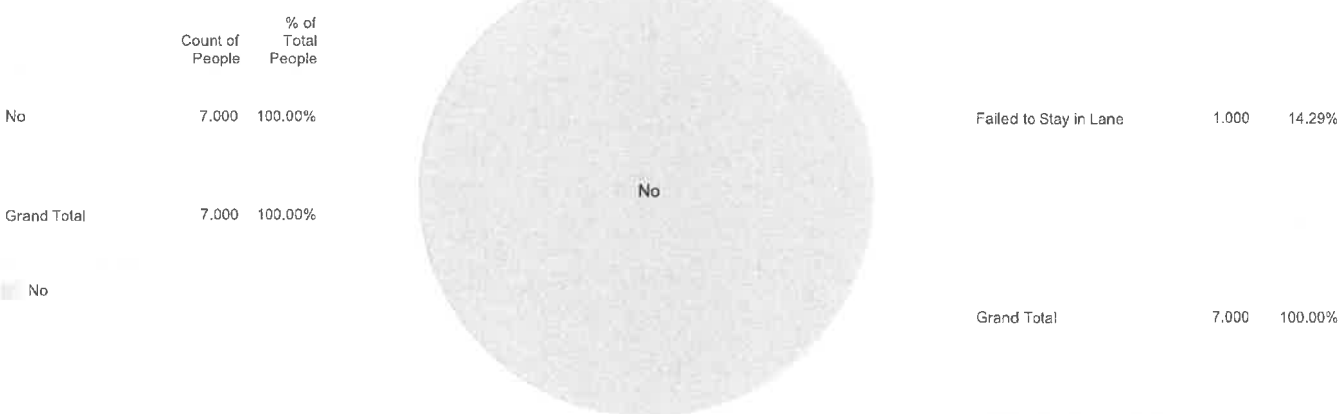


Queries Selected: Town: *Wilton*, Date (Year: *All* or 1/1/2017 to 12/31/2019), Severity: *All*, Route Class: *US Route*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *11.7* to *11.7*

Drivers' First Actions



Speed Related



These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 11/01/2020

Collision Analysis Safety Tables

Crash Severity	Top 10 Routes	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2	Contributing Factors
----------------	---------------	--------------------------	------------------	--------------------	--------------------	----------------------

Queries Selected: Town: *Wilton*, Date (Year: *All* or 1/1/2017 to 12/31/2019), Severity: *All*, Route Class: *State*, Road Number: 107, Local Road Name: *All*, Mile Markers: 0 to 0.03

These figures display crash-level data only and provide the totals for crashes involving an injury of that type.

Injury Status of Crashes

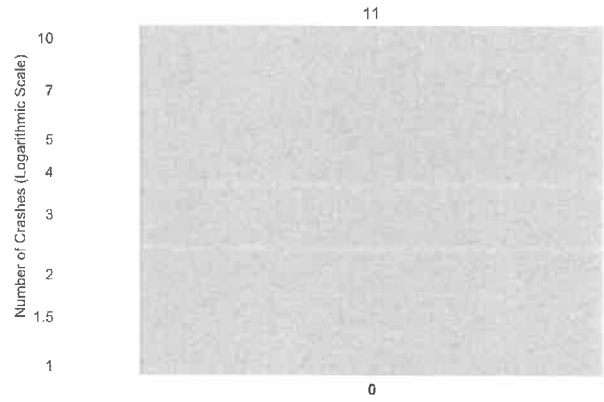
	Crash Severity	Crashes	% of All Crashes
Suspected Minor Injury (B)	Suspected Minor Injury (B)	1.00	9.09%
No Apparent Injuries (O)	No Apparent Injuries (O)	10.00	90.91%
	Grand Total	11.00	100.00%

Injuries per Crash



Injuries per Crash	Crashes	% of All Crashes
0	10.00	90.91%
1	1.00	9.09%
Grand Total	11.00	100.00%

Fatalities per Crash



Fatalities per Crash	Crashes	% of All Crashes
0	11.00	100.00%
1	1.00	9.09%
Grand Total	11.00	100.00%

These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 11/01/2020

Collision Analysis Safety Tables

Crash Severity	Top 10 Routes	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2	Contributing Factors

Queries Selected: Town: *Wilton*, Date (Year: *All* or 1/1/2017 to 12/31/2019), Severity: *All*, Route Class: *State*, Road Number: 107, Local Road Name: *All*, Mile Markers: 0 to 0.03

Month and Date of Crashes

	2017		2018		2019										
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	6	7	9	12	19	22	27	30	31
Jan	1.000	12.5%					Jan								
Apr					1.000	50.0%	Apr								
May	1.000	12.5%					May								
Jun	1.000	12.5%			1.000	50.0%	Jun								
Sep			1.000	100.0%			Sep								
Oct	2.000	25.0%					Oct								
Nov	2.000	25.0%					Nov								
Dec	1.000	12.5%					Dec								
Total	8.000	100.0%	1.000	100.0%	2.000	100.0%									

Time and Day of the Week

Time and Day of the Week								Hour of Crash Time	Crashes	% of All Crashes		
	6 AM	7 AM	11 AM	12 PM	3 PM	4 PM	5 PM	7 PM	10 PM	6 AM	1.00	9.09%
Monday										7 AM	2.00	18.18%
Tuesday										11 AM	1.00	9.09%
Wednesday										12 PM	2.00	18.18%
Thursday										3 PM	1.00	9.09%
Friday										4 PM	1.00	9.09%
Saturday										5 PM	1.00	9.09%
	Saturday	Friday	Thursday	Wednesday	Tuesday	Monday	Grand Total			7 PM	1.00	9.09%
Crashes	2.00	3.00	3.00	1.00	1.00	1.00	11.00			10 PM	1.00	9.09%
% of Total Crashes	18.18%	27.27%	27.27%	9.09%	9.09%	9.09%	100.00%					
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 11/01/2020								Grand Total		11.00	100.00%	

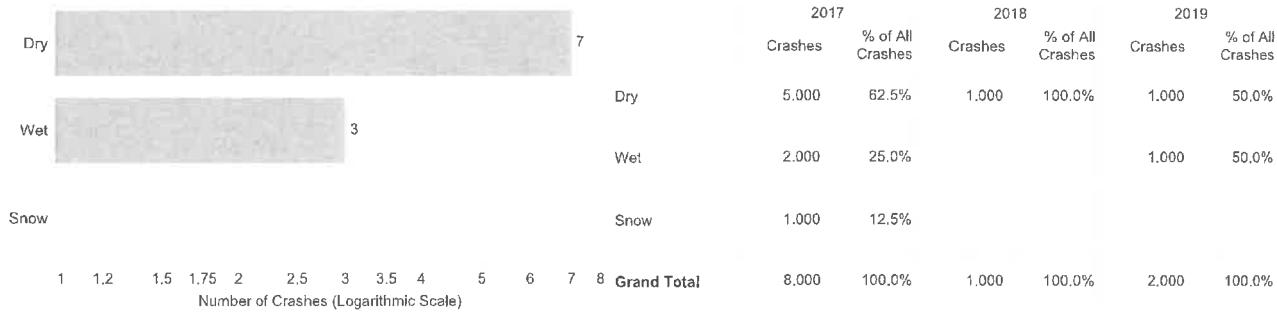
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 11/01/2020

Collision Analysis Safety Tables

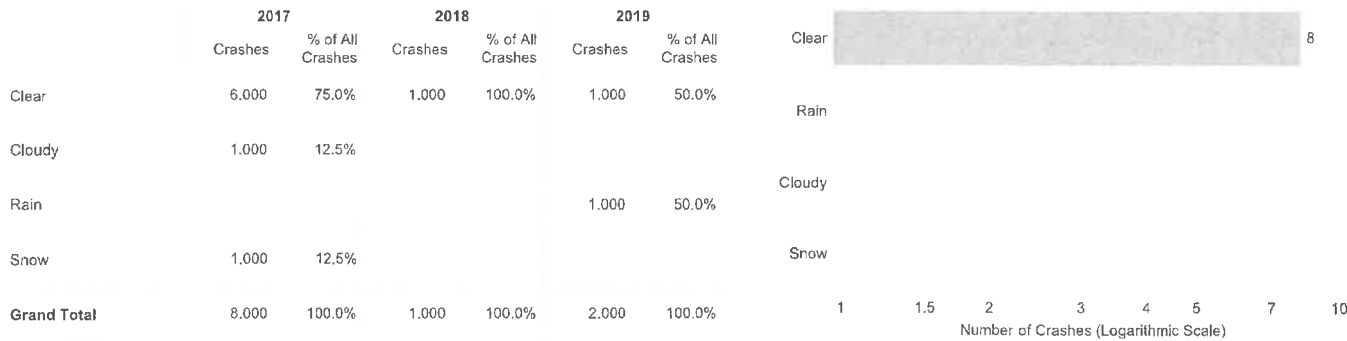
Crash Severity	Top 10 Routes	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2	Contributing Factors
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Queries Selected: Town: *Wilton*, Date (Year: *All* or *1/1/2017* to *12/31/2019*), Severity: *All*, Route Class: *State*, Road Number: *107*, Local Road Name: *All*, Mile Markers: *0* to *0.03*

Traffic Surface Conditions



Weather Conditions



Light Conditions



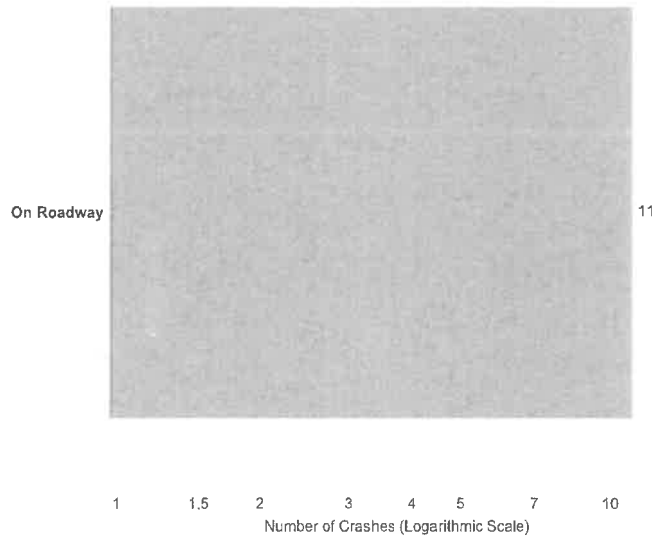
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Collision Analysis Safety Tables

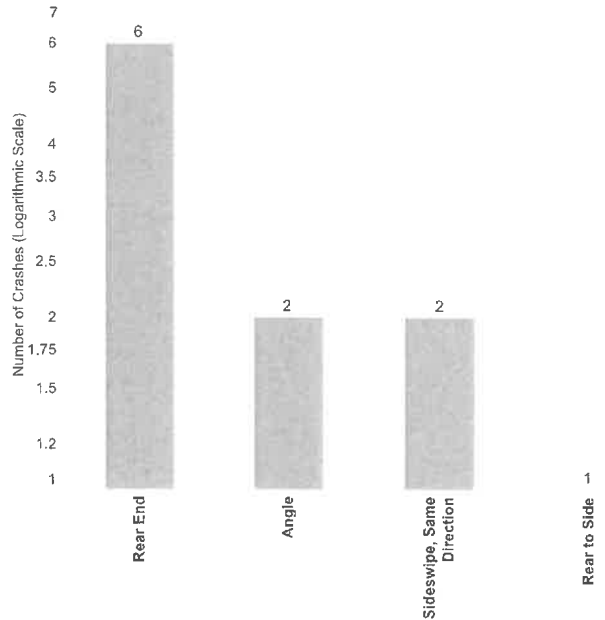
Roadway Features 2	Contributing Factors	Contributing Factors-Vehicle	Crash Manner and Location	First Harmful Event 1	First Harmful Event 2	Vehicle Crash Events
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Queries Selected: Town: *Wilton*, Date (Year: *All* or 1/1/2017 to 12/31/2019), Severity: *All*, Route Class: *State*, Road Number: 107, Local Road Name: *All*, Mile Markers: 0 to 0.03

Location of First Harmful Event



Manner of Crashes



Location Of First Harmful..	Crashes	% of All Crashes	Manner Of Crash	Crashes	% of All Crashes
On Roadway	11.00	100.00%	Rear End	6.00	54.55%
			Sideswipe, Same Direction	2.00	18.18%
			Angle	2.00	18.18%
Grand Total	11.00	100.00%	Rear to Side	1.00	9.09%
			Grand Total	11.00	100.00%

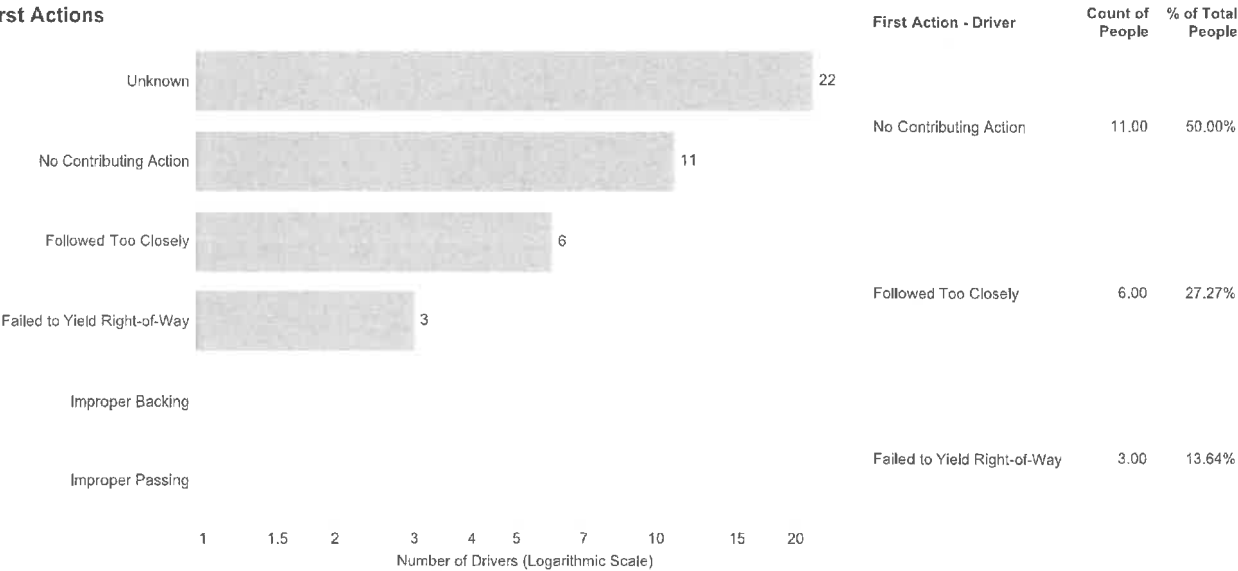
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Collision Analysis Safety Tables

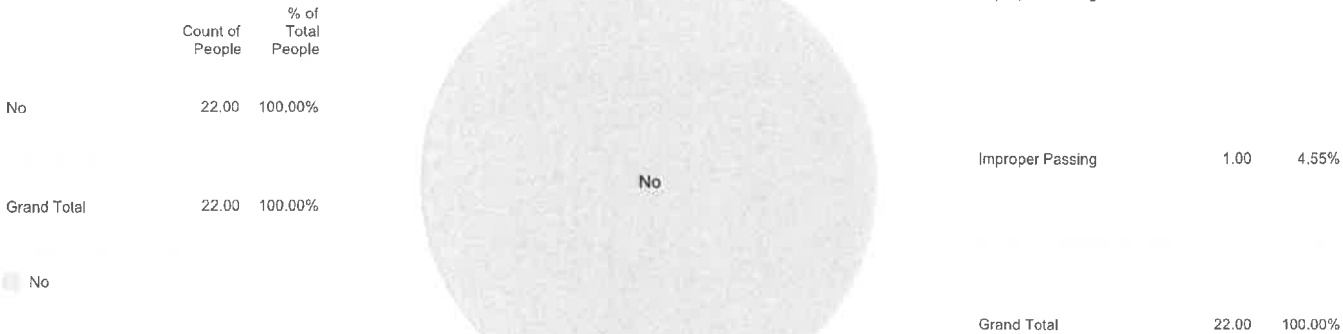
Seatbelt Use	Airbag Deployment	Ejection Status and Injuries	Driver Actions	Driver Distraction	Pedestrians	Motorcycle Crashes
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Queries Selected: Town: *Wilton*, Date (Year: *All* or *1/1/2017* to *12/31/2019*), Severity: *All*, Route Class: *State*, Road Number: *107*, Local Road Name: *All*, Mile Markers: *0* to *0.03*

Drivers' First Actions



Speed Related



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CAPACITY ANALYSIS PROCEDURES

CAPACITY ANALYSIS PROCEDURES

Intersections – Four methods of analysis are needed to evaluate different kinds of intersections. These methods are based on procedures found in the Sixth Edition of the Highway Capacity Manual 2016 and are described below.

Signalized Intersections

This chapter's methodology applies to three-leg and four-leg intersections of two streets or highways where the signalization operates in isolation from nearby intersections.

Performance Measure – An intersection's performance is described by the use of one or more quantitative measures that characterize some aspect of the service provided to a specific road user group. Performance measures include automobile volume-to-capacity ratio, automobile delay, queue storage ratio, pedestrian delay, pedestrian circulation area, pedestrian perception score, bicycle delay, and bicycle perception score. LOS is considered a performance measure. It is computed for the automobile, pedestrian, and bicycle travel modes.

Travel Modes – There are three methodologies that can be used to evaluate intersection performance from the perspective of motorists, pedestrians, and bicyclists. They are referred to as the automobile methodology, the pedestrian methodology, and the bicycle methodology.

Lane Groups and Movement Groups – A separate lane group is established to (a) each lane (or combination of adjacent lanes) that exclusively serves one movement and (b) each lane shared by two or more movements. The concept of movement groups is also established to facilitate data entry. A separate movement group is established for (a) each turn movement with one or more exclusive turn lanes and (b) the through movement (inclusive of any turn movements that share a lane).

LOS Criteria – LOS criteria for the automobile mode are different from those for the non-automobile modes. The automobile-mode criteria are based on performance measures that are field measurable and perceivable by travelers. The criteria for the non-automobile modes are based on scores reported by travelers indicating their perception of service quality.

Automobile Mode – LOS for Automobile Mode can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for entire intersection or an approach. Control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a surrogate measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following describes each LOS.

Level of Service A – It describes operations with a control delay of 10.0 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned

when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

Level of Service B – It describes operations with control delay between 10 to 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicle stop than with LOS A.

Level of Service C – It describes operations with control delay between 20 to 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

Level of Service D – It describes operations with control delay between 35 to 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

Level of Service E – It describes operations with control delay between 55 to 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

Level of Service F – It describes operations with control delay between 55 to 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

The LOS thresholds established for automobile mode at a signalized intersection

CONTROL DELAY (SECONDS PER VEHICLE)	LOS BY VOLUME-TO-CAPACITY RATIO	
	≤ 1.0	>1.0
≤ 10	A	F
>10 to 20	B	F
>20 to 35	C	F
>35 to 55	D	F
>55 to 80	E	F
>80	F	F

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

Two-Way STOP-Controlled Intersections (TWSC)

One typical configuration is a four-leg intersection, where the major street is uncontrolled, while the minor street is controlled by STOP signs. The other typical configuration is a three-leg intersection, where the single minor-street approach is controlled by a STOP sign.

Theoretical Basic – Gap-acceptance models begin with the recognition that TWSC Intersections give no positive indication or control to the driver on the minor street as to when it is appropriate to leave the stop line and enter the major street. The driver must determine when a gap on the major street is large enough to permit entry and when to enter, on the basis of the relative priority of the competing movements. This decision-making process has been formalized analytically into what is commonly known as gap-acceptance theory. Gap-acceptance theory includes three basic elements: the size and distribution (availability) of gaps on the major street, the usefulness of these gaps to the minor-street drivers, and the relative priority of the various movements at the intersection.

Critical Headway and Follow-Up Headway – The *critical headway* is defined as the minimum interval in the major street traffic stream that allows intersection entry for one minor-street vehicle. Thus, the driver's critical headway is the minimum headway that would be acceptable. Critical headway can be estimated on the basis of observations of the largest rejected and smallest accepted headway for a given intersection. The *follow-up headway* is defined as the time between the departure of one vehicle from the minor street and the departure of the next vehicle using the same major-street headway, under a condition of continuous queuing on the minor street.

Base Critical Headways for TWSC Intersections

VEHICLE MOVEMENT	BASE CRITICAL HEADWAY		
	Two Lanes	Four Lanes	Six Lanes
Left turn from major	4.1	4.1	5.3
U-turn from major	N/A	6.4 (wide) 6.9 (narrow)	5.6
Right turn from minor	6.2	6.9	7.1
Through traffic On major	1-stage:6.5 2-stage, stage I: 5.5 2-stage, Stage II: 5.5	1-stage:6.5 2-stage, stage I: 5.5 2-stage, Stage II: 5.5	1-stage:6.5* 2-stage, stage I: 5.5* 2-stage, Stage II: 5.5*
Left turn from minor	1-stage:7.1 2-stage, stage I: 6.1 2-stage, Stage II: 6.1	1-stage:7.5 2-stage, stage I: 6.5 2-stage, Stage II: 6.5	1-stage:6.4 2-stage, stage I: 7.3 2-stage, Stage II: 6.7

*Use caution; values estimated

Base Follow-up Headways for TWSC Intersections

VEHICLE MOVEMENT	BASE FOLLOW-UP HEADWAY		
	Two Lanes	Four Lanes	Six Lanes
Left turn from major	2.2	2.2	3.1
U-turn from major	N/A	2.5 (wide) 3.1 (narrow)	2.3
Right turn from minor	3.3	3.3	3.9
Through traffic on major	4.0	4.0	4.0
Left turn from minor	3.5	3.5	3.8

Level Of Service Criteria – LOS for a TWSC intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turn. LOS is not defined for the intersection as a whole or for major-street approaches. LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

Automobile Mode – The methodology applies to TWSC intersections with up to three lanes (either shared or exclusive) on the major-street approaches and up to three lanes on the minor-street

approaches (with no more than one exclusive lane for each movement on the minor-street approach). Effects from other intersections are accounted for only in situations in which a TWSC intersection is located on an urban street segment between coordinated signalized intersections. In this situation, the intersection can be analyzed by using the procedures in urban street segment.

Level-of Service Criteria for Automobile Mode

CONTROL DELAY (SECONDS PER VEHICLE)	LOS BY VOLUME-TO-CAPACITY RATIO	
	1.0	>1.0
0- 10	A	F
>10 to 15	B	F
>15 to 25	C	F
>25 to 35	D	F
>35 to 50	E	F
>50	F	F























Note: The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.













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CAPACITY ANALYSIS WORKSHEETS

CAPACITY ANALYSIS WORKSHEETS

Existing Conditions

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	2	7	406	16	219	2	457	220	310	751	16
Future Volume (vph)	7	2	7	406	16	219	2	457	220	310	751	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	12	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	310		285	75		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	50			75			50			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.880				0.850		0.951			0.997	
Flt Protected	0.950			0.950	0.956		0.950			0.950		
Satd. Flow (prot)	1652	1585	0	1681	1635	1531	1711	3254	0	1711	3411	0
Flt Permitted	0.950			0.950	0.956		0.332			0.208		
Satd. Flow (perm)	1652	1585	0	1681	1635	1531	598	3254	0	375	3411	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		8						101			3	
Link Speed (mph)		25			35			40			40	
Link Distance (ft)		292			548			364			267	
Travel Time (s)		8.0			10.7			6.2			4.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	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)	8	2	8	451	18	243	2	508	244	344	834	18
Shared Lane Traffic (%)				48%								
Lane Group Flow (vph)	8	10	0	235	234	243	2	752	0	344	852	0
Turn Type	Split	NA		Split	NA	Prot	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7	7	1	6		5	2	
Permitted Phases							6			2		
Detector Phase	4	4		7	7	7	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	11.4	11.4		12.2	12.2	12.2	9.0	22.7		9.0	22.7	
Total Split (s)	15.4	15.4		18.2	18.2	18.2	12.0	25.7		16.0	29.7	
Total Split (%)	20.5%	20.5%		24.2%	24.2%	24.2%	15.9%	34.1%		21.2%	39.4%	
Yellow Time (s)	3.8	3.8		5.0	5.0	5.0	3.0	4.4		3.0	4.4	
All-Red Time (s)	2.6	2.6		2.2	2.2	2.2	1.0	3.3		1.0	3.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		7.2	7.2	7.2	4.0	7.7		4.0	7.7	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effct Green (s)	6.2	6.2		11.1	11.1	11.1	27.0	18.2		37.9	32.5	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.09	0.09		0.16	0.16	0.16	0.40	0.27		0.56	0.48	
v/c Ratio	0.05	0.07		0.85	0.88	0.97	0.01	0.79		0.77	0.52	
Control Delay	30.9	20.6		60.3	64.0	84.7	10.0	29.1		25.9	6.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	30.9	20.6		60.3	64.0	84.7	10.0	29.1		25.9	6.3	
LOS	C	C		E	E	F	A	C		C	A	
Approach Delay		25.1			69.8			29.0			11.9	
Approach LOS		C			E			C			B	
Queue Length 50th (ft)	3	1		110	110	~120	0	146		32	26	
Queue Length 95th (ft)	15	14		#253	#255	#262	4	#253		#198	250	
Internal Link Dist (ft)		212			468			284			187	
Turn Bay Length (ft)	100			310		285	75					
Base Capacity (vph)	221	219		275	267	250	397	946		448	1636	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	28	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.04	0.05		0.85	0.88	0.97	0.01	0.79		0.77	0.53	

Intersection Summary

Area Type: Other

Cycle Length: 75.3

Actuated Cycle Length: 67.8

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 32.2

Intersection LOS: C

Intersection Capacity Utilization 70.9%

ICU Level of Service C

Analysis Period (min) 15







~ Volume exceeds capacity, queue is theoretically infinite.











Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: U.S. ROUTE 7 & MOUNTAIN RD./S.R. 57/107

#1  Ø1	#1 #2  Ø2	#1 #2  Ø4	#1 #2  Ø7
12 s	29.7 s	15.4 s	18.2 s
#1 #2  Ø5	#1 #2  Ø6		
16 s	25.7 s		

										
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø6	Ø7
Lane Configurations										
Traffic Volume (vph)	42	27	644	32	16	1060				
Future Volume (vph)	42	27	644	32	16	1060				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	13	11	11	11	11				
Grade (%)	0%		0%			0%				
Storage Length (ft)	0	0		0	195					
Storage Lanes	1	1		0	1					
Taper Length (ft)	25				50					
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91				
Ped Bike Factor										
Frt		0.850	0.993							
Flt Protected	0.950					0.999				
Satd. Flow (prot)	1770	1636	3397	0	0	4911				
Flt Permitted	0.950					0.932				
Satd. Flow (perm)	1770	1636	3397	0	0	4582				
Right Turn on Red		Yes		Yes						
Satd. Flow (RTOR)		28	8							
Link Speed (mph)	30		40			40				
Link Distance (ft)	92		267			293				
Travel Time (s)	2.1		4.6			5.0				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%				
Adj. Flow (vph)	43	28	664	33	16	1093				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	43	28	697	0	0	1109				
Turn Type	Prot	Prot	NA		custom	NA				
Protected Phases	4	4	6 7		5	2 5 6	1	2	6	7
Permitted Phases					2 6					
Detector Phase	4	4	6 7		5	2 5 6				
Switch Phase										
Minimum Initial (s)	5.0	5.0			5.0		5.0	15.0	15.0	5.0
Minimum Split (s)	11.4	11.4			9.0		9.0	22.7	22.7	12.2
Total Split (s)	15.4	15.4			16.0		12.0	29.7	25.7	18.2
Total Split (%)	20.5%	20.5%			21.2%		16%	39%	34%	24%
Yellow Time (s)	3.8	3.8			3.0		3.0	4.4	4.4	5.0
All-Red Time (s)	2.6	2.6			1.0		1.0	3.3	3.3	2.2
Lost Time Adjust (s)	0.0	0.0								
Total Lost Time (s)	6.4	6.4								
Lead/Lag					Lead		Lead	Lag	Lag	
Lead-Lag Optimize?					Yes		Yes	Yes	Yes	
Recall Mode	None	None			None		None	Min	Min	None
Act Effct Green (s)	6.2	6.2	32.3			34.0				

							Ø1	Ø2	Ø6	Ø7
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT				
Actuated g/C Ratio	0.09	0.09	0.48			0.50				
v/c Ratio	0.27	0.16	0.43			0.47				
Control Delay	34.7	14.7	5.5			12.8				
Queue Delay	0.0	0.0	0.0			0.0				
Total Delay	34.7	14.7	5.5			12.8				
LOS	C	B	A			B				
Approach Delay	26.8		5.5			12.8				
Approach LOS	C		A			B				
Queue Length 50th (ft)	19	0	31			117				
Queue Length 95th (ft)	47	22	m40			162				
Internal Link Dist (ft)	12		187			213				
Turn Bay Length (ft)										
Base Capacity (vph)	237	243	1622			2339				
Starvation Cap Reductn	0	0	60			0				
Spillback Cap Reductn	0	0	0			98				
Storage Cap Reductn	0	0	0			0				
Reduced v/c Ratio	0.18	0.12	0.45			0.49				

Intersection Summary

Area Type: Other

Cycle Length: 75.3

Actuated Cycle Length: 67.8

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 10.6

Intersection LOS: B

Intersection Capacity Utilization 47.6%

ICU Level of Service A




Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. ROUTE 7 & GEORGETOWN PLAZA A.D.

#1 Ø1 12 s	#1 #2 Ø2 29.7 s	#1 #2 Ø4 15.4 s	#1 #2 Ø7 18.2 s
#1 #2 Ø5 16 s	#1 #2 Ø6 25.7 s		























Intersection













Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	677	0	2	1162
Future Vol, veh/h	2	2	677	0	2	1162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	769	0	2	1320

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2093	769	0	0	769	0
Stage 1	769	-	-	-	-	-
Stage 2	1324	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	58	401	-	-	845	-
Stage 1	457	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	57	401	-	-	845	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	457	-	-	-	-	-
Stage 2	247	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	42.7	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 100	845	-
HCM Lane V/C Ratio	-	- 0.045	0.003	-
HCM Control Delay (s)	-	- 42.7	9.3	0
HCM Lane LOS	-	- E	A	A
HCM 95th %tile Q(veh)	-	- 0.1	0	-

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	50	16	175	24	280	5	810	302	303	493	23
Future Volume (vph)	43	50	16	175	24	280	5	810	302	303	493	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	12	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	310		285	75		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	50			75			50			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.963				0.850		0.959			0.993	
Flt Protected	0.950			0.950	0.964		0.950			0.950		
Satd. Flow (prot)	1652	1734	0	1681	1649	1531	1711	3281	0	1711	3397	0
Flt Permitted	0.950			0.950	0.964		0.452			0.111		
Satd. Flow (perm)	1652	1734	0	1681	1649	1531	814	3281	0	200	3397	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		14						57			6	
Link Speed (mph)		25			35			40			40	
Link Distance (ft)		292			548			364			267	
Travel Time (s)		8.0			10.7			6.2			4.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	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)	45	52	17	182	25	292	5	844	315	316	514	24
Shared Lane Traffic (%)				43%								
Lane Group Flow (vph)	45	69	0	104	103	292	5	1159	0	316	538	0
Turn Type	Split	NA		Split	NA	Prot	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7	7	1	6		5	2	
Permitted Phases							6			2		
Detector Phase	4	4		7	7	7	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	11.4	11.4		12.2	12.2	12.2	9.0	22.7		9.0	22.7	
Total Split (s)	16.4	16.4		17.2	17.2	17.2	12.0	35.7		26.0	49.7	
Total Split (%)	17.2%	17.2%		18.0%	18.0%	18.0%	12.6%	37.5%		27.3%	52.2%	
Yellow Time (s)	3.8	3.8		5.0	5.0	5.0	3.0	4.4		3.0	4.4	
All-Red Time (s)	2.6	2.6		2.2	2.2	2.2	1.0	3.3		1.0	3.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		7.2	7.2	7.2	4.0	7.7		4.0	7.7	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effct Green (s)	8.2	8.2		10.2	10.2	10.2	37.4	28.6		53.5	48.0	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.09	0.09		0.12	0.12	0.12	0.43	0.33		0.62	0.55	
v/c Ratio	0.29	0.39		0.53	0.53	1.63	0.01	1.04		0.75	0.29	
Control Delay	44.1	39.7		50.2	50.6	335.9	9.8	67.7		21.8	6.3	
Queue Delay	0.0	0.0		0.0	0.0	0.6	0.0	8.8		0.4	0.2	
Total Delay	44.1	39.7		50.2	50.6	336.5	9.8	76.5		22.2	6.6	
LOS	D	D		D	D	F	A	E		C	A	
Approach Delay		41.4			217.8			76.2			12.4	
Approach LOS		D			F			E			B	
Queue Length 50th (ft)	25	30		61	61	~254	1	~396		46	28	
Queue Length 95th (ft)	60	74		#130	#131	#430	6	#559		87	154	
Internal Link Dist (ft)		212			468			284			187	
Turn Bay Length (ft)	100			310		285	75					
Base Capacity (vph)	194	216		197	194	179	464	1117		513	1893	
Starvation Cap Reductn	0	0		0	0	0	0	0		29	655	
Spillback Cap Reductn	0	0		0	0	6	0	25		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.23	0.32		0.53	0.53	1.69	0.01	1.06		0.65	0.43	

Intersection Summary

Area Type: Other

Cycle Length: 95.3

Actuated Cycle Length: 86.8

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.63

Intersection Signal Delay: 80.8

Intersection LOS: F

Intersection Capacity Utilization 76.7%

ICU Level of Service D

Analysis Period (min) 15







~ Volume exceeds capacity, queue is theoretically infinite.











Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: U.S. ROUTE 7 & MOUNTAIN RD./S.R. 57/107

#1  Ø1	#1 #2  Ø2	#1 #2  Ø4	#1 #2  Ø7
12 s	49.7 s	16.4 s	17.2 s
#1 #2  Ø5	#1 #2  Ø6		
26 s	35.7 s		

										
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø6	Ø7
Lane Configurations										
Traffic Volume (vph)	100	60	1050	63	43	734				
Future Volume (vph)	100	60	1050	63	43	734				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	13	11	11	11	11				
Grade (%)	0%		0%			0%				
Storage Length (ft)	0	0		0	195					
Storage Lanes	1	1		0	1					
Taper Length (ft)	25				50					
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91				
Ped Bike Factor										
Frt		0.850	0.992							
Flt Protected	0.950					0.997				
Satd. Flow (prot)	1770	1636	3394	0	0	4901				
Flt Permitted	0.950					0.799				
Satd. Flow (perm)	1770	1636	3394	0	0	3928				
Right Turn on Red		Yes		Yes						
Satd. Flow (RTOR)		61	7							
Link Speed (mph)	30		40			40				
Link Distance (ft)	92		267			293				
Travel Time (s)	2.1		4.6			5.0				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%				
Adj. Flow (vph)	102	61	1071	64	44	749				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	102	61	1135	0	0	793				
Turn Type	Prot	Prot	NA		custom	NA				
Protected Phases	4	4	6 7		5	2 5 6	1	2	6	7
Permitted Phases					2 6					
Detector Phase	4	4	6 7		5	2 5 6				
Switch Phase										
Minimum Initial (s)	5.0	5.0			5.0		5.0	15.0	15.0	5.0
Minimum Split (s)	11.4	11.4			9.0		9.0	22.7	22.7	12.2
Total Split (s)	16.4	16.4			26.0		12.0	49.7	35.7	17.2
Total Split (%)	17.2%	17.2%			27.3%		13%	52%	37%	18%
Yellow Time (s)	3.8	3.8			3.0		3.0	4.4	4.4	5.0
All-Red Time (s)	2.6	2.6			1.0		1.0	3.3	3.3	2.2
Lost Time Adjust (s)	0.0	0.0								
Total Lost Time (s)	6.4	6.4								
Lead/Lag					Lead		Lead	Lag	Lag	
Lead-Lag Optimize?										
Recall Mode	None	None			None		None	Min	Min	None
Act Effct Green (s)	8.2	8.2	40.3			49.7				

							Ø1	Ø2	Ø6	Ø7
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT				
Actuated g/C Ratio	0.09	0.09	0.46			0.57				
v/c Ratio	0.61	0.29	0.72			0.33				
Control Delay	56.3	14.8	7.6			10.4				
Queue Delay	0.0	0.0	0.6			0.0				
Total Delay	56.3	14.8	8.2			10.4				
LOS	E	B	A			B				
Approach Delay	40.7		8.2			10.4				
Approach LOS	D		A			B				
Queue Length 50th (ft)	57	0	60			83				
Queue Length 95th (ft)	113	37	m53			108				
Internal Link Dist (ft)	12		187			213				
Turn Bay Length (ft)										
Base Capacity (vph)	207	245	1578			2469				
Starvation Cap Reductn	0	0	155			0				
Spillback Cap Reductn	0	0	0			21				
Storage Cap Reductn	0	0	0			0				
Reduced v/c Ratio	0.49	0.25	0.80			0.32				

Intersection Summary

Area Type: Other

Cycle Length: 95.3

Actuated Cycle Length: 86.8

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.63

Intersection Signal Delay: 11.6

Intersection LOS: B

Intersection Capacity Utilization 64.3%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. ROUTE 7 & GEORGETOWN PLAZA A.D.

 #1 Ø1		 #1 #2 Ø2		 #1 #2 Ø4		 #1 #2 Ø7	
12 s		49.7 s		16.4 s		17.2 s	
 #1 #2 Ø5		 #1 #2 Ø6					
26 s		35.7 s					























Intersection













Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	1	1116	1	7	677
Future Vol, veh/h	3	1	1116	1	7	677
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1	1213	1	8	736

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1966	1214	0	0	1214	0
Stage 1	1214	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	69	221	-	-	575	-
Stage 1	281	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	67	221	-	-	575	-
Mov Cap-2 Maneuver	67	-	-	-	-	-
Stage 1	281	-	-	-	-	-
Stage 2	455	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	52	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	81	575
HCM Lane V/C Ratio	-	-	0.054	0.013
HCM Control Delay (s)	-	-	52	11.3
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	0.2	0

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	33	9	134	22	259	10	531	138	284	487	47
Future Volume (vph)	45	33	9	134	22	259	10	531	138	284	487	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	12	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	310		285	75		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	50			75			50			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.969				0.850		0.969			0.987	
Flt Protected	0.950			0.950	0.965		0.950			0.950		
Satd. Flow (prot)	1652	1745	0	1681	1651	1531	1711	3315	0	1711	3377	0
Flt Permitted	0.950			0.950	0.965		0.449			0.241		
Satd. Flow (perm)	1652	1745	0	1681	1651	1531	808	3315	0	434	3377	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		9						41			14	
Link Speed (mph)		25			35			40			40	
Link Distance (ft)		292			548			364			267	
Travel Time (s)		8.0			10.7			6.2			4.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	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	34	9	137	22	264	10	542	141	290	497	48
Shared Lane Traffic (%)				42%								
Lane Group Flow (vph)	46	43	0	79	80	264	10	683	0	290	545	0
Turn Type	Split	NA		Split	NA	Prot	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7	7	1	6		5	2	
Permitted Phases							6			2		
Detector Phase	4	4		7	7	7	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	11.4	11.4		12.2	12.2	12.2	9.0	22.7		9.0	22.7	
Total Split (s)	15.4	15.4		18.2	18.2	18.2	12.0	25.7		16.0	29.7	
Total Split (%)	20.5%	20.5%		24.2%	24.2%	24.2%	15.9%	34.1%		21.2%	39.4%	
Yellow Time (s)	3.8	3.8		5.0	5.0	5.0	3.0	4.4		3.0	4.4	
All-Red Time (s)	2.6	2.6		2.2	2.2	2.2	1.0	3.3		1.0	3.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		7.2	7.2	7.2	4.0	7.7		4.0	7.7	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effct Green (s)	7.9	7.9		11.2	11.2	11.2	27.1	18.3		37.1	31.6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.11	0.11		0.16	0.16	0.16	0.38	0.26		0.52	0.45	
v/c Ratio	0.25	0.21		0.30	0.31	1.10	0.03	0.77		0.68	0.36	
Control Delay	33.9	28.0		32.3	32.5	122.0	10.5	31.8		15.1	7.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.2	
Total Delay	33.9	28.0		32.3	32.5	122.0	10.5	31.8		15.1	8.1	
LOS	C	C		C	C	F	B	C		B	A	
Approach Delay		31.1			88.3			31.5			10.5	
Approach LOS		C			F			C			B	
Queue Length 50th (ft)	20	15		35	35	~151	2	150		25	28	
Queue Length 95th (ft)	50	43		76	77	#290	9	#237		#67	129	
Internal Link Dist (ft)		212			468			284			187	
Turn Bay Length (ft)	100			310		285	75					
Base Capacity (vph)	212	232		264	259	240	445	882		445	1511	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	309	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.22	0.19		0.30	0.31	1.10	0.02	0.77		0.65	0.45	

Intersection Summary

Area Type: Other

Cycle Length: 75.3

Actuated Cycle Length: 71

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay: 34.7

Intersection Capacity Utilization 61.5%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service B







~ Volume exceeds capacity, queue is theoretically infinite.











Queue shown is maximum after two cycles.







95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: U.S. ROUTE 7 & MOUNTAIN RD./S.R. 57/107

#1  Ø1	#1 #2  Ø2	#1 #2  Ø4	#1 #2  Ø7
12 s	29.7 s	15.4 s	18.2 s
#1 #2  Ø5	#1 #2  Ø6		
16 s	25.7 s		

										
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø6	Ø7
Lane Configurations										
Traffic Volume (vph)	122	74	757	67	56	692				
Future Volume (vph)	122	74	757	67	56	692				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	13	11	11	11	11				
Grade (%)	0%		0%			0%				
Storage Length (ft)	0	0		0	195					
Storage Lanes	1	1		0	1					
Taper Length (ft)	25				50					
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91				
Ped Bike Factor										
Frt		0.850	0.988							
Flt Protected	0.950					0.996				
Satd. Flow (prot)	1770	1636	3380	0	0	4896				
Flt Permitted	0.950					0.792				
Satd. Flow (perm)	1770	1636	3380	0	0	3893				
Right Turn on Red		Yes		Yes						
Satd. Flow (RTOR)		76	14							
Link Speed (mph)	30		40			40				
Link Distance (ft)	92		267			293				
Travel Time (s)	2.1		4.6			5.0				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%				
Adj. Flow (vph)	124	76	772	68	57	706				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	124	76	840	0	0	763				
Turn Type	Prot	Prot	NA		custom	NA				
Protected Phases	4	4	6 7		5	2 5 6	1	2	6	7
Permitted Phases					2 6					
Detector Phase	4	4	6 7		5	2 5 6				
Switch Phase										
Minimum Initial (s)	5.0	5.0			5.0		5.0	15.0	15.0	5.0
Minimum Split (s)	11.4	11.4			9.0		9.0	22.7	22.7	12.2
Total Split (s)	15.4	15.4			16.0		12.0	29.7	25.7	18.2
Total Split (%)	20.5%	20.5%			21.2%		16%	39%	34%	24%
Yellow Time (s)	3.8	3.8			3.0		3.0	4.4	4.4	5.0
All-Red Time (s)	2.6	2.6			1.0		1.0	3.3	3.3	2.2
Lost Time Adjust (s)	0.0	0.0								
Total Lost Time (s)	6.4	6.4								
Lead/Lag					Lead		Lead	Lag	Lag	
Lead-Lag Optimize?					Yes		Yes	Yes	Yes	
Recall Mode	None	None			None		None	Min	Min	None
Act Effct Green (s)	7.9	7.9	30.9			33.2				

										
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø6	Ø7
Actuated g/C Ratio	0.11	0.11	0.44			0.47				
v/c Ratio	0.63	0.31	0.57			0.40				
Control Delay	47.1	11.9	6.3			13.4				
Queue Delay	0.0	0.0	0.0			0.0				
Total Delay	47.1	11.9	6.3			13.4				
LOS	D	B	A			B				
Approach Delay	33.7		6.3			13.4				
Approach LOS	C		A			B				
Queue Length 50th (ft)	56	0	34			81				
Queue Length 95th (ft)	#119	36	m56			108				
Internal Link Dist (ft)	12		187			213				
Turn Bay Length (ft)										
Base Capacity (vph)	227	276	1478			1938				
Starvation Cap Reductn	0	0	34			0				
Spillback Cap Reductn	0	0	0			0				
Storage Cap Reductn	0	0	0			0				
Reduced v/c Ratio	0.55	0.28	0.58			0.39				

Intersection Summary

Area Type: Other

Cycle Length: 75.3

Actuated Cycle Length: 71

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay: 12.4

Intersection LOS: B

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: U.S. ROUTE 7 & GEORGETOWN PLAZA A.D.

 Ø1	 Ø2	 Ø4	 Ø7
12 s	29.7 s	15.4 s	18.2 s
 Ø5	 Ø6		
16 s	25.7 s		

Intersection

Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	2	0	2	0	2	0
Traffic Vol, veh/h	2	0	679	3	1	629
Future Vol, veh/h	2	0	679	3	1	629
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	730	3	1	676























Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1410	732	0	0	733	0
Stage 1	732	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	153	421	-	-	872	-
Stage 1	476	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	153	421	-	-	872	-
Mov Cap-2 Maneuver	153	-	-	-	-	-
Stage 1	476	-	-	-	-	-
Stage 2	503	-	-	-	-	-













Approach	WB	NB	SB
HCM Control Delay, s	28.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	153	872
HCM Lane V/C Ratio	-	-	0.014	0.001
HCM Control Delay (s)	-	-	28.9	9.1
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	0	0

CAPACITY ANALYSIS WORKSHEETS

No-Build Conditions

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	2	7	410	16	221	2	462	222	313	759	16
Future Volume (vph)	7	2	7	410	16	221	2	462	222	313	759	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	12	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	310		285	75		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	50			75			50			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.880				0.850		0.951			0.997	
Flt Protected	0.950			0.950	0.956		0.950			0.950		
Satd. Flow (prot)	1652	1585	0	1681	1635	1531	1711	3254	0	1711	3411	0
Flt Permitted	0.950			0.950	0.956		0.329			0.203		
Satd. Flow (perm)	1652	1585	0	1681	1635	1531	592	3254	0	366	3411	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		8						101			3	
Link Speed (mph)		25			35			40			40	
Link Distance (ft)		292			548			364			267	
Travel Time (s)		8.0			10.7			6.2			4.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	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)	8	2	8	456	18	246	2	513	247	348	843	18
Shared Lane Traffic (%)				48%								
Lane Group Flow (vph)	8	10	0	237	237	246	2	760	0	348	861	0
Turn Type	Split	NA		Split	NA	Prot	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7	7	1	6		5	2	
Permitted Phases							6			2		
Detector Phase	4	4		7	7	7	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	11.4	11.4		12.2	12.2	12.2	9.0	22.7		9.0	22.7	
Total Split (s)	15.4	15.4		18.2	18.2	18.2	12.0	25.7		16.0	29.7	
Total Split (%)	20.5%	20.5%		24.2%	24.2%	24.2%	15.9%	34.1%		21.2%	39.4%	
Yellow Time (s)	3.8	3.8		5.0	5.0	5.0	3.0	4.4		3.0	4.4	
All-Red Time (s)	2.6	2.6		2.2	2.2	2.2	1.0	3.3		1.0	3.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		7.2	7.2	7.2	4.0	7.7		4.0	7.7	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effect Green (s)	6.2	6.2		11.1	11.1	11.1	27.0	18.2		38.0	32.6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.09	0.09		0.16	0.16	0.16	0.40	0.27		0.56	0.48	
v/c Ratio	0.05	0.07		0.86	0.89	0.98	0.01	0.81		0.79	0.53	
Control Delay	30.9	20.6		61.6	66.0	88.1	10.0	29.6		27.3	6.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	30.9	20.6		61.6	66.0	88.1	10.0	29.6		27.3	6.3	
LOS	C	C		E	E	F	A	C		C	A	
Approach Delay		25.1			72.1			29.6			12.4	
Approach LOS		C			E			C			B	
Queue Length 50th (ft)	3	1		111	111	~123	0	148		36	26	
Queue Length 95th (ft)	15	14		#256	#260	#266	4	#258		#206	252	
Internal Link Dist (ft)		212			468			284			187	
Turn Bay Length (ft)	100			310		285	75					
Base Capacity (vph)	221	219		274	267	250	394	944		444	1639	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	28	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.04	0.05		0.86	0.89	0.98	0.01	0.81		0.78	0.53	

Intersection Summary

Area Type: Other

Cycle Length: 75.3

Actuated Cycle Length: 67.9

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 33.2

Intersection Capacity Utilization 71.4%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service C







~ Volume exceeds capacity, queue is theoretically infinite.











Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: U.S. ROUTE 7 & MOUNTAIN RD./S.R. 57/107

#1  Ø1	#1 #2  Ø2	#1 #2  Ø4	#1 #2  Ø7
12 s	29.7 s	15.4 s	18.2 s
#1 #2  Ø5	#1 #2  Ø6		
16 s	25.7 s		

										
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø6	Ø7
Lane Configurations										
Traffic Volume (vph)	42	27	650	32	16	1071				
Future Volume (vph)	42	27	650	32	16	1071				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	13	11	11	11	11				
Grade (%)	0%		0%			0%				
Storage Length (ft)	0	0		0	195					
Storage Lanes	1	1		0	1					
Taper Length (ft)	25				50					
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91				
Ped Bike Factor										
Frt		0.850	0.993							
Flt Protected	0.950					0.999				
Satd. Flow (prot)	1770	1636	3397	0	0	4911				
Flt Permitted	0.950					0.932				
Satd. Flow (perm)	1770	1636	3397	0	0	4582				
Right Turn on Red		Yes		Yes						
Satd. Flow (RTOR)		28	8							
Link Speed (mph)	30		40			40				
Link Distance (ft)	92		267			293				
Travel Time (s)	2.1		4.6			5.0				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%				
Adj. Flow (vph)	43	28	670	33	16	1104				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	43	28	703	0	0	1120				
Turn Type	Prot	Prot	NA		custom	NA				
Protected Phases	4	4	6 7		5	2 5 6	1	2	6	7
Permitted Phases					2 6					
Detector Phase	4	4	6 7		5	2 5 6				
Switch Phase										
Minimum Initial (s)	5.0	5.0			5.0		5.0	15.0	15.0	5.0
Minimum Split (s)	11.4	11.4			9.0		9.0	22.7	22.7	12.2
Total Split (s)	15.4	15.4			16.0		12.0	29.7	25.7	18.2
Total Split (%)	20.5%	20.5%			21.2%		16%	39%	34%	24%
Yellow Time (s)	3.8	3.8			3.0		3.0	4.4	4.4	5.0
All-Red Time (s)	2.6	2.6			1.0		1.0	3.3	3.3	2.2
Lost Time Adjust (s)	0.0	0.0								
Total Lost Time (s)	6.4	6.4								
Lead/Lag					Lead		Lead	Lag	Lag	
Lead-Lag Optimize?					Yes		Yes	Yes	Yes	
Recall Mode	None	None			None		None	Min	Min	None
Act Effct Green (s)	6.2	6.2	32.3			34.1				

							Ø1	Ø2	Ø6	Ø7
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT				
Actuated g/C Ratio	0.09	0.09	0.48			0.50				
v/c Ratio	0.27	0.16	0.43			0.48				
Control Delay	34.7	14.7	5.5			12.8				
Queue Delay	0.0	0.0	0.0			0.0				
Total Delay	34.7	14.7	5.5			12.8				
LOS	C	B	A			B				
Approach Delay	26.9		5.5			12.8				
Approach LOS	C		A			B				
Queue Length 50th (ft)	19	0	31			119				
Queue Length 95th (ft)	47	22	m40			164				
Internal Link Dist (ft)	12		187			213				
Turn Bay Length (ft)										
Base Capacity (vph)	236	243	1619			2342				
Starvation Cap Reductn	0	0	60			0				
Spillback Cap Reductn	0	0	0			98				
Storage Cap Reductn	0	0	0			0				
Reduced v/c Ratio	0.18	0.12	0.45			0.50				

Intersection Summary

Area Type: Other
 Cycle Length: 75.3
 Actuated Cycle Length: 67.9
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 10.6
 Intersection Capacity Utilization 47.8%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.




Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 2: U.S. ROUTE 7 & GEORGETOWN PLAZA A.D.

#1 Ø1 12 s	#1 #2 Ø2 29.7 s	#1 #2 Ø4 15.4 s	#1 #2 Ø7 18.2 s
#1 #2 Ø5 16 s	#1 #2 Ø6 25.7 s		

Intersection























Int Delay, s/veh 0.1













Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	684	0	2	1174
Future Vol, veh/h	2	2	684	0	2	1174
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	777	0	2	1334

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2115	777	0
Stage 1	777	-	-
Stage 2	1338	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	56	397	-
Stage 1	453	-	-
Stage 2	245	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	55	397	-
Mov Cap-2 Maneuver	55	-	-
Stage 1	453	-	-
Stage 2	243	-	-

Approach	WB	NB	SB
HCM Control Delay, s	43.9	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	97	839
HCM Lane V/C Ratio	-	-	0.047	0.003
HCM Control Delay (s)	-	-	43.9	9.3
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	0.1	0

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	51	16	177	24	283	5	818	305	306	498	23
Future Volume (vph)	43	51	16	177	24	283	5	818	305	306	498	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	12	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	310		285	75		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	50			75			50			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.964				0.850		0.959			0.993	
Flt Protected	0.950			0.950	0.963		0.950			0.950		
Satd. Flow (prot)	1652	1736	0	1681	1647	1531	1711	3281	0	1711	3397	0
Flt Permitted	0.950			0.950	0.963		0.449			0.111		
Satd. Flow (perm)	1652	1736	0	1681	1647	1531	808	3281	0	200	3397	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		14						57			6	
Link Speed (mph)		25			35			40			40	
Link Distance (ft)		292			548			364			267	
Travel Time (s)		8.0			10.7			6.2			4.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	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)	45	53	17	184	25	295	5	852	318	319	519	24
Shared Lane Traffic (%)				44%								
Lane Group Flow (vph)	45	70	0	103	106	295	5	1170	0	319	543	0
Turn Type	Split	NA		Split	NA	Prot	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7	7	1	6		5	2	
Permitted Phases							6			2		
Detector Phase	4	4		7	7	7	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	11.4	11.4		12.2	12.2	12.2	9.0	22.7		9.0	22.7	
Total Split (s)	16.4	16.4		17.2	17.2	17.2	12.0	35.7		26.0	49.7	
Total Split (%)	17.2%	17.2%		18.0%	18.0%	18.0%	12.6%	37.5%		27.3%	52.2%	
Yellow Time (s)	3.8	3.8		5.0	5.0	5.0	3.0	4.4		3.0	4.4	
All-Red Time (s)	2.6	2.6		2.2	2.2	2.2	1.0	3.3		1.0	3.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		7.2	7.2	7.2	4.0	7.7		4.0	7.7	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effct Green (s)	8.2	8.2		10.2	10.2	10.2	37.4	28.5		53.5	48.1	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.09	0.09		0.12	0.12	0.12	0.43	0.33		0.62	0.55	
v/c Ratio	0.29	0.40		0.52	0.55	1.65	0.01	1.05		0.76	0.29	
Control Delay	44.1	39.9		50.0	51.6	343.7	9.8	70.8		22.2	6.3	
Queue Delay	0.0	0.0		0.0	0.0	0.8	0.0	10.8		0.4	0.2	
Total Delay	44.1	39.9		50.0	51.6	344.4	9.8	81.6		22.6	6.6	
LOS	D	D		D	D	F	A	F		C	A	
Approach Delay		41.5			222.7			81.3			12.5	
Approach LOS		D			F			F			B	
Queue Length 50th (ft)	25	31		61	63	~258	1	~405		47	28	
Queue Length 95th (ft)	60	75		#129	#136	#434	6	#566		88	156	
Internal Link Dist (ft)		212			468			284			187	
Turn Bay Length (ft)	100			310		285	75					
Base Capacity (vph)	193	216		197	193	179	461	1117		513	1894	
Starvation Cap Reductn	0	0		0	0	0	0	0		28	652	
Spillback Cap Reductn	0	0		0	0	8	0	29		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.23	0.32		0.52	0.55	1.73	0.01	1.08		0.66	0.44	

Intersection Summary

Area Type: Other

Cycle Length: 95.3

Actuated Cycle Length: 86.8

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.65

Intersection Signal Delay: 84.1

Intersection Capacity Utilization 77.3%

Analysis Period (min) 15

Intersection LOS: F

ICU Level of Service D







~ Volume exceeds capacity, queue is theoretically infinite.











Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: U.S. ROUTE 7 & MOUNTAIN RD./S.R. 57/107

#1 	#1 #2 	#1 #2 	#1 #2 
Ø1	Ø2	Ø4	Ø7
12 s	49.7 s	16.4 s	17.2 s
#1 #2 	#1 #2 		
Ø5	Ø6		
26 s	35.7 s		

										
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø6	Ø7
Lane Configurations										
Traffic Volume (vph)	101	61	1061	64	43	741				
Future Volume (vph)	101	61	1061	64	43	741				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	13	11	11	11	11				
Grade (%)	0%		0%			0%				
Storage Length (ft)	0	0		0	195					
Storage Lanes	1	1		0	1					
Taper Length (ft)	25				50					
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91				
Ped Bike Factor										
Frt		0.850	0.992							
Flt Protected	0.950					0.997				
Satd. Flow (prot)	1770	1636	3394	0	0	4901				
Flt Permitted	0.950					0.797				
Satd. Flow (perm)	1770	1636	3394	0	0	3918				
Right Turn on Red		Yes		Yes						
Satd. Flow (RTOR)		62	8							
Link Speed (mph)	30		40			40				
Link Distance (ft)	92		267			293				
Travel Time (s)	2.1		4.6			5.0				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%				
Adj. Flow (vph)	103	62	1083	65	44	756				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	103	62	1148	0	0	800				
Turn Type	Prot	Prot	NA		custom	NA				
Protected Phases	4	4	6 7		5	2 5 6	1	2	6	7
Permitted Phases					2 6					
Detector Phase	4	4	6 7		5	2 5 6				
Switch Phase										
Minimum Initial (s)	5.0	5.0			5.0		5.0	15.0	15.0	5.0
Minimum Split (s)	11.4	11.4			9.0		9.0	22.7	22.7	12.2
Total Split (s)	16.4	16.4			26.0		12.0	49.7	35.7	17.2
Total Split (%)	17.2%	17.2%			27.3%		13%	52%	37%	18%
Yellow Time (s)	3.8	3.8			3.0		3.0	4.4	4.4	5.0
All-Red Time (s)	2.6	2.6			1.0		1.0	3.3	3.3	2.2
Lost Time Adjust (s)	0.0	0.0								
Total Lost Time (s)	6.4	6.4								
Lead/Lag					Lead		Lead	Lag	Lag	
Lead-Lag Optimize?										
Recall Mode	None	None			None		None	Min	Min	None
Act Effect Green (s)	8.2	8.2	40.2			49.7				

							Ø1	Ø2	Ø6	Ø7
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT				
Actuated g/C Ratio	0.09	0.09	0.46			0.57				
v/c Ratio	0.62	0.29	0.73			0.33				
Control Delay	56.5	14.7	7.8			10.4				
Queue Delay	0.0	0.0	0.6			0.0				
Total Delay	56.5	14.7	8.5			10.5				
LOS	E	B	A			B				
Approach Delay	40.8		8.5			10.5				
Approach LOS	D		A			B				
Queue Length 50th (ft)	58	0	60			83				
Queue Length 95th (ft)	114	38	m53			109				
Internal Link Dist (ft)	12		187			213				
Turn Bay Length (ft)										
Base Capacity (vph)	207	246	1578			2466				
Starvation Cap Reductn	0	0	155			0				
Spillback Cap Reductn	0	0	0			22				
Storage Cap Reductn	0	0	0			0				
Reduced v/c Ratio	0.50	0.25	0.81			0.33				

Intersection Summary

Area Type: Other

Cycle Length: 95.3

Actuated Cycle Length: 86.8

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.65

Intersection Signal Delay: 11.7

Intersection LOS: B

Intersection Capacity Utilization 64.5%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. ROUTE 7 & GEORGETOWN PLAZA A.D.

#1 Ø1 12 s	#1 #2 Ø2 49.7 s	#1 #2 Ø4 16.4 s	#1 #2 Ø7 17.2 s
#1 #2 Ø5 26 s	#1 #2 Ø6 35.7 s		























Intersection













Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	1	1127	1	7	684
Future Vol, veh/h	3	1	1127	1	7	684
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1	1225	1	8	743

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1985	1226	0	0	1226	0
Stage 1	1226	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	67	218	-	-	569	-
Stage 1	277	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	65	218	-	-	569	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	277	-	-	-	-	-
Stage 2	451	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	53.2	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	79	569
HCM Lane V/C Ratio	-	-	0.055	0.013
HCM Control Delay (s)	-	-	53.2	11.4
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	0.2	0

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	33	9	135	22	262	10	537	139	287	492	47
Future Volume (vph)	45	33	9	135	22	262	10	537	139	287	492	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	12	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	310		285	75		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	50			75			50			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.969				0.850		0.969			0.987	
Flt Protected	0.950			0.950	0.965		0.950			0.950		
Satd. Flow (prot)	1652	1745	0	1681	1651	1531	1711	3315	0	1711	3377	0
Flt Permitted	0.950			0.950	0.965		0.446			0.238		
Satd. Flow (perm)	1652	1745	0	1681	1651	1531	803	3315	0	429	3377	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		9						40			13	
Link Speed (mph)		25			35			40			40	
Link Distance (ft)		292			548			364			267	
Travel Time (s)		8.0			10.7			6.2			4.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	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	34	9	138	22	267	10	548	142	293	502	48
Shared Lane Traffic (%)				42%								
Lane Group Flow (vph)	46	43	0	80	80	267	10	690	0	293	550	0
Turn Type	Split	NA		Split	NA	Prot	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7	7	1	6		5	2	
Permitted Phases							6			2		
Detector Phase	4	4		7	7	7	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	11.4	11.4		12.2	12.2	12.2	9.0	22.7		9.0	22.7	
Total Split (s)	15.4	15.4		18.2	18.2	18.2	12.0	25.7		16.0	29.7	
Total Split (%)	20.5%	20.5%		24.2%	24.2%	24.2%	15.9%	34.1%		21.2%	39.4%	
Yellow Time (s)	3.8	3.8		5.0	5.0	5.0	3.0	4.4		3.0	4.4	
All-Red Time (s)	2.6	2.6		2.2	2.2	2.2	1.0	3.3		1.0	3.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		7.2	7.2	7.2	4.0	7.7		4.0	7.7	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effct Green (s)	7.9	7.9		11.2	11.2	11.2	27.1	18.3		37.1	31.7	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.11	0.11		0.16	0.16	0.16	0.38	0.26		0.52	0.45	
v/c Ratio	0.25	0.21		0.30	0.31	1.11	0.03	0.78		0.69	0.36	
Control Delay	33.9	28.0		32.4	32.5	126.2	10.5	32.3		15.6	8.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.2	
Total Delay	33.9	28.0		32.4	32.5	126.2	10.5	32.3		15.6	8.1	
LOS	C	C		C	C	F	B	C		B	A	
Approach Delay		31.0			91.1			32.0			10.7	
Approach LOS		C			F			C			B	
Queue Length 50th (ft)	20	15		35	35	~154	2	152		25	28	
Queue Length 95th (ft)	50	43		77	77	#294	9	#242		#72	130	
Internal Link Dist (ft)		212			468			284			187	
Turn Bay Length (ft)	100			310		285	75					
Base Capacity (vph)	212	232		263	259	240	444	881		443	1510	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	305	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.22	0.19		0.30	0.31	1.11	0.02	0.78		0.66	0.46	

Intersection Summary

Area Type: Other

Cycle Length: 75.3

Actuated Cycle Length: 71.1

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 35.5

Intersection LOS: D

Intersection Capacity Utilization 61.9%

ICU Level of Service B

Analysis Period (min) 15












~ Volume exceeds capacity, queue is theoretically infinite.











Queue shown is maximum after two cycles.







95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: U.S. ROUTE 7 & MOUNTAIN RD./S.R. 57/107

#1  Ø1	#1 #2  Ø2 	#1 #2  Ø4 	#1 #2  Ø7 
1.2 s	29.7 s	15.4 s	18.2 s
#1 #2  Ø5 	#1 #2  Ø6 		
1.6 s	25.7 s		

										
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø6	Ø7
Lane Configurations										
Traffic Volume (vph)	123	75	765	68	57	699				
Future Volume (vph)	123	75	765	68	57	699				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	13	11	11	11	11				
Grade (%)	0%		0%			0%				
Storage Length (ft)	0	0		0	195					
Storage Lanes	1	1		0	1					
Taper Length (ft)	25				50					
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91				
Ped Bike Factor										
Frt		0.850	0.988							
Flt Protected	0.950					0.996				
Satd. Flow (prot)	1770	1636	3380	0	0	4896				
Flt Permitted	0.950					0.787				
Satd. Flow (perm)	1770	1636	3380	0	0	3869				
Right Turn on Red		Yes		Yes						
Satd. Flow (RTOR)		77	14							
Link Speed (mph)	30		40			40				
Link Distance (ft)	92		267			293				
Travel Time (s)	2.1		4.6			5.0				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%				
Adj. Flow (vph)	126	77	781	69	58	713				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	126	77	850	0	0	771				
Turn Type	Prot	Prot	NA		custom	NA				
Protected Phases	4	4	6 7		5	2 5 6	1	2	6	7
Permitted Phases					2 6					
Detector Phase	4	4	6 7		5	2 5 6				
Switch Phase										
Minimum Initial (s)	5.0	5.0			5.0		5.0	15.0	15.0	5.0
Minimum Split (s)	11.4	11.4			9.0		9.0	22.7	22.7	12.2
Total Split (s)	15.4	15.4			16.0		12.0	29.7	25.7	18.2
Total Split (%)	20.5%	20.5%			21.2%		16%	39%	34%	24%
Yellow Time (s)	3.8	3.8			3.0		3.0	4.4	4.4	5.0
All-Red Time (s)	2.6	2.6			1.0		1.0	3.3	3.3	2.2
Lost Time Adjust (s)	0.0	0.0								
Total Lost Time (s)	6.4	6.4								
Lead/Lag					Lead		Lead	Lag	Lag	
Lead-Lag Optimize?					Yes		Yes	Yes	Yes	
Recall Mode	None	None			None		None	Min	Min	None
Act Effct Green (s)	7.9	7.9	30.9			33.2				

										
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø6	Ø7
Actuated g/C Ratio	0.11	0.11	0.43			0.47				
v/c Ratio	0.64	0.31	0.58			0.40				
Control Delay	47.6	11.8	6.4			13.4				
Queue Delay	0.0	0.0	0.0			0.0				
Total Delay	47.6	11.8	6.4			13.4				
LOS	D	B	A			B				
Approach Delay	34.0		6.4			13.4				
Approach LOS	C		A			B				
Queue Length 50th (ft)	57	0	35			82				
Queue Length 95th (ft)	#122	36	m56			109				
Internal Link Dist (ft)	12		187			213				
Turn Bay Length (ft)										
Base Capacity (vph)	227	277	1476			1930				
Starvation Cap Reductn	0	0	33			0				
Spillback Cap Reductn	0	0	0			0				
Storage Cap Reductn	0	0	0			0				
Reduced v/c Ratio	0.56	0.28	0.59			0.40				

Intersection Summary

Area Type: Other

Cycle Length: 75.3

Actuated Cycle Length: 71.1

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 12.4

Intersection LOS: B

Intersection Capacity Utilization 63.0%

ICU Level of Service B







Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. ROUTE 7 & GEORGETOWN PLAZA A.D.

#1  Ø1 12 s	#1 #2  Ø2 29.7 s	#1 #2  Ø4 15.4 s	#1 #2  Ø7 18.2 s
#1 #2  Ø5 16 s	#1 #2  Ø6 25.7 s		

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	2	0	686	3	1	635
Future Vol, veh/h	2	0	686	3	1	635
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	738	3	1	683























Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1425	740	0
Stage 1	740	-	-
Stage 2	685	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	149	417	-
Stage 1	472	-	-
Stage 2	500	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	149	417	-
Mov Cap-2 Maneuver	149	-	-
Stage 1	472	-	-
Stage 2	499	-	-













Approach	WB	NB	SB
HCM Control Delay, s	29.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	149	866
HCM Lane V/C Ratio	-	-	0.014	0.001
HCM Control Delay (s)	-	-	29.5	9.2
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	0	0

CAPACITY ANALYSIS WORKSHEETS

Build Conditions

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	2	7	419	16	221	2	469	227	313	774	16
Future Volume (vph)	7	2	7	419	16	221	2	469	227	313	774	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	12	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	310		285	75		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	50			75			50			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.880				0.850		0.951			0.997	
Flt Protected	0.950			0.950	0.956		0.950			0.950		
Satd. Flow (prot)	1652	1585	0	1681	1635	1531	1711	3254	0	1711	3411	0
Flt Permitted	0.950			0.950	0.956		0.323			0.196		
Satd. Flow (perm)	1652	1585	0	1681	1635	1531	582	3254	0	353	3411	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		8						102			3	
Link Speed (mph)		25			35			40			40	
Link Distance (ft)		292			548			364			267	
Travel Time (s)		8.0			10.7			6.2			4.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	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)	8	2	8	466	18	246	2	521	252	348	860	18
Shared Lane Traffic (%)				48%								
Lane Group Flow (vph)	8	10	0	242	242	246	2	773	0	348	878	0
Turn Type	Split	NA		Split	NA	Prot	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7	7	1	6		5	2	
Permitted Phases							6			2		
Detector Phase	4	4		7	7	7	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	11.4	11.4		12.2	12.2	12.2	9.0	22.7		9.0	22.7	
Total Split (s)	15.4	15.4		18.2	18.2	18.2	12.0	25.7		16.0	29.7	
Total Split (%)	20.5%	20.5%		24.2%	24.2%	24.2%	15.9%	34.1%		21.2%	39.4%	
Yellow Time (s)	3.8	3.8		5.0	5.0	5.0	3.0	4.4		3.0	4.4	
All-Red Time (s)	2.6	2.6		2.2	2.2	2.2	1.0	3.3		1.0	3.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		7.2	7.2	7.2	4.0	7.7		4.0	7.7	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effct Green (s)	6.2	6.2		11.1	11.1	11.1	27.0	18.2		38.0	32.6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.09	0.09		0.16	0.16	0.16	0.40	0.27		0.56	0.48	
v/c Ratio	0.05	0.07		0.88	0.91	0.98	0.01	0.82		0.80	0.54	
Control Delay	30.9	20.6		64.2	69.2	88.1	10.0	30.3		28.7	6.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	30.9	20.6		64.2	69.2	88.1	10.0	30.3		28.7	6.4	
LOS	C	C		E	E	F	A	C		C	A	
Approach Delay		25.1			73.9			30.3			12.7	
Approach LOS		C			E			C			B	
Queue Length 50th (ft)	3	1		114	114	~123	0	152		39	26	
Queue Length 95th (ft)	15	14		#263	#266	#266	4	#265		#212	258	
Internal Link Dist (ft)		212			468			284			187	
Turn Bay Length (ft)	100			310		285	75					
Base Capacity (vph)	221	219		275	267	250	391	946		439	1639	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	24	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.04	0.05		0.88	0.91	0.98	0.01	0.82		0.79	0.54	

Intersection Summary

Area Type: Other

Cycle Length: 75.3

Actuated Cycle Length: 67.9

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 34.0

Intersection LOS: C

Intersection Capacity Utilization 72.0%

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: 1: U.S. ROUTE 7 & MOUNTAIN RD./S.R. 57/107

#1  Ø1	#1 #2  Ø2	#1 #2  Ø4	#1 #2  Ø7
12 s	29.7 s	15.4 s	18.2 s
#1 #2  Ø5	#1 #2  Ø6		
16 s	25.7 s		

										
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø6	Ø7
Lane Configurations										
Traffic Volume (vph)	42	27	657	32	16	1086				
Future Volume (vph)	42	27	657	32	16	1086				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	13	11	11	11	11				
Grade (%)	0%		0%			0%				
Storage Length (ft)	0	0		0	195					
Storage Lanes	1	1		0	1					
Taper Length (ft)	25				50					
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91				
Ped Bike Factor										
Frt		0.850	0.993							
Flt Protected	0.950					0.999				
Satd. Flow (prot)	1770	1636	3397	0	0	4911				
Flt Permitted	0.950					0.932				
Satd. Flow (perm)	1770	1636	3397	0	0	4582				
Right Turn on Red		Yes		Yes						
Satd. Flow (RTOR)		28	7							
Link Speed (mph)	30		40			40				
Link Distance (ft)	92		267			293				
Travel Time (s)	2.1		4.6			5.0				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%				
Adj. Flow (vph)	43	28	677	33	16	1120				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	43	28	710	0	0	1136				
Turn Type	Prot	Prot	NA		custom	NA				
Protected Phases	4	4	6 7		5	2 5 6	1	2	6	7
Permitted Phases					2 6					
Detector Phase	4	4	6 7		5	2 5 6				
Switch Phase										
Minimum Initial (s)	5.0	5.0			5.0		5.0	15.0	15.0	5.0
Minimum Split (s)	11.4	11.4			9.0		9.0	22.7	22.7	12.2
Total Split (s)	15.4	15.4			16.0		12.0	29.7	25.7	18.2
Total Split (%)	20.5%	20.5%			21.2%		16%	39%	34%	24%
Yellow Time (s)	3.8	3.8			3.0		3.0	4.4	4.4	5.0
All-Red Time (s)	2.6	2.6			1.0		1.0	3.3	3.3	2.2
Lost Time Adjust (s)	0.0	0.0								
Total Lost Time (s)	6.4	6.4								
Lead/Lag					Lead		Lead	Lag	Lag	
Lead-Lag Optimize?					Yes		Yes	Yes	Yes	
Recall Mode	None	None			None		None	Min	Min	None
Act Effct Green (s)	6.2	6.2	32.3			34.1				

										
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø6	Ø7
Actuated g/C Ratio	0.09	0.09	0.48			0.50				
v/c Ratio	0.27	0.16	0.44			0.49				
Control Delay	34.7	14.7	5.6			12.9				
Queue Delay	0.0	0.0	0.0			0.0				
Total Delay	34.7	14.7	5.6			12.9				
LOS	C	B	A			B				
Approach Delay	26.9		5.6			12.9				
Approach LOS	C		A			B				
Queue Length 50th (ft)	19	0	32			121				
Queue Length 95th (ft)	47	22	m40			167				
Internal Link Dist (ft)	12		187			213				
Turn Bay Length (ft)										
Base Capacity (vph)	237	243	1619			2342				
Starvation Cap Reductn	0	0	61			0				
Spillback Cap Reductn	0	0	0			98				
Storage Cap Reductn	0	0	0			0				
Reduced v/c Ratio	0.18	0.12	0.46			0.51				

Intersection Summary

Area Type: Other

Cycle Length: 75.3

Actuated Cycle Length: 67.9

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 10.7

Intersection LOS: B







Intersection Capacity Utilization 48.1%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. ROUTE 7 & GEORGETOWN PLAZA A.D.

#1  Ø1	#1 #2  Ø2	#1 #2  Ø4	#1 #2  Ø7
12 s	29.7 s	15.4 s	18.2 s
#1 #2  Ø5	#1 #2  Ø6		
16 s	25.7 s		

Intersection























Int Delay, s/veh 1.9













Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	12	0	12	2	0	2	25	684	0	2	1174	24
Future Vol, veh/h	12	0	12	2	0	2	25	684	0	2	1174	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	88	92	88	92	88	88	88	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	13	2	0	2	27	777	0	2	1334	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2183	2182	1347	2189	2195	777	1360	0	0	777	0	0
Stage 1	1351	1351	-	831	831	-	-	-	-	-	-	-
Stage 2	832	831	-	1358	1364	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	33	46	185	33	45	397	505	-	-	839	-	-
Stage 1	185	219	-	364	384	-	-	-	-	-	-	-
Stage 2	363	384	-	184	215	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	30	41	185	28	40	397	505	-	-	839	-	-
Mov Cap-2 Maneuver	30	41	-	28	40	-	-	-	-	-	-	-
Stage 1	168	217	-	330	348	-	-	-	-	-	-	-
Stage 2	327	348	-	169	213	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	130	80.8	0.4	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	505	-	-	52	52	839	-	-
HCM Lane V/C Ratio	0.054	-	-	0.502	0.087	0.003	-	-
HCM Control Delay (s)	12.5	0	-	130	80.8	9.3	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.9	0.3	0	-	-

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	51	16	183	24	283	5	831	313	306	506	23
Future Volume (vph)	43	51	16	183	24	283	5	831	313	306	506	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	12	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	310		285	75		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	50			75			50			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.964				0.850		0.959			0.993	
Flt Protected	0.950			0.950	0.963		0.950			0.950		
Satd. Flow (prot)	1652	1736	0	1681	1647	1531	1711	3281	0	1711	3397	0
Flt Permitted	0.950			0.950	0.963		0.446			0.111		
Satd. Flow (perm)	1652	1736	0	1681	1647	1531	803	3281	0	200	3397	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		14						58			6	
Link Speed (mph)		25			35			40			40	
Link Distance (ft)		292			548			364			267	
Travel Time (s)		8.0			10.7			6.2			4.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	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)	45	53	17	191	25	295	5	866	326	319	527	24
Shared Lane Traffic (%)				44%								
Lane Group Flow (vph)	45	70	0	107	109	295	5	1192	0	319	551	0
Turn Type	Split	NA		Split	NA	Prot	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7	7	1	6		5	2	
Permitted Phases							6			2		
Detector Phase	4	4		7	7	7	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	11.4	11.4		12.2	12.2	12.2	9.0	22.7		9.0	22.7	
Total Split (s)	16.4	16.4		17.2	17.2	17.2	12.0	35.7		26.0	49.7	
Total Split (%)	17.2%	17.2%		18.0%	18.0%	18.0%	12.6%	37.5%		27.3%	52.2%	
Yellow Time (s)	3.8	3.8		5.0	5.0	5.0	3.0	4.4		3.0	4.4	
All-Red Time (s)	2.6	2.6		2.2	2.2	2.2	1.0	3.3		1.0	3.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		7.2	7.2	7.2	4.0	7.7		4.0	7.7	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effect Green (s)	8.2	8.2		10.2	10.2	10.2	37.4	28.5		53.5	48.1	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.09	0.09		0.12	0.12	0.12	0.43	0.33		0.62	0.55	
v/c Ratio	0.29	0.40		0.54	0.56	1.65	0.01	1.07		0.76	0.29	
Control Delay	44.1	39.9		51.0	52.4	343.7	9.8	77.0		22.1	6.3	
Queue Delay	0.0	0.0		0.0	0.0	0.8	0.0	12.4		0.4	0.2	
Total Delay	44.1	39.9		51.0	52.4	344.4	9.8	89.3		22.5	6.6	
LOS	D	D		D	D	F	A	F		C	A	
Approach Delay		41.5			220.7			89.0			12.4	
Approach LOS		D			F			F			B	
Queue Length 50th (ft)	25	31		63	64	~258	1	~420		47	28	
Queue Length 95th (ft)	60	75		#136	#144	#434	6	#582		87	158	
Internal Link Dist (ft)		212			468			284			187	
Turn Bay Length (ft)	100			310		285	75					
Base Capacity (vph)	193	216		197	193	179	459	1117		513	1894	
Starvation Cap Reductn	0	0		0	0	0	0	0		28	643	
Spillback Cap Reductn	0	0		0	0	8	0	31		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.23	0.32		0.54	0.56	1.73	0.01	1.10		0.66	0.44	

Intersection Summary

Area Type: Other

Cycle Length: 95.3

Actuated Cycle Length: 86.8

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.65

Intersection Signal Delay: 87.2

Intersection LOS: F

Intersection Capacity Utilization 78.0%

ICU Level of Service D

Analysis Period (min) 15







~ Volume exceeds capacity, queue is theoretically infinite.











Queue shown is maximum after two cycles.







95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: U.S. ROUTE 7 & MOUNTAIN RD./S.R. 57/107

#1  Ø1	#1 #2  Ø2	#1 #2  Ø4	#1 #2  Ø7
12 s	49.7 s	16.4 s	17.2 s
#1 #2  Ø5	#1 #2  Ø6		
26 s	35.7 s		

										
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø6	Ø7
Lane Configurations										
Traffic Volume (vph)	101	61	1074	64	43	749				
Future Volume (vph)	101	61	1074	64	43	749				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	13	11	11	11	11				
Grade (%)	0%		0%			0%				
Storage Length (ft)	0	0		0	195					
Storage Lanes	1	1		0	1					
Taper Length (ft)	25				50					
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91				
Ped Bike Factor										
Frt		0.850	0.992							
Flt Protected	0.950					0.997				
Satd. Flow (prot)	1770	1636	3394	0	0	4901				
Flt Permitted	0.950					0.794				
Satd. Flow (perm)	1770	1636	3394	0	0	3903				
Right Turn on Red		Yes		Yes						
Satd. Flow (RTOR)		62	7							
Link Speed (mph)	30		40			40				
Link Distance (ft)	92		267			293				
Travel Time (s)	2.1		4.6			5.0				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%				
Adj. Flow (vph)	103	62	1096	65	44	764				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	103	62	1161	0	0	808				
Turn Type	Prot	Prot	NA		custom	NA				
Protected Phases	4	4	6 7		5	2 5 6	1	2	6	7
Permitted Phases					2 6					
Detector Phase	4	4	6 7		5	2 5 6				
Switch Phase										
Minimum Initial (s)	5.0	5.0			5.0		5.0	15.0	15.0	5.0
Minimum Split (s)	11.4	11.4			9.0		9.0	22.7	22.7	12.2
Total Split (s)	16.4	16.4			26.0		12.0	49.7	35.7	17.2
Total Split (%)	17.2%	17.2%			27.3%		13%	52%	37%	18%
Yellow Time (s)	3.8	3.8			3.0		3.0	4.4	4.4	5.0
All-Red Time (s)	2.6	2.6			1.0		1.0	3.3	3.3	2.2
Lost Time Adjust (s)	0.0	0.0								
Total Lost Time (s)	6.4	6.4								
Lead/Lag					Lead		Lead	Lag	Lag	
Lead-Lag Optimize?										
Recall Mode	None	None			None		None	Min	Min	None
Act Effect Green (s)	8.2	8.2	40.2			49.7				

										
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø6	Ø7
Actuated g/C Ratio	0.09	0.09	0.46			0.57				
v/c Ratio	0.62	0.29	0.74			0.34				
Control Delay	56.5	14.7	8.0			10.5				
Queue Delay	0.0	0.0	0.7			0.0				
Total Delay	56.5	14.7	8.7			10.5				
LOS	E	B	A			B				
Approach Delay	40.8		8.7			10.5				
Approach LOS	D		A			B				
Queue Length 50th (ft)	58	0	61			84				
Queue Length 95th (ft)	114	38	m54			110				
Internal Link Dist (ft)	12		187			213				
Turn Bay Length (ft)										
Base Capacity (vph)	207	246	1577			2461				
Starvation Cap Reductn	0	0	155			0				
Spillback Cap Reductn	0	0	0			21				
Storage Cap Reductn	0	0	0			0				
Reduced v/c Ratio	0.50	0.25	0.82			0.33				

Intersection Summary

Area Type: Other

Cycle Length: 95.3

Actuated Cycle Length: 86.8

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.65

Intersection Signal Delay: 11.9

Intersection LOS: B












Intersection Capacity Utilization 64.6%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. ROUTE 7 & GEORGETOWN PLAZA A.D.

#1  Ø1 12 s	#1 #2   Ø2 49.7 s	#1 #2   Ø4 16.4 s	#1 #2   Ø7 17.2 s
#1 #2   Ø5 26 s	#1 #2   Ø6 35.7 s		

Intersection























Int Delay, s/veh 2.9













Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	21	0	22	3	0	1	14	1127	1	7	684	14
Future Vol, veh/h	21	0	22	3	0	1	14	1127	1	7	684	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	24	3	0	1	15	1225	1	8	743	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2023	2023	751	2035	2030	1226	758	0	0	1226	0	0
Stage 1	767	767	-	1256	1256	-	-	-	-	-	-	-
Stage 2	1256	1256	-	779	774	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	43	58	411	42	57	218	853	-	-	569	-	-
Stage 1	395	411	-	210	243	-	-	-	-	-	-	-
Stage 2	210	243	-	389	408	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	40	53	411	37	53	218	853	-	-	569	-	-
Mov Cap-2 Maneuver	40	53	-	37	53	-	-	-	-	-	-	-
Stage 1	373	401	-	198	230	-	-	-	-	-	-	-
Stage 2	197	230	-	358	398	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	114.6	89.3	0.1	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	853	-	-	74	47	569	-	-
HCM Lane V/C Ratio	0.018	-	-	0.632	0.093	0.013	-	-
HCM Control Delay (s)	9.3	0	-	114.6	89.3	11.4	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.8	0.3	0	-	-

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	33	9	141	22	262	10	550	147	287	500	47
Future Volume (vph)	45	33	9	141	22	262	10	550	147	287	500	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	12	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	310		285	75		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	50			75			50			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.969				0.850		0.968			0.987	
Flt Protected	0.950			0.950	0.964		0.950			0.950		
Satd. Flow (prot)	1652	1745	0	1681	1649	1531	1711	3312	0	1711	3377	0
Flt Permitted	0.950			0.950	0.964		0.443			0.224		
Satd. Flow (perm)	1652	1745	0	1681	1649	1531	798	3312	0	403	3377	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		9						42			13	
Link Speed (mph)		25			35			40			40	
Link Distance (ft)		292			548			364			267	
Travel Time (s)		8.0			10.7			6.2			4.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	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	34	9	144	22	267	10	561	150	293	510	48
Shared Lane Traffic (%)				43%								
Lane Group Flow (vph)	46	43	0	82	84	267	10	711	0	293	558	0
Turn Type	Split	NA		Split	NA	Prot	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7	7	1	6		5	2	
Permitted Phases							6			2		
Detector Phase	4	4		7	7	7	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	11.4	11.4		12.2	12.2	12.2	9.0	22.7		9.0	22.7	
Total Split (s)	15.4	15.4		18.2	18.2	18.2	12.0	25.7		16.0	29.7	
Total Split (%)	20.5%	20.5%		24.2%	24.2%	24.2%	15.9%	34.1%		21.2%	39.4%	
Yellow Time (s)	3.8	3.8		5.0	5.0	5.0	3.0	4.4		3.0	4.4	
All-Red Time (s)	2.6	2.6		2.2	2.2	2.2	1.0	3.3		1.0	3.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		7.2	7.2	7.2	4.0	7.7		4.0	7.7	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effct Green (s)	7.9	7.9		11.2	11.2	11.2	27.1	18.3		37.1	31.7	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.11	0.11		0.16	0.16	0.16	0.38	0.26		0.52	0.45	
v/c Ratio	0.25	0.21		0.31	0.33	1.11	0.03	0.81		0.71	0.37	
Control Delay	33.9	28.0		32.5	32.9	126.5	10.5	33.5		16.9	8.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.2	
Total Delay	33.9	28.0		32.5	32.9	126.5	10.5	33.5		16.9	8.1	
LOS	C	C		C	C	F	B	C		B	A	
Approach Delay		31.1			90.5			33.2			11.2	
Approach LOS		C			F			C			B	
Queue Length 50th (ft)	20	15		36	37	~154	2	158		25	28	
Queue Length 95th (ft)	50	43		78	80	#294	9	#253		#81	131	
Internal Link Dist (ft)		212			468			284			187	
Turn Bay Length (ft)	100			310		285	75					
Base Capacity (vph)	212	231		263	258	240	442	881		434	1511	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	299	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.22	0.19		0.31	0.33	1.11	0.02	0.81		0.68	0.46	

Intersection Summary

Area Type: Other

Cycle Length: 75.3

Actuated Cycle Length: 71.1

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 36.0

Intersection LOS: D

Intersection Capacity Utilization 62.7%

ICU Level of Service B

Analysis Period (min) 15












~ Volume exceeds capacity, queue is theoretically infinite.











Queue shown is maximum after two cycles.







95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: U.S. ROUTE 7 & MOUNTAIN RD./S.R. 57/107

#1  Ø1	#1 #2  Ø2 	#1 #2  Ø4 	#1 #2  Ø7 
12 s	29.7 s	15.4 s	18.2 s
#1 #2  Ø5 	#1 #2  Ø6 		
16 s	25.7 s		

										
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø6	Ø7
Lane Configurations										
Traffic Volume (vph)	123	75	778	68	57	707				
Future Volume (vph)	123	75	778	68	57	707				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	13	11	11	11	11				
Grade (%)	0%		0%			0%				
Storage Length (ft)	0	0		0	195					
Storage Lanes	1	1		0	1					
Taper Length (ft)	25				50					
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91				
Ped Bike Factor										
Frt		0.850	0.988							
Flt Protected	0.950					0.996				
Satd. Flow (prot)	1770	1636	3380	0	0	4896				
Flt Permitted	0.950					0.784				
Satd. Flow (perm)	1770	1636	3380	0	0	3854				
Right Turn on Red		Yes		Yes						
Satd. Flow (RTOR)		77	14							
Link Speed (mph)	30		40			40				
Link Distance (ft)	92		267			293				
Travel Time (s)	2.1		4.6			5.0				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%				
Adj. Flow (vph)	126	77	794	69	58	721				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	126	77	863	0	0	779				
Turn Type	Prot	Prot	NA		custom	NA				
Protected Phases	4	4	6 7		5	2 5 6	1	2	6	7
Permitted Phases					2 6					
Detector Phase	4	4	6 7		5	2 5 6				
Switch Phase										
Minimum Initial (s)	5.0	5.0			5.0		5.0	15.0	15.0	5.0
Minimum Split (s)	11.4	11.4			9.0		9.0	22.7	22.7	12.2
Total Split (s)	15.4	15.4			16.0		12.0	29.7	25.7	18.2
Total Split (%)	20.5%	20.5%			21.2%		16%	39%	34%	24%
Yellow Time (s)	3.8	3.8			3.0		3.0	4.4	4.4	5.0
All-Red Time (s)	2.6	2.6			1.0		1.0	3.3	3.3	2.2
Lost Time Adjust (s)	0.0	0.0								
Total Lost Time (s)	6.4	6.4								
Lead/Lag					Lead		Lead	Lag	Lag	
Lead-Lag Optimize?					Yes		Yes	Yes	Yes	
Recall Mode	None	None			None		None	Min	Min	None
Act Effct Green (s)	7.9	7.9	30.9			33.3				

										
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø6	Ø7
Actuated g/C Ratio	0.11	0.11	0.43			0.47				
v/c Ratio	0.64	0.31	0.59			0.41				
Control Delay	47.6	11.8	6.5			13.5				
Queue Delay	0.0	0.0	0.0			0.0				
Total Delay	47.6	11.8	6.5			13.5				
LOS	D	B	A			B				
Approach Delay	34.1		6.5			13.5				
Approach LOS	C		A			B				
Queue Length 50th (ft)	57	0	35			83				
Queue Length 95th (ft)	#122	36	m56			110				
Internal Link Dist (ft)	12		187			213				
Turn Bay Length (ft)										
Base Capacity (vph)	227	277	1475			1926				
Starvation Cap Reductn	0	0	34			0				
Spillback Cap Reductn	0	0	0			2				
Storage Cap Reductn	0	0	0			0				
Reduced v/c Ratio	0.56	0.28	0.60			0.40				

Intersection Summary

Area Type: Other

Cycle Length: 75.3

Actuated Cycle Length: 71.1

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 12.5

Intersection LOS: B

Intersection Capacity Utilization 63.5%

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: U.S. ROUTE 7 & GEORGETOWN PLAZA A.D.

 Ø1	 #1  #2 Ø2	 #1  #2 Ø4	 #1  #2 Ø7
12 s	29.7 s	15.4 s	18.2 s
 #1  #2 Ø5	 #1  #2 Ø6		
16 s	25.7 s		

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	21	0	22	2	0	0	14	686	3	1	635	14
Future Vol, veh/h	21	0	22	2	0	0	14	686	3	1	635	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	93	92	93	92	93	93	93	93	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	24	2	0	0	15	738	3	1	683	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1463	1464	691	1475	1470	740	698	0	0	741	0	0
Stage 1	693	693	-	770	770	-	-	-	-	-	-	-
Stage 2	770	771	-	705	700	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	107	128	445	104	127	417	898	-	-	866	-	-
Stage 1	434	445	-	393	410	-	-	-	-	-	-	-
Stage 2	393	410	-	427	441	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	105	124	445	96	123	417	898	-	-	866	-	-
Mov Cap-2 Maneuver	105	124	-	96	123	-	-	-	-	-	-	-
Stage 1	422	444	-	382	399	-	-	-	-	-	-	-
Stage 2	382	399	-	403	440	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.6	43.4	0.2	0
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	898	-	-	172	96	866	-
HCM Lane V/C Ratio	0.017	-	-	0.272	0.022	0.001	-
HCM Control Delay (s)	9.1	0	-	33.6	43.4	9.2	0
HCM Lane LOS	A	A	-	D	E	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1	0.1	0	-