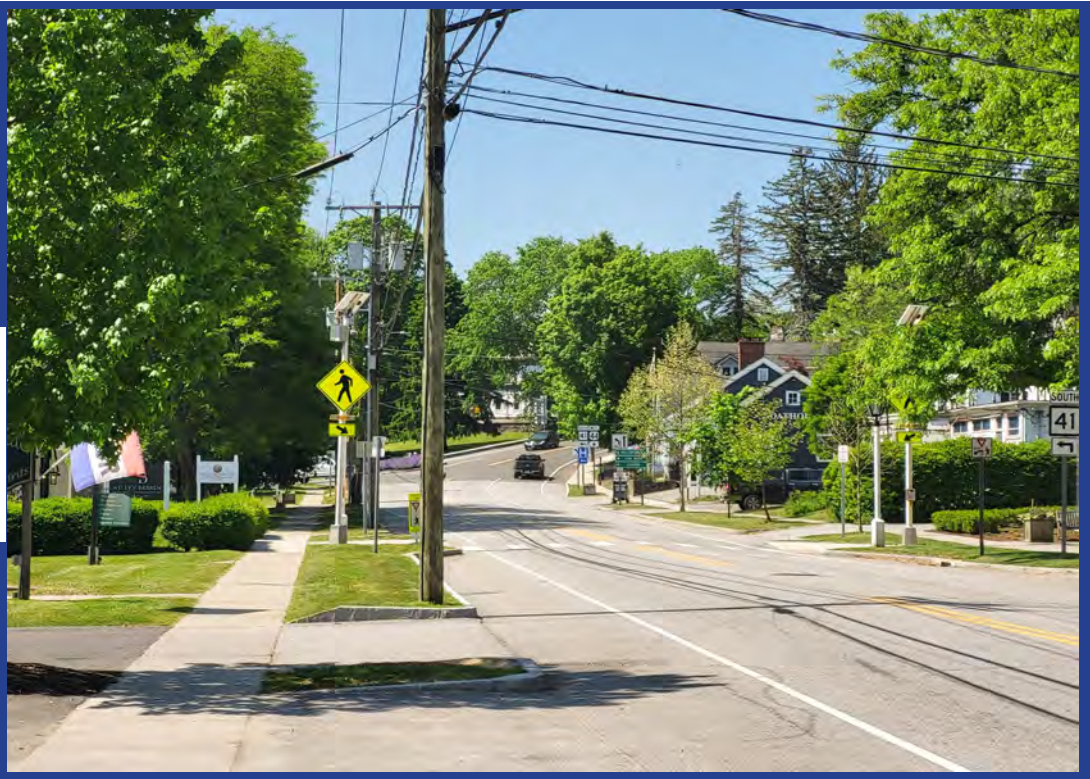
Lakeville Village Planning Study

Pedestrian & Bicycle Accessibility & Safety, Utilization of Public Greenspaces, Circulation/Parking, Stormwater Management



Colliers Engineering & Design

June 2023

Prepared for:

Village of Lakeville
Town of Salisbury
27 Main Street P.O. Box 548
Salisbury, CT 06068

Prepared by:

Deborah Alaimo Lawlor, FAICP
Gerald DeFelicis
Richard D'Andrea, PE, PTOE

Colliers Engineering & Design
135 New Road
Madison, CT 06443

Main: 973 810 0050
Colliersengineering.com

Project No. 22003110A

Accepted by the Salisbury Planning and Zoning Commission -- June 5, 2023

Colliers
Engineering
& Design

This page intentionally blank

Colliers
Engineering & Design

Table of contents

Colliers Engineering & Design

1.0 What is the Lakeville Village Planning Study?

A. Purpose

In mid-2022, the Town of Salisbury's Planning and Zoning Commission (PZC) contracted with Colliers Engineering & Design (hereinafter CED or Colliers) to perform a planning study for the Village of Lakeville. The scope of the study was to analyze existing conditions and safety factors, review parking in the Village Center, assess access and utilization of local greenspaces, and investigate opportunities for enhanced stormwater management measures. The goal was to provide the PZC with short- and long-term recommendations for improvements to these aspects of the Village. The CED team consisted of highly experienced professionals including a land use/environmental planner, landscape architect and traffic engineer. Together they collected and analyzed background data, performed site visits, and convened a variety of meetings and events to gather extensive public input for the study.

While the Main Street area of Lakeville appears bucolic in nature, it also serves as a state highway and truck route. This was a major factor to be dealt with while assessing potential ways to make the area safer and more inviting. In addition to vehicular traffic improvements, CED was asked that the study include recommendations for enhancements to pedestrian and bicycle access in the two main commercial areas of Lakeville (along Main Street/Millerton Road and along Sharon Road/Ethan Allen Street/Holley Street).

Finally, CED was asked for input related to environmental sustainability, low impact design (LID), and stormwater management for a more resilient Village Center.

The intent of this planning study is to take a more holistic look at these parameters and the interplay between them. This includes making recommendations for the implementation of potential improvements related to the safety, appearance, and circulation of the Village Center.

B. Study Area

The proposed area of study initially provided by the Town was reviewed by CED and found to be appropriate relative to the study parameters. The primary boundary extends from Bostwick Street on the north to the Town Grove on the southwest. It encompasses properties on both sides of Route 44 (hereinafter Main Street/Millerton Road) and the Rail Trail. Additionally, properties on both sides of Route 41 (hereinafter Sharon Road) and Farnum Road southeast to approximately the Masonic Lodge, and Herrington's area (see Map 1: Study Area Boundary).

During field visits, CED gathered information along the entire length of the Rail Trail, as well at Main Street between Lakeville and Salisbury Village Centers. This would allow for a more complete understanding of the uses along those routes.

Map 1: Study Area Boundary

C. The Five Study Parameters

The study established five (5) parameters for analysis to determine if quality-of-life improvements are warranted:

1. **Pedestrian and Bicycle Access and Safety**
   It was determined that a need exists to delineate areas for pedestrian and bicycle circulation separate from vehicular traffic lanes. Gaps exist in the current sidewalk and path network, resulting in the absence of a continuous route for pedestrian travel. The narrowness and proximity of existing improved pedestrian pathways to the arterial roadways pose accessibility and safety concerns. Most of these areas of concern are concentrated along Main Street, Millerton Road, Sharon Road, Holley Street, Ethan Allen Street, and

the Rail Trail. The study also assessed the sufficiency and location of crosswalks near the post office, Holley Street, and the Sharon Road/Farnum Road triangle.

2. **Accessibility and Utility of Public Greenspace**
   The public green spaces explored in this study include Community Field, Cannon Park, Bicentennial Park, Bauer Park, the Town Grove, and the Rail Trail. Important parameters included accessibility, condition of the properties, amenities, and linkages between the green spaces and the rest of the Village.

3. **Traffic Circulation**
   Main Street/Millerton Road is a major east-west thoroughfare between New York and New England states. It intersects with Sharon Road, which extends from the New York border into Massachusetts. These two roadways serve as major truck routes in the northwest region of Connecticut. The volume and speed of vehicles on Main Street/Millerton Road has been a long-standing concern for the Town, and as part of the study CED was asked to recommend potential improvements that address safety, speed, and turning considerations.

4. **Parking**
   The focus of the parking analysis was to identify potential problems and determine how to address them. Parking improvements could enhance the experience of visiting restaurants, services, and retail providers in the Village. CED looked at where public parking currently exists and where it might be expanded (though design guidance and modifications) to better serve the commercial areas.

5. **Stormwater Management**
   CED was asked to evaluate the current stormwater management conditions in the Village Center and determine if improvements are needed. Recommendations would be made with a focus on sustainability, including aspects of green infrastructure and low impact design.

2.0 Existing Conditions

The CED team identified several distinct areas where the parameters of the Lakeville Village Planning Study should be evaluated. The following includes a description of existing conditions at each location. Additionally, this section of the report contains observations of existing conditions and traffic data.

A. Key Locations

1. Main Street/Millerton Road (Route 44)

Photo 1: Main Street/Millerton Road

Route 44, including Millerton Road, is classified as a Principal Arterial under the jurisdiction of the Connecticut Department of Transportation (hereinafter "CTDOT"). Within Connecticut, the roadway begins at the New York state and traverses in a generally east/west direction to Hartford and beyond providing regional access throughout much of northwestern Connecticut.

Within the Town of Salisbury, Route 44 has an approximate length of 8.83 miles. The roadway is known as Millerton Road from the New York-Connecticut state line to its intersection with Sharon Road (CT Route 41). From this intersection east the roadway is known as Main Street up to its intersection with Under Mountain Road (CT Route 41).

Main Street/Millerton Road consists of a single travel lane in each direction with paved shoulders of varying width. The roadway has a posted speed limit fluctuating between 25 and 40 MPH as it moves from the New York-Connecticut state line and through Lakeville, including a school zone.

Limited on-street parking is present along some portions of Main Street/Millerton Road, including in the vicinity of Deano's Pizza, Holley Street, and Pettee Street. On the south side of Main Street/Millerton Road, sidewalks are present from Deano's Pizza to Holley Street and from Sharon Road to Prospect Street and beyond. On the north side there is a sidewalk from Holley Street to Lincoln City Road. Pedestrian crosswalks are accompanied by flashing crossing signs at the Holley Street intersection and midblock in the vicinity of the post office. Sidewalks are narrow and, in many locations, very close to the roadway. A commercial area is located in the Village Center along Main Street/Millerton Road and comprises an eclectic mix of retail and service uses.

2. Sharon Road (Route 41)

Photo 2: Sharon Road

Sharon Road is classified as a Major Collector roadway under the jurisdiction of the CTDOT. The roadway begins at the New York-Connecticut state line in the Town of Sharon and continues in a generally northerly direction through the Town of Salisbury and into Massachusetts. At the intersection with Main Street, Sharon Road merges with Main Street and continues east to its intersection with Undermountain Road. It then splits off again and turns north, continuing on to the Connecticut-Massachusetts state line. Within the Town of Salisbury, the roadway has a total length of approximately 9.7 miles.

Within the study area, Sharon Road consists of a single travel lane in each direction. There are limited paved shoulders, generally 1-2 feet in width. The roadway has a posted speed limit of 30 MPH between Wells Hill Road and the Main Street intersection. South of Wells Hill Road the roadway has a 40-MPH speed limit. Sidewalks are provided along both sides of Sharon Road between Wells Hill Road and Farnum Road. From Farnum Road north to Main Street sidewalks are only provided along the east side of the roadway, and there is a gap in the sidewalks in this area along the Patco property frontage. Sidewalks are narrow and located very close to the edge of the road. A pedestrian crosswalk accompanied by flashing crossing signs is provided in the vicinity of the Farnum Road/Ethan Allen Street intersection.

A second commercial area located in the Village Center near the Sharon Road/Main Street/Millerton Road intersection includes Patco gas station and convenience store, as well as several eating establishments and a laundromat near the former Railroad Station. A new restaurant in the former fire station building on the eastern side of the intersection is anticipated to open in the near future. Additionally, Herrington's lumber and building supply store is on Farnum Road in close proximity to this commercial area.

3. Ethan Allen Street (Upper/Lower)

Photo 3: Railroad Plaza

Ethan Allen Street is a local roadway under the jurisdiction of the Town of Salisbury. It begins at an unsignalized intersection with Sharon Road opposite Farnum Road, with perpendicular on-street parking provided along both sides of the roadway until Holley Street. There is a substantial grade change rising up from to the intersection with Holley Street. While technically part of the Ethan Allen Street right-of-way at this location, it functions as a steeply sloped parking lot and drive aisle serving as the principal parking area for the businesses in this area. There is also a short (approximately 100foot) section of sidewalk along the south side of the roadway.

The roadway then comes to an open intersection with Holley Street with only limited traffic control to define traffic movements. This intersection is also in close proximity to Elm Street and Pocketknife Square. On-street perpendicular parking is provided along the northeast quadrant. The former train station building is also situated in the area of the intersection, intruding into the roadway at the southwest corner of the building.

The western portion of Ethan Allen Street has a lower portion and upper portion, both of which accommodate two-way traffic but are unstriped. The lower portion continues from Holley Street to its terminus at the Town Grove. The upper portion of the roadway continues from Holley Street west for a distance of approximately 500 feet where the upper roadway connects to the lower roadway. The lower roadway has a width of approximately 22 feet while the upper roadway has a width of 18-20 feet. There are no existing pedestrian or bicycle facilities along this section of the roadway. There is also a section of approximately 240 feet along the north side of the lower roadway for on-street parallel parking which lacks definition and stripping. This section starts at Holley Street continuing west and can accommodate 10-12 parked vehicles.

4. Holley Street

Photo 4: Holley Street

Holley Street is a local roadway under the jurisdiction of the Town of Salisbury. The roadway traverses in a generally north/south direction between unsignalized intersections with Ethan Allen Street at the south end and Millerton Road at the north end. The roadway, which accommodates two-way traffic, has a varying width of 24-32 feet. On-street parking is allowed along the roadway and was observed occurring along the east side, although there are no designated parking spaces. An asphalt sidewalk is provided along the east side of the roadway, from Ethan Allen Street north to a point approximately 75 feet south of Millerton Road where the sidewalk changes to a concrete surface. The concrete section appears to have been installed more recently. The sidewalk is narrow and there is no separation between the sidewalk and curb line of the street.

5. Railroad Plaza

Photo 5: Railroad Plaza

The railroad came to Lakeville in 1871 and was served by the Lakeville Station building. The area in and around the former train station has developed into an active commercial node consisting of three eateries - On the Run Cafe, Mizza's, and Black Rabbit. This study will refer to this commercial area and the train station surroundings as Railroad Plaza.

The proposed plaza sits at the top of the rise at the corner of the intersection of Ethan Allen Street, Holley Street, and Elm Street. At the present time the train station building protrudes into the vehicular traffic lanes and has been hit by larger vehicles several times in the past. As can be seen in the photo above, the Town has installed signs, fencing, and reflectors to prevent further damage from vehicles hitting the roof overhang.

A recent study and condition assessment of the train station prepared by Crosskey Architects, LLC, dated February 23, 2023, made recommendations to move and rotate the structure. From a planning perspective, this would result in a positive enhancement of the overall area by allowing for the creation of more space to separate pedestrian and vehicular circulation, an improved parking layout, and better alignment of roadways for more intuitive circulation movements.

6. Community Field

The Community Field area extends from Sharon Road to Pettee Street and is adjacent to the Rail Trail. Presently there are tennis courts, swings, and a turf softball/soccer field at the site. However, Community Field lacks pedestrian walkways, formal parking, a paved entrance, and functioning restroom facilities. Under present conditions, Community Field is used as open space for general recreation, but great potential exists for this park to be updated. Improvements could result in enhanced amenities and the ability to offer a variety of programs and events throughout the year at this location improving the vibrancy of the Village.

7. Rail Trail

Photo 6: Rail Trail

The Rail Trail links Lakeville Village Center to Salisbury Village Center, providing off-road access for pedestrians and bicycles. It is located on top of a former railroad right-of-way. The original ballast used by the rail companies provided a stable base layer which was top dressed with smaller stone and soil over the years, as can be seen in Photo 6. The right of way and the existing trail width are generally adequate to support pedestrian and bicycle traffic, with the trail being in the 8- to 10-foot-wide range. The trail surface is in poor condition with signs of irregular grading, protruding tree roots, and unsafe surface transitions from hardpack materials to vegetation, as well as from trail surface to bridge structures. These factors cause potentially hazardous conditions for those travelling on foot and cycling. The trail and vegetation along the edges are in need of maintenance.

B. Traffic Data

1. Existing Traffic Volume Data Collection

On Thursday November 3, 2022, and Saturday November 5, 2022, turning movement traffic counts were manually collected by representatives of CED to determine the existing traffic volume conditions at the study area intersections during peak weekday and weekend time periods. Specifically, the turning movement traffic volume data was collected at the following intersections:

- Millerton Road at Holley Street
- Millerton Road/Main Street at Sharon Road
- Sharon Road at Farnum Road/Ethan Allen Street
- Ethan Allen Street at Holley Street

In addition, traffic volume data available from the CTDOT was obtained and referenced for the Sharon Road, Main Street, and Millerton Road corridors within the study limits. Based on a review of the traffic volume data, the peak hours of traffic within the study area were identified as follows:

- Weekday Peak AM Hour 7:45 AM – 8:45 AM
- Weekday Peak Midday Hour 2:30 PM – 3:30 PM
- Weekday Peak PM Hour 4:00 PM – 5:00 PM
- Saturday Peak Midday Hour 11:15 AM – 12:15 PM

The resulting Existing Traffic Volumes are shown on Figures No. 1, 2, 3 and 4 (contained in Appendix C.1) for the Weekday Peak AM Hour, Weekday Peak Midday Hour, Weekday Peak PM Hour, and Saturday Peak Midday Hour, respectively. Table No. 1 below provides a summary of additional roadway statistics based on the collected data including average annual daily traffic volumes (AADT), average and 85th percentile speeds and truck percentages for the key area roadways.

Table No. 1 – Summary of Roadway Statistics

Roadway	AADT (Vehicles-per-Day)			Speeds		Trucks	
	EB/NB	WB/SB	Total	Average	85th Percentile	Single Unit	Trailer
Millerton Road (Route 44) west of Sharon Road	2,300	2,300	4,600	30.8 MPH	35.8 MPH	5.34%	1.96%
Main Street (Route 44) east of Sharon Road	4,135	3,965	8,100	31.0 MPH	36.4 MPH	4.80%	1.55%
Sharon Road (Route 41) south of Route 44	2,450	2,450	4,900	36.6 MPH	41.8 MPH	5.47%	1.07%

The existing traffic volumes identified on Figures No. 1, 2, 3 and 4 were utilized to perform capacity analyses in order to determine existing operating conditions at the study area intersections. These analyses were conducted based on the procedures identified in the Highway Capacity Manual, 6th Edition and utilizing the Synchro Version 11 analysis software.

The terminology used in identifying traffic flow conditions is Levels of Service (LOS). A Level of Service "A" represents the best condition, and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity, while Level of Service "F" indicates an intersection or movement that is operating at or above the available capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

The capacity analysis results are summarized in Table LOS-1 through LOS-4 contained in Appendix C.2. The analysis results indicate that the studied intersections generally operate at acceptable levels of service with minimal delays during each of the time periods analyzed.

It should be noted that at the intersection of Millerton Road/Main Street at Sharon Road, the primary traffic movements are from Sharon Road northbound to Main Street eastbound, and Main Street westbound to Sharon Road southbound. The existing left turn lane on Main Street generally accommodates the traffic from Main Street westbound to Sharon Road southbound. The northbound right turn vehicles to Main Street eastbound are provided sufficient sight distance and vehicles making this maneuver experience minimal delays.

2. Crash History

Crash data was obtained from the Connecticut Crash Data Repository for the period between January 1, 2018, and December 31, 2022, for the key study area roadways of Millerton Road/Main Street and Sharon Road. The Millerton Road/Main Street crash study area covers the area beginning at approximately Ore Mine Road located west of Indian Mountain Road through to a point approximately 1,600 feet east of Cobble Road in the village of Salisbury — a total distance of approximately 4.0 miles. The Sharon Road crash study area begins south of Wells Hill Road and continues to the Millerton Road/Main Street intersection. The study also includes accidents at and along Undermountain Road in the vicinity of Main Street. The crash data is summarized in Tables A-1 and A-2 contained in Appendix C.3, which indicates the location, date, and time of accidents, as well as the type of accident, number of vehicles involved, and any relevant contributing factors along with other pertinent details. Tables No. 2 and 3 below provide an overview summary of the accident data by roadway based on crash severity and crash type for each of the key study area roadways.

Table 2 – Crash Severity Summary

Severity Type	Millerton Road/Main Street (Route 44)		Sharon Road (Route 41)	
	Number of Accidents	Percent of Total	Number of Accidents	Percent of Total
Property Damage Only	65	86%	15	83%
Injury (No Fatality)	11	14%	3	17%
Fatality	0	0%	0	0%
Total	**76**	**---**	**18**	**---**

Table 3 – Manner of Crash/Collision Summary

Manner of Crash/ Collision	Millerton Road/Main Street (Route 44)		Sharon Road (Route 41)	
	Number of Accidents	Percent of Total	Number of Accidents	Percent of Total
Rear End (Front-to-Rear)	21	28.00%	10	55.00%
Head On (Front-to-Front)	4	5.25%	---	---
Fixed Object	15	20.00%	3	17.00%
Run Off Road	5	7.00%	---	---
Sideswipe (Same Direction)	4	5.25%	---	---
Sideswipe (Opposite Direction)	1	1.00%	---	---
Overtaking	1	1.00%	---	---
Turning – Intersecting Paths (Angle)	12	16.00%	1	6.00%
Rear-to-Side	2	3.00%	---	---
Pedestrian	1	1.00%	---	---
Backing	4	5.25%	---	---
Parking	1	1.00%	2	11.00%
Other	4	5.25%	---	---
Unknown	1	1.00%	2	11.00%
Total	**76**	**---**	**18**	**---**

The crash data indicates a total of 76 accidents occurring over the five (5) year crash data period along Millerton Road/Main Street, while 18 accidents occurred over the same period along Sharon Road. A further review of the crash data for the key study area intersection locations indicates the following:

- No accidents were experienced at the intersection of Millerton Road at Holley Street.
- The intersection of Millerton Road/Main Street at Sharon Road experienced a total of six (6) accidents during the study period including four (4) rear-end type accidents and two (2) turning/angle accidents.

- One accident was experienced at the intersection of Sharon Road at Ethan Allen Street/Farnum Road.
- A concentration of five (5) accidents was found to have occurred in the vicinity of the Patco Gas Station which may be a result of unclear traffic control in this area for vehicles entering and exiting the Patco property.
- The intersection of Sharon Road, Millerton Road and Main Street, there were a total of 22 accidents found to have occurred along Main Street between Sharon Road and Meadow Street — a segment of approximately 3,300 feet. This level of accidents over the five-year study period within this distance would appear to indicate a significant crash history that may require further investigation. The most common crash type of these 22 accidents appears to be collisions with fixed objects, which may indicate crashes related to excess speeds along this area of the roadway.

3. Other Existing Traffic, Circulation and Parking Observations

The CED team conducted several area visits to observe existing traffic operations, parking, and circulation patterns in the Village Center. In addition, information was obtained from the various focus groups and the charrette on traffic conditions experienced by the Lakeville community. Some noted items are summarized below:

- Travel speeds in excess of the speed limit for vehicles along Main Street/Millerton Road was frequently noted.
- The prevalence of truck traffic was noted particularly traveling to and from the New York border along Route 44.
- There is an existing "Speed Limit Ahead 30 MPH" flashing beacon sign posted along Millerton Road eastbound in the vicinity of Belgo Road, along with an additional standard "Speed Limit Ahead 30 MPH" sign posted in the vicinity of Ridge Lane. The flashing beacon sign is currently not functioning.
- There is an existing radar speed sign that indicates the travel speeds of vehicles on eastbound Millerton Road approaching the Sharon Road intersection. This sign functions appropriately but is posted behind a wall that essentially obscures visibility of the sign from the driver's view. There is also an existing 30 MPH speed limit sign posted closer to the roadway in a more visible location for approaching vehicles.
- The lower portion of Ethan Allen Street west of Holley Street is utilized as the primary access to the Town Grove. It is not uncommon to see people, especially children, utilizing the roadway to walk to the Town Grove. There are no existing pedestrian or bicycle accommodations along this portion of Ethan Allen Street.
- The upper portion of Ethan Allen Street west of Holley Street is primarily utilized for access to the residential homes along the south side of the roadway. Several young children live along this road and use it regularly for bicycle riding and other activities.
- The pedestrian crossing of Main Street in the vicinity of Holley Street is considered by many to be an unsafe crossing due to the travel speed of vehicles along Main Street in this area.

CED had the opportunity to review the previously completed Route 44 Salisbury to Lakeville – Road Safety Audit prepared by AECOM on behalf of the Connecticut Department of Transportation. While this study is not specifically dated, it appears from a review of the report that the study was completed in 2016. The Road Safety Audit reviews the roadway conditions and crash history along Main Street focusing heavily on pedestrian safety and accommodations. The primary recommendations of this study focus on the area of Route 44 between Lakeville and Salisbury noting the need for additional sidewalks and or on-street bike lanes to accommodate pedestrians and bicyclists in this area. Some of these items have been or are in the process of being undertaken by the Town while others have been incorporated into the recommendations identified herein.

3.0 Public Engagement Process

In preparation of the Lakeville Village Planning Study, the CED team implemented a multi-faceted public outreach and engagement program. This program solicited input related to the five study parameters from residents, business owners, and municipal staff. Several meeting formats and means of gathering public input were used to engage participants. These included in-person meetings, telephone calls, virtual Microsoft Teams meetings, a public charrette event, and an electronic survey.

A. Stakeholder Interviews / Focus Groups

The CED team held interviews with a select number of community stakeholders identified by the Town to gather input on existing conditions, perceived issues, and possible solutions. In consultation with Town staff, a list of people with knowledge of certain topic areas or historic knowledge of Lakeville was compiled. To gather background data from a large number of people, focus groups were created to discuss common topics. These included open space, recreation, the Rail Trail, economic development (retail and service businesses), historic and cultural resources, land use, and housing. In addition to the focus groups, several one-on-one meetings were held to discuss specific topics including the water company resources and property, beautification projects, the Town Grove, and historic resident perspective.

These meetings were held early in the process and included outreach to over 45 community members. Of these, over 25 participants responded, providing a good base of information to bring context to field observations. These early meetings made clear a wide difference in the degree of satisfaction and/or tolerance related to aspects of the Village Center including traffic, parking, and access. They also brought focus to aspects with a broad consensus that change is needed. Additionally, several municipal staff/volunteers were engaged, covering broad topic areas related to the study including first selectman Curtis Rand, Planning and Zoning Commission Chair Michael Klemens, and Land Use Director Abby Conroy.

B. Charrette

Based on early discussions and field observations, preliminary concepts were created to present and discuss at a charrette in order to gather further input and determine whether early findings reflected general opinion. A charrette is a planning technique to engage the community directly in the planning process. It is a very collaborative effort, generally facilitated by a planner or project team, that gathers input from the public in a variety of hands-on activities and discussion sessions. The Lakeville Village Planning Study charrette was held on March 18, 2023, at the Town Grove. Over 90 members of the community participated in-person. Using a charrette style format, the community was able to weigh in on a variety of topics and facilitated questions led by three (3) CED staff and the Town's Director of Land Use.

Upon entering the event, participants were invited to view maps and respond to several questions related to how they travel around the Village and their top spots to visit. They were also provided with time to peruse initial ideas provided by the CED team as concept drawings for discussion in break-out sessions. Concept drawings were provided for Community Field, the Sharon Road/Main Street/Millerton Road intersection, and the Ethan Allen Street/Town Grove area.

Two break-out groups were formed. The first discussed pedestrian and bicycle access and safety and open space access and utilization. The second discussed traffic, circulation, and parking. Participants rotated so all got to discuss both topics. Comparable questions were asked in survey form for those unable to attend or those who wished to provide additional information.

C. Survey

An online survey was posted on the Town of Salisbury website inviting the public to provide input and share their thoughts about the five parameters of the study. Representatives of the community who were not able to attend the charrette were encouraged to respond and return their comments to the Colliers team. The survey questionnaire was posted on the Town website at the time of public notice and the public comment period was held open for a period of two weeks after the charrette to allow ample time for additional input. A special webpage for the Lakeville Village Planning Study was established to share content from the public engagement event held on March 18, 2023 and provide greater detail for those unable to attend.

A wealth of information, observations, and opinions was provided by a broad swath of Lakeville residents both in person and in writing. A summary of some of the responses is provided in Appendix C: Survey Responses and Comments. The responses showed that people seemed to walk more than bike, did not find Lakeville Village particularly friendly to pedestrians and bicyclists, thought the open spaces are attractive and adequate, and that under normal circumstances the

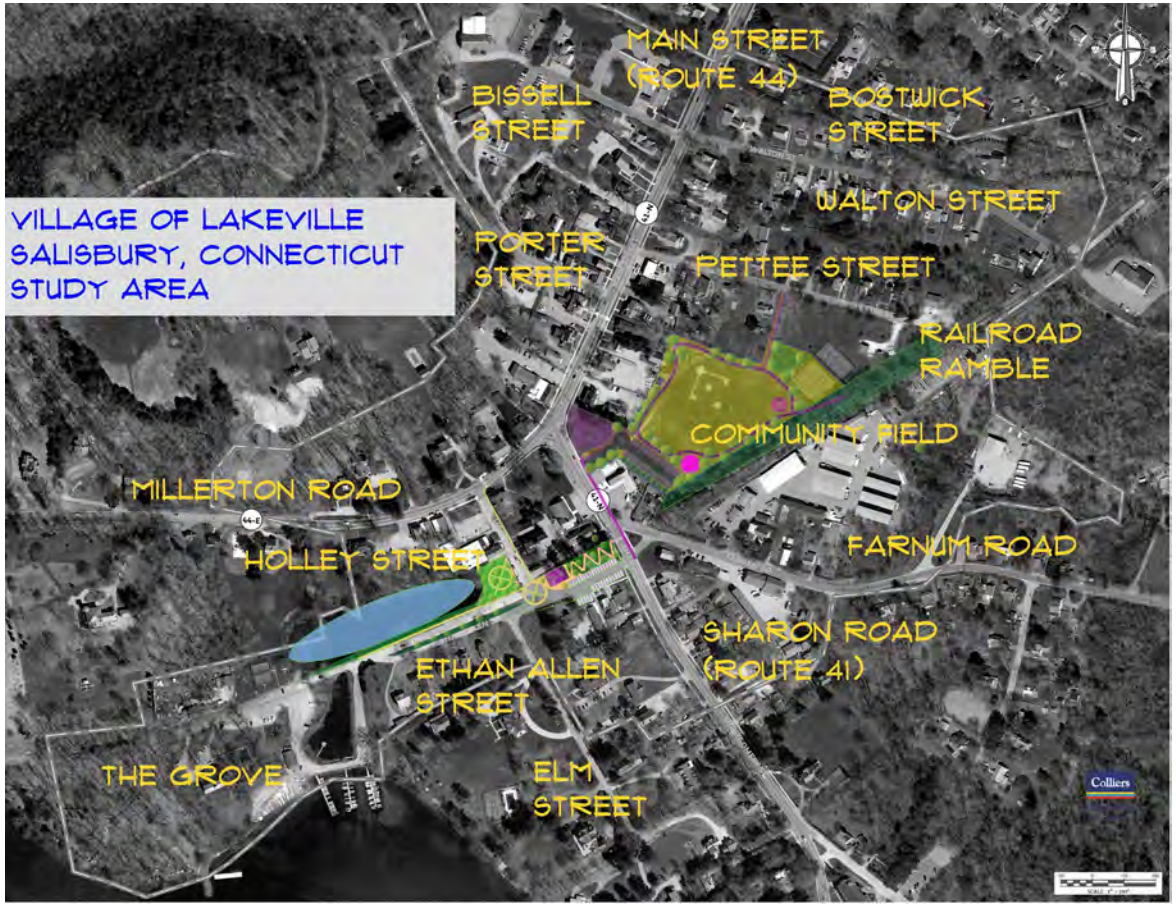
parking was sufficient. Many respondents were concerned about the high speed of traffic within the Village. Respondents also expressed desire for additional bicycle racks, benches and trash receptacles in various locations, a playground in Community Field, better access to the Rail Trail, and additional landscaping.

4.0 Concept Recommendations

Subsequent to the public engagement process, concepts were refined, and recommendations were developed as discussed in the following chapters:

1. Community Field, Cannon Park, and the Rail Trail
2. Railroad Plaza and Town Grove
3. Parking
4. Traffic and Circulation
5. Stormwater Management

Based upon information gathered from field observations and through all forms of outreach and engagement, the CED team has developed the recommendations set forth in this section. These are based upon best design practices and safety/accessibility requirements prescribed by the Federal Americans with Disabilities Act (ADA). The proposed improvements and changes are intended to maintain and enhance the uniqueness of Lakeville ‘s historic past.



Map 2: Study Area

An overall map (Map 2 above) illustrates the study area with recommendations superimposed. The two main roadways, (Millerton Road/Main Street and Sharon Road) are seen as the central arteries of the study area. Details related to these two major roadways were key in development of the traffic recommendations. The ability to transverse these streets and their relationship to other streets, businesses and recreational facilities also provided insight into potential recommendations for improvements to pedestrian and bicycle movements within the Village.

Map 3: Community Field, Cannon Park, and Rail Trail

A. Community Field, Cannon Park, and the Rail Trail

The Community Field area is in the southeastern portion of the Village at the intersection of Main Steet and Sharon Road. Analysis of this area included the Cannon Park on the corner, Community Field adjacent to Cannon Park to the south, and the Rail Trail along the southern boundary. This area is centrally located in the Village. It contains a ballfield, two tennis courts, and a swing set. The main entrance to the field is located on Sharon Road between Cannon Park and Patco gas station.

Map 4: Community Field, concept

The CED Team noticed that these recreational amenities exist independently, lacking obvious cohesion and connectivity to each other. There are no designated parking areas for any of these facilities. While an entrance to Community Field exists from Sharon Road, it leads directly onto the field, causing visitors to informally park wherever convenient. Numerous public comments mentioned that people tend to park along the left side of the field upon entry, particularly when attending softball games. Another narrow access point from Pettee Street leads visitors, especially those frequenting the tennis courts, across Aquarion property. Parking is undefined and haphazard, and there are no formal pedestrian walkways connecting these facilities to each other.

While there have been some enhancements to beautify Cannon Park, there is wide potential for improvements to elevate the recreational opportunities of these three community assets. Many participants in the community engagement noted the underutilization of Community Field, and the need for restrooms, upgraded playground equipment, an exercise or walking track that is not in the woods, a covered pavilion for summer activities, additional pickleball courts (and/or consideration of moving the proposed pickleball courts from the Pope property to Community Field), and associated parking. The concepts and recommendations that follow address many of these issues and promote connectivity and unity.

A **perimeter path system** is recommended at Community Field that creates a loop and connects to the Rail Trail, Pettee Street, Main Street and Sharon Road. This walkway should be an 8-foot-wide porous asphalt path providing opportunities for walking and running, while connecting all of the facilities (restrooms, tennis courts, field areas, and parking). Future consideration may include the addition of par course exercise equipment along the path. It is recommended that a **new bathroom structure** be designed for Communitiy Field. The existing facility should not be demolished until and unless a repalcement is built.

Safe walking trails are one of the most desirable recreation options as they serve a wide range of age and user groups. The other recreational amenity most requested is a playground area. As can be seen in concept drawings (Map 2, Map 4 and Map 5), the concept provides a safe **play area with a picnic grove** in the one corner of the site where families can gather. On the eastern side, an **open-air pavilion** is shown proximate to the play area that would allow for recreation programming and seasonal outdoor performances, while also providing shade and shelter.

At the present time, **access to and from the Rail Trail** in the vicinity of Community Field consists of an unstable incline at the end of Pettee Street for walkers and cyclists. There is also a very steep, informal dirt ramp from the area of the Rail Trail closest to the end of the park near Sharon Road. Neither of these meet safety standards or ADA compliance.

The Rail Trail runs east to west along the southern portion of Community Field. Its grade rises in a westerly direction, climbing to meet the former trestle crossing over Sharon Road in the direction of the old Train Station at the Ethan Allen/Holley Street intersection. To make the access to the Rail Trail compliant with modern requirements for grading and incline, the access point needs to be located closer to the tennis courts in the lower southeastern portion of the park where the trail is not as high, allowing for more gradual access.

As the location of a former rail line, there is sufficient ballast (stone) beneath the surface to support an accessible walkway surface on top. It was noted that there are areas along the trail that get wet both seasonally and from rain occurrences, and that lengths of trail and side slopes are mossy making them slick in certain weather. There are also uneven grade changes, particularly at the bridge areas. Throughout the planning process much discussion was generated regarding the present and future condition of the Rail Trail. While many people expressed a desire to keep the Rail Trail in its present rustic, natural state, many others desired the trail be maintained and updated.

Map 5: Community Field, Rail Trail concept

It is recommended that the **Rail Trail surface material be upgraded to a porous material** that is able to recharge water while providing ADA accessibility. Two widely used trail surface products are crushed stone with binder and porous asphalt. These surfaces have proven to be both durable and aesthetically pleasing and will maintain the Rail Trail's natural aesthetic once settled into the landscape.

With a 66-foot-wide Rail Trail right-of-way, there are areas of the trail with ample room to accommodate multi-modal transportation options. It is recommended that this be further evaluated particularly in the area of the trail closer to Salisbury Center, where an adjacent secondary roadway for vehicular access separated from the pedestrians maybe be appropriate.

Residents also spoke about the desire for **signage and lighting** along the Rail Trail and in other recreational areas. The signage could serve multiple purposes. Interpretive signage can enhance the experience of visiting the trail by providing a narrative about historic significance of the Village or nature-themed highlights of local flora and fauna. Wayfinding signage can provide directional information to those unfamiliar with the area. It is recommended that a template be designed for use throughout the Village — consistent materials, colors, and use of an iconic feature symbolic of Lakeville should be considered.

Lighting should serve the purpose of increasing visibility, while at the same time enhancing safety and security. As will be discussed further with regard to the Train Station Plaza area, lighting should be consistent throughout the Village.

Other recommended improvements for Community Field and the Rail Trail include the addition of **benches, trash receptacles, and pet waste stations**.

At the far end of Community Field closest to Pettee Street and the tennis courts is **Aquarion Water Company property**. A representative of the company was interviewed to better understand the exact location of Aquarion property and its historic use by residents. The Town of Salisbury owns only a narrow accessway from Pettee Street into Community Field. It is important to note that the tennis court closest to the Aquarion building is actually on Aquarion property, not municipally owned land. Vehicles frequently traverse and park on Aquarion property, thinking that it is part of Community Field. Wellheads associated with the community water supply are located in this area, and due to concerns of potential damage, Aquarion is planning to prohibit access through their property in the near future.

In response to Aquarion's concerns, and at their request, the proposed concept (Map 6) shows access to Community Field from Pettee Street only on municipal property. It is recommended that vehicular access be limited to municipal and emergency vehicles only. The entry should be secured with a locked security gate that only pedestrians and cyclists may navigate. Tennis court users should be required to park in the new parking lot at Community Field and walk to the courts on the new pathways.

Map 6: Community Field, Pettee Street concept

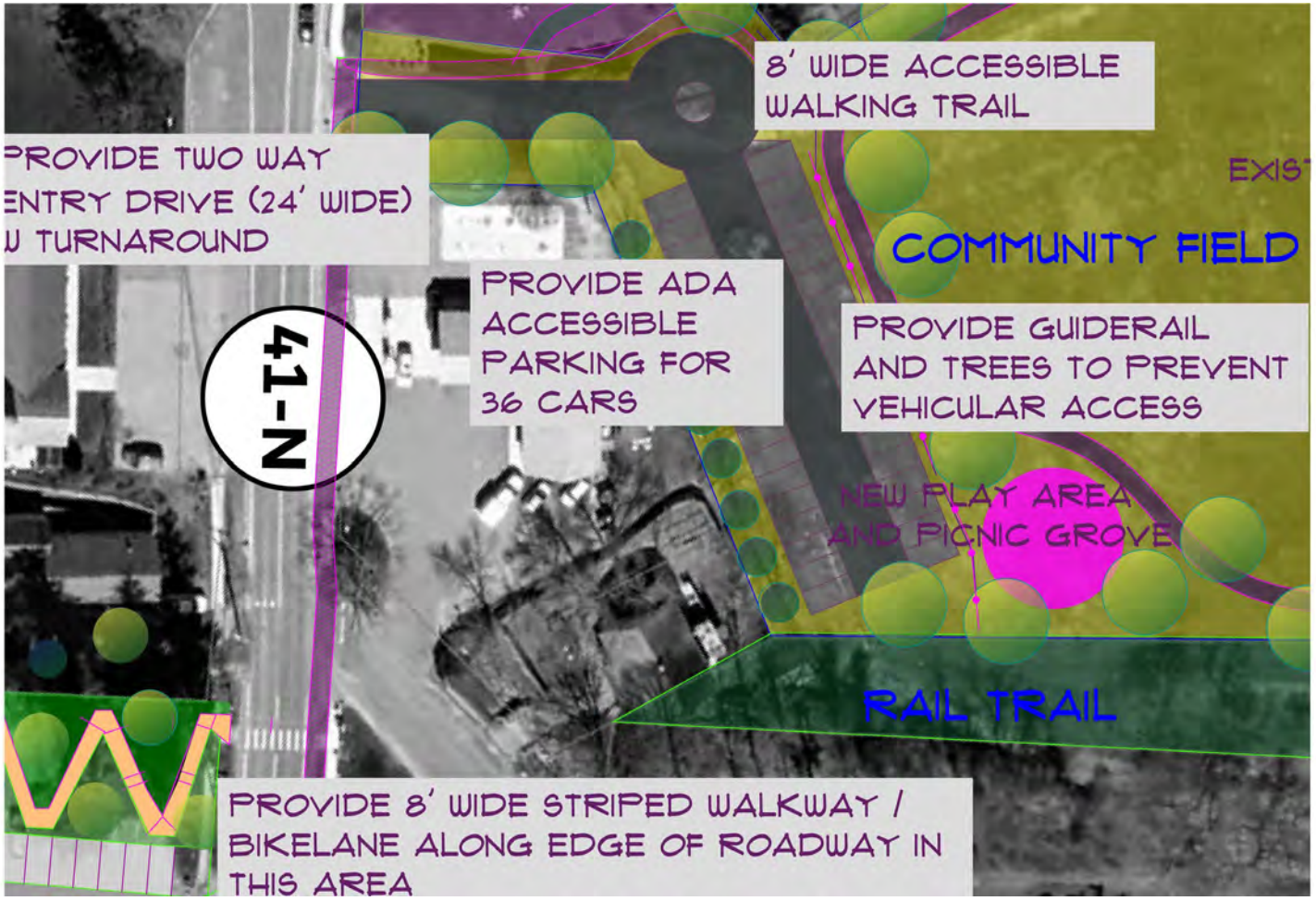
Looking at the larger picture, pedestrian connectivity between Main Street, Sharon Road, and the various park and open space lands are not readily defined at the present time. It is understood that the two open spaces at the southeast and

southwest corner of the intersection of Main Street and Sharon Road have not been programmed for any specific use throughout their history, and that local groups have made efforts to beautify the Cannon Park area with plantings and seating. Positive comments were made during the interview process about the beautification projects made to Cannon Park and Bauer Park, however some concern was also expressed regarding the need to walk along the edges of the roadways to enter these sites (since they lack sidewalk access).

The image below (Map 7) provides an option to connect Cannon Park to the proposed perimeter path system within Community Field, thus allowing people to safely access the seating areas.

The **unnamed open space on the west side of Sharon Road opposite Cannon Park** presently has a set of steps but no public access. Part of this open space is owned by the Town of Salisbury and part is privately owned. It is recommended that landscaping be added to the Town-owned portion to complement Cannon Park. By doing this, a visual entry to the Village Center will be created.

Map 7: Cannon Park concept



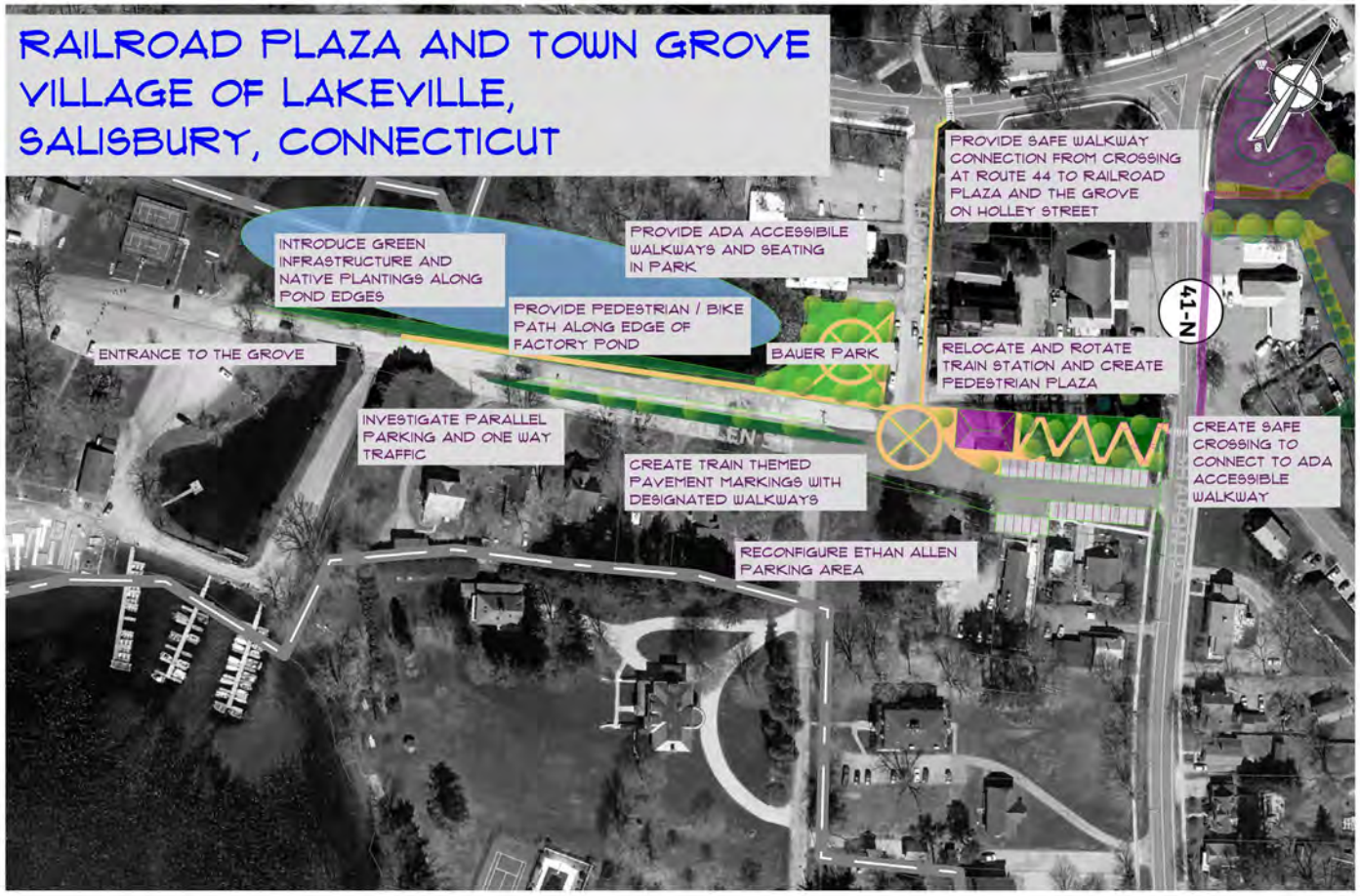
Map 8: Community Field, parking concept

Directly south of Cannon Park is the **entry to Community Field**. A number of commentors discussed the tenuous nature of this access point, with visibility issues and pedestrian/vehicle conflicts repeatedly noted. There were also comments related to haphazard layout of access and parking at Community Field due to the lack of a paved, defined entry road into the site or designated parking spaces. The need for a **parking lot** to accommodate park visitors and commercial development across Sharon Road was commonly noted.

Map 8 proposes a separation of cars and pedestrians though the creation of a designated entrance to Community Field. This entrance allows for two-way traffic, a drop off area, and 36 defined parking spaces behind the Patco site for. It is recommended that the parking lot be lit for security purposes with screening provided along the side facing Sharon Road to prevent light spillage onto adjacent properties, particularly the residential structure next to Patco. The parking area should be fenced with wooden guiderails to prevent cars from driving onto the field area, however provision for an access gate for Town maintenance vehicles and event equipment should be considered. ADA accessible spaces should be provided in accordance with state and local regulations.

The proposed concept creates a **safe pedestrian link from the Rail Trail and Community Field allowing users to exit the park and continue on a striped walkway along the eastern side of Sharon Road.** This 8-foot-wide striped lane would be in the existing public right of way and would provide pedestrians and bicyclists with a safe route to the existing highway crossing located on Farnum Road. It is recommended that a guardrail be considered for visual and physical separation from traffic.

A long-term consideration for providing connection between the Railroad Plaza on the western side of Sharon Road and the Rail Trail on the eastern side of Sharon Road would be creation of a **pedestrian and bicycle overpass** using the existing railroad abutment. This level overhead crossing would provide a non-vehicular connection spanning Sharon Road between the Rail Trail and Railroad Plaza. Engineering design, and construction of such an improvement could be costly and require extensive permitting but would provide a much safer alternative to the at grade pedestrian crossing.



Map 9: Town Grove to Sharon Road and Bauer Park

B. Railroad Plaza and Town Grove

To the western side of Sharon Road is the area bounded by Town Grove to the west, Holley Street and Bauer Park to the north, Sharon Road to the east and the extension of Ethan Allen Street along the south. Ethan Allen Street runs east/west from the Grove to Sharon Road and has parking on both sides for the adjacent businesses. This area has numerous popular eateries, as well as the historic train station and the Factory Pond area.

Currently, there is no accessible or designated walkway to safely access the Railroad Plaza businesses or the Town Grove on the western side of Sharon Road. The designated crossing on Sharon Road directs pedestrians through the on-street parking along Ethan Allen Street.

As noted earlier, the train station is offset to the roadway alignment, conflicting with the flow of traffic. The previously cited Lakeville Train Station study by Crosskey Architects, LLC, was conducted to determine the condition of the existing train station building and investigate the feasibility of raising and or repositioning the structure near its existing location. One alternative in the report recommends **moving the train station building further back from the roadway, raising the structure, and turning it 180 degrees** so that the front façade will be oriented toward the street and businesses across from it.

Map 10: Railroad Plaza concept

Map 10 shows how reconfiguration of the area around the train station can result in a more user-friendly environment for vehicles and pedestrians. By moving the station back further from the street, there would be additional space in front of the building to **create a plaza** around the structure. Combined with **new designated walkways**, this would be a safer connector

between Sharon Road and Town Grove.

Map 11: Railroad Plaza

The change in grade from Sharon Road to the upper plaza area can be designed to be ADA compliant. By **adding railroad themed paving features and lighting**, this area could become a highlight to the Village.

To the west of the train station building is the intersection of Holley Street, Elm Street, and Ethan Allen Street. The present configuration of this area is confusing. It lacks sidewalks, striping and sufficient signage for drivers to determine who has the right of way. Using the symbol of a railroad crossing as a pattern in the intersection would be a way to create interest and to slow traffic while the roadway striping, and paving can serve to provide pedestrians and bicyclists with safe crossing and access to Town Grove.

This area provides a wonderful opportunity to celebrate the history of Lakeville. By controlling the traffic and making pedestrians and bicyclists feel a more important part of the streetscape, these areas can be enlivened. Further, many residents have stated that they would like to see more interpretive signage explaining Lakeville's past; this area could readily provide that opportunity.

Map 12 shows Ethan Allen Street from The Town Grove to the Train Station area extending along the southern side of Factory Pond and Bauer Park. As can be seen, there are no designated pedestrian/bicycle lanes connecting the Village Center to the Town Grove.

Leaving the central intersection near Railroad Plaza, it is recommended that a **designated trail be constructed along the Factory Pond frontage** to facilitate safe pedestrian access to The Town Grove. This can be achieved through the creation of a sidewalk or with simple striping and surface patterning that provides a sense of separation.

Bauer Park, located at the terminus of the Factory Pond, has been improved with landscaping similar to the Cannon Park site. These plantings provide seasonal interest and color, but the site lacks **accessible walkways and seating areas**. The patterning similar to the railroad crossing symbol could be used as a thematic idea for this park area as shown.

Along with these recommended improvements, the **edge of Factory Pond should be improved with native plantings** to filter stormwater runoff and provide a buffer prior to it entering the pond. This is a green infrastructure application that helps to remove salts and other harmful element

Map 12: Town Grove entryway and Bauer Park concept

Participants in the study noted the pedestrian crossing at Millerton Road near Holley Street is an area of concern due to the speed of traffic on Millerton Road. This is a crossing often utilized by youth walking from the school to the Town Grove and to Community Field especially in the summer.

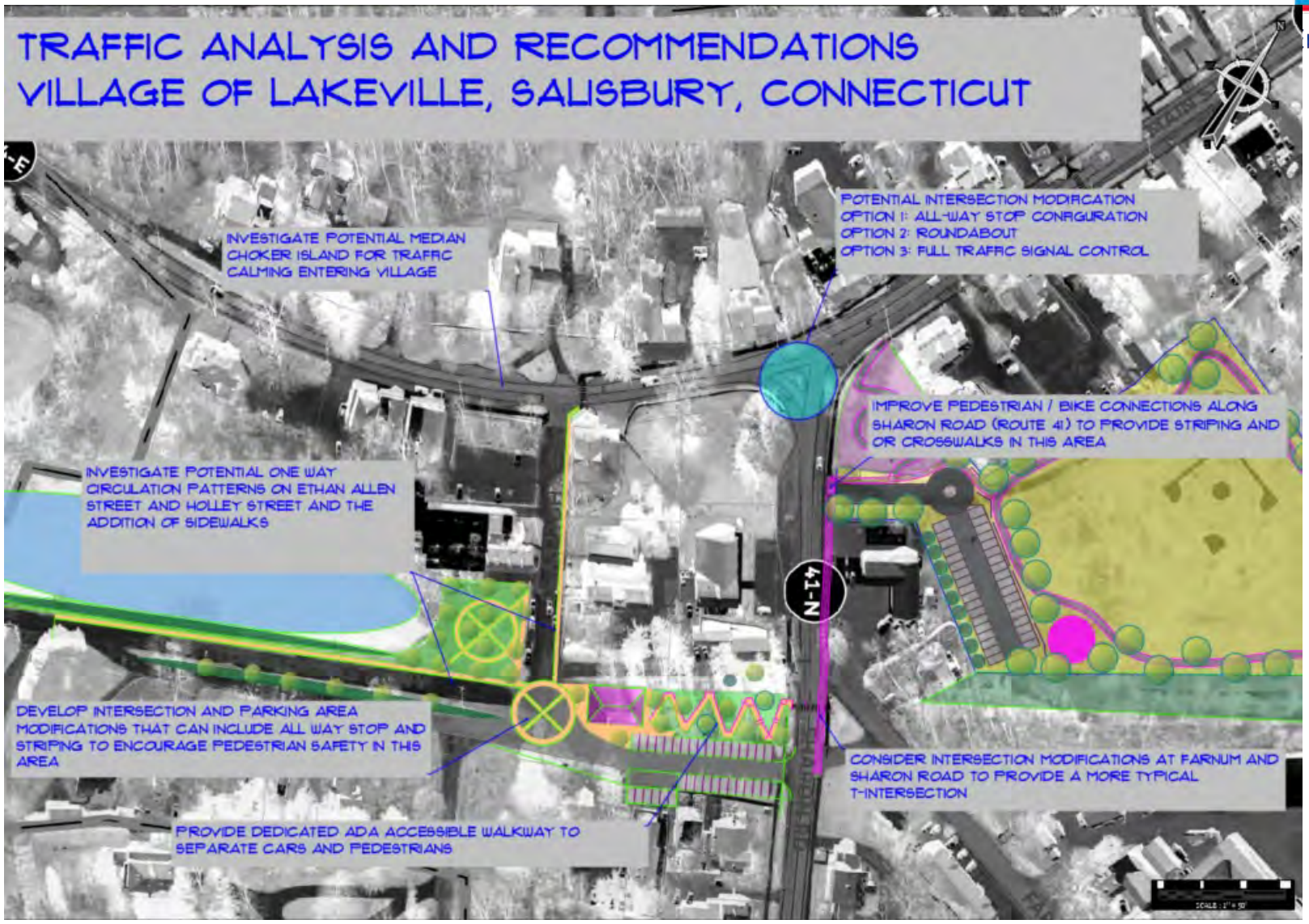
Photo 7: Millerton Road at Holley Street

There are sidewalks on Holley Street on one side only. There is no connection from the sidewalk to Town Grove or the businesses at Railroad Plaza. While the sidewalks encourage people to walk there, they are not being safely led to any destination point. It is recommended that sidewalk gaps throughout the area of the Railroad Plaza, Ethan Allen Street and Holley Street be identified, and **installation of missing sidewalk segments** be a priority of implementation.

Additionally, as seen in Photo 7 of the Millerton Road crossing at Holley Street, the existing sidewalk has no physical separation or distancing from the paved cartway other than a curb. From a psychological aspect this does not provide pedestrians with a sense of safety. Recommendations would be to **provide physical separation between the sidewalk and the street** wherever possible, this may be in the form of a vegetated right-of-way or, where that is not possible, a wider sidewalk. Another other option may be to install timber guiderails in particularly hazardous locations such as curves or hills. Timber guiderails serve to provide visual cues to vehicles that there is a reason to proceed more cautiously.

At the present time there are sidewalks of varying widths throughout the Village of Lakeville. The recommended width for multi-use trails is a minimum of 10 feet and a standard sidewalk should be 5-6 feet in width at a minimum throughout the commercial areas. The Town of Salisbury completed a sidewalk gap analysis and construction of missing segments of sidewalks along Millerton Road/Main Street to connect the Villages of Lakeville and Salisbury is underway. This is an ongoing project; however, it is still generally acknowledged that traveling along the edge of the roadway, even with sidewalks, is not the most secure or relaxing experience without sufficient separation.

.



Map 13: Traffic Analysis and Recommendations

C. Parking

In Lakeville there is a mix of on-street parking, municipal parking lots, and individual parking lots at commercial facilities including retail, services, and restaurants. In discussions with residents and visitors about the Village Center, they noted that they do not perceive an acute lack of parking, but at times there are not enough spaces located within the immediate commercial nodes, particularly near Railroad Plaza. It was also observed that with the lack of paved parking areas at many commercial locations, the users of the sites parked wherever they wanted in whatever formation was most convenient. Additionally, during significant rain events, if the parking areas are not properly graded, ponding of water occurs which also limits where people want to park. This results in less parking than could be achieve **if parking lots were paved and striped with proper drainage.**

Within the Town's zoning code are sections that address parking requirements. In particular, Section 527: "Special Parking Provisions for lots with existing buildings in Village Center Areas." This section provides for the individual evaluation of a proposed use's parking needs and a "Village Center Parking" Special Permit. The Special Permit includes consideration of factors such as available municipal parking, joint parking, and satellite parking in the area. To greater benefit the Town, the potential of creating **an incentivized commercial zone overlay** should be explored whereby parking reductions may be granted in return for specific property improvements, provisions of street furnishings, and/or monetary contributions into a municipal parking fund to create and maintain public parking areas.

The Town code also has a section of the code entitled "Parking Requirements: All Uses Other Than Single- and Two-Family Dwellings," Section 703.5. Within this section there are references to parking areas being paved with stable materials and designed for safe access. It is recommended that this code be revisited to require non-residential properties to provide **paved, striped parking lots with ADA compliant parking spaces for cars and vans, and proper drainage.**

Residents perceive a potential loss of parking pending the development of a new affordable housing project at the lot currently located at the top of Holley Street. While plans propose retaining a portion of parking spaces for the public, usage of the lot by residents may lead to a low amount of public availability at night for restaurant customers. Additionally, approval has been granted for a new restaurant at the site of the former firehouse on Sharon Road, along with a variance from the minimum parking requirements, leading many commentors during the study to note that additional parking will be needed in the immediate area. As previously noted in the section related to Community Field, respondents suggested that this would be an appropriate site for a **multi-purpose public parking lot** that can serve recreational users during the day and restaurant visitors in the evenings. Sufficient lighting is recommended for safety

and security, as well as a safe crossing from the field parking lot to the eateries at Railroad Plaza, the old firehouse site, and the Boat House.

Additionally, regarding parking, commentors noted that under normal conditions during the warmer weather season, they do not perceive there to be a lack of parking at the Town Grove. The issue with Town Grove parking is that users tend to avoid entering the parking lot because there is a charge to do so. Therefore, they opt to park for free along Ethan Allen Street and walk into the Town Grove facilities. Recommended options to consider enticing use of the Town Grove parking lot include lowering the cost to park on site, offering pricing alternatives (seasonal, daily and book of 10 parking pass options), implementing enforced time restrictions for parking on Ethan Allen Street (i.e., one- or two-hour parking limit between 8:00 AM to 6:00 PM).

D. Traffic and Circulation

Many of the Traffic Engineering recommendations have been incorporated into the concept plans and earlier recommendations, but below are additional comments:

Improvement Recommendation Goals

The existing conditions analysis, observations and findings have informed several key goals for recommendations for traffic and circulation improvements within the Lakeville Village study area. The key goals identified include the following:

- Reduce travel speeds along Millerton Road/Main Street and Sharon Road through the Village.
- Improve pedestrian and bicycle accommodations and safety within the Village.
- Improve intersection safety and control for the intersection of Ethan Allen Street at Holley Street.
- Improvements should support existing business as well as future growth of the Village.

Improvement Recommendations

Based on the existing conditions analysis, observations, and findings as well as the goals identified above, several recommendations for improvements to the study area roadways have been identified. These are summarized below, which have been broken into short term, intermediate term and long-term improvement recommendations based on the anticipated time that may be required for approval and implementation as well as cost.

Short Term Improvement Recommendations

a. Reactivate Existing "Speed Limit Ahead 30 MPH" Flashing Beacon Sign

As indicated previously, there is an existing "SPEED LIMIT AHEAD 30 MPH" flashing beacon sign along Millerton Road located approximately 1,700 feet west of Holley Street. Based on our observations, the flashing beacon on this sign is not currently functioning. The Town of Salisbury should petition the CTDOT to repair or replace this since to ensure the flashing beacon is functioning as intended.

b. Investigate Placement of "Your Speed" Radar Sign

As previously indicated, the placement of the existing "Your Speed" radar sign along Millerton Road eastbound east of Holley Street does not appear to be in an optimal location for visibility of approaching vehicles, which likely reduces its effectiveness. Relocating this sign to the location of the existing 30 MPH speed limit sign also posted in this area should be considered. Alternatively, this sign could potentially be relocated to a location west of Holley Street where it will be more visible and help to slow vehicles prior to the Millerton Road pedestrian crossing at Holley Street.

c. Formalize Main Street (Route 44) On-Street Parking

Formalize existing on-street parking on the northwest side of Main Street between Porter Street and Bissell Street via roadway striping and/or signage to designate on-street parking areas. The existing shoulder in this area is approximately 8 feet in width or wider and is of sufficient width to accommodate on-street parallel parking. This area could be striped to accommodate 10-12 parallel parking spaces. It is noted that this area is currently used for parking under existing conditions but is not an obvious parking area to visitors of the Village.

Striping of on-street parking spaces in this area would serve several purposes including providing additional parking in proximity to local business along Main Street. The provision of on-street parking in Village settings also provides a traffic calming benefit that tends to slow travel speeds of vehicles passing through the area. Modifications to Millerton Road/Main Street would require review and approval from CTDOT prior to implementation.

d. Potential Extension of 30 MPH Speed Limit

The 30-MPH speed limit along Millerton Road eastbound currently begins approximately 500 feet west of Holley Street. It is CED's opinion that there is merit to exploring the potential extension of the 30-MPH speed limit zone an additional 1,000-1,500 feet to the west along Millerton Road. The Town of Salisbury should petition the CTDOT for review and approval of this potential speed limit modification. Additional data collection and documentation may be required to support any petition to the State.

e. Consistent and Recognizable Enforcement

There were many comments provided by the public that were directed toward enforcement issues rather than actual traffic and planning issues. For example, a number of individuals spoke about the speed of traffic through the Village. Recognizable enforcement will reduce infractions.

Intermediate Term Improvement Recommendations

f. Install Median Island along Millerton Road (Route 44) at Holley Street

Installation of a median island along Millerton Road west of Holley Street as a traffic calming measure to slow traffic entering the Village from the west. This median island could be paired with the existing Millerton Road pedestrian crossing at Holley Street providing a refuge island in the middle of the crossing or could be installed for a distance of 100-150 feet approaching the Sharon Road intersection. The median should be a width of 6-8 feet resulting in travel lane widths through the median area of approximately 10 feet in width.

The combination of the narrower lanes and raised median will result in slower travel speeds for vehicles entering the Village from the west. The median island could be landscaped similar to the existing right turn channelization island at the Sharon Road/Main Street/Millerton Road intersection. This median island would also serve as a designated entry to the Village.

g. Ethan Allen Street at Holley Street Intersection Modification

The intersection Ethan Allen Street at Holley Street is an open intersection with only limited traffic control to define traffic movements at the intersection. This intersection is also in close proximity to Elm Street and Pocketknife Square. On-street perpendicular parking is also provided in the area of this intersection along the northeast intersection quadrant. The former train station building is also situated in area of the intersection narrowing the roadway. It is recommended that this intersection be improved to clarify traffic movements and vehicle rights-of-way in conjunction with the planned relocation of the existing train station building. Two options for this intersection have been considered:

OPTION 1 – ALL-WAY STOP CONTROL: Provide All-Way Stop Control for the intersection of Ethan Allen Street at Holley Street. The configuration of this intersection must take into consideration proposed plans for the Train Station building as well as other recommendations for potential modification to the traffic circulation patterns along Ethan Allen Street and Holley Street. This modification would require additional signage and pavement

striping at the intersection but would preserve on-street perpendicular parking in the northeast quadrant of the intersection. This would help to clarify vehicle rights-of-way from all approaches.

OPTION 2 – MINI ROUNDABOUT: Install a mini roundabout or neighborhood traffic circle at the intersection of Ethan Allen Street at Holley Street. The configuration of this intersection must take into consideration proposed plans for the Train Station building as well as other recommendations for potential modification to the traffic circulation patterns along Ethan Allen Street and Holley Street. This mini roundabout could be implemented through signing and pavement striping alone or a small landscaped central island could be installed, reducing the area of existing pavement surface. This alternative would also clarify vehicle rights-of-way from all approaches.

h. Potential Ethan Allen Street/Holley Street One-Way Circulation

Consideration should be given to modifying the traffic circulation patterns of Ethan Allen Street and Holley Street to act as a one-way pair. Ethan Allen Street from Sharon Road to Holley Street would become one-way westbound and Holley Street from Ethan Allen Street to Millerton Road would become one-way northbound. This will allow for the existing available roadway width to be utilized to accommodate pedestrian and bicycle pathways and to provide additional on-street parking in this area especially along Holley Street which is a narrower roadway. This would also simplify traffic movements at the Ethan Allen Street/Holley Street intersection. This could be combined with either of the above options for the configuration of the Ethan Allen Street/Holley Street intersection. Signing and pavement striping modifications would be required along both roadways especially at the intersections of Ethan Allen Street at Sharon Road and Holley Street at Millerton Road.

Long Term Improvement Recommendations

i. Millerton Road/Main Street (Route 44) at Sharon Road (Route 41) Intersection Modification

The intersection of Millerton Road/Main Street at Sharon Road has been a focal point of CED's investigations as well as comments received from the Lakeville Community. This intersection is perceived to be unsafe, with vehicles traveling through the intersection along Millerton Road/Main Street at excess speed. This location is also the center point of the Village and the primary entry point to the Town of Salisbury from the south and west. As such several improvement alternatives have been considered and are discussed further below.

OPTION 1 – ALL-WAY STOP CONTROL: Provide all-way stop control including stop control for channelized right turn movement from Main Street to Sharon Road. This could also include removal of the eastbound right turn

channelizing island to further control vehicles making a right turn onto southbound Sharon Road. This intersection modification would include the installation of additional signage and pavement striping. It would also include modification of the existing flashing yellow lights located over the intersection on the Millerton Road/Main Street to flashing red lights. This alternative would have the benefit of forcing all vehicles to stop at the intersection thereby slowing vehicles through the Village area. This would also be the least costly of all intersection modifications. However, it is likely that an all-way stop control at this location may be considered undesirable by CTDOT.

OPTION 2 –ROUNDABOUT: Installation of a roundabout at the intersection of Millerton Road/Main Street at Sharon Road. The roundabout would be sized to accommodate trucks through the intersection and the center island could be landscaped similar to the existing right turn channelization island. It is our understanding that the Town of Salisbury controls both properties at the southeast and southwest corners of the intersection. Land from these properties would likely be required for configuration of this intersection modification alternative. The roundabout alternative provides the safest of intersection alternatives considered since it reduces the number of vehicular conflict points. The roundabout also provides the benefit of slowing vehicles at the intersection as they enter the Village area while still providing effective traffic flow.

The installation of a roundabout at this location would also serve as a focal entry point to Lakeville Village Center. Full pedestrian accommodations on all intersection approaches could also be included as part of the roundabout installation connecting existing pedestrian ways and destinations.

OPTION 3 – FULL TRAFFIC SIGNAL CONTROL: Installation of full traffic signal control at the intersection of Millerton Road/Main Street at Sharon Road, including replacement of the existing flashing signal with a full three-color traffic signal to control all intersection movements. The signal installation could also include signalized pedestrian crossing accommodations on all intersection approaches. Pedestrian accommodations at the intersection should also consider the removal of the existing right turn channelization island for the right turn movement from eastbound Millerton Road to southbound Sharon Road. It should be noted that a traffic signal warrant analysis has been conducted for the intersection. This signal warrant analysis indicates that the intersection does not currently meet the minimum traffic volume thresholds for signalization.

Based on our review of the intersection and the proposed alternatives, it is the opinion of CED that the installation of a roundabout should be considered the preferred alternative for modification to this intersection.

j. Sharon Road (Route 41) at Ethan Allen Street/Farnum Road Intersection Modification

Investigate the potential to modify the Sharon Road/Farnum Road intersection to combine the two legs of the Farnum Road approach to a more conventional T-Intersection configuration. This would help to better formalize the existing pedestrian crossing of Sharon Road at this location which currently acts as a mid-block crossing location. This reconfiguration would need local business input, particularly from Herrington's, to determine the ability of larger trucks to make the necessary turning movements associated with any changes to the intersection.

Potential Improvement Recommendations No Longer Under Consideration

CED previously identified another potential improvement that is no longer being considered based on our analysis. While the option exists, we do not recommend pursuing it with the CTDOT.

Raised Crosswalks at Existing Millerton Road, Main Street and Sharon Road Crossings

Adding raised crosswalks at the existing pedestrian crossings of Millerton Road, Main Street and Sharon Road would have the benefit of slowing vehicles as these crosswalks are typically designed for a traversable speed of 15 – 20 MPH. Such a measure would significantly improve safety of these crosswalks. However, since these locations are under the jurisdiction of the CTDOT, approval of their installation would be required by the State prior to installation. Given that Sharon Road and Main Street/Millerton Road accommodate truck traffic and are considered to be arterial and collector type roadways, it is CEDs opinion that approval for their installation is unlikely at this time. There are also potential drainage considerations that would have to be addressed with the installation of raised crosswalks at each location.

Analysis of Potential Improvement Recommendations

Capacity analysis was conducted to assess the viability of these recommendations from the standpoint of traffic circulation and level of service. In order to assess these alternatives, the existing traffic volumes (identified previously) were projected to a future design year of 2033 utilizing a background growth factor of 2.0% per year. This growth factor accounts for typical traffic volume growth as well a potential developments that may add traffic to the area roadways in the future. The 2033 Future Traffic Volumes are identified on Figures No. 5, 6, 7 and 8 (contained in Appendix C.1) for the Weekday Peak AM Hour, Weekday Peak Midday Hour, Weekday Peak PM Hour, and Saturday Peak Midday Hour, respectively. The capacity analysis results are summarized in Table LOS-1 through LOS-4 contained in Appendix C.2. The findings of the capacity analysis associated with the key improvement recommendations is discussed further below.

Millerton Road/Main Street (Route 44) at Sharon Road (Route 41) All-Way Stop

Capacity Analysis for the intersection of Millerton Road/Main Street at Sharon Road under an all-way stop configuration indicates that the intersection will operate at a Level of Service "C" or better during all peak hours analyzed. No other intersections would be impacted by this potential modification.

Millerton Road/Main Street (Route 44) at Sharon Road (Route 41) Roundabout

Capacity Analysis for the intersection of Millerton Road/Main Street at Sharon Road with the installation of a roundabout indicates that the intersection will operate at a Level of Service "A" during all peak hours analyzed. No other intersections would be impacted by this potential modification. This alternative would provide the best overall intersection operation.

Millerton Road/Main Street (Route 44) at Sharon Road (Route 41) Traffic Signal

Capacity Analysis for the intersection of Millerton Road/Main Street at Sharon Road under control of a full three-color traffic signal indicates that the intersection will operate at a Level of Service "B" during all peak hours analyzed. No other intersections would be impacted by this potential modification.

A traffic signal warrant analysis was also conducted for this intersection as presented in Table W-1 contained in Appendix C.2. This traffic signal warrant analysis indicates that this intersection currently satisfies Warrant 1A - Eight-Hour Vehicular Volume, Minimum Vehicular Volume and Warrant 2 - Four-Hour Vehicular Volume for the installation of a traffic signal under existing conditions. Therefore, a traffic signal is currently warranted. A separate traffic signal warrant analysis was conducted for the future 2033 traffic volume conditions as summarized in Table W-2 contained in Appendix C.2. This analysis indicates that with expected future traffic growth Warrant 3 – Peak Hour Volume will also be satisfied in addition to Warrants 1A and 2 under future traffic volume conditions.

Ethan Allen Street/Holley Street One-Way Circulation

Capacity Analysis was conducted for the potential modification of the traffic circulation patterns of Ethan Allen Street and Holley Street to act as a one-way pair with Ethan Allen Street from Sharon Road to Holley Street becoming one-way westbound and Holley Street from Ethan Allen Street to Millerton Road becoming one-way northbound. The analysis results indicate that all intersections would continue to operate at acceptable levels of service under future traffic volume conditions.

E. Stormwater Management

Stormwater management can comprise a wide variety of applications. It is our understanding that the Town of Salisbury is interested in exploring green infrastructure measures that may be implemented to help address stormwater issues in the Village of Lakeville.

In general, flooding does not appear to be a significant issue for Lakeville properties. Most study participants noted areas that are periodically wet from storm events, snow melt, and seasonal dampness, not constant flow, or inundation. Areas along the Rail Trail, lower areas in Community Field, and other open space areas were mentioned as places that experience this episodic wetness. This may in part be due to poor drainage or grading issues.

Stormwater management needs in Lakeville center primarily around Factory Brook and Burton Brook. The uphill Wononskopomuc Lake is directed toward Factory Pond where there is a weir and drainage structure. Also, Factory Pond receives stormwater from the residential neighborhood opposite Ethan Allen Street and other surrounding properties.

Photo 8: Factory Brook

The following general recommendations are provided for all areas exhibiting the need for greater stormwater management:

- Regular and seasonal maintenance to remove debris and obstructions particularly in areas where potential constrictions may occur like culverts.
- In areas of high seasonal flows, consideration should be given to expanding the stream profile to slow and disburse the water.
- Where possible, native species should be planted along the edges of the brooks. Establishment of roots will minimize erosion due to heightened flow.
- Establish rain gardens in localized low spots that are deemed unusable due to extended periods of wet and damp conditions.
- Investigate wet and damp areas to determine if the problem may be resolved by regrading and/or stabilization of surface materials to improve drainage.

Factory Brook extends from Factory Pond near Bauer Park/Holley Street, travels underground near Pocketknife Square, under Sharon Road, then daylights on Farnum Road as a shallow swale (see photo) running between the road edge and the frontage of a number of businesses and residential properties before ending at a wetlands area along Farnum Road. Flooding does occur in the area of Herrington's and neighboring properties. The Factory Brook and wetland areas should be further evaluated. While it seems that normal rain and flows can be accommodated, inundation episodes cannot. There may be a need to evaluate the underground infrastructure to determine if an obstruction exists. Depending on flow and direction, there may be a need to extend underground infrastructure.

In the short term, it is recommended that native wetland plants be introduced along the edges of Factory Pond to soak up stormwater and establish root systems within the flood zone. This measure filters water running off of roadways before entering the pond as well as slowing stormwater entering the area. This low impact development measure can be used in other flood prone areas also.

Burton Brook crosses Main Street north of the Village proper in the area of Bostwick Street and Walton Street. The brook appears to come down on the northern side of the Salisbury Bank property and crosses beneath the roadway through a culvert, and then through the rear yard areas on the east side of the street. There are buildings and other structures adjacent to the brook, and it would seem that in times of excessive rain there would be flooding. The pinch point is the culvert under Main Street and regular maintenance is required.

Photo 9: Burton Brook crossing

F. General Recommendations

Shade Trees and Landscaping

Many people expressed a desire to have the Town plant more shade trees along the major roadways throughout the Village. The planting of shade trees provides an overhead canopy, a sense of place and felling of permanence. It also can slow down traffic by establishing the feeling of entering a center.

The recommended species for shade trees would be natives to the area including Red Maples, Northern Red Oaks, and Shagbark Hickory, among others. The most sustainable landscapes are created using species acclimated to the existing conditions and while changes in climate may affect the plantings, the long-term health and beauty of the Village will be well served by these additional trees.

Branding the Village Center

Consistent branding should be considered throughout the Village Center including along Main Street/Millerton Road, Sharon Road, and the Ethan Allen neighborhood. Creating a uniform character adds to creating a sense of place, making it feel like an inviting walkable environment, and establishes the location as a destination. Consider tying these elements together with common wording and a local iconic symbol representative of the Lakeville community and its heritage.

Elements to consider unifying the character of the Village Center include:

- Wayfinding signage - directional purposes noting things like public parking, public buildings, parks, entrances to the Rail Trail, and nodes of activity
- Interpretive signage - highlight historic points of interest and natural features of the landscape, particularly along the Rail Trail
- Banners – that may be changed seasonally
- Street furnishing – consistency in the appearance and color of benches, trash receptacles, planters, lighting, bicycle racks

Above are examples of themed lighting fixtures

Planning and Zoning

In order to achieve the economic vitality in the Village Center that the Town finds desirable, it is important to establish a concentration of commercial uses within the commercial zones and corridors. Due to the historic nature of the area and the way that the center evolved organically over time, there are a number of residences mixed in with commercial uses that result in inactive frontages. Consideration should be given to amending the zoning code making residential a conditional use in the commercial zone, with the condition being that residential shall not be permitted on the first floor. Another condition may be to limit this requirement only to a certain area of the Village Center by specifying the location between specific streets.

5.0 Next Steps/Implementation

Recommendations for potential improvements related to pedestrian, bicycle and vehicular circulation, parking, assess and utility of green spaces and recreational facilities and stormwater management have been highlighted (in bold) throughout the recommendations section of this document. Where possible, and particularly for traffic related improvements, the recommendations have been categorized as short, intermediate, or long term. This is based in part on the ability to achieve approvals as well as funding for the proposed improvement measures.

Two related studies have already been authorized based on early findings of the Lakeville Village Planning Study and are currently getting underway:

One is a study of the area including and surrounding Salisbury Village Center and the Rail Trail from the Salisbury terminus proceeding in the direction of Lakeville. This study is intended to provide recommendations related to improving the circulation of pedestrians, bicycles, and vehicles to and through the commercial center, potential for parking expansion, access to undeveloped properties in the area of the Rail Trail and the viability of expanding economic development in the center.

The second study is the creation of a Recreation and Open Space Inventory for the Town of Salisbury and a Recreational Needs Analysis for the entire town. This recreation study will assess municipally own properties, evaluate other existing recreational resources available to the community and develop recommendations and potential phasing for improvements, as well as preliminary cost estimates. This will provide a roadmap of short (0-2 year), medium (2-5 year) and long term (5-10 year) recommendations that can be executed over a 10-year period as funding becomes available. It is recommended that after a 10-year period the Town evaluate their success for recreational enhancements and determine if further changes are warranted as related to population-based needs and recreational trends.

The Lakeville Village Planning Study provides opportunity for the Town to visualize improvements for the future that respect the uniqueness of the Lakeville community. Based on the Phase 2 Implementation of this project, the next steps are for the Town to authorize and initiate the preparation of:

1. An Implementation Strategy (priorities, identify potential funding sources) in consultation with the Planning and Zoning Commission for referral to the Board of Selectmen/Finance.
2. Cost estimates and preliminary drawings for selected projects.
3. Design plans and bid documents for construction related projects.

6.0 Appendices

A. Focus Group and Individual Meetings

Focus Groups and Local Knowledge Contacts		
Affiliation/Department	**Name**	**Title/Department**
Municipal	Curtis Rand	First Selectman
	Abby Conroy	Land Use Administrator
	Michael Klemens	PZC Chair
Open Space and Recreation	Lisa McAuliffe	Recreation Director, Senior Center, Member of the Pope Committee
	Stacey Dodge	Grove Manager
Open Space and Recreation Bike/Ped Rail Trail	Maria Grace	Inland Wetlands and Watercourses Member, Conservation Commission Chair
	John Landon	Inland Wetlands and Watercourses Member, Salisbury Association
	Kitty Kiefer	Economic Development Commission, Northwest Connect, Former Selectman, Formerly Pathways
	Chris Williams	Selectman, Chair of Pathways
Historic/Cultural Resources	Susan Galluzzo	Lakeville Community Conservancy
	Carol Mason	Historic District Chair
	Lou Bucceri	Salisbury Association
	Chris Brennan	Salisbury Association
Economic Development	Rory O'Connor	O'Connor Real Estate, Mizza's Pizza and Laundrymat
	Joe Shaefer	RJS Holding LLC, Hello Lovely Beauty Bar
	Bill Clark	Herrington's - Building Supply (AHMR Inc)
	Bill Colgan	343 MS Restoration LLC (new ice cream parlor)
	Seth Churchill	Churchill Building Company, Colonial House & Barn LLC
	Robin Leech	Realtor - 318 Main Street
	Janet Graaff	Vice Chair of Salisbury Economic Development Committee and Vice Chair of Board of Finance
Land Use	Bill Riiska	Local Attorney, 3 Farnum Road
	Bill Grickis	Local Attorney - 12 Porter Street
	Mark Capecelatro	Local Land Use Attorney - appears before PZC
Affordable Housing	Jocelyn Ayer	Litchfield County Center for Housing Opportunity, former planner for NW Hills COG, Salisbury Affordable Housing Committee Vice Chair
Aquarion	Matt Gagnon	
Lakeville Conservancy - local/historic knowledge	Susan Galluzzo	Lakeville Community Conservancy
Resident - local/historic knowledge	Bob and Barbara Douglass	315 Main Street
Economic Development - local/historic knowledge	Janet Graaff	Vice Chair of Salisbury Economic Development Committee and Vice Chair of Board of Finance

B. Survey Responses and Comments

Colliers Engineering & Design

Lakeville Village Planning Study

Survey Replies

The following is a compilation of survey response submitted in writing and by emails.

The questions are in the same order as the survey and where respondents provided written notes, we have included them. The number of respondents noted in questions only reflect those who responded directly to the survey. Comments from the Charrette were compiled from notes at each station and summarized at the end. All comments were reviewed and used to inform recommendations of the study.

1. **Pedestrian and bicycle access and safety.**

Do you feel that Lakeville center is pedestrian and bicycle friendly?

YES – 8

NO – 17

Sometimes - 3

Bike (y), Ped (n) – 1

Do you or members of your family bicycle directly on Rt 41 or Rt 44?

YES – 11

NO – 19

Where are bicycle racks needed?

The Grove
Post Office
Patco
Community Field
Ballfield
Pizza Store
By Railroad Station
Center
Ethan Allen
Tennis courts

What locations do you find NOT to be ADA accessible or friendly (lack of depressed curbs, uneven pavement or missing segments of sidewalks, unpaved parking lots, lack of handicapped parking spaces, etc.)?

Near old fire station
Gym
Corner of Holley St & Millerton Rd
Post Office
Side street from Sharon Rd to Holley St
Community Field to Grove by bicycle
Tennis/pickleball courts
Docks
None of the Village seems ADA friendly

What locations in the village center would benefit from upgrades to enhance bike/ped circulation?

Farnum
Several areas
All areas

When visiting the Grove, do you walk or bike between to local eateries or shops?

Walk – 16

Bike – 1

Neither – 6

Both – 6

Do you walk or bike between Lakeville and Salisbury village centers?

Walk – 15

Bike – 2

Neither – 6

Both – 5

2. **Accessibility and utility of public open space and greenspaces**

Where in the village center do you think that additional street furnishings would be useful (including benches, trash receptacles, planters, picnic tables, etc.)?

Along 44 by the Methodist Church
Community Field
Trash receptacles near paddle court/on rail trail
Train station
Remove the ugly metal sculpture
Plant native and drought resistant plants
Plain Street
Okay as is

Do you find the open spaces to be attractive and adequately landscaped?

YES – 20

NO – 5

Do you drive to Community Field?

YES – 12

NO – 16

Do you have a difficult time finding parking?

YES – 5

NO – 1

N/A - 3

Do you drive to The Grove?

YES – 26

NO – 5

Do you have a difficult time finding parking?

YES – 6

NO – 20

N/A – 2

What open space amenities do you feel are needed in Lakeville?

Community Field could have some more landscaping and night lighting
Playground for kids
Better access to rail trail
Train station
More green space

3. **Traffic and Circulation**

When crossing Rt 41 or Rt 44 on foot or bicycle, where do you generally cross the street?

Crosswalk – 28

Mid-Block – 1

Are there any particular locations/intersections in Lakeville center that you would identify as unsafe (i.e. potential accident) locations?

Intersection by Deano's Pizza
Speeding cars turning into Holley St
Holley/Ethan Allen/Elm
Holley/Rt 44
Junction of 44 and 41 (difficult especially on snowy days)

Rt 41 by Patco
Overflow parking by Bauer Park will increase with cars speeding to Grove
By SB&T
Black Rabbit Restaurant & Old Railroad building
Bostwick Street
Non-continuous path from Belgo Rd

Are there any locations/intersections where you experience delays while driving a day-to-day basis and/or during summer?

YES – 7

NO – 21

Where - Left turn into Salisbury Bank, Left out of Porter St onto 44, Left to the Boat House, Junction of 44 and 41, Lincoln, Pettee St, Holley Street

How would you describe the speed limit of vehicles, including trucks, travelling through the Lakeville center area along Rt 41 and Rt 44?

`

Meet – 0

Exceed – 29

Both – 3

Do you find vehicle traffic circulation patterns around the trains station and to/from the Grove to be clear?

YES – 10

NO – 18

Is it obvious which roadways have the right-of-way?

YES – 11

NO – 19

4. **Parking**

Do you feel that there is sufficient parking in the village center?

YES – 16

NO – 11

When going to several stores/services/restaurants in Lakeville in a single trip, do you

Park once and walk – 20

Move your car from place to place – 1

Both – 1

Are the parking lots easy to access and circulate within?

YES – 17

NO – 12

Both - 1

In the area of the train station, where do you park when that parking area is full?

Toward the Grove
Centennial Park
Ethan Allen
Bauer Park
Holley block
Wherever I can
Other locations

5. **Stormwater management**

Do you know of any stormwater problems in the village with visible evidence of flooding and/or debris? Where?

Yes – 2

- **Single spot on rail trail that floods – where trail meets Salmon Kill**
- **Pool of water at the base of the post office ramp**
- **East side there is a water collection point at the front of the parking area**

No – 19

Additional comments

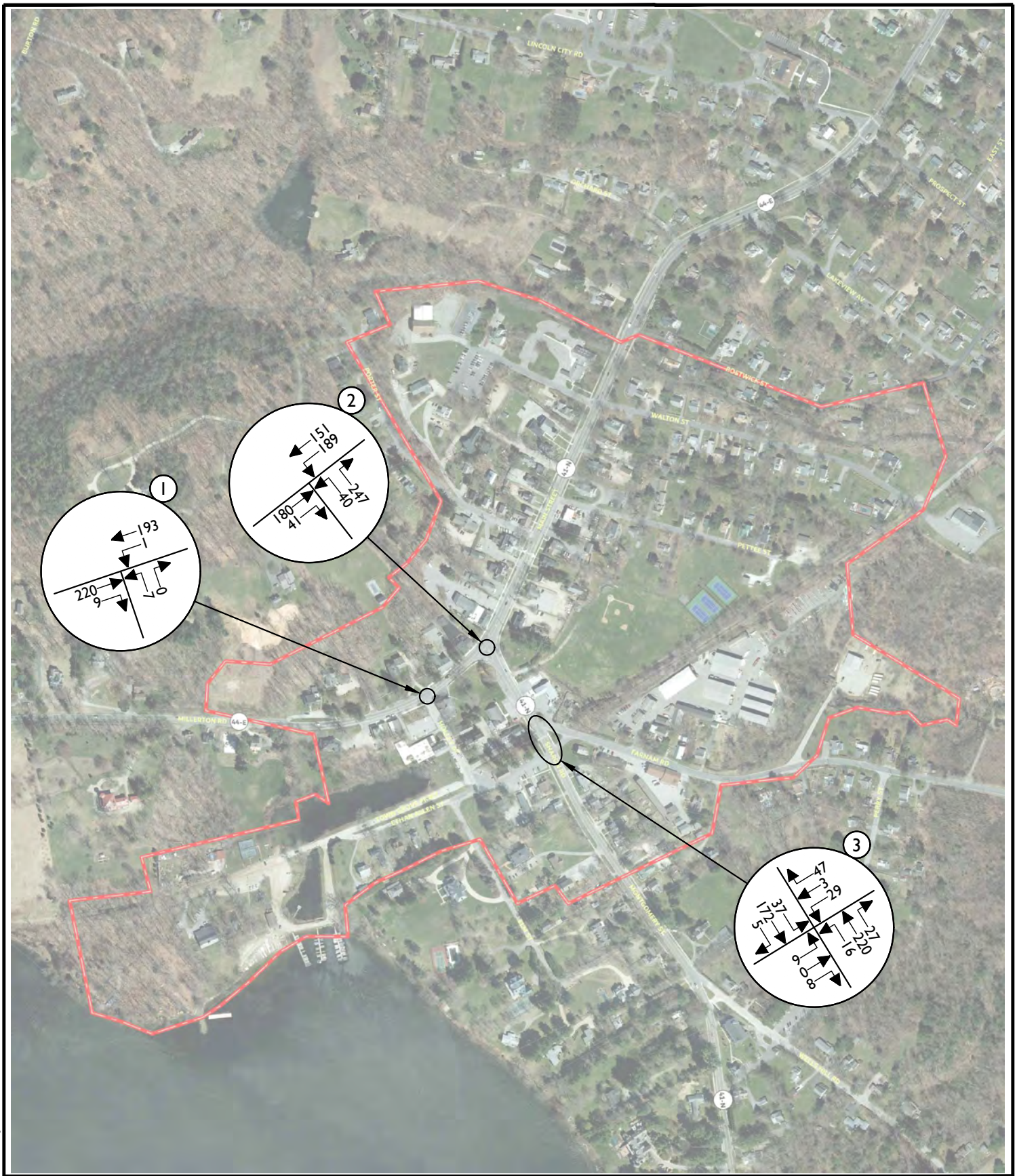
- **No one-way traffic on Ethan Allen - as the lower is used for traffic and the upper by pedestrians and kids playing**
- **Better signage**
- **No parking on upper Ethan Allen**
- **Like the plans for the Rail Trail**
- **Valet parking – maybe for cluster of Lakeville restaurants around Ethan Allen, use remote lots or Herrington's (after 4:00 pm, Sat and Sun), employ youth during summer and weekends, cost minimal**

Colliers Engineering & Design

- **Speed cameras – revenue will cover cost and more**
- **Leave the bike path alone – many of us cross country ski on it, paving it would not work nor is it an environmental good idea**
- **This study is formed to suggest there is a problem – I do not believe there is a problem, additional parking is a waste of green space, we need to maintain green space not tarmac it**
- **We do not need better traffic flow – traffic is the problem**
- **Lots of parking, not enough people living, working, playing in town. If parking alone could make a place vibrant, Lakeville would be thriving, it is not**
- **A crosswalk between Community Field entrance at side of Patco and old Firehall would be nice, but the problem is that drivers go too fast and do not stop or even slow down at crosswalks**
- **We do not need more mini-parks and park benches that nobody uses – this is a town, not a rest stop on the Jersey Turnpike**
- **Move tennis court parking to Patco side of Community Field, entering from Route 41 not from Pettee Street. Short walk to courts. Pettee Street entrance to field is a mess and traffic on this dead-end street is dangerous. Lots of kids on block, remove pickle ball courts. There is too much traffic, and it is noisy. This is supposed to be a tennis court not a pickle ball court, pickle ballers are noisy and obnoxious**
- **Area around old RR station ad Factory Pond is an ugly expanse of pavement and parking**
- **In 40 years, I have never seen this parking area full, I have never had to walk more than a few feet to my destination**
- **Plant trees, we need hundreds more street trees in the planning area, even if it requires moving power lines**
- **Existing sidewalks on Route 41 heading toward Hotchkiss are crumbling and in need of repair**
- **Poop and trash cans would help**
- **Need sidewalks**
- **Traffic does not stop**
- **Please do not pave Railroad Ramble or Community Field**
- **Community Field needs additional plantings and clean up, Depot building should be turned 180 degrees and moved back to create more parking**
- **Opposed to taking any part of Community Field, Cannon Park or Bauer Park for parking**

C. Traffic Data

C.1 Traffic Volume Figure



\AcPublish_24356\230428_Figures.dwg\1 By: RDANDREA

Colliers Engineering & Design

www.colliersengineering.com

Doing Business as MASER CONSULTING

VILLAGE OF LAKEVILLE PLANNING STUDY

VILLAGE OF LAKEVILLE
TOWN OF SALISBURY
LITCHFIELD COUNTY
CONNECTICUT

811 Know what's below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

STATE REQUIRED FILE NUMBER
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

Colliers Engineering & Design
WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN, ARCHITECTURE, LANDSCAPE ARCHITECTURE, SURVEYING CT, P.C. DOING BUSINESS AS MASER CONSULTING

TRAFFIC ANALYSIS

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
1"=500'	4/28/23	RH	RGD

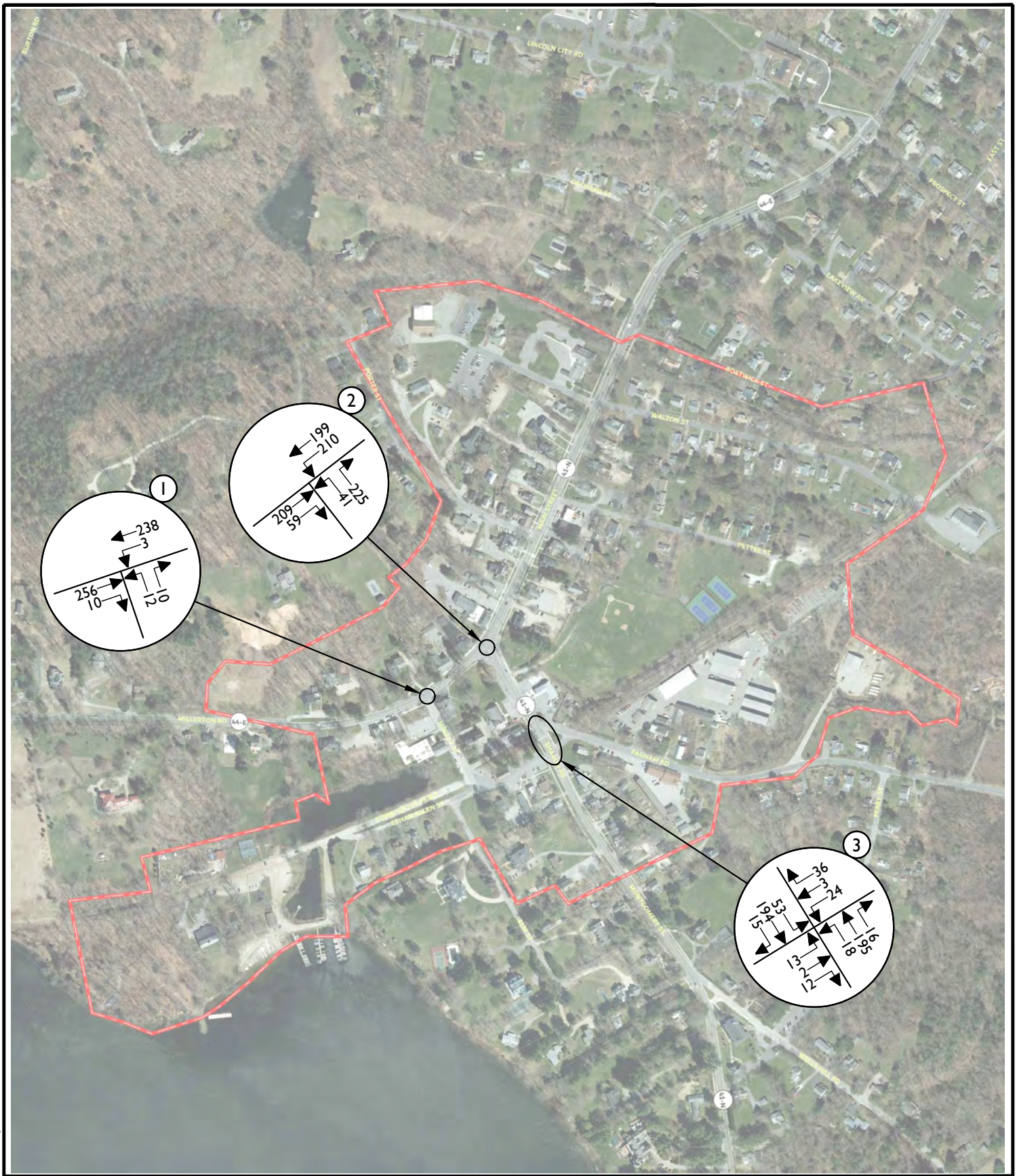
PROJECT NUMBER:	DRAWING NAME:
22003110A	230428_FIGURES

SHEET TITLE: EXISTING TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR (7:45 AM - 8:45 AM)

FIELD BOOK:

PAGE:

SHEET NUMBER: FIGURE NO. 1



\AcPublish_24356\230428_Figures.dwg\2 By: RDANDREA

Colliers Engineering & Design

www.colliersengineering.com

Doing Business as MASER CONSULTING

VILLAGE OF LAKEVILLE PLANNING STUDY

VILLAGE OF LAKEVILLE
TOWN OF SALISBURY
LITCHFIELD COUNTY
CONNECTICUT

811 Know what's below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
STATE REQUIRED FILE NUMBER
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

Colliers Engineering & Design
WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN, ARCHITECTURE, LANDSCAPE ARCHITECTURE, SURVEYING CT, P.C. DOING BUSINESS AS MASER CONSULTING

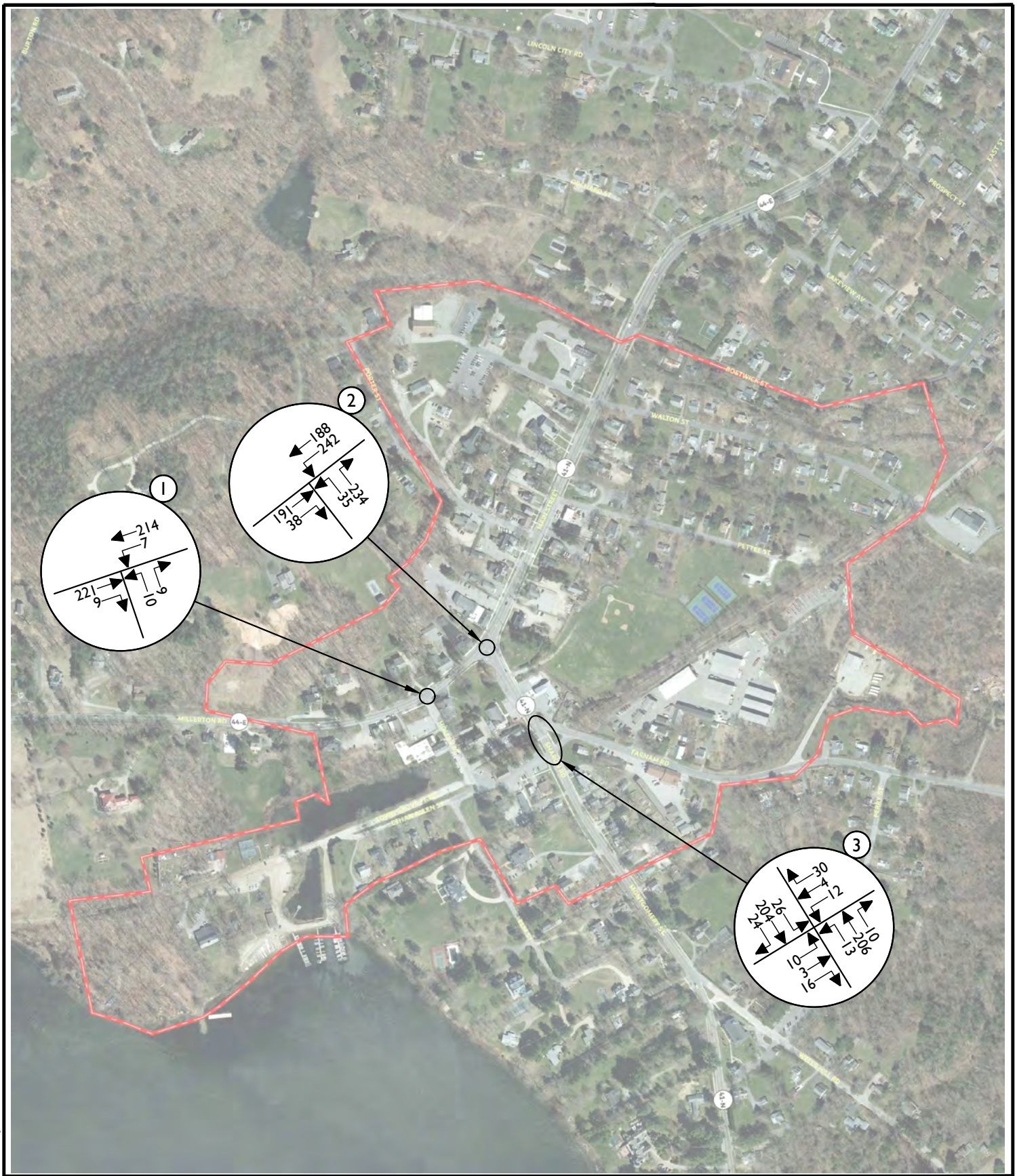
TRAFFIC ANALYSIS

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
1"=500'	4/28/23	RH	RGD

PROJECT NUMBER:	DRAWING NAME:
22003110A	230428_FIGURES

SHEET TITLE: EXISTING TRAFFIC VOLUMES WEEKDAY PEAK MIDDAY HOUR (2:30 PM - 3:30 PM)
FIELD BOOK:
PAGE:

SHEET NUMBER: FIGURE NO. 2



Colliers Engineering & Design

www.colliersengineering.com

Doing Business as MASER CONSULTING

VILLAGE OF LAKEVILLE PLANNING STUDY

VILLAGE OF LAKEVILLE
TOWN OF SALISBURY
LITCHFIELD COUNTY
CONNECTICUT

811 Know what's below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

STATE REQUIRED FILE NUMBER

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

Colliers Engineering & Design
WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN, ARCHITECTURE, LANDSCAPE ARCHITECTURE, SURVEYING CT, P.C. DOING BUSINESS AS MASER CONSULTING

TRAFFIC ANALYSIS

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
1"=500'	4/28/23	RH	RGD

PROJECT NUMBER:	DRAWING NAME:
22003110A	230428_FIGURES

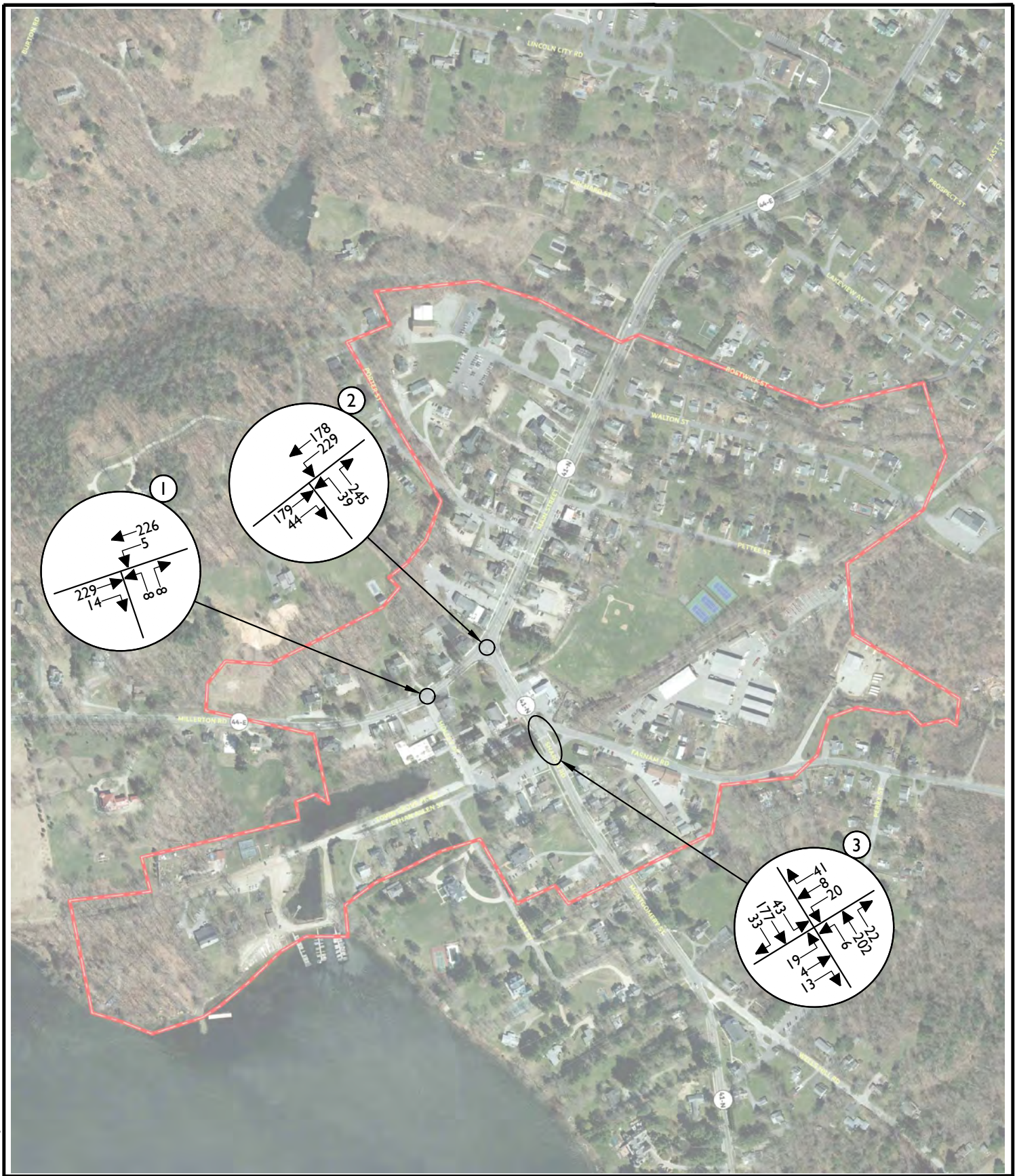
SHEET TITLE: EXISTING TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR (4:00 PM - 5:00 PM)

FIELD BOOK:

PAGE:

SHEET NUMBER: FIGURE NO. 3

\AcPublish_24356\230428_Figures.dwg\3 By: RDANDREA



Colliers Engineering & Design

www.colliersengineering.com

Doing Business as MASER CONSULTING

VILLAGE OF LAKEVILLE PLANNING STUDY

VILLAGE OF LAKEVILLE
TOWN OF SALISBURY
LITCHFIELD COUNTY
CONNECTICUT

811 Know what's below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
STATE REQUIRED FILE NUMBER
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

Colliers Engineering & Design
WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN, ARCHITECTURE, LANDSCAPE ARCHITECTURE, SURVEYING CT, P.C. DOING BUSINESS AS MASER CONSULTING

TRAFFIC ANALYSIS

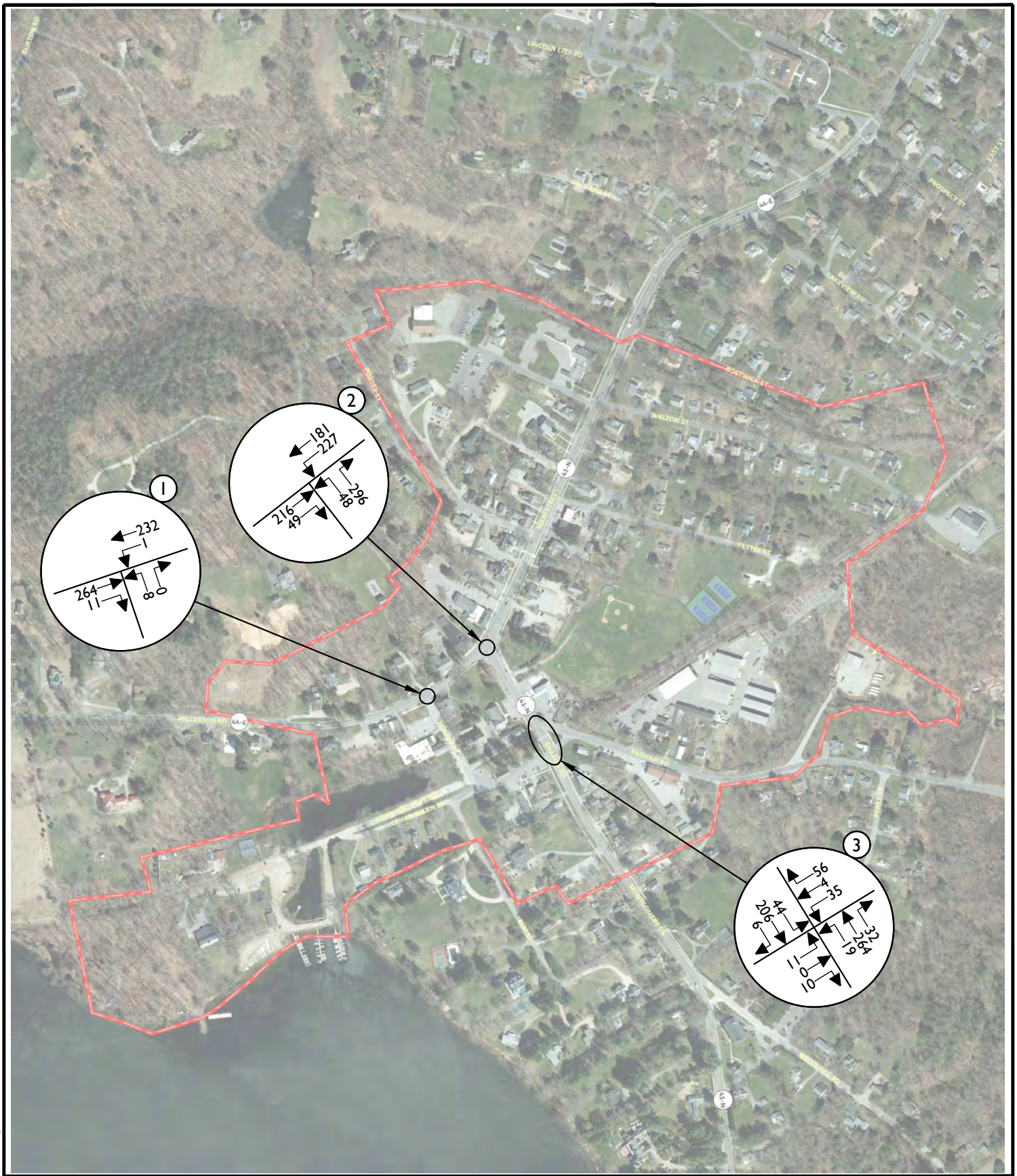
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
1"=500'	4/28/23	RH	RGD

PROJECT NUMBER:	DRAWING NAME:
22003110A	230428_FIGURES

SHEET TITLE: EXISTING TRAFFIC VOLUMES SATURDAY PEAK MIDDAY HOUR (11:15 AM - 12:15 PM)
FIELD BOOK:
PAGE:

SHEET NUMBER: FIGURE NO. 4

\AcPublish_24356\230428_Figures.dwg\4 By: RDANDREA



\AcPublish_24356\230428_Figures.dwg\5 By: RDANDREA

Colliers Engineering & Design

www.colliersengineering.com

Doing Business as MASER CONSULTING

VILLAGE OF LAKEVILLE PLANNING STUDY

VILLAGE OF LAKEVILLE
TOWN OF SALISBURY
LITCHFIELD COUNTY
CONNECTICUT

811 Know what's below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

STATE REQUIRED FILE NUMBER

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

Colliers Engineering & Design
WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN, ARCHITECTURE, LANDSCAPE ARCHITECTURE, SURVEYING CT, P.C. DOING BUSINESS AS MASER CONSULTING

TRAFFIC ANALYSIS

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
1"=500'	4/28/23	RH	RGD

PROJECT NUMBER:	DRAWING NAME:
22003110A	230428_FIGURES

SHEET TITLE: FUTURE TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR (7:45 AM - 8:45 AM)

FIELD BOOK:

PAGE:

SHEET NUMBER: FIGURE NO. 1

Colliers Engineering & Design

www.colliersengineering.com

Doing Business as MASER CONSULTING

VILLAGE OF LAKEVILLE PLANNING STUDY

VILLAGE OF LAKEVILLE
TOWN OF SALISBURY
LITCHFIELD COUNTY
CONNECTICUT

811 Know what's below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

STATE REQUIRED FILE NUMBER

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

Colliers Engineering & Design
WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN, ARCHITECTURE, LANDSCAPE ARCHITECTURE, SURVEYING CT, P.C. DOING BUSINESS AS MASER CONSULTING

TRAFFIC ANALYSIS

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
1"=500'	4/28/23	RH	RGD

PROJECT NUMBER:	DRAWING NAME:
22003110A	230428_FIGURES

SHEET TITLE: FUTURE TRAFFIC VOLUMES WEEKDAY PEAK MIDDAY HOUR (2:30 PM - 3:30 PM)

FIELD BOOK:

PAGE:

SHEET NUMBER: FIGURE NO. 2

By: RDANDREA

\AcPublish_24356\230428_Figures.dwg\6

\AcPublish_24356\230428_Figures.dwg\7 By: RDANDREA

Colliers Engineering & Design

www.colliersengineering.com

Doing Business as MASER CONSULTING

VILLAGE OF LAKEVILLE PLANNING STUDY

VILLAGE OF LAKEVILLE
TOWN OF SALISBURY
LITCHFIELD COUNTY
CONNECTICUT

811 Know what's below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

STATE REQUIRED FILE NUMBER

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

Colliers Engineering & Design
WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN, ARCHITECTURE, LANDSCAPE ARCHITECTURE, SURVEYING CT, P.C. DOING BUSINESS AS MASER CONSULTING

TRAFFIC ANALYSIS

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
1"=500'	4/28/23	RH	RGD

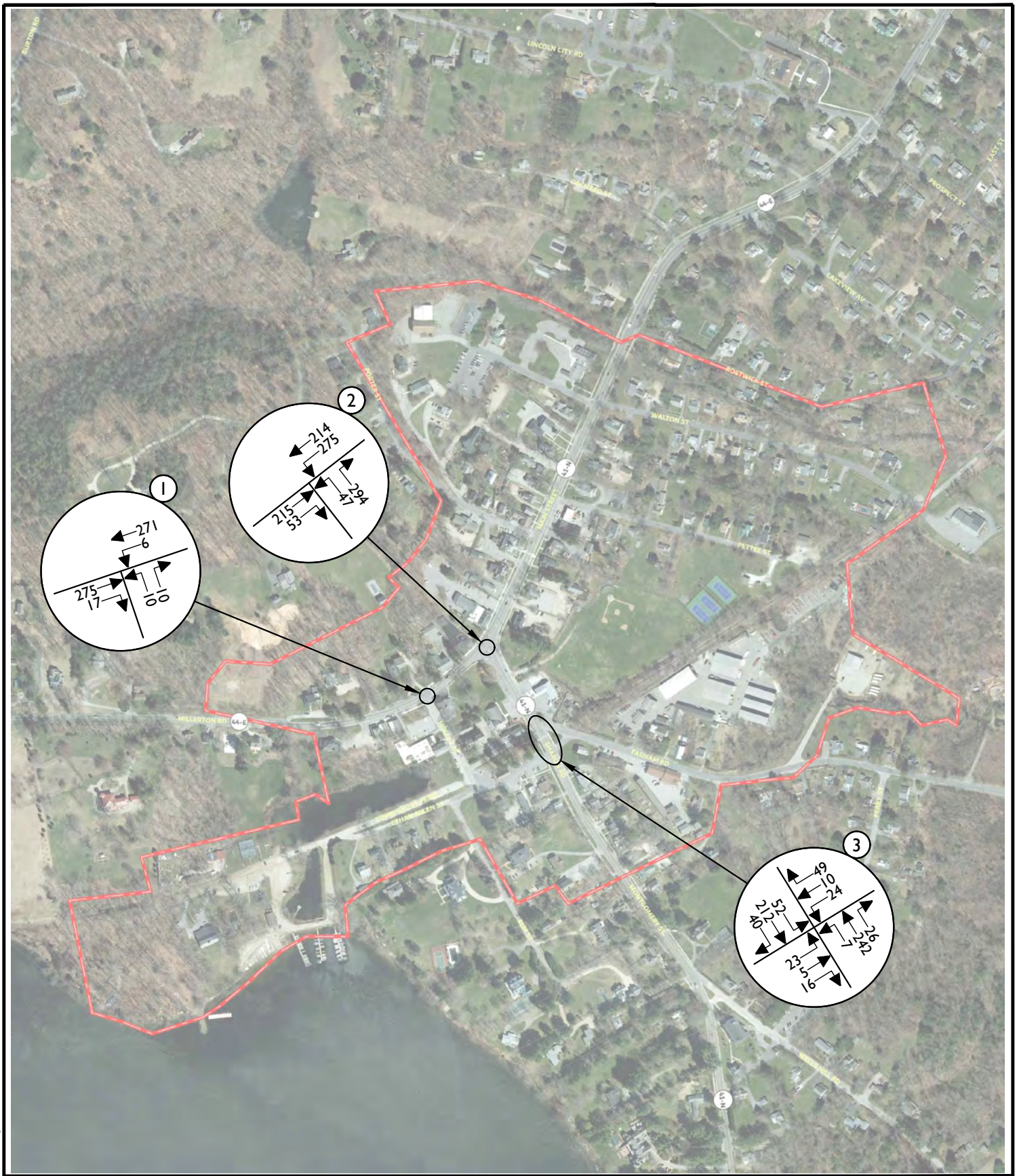
PROJECT NUMBER:	DRAWING NAME:
22003110A	230428_FIGURES

SHEET TITLE: FUTURE TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR (4:00 PM - 5:00 PM)

FIELD BOOK:

PAGE:

SHEET NUMBER: FIGURE NO. 3



\AcPublish_24356\230428_Figures.dwg\8 By: RDANDREA

Colliers Engineering & Design

www.colliersengineering.com

Doing Business as MASER CONSULTING

VILLAGE OF LAKEVILLE PLANNING STUDY

VILLAGE OF LAKEVILLE
TOWN OF SALISBURY
LITCHFIELD COUNTY
CONNECTICUT

811 Know what's below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

STATE REQUIRED FILE NUMBER

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

Colliers Engineering & Design
WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN, ARCHITECTURE, LANDSCAPE ARCHITECTURE, SURVEYING CT, P.C. DOING BUSINESS AS MASER CONSULTING

TRAFFIC ANALYSIS

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
1"=500'	4/28/23	RH	RGD

PROJECT NUMBER:	DRAWING NAME:
22003110A	230428_FIGURES

SHEET TITLE: FUTURE TRAFFIC VOLUMES SATURDAY PEAK MIDDAY HOUR (11:15 AM - 12:15 PM)

FIELD BOOK:

PAGE:

SHEET NUMBER: FIGURE NO. 4

C.2 Capacity Analysis Summary Tables

Table LOS-1
Level of Service Summary Table
Weekday Peak AM Hour

				Existing Traffic Volume Conditions			Future No-Build Traffic Volume Conditions			Future Alternate 1 All-Way Stop			Future Alternate 2 Roundabout			Future Alternate 3 Traffic Signal			Future Alternate 4 One-Way System		
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay
1	**Millerton Road (U.S. Route 44) & Holley Street**	**Unsignalized**																			
	Millerton Road (U.S. Route 44)	WB	LT	0.01	A	7.7	0.01	A	7.9	0.01	A	7.9	0.01	A	7.9	0.01	A	7.9	-	-	-
	Route 6/17M	NB	LR	0.01	B	11.5	0.02	B	12.4	0.02	B	12.4	0.02	B	12.4	0.02	B	12.4	0.05	B	10.8
2	**Millerton Road/Main Street (U.S. Route 44) & Sharon Road (Route 41)**	**Unsignalized**																			
	Main Street (U.S. Route 44)	WB	LT	0.15	A	8.1	0.19	A	8.3	-	-	-	-	-	-	-	-	-	0.20	A	8.6
	Sharon Road (Route 41)	NB	LR	0.47	C	15.1	0.64	C	21.3	-	-	-	-	-	-	-	-	-	0.66	C	23.0
	Intersection Modification - All-Way Stop																				
	Main Street (U.S. Route 44)	EB	TR	-	-	-	-	-	-	0.45	B	13.3	-	-	-	-	-	-	-	-	-
	Main Street (U.S. Route 44)	WB	L	-	-	-	-	-	-	0.45	B	14.4	-	-	-	-	-	-	-	-	-
			T	-	-	-	-	-	-	0.33	B	11.7	-	-	-	-	-	-	-	-	-
	Sharon Road (Route 41)	NB	LR	-	-	-	-	-	-	0.55	B	14.7	-	-	-	-	-	-	-	-	-
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**13.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
	Intersection Modification - Roundabout																				
	Main Street (U.S. Route 44)	EB	TR	-	-	-	-	-	-	-	-	-	0.34	A	7.9	-	-	-	-	-	-
	Main Street (U.S. Route 44)	WB	LT	-	-	-	-	-	-	-	-	-	0.42	A	8.0	-	-	-	-	-	-
	Sharon Road (Route 41)	NB	LR	-	-	-	-	-	-	-	-	-	0.43	A	9.3	-	-	-	-	-	-
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**8.4**	**-**	**-**	**-**	**-**	**-**	**-**
	Intersection Modification - Traffic Signal																				
	Main Street (U.S. Route 44)	EB	TR	-	-	-	-	-	-	-	-	-	-	-	-	0.73	B	17.6	-	-	-
	Main Street (U.S. Route 44)	WB	L	-	-	-	-	-	-	-	-	-	-	-	-	0.52	B	11.0	-	-	-
			T	-	-	-	-	-	-	-	-	-	-	-	-	0.22	A	6.8	-	-	-
	Sharon Road (Route 41)	NB	LR	-	-	-	-	-	-	-	-	-	-	-	-	0.85	B	17.5	-	-	-
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**14.2**	**-**	**-**	**-**

Table LOS-1
Level of Service Summary Table
Weekday Peak AM Hour

				Existing Traffic Volume Conditions			Future No-Build Traffic Volume Conditions			Future Alternate 1 All-Way Stop			Future Alternate 2 Roundabout			Future Alternate 3 Traffic Signal			Future Alternate 4 One-Way System		
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay
3	**Sharon Road (Route 41) & Ethan Allen Street/Farnum Road**	**Unsignalized**																			
	Ethan Allen Street	EB	LTR	0.03	B	11.1	0.04	B	11.9	0.04	B	11.9	0.04	B	11.9	0.04	B	11.9	-	-	-
	Farnum Road	WB	LTR	0.07	B	13.0	0.10	B	14.7	0.10	B	14.7	0.10	B	14.7	0.10	B	14.7	0.09	B	13.6
	Sharon Road (Route 41)	NB	LTR	0.01	A	7.6	0.02	A	7.7	0.02	A	7.7	0.02	A	7.7	0.02	A	7.7	0.016	A	7.8
	Sharon Road (Route 41)	SB	LTR	0.03	A	7.7	0.04	A	8.0	0.04	A	8.0	0.04	A	8.0	0.04	A	8.0	0.04	A	7.9

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

Table LOS-2
Level of Service Summary Table
Weekday Peak Midday Hour

				Existing Traffic Volume Conditions			Future No-Build Traffic Volume Conditions			Future Alternate 1 All-Way Stop			Future Alternate 2 Roundabout			Future Alternate 3 Traffic Signal			Future Alternate 4 One-Way System		
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay
1	**Millerton Road (U.S. Route 44) & Holley Street**	**Unsignalized**																			
	Millerton Road (U.S. Route 44)	WB	LT	0.01	A	7.8	0.01	A	8.0	0.01	A	8.0	0.01	A	8.0	0.01	A	8.0	-	-	-
	Route 6/17M	NB	LR	0.04	B	11.4	0.05	B	12.3	0.05	B	12.3	0.05	B	12.3	0.05	B	12.3	0.10	B	11.6
2	**Millerton Road/Main Street (U.S. Route 44) & Sharon Road (Route 41)**	**Unsignalized**																			
	Main Street (U.S. Route 44)	WB	LT	0.17	A	8.2	0.21	A	8.5	-	-	-	-	-	-	-	-	-	0.24	A	9.1
	Sharon Road (Route 41)	NB	LR	0.50	C	17.1	0.70	D	27.4	-	-	-	-	-	-	-	-	-	0.72	D	30.2
	Intersection Modification - All-Way Stop																				
	Main Street (U.S. Route 44)	EB	TR	-	-	-	-	-	-	0.55	C	15.6	-	-	-	-	-	-	-	-	-
	Main Street (U.S. Route 44)	WB	L	-	-	-	-	-	-	0.50	C	15.8	-	-	-	-	-	-	-	-	-
			T	-	-	-	-	-	-	0.44	B	13.5	-	-	-	-	-	-	-	-	-
	Sharon Road (Route 41)	NB	LR	-	-	-	-	-	-	0.54	C	15.1	-	-	-	-	-	-	-	-	-
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**C**	**15.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
	Intersection Modification - Roundabout																				
	Main Street (U.S. Route 44)	EB	TR	-	-	-	-	-	-	-	-	-	0.42	A	9.4	-	-	-	-	-	-
	Main Street (U.S. Route 44)	WB	LT	-	-	-	-	-	-	-	-	-	0.51	A	9.5	-	-	-	-	-	-
	Sharon Road (Route 41)	NB	LR	-	-	-	-	-	-	-	-	-	0.41	A	9.3	-	-	-	-	-	-
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**9.4**	**-**	**-**	**-**	**-**	**-**	**-**
	Intersection Modification - Traffic Signal																				
	Main Street (U.S. Route 44)	EB	TR	-	-	-	-	-	-	-	-	-	-	-	-	0.77	B	17.8	-	-	-
	Main Street (U.S. Route 44)	WB	L	-	-	-	-	-	-	-	-	-	-	-	-	0.58	B	11.1	-	-	-
			T	-	-	-	-	-	-	-	-	-	-	-	-	0.27	A	6.6	-	-	-
	Sharon Road (Route 41)	NB	LR	-	-	-	-	-	-	-	-	-	-	-	-	0.85	B	19.0	-	-	-
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**14.3**	**-**	**-**	**-**

Table LOS-2
Level of Service Summary Table
Weekday Peak Midday Hour

				Existing Traffic Volume Conditions			Future No-Build Traffic Volume Conditions			Future Alternate 1 All-Way Stop			Future Alternate 2 Roundabout			Future Alternate 3 Traffic Signal			Future Alternate 4 One-Way System		
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay
3	**Sharon Road (Route 41) & Ethan Allen Street/Farnum Road**	**Unsignalized**																			
	Ethan Allen Street	EB	LTR	0.05	B	11.4	0.07	B	12.4	0.07	B	12.4	0.07	B	12.4	0.07	B	12.4	-	-	-
	Farnum Road	WB	LTR	0.06	B	13.1	0.09	B	14.7	0.09	B	14.7	0.09	B	14.7	0.09	B	14.7	0.08	B	13.6
	Sharon Road (Route 41)	NB	LTR	0.02	A	7.7	0.02	A	7.8	0.02	A	7.8	0.02	A	7.8	0.02	A	7.8	0.02	A	7.9
	Sharon Road (Route 41)	SB	LTR	0.04	A	7.8	0.05	A	7.9	0.05	A	7.9	0.05	A	7.9	0.05	A	7.9	0.06	A	7.9

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

Colliers Engineering & Design

Table LOS-3
Level of Service Summary Table
Weekday Peak PM Hour

				Existing Traffic Volume Conditions			Future No-Build Traffic Volume Conditions			Future Alternate 1 All-Way Stop			Future Alternate 2 Roundabout			Future Alternate 3 Traffic Signal			Future Alternate 4 One-Way System		
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay
1	**Millerton Road (U.S. Route 44) & Holley Street**	**Unsignalized**																			
	Millerton Road (U.S. Route 44)	WB	LT	0.01	A	7.8	0.01	A	7.9	0.01	A	7.9	0.01	A	7.9	0.01	A	7.9	-	-	-
	Route 6/17M	NB	LR	0.03	B	10.9	0.04	B	11.6	0.04	B	11.6	0.04	B	11.6	0.04	B	11.6	0.10	B	11.0
2	**Millerton Road/Main Street (U.S. Route 44) & Sharon Road (Route 41)**	**Unsignalized**																			
	Main Street (U.S. Route 44)	WB	LT	0.19	A	8.3	0.24	A	8.6	-	-	-	-	-	-	-	-	-	0.268	A	9.1
	Sharon Road (Route 41)	NB	LR	0.48	C	16.2	0.67	C	24.9	-	-	-	-	-	-	-	-	-	0.698	D	27.9
	Intersection Modification - All-Way Stop																				
	Main Street (U.S. Route 44)	EB	TR	-	-	-	-	-	-	0.48	B	14.0	-	-	-	-	-	-	-	-	-
	Main Street (U.S. Route 44)	WB	L	-	-	-	-	-	-	0.57	C	17.6	-	-	-	-	-	-	-	-	-
			T	-	-	-	-	-	-	0.41	B	12.9	-	-	-	-	-	-	-	-	-
	Sharon Road (Route 41)	NB	LR	-	-	-	-	-	-	0.54	B	14.9	-	-	-	-	-	-	-	-	-
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**15.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
	Intersection Modification - Roundabout																				
	Main Street (U.S. Route 44)	EB	TR	-	-	-	-	-	-	-	-	-	0.37	A	9.0	-	-	-	-	-	-
	Main Street (U.S. Route 44)	WB	LT	-	-	-	-	-	-	-	-	-	0.53	A	9.8	-	-	-	-	-	-
	Sharon Road (Route 41)	NB	LR	-	-	-	-	-	-	-	-	-	0.41	A	9.1	-	-	-	-	-	-
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**9.4**	**-**	**-**	**-**	**-**	**-**	**-**
	Intersection Modification - Traffic Signal																				
	Main Street (U.S. Route 44)	EB	TR	-	-	-	-	-	-	-	-	-	-	-	-	0.74	B	18.4	-	-	-
	Main Street (U.S. Route 44)	WB	L	-	-	-	-	-	-	-	-	-	-	-	-	0.61	B	11.8	-	-	-
			T	-	-	-	-	-	-	-	-	-	-	-	-	0.26	A	6.6	-	-	-
	Sharon Road (Route 41)	NB	LR	-	-	-	-	-	-	-	-	-	-	-	-	0.85	B	18.7	-	-	-
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**14.4**	**-**	**-**	**-**

Table LOS-3
Level of Service Summary Table
Weekday Peak PM Hour

				Existing Traffic Volume Conditions			Future No-Build Traffic Volume Conditions			Future Alternate 1 All-Way Stop			Future Alternate 2 Roundabout			Future Alternate 3 Traffic Signal			Future Alternate 4 One-Way System		
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay
3	**Sharon Road (Route 41) & Ethan Allen Street/Farnum Road**	**Unsignalized**																			
	Ethan Allen Street	EB	LTR	0.05	B	11.2	0.07	B	14.6	0.07	B	14.6	0.07	B	14.6	0.07	B	14.6	-	-	-
	Farnum Road	WB	LTR	0.04	B	13.1	0.05	B	12.1	0.05	B	12.1	0.05	B	12.1	0.05	B	12.1	0.05	B	13.5
	Sharon Road (Route 41)	NB	LTR	0.01	A	7.8	0.01	A	7.9	0.01	A	7.9	0.01	A	7.9	0.01	A	7.9	0.01	A	8.0
	Sharon Road (Route 41)	SB	LTR	0.02	A	7.8	0.03	A	7.9	0.03	A	7.9	0.03	A	7.9	0.03	A	7.9	0.03	A	7.9

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

Table LOS-4
Level of Service Summary Table
Saturday Peak Midday Hour

				Existing Traffic Volume Conditions			Future No-Build Traffic Volume Conditions			Future Alternate 1 All-Way Stop			Future Alternate 2 Roundabout			Future Alternate 3 Traffic Signal			Future Alternate 4 One-Way System		
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay
1	**Millerton Road (U.S. Route 44) & Holley Street**	**Unsignalized**																			
	Millerton Road (U.S. Route 44)	WB	LT	0.01	A	7.8	0.01	A	7.9	0.01	A	7.9	0.01	A	7.9	0.01	A	7.9	-	-	-
	Route 6/17M	NB	LR	0.03	B	10.9	0.04	B	11.7	0.04	B	11.7	0.04	B	11.7	0.04	B	11.7	0.11	B	11.1
2	**Millerton Road/Main Street (U.S. Route 44) & Sharon Road (Route 41)**	**Unsignalized**																			
	Main Street (U.S. Route 44)	WB	LT	0.18	A	8.2	0.22	A	8.5	-	-	-	-	-	-	-	-	-	0.25	A	9.0
	Sharon Road (Route 41)	NB	LR	0.49	C	16.2	0.69	D	25.2	-	-	-	-	-	-	-	-	-	0.71	D	28.8
	Intersection Modification - All-Way Stop																				
	Main Street (U.S. Route 44)	EB	TR	-	-	-	-	-	-	0.47	B	13.8	-	-	-	-	-	-	-	-	-
	Main Street (U.S. Route 44)	WB	L	-	-	-	-	-	-	0.54	C	16.9	-	-	-	-	-	-	-	-	-
			T	-	-	-	-	-	-	0.39	B	12.7	-	-	-	-	-	-	-	-	-
	Sharon Road (Route 41)	NB	LR	-	-	-	-	-	-	0.56	C	15.4	-	-	-	-	-	-	-	-	-
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**14.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
	Intersection Modification - Roundabout																				
	Main Street (U.S. Route 44)	EB	TR	-	-	-	-	-	-	-	-	-	0.36	A	8.6	-	-	-	-	-	-
	Main Street (U.S. Route 44)	WB	LT	-	-	-	-	-	-	-	-	-	0.51	A	9.4	-	-	-	-	-	-
	Sharon Road (Route 41)	NB	LR	-	-	-	-	-	-	-	-	-	0.43	A	9.3	-	-	-	-	-	-
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**9.2**	**-**	**-**	**-**	**-**	**-**	**-**
	Intersection Modification - Traffic Signal																				
	Main Street (U.S. Route 44)	EB	TR	-	-	-	-	-	-	-	-	-	-	-	-	0.74	B	18.6	-	-	-
	Main Street (U.S. Route 44)	WB	L	-	-	-	-	-	-	-	-	-	-	-	-	0.59	B	11.8	-	-	-
			T	-	-	-	-	-	-	-	-	-	-	-	-	0.25	A	6.9	-	-	-
	Sharon Road (Route 41)	NB	LR	-	-	-	-	-	-	-	-	-	-	-	-	0.85	B	18.5	-	-	-
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**14.6**	**-**	**-**	**-**

TABLE W-1

SIGNAL WARRANTS ANALYSIS
MILLERTON ROAD/MAIN STREET (U.S. ROUTE 44) & SHARON ROAD (ROUTE 41)
WARRANT ANALYSIS SUMMARY

INTERSECTION DATA			
Major Street:	Millerton Road/Main Street (U.S. Route 44)	**Number of Lanes For Moving Traffic By Approach**	
Minor Street:	Sharon Road (Route 41)	Major Street (Excluding Auxiliary Lanes) =	1
		Minor Street (Including Auxiliary Lanes) =	1
Location:	Lakevill, Town of Salisbury, Connecticut		
		Major Street Speed	
Date:	5/15/2023	85TH Percentile Speed >= 40 mph (Y or N):	30
Volume Basis:	Existing Traffic Volumes	**Community Population**	
		Community < 10,000 (Y or N):	N
Condition:	Typical Weekday		

WARRANT ANALYSIS SUMMARY		
Warrant 1 - Eight-Hour Vehicular Volume		
Condition A - Minimum Vehicular Volume		Satisfied -- Criteria Met for Signalization
Condition B - Minimum Vehicular Interruption of Continous Traffic		Not Satisfied -- No Signal
Condition A & B Combined Condition		Not Applicable
	Warrant 1 Satisfied:	**YES**
Warrant 2 - Four-Hour Vehicular Volume		
Four-Hour Vehicular Volume		Satisfied -- Criteria Met for Signalization
	Warrant 2 Satisfied:	**YES**
Warrant 3 - Peak Hour		
Peak Hour Volume		Not Satisfied -- No Signal
	Warrant 3 Satisfied:	**NO**
Warrant 4 - Pedestrian Volume Warrant		
Condition A - Pedestrian Four-Hour Volume		Not Applicable
Condition B - Pedestrian Peak Hour Volume		Not Applicable
	Warrant 4 Satisfied:	**Not Applicable**
Warrant 5 - School Crossing		
	Warrant 5 Satisfied:	**Not Applicable**
Warrant 6 - Coordinated Signal System		
	Warrant 6 Satisfied:	**Not Applicable**
Warrant 7 - Crash Experience		
	Warrant 7 Satisfied:	**Not Applicable**
Warrant 8 - Roadway Network		
	Warrant 7 Satisfied:	**Not Applicable**
Warrant 9 - Intersection Near a Grade Crossing		
Condition A - Distance to Rail		Not Applicable
Condition B - Traffic Volume Warrant		Not Applicable
	Warrant 9 Satisfied:	**Not Applicable**

Colliers Engineering & Design

TABLE W-1

SIGNAL WARRANTS ANALYSIS
MILLERTON ROAD/MAIN STREET (U.S. ROUTE 44) & SHARON ROAD (ROUTE 41)
WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

INTERSECTION DATA

Major Street: Millerton Road/Main Street (U.S. Route 44)
Minor Street: Sharon Road (Route 41)
Location: Lakevill, Town of Salisbury, Connecticut
Date: 5/15/2023
Volume Basis: Existing Traffic Volumes
Condition: Typical Weekday

Number of Lanes For Moving Traffic By Approach
Major Street (Excluding Auxiliary Lanes) = 1
Minor Street (Including Auxiliary Lanes) = 1

Major Street Speed
85TH Percentile Speed >= 40 mph (Y or N): N

Community Population
Community < 10,000 (Y or N): N

WARRANT ANALYSIS

Time of Day	Volumes Major Street	Volumes Minor Street	Warrant 1 Condition A Major Street	Warrant 1 Condition A Minor Street	Warrant 1 Condition B Major Street	Warrant 1 Condition B Minor Street	Warrant 1 Condition A & B Condition A Major Street	Warrant 1 Condition A & B Condition A Minor Street	Warrant 1 Condition A & B Condition B Major Street	Warrant 1 Condition A & B Condition B Minor Street	Warrant Met? Warrant 1A	Warrant Met? Warrant 1B	Warrant Met? Combined 1A	Warrant Met? Combined 1B
12:00 AM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
1:00 AM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
2:00 AM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
3:00 AM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
4:00 AM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
5:00 AM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
6:00 AM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
7:00 AM	397	162	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
8:00 AM	531	290	500	150	750	75	400	120	600	60	YES	NO	N/A	N/A
9:00 AM	451	184	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
10:00 AM	448	212	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
11:00 AM	511	204	500	150	750	75	400	120	600	60	YES	NO	N/A	N/A
12:00 PM	578	242	500	150	750	75	400	120	600	60	YES	NO	N/A	N/A
1:00 PM	546	240	500	150	750	75	400	120	600	60	YES	NO	N/A	N/A
2:00 PM	577	244	500	150	750	75	400	120	600	60	YES	NO	N/A	N/A
3:00 PM	674	254	500	150	750	75	400	120	600	60	YES	NO	N/A	N/A
4:00 PM	659	269	500	150	750	75	400	120	600	60	YES	NO	N/A	N/A
5:00 PM	529	194	500	150	750	75	400	120	600	60	YES	NO	N/A	N/A
6:00 PM	332	140	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
7:00 PM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
8:00 PM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
9:00 PM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
10:00 PM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
11:00 PM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
Total Hours Meeting Warrants											**8**	**0**	**0**	**0**
Total Hours Needed to Satisfy											**8**	**8**	**8***	**8***

WARRANT 1 SUMMARY

Warrant 1 Condition A - Minimum Vehicular Volume	**Satisfied -- Criteria Met for Signalization**
Warrant 1 Condition B - Interruption of Continuous Traffic	**Not Satisfied -- No Signal**
Warrant 1A & 1B Combined Condition	**Not Applicable**

*Note: For Combined Warrant Both Conditions 1A & 1B Must Be Satisfied for a Minimum of 8 Hours.

TABLE W-1

SIGNAL WARRANTS ANALYSIS
MILLERTON ROAD/MAIN STREET (U.S. ROUTE 44) & SHARON ROAD (ROUTE 41)
WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME & WARRANT 3 - PEAK HOUR

INTERSECTION DATA

Major Street:	Millerton Road/Main Street (U.S. Route 44)	**Number of Lanes For Moving Traffic By Approach**	
Minor Street:	Sharon Road (Route 41)	Major Street (Excluding Auxiliary Lanes) =	1
		Minor Street (Including Auxiliary Lanes) =	1
Location:	Lakevill, Town of Salisbury, Connecticut		
		Major Street Speed	
Date:	5/15/2023	85TH Percentile Speed >= 40 mph (Y or N):	N
Volume Basis:	Existing Traffic Volumes	**Community Population**	
		Community < 10,000 (Y or N):	N
Condition:	Typical Weekday		

WARRANT ANALYSIS

Time of Day	Volumes Major Street	Volumes Minor Street	Warrant 2[1] Major Street	Warrant 2[1] Minor Street	Warrant 3[1] Major Street	Warrant 3[1] Minor Street	Warrant Met? Warrant 2	Warrant Met? Warrant 3
12:00 AM	-	-					NO	NO
1:00 AM	-	-					NO	NO
2:00 AM	-	-					NO	NO
3:00 AM	-	-					NO	NO
4:00 AM	-	-					NO	NO
5:00 AM	-	-					NO	NO
6:00 AM	-	-					NO	NO
7:00 AM	397	162					NO	NO
8:00 AM	531	290					YES	NO
9:00 AM	451	184					NO	NO
10:00 AM	448	212					NO	NO
11:00 AM	511	204					NO	NO
12:00 PM	578	242					YES	NO
1:00 PM	546	240					NO	NO
2:00 PM	577	244					YES	NO
3:00 PM	674	254					YES	NO
4:00 PM	659	269					YES	NO
5:00 PM	529	194					NO	NO
6:00 PM	332	140					NO	NO
7:00 PM	-	-					NO	NO
8:00 PM	-	-					NO	NO
9:00 PM	-	-					NO	NO
10:00 PM	-	-					NO	NO
11:00 PM	-	-					NO	NO
			See Figure 4C-1		**See Figure 4C-3**			

Total Hours Meeting Warrants	**5**	**0**
Total Hours Needed to Satisfy	**4**	**1**

WARRANTS 2 & 3 SUMMARY

Warrant 2 - Four Hour Vehicular Volume	**Satisfied -- Criteria Met for Signalization**
Warrant 3 - Peak Hour Volume	**Not Satisfied -- No Signal**

Notes:

1) Volumes for Warrants 2 & 3 are compared to attached MUTCD Figures 4C-1 and 4C-3, respectively.

Table W-1

Figure 4C-1

Millerton Road/Main Street (U.S. Route 44) & Sharon Road (ROUTE 41)

Warrant 2 - Four Hour Vehicular Warrant

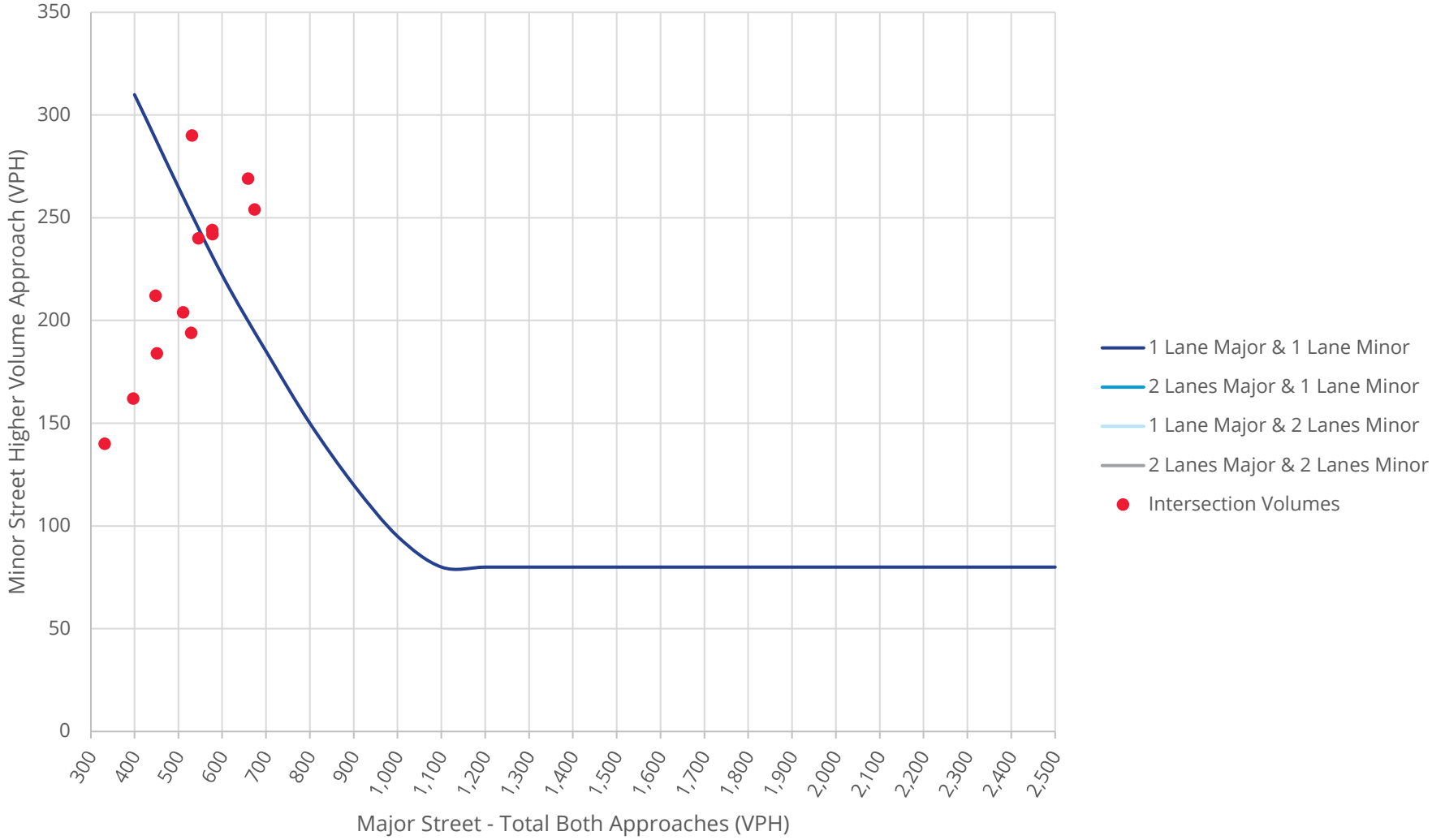


Table W-1

Figure 4C-3

Millerton Road/Main Street (U.S. Route 44) & Sharon Road (ROUTE 41)

Warrant 3 - Peak Hour Warrant

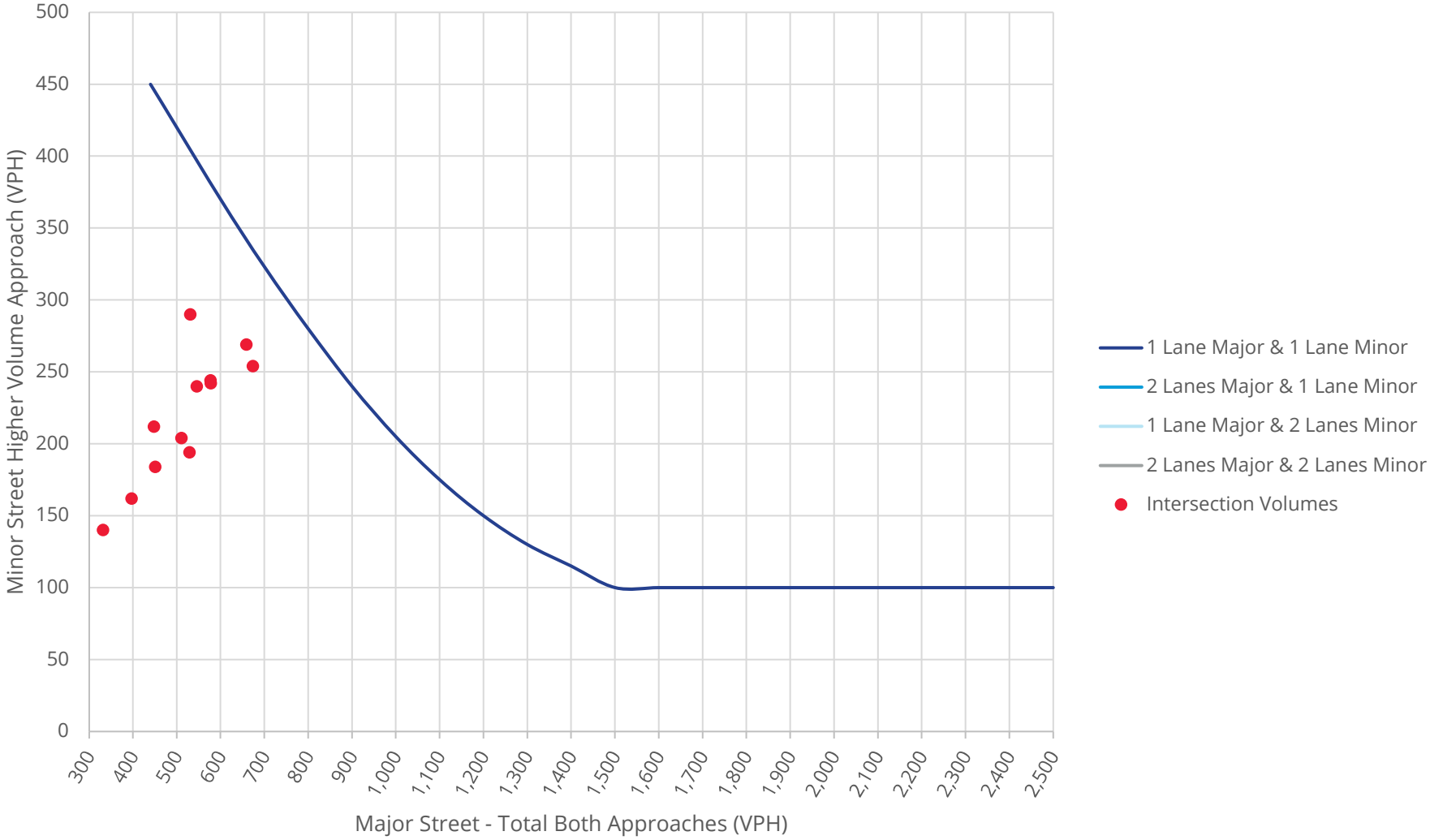


TABLE W-2

SIGNAL WARRANTS ANALYSIS
MILLERTON ROAD/MAIN STREET (U.S. ROUTE 44) & SHARON ROAD (ROUTE 41)
WARRANT ANALYSIS SUMMARY

INTERSECTION DATA			
Major Street:	Millerton Road/Main Street (U.S. Route 44)	**Number of Lanes For Moving Traffic By Approach**	
Minor Street:	Sharon Road (Route 41)	Major Street (Excluding Auxiliary Lanes) =	1
		Minor Street (Including Auxiliary Lanes) =	1
Location:	Lakevill, Town of Salisbury, Connecticut		
		Major Street Speed	
Date:	5/15/2023	85TH Percentile Speed >= 40 mph (Y or N):	30
Volume Basis:	Future Traffic Volumes	**Community Population**	
		Community < 10,000 (Y or N):	N
Condition:	Typical Weekday		

WARRANT ANALYSIS SUMMARY		
Warrant 1 - Eight-Hour Vehicular Volume		
Condition A - Minimum Vehicular Volume		Satisfied -- Criteria Met for Signalization
Condition B - Minimum Vehicular Interruption of Continous Traffic		Not Satisfied -- No Signal
Condition A & B Combined Condition		Not Applicable
	Warrant 1 Satisfied:	**YES**
Warrant 2 - Four-Hour Vehicular Volume		
Four-Hour Vehicular Volume		Satisfied -- Criteria Met for Signalization
	Warrant 2 Satisfied:	**YES**
Warrant 3 - Peak Hour		
Peak Hour Volume		Satisfied -- Criteria Met for Signalization
	Warrant 3 Satisfied:	**YES**
Warrant 4 - Pedestrian Volume Warrant		
Condition A - Pedestrian Four-Hour Volume		Not Applicable
Condition B - Pedestrian Peak Hour Volume		Not Applicable
	Warrant 4 Satisfied:	**Not Applicable**
Warrant 5 - School Crossing		
	Warrant 5 Satisfied:	**Not Applicable**
Warrant 6 - Coordinated Signal System		
	Warrant 6 Satisfied:	**Not Applicable**
Warrant 7 - Crash Experience		
	Warrant 7 Satisfied:	**Not Applicable**
Warrant 8 - Roadway Network		
	Warrant 7 Satisfied:	**Not Applicable**
Warrant 9 - Intersection Near a Grade Crossing		
Condition A - Distance to Rail		Not Applicable
Condition B - Traffic Volume Warrant		Not Applicable
	Warrant 9 Satisfied:	**Not Applicable**

Colliers Engineering & Design

TABLE W-2

SIGNAL WARRANTS ANALYSIS
MILLERTON ROAD/MAIN STREET (U.S. ROUTE 44) & SHARON ROAD (ROUTE 41)
WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

INTERSECTION DATA

Major Street: Millerton Road/Main Street (U.S. Route 44)
Minor Street: Sharon Road (Route 41)
Location: Lakevill, Town of Salisbury, Connecticut
Date: 5/15/2023
Volume Basis: Future Traffic Volumes
Condition: Typical Weekday

Number of Lanes For Moving Traffic By Approach
Major Street (Excluding Auxiliary Lanes) = 1
Minor Street (Including Auxiliary Lanes) = 1

Major Street Speed
85TH Percentile Speed >= 40 mph (Y or N): N

Community Population
Community < 10,000 (Y or N): N

WARRANT ANALYSIS

Time of Day	Volumes Major Street	Volumes Minor Street	Warrant 1 Condition A Major Street	Warrant 1 Condition A Minor Street	Warrant 1 Condition B Major Street	Warrant 1 Condition B Minor Street	Warrant 1 Condition A & B Condition A Major Street	Warrant 1 Condition A & B Condition A Minor Street	Warrant 1 Condition A & B Condition B Major Street	Warrant 1 Condition A & B Condition B Minor Street	Warrant Met? Warrant 1A	Warrant Met? Warrant 1B	Warrant Met? Combined 1A	Warrant Met? Combined 1B
12:00 AM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
1:00 AM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
2:00 AM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
3:00 AM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
4:00 AM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
5:00 AM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
6:00 AM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
7:00 AM	476	194	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
8:00 AM	637	348	500	150	750	75	400	120	600	60	YES	NO	N/A	N/A
9:00 AM	541	221	500	150	750	75	400	120	600	60	YES	NO	N/A	N/A
10:00 AM	538	254	500	150	750	75	400	120	600	60	YES	NO	N/A	N/A
11:00 AM	613	245	500	150	750	75	400	120	600	60	YES	NO	N/A	N/A
12:00 PM	694	290	500	150	750	75	400	120	600	60	YES	NO	N/A	N/A
1:00 PM	655	288	500	150	750	75	400	120	600	60	YES	NO	N/A	N/A
2:00 PM	692	293	500	150	750	75	400	120	600	60	YES	NO	N/A	N/A
3:00 PM	809	305	500	150	750	75	400	120	600	60	YES	YES	N/A	N/A
4:00 PM	791	323	500	150	750	75	400	120	600	60	YES	YES	N/A	N/A
5:00 PM	635	233	500	150	750	75	400	120	600	60	YES	NO	N/A	N/A
6:00 PM	398	168	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
7:00 PM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
8:00 PM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
9:00 PM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
10:00 PM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
11:00 PM	-	-	500	150	750	75	400	120	600	60	NO	NO	N/A	N/A
Total Hours Meeting Warrants											**10**	**2**	**0**	**0**
Total Hours Needed to Satisfy											**8**	**8**	**8***	**8***

WARRANT 1 SUMMARY

Warrant 1 Condition A - Minimum Vehicular Volume	**Satisfied -- Criteria Met for Signalization**
Warrant 1 Condition B - Interruption of Continuous Traffic	**Not Satisfied -- No Signal**
Warrant 1A & 1B Combined Condition	**Not Applicable**

*Note: For Combined Warrant Both Conditions 1A & 1B Must Be Satisfied for a Minimum of 8 Hours.

TABLE W-2

SIGNAL WARRANTS ANALYSIS
MILLERTON ROAD/MAIN STREET (U.S. ROUTE 44) & SHARON ROAD (ROUTE 41)
WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME & WARRANT 3 - PEAK HOUR

INTERSECTION DATA

Major Street:	Millerton Road/Main Street (U.S. Route 44)	**Number of Lanes For Moving Traffic By Approach**	
Minor Street:	Sharon Road (Route 41)	Major Street (Excluding Auxiliary Lanes) =	1
		Minor Street (Including Auxiliary Lanes) =	1
Location:	Lakevill, Town of Salisbury, Connecticut		
		Major Street Speed	
Date:	5/15/2023	85TH Percentile Speed >= 40 mph (Y or N):	N
Volume Basis:	Future Traffic Volumes	**Community Population**	
		Community < 10,000 (Y or N):	N
Condition:	Typical Weekday		

WARRANT ANALYSIS

Time of Day	Volumes		Warrant 2[1]		Warrant 3[1]		Warrant Met?	
	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Warrant 2	Warrant 3
12:00 AM	-	-					NO	NO
1:00 AM	-	-					NO	NO
2:00 AM	-	-					NO	NO
3:00 AM	-	-					NO	NO
4:00 AM	-	-					NO	NO
5:00 AM	-	-					NO	NO
6:00 AM	-	-					NO	NO
7:00 AM	476	194					NO	NO
8:00 AM	637	348					YES	NO
9:00 AM	541	221					NO	NO
10:00 AM	538	254					YES	NO
11:00 AM	613	245					YES	NO
12:00 PM	694	290					YES	NO
1:00 PM	655	288					YES	NO
2:00 PM	692	293					YES	NO
3:00 PM	809	305					YES	YES
4:00 PM	791	323					YES	YES
5:00 PM	635	233					YES	NO
6:00 PM	398	168					NO	NO
7:00 PM	-	-					NO	NO
8:00 PM	-	-					NO	NO
9:00 PM	-	-					NO	NO
10:00 PM	-	-					NO	NO
11:00 PM	-	-					NO	NO
			See Figure 4C-1		**See Figure 4C-3**			
						Total Hours Meeting Warrants	9	2
						Total Hours Needed to Satisfy	4	1

WARRANTS 2 & 3 SUMMARY

Warrant 2 - Four Hour Vehicular Volume	**Satisfied -- Criteria Met for Signalization**
Warrant 3 - Peak Hour Volume	**Satisfied -- Criteria Met for Signalization**

Notes:

1) Volumes for Warrants 2 & 3 are compared to attached MUTCD Figures 4C-1 and 4C-3, respectively.

Table W-2

Figure 4C-1

Millerton Road/Main Street (U.S. Route 44) & Sharon Road (ROUTE 41)

Warrant 2 - Four Hour Vehicular Warrant

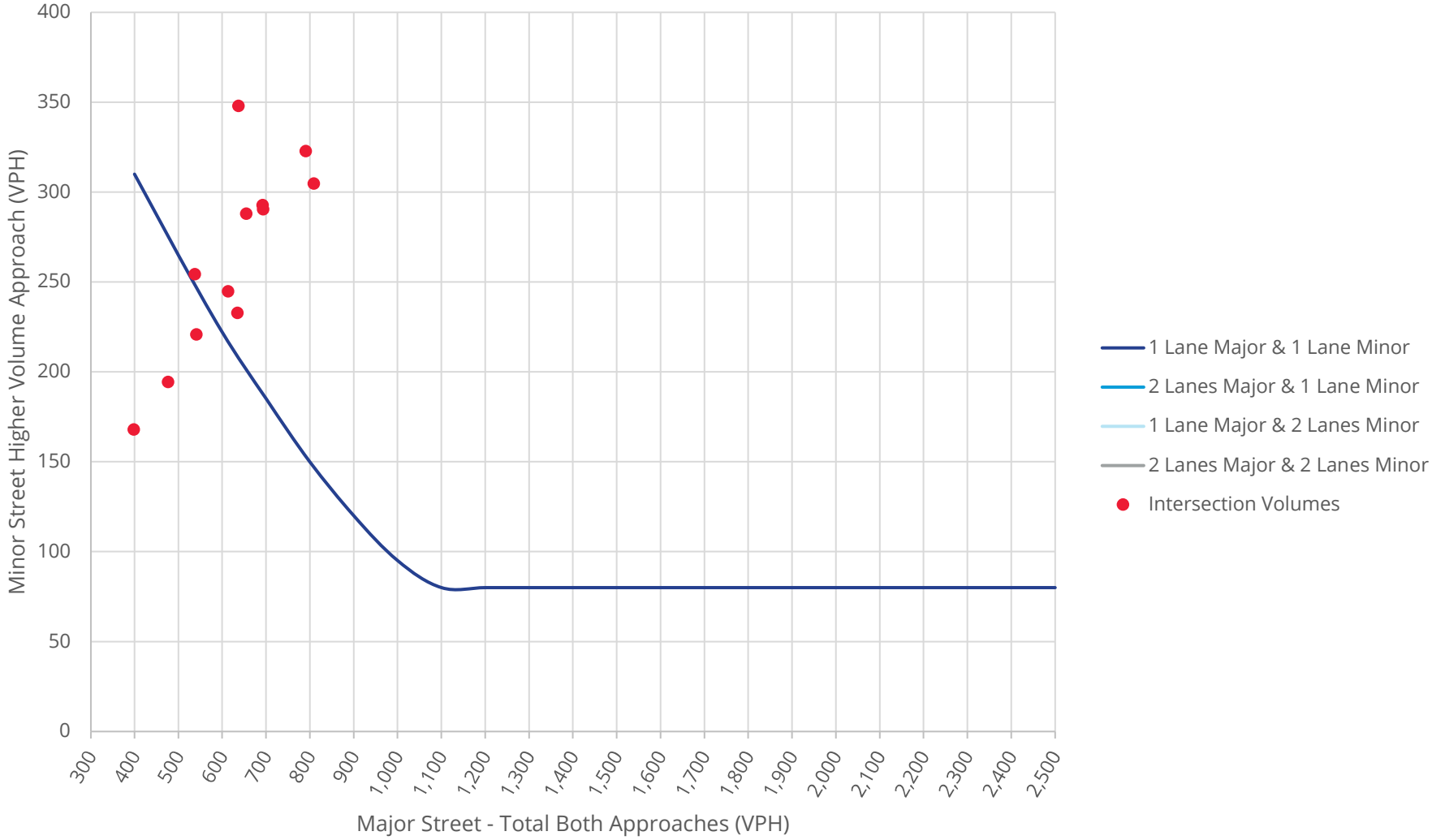


Table W-2

Figure 4C-3

Millerton Road/Main Street (U.S. Route 44) & Sharon Road (ROUTE 41)

Warrant 3 - Peak Hour Warrant

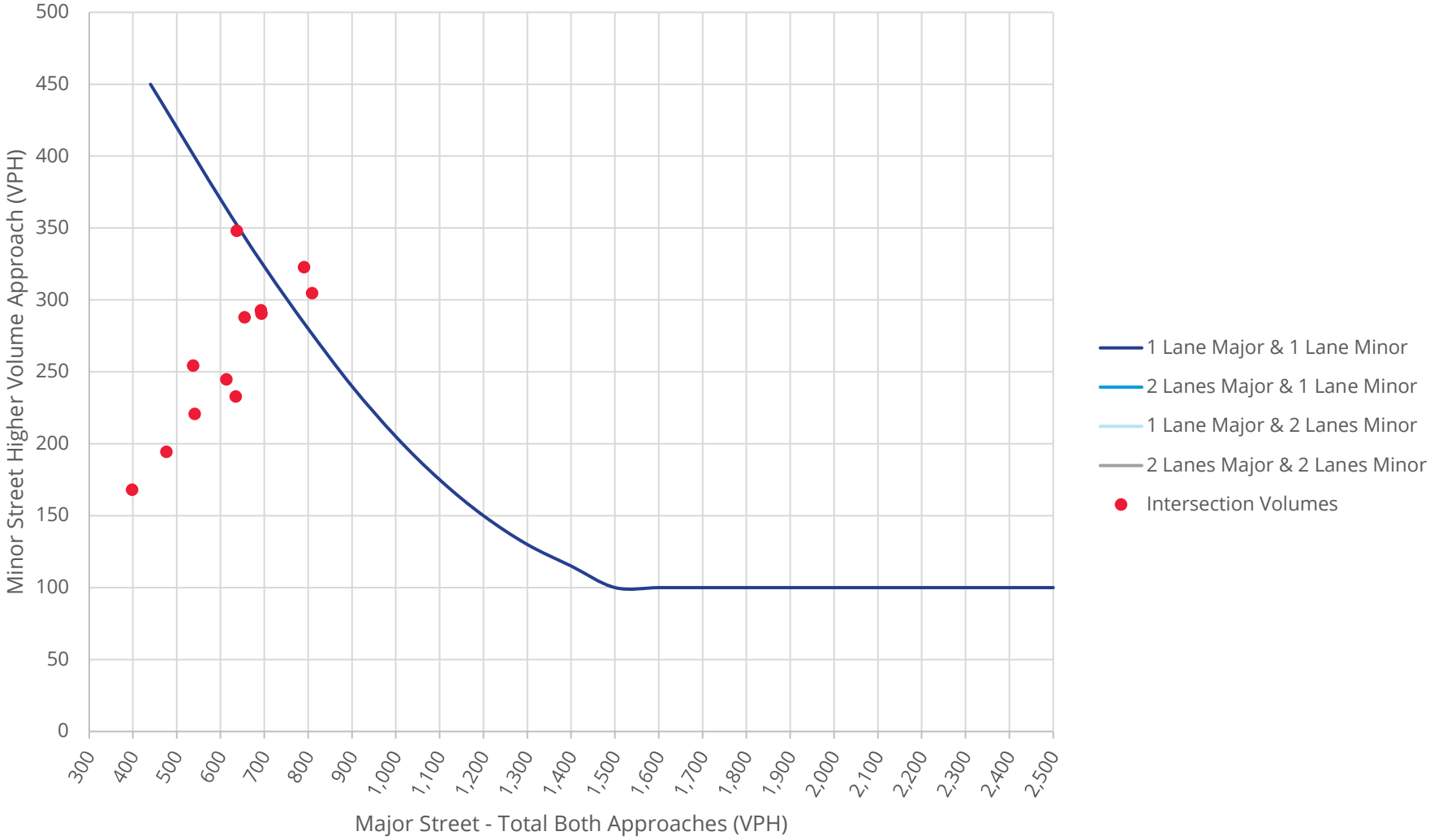


Table LOS-4
Level of Service Summary Table
Saturday Peak Midday Hour

				Existing Traffic Volume Conditions			Future No-Build Traffic Volume Conditions			Future Alternate 1 All-Way Stop			Future Alternate 2 Roundabout			Future Alternate 3 Traffic Signal			Future Alternate 4 One-Way System		
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay
3	**Sharon Road (Route 41) & Ethan Allen Street/Farnum Road**	**Unsignalized**																			
	Ethan Allen Street	EB	LTR	0.07	B	11.6	0.09	B	12.6	0.09	B	12.6	0.09	B	12.6	0.09	B	12.6	-	-	-
	Farnum Road	WB	LTR	0.06	B	12.8	0.09	B	14.2	0.09	B	14.2	0.09	B	14.2	0.09	B	14.2	0.08	B	13.2
	Sharon Road (Route 41)	NB	LTR	0.01	A	7.7	0.01	A	7.8	0.01	A	7.8	0.01	A	7.8	0.01	A	7.8	0.01	A	7.9
	Sharon Road (Route 41)	SB	LTR	0.04	A	7.8	0.04	A	8.0	0.04	A	8.0	0.04	A	8.0	0.04	A	8.0	0.05	A	7.9

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

C.3 Detailed Crash History Data

Colliers Engineering & Design

TABLE A-1
CRASH DATA SUMMARY
SHARON ROAD (ROUTE 41) AND MILLERTON ROAD/MAIN STREET (ROUTE 44), TOWN OF SALISBURY, CONNECTICUT
STUDY PERIOD: JANUARY 1, 2018 THROUGH DECEMBER 31, 2022

CrashId	Town Name	Date Of Crash	Day of the Week	Time of Crash	Crash Severity	Most Severe Injury	Number Of Motor Vehicles	Route Class	Milemarker	Roadway Name	Intersecting Roadway	Manner of Crash/ Collision Impact	Location of First Harmful Event	Weather Condition	Light Condition	Road Surface Condition	Contributing Circumstances, Environment	Contributing Circumstances, Road	Crash Specific Location	Type of Intersection	School Bus Related	Work Zone Related
SHARON ROAD (ROUTE 41) ACCIDENTS MILEPOST 10.5 TO MILEPOST 13.5																						
Sharon Road (Route 41) South of Wells Hill Road																						
615301	Salisbury	11/20/2019	Wednesday	6:11 PM	Property Damage Only	No Apparent Injury (O)	1	State	10.92	41-N		Not Applicable	On Roadway	Clear	Dark-Not Lighted	Dry	None	None	Through Roadway	Not at Intersection	No	No
833125	Salisbury	7/25/2021	Sunday	10:57 PM	Property Damage Only	No Apparent Injury (O)	1	State	10.87	41-N		Not Applicable	On Roadway	Clear	Dark-Not Lighted	Dry	None	Debris	Through Roadway	Not at Intersection	No	No
Sharon Road (Route 41) at intersection with Wells Hill Road																						
586963	Salisbury	9/4/2019	Wednesday	5:06 PM	Property Damage Only	No Apparent Injury (O)	1	State	11.03	41-N		Not Applicable	On Roadway	Clear	Daylight	Wet	None	None	Intersection-Related	T-Intersection	No	No
Sharon Road (Route 41) between Wells Hill Road & Farnum Road																						
389004	Salisbury	2/7/2018	Wednesday	7:00 PM	Property Damage Only	No Apparent Injury (O)	1	State	11.05	41-N		Not Applicable	Outside Right-of-Way (trafficway)	Sleet or Hail	Dark-Not Lighted	Slush	Weather Conditions	Road Surface Condition (wet, icy, snow, slush, etc.)	Non-Junction	Not at Intersection	No	No
825734	Salisbury	6/23/2021	Wednesday	3:20 PM	Property Damage Only	No Apparent Injury (O)	2	State	11.28	41-N	FARNAM RD	Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
Sharon Road (Route 41) at Patco Gas Station																						
489037	Salisbury	12/1/2018	Saturday	1:02 AM	Property Damage Only	No Apparent Injury (O)	1	State	11.3	41-N		Not Applicable	Roadside	Clear	Dark-Lighted	Wet	None	None	Through Roadway	Not at Intersection	No	No
548608	Salisbury	5/20/2019	Monday	6:53 AM	Property Damage Only	No Apparent Injury (O)	2	State	11.31	41-N		Front to rear	On Roadway	Cloudy	Daylight	Wet	None	None	Intersection-Related	T-Intersection	No	No
570348	Salisbury	7/22/2019	Monday	11:12 AM	Injury of any type (Serious, Minor, Possible)	Suspected Minor Injury (B)	1	State	11.32	41-N		Not Applicable	Roadside	Clear	Daylight	Dry	None	None	Other	Not at Intersection	No	No
797500	Salisbury	3/2/2021	Tuesday	2:40 PM	Property Damage Only	No Apparent Injury (O)	2	State	11.3	41-N		Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
933025	Salisbury	5/2/2022	Monday	2:48 PM	Property Damage Only	No Apparent Injury (O)	2	State	11.35	41-N		Front to rear	On Roadway	Clear	Daylight	Wet	None	None	Through Roadway	Not at Intersection	Yes, School Bus Directly Involved	No
Sharon Road (Route 41) between Patco Gas Station and Main Street (Route 44)																						
924557	Salisbury	4/8/2022	Friday	12:48 PM	Property Damage Only	No Apparent Injury (O)	2	State	11.35	41-N		Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Non-Junction	Not at Intersection	No	No
Sharon Road (Route 41) at intersection with Main Street (Route 44)																						
409488	Salisbury	4/18/2018	Wednesday	4:59 PM	Property Damage Only	No Apparent Injury (O)	2	State	11.36	41-N		Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Intersection-Related	T-Intersection	Yes, School Bus Directly Involved	No
853334	Salisbury	10/1/2021	Friday	3:37 PM	Property Damage Only	No Apparent Injury (O)	2	State	11.35	41-N		Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Intersection-Related	T-Intersection	No	No
890820	Salisbury	12/28/2021	Tuesday	4:40 PM	Injury of any type (Serious, Minor, Possible)	Suspected Minor Injury (B)	2	State	11.35	41-N	44-E	Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Intersection	T-Intersection	No	No
Under Mountain Road (Route 41) at intersection with Main Street (Route 44)																						
429138	Salisbury	6/8/2018	Friday	5:21 PM	Injury of any type (Serious, Minor, Possible)	Possible Injury (C)	2	State	13.06	41-N	MAIN	Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Intersection	T-Intersection	No	No
510774	Salisbury	1/13/2019	Sunday	3:51 PM	Property Damage Only	No Apparent Injury (O)	2	State	13.13	41-N		Unknown	In Parking Lane or Zone	Clear	Daylight	Dry	None	None	Other	Not at Intersection	No	No
563549	Salisbury	7/4/2019	Thursday	2:53 PM	Property Damage Only	No Apparent Injury (O)	2	State	13.04	41-N		Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Intersection-Related	Y-Intersection	No	No
762815	Salisbury	11/19/2020	Thursday	10:48 AM	Property Damage Only	No Apparent Injury (O)	2	State	13.05	41-N		Other	On Roadway	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No

TABLE A-1
CRASH DATA SUMMARY
SHARON ROAD (ROUTE 41) AND MILLERTON ROAD/MAIN STREET (ROUTE 44), TOWN OF SALISBURY, CONNECTICUT
STUDY PERIOD: JANUARY 1, 2018 THROUGH DECEMBER 31, 2022

CrashId	Town Name	Date Of Crash	Day of the Week	Time of Crash	Crash Severity	Most Severe Injury	Number Of Motor Vehicles	Route Class	Milemarker	Roadway Name	Intersecting Roadway	Manner of Crash/ Collision Impact	Location of First Harmful Event	Weather Condition	Light Condition	Road Surface Condition	Contributing Circumstances, Environment	Contributing Circumstances, Road	Crash Specific Location	Type of Intersection	School Bus Related	Work Zone Related
MAIN STEET (ROUTE 44) ACCIDENTS MILEPOST 1.5 TO MILEPOST 5.5																						
Millerton Road (Route 44) west of Indian Mountain Road																						
381541	Salisbury	1/17/2018	Wednesday	4:01 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	1.76	44-E		Front to front	On Roadway	Cloudy	Daylight	Wet	None	None	Through Roadway	Not at Intersection	No	No
380245	Salisbury	1/20/2018	Saturday	1:24 AM	Property Damage Only	No Apparent Injury (O)	1	USRoute	1.79	44-E		Not Applicable	On Roadway	Clear	Dark-Not Lighted	Wet	None	None	Through Roadway	Not at Intersection	No	No
465801	Salisbury	9/10/2018	Monday	2:48 PM	Property Damage Only	No Apparent Injury (O)	1	USRoute	1.67	44-E		Not Applicable	Roadside	Rain	Daylight	Wet	Weather Conditions	None	Through Roadway	Not at Intersection	No	No
610429	Salisbury	10/30/2019	Wednesday	8:24 AM	Injury of any type (Serious, Minor, Possible)	Suspected Minor Injury (B)	2	USRoute	1.77	44-E		Front to front	On Roadway	Clear	Daylight	Wet	None	None	Non-Junction	Not at Intersection	No	No
694479	Salisbury	6/27/2020	Saturday	4:14 PM	Property Damage Only	No Apparent Injury (O)	1	USRoute	1.79	44-E		Not Applicable	Shoulder	Rain	Daylight	Wet	Weather Conditions	Road Surface Condition (wet, icy, snow, slush, etc.)	Through Roadway	Not at Intersection	No	No
956184	Salisbury	5/25/2021	Tuesday	5:32 AM	Property Damage Only	No Apparent Injury (O)	1	USRoute	1.77	44-E		Not Applicable	Shoulder	Clear	Dark-Not Lighted	Dry	Unknown	None	Other Location Not Listed Above Within an Interchange Area (median, shoulder and roadside)	Not at Intersection	No	No
869509	Salisbury	11/13/2021	Saturday	8:50 AM	Property Damage Only	No Apparent Injury (O)	1	USRoute	1.84	44-E		Not Applicable	Roadside	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
Millerton Road (Route 44) at intersection with Indian Mountain Road																						
895877	Salisbury	1/12/2022	Wednesday	3:15 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	2.18	44-E		Front to front	On Roadway	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
Millerton Road (Route 44) between Indian Mountain Road & Belgo Road																						
435236	Salisbury	7/2/2018	Monday	4:04 PM	Property Damage Only	No Apparent Injury (O)	1	USRoute	2.51	44-E		Not Applicable	Outside Right-of-Way (trafficway)	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
508798	Salisbury	1/25/2019	Friday	2:23 PM	Injury of any type (Serious, Minor, Possible)	Possible Injury (C)	2	USRoute	2.23	44-E		Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Driveway Access-Related	Not at Intersection	No	No
978993	Salisbury	10/4/2022	Tuesday	2:33 PM	Property Damage Only	No Apparent Injury (O)	1	USRoute	2.44	44-E		Not Applicable	Off Roadway, Location Unknown	Cloudy	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
Millerton Road (Route 44) between Belgo Road & Sharon Road (Route 41)																						
401097	Salisbury	3/17/2018	Saturday	10:37 AM	Property Damage Only	No Apparent Injury (O)	2	USRoute	2.89	44-E		Angle	On Roadway	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
442878	Salisbury	7/9/2018	Monday	5:34 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	2.53	44-E		Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
473206	Salisbury	10/23/2018	Tuesday	4:51 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	2.84	44-E		Front to rear	On Roadway	Rain	Daylight	Wet	None	None	Through Roadway	Not at Intersection	No	No
733075	Salisbury	9/7/2020	Monday	4:32 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	2.96	44-E		Front to rear	In Parking Lane or Zone	Clear	Daylight	Dry	None	None	Other	Not at Intersection	No	No
Millerton Road/Main Street (Route 44) at intersectin with Sharon Road (Route 41)																						
424452	Salisbury	6/1/2018	Friday	4:15 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	3.05	44-E	41-N	Angle	On Roadway	Clear	Daylight	Dry	None	None	Intersection	T-Intersection	No	No
432645	Salisbury	6/29/2018	Friday	2:33 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	3.06	44-E	41-N	Angle	On Roadway	Clear	Daylight	Dry	None	None	Intersection	T-Intersection	No	No
595420	Salisbury	10/7/2019	Monday	6:04 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	3.05	44-E	41-N	Front to rear	On Roadway	Rain	Dark-Lighted	Wet	None	None	Intersection-Related	Y-Intersection	No	No

Colliers Engineering & Design

TABLE A-1
CRASH DATA SUMMARY
SHARON ROAD (ROUTE 41) AND MILLERTON ROAD/MAIN STREET (ROUTE 44), TOWN OF SALISBURY, CONNECTICUT
STUDY PERIOD: JANUARY 1, 2018 THROUGH DECEMBER 31, 2022

CrashId	Town Name	Date Of Crash	Day of the Week	Time of Crash	Crash Severity	Most Severe Injury	Number Of Motor Vehicles	Route Class	Milemarker	Roadway Name	Intersecting Roadway	Manner of Crash/ Collision Impact	Location of First Harmful Event	Weather Condition	Light Condition	Road Surface Condition	Contributing Circumstances, Environment	Contributing Circumstances, Road	Crash Specific Location	Type of Intersection	School Bus Related	Work Zone Related
Main Street (Route 44) between Sharon Road (Route 41) & Porter Street																						
602588	Salisbury	10/20/2019	Sunday	3:27 PM	Property Damage Only	No Apparent Injury (O)	1	USRoute	3.16	44-E		Not Applicable	Roadside	Rain	Daylight	Wet	None	None	Through Roadway	Not at Intersection	No	No
639996	Salisbury	1/18/2020	Saturday	4:08 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	3.16	44-E		Front to rear	On Roadway	Snow	Daylight	Snow	Weather Conditions	Road Surface Condition (wet, icy, snow, slush, etc.)	Non-Junction	Not at Intersection	No	No
910076	Salisbury	2/16/2022	Wednesday	9:55 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	3.11	44-E		Unknown	Unknown	Clear	Dark-Lighted	Wet	Unknown	Unknown	Other	Not at Intersection	Unknown	No
999134	Salisbury	11/13/2022	Sunday	4:01 AM	Injury of any type (Serious, Minor, Possible)	Suspected Minor Injury (B)	1	USRoute	3.09	44-E		Not Applicable	On Roadway	Rain	Dark-Not Lighted	Wet	Weather Conditions	None	Through Roadway	Not at Intersection	No	No
Main Street (Route 44) at intersectin with Porter Street																						
425763	Salisbury	5/25/2018	Friday	12:03 PM	Property Damage Only	No Apparent Injury (O)	4	State	11.47	41-N	PETTEE ST	Not Applicable	Shoulder	Clear	Daylight	Dry	None	None	Intersection-Related	T-Intersection	No	No
810347	Salisbury	4/30/2021	Friday	5:25 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	3.17	44-E	PORTER ST	Front to front	On Roadway	Clear	Daylight	Dry	None	None	Intersection	Four-Way Intersection	No	No
Main Street (Route 44) between Pettee Street & Bostwick Street																						
461311	Salisbury	9/19/2018	Wednesday	2:10 PM	Injury of any type (Serious, Minor, Possible)	Possible Injury (C)	1	USRoute	3.3	44-E		Not Applicable	Shoulder	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
920764	Salisbury	3/27/2022	Sunday	9:51 AM	Property Damage Only	No Apparent Injury (O)	2	USRoute	3.21	44-E		Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
Main Street (Route 44) between Bostwick Street & Meadow Street																						
398483	Salisbury	3/7/2018	Wednesday	3:51 PM	Property Damage Only	No Apparent Injury (O)	1	USRoute	3.35	44-E		Not Applicable	Shoulder	Snow	Daylight	Snow	Weather Conditions	Road Surface Condition (wet, icy, snow, slush, etc.)	Through Roadway	Not at Intersection	No	No
450981	Salisbury	8/26/2018	Sunday	12:39 AM	Injury of any type (Serious, Minor, Possible)	Possible Injury (C)	1	USRoute	3.48	44-E		Not Applicable	Shoulder	Clear	Dark-Lighted	Dry	None	None	Through Roadway	Not at Intersection	No	No
455960	Salisbury	9/10/2018	Monday	4:25 PM	Property Damage Only	No Apparent Injury (O)	1	USRoute	3.36	44-E		Not Applicable	Roadside	Other	Daylight	Wet	None	None	Through Roadway	Not at Intersection	Unknown	No
615808	Salisbury	11/15/2019	Friday	9:25 AM	Property Damage Only	No Apparent Injury (O)	2	USRoute	3.63	44-E		Angle	On Roadway	Clear	Daylight	Dry	None	None	Driveway Access	Not at Intersection	No	No
648834	Salisbury	2/7/2020	Friday	4:33 PM	Property Damage Only	No Apparent Injury (O)	1	USRoute	3.41	44-E		Not Applicable	Shoulder	Snow	Daylight	Snow	None	Road Surface Condition (wet, icy, snow, slush, etc.)	Through Roadway	Not at Intersection	No	No
783617	Salisbury	1/26/2021	Tuesday	5:18 PM	Property Damage Only	No Apparent Injury (O)	1	USRoute	3.51	44-E		Not Applicable	Roadside	Snow	Dark-Not Lighted	Snow	Weather Conditions	Road Surface Condition (wet, icy, snow, slush, etc.)	Through Roadway	Not at Intersection	No	No
824712	Salisbury	6/5/2021	Saturday	10:29 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	3.64	44-E		Angle	On Roadway	Clear	Dark-Lighted	Dry	None	None	Through Roadway	Not at Intersection	No	No
897080	Salisbury	1/9/2022	Sunday	9:10 AM	Property Damage Only	No Apparent Injury (O)	1	USRoute	3.37	44-E		Not Applicable	On Roadway	Freezing Rain or Freezing Drizzle	Daylight	Ice / Frost	Weather Conditions	None	Through Roadway	Not at Intersection	No	No
Main Street (Route 44) at intersection with Meadow Street																						
538535	Salisbury	4/15/2019	Monday	12:12 PM	Property Damage Only	No Apparent Injury (O)	1	USRoute	3.68	44-E	MEADOW ST	Not Applicable	Roadside	Cloudy	Daylight	Wet	None	None	Intersection	T-Intersection	No	No
660433	Salisbury	12/17/2019	Tuesday	11:37 AM	Property Damage Only	No Apparent Injury (O)	1	USRoute	3.68	44-E	MEADOW ST	Not Applicable	Shoulder	Freezing Rain or Freezing Drizzle	Daylight	Snow	Weather Conditions	Road Surface Condition (wet, icy, snow, slush, etc.)	Intersection	T-Intersection	No	No
815246	Salisbury	2/27/2021	Saturday	3:33 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	3.68	44-E	MEADOW ST	Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No

TABLE A-1
CRASH DATA SUMMARY
SHARON ROAD (ROUTE 41) AND MILLERTON ROAD/MAIN STREET (ROUTE 44), TOWN OF SALISBURY, CONNECTICUT
STUDY PERIOD: JANUARY 1, 2018 THROUGH DECEMBER 31, 2022

CrashId	Town Name	Date Of Crash	Day of the Week	Time of Crash	Crash Severity	Most Severe Injury	Number Of Motor Vehicles	Route Class	Milemarker	Roadway Name	Intersecting Roadway	Manner of Crash/ Collision Impact	Location of First Harmful Event	Weather Condition	Light Condition	Road Surface Condition	Contributing Circumstances, Environment	Contributing Circumstances, Road	Crash Specific Location	Type of Intersection	School Bus Related	Work Zone Related
Main Street (Route 44) between Meadow Street & Salmon Kill Road																						
465793	Salisbury	8/13/2018	Monday	1:58 PM	Property Damage Only	No Apparent Injury (O)	3	USRoute	4.31	44-E		Front to rear	On Roadway	Rain	Daylight	Wet	None	None	Through Roadway	Not at Intersection	No	No
483038	Salisbury	11/3/2018	Saturday	2:49 PM	Property Damage Only	No Apparent Injury (O)	1	USRoute	3.79	44-E		Not Applicable	On Roadway	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
494998	Salisbury	12/2/2018	Sunday	2:06 PM	Injury of any type (Serious, Minor, Possible)	Possible Injury (C)	1	USRoute	3.88	44-E		Not Applicable	Roadside	Cloudy	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
510697	Salisbury	1/28/2019	Monday	1:57 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	3.79	44-E		Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
578075	Salisbury	8/21/2019	Wednesday	11:37 PM	Property Damage Only	No Apparent Injury (O)	1	USRoute	4.37	44-E	SALMON KILL RD	Not Applicable	Off Roadway, Location Unknown	Rain	Dark-Not Lighted	Wet	Unknown	Unknown	Acceleration / Deceleration Lane	Not at Intersection	No	No
631495	Salisbury	12/23/2019	Monday	2:47 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	3.7	44-E		Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Driveway Access	Not at Intersection	No	No
707734	Salisbury	6/26/2020	Friday	11:20 AM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.15	44-E		Sideswipe, same direction	On Roadway	Clear	Daylight	Dry	None	Work Zone (construction / maintenance / utility)	Through Roadway	Not at Intersection	No	Yes
798266	Salisbury	3/20/2021	Saturday	5:11 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	3.78	44-E		Angle	On Roadway	Clear	Daylight	Dry	None	None	Driveway Access-Related	Not at Intersection	No	No
930258	Salisbury	3/9/2022	Wednesday	1:43 PM	Injury of any type (Serious, Minor, Possible)	Possible Injury (C)	2	USRoute	4.02	44-E		Other	On Roadway	Snow	Daylight	Snow	None	None	Through Roadway	Not at Intersection	No	No
946136	Salisbury	6/18/2022	Saturday	8:06 PM	Property Damage Only	No Apparent Injury (O)	1	USRoute	3.76	44-E		Not Applicable	On Roadway	Rain	Daylight	Wet	Weather Conditions	Road Surface Condition (wet, icy, snow, slush, etc.)	Acceleration / Deceleration Lane	Not at Intersection	No	No
Main Street (Route 44) at intersection with Salmon Kill Road																						
534204	Salisbury	3/30/2019	Saturday	12:37 PM	Injury of any type (Serious, Minor, Possible)	Possible Injury (C)	2	USRoute	4.37	44-E	SALMON KILL RD	Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Intersection	T-Intersection	No	No
916866	Salisbury	2/19/2022	Saturday	12:06 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.37	44-E	SALMON KILL RD	Angle	On Roadway	Snow	Daylight	Snow	Weather Conditions	Road Surface Condition (wet, icy, snow, slush, etc.)	Intersection	T-Intersection	No	No
Main Street (Route 44) between Salmon Kill Road & Libert Street/Factory Street																						
815870	Salisbury	5/20/2021	Thursday	7:57 AM	Injury of any type (Serious, Minor, Possible)	Suspected Minor Injury (B)	2	USRoute	4.42	44-E		Front to rear	On Roadway	Clear	Daylight	Dry	None	Backup Due to Regular Congestion	Through Roadway	Not at Intersection	No	No
Main Street (Route 44) at intersection with Libert Street/Factory Street																						
648942	Salisbury	1/27/2020	Monday	12:47 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.6	44-E		Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Intersection	T-Intersection	No	No
848456	Salisbury	9/19/2021	Sunday	12:15 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.58	44-E		Angle	On Roadway	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
Main Street (Route 44) between Libert Street/Factory Street & Academy Street																						
880687	Salisbury	11/30/2021	Tuesday	8:43 AM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.62	44-E		Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
Main Street (Route 44) at intersection with Academy Street																						
709530	Salisbury	7/10/2020	Friday	4:57 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.62	44-E	ACADEMY ST	Angle	On Roadway	Clear	Daylight	Dry	None	None	Intersection	T-Intersection	No	No
729281	Salisbury	9/19/2020	Saturday	10:24 AM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.62	44-E	ACADEMY ST	Angle	On Roadway	Clear	Daylight	Dry	None	None	Intersection	T-Intersection	No	No
766982	Salisbury	12/2/2020	Wednesday	3:20 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.62	44-E	ACADEMY ST	Sideswipe, opposite direction	On Roadway	Clear	Daylight	Wet	None	None	Intersection	T-Intersection	No	No
812201	Salisbury	5/14/2021	Friday	1:28 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.62	44-E	ACADEMY ST	Angle	On Roadway	Clear	Daylight	Dry	None	None	Intersection-Related	T-Intersection	No	No

TABLE A-1
CRASH DATA SUMMARY
SHARON ROAD (ROUTE 41) AND MILLERTON ROAD/MAIN STREET (ROUTE 44), TOWN OF SALISBURY, CONNECTICUT
STUDY PERIOD: JANUARY 1, 2018 THROUGH DECEMBER 31, 2022

CrashId	Town Name	Date Of Crash	Day of the Week	Time of Crash	Crash Severity	Most Severe Injury	Number Of Motor Vehicles	Route Class	Milemarker	Roadway Name	Intersecting Roadway	Manner of Crash/ Collision Impact	Location of First Harmful Event	Weather Condition	Light Condition	Road Surface Condition	Contributing Circumstances, Environment	Contributing Circumstances, Road	Crash Specific Location	Type of Intersection	School Bus Related	Work Zone Related
Main Street (Route 44) between Academy Street & Under Mountain Road																						
392909	Salisbury	2/18/2018	Sunday	5:01 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.63	44-E		Other	Roadside	Clear	Daylight	Dry	None	None	Acceleration / Deceleration Lane	Not at Intersection	No	No
396710	Salisbury	2/20/2018	Tuesday	2:17 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.65	44-E		Angle	On Roadway	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
415144	Salisbury	5/5/2018	Saturday	1:36 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.63	44-E		Sideswipe, same direction	On Roadway	Clear	Daylight	Dry	None	None	Other	Not at Intersection	No	No
457444	Salisbury	8/25/2018	Saturday	2:09 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.68	44-E		Sideswipe, same direction	In Parking Lane or Zone	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
474927	Salisbury	11/8/2018	Thursday	5:19 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.63	44-E		Front to rear	On Roadway	Clear	Dark-Lighted	Dry	None	None	Non-Junction	Not at Intersection	No	No
496597	Salisbury	12/15/2018	Saturday	11:39 AM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.64	44-E		Rear to side	In Parking Lane or Zone	Clear	Daylight	Wet	None	None	Other	Not at Intersection	No	No
499102	Salisbury	12/31/2018	Monday	1:15 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.64	44-E		Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Other	Not at Intersection	No	No
556984	Salisbury	6/16/2019	Sunday	9:52 PM	Property Damage Only	No Apparent Injury (O)	1	USRoute	4.67	44-E		Not Applicable	Roadside	Rain	Dark-Not Lighted	Wet	None	None	Non-Junction	Not at Intersection	No	No
580404	Salisbury	8/30/2019	Friday	1:57 PM	Injury of any type (Serious, Minor, Possible)	Suspected Minor Injury (B)	1	USRoute	4.63	44-E		Not Applicable	On Roadway	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
677667	Salisbury	4/22/2020	Wednesday	4:10 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.64	44-E		Other	Shoulder	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
868587	Salisbury	10/28/2021	Thursday	11:28 AM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.71	44-E		Other	In Parking Lane or Zone	Clear	Daylight	Dry	None	None	Other	Not at Intersection	No	No
Main Street (Route 44) at intersection with Under Mountain Road (Route 41)																						
439775	Salisbury	7/8/2018	Sunday	9:46 AM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.73	44-E	41-N	Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Intersection	Y-Intersection	No	No
714792	Salisbury	8/24/2020	Monday	2:04 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.73	44-E	41-N	Front to rear	On Roadway	Clear	Daylight	Wet	None	None	Through Roadway	Not at Intersection	No	No
Main Street (Route 44) northeast of Under Mountain Road																						
381112	Salisbury	1/14/2018	Sunday	1:08 PM	Property Damage Only	No Apparent Injury (O)	1	USRoute	5.21	44-E		Not Applicable	Outside Right-of-Way (trafficway)	Clear	Daylight	Dry	None	None	Non-Junction	Not at Intersection	No	No
587534	Salisbury	9/12/2019	Thursday	2:21 PM	Injury of any type (Serious, Minor, Possible)	Suspected Minor Injury (B)	2	USRoute	4.85	44-E		Front to rear	On Roadway	Rain	Daylight	Wet	None	Road Surface Condition (wet, icy, snow, slush, etc.)	Non-Junction	Not at Intersection	No	No
731567	Salisbury	8/25/2020	Tuesday	6:13 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.88	44-E		Other	In Parking Lane or Zone	Clear	Daylight	Dry	None	None	Other	Not at Intersection	No	No
719379	Salisbury	9/4/2020	Friday	2:35 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	5.06	44-E	43 EAST MAIN ST	Front to rear	On Roadway	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
1000351	Salisbury	11/26/2022	Saturday	1:12 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	4.94	44-E		Rear to side	Shoulder	Clear	Daylight	Dry	None	None	Through Roadway	Not at Intersection	No	No
789822	Salisbury	2/16/2021	Tuesday	5:46 PM	Property Damage Only	No Apparent Injury (O)	2	USRoute	5.41	44-E		Sideswipe, same direction	On Roadway	Clear	Dark-Lighted	Wet	None	None	Through Roadway	Not at Intersection	No	No

TABLE A-2
CRASH DATA SUMMARY - VEHICLE INFORMATION
SHARON ROAD (ROUTE 41) AND MILLERTON ROAD/MAIN STREET (ROUTE 44), TOWN OF SALISBURY, CONNECTICUT
STUDY PERIOD: JANUARY 1, 2018 THROUGH DECEMBER 31, 2022

CrashId	VehicleId	Number of Occupants in Vehicle	Direction of Travel Before Crash	Direction of Travel Before Crash	Most Harmful Event	Vehicle Maneuver/ Action	Contributing Circumstances, Motor Vehicle	Contributing Circumstances, Motor Vehicle	Towed Status	Trafficway Description	Total Lanes In Roadway	Roadway Alignment	Roadway Grade Text Format	Initial Contact Point	Extent of Damage	Body Type	Traffic Control Device Type	Traffic Control Device Functional?	Name Of Roadway On Which Vehicle Was Traveling	Vehicle Was Not On Roadway
SHARON ROAD (ROUTE 41) ACCIDENTS MILEPOST 10.5 TO MILEPOST 13.5																				
Sharon Road (Route 41) South of Wells Hill Road																				
615301	1	1	N	Northbound	Other Non-Fixed Object	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 10 (NorthWest) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	Sharon Rd.	FALSE
833125	1	1	S	Southbound	Other Non-Fixed Object	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Rt.41	FALSE
Sharon Road (Route 41) at intersection with Wells Hill Road																				
586963	1	3	W	Westbound	Other Fixed Object (wall, building, tunnel, etc.)	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Curve Right	Uphill	Sector 8 (SouthWest) in the 12-point Clock Diagram	Disabling Damage	Pick Up	No Control Device	Not Applicable	Route 41	FALSE
Sharon Road (Route 41) between Wells Hill Road & Farnum Road																				
389004	1	1	N	Northbound	Traffic Sign Support	Negotiating a Curve	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Curve Right	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	RT 41	FALSE
825734	1	1	S	Southbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 5 (South by SouthEast) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Route 41	FALSE
825734	2	1	S	Southbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Route 41	FALSE
Sharon Road (Route 41) at Patco Gas Station																				
489037	1	1	N	Northbound	Other Fixed Object (wall, building, tunnel, etc.)	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Rt.41	FALSE
548608	1	2	N	Northbound	Motor Vehicle In Motion	Slowing	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Downhill	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	RT 41	FALSE
548608	2	1	N	Northbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Downhill	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	Rt 41	FALSE
570348	1	1	S	Southbound	Motor Vehicle In Motion	Straight Ahead	None	-	-	Two-Way, Not Divided	2	Straight	Level	Sector 9 (West) in the 12-point Clock Diagram	No Damage	-	No Control Device	Not Applicable	Sharon Rd sidewalk	TRUE
570348	2	1	W	Westbound	Other Non-motorist	Entering Traffic Lane	None	Not Applicable	Not Towed	Not Applicable	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	No Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Sharon Rd	TRUE
797500	1	1	N	Northbound	Motor Vehicle In Motion	Backing	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	Medium / Heavy Trucks (more than 10,000 lbs	No Control Device	Not Applicable	RT 41	FALSE
797500	2	1	N	Northbound	Motor Vehicle In Motion	Slowing	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	RT 41	FALSE

TABLE A-2
CRASH DATA SUMMARY - VEHICLE INFORMATION
SHARON ROAD (ROUTE 41) AND MILLERTON ROAD/MAIN STREET (ROUTE 44), TOWN OF SALISBURY, CONNECTICUT
STUDY PERIOD: JANUARY 1, 2018 THROUGH DECEMBER 31, 2022

CrashId	VehicleId	Number of Occupants in Vehicle	Direction of Travel Before Crash	Direction of Travel Before Crash	Most Harmful Event	Vehicle Maneuver/ Action	Contributing Circumstances, Motor Vehicle	Contributing Circumstances, Motor Vehicle	Towed Status	Trafficway Description	Total Lanes In Roadway	Roadway Alignment	Roadway Grade Text Format	Initial Contact Point	Extent of Damage	Body Type	Traffic Control Device Type	Traffic Control Device Functional?	Name Of Roadway On Which Vehicle Was Traveling	Vehicle Was Not On Roadway
933025	1	9	N	Northbound	Motor Vehicle In Motion	Stopped in Traffic	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 5 (South by SouthEast) in the 12-point Clock Diagram	No Damage	School Bus	No Control Device	Not Applicable	Sharon Rd	FALSE
933025	2	1	N	Northbound	Motor Vehicle In Motion	Entering Traffic Lane	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Functional Damage	Passenger Car	No Control Device	Not Applicable	Sharon Road	FALSE
Sharon Road (Route 41) between Patco Gas Station and Main Street (Route 44)																				
924557	1	1	S	Southbound	Not Applicable	Turning Left	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Downhill	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	RT 41	FALSE
924557	2	1	S	Southbound	Other Non-Fixed Object	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Downhill	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Disabling Damage	Pick Up	No Control Device	Not Applicable	RT 41	FALSE
Sharon Road (Route 41) at intersection with Main Street (Route 44)																				
409488	1	34	N	Northbound	Motor Vehicle In Motion	Stopped in Traffic	None	None	Not Towed	Two-Way, Not Divided	2	Straight	Uphill	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	School Bus	Stop Sign	Yes	RT 41	FALSE
409488	2	1	N	Northbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	RT 41	FALSE
853334	1	1	N	Northbound	Motor Vehicle In Motion	Stopped in Traffic	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Functional Damage	Passenger Car	Stop Sign	Yes	Rt 41	FALSE
853334	2	2	N	Northbound	Motor Vehicle In Motion	Slowing	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Functional Damage	Passenger Van	Stop Sign	Yes	RT 41	FALSE
890820	1	2	E	Eastbound	Motor Vehicle In Motion	Turning Right	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Uphill	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	Passenger Car	Flashing Traffic Control Signal	Yes	44	FALSE
890820	2	1	E	Eastbound	Motor Vehicle In Motion	Turning Right	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Uphill	Sector 12 (North) in the 12-point Clock Diagram	Minor Damage	Passenger Car	Flashing Traffic Control Signal	Yes	44	FALSE
Under Mountain Road (Route 41) at intersection with Main Street (Route 44)																				
429138	1	3	S	Southbound	Motor Vehicle In Motion	Turning Right	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Functional Damage	(Sport) Utility Vehicle	Stop Sign	Yes	Undermountain Road	FALSE
429138	2	1	S	Southbound	Motor Vehicle In Motion	Turning Right	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Functional Damage	(Sport) Utility Vehicle	Stop Sign	Yes	Undermountain Road	FALSE
510774	1	0	0	0	Motor Vehicle In Motion	Parked	None	Not Applicable	Not Towed	Not Applicable	0	Straight	Level	Sector 8 (SouthWest) in the 12-point Clock Diagram	Functional Damage	Passenger Car	No Control Device	Not Applicable	Parked at White Hart Inn Lot	TRUE
510774	2	1	0	0	Parked Vehicle	Unknown	Unknown	Not Applicable	Unknown	Not Applicable	0	Straight	Level	Unknown	Unknown	(Sport) Utility Vehicle	No Control Device	Not Applicable	0	TRUE

TABLE A-2
CRASH DATA SUMMARY - VEHICLE INFORMATION
SHARON ROAD (ROUTE 41) AND MILLERTON ROAD/MAIN STREET (ROUTE 44), TOWN OF SALISBURY, CONNECTICUT
STUDY PERIOD: JANUARY 1, 2018 THROUGH DECEMBER 31, 2022

CrashId	VehicleId	Number of Occupants in Vehicle	Direction of Travel Before Crash	Direction of Travel Before Crash	Most Harmful Event	Vehicle Maneuver/ Action	Contributing Circumstances, Motor Vehicle	Contributing Circumstances, Motor Vehicle	Towed Status	Trafficway Description	Total Lanes In Roadway	Roadway Alignment	Roadway Grade Text Format	Initial Contact Point	Extent of Damage	Body Type	Traffic Control Device Type	Traffic Control Device Functional?	Name Of Roadway On Which Vehicle Was Traveling	Vehicle Was Not On Roadway
563549	1	1	S	Southbound	Struck By Falling, Shifting Cargo or Anything Set in	Slowing	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	Motorcycle	Stop Sign	Yes	Under Mountain Road rt 41	FALSE
563549	2	1	S	Southbound	Motor Vehicle In Motion	Slowing	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	0	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Minor Damage	Passenger Car	Stop Sign	Yes	Under Mountain Road rt 41	FALSE
762815	1	0	N	Northbound	Motor Vehicle In Motion	Parked	Not Applicable	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 7 (South by SouthWest) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	Route 41	TRUE
762815	2	1	N	Northbound	Parked Vehicle	Straight Ahead	Other	Not Applicable	Not Towed	Two-Way, Divided, Positive Median Barrier	2	Straight	Level	Sector 5 (South by SouthEast) in the 12-point Clock Diagram	No Damage	Pick Up	No Control Device	Not Applicable	Route 41	FALSE
MAIN STEET (ROUTE 44) ACCIDENTS MILEPOST 1.5 TO MILEPOST 5.5																				
Millerton Road (Route 44) west of Indian Mountain Road																				
381541	1	2	W	Westbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Curve Right	Level	Sector 12 (North) in the 12-point Clock Diagram	Minor Damage	Pick Up	No Control Device	Not Applicable	Rt 44	FALSE
381541	2	1	E	Eastbound	Motor Vehicle In Motion	Negotiating a Curve	None	Not Applicable	Towed But not Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	Rt 44	FALSE
380245	1	1	W	Westbound	Cable Barrier	Straight Ahead	Unknown	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Curve Right	Level	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Route 44	FALSE
465801	1	2	E	Eastbound	Other Non-Fixed Object	Negotiating a Curve	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Curve Left	Uphill	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Rt 44	FALSE
610429	1	1	W	Westbound	Motor Vehicle In Motion	Negotiating a Curve	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Curve Right	Downhill	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Millerton Rd.	FALSE
610429	2	1	E	Eastbound	Motor Vehicle In Motion	Negotiating a Curve	Tires	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Curve Left	Uphill	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	Warning Sign	Yes	Millerton Rd.	FALSE
694479	1	1	E	Eastbound	Cable Barrier	Negotiating a Curve	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Curve Left	Level	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Route 44	FALSE
956184	1	1	W	Westbound	Cable Barrier	Unknown	Unknown	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Curve Right	Level	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Millerton Road	FALSE
869509	1	1	E	Eastbound	Ditch	Straight Ahead	Other	Not Applicable	-	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Route 44	TRUE

TABLE A-2
CRASH DATA SUMMARY - VEHICLE INFORMATION
SHARON ROAD (ROUTE 41) AND MILLERTON ROAD/MAIN STREET (ROUTE 44), TOWN OF SALISBURY, CONNECTICUT
STUDY PERIOD: JANUARY 1, 2018 THROUGH DECEMBER 31, 2022

CrashId	VehicleId	Number of Occupants in Vehicle	Direction of Travel Before Crash	Direction of Travel Before Crash	Most Harmful Event	Vehicle Maneuver/ Action	Contributing Circumstances, Motor Vehicle	Contributing Circumstances, Motor Vehicle	Towed Status	Trafficway Description	Total Lanes In Roadway	Roadway Alignment	Roadway Grade Text Format	Initial Contact Point	Extent of Damage	Body Type	Traffic Control Device Type	Traffic Control Device Functional?	Name Of Roadway On Which Vehicle Was Traveling	Vehicle Was Not On Roadway
Millerton Road (Route 44) at intersection with Indian Mountain Road																				
895877	1	1	E	Eastbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	rt 44	FALSE
895877	2	1	W	Westbound	Motor Vehicle In Motion	Turning Left	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	rt 44	FALSE
Millerton Road (Route 44) between Indian Mountain Road & Belgo Road																				
435236	1	1	E	Eastbound	Other Post, Pole, or Support	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Millerton Road	0
508798	1	1	E	Eastbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Downhill	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	rt 44 (Millerton Rd)	FALSE
508798	2	1	E	Eastbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Downhill	Sector 12 (North) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	rt 44 (Millerton Rd)	FALSE
978993	1	1	E	Eastbound	Utility Pole	Negotiating a Curve	Tires	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Millerton Road	FALSE
Millerton Road (Route 44) between Belgo Road & Sharon Road (Route 41)																				
401097	1	1	W	Westbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 2 (NorthEast) in the 12-point Clock Diagram	Disabling Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Route 44	0
401097	2	1	W	Westbound	Motor Vehicle In Motion	Entering Traffic Lane	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Disabling Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Route 44	0
442878	1	1	E	Eastbound	Motor Vehicle In Motion	Stopped in Traffic	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Millerton Rd	FALSE
442878	2	2	E	Eastbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Passenger Van	No Control Device	Not Applicable	Millerton Rd	FALSE
473206	1	1	W	Westbound	Motor Vehicle In Motion	Slowing	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	Pick Up	No Control Device	Not Applicable	Millerton Rd	FALSE
473206	2	1	W	Westbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Millerton Rd	FALSE
733075	1	3	E	Eastbound	Motor Vehicle In Motion	Entering Traffic Lane	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Route 44	FALSE
733075	2	0	E	Eastbound	Motor Vehicle In Motion	Parked	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 7 (South by SouthWest) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Route 44	FALSE

TABLE A-2
CRASH DATA SUMMARY - VEHICLE INFORMATION
SHARON ROAD (ROUTE 41) AND MILLERTON ROAD/MAIN STREET (ROUTE 44), TOWN OF SALISBURY, CONNECTICUT
STUDY PERIOD: JANUARY 1, 2018 THROUGH DECEMBER 31, 2022

CrashId	VehicleId	Number of Occupants in Vehicle	Direction of Travel Before Crash	Direction of Travel Before Crash	Most Harmful Event	Vehicle Maneuver/ Action	Contributing Circumstances, Motor Vehicle	Contributing Circumstances, Motor Vehicle	Towed Status	Trafficway Description	Total Lanes In Roadway	Roadway Alignment	Roadway Grade Text Format	Initial Contact Point	Extent of Damage	Body Type	Traffic Control Device Type	Traffic Control Device Functional?	Name Of Roadway On Which Vehicle Was Traveling	Vehicle Was Not On Roadway
Millerton Road/Main Street (Route 44) at intersectin with Sharon Road (Route 41)																				
424452	1	2	W	Westbound	Motor Vehicle In Motion	Turning Left	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Uphill	Sector 9 (West) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	Main St	FALSE
424452	2	1	N	Northbound	Motor Vehicle In Motion	Turning Left	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Uphill	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Minor Damage	Pick Up	Stop Sign	Yes	Sharon Rd	FALSE
432645	1	2	W	Westbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed But not Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Curve Left	Downhill	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	RT 44	FALSE
432645	2	1	E	Eastbound	Motor Vehicle In Motion	Turning Left	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Curve Left	Uphill	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Minor Damage	Passenger Car	Stop Sign	Yes	RT 44	FALSE
595420	1	2	W	Westbound	Motor Vehicle In Motion	Slowing	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	Motor Home	Flashing Traffic Control Signal	Yes	Milerton Road	FALSE
595420	2	1	W	Westbound	Motor Vehicle In Motion	Slowing	Tires	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Functional Damage	Passenger Car	Flashing Traffic Control Signal	Yes	Milerton	FALSE
Main Street (Route 44) between Sharon Road (Route 41) & Porter Street																				
602588	1	1	W	Westbound	Other Post, Pole, or Support	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Main ST.	FALSE
639996	1	1	E	Eastbound	Motor Vehicle In Motion	Leaving Traffic Lane	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 7 (South by SouthWest) in the 12-point Clock Diagram	Minor Damage	Other	No Control Device	Not Applicable	Main Street	FALSE
639996	2	2	E	Eastbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Maint Street	FALSE
910076	1	1	-	-	Unknown	Parked	None	Not Applicable	Not Towed	Not Applicable	-	Unknown	Level	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	Parking Lot	TRUE
910076	2	1	-	-	Unknown	Unknown	Unknown	Unknown	Unknown	Not Applicable	-	Straight	Level	Unknown	Unknown	Unknown	No Control Device	Not Applicable	-	TRUE
999134	1	1	E	Eastbound	Other Post, Pole, or Support	Negotiating a Curve	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Curve Left	Downhill	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	Yield Sign	Yes	rt 44	FALSE

TABLE A-2
CRASH DATA SUMMARY - VEHICLE INFORMATION
SHARON ROAD (ROUTE 41) AND MILLERTON ROAD/MAIN STREET (ROUTE 44), TOWN OF SALISBURY, CONNECTICUT
STUDY PERIOD: JANUARY 1, 2018 THROUGH DECEMBER 31, 2022

CrashId	VehicleId	Number of Occupants in Vehicle	Direction of Travel Before Crash	Direction of Travel Before Crash	Most Harmful Event	Vehicle Maneuver/ Action	Contributing Circumstances, Motor Vehicle	Contributing Circumstances, Motor Vehicle	Towed Status	Trafficway Description	Total Lanes In Roadway	Roadway Alignment	Roadway Grade Text Format	Initial Contact Point	Extent of Damage	Body Type	Traffic Control Device Type	Traffic Control Device Functional?	Name Of Roadway On Which Vehicle Was Traveling	Vehicle Was Not On Roadway
Main Street (Route 44) at intersectin with Porter Street																				
425763	1	1	W	Westbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Main Street	0
425763	2	0	0	0	Motor Vehicle In Motion	Parked	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Unknown	0
425763	3	0	0	0	Motor Vehicle In Motion	Parked	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Unknown	0
425763	4	0	0	0	Motor Vehicle In Motion	Parked	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 4 (SouthEast) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	Unknown	0
810347	1	2	E	Eastbound	Motor Vehicle In Motion	Entering Traffic Lane	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Functional Damage	Passenger Car	Stop Sign	Yes	RT 44	FALSE
810347	2	1	W	Westbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Functional Damage	Pick Up	Stop Sign	Yes	RT 44	FALSE
Main Street (Route 44) between Pettee Street & Bostwick Street																				
461311	1	2	W	Westbound	Utility Pole	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Disabling Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Rt 44	0
920764	1	2	W	Westbound	Motor Vehicle In Motion	Slowing	None	Not Applicable	Not Towed	Two-Way, Not Divided	1	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	Passenger Van	No Control Device	Not Applicable	Route 44 Main Street	FALSE
920764	2	1	W	Westbound	Motor Vehicle In Motion	Slowing	None	Not Applicable	Not Towed	Two-Way, Not Divided	1	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	No Damage	Pick Up	No Control Device	Not Applicable	Route 44 Maint Street	FALSE
Main Street (Route 44) between Bostwick Street & Meadow Street																				
398483	1	1	W	Westbound	Fence	Negotiating a Curve	None	Not Applicable	Towed But not Due to Disabling Damage	Two-Way, Not Divided	2	Curve Left	Downhill	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Functional Damage	Passenger Car	No Control Device	Not Applicable	Rt 44	0
450981	1	1	W	Westbound	Other Post, Pole, or Support	Negotiating a Curve	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Curve Left	Downhill	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Disabling Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Route 44	FALSE
455960	1	1	-	-	Utility Pole	Unknown	Unknown	Not Applicable	Not Towed	Two-Way, Not Divided	2	Curve Left	Downhill	Unknown	Unknown	Unknown	No Control Device	Not Applicable	Rt 44	0
615808	1	1	W	Westbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Unknown	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	Rt 44 (Main St)	FALSE
615808	2	1	E	Eastbound	Motor Vehicle In Motion	Turning Left	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Downhill	Sector 5 (South by SouthEast) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	Rt 44 (Main St)	FALSE
648834	1	1	W	Westbound	Utility Pole	Negotiating a Curve	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Curve Left	Downhill	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Pick Up	No Control Device	Not Applicable	Route 44	FALSE

TABLE A-2
CRASH DATA SUMMARY - VEHICLE INFORMATION
SHARON ROAD (ROUTE 41) AND MILLERTON ROAD/MAIN STREET (ROUTE 44), TOWN OF SALISBURY, CONNECTICUT
STUDY PERIOD: JANUARY 1, 2018 THROUGH DECEMBER 31, 2022

CrashId	VehicleId	Number of Occupants in Vehicle	Direction of Travel Before Crash	Direction of Travel Before Crash	Most Harmful Event	Vehicle Maneuver/ Action	Contributing Circumstances, Motor Vehicle	Contributing Circumstances, Motor Vehicle	Towed Status	Trafficway Description	Total Lanes In Roadway	Roadway Alignment	Roadway Grade Text Format	Initial Contact Point	Extent of Damage	Body Type	Traffic Control Device Type	Traffic Control Device Functional?	Name Of Roadway On Which Vehicle Was Traveling	Vehicle Was Not On Roadway
783617	1	1	W	Westbound	Utility Pole	Negotiating a Curve	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Curve Left	Downhill	Sector 2 (NorthEast) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Main Street	FALSE
824712	1	1	W	Westbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Uphill	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Route 44	FALSE
824712	2	1	S	Southbound	Motor Vehicle In Motion	Turning Left	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	0	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Parking lot	TRUE
897080	1	1	W	Westbound	Utility Pole	Negotiating a Curve	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Curve Left	Downhill	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	RT-44	FALSE
Main Street (Route 44) at intersection with Meadow Street																				
538535	1	1	N	Northbound	Other Non-Collision	Turning Right	None	Not Applicable	Towed But not Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Downhill	Undercarriage	No Damage	Medium / Heavy Trucks (more than 10,000 lbs	Stop Sign	Yes	Meadow St	FALSE
660433	1	1	W	Westbound	Cable Barrier	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Downhill	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	RT 44 Millerton Rd	FALSE
815246	1	1	E	Eastbound	Motor Vehicle In Motion	Stopped in Traffic	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Downhill	Sector 6 (South) in the 12-point Clock Diagram	Functional Damage	Passenger Car	No Control Device	Not Applicable	RT 44	FALSE
815246	2	1	E	Eastbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Downhill	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	RT 44	FALSE
Main Street (Route 44) between Meadow Street & Salmon Kill Road																				
465793	1	1	S	Southbound	Motor Vehicle In Motion	Slowing	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Disabling Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Main St.	FALSE
465793	2	1	N	Northbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Disabling Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Main St.	FALSE
465793	3	1	S	Southbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Disabling Damage	Pick Up	No Control Device	Not Applicable	Main St.	FALSE
483038	1	1	E	Eastbound	Thrown or Falling Object	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Top	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Main Street	FALSE
494998	1	1	E	Eastbound	Tree (standing)	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Uphill	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Rt 44	0

TABLE A-2
CRASH DATA SUMMARY - VEHICLE INFORMATION
SHARON ROAD (ROUTE 41) AND MILLERTON ROAD/MAIN STREET (ROUTE 44), TOWN OF SALISBURY, CONNECTICUT
STUDY PERIOD: JANUARY 1, 2018 THROUGH DECEMBER 31, 2022

CrashId	VehicleId	Number of Occupants in Vehicle	Direction of Travel Before Crash	Direction of Travel Before Crash	Most Harmful Event	Vehicle Maneuver/ Action	Contributing Circumstances, Motor Vehicle	Contributing Circumstances, Motor Vehicle	Towed Status	Trafficway Description	Total Lanes In Roadway	Roadway Alignment	Roadway Grade Text Format	Initial Contact Point	Extent of Damage	Body Type	Traffic Control Device Type	Traffic Control Device Functional?	Name Of Roadway On Which Vehicle Was Traveling	Vehicle Was Not On Roadway
510697	1	1	E	Eastbound	Motor Vehicle In Motion	Stopped in Traffic	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	RT 44	FALSE
510697	2	1	E	Eastbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Functional Damage	Passenger Car	No Control Device	Not Applicable	RT 44	FALSE
578075	1	1	E	Eastbound	Tree (standing)	Unknown	Unknown	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	1	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Unknown	Unknown	No Control Device	Not Applicable	RT. 44	FALSE
631495	1	3	E	Eastbound	Motor Vehicle In Motion	Turning Left	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Downhill	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Main ST (Rt 44)	FALSE
631495	2	1	E	Eastbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Downhill	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Main ST (RT 44)	FALSE
707734	1	1	W	Westbound	Motor Vehicle In Motion	Changing Lanes	Unknown	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Sag (bottom)	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Unknown	Passenger Car	No Control Device	Not Applicable	Rt 44 W/B (Main St)	FALSE
707734	2	1	W	Westbound	Motor Vehicle In Motion	Overtaking/Passing	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Sag (bottom)	Sector 7 (South by SouthWest) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	Rt 44 (Main ST)	FALSE
798266	1	1	N	Northbound	Motor Vehicle In Motion	Turning Left	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Disabling Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Rte 44	FALSE
798266	2	1	N	Northbound	Motor Vehicle In Motion	Overtaking/Passing	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 4 (SouthEast) in the 12-point Clock Diagram	Functional Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Rte 44	FALSE
930258	1	1	W	Westbound	Motor Vehicle In Motion	Negotiating a Curve	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Curve Left	Downhill	Sector 3 (East) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	rt 44	FALSE
930258	2	1	W	Westbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Uphill	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Pick Up	No Control Device	Not Applicable	rt 44	FALSE
946136	1	1	N	Northbound	Other Post, Pole, or Support	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Downhill	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Disabling Damage	Pick Up	Other	Unknown	Sharon Road	FALSE

TABLE A-2
CRASH DATA SUMMARY - VEHICLE INFORMATION
SHARON ROAD (ROUTE 41) AND MILLERTON ROAD/MAIN STREET (ROUTE 44), TOWN OF SALISBURY, CONNECTICUT
STUDY PERIOD: JANUARY 1, 2018 THROUGH DECEMBER 31, 2022

CrashId	VehicleId	Number of Occupants in Vehicle	Direction of Travel Before Crash	Direction of Travel Before Crash	Most Harmful Event	Vehicle Maneuver/ Action	Contributing Circumstances, Motor Vehicle	Contributing Circumstances, Motor Vehicle	Towed Status	Trafficway Description	Total Lanes In Roadway	Roadway Alignment	Roadway Grade Text Format	Initial Contact Point	Extent of Damage	Body Type	Traffic Control Device Type	Traffic Control Device Functional?	Name Of Roadway On Which Vehicle Was Traveling	Vehicle Was Not On Roadway
Main Street (Route 44) at intersection with Salmon Kill Road																				
534204	1	1	S	Southbound	Motor Vehicle In Motion	Turning Left	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 5 (South by SouthEast) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Rt 41	FALSE
534204	2	3	S	Southbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Rt 41	FALSE
916866	1	2	E	Eastbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 4 (SouthEast) in the 12-point Clock Diagram	Minor Damage	Pick Up	No Control Device	Not Applicable	RT-44	FALSE
916866	2	1	N	Northbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed But not Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	Stop Sign	Yes	Salmon Kill Rd	FALSE
Main Street (Route 44) between Salmon Kill Road & Libert Street/Factory Street																				
815870	1	1	W	Westbound	Motor Vehicle In Motion	Other	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 5 (South by SouthEast) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	RT 44	FALSE
815870	2	4	W	Westbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	RT 44	FALSE
Main Street (Route 44) at intersection with Libert Street/Factory Street																				
648942	1	1	W	Westbound	Motor Vehicle In Motion	Turning Left	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 5 (South by SouthEast) in the 12-point Clock Diagram	Minor Damage	Pick Up	No Control Device	Not Applicable	Main Street (RT 44)	FALSE
648942	2	1	W	Westbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Minor Damage	Medium / Heavy Trucks (more than 10,000 lbs	No Control Device	Not Applicable	Main Street (RT 44)	FALSE
848456	1	1	E	Eastbound	Motor Vehicle In Motion	Turning Left	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 3 (East) in the 12-point Clock Diagram	Functional Damage	Other Light Trucks (10,000 lbs (4,536 kg) or less)	No Control Device	Not Applicable	RT 44	FALSE
848456	2	1	W	Westbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	RT 44	FALSE
Main Street (Route 44) between Libert Street/Factory Street & Academy Street																				
880687	1	1	W	Westbound	Motor Vehicle In Motion	Slowing	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	RT-44	FALSE
880687	2	1	W	Westbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	RT-44	FALSE

TABLE A-2
CRASH DATA SUMMARY - VEHICLE INFORMATION
SHARON ROAD (ROUTE 41) AND MILLERTON ROAD/MAIN STREET (ROUTE 44), TOWN OF SALISBURY, CONNECTICUT
STUDY PERIOD: JANUARY 1, 2018 THROUGH DECEMBER 31, 2022

CrashId	VehicleId	Number of Occupants in Vehicle	Direction of Travel Before Crash	Direction of Travel Before Crash	Most Harmful Event	Vehicle Maneuver/ Action	Contributing Circumstances, Motor Vehicle	Contributing Circumstances, Motor Vehicle	Towed Status	Trafficway Description	Total Lanes In Roadway	Roadway Alignment	Roadway Grade Text Format	Initial Contact Point	Extent of Damage	Body Type	Traffic Control Device Type	Traffic Control Device Functional?	Name Of Roadway On Which Vehicle Was Traveling	Vehicle Was Not On Roadway
Main Street (Route 44) at intersection with Academy Street																				
709530	1	1	W	Westbound	Motor Vehicle In Motion	Turning Left	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Functional Damage	Passenger Car	No Control Device	Not Applicable	Route 44	FALSE
709530	2	1	E	Eastbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 10 (NorthWest) in the 12-point Clock Diagram	Functional Damage	Passenger Car	No Control Device	Not Applicable	Route 44	FALSE
729281	1	2	E	Eastbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	Main St.	FALSE
729281	2	1	W	Westbound	Motor Vehicle In Motion	Turning Left	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Functional Damage	Passenger Car	No Control Device	Not Applicable	Main St	FALSE
766982	1	3	W	Westbound	Motor Vehicle In Motion	Turning Left	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 8 (SouthWest) in the 12-point Clock Diagram	Disabling Damage	(Sport) Utility Vehicle	Stop Sign	Yes	Route 44	FALSE
766982	2	1	E	Eastbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Minor Damage	Pick Up	Stop Sign	Yes	Route 44	FALSE
812201	1	1	E	Eastbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 2 (NorthEast) in the 12-point Clock Diagram	Disabling Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	RT 44	FALSE
812201	2	1	N	Northbound	Motor Vehicle In Motion	Entering Traffic Lane	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Functional Damage	Passenger Car	No Control Device	Not Applicable	Academy St	FALSE
Main Street (Route 44) between Academy Street & Under Mountain Road																				
392909	1	0	W	Westbound	Not Applicable	Parked	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	Main St	FALSE
392909	2	1	W	Westbound	Parked Vehicle	Backing	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 5 (South by SouthEast) in the 12-point Clock Diagram	Minor Damage	Cargo Van (10,000 lbs/4,536 kg or less)	No Control Device	Not Applicable	Main St	FALSE
396710	1	1	E	Eastbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Main ST	FALSE
396710	2	1	E	Eastbound	Motor Vehicle In Motion	Entering Traffic Lane	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 9 (West) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	Main St	FALSE
415144	1	1	N	Northbound	Motor Vehicle In Motion	Entering Traffic Lane	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 10 (NorthWest) in the 12-point Clock Diagram	Functional Damage	Passenger Car	No Control Device	Not Applicable	Main Street	FALSE
415144	2	1	N	Northbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Functional Damage	Passenger Car	No Control Device	Not Applicable	Main Street	FALSE
457444	1	1	W	Westbound	Ran Off Roadway Right	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	Rt. 44	FALSE
457444	2	2	-	-	Not Applicable	Parked	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 10 (NorthWest) in the 12-point Clock Diagram	Functional Damage	Passenger Car	No Control Device	Not Applicable	0	TRUE

TABLE A-2
CRASH DATA SUMMARY - VEHICLE INFORMATION
SHARON ROAD (ROUTE 41) AND MILLERTON ROAD/MAIN STREET (ROUTE 44), TOWN OF SALISBURY, CONNECTICUT
STUDY PERIOD: JANUARY 1, 2018 THROUGH DECEMBER 31, 2022

CrashId	VehicleId	Number of Occupants in Vehicle	Direction of Travel Before Crash	Direction of Travel Before Crash	Most Harmful Event	Vehicle Maneuver/ Action	Contributing Circumstances, Motor Vehicle	Contributing Circumstances, Motor Vehicle	Towed Status	Trafficway Description	Total Lanes In Roadway	Roadway Alignment	Roadway Grade Text Format	Initial Contact Point	Extent of Damage	Body Type	Traffic Control Device Type	Traffic Control Device Functional?	Name Of Roadway On Which Vehicle Was Traveling	Vehicle Was Not On Roadway
474927	1	2	W	Westbound	Motor Vehicle In Motion	Stopped in Traffic	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	Route 44	FALSE
474927	2	1	W	Westbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	Route 44	FALSE
496597	1	-	-	-	Parked Vehicle	Other	Not Applicable	Not Applicable	Not Towed	Not Applicable	-	Straight	Level	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	private lot	TRUE
496597	2	1	N	Northbound	Motor Vehicle In Motion	Backing	Unknown	Not Applicable	Not Towed	Not Applicable	-	Straight	Level	Unknown	Unknown	Unknown	No Control Device	Not Applicable	22 Main Street parking lot	TRUE
499102	1	2	E	Eastbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	No Damage	Passenger Car	No Control Device	Not Applicable	Main Street	FALSE
499102	2	1	E	Eastbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	Main Street	FALSE
556984	1	1	N	Northbound	Other Non-Collision	Overtaking/Passing	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Curve Left	Level	Non-Collision	No Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Main Street	FALSE
580404	1	1	E	Eastbound	Pedestrian	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	Marked Uncontrolled	Yes	Route 44 (Main Street)	FALSE
677667	1	1	W	Westbound	Motor Vehicle In Motion	Backing	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	No Damage	Passenger Car	No Control Device	Not Applicable	Main Street	FALSE
677667	2	1	W	Westbound	Motor Vehicle In Motion	Parked	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	No Damage	Low Speed Vehicle	No Control Device	Not Applicable	Main St	FALSE
868587	1	1	0	0	Not Applicable	Parked	Not Applicable	Not Applicable	Not Towed	Not Applicable	0	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Minor Damage	Pick Up	No Control Device	Not Applicable	Not in Roadway	FALSE
868587	2	1	E	Eastbound	Parked Vehicle	Backing	Other	Not Applicable	Not Towed	Not Applicable	0	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	No Damage	Medium / Heavy Trucks (more than 10,000 lbs	No Control Device	Not Applicable	Parking lane	FALSE
Main Street (Route 44) at intersection with Under Mountain Road (Route 41)																				
439775	1	1	S	Southbound	Motor Vehicle In Motion	Stopped in Traffic	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	Stop Sign	Yes	Route 41	FALSE
439775	2	3	S	Southbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Not Divided	0	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Functional Damage	Passenger Car	Stop Sign	Yes	Route 41	FALSE
714792	1	1	W	Westbound	Motor Vehicle In Motion	Slowing	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	Main St	FALSE
714792	2	5	W	Westbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	Main St	FALSE

TABLE A-2
CRASH DATA SUMMARY - VEHICLE INFORMATION
SHARON ROAD (ROUTE 41) AND MILLERTON ROAD/MAIN STREET (ROUTE 44), TOWN OF SALISBURY, CONNECTICUT
STUDY PERIOD: JANUARY 1, 2018 THROUGH DECEMBER 31, 2022

CrashId	VehicleId	Number of Occupants in Vehicle	Direction of Travel Before Crash	Direction of Travel Before Crash	Most Harmful Event	Vehicle Maneuver/ Action	Contributing Circumstances, Motor Vehicle	Contributing Circumstances, Motor Vehicle	Towed Status	Trafficway Description	Total Lanes In Roadway	Roadway Alignment	Roadway Grade Text Format	Initial Contact Point	Extent of Damage	Body Type	Traffic Control Device Type	Traffic Control Device Functional?	Name Of Roadway On Which Vehicle Was Traveling	Vehicle Was Not On Roadway
Main Street (Route 44) northeast of Under Mountain Road																				
381112	1	1	W	Westbound	Other Fixed Object (wall, building, tunnel, etc.)	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Curve Left	Downhill	Sector 1 (North by NorthEast) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	RT 44	FALSE
587534	1	1	E	Eastbound	Other Non-Collision	Turning Right	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Curve Right	Downhill	Sector 5 (South by SouthEast) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	RT 44	FALSE
587534	2	1	E	Eastbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Curve Right	Downhill	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	RT 44	FALSE
731567	1	0	W	Westbound	Motor Vehicle In Motion	Parked	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Minor Damage	Passenger Car	No Control Device	Not Applicable	Route 44	FALSE
731567	2	1	W	Westbound	Motor Vehicle In Motion	Backing	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Unknown	Passenger Car	No Control Device	Not Applicable	Route 44	FALSE
719379	1	2	E	Eastbound	Motor Vehicle In Motion	Stopped in Traffic	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	East Main Street	FALSE
719379	2	1	E	Eastbound	Motor Vehicle In Motion	Straight Ahead	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	No Control Device	Not Applicable	East Main Street	FALSE
1000351	1	0	E	Eastbound	Motor Vehicle In Motion	Parked	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 12 (North) in the 12-point Clock Diagram	No Damage	Passenger Car	No Control Device	Not Applicable	Route 44	FALSE
1000351	2	2	E	Eastbound	Parked Vehicle	Backing	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	No Control Device	Not Applicable	Route 44	FALSE
789822	1	1	E	Eastbound	Motor Vehicle In Motion	Turning Left	None	Not Applicable	Not Towed	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 11 (North by NorthWest) in the 12-point Clock Diagram	Functional Damage	Passenger Car	No Control Device	Not Applicable	Rte 44	FALSE
789822	2	1	E	Eastbound	Cross Centerline	Overtaking/Passing	None	Not Applicable	Towed Due to Disabling Damage	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median	2	Straight	Level	Sector 3 (East) in the 12-point Clock Diagram	Disabling Damage	Pick Up	No Control Device	Not Applicable	Rte 44	FALSE

C.4 Detailed Capacity Analysis Data Reports

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	220	9	1	193	7	0
Future Volume (vph)	220	9	1	193	7	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995					
Flt Protected					0.950	
Satd. Flow (prot)	1853	0	0	1863	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	1853	0	0	1863	1770	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1109			306	389	
Travel Time (s)	25.2			7.0	8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	10	1	210	8	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	249	0	0	211	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	220	9	1	193	7	0
Future Vol, veh/h	220	9	1	193	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	239	10	1	210	8	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	249	0	456	244
Stage 1	-	-	-	-	244	-
Stage 2	-	-	-	-	212	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1317	-	562	795
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1317	-	561	795
Mov Cap-2 Maneuver	-	-	-	-	561	-
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	822	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	561	-	-	1317	-
HCM Lane V/C Ratio	0.014	-	-	0.001	-
HCM Control Delay (s)	11.5	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	40	247	180	41	189	151
Future Volume (vph)	40	247	180	41	189	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.884		0.975			
Flt Protected	0.993				0.950	
Satd. Flow (prot)	1635	0	1816	0	1770	1863
Flt Permitted	0.993				0.950	
Satd. Flow (perm)	1635	0	1816	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	268	196	45	205	164
Shared Lane Traffic (%)						
Lane Group Flow (vph)	311	0	241	0	205	164
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	6.9

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	40	247	180	41	189	151
Future Vol, veh/h	40	247	180	41	189	151
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	80	-
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	43	268	196	45	205	164

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	793	219	0	0	196	0
Stage 1	219	-	-	-	-	-
Stage 2	574	-	-	-	-	-
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	358	821	-	-	1377	-
Stage 1	817	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	305	821	-	-	1377	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	479	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	15.1	0	4.5
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	664	1377	-
HCM Lane V/C Ratio	-	-	0.47	0.149	-
HCM Control Delay (s)	-	-	15.1	8.1	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2.5	0.5	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	47	229	0	37	177
Future Volume (vph)	0	47	229	0	37	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						0.991
Satd. Flow (prot)	0	1611	1863	0	0	1846
Flt Permitted						0.991
Satd. Flow (perm)	0	1611	1863	0	0	1846
Link Speed (mph)	30		30			30
Link Distance (ft)	147		113			369
Travel Time (s)	3.3		2.6			8.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	51	249	0	40	192
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	51	249	0	0	232
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

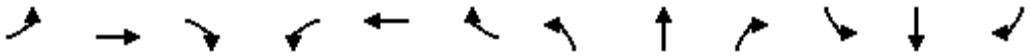
Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	47	229	0	37	177
Future Vol, veh/h	0	47	229	0	37	177
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	51	249	0	40	192

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	249	0	-	249	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	790	-	0	1317	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	790	-	-	1317	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	1.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	790	1317	-
HCM Lane V/C Ratio	-	0.065	0.031	-
HCM Control Delay (s)	-	9.9	7.8	0
HCM Lane LOS	-	A	A	A
HCM 95th %tile Q(veh)	-	0.2	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	0	8	29	3	0	16	220	27	0	172	5
Future Volume (vph)	9	0	8	29	3	0	16	220	27	0	172	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.936						0.986			0.996	
Flt Protected		0.974			0.956			0.997				
Satd. Flow (prot)	0	1698	0	0	1781	0	0	1831	0	0	1855	0
Flt Permitted		0.974			0.956			0.997				
Satd. Flow (perm)	0	1698	0	0	1781	0	0	1831	0	0	1855	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		324			103			772			113	
Travel Time (s)		7.4			2.3			17.5			2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	0	9	32	3	0	17	239	29	0	187	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	35	0	0	285	0	0	192	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	8	29	3	0	16	220	27	0	172	5
Future Vol, veh/h	9	0	8	29	3	0	16	220	27	0	172	5
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	10	0	9	32	3	0	17	239	29	0	187	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	479	492	190	482	480	-	192	0	0	-	-	0
Stage 1	190	190	-	288	288	-	-	-	-	-	-	-
Stage 2	289	302	-	194	192	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	-	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	-	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	497	478	852	495	485	0	1381	-	-	0	-	-
Stage 1	812	743	-	720	674	0	-	-	-	0	-	-
Stage 2	719	664	-	808	742	0	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	489	471	852	484	478	-	1381	-	-	-	-	-
Mov Cap-2 Maneuver	489	471	-	484	478	-	-	-	-	-	-	-
Stage 1	800	743	-	709	664	-	-	-	-	-	-	-
Stage 2	705	654	-	800	742	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	13	0.5	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1381	-	-	612	483	-	-
HCM Lane V/C Ratio	0.013	-	-	0.03	0.072	-	-
HCM Control Delay (s)	7.6	0	-	11.1	13	-	-
HCM Lane LOS	A	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	256	10	3	238	12	10
Future Volume (vph)	256	10	3	238	12	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.938	
Flt Protected				0.999	0.974	
Satd. Flow (prot)	1853	0	0	1861	1702	0
Flt Permitted				0.999	0.974	
Satd. Flow (perm)	1853	0	0	1861	1702	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1109			306	389	
Travel Time (s)	25.2			7.0	8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	278	11	3	259	13	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	289	0	0	262	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	256	10	3	238	12	10
Future Vol, veh/h	256	10	3	238	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	278	11	3	259	13	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	289	0	549	284
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1273	-	497	755
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1273	-	496	755
Mov Cap-2 Maneuver	-	-	-	-	496	-
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	777	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	588	-	-	1273	-
HCM Lane V/C Ratio	0.041	-	-	0.003	-
HCM Control Delay (s)	11.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	41	225	209	59	210	199
Future Volume (vph)	41	225	209	59	210	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.886		0.970			
Flt Protected	0.992				0.950	
Satd. Flow (prot)	1637	0	1807	0	1770	1863
Flt Permitted	0.992				0.950	
Satd. Flow (perm)	1637	0	1807	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	245	227	64	228	216
Shared Lane Traffic (%)						
Lane Group Flow (vph)	290	0	291	0	228	216
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	6.6

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	41	225	209	59	210	199
Future Vol, veh/h	41	225	209	59	210	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	80	-
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	45	245	227	64	228	216

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	931	259	0	0	227	0
Stage 1	259	-	-	-	-	-
Stage 2	672	-	-	-	-	-
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	296	780	-	-	1341	-
Stage 1	784	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	246	780	-	-	1341	-
Mov Cap-2 Maneuver	246	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	422	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	17.1	0	4.2
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	584	1341	-
HCM Lane V/C Ratio	-	-	0.495	0.17	-
HCM Control Delay (s)	-	-	17.1	8.2	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2.7	0.6	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	36	208	0	53	209
Future Volume (vph)	0	36	208	0	53	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						0.990
Satd. Flow (prot)	0	1611	1863	0	0	1844
Flt Permitted						0.990
Satd. Flow (perm)	0	1611	1863	0	0	1844
Link Speed (mph)	30		30			30
Link Distance (ft)	147		113			369
Travel Time (s)	3.3		2.6			8.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	39	226	0	58	227
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	39	226	0	0	285
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

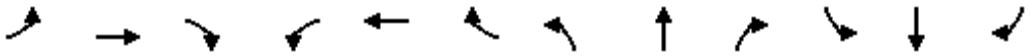
Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	36	208	0	53	209
Future Vol, veh/h	0	36	208	0	53	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	39	226	0	58	227

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	226	0	-	226	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	813	-	0	1342	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	813	-	-	1342	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	1.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	813	1342	-
HCM Lane V/C Ratio	-	0.048	0.043	-
HCM Control Delay (s)	-	9.7	7.8	0
HCM Lane LOS	-	A	A	A
HCM 95th %tile Q(veh)	-	0.2	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	2	12	24	3	0	18	195	16	0	194	15
Future Volume (vph)	13	2	12	24	3	0	18	195	16	0	194	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.939						0.991			0.990	
Flt Protected		0.976			0.957			0.996				
Satd. Flow (prot)	0	1707	0	0	1783	0	0	1839	0	0	1844	0
Flt Permitted		0.976			0.957			0.996				
Satd. Flow (perm)	0	1707	0	0	1783	0	0	1839	0	0	1844	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		324			103			772			113	
Travel Time (s)		7.4			2.3			17.5			2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	2	13	26	3	0	20	212	17	0	211	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	29	0	0	249	0	0	227	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	2	12	24	3	0	18	195	16	0	194	15
Future Vol, veh/h	13	2	12	24	3	0	18	195	16	0	194	15
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	14	2	13	26	3	0	20	212	17	0	211	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	481	488	219	488	488	-	227	0	0	-	-	0
Stage 1	219	219	-	261	261	-	-	-	-	-	-	-
Stage 2	262	269	-	227	227	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	-	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	-	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	495	480	821	490	480	0	1341	-	-	0	-	-
Stage 1	783	722	-	744	692	0	-	-	-	0	-	-
Stage 2	743	687	-	776	716	0	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	486	472	821	474	472	-	1341	-	-	-	-	-
Mov Cap-2 Maneuver	486	472	-	474	472	-	-	-	-	-	-	-
Stage 1	770	722	-	731	680	-	-	-	-	-	-	-
Stage 2	727	675	-	761	716	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	13.1	0.6	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1341	-	-	592	474	-	-
HCM Lane V/C Ratio	0.015	-	-	0.05	0.062	-	-
HCM Control Delay (s)	7.7	0	-	11.4	13.1	-	-
HCM Lane LOS	A	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	221	9	7	214	10	9
Future Volume (vph)	221	9	7	214	10	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.936	
Flt Protected				0.998	0.974	
Satd. Flow (prot)	1853	0	0	1859	1698	0
Flt Permitted				0.998	0.974	
Satd. Flow (perm)	1853	0	0	1859	1698	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1109			306	389	
Travel Time (s)	25.2			7.0	8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	240	10	8	233	11	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	250	0	0	241	21	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	221	9	7	214	10	9
Future Vol, veh/h	221	9	7	214	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	240	10	8	233	11	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	250	0	494	245
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	249	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1316	-	535	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1316	-	531	794
Mov Cap-2 Maneuver	-	-	-	-	531	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	786	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	630	-	-	1316	-
HCM Lane V/C Ratio	0.033	-	-	0.006	-
HCM Control Delay (s)	10.9	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	35	234	191	38	242	188
Future Volume (vph)	35	234	191	38	242	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.883		0.978			
Flt Protected	0.994				0.950	
Satd. Flow (prot)	1635	0	1822	0	1770	1863
Flt Permitted	0.994				0.950	
Satd. Flow (perm)	1635	0	1822	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	254	208	41	263	204
Shared Lane Traffic (%)						
Lane Group Flow (vph)	292	0	249	0	263	204
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	6.9

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	35	234	191	38	242	188
Future Vol, veh/h	35	234	191	38	242	188
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	80	-
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	38	254	208	41	263	204

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	959	229	0	0	208	0
Stage 1	229	-	-	-	-	-
Stage 2	730	-	-	-	-	-
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	285	810	-	-	1363	-
Stage 1	809	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	230	810	-	-	1363	-
Mov Cap-2 Maneuver	230	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	385	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	16.2	0	4.7
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	610	1363	-
HCM Lane V/C Ratio	-	-	0.479	0.193	-
HCM Control Delay (s)	-	-	16.2	8.3	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2.6	0.7	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	30	216	0	26	228
Future Volume (vph)	0	30	216	0	26	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						0.995
Satd. Flow (prot)	0	1611	1863	0	0	1853
Flt Permitted						0.995
Satd. Flow (perm)	0	1611	1863	0	0	1853
Link Speed (mph)	30		30			30
Link Distance (ft)	147		113			369
Travel Time (s)	3.3		2.6			8.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	33	235	0	28	248
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	33	235	0	0	276
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

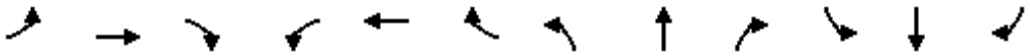
Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	30	216	0	26	228
Future Vol, veh/h	0	30	216	0	26	228
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	33	235	0	28	248

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	235	0	-	235	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	804	-	0	1332	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	804	-	-	1332	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	804	1332	-
HCM Lane V/C Ratio	-	0.041	0.021	-
HCM Control Delay (s)	-	9.7	7.8	0
HCM Lane LOS	-	A	A	A
HCM 95th %tile Q(veh)	-	0.1	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	3	16	12	4	0	13	206	10	0	204	24
Future Volume (vph)	10	3	16	12	4	0	13	206	10	0	204	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.926						0.994			0.986	
Flt Protected		0.983			0.963			0.997				
Satd. Flow (prot)	0	1696	0	0	1794	0	0	1846	0	0	1837	0
Flt Permitted		0.983			0.963			0.997				
Satd. Flow (perm)	0	1696	0	0	1794	0	0	1846	0	0	1837	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		324			103			772			113	
Travel Time (s)		7.4			2.3			17.5			2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	3	17	13	4	0	14	224	11	0	222	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	17	0	0	249	0	0	248	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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	10	3	16	12	4	0	13	206	10	0	204	24
Future Vol, veh/h	10	3	16	12	4	0	13	206	10	0	204	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	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	11	3	17	13	4	0	14	224	11	0	222	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	495	498	235	503	506	-	248	0	0	-	-	0
Stage 1	235	235	-	258	258	-	-	-	-	-	-	-
Stage 2	260	263	-	245	248	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	-	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	-	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	485	474	804	479	469	0	1318	-	-	0	-	-
Stage 1	768	710	-	747	694	0	-	-	-	0	-	-
Stage 2	745	691	-	759	701	0	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	477	468	804	462	463	-	1318	-	-	-	-	-
Mov Cap-2 Maneuver	477	468	-	462	463	-	-	-	-	-	-	-
Stage 1	759	710	-	738	686	-	-	-	-	-	-	-
Stage 2	731	683	-	739	701	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	13.1	0.4	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1318	-	-	613	462	-	-
HCM Lane V/C Ratio	0.011	-	-	0.051	0.038	-	-
HCM Control Delay (s)	7.8	0	-	11.2	13.1	-	-
HCM Lane LOS	A	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	229	14	5	226	8	8
Future Volume (vph)	229	14	5	226	8	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992				0.932	
Flt Protected				0.999	0.976	
Satd. Flow (prot)	1848	0	0	1861	1694	0
Flt Permitted				0.999	0.976	
Satd. Flow (perm)	1848	0	0	1861	1694	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1109			306	389	
Travel Time (s)	25.2			7.0	8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	249	15	5	246	9	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	264	0	0	251	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	229	14	5	226	8	8
Future Vol, veh/h	229	14	5	226	8	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	249	15	5	246	9	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	264	0	513	257
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	256	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1300	-	521	782
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	787	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1300	-	519	782
Mov Cap-2 Maneuver	-	-	-	-	519	-
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	784	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	624	-	-	1300	-
HCM Lane V/C Ratio	0.028	-	-	0.004	-
HCM Control Delay (s)	10.9	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	39	245	179	44	229	178
Future Volume (vph)	39	245	179	44	229	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.883		0.973			
Flt Protected	0.993				0.950	
Satd. Flow (prot)	1633	0	1812	0	1770	1863
Flt Permitted	0.993				0.950	
Satd. Flow (perm)	1633	0	1812	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	266	195	48	249	193
Shared Lane Traffic (%)						
Lane Group Flow (vph)	308	0	243	0	249	193
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	7.1

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	39	245	179	44	229	178
Future Vol, veh/h	39	245	179	44	229	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	80	-
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	42	266	195	48	249	193

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	910	219	0	0	195	0
Stage 1	219	-	-	-	-	-
Stage 2	691	-	-	-	-	-
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	305	821	-	-	1378	-
Stage 1	817	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	250	821	-	-	1378	-
Mov Cap-2 Maneuver	250	-	-	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	407	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	16.2	0	4.6
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	625	1378	-
HCM Lane V/C Ratio	-	-	0.494	0.181	-
HCM Control Delay (s)	-	-	16.2	8.2	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2.7	0.7	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	41	221	0	43	210
Future Volume (vph)	0	41	221	0	43	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						0.992
Satd. Flow (prot)	0	1611	1863	0	0	1848
Flt Permitted						0.992
Satd. Flow (perm)	0	1611	1863	0	0	1848
Link Speed (mph)	30		30			30
Link Distance (ft)	147		113			369
Travel Time (s)	3.3		2.6			8.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	45	240	0	47	228
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	45	240	0	0	275
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

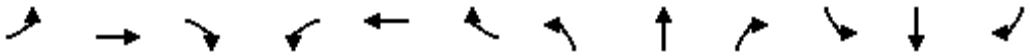
Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	41	221	0	43	210
Future Vol, veh/h	0	41	221	0	43	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	240	0	47	228

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	240	0	-	240	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	799	-	0	1327	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	799	-	-	1327	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	1.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	799	1327	-
HCM Lane V/C Ratio	-	0.056	0.035	-
HCM Control Delay (s)	-	9.8	7.8	0
HCM Lane LOS	-	A	A	A
HCM 95th %tile Q(veh)	-	0.2	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	4	13	20	8	0	6	202	22	0	177	33
Future Volume (vph)	19	4	13	20	8	0	6	202	22	0	177	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.952						0.987			0.979	
Flt Protected		0.974			0.966			0.999				
Satd. Flow (prot)	0	1727	0	0	1799	0	0	1837	0	0	1824	0
Flt Permitted		0.974			0.966			0.999				
Satd. Flow (perm)	0	1727	0	0	1799	0	0	1837	0	0	1824	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		324			103			772			113	
Travel Time (s)		7.4			2.3			17.5			2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	4	14	22	9	0	7	220	24	0	192	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	31	0	0	251	0	0	228	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	4	13	20	8	0	6	202	22	0	177	33
Future Vol, veh/h	19	4	13	20	8	0	6	202	22	0	177	33
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	21	4	14	22	9	0	7	220	24	0	192	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	461	468	210	465	474	-	228	0	0	-	-	0
Stage 1	210	210	-	246	246	-	-	-	-	-	-	-
Stage 2	251	258	-	219	228	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	-	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	-	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	511	493	830	508	489	0	1340	-	-	0	-	-
Stage 1	792	728	-	758	703	0	-	-	-	0	-	-
Stage 2	753	694	-	783	715	0	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	502	490	830	494	486	-	1340	-	-	-	-	-
Mov Cap-2 Maneuver	502	490	-	494	486	-	-	-	-	-	-	-
Stage 1	787	728	-	753	699	-	-	-	-	-	-	-
Stage 2	739	690	-	765	715	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	12.8	0.2	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1340	-	-	584	492	-	-
HCM Lane V/C Ratio	0.005	-	-	0.067	0.062	-	-
HCM Control Delay (s)	7.7	0	-	11.6	12.8	-	-
HCM Lane LOS	A	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	264	11	1	232	8	0
Future Volume (vph)	264	11	1	232	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995					
Flt Protected					0.950	
Satd. Flow (prot)	1853	0	0	1863	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	1853	0	0	1863	1770	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1109			306	389	
Travel Time (s)	25.2			7.0	8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	287	12	1	252	9	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	299	0	0	253	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	264	11	1	232	8	0
Future Vol, veh/h	264	11	1	232	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	287	12	1	252	9	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	299	0	547	293
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	254	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1262	-	498	746
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1262	-	498	746
Mov Cap-2 Maneuver	-	-	-	-	498	-
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	787	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	498	-	-	1262	-
HCM Lane V/C Ratio	0.017	-	-	0.001	-
HCM Control Delay (s)	12.4	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	48	296	216	49	227	181
Future Volume (vph)	48	296	216	49	227	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.884		0.975			
Flt Protected	0.993				0.950	
Satd. Flow (prot)	1635	0	1816	0	1770	1863
Flt Permitted	0.993				0.950	
Satd. Flow (perm)	1635	0	1816	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	322	235	53	247	197
Shared Lane Traffic (%)						
Lane Group Flow (vph)	374	0	288	0	247	197
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	9.1

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	48	296	216	49	227	181
Future Vol, veh/h	48	296	216	49	227	181
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	80	-
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	52	322	235	53	247	197

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	953	262	0	0	235	0
Stage 1	262	-	-	-	-	-
Stage 2	691	-	-	-	-	-
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	287	777	-	-	1332	-
Stage 1	782	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	234	777	-	-	1332	-
Mov Cap-2 Maneuver	234	-	-	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	405	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	21.3	0	4.6
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	587	1332	-
HCM Lane V/C Ratio	-	-	0.637	0.185	-
HCM Control Delay (s)	-	-	21.3	8.3	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	4.5	0.7	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	56	275	0	44	212
Future Volume (vph)	0	56	275	0	44	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						0.991
Satd. Flow (prot)	0	1611	1863	0	0	1846
Flt Permitted						0.991
Satd. Flow (perm)	0	1611	1863	0	0	1846
Link Speed (mph)	30		30			30
Link Distance (ft)	147		113			369
Travel Time (s)	3.3		2.6			8.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	61	299	0	48	230
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	61	299	0	0	278
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	56	275	0	44	212
Future Vol, veh/h	0	56	275	0	44	212
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	61	299	0	48	230

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	299	0	-	299	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	741	-	0	1262	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	741	-	-	1262	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	741	1262	-
HCM Lane V/C Ratio	-	0.082	0.038	-
HCM Control Delay (s)	-	10.3	8	0
HCM Lane LOS	-	B	A	A
HCM 95th %tile Q(veh)	-	0.3	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	10	35	4	0	19	264	32	0	206	6
Future Volume (vph)	11	0	10	35	4	0	19	264	32	0	206	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.935						0.986			0.996	
Flt Protected		0.975			0.957			0.997				
Satd. Flow (prot)	0	1698	0	0	1783	0	0	1831	0	0	1855	0
Flt Permitted		0.975			0.957			0.997				
Satd. Flow (perm)	0	1698	0	0	1783	0	0	1831	0	0	1855	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		324			103			772			113	
Travel Time (s)		7.4			2.3			17.5			2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	0	11	38	4	0	21	287	35	0	224	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	42	0	0	343	0	0	231	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	10	35	4	0	19	264	32	0	206	6
Future Vol, veh/h	11	0	10	35	4	0	19	264	32	0	206	6
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	12	0	11	38	4	0	21	287	35	0	224	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	577	592	228	580	578	-	231	0	0	-	-	0
Stage 1	228	228	-	347	347	-	-	-	-	-	-	-
Stage 2	349	364	-	233	231	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	-	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	-	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	428	419	811	426	427	0	1337	-	-	0	-	-
Stage 1	775	715	-	669	635	0	-	-	-	0	-	-
Stage 2	667	624	-	770	713	0	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	419	411	811	414	419	-	1337	-	-	-	-	-
Mov Cap-2 Maneuver	419	411	-	414	419	-	-	-	-	-	-	-
Stage 1	760	715	-	656	623	-	-	-	-	-	-	-
Stage 2	650	612	-	760	713	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	14.7	0.5	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1337	-	-	544	415	-	-
HCM Lane V/C Ratio	0.015	-	-	0.042	0.102	-	-
HCM Control Delay (s)	7.7	0	-	11.9	14.7	-	-
HCM Lane LOS	A	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	307	12	4	286	14	12
Future Volume (vph)	307	12	4	286	14	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.937	
Flt Protected				0.999	0.974	
Satd. Flow (prot)	1853	0	0	1861	1700	0
Flt Permitted				0.999	0.974	
Satd. Flow (perm)	1853	0	0	1861	1700	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1109			306	389	
Travel Time (s)	25.2			7.0	8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	334	13	4	311	15	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	347	0	0	315	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	307	12	4	286	14	12
Future Vol, veh/h	307	12	4	286	14	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	334	13	4	311	15	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	347	0	660	341
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	319	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1212	-	428	701
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	737	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1212	-	426	701
Mov Cap-2 Maneuver	-	-	-	-	426	-
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	734	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	520	-	-	1212	-
HCM Lane V/C Ratio	0.054	-	-	0.004	-
HCM Control Delay (s)	12.3	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	49	270	251	71	252	239
Future Volume (vph)	49	270	251	71	252	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.886		0.970			
Flt Protected	0.992				0.950	
Satd. Flow (prot)	1637	0	1807	0	1770	1863
Flt Permitted	0.992				0.950	
Satd. Flow (perm)	1637	0	1807	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	293	273	77	274	260
Shared Lane Traffic (%)						
Lane Group Flow (vph)	346	0	350	0	274	260
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	9.6

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	49	270	251	71	252	239
Future Vol, veh/h	49	270	251	71	252	239
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	80	-
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	53	293	273	77	274	260

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1120	312	0	0	273	0
Stage 1	312	-	-	-	-	-
Stage 2	808	-	-	-	-	-
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	228	728	-	-	1290	-
Stage 1	742	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	180	728	-	-	1290	-
Mov Cap-2 Maneuver	180	-	-	-	-	-
Stage 1	742	-	-	-	-	-
Stage 2	345	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	27.4	0	4.4
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	496	1290	-
HCM Lane V/C Ratio	-	-	0.699	0.212	-
HCM Control Delay (s)	-	-	27.4	8.5	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	5.4	0.8	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	43	250	0	64	251
Future Volume (vph)	0	43	250	0	64	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						0.990
Satd. Flow (prot)	0	1611	1863	0	0	1844
Flt Permitted						0.990
Satd. Flow (perm)	0	1611	1863	0	0	1844
Link Speed (mph)	30		30			30
Link Distance (ft)	147		113			369
Travel Time (s)	3.3		2.6			8.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	47	272	0	70	273
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	47	272	0	0	343
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

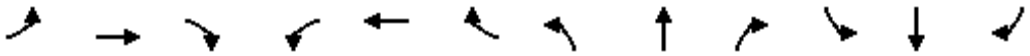
Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	43	250	0	64	251
Future Vol, veh/h	0	43	250	0	64	251
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	47	272	0	70	273

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	272	0	-	272	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	767	-	0	1291	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	767	-	-	1291	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	767	1291	-
HCM Lane V/C Ratio	-	0.061	0.054	-
HCM Control Delay (s)	-	10	7.9	0
HCM Lane LOS	-	B	A	A
HCM 95th %tile Q(veh)	-	0.2	0.2	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	2	14	29	4	0	22	234	19	0	233	18
Future Volume (vph)	16	2	14	29	4	0	22	234	19	0	233	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.940						0.991			0.990	
Flt Protected		0.976			0.957			0.996				
Satd. Flow (prot)	0	1709	0	0	1783	0	0	1839	0	0	1844	0
Flt Permitted		0.976			0.957			0.996				
Satd. Flow (perm)	0	1709	0	0	1783	0	0	1839	0	0	1844	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		324			103			772			113	
Travel Time (s)		7.4			2.3			17.5			2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	2	15	32	4	0	24	254	21	0	253	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	0	0	36	0	0	299	0	0	273	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	2	14	29	4	0	22	234	19	0	233	18
Future Vol, veh/h	16	2	14	29	4	0	22	234	19	0	233	18
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	17	2	15	32	4	0	24	254	21	0	253	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	578	586	263	585	586	-	273	0	0	-	-	0
Stage 1	263	263	-	313	313	-	-	-	-	-	-	-
Stage 2	315	323	-	272	273	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	-	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	-	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	427	422	776	422	422	0	1290	-	-	0	-	-
Stage 1	742	691	-	698	657	0	-	-	-	0	-	-
Stage 2	696	650	-	734	684	0	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	416	413	776	405	413	-	1290	-	-	-	-	-
Mov Cap-2 Maneuver	416	413	-	405	413	-	-	-	-	-	-	-
Stage 1	726	691	-	683	643	-	-	-	-	-	-	-
Stage 2	676	636	-	717	684	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.4	14.7	0.6	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1290	-	-	522	406	-	-
HCM Lane V/C Ratio	0.019	-	-	0.067	0.088	-	-
HCM Control Delay (s)	7.8	0	-	12.4	14.7	-	-
HCM Lane LOS	A	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.3	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	265	11	8	257	12	11
Future Volume (vph)	265	11	8	257	12	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.935	
Flt Protected				0.998	0.975	
Satd. Flow (prot)	1853	0	0	1859	1698	0
Flt Permitted				0.998	0.975	
Satd. Flow (perm)	1853	0	0	1859	1698	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1109			306	389	
Travel Time (s)	25.2			7.0	8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	288	12	9	279	13	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	300	0	0	288	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	265	11	8	257	12	11
Future Vol, veh/h	265	11	8	257	12	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	288	12	9	279	13	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	300	0	591	294
Stage 1	-	-	-	-	294	-
Stage 2	-	-	-	-	297	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1261	-	470	745
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	754	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1261	-	466	745
Mov Cap-2 Maneuver	-	-	-	-	466	-
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	748	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	568	-	-	1261	-
HCM Lane V/C Ratio	0.044	-	-	0.007	-
HCM Control Delay (s)	11.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	42	281	229	46	290	226
Future Volume (vph)	42	281	229	46	290	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.883		0.977			
Flt Protected	0.993				0.950	
Satd. Flow (prot)	1633	0	1820	0	1770	1863
Flt Permitted	0.993				0.950	
Satd. Flow (perm)	1633	0	1820	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	305	249	50	315	246
Shared Lane Traffic (%)						
Lane Group Flow (vph)	351	0	299	0	315	246
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	9.4

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	42	281	229	46	290	226
Future Vol, veh/h	42	281	229	46	290	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	80	-
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	46	305	249	50	315	246

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1150	274	0	0	249	0
Stage 1	274	-	-	-	-	-
Stage 2	876	-	-	-	-	-
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	219	765	-	-	1317	-
Stage 1	772	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	167	765	-	-	1317	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	310	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	24.9	0	4.8
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	522	1317	-
HCM Lane V/C Ratio	-	-	0.673	0.239	-
HCM Control Delay (s)	-	-	24.9	8.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	5	0.9	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	36	259	0	31	274
Future Volume (vph)	0	36	259	0	31	274
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						0.995
Satd. Flow (prot)	0	1611	1863	0	0	1853
Flt Permitted						0.995
Satd. Flow (perm)	0	1611	1863	0	0	1853
Link Speed (mph)	30		30			30
Link Distance (ft)	147		113			369
Travel Time (s)	3.3		2.6			8.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	39	282	0	34	298
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	39	282	0	0	332
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	36	259	0	31	274
Future Vol, veh/h	0	36	259	0	31	274
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	39	282	0	34	298

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	282	0	-	282	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	757	-	0	1280	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	757	-	-	1280	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	757	1280	-
HCM Lane V/C Ratio	-	0.052	0.026	-
HCM Control Delay (s)	-	10	7.9	0
HCM Lane LOS	-	B	A	A
HCM 95th %tile Q(veh)	-	0.2	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	4	19	14	5	0	16	247	12	0	245	29
Future Volume (vph)	12	4	19	14	5	0	16	247	12	0	245	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925						0.994			0.986	
Flt Protected		0.983			0.964			0.997				
Satd. Flow (prot)	0	1694	0	0	1796	0	0	1846	0	0	1837	0
Flt Permitted		0.983			0.964			0.997				
Satd. Flow (perm)	0	1694	0	0	1796	0	0	1846	0	0	1837	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		324			103			772			113	
Travel Time (s)		7.4			2.3			17.5			2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	4	21	15	5	0	17	268	13	0	266	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	20	0	0	298	0	0	298	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	4	19	14	5	0	16	247	12	0	245	29
Future Vol, veh/h	12	4	19	14	5	0	16	247	12	0	245	29
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	13	4	21	15	5	0	17	268	13	0	266	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	593	597	282	604	607	-	298	0	0	-	-	0
Stage 1	282	282	-	309	309	-	-	-	-	-	-	-
Stage 2	311	315	-	295	298	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	-	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	-	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	417	416	757	410	411	0	1263	-	-	0	-	-
Stage 1	725	678	-	701	660	0	-	-	-	0	-	-
Stage 2	699	656	-	713	667	0	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	408	409	757	391	404	-	1263	-	-	-	-	-
Mov Cap-2 Maneuver	408	409	-	391	404	-	-	-	-	-	-	-
Stage 1	713	678	-	690	649	-	-	-	-	-	-	-
Stage 2	682	646	-	689	667	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.1	14.6	0.5	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1263	-	-	544	394	-	-
HCM Lane V/C Ratio	0.014	-	-	0.07	0.052	-	-
HCM Control Delay (s)	7.9	0	-	12.1	14.6	-	-
HCM Lane LOS	A	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	275	17	6	271	10	10
Future Volume (vph)	275	17	6	271	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992				0.932	
Flt Protected				0.999	0.976	
Satd. Flow (prot)	1848	0	0	1861	1694	0
Flt Permitted				0.999	0.976	
Satd. Flow (perm)	1848	0	0	1861	1694	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1109			306	389	
Travel Time (s)	25.2			7.0	8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	299	18	7	295	11	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	317	0	0	302	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	275	17	6	271	10	10
Future Vol, veh/h	275	17	6	271	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	299	18	7	295	11	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	317	0	617	308
Stage 1	-	-	-	-	308	-
Stage 2	-	-	-	-	309	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1243	-	453	732
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	745	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1243	-	450	732
Mov Cap-2 Maneuver	-	-	-	-	450	-
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	740	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	557	-	-	1243	-
HCM Lane V/C Ratio	0.039	-	-	0.005	-
HCM Control Delay (s)	11.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	47	294	215	53	275	214
Future Volume (vph)	47	294	215	53	275	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.884		0.973			
Flt Protected	0.993				0.950	
Satd. Flow (prot)	1635	0	1812	0	1770	1863
Flt Permitted	0.993				0.950	
Satd. Flow (perm)	1635	0	1812	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	320	234	58	299	233
Shared Lane Traffic (%)						
Lane Group Flow (vph)	371	0	292	0	299	233
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	10

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	47	294	215	53	275	214
Future Vol, veh/h	47	294	215	53	275	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	80	-
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	51	320	234	58	299	233

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1094	263	0	0	234	0
Stage 1	263	-	-	-	-	-
Stage 2	831	-	-	-	-	-
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	237	776	-	-	1333	-
Stage 1	781	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	184	776	-	-	1333	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	332	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	25.2	0	4.8
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	538	1333	-
HCM Lane V/C Ratio	-	-	0.689	0.224	-
HCM Control Delay (s)	-	-	25.2	8.5	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	5.3	0.9	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	49	265	0	52	252
Future Volume (vph)	0	49	265	0	52	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						0.991
Satd. Flow (prot)	0	1611	1863	0	0	1846
Flt Permitted						0.991
Satd. Flow (perm)	0	1611	1863	0	0	1846
Link Speed (mph)	30		30			30
Link Distance (ft)	147		113			369
Travel Time (s)	3.3		2.6			8.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	53	288	0	57	274
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	53	288	0	0	331
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

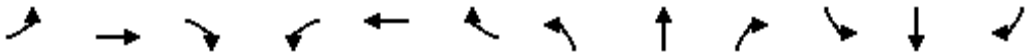
Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	49	265	0	52	252
Future Vol, veh/h	0	49	265	0	52	252
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	288	0	57	274

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	288	0	-	288	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	751	-	0	1274	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	751	-	-	1274	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	751	1274	-
HCM Lane V/C Ratio	-	0.071	0.044	-
HCM Control Delay (s)	-	10.2	8	0
HCM Lane LOS	-	B	A	A
HCM 95th %tile Q(veh)	-	0.2	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	5	16	24	10	0	7	242	26	0	212	40
Future Volume (vph)	23	5	16	24	10	0	7	242	26	0	212	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.951						0.987			0.979	
Flt Protected		0.974			0.966			0.999				
Satd. Flow (prot)	0	1725	0	0	1799	0	0	1837	0	0	1824	0
Flt Permitted		0.974			0.966			0.999				
Satd. Flow (perm)	0	1725	0	0	1799	0	0	1837	0	0	1824	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		324			103			772			113	
Travel Time (s)		7.4			2.3			17.5			2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	5	17	26	11	0	8	263	28	0	230	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	47	0	0	37	0	0	299	0	0	273	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	5	16	24	10	0	7	242	26	0	212	40
Future Vol, veh/h	23	5	16	24	10	0	7	242	26	0	212	40
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	25	5	17	26	11	0	8	263	28	0	230	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	551	559	252	556	566	-	273	0	0	-	-	0
Stage 1	252	252	-	293	293	-	-	-	-	-	-	-
Stage 2	299	307	-	263	273	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	-	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	-	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	445	438	787	442	434	0	1290	-	-	0	-	-
Stage 1	752	698	-	715	670	0	-	-	-	0	-	-
Stage 2	710	661	-	742	684	0	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	434	435	787	426	431	-	1290	-	-	-	-	-
Mov Cap-2 Maneuver	434	435	-	426	431	-	-	-	-	-	-	-
Stage 1	747	698	-	710	665	-	-	-	-	-	-	-
Stage 2	694	656	-	720	684	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	14.2	0.2	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1290	-	-	519	427	-	-
HCM Lane V/C Ratio	0.006	-	-	0.092	0.087	-	-
HCM Control Delay (s)	7.8	0	-	12.6	14.2	-	-
HCM Lane LOS	A	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	-	-

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	48	296	216	49	227	181
Future Volume (vph)	48	296	216	49	227	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.884		0.975			
Flt Protected	0.993				0.950	
Satd. Flow (prot)	1635	0	1816	0	1770	1863
Flt Permitted	0.993				0.950	
Satd. Flow (perm)	1635	0	1816	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	322	235	53	247	197
Shared Lane Traffic (%)						
Lane Group Flow (vph)	374	0	288	0	247	197
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	48	296	216	49	227	181
Future Vol, veh/h	48	296	216	49	227	181
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	322	235	53	247	197
Number of Lanes	1	0	1	0	1	1

Approach	NB	NE	SW
Opposing Approach		SW	NE
Opposing Lanes	0	2	1
Conflicting Approach Left	NE		NB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SW	NB	
Conflicting Lanes Right	2	1	0
HCM Control Delay	14.7	13.3	13.2
HCM LOS	B	B	B

Lane	NELn1	NBLn1	SWLn1	SWLn2
Vol Left, %	0%	14%	100%	0%
Vol Thru, %	82%	0%	0%	100%
Vol Right, %	18%	86%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	265	344	227	181
LT Vol	0	48	227	0
Through Vol	216	0	0	181
RT Vol	49	296	0	0
Lane Flow Rate	288	374	247	197
Geometry Grp	5	2	7	7
Degree of Util (X)	0.451	0.55	0.446	0.328
Departure Headway (Hd)	5.64	5.296	6.514	6.006
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	637	681	553	598
Service Time	3.684	3.34	4.257	3.749
HCM Lane V/C Ratio	0.452	0.549	0.447	0.329
HCM Control Delay	13.3	14.7	14.4	11.7
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.3	3.4	2.3	1.4

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	49	270	251	71	252	239
Future Volume (vph)	49	270	251	71	252	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.886		0.970			
Flt Protected	0.992				0.950	
Satd. Flow (prot)	1637	0	1807	0	1770	1863
Flt Permitted	0.992				0.950	
Satd. Flow (perm)	1637	0	1807	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	293	273	77	274	260
Shared Lane Traffic (%)						
Lane Group Flow (vph)	346	0	350	0	274	260
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	15.1
Intersection LOS	C

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	49	270	251	71	252	239
Future Vol, veh/h	49	270	251	71	252	239
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	293	273	77	274	260
Number of Lanes	1	0	1	0	1	1

Approach	NB	NE	SW
Opposing Approach		SW	NE
Opposing Lanes	0	2	1
Conflicting Approach Left	NE		NB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SW	NB	
Conflicting Lanes Right	2	1	0
HCM Control Delay	15.1	15.6	14.7
HCM LOS	C	C	B

Lane	NELn1	NBLn1	SWLn1	SWLn2
Vol Left, %	0%	15%	100%	0%
Vol Thru, %	78%	0%	0%	100%
Vol Right, %	22%	85%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	322	319	252	239
LT Vol	0	49	252	0
Through Vol	251	0	0	239
RT Vol	71	270	0	0
Lane Flow Rate	350	347	274	260
Geometry Grp	5	2	7	7
Degree of Util (X)	0.553	0.539	0.5	0.438
Departure Headway (Hd)	5.685	5.597	6.576	6.068
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	634	641	548	592
Service Time	3.735	3.651	4.327	3.819
HCM Lane V/C Ratio	0.552	0.541	0.5	0.439
HCM Control Delay	15.6	15.1	15.8	13.5
HCM Lane LOS	C	C	C	B
HCM 95th-tile Q	3.4	3.2	2.8	2.2

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	42	281	229	46	290	226
Future Volume (vph)	42	281	229	46	290	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.883		0.977			
Flt Protected	0.993				0.950	
Satd. Flow (prot)	1633	0	1820	0	1770	1863
Flt Permitted	0.993				0.950	
Satd. Flow (perm)	1633	0	1820	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	305	249	50	315	246
Shared Lane Traffic (%)						
Lane Group Flow (vph)	351	0	299	0	315	246
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	15
Intersection LOS	B

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	42	281	229	46	290	226
Future Vol, veh/h	42	281	229	46	290	226
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	305	249	50	315	246
Number of Lanes	1	0	1	0	1	1

Approach	NB	NE	SW
Opposing Approach		SW	NE
Opposing Lanes	0	2	1
Conflicting Approach Left	NE		NB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SW	NB	
Conflicting Lanes Right	2	1	0
HCM Control Delay	14.9	14	15.5
HCM LOS	B	B	C

Lane	NELn1	NBLn1	SWLn1	SWLn2
Vol Left, %	0%	13%	100%	0%
Vol Thru, %	83%	0%	0%	100%
Vol Right, %	17%	87%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	275	323	290	226
LT Vol	0	42	290	0
Through Vol	229	0	0	226
RT Vol	46	281	0	0
Lane Flow Rate	299	351	315	246
Geometry Grp	5	2	7	7
Degree of Util (X)	0.477	0.538	0.57	0.409
Departure Headway (Hd)	5.746	5.514	6.508	6
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	625	653	555	599
Service Time	3.793	3.563	4.253	3.745
HCM Lane V/C Ratio	0.478	0.538	0.568	0.411
HCM Control Delay	14	14.9	17.6	12.9
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	2.6	3.2	3.5	2

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	47	294	215	53	275	214
Future Volume (vph)	47	294	215	53	275	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.884		0.973			
Flt Protected	0.993				0.950	
Satd. Flow (prot)	1635	0	1812	0	1770	1863
Flt Permitted	0.993				0.950	
Satd. Flow (perm)	1635	0	1812	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	320	234	58	299	233
Shared Lane Traffic (%)						
Lane Group Flow (vph)	371	0	292	0	299	233
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	14.9
Intersection LOS	B

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	47	294	215	53	275	214
Future Vol, veh/h	47	294	215	53	275	214
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	320	234	58	299	233
Number of Lanes	1	0	1	0	1	1

Approach	NB	NE	SW
Opposing Approach		SW	NE
Opposing Lanes	0	2	1
Conflicting Approach Left	NE		NB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SW	NB	
Conflicting Lanes Right	2	1	0
HCM Control Delay	15.4	13.8	15.1
HCM LOS	C	B	C

Lane	NELn1	NBLn1	SWLn1	SWLn2
Vol Left, %	0%	14%	100%	0%
Vol Thru, %	80%	0%	0%	100%
Vol Right, %	20%	86%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	268	341	275	214
LT Vol	0	47	275	0
Through Vol	215	0	0	214
RT Vol	53	294	0	0
Lane Flow Rate	291	371	299	233
Geometry Grp	5	2	7	7
Degree of Util (X)	0.466	0.563	0.544	0.391
Departure Headway (Hd)	5.758	5.466	6.554	6.046
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	623	660	550	595
Service Time	3.807	3.516	4.301	3.793
HCM Lane V/C Ratio	0.467	0.562	0.544	0.392
HCM Control Delay	13.8	15.4	16.9	12.7
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	2.5	3.5	3.2	1.9

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	48	296	216	49	227	181
Future Volume (vph)	48	296	216	49	227	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.884		0.975			
Flt Protected	0.993					0.973
Satd. Flow (prot)	1635	0	1816	0	0	1812
Flt Permitted	0.993					0.973
Satd. Flow (perm)	1635	0	1816	0	0	1812
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	322	235	53	247	197
Shared Lane Traffic (%)						
Lane Group Flow (vph)	374	0	288	0	0	444
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	NB	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	374	288	444
Demand Flow Rate, veh/h	381	294	453
Vehicles Circulating, veh/h	240	252	53
Vehicles Exiting, veh/h	306	254	568
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.3	7.9	8.0
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	381	294	453
Cap Entry Lane, veh/h	889	878	1072
Entry HV Adj Factor	0.982	0.981	0.980
Flow Entry, veh/h	374	288	444
Cap Entry, veh/h	873	861	1050
V/C Ratio	0.429	0.335	0.423
Control Delay, s/veh	9.3	7.9	8.0
LOS	A	A	A
95th %tile Queue, veh	2	1	2

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	49	270	251	71	252	239
Future Volume (vph)	49	270	251	71	252	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.886		0.970			
Flt Protected	0.992					0.975
Satd. Flow (prot)	1637	0	1807	0	0	1816
Flt Permitted	0.992					0.975
Satd. Flow (perm)	1637	0	1807	0	0	1816
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	293	273	77	274	260
Shared Lane Traffic (%)						
Lane Group Flow (vph)	346	0	350	0	0	534
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Approach	NB	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	346	350	534
Demand Flow Rate, veh/h	353	357	544
Vehicles Circulating, veh/h	278	279	54
Vehicles Exiting, veh/h	358	319	577
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.3	9.4	9.5
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	353	357	544
Cap Entry Lane, veh/h	856	855	1071
Entry HV Adj Factor	0.980	0.979	0.981
Flow Entry, veh/h	346	350	534
Cap Entry, veh/h	839	837	1050
V/C Ratio	0.413	0.418	0.508
Control Delay, s/veh	9.3	9.4	9.5
LOS	A	A	A
95th %tile Queue, veh	2	2	3

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	42	281	229	46	290	226
Future Volume (vph)	42	281	229	46	290	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.883		0.977			
Flt Protected	0.993					0.973
Satd. Flow (prot)	1633	0	1820	0	0	1812
Flt Permitted	0.993					0.973
Satd. Flow (perm)	1633	0	1820	0	0	1812
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	305	249	50	315	246
Shared Lane Traffic (%)						
Lane Group Flow (vph)	351	0	299	0	0	561
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Approach	NB	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	351	299	561
Demand Flow Rate, veh/h	358	305	572
Vehicles Circulating, veh/h	254	321	47
Vehicles Exiting, veh/h	372	298	565
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.1	9.0	9.8
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	358	305	572
Cap Entry Lane, veh/h	876	820	1078
Entry HV Adj Factor	0.980	0.980	0.981
Flow Entry, veh/h	351	299	561
Cap Entry, veh/h	859	804	1057
V/C Ratio	0.408	0.372	0.531
Control Delay, s/veh	9.1	9.0	9.8
LOS	A	A	A
95th %tile Queue, veh	2	2	3

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	47	294	215	53	275	214
Future Volume (vph)	47	294	215	53	275	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.884		0.973			
Flt Protected	0.993					0.973
Satd. Flow (prot)	1635	0	1812	0	0	1812
Flt Permitted	0.993					0.973
Satd. Flow (perm)	1635	0	1812	0	0	1812
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	320	234	58	299	233
Shared Lane Traffic (%)						
Lane Group Flow (vph)	371	0	292	0	0	532
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Approach	NB	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	371	292	532
Demand Flow Rate, veh/h	378	298	543
Vehicles Circulating, veh/h	239	305	52
Vehicles Exiting, veh/h	364	290	565
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.3	8.6	9.4
Approach LOS	A	A	A

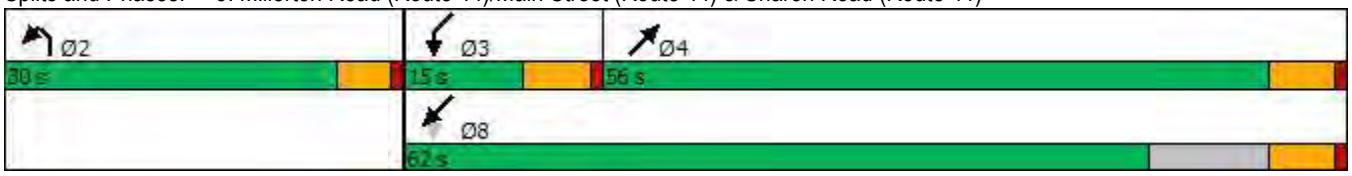
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	378	298	543
Cap Entry Lane, veh/h	890	833	1073
Entry HV Adj Factor	0.981	0.981	0.980
Flow Entry, veh/h	371	292	532
Cap Entry, veh/h	873	817	1052
V/C Ratio	0.425	0.358	0.506
Control Delay, s/veh	9.3	8.6	9.4
LOS	A	A	A
95th %tile Queue, veh	2	2	3

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	48	296	216	49	227	181
Future Volume (vph)	48	296	216	49	227	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.884		0.975			
Flt Protected	0.993				0.950	
Satd. Flow (prot)	1635	0	1816	0	1770	1863
Flt Permitted	0.993				0.390	
Satd. Flow (perm)	1635	0	1816	0	726	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	293		16			
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	322	235	53	247	197
Shared Lane Traffic (%)						
Lane Group Flow (vph)	374	0	288	0	247	197
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	2		4		3	8
Permitted Phases					8	

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Detector Phase	2		4		3	8
Switch Phase						
Minimum Initial (s)	5.0		10.0		5.0	10.0
Minimum Split (s)	10.0		16.0		11.0	16.0
Total Split (s)	30.0		56.0		15.0	62.0
Total Split (%)	29.7%		55.4%		14.9%	61.4%
Maximum Green (s)	25.0		50.0		9.0	56.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		6.0		6.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		None	Min
Walk Time (s)	8.0		8.0			8.0
Flash Dont Walk (s)	16.0		16.0			16.0
Pedestrian Calls (#/hr)	0		0			0
v/c Ratio	0.71		0.56		0.42	0.18
Control Delay	13.5		18.9		7.6	5.6
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	13.5		18.9		7.6	5.6
Queue Length 50th (ft)	17		57		24	19
Queue Length 95th (ft)	91		139		71	56
Internal Link Dist (ft)	289		226			629
Turn Bay Length (ft)					80	
Base Capacity (vph)	1053		1761		631	1863
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.36		0.16		0.39	0.11

Intersection Summary	
Area Type:	Other
Cycle Length: 101	
Actuated Cycle Length: 45.3	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	

Splits and Phases: 3: Millerton Road (Route 44)/Main Street (Route 44) & Sharon Road (Route 41)



Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	48	296	216	49	227	181
Future Volume (veh/h)	48	296	216	49	227	181
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	322	235	53	247	197
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	61	379	322	73	477	908
Arrive On Green	0.27	0.27	0.22	0.22	0.14	0.49
Sat Flow, veh/h	223	1383	1477	333	1781	1870
Grp Volume(v), veh/h	375	0	0	288	247	197
Grp Sat Flow(s),veh/h/ln	1610	0	0	1810	1781	1870
Q Serve(g_s), s	10.1	0.0	0.0	6.8	4.4	2.8
Cycle Q Clear(g_c), s	10.1	0.0	0.0	6.8	4.4	2.8
Prop In Lane	0.14	0.86		0.18	1.00	
Lane Grp Cap(c), veh/h	442	0	0	395	477	908
V/C Ratio(X)	0.85	0.00	0.00	0.73	0.52	0.22
Avail Cap(c_a), veh/h	878	0	0	1975	584	2285
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	0.0	16.7	10.7	6.8
Incr Delay (d2), s/veh	1.8	0.0	0.0	1.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	2.5	1.4	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.5	0.0	0.0	17.6	11.0	6.8
LnGrp LOS	B	A	A	B	B	A
Approach Vol, veh/h	375		288			444
Approach Delay, s/veh	17.5		17.6			9.2
Approach LOS	B		B			A

Timer - Assigned Phs		2	3	4			8
Phs Duration (G+Y+Rc), s		17.6	12.3	16.0			28.3
Change Period (Y+Rc), s		5.0	6.0	6.0			6.0
Max Green Setting (Gmax), s		25.0	9.0	50.0			56.0
Max Q Clear Time (g_c+I1), s		12.1	6.4	8.8			4.8
Green Ext Time (p_c), s		0.6	0.1	1.2			0.8

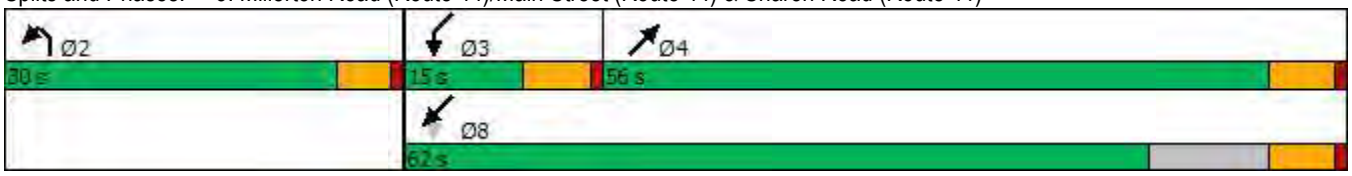
Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	49	270	251	71	252	239
Future Volume (vph)	49	270	251	71	252	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.886		0.970			
Flt Protected	0.992				0.950	
Satd. Flow (prot)	1637	0	1807	0	1770	1863
Flt Permitted	0.992				0.333	
Satd. Flow (perm)	1637	0	1807	0	620	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	262		20			
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	293	273	77	274	260
Shared Lane Traffic (%)						
Lane Group Flow (vph)	346	0	350	0	274	260
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	2		4		3	8
Permitted Phases					8	

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Detector Phase	2		4		3	8
Switch Phase						
Minimum Initial (s)	5.0		10.0		5.0	10.0
Minimum Split (s)	10.0		16.0		11.0	16.0
Total Split (s)	30.0		56.0		15.0	62.0
Total Split (%)	29.7%		55.4%		14.9%	61.4%
Maximum Green (s)	25.0		50.0		9.0	56.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		6.0		6.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		None	Min
Walk Time (s)	8.0		8.0			8.0
Flash Dont Walk (s)	16.0		16.0			16.0
Pedestrian Calls (#/hr)	0		0			0
v/c Ratio	0.70		0.64		0.50	0.24
Control Delay	14.2		20.4		8.5	5.7
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	14.2		20.4		8.5	5.7
Queue Length 50th (ft)	20		73		28	26
Queue Length 95th (ft)	94		171		78	73
Internal Link Dist (ft)	289		226			629
Turn Bay Length (ft)					80	
Base Capacity (vph)	1013		1720		591	1863
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.34		0.20		0.46	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 101	
Actuated Cycle Length: 47.4	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	

Splits and Phases: 3: Millerton Road (Route 44)/Main Street (Route 44) & Sharon Road (Route 41)



Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	49	270	251	71	252	239
Future Volume (veh/h)	49	270	251	71	252	239
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	293	273	77	274	260
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	63	346	355	100	476	970
Arrive On Green	0.25	0.25	0.25	0.25	0.14	0.52
Sat Flow, veh/h	246	1362	1403	396	1781	1870
Grp Volume(v), veh/h	347	0	0	350	274	260
Grp Sat Flow(s),veh/h/ln	1613	0	0	1799	1781	1870
Q Serve(g_s), s	9.9	0.0	0.0	8.7	5.0	3.8
Cycle Q Clear(g_c), s	9.9	0.0	0.0	8.7	5.0	3.8
Prop In Lane	0.15	0.84		0.22	1.00	
Lane Grp Cap(c), veh/h	410	0	0	455	476	970
V/C Ratio(X)	0.85	0.00	0.00	0.77	0.58	0.27
Avail Cap(c_a), veh/h	832	0	0	1857	554	2162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	0.0	0.0	16.8	10.7	6.5
Incr Delay (d2), s/veh	1.9	0.0	0.0	1.1	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	3.2	1.6	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.0	0.0	0.0	17.8	11.1	6.6
LnGrp LOS	B	A	A	B	B	A
Approach Vol, veh/h	347		350			534
Approach Delay, s/veh	19.0		17.8			8.9
Approach LOS	B		B			A

Timer - Assigned Phs		2	3	4			8
Phs Duration (G+Y+Rc), s		17.3	12.9	18.2			31.1
Change Period (Y+Rc), s		5.0	6.0	6.0			6.0
Max Green Setting (Gmax), s		25.0	9.0	50.0			56.0
Max Q Clear Time (g_c+I1), s		11.9	7.0	10.7			5.8
Green Ext Time (p_c), s		0.5	0.1	1.5			1.0

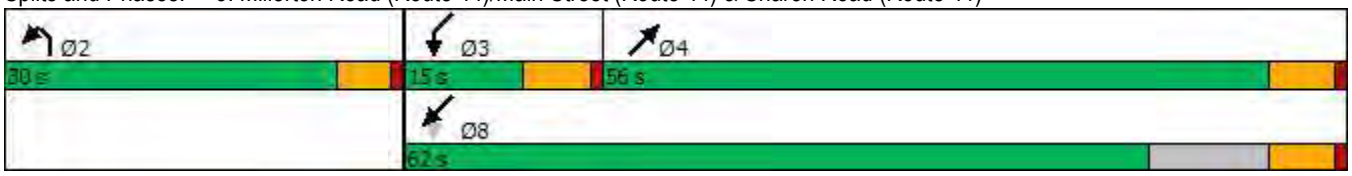
Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	42	281	229	46	290	226
Future Volume (vph)	42	281	229	46	290	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.883		0.977			
Flt Protected	0.993				0.950	
Satd. Flow (prot)	1633	0	1820	0	1770	1863
Flt Permitted	0.993				0.378	
Satd. Flow (perm)	1633	0	1820	0	704	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	305		14			
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	305	249	50	315	246
Shared Lane Traffic (%)						
Lane Group Flow (vph)	351	0	299	0	315	246
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	2		4		3	8
Permitted Phases					8	

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Detector Phase	2		4		3	8
Switch Phase						
Minimum Initial (s)	5.0		10.0		5.0	10.0
Minimum Split (s)	10.0		16.0		11.0	16.0
Total Split (s)	30.0		56.0		15.0	62.0
Total Split (%)	29.7%		55.4%		14.9%	61.4%
Maximum Green (s)	25.0		50.0		9.0	56.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		6.0		6.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		None	Min
Walk Time (s)	8.0		8.0			8.0
Flash Dont Walk (s)	16.0		16.0			16.0
Pedestrian Calls (#/hr)	0		0			0
v/c Ratio	0.68		0.58		0.52	0.22
Control Delay	11.8		19.1		8.3	5.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	11.8		19.1		8.3	5.3
Queue Length 50th (ft)	10		59		29	22
Queue Length 95th (ft)	73		140		84	64
Internal Link Dist (ft)	289		226			629
Turn Bay Length (ft)					80	
Base Capacity (vph)	1060		1776		634	1863
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.33		0.17		0.50	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 101	
Actuated Cycle Length: 44.9	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	

Splits and Phases: 3: Millerton Road (Route 44)/Main Street (Route 44) & Sharon Road (Route 41)



Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	42	281	229	46	290	226
Future Volume (veh/h)	42	281	229	46	290	226
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	305	249	50	315	246
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	54	360	335	67	516	956
Arrive On Green	0.26	0.26	0.22	0.22	0.16	0.51
Sat Flow, veh/h	210	1394	1512	304	1781	1870
Grp Volume(v), veh/h	352	0	0	299	315	246
Grp Sat Flow(s),veh/h/ln	1609	0	0	1816	1781	1870
Q Serve(g_s), s	9.9	0.0	0.0	7.3	5.9	3.5
Cycle Q Clear(g_c), s	9.9	0.0	0.0	7.3	5.9	3.5
Prop In Lane	0.13	0.87		0.17	1.00	
Lane Grp Cap(c), veh/h	416	0	0	402	516	956
V/C Ratio(X)	0.85	0.00	0.00	0.74	0.61	0.26
Avail Cap(c_a), veh/h	843	0	0	1903	560	2195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	0.0	0.0	17.3	10.8	6.6
Incr Delay (d2), s/veh	1.9	0.0	0.0	1.0	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	2.8	1.9	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.7	0.0	0.0	18.4	11.8	6.6
LnGrp LOS	B	A	A	B	B	A
Approach Vol, veh/h	352		299			561
Approach Delay, s/veh	18.7		18.4			9.6
Approach LOS	B		B			A

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	17.3	13.8	16.6		30.4
Change Period (Y+Rc), s	5.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	25.0	9.0	50.0		56.0
Max Q Clear Time (g_c+I1), s	11.9	7.9	9.3		5.5
Green Ext Time (p_c), s	0.5	0.1	1.2		1.0

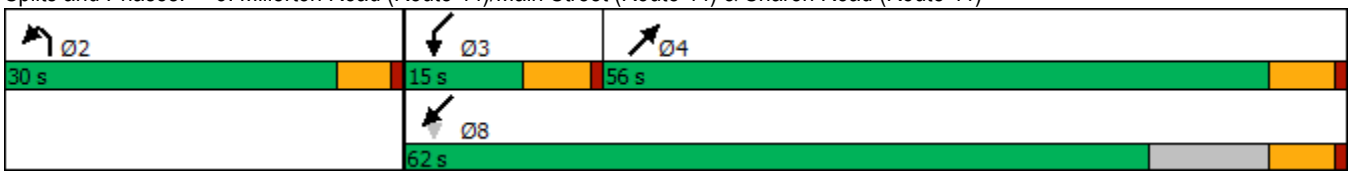
Intersection Summary	
HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	47	294	215	53	275	214
Future Volume (vph)	47	294	215	53	275	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.884		0.973			
Flt Protected	0.993				0.950	
Satd. Flow (prot)	1635	0	1812	0	1770	1863
Flt Permitted	0.993				0.384	
Satd. Flow (perm)	1635	0	1812	0	715	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	297		17			
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	320	234	58	299	233
Shared Lane Traffic (%)						
Lane Group Flow (vph)	371	0	292	0	299	233
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	2		4		3	8
Permitted Phases					8	

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Detector Phase	2		4		3	8
Switch Phase						
Minimum Initial (s)	5.0		10.0		5.0	10.0
Minimum Split (s)	10.0		16.0		11.0	16.0
Total Split (s)	30.0		56.0		15.0	62.0
Total Split (%)	29.7%		55.4%		14.9%	61.4%
Maximum Green (s)	25.0		50.0		9.0	56.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		6.0		6.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		None	Min
Walk Time (s)	8.0		8.0			8.0
Flash Dont Walk (s)	16.0		16.0			16.0
Pedestrian Calls (#/hr)	0		0			0
v/c Ratio	0.71		0.57		0.50	0.21
Control Delay	13.2		19.2		8.4	5.7
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	13.2		19.2		8.4	5.7
Queue Length 50th (ft)	16		59		30	22
Queue Length 95th (ft)	87		140		85	65
Internal Link Dist (ft)	289		226			629
Turn Bay Length (ft)					80	
Base Capacity (vph)	1048		1759		629	1863
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.35		0.17		0.48	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 101	
Actuated Cycle Length: 45.6	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	

Splits and Phases: 3: Millerton Road (Route 44)/Main Street (Route 44) & Sharon Road (Route 41)



Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	47	294	215	53	275	214
Future Volume (veh/h)	47	294	215	53	275	214
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	320	234	58	299	233
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	60	375	315	78	504	936
Arrive On Green	0.27	0.27	0.22	0.22	0.16	0.50
Sat Flow, veh/h	221	1385	1447	359	1781	1870
Grp Volume(v), veh/h	372	0	0	292	299	233
Grp Sat Flow(s),veh/h/ln	1610	0	0	1806	1781	1870
Q Serve(g_s), s	10.5	0.0	0.0	7.3	5.6	3.4
Cycle Q Clear(g_c), s	10.5	0.0	0.0	7.3	5.6	3.4
Prop In Lane	0.14	0.86		0.20	1.00	
Lane Grp Cap(c), veh/h	436	0	0	393	504	936
V/C Ratio(X)	0.85	0.00	0.00	0.74	0.59	0.25
Avail Cap(c_a), veh/h	838	0	0	1879	556	2180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	0.0	0.0	17.5	11.0	6.9
Incr Delay (d2), s/veh	1.9	0.0	0.0	1.1	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.0	2.7	1.9	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.5	0.0	0.0	18.6	11.8	6.9
LnGrp LOS	B	A	A	B	B	A
Approach Vol, veh/h	372		292			532
Approach Delay, s/veh	18.5		18.6			9.7
Approach LOS	B		B			A

Timer - Assigned Phs		2	3	4			8
Phs Duration (G+Y+Rc), s		18.0	13.6	16.5			30.0
Change Period (Y+Rc), s		5.0	6.0	6.0			6.0
Max Green Setting (Gmax), s		25.0	9.0	50.0			56.0
Max Q Clear Time (g_c+I1), s		12.5	7.6	9.3			5.4
Green Ext Time (p_c), s		0.6	0.1	1.2			0.9

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	275	0	0	232	8	21
Future Volume (vph)	275	0	0	232	8	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.903	
Flt Protected					0.986	
Satd. Flow (prot)	1863	0	0	1863	1659	0
Flt Permitted					0.986	
Satd. Flow (perm)	1863	0	0	1863	1659	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1109			306	389	
Travel Time (s)	25.2			7.0	8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	299	0	0	252	9	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	299	0	0	252	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	275	0	0	232	8	21
Future Vol, veh/h	275	0	0	232	8	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	299	0	0	252	9	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	299	0	551	299
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	252	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1262	-	495	741
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	790	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1262	-	495	741
Mov Cap-2 Maneuver	-	-	-	-	495	-
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	790	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	652	-	-	1262	-
HCM Lane V/C Ratio	0.048	-	-	-	-
HCM Control Delay (s)	10.8	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	48	296	227	70	228	180
Future Volume (vph)	48	296	227	70	228	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.884		0.968			
Flt Protected	0.993				0.950	
Satd. Flow (prot)	1635	0	1803	0	1770	1863
Flt Permitted	0.993				0.950	
Satd. Flow (perm)	1635	0	1803	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	322	247	76	248	196
Shared Lane Traffic (%)						
Lane Group Flow (vph)	374	0	323	0	248	196
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	9.4

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	48	296	227	70	228	180
Future Vol, veh/h	48	296	227	70	228	180
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	-	-	-	80	-
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	52	322	247	76	248	196

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	977	285	0	0	323	0
Stage 1	285	-	-	-	-	-
Stage 2	692	-	-	-	-	-
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	278	754	-	-	1237	-
Stage 1	763	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	222	754	-	-	1237	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	398	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	23	0	4.8
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	565	1237	-
HCM Lane V/C Ratio	-	-	0.662	0.2	-
HCM Control Delay (s)	-	-	23	8.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	4.9	0.7	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	56	264	0	44	233
Future Volume (vph)	0	56	264	0	44	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						0.992
Satd. Flow (prot)	0	1611	1863	0	0	1848
Flt Permitted						0.992
Satd. Flow (perm)	0	1611	1863	0	0	1848
Link Speed (mph)	30		30			30
Link Distance (ft)	147		113			369
Travel Time (s)	3.3		2.6			8.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	61	287	0	48	253
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	61	287	0	0	301
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	56	264	0	44	233
Future Vol, veh/h	0	56	264	0	44	233
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	61	287	0	48	253

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	287	0	-	287	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	752	-	0	1275	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	752	-	-	1275	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	1.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	752	1275	-
HCM Lane V/C Ratio	-	0.081	0.038	-
HCM Control Delay (s)	-	10.2	7.9	0
HCM Lane LOS	-	B	A	A
HCM 95th %tile Q(veh)	-	0.3	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	35	4	0	19	264	32	0	216	17
Future Volume (vph)	0	0	0	35	4	0	19	264	32	0	216	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.986			0.990	
Flt Protected					0.957			0.997				
Satd. Flow (prot)	0	0	0	0	1783	0	0	1831	0	0	1844	0
Flt Permitted					0.957			0.997				
Satd. Flow (perm)	0	0	0	0	1783	0	0	1831	0	0	1844	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		324			103			772			113	
Travel Time (s)		7.4			2.3			17.5			2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	38	4	0	21	287	35	0	235	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	42	0	0	343	0	0	253	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

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	0	0	0	35	4	0	19	264	32	0	216	17
Future Vol, veh/h	0	0	0	35	4	0	19	264	32	0	216	17
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, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	38	4	0	21	287	35	0	235	18

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	591	600	-	253	0	0	-	-	0
Stage 1	347	347	-	-	-	-	-	-	-
Stage 2	244	253	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	-	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	470	415	0	1312	-	-	0	-	-
Stage 1	716	635	0	-	-	-	0	-	-
Stage 2	797	698	0	-	-	-	0	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	461	0	-	1312	-	-	-	-	-
Mov Cap-2 Maneuver	461	0	-	-	-	-	-	-	-
Stage 1	702	0	-	-	-	-	-	-	-
Stage 2	797	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBT	SBR
Capacity (veh/h)	1312	-	-	461	-	-
HCM Lane V/C Ratio	0.016	-	-	0.092	-	-
HCM Control Delay (s)	7.8	0	-	13.6	-	-
HCM Lane LOS	A	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	319	0	0	286	14	44
Future Volume (vph)	319	0	0	286	14	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.897	
Flt Protected					0.988	
Satd. Flow (prot)	1863	0	0	1863	1651	0
Flt Permitted					0.988	
Satd. Flow (perm)	1863	0	0	1863	1651	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1109			306	389	
Travel Time (s)	25.2			7.0	8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	347	0	0	311	15	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	347	0	0	311	63	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	319	0	0	286	14	44
Future Vol, veh/h	319	0	0	286	14	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	347	0	0	311	15	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	347	0	658	347
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	311	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1212	-	429	696
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	743	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1212	-	429	696
Mov Cap-2 Maneuver	-	-	-	-	429	-
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	743	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	605	-	-	1212	-
HCM Lane V/C Ratio	0.104	-	-	-	-
HCM Control Delay (s)	11.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	49	254	267	99	256	235
Future Volume (vph)	49	254	267	99	256	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887		0.963			
Flt Protected	0.992				0.950	
Satd. Flow (prot)	1639	0	1794	0	1770	1863
Flt Permitted	0.992				0.950	
Satd. Flow (perm)	1639	0	1794	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	276	290	108	278	255
Shared Lane Traffic (%)						
Lane Group Flow (vph)	329	0	398	0	278	255
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	9.9

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	49	254	267	99	256	235
Future Vol, veh/h	49	254	267	99	256	235
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	-	-	-	80	-
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	53	276	290	108	278	255

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1155	344	0	0	398	0
Stage 1	344	-	-	-	-	-
Stage 2	811	-	-	-	-	-
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	218	699	-	-	1161	-
Stage 1	718	-	-	-	-	-
Stage 2	437	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	166	699	-	-	1161	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	718	-	-	-	-	-
Stage 2	333	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	30.2	0	4.7
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	460	1161	-
HCM Lane V/C Ratio	-	-	0.716	0.24	-
HCM Control Delay (s)	-	-	30.2	9.1	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	5.6	0.9	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	43	234	0	66	281
Future Volume (vph)	0	43	234	0	66	281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						0.991
Satd. Flow (prot)	0	1611	1863	0	0	1846
Flt Permitted						0.991
Satd. Flow (perm)	0	1611	1863	0	0	1846
Link Speed (mph)	30		30			30
Link Distance (ft)	147		113			369
Travel Time (s)	3.3		2.6			8.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	47	254	0	72	305
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	47	254	0	0	377
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

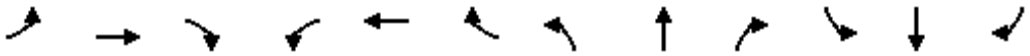
Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	43	234	0	66	281
Future Vol, veh/h	0	43	234	0	66	281
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	47	254	0	72	305

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	254	0	-	254	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	785	-	0	1311	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	785	-	-	1311	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	1.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	785	1311	-
HCM Lane V/C Ratio	-	0.06	0.055	-
HCM Control Delay (s)	-	9.9	7.9	0
HCM Lane LOS	-	A	A	A
HCM 95th %tile Q(veh)	-	0.2	0.2	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	29	4	0	22	234	19	0	247	34
Future Volume (vph)	0	0	0	29	4	0	22	234	19	0	247	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.991			0.984	
Flt Protected					0.957			0.996				
Satd. Flow (prot)	0	0	0	0	1783	0	0	1839	0	0	1833	0
Flt Permitted					0.957			0.996				
Satd. Flow (perm)	0	0	0	0	1783	0	0	1839	0	0	1833	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		324			103			772			113	
Travel Time (s)		7.4			2.3			17.5			2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	32	4	0	24	254	21	0	268	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	36	0	0	299	0	0	305	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	29	4	0	22	234	19	0	247	34
Future Vol, veh/h	0	0	0	29	4	0	22	234	19	0	247	34
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, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	32	4	0	24	254	21	0	268	37

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	600	618	-	305	0	0	-	-	0
Stage 1	313	313	-	-	-	-	-	-	-
Stage 2	287	305	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	-	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	464	405	0	1256	-	-	0	-	-
Stage 1	741	657	0	-	-	-	0	-	-
Stage 2	762	662	0	-	-	-	0	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	453	0	-	1256	-	-	-	-	-
Mov Cap-2 Maneuver	453	0	-	-	-	-	-	-	-
Stage 1	724	0	-	-	-	-	-	-	-
Stage 2	762	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBT	SBR
Capacity (veh/h)	1256	-	-	453	-	-
HCM Lane V/C Ratio	0.019	-	-	0.079	-	-
HCM Control Delay (s)	7.9	0	-	13.6	-	-
HCM Lane LOS	A	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	276	0	0	257	12	46
Future Volume (vph)	276	0	0	257	12	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.893	
Flt Protected					0.990	
Satd. Flow (prot)	1863	0	0	1863	1647	0
Flt Permitted					0.990	
Satd. Flow (perm)	1863	0	0	1863	1647	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1109			306	389	
Travel Time (s)	25.2			7.0	8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	300	0	0	279	13	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	300	0	0	279	63	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	276	0	0	257	12	46
Future Vol, veh/h	276	0	0	257	12	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	300	0	0	279	13	50

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	300	0	579	300
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	279	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1261	-	477	740
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	768	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1261	-	477	740
Mov Cap-2 Maneuver	-	-	-	-	477	-
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	664	-	-	1261	-
HCM Lane V/C Ratio	0.095	-	-	-	-
HCM Control Delay (s)	11	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	42	269	241	80	298	218
Future Volume (vph)	42	269	241	80	298	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.883		0.966			
Flt Protected	0.993				0.950	
Satd. Flow (prot)	1633	0	1799	0	1770	1863
Flt Permitted	0.993				0.950	
Satd. Flow (perm)	1633	0	1799	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	292	262	87	324	237
Shared Lane Traffic (%)						
Lane Group Flow (vph)	338	0	349	0	324	237
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	9.9

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	42	269	241	80	298	218
Future Vol, veh/h	42	269	241	80	298	218
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	-	-	-	80	-
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	46	292	262	87	324	237

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1191	306	0	0	349	0
Stage 1	306	-	-	-	-	-
Stage 2	885	-	-	-	-	-
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	207	734	-	-	1210	-
Stage 1	747	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	152	734	-	-	1210	-
Mov Cap-2 Maneuver	152	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	295	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	27.9	0	5.2
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	484	1210	-
HCM Lane V/C Ratio	-	-	0.698	0.268	-
HCM Control Delay (s)	-	-	27.9	9.1	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	5.4	1.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	36	247	0	34	312
Future Volume (vph)	0	36	247	0	34	312
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						0.995
Satd. Flow (prot)	0	1611	1863	0	0	1853
Flt Permitted						0.995
Satd. Flow (perm)	0	1611	1863	0	0	1853
Link Speed (mph)	30		30			30
Link Distance (ft)	147		113			369
Travel Time (s)	3.3		2.6			8.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	39	268	0	37	339
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	39	268	0	0	376
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

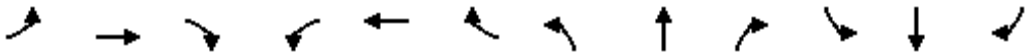
Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	36	247	0	34	312
Future Vol, veh/h	0	36	247	0	34	312
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	39	268	0	37	339

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	268	0	-	268	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	771	-	0	1296	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	771	-	-	1296	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	771	1296	-
HCM Lane V/C Ratio	-	0.051	0.029	-
HCM Control Delay (s)	-	9.9	7.9	0
HCM Lane LOS	-	A	A	A
HCM 95th %tile Q(veh)	-	0.2	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	14	5	0	16	247	12	0	264	48
Future Volume (vph)	0	0	0	14	5	0	16	247	12	0	264	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.994			0.979	
Flt Protected					0.964			0.997				
Satd. Flow (prot)	0	0	0	0	1796	0	0	1846	0	0	1824	0
Flt Permitted					0.964			0.997				
Satd. Flow (perm)	0	0	0	0	1796	0	0	1846	0	0	1824	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		324			103			772			113	
Travel Time (s)		7.4			2.3			17.5			2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	15	5	0	17	268	13	0	287	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	20	0	0	298	0	0	339	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	14	5	0	16	247	12	0	264	48
Future Vol, veh/h	0	0	0	14	5	0	16	247	12	0	264	48
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, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	15	5	0	17	268	13	0	287	52

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	622	648	-	339	0	0	-	-	0
Stage 1	309	309	-	-	-	-	-	-	-
Stage 2	313	339	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	-	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	450	389	0	1220	-	-	0	-	-
Stage 1	745	660	0	-	-	-	0	-	-
Stage 2	741	640	0	-	-	-	0	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	442	0	-	1220	-	-	-	-	-
Mov Cap-2 Maneuver	442	0	-	-	-	-	-	-	-
Stage 1	732	0	-	-	-	-	-	-	-
Stage 2	741	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBT	SBR
Capacity (veh/h)	1220	-	-	442	-	-
HCM Lane V/C Ratio	0.014	-	-	0.047	-	-
HCM Control Delay (s)	8	0	-	13.5	-	-
HCM Lane LOS	A	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	292	0	0	271	10	54
Future Volume (vph)	292	0	0	271	10	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.886	
Flt Protected					0.992	
Satd. Flow (prot)	1863	0	0	1863	1637	0
Flt Permitted					0.992	
Satd. Flow (perm)	1863	0	0	1863	1637	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1109			306	389	
Travel Time (s)	25.2			7.0	8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	317	0	0	295	11	59
Shared Lane Traffic (%)						
Lane Group Flow (vph)	317	0	0	295	70	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	292	0	0	271	10	54
Future Vol, veh/h	292	0	0	271	10	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	317	0	0	295	11	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	317	0	612	317
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	295	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1243	-	456	724
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1243	-	456	724
Mov Cap-2 Maneuver	-	-	-	-	456	-
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	755	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	663	-	-	1243	-
HCM Lane V/C Ratio	0.105	-	-	-	-
HCM Control Delay (s)	11.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	47	271	238	91	281	208
Future Volume (vph)	47	271	238	91	281	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	80	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				150	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.885		0.963			
Flt Protected	0.993				0.950	
Satd. Flow (prot)	1637	0	1794	0	1770	1863
Flt Permitted	0.993				0.950	
Satd. Flow (perm)	1637	0	1794	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	369		306			709
Travel Time (s)	8.4		7.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	295	259	99	305	226
Shared Lane Traffic (%)						
Lane Group Flow (vph)	346	0	358	0	305	226
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	10.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	47	271	238	91	281	208
Future Vol, veh/h	47	271	238	91	281	208
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	-	-	-	80	-
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	51	295	259	99	305	226

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1145	309	0	0	358	0
Stage 1	309	-	-	-	-	-
Stage 2	836	-	-	-	-	-
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	221	731	-	-	1201	-
Stage 1	745	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	165	731	-	-	1201	-
Mov Cap-2 Maneuver	165	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	317	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	28.8	0	5.2
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	485	1201	-
HCM Lane V/C Ratio	-	-	0.713	0.254	-
HCM Control Delay (s)	-	-	28.8	9	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	5.6	1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	49	242	0	57	291
Future Volume (vph)	0	49	242	0	57	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						0.992
Satd. Flow (prot)	0	1611	1863	0	0	1848
Flt Permitted						0.992
Satd. Flow (perm)	0	1611	1863	0	0	1848
Link Speed (mph)	30		30			30
Link Distance (ft)	147		113			369
Travel Time (s)	3.3		2.6			8.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	53	263	0	62	316
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	53	263	0	0	378
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

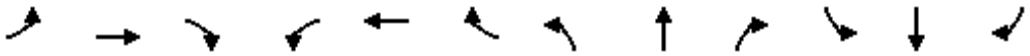
Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	49	242	0	57	291
Future Vol, veh/h	0	49	242	0	57	291
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	263	0	62	316

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	263	0	-	263	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	776	-	0	1301	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	776	-	-	1301	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	1.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	776	1301	-
HCM Lane V/C Ratio	-	0.069	0.048	-
HCM Control Delay (s)	-	10	7.9	0
HCM Lane LOS	-	B	A	A
HCM 95th %tile Q(veh)	-	0.2	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	24	10	0	7	242	26	0	228	63
Future Volume (vph)	0	0	0	24	10	0	7	242	26	0	228	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.987			0.971	
Flt Protected					0.966			0.999				
Satd. Flow (prot)	0	0	0	0	1799	0	0	1837	0	0	1809	0
Flt Permitted					0.966			0.999				
Satd. Flow (perm)	0	0	0	0	1799	0	0	1837	0	0	1809	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		324			103			772			113	
Travel Time (s)		7.4			2.3			17.5			2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	26	11	0	8	263	28	0	248	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	37	0	0	299	0	0	316	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	24	10	0	7	242	26	0	228	63
Future Vol, veh/h	0	0	0	24	10	0	7	242	26	0	228	63
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, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	26	11	0	8	263	28	0	248	68

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	575	609	-	316	0	0	-	-	0
Stage 1	293	293	-	-	-	-	-	-	-
Stage 2	282	316	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	-	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	480	410	0	1244	-	-	0	-	-
Stage 1	757	670	0	-	-	-	0	-	-
Stage 2	766	655	0	-	-	-	0	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	476	0	-	1244	-	-	-	-	-
Mov Cap-2 Maneuver	476	0	-	-	-	-	-	-	-
Stage 1	751	0	-	-	-	-	-	-	-
Stage 2	766	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBT	SBR
Capacity (veh/h)	1244	-	-	476	-	-
HCM Lane V/C Ratio	0.006	-	-	0.078	-	-
HCM Control Delay (s)	7.9	0	-	13.2	-	-
HCM Lane LOS	A	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-	-

D. Concept Plan

VILLAGE OF LAKEVILLE
SALISBURY, CONNECTICUT
STUDY AREA

MAIN STREET (ROUTE 44)

BISSELL STREET

BOSTWICK STREET

WALTON STREET

PORTER STREET

PETTEE STREET

RAILROAD RAMBLE

COMMUNITY FIELD

MILLERTON ROAD

HOLLEY STREET

FARNUM ROAD

SHARON ROAD (ROUTE 41)

ETHAN ALLEN STREET

THE GROVE

ELM STREET

POTTER ST
LAKEVIEW AV
BOSTWICK ST
WALTON ST
41-N
MAIN STREET
PETTEE ST
MILLERTON RD
44-E
HOLLEY ST
TOWN GROVE PKWY
ETHAN ALLEN ST
SHARON RD
FARNAM RD
PERRY ST
MONTGOMERY ST

N
W
E
S

100 0 100 200
SCALE : 1" = 100'

Colliers
Engineering & Design

Colliers
Engineering & Design

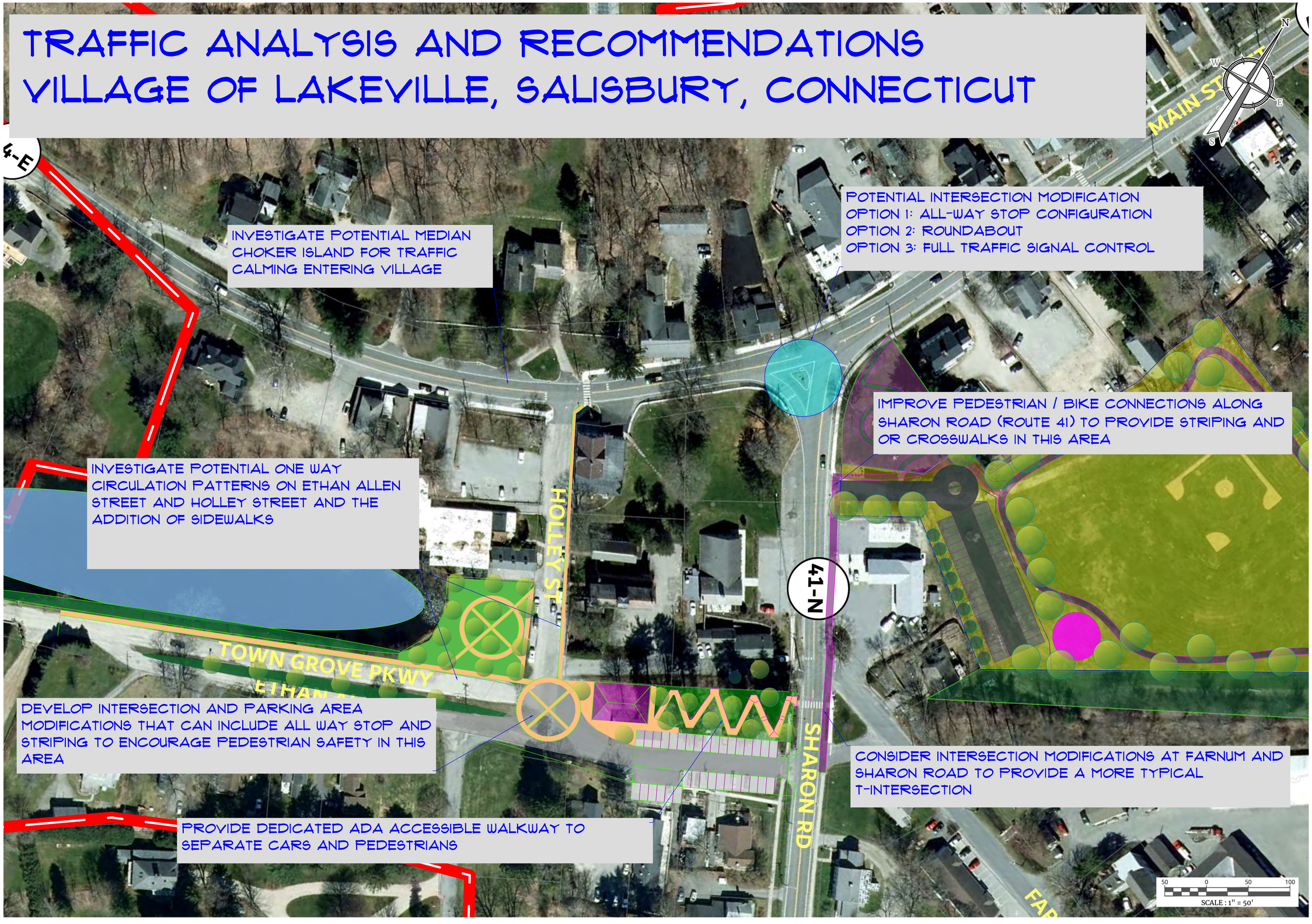
COMMUNITY FIELD AND CANNONBALL PARK
VILLAGE OF LAKEVILLE
SALISBURY, CONNECTICUT

RAILROAD PLAZA AND THE GROVE
VILLAGE OF LAKEVILLE, SALISBURY, CONNECTICUT

Colliers Engineering & Design

TRAFFIC ANALYSIS AND RECOMMENDATIONS
VILLAGE OF LAKEVILLE, SALISBURY, CONNECTICUT

Colliers Engineering & Design



INVESTIGATE POTENTIAL MEDIAN CHOKER ISLAND FOR TRAFFIC CALMING ENTERING VILLAGE

POTENTIAL INTERSECTION MODIFICATION
OPTION 1: ALL-WAY STOP CONFIGURATION
OPTION 2: ROUNDABOUT
OPTION 3: FULL TRAFFIC SIGNAL CONTROL

IMPROVE PEDESTRIAN / BIKE CONNECTIONS ALONG SHARON ROAD (ROUTE 41) TO PROVIDE STRIPING AND OR CROSSWALKS IN THIS AREA

INVESTIGATE POTENTIAL ONE WAY CIRCULATION PATTERNS ON ETHAN ALLEN STREET AND HOLLEY STREET AND THE ADDITION OF SIDEWALKS

DEVELOP INTERSECTION AND PARKING AREA MODIFICATIONS THAT CAN INCLUDE ALL WAY STOP AND STRIPING TO ENCOURAGE PEDESTRIAN SAFETY IN THIS AREA

CONSIDER INTERSECTION MODIFICATIONS AT FARNUM AND SHARON ROAD TO PROVIDE A MORE TYPICAL T-INTERSECTION

PROVIDE DEDICATED ADA ACCESSIBLE WALKWAY TO SEPARATE CARS AND PEDESTRIANS

Colliers Engineering & Design

Colliers Engineering & Design is a trusted provider of multi-discipline engineering, design and consulting services providing customized solutions for public and private clients through a network of offices nationwide.

For a full listing of our office locations, please visit colliersengineering.com

1 877 627 3772

Civil/Site • Traffic/Transportation • Governmental • Survey/Geospatial
Infrastructure • Geotechnical/Environnemental • Telecommunications • Utilities/Energy