

# Traffic Impact Study

## School Bus Depot

615 Plains Road  
Milford, CT

PREPARED FOR

**615 Plains Road, LLC**

418 Meadow Street  
Fairfield, CT

May 2022



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## I. INTRODUCTION

The purpose of this study is to evaluate the traffic impact of the proposed School Bus Depot at 615 Plains Road, Milford, Connecticut. The site is located at the northwest corner of Plains Road and Raton Drive with an exit only drive to Plains Road and a full access drive to Raton Drive. The site will have a maintenance building and parking for 72 cars, 52 large buses, 21 small buses, and 3 passenger vans, yielding a total of 150 spaces. Except for those buses serving the local neighborhoods, all buses will be directed not to use Plains Road to the east of Shelland Street but to access the site via Shelland Street and Bic Drive. It is intended that this report be responsive to the needs of the City of Milford as they review the traffic impact of the proposed development on the surrounding roadways.

The scope of work involved in the preparation of this report includes:

- Making manual turning movement counts at 4 intersections in the vicinity of the site.
- Making visual observations of the surrounding area.
- Obtaining data pertaining to the physical characteristics of the roadways and intersections in the vicinity of the site.
- Review the latest crash data from the UCONN Connecticut Crash Data Repository for the roadways in the vicinity of the site.

Throughout this report, many terms unique of traffic engineering are used. Below are definitions of many of these items.

**Trip** is a one-way movement to or from a site. One car entering and leaving site constitutes two trips.

**Traffic Generation** is the actual number of vehicle movements that may reasonably be expected to be attracted by a specific development. Traffic generation is expressed as a number of trips.

**Average Weekday Trip Generation** is the total traffic generation of a development on a typical working weekday.

**Peak Hourly Generation** is traffic generation that may be anticipated during the highest volume hour for the particular development. This analysis parameter may vary as to the time of day, depending on the type of facility being proposed.

**Capacity and Level of Service** are terms utilized to describe the ability of a roadway to handle its traffic assignment.

**Capacity** is defined as the maximum volume of vehicles that may be expected to be carried by a specific roadway or intersection at a given Level of Service. The usual unit of capacity is vehicles per hour.

**Level of Service** is a measure of the quality of flow and overall congestion on a particular section of road or at a specific intersection.

**Levels of Service (LOS)** are defined in the Highway Capacity Manual (Special Report 209 of the Highway Research Board, 1994). LOS ratings are classified by letters from A to F, and are as follows:

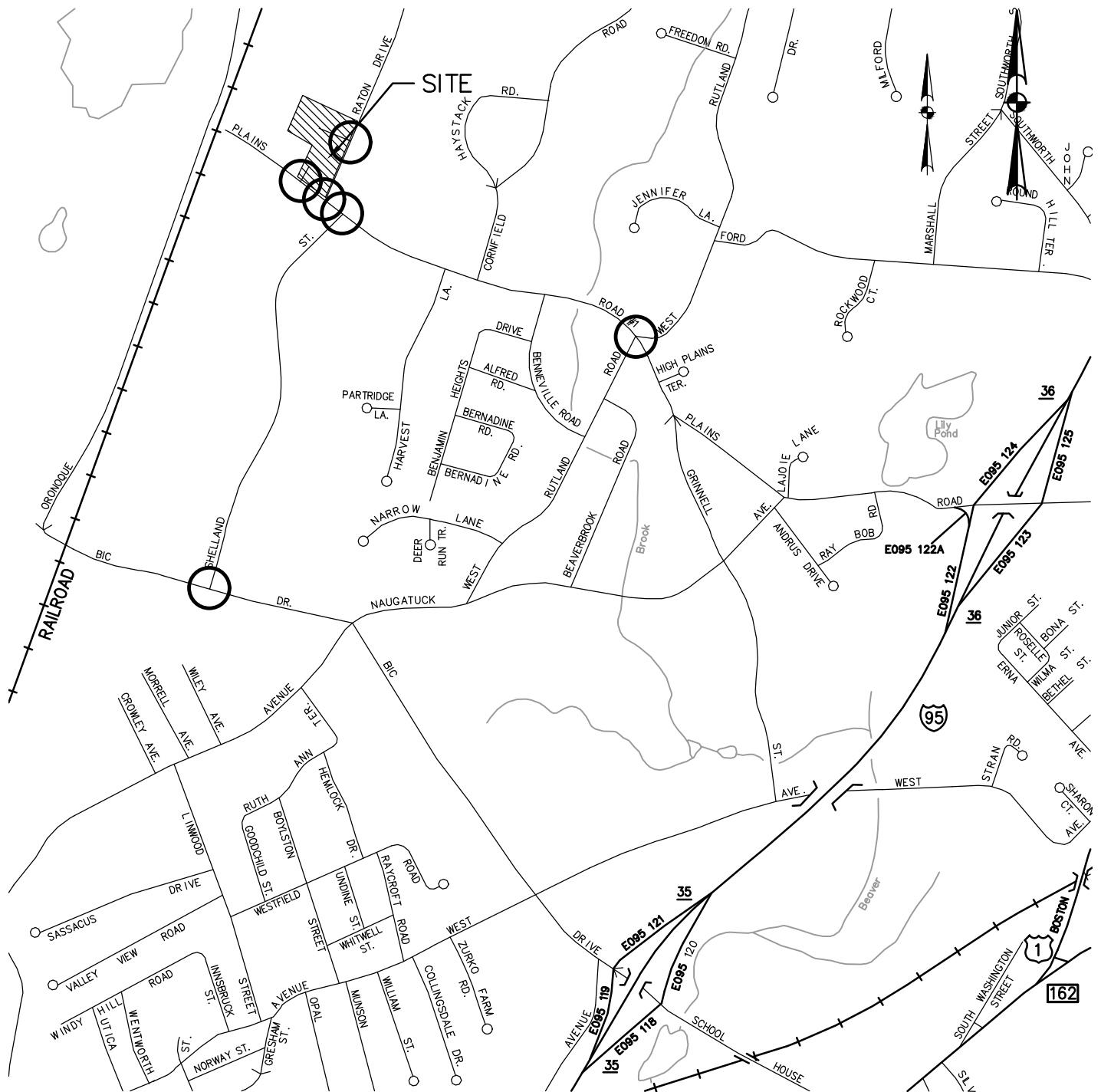
Rating	Description	Traffic
A	Free Flow	Drivers feel no restrictions.
B	Stable Flow	Drivers feel some restrictions.
C	Stable Flow	Drivers somewhat restricted, but not objectionably so.
D	Approaching Unstable Flow	Increased restriction and congestion.
E	Capacity	Substantial restriction, serious delays.
F	Forced Flow	Stop and go conditions extreme delays.

A detailed explanation of the various Levels of Service is presented in the appendix.

## II. EXISTING CONDITIONS

A School Bus Depot is proposed for 615 Plains Road consisting of a maintenance building with parking for 72 cars, 52 large buses, 21 small buses, and 3 passenger vans, yielding a total of 150 spaces. The site is located at the northwest corner of Plains Road and Raton Drive in Milford. (See Exhibit 1). Access to the site is from two unsignalized driveways, an exit only to Plains Road and full access drive to Raton Drive. The access routes to the site are Plains Road, Raton Drive, Shelland Street and Bic Drive.

Plains Road is classified as a local road in the vicinity of the site generally running in the east-west direction. Plains Road begins as a dead end at the railroad tracks approximately 700 feet to the west of the site. Traveling east past the site it continues as a local road until crossing West Rutland Road where it becomes classified as an Urban Collector and then becomes an Urban Arterial roadway east of Naugatuck Avenue ending at the Boston Post Road (Route 1) in the east.



○ = STUDY AREA INTERSECTIONS

School Bus Depot 615 Plains Road Milford, Connecticut		
<b>PROJECT LOCATION MAP</b>		
SCALE: N.T.S.	DATE: April 2022	EXHIBIT 1



Plains Road in the vicinity of the site (to the west of Tranquility Way) is a two-lane roadway, 30 feet wide, that is commercial in nature. To the east of Tranquility Way, Plains Road continues as a two-lane roadway but varies in width as narrow as 24 feet wide and is primarily residential in nature. The posted speed limit is 25 mph in the immediate site area.

Raton Drive is a two-lane roadway 30 feet wide traveling in the north-south direction, classified as a local road. Beginning at Plains Road Raton Drive travels north and dead ends approximately 1600 feet north of Plains Road. The Raton Drive approach to Plains Road is STOP sign controlled. Development along Raton Drive is industrial / commercial. There is no posted speed limit.

Shelland Street is a two-lane roadway 30 feet wide, traveling in the north-south direction, classified as a local road. Beginning at Plains Road, Shelland Street travels south to Bic Drive. The Shelland Street approaches to both Plains Road and Bic Drive are STOP sign controlled. Development along Shelland Street is industrial / commercial. There is no posted speed limit.

Bic Drive is a two-lane roadway 40 feet wide, traveling in the east west direction, classified as an Urban Collector roadway to the west of Naugatuck Avenue. To the east of Naugatuck Avenue, Bic Drive becomes Sub Way and is classified as an Urban Arterial. Development along Bic Drive is industrial / commercial. The speed limit for Bic Drive is 35 mph.

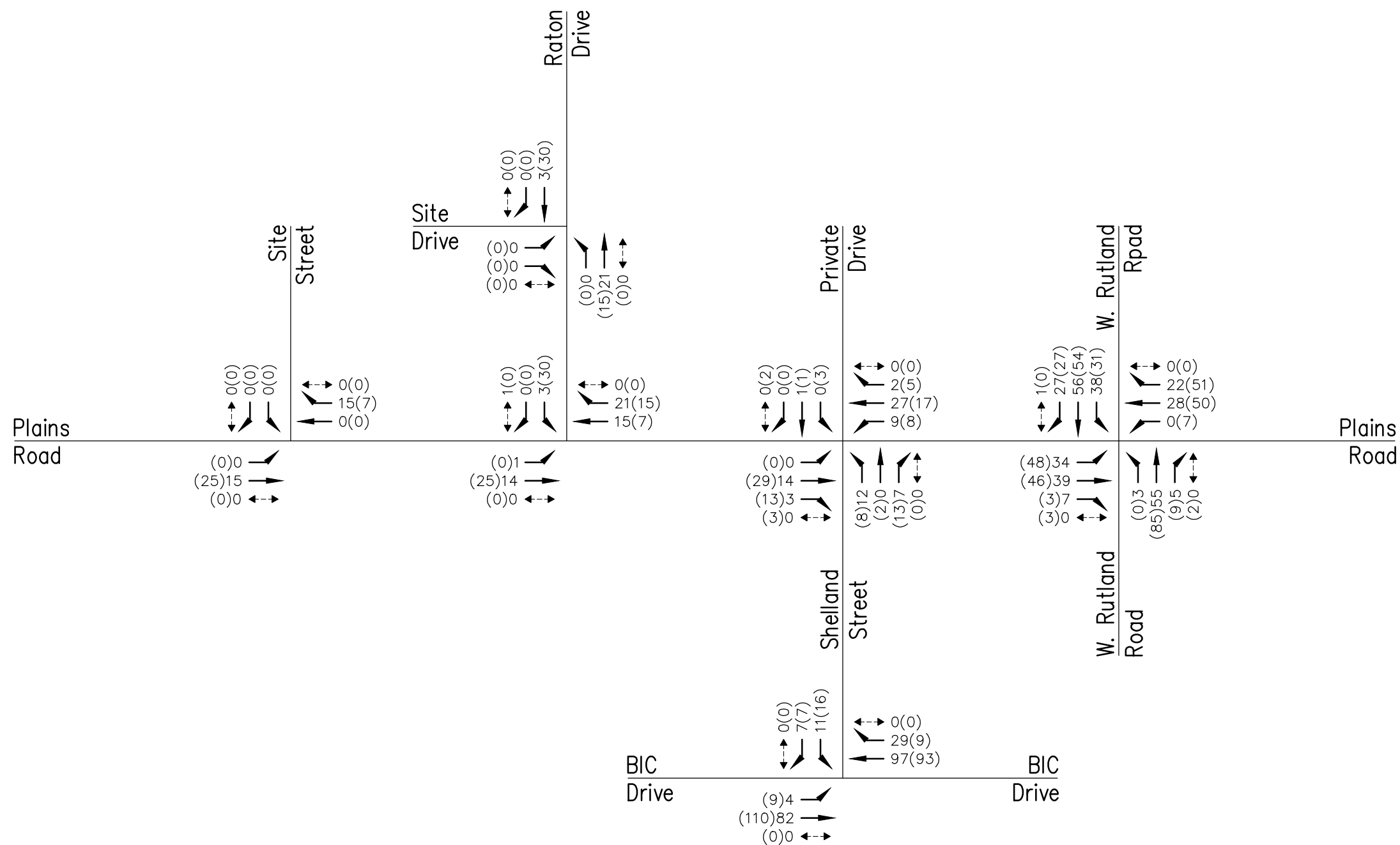
Turning movement counts were made during a weekday morning period (6:00AM – 9:00AM) and afternoon peak period (2:00PM – 6:00PM) in March 2022 at the following locations:

- Plains Road at Raton Drive
- Plains Road at Shelland Street
- Plains Road at West Rutland Street
- Bic Drive at Shelland Street

The peak hour volumes are summarized in Exhibit 2. The peak hour turning movement count sheets are presented in Appendix.

Crash data from the UCONN Crash repository was obtained for the three-year period from 7/1/2018 through 6/30/2021 for the intersections and roadways surrounding the site. Review of this data show that there are no crash patterns that would indicate geometric improvements should be made. The crash data is presented in the Appendix.

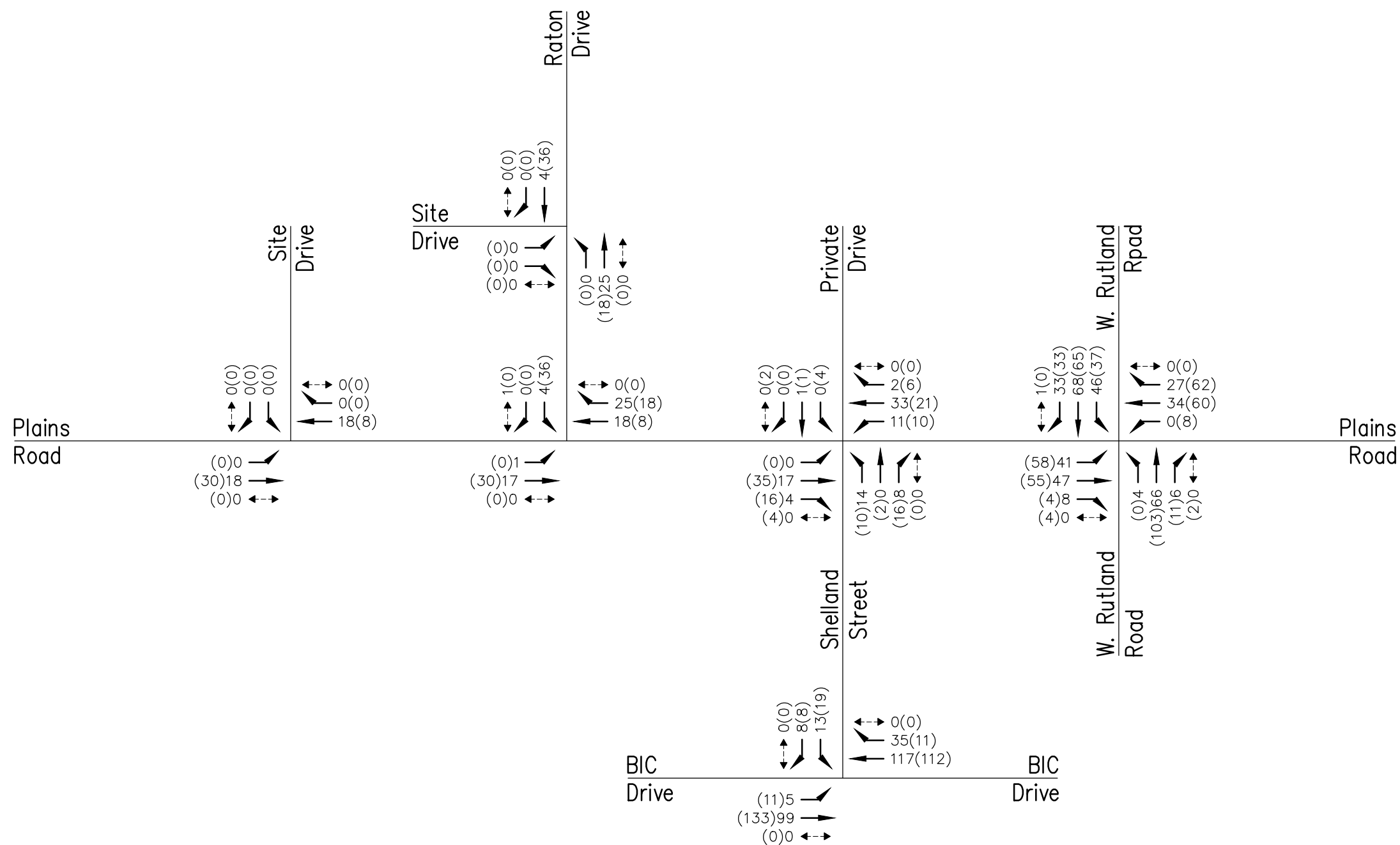
Since the COVID-19 pandemic has reduced and altered peoples travel patterns, the traffic counts taken in March 2022 are considered low compared to normal. Review of past count data for Naugatuck Avenue northeast of Bic Drive taken by the Connecticut Department of Transportation in 2015 and 2021 show counts taken during the pandemic need to be expanded by 12.5% to equal the 2015 counts. Then the volumes need to be expanded by 1% per year for 7 years (2015 to 2022) to equal the normalized or 2022 Adjusted Volumes. The 2022 Adjusted Volumes are presented in Exhibit 3. The CTDOT count data is presented in the appendix.



**Legend**

xx = AM Peak Hour  
(xx) = PM Peak Hour

School Bus Depot 615 Plains Road Milford, Connecticut			
<b>Traffic Flow Diagram 2022 Existing Volumes</b>			
SCALE: N.T.S.	DATE: April 2022	Exhibit	2



**Legend**

xx = AM Peak Hour  
(xx) = PM Peak Hour

School Bus Depot 615 Plains Road Milford, Connecticut		
<b>Traffic Flow Diagram 2022 Adjusted Volumes</b>		
SCALE: N.T.S.	DATE: April 2022	Exhibit 3



### **III. OTHER DEVELOPMENTS**

Valley Tool and Manufacturing, LLC is constructing a new manufacturing facility located at 132 Shelland Street. The site will be developed in two phases, eventually consisting of 104,086 square feet of building space with 141 parking spaces. The traffic for this development needs to be accounted for when analyzing the traffic operations for the intersections in this study. Access to the site will be via two driveways with the primary driveway along Shelland Street serving an 80 - space parking lot and the loading docks. The secondary drive is along Plains Road and will be controlled by an electric access gate to an employee parking lot with 61 spaces. All traffic will be directed to access the site via Shelland Street. The trip generation for this facility was prepared by this office in a June 23, 2020 Traffic Memorandum addresses to David B. Sulkis, A.I.C.P., City Planner/Executive Secretary of the Planning and Zoning Board, City of Milford.

The proposed manufacturing facility will generate 65 vehicle trips during the AM peak Hour with 50 vehicles entering and 15 vehicles exiting. During the PM peak hour there will be 70 vehicle trips with 22 vehicles entering and 48 vehicles exiting the site. The generated trips were assigned to the roadway network and are shown in Exhibit 4.

### **IV. IMPACT OF THE PROPOSED DEVELOPMENT**

The traffic impact of the proposed development is determined by calculating the number of new trips that are expected to be generated by the development. The trip generation volumes represent the number of trips expected to be added to the roadway during the peak hours of the proposed development. Typically, anticipated site generated traffic volumes are calculated using existing empirical data from the Institute of Transportation Engineers (ITE) publication Trip Generation, 11th edition, 2021, which contains trip generation information for various types of land uses. However, the Trip Generation does not include any data relevant to this development. Instead, information provided by the current providers of Milford's school bus service was used to determine the anticipated trip generation of this development. In addition to the bus drivers, there is anticipated to be 7 maintenance staff on site.

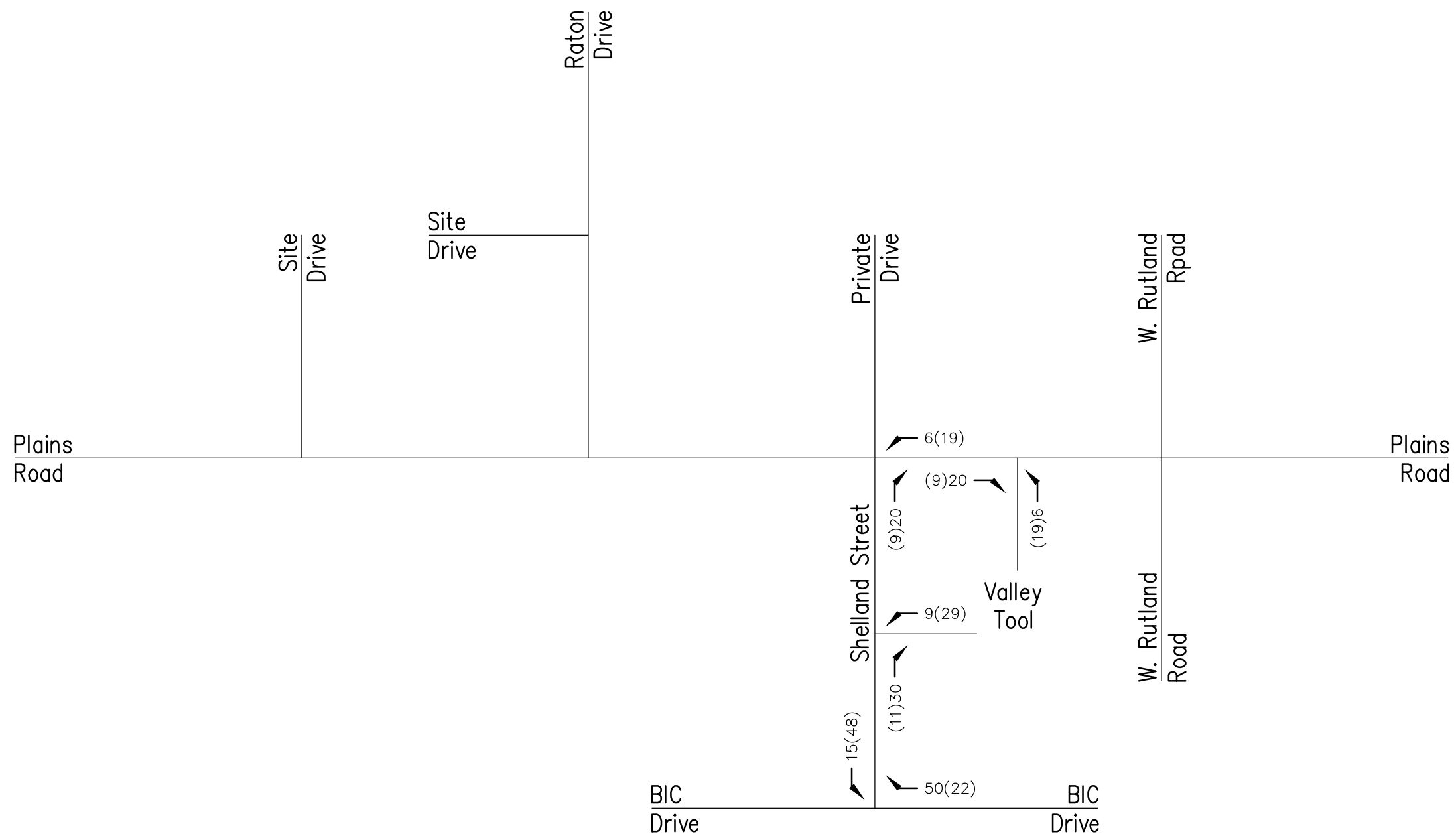
Typically, the school buses run in three shifts: morning, midday and afternoon/evening. On an average day, 65 to 70 school buses are needed during the morning and afternoon shifts with approximately 25 buses during the midday shift. Typically, the three shifts are:

Morning Period – 5:30 to 9:00

Midday Period – 10:30 to 1:00

Evening Period – 1:00 to 5:30

The way the depot is anticipated to operate is that an employee will arrive in their car, park and leave the facility with a bus. When the drivers return, they park the bus and leave in their car. Since the midday shift consists of half the bus trips as the morning and afternoon/evening shifts, coupled with the fact that the midday traffic volumes are lower than the peak hours, this report



**Legend**

xx = AM Peak Hour  
(xx) = PM Peak Hour

School Bus Depot 615 Plains Road Milford, Connecticut			
<b>Traffic Flow Diagram Generated by Others</b>			
SCALE: N.T.S.	DATE: April 2022	Exhibit	4

will analyze the morning and afternoon/evening peaks. The number of new trips that are anticipated to be added to the adjacent roadway network during the School Bus Depot peak periods are:

Description	Bus Depot Facility		
	Staff	Bus / Bus Drivers	Total Trips
AM Peak Hour Traffic (Bet. 6-9AM)			
Entering	7	70	77
Exiting	0	70	70
PM Peak Hour Traffic (Bet. 2-6PM)			
Entering	0	70	70
Exiting	7	70	77

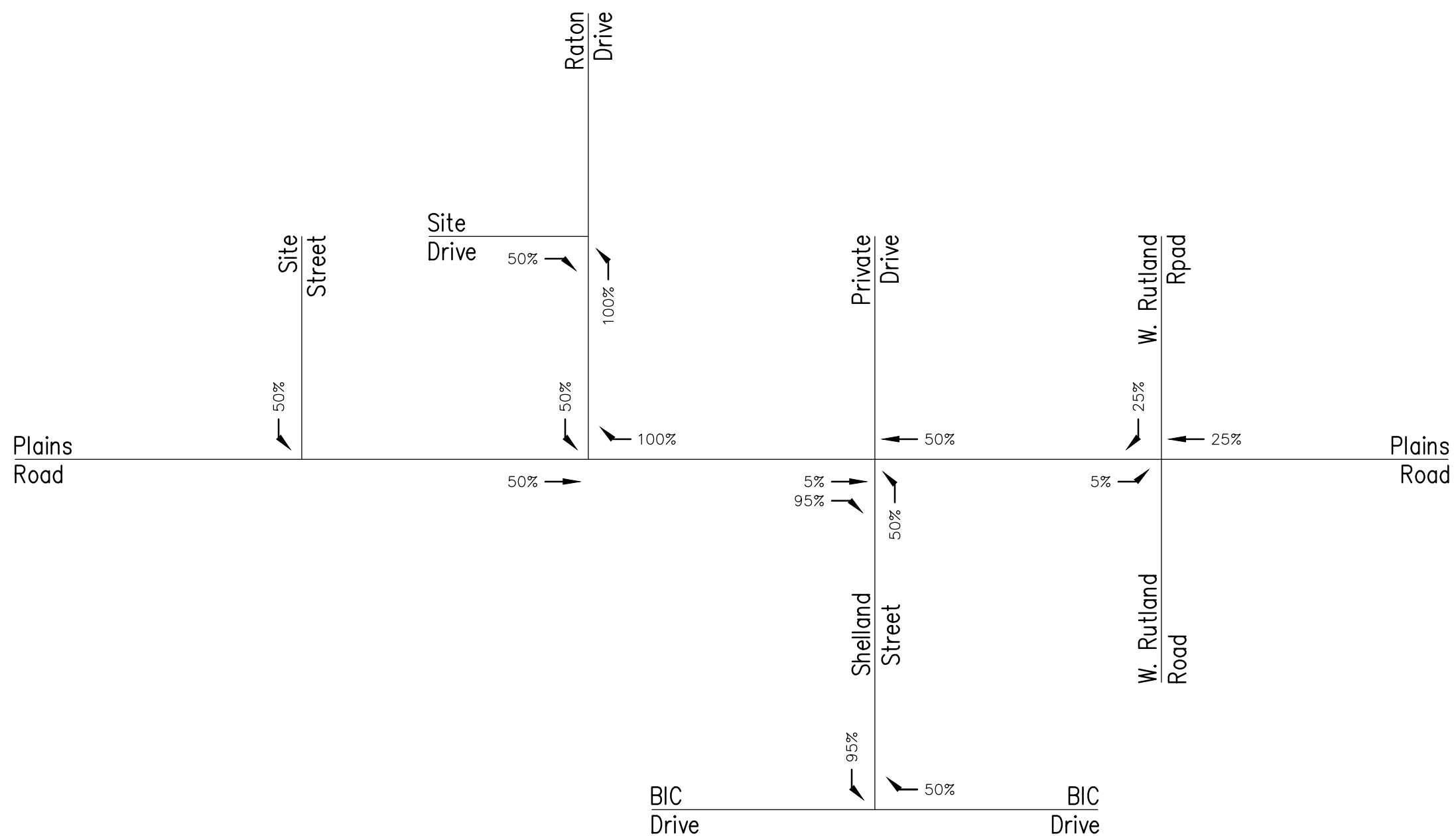
The above calculated trips assume that all staff and drivers arrive, and all buses depart during a single hour. This represents a conservative approach since it is likely the actual arrival/departure will occur over a longer period outside the heaviest peak hour. At the end of the shift, the arrivals will be more random once the buses have completed their routes. The above figures indicate the expected number of total new trips is 77 vehicles entering and 70 vehicles exiting the site during the morning peak hour, with 70 vehicles entering and 77 vehicles exiting during the afternoon peak hour.

To determine the traffic impact of the proposed development the traffic must be assigned to the local roadway network. The peak hour trip distribution percentages are presented in Exhibit 5. The peak hour trip distribution is based on the following assumptions:

- All entering vehicles are passenger cars used by the drivers or staff. The access routes for these employee vehicles are not restricted.
- All exiting vehicles are buses.
- Only four buses are assumed to travel east on Plains Road to service the local neighborhoods with all other buses directed to use Shelland Street and Bic Drive.

The site generated traffic volumes are presented in Exhibit 6.

The intersectional sight distances were measured from the proposed site drives along Plains Road and Raton Drive. The available sight distances from both drives exceeds 490 feet in each direction which exceeds the required sight distance needed for an SU-30 design vehicle for a speed of 35 mph. 35 mph represents a speed 10 mph above the posted speed limit for Plains Road and is above a reasonable assumed speed for Raton Drive. The distances for an SU-30 design vehicle were chosen because that design vehicle is similar in size and driver eye height to a school bus.



School Bus Depot 615 Plains Road Milford, Connecticut			
<b>Traffic Flow Diagram Trip Distribution</b>			
SCALE: N.T.S.	DATE: April 2022	Exhibit	5



#### Legend

xx = AM Peak Hour  
(xx) = PM Peak Hour

School Bus Depot  
615 Plains Road  
Milford, Connecticut

#### Traffic Flow Diagram Trip Generation

SCALE: N.T.S. | DATE: April 2022 | Exhibit 6

## **V. CAPACITY ANALYSIS OF THE SURROUNDING ROADWAYS**

Capacity analyses were conducted for the intersections noted in Section II using the Synchro Professional Software, version 11.1 according to the methods described in the Highway Capacity Manual, Sixth Edition, published by the Transportation Research Board. Analyses were conducted for the 2022 No-Build and 2022 Build Volumes.

- 2022 No Build Volumes – are the 2022 Adjusted Volumes plus the traffic generated by other developments that are approved and have not been built or occupied as discussed in Section III. These volumes are presented in Exhibit 7.
- 2022 Build Conditions – were calculated by adding the Site Generated trips shown in Exhibit 6 to the 2022 No Build Volumes. Analyses were then conducted for the 2022 Build Volumes for the morning and afternoon peak periods.

Traffic Flow Diagrams for the 2022 Adjusted Volumes, Traffic Generated by Others, Site Generated Volumes, 2022 No Build Volumes, 2022 No Build Volumes respectively, are presented in Exhibits 3, 4, 6, 7, and 8.

For the purpose of this report the peak bus depot traffic hours are assumed to occur during the peak roadway traffic periods. While this may not always be the case, it insures a conservative or worst-case analysis scenario, making sure that the intersections studied will operate at the Levels of service indicated or better.

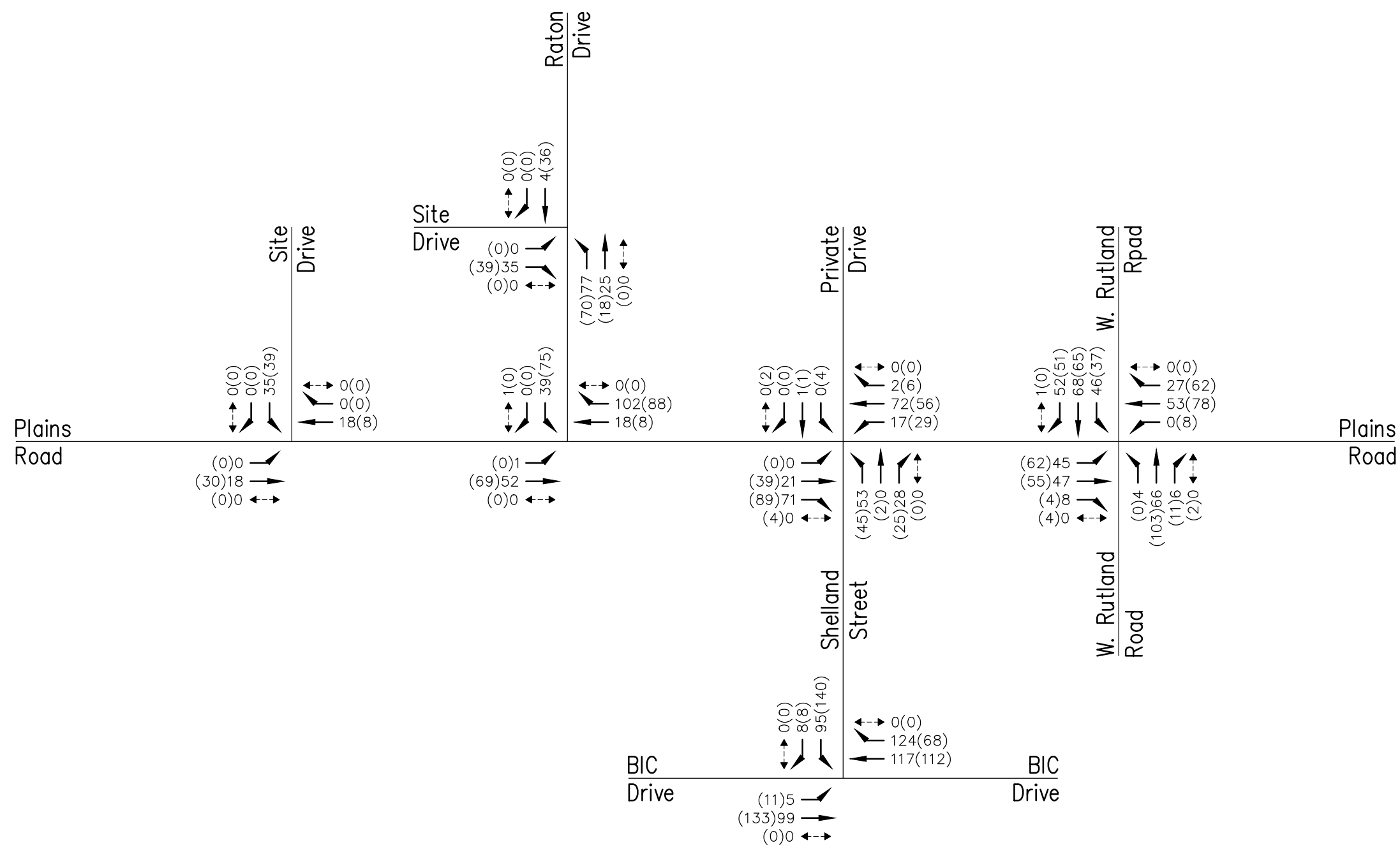
Exhibit 9 presents the results of the capacity analyses for the 2022 No Build Traffic Volumes and 2022 Build Traffic Volumes. This exhibit indicates that all of the approaches to each intersection currently operate and will continue to operate at a Level of Service B or better during both the morning and afternoon peak hours.

## **VI. CONCLUSIONS**

A School Bus Depot is proposed for 615 Plains Road consisting of a maintenance building with parking for 72 cars, 52 large buses, 21 small buses, and 3 passenger vans, yielding a total of 150 spaces. The site is located at the northwest corner of Plains Road and Raton Drive in Milford. (See Exhibit 1). Access to the site is from two unsignalized driveways, an exit only to Plains Road and full access drive to Raton Drive. The access routes to the site are Plains Road, Raton Drive, Shelland Street and Bic Drive.

It is anticipated that the traffic impact of the proposed development is 77 vehicles entering and 70 vehicles exiting the site during the morning peak hour, with 70 vehicles entering and 77 vehicles exiting during the afternoon peak hour.





**Legend**

xx = AM Peak Hour  
(xx) = PM Peak Hour

School Bus Depot 615 Plains Road Milford, Connecticut		
<b>Traffic Flow Diagram 2022 Build Volumes</b>		
SCALE: N.T.S.	DATE: April 2022	Exhibit 8



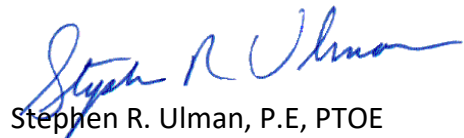
**Exhibit 9**  
**2022 Anticipated Levels of Service**  
**HCM 6 Methodology**

	2022 No-Build						2022 Build					
	AM Peak			PM Peak			AM Peak			PM Peak		
	LOS	Delay	95% Queue (Veh)	LOS	Delay	95% Queue (Veh)	LOS	Delay	95% Queue (Veh)	LOS	Delay	95% Queue (Veh)
Plains Road at Raton Drive												
Westbound Left	A	7.4	0.0	A	0.0	0.0	A	7.6	0.0	A	0.0	0.0
Southbound (Raton Drive)	A	9.0	0.0	A	9.0	0.1	B	10.8	0.3	B	11.0	0.5
Plains Road at Shelland Street												
Eastbound Left	A	0.0	0.0	A	0.0	0.0	A	0.0	0.0	0.0	A	0.0
Westbound Left	A	7.4	0.0	A	7.4	0.1	A	7.5	0.0	A	7.7	0.1
Northbound (Shelland Drive)	A	8.9	0.2	A	9.2	0.2	B	10.0	0.4	B	10.8	0.5
Southbound (Private Driveway)	A	9.7	0.0	B	10.1	0.0	B	10.6	0.0	B	11.2	0.0
Plains Road at West Rutland Street (AWS)												
Eastbound	A	8.4		A	9.2		A	8.6		A	9.6	
Westbound	A	8.1	0.4	A	9.2	0.7	A	8.3	0.4	A	9.4	0.8
Northbound	A	8.6	0.8	A	9.3	0.9	A	8.8	0.9	A	9.7	1.1
Southbound	A	7.9	0.3	A	9.0	0.8	A	8.2	0.5	A	9.4	0.9
	A	8.5	0.5	A	9.4	0.8	A	8.7	0.4	A	9.7	1.0
Bic Drive at Shelland Street												
Westbound Left	A	7.8	0.0	A	7.6	0.0	A	7.9	0.0	A	7.7	0.0
Southbound (Shelland Street)	B	10.5	0.2	B	11.1	0.4	B	13.4	0.8	B	14.6	1.3
Plains Road at Site Drive												
Eastbound Left							A	0.0	0.0	A	0.0	0.0
Southbound (Site Drive)							B	10.0	0.1	B	10.0	0.2
Raton Drive at Site Drive												
Northbound Left							A	7.4	0.3	A	9.4	0.1
Eastbound (Site Drive)							A	7.4	0.2	A	9.7	0.2

Field measurements show that there is sufficient sight distances available from both site driveways for vehicles to safely exit the site.

Capacity analyses were conducted for the 2022 No Build and 2022 Build Volumes for the intersections surrounding the site. The results of the analyses indicates that all of the approaches to each intersection currently operate and will continue to operate at a Level of Service B or better during both the morning and afternoon peak hours.

Based on the findings of this report it is the professional opinion of Alfred Benesch & Company that the proposed School Bus Depot at 615 Plains Road will not impede or adversely affect traffic operations on the adjacent roadway network.



Stephen R. Ulman, P.E., PTOE  
Senior Project Engineer

# **APPENDIX**

# **TRAFFIC ENGINEERING TERMS**

## Traffic Engineering Terms

Throughout this report, many terms unique of traffic engineering are used. Below are definitions of many of these items.

**Trip** is a one-way movement to or from a site. One car entering and leaving site constitutes two trips.

**Traffic (Trip) Generation** is the actual number of vehicle movements that may reasonably be expected to be attracted by a specific development. Usually traffic generation is expressed as a number of trips.

**Average Weekday Trip Generation** is the total traffic generation of a development on a typical working weekday.

**Peak Hourly Generation** is traffic generation that may be anticipated during the highest volume hour for the particular development. This analysis parameter may vary as to the time of day, depending on the type of facility being proposed.

**Capacity and Level of Service** are terms utilized to describe the ability of a roadway to handle its traffic assignment.

**Capacity** is defined as the maximum volume of vehicles that may be expected to be carried by a specific roadway or intersection at a given Level of Service. The usual unit of capacity is vehicles per hour.

**Level of Service** is a measure of the quality of flow and overall congestion on a particular section of road or at a specific intersection.

**Levels of Service (LOS)** for signalized intersections are defined in the Highway Capacity Manual (HCM) (Special Report 209 of the Highway Research Board, 2000). The HCM defines LOS for signalized and unsignalized intersections as a function of the average vehicle control delay. LOS may be calculated per movement or per approach for any intersection configuration, but LOS for the intersection as a whole is only defined for signalized and all-way stop configurations.

LOS	Signalized Intersection	Unsignalized Intersection
A	$\leq 10$ sec	$\leq 10$ sec
B	10–20 sec	10–15 sec
C	20–35 sec	15–25 sec
D	35–55 sec	25–35 sec
E	55–80 sec	35–50 sec
F	$\geq 80$ sec	$\geq 50$ sec

# **TURNING MOVEMENT COUNTS**

# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

Plains Road at W. Rutland Road  
Milford, Connecticut

File Name : 22736  
Site Code : 22736  
Start Date : 3/10/2022  
Page No : 1

Groups Printed- Buses

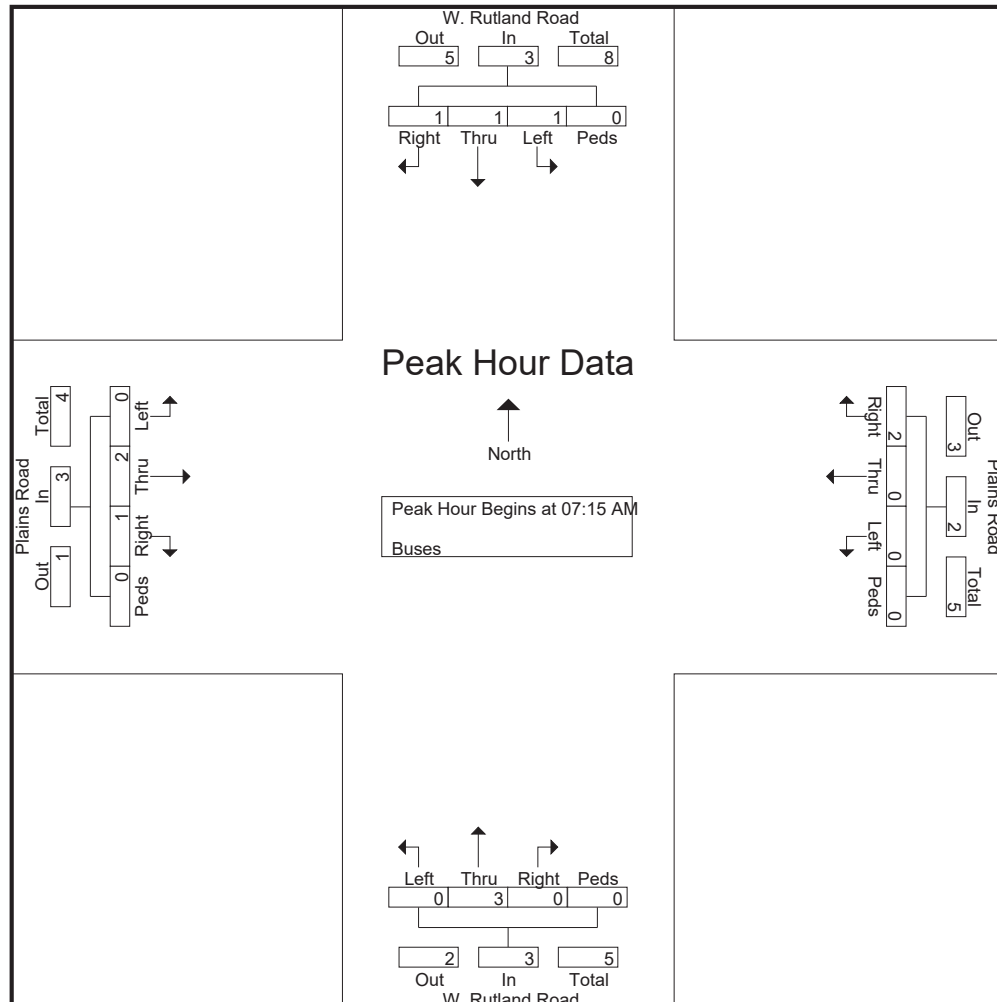
	W. Rutland Road From North					Plains Road From East					W. Rutland Road From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
06:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	1	0	1	0	2	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	6
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
07:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
*** BREAK ***																					
Total	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	8
08:00 AM	0	0	1	0	1	2	0	0	0	2	0	1	0	0	1	1	0	0	0	1	5
08:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	1	2	0	3	2	0	0	0	2	0	1	0	0	1	1	0	0	0	1	7
Grand Total	2	3	3	0	8	3	0	0	0	3	0	5	0	0	5	1	4	0	0	5	21
Apprch %	25	37.5	37.5	0		100	0	0	0		0	100	0	0		20	80	0	0		
Total %	9.5	14.3	14.3	0	38.1	14.3	0	0	0	14.3	0	23.8	0	0	23.8	4.8	19	0	0	23.8	

# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

File Name : 22736  
Site Code : 22736  
Start Date : 3/10/2022  
Page No : 2

	W. Rutland Road From North					Plains Road From East					W. Rutland Road From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
07:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	0	1	2	0	0	0	2	0	1	0	0	1	1	0	0	0	1	5
Total Volume	1	1	1	0	3	2	0	0	0	2	0	3	0	0	3	1	2	0	0	3	11
% App. Total	33.3	33.3	33.3	0		100	0	0	0		0	100	0	0		33.3	66.7	0	0		
PHF	.250	.250	.250	.000	.375	.250	.000	.000	.000	.250	.000	.375	.000	.000	.375	.250	.500	.000	.000	.750	.550





# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

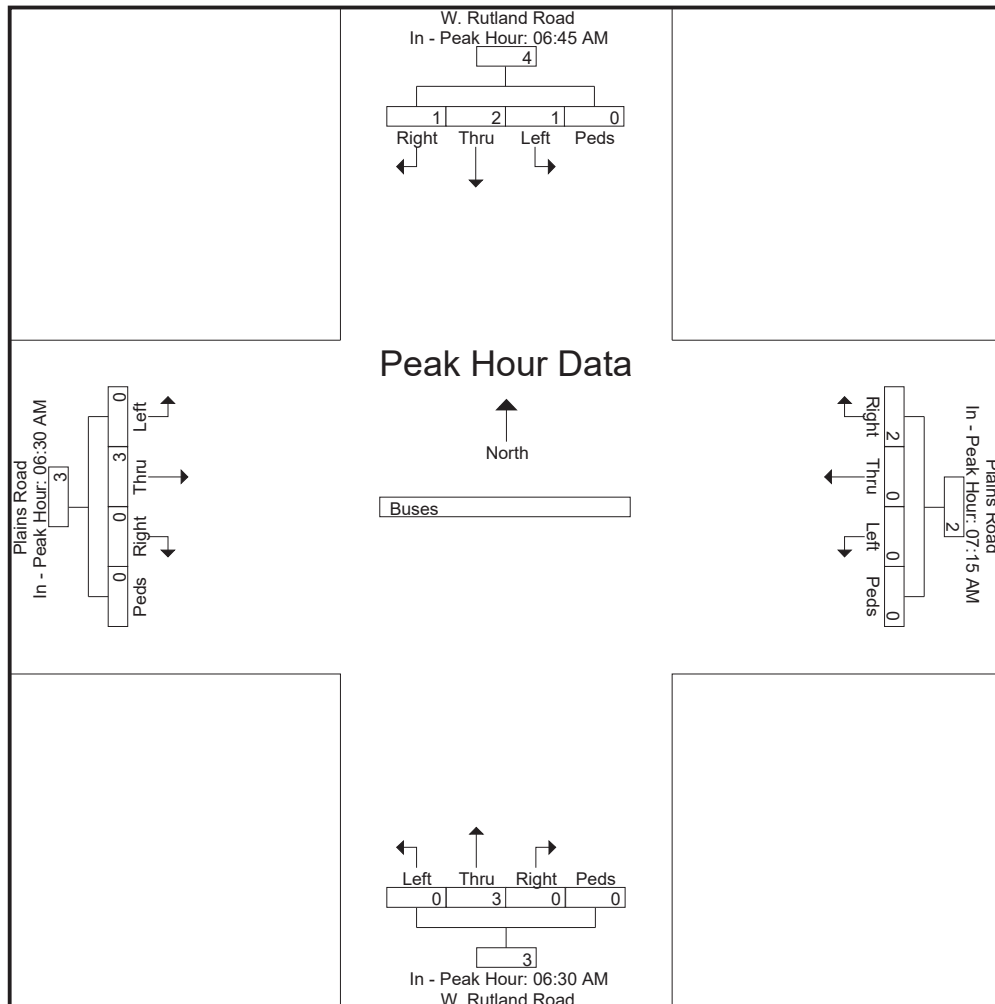
File Name : 22736  
Site Code : 22736  
Start Date : 3/10/2022  
Page No : 3

	W. Rutland Road From North					Plains Road From East					W. Rutland Road From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:45 AM					07:15 AM					06:30 AM					06:30 AM				
+0 mins.	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
+45 mins.	1	1	0	0	2	2	0	0	0	2	0	2	0	0	2	0	1	0	0	1
Total Volume	1	2	1	0	4	2	0	0	0	2	0	3	0	0	3	0	3	0	0	3
% App. Total	25	50	25	0		100	0	0	0		0	100	0	0		0	100	0	0	
PHF	.250	.500	.250	.000	.500	.250	.000	.000	.000	.250	.000	.375	.000	.000	.375	.000	.750	.000	.000	.750



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

Plains Road at W. Rutland Road  
Milford, Connecticut

File Name : 22736  
Site Code : 22736  
Start Date : 3/10/2022  
Page No : 1

## Groups Printed- Lights - Trucks - Buses

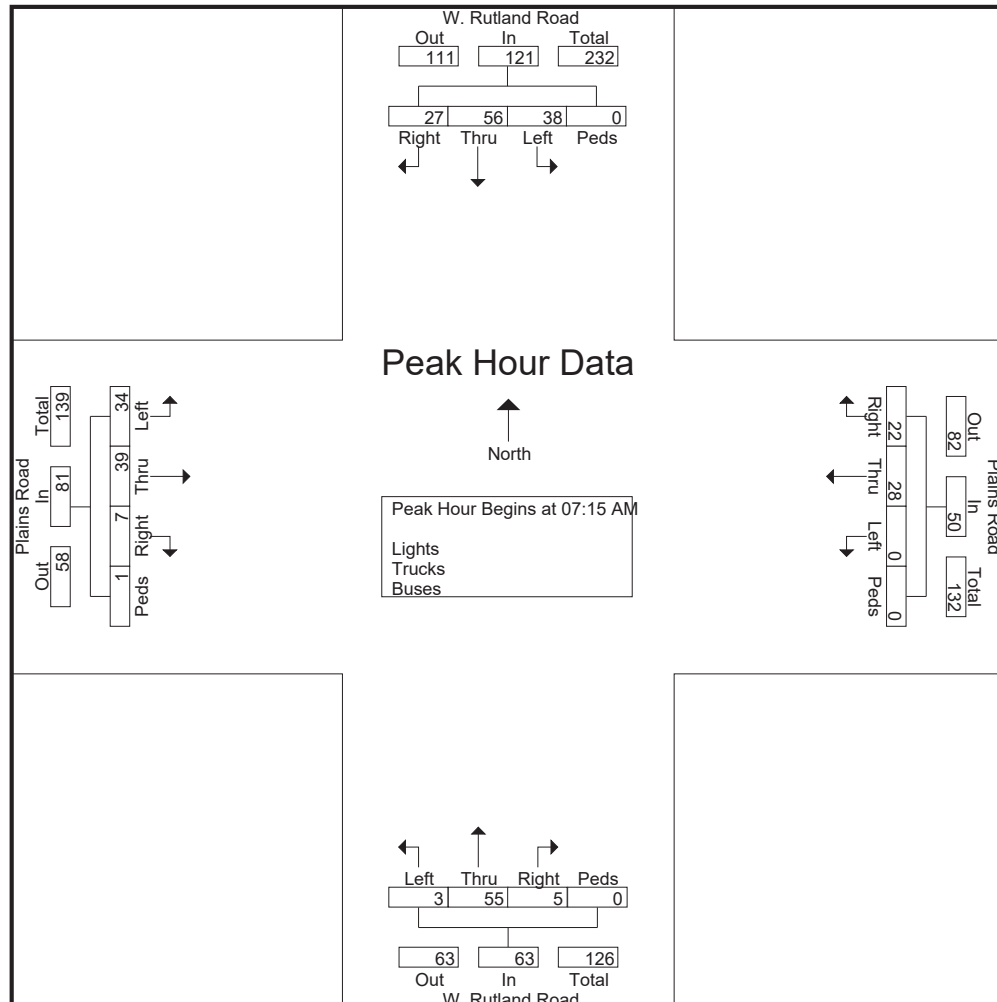
	W. Rutland Road From North					Plains Road From East					W. Rutland Road From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	5	3	5	0	13	1	5	0	0	6	2	3	0	0	5	0	6	5	0	11	35
06:15 AM	4	3	6	0	13	6	1	0	0	7	1	4	0	0	5	0	2	7	0	9	34
06:30 AM	6	3	10	0	19	4	2	1	0	7	2	6	0	1	9	0	6	6	0	12	47
06:45 AM	3	6	16	0	25	0	8	0	0	8	1	9	0	0	10	1	8	3	0	12	55
Total	18	15	37	0	70	11	16	1	0	28	6	22	0	1	29	1	22	21	0	44	171
07:00 AM	3	16	6	0	25	1	1	0	0	2	0	6	0	0	6	1	14	7	0	22	55
07:15 AM	8	10	10	0	28	7	4	0	0	11	1	20	1	0	22	3	15	11	0	29	90
07:30 AM	5	11	6	0	22	6	5	0	0	11	2	15	2	0	19	2	11	10	0	23	75
07:45 AM	7	13	10	0	30	6	12	0	0	18	1	9	0	0	10	1	5	5	1	12	70
Total	23	50	32	0	105	20	22	0	0	42	4	50	3	0	57	7	45	33	1	86	290
08:00 AM	7	22	12	0	41	3	7	0	0	10	1	11	0	0	12	1	8	8	0	17	80
08:15 AM	5	17	5	0	27	5	3	0	0	8	2	7	1	0	10	0	17	6	0	23	68
08:30 AM	5	13	13	0	31	7	3	1	0	11	2	7	0	0	9	3	5	5	1	14	65
08:45 AM	7	10	7	0	24	7	7	0	1	15	1	3	3	0	7	0	10	9	0	19	65
Total	24	62	37	0	123	22	20	1	1	44	6	28	4	0	38	4	40	28	1	73	278
Grand Total	65	127	106	0	298	53	58	2	1	114	16	100	7	1	124	12	107	82	2	203	739
Apprch %	21.8	42.6	35.6	0		46.5	50.9	1.8	0.9		12.9	80.6	5.6	0.8		5.9	52.7	40.4	1		
Total %	8.8	17.2	14.3	0	40.3	7.2	7.8	0.3	0.1	15.4	2.2	13.5	0.9	0.1	16.8	1.6	14.5	11.1	0.3	27.5	
Lights	63	123	98	0	284	48	56	2	1	107	16	94	7	1	118	10	102	81	2	195	704
% Lights	96.9	96.9	92.5	0	95.3	90.6	96.6	100	100	93.9	100	94	100	100	95.2	83.3	95.3	98.8	100	96.1	95.3
Trucks	0	1	5	0	6	2	2	0	0	4	0	1	0	0	1	1	1	1	0	3	14
% Trucks	0	0.8	4.7	0	2	3.8	3.4	0	0	3.5	0	1	0	0	0.8	8.3	0.9	1.2	0	1.5	1.9
Buses	2	3	3	0	8	3	0	0	0	3	0	5	0	0	5	1	4	0	0	5	21
% Buses	3.1	2.4	2.8	0	2.7	5.7	0	0	0	2.6	0	5	0	0	4	8.3	3.7	0	0	2.5	2.8

# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

File Name : 22736  
Site Code : 22736  
Start Date : 3/10/2022  
Page No : 2

	W. Rutland Road From North					Plains Road From East					W. Rutland Road From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	8	10	10	0	28	7	4	0	0	11	1	20	1	0	22	3	15	11	0	29	90
07:30 AM	5	11	6	0	22	6	5	0	0	11	2	15	2	0	19	2	11	10	0	23	75
07:45 AM	7	13	10	0	30	6	12	0	0	18	1	9	0	0	10	1	5	5	1	12	70
08:00 AM	7	22	12	0	41	3	7	0	0	10	1	11	0	0	12	1	8	8	0	17	80
Total Volume	27	56	38	0	121	22	28	0	0	50	5	55	3	0	63	7	39	34	1	81	315
% App. Total	22.3	46.3	31.4	0		44	56	0	0		7.9	87.3	4.8	0		8.6	48.1	42	1.2		
PHF	.844	.636	.792	.000	.738	.786	.583	.000	.000	.694	.625	.688	.375	.000	.716	.583	.650	.773	.250	.698	.875



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

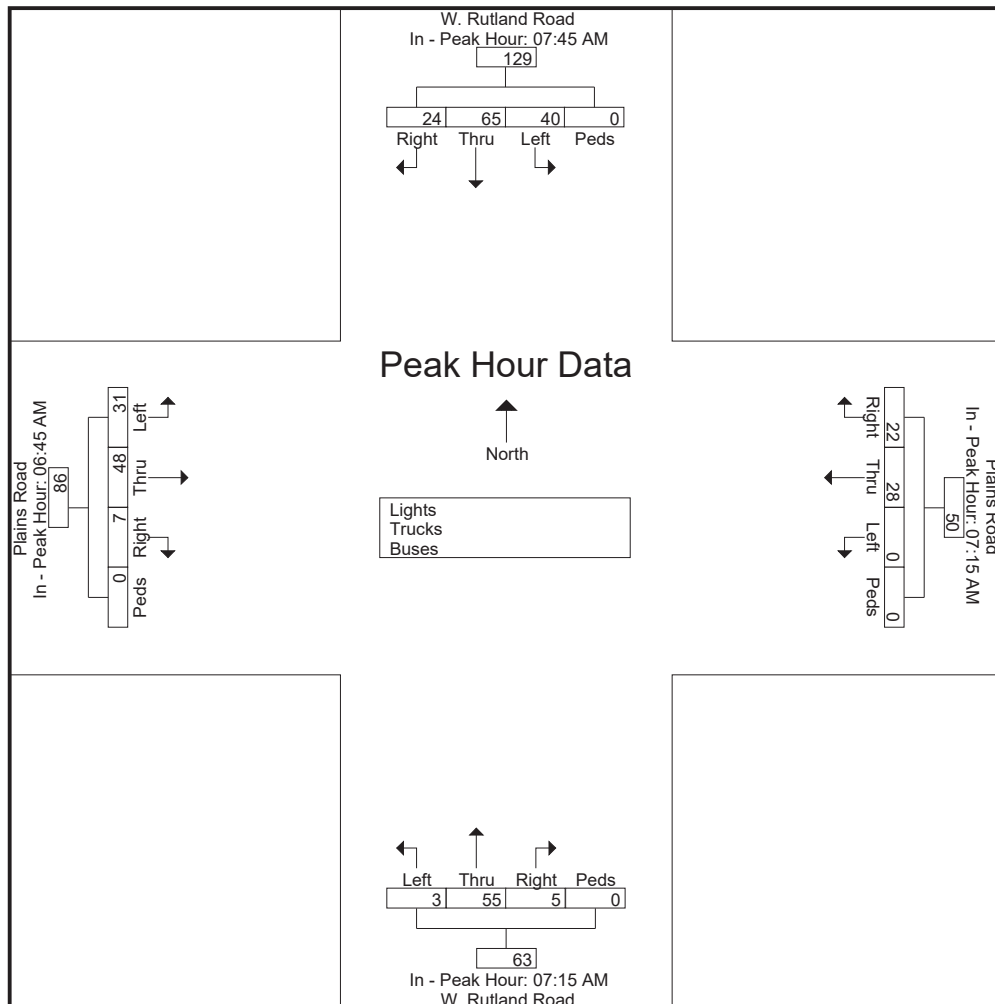
File Name : 22736  
Site Code : 22736  
Start Date : 3/10/2022  
Page No : 3

	W. Rutland Road From North					Plains Road From East					W. Rutland Road From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					07:15 AM					07:15 AM					06:45 AM				
+0 mins.	7	13	10	0	30	7	4	0	0	11	1	20	1	0	22	1	8	3	0	12
+15 mins.	7	22	12	0	41	6	5	0	0	11	2	15	2	0	19	1	14	7	0	22
+30 mins.	5	17	5	0	27	6	12	0	0	18	1	9	0	0	10	3	15	11	0	29
+45 mins.	5	13	13	0	31	3	7	0	0	10	1	11	0	0	12	2	11	10	0	23
Total Volume	24	65	40	0	129	22	28	0	0	50	5	55	3	0	63	7	48	31	0	86
% App. Total	18.6	50.4	31	0		44	56	0	0		7.9	87.3	4.8	0		8.1	55.8	36	0	
PHF	.857	.739	.769	.000	.787	.786	.583	.000	.000	.694	.625	.688	.375	.000	.716	.583	.800	.705	.000	.741



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

Plains Road at W. Rutland Road  
Milford, Connecticut

File Name : 22737  
Site Code : 22737  
Start Date : 3/10/2022  
Page No : 1

Groups Printed- Buses

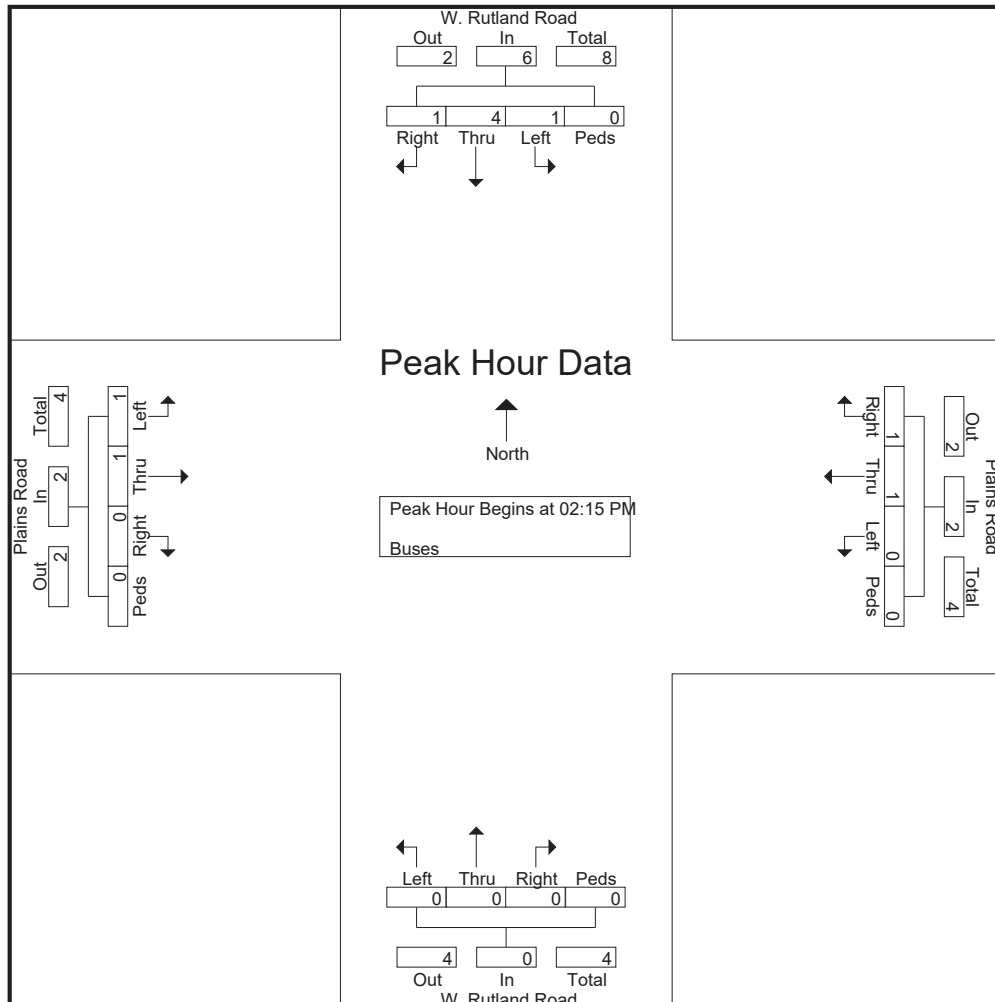
	W. Rutland Road From North					Plains Road From East					W. Rutland Road From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
02:30 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	4	1	0	5	2	1	0	0	3	0	0	0	0	0	0	0	1	0	1	9
03:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
03:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	3
03:45 PM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	2	0	3	0	5	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	9
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	2	5	5	0	12	3	1	0	0	4	0	1	0	0	1	1	1	1	0	3	20
Apprch %	16.7	41.7	41.7	0		75	25	0	0		0	100	0	0		33.3	33.3	33.3	0		
Total %	10	25	25	0	60	15	5	0	0	20	0	5	0	0	5	5	5	5	0	15	

# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

File Name : 22737  
Site Code : 22737  
Start Date : 3/10/2022  
Page No : 2

	W. Rutland Road From North					Plains Road From East					W. Rutland Road From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:15 PM																					
02:15 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
02:30 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
03:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	1	4	1	0	6	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	10
% App. Total	16.7	66.7	16.7	0		50	50	0	0		0	0	0	0		0	50	50	0		
PHF	.250	.500	.250	.000	.500	.250	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.833



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

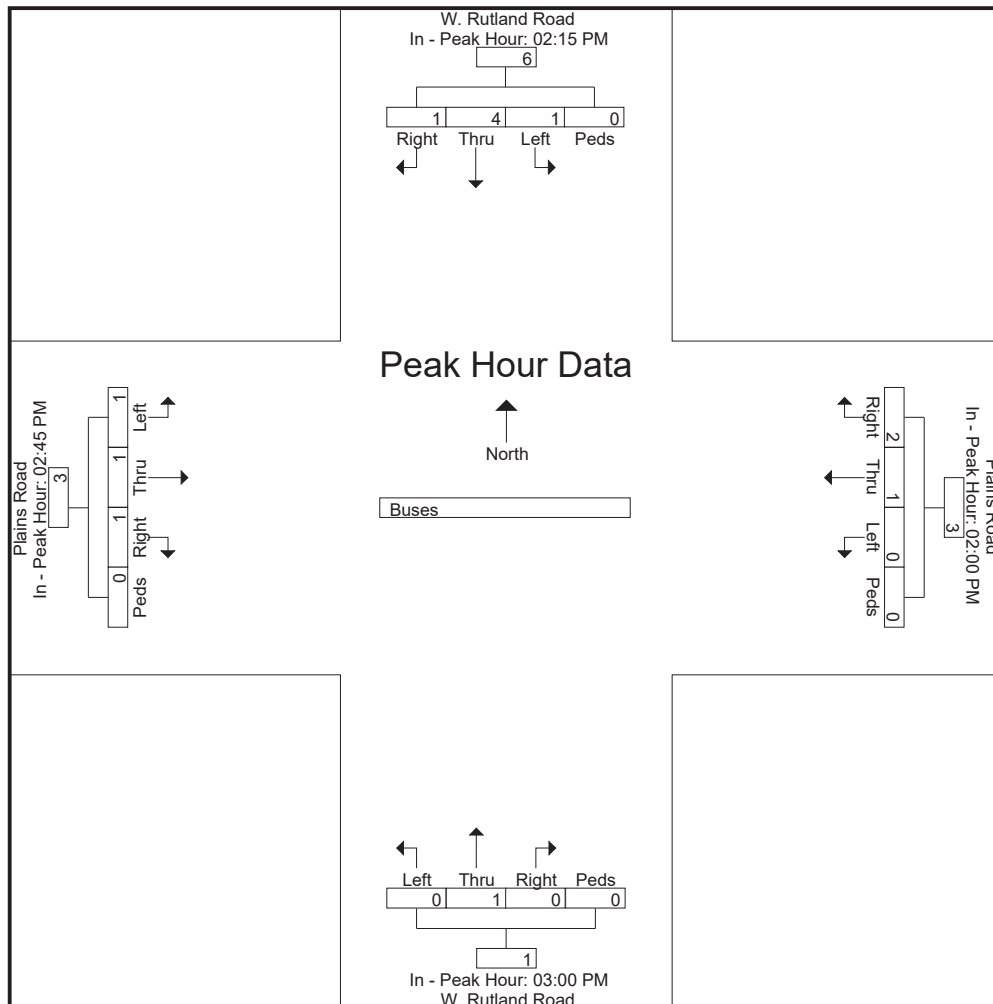
File Name : 22737  
Site Code : 22737  
Start Date : 3/10/2022  
Page No : 3

	W. Rutland Road From North					Plains Road From East					W. Rutland Road From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:15 PM					02:00 PM					03:00 PM					02:45 PM				
+0 mins.	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	2	1	0	3	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1
Total Volume	1	4	1	0	6	2	1	0	0	3	0	1	0	0	1	1	1	1	0	3
% App. Total	16.7	66.7	16.7	0		66.7	33.3	0	0		0	100	0	0		33.3	33.3	33.3	0	
PHF	.250	.500	.250	.000	.500	.500	.250	.000	.000	.375	.000	.250	.000	.000	.250	.250	.250	.250	.000	.750



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

Plains Road at W. Rutland Road  
Milford, Connecticut

File Name : 22737  
Site Code : 22737  
Start Date : 3/10/2022  
Page No : 1

## Groups Printed- Lights - Trucks - Buses

	W. Rutland Road From North					Plains Road From East					W. Rutland Road From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	5	8	8	0	21	6	11	0	0	17	1	16	1	0	18	1	3	10	0	14	70
02:15 PM	5	8	7	0	20	8	13	2	0	23	1	15	0	1	17	0	17	9	0	26	86
02:30 PM	7	14	8	0	29	7	7	1	0	15	0	8	0	1	9	1	8	10	0	19	72
02:45 PM	7	6	10	0	23	9	7	1	0	17	0	5	1	0	6	1	7	4	0	12	58
Total	24	36	33	0	93	30	38	4	0	72	2	44	2	2	50	3	35	33	0	71	286
03:00 PM	5	6	7	1	19	11	6	0	0	17	1	8	3	0	12	0	10	10	0	20	68
03:15 PM	13	12	5	0	30	8	11	1	0	20	2	13	2	1	18	2	9	11	0	22	90
03:30 PM	5	15	4	0	24	10	10	2	0	22	0	23	0	0	23	1	12	16	0	29	98
03:45 PM	7	13	10	0	30	10	9	1	0	20	4	17	4	0	25	0	10	8	0	18	93
Total	30	46	26	1	103	39	36	4	0	79	7	61	9	1	78	3	41	45	0	89	349
04:00 PM	3	7	8	0	18	7	15	1	0	23	0	11	4	0	15	2	9	6	0	17	73
04:15 PM	8	14	5	0	27	10	13	1	2	26	2	11	0	0	13	3	7	11	0	21	87
04:30 PM	5	18	9	0	32	17	8	0	0	25	4	36	0	3	43	0	20	16	0	36	136
04:45 PM	3	8	8	0	19	11	11	4	0	26	1	10	0	0	11	0	11	7	0	18	74
Total	19	47	30	0	96	45	47	6	2	100	7	68	4	3	82	5	47	40	0	92	370
05:00 PM	11	14	9	0	34	13	18	2	0	33	2	28	0	0	30	0	8	14	0	22	119
05:15 PM	7	9	9	0	25	5	10	1	0	16	2	17	1	0	20	1	5	8	0	14	75
05:30 PM	8	10	12	0	30	6	10	0	0	16	1	13	0	0	14	0	11	7	0	18	78
05:45 PM	11	9	8	0	28	8	9	0	0	17	0	13	3	0	16	2	6	5	0	13	74
Total	37	42	38	0	117	32	47	3	0	82	5	71	4	0	80	3	30	34	0	67	346
Grand Total	110	171	127	1	409	146	168	17	2	333	21	244	19	6	290	14	153	152	0	319	1351
Apprch %	26.9	41.8	31.1	0.2		43.8	50.5	5.1	0.6		7.2	84.1	6.6	2.1		4.4	48	47.6	0		
Total %	8.1	12.7	9.4	0.1	30.3	10.8	12.4	1.3	0.1	24.6	1.6	18.1	1.4	0.4	21.5	1	11.3	11.3	0	23.6	
Lights	108	166	119	1	394	139	167	17	2	325	21	243	18	6	288	12	152	150	0	314	1321
% Lights	98.2	97.1	93.7	100	96.3	95.2	99.4	100	100	97.6	100	99.6	94.7	100	99.3	85.7	99.3	98.7	0	98.4	97.8
Trucks	0	0	3	0	3	4	0	0	0	4	0	0	1	0	1	1	0	1	0	2	10
% Trucks	0	0	2.4	0	0.7	2.7	0	0	0	1.2	0	0	5.3	0	0.3	7.1	0	0.7	0	0.6	0.7
Buses	2	5	5	0	12	3	1	0	0	4	0	1	0	0	1	1	1	1	0	3	20
% Buses	1.8	2.9	3.9	0	2.9	2.1	0.6	0	0	1.2	0	0.4	0	0	0.3	7.1	0.7	0.7	0	0.9	1.5



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

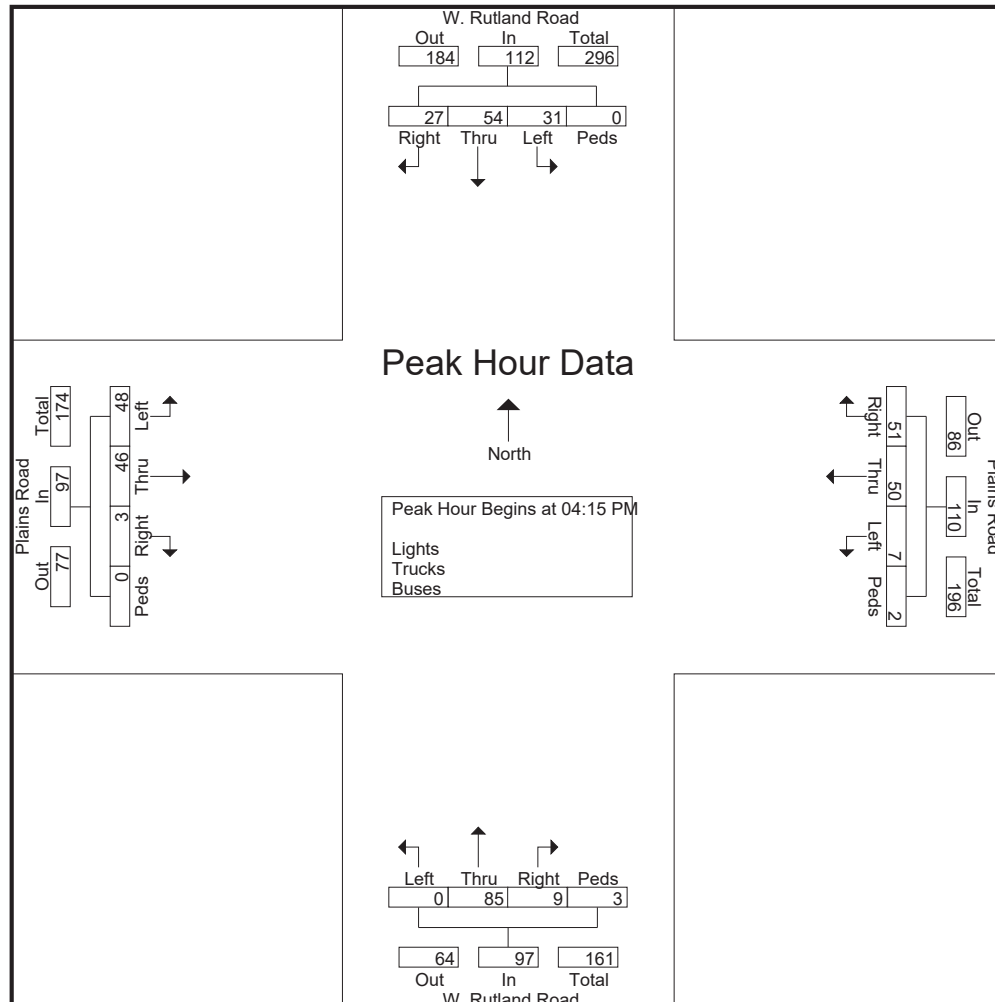
File Name : 22737  
Site Code : 22737  
Start Date : 3/10/2022  
Page No : 2

	W. Rutland Road From North					Plains Road From East					W. Rutland Road From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	8	14	5	0	27	10	13	1	2	26	2	11	0	0	13	3	7	11	0	21	87
04:30 PM	5	18	9	0	32	17	8	0	0	25	4	36	0	3	43	0	20	16	0	36	136
04:45 PM	3	8	8	0	19	11	11	4	0	26	1	10	0	0	11	0	11	7	0	18	74
05:00 PM	11	14	9	0	34	13	18	2	0	33	2	28	0	0	30	0	8	14	0	22	119
Total Volume	27	54	31	0	112	51	50	7	2	110	9	85	0	3	97	3	46	48	0	97	416
% App. Total	24.1	48.2	27.7	0		46.4	45.5	6.4	1.8		9.3	87.6	0	3.1		3.1	47.4	49.5	0		
PHF	.614	.750	.861	.000	.824	.750	.694	.438	.250	.833	.563	.590	.000	.250	.564	.250	.575	.750	.000	.674	.765



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

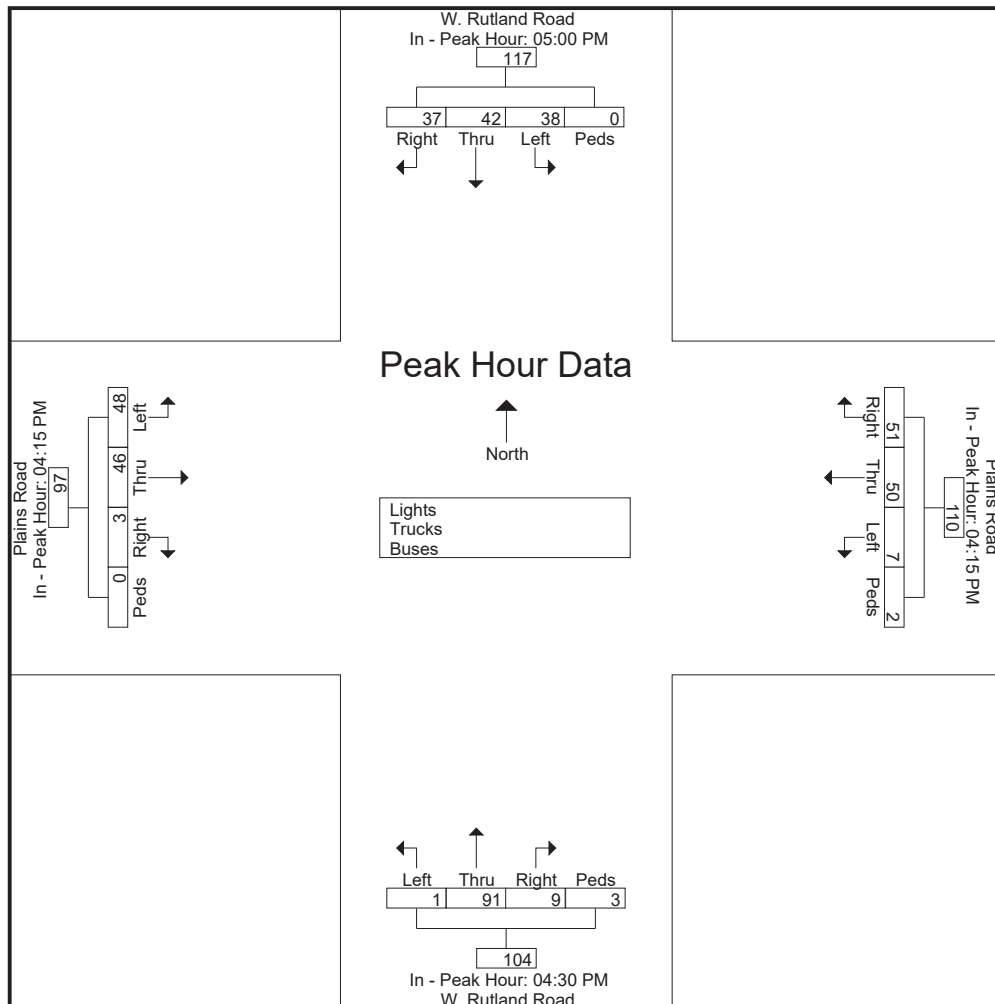
File Name : 22737  
Site Code : 22737  
Start Date : 3/10/2022  
Page No : 3

	W. Rutland Road From North					Plains Road From East					W. Rutland Road From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:15 PM					04:30 PM					04:15 PM				
+0 mins.	11	14	9	0	34	10	13	1	2	26	4	36	0	3	43	3	7	11	0	21
+15 mins.	7	9	9	0	25	17	8	0	0	25	1	10	0	0	11	0	20	16	0	36
+30 mins.	8	10	12	0	30	11	11	4	0	26	2	28	0	0	30	0	11	7	0	18
+45 mins.	11	9	8	0	28	13	18	2	0	33	2	17	1	0	20	0	8	14	0	22
Total Volume	37	42	38	0	117	51	50	7	2	110	9	91	1	3	104	3	46	48	0	97
% App. Total	31.6	35.9	32.5	0		46.4	45.5	6.4	1.8		8.7	87.5	1	2.9		3.1	47.4	49.5	0	
PHF	.841	.750	.792	.000	.860	.750	.694	.438	.250	.833	.563	.632	.250	.250	.605	.250	.575	.750	.000	.674



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

Plains Road at Shelland Street  
Milford, Connecticut

File Name : 22738  
Site Code : 22738  
Start Date : 3/10/2022  
Page No : 1

## Groups Printed- Buses

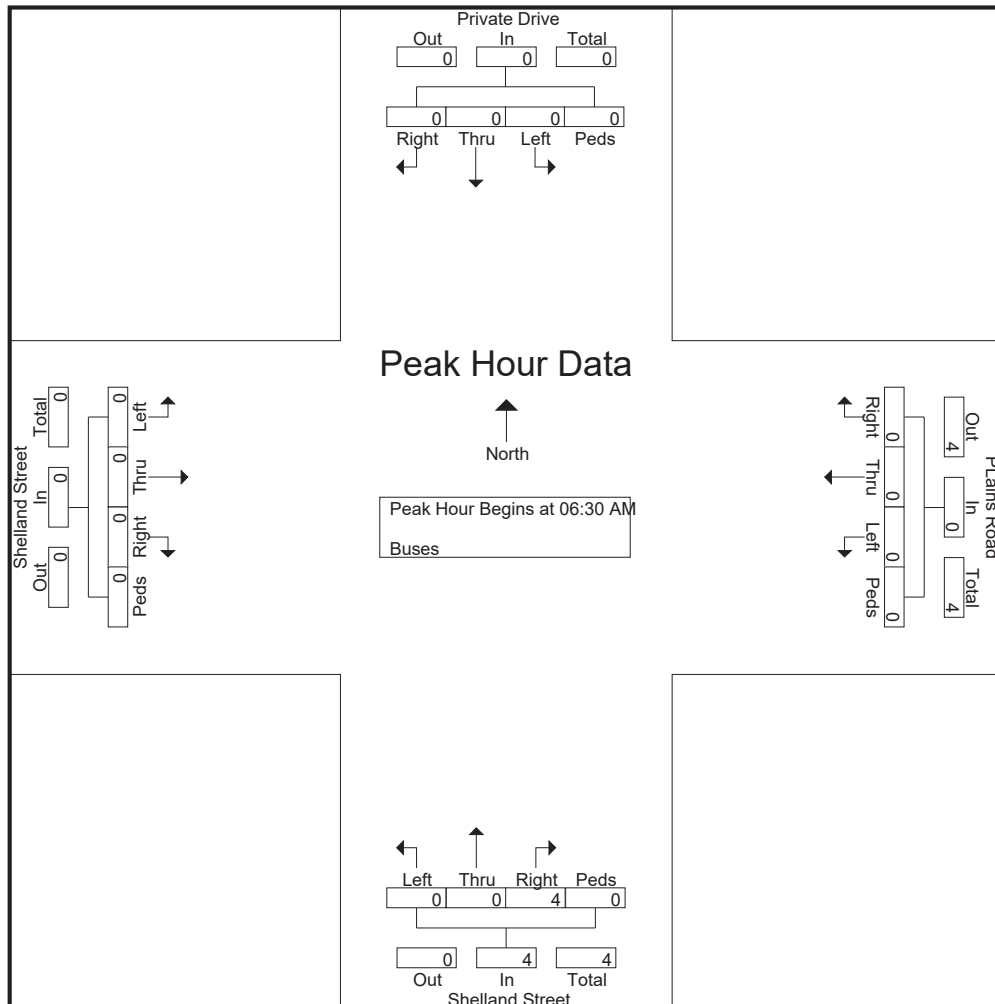
	Private Drive From North					PLains Road From East					Shelland Street From South					Shelland Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
*** BREAK ***																					
06:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
06:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
Apprch %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	

# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

File Name : 22738  
Site Code : 22738  
Start Date : 3/10/2022  
Page No : 2

	Private Drive From North					Plains Road From East					Shelland Street From South					Shelland Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
06:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	1.00	.000	.000	.000	1.00	.000	.000	.000	.000	.000	1.00



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

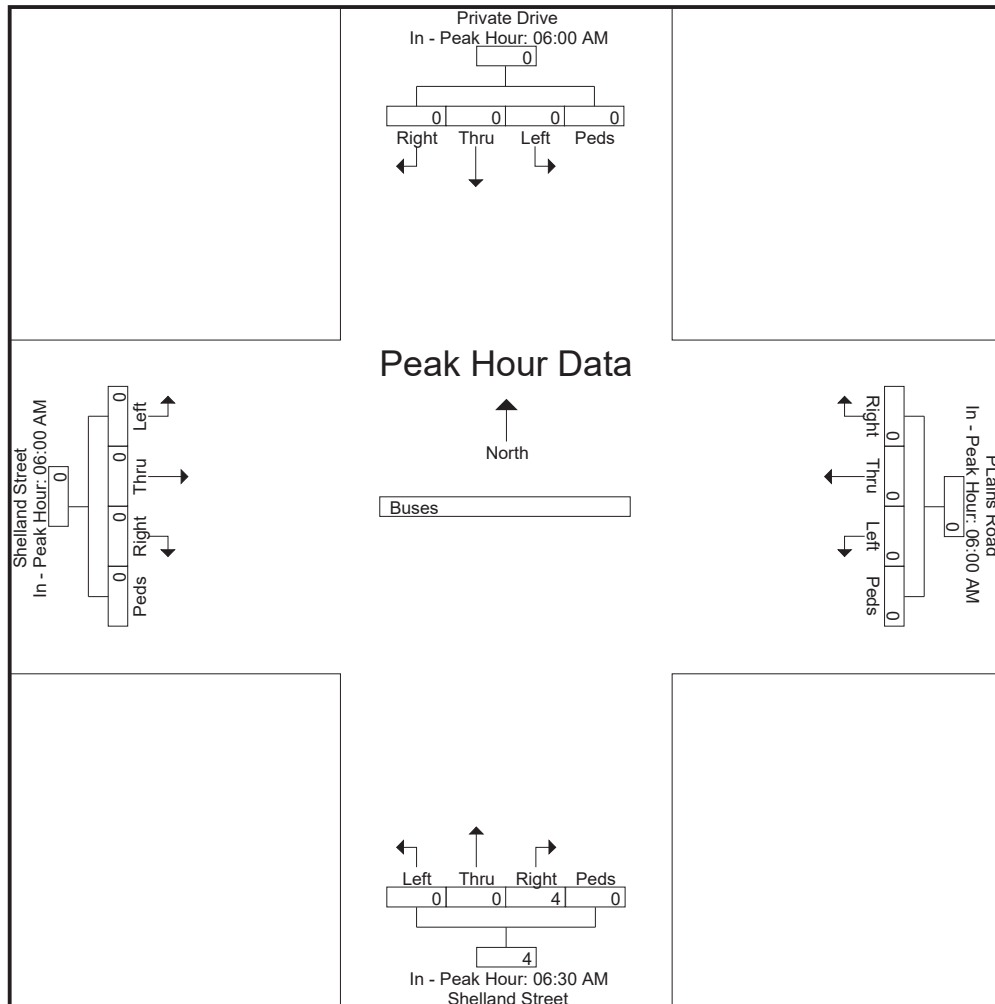
File Name : 22738  
Site Code : 22738  
Start Date : 3/10/2022  
Page No : 3

	Private Drive From North					PLains Road From East					Shelland Street From South					Shelland Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:00 AM					06:00 AM					06:30 AM					06:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	1.000	.000	.000	.000	1.000	.000	.000	.000	.000	.000



# Connecticut Counts LLC

**Kensington, Connecticut 06037**  
**(860) 828-1693**

Plains Road at Shelland Street  
Milford, Connecticut

File Name : 22738  
Site Code : 22738  
Start Date : 3/10/2022  
Page No : 1

## Groups Printed- Lights - Trucks - Buses

	Private Drive From North					PLains Road From East					Shelland Street From South					Shelland Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	1	0	0	1	0	4	2	0	6	0	0	1	0	1	0	2	0	0	2	10
06:15 AM	0	0	0	0	0	0	3	2	0	5	1	0	2	0	3	0	4	0	0	4	12
06:30 AM	0	0	0	0	0	2	6	1	0	9	1	0	2	0	3	1	0	0	0	1	13
06:45 AM	0	0	1	0	1	2	2	4	0	8	1	1	3	0	5	1	0	0	0	1	15
Total	0	1	1	0	2	4	15	9	0	28	3	1	8	0	12	2	6	0	0	8	50
07:00 AM	0	0	1	0	1	1	2	1	0	4	1	0	2	0	3	0	3	0	0	3	11
07:15 AM	0	0	0	0	0	0	0	5	0	5	4	0	0	0	4	0	2	0	0	2	11
07:30 AM	0	1	0	0	1	0	4	2	0	6	2	0	5	0	7	0	2	0	0	2	16
07:45 AM	0	0	0	0	0	1	9	2	0	12	1	0	4	0	5	0	3	0	0	3	20
Total	0	1	1	0	2	2	15	10	0	27	8	0	11	0	19	0	10	0	0	10	58
08:00 AM	0	0	0	0	0	1	8	2	0	11	1	0	2	0	3	2	1	0	0	3	17
08:15 AM	0	0	0	0	0	0	6	3	0	9	3	0	1	0	4	1	8	0	0	9	22
08:30 AM	0	0	1	0	1	0	1	2	0	3	2	2	3	0	7	3	0	0	0	3	14
08:45 AM	0	0	0	0	0	0	8	1	0	9	2	0	6	0	8	0	1	0	0	1	18
Total	0	0	1	0	1	1	23	8	0	32	8	2	12	0	22	6	10	0	0	16	71
Grand Total	0	2	3	0	5	7	53	27	0	87	19	3	31	0	53	8	26	0	0	34	179
Apprch %	0	40	60	0		8	60.9	31	0		35.8	5.7	58.5	0		23.5	76.5	0	0		
Total %	0	1.1	1.7	0	2.8	3.9	29.6	15.1	0	48.6	10.6	1.7	17.3	0	29.6	4.5	14.5	0	0	19	
Lights	0	2	2	0	4	7	50	24	0	81	13	3	30	0	46	7	25	0	0	32	163
% Lights	0	100	66.7	0	80	100	94.3	88.9	0	93.1	68.4	100	96.8	0	86.8	87.5	96.2	0	0	94.1	91.1
Trucks	0	0	1	0	1	0	3	3	0	6	1	0	1	0	2	1	1	0	0	2	11
% Trucks	0	0	33.3	0	20	0	5.7	11.1	0	6.9	5.3	0	3.2	0	3.8	12.5	3.8	0	0	5.9	6.1
Buses	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
% Buses	0	0	0	0	0	0	0	0	0	0	26.3	0	0	0	9.4	0	0	0	0	0	2.8

# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

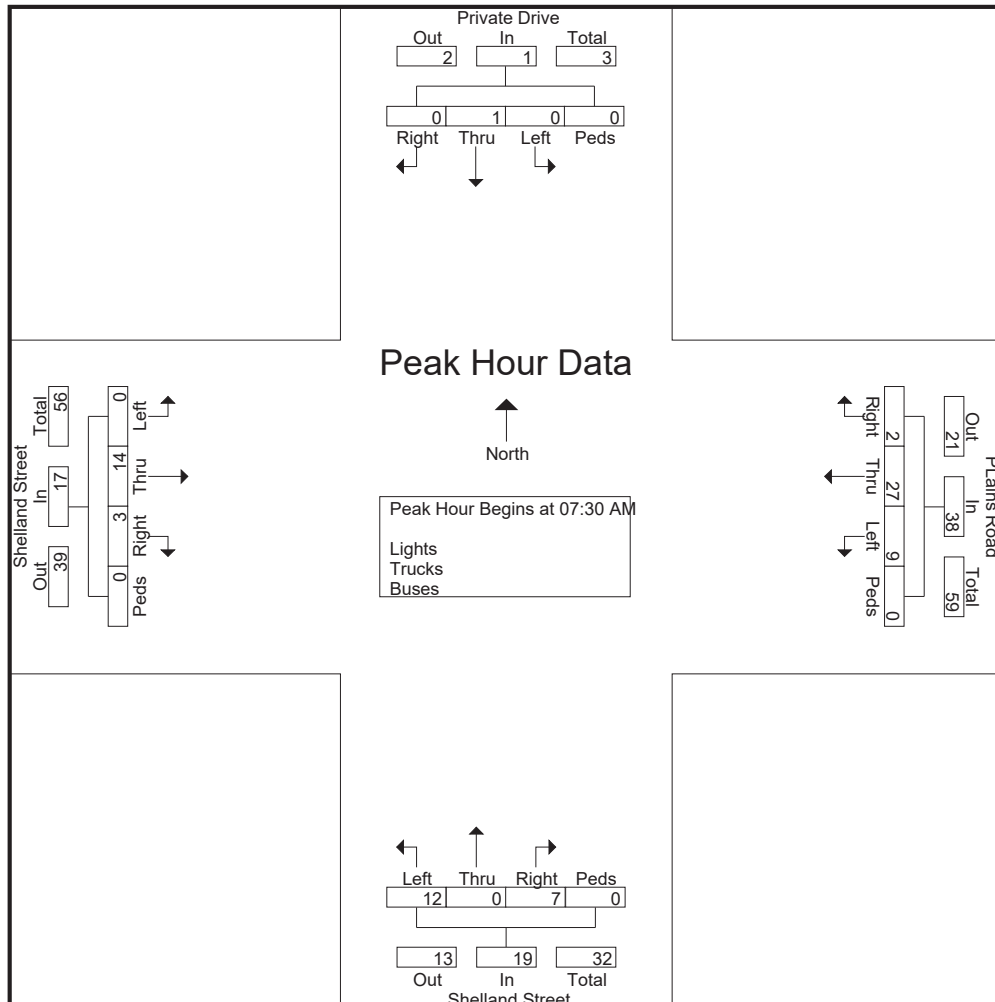
File Name : 22738  
Site Code : 22738  
Start Date : 3/10/2022  
Page No : 2

	Private Drive From North					Plains Road From East					Shelland Street From South					Shelland Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

07:30 AM	0	1	0	0	1	0	4	2	0	6	2	0	5	0	7	0	2	0	0	2	16
07:45 AM	0	0	0	0	0	1	9	2	0	12	1	0	4	0	5	0	3	0	0	3	20
08:00 AM	0	0	0	0	0	1	8	2	0	11	1	0	2	0	3	2	1	0	0	3	17
08:15 AM	0	0	0	0	0	0	6	3	0	9	3	0	1	0	4	1	8	0	0	9	22
Total Volume	0	1	0	0	1	2	27	9	0	38	7	0	12	0	19	3	14	0	0	17	75
% App. Total	0	100	0	0		5.3	71.1	23.7	0		36.8	0	63.2	0		17.6	82.4	0	0		
PHF	.000	.250	.000	.000	.250	.500	.750	.750	.000	.792	.583	.000	.600	.000	.679	.375	.438	.000	.000	.472	.852



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

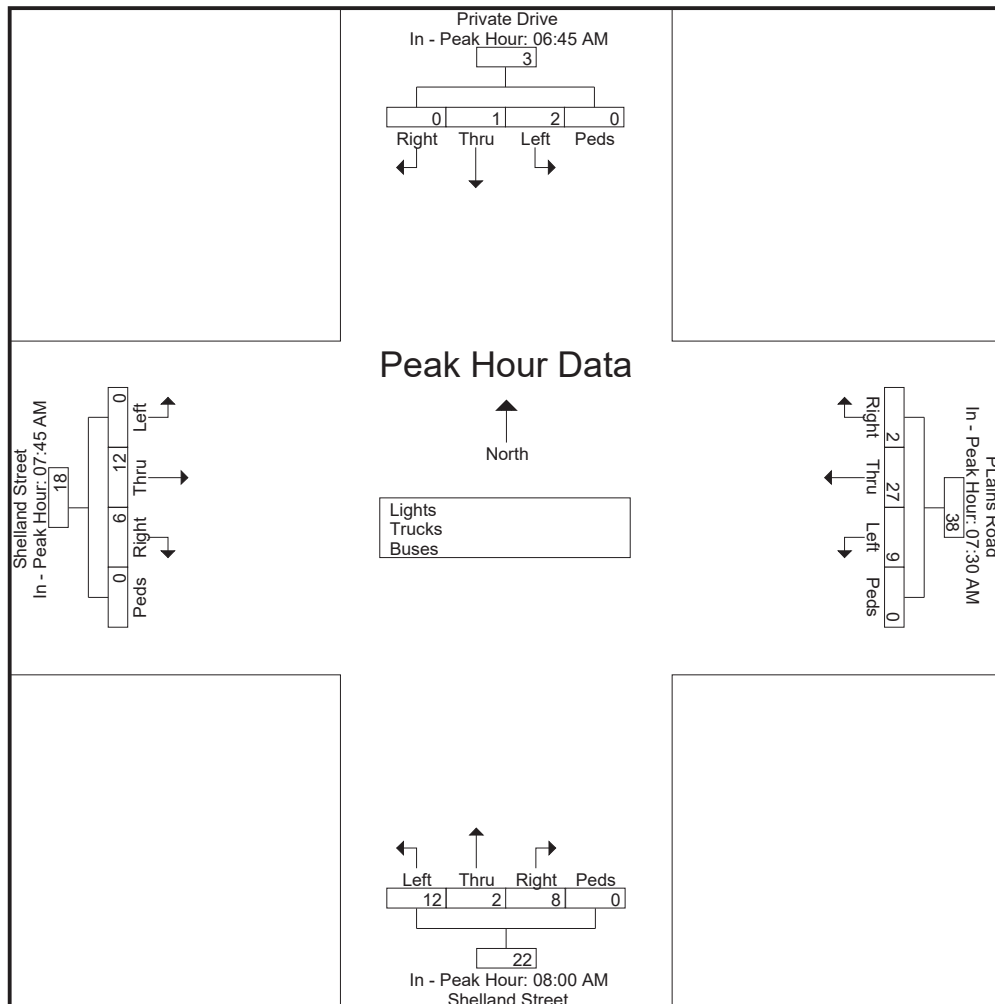
File Name : 22738  
 Site Code : 22738  
 Start Date : 3/10/2022  
 Page No : 3

	Private Drive From North					PLains Road From East					Shelland Street From South					Shelland Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:45 AM					07:30 AM					08:00 AM					07:45 AM				
+0 mins.	0	0	1	0	1	0	4	2	0	6	1	0	2	0	3	0	3	0	0	3
+15 mins.	0	0	1	0	1	1	9	2	0	12	3	0	1	0	4	2	1	0	0	3
+30 mins.	0	0	0	0	0	1	8	2	0	11	2	2	3	0	7	1	8	0	0	9
+45 mins.	0	1	0	0	1	0	6	3	0	9	2	0	6	0	8	3	0	0	0	3
Total Volume	0	1	2	0	3	2	27	9	0	38	8	2	12	0	22	6	12	0	0	18
% App. Total	0	33.3	66.7	0		5.3	71.1	23.7	0		36.4	9.1	54.5	0		33.3	66.7	0	0	
PHF	.000	.250	.500	.000	.750	.500	.750	.750	.000	.792	.667	.250	.500	.000	.688	.500	.375	.000	.000	.500





# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

Plains Road at Shelland Street  
Milford, Connecticut

File Name : 22739  
Site Code : 22739  
Start Date : 3/10/2022  
Page No : 1

## Groups Printed- Buses

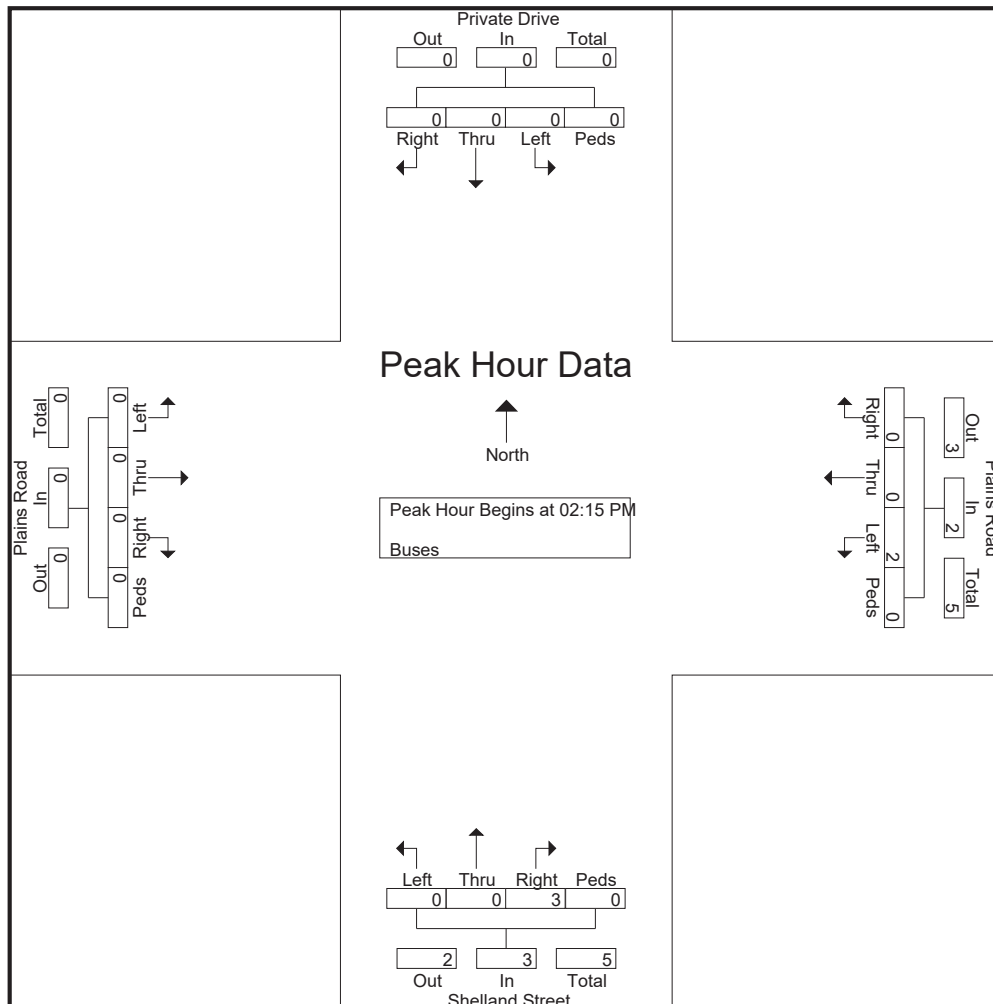
	Private Drive From North					Plains Road From East					Shelland Street From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
*** BREAK ***																					
02:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3
03:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	2	0	2	4	0	0	0	4	0	0	0	0	0	6
Apprch %	0	0	0	0		0	0	100	0		100	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	33.3	0	33.3	66.7	0	0	0	66.7	0	0	0	0	0	

# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

File Name : 22739  
Site Code : 22739  
Start Date : 3/10/2022  
Page No : 2

	Private Drive From North					Plains Road From East					Shelland Street From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:15 PM																					
02:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	5
% App. Total	0	0	0	0	0	0	0	100	0	100	100	0	0	0	100	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.625



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

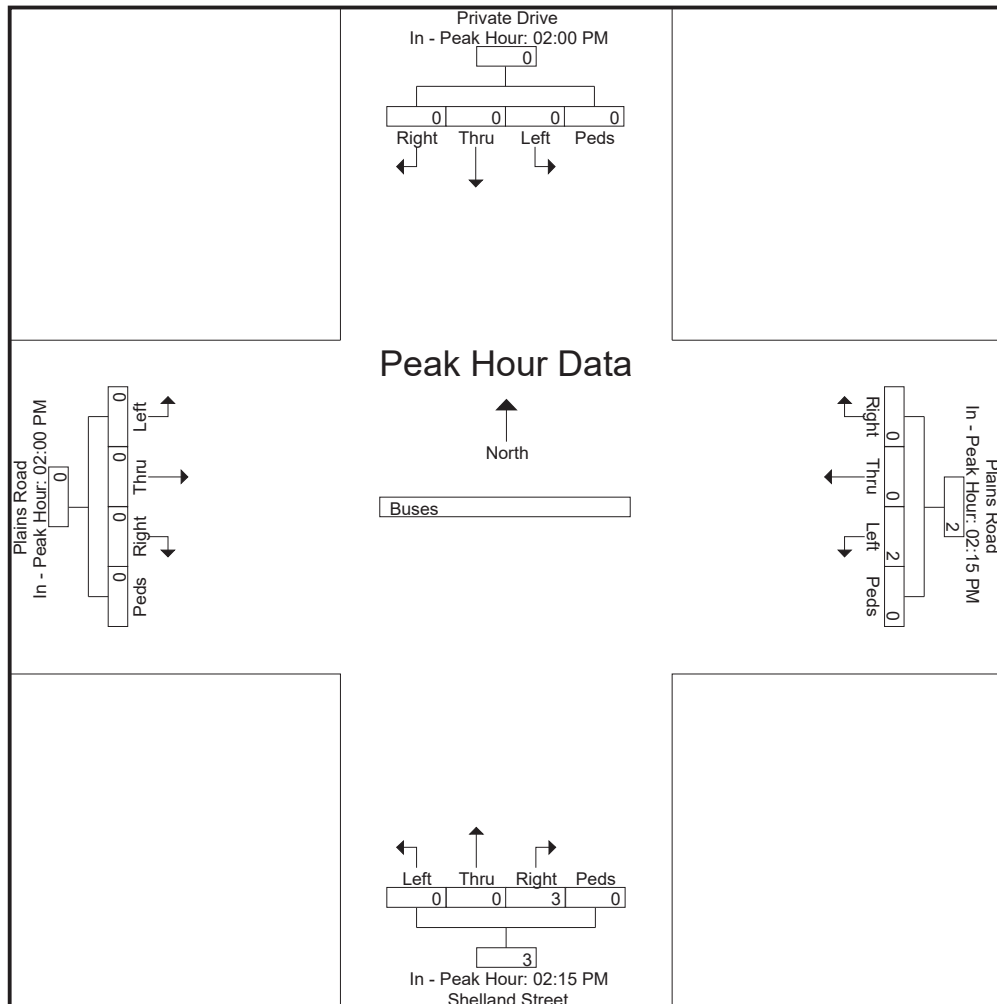
File Name : 22739  
Site Code : 22739  
Start Date : 3/10/2022  
Page No : 3

	Private Drive From North					Plains Road From East					Shelland Street From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM					02:15 PM					02:15 PM					02:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	100	0		100	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

Plains Road at Shelland Street  
Milford, Connecticut

File Name : 22739  
Site Code : 22739  
Start Date : 3/10/2022  
Page No : 1

## Groups Printed- Lights - Trucks - Buses

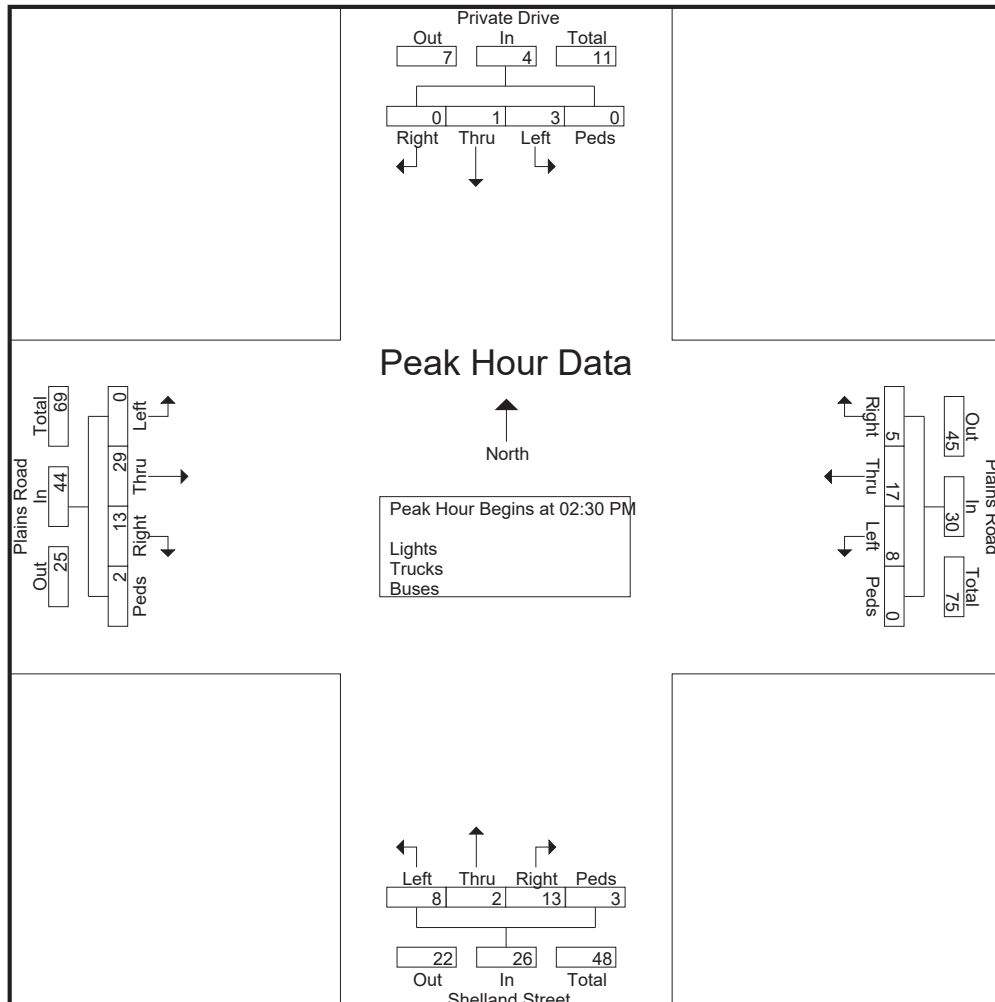
	Private Drive From North					Plains Road From East					Shelland Street From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	1	0	0	1	1	6	3	0	10	2	0	3	0	5	2	3	0	0	5	21
02:15 PM	0	0	2	0	2	0	4	3	0	7	5	0	1	0	6	1	6	0	0	7	22
02:30 PM	0	0	0	0	0	0	6	2	0	8	2	0	2	0	4	1	9	0	1	11	23
02:45 PM	0	0	0	0	0	1	6	2	0	9	1	0	1	0	2	5	5	0	0	10	21
Total	0	1	2	0	3	2	22	10	0	34	10	0	7	0	17	9	23	0	1	33	87
03:00 PM	0	1	2	0	3	0	2	1	0	3	2	2	2	1	7	3	6	0	1	10	23
03:15 PM	0	0	1	0	1	4	3	3	0	10	8	0	3	2	13	4	9	0	0	13	37
03:30 PM	0	0	2	0	2	0	4	0	0	4	4	1	1	0	6	0	6	0	0	6	18
03:45 PM	1	1	1	0	3	0	1	2	0	3	2	1	0	0	3	1	4	0	0	5	14
Total	1	2	6	0	9	4	10	6	0	20	16	4	6	3	29	8	25	0	1	34	92
04:00 PM	0	1	0	0	1	0	10	0	0	10	4	0	1	0	5	2	6	2	0	10	26
04:15 PM	0	0	0	0	0	0	3	4	0	7	3	0	4	0	7	1	7	0	0	8	22
04:30 PM	0	0	0	0	0	0	5	0	0	5	6	0	1	0	7	9	17	0	0	26	38
04:45 PM	0	0	1	0	1	0	2	0	0	2	1	0	1	0	2	1	10	0	0	11	16
Total	0	1	1	0	2	0	20	4	0	24	14	0	7	0	21	13	40	2	0	55	102
05:00 PM	0	0	0	0	0	0	3	2	0	5	7	0	3	0	10	5	12	0	0	17	32
05:15 PM	0	0	0	0	0	0	6	0	0	6	8	1	0	0	9	3	3	0	0	6	21
05:30 PM	0	1	1	0	2	0	6	1	0	7	2	2	2	0	6	1	5	0	0	6	21
05:45 PM	0	0	0	0	0	1	7	1	0	9	3	0	3	0	6	2	4	0	0	6	21
Total	0	1	1	0	2	1	22	4	0	27	20	3	8	0	31	11	24	0	0	35	95
Grand Total	1	5	10	0	16	7	74	24	0	105	60	7	28	3	98	41	112	2	2	157	376
Apprch %	6.2	31.2	62.5	0		6.7	70.5	22.9	0		61.2	7.1	28.6	3.1		26.1	71.3	1.3	1.3		
Total %	0.3	1.3	2.7	0	4.3	1.9	19.7	6.4	0	27.9	16	1.9	7.4	0.8	26.1	10.9	29.8	0.5	0.5	41.8	
Lights	1	5	10	0	16	7	73	22	0	102	53	7	28	3	91	41	111	2	2	156	365
% Lights	100	100	100	0	100	100	98.6	91.7	0	97.1	88.3	100	100	100	92.9	100	99.1	100	100	99.4	97.1
Trucks	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	1	0	0	1	5
% Trucks	0	0	0	0	0	0	1.4	0	0	1	5	0	0	0	3.1	0	0.9	0	0	0.6	1.3
Buses	0	0	0	0	0	0	0	2	0	2	4	0	0	0	4	0	0	0	0	0	6
% Buses	0	0	0	0	0	0	0	8.3	0	1.9	6.7	0	0	0	4.1	0	0	0	0	0	1.6

# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

File Name : 22739  
Site Code : 22739  
Start Date : 3/10/2022  
Page No : 2

	Private Drive From North					Plains Road From East					Shelland Street From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	0	0	0	0	0	0	6	2	0	8	2	0	2	0	4	1	9	0	1	11	23
02:45 PM	0	0	0	0	0	1	6	2	0	9	1	0	1	0	2	5	5	0	0	10	21
03:00 PM	0	1	2	0	3	0	2	1	0	3	2	2	2	1	7	3	6	0	1	10	23
03:15 PM	0	0	1	0	1	4	3	3	0	10	8	0	3	2	13	4	9	0	0	13	37
Total Volume	0	1	3	0	4	5	17	8	0	30	13	2	8	3	26	13	29	0	2	44	104
% App. Total	0	.25	.75	0		16.7	56.7	26.7	0		50	7.7	30.8	11.5		29.5	65.9	0	4.5		
PHF	.000	.250	.375	.000	.333	.313	.708	.667	.000	.750	.406	.250	.667	.375	.500	.650	.806	.000	.500	.846	.703



# Connecticut Counts LLC

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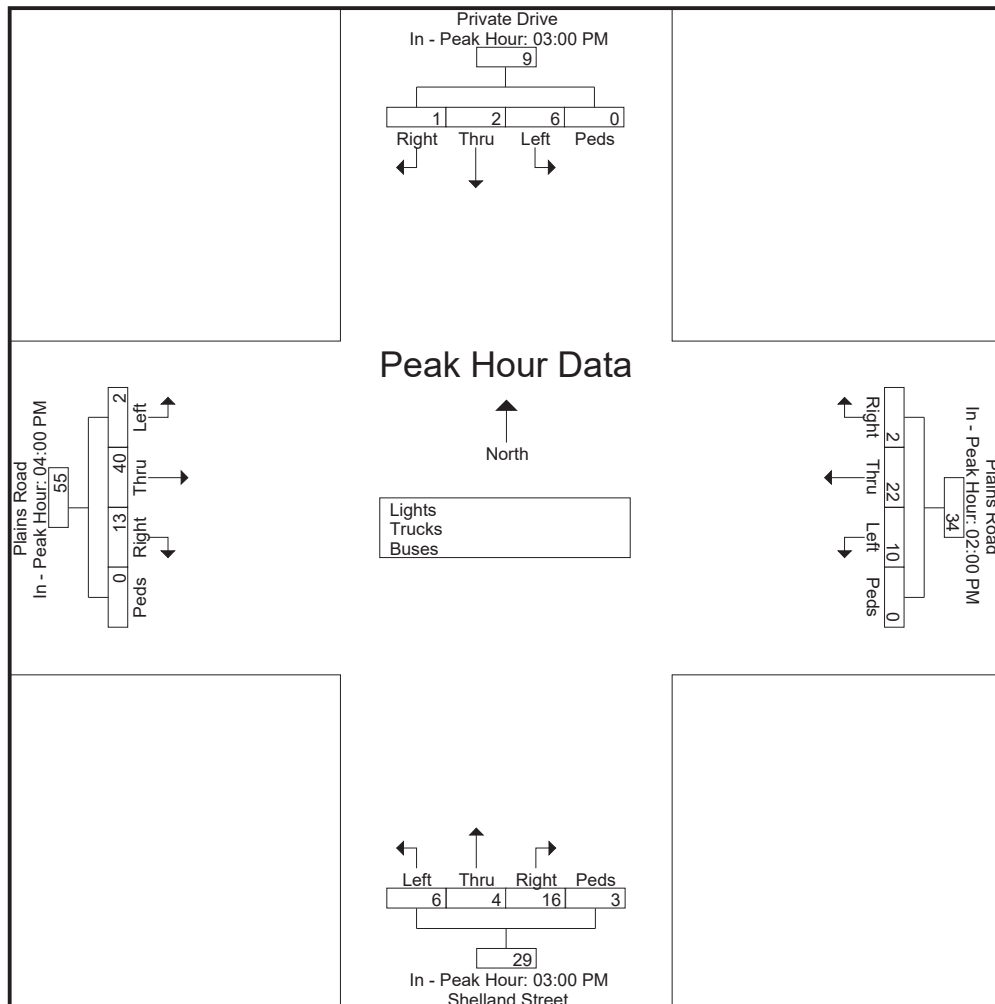
File Name : 22739  
Site Code : 22739  
Start Date : 3/10/2022  
Page No : 3

	Private Drive From North					Plains Road From East					Shelland Street From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM					02:00 PM					03:00 PM					04:00 PM				
+0 mins.	0	1	2	0	3	1	6	3	0	10	2	2	2	1	7	2	6	2	0	10
+15 mins.	0	0	1	0	1	0	4	3	0	7	8	0	3	2	13	1	7	0	0	8
+30 mins.	0	0	2	0	2	0	6	2	0	8	4	1	1	0	6	9	17	0	0	26
+45 mins.	1	1	1	0	3	1	6	2	0	9	2	1	0	0	3	1	10	0	0	11
Total Volume	1	2	6	0	9	2	22	10	0	34	16	4	6	3	29	13	40	2	0	55
% App. Total	11.1	22.2	66.7	0		5.9	64.7	29.4	0		55.2	13.8	20.7	10.3		23.6	72.7	3.6	0	
PHF	.250	.500	.750	.000	.750	.500	.917	.833	.000	.850	.500	.500	.500	.375	.558	.361	.588	.250	.000	.529



File Name : 22740  
Site Code : 22740  
Start Date : 3/10/2022  
Page No : 1

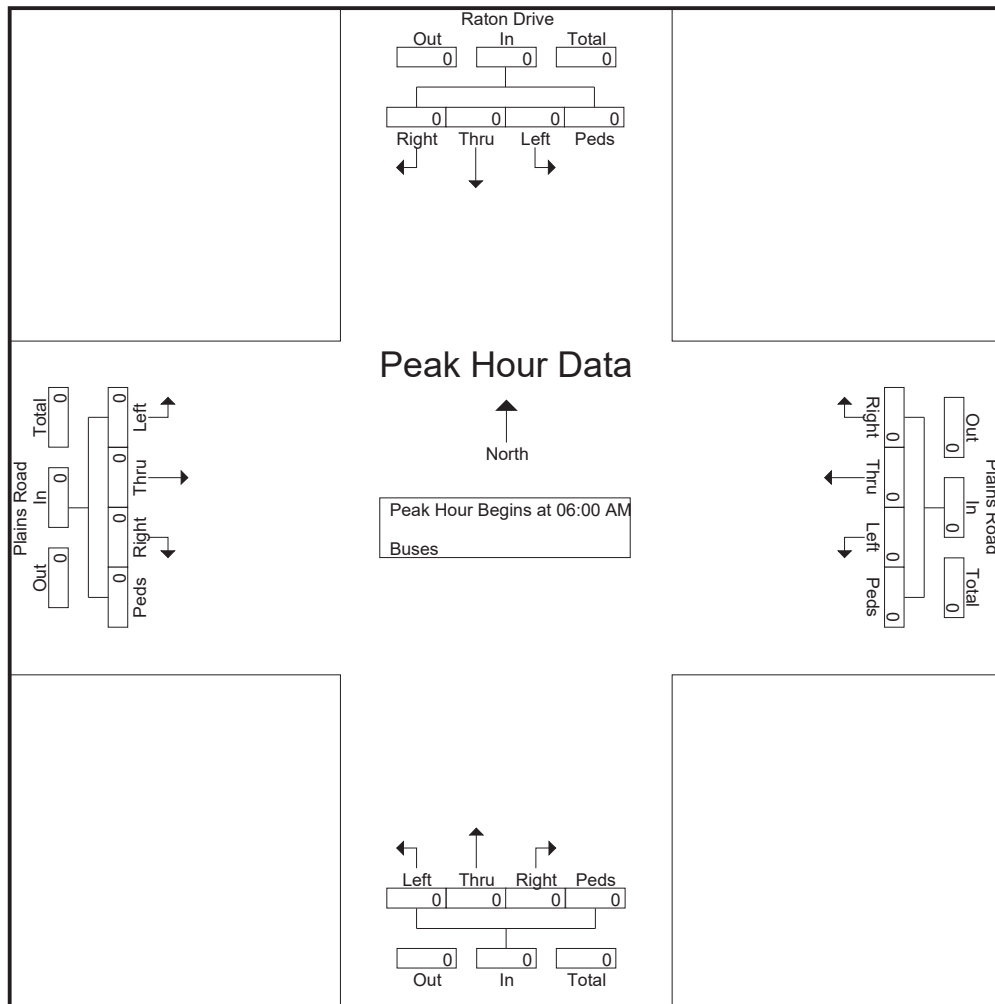
[illegible]

# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

File Name : 22740  
Site Code : 22740  
Start Date : 3/10/2022  
Page No : 2

	Raton Drive From North					Plains Road From East					From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:00 AM																					
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000





# Connecticut Counts LLC

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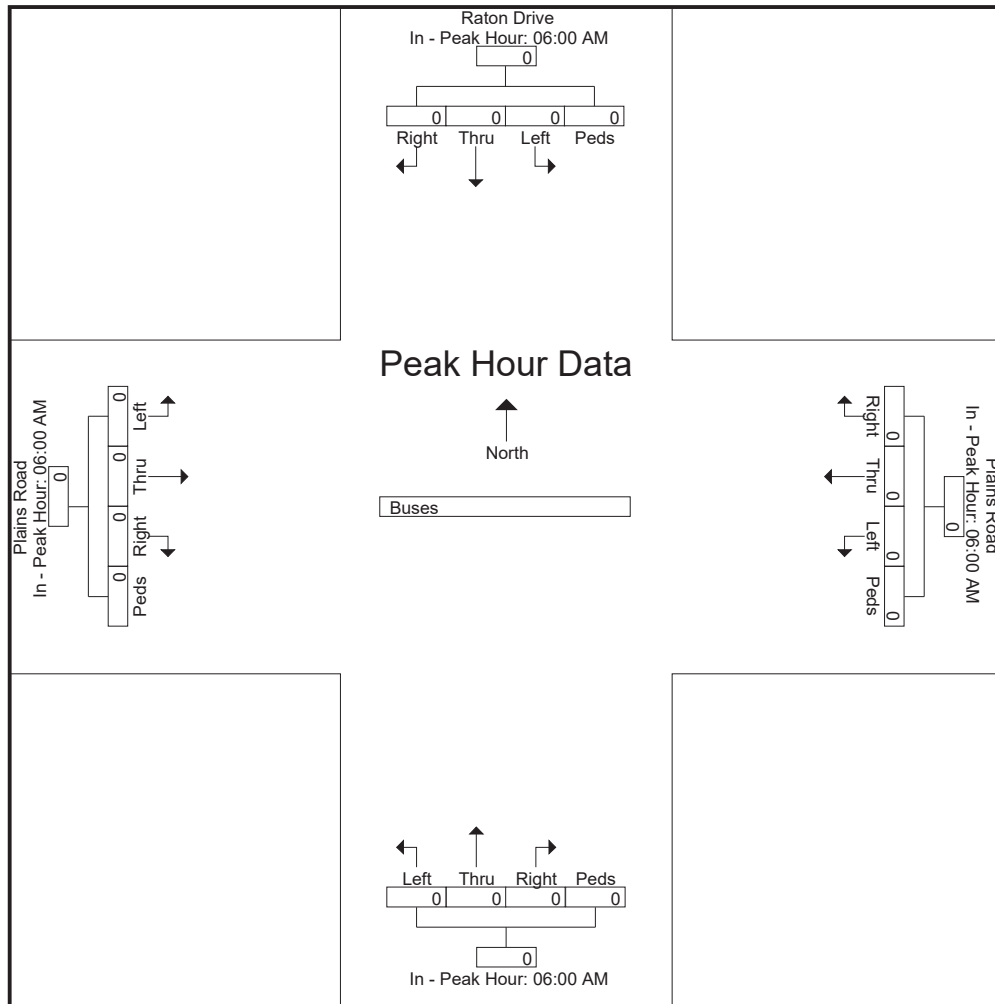
File Name : 22740  
Site Code : 22740  
Start Date : 3/10/2022  
Page No : 3

	Raton Drive From North					Plains Road From East					From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:00 AM					06:00 AM					06:00 AM					06:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



File Name : 22740  
Site Code : 22740  
Start Date : 3/10/2022  
Page No : 1

Groups Printed- Lights - Trucks - Buses																					
	Raton Drive From North					Plains Road From East					From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	6	3	0	0	9	0	0	0	0	0	0	3	0	0	3	12
06:15 AM	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	2	0	0	2	7
06:30 AM	0	0	0	0	0	4	4	0	0	8	0	0	0	0	0	0	0	0	0	0	8
06:45 AM	0	0	0	0	0	3	3	0	0	6	0	1	0	0	1	0	1	0	0	1	8
Total	0	0	0	0	0	17	11	0	0	28	0	1	0	0	1	0	6	0	0	6	35
07:00 AM	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	2	0	0	2	6
07:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	5	4	0	0	9	0	0	0	0	0	0	1	1	0	2	11
07:45 AM	0	0	0	0	0	10	7	0	0	17	0	0	0	0	0	0	5	0	0	5	22
Total	0	0	2	0	2	18	12	0	0	30	0	0	0	0	0	0	8	1	0	9	41
*** BREAK ***																					
08:15 AM	1	0	3	0	4	6	4	0	0	10	0	0	1	0	1	0	8	0	0	8	23
08:30 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	7	4	0	0	11	0	0	0	0	0	0	3	0	0	3	14
Total	1	0	3	0	4	17	8	0	0	25	0	0	1	0	1	0	11	0	0	11	41
Grand Total	1	0	5	0	6	52	31	0	0	83	0	1	1	0	2	0	25	1	0	26	117
Apprch %	16.7	0	83.3	0		62.7	37.3	0	0		0	50	50	0		0	96.2	3.8	0		
Total %	0.9	0	4.3	0	5.1	44.4	26.5	0	0	70.9	0	0.9	0.9	0	1.7	0	21.4	0.9	0	22.2	
Lights	1	0	5	0	6	49	31	0	0	80	0	1	1	0	2	0	24	1	0	25	113
% Lights	100	0	100	0	100	94.2	100	0	0	96.4	0	100	100	0	100	0	96	100	0	96.2	96.6
Trucks	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	4
% Trucks	0	0	0	0	0	5.8	0	0	0	3.6	0	0	0	0	0	0	4	0	0	3.8	3.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

# Connecticut Counts LLC

Kensington, Connecticut 06037  
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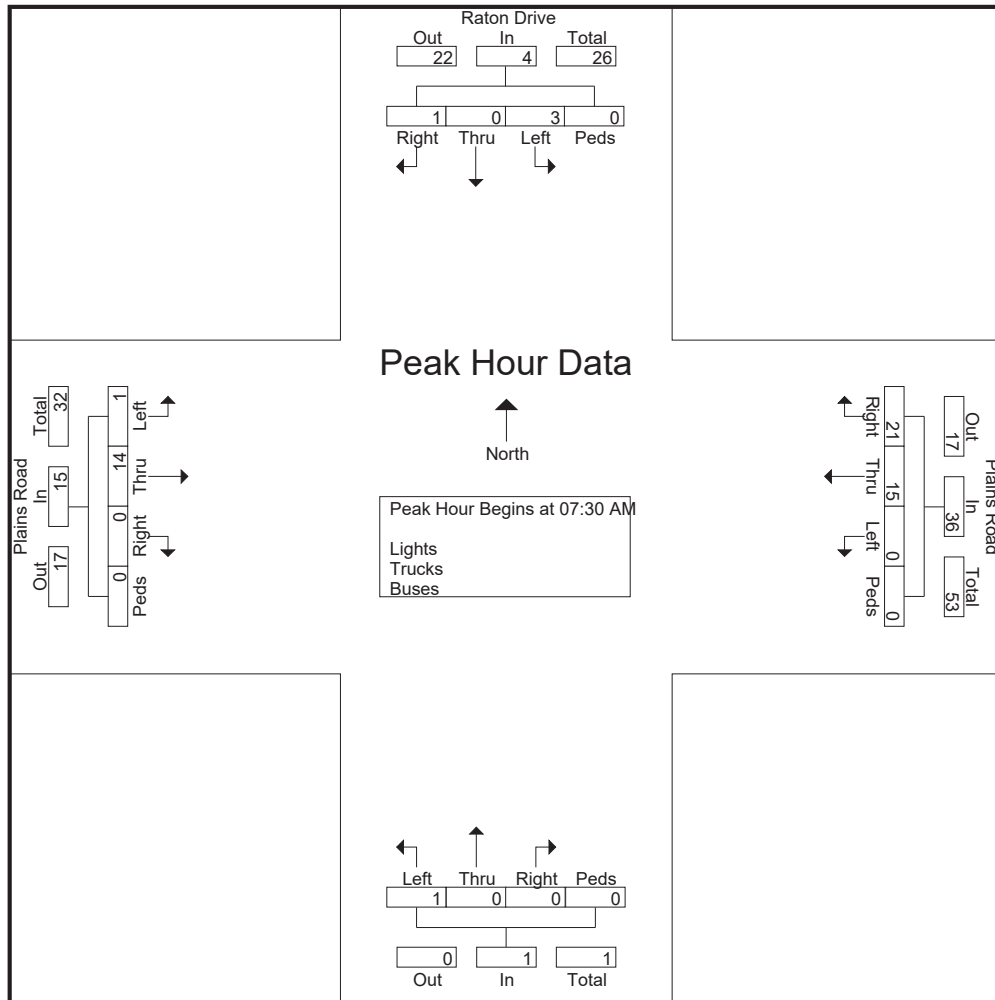
File Name : 22740  
Site Code : 22740  
Start Date : 3/10/2022  
Page No : 2

	Raton Drive From North					Plains Road From East					From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

07:30 AM	0	0	0	0	0	5	4	0	0	9	0	0	0	0	0	0	1	1	0	2	11
07:45 AM	0	0	0	0	0	10	7	0	0	17	0	0	0	0	0	0	5	0	0	5	22
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	3	0	4	6	4	0	0	10	0	0	1	0	1	0	8	0	0	8	23
Total Volume	1	0	3	0	4	21	15	0	0	36	0	0	1	0	1	0	14	1	0	15	56
% App. Total	25	0	75	0		58.3	41.7	0	0		0	0	100	0		0	93.3	6.7	0		
PHF	.250	.000	.250	.000	.250	.525	.536	.000	.000	.529	.000	.000	.250	.000	.250	.000	.438	.250	.000	.469	.609



# Connecticut Counts LLC

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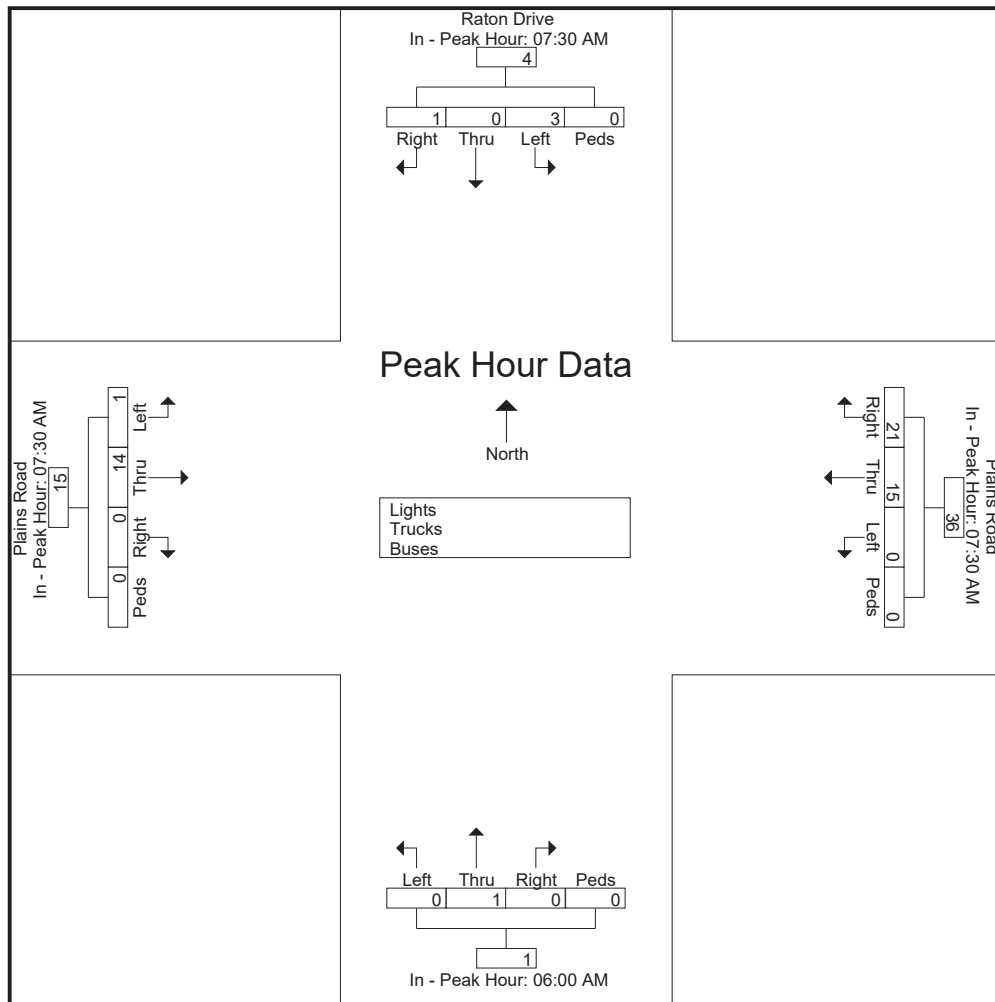
File Name : 22740  
Site Code : 22740  
Start Date : 3/10/2022  
Page No : 3

	Raton Drive From North					Plains Road From East					From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					06:00 AM					07:30 AM				
+0 mins.	0	0	0	0	0	5	4	0	0	9	0	0	0	0	0	0	1	1	0	2
+15 mins.	0	0	0	0	0	10	7	0	0	17	0	0	0	0	0	0	5	0	0	5
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	3	0	4	6	4	0	0	10	0	1	0	0	1	0	8	0	0	8
Total Volume	1	0	3	0	4	21	15	0	0	36	0	1	0	0	1	0	14	1	0	15
% App. Total	25	0	75	0		58.3	41.7	0	0		0	100	0	0		0	93.3	6.7	0	
PHF	.250	.000	.250	.000	.250	.525	.536	.000	.000	.529	.000	.250	.000	.000	.250	.000	.438	.250	.000	.469



File Name : 22741  
Site Code : 22740  
Start Date : 3/10/2022  
Page No : 1

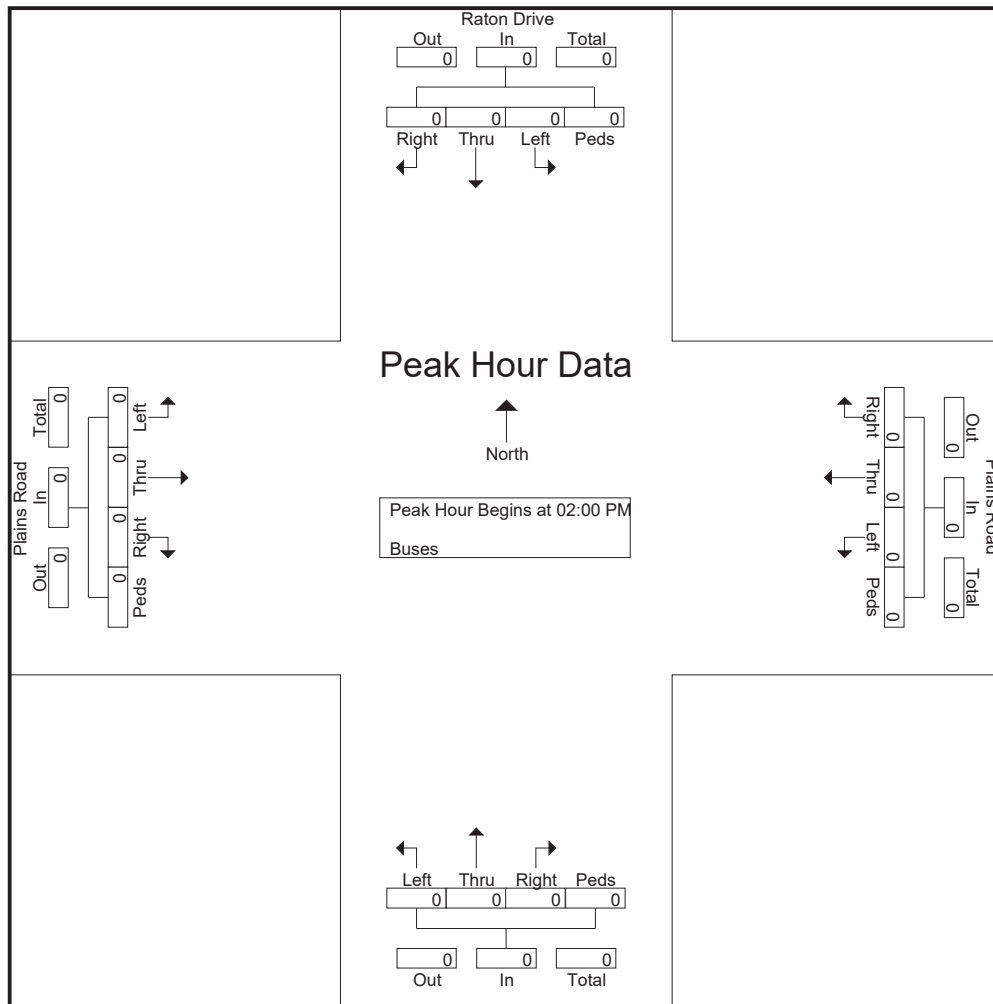
Groups Printed- Buses																					
	Raton Drive From North					Plains Road From East					From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

File Name : 22741  
Site Code : 22740  
Start Date : 3/10/2022  
Page No : 2

	Raton Drive From North					Plains Road From East					From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



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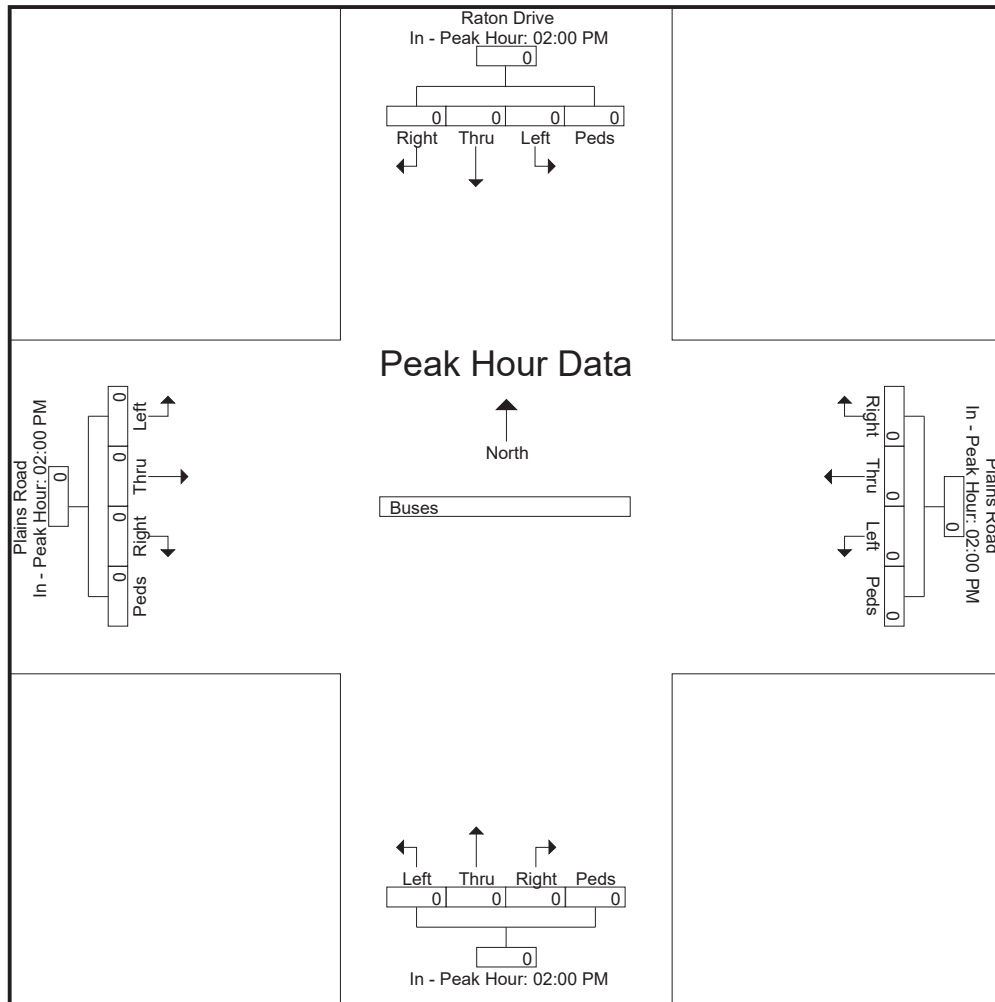
File Name : 22741  
Site Code : 22740  
Start Date : 3/10/2022  
Page No : 3

	Raton Drive From North					Plains Road From East					From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM					02:00 PM					02:00 PM					02:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



File Name : 22741  
Site Code : 22740  
Start Date : 3/10/2022  
Page No : 1

Groups Printed- Lights - Trucks - Buses																					
	Raton Drive From North					Plains Road From East					From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	1	0	1	7	2	0	0	9	0	0	0	0	0	0	4	0	0	4	14
02:15 PM	0	0	6	0	6	4	1	0	0	5	0	0	0	0	0	1	4	0	0	5	16
02:30 PM	0	0	5	0	5	7	4	0	0	11	0	0	0	0	0	0	4	0	1	5	21
02:45 PM	0	0	3	0	3	1	3	0	0	4	0	0	0	0	0	0	8	0	0	8	15
Total	0	0	15	0	15	19	10	0	0	29	0	0	0	0	0	1	20	0	1	22	66
03:00 PM	1	0	3	0	4	3	1	0	0	4	0	0	0	0	0	1	9	0	0	10	18
03:15 PM	0	0	4	0	4	4	2	0	0	6	0	0	0	1	1	0	7	0	0	7	18
03:30 PM	0	0	2	0	2	4	1	0	0	5	0	0	0	0	0	0	5	0	0	5	12
03:45 PM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	6
Total	1	0	11	0	12	12	4	0	0	16	0	0	0	1	1	1	24	0	0	25	54
04:00 PM	0	0	1	0	1	5	6	0	0	11	0	0	0	0	0	1	8	0	0	9	21
04:15 PM	0	0	4	0	4	4	4	0	0	8	0	0	0	0	0	0	9	0	0	9	21
04:30 PM	0	0	15	0	15	4	1	0	0	5	0	0	0	0	0	1	4	0	0	5	25
04:45 PM	0	0	6	0	6	2	1	0	0	3	0	0	0	0	0	0	4	0	0	4	13
Total	0	0	26	0	26	15	12	0	0	27	0	0	0	0	0	2	25	0	0	27	80
05:00 PM	0	0	5	0	5	5	1	0	0	6	3	0	0	0	3	0	8	0	0	8	22
05:15 PM	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	0	6	0	0	6	12
05:30 PM	0	0	6	0	6	9	5	0	0	14	0	0	0	0	0	1	5	0	0	6	26
*** BREAK ***																					
Total	0	0	11	0	11	19	7	0	0	26	3	0	0	0	3	1	19	0	0	20	60
Grand Total	1	0	63	0	64	65	33	0	0	98	3	0	0	1	4	5	88	0	1	94	260
Apprch %	1.6	0	98.4	0		66.3	33.7	0	0		75	0	0	25		5.3	93.6	0	1.1		
Total %	0.4	0	24.2	0	24.6	25	12.7	0	0	37.7	1.2	0	0	0.4	1.5	1.9	33.8	0	0.4	36.2	
Lights	1	0	63	0	64	64	33	0	0	97	3	0	0	1	4	5	87	0	1	93	258
% Lights	100	0	100	0	100	98.5	100	0	0	99	100	0	0	100	100	100	98.9	0	100	98.9	99.2
Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Trucks	0	0	0	0	0	1.5	0	0	0	1	0	0	0	0	0	0	1.1	0	0	1.1	0.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

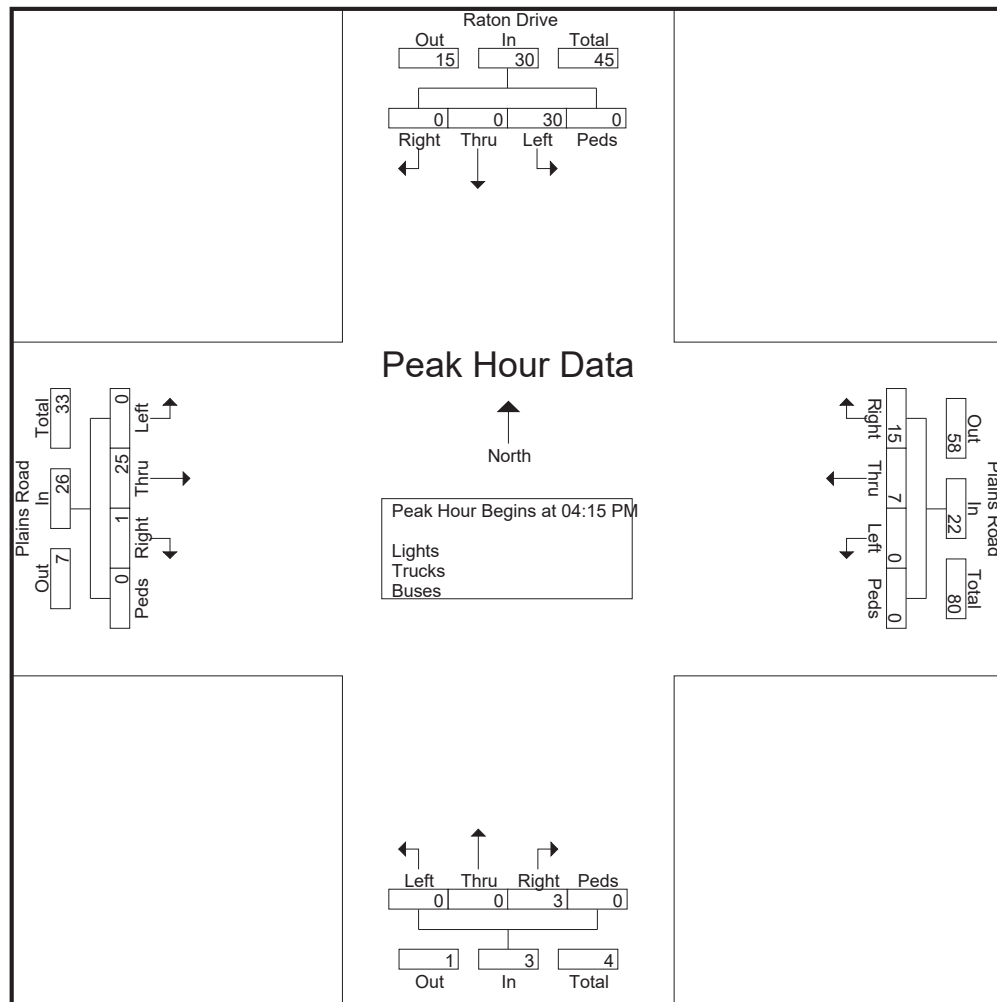


# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

File Name : 22741  
Site Code : 22740  
Start Date : 3/10/2022  
Page No : 2

	Raton Drive From North					Plains Road From East					From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	4	0	4	4	4	0	0	8	0	0	0	0	0	0	9	0	0	9	21
04:30 PM	0	0	15	0	15	4	1	0	0	5	0	0	0	0	0	1	4	0	0	5	25
04:45 PM	0	0	6	0	6	2	1	0	0	3	0	0	0	0	0	0	4	0	0	4	13
05:00 PM	0	0	5	0	5	5	1	0	0	6	3	0	0	0	3	0	8	0	0	8	22
Total Volume	0	0	30	0	30	15	7	0	0	22	3	0	0	0	3	1	25	0	0	26	81
% App. Total	0	0	100	0		68.2	31.8	0	0		100	0	0	0		3.8	96.2	0	0		
PHF	.000	.000	.500	.000	.500	.750	.438	.000	.000	.688	.250	.000	.000	.000	.250	.250	.694	.000	.000	.722	.810



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

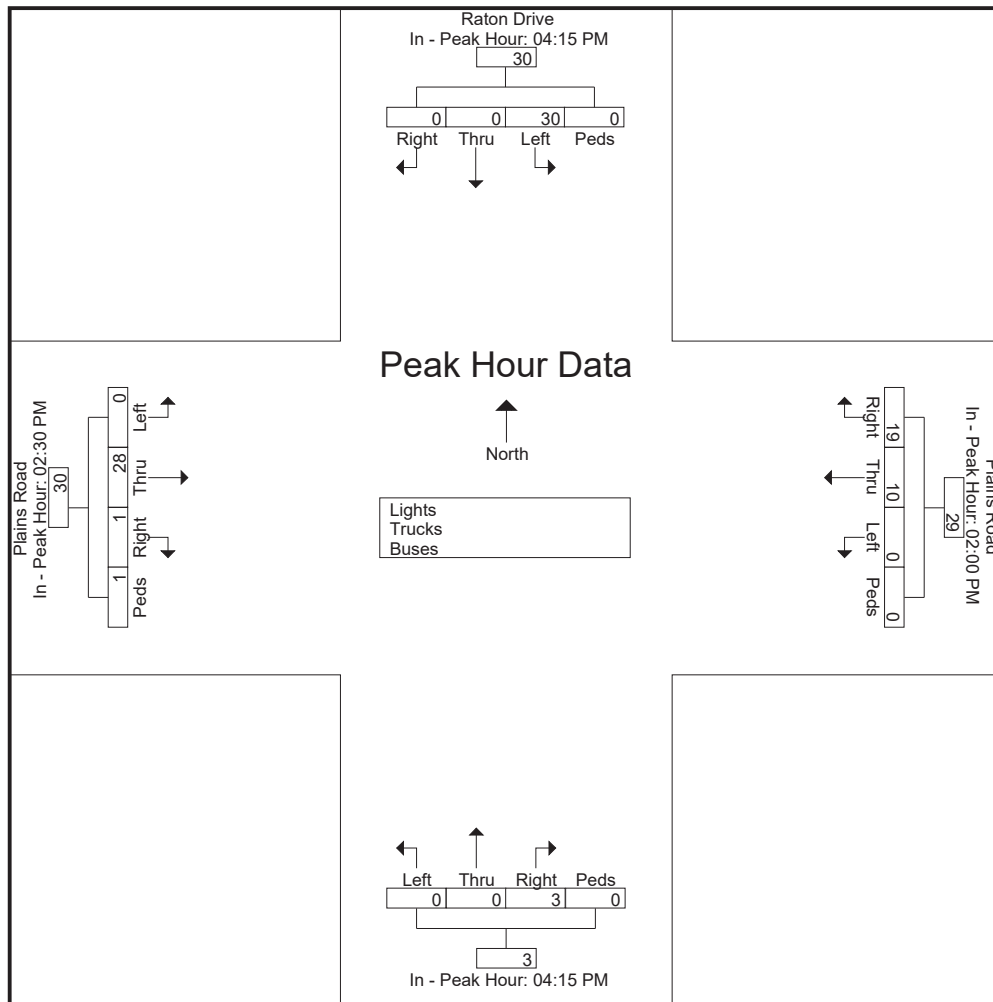
File Name : 22741  
Site Code : 22740  
Start Date : 3/10/2022  
Page No : 3

	Raton Drive From North					Plains Road From East					From South					Plains Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					02:00 PM					04:15 PM					02:30 PM				
+0 mins.	0	0	4	0	4	7	2	0	0	9	0	0	0	0	0	0	4	0	1	5
+15 mins.	0	0	15	0	15	4	1	0	0	5	0	0	0	0	0	0	8	0	0	8
+30 mins.	0	0	6	0	6	7	4	0	0	11	0	0	0	0	0	1	9	0	0	10
+45 mins.	0	0	5	0	5	1	3	0	0	4	3	0	0	0	3	0	7	0	0	7
Total Volume	0	0	30	0	30	19	10	0	0	29	3	0	0	0	3	1	28	0	1	30
% App. Total	0	0	100	0		65.5	34.5	0	0		100	0	0	0		3.3	93.3	0	3.3	
PHF	.000	.000	.500	.000	.500	.679	.625	.000	.000	.659	.250	.000	.000	.000	.250	.250	.778	.000	.250	.750



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

Bic Drive at Shelland Street  
Milford, Connecticut

File Name : 22742  
Site Code : 22742  
Start Date : 3/10/2022  
Page No : 1

## Groups Printed- Buses

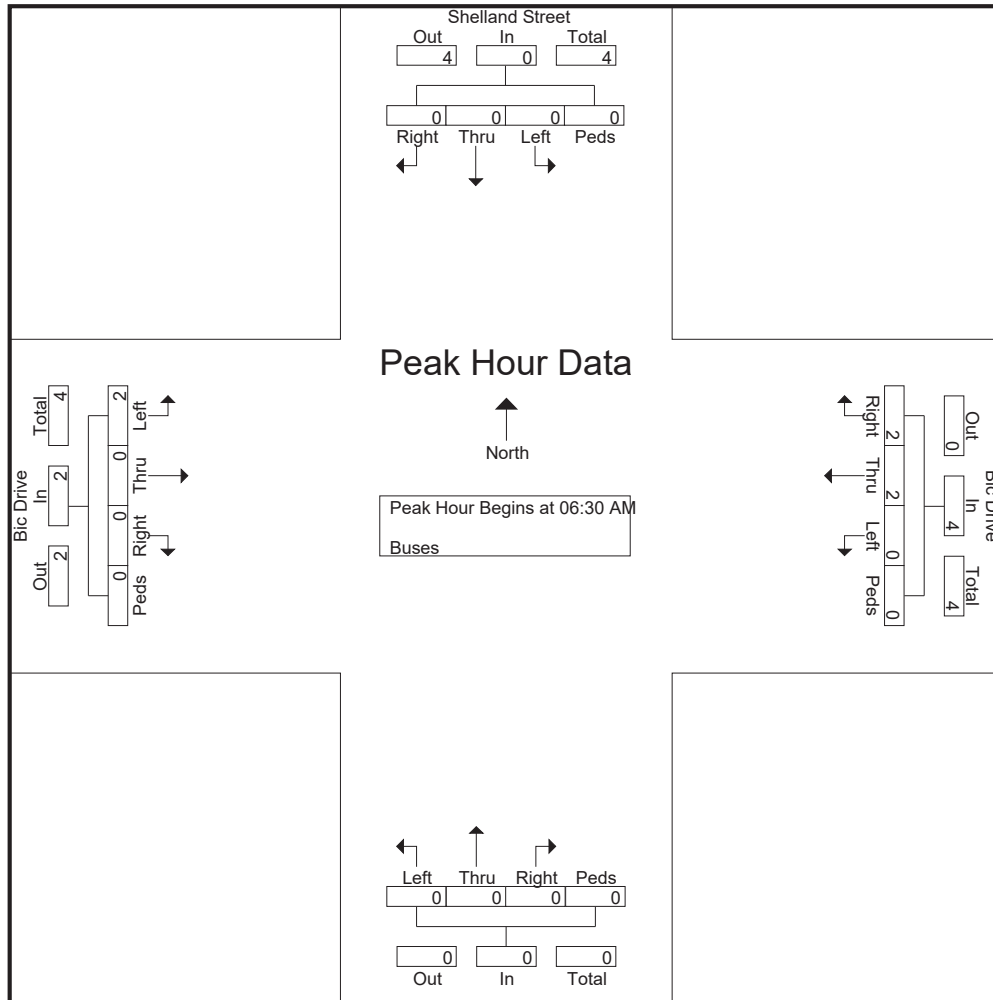
	Shelland Street From North					Bic Drive From East					From South					Bic Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
*** BREAK ***																					
06:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
06:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	4
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	4
*** BREAK ***																					
Grand Total	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	0	3	0	3	8
Apprch %	0	0	0	0		40	60	0	0		0	0	0	0		0	0	100	0		
Total %	0	0	0	0	0	25	37.5	0	0	62.5	0	0	0	0	0	0	0	37.5	0	37.5	

# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

File Name : 22742  
Site Code : 22742  
Start Date : 3/10/2022  
Page No : 2

	Shelland Street From North					Bic Drive From East					From South					Bic Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
06:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	2	0	2	6
% App. Total	0	0	0	0	0	50	50	0	0	50	0	0	0	0	0	0	0	100	0	50	750
PHF	.000	.000	.000	.000	.000	.500	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.750



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

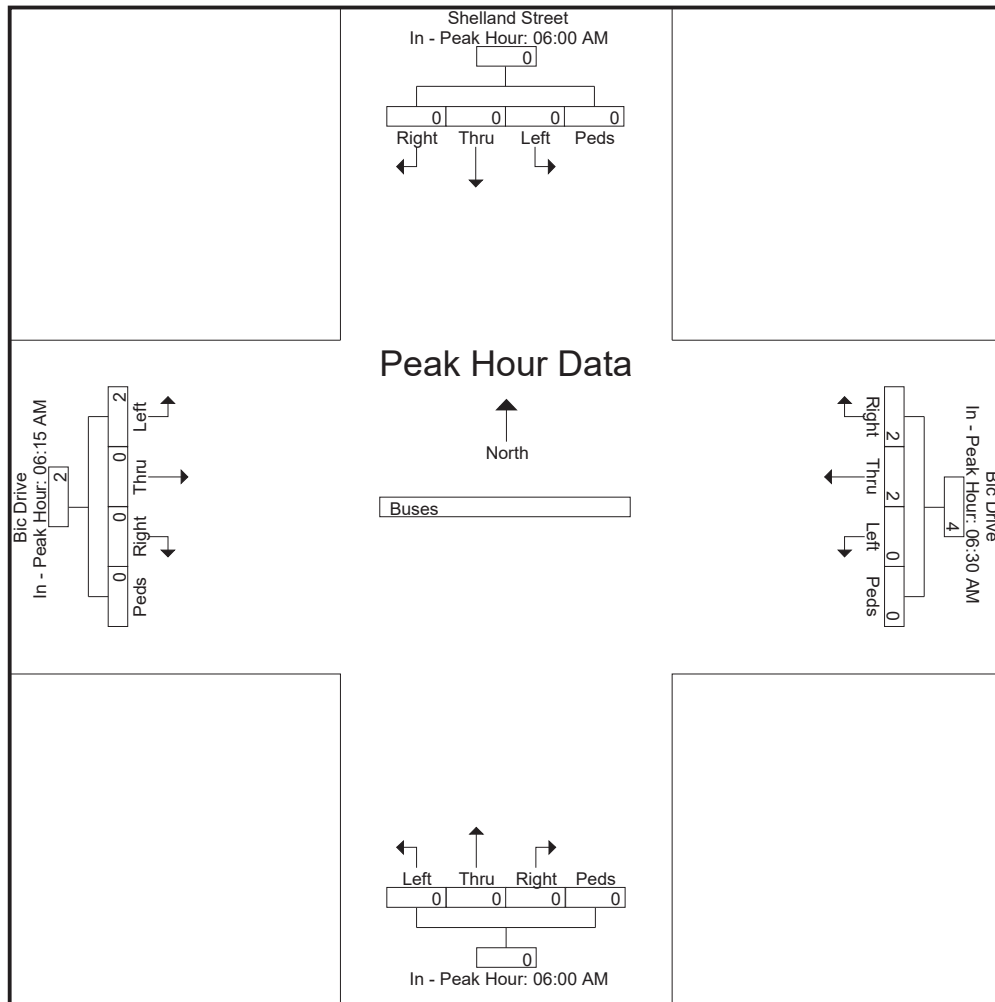
File Name : 22742  
Site Code : 22742  
Start Date : 3/10/2022  
Page No : 3

	Shelland Street From North					Bic Drive From East					From South					Bic Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:00 AM					06:30 AM					06:00 AM					06:15 AM				
+0 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0		50	50	0	0		0	0	0	0		0	0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

Bic Drive at Shelland Street  
Milford, Connecticut

File Name : 22742  
Site Code : 22742  
Start Date : 3/10/2022  
Page No : 1

## Groups Printed- Lights - Trucks - Buses

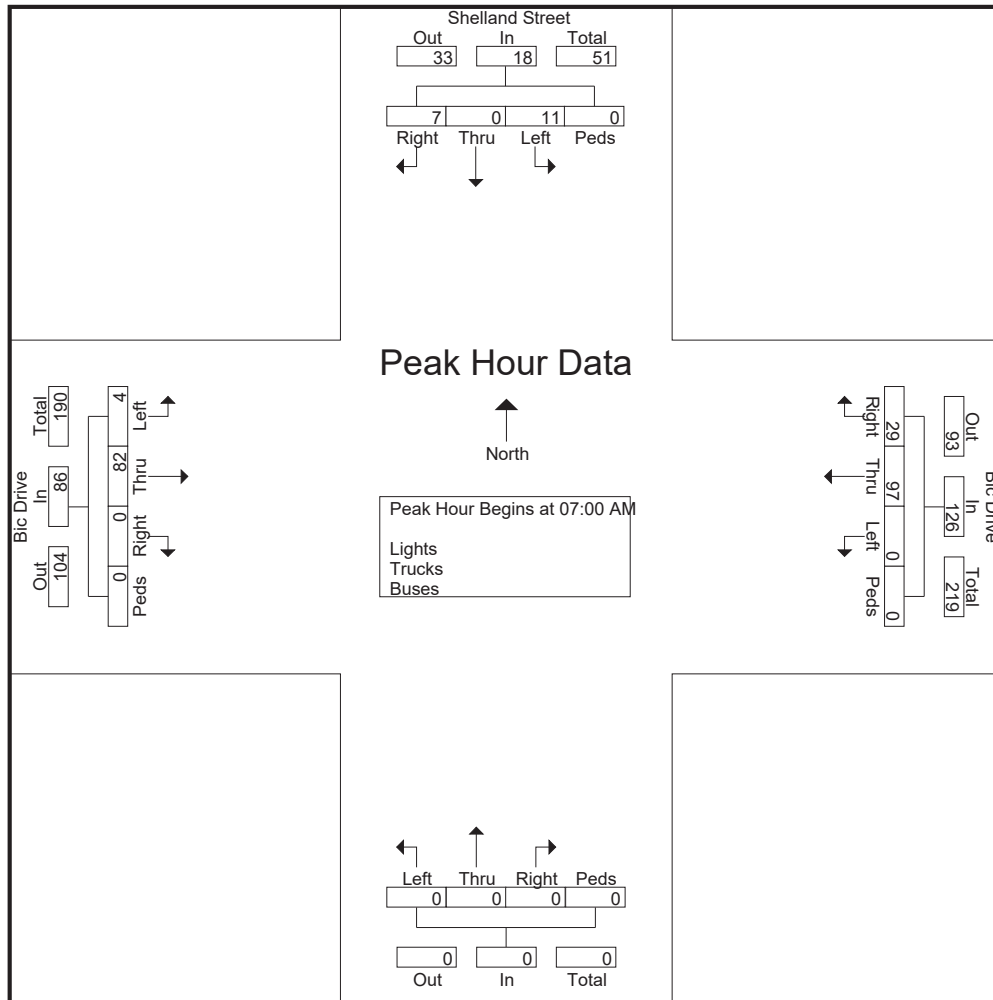
	Shelland Street From North					Bic Drive From East					From South					Bic Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	1	0	3	0	4	8	15	0	0	23	0	0	0	0	0	0	4	0	0	4	31
06:15 AM	1	0	1	0	2	4	14	0	0	18	0	0	0	0	0	0	8	1	0	9	29
06:30 AM	1	0	1	0	2	3	13	0	0	16	0	0	0	0	0	0	7	1	0	8	26
06:45 AM	2	0	1	0	3	11	23	0	0	34	0	0	0	0	0	0	11	1	0	12	49
Total	5	0	6	0	11	26	65	0	0	91	0	0	0	0	0	0	30	3	0	33	135
07:00 AM	1	0	3	0	4	6	30	0	0	36	0	0	0	0	0	0	25	1	0	26	66
07:15 AM	2	0	1	0	3	5	28	0	0	33	0	0	0	0	0	0	16	0	0	16	52
07:30 AM	1	0	1	0	2	8	13	0	0	21	0	0	0	0	0	0	23	2	0	25	48
07:45 AM	3	0	6	0	9	10	26	0	0	36	0	0	0	0	0	0	18	1	0	19	64
Total	7	0	11	0	18	29	97	0	0	126	0	0	0	0	0	0	82	4	0	86	230
08:00 AM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	16	0	0	16	36
08:15 AM	0	0	2	0	2	3	15	0	0	18	0	0	0	0	0	0	21	2	0	23	43
08:30 AM	2	0	4	0	6	4	23	0	0	27	0	0	0	0	0	0	17	0	0	17	50
08:45 AM	0	0	2	0	2	8	17	0	0	25	0	0	0	0	0	0	20	1	0	21	48
Total	2	0	8	0	10	15	75	0	0	90	0	0	0	0	0	0	74	3	0	77	177
Grand Total	14	0	25	0	39	70	237	0	0	307	0	0	0	0	0	0	186	10	0	196	542
Apprch %	35.9	0	64.1	0		22.8	77.2	0	0		0	0	0	0		0	94.9	5.1	0		
Total %	2.6	0	4.6	0	7.2	12.9	43.7	0	0	56.6	0	0	0	0	0	0	34.3	1.8	0	36.2	
Lights	14	0	23	0	37	66	212	0	0	278	0	0	0	0	0	0	158	7	0	165	480
% Lights	100	0	92	0	94.9	94.3	89.5	0	0	90.6	0	0	0	0	0	0	84.9	70	0	84.2	88.6
Trucks	0	0	2	0	2	2	22	0	0	24	0	0	0	0	0	0	28	0	0	28	54
% Trucks	0	0	8	0	5.1	2.9	9.3	0	0	7.8	0	0	0	0	0	0	15.1	0	0	14.3	10
Buses	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	0	3	0	3	8
% Buses	0	0	0	0	0	2.9	1.3	0	0	1.6	0	0	0	0	0	0	0	30	0	1.5	1.5

# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

File Name : 22742  
Site Code : 22742  
Start Date : 3/10/2022  
Page No : 2

	Shelland Street From North					Bic Drive From East					From South					Bic Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	0	3	0	4	6	30	0	0	36	0	0	0	0	0	0	25	1	0	26	66
07:15 AM	2	0	1	0	3	5	28	0	0	33	0	0	0	0	0	0	16	0	0	16	52
07:30 AM	1	0	1	0	2	8	13	0	0	21	0	0	0	0	0	0	23	2	0	25	48
07:45 AM	3	0	6	0	9	10	26	0	0	36	0	0	0	0	0	0	18	1	0	19	64
Total Volume	7	0	11	0	18	29	97	0	0	126	0	0	0	0	0	0	82	4	0	86	230
% App. Total	38.9	0	61.1	0		23	77	0	0		0	0	0	0		0	95.3	4.7	0		
PHF	.583	.000	.458	.000	.500	.725	.808	.000	.000	.875	.000	.000	.000	.000	.000	.000	.820	.500	.000	.827	.871



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

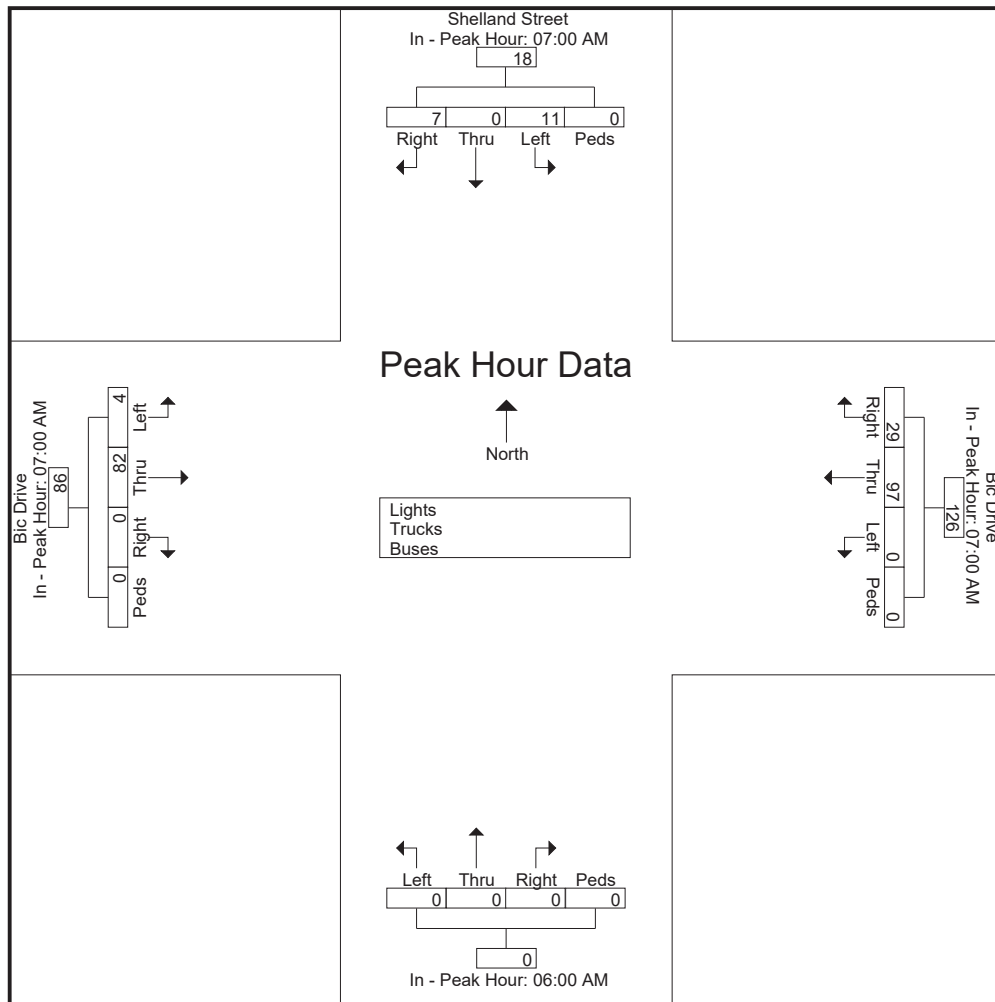
File Name : 22742  
Site Code : 22742  
Start Date : 3/10/2022  
Page No : 3

	Shelland Street From North					Bic Drive From East					From South					Bic Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					06:00 AM					07:00 AM				
+0 mins.	1	0	3	0	4	6	30	0	0	36	0	0	0	0	0	0	25	1	0	26
+15 mins.	2	0	1	0	3	5	28	0	0	33	0	0	0	0	0	0	16	0	0	16
+30 mins.	1	0	1	0	2	8	13	0	0	21	0	0	0	0	0	0	23	2	0	25
+45 mins.	3	0	6	0	9	10	26	0	0	36	0	0	0	0	0	0	18	1	0	19
Total Volume	7	0	11	0	18	29	97	0	0	126	0	0	0	0	0	0	82	4	0	86
% App. Total	38.9	0	61.1	0		23	77	0	0		0	0	0	0		0	95.3	4.7	0	
PHF	.583	.000	.458	.000	.500	.725	.808	.000	.000	.875	.000	.000	.000	.000	.000	.000	.820	.500	.000	.827





# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

Bic Drive at Shaland Street  
Milford, Connecticut

File Name : 22743  
Site Code : 22743  
Start Date : 3/10/2022  
Page No : 1

## Groups Printed- Buses

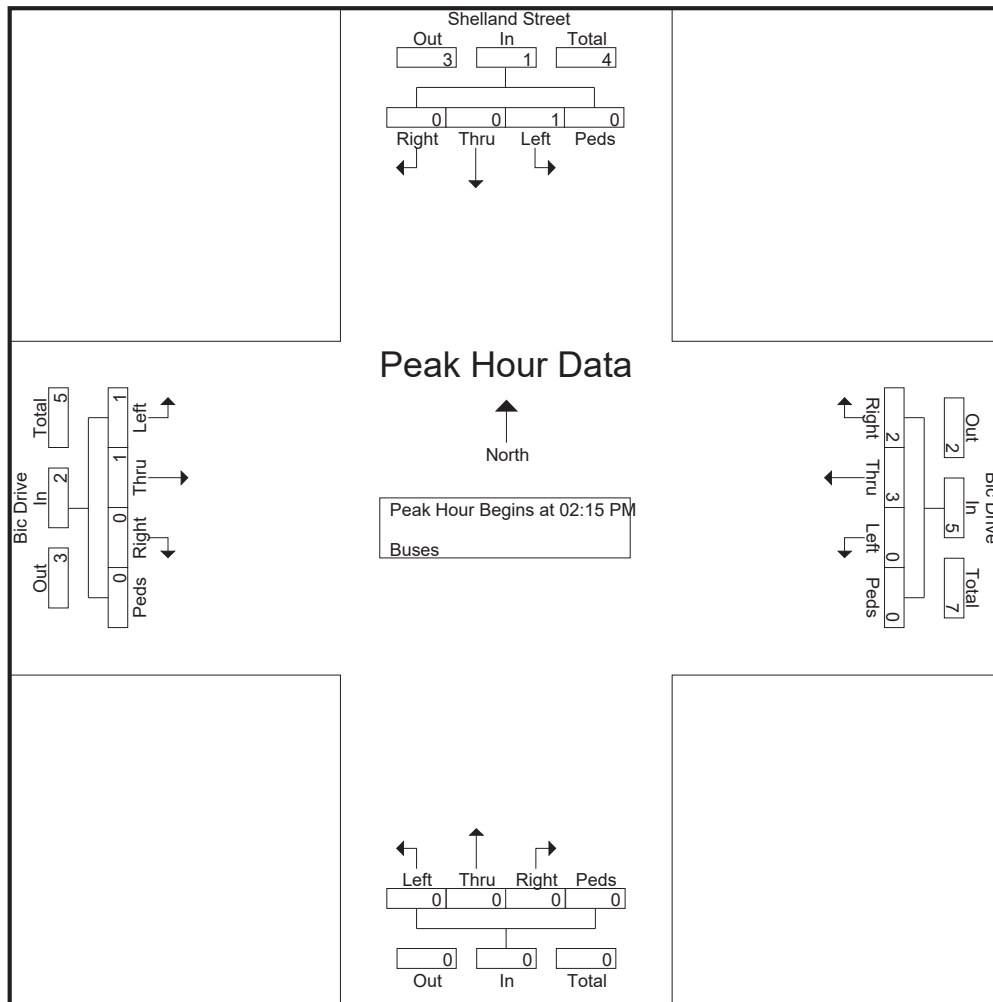
	Shaland Street From North					Bic Drive From East					From South					Bic Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
*** BREAK ***																					
02:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	3
02:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	0	1	1	0	2	7
03:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
*** BREAK ***																					
Total	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	4
*** BREAK ***																					
Grand Total	0	0	2	0	2	2	4	0	0	6	0	0	0	0	0	0	1	2	0	3	11
Apprch %	0	0	100	0		33.3	66.7	0	0		0	0	0	0		0	33.3	66.7	0		
Total %	0	0	18.2	0	18.2	18.2	36.4	0	0	54.5	0	0	0	0	0	0	9.1	18.2	0	27.3	

# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

File Name : 22743  
Site Code : 22743  
Start Date : 3/10/2022  
Page No : 2

	Shelland Street From North					Bic Drive From East					From South					Bic Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:15 PM																					
02:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	3
02:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
03:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	0	1	1	0	2	8
% App. Total	0	0	100	0		40	60	0	0		0	0	0	0		0	50	50	0		
PHF	.000	.000	.250	.000	.250	.500	.375	.000	.000	.625	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.667



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

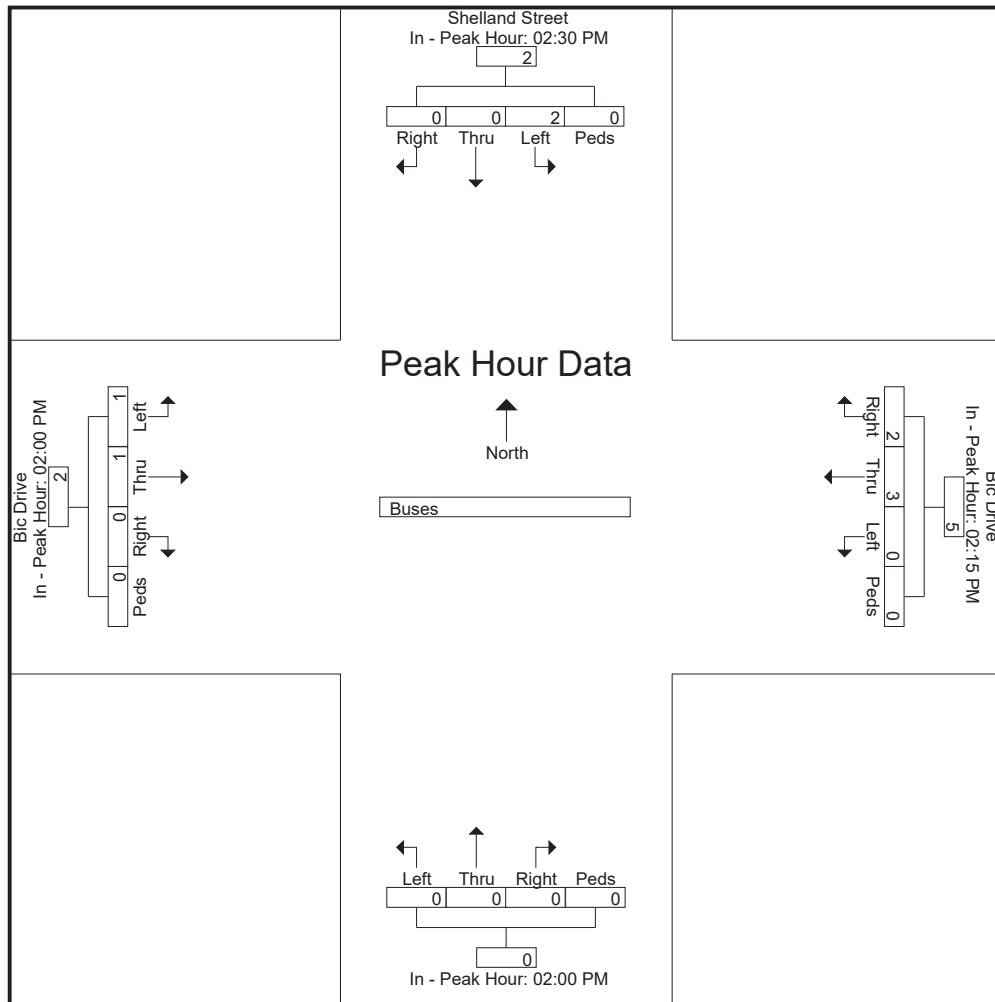
File Name : 22743  
Site Code : 22743  
Start Date : 3/10/2022  
Page No : 3

	Shelland Street From North					Bic Drive From East					From South					Bic Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:30 PM					02:15 PM					02:00 PM					02:00 PM					
+0 mins.	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
+30 mins.	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	2	0	2	2	3	0	0	5	0	0	0	0	0	0	1	1	0	2	2
% App. Total	0	0	100	0		40	60	0	0		0	0	0	0		0	50	50	0		
PHF	.000	.000	.500	.000	.500	.500	.375	.000	.000	.625	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

Bic Drive at Shaland Street  
Milford, Connecticut

File Name : 22743  
Site Code : 22743  
Start Date : 3/10/2022  
Page No : 1

## Groups Printed- Lights - Trucks - Buses

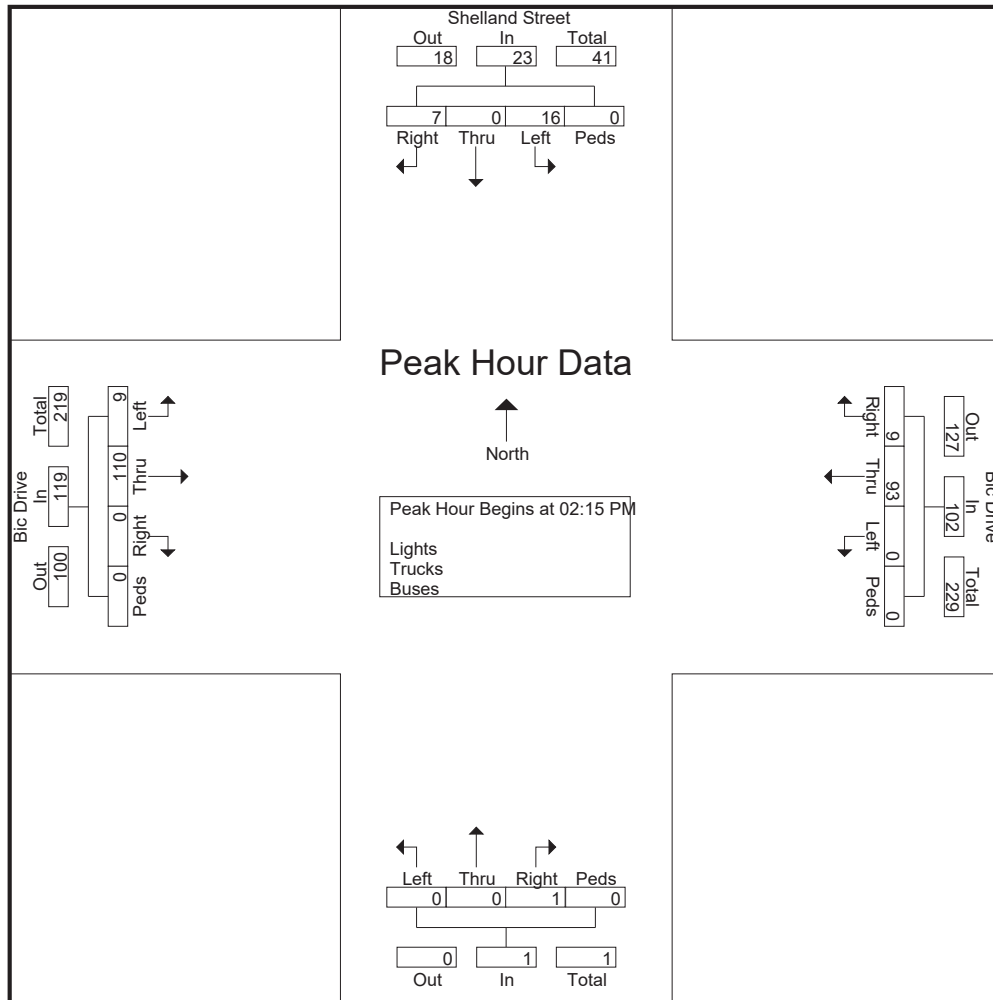
	Shaland Street From North					Bic Drive From East					From South					Bic Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	1	0	2	0	3	5	23	0	0	28	0	0	0	0	0	0	23	1	0	24	55
02:15 PM	3	0	4	0	7	2	25	0	0	27	0	0	0	0	0	0	31	4	0	35	69
02:30 PM	0	0	2	0	2	2	20	0	0	22	1	0	0	0	1	0	31	2	0	33	58
02:45 PM	2	0	5	0	7	2	26	0	0	28	0	0	0	0	0	0	25	0	0	25	60
Total	6	0	13	0	19	11	94	0	0	105	1	0	0	0	1	0	110	7	0	117	242
03:00 PM	2	0	5	0	7	3	22	0	0	25	0	0	0	0	0	0	23	3	0	26	58
03:15 PM	0	0	6	0	6	3	17	0	0	20	0	0	0	0	0	0	23	3	0	26	52
03:30 PM	0	0	11	0	11	6	13	0	0	19	0	0	0	0	0	0	23	5	0	28	58
03:45 PM	0	0	3	0	3	0	19	0	0	19	0	0	0	0	0	0	23	3	0	26	48
Total	2	0	25	0	27	12	71	0	0	83	0	0	0	0	0	0	92	14	0	106	216
04:00 PM	1	0	3	0	4	1	21	0	0	22	0	0	0	0	0	0	25	5	0	30	56
04:15 PM	1	0	5	0	6	6	19	0	0	25	0	0	0	0	0	0	17	1	0	18	49
04:30 PM	2	0	12	0	14	2	20	0	0	22	0	0	0	0	0	0	36	5	0	41	77
04:45 PM	0	0	1	1	2	2	14	0	0	16	0	0	0	0	0	0	27	1	0	28	46
Total	4	0	21	1	26	11	74	0	0	85	0	0	0	0	0	0	105	12	0	117	228
05:00 PM	1	0	8	0	9	6	16	0	0	22	0	0	0	0	0	0	26	3	0	29	60
05:15 PM	0	0	2	0	2	6	12	0	0	18	1	0	0	0	1	0	10	3	0	13	34
05:30 PM	1	0	1	0	2	3	12	0	0	15	0	0	0	0	0	0	10	1	0	11	28
05:45 PM	0	0	4	0	4	4	10	0	0	14	0	0	0	0	0	0	11	2	0	13	31
Total	2	0	15	0	17	19	50	0	0	69	1	0	0	0	1	0	57	9	0	66	153
Grand Total	14	0	74	1	89	53	289	0	0	342	2	0	0	0	2	0	364	42	0	406	839
Apprch %	15.7	0	83.1	1.1		15.5	84.5	0	0		100	0	0	0		0	89.7	10.3	0		
Total %	1.7	0	8.8	0.1	10.6	6.3	34.4	0	0	40.8	0.2	0	0	0	0.2	0	43.4	5	0	48.4	
Lights	14	0	72	1	87	48	258	0	0	306	2	0	0	0	2	0	341	39	0	380	775
% Lights	100	0	97.3	100	97.8	90.6	89.3	0	0	89.5	100	0	0	0	100	0	93.7	92.9	0	93.6	92.4
Trucks	0	0	0	0	0	3	27	0	0	30	0	0	0	0	0	0	22	1	0	23	53
% Trucks	0	0	0	0	0	5.7	9.3	0	0	8.8	0	0	0	0	0	0	6	2.4	0	5.7	6.3
Buses	0	0	2	0	2	2	4	0	0	6	0	0	0	0	0	0	1	2	0	3	11
% Buses	0	0	2.7	0	2.2	3.8	1.4	0	0	1.8	0	0	0	0	0	0	0.3	4.8	0	0.7	1.3

# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

File Name : 22743  
Site Code : 22743  
Start Date : 3/10/2022  
Page No : 2

	Shelland Street From North					Bic Drive From East					From South					Bic Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:15 PM																					
02:15 PM	3	0	4	0	7	2	25	0	0	27	0	0	0	0	0	0	31	4	0	35	69
02:30 PM	0	0	2	0	2	2	20	0	0	22	1	0	0	0	1	0	31	2	0	33	58
02:45 PM	2	0	5	0	7	2	26	0	0	28	0	0	0	0	0	0	25	0	0	25	60
03:00 PM	2	0	5	0	7	3	22	0	0	25	0	0	0	0	0	0	23	3	0	26	58
Total Volume	7	0	16	0	23	9	93	0	0	102	1	0	0	0	1	0	110	9	0	119	245
% App. Total	30.4	0	69.6	0		8.8	91.2	0	0		100	0	0	0		0	92.4	7.6	0		
PHF	.583	.000	.800	.000	.821	.750	.894	.000	.000	.911	.250	.000	.000	.000	.250	.000	.887	.563	.000	.850	.888



# Connecticut Counts LLC

Kensington, Connecticut 06037  
(860) 828-1693

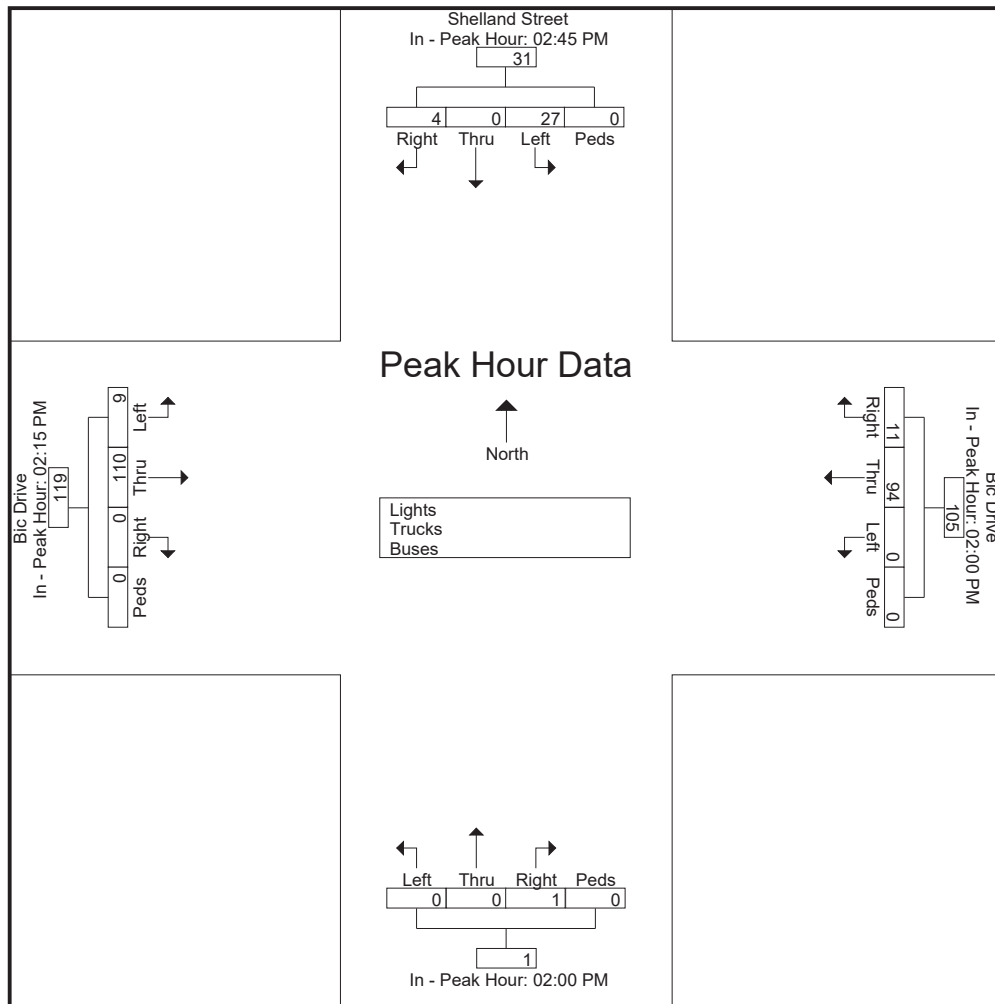
File Name : 22743  
Site Code : 22743  
Start Date : 3/10/2022  
Page No : 3

	Shelland Street From North					Bic Drive From East					From South					Bic Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:45 PM					02:00 PM					02:00 PM					02:15 PM				
+0 mins.	2	0	5	0	7	5	23	0	0	28	0	0	0	0	0	0	31	4	0	35
+15 mins.	2	0	5	0	7	2	25	0	0	27	0	0	0	0	0	0	31	2	0	33
+30 mins.	0	0	6	0	6	2	20	0	0	22	1	0	0	0	1	0	25	0	0	25
+45 mins.	0	0	11	0	11	2	26	0	0	28	0	0	0	0	0	0	23	3	0	26
Total Volume	4	0	27	0	31	11	94	0	0	105	1	0	0	0	1	0	110	9	0	119
% App. Total	12.9	0	87.1	0		10.5	89.5	0	0		100	0	0	0		0	92.4	7.6	0	
PHF	.500	.000	.614	.000	.705	.550	.904	.000	.000	.938	.250	.000	.000	.000	.250	.000	.887	.563	.000	.850



# **CTDOT COUNT STATION DATA**

Status: OK

South

Combined

North

Class

Speed

**MILF-295 - Combined - n/s**

[450]-Naugatuck Avenue - 0.67 mi NE of Bic Drive

## Collected during COVID-19 epoch

	15-Apr Thu	16-Apr Fri	17-Apr Sat	18-Apr Sun	19-Apr Mon	20-Apr Tue	21-Apr Wed
Town.....Milford	12:00am	8	35	24	8	9	19
Station.....295	01:00am	2	12	17	5	4	7
Location..... 41.219969,-73.094971	02:00am	3	6	12	3	1	3
2015-Minor Arterial 4.....2015-Urban	03:00am	11	7	6	8	7	10
Start Report.....15-Apr-2021 11:00AM	04:00am	11	8	8	10	13	13
End Report.....21-Apr-2021 09:00AM	05:00am	43	21	16	54	53	50
Annualized ADT.....3200	06:00am	119	54	33	136	132	147
24-Hour Count... 2697 * G4(0.98) = 2643.1	07:00am	235	117	64	259	264	247
Day 1.....+ 3590 * G4(0.90) = 5874.1	08:00am	215	172	101	207	241	246
Day 2.....+ 3118 * G4(1.03) = 9085.6	09:00am	182	198	143	173	171	x
Day 3.....+ 2485 * G4(1.26) = 12216.7	10:00am	x	191	163	202	198	
Day 4.....+ 3501 * G4(0.98) = 15647.7	11:00am	190	232	211	200	209	
Day 5.....+ 3703 * G4(0.98) = 19276.6	12:00pm	194	277	242	231	258	
UnRounded AADT.....19276.6 / 6 = 3212.8	01:00pm	174	241	237	272	283	
OK 2021 Thu 15-Apr -this report-...3200	02:00pm	185	243	218	241	210	
OK 2015 Mon 21-Dec .....3600	03:00pm	218	304	243	201	312	319
OK 2009 Wed 29-Jul .....3700	04:00pm	214	296	225	303	322	
OK 2006 Wed 23-Aug .....4600	05:00pm	200	288	186	277	306	
	06:00pm	88	225	167	203	233	
	07:00pm	80	187	109	167	195	
	08:00pm	44	102	119	99	105	
	09:00pm	33	66	62	56	71	
	10:00pm	29	45	65	42	48	
	11:00pm	28	64	58	33	51	
Totals	1677	3590	3118	2485	3501	3703	742



# **CRASH DATA**

**Town of Milford**  
**Crash Data - 7/1/2018 - 6/30/2021**  
**615 Plains Road - School Bus Depot**

**Number of Crashes**

**5**

**Crash Severity**

Property Damage Only	3
Injury of any type (Serious, Minor, Possible)	2
Fatal (Kill)	0

**Most Severe Injury**

No Apparent Injury (O)	3
Suspected Serious Injury (A)	0
Suspected Minor Injury (B)	1
Possible Injury (C)	1
Fatal Injury (K)	0

**First Harmful Event**

**3**

Curb	0
Deer	0
Motor Vehicle in Operation	2
Overturn/Rollover	0
Other Non-Fixed Object	0
Other Non-motorist	0
Other Post, Pole or Support	0
Other Fixed Object (wall, building, tunnel, etc.)	0
Pedestrian	0
Utility Pole/Light Support	1
Unknown	0

**Type**

Angle	1
Front to front	0
Front to rear	0
Not applicable	3
Other	0
Rear to rear	0
Rear to side	1
Sideswipe, opposite direction	0
Sideswipe, same direction	0
Unknown	0

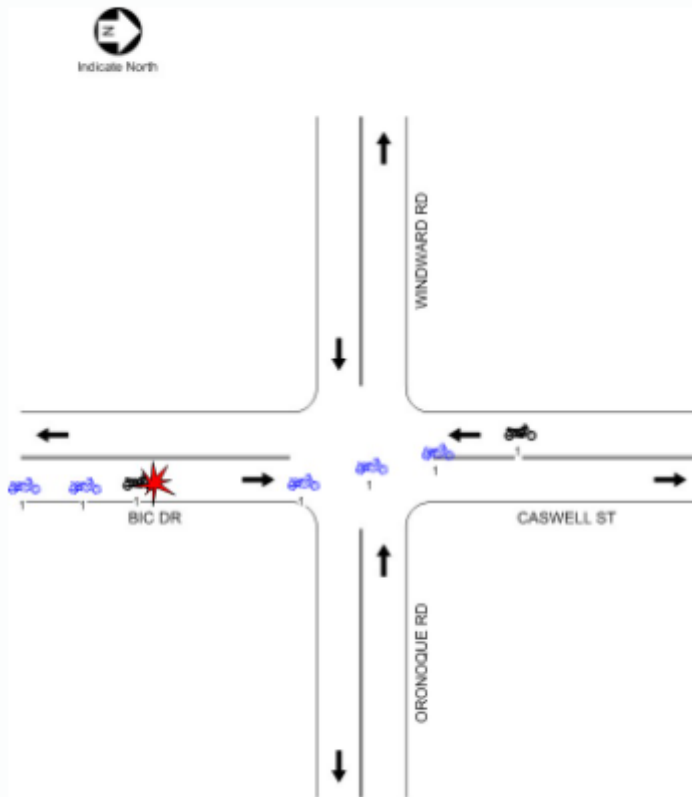
Town of Milford  
Crash Data - 7/1/2018 - 6/30/2021  
615 Plains Road - School Bus Depot

CrashId	Town Name	Date Of Crash	Day of the Week	Time of Crash	Crash Severity	Most Severe Injury	Number Of Motor Vehicles	Milemarker	Road Description	Roadway Name	Intersecting Roadway Name	Landmark Description	Distance From Nearest Landmark	Direction From Nearest Landmark	First Harmful Event	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	School Bus Related	Work Zone Related
675298	Milford	7/13/2019	Saturday	11:08:00 PM	Injury of any type (Serious, Minor, Possible)	Suspected Minor Injury (B)	1	0	BIC DR	BIC DR	CASWELL				Other Non-Collision	Not Applicable	On Roadway	Clear	Dark-Lighted	Dry	Unknown	None	Intersection	No	No
708896	Milford	11/8/2019	Friday	10:24:00 PM	Property Damage Only	No Apparent Injury (O)	1	0.36	SHELL AND ST	SHELLAND ST	unknown	PLAINS RD	0.25 Tenth's of Mile	W	Animal Other Than Deer (live)	Not Applicable	On Roadway	Clear	Dark-Lighted	Dry	Animal(s) in Roadway	None	Non-Junction	No	No
711426	Milford	11/15/2019	Friday	11:25:00 AM	Property Damage Only	No Apparent Injury (O)	2	0.67	PLAIN S RD NO 1	PLAINS RD NO 1	unknown	W RUTLAND RD	106 Feet	S	Motor Vehicle in Operation	Angle	On Roadway	Clear	Daylight	Dry	None	None	Driveway Access	No	No
720346	Milford	6/11/2019	Tuesday	8:55:00 AM	Property Damage Only	No Apparent Injury (O)	2	0.59	PLAIN S RD NO 1	PLAINS RD NO 1	unknown	W RUTLAND RD	300 Feet	N	Motor Vehicle in Operation	Rear to side	On Roadway	Clear	Daylight	Dry	None	None	Non-Junction	No	No
773936	Milford	3/12/2020	Thursday	9:49:00 AM	Injury of any type (Serious, Minor, Possible)	Possible Injury (C)	1	0.69	PLAIN S RD NO 1	PLAINS RD NO 1	unknown	GRINNELL ST	400 Feet	N	Utility Pole/Light Support	Not Applicable	Roadside	Cloudy	Daylight	Dry	None	None	Non-Junction	No	No

Town of Milford  
Crash Data (Vehicle Information) - 7/1/2018 - 6/30/2021  
615 Plains Road - School Bus Depot

CrashId	VehicleId	Vehicle Unit Type Text Format	# Occupants	Direction of Travel Before Crash	Most Harmful Event Text Format	Vehicle Maneuver/Action	Contributing Circumstances Motor Vehicle	Contributing Circumstances, Motor Vehicle Text Format	Towed Status Text Format	Trafficway Description Text Format	Total Lanes In Roadway	Roadway Alignment Text Format	Roadway Grade Text Format	Initial Contact Point Text Format	Extent of Damage Text Format	Body Type Text Format	Vehicle Action Text Format	Contributing Circumstances of Vehicle	Traffic Control Device Type Text Format	Traffic Control Device Functional?	Special Function Of Vehicle In Operation Text Format	Emergency Vehicle Use Text Format	Bike Lanes/Shoulders Present	Name Of Roadway On Which Vehicle Was Traveling	Vehicle Was Not On Roadway
675298	1	Vehicle in Operation	1	N	Other Non-Collision	Straight Ahead	Unknown	Not Applicable	Towed Due to Disabling Damage	Two-Way, Not Divided	2	Straight	Downhill	Non-Collision	Disabling Damage	Motorcycle	Straight Ahead	Unknown	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Bic Dr	FALSE
708896	1	Vehicle in Operation	2	W	Ran Off Roadway Right	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	Straight Ahead	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Shelland St	FALSE
711426	1	Vehicle in Operation	1	W	Motor Vehicle In Transport	Backing	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	Minor Damage	Passenger Van	Backing	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Plains Rd	FALSE
711426	2	Vehicle in Operation	1	S	Motor Vehicle In Transport	Straight Ahead	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 7 (South by SouthWest) in the 12-point Clock Diagram	Minor Damage	(Sport) Utility Vehicle	Straight Ahead	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Plains Rd	FALSE
720346	1	Vehicle in Operation	1	S	Motor Vehicle In Transport	Backing	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 6 (South) in the 12-point Clock Diagram	No Damage	Pick Up	Backing	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Plains Rd	FALSE
720346	2	Parked Vehicle	1	S	Motor Vehicle In Transport	Parked	None	Not Applicable	Not Towed	Two-Way, Not Divided	2	Straight	Level	Sector 8 (SouthWest) in the 12-point Clock Diagram	Functional Damage	Passenger Car	Parked	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE		TRUE
773936	1	Vehicle in Operation	1	S	Utility Pole	Negotiating a Curve	None	Not Applicable	Towed Due to Disabling Damage	One-Way Trafficway	1	Curve Right	Uphill	Sector 12 (North) in the 12-point Clock Diagram	Disabling Damage	Passenger Car	Negotiating a Curve	None	No Control Device	Not Applicable	No Special Function	Not applicable	FALSE	Plains Rd	FALSE

## Diagrams of the Current Page of Results



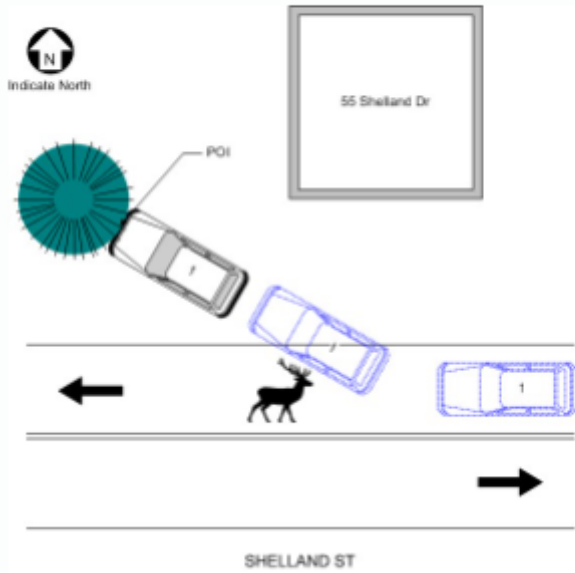
**CrashID:**  
**Town Name:**

675298  
Milford

[Previous Crash](#)

[Next Crash](#)

## Diagrams of the Current Page of Results



Drawing Not To Scale.

**CrashID:**

708896

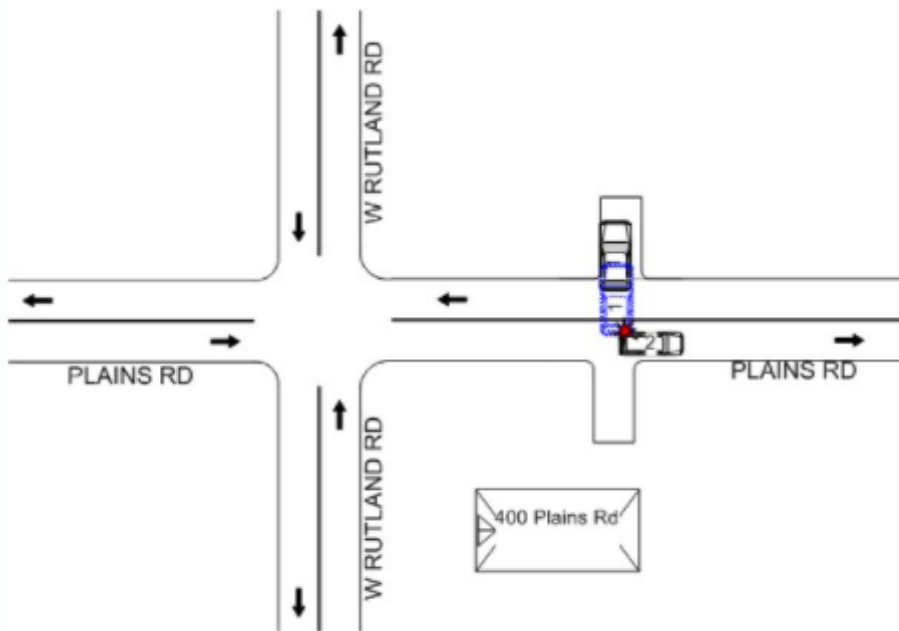
**Town Name:**

Milford

[Previous Crash](#)

[Next Crash](#)

## Diagrams of the Current Page of Results



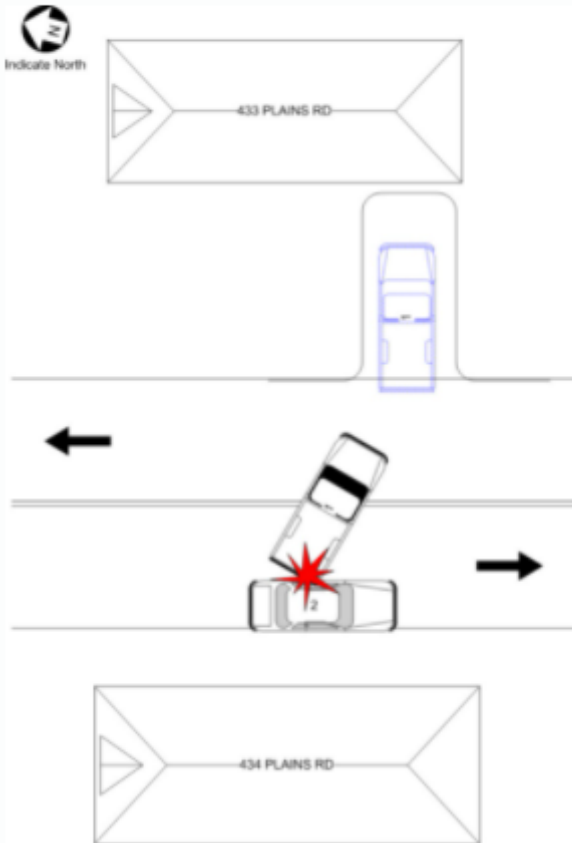
Drawing Not To  
Scale.

**CrashID:** 711426  
**Town Name:** Milford  
**Date Of Crash:** 2019-11-15  
**Time of Crash:** 11:25:00

[Previous Crash](#)

[Next Crash](#)

## Diagrams of the Current Page of Results



**CrashID:**  
**Town Name:**

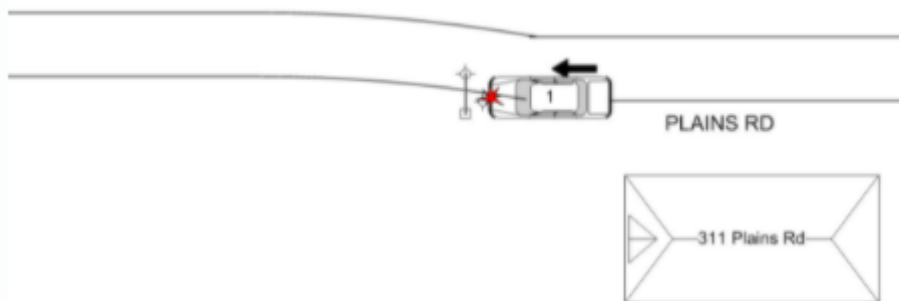
Drawing Not To Scale.  
720346  
Milford

[Previous Crash](#)

[Next Crash](#)



## Diagrams of the Current Page of Results






Drawing Not  
To Scale.

<b>CrashID:</b>	773936
<b>Town Name:</b>	Milford
<b>Date Of Crash:</b>	2020-03-12
<b>Time of Crash:</b>	09:49:00
<b>Crash Severity:</b>	Injury of any type (Serious, Minor, Possible)
<b>Most Severe Injury:</b>	Possible Injury (C)
<b>Route Class:</b>	Local
<b>Road Description:</b>	PLAINS RD NO 1
<b>Roadway Name:</b>	PLAINS RD NO 1
<b>Intersecting Roadway Name:</b>	unknown

[Previous Crash](#)[Next Crash](#)

**CAPACITY ANALYSES  
2022 NO BUILD VOLUMES**

Intersection						
Int Delay, s/veh	0.7					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	4	0	1	17	18	25
Future Vol, veh/h	4	0	1	17	18	25
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	61	61	61	61	61	61
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	7	0	2	28	30	41

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	83	51	71
Stage 1	51	-	-
Stage 2	32	-	-
Critical Hdwy	6.43	6.23	4.13
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	2.227
Pot Cap-1 Maneuver	916	1014	1523
Stage 1	969	-	-
Stage 2	988	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	915	1014	1523
Mov Cap-2 Maneuver	915	-	-
Stage 1	968	-	-
Stage 2	988	-	-

Approach	SB	SE	NW
HCM Control Delay, s	9	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1523	-	915
HCM Lane V/C Ratio	-	-	0.001	-	0.007
HCM Control Delay (s)	-	-	7.4	0	9
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0




Intersection													
Int Delay, s/veh	4.4												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations		↕			↕			↕			↕		
Traffic Vol, veh/h	0	17	4	17	33	2	14	0	28	0	1	0	
Future Vol, veh/h	0	17	4	17	33	2	14	0	28	0	1	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85	
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8	
Mvmt Flow	0	20	5	20	39	2	16	0	33	0	1	0	
Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	41	0	0	25	0	0	104	104	23	119	105	40	
Stage 1	-	-	-	-	-	-	23	23	-	80	80	-	
Stage 2	-	-	-	-	-	-	81	81	-	39	25	-	
Critical Hdwy	4.18	-	-	4.18	-	-	7.18	6.58	6.28	7.18	6.58	6.28	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.58	-	6.18	5.58	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.58	-	6.18	5.58	-	
Follow-up Hdwy	2.272	-	-	2.272	-	-	3.572	4.072	3.372	3.572	4.072	3.372	
Pot Cap-1 Maneuver	1530	-	-	1551	-	-	862	775	1037	843	774	1014	
Stage 1	-	-	-	-	-	-	980	864	-	914	817	-	
Stage 2	-	-	-	-	-	-	913	816	-	961	863	-	
Platoon blocked, %		-	-		-	-							
Mov Cap-1 Maneuver	1530	-	-	1551	-	-	853	765	1037	808	764	1014	
Mov Cap-2 Maneuver	-	-	-	-	-	-	853	765	-	808	764	-	
Stage 1	-	-	-	-	-	-	980	864	-	914	806	-	
Stage 2	-	-	-	-	-	-	900	805	-	930	863	-	
Approach	SE			NW			NE			SW			
HCM Control Delay, s	0			2.4			8.9			9.7			
HCM LOS							A			A			
Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1						
Capacity (veh/h)	967	1551	-	-	1530	-	-	764					
HCM Lane V/C Ratio	0.051	0.013	-	-	-	-	-	0.002					
HCM Control Delay (s)	8.9	7.4	0	-	0	-	-	9.7					
HCM Lane LOS	A	A	A	-	A	-	-	A					
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0					




Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	66	6	46	68	33	0	34	27	41	47	8
Future Vol, veh/h	4	66	6	46	68	33	0	34	27	41	47	8
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	5	75	7	52	77	38	0	39	31	47	53	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	8.6	7.9	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	5%	31%	43%
Vol Thru, %	56%	87%	46%	49%
Vol Right, %	44%	8%	22%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	76	147	96
LT Vol	0	4	46	41
Through Vol	34	66	68	47
RT Vol	27	6	33	8
Lane Flow Rate	69	86	167	109
Geometry Grp	1	1	1	1
Degree of Util (X)	0.085	0.109	0.206	0.142
Departure Headway (Hd)	4.435	4.557	4.433	4.683
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	808	788	812	767
Service Time	2.461	2.579	2.452	2.707
HCM Lane V/C Ratio	0.085	0.109	0.206	0.142
HCM Control Delay	7.9	8.1	8.6	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.8	0.5

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	99	117	85	28	8
Future Vol, veh/h	5	99	117	85	28	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	87	87	87	87	87	87
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	6	114	134	98	32	9
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	232	0	-	0	309	183
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	126	-
Critical Hdwy	4.21	-	-	-	6.51	6.31
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	2.299	-	-	-	3.599	3.399
Pot Cap-1 Maneuver	1284	-	-	-	665	837
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	878	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1284	-	-	-	662	837
Mov Cap-2 Maneuver	-	-	-	-	662	-
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	878	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		10.5		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1284	-	-	-	-	694
HCM Lane V/C Ratio	0.004	-	-	-	-	0.06
HCM Control Delay (s)	7.8	0	-	-	-	10.5
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0.2

Intersection						
Int Delay, s/veh	3.5					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	36	0	0	30	8	18
Future Vol, veh/h	36	0	0	30	8	18
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	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	44	0	0	37	10	22
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	58	21	32	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	37	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	947	1054	1574	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	983	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	947	1054	1574	-	-	-
Mov Cap-2 Maneuver	947	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	983	-	-	-	-	-
Approach	SB	SE		NW		
HCM Control Delay, s	9	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1	
Capacity (veh/h)	-	-	1574	-	947	
HCM Lane V/C Ratio	-	-	-	-	0.047	
HCM Control Delay (s)	-	-	0	-	9	
HCM Lane LOS	-	-	A	-	A	
HCM 95th %tile Q(veh)	-	-	0	-	0.1	

Intersection												
Int Delay, s/veh	4.1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	35	16	29	21	6	10	2	25	4	1	0
Future Vol, veh/h	0	35	16	29	21	6	10	2	25	4	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	50	23	41	30	9	14	3	36	6	1	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	39	0	0	73	0	0	179	183	62	198	190	35
Stage 1	-	-	-	-	-	-	62	62	-	117	117	-
Stage 2	-	-	-	-	-	-	117	121	-	81	73	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1565	-	-	1520	-	-	781	709	1000	759	703	1035
Stage 1	-	-	-	-	-	-	947	841	-	885	797	-
Stage 2	-	-	-	-	-	-	885	794	-	925	832	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1565	-	-	1520	-	-	763	689	1000	714	683	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	763	689	-	714	683	-
Stage 1	-	-	-	-	-	-	947	841	-	885	775	-
Stage 2	-	-	-	-	-	-	859	772	-	889	832	-
Approach	SE			NW			NE			SW		
HCM Control Delay, s	0			3.9			9.2			10.1		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1					
Capacity (veh/h)	902	1520	-	-	1565	-	-	708				
HCM Lane V/C Ratio	0.059	0.027	-	-	-	-	-	0.01				
HCM Control Delay (s)	9.2	7.4	0	-	0	-	-	10.1				
HCM Lane LOS	A	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0				






Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	103	11	37	65	33	8	60	62	58	55	4
Future Vol, veh/h	0	103	11	37	65	33	8	60	62	58	55	4
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	134	14	48	84	43	10	78	81	75	71	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.2	9.3	9	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	0%	27%	50%
Vol Thru, %	46%	90%	48%	47%
Vol Right, %	48%	10%	24%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	114	135	117
LT Vol	8	0	37	58
Through Vol	60	103	65	55
RT Vol	62	11	33	4
Lane Flow Rate	169	148	175	152
Geometry Grp	1	1	1	1
Degree of Util (X)	0.218	0.2	0.234	0.211
Departure Headway (Hd)	4.638	4.868	4.8	4.999
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	768	731	743	713
Service Time	2.701	2.934	2.863	3.065
HCM Lane V/C Ratio	0.22	0.202	0.236	0.213
HCM Control Delay	9	9.2	9.3	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.7	0.9	0.8

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	133	112	33	67	8
Future Vol, veh/h	11	133	112	33	67	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	89	89	89	89	89	89
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	12	149	126	37	75	9
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	163	0	-	0	318	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	4.18	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.272	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1380	-	-	-	663	887
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	843	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1380	-	-	-	657	887
Mov Cap-2 Maneuver	-	-	-	-	657	-
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	843	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		11.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1380	-	-	-	676	
HCM Lane V/C Ratio	0.009	-	-	-	0.125	
HCM Control Delay (s)	7.6	0	-	-	11.1	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.4	

**CAPACITY ANALYSES**  
**2022 BUILD VOLUMES**

Intersection						
Int Delay, s/veh	2					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	39	0	1	52	18	102
Future Vol, veh/h	39	0	1	52	18	102
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	61	61	61	61	61	61
Heavy Vehicles, %	50	50	3	50	3	3
Mvmt Flow	64	0	2	85	30	167
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	203	114	197	0	-	0
Stage 1	114	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Critical Hdwy	6.9	6.7	4.13	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.75	2.227	-	-	-
Pot Cap-1 Maneuver	689	823	1370	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	688	823	1370	-	-	-
Mov Cap-2 Maneuver	688	-	-	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Approach	SB	SE		NW		
HCM Control Delay, s	10.8	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1	
Capacity (veh/h)	-	-	1370	-	688	
HCM Lane V/C Ratio	-	-	0.001	-	0.093	
HCM Control Delay (s)	-	-	7.6	0	10.8	
HCM Lane LOS	-	-	A	A	B	
HCM 95th %tile Q(veh)	-	-	0	-	0.3	

Intersection												
Int Delay, s/veh	3.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	21	71	17	72	2	53	0	28	0	1	0
Future Vol, veh/h	0	21	71	17	72	2	53	0	28	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	8	8	75	8	8	8	8	8	8	8	8	8
Mvmt Flow	0	25	84	20	85	2	62	0	33	0	1	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	87	0	0	109	0	0	194	194	67	210	235	86
Stage 1	-	-	-	-	-	-	67	67	-	126	126	-
Stage 2	-	-	-	-	-	-	127	127	-	84	109	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.18	6.58	6.28	7.18	6.58	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.58	-	6.18	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.58	-	6.18	5.58	-
Follow-up Hdwy	2.272	-	-	2.272	-	-	3.572	4.072	3.372	3.572	4.072	3.372
Pot Cap-1 Maneuver	1472	-	-	1445	-	-	752	691	980	734	655	956
Stage 1	-	-	-	-	-	-	929	827	-	864	780	-
Stage 2	-	-	-	-	-	-	863	780	-	909	794	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1472	-	-	1445	-	-	742	681	980	701	645	956
Mov Cap-2 Maneuver	-	-	-	-	-	-	742	681	-	701	645	-
Stage 1	-	-	-	-	-	-	929	827	-	864	768	-
Stage 2	-	-	-	-	-	-	849	768	-	878	794	-
Approach	SE			NW			NE			SW		
HCM Control Delay, s	0			1.4			10			10.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1					
Capacity (veh/h)	810	1445	-	-	1472	-	-	645				
HCM Lane V/C Ratio	0.118	0.014	-	-	-	-	-	0.002				
HCM Control Delay (s)	10	7.5	0	-	0	-	-	10.6				
HCM Lane LOS	B	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0				




Intersection




Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	66	6	46	68	52	0	53	27	45	47	8
Future Vol, veh/h	4	66	6	46	68	52	0	53	27	45	47	8
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	5	75	7	52	77	59	0	60	31	51	53	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0




Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8.8	8.2	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	5%	28%	45%
Vol Thru, %	66%	87%	41%	47%
Vol Right, %	34%	8%	31%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	76	166	100
LT Vol	0	4	46	45
Through Vol	53	66	68	47
RT Vol	27	6	52	8
Lane Flow Rate	91	86	189	114
Geometry Grp	1	1	1	1
Degree of Util (X)	0.115	0.112	0.233	0.151
Departure Headway (Hd)	4.558	4.65	4.442	4.77
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	785	770	807	751
Service Time	2.592	2.683	2.47	2.802
HCM Lane V/C Ratio	0.116	0.112	0.234	0.152
HCM Control Delay	8.2	8.3	8.8	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.4	0.9	0.5

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	99	117	124	95	8
Future Vol, veh/h	5	99	117	124	95	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	87	87	87	87	87	87
Heavy Vehicles, %	11	11	11	11	75	11
Mvmt Flow	6	114	134	143	109	9
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	277	0	-	0	332	206
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	126	-
Critical Hdwy	4.21	-	-	-	7.15	6.31
Critical Hdwy Stg 1	-	-	-	-	6.15	-
Critical Hdwy Stg 2	-	-	-	-	6.15	-
Follow-up Hdwy	2.299	-	-	-	4.175	3.399
Pot Cap-1 Maneuver	1236	-	-	-	537	812
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	747	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1236	-	-	-	534	812
Mov Cap-2 Maneuver	-	-	-	-	534	-
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	747	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		13.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1236	-	-	-	549	
HCM Lane V/C Ratio	0.005	-	-	-	0.216	
HCM Control Delay (s)	7.9	0	-	-	13.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.8	

Intersection						
Int Delay, s/veh	3.7					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	35	0	0	18	18	0
Future Vol, veh/h	35	0	0	18	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	61	61	61	61
Heavy Vehicles, %	100	100	3	3	3	2
Mvmt Flow	35	0	0	30	30	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	60	30	30	0	-	0
Stage 1	30	-	-	-	-	-
Stage 2	30	-	-	-	-	-
Critical Hdwy	7.4	7.2	4.13	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.227	-	-	-
Pot Cap-1 Maneuver	750	821	1576	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	750	821	1576	-	-	-
Mov Cap-2 Maneuver	750	-	-	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Approach	SB	SE		NW		
HCM Control Delay, s	10	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1	
Capacity (veh/h)	-	-	1576	-	750	
HCM Lane V/C Ratio	-	-	-	-	0.047	
HCM Control Delay (s)	-	-	0	-	10	
HCM Lane LOS	-	-	A	-	B	
HCM 95th %tile Q(veh)	-	-	0	-	0.1	



Intersection						
Int Delay, s/veh	6.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	35	77	25	4	0
Future Vol, veh/h	0	35	77	25	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	61	61	61	61
Heavy Vehicles, %	25	100	3	3	3	3
Mvmt Flow	0	35	126	41	7	0

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	300	7	7	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	293	-	-	-	-	-
Critical Hdwy	6.65	7.2	4.13	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	4.2	2.227	-	-	-
Pot Cap-1 Maneuver	646	849	1607	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	594	849	1607	-	-	-
Mov Cap-2 Maneuver	594	-	-	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	707	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	5.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	849	-	-
HCM Lane V/C Ratio	0.079	-	0.041	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	-	-

Intersection

Int Delay, s/veh 3.4

Movement SBL SBR SEL SET NWT NWR

Lane Configurations 

Traffic Vol, veh/h 75 0 0 69 8 88

Future Vol, veh/h 75 0 0 69 8 88

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 81 81 81 81 81 81

Heavy Vehicles, % 75 3 3 75 3 3

Mvmt Flow 93 0 0 85 10 109

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 150 65 119 0 - 0

Stage 1 65 - - - - -

Stage 2 85 - - - - -

Critical Hdwy 7.15 6.23 4.13 - - -

Critical Hdwy Stg 1 6.15 - - - - -

Critical Hdwy Stg 2 6.15 - - - - -

Follow-up Hdwy 4.175 3.327 2.227 - - -

Pot Cap-1 Maneuver 697 996 1463 - - -

Stage 1 801 - - - - -

Stage 2 783 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 697 996 1463 - - -

Mov Cap-2 Maneuver 697 - - - - -

Stage 1 801 - - - - -

Stage 2 783 - - - - -

Approach SB SE NW

HCM Control Delay, s 11 0 0

HCM LOS B

Minor Lane/Major Mvmt NWT NWR SEL SET SBLn1

Capacity (veh/h) - - 1463 - 697

HCM Lane V/C Ratio - - - - 0.133

HCM Control Delay (s) - - 0 - 11

HCM Lane LOS - - A - B

HCM 95th %tile Q(veh) - - 0 - 0.5

Intersection												
Int Delay, s/veh	3.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	39	89	29	56	6	45	2	25	4	1	0
Future Vol, veh/h	0	39	89	29	56	6	45	2	25	4	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	3	3	75	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	56	127	41	80	9	64	3	36	6	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	89	0	0	183	0	0	287	291	120	306	350	85
Stage 1	-	-	-	-	-	-	120	120	-	167	167	-
Stage 2	-	-	-	-	-	-	167	171	-	139	183	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1500	-	-	1386	-	-	663	618	929	644	573	971
Stage 1	-	-	-	-	-	-	882	794	-	833	758	-
Stage 2	-	-	-	-	-	-	833	755	-	862	746	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1500	-	-	1386	-	-	646	599	929	602	555	971
Mov Cap-2 Maneuver	-	-	-	-	-	-	646	599	-	602	555	-
Stage 1	-	-	-	-	-	-	882	794	-	833	735	-
Stage 2	-	-	-	-	-	-	806	732	-	826	746	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	2.4	10.8	11.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	721	1386	-	-	1500	-	592
HCM Lane V/C Ratio	0.143	0.03	-	-	-	-	0.012
HCM Control Delay (s)	10.8	7.7	0	-	0	-	11.2
HCM Lane LOS	B	A	A	-	A	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	0

Intersection

Intersection Delay, s/veh	9.6
Intersection LOS	A




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	103	11	37	65	51	8	78	62	62	55	4
Future Vol, veh/h	0	103	11	37	65	51	8	78	62	62	55	4
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	134	14	48	84	66	10	101	81	81	71	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	9.7	9.4	9.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	0%	24%	51%
Vol Thru, %	53%	90%	42%	45%
Vol Right, %	42%	10%	33%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	148	114	153	121
LT Vol	8	0	37	62
Through Vol	78	103	65	55
RT Vol	62	11	51	4
Lane Flow Rate	192	148	199	157
Geometry Grp	1	1	1	1
Degree of Util (X)	0.253	0.205	0.266	0.223
Departure Headway (Hd)	4.744	4.979	4.823	5.1
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	750	714	737	698
Service Time	2.82	3.061	2.9	3.179
HCM Lane V/C Ratio	0.256	0.207	0.27	0.225
HCM Control Delay	9.4	9.4	9.7	9.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.8	1.1	0.9

Intersection




Int Delay, s/veh 4.8




Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	133	112	68	140	8
Future Vol, veh/h	11	133	112	68	140	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	89	89	89	89	89	89
Heavy Vehicles, %	8	8	8	8	75	8
Mvmt Flow	12	149	126	76	157	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	202	0	0 337 164
Stage 1	-	-	- 164 -
Stage 2	-	-	- 173 -
Critical Hdwy	4.18	-	- 7.15 6.28
Critical Hdwy Stg 1	-	-	- 6.15 -
Critical Hdwy Stg 2	-	-	- 6.15 -
Follow-up Hdwy	2.272	-	- 4.175 3.372
Pot Cap-1 Maneuver	1335	-	- 533 865
Stage 1	-	-	- 716 -
Stage 2	-	-	- 708 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1335	-	- 528 865
Mov Cap-2 Maneuver	-	-	- 528 -
Stage 1	-	-	- 709 -
Stage 2	-	-	- 708 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1335	-	-	-	539
HCM Lane V/C Ratio	0.009	-	-	-	0.309
HCM Control Delay (s)	7.7	0	-	-	14.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.3

Intersection						
Int Delay, s/veh	4.5					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	39	0	0	30	8	0
Future Vol, veh/h	39	0	0	30	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	81	81	81	81
Heavy Vehicles, %	100	25	1	1	1	1
Mvmt Flow	39	0	0	37	10	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	47	10	10	0	-	0
Stage 1	10	-	-	-	-	-
Stage 2	37	-	-	-	-	-
Critical Hdwy	7.4	6.45	4.11	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	3.525	2.209	-	-	-
Pot Cap-1 Maneuver	764	1008	1616	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	764	1008	1616	-	-	-
Mov Cap-2 Maneuver	764	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Approach	SB	SE		NW		
HCM Control Delay, s	10	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1	
Capacity (veh/h)	-	-	1616	-	764	
HCM Lane V/C Ratio	-	-	-	-	0.051	
HCM Control Delay (s)	-	-	0	-	10	
HCM Lane LOS	-	-	A	-	B	
HCM 95th %tile Q(veh)	-	-	0	-	0.2	

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	39	70	18	36	0
Future Vol, veh/h	0	39	70	18	36	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	81	81	81	81
Heavy Vehicles, %	25	100	1	1	1	1
Mvmt Flow	0	39	86	22	44	0

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	238	44	44	0	-	0
Stage 1	44	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.65	7.2	4.11	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	4.2	2.209	-	-	-
Pot Cap-1 Maneuver	702	805	1571	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	663	805	1571	-	-	-
Mov Cap-2 Maneuver	663	-	-	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	787	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	5.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1571	-	805	-	-
HCM Lane V/C Ratio	0.055	-	0.048	-	-
HCM Control Delay (s)	7.4	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-