

September 3, 2021

Mr. Philip Bowman
Kensett Square, LLC
200 Old Towne Road
Cheshire, CT 06410

**RE: Traffic Impact Study
Old Towne Commons
Kensett Square Parcel and 29 Wallingford Road
Cheshire, Connecticut
SLR # 141.16794.00001**

Dear Mr. Bowman:

At your request, we have undertaken this study to evaluate the traffic-related implications associated with the proposed multifamily residential development at 200 Old Towne Road, 166-168 South Main Street, and 29 Wallingford Road in Cheshire, Connecticut. The site parcels are approximately 3.03 acres and are located on the east side of South Main Street (Route 10) between Wallingford Road and Old Towne Road. **Figure 1** displays the site location.

The proposed development will be 15 new low-rise multifamily residential units in three separate buildings generally along the south and east side of the parcels while retaining the existing mixed uses on Old Towne Road, South Main Street (Route 10), and Wallingford Road. Access for the multifamily residential units will be off Old Towne Road. **Figure 2** depicts the proposed site plan.

The work comprising the study consisted of several tasks including field reconnaissance, data collection, review of roadway and traffic conditions, estimation of site-development-generated traffic volumes, and assessment of future traffic operations. For this study, the signalized intersection of South Main Street (Route 10) at Cornwall Avenue and Old Towne Road was analyzed.

EXISTING CONDITIONS

The existing information including traffic volumes, vehicle speeds, and accident history was collected to determine the existing conditions of the area around the proposed development.

Site Environs and Existing Traffic

Route 10 is a Connecticut state highway that runs between New Haven and the Massachusetts state line near Granby. Within the project vicinity, Route 10 (South Main Street) is classified as a principal arterial. It runs north/south with one lane in each direction and a speed limit of 35 miles per hour (mph). Sidewalks are present on both sides of the roadway. CTtransit routes 228 and 229 run along South Main Street (Route 10) to/from New Haven, Cheshire, and Waterbury and have bus stops at the intersection of South Main Street (Route 10) at Cornwall Avenue and Old Towne Road.

Cornwall Avenue is classified as a collector and runs east/west with one lane in each direction and a speed limit of 25 mph. Sidewalks are present on both sides of the roadway.

The signalized intersection of South Main Street (Route 10) at Cornwall Avenue and Old Towne Road is directly west of the proposed project. Each approach has one through lane. The northbound and southbound approaches have separate left-turn lanes. There is a high-visibility crosswalk on the north leg.

Crash Data Summary

Information on traffic accident statistics for the intersection of South Main Street (Route 10) at Cornwall Avenue and Old Towne Road were obtained from the Connecticut Crash Data Repository for the approximately 3-year period of January 1, 2018, to May 28, 2021. The accident data collected is shown in **Table 1**.

TABLE 1
Crash Data Summary at South Main Street (Route 10) and Cornwall Avenue

CRASH SEVERITY	NUMBER OF COLLISIONS
Possible Injury	2
Property Damage Only	21
<i>Total</i>	<i>23</i>
TYPE OF COLLISION	NUMBER OF COLLISIONS
Angle	5
Fixed Object	2
Rear End	15
Sideswipe (Same Direction)	1
<i>Total</i>	<i>23</i>

Source: Connecticut Crash Data Repository from January 1, 2018, to May 28, 2021.

A total of 23 crashes were reported at the intersection of South Main Street (Route 10) at Cornwall Avenue and Old Towne Road during the 3-year period. More than 91% of the crashes resulted in property damage only. No fatalities or serious injuries was reported. The most common collision type was rear-end collisions, comprising 65% of reported crashes, followed by angle collisions at 22%. There are no collisions reported on Old Towne Road during the 3-year period.

Existing Traffic Volumes

Traffic monitoring data from June 2019 for South Main Street south of Wallingford Road was obtained from the Connecticut Department of Transportation (CTDOT). The annualized average daily traffic (AADT) at this location was 10,300 in the northbound direction and 9,900 in the southbound direction.

Due to the COVID-19 pandemic and its overall effect on reducing current travel and traffic patterns, new intersection turning movement traffic counts would not be indicative of normal traffic operations. Instead, intersection peak-hour volumes were assembled from past traffic studies. At the intersection of South Main Street at Cornwall Avenue and Old Towne Road, 2018 Build Traffic Volumes from the *Cheshire Medical Office Building Traffic Impact Study - 266-292 South Main Street – Cheshire, Connecticut* (Frederick P. Clark Associates, Inc., November 2017) were used as a baseline. The baseline peak-hour traffic volumes are shown in **Figure 3**. The volume data is included in the Appendix.

Existing Traffic Speeds

The traffic monitoring data conducted in June 2019 on South Main Street (Route 10) south of Wallingford Road obtained from CTDOT also included vehicle speed data. The 85th percentile speed on South Main Street (Route 10) was found to be 38.6 mph in the northbound direction and 35.8 mph in the southbound direction. The traffic monitoring speed data is included in the Appendix.

PROPOSED DEVELOPMENT

As stated previously, the proposed development will construct 15 new low-rise multifamily residential units in three separate buildings with access off Old Towne Road. The existing mixed uses on the site presently will be maintained.

Proposed Development Trip Generation

The proposed site-generated peak-hour trips were estimated using statistical data published by the Institute of Transportation Engineers (ITE).¹ **Table 2** summarizes the site-generated traffic estimates for the proposed development during the study peak hours.

TABLE 2
Site-generated Traffic Estimates

LAND USE	UNITS	A.M. PEAK HOUR				P.M. PEAK HOUR			
		TRIP RATE	IN	OUT	TOTAL	TRIP RATE	IN	OUT	TOTAL
PROPOSED DEVELOPMENT									
220 – Multi-family Housing (Low-Rise)	15 DU	0.46/DU	2	5	7	0.56/DU	5	3	8

Notes:

1. *Trip Generation, 10th Edition*, Institute of Transportation Engineers
2. DU = Dwelling Units

¹ *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017

As shown in Table 2, the proposed development is estimated to generate 7 total vehicle trips (2 vehicles entering and 5 vehicles exiting) during the morning peak hour and 8 total vehicle trips (5 vehicles entering and 3 vehicles exiting) during the afternoon peak hour.

Proposed Development Trip Distribution

The geographic distribution of the site-generated traffic through the study intersections was estimated based on review of roadway traffic patterns and on evaluation of journey-to-work census data for Cheshire, Connecticut. It is estimated that half (50%) of the site traffic will be traveling to and from the north on Route 10, 35% of the site traffic will be traveling to and from south on Route 10, and 15% of the site traffic will be traveling to and from the west on Cornwall Avenue.

Based on the proposed development trip generation and trip distribution, the proposed development trips were assigned to the study intersection. **Figure 4** displays the resulting proposed development new trip assignment.

FUTURE (2026) CONDITIONS

The proposed development is anticipated to be completed by 2026. Future (2026) Conditions were evaluated both with and without the proposed development to determine possible traffic impacts.

Background Traffic Volumes

The background traffic scenario is reflective of Future (2026) Conditions if the proposed development was not built. Background (2026) Conditions include traffic associated with other nearby expected upcoming developments as well as general traffic growth. Based on correspondence with the Town of Cheshire and CTDOT, there are no other developments near the proposed site that will affect the Future (2026) Conditions traffic analysis at the intersection of South Main Street (Route 10) at Cornwall Avenue and Old Towne Road. The 2018 baseline traffic volumes were projected to Future (2026) Conditions using an annual growth rate of 1.4 percent per year.

Background (2026) Conditions peak-hour traffic volumes were estimated by applying the annual growth rate to the 2018 baseline peak-hour traffic volumes. The resultant Background (2026) Conditions peak-hour traffic volumes are shown in **Figure 5**.

Combined Traffic Volumes

The combined traffic scenario is reflective of Future (2026) Conditions once the proposed development is built and opened. Combined (2026) Conditions peak-hour traffic volumes were estimated by adding the estimated proposed development new trip assignment (shown in Figure 4) to the Background (2026) Conditions traffic volumes (shown in Figure 5). The resultant Combined (2026) Conditions peak-hour traffic volumes are shown in **Figure 6**.

INTERSECTION ANALYSIS

Intersection capacity analysis and queue analysis were performed at the study intersection under Background (2026) and Combined (2026) Conditions to evaluate the intersection's ability to process traffic volumes. These evaluations were used to determine possible traffic impacts associated with the Kensett Square proposed multifamily development based on the comparison of background versus combined traffic operations.

Intersection Capacity Analysis

Intersection operation results are expressed as a level of service (LOS). LOS is used to provide a qualitative evaluation of the efficiency of operations of an intersection in terms of delay and inconvenience based on certain quantitative calculations. LOS A describes operations with very low average control delay per vehicle while LOS F describes operations with long average delays. The study intersections were evaluated using *Synchro 11 (Trafficware)* traffic analysis software package. **Table 3** summarizes the capacity analysis findings under Background (2026) and Combined (2026) Conditions. The *Synchro* analysis worksheets are included in the Appendix.

It is important to note LOS A to LOS D are generally considered acceptable conditions. However, in some urban areas LOS E during peak hours is often deemed acceptable and can indicate an efficient tradeoff between traffic flow and the amount of land devoted to the movement of motor vehicles.

TABLE 3
Capacity Analysis Summary - Future (2026) Conditions

INTERSECTION/LANE GROUP	LEVEL OF SERVICE			
	A.M. PEAK HOUR		P.M. PEAK HOUR	
	BACKGROUND	COMBINED	BACKGROUND	COMBINED
1. South Main Street (Route 10) at Cornwall Avenue/Old Towne Road				
Eastbound Left/Through/Right	D	D	D	D
Westbound Left/Through/Right	C	C	A	A
Northbound Left	A	A	B	B
Northbound Through/Right	B	B	C	C
Southbound Left	A	A	A	B
Southbound Through/Right	B	B	C	C
<i>Overall</i>	<i>B</i>	<i>B</i>	<i>C</i>	<i>C</i>

Notes: LOS calculations were performed using *Synchro 11*.

As shown in Table 3, all movements at the study intersection are expected to operate at acceptable LOS (LOS A to LOS D) under Background and Combined Conditions during both peak periods. Furthermore, the proposed development is not expected to change the LOS at any of the study intersection movements except for the southbound left movement, which is expected to change from LOS A to LOS B when the proposed development is built during the p.m. peak period. The LOS change at the southbound left movement reflects only an average delay increase of less than a second, but happens to bump the LOS

designation, which is right at the cut off.

Queue Analysis

Queue length is a measurement of the physical space vehicles will occupy while waiting to proceed through an intersection. The queue lengths at the study intersection were evaluated using *Synchro 11 (Trafficware)* traffic analysis software package. All storage lanes at the intersection of South Main Street (Route 10) at Cornwall Avenue and Old Towne Road are expected to provide adequate storage length under Background and Combined (2026) Conditions during both peak periods. The *Synchro* analysis worksheets showing the average and 95th percentile queues are included in the Appendix.

SUMMARY

This study was conducted to assess the transportation implications of the proposed Kensett Square development to be located in Cheshire, Connecticut. To determine a profile of existing conditions, detailed field reconnaissance and data assembly efforts were undertaken. Estimates of traffic that will be generated by the proposed development were developed based on industry statistical data. Intersection capacity and queue analyses were performed at the study intersection.

With the construction of the proposed development, all movements at the intersection of South Main Street (Route 10) at Cornwall Avenue and Old Towne Road are expected to operate at acceptable LOS (LOS A to LOS D) under Background and Combined (2026) Conditions during both peak periods. With 15 new residential units, the proposed development is anticipated to add, at most, approximately 8 total vehicle trips during any given single peak hour. With this minimal net increase in new traffic, no impacts to LOS are anticipated at the intersection of South Main Street (Route 10) at Cornwall Avenue and Old Towne Road. Furthermore, the proposed development is not expected to change the LOS at any of the study intersection movements except for the southbound left movement, which is expected to change from LOS A to LOS B when the proposed development is built during the p.m. peak period. The LOS change at the southbound left movement reflects only an average delay increase of less than a second. Additionally, with the construction of the proposed development, all storage lanes are expected to provide adequate storage length under Background and Combined (2026) Conditions during both peak periods.

We hope this report is useful to you. If you have any questions or need anything further, please do not hesitate to contact either of the undersigned.

Sincerely,

SLR International Corporation



David G. Sullivan, PE
US Manager of Traffic & Transportation Planning



Emily A. Foster, PE
Associate Transportation Engineer

141.16794.00001.s221.ltr

Figures

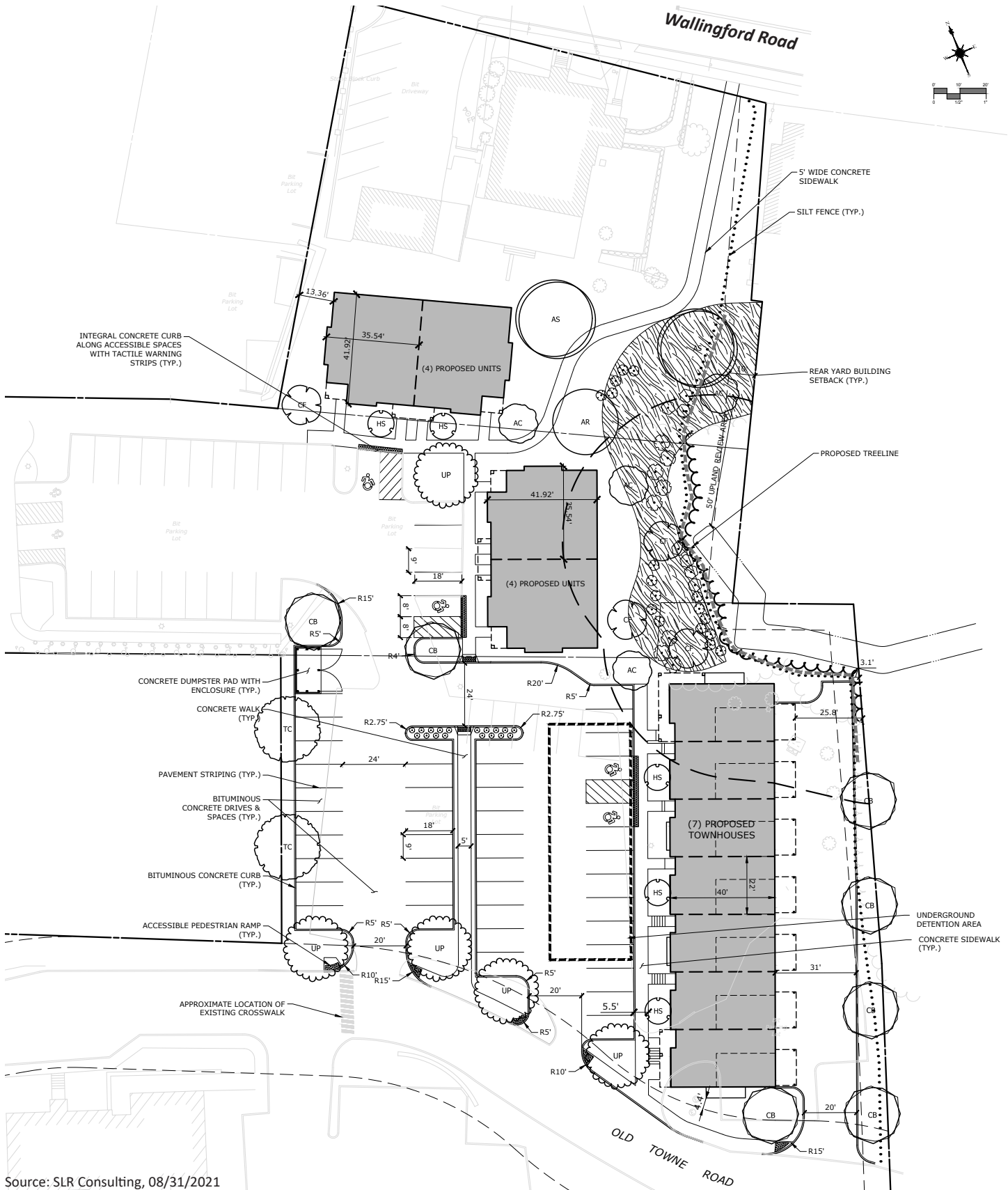
- Figure 1 – Site Location Map
- Figure 2 – Proposed Site Plan
- Figure 3 – Baseline Peak Hour Traffic Volumes
- Figure 4 – Proposed Development Peak Hour Trip Assignment
- Figure 5 – Background (2026) Conditions Peak Hour Traffic Volumes
- Figure 6 – Combined (2026) Conditions Peak Hour Traffic Volumes

Appendix

- Baseline Traffic Volume Data
- June 2019 CTDOT Traffic Monitoring Data
- LOS Designation Descriptions
- *Synchro* Analysis Worksheets



Figure 1 - Site Location Map



Source: SLR Consulting, 08/31/2021

Figure 2 - Proposed Site Plan

1	
<p>55 [66] 754 [856] 18 [16]</p> <p>↵ ↴ ↵</p> <p>Cornwall Ave</p>	<p>↵ ↴ ↵</p> <p>38 [27] 10 [0] 23 [17]</p> <p>Old Towne Rd</p>
<p>53 [76] 6 [2] 35 [32]</p> <p>↵ ↴ ↵</p>	<p>↵ ↴ ↵</p> <p>27 [43] 766 [941] 16 [25]</p>



Figure 3 - Baseline Peak Hour Traffic Volumes

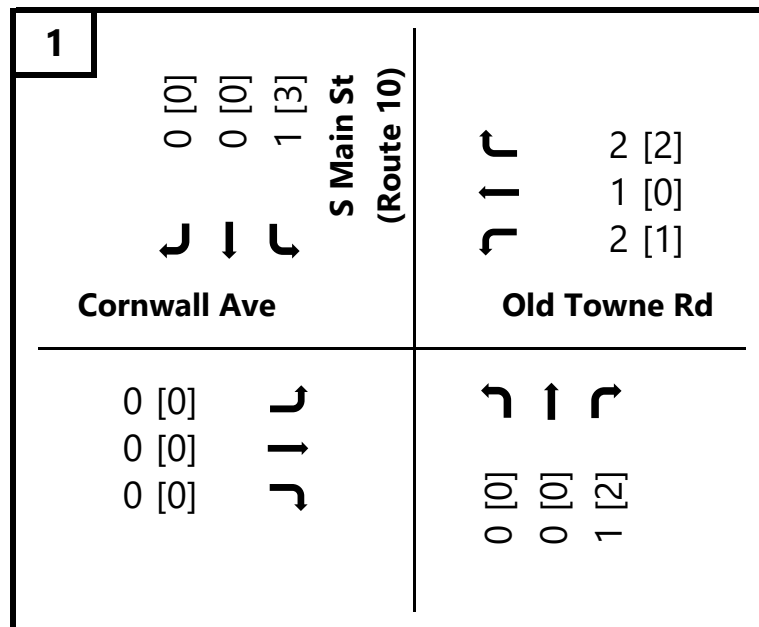


Figure 4 - Proposed Development Peak Hour Trip Assignment

1	<p>61 [74] 843 [956] 20 [18]</p> <p>↩ ↩ ↩</p> <p>S Main St (Route 10)</p>	<p>↩ ↩ ↩</p> <p>43 [30] 11 [0] 26 [19]</p> <p>Old Towne Rd</p>
	<p>59 [85] 6 [2] 39 [35]</p> <p>↩ ↩ ↩</p> <p>Cornwall Ave</p>	<p>↩ ↩ ↩</p> <p>30 [48] 857 [1052] 18 [28]</p>

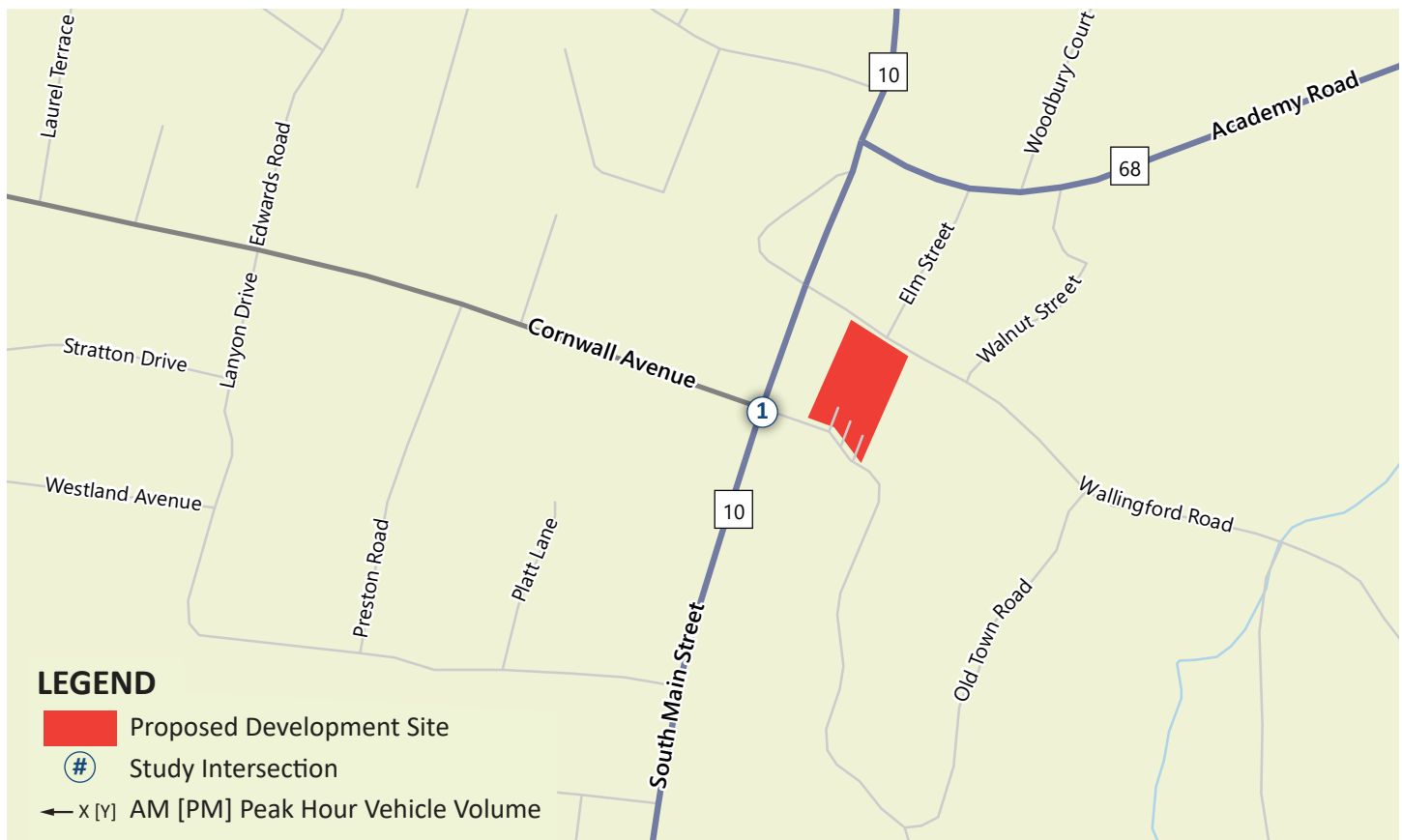


Figure 5 - Background (2026) Conditions Peak Hour Traffic Volumes

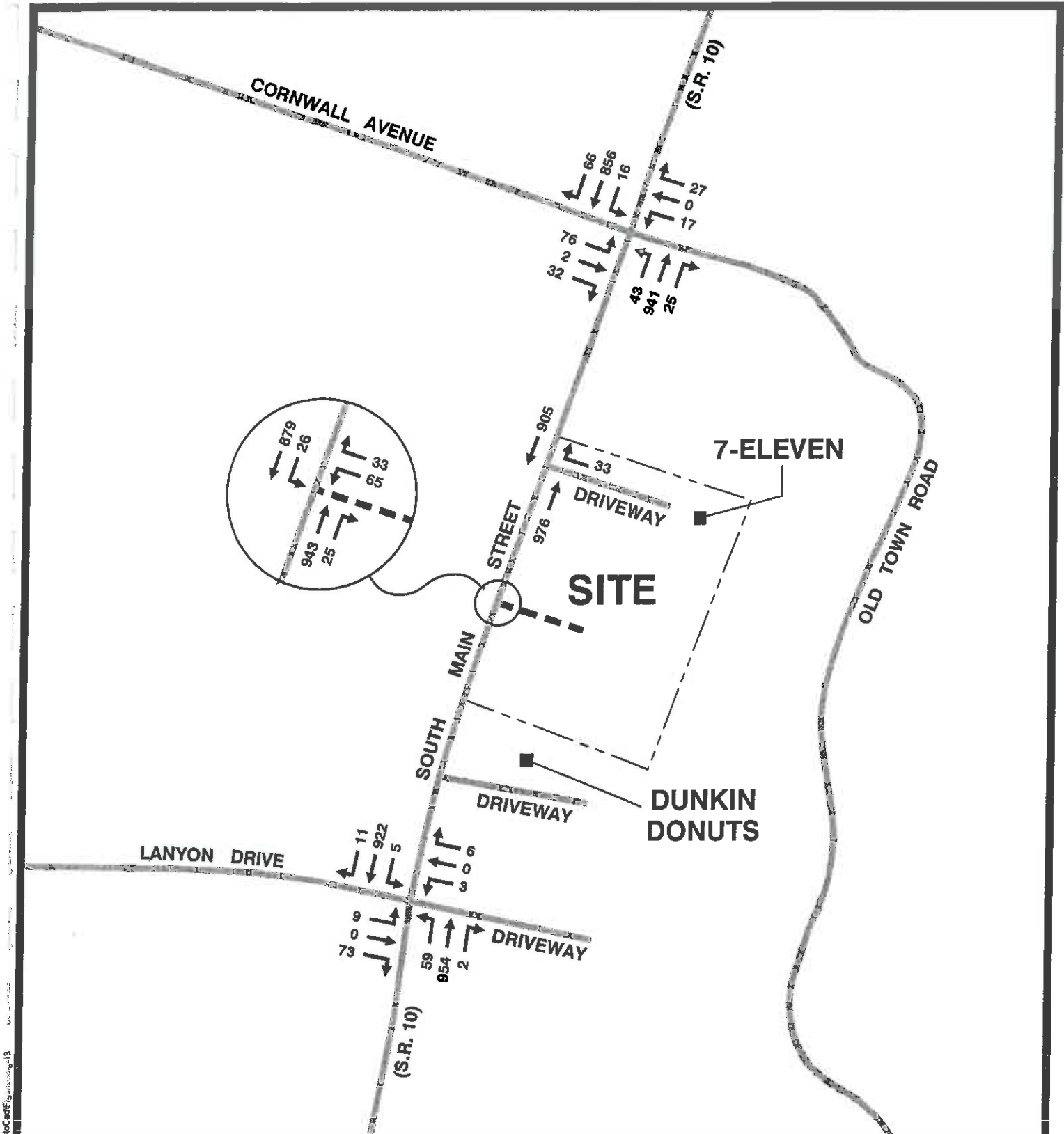
1	<p>61 [74] 843 [956] 21 [21]</p> <p>↩ ↓ ↩</p> <p>S Main St (Route 10)</p>	<p>↩ ↑ ↩</p> <p>45 [32] 12 [0] 28 [20]</p> <p>Old Towne Rd</p>
	<p>59 [85] 6 [2] 39 [35]</p> <p>↩ ↓ ↩</p> <p>Cornwall Ave</p>	<p>↩ ↑ ↩</p> <p>30 [48] 857 [1052] 19 [30]</p> <p>Old Towne Rd</p>



Figure 6 - Combined (2026) Conditions Peak Hour Traffic Volumes

APPENDIX

- Baseline Traffic Volume Data
- June 2019 CTDOT Traffic Monitoring Data
 - LOS Designation Descriptions
 - *Synchro* Analysis Worksheets



Note: The 2018 Build Traffic Volumes include the 2018 No-Build Traffic Volumes and the Site Traffic Generation.

LEGEND

--- PROPOSED SITE ACCESS DRIVE

2018 BUILD TRAFFIC VOLUMES WEEKDAY AFTERNOON PEAK HOUR

CHESHIRE MEDICAL OFFICE BUILDING
266-292 South Main Street
Cheshire, Connecticut

FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT



13

Not to Scale

11/6/17

Status: OK

North

Combined

South

Class

Speed

CHEH-038 - Combined - n/s

Route 10 - 16.82 mi SW of Wallingford Road

Town.....	Cheshire	19-Jun	20-Jun	21-Jun	22-Jun	23-Jun	24-Jun
Station.....	38	Wed	Thu	Fri	Sat	Sun	Mon
Location.....	41.497219,-72.902321	12:00am	93	116	165	203	90
Posted Speed Limit.....	25 MPH	01:00am	47	80	91	94	54
2015-Principal Arterial - Other	3...2015-Urban	02:00am	64	46	58	79	48
Start Report.....	19-Jun-2019 11:00AM	03:00am	57	70	53	43	59
End Report.....	24-Jun-2019 02:00PM	04:00am	142	130	88	52	108
Annualized ADT.....	20200	05:00am	365	348	193	109	346
24-Hour Count.....	22799 * G4(0.91) = 20747.1	06:00am	863	809	489	295	868
Day 1.....	+22135 * G4(0.91) = 40889.9	07:00am	1197	1153	929	533	1242
Day 2.....	+23291 * G4(0.85) = 60687.3	08:00am	1447	1372	1132	999	1531
Day 3.....	+20304 * G4(1.01) = 81194.3	09:00am	1189	1385	1308	1147	1498
Day 4.....	+17406 * G4(1.15) = 101211.2	10:00am	x	1189	1503	1479	1219
UnRounded AADT.....	101211.2 / 5 = 20242.2	11:00am	1584	1392	1550	1559	1417
OK 2019 Wed 19-Jun -this report-.....	20200	12:00pm	1573	1523	1559	1601	1307
OK 2016 Wed 06-Jul	23500	01:00pm	1554	1535	1625	1398	1346
REV 2010 Mon 01-Feb	22200	02:00pm	1565	1458	1553	1472	1352
OK 2007 Mon 05-Feb	23200	03:00pm	1681	1626	1615	1350	1282
		04:00pm	1680	1660	1717	1318	1271
		05:00pm	1855	1746	1639	1326	1129
		06:00pm	1420	1392	1286	1251	920
		07:00pm	1124	1074	1234	881	853
		08:00pm	941	895	936	767	779
		09:00pm	559	572	740	624	455
		10:00pm	389	380	524	464	333
		11:00pm	221	229	301	308	189
Totals		16146	22135	23291	20304	17406	11688

Status: OK

North

Combined

South

Class

Speed

CHEH-038 - North

Route 10 - 16.82 mi SW of Wallingford Road

Town.....	Cheshire	19-Jun	20-Jun	21-Jun	22-Jun	23-Jun	24-Jun
Station.....	38	Wed	Thu	Fri	Sat	Sun	Mon
Location.....	41.497219,-72.902321	12:00am	42	64	96	98	51
Posted Speed Limit.....	25 MPH	01:00am	29	37	43	53	23
2015-Principal Arterial - Other	3...2015-Urban	02:00am	26	21	25	42	20
Start Report.....	19-Jun-2019 11:00AM	03:00am	25	36	30	19	34
End Report.....	24-Jun-2019 02:00PM	04:00am	52	49	33	23	41
Annualized ADT.....	10300	05:00am	133	134	86	57	138
24-Hour Count.....	11709 * G4(0.91) = 10655.2	06:00am	470	425	230	127	454
Day 1.....	+11279 * G4(0.91) = 20919.1	07:00am	619	616	335	223	621
Day 2.....	+12000 * G4(0.85) = 31119.1	08:00am	767	722	515	389	777
Day 3.....	+10276 * G4(1.01) = 41497.8	09:00am	578	701	642	546	728
Day 4.....	+ 8835 * G4(1.15) = 51658.1	10:00am	x	618	797	768	658
UnRounded AADT.....	51658.1 / 5 = 10331.6	11:00am	775	768	820	777	735
OK 2019 Wed 19-Jun -this report-.....	20200	12:00pm	839	775	817	757	679
OK 2016 Wed 06-Jul	23500	01:00pm	802	780	855	676	680
REV 2010 Mon 01-Feb	22200	02:00pm	805	780	777	760	720
OK 2007 Mon 05-Feb	23200	03:00pm	865	830	821	710	681
		04:00pm	848	801	852	662	721
		05:00pm	966	862	873	776	572
		06:00pm	736	753	627	759	457
		07:00pm	639	545	664	440	443
		08:00pm	494	454	476	393	388
		09:00pm	278	258	382	329	262
		10:00pm	191	199	278	269	161
		11:00pm	112	115	156	165	101
Totals		8350	11279	12000	10276	8835	5922

Status: OK

North

Combined

South

Class

Speed

CHEH-038 - South

Route 10 - 16.82 mi SW of Wallingford Road

Town.....	Cheshire	19-Jun	20-Jun	21-Jun	22-Jun	23-Jun	24-Jun
Station.....	38	Wed	Thu	Fri	Sat	Sun	Mon
Location.....	41.497219,-72.902321	12:00am	51	52	69	105	39
Posted Speed Limit.....	25 MPH	01:00am	18	43	48	41	31
2015-Principal Arterial - Other	3...2015-Urban	02:00am	38	25	33	37	28
Start Report.....	19-Jun-2019 11:00AM	03:00am	32	34	23	24	25
End Report.....	24-Jun-2019 02:00PM	04:00am	90	81	55	29	67
Annualized ADT.....	9900	05:00am	232	214	107	52	208
24-Hour Count.....	11090 * G4(0.91) = 10091.9	06:00am	393	384	259	168	414
Day 1.....	+10856 * G4(0.91) = 19970.9	07:00am	578	537	594	310	621
Day 2.....	+11291 * G4(0.85) = 29568.2	08:00am	680	650	617	610	754
Day 3.....	+10028 * G4(1.01) = 39696.5	09:00am	611	684	666	601	770
Day 4.....	+ 8571 * G4(1.15) = 49553.1	10:00am	x	571	706	711	561
UnRounded AADT.....	49553.1 / 5 = 9910.6	11:00am	809	624	730	782	682
OK 2019 Wed 19-Jun -this report-.....	20200	12:00pm	734	748	742	844	628
OK 2016 Wed 06-Jul	23500	01:00pm	752	755	770	722	666
REV 2010 Mon 01-Feb	22200	02:00pm	760	678	776	712	632
OK 2007 Mon 05-Feb	23200	03:00pm	816	796	794	640	601
		04:00pm	832	859	865	656	550
		05:00pm	889	884	766	550	557
		06:00pm	684	639	659	492	463
		07:00pm	485	529	570	441	410
		08:00pm	447	441	460	374	391
		09:00pm	281	314	358	295	193
		10:00pm	198	181	246	195	172
		11:00pm	109	114	145	143	88
Totals		7796	10856	11291	10028	8571	5766

Status: OK

North

Combined

South

CHEH-038 - Combined - n/s

Route 10 - 16.82 mi SW of Wallingford Road

Town.....Cheshire	Hour	MPH 0-15	MPH 16-20	MPH 21-25	MPH 26-30	MPH 31-35	MPH 36-40	MPH 41-45	MPH 46-50	MPH 51-55	MPH 56-60	MPH 61-65	MPH 66-60	MPH 71-75	MPH 76+	Total Vol.	Daily Vol.
Station.....38																	
Location.....41.497219,-72.902321																	
Posted Speed Limit.....25 MPH																	
2015-Principal Arterial - Other 3...2015-Urban	Wednesday																
Start Report.....19-Jun-2019 11:00AM	19-Jun																
End Report.....24-Jun-2019 02:00PM	12:00am																
	01:00am																
	02:00am																
All Vehicles Average Speed.....31 MPH	03:00am																
Total Vehicles.....110970	04:00am																
Percentile Sampling Period.....9AM to 4PM	05:00am																
Vehicle Too Close.....5 secs	06:00am																
Vehicle Too Slow.....< 10 MPH	07:00am																
Speed Lower Limit.....15 MPH below Posted	08:00am																
	09:00am																
	10:00am																
All Report Days																	
85th Percentile Speed.....37.0 MPH	11:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
50th Percentile Speed.....31.2 MPH	12:00pm	165	187	320	415	392	95	10	.	.	.	.	.	.	.	1584	10%
10 MPH Pace (61%).....27-36 MPH	01:00pm	64	93	232	543	487	131	21	2	.	.	.	.	.	.	1573	10%
All Hours Total Vehicles.....110970	02:00pm	113	177	251	469	394	132	16	2	.	.	.	.	.	.	1554	10%
In-Period Total Vehicles.....55238	03:00pm	82	120	300	537	372	131	20	3	.	.	.	.	.	.	1565	10%
Omitted Vehicles Too Close (79%).....43693	04:00pm	46	118	298	545	480	166	25	3	.	.	.	.	.	.	1681	10%
Omitted Vehicles Too Slow (1%).....448	05:00pm	40	78	263	497	524	223	48	5	2	.	.	.	.	.	1680	10%
Sampled Vehicles (20%).....11097	06:00pm	91	134	330	634	523	128	15	.	.	.	.	.	.	.	1855	11%
	07:00pm	25	47	135	444	513	184	64	7	.	1	.	.	.	.	1420	9%
	08:00pm	13	21	109	272	382	243	71	12	1	.	.	.	.	.	1124	7%
Wednesday 19-Jun-2019	09:00pm	11	15	64	200	308	210	117	13	3	.	.	.	.	.	941	6%
85th Percentile Speed.....35.6 MPH	10:00pm	2	8	24	81	148	173	94	23	6	.	.	.	.	.	559	3%
50th Percentile Speed.....30.0 MPH	11:00pm	.	4	9	79	123	87	57	20	8	1	1	.	.	.	389	2%
10 MPH Pace (62%).....27-36 MPH	Totals	652	1002	2335	4722	4685	1984	626	110	25	3	2	0	0	0	16146	1%
All Hours Total Vehicles.....16146	Percent	4.04	6.21	14.46	29.25	29.02	12.29	3.88	0.68	0.15	0.02	0.01	0.00	0.00	0.00		
In-Period Total Vehicles.....7957	Thursday																
Omitted Vehicles Too Close (82%).....6504	20-Jun																
Omitted Vehicles Too Slow (1%).....69	12:00am	.	.	.	4	22	20	22	18	5	2	.	.	.	.	93	0%
Sampled Vehicles (17%).....1384	01:00am	.	.	.	3	1	13	19	7	3	1	.	.	.	.	47	0%
	02:00am	.	.	.	3	14	21	17	6	2	1	.	.	.	.	64	0%
	03:00am	.	.	.	2	15	18	9	7	6	.	.	.	.	.	57	0%
	04:00am	.	.	2	10	24	46	34	13	11	2	.	.	.	.	142	1%
	05:00am	.	.	2	22	91	111	88	35	16	.	.	.	.	.	365	2%
	06:00am	2	14	31	69	237	267	177	53	11	.	2	.	.	.	863	4%
	07:00am	26	32	115	276	399	234	89	19	6	1	.	.	.	.	1197	5%
	08:00am	24	62	142	364	519	256	72	7	.	1	.	.	.	.	1447	7%
	09:00am	155	121	127	312	332	118	23	1	.	.	.	.	.	.	1189	5%
	10:00am	411	170	77	239	199	79	13	.	1	.	.	.	.	.	1189	5%
	11:00am	183	121	176	407	380	111	14	.	.	.	.	.	.	.	1392	6%
	12:00pm	103	134	229	417	432	177	29	2	.	.	.	.	.	.	1523	7%
	01:00pm	72	132	275	543	374	112	26	1	.	.	.	.	.	.	1535	7%
	02:00pm	50	69	192	442	474	195	34	2	.	.	.	.	.	.	1458	7%
	03:00pm	44	106	243	504	483	181	62	3	.	.	.	.	.	.	1626	7%
	04:00pm	31	93	215	474	523	242	64	16	2	.	.	.	.	.	1660	7%
	05:00pm	46	93	236	521	601	207	39	3	.	.	.	.	.	.	1746	8%
	06:00pm	27	56	121	328	482	289	81	8	.	.	.	.	.	.	1392	6%
	07:00pm	7	35	66	188	365	236	149	24	3	1	.	.	.	.	1074	5%
	08:00pm	20	31	50	152	281	219	129	12	1	.	.	.	.	.	895	4%
	09:00pm	5	8	42	94	162	164	80	16	1	.	.	.	.	.	572	3%
	10:00pm	.	.	1	30	99	117	92	28	13	.	.	.	.	.	380	2%
	11:00pm	.	1	2	11	62	69	42	20	20	1	.	.	.	1	229	1%
	Totals	1206	1278	2344	5415	6571	3502	1404	301	101	10	2	0	0	1	22135	
	Percent	5.45	5.77	10.59	24.46	29.69	15.82	6.34	1.36	0.46	0.05	0.01	0.00	0.00	0.00		
	Friday																
	21-Jun																
	12:00am	.	.	1	5	26	36	33	10	3	1	.	.	1	.	116	0%
	01:00am	.	.	1	5	21	23	17	8	4	.	1	.	.	.	80	0%
	02:00am	.	.	2	3	8	15	7	7	2	1	1	.	.	.	46	0%
	03:00am	.	.	.	3	16	24	17	6	2	2	.	.	.	.	70	0%
	04:00am	.	.	1	13	38	35	23	11	6	2	.	1	.	.	130	1%
	05:00am	.	.	.	4	87	112	83	36	9	3	1	.	.	.	348	1%
	06:00am	3	4	29	87	203	226	187	59	9	1	1	.	.	.	809	3%
	07:00am	17	45	69	234	387	259	108	30	3	1	.	.	.	.	1153	5%
	08:00am	39	54	127	318	533	227	64	10	.	.	.	.	.	.	1372	6%
	09:00am	59	75	155	372	444	217	61	2	.	.	.	.	.	.	1385	6%
	10:00am	65	97	280	439	440	161	20	1	.	.	.	.	.	.	1503	6%
	11:00am	91	122	319	502	404	95	15	2	.	.	.	.	.	.	1550	7%
	12:00pm	58	83	245	488	466	180	34	4	1	.	.	.	.	.	1559	7%
	01:00pm	75	126	218	496	491	177	39	3	.	.	.	.	.	.	1625	7%
	02:00pm	71	126	218	421	486	193	34	3	1	.	.	.	.	.	1553	7%
	03:00pm	57	128	253	463	485	169	56	3	1	.	.	.	.	.	1615	7%
	04:00pm	72	131	255	506	475	204	63	8	3	.	.	.	.	.	1717	7%
	05:00pm	24	66	208	464	591	220	64	2	.	.	.	.	.	.	1639	7%
	06:00pm	23	42	121	318	420	242	105	11	4	.	.	.	.	.	1286	6%
	07:00pm	14	25	85	234	467	253	135	19	2	.	.	.	.	.	1234	5%
	08:00pm	17	19	45	160	319	235	126	12	1	1	1	.	.	.	936	4%
	09:00pm	2	10	33	104	232	215	120	21	3	.	.	.	.	.	740	3%
	10:00pm	.	3	7	44	155	205	84	17	6	3	.	.	.	.	524	2%
	11:00pm	.	.	1	21	56	111	73	27	7	4	.	1	.	.	301	1%
	Totals	687	1156	2677	5713	7250	3834	1568	312	67	19	5	2	1	0	23291	
	Percent	2.95	4.96	11.49	24.53	31.13	16.46	6.73	1.34	0.29	0.08	0.02	0.01	0.00	0.00		
	Saturday																
	22-Jun																
	12:00am	.	.	.	6	42	44	48	18	5	1	.	1	.	.	165	1%
	01:00am	.	.	1	5	16	38	20	5	6	.	.	.	.	.	91	0%
	02:00am	.	.	.	2	11	18	13	5	5	3	1	.	.	.	58	0%
	03:00am	.	.	.	4	9	16	14	7	1	2	.	.	.	.	53	0%
	04:00am	.	.	.	11	20	19	21	11	5	1	.	.	.	.	88	0%
	05:00am	.	.	2	15	29	59	54	21	11	2	.	.	.	.	193	1%
	06:00am	3	4	14	38	118	124	133	41	11	3	.	.	.	.	489	2%
	07:00am	27	41	62	146	263	241	112	34	2	1	.	.	.	.	929	5%
	08:00am	35	49	88	243	349	239	110	18	1	.	.	.	.	.	1132	6%
	09:00am	44	78	158	343	397	211	68	8	1	.	.	.	.	.	1308	6%

2019 CHEH-038 - Speed

10:00am	36	87	186	416	507	216	27	4	.	.	.	.	.	.	1479	7%
11:00am	82	124	229	430	467	184	41	1	1	.	.	.	.	.	1559	8%
12:00pm	227	257	239	378	340	122	33	5	.	.	.	.	.	.	1601	8%
01:00pm	101	96	133	362	429	233	42	2	.	.	.	.	.	.	1398	7%
02:00pm	36	50	168	409	526	224	52	7	.	.	.	.	.	.	1472	7%
03:00pm	25	47	134	342	468	259	68	6	1	.	.	.	.	.	1350	7%
04:00pm	32	52	165	313	448	215	80	13	.	.	.	.	.	.	1318	6%
05:00pm	61	53	121	358	487	189	53	4	.	.	.	.	.	.	1326	7%
06:00pm	22	28	97	243	502	276	64	14	5	.	.	.	.	.	1251	6%
07:00pm	10	21	52	123	287	233	116	35	2	1	1	.	.	.	881	4%
08:00pm	1	16	66	128	222	206	111	17	.	.	.	.	.	.	767	4%
09:00pm	2	7	28	91	212	173	91	18	2	.	.	.	.	.	624	3%
10:00pm	.	.	3	38	113	173	103	30	2	.	2	.	.	.	464	2%
11:00pm	.	.	1	27	64	92	87	26	10	1	.	.	.	.	308	2%
Totals	744	1010	1947	4471	6326	3804	1561	350	71	15	4	1	0	0	20304	
Percent	3.66	4.97	9.59	22.02	31.16	18.74	7.69	1.72	0.35	0.07	0.02	0.00	0.00	0.00		
Sunday																
23-Jun																
12:00am	.	1	.	13	61	64	45	10	7	.	2	.	.	.	203	1%
01:00am	.	.	1	6	21	25	27	7	5	2	.	.	.	.	94	1%
02:00am	.	.	.	3	20	18	18	12	5	1	2	.	.	.	79	0%
03:00am	.	.	.	2	8	14	9	5	5	.	.	.	.	.	43	0%
04:00am	.	.	.	6	9	12	11	5	6	2	.	1	.	.	52	0%
05:00am	.	.	3	4	19	36	17	20	8	2	.	.	.	.	109	1%
06:00am	3	2	8	21	75	89	53	30	11	2	.	1	.	.	295	2%
07:00am	.	3	17	52	143	147	119	38	12	2	.	.	.	.	533	3%
08:00am	38	37	76	201	324	208	92	19	3	.	1	.	.	.	999	6%
09:00am	3	27	105	269	385	265	81	11	1	.	.	.	.	.	1147	7%
10:00am	15	39	137	331	436	187	63	10	1	.	.	.	.	.	1219	7%
11:00am	39	66	177	411	499	178	43	4	.	.	.	.	.	.	1417	8%
12:00pm	28	31	109	328	515	229	60	7	.	.	.	.	.	.	1307	8%
01:00pm	34	31	99	354	520	230	67	9	1	1	.	.	.	.	1346	8%
02:00pm	3	33	100	331	541	259	78	5	2	.	.	.	.	.	1352	8%
03:00pm	8	38	78	296	508	274	67	10	3	.	.	.	.	.	1282	7%
04:00pm	13	28	81	358	444	261	80	6	.	.	.	.	.	.	1271	7%
05:00pm	22	46	96	205	360	252	123	22	3	.	.	.	.	.	1129	6%
06:00pm	6	12	35	167	278	245	135	35	7	.	.	.	.	.	920	5%
07:00pm	1	15	50	140	272	214	128	27	6	.	.	.	.	.	853	5%
08:00pm	.	5	31	127	247	223	110	30	6	.	.	.	.	.	779	4%
09:00pm	2	2	8	50	131	154	85	19	1	3	.	.	.	.	455	3%
10:00pm	.	.	9	30	85	93	87	21	6	2	.	.	.	.	333	2%
11:00pm	.	.	.	7	36	52	71	18	4	1	.	.	.	.	189	1%
Totals	215	416	1220	3712	5937	3729	1669	380	103	18	5	2	0	0	17406	
Percent	1.24	2.39	7.01	21.33	34.11	21.42	9.59	2.18	0.59	0.10	0.03	0.01	0.00	0.00		
Monday																
24-Jun																
12:00am	.	.	.	6	7	30	32	12	3	.	.	.	.	.	90	1%
01:00am	.	.	.	5	8	18	15	3	4	.	1	.	.	.	54	0%
02:00am	.	.	.	1	5	19	10	10	2	.	1	.	.	.	48	0%
03:00am	.	.	2	9	7	10	16	7	6	2	.	.	.	.	59	1%
04:00am	.	.	.	8	18	31	32	12	6	.	.	1	.	.	108	1%
05:00am	.	.	.	13	66	108	93	48	14	4	.	.	.	.	346	3%
06:00am	4	5	21	83	207	273	203	57	14	1	.	.	.	.	868	7%
07:00am	13	21	71	244	435	279	140	34	5	.	.	.	.	.	1242	11%
08:00am	81	101	187	369	502	236	50	5	.	.	.	.	.	.	1531	13%
09:00am	106	114	177	366	478	209	42	5	1	.	.	.	.	.	1498	13%
10:00am	55	117	191	443	363	173	27	.	2	.	.	.	.	.	1371	12%
11:00am	74	132	201	448	474	165	30	4	.	.	.	.	.	.	1528	13%
12:00pm	81	116	229	420	484	174	20	1	.	.	.	.	.	.	1525	13%
01:00pm	78	97	171	333	493	193	49	5	1	.	.	.	.	.	1420	12%
02:00pm	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
03:00pm																
04:00pm																
05:00pm																
06:00pm																
07:00pm																
08:00pm																
09:00pm																
10:00pm																
11:00pm																
Totals	492	703	1250	2748	3547	1918	759	203	58	7	2	1	0	0	11688	
Percent	4.21	6.01	10.69	23.51	30.35	16.41	6.49	1.74	0.50	0.06	0.02	0.01	0.00	0.00		

Status: OK **North** Combined South

CHEH-038 - North

Route 10 - 16.82 mi SW of Wallingford Road

Town.....Cheshire	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	Total	Daily
Station.....38	Hour	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-60	71-75	76+	Vol.	Vol.	
Location.....41.497219,-72.902321																		
Posted Speed Limit.....25 MPH																		
2015-Principal Arterial - Other 3...2015-Urban	Wednesday																	
Start Report.....19-Jun-2019 11:00AM	19-Jun																	
End Report.....24-Jun-2019 02:00PM	12:00am																	
	01:00am																	
All Vehicles Average Speed.....33 MPH	02:00am																	
Total Vehicles.....56662	03:00am																	
Percentile Sampling Period.....9AM to 4PM	04:00am																	
Vehicle Too Close.....5 secs	05:00am																	
Vehicle Too Slow.....< 10 MPH	06:00am																	
Speed Lower Limit.....15 MPH below Posted	07:00am																	
	08:00am																	
	09:00am																	
85th Percentile Speed.....38.6 MPH	10:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x			
50th Percentile Speed.....33.1 MPH	11:00am	16	20	108	246	295	82	8	.	.	.	.	.	.	.	775	9%
10 MPH Pace (64%).....29-38 MPH	12:00pm	8	9	66	323	325	94	13	1	.	.	.	.	.	.	839	10%
All Hours Total Vehicles.....56662	01:00pm	3	10	103	282	285	105	13	1	.	.	.	.	.	.	802	10%
In-Period Total Vehicles.....28355	02:00pm	8	15	109	284	270	103	13	3	.	.	.	.	.	.	805	10%
Omitted Vehicles Too Close (82%).....23335	03:00pm	14	15	68	273	340	132	20	3	.	.	.	.	.	.	865	10%
Omitted Vehicles Too Slow (0%).....40	04:00pm	9	20	75	203	316	179	39	5	2	.	.	.	.	.	848	10%
Sampled Vehicles (18%).....4980	05:00pm	8	23	109	348	376	94	8	.	.	.	.	.	.	.	966	12%
	06:00pm	2	13	26	177	325	135	50	7	.	1	.	.	.	.	736	9%
	07:00pm	.	4	46	142	215	165	57	9	1	.	.	.	.	.	639	8%
Wednesday 19-Jun-2019	08:00pm	.	2	5	69	145	150	109	11	3	.	.	.	.	.	494	6%
85th Percentile Speed.....36.4 MPH	09:00pm	.	.	4	19	38	106	84	21	6	.	.	.	.	.	278	3%
50th Percentile Speed.....31.4 MPH	10:00pm	.	4	5	33	39	45	38	18	7	1	1	.	.	.	191	2%	
10 MPH Pace (68%).....28-37 MPH	11:00pm	.	.	.	.	14	37	38	16	5	1	1	.	.	.	112	1%
All Hours Total Vehicles.....8350	Totals	68	135	724	2399	2983	1427	490	95	24	3	2	0	0	0	8350		
In-Period Total Vehicles.....4086	Percent	0.81	1.62	8.67	28.73	35.72	17.09	5.87	1.14	0.29	0.04	0.02	0.00	0.00	0.00			
Omitted Vehicles Too Close (85%).....3460	Thursday																	
Omitted Vehicles Too Slow (0%).....5	20-Jun																	
Sampled Vehicles (15%).....621	12:00am	.	.	.	.	2	1	15	17	5	2	.	.	.	.	42	0%
Thursday 20-Jun-2019	01:00am	.	.	.	2	.	6	10	7	3	1	.	.	.	.	29	0%
85th Percentile Speed.....37.8 MPH	02:00am	.	.	.	.	3	5	13	2	2	1	.	.	.	.	26	0%
50th Percentile Speed.....32.0 MPH	03:00am	.	.	.	.	7	3	3	6	6	.	.	.	.	.	25	0%
10 MPH Pace (64%).....28-37 MPH	04:00am	.	.	.	1	4	8	16	11	10	2	.	.	.	.	52	0%
All Hours Total Vehicles.....11279	05:00am	.	.	.	3	4	30	49	32	15	.	.	.	.	.	133	1%
In-Period Total Vehicles.....5129	06:00am	.	.	4	15	94	146	151	49	9	.	2	.	.	.	470	4%	
Omitted Vehicles Too Close (83%).....4245	07:00am	7	4	35	121	203	147	76	19	6	1	.	.	.	.	619	5%
Omitted Vehicles Too Slow (0%).....21	08:00am	3	6	35	151	317	185	62	7	.	1	.	.	.	.	767	7%
Sampled Vehicles (17%).....863	09:00am	39	9	40	171	215	83	20	1	.	.	.	.	.	.	578	5%
	10:00am	136	23	32	186	157	72	11	.	1	.	.	.	.	.	618	5%
Friday 21-Jun-2019	11:00am	2	9	61	296	296	95	9	.	.	.	.	.	.	.	768	7%
85th Percentile Speed.....38.3 MPH	12:00pm	.	8	67	236	303	135	25	1	.	.	.	.	.	.	775	7%
50th Percentile Speed.....32.3 MPH	01:00pm	5	13	115	317	232	76	21	1	.	.	.	.	.	.	780	7%
10 MPH Pace (65%).....27-36 MPH	02:00pm	3	4	56	220	322	145	28	2	.	.	.	.	.	.	780	7%
All Hours Total Vehicles.....12000	03:00pm	1	11	68	252	307	133	56	2	.	.	.	.	.	.	830	7%
In-Period Total Vehicles.....5588	04:00pm	5	23	54	142	323	181	55	16	2	.	.	.	.	.	801	7%
Omitted Vehicles Too Close (83%).....4652	05:00pm	2	11	47	196	398	172	33	3	.	.	.	.	.	.	862	8%
Omitted Vehicles Too Slow (0%).....8	06:00pm	.	1	34	144	295	206	66	7	.	.	.	.	.	.	753	7%
Sampled Vehicles (17%).....928	07:00pm	.	2	11	57	173	152	124	22	3	1	.	.	.	.	545	5%
	08:00pm	1	.	3	39	121	160	118	11	1	.	.	.	.	.	454	4%
Saturday 22-Jun-2019	09:00pm	2	.	1	13	61	98	66	16	1	.	.	.	.	.	258	2%
85th Percentile Speed.....39.0 MPH	10:00pm	.	.	.	11	28	50	74	24	12	.	.	.	.	.	199	2%
50th Percentile Speed.....33.7 MPH	11:00pm	.	1	.	2	19	29	26	18	19	1	.	.	.	.	115	1%
10 MPH Pace (65%).....30-39 MPH	Totals	206	125	663	2575	3884	2318	1127	274	95	10	2	0	0	0	11279		
All Hours Total Vehicles.....10276	Percent	1.83	1.11	5.88	22.83	34.44	20.55	9.99	2.43	0.84	0.09	0.02	0.00	0.00	0.00			
In-Period Total Vehicles.....5090	Friday																	
Omitted Vehicles Too Close (81%).....4137	21-Jun																	
Omitted Vehicles Too Slow (0%).....3	12:00am	.	.	.	.	6	18	26	10	2	1	.	.	.	1	64	1%
Sampled Vehicles (19%).....950	01:00am	.	.	.	1	1	9	13	8	4	.	1	.	.	.	37	0%	
	02:00am	.	.	2	.	3	4	3	6	1	1	1	.	.	.	21	0%	
Sunday 23-Jun-2019	03:00am	.	.	.	.	6	6	14	6	2	2	.	.	.	.	36	0%
85th Percentile Speed.....40.4 MPH	04:00am	.	.	1	1	3	10	15	10	6	2	.	1	.	.	49	0%	
50th Percentile Speed.....34.8 MPH	05:00am	.	.	1	1	8	26	58	28	8	3	1	.	.	.	134	1%	
10 MPH Pace (67%).....30-39 MPH	06:00am	.	.	5	31	75	107	143	53	9	1	1	.	.	.	425	4%	
All Hours Total Vehicles.....8835	07:00am	7	16	17	100	215	149	86	22	3	1	.	.	.	.	616	5%
In-Period Total Vehicles.....4699	08:00am	4	5	19	143	327	167	48	9	.	.	.	.	.	.	722	6%
Omitted Vehicles Too Close (79%).....3712	09:00am	.	8	47	189	272	145	38	2	.	.	.	.	.	.	701	6%
Omitted Vehicles Too Slow (0%).....1	10:00am	6	16	101	241	302	118	13	.	.	.	.	.	.	.	797	7%
Sampled Vehicles (21%).....986	11:00am	12	36	126	301	262	68	13	2	.	.	.	.	.	.	820	7%
	12:00pm	1	8	104	259	288	129	24	3	1	.	.	.	.	.	817	7%
Monday 24-Jun-2019	01:00pm	9	15	82	302	314	104	26	3	.	.	.	.	.	.	855	7%
85th Percentile Speed.....38.6 MPH	02:00pm	1	5	49	219	335	141	24	3	.	.	.	.	.	.	777	6%
50th Percentile Speed.....33.1 MPH	03:00pm	6	10	77	244	304	132	46	1	1	.	.	.	.	.	821	7%
10 MPH Pace (67%).....29-38 MPH	04:00pm	13	19	61	215	319	158	57	8	2	.	.	.	.	.	852	7%
All Hours Total Vehicles.....5922	05:00pm	5	23	60	169	388	170	56	2	.	.	.	.	.	.	873	7%
In-Period Total Vehicles.....3763	06:00pm	2	6	25	108	225	158	90	10	3	.	.	.	.	.	627	5%
Omitted Vehicles Too Close (83%).....3129	07:00pm	.	.	13	97	248	175	110	19	2	.	.	.	.	.	664	6%
Omitted Vehicles Too Slow (0%).....2	08:00pm	.	1	5	39	149	155	114	10	1	1	1	.	.	.	476	4%	
Sampled Vehicles (17%).....632	09:00pm	.	.	7	28	94	130	103	17	3	.	.	.	.	.	382	3%
	10:00pm	.	.	1	13	62	120	61	14	4	3	.	.	.	.	278	2%
	11:00pm	.	.	.	1	10	57	54	23	7	4	.	.	.	.	156	1%
	Totals	66	168	803	2702	4216	2456	1235	269	59	19	5	1	1	0	12000		
	Percent	0.55	1.40	6.69	22.52	35.13	20.47	10.29	2.24	0.49	0.16	0.04	0.01	0.01	0.00			
	Saturday																	
	22-Jun																	
	12:00am	.	.	.	1	7	25	40	16	5	1	.	1	.	.	96	1%	
	01:00am	.	.	.	1	2	16	17	3	4	.	.	.	.	.	43	0%
	02:00am	.	.	.	1	2	6	6	3	3	3	1	.	.	.	25	0%	
	03:00am	.	.	.	2	4	7	8	6	1	2	.						

2019 CHEH-038 - Speed

10:00am	.	10	56	207	315	153	23	4	.	.	.	.	.	.	768	7%
11:00am	1	7	63	220	321	132	32	1	.	.	.	.	.	.	777	8%
12:00pm	17	33	85	225	263	97	32	5	.	.	.	.	.	.	757	7%
01:00pm	.	.	25	148	290	174	37	2	.	.	.	.	.	.	676	7%
02:00pm	12	9	41	190	306	155	42	5	.	.	.	.	.	.	760	7%
03:00pm	.	4	37	153	266	181	62	6	1	.	.	.	.	.	710	7%
04:00pm	2	3	41	134	258	151	64	9	.	.	.	.	.	.	662	6%
05:00pm	4	11	46	230	321	119	43	2	.	.	.	.	.	.	776	8%
06:00pm	5	5	35	137	317	194	48	14	4	.	.	.	.	.	759	7%
07:00pm	.	1	3	37	113	151	102	31	1	.	1	.	.	.	440	4%
08:00pm	.	2	24	40	92	125	94	16	.	.	.	.	.	.	393	4%
09:00pm	.	.	2	29	92	113	76	16	1	.	.	.	.	.	329	3%
10:00pm	.	.	2	7	39	105	88	26	2	.	.	.	.	.	269	3%
11:00pm	.	.	.	9	16	33	74	23	9	1	.	.	.	.	165	2%
Totals	46	94	506	2054	3542	2381	1268	308	61	13	2	1	0	0	10276	
Percent	0.45	0.91	4.92	19.99	34.47	23.17	12.34	3.00	0.59	0.13	0.02	0.01	0.00	0.00		
Sunday																
23-Jun																
12:00am	.	.	.	1	12	29	39	8	7	.	2	.	.	.	98	1%
01:00am	.	.	.	2	8	9	23	6	4	1	.	.	.	.	53	1%
02:00am	.	.	.	.	3	10	11	11	5	.	2	.	.	.	42	0%
03:00am	.	.	.	.	2	5	4	3	5	.	.	.	.	.	19	0%
04:00am	.	.	.	1	1	6	4	3	5	2	.	1	.	.	23	0%
05:00am	.	.	.	1	3	12	12	19	8	2	.	.	.	.	57	1%
06:00am	.	.	1	7	18	31	32	24	11	2	.	1	.	.	127	1%
07:00am	.	.	2	8	27	65	77	32	11	1	.	.	.	.	223	3%
08:00am	1	6	12	52	114	109	73	18	3	.	1	.	.	.	389	4%
09:00am	.	6	14	69	208	173	65	10	1	.	.	.	.	.	546	6%
10:00am	3	8	54	173	241	118	50	10	1	.	.	.	.	.	658	7%
11:00am	2	4	50	200	326	118	33	2	.	.	.	.	.	.	735	8%
12:00pm	3	3	17	136	309	161	44	6	.	.	.	.	.	.	679	8%
01:00pm	.	.	8	141	312	155	55	7	1	1	.	.	.	.	680	8%
02:00pm	.	.	28	162	307	159	58	5	1	.	.	.	.	.	720	8%
03:00pm	.	.	5	98	315	198	55	8	2	.	.	.	.	.	681	8%
04:00pm	6	4	22	177	282	164	62	4	.	.	.	.	.	.	721	8%
05:00pm	6	4	13	68	181	168	109	20	3	.	.	.	.	.	572	6%
06:00pm	.	.	3	33	105	152	125	33	6	.	.	.	.	.	457	5%
07:00pm	.	.	1	35	143	125	108	25	6	.	.	.	.	.	443	5%
08:00pm	.	.	5	29	93	134	94	27	6	.	.	.	.	.	388	4%
09:00pm	2	1	.	21	51	98	68	18	1	2	.	.	.	.	262	3%
10:00pm	.	.	.	2	17	50	68	18	5	1	.	.	.	.	161	2%
11:00pm	.	.	.	.	8	21	50	18	3	1	.	.	.	.	101	1%
Totals	23	36	235	1416	3086	2270	1319	335	95	13	5	2	0	0	8835	
Percent	0.26	0.41	2.66	16.03	34.93	25.69	14.93	3.79	1.08	0.15	0.06	0.02	0.00	0.00		
Monday																
24-Jun																
12:00am	.	.	.	1	.	13	23	11	3	.	.	.	.	.	51	1%
01:00am	.	.	.	.	3	3	10	3	3	.	1	.	.	.	23	0%
02:00am	.	.	.	1	.	4	4	8	2	.	1	.	.	.	20	0%
03:00am	.	.	.	2	4	5	9	6	6	2	.	.	.	.	34	1%
04:00am	.	.	.	1	4	4	16	10	5	.	.	1	.	.	41	1%
05:00am	.	.	.	3	9	15	54	40	13	4	.	.	.	.	138	2%
06:00am	.	.	1	10	73	134	168	54	13	1	.	.	.	.	454	8%
07:00am	.	.	14	85	215	164	107	31	5	.	.	.	.	.	621	10%
08:00am	1	10	48	171	346	162	35	4	.	.	.	.	.	.	777	13%
09:00am	4	4	55	195	291	144	30	4	1	.	.	.	.	.	728	12%
10:00am	8	24	66	227	228	128	22	.	2	.	.	.	.	.	705	12%
11:00am	4	9	63	245	321	120	19	4	.	.	.	.	.	.	785	13%
12:00pm	.	5	72	266	357	112	14	.	.	.	.	.	.	.	826	14%
01:00pm	3	10	25	159	332	139	45	5	1	.	.	.	.	.	719	12%
02:00pm	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
03:00pm																
04:00pm																
05:00pm																
06:00pm																
07:00pm																
08:00pm																
09:00pm																
10:00pm																
11:00pm																
Totals	20	62	344	1366	2183	1147	556	180	54	7	2	1	0	0	5922	
Percent	0.34	1.05	5.81	23.07	36.86	19.37	9.39	3.04	0.91	0.12	0.03	0.02	0.00	0.00		

Status: OK North Combined South

CHEH-038 - South

Route 10 - 16.82 mi SW of Wallingford Road

Town.....	Cheshire	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	Total	Daily
Station.....	38	Hour	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-60	71-75	76+	Vol.	Vol.
Location.....	41.497219,-72.902321																	
Posted Speed Limit.....	25 MPH																	
2015-Principal Arterial - Other	3...2015-Urban	Wednesday																
Start Report.....	19-Jun-2019 11:00AM	19-Jun																
End Report.....	24-Jun-2019 02:00PM	12:00am																
		01:00am																
All Vehicles Average Speed.....	28 MPH	02:00am																
Total Vehicles.....	54308	03:00am																
Percentile Sampling Period.....	9AM to 4PM	04:00am																
Vehicle Too Close.....	5 secs	05:00am																
Vehicle Too Slow.....	< 10 MPH	06:00am																
Speed Lower Limit.....	15 MPH below Posted	07:00am																
		08:00am																
		09:00am																
All Report Days		10:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
85th Percentile Speed.....	35.8 MPH	11:00am	149	167	212	169	97	13	2		.	.	.	.	.	.	809	10%
50th Percentile Speed.....	30.1 MPH	12:00pm	56	84	166	220	162	37	8	1	.	.	.	.	.	.	734	9%
10 MPH Pace (60%).....	27-36 MPH	01:00pm	110	167	148	187	109	27	3	1	.	.	.	.	.	.	752	10%
All Hours Total Vehicles.....	54308	02:00pm	74	105	191	253	102	28	7	.	.	.	.	.	.	.	760	10%
In-Period Total Vehicles.....	26883	03:00pm	32	103	230	272	140	34	5	.	.	.	.	.	.	.	816	10%
Omitted Vehicles Too Close (76%).....	20358	04:00pm	31	58	188	294	208	44	9	.	.	.	.	.	.	.	832	11%
Omitted Vehicles Too Slow (2%).....	408	05:00pm	83	111	221	286	147	34	7	.	.	.	.	.	.	.	889	11%
Sampled Vehicles (23%).....	6117	06:00pm	23	34	109	267	188	49	14	.	.	.	.	.	.	.	684	9%
		07:00pm	13	17	63	130	167	78	14	3	.	.	.	.	.	.	485	6%
		08:00pm	11	13	59	131	163	60	8	2	.	.	.	.	.	.	447	6%
85th Percentile Speed.....	33.9 MPH	09:00pm	2	8	20	62	110	67	10	2	.	.	.	.	.	.	281	4%
50th Percentile Speed.....	28.4 MPH	10:00pm	.	.	4	46	84	42	19	2	1	.	.	.	.	.	198	3%
10 MPH Pace (60%).....	25-34 MPH	11:00pm	.	.	.	6	25	44	30	4	.	.	.	.	.	.	109	1%
All Hours Total Vehicles.....	7796	Totals	584	867	1611	2323	1702	557	136	15	1	0	0	0	0	0	7796	
In-Period Total Vehicles.....	3871	Percent	7.49	11.12	20.66	29.80	21.83	7.14	1.74	0.19	0.01	0.00	0.00	0.00	0.00	0.00		
Omitted Vehicles Too Close (79%).....	3044	Thursday																
Omitted Vehicles Too Slow (2%).....	64	20-Jun																
Sampled Vehicles (20%).....	763	12:00am	.	.	.	4	20	19	7	1	.	.	.	.	.	.	51	0%
		01:00am	.	.	.	1	1	7	9	.	.	.	.	.	.	.	18	0%
		02:00am	.	.	.	3	11	16	4	4	.	.	.	.	.	.	38	0%
85th Percentile Speed.....	34.7 MPH	03:00am	.	.	.	2	8	15	6	1	.	.	.	.	.	.	32	0%
50th Percentile Speed.....	28.5 MPH	04:00am	.	.	2	9	20	38	18	2	1	.	.	.	.	.	90	1%
10 MPH Pace (57%).....	25-34 MPH	05:00am	.	.	2	19	87	81	39	3	1	.	.	.	.	.	232	2%
All Hours Total Vehicles.....	10856	06:00am	2	14	27	54	143	121	26	4	2	.	.	.	.	.	393	4%
In-Period Total Vehicles.....	4783	07:00am	19	28	80	155	196	87	13	.	.	.	.	.	.	.	578	5%
Omitted Vehicles Too Close (77%).....	3672	08:00am	21	56	107	213	202	71	10	.	.	.	.	.	.	.	680	6%
Omitted Vehicles Too Slow (3%).....	142	09:00am	116	112	87	141	117	35	3	.	.	.	.	.	.	.	611	6%
Sampled Vehicles (20%).....	969	10:00am	275	147	45	53	42	7	2	.	.	.	.	.	.	.	571	5%
		11:00am	181	112	115	111	84	16	5	.	.	.	.	.	.	.	624	6%
85th Percentile Speed.....	35.7 MPH	12:00pm	103	126	162	181	129	42	4	1	.	.	.	.	.	.	748	7%
50th Percentile Speed.....	30.2 MPH	01:00pm	67	119	160	226	142	36	5	.	.	.	.	.	.	.	755	7%
10 MPH Pace (62%).....	27-36 MPH	02:00pm	47	65	136	222	152	50	6	.	.	.	.	.	.	.	678	6%
All Hours Total Vehicles.....	11291	03:00pm	43	95	175	252	176	48	6	1	.	.	.	.	.	.	796	7%
In-Period Total Vehicles.....	5202	04:00pm	26	70	161	332	200	61	9	.	.	.	.	.	.	.	859	8%
Omitted Vehicles Too Close (77%).....	3986	05:00pm	44	82	189	325	203	35	6	.	.	.	.	.	.	.	884	8%
Omitted Vehicles Too Slow (1%).....	60	06:00pm	27	55	87	184	187	83	15	1	.	.	.	.	.	.	639	6%
Sampled Vehicles (22%).....	1156	07:00pm	7	33	55	131	192	84	25	2	.	.	.	.	.	.	529	5%
		08:00pm	19	31	47	113	160	59	11	1	.	.	.	.	.	.	441	4%
		09:00pm	3	8	41	81	101	66	14	.	.	.	.	.	.	.	314	3%
85th Percentile Speed.....	35.9 MPH	10:00pm	.	.	1	19	71	67	18	4	1	.	.	.	.	.	181	2%
50th Percentile Speed.....	30.3 MPH	11:00pm	.	.	2	9	43	40	16	2	1	.	.	.	.	1	114	1%
10 MPH Pace (62%).....	27-36 MPH	Totals	1000	1153	1681	2840	2687	1184	277	27	6	0	0	0	0	0	1	10856
All Hours Total Vehicles.....	10028	Percent	9.21	10.62	15.48	26.16	24.75	10.91	2.55	0.25	0.06	0.00	0.00	0.00	0.00	0.01		
In-Period Total Vehicles.....	5077	Friday																
Omitted Vehicles Too Close (76%).....	3869	21-Jun																
Omitted Vehicles Too Slow (2%).....	81	12:00am	.	.	1	5	20	18	7	.	1	.	.	.	.	.	52	0%
Sampled Vehicles (22%).....	1127	01:00am	.	.	1	4	20	14	4	.	.	.	.	.	.	.	43	0%
		02:00am	.	.	.	3	5	11	4	1	1	.	.	.	.	.	25	0%
		03:00am	.	.	.	3	10	18	3	.	.	.	.	.	.	.	34	0%
85th Percentile Speed.....	36.9 MPH	04:00am	.	.	.	12	35	25	8	1	.	.	.	.	.	.	81	1%
50th Percentile Speed.....	31.4 MPH	05:00am	.	.	3	12	79	86	25	8	1	.	.	.	.	.	214	2%
10 MPH Pace (63%).....	27-36 MPH	06:00am	3	4	24	56	128	119	44	6	.	.	.	.	.	.	384	3%
All Hours Total Vehicles.....	8571	07:00am	10	29	52	134	172	110	22	8	.	.	.	.	.	.	537	5%
In-Period Total Vehicles.....	4371	08:00am	35	49	108	175	206	60	16	1	.	.	.	.	.	.	650	6%
Omitted Vehicles Too Close (71%).....	3084	09:00am	59	67	108	183	172	72	23	.	.	.	.	.	.	.	684	6%
Omitted Vehicles Too Slow (0%).....	17	10:00am	59	81	179	198	138	43	7	1	.	.	.	.	.	.	706	6%
Sampled Vehicles (29%).....	1270	11:00am	79	86	193	201	142	27	2	.	.	.	.	.	.	.	730	6%
		12:00pm	57	75	141	229	178	51	10	1	.	.	.	.	.	.	742	7%
		01:00pm	66	111	136	194	177	73	13	.	.	.	.	.	.	.	770	7%
85th Percentile Speed.....	35.8 MPH	02:00pm	70	121	169	202	151	52	10	.	1	.	.	.	.	.	776	7%
50th Percentile Speed.....	30.2 MPH	03:00pm	51	118	176	219	181	37	10	2	.	.	.	.	.	.	794	7%
10 MPH Pace (61%).....	27-36 MPH	04:00pm	59	112	194	291	156	46	6	.	1	.	.	.	.	.	865	8%
All Hours Total Vehicles.....	5766	05:00pm	19	43	148	295	203	50	8	.	.	.	.	.	.	.	766	7%
In-Period Total Vehicles.....	3579	06:00pm	21	36	96	210	195	84	15	1	1	.	.	.	.	.	659	6%
Omitted Vehicles Too Close (76%).....	2703	07:00pm	14	25	72	137	219	78	25	.	.	.	.	.	.	.	570	5%
Omitted Vehicles Too Slow (1%).....	44	08:00pm	17	18	40	121	170	80	12	2	.	.	.	.	.	.	460	4%
Sampled Vehicles (23%).....	832	09:00pm	2	10	26	76	138	85	17	4	.	.	.	.	.	.	358	3%
		10:00pm	.	3	6	31	93	85	23	3	2	.	.	.	.	.	246	2%
		11:00pm	.	.	1	20	46	54	19	4	.	.	.	1	.	.	145	1%
		Totals	621	988	1874	3011	3034	1378	333	43	8	0	0	1	0	0	11291	
		Percent	5.50	8.75	16.60	26.67	26.87	12.20	2.95	0.38	0.07	0.00	0.00	0.01	0.00	0.00		
		Saturday																
		22-Jun																
		12:00am	.	.	.	5	35	19	8	2	.	.	.	.	.	.	69	1%
		01:00am	.	.	1	4	14	22	3	2	2	.	.	.	.	.	48	0%
		02:00am	.	.	.	1	9	12	7	2	2	.	.	.	.	.	33	0%
		03:00am	.	.	.	2	5	9	6	1	.	.	.	.	.	.	23	0%
		04:00am	.	.	.	10	19	14	9	2	.	1	.	.	.	.	55	1%
		05:00am	.	.	2	11	26	48	18	2	.	.	.	.	.	.	107	1%
		06:00am	3	4	14	34	90	80	30	3	1	.	.	.	.	.	259	3%
		07:00am	25	39	55	112	185	142	32	4	.	.	.	.	.	.	594	6%
		08:00am	35	49	82	168	179	89	15	.	.	.	.	.	.	.	617	6%
		09:00am	41	71	125	178	159	76	14	2	.	.	.	.	.	.	666	6%

2019 CHEH-038 - Speed

10:00am	36	77	130	209	192	63	4	.	.	.	.	.	.	.	711	7%
11:00am	81	117	166	210	146	52	9	.	1	.	.	.	.	.	782	8%
12:00pm	210	224	154	153	77	25	1	.	.	.	.	.	.	.	844	8%
01:00pm	101	96	108	214	139	59	5	.	.	.	.	.	.	.	722	7%
02:00pm	24	41	127	219	220	69	10	2	.	.	.	.	.	.	712	7%
03:00pm	25	43	97	189	202	78	16	.	.	.	.	.	.	.	640	6%
04:00pm	30	49	124	179	190	64	16	4	.	.	.	.	.	.	656	7%
05:00pm	57	42	75	128	166	70	10	2	.	.	.	.	.	.	550	5%
06:00pm	17	23	62	106	185	82	16	.	1	.	.	.	.	.	492	5%
07:00pm	10	20	49	86	174	82	14	4	1	1	.	.	.	.	441	4%
08:00pm	1	14	42	88	130	81	17	1	.	.	.	.	.	.	374	4%
09:00pm	2	7	26	62	120	60	15	2	1	.	.	.	.	.	295	3%
10:00pm	.	.	1	31	74	68	15	4	.	.	2	.	.	.	195	2%
11:00pm	.	.	1	18	48	59	13	3	1	.	.	.	.	.	143	1%
Totals	698	916	1441	2417	2784	1423	293	42	10	2	2	0	0	0	10028	
Percent	6.96	9.13	14.37	24.10	27.76	14.19	2.92	0.42	0.10	0.02	0.02	0.00	0.00	0.00		
Sunday																
23-Jun																
12:00am	.	1	.	12	49	35	6	2	.	.	.	.	.	.	105	1%
01:00am	.	.	1	4	13	16	4	1	1	1	.	.	.	.	41	0%
02:00am	.	.	.	3	17	8	7	1	.	1	.	.	.	.	37	0%
03:00am	.	.	.	2	6	9	5	2	.	.	.	.	.	.	24	0%
04:00am	.	.	.	5	8	6	7	2	1	.	.	.	.	.	29	0%
05:00am	.	.	3	3	16	24	5	1	.	.	.	.	.	.	52	1%
06:00am	3	2	7	14	57	58	21	6	.	.	.	.	.	.	168	2%
07:00am	.	3	15	44	116	82	42	6	1	1	.	.	.	.	310	4%
08:00am	37	31	64	149	210	99	19	1	.	.	.	.	.	.	610	7%
09:00am	3	21	91	200	177	92	16	1	.	.	.	.	.	.	601	7%
10:00am	12	31	83	158	195	69	13	.	.	.	.	.	.	.	561	7%
11:00am	37	62	127	211	173	60	10	2	.	.	.	.	.	.	682	8%
12:00pm	25	28	92	192	206	68	16	1	.	.	.	.	.	.	628	7%
01:00pm	34	31	91	213	208	75	12	2	.	.	.	.	.	.	666	8%
02:00pm	3	33	72	169	234	100	20	.	1	.	.	.	.	.	632	7%
03:00pm	8	38	73	198	193	76	12	2	1	.	.	.	.	.	601	7%
04:00pm	7	24	59	181	162	97	18	2	.	.	.	.	.	.	550	6%
05:00pm	16	42	83	137	179	84	14	2	.	.	.	.	.	.	557	6%
06:00pm	6	12	32	134	173	93	10	2	1	.	.	.	.	.	463	5%
07:00pm	1	15	49	105	129	89	20	2	.	.	.	.	.	.	410	5%
08:00pm	.	5	26	98	154	89	16	3	.	.	.	.	.	.	391	5%
09:00pm	.	1	8	29	80	56	17	1	.	1	.	.	.	.	193	2%
10:00pm	.	.	9	28	68	43	19	3	1	1	.	.	.	.	172	2%
11:00pm	.	.	.	7	28	31	21	.	1	.	.	.	.	.	88	1%
Totals	192	380	985	2296	2851	1459	350	45	8	5	0	0	0	0	8571	
Percent	2.24	4.43	11.49	26.79	33.26	17.02	4.08	0.53	0.09	0.06	0.00	0.00	0.00	0.00		
Monday																
24-Jun																
12:00am	.	.	.	5	7	17	9	1	.	.	.	.	.	.	39	1%
01:00am	.	.	.	5	5	15	5	.	1	.	.	.	.	.	31	1%
02:00am	.	.	.	.	5	15	6	2	.	.	.	.	.	.	28	0%
03:00am	.	.	2	7	3	5	7	1	.	.	.	.	.	.	25	0%
04:00am	.	.	.	7	14	27	16	2	1	.	.	.	.	.	67	1%
05:00am	.	.	.	10	57	93	39	8	1	.	.	.	.	.	208	4%
06:00am	4	5	20	73	134	139	35	3	1	.	.	.	.	.	414	7%
07:00am	13	21	57	159	220	115	33	3	.	.	.	.	.	.	621	11%
08:00am	80	91	139	198	156	74	15	1	.	.	.	.	.	.	754	13%
09:00am	102	110	122	171	187	65	12	1	.	.	.	.	.	.	770	13%
10:00am	47	93	125	216	135	45	5	.	.	.	.	.	.	.	666	12%
11:00am	70	123	138	203	153	45	11	.	.	.	.	.	.	.	743	13%
12:00pm	81	111	157	154	127	62	6	1	.	.	.	.	.	.	699	12%
01:00pm	75	87	146	174	161	54	4	.	.	.	.	.	.	.	701	12%
02:00pm	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
03:00pm																
04:00pm																
05:00pm																
06:00pm																
07:00pm																
08:00pm																
09:00pm																
10:00pm																
11:00pm																
Totals	472	641	906	1382	1364	771	203	23	4	0	0	0	0	0	5766	
Percent	8.19	11.12	15.71	23.97	23.66	13.37	3.52	0.40	0.07	0.00	0.00	0.00	0.00	0.00		

Status: OK

North

Combined

South

CHEH-038 - South

Route 10 - 16.82 mi SW of Wallingford Road

Town.....Cheshire	Hour	Motor Cycle	Pass Cars	Single Unit	Combo Unit	Day Total
Station.....38						
Location..... 41.497219,-72.902321						
Posted Speed Limit.....25 MPH						
2015-Principal Arterial - Other 3....2015-Urban	19-Jun					
Start Report.....19-Jun-2019 11:00AM	Wed					
All Vehicle Peak Hour.....20-Jun-2019 05:00PM	12:00am					0
End Report.....24-Jun-2019 02:00PM	01:00am					0
Annualized ADT.....9900	02:00am					0
24-Hour Count.....11090 * G4(0.91) = 10091.9	03:00am					0
Day 1.....+10856 * G4(0.91) = 19970.9	04:00am					0
Day 2.....+11291 * G4(0.85) = 29568.2	05:00am					0
Day 3.....+10028 * G4(1.01) = 39696.5	06:00am					0
Day 4.....+ 8571 * G4(1.15) = 49553.1	07:00am					0
UnRounded AADT.....49553.1 / 5 = 9910.6	08:00am					0
OK 2019 Wed 19-Jun -this report-.....20200	09:00am					0
OK 2016 Wed 06-Jul .....23500	10:00am	x	x	x	x	0
REV 2010 Mon 01-Feb .....22200	11:00am	.	744	58	7	809
OK 2007 Mon 05-Feb .....23200	12:00pm	.	706	27	1	734
	01:00pm	.	705	42	5	752
	02:00pm	.	742	16	2	760
	03:00pm	.	796	14	6	816
	04:00pm	.	808	20	4	832
	05:00pm	.	876	12	1	889
	06:00pm	.	672	6	6	684
	07:00pm	.	481	1	3	485
	08:00pm	.	439	2	6	447
	09:00pm	.	275	4	2	281
	10:00pm	.	196	1	1	198
	11:00pm	.	107	.	2	109
	Totals	0	7547	203	46	7796
	Percent	0.00	96.81	2.60	0.59	
	20-Jun					
	Thu					
	12:00am	.	45	2	4	51
	01:00am	.	18	.	.	18
	02:00am	.	30	4	4	38
	03:00am	.	25	2	5	32
	04:00am	.	78	6	6	90
	05:00am	.	215	10	7	232
	06:00am	.	378	9	6	393
	07:00am	.	550	20	8	578
	08:00am	.	655	19	6	680
	09:00am	.	581	22	8	611
	10:00am	.	552	15	4	571
	11:00am	.	594	25	5	624
	12:00pm	.	717	23	8	748
	01:00pm	.	728	21	6	755
	02:00pm	.	656	18	4	678
	03:00pm	.	775	15	6	796
	04:00pm	.	842	14	3	859
	05:00pm	.	869	10	5	884
	06:00pm	.	621	16	2	639
	07:00pm	.	521	3	5	529
	08:00pm	.	432	5	4	441
	09:00pm	.	310	2	2	314
	10:00pm	.	175	2	4	181
	11:00pm	.	109	.	5	114
	Totals	0	10476	263	117	10856
	Percent	0.00	96.50	2.42	1.08	
	21-Jun					
	Fri					
	12:00am	.	50	1	1	52
	01:00am	.	38	2	3	43
	02:00am	.	21	2	2	25
	03:00am	.	28	3	3	34
	04:00am	.	70	3	8	81
	05:00am	.	204	5	5	214
	06:00am	.	368	8	8	384
	07:00am	.	513	20	4	537
	08:00am	.	614	27	9	650
	09:00am	.	655	23	6	684
	10:00am	.	677	27	2	706
	11:00am	.	692	31	7	730
	12:00pm	.	717	16	9	742
	01:00pm	.	747	21	2	770
	02:00pm	.	749	21	6	776
	03:00pm	.	764	23	7	794
	04:00pm	.	834	30	1	865
	05:00pm	.	748	16	2	766
	06:00pm	.	653	4	2	659
	07:00pm	.	561	4	5	570
	08:00pm	.	451	6	3	460

2019 CHEH-038 - Class

09:00pm	.	356	.	2	358
10:00pm	.	242	4	.	246
11:00pm	.	140	1	4	145
Totals	0	10892	298	101	11291
Percent	0.00	96.47	2.64	0.89	
22-Jun					
Sat					
12:00am	.	68	.	1	69
01:00am	.	46	1	1	48
02:00am	.	33	.	.	33
03:00am	.	21	.	2	23
04:00am	.	50	3	2	55
05:00am	.	105	2	.	107
06:00am	.	254	4	1	259
07:00am	.	577	14	3	594
08:00am	.	604	11	2	617
09:00am	.	646	17	3	666
10:00am	.	696	13	2	711
11:00am	.	768	11	3	782
12:00pm	.	833	8	3	844
01:00pm	.	712	9	1	722
02:00pm	.	703	8	1	712
03:00pm	.	623	15	2	640
04:00pm	.	651	3	2	656
05:00pm	.	540	6	4	550
06:00pm	.	483	8	1	492
07:00pm	.	436	4	1	441
08:00pm	.	366	8	.	374
09:00pm	.	292	2	1	295
10:00pm	.	194	1	.	195
11:00pm	.	143	.	.	143
Totals	0	9844	148	36	10028
Percent	0.00	98.17	1.48	0.36	
23-Jun					
Sun					
12:00am	.	102	3	.	105
01:00am	.	39	.	2	41
02:00am	.	36	.	1	37
03:00am	.	24	.	.	24
04:00am	.	27	1	1	29
05:00am	.	52	.	.	52
06:00am	.	166	.	2	168
07:00am	.	307	2	1	310
08:00am	.	606	4	.	610
09:00am	.	589	8	4	601
10:00am	.	553	7	1	561
11:00am	.	677	5	.	682
12:00pm	.	621	4	3	628
01:00pm	.	660	5	1	666
02:00pm	.	623	5	4	632
03:00pm	.	597	2	2	601
04:00pm	.	542	7	1	550
05:00pm	.	550	5	2	557
06:00pm	.	454	9	.	463
07:00pm	.	405	3	2	410
08:00pm	.	388	1	2	391
09:00pm	.	191	1	1	193
10:00pm	.	169	1	2	172
11:00pm	.	86	.	2	88
Totals	0	8464	73	34	8571
Percent	0.00	98.75	0.85	0.40	
24-Jun					
Mon					
12:00am	.	37	2	.	39
01:00am	.	26	2	3	31
02:00am	.	25	.	3	28
03:00am	.	19	3	3	25
04:00am	.	56	6	5	67
05:00am	.	199	5	4	208
06:00am	.	398	11	5	414
07:00am	.	589	26	6	621
08:00am	.	712	37	5	754
09:00am	.	726	39	5	770
10:00am	.	636	20	10	666
11:00am	.	707	31	5	743
12:00pm	.	677	16	6	699
01:00pm	.	682	13	6	701
02:00pm	x	x	x	x	0
03:00pm					0
04:00pm					0
05:00pm					0
06:00pm					0
07:00pm					0
08:00pm					0
09:00pm					0
10:00pm					0
11:00pm					0
Totals	0	5489	211	66	5766
Percent	0.00	95.20	3.66	1.14	

Status: OK

North

Combined

South

CHEH-038 - North

Route 10 - 16.82 mi SW of Wallingford Road

Town.....Cheshire	Hour	Motor Cycle	Pass Cars	Single Unit	Combo Unit	Day Total
Station.....38						
Location..... 41.497219,-72.902321						
Posted Speed Limit.....25 MPH						
2015-Principal Arterial - Other 3....2015-Urban	19-Jun					
Start Report.....19-Jun-2019 11:00AM	Wed					
All Vehicle Peak Hour.....21-Jun-2019 05:00PM	12:00am					0
End Report.....24-Jun-2019 02:00PM	01:00am					0
Annualized ADT.....10300	02:00am					0
24-Hour Count.....11709 * G4(0.91) = 10655.2	03:00am					0
Day 1.....+11279 * G4(0.91) = 20919.1	04:00am					0
Day 2.....+12000 * G4(0.85) = 31119.1	05:00am					0
Day 3.....+10276 * G4(1.01) = 41497.8	06:00am					0
Day 4.....+ 8835 * G4(1.15) = 51658.1	07:00am					0
UnRounded AADT.....51658.1 / 5 = 10331.6	08:00am					0
OK 2019 Wed 19-Jun -this report-.....20200	09:00am					0
OK 2016 Wed 06-Jul .....23500	10:00am	x	x	x	x	0
REV 2010 Mon 01-Feb .....22200	11:00am	.	723	47	5	775
OK 2007 Mon 05-Feb .....23200	12:00pm	.	804	33	2	839
	01:00pm	.	766	31	5	802
	02:00pm	.	763	36	6	805
	03:00pm	.	840	21	4	865
	04:00pm	.	831	13	4	848
	05:00pm	.	945	15	6	966
	06:00pm	.	719	11	6	736
	07:00pm	.	611	23	5	639
	08:00pm	.	486	3	5	494
	09:00pm	.	274	1	3	278
	10:00pm	.	184	2	5	191
	11:00pm	.	109	.	3	112
	Totals	0	8055	236	59	8350
	Percent	0.00	96.47	2.83	0.71	
	20-Jun					
	Thu					
	12:00am	.	42	.	.	42
	01:00am	.	27	1	1	29
	02:00am	.	21	2	3	26
	03:00am	.	20	3	2	25
	04:00am	.	46	5	1	52
	05:00am	.	120	8	5	133
	06:00am	.	453	13	4	470
	07:00am	.	586	26	7	619
	08:00am	.	740	20	7	767
	09:00am	.	547	31	.	578
	10:00am	.	574	35	9	618
	11:00am	.	732	32	4	768
	12:00pm	.	754	19	2	775
	01:00pm	.	739	33	8	780
	02:00pm	.	744	29	7	780
	03:00pm	.	804	20	6	830
	04:00pm	.	783	15	3	801
	05:00pm	.	843	15	4	862
	06:00pm	.	734	15	4	753
	07:00pm	.	540	3	2	545
	08:00pm	.	448	4	2	454
	09:00pm	.	252	1	5	258
	10:00pm	.	192	3	4	199
	11:00pm	.	113	1	1	115
	Totals	0	10854	334	91	11279
	Percent	0.00	96.23	2.96	0.81	
	21-Jun					
	Fri					
	12:00am	.	62	1	1	64
	01:00am	.	37	.	.	37
	02:00am	.	17	.	4	21
	03:00am	.	30	3	3	36
	04:00am	.	45	4	.	49
	05:00am	.	123	6	5	134
	06:00am	.	403	19	3	425
	07:00am	.	593	17	6	616
	08:00am	.	691	29	2	722
	09:00am	.	663	30	8	701
	10:00am	.	760	31	6	797
	11:00am	.	785	28	7	820
	12:00pm	.	783	25	9	817
	01:00pm	.	829	26	.	855
	02:00pm	.	747	25	5	777
	03:00pm	.	791	25	5	821
	04:00pm	.	836	14	2	852
	05:00pm	.	860	12	1	873
	06:00pm	.	615	6	6	627
	07:00pm	.	657	7	.	664
	08:00pm	.	472	3	1	476

2019 CHEH-038 - Class

09:00pm	.	379	2	1	382
10:00pm	.	272	5	1	278
11:00pm	.	153	.	3	156
Totals	0	11603	318	79	12000
Percent	0.00	96.69	2.65	0.66	
22-Jun					
Sat					
12:00am	.	93	1	2	96
01:00am	.	41	.	2	43
02:00am	.	23	.	2	25
03:00am	.	25	2	3	30
04:00am	.	29	1	3	33
05:00am	.	82	1	3	86
06:00am	.	221	9	.	230
07:00am	.	317	17	1	335
08:00am	.	495	16	4	515
09:00am	.	627	13	2	642
10:00am	.	754	12	2	768
11:00am	.	752	24	1	777
12:00pm	.	742	13	2	757
01:00pm	.	663	13	.	676
02:00pm	.	752	6	2	760
03:00pm	.	701	7	2	710
04:00pm	.	653	8	1	662
05:00pm	.	763	11	2	776
06:00pm	.	749	9	1	759
07:00pm	.	434	4	2	440
08:00pm	.	387	6	.	393
09:00pm	.	327	2	.	329
10:00pm	.	268	1	.	269
11:00pm	.	164	1	.	165
Totals	0	10062	177	37	10276
Percent	0.00	97.92	1.72	0.36	
23-Jun					
Sun					
12:00am	.	95	2	1	98
01:00am	.	52	1	.	53
02:00am	.	40	2	.	42
03:00am	.	15	3	1	19
04:00am	.	22	1	.	23
05:00am	.	56	1	.	57
06:00am	.	125	2	.	127
07:00am	.	219	4	.	223
08:00am	.	383	5	1	389
09:00am	.	537	9	.	546
10:00am	.	643	11	4	658
11:00am	.	724	10	1	735
12:00pm	.	671	8	.	679
01:00pm	.	677	1	2	680
02:00pm	.	707	13	.	720
03:00pm	.	673	6	2	681
04:00pm	.	714	4	3	721
05:00pm	.	563	7	2	572
06:00pm	.	450	6	1	457
07:00pm	.	433	9	1	443
08:00pm	.	386	2	.	388
09:00pm	.	261	.	1	262
10:00pm	.	160	.	1	161
11:00pm	.	98	.	3	101
Totals	0	8704	107	24	8835
Percent	0.00	98.52	1.21	0.27	
24-Jun					
Mon					
12:00am	.	50	.	1	51
01:00am	.	20	.	3	23
02:00am	.	18	.	2	20
03:00am	.	27	6	1	34
04:00am	.	39	1	1	41
05:00am	.	125	8	5	138
06:00am	.	442	10	2	454
07:00am	.	598	15	8	621
08:00am	.	726	46	5	777
09:00am	.	677	46	5	728
10:00am	.	666	31	8	705
11:00am	.	749	32	4	785
12:00pm	.	790	29	7	826
01:00pm	.	681	34	4	719
02:00pm	x	x	x	x	0
03:00pm					0
04:00pm					0
05:00pm					0
06:00pm					0
07:00pm					0
08:00pm					0
09:00pm					0
10:00pm					0
11:00pm					0
Totals	0	5608	258	56	5922
Percent	0.00	94.70	4.36	0.95	

Status: OK

North

Combined

South

CHEH-038 - South

Route 10 - 16.82 mi SW of Wallingford Road

Town.....Cheshire	Hour	Motor Cycle	Pass Cars	Single Unit	Combo Unit	Day Total
Station.....38						
Location..... 41.497219,-72.902321						
Posted Speed Limit.....25 MPH						
2015-Principal Arterial - Other 3....2015-Urban	19-Jun					
Start Report.....19-Jun-2019 11:00AM	Wed					
All Vehicle Peak Hour.....20-Jun-2019 05:00PM	12:00am					0
End Report.....24-Jun-2019 02:00PM	01:00am					0
Annualized ADT.....9900	02:00am					0
24-Hour Count.....11090 * G4(0.91) = 10091.9	03:00am					0
Day 1.....+10856 * G4(0.91) = 19970.9	04:00am					0
Day 2.....+11291 * G4(0.85) = 29568.2	05:00am					0
Day 3.....+10028 * G4(1.01) = 39696.5	06:00am					0
Day 4.....+ 8571 * G4(1.15) = 49553.1	07:00am					0
UnRounded AADT.....49553.1 / 5 = 9910.6	08:00am					0
OK 2019 Wed 19-Jun -this report-.....20200	09:00am					0
OK 2016 Wed 06-Jul .....23500	10:00am	x	x	x	x	0
REV 2010 Mon 01-Feb .....22200	11:00am	.	744	58	7	809
OK 2007 Mon 05-Feb .....23200	12:00pm	.	706	27	1	734
	01:00pm	.	705	42	5	752
	02:00pm	.	742	16	2	760
	03:00pm	.	796	14	6	816
	04:00pm	.	808	20	4	832
	05:00pm	.	876	12	1	889
	06:00pm	.	672	6	6	684
	07:00pm	.	481	1	3	485
	08:00pm	.	439	2	6	447
	09:00pm	.	275	4	2	281
	10:00pm	.	196	1	1	198
	11:00pm	.	107	.	2	109
	Totals	0	7547	203	46	7796
	Percent	0.00	96.81	2.60	0.59	
	20-Jun					
	Thu					
	12:00am	.	45	2	4	51
	01:00am	.	18	.	.	18
	02:00am	.	30	4	4	38
	03:00am	.	25	2	5	32
	04:00am	.	78	6	6	90
	05:00am	.	215	10	7	232
	06:00am	.	378	9	6	393
	07:00am	.	550	20	8	578
	08:00am	.	655	19	6	680
	09:00am	.	581	22	8	611
	10:00am	.	552	15	4	571
	11:00am	.	594	25	5	624
	12:00pm	.	717	23	8	748
	01:00pm	.	728	21	6	755
	02:00pm	.	656	18	4	678
	03:00pm	.	775	15	6	796
	04:00pm	.	842	14	3	859
	05:00pm	.	869	10	5	884
	06:00pm	.	621	16	2	639
	07:00pm	.	521	3	5	529
	08:00pm	.	432	5	4	441
	09:00pm	.	310	2	2	314
	10:00pm	.	175	2	4	181
	11:00pm	.	109	.	5	114
	Totals	0	10476	263	117	10856
	Percent	0.00	96.50	2.42	1.08	
	21-Jun					
	Fri					
	12:00am	.	50	1	1	52
	01:00am	.	38	2	3	43
	02:00am	.	21	2	2	25
	03:00am	.	28	3	3	34
	04:00am	.	70	3	8	81
	05:00am	.	204	5	5	214
	06:00am	.	368	8	8	384
	07:00am	.	513	20	4	537
	08:00am	.	614	27	9	650
	09:00am	.	655	23	6	684
	10:00am	.	677	27	2	706
	11:00am	.	692	31	7	730
	12:00pm	.	717	16	9	742
	01:00pm	.	747	21	2	770
	02:00pm	.	749	21	6	776
	03:00pm	.	764	23	7	794
	04:00pm	.	834	30	1	865
	05:00pm	.	748	16	2	766
	06:00pm	.	653	4	2	659
	07:00pm	.	561	4	5	570
	08:00pm	.	451	6	3	460

2019 CHEH-038 - Class

09:00pm	.	356	.	2	358
10:00pm	.	242	4	.	246
11:00pm	.	140	1	4	145
Totals	0	10892	298	101	11291
Percent	0.00	96.47	2.64	0.89	
22-Jun					
Sat					
12:00am	.	68	.	1	69
01:00am	.	46	1	1	48
02:00am	.	33	.	.	33
03:00am	.	21	.	2	23
04:00am	.	50	3	2	55
05:00am	.	105	2	.	107
06:00am	.	254	4	1	259
07:00am	.	577	14	3	594
08:00am	.	604	11	2	617
09:00am	.	646	17	3	666
10:00am	.	696	13	2	711
11:00am	.	768	11	3	782
12:00pm	.	833	8	3	844
01:00pm	.	712	9	1	722
02:00pm	.	703	8	1	712
03:00pm	.	623	15	2	640
04:00pm	.	651	3	2	656
05:00pm	.	540	6	4	550
06:00pm	.	483	8	1	492
07:00pm	.	436	4	1	441
08:00pm	.	366	8	.	374
09:00pm	.	292	2	1	295
10:00pm	.	194	1	.	195
11:00pm	.	143	.	.	143
Totals	0	9844	148	36	10028
Percent	0.00	98.17	1.48	0.36	
23-Jun					
Sun					
12:00am	.	102	3	.	105
01:00am	.	39	.	2	41
02:00am	.	36	.	1	37
03:00am	.	24	.	.	24
04:00am	.	27	1	1	29
05:00am	.	52	.	.	52
06:00am	.	166	.	2	168
07:00am	.	307	2	1	310
08:00am	.	606	4	.	610
09:00am	.	589	8	4	601
10:00am	.	553	7	1	561
11:00am	.	677	5	.	682
12:00pm	.	621	4	3	628
01:00pm	.	660	5	1	666
02:00pm	.	623	5	4	632
03:00pm	.	597	2	2	601
04:00pm	.	542	7	1	550
05:00pm	.	550	5	2	557
06:00pm	.	454	9	.	463
07:00pm	.	405	3	2	410
08:00pm	.	388	1	2	391
09:00pm	.	191	1	1	193
10:00pm	.	169	1	2	172
11:00pm	.	86	.	2	88
Totals	0	8464	73	34	8571
Percent	0.00	98.75	0.85	0.40	
24-Jun					
Mon					
12:00am	.	37	2	.	39
01:00am	.	26	2	3	31
02:00am	.	25	.	3	28
03:00am	.	19	3	3	25
04:00am	.	56	6	5	67
05:00am	.	199	5	4	208
06:00am	.	398	11	5	414
07:00am	.	589	26	6	621
08:00am	.	712	37	5	754
09:00am	.	726	39	5	770
10:00am	.	636	20	10	666
11:00am	.	707	31	5	743
12:00pm	.	677	16	6	699
01:00pm	.	682	13	6	701
02:00pm	x	x	x	x	0
03:00pm					0
04:00pm					0
05:00pm					0
06:00pm					0
07:00pm					0
08:00pm					0
09:00pm					0
10:00pm					0
11:00pm					0
Totals	0	5489	211	66	5766
Percent	0.00	95.20	3.66	1.14	

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS (MOTORIZED VEHICLE MODE)

Level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle, typically for a 15-min analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group. The criteria are given below.

LEVEL-OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS MOTORIZED VEHICLE MODE		
LOS By Volume-to-Capacity Ratio ¹		CONTROL DELAY (s/veh)
v/c ≤ 1.0	v/c > 1.0	
A	F	≤ 10
B	F	> 10 AND ≤ 20
C	F	> 20 AND ≤ 35
D	F	> 35 AND ≤ 55
E	F	> 55 AND ≤ 80
F	F	> 80

¹ For approach-based and intersection-wide assessments, LOS is defined solely by control delay.

Specific descriptions of each LOS for signalized intersections are provided below:

Level of Service A describes operations with a control delay of 10 s/veh and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

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



















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

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

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

Level of Service F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Reference: Highway Capacity Manual 6, Transportation Research Board, 2016.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	6	39	26	11	43	30	857	18	20	843	61
Future Volume (vph)	59	6	39	26	11	43	30	857	18	20	843	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	110		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.950			0.927			0.997			0.990	
Flt Protected		0.972			0.984		0.950			0.950		
Satd. Flow (prot)	0	1720	0	0	1699	0	1770	1857	0	1770	1844	0
Flt Permitted		0.755			0.871		0.153			0.224		
Satd. Flow (perm)	0	1336	0	0	1504	0	285	1857	0	417	1844	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			47			2			8	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		323			248			400			372	
Travel Time (s)		8.8			6.8			7.8			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	7	42	28	12	47	33	932	20	22	916	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	113	0	0	87	0	33	952	0	22	982	0
Number of Detectors	1	2		1	2		2	0		3	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	14		20	12		14	0		20	0	
Trailing Detector (ft)	0	-10		0	-10		-10	0		-5	0	
Detector 1 Position(ft)	0	-10		0	-10		-10	0		-5	0	
Detector 1 Size(ft)	20	5		20	5		10	100		5	100	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		4			2		4			5		
Detector 2 Size(ft)		10			10		10			5		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		
Detector 3 Position(ft)										15		
Detector 3 Size(ft)										5		
Detector 3 Type										Cl+Ex		
Detector 3 Channel												
Detector 3 Extend (s)										0.0		
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4			6			2		
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		4.0	15.0		4.0	15.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	16.8	16.8		16.8	16.8		8.0	21.2		8.0	21.2	
Total Split (s)	19.0	19.0		19.0	19.0		11.0	65.0		11.0	65.0	
Total Split (%)	20.0%	20.0%		20.0%	20.0%		11.6%	68.4%		11.6%	68.4%	
Maximum Green (s)	14.2	14.2		14.2	14.2		7.0	58.8		7.0	58.8	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		-0.8			-0.8		0.0	-2.2		0.0	-2.2	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		1.0	3.0		0.5	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	11.0	11.0		11.0	11.0							
Flash Dont Walk (s)	1.0	1.0		1.0	1.0							
Pedestrian Calls (#/hr)	5	5		5	5							
Act Effect Green (s)		11.7			11.7		70.9	70.9		70.1	70.1	
Actuated g/C Ratio		0.12			0.12		0.75	0.75		0.74	0.74	
v/c Ratio		0.60			0.38		0.12	0.69		0.06	0.72	
Control Delay		42.9			24.6		5.9	11.7		5.8	12.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		42.9			24.6		5.9	11.7		5.8	12.6	
LOS		D			C		A	B		A	B	
Approach Delay		42.9			24.6			11.5			12.5	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)		49			22		3	189		3	317	
Queue Length 95th (ft)		103			65		17	571		12	577	
Internal Link Dist (ft)		243			168			320			292	
Turn Bay Length (ft)							110			200		
Base Capacity (vph)		233			277		322	1386		407	1362	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.48			0.31		0.10	0.69		0.05	0.72	

Intersection Summary

Area Type: Other

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 78 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 14.1

Intersection LOS: B



















Intersection Capacity Utilization 65.0%













ICU Level of Service C

Analysis Period (min) 15

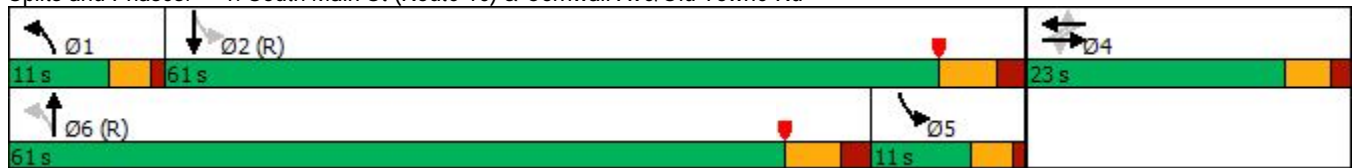
Splits and Phases: 1: South Main St (Route 10) & Cornwall Ave/Old Towne Rd





















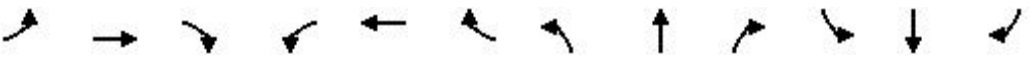
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	2	35	19	0	30	48	1052	28	18	956	74
Future Volume (vph)	85	2	35	19	0	30	48	1052	28	18	956	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	110		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961			0.917			0.996			0.989	
Flt Protected		0.966			0.981		0.950			0.950		
Satd. Flow (prot)	0	1729	0	0	1676	0	1770	1855	0	1770	1842	0
Flt Permitted		0.811			0.873		0.066			0.081		
Satd. Flow (perm)	0	1452	0	0	1491	0	123	1855	0	151	1842	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			154			2			7	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		323			248			405			372	
Travel Time (s)		8.8			6.8			7.9			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	2	38	21	0	33	52	1143	30	20	1039	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	0	0	54	0	52	1173	0	20	1119	0
Number of Detectors	1	2		1	2		2	0		3	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	14		20	12		14	0		20	0	
Trailing Detector (ft)	0	-10		0	-10		-10	0		-5	0	
Detector 1 Position(ft)	0	-10		0	-10		-10	0		-5	0	
Detector 1 Size(ft)	20	5		20	5		10	6		5	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		4			2		4			5		
Detector 2 Size(ft)		10			10		10			5		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		
Detector 3 Position(ft)										15		
Detector 3 Size(ft)										5		
Detector 3 Type										Cl+Ex		
Detector 3 Channel												
Detector 3 Extend (s)										0.0		
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4			6			2		
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		4.0	15.0		4.0	15.0	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	16.8	16.8		16.8	16.8		8.0	21.2		8.0	21.2	
Total Split (s)	23.0	23.0		23.0	23.0		11.0	61.0		11.0	61.0	
Total Split (%)	24.2%	24.2%		24.2%	24.2%		11.6%	64.2%		11.6%	64.2%	
Maximum Green (s)	18.2	18.2		18.2	18.2		7.0	54.8		7.0	54.8	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8		4.0	6.2		4.0	6.2	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		1.0	3.0		0.5	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	11.0	11.0		11.0	11.0							
Flash Dont Walk (s)	1.0	1.0		1.0	1.0							
Pedestrian Calls (#/hr)	10	10		10	10							
Act Effct Green (s)		12.7			12.7		69.1	66.9		66.4	64.2	
Actuated g/C Ratio		0.13			0.13		0.73	0.70		0.70	0.68	
v/c Ratio		0.63			0.16		0.30	0.90		0.10	0.90	
Control Delay		45.6			1.0		10.5	25.8		9.9	26.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		45.6			1.0		10.5	25.8		9.9	26.8	
LOS		D			A		B	C		A	C	
Approach Delay		45.6			1.0			25.1			26.5	
Approach LOS		D			A			C			C	
Queue Length 50th (ft)		65			0		6	394		3	514	
Queue Length 95th (ft)		118			0		27	#1060		13	#979	
Internal Link Dist (ft)		243			168			325			292	
Turn Bay Length (ft)							110			200		
Base Capacity (vph)		293			410		210	1306		224	1246	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.45			0.13		0.25	0.90		0.09	0.90	
Intersection Summary												
Area Type: Other												
Cycle Length: 95												
Actuated Cycle Length: 95												
Offset: 78 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.90												
Intersection Signal Delay: 26.3 Intersection LOS: C												
Intersection Capacity Utilization 78.3% ICU Level of Service D												
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 1: South Main St (Route 10) & Cornwall Ave/Old Towne Rd



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	6	39	28	12	45	30	857	19	21	843	61
Future Volume (vph)	59	6	39	28	12	45	30	857	19	21	843	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	110		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.950			0.928			0.997			0.990	
Flt Protected		0.972			0.984		0.950			0.950		
Satd. Flow (prot)	0	1720	0	0	1701	0	1770	1857	0	1770	1844	0
Flt Permitted		0.742			0.867		0.152			0.223		
Satd. Flow (perm)	0	1313	0	0	1499	0	283	1857	0	415	1844	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			49			2			8	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		323			248			400			372	
Travel Time (s)		8.8			6.8			7.8			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	7	42	30	13	49	33	932	21	23	916	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	113	0	0	92	0	33	953	0	23	982	0
Number of Detectors	1	2		1	2		2	0		3	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	14		20	12		14	0		20	0	
Trailing Detector (ft)	0	-10		0	-10		-10	0		-5	0	
Detector 1 Position(ft)	0	-10		0	-10		-10	0		-5	0	
Detector 1 Size(ft)	20	5		20	5		10	100		5	100	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		4			2		4			5		
Detector 2 Size(ft)		10			10		10			5		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		
Detector 3 Position(ft)										15		
Detector 3 Size(ft)										5		
Detector 3 Type										Cl+Ex		
Detector 3 Channel												
Detector 3 Extend (s)										0.0		
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4			6			2		
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		4.0	15.0		4.0	15.0	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	16.8	16.8		16.8	16.8		8.0	21.2		8.0	21.2	
Total Split (s)	19.0	19.0		19.0	19.0		11.0	65.0		11.0	65.0	
Total Split (%)	20.0%	20.0%		20.0%	20.0%		11.6%	68.4%		11.6%	68.4%	
Maximum Green (s)	14.2	14.2		14.2	14.2		7.0	58.8		7.0	58.8	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		-0.8			-0.8		0.0	-2.2		0.0	-2.2	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		1.0	3.0		0.5	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	11.0	11.0		11.0	11.0							
Flash Dont Walk (s)	1.0	1.0		1.0	1.0							
Pedestrian Calls (#/hr)	5	5		5	5							
Act Effect Green (s)		11.8			11.8		70.8	70.8		70.1	70.1	
Actuated g/C Ratio		0.12			0.12		0.75	0.75		0.74	0.74	
v/c Ratio		0.61			0.40		0.12	0.69		0.06	0.72	
Control Delay		43.4			25.0		6.0	11.8		5.8	12.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		43.4			25.0		6.0	11.8		5.8	12.7	
LOS		D			C		A	B		A	B	
Approach Delay		43.4			25.0			11.6			12.5	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)		49			24		3	191		4	319	
Queue Length 95th (ft)		103			68		17	573		12	577	
Internal Link Dist (ft)		243			168			320			292	
Turn Bay Length (ft)							110			200		
Base Capacity (vph)		230			277		320	1385		405	1361	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.49			0.33		0.10	0.69		0.06	0.72	

Intersection Summary

Area Type: Other

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 78 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 14.2

Intersection LOS: B



















Intersection Capacity Utilization 64.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: South Main St (Route 10) & Cornwall Ave/Old Towne Rd



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	2	35	20	0	32	48	1052	30	21	956	74
Future Volume (vph)	85	2	35	20	0	32	48	1052	30	21	956	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	110		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961			0.917			0.996			0.989	
Flt Protected		0.966			0.981		0.950			0.950		
Satd. Flow (prot)	0	1729	0	0	1676	0	1770	1855	0	1770	1842	0
Flt Permitted		0.811			0.871		0.066			0.079		
Satd. Flow (perm)	0	1452	0	0	1488	0	123	1855	0	147	1842	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			154			3			7	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		323			248			405			372	
Travel Time (s)		8.8			6.8			7.9			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	2	38	22	0	35	52	1143	33	23	1039	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	0	0	57	0	52	1176	0	23	1119	0
Number of Detectors	1	2		1	2		2	0		3	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	14		20	12		14	0		20	0	
Trailing Detector (ft)	0	-10		0	-10		-10	0		-5	0	
Detector 1 Position(ft)	0	-10		0	-10		-10	0		-5	0	
Detector 1 Size(ft)	20	5		20	5		10	6		5	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		4			2		4			5		
Detector 2 Size(ft)		10			10		10			5		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		
Detector 3 Position(ft)										15		
Detector 3 Size(ft)										5		
Detector 3 Type										Cl+Ex		
Detector 3 Channel												
Detector 3 Extend (s)										0.0		
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4			6			2		
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		4.0	15.0		4.0	15.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	16.8	16.8		16.8	16.8		8.0	21.2		8.0	21.2	
Total Split (s)	23.0	23.0		23.0	23.0		11.0	61.0		11.0	61.0	
Total Split (%)	24.2%	24.2%		24.2%	24.2%		11.6%	64.2%		11.6%	64.2%	
Maximum Green (s)	18.2	18.2		18.2	18.2		7.0	54.8		7.0	54.8	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.8			4.8		4.0	6.2		4.0	6.2	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		1.0	3.0		0.5	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	11.0	11.0		11.0	11.0							
Flash Dont Walk (s)	1.0	1.0		1.0	1.0							
Pedestrian Calls (#/hr)	10	10		10	10							
Act Effect Green (s)		12.7			12.7		69.1	66.9		66.4	64.2	
Actuated g/C Ratio		0.13			0.13		0.73	0.70		0.70	0.68	
v/c Ratio		0.63			0.17		0.30	0.90		0.12	0.90	
Control Delay		45.6			1.1		10.5	25.9		10.6	26.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		45.6			1.1		10.5	25.9		10.6	26.7	
LOS		D			A		B	C		B	C	
Approach Delay		45.6			1.1			25.3			26.4	
Approach LOS		D			A			C			C	
Queue Length 50th (ft)		65			0		6	398		4	514	
Queue Length 95th (ft)		118			0		27	#1064		15	#979	
Internal Link Dist (ft)		243			168			325			292	
Turn Bay Length (ft)							110			200		
Base Capacity (vph)		293			409		210	1307		222	1246	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.45			0.14		0.25	0.90		0.10	0.90	

Intersection Summary

Area Type: Other

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 78 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 26.3

Intersection LOS: C

Intersection Capacity Utilization 78.5%

ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: South Main St (Route 10) & Cornwall Ave/Old Towne Rd

