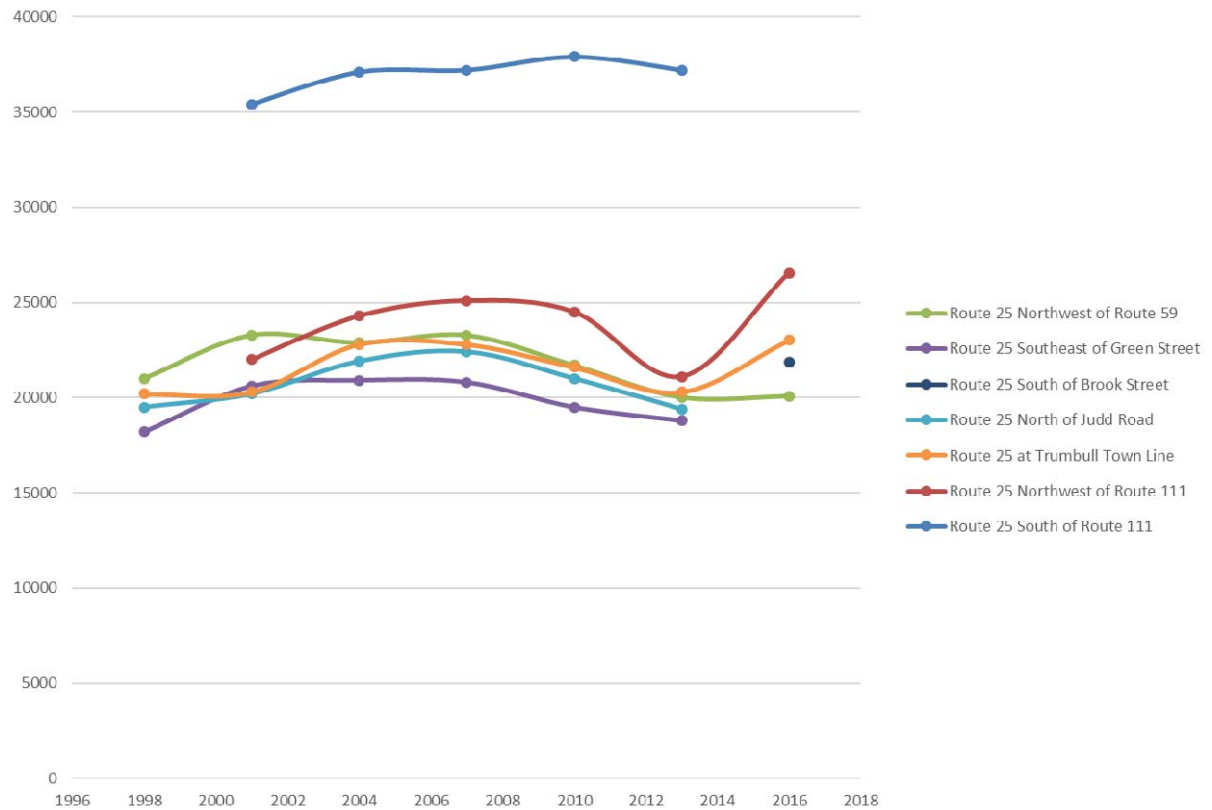


## **APPENDIX A**

### Figures

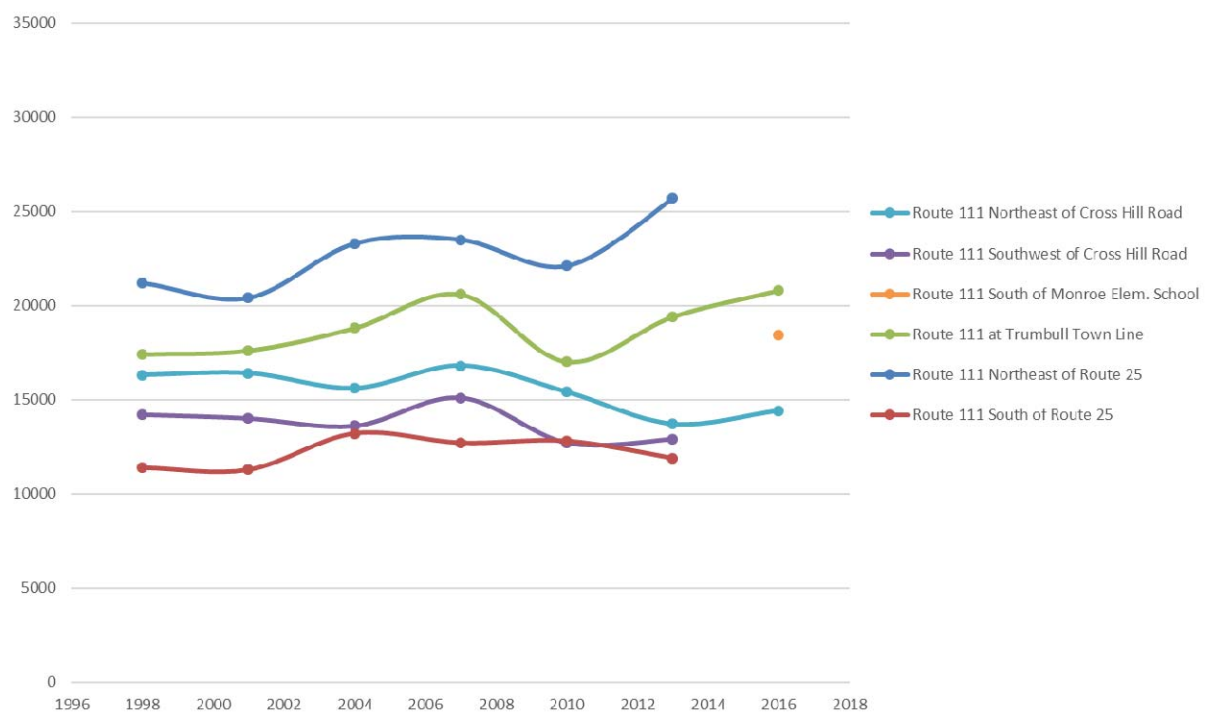
**FIGURE 2-2**

**Route 25 Historical Average Daily Traffic**



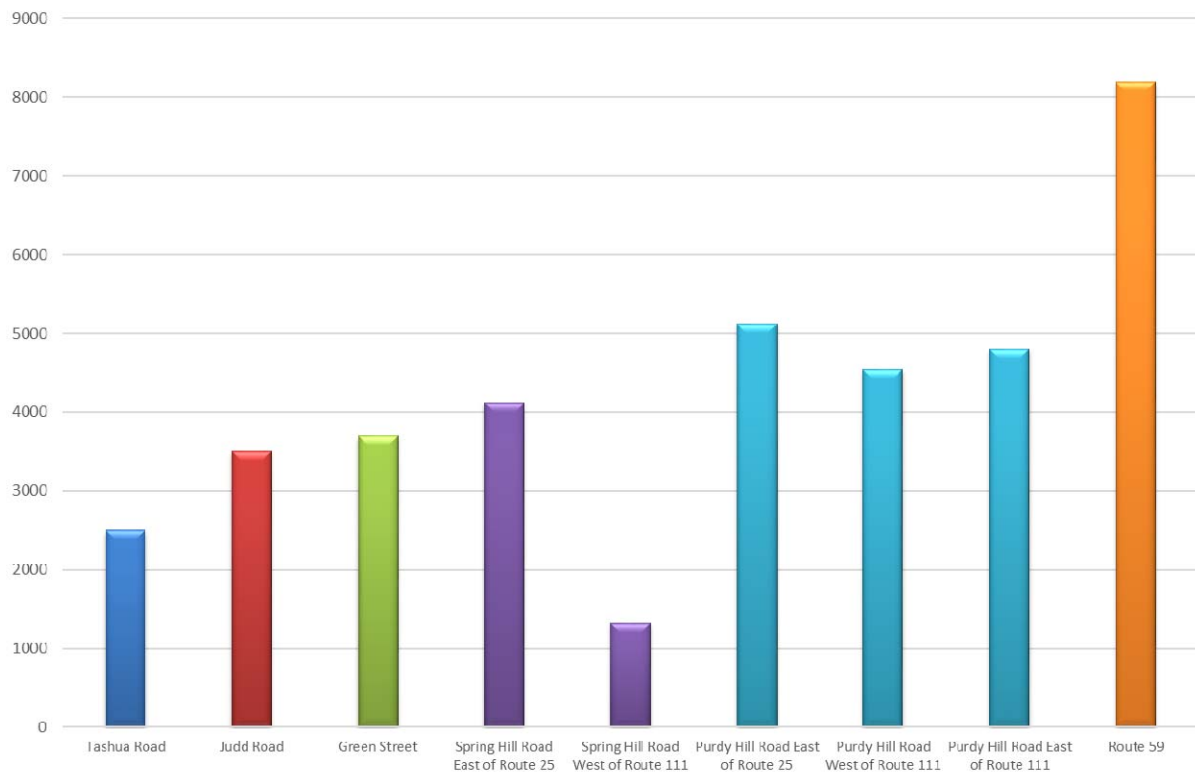
**FIGURE 2-3**

**Route 111 Historical Average Daily Traffic**



**FIGURE 2-4**

Side Street Average Daily Traffic (2016 Count Data)



**LEGEND**

- Observation Location
- Study Area
- Study Area State Route
- Study Area Local Road
- State Route
- Local Road

Source:  
CTDOT Triennial Traffic Counts, 2013  
Traffic Counts by Tighe & Bond,  
April-May 2016

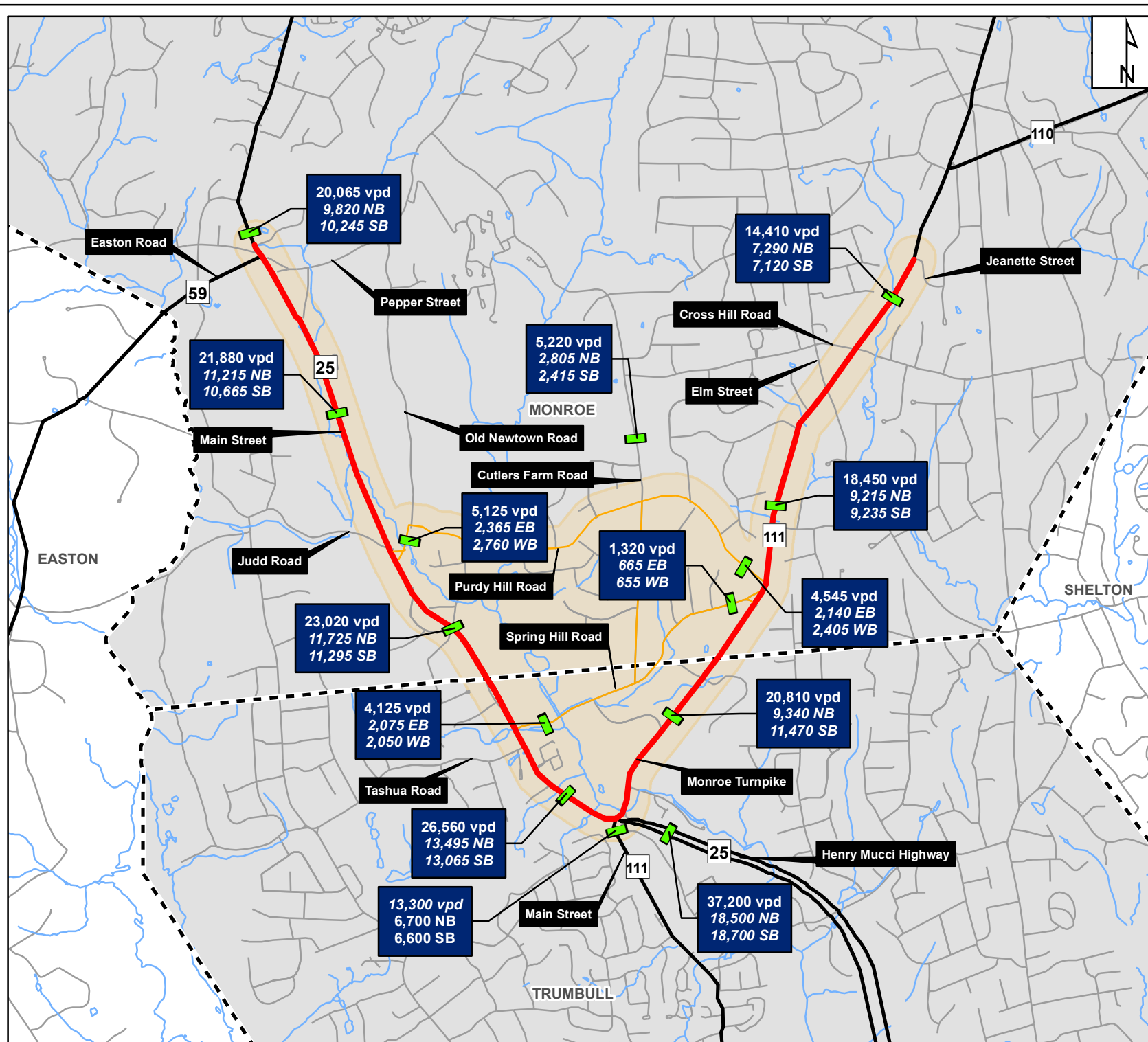
0 1,500 3,000  
Feet  
1" = 3,000'

**Regional Transportation  
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**AVERAGE DAILY  
TRAFFIC VOLUMES**

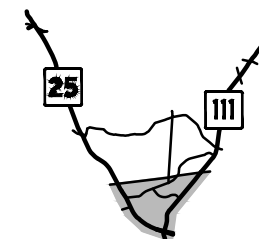
**FIGURE 2-5**





**LEGEND**

VOLUMES: AM (PM) [SAT]



**KEY PLAN**

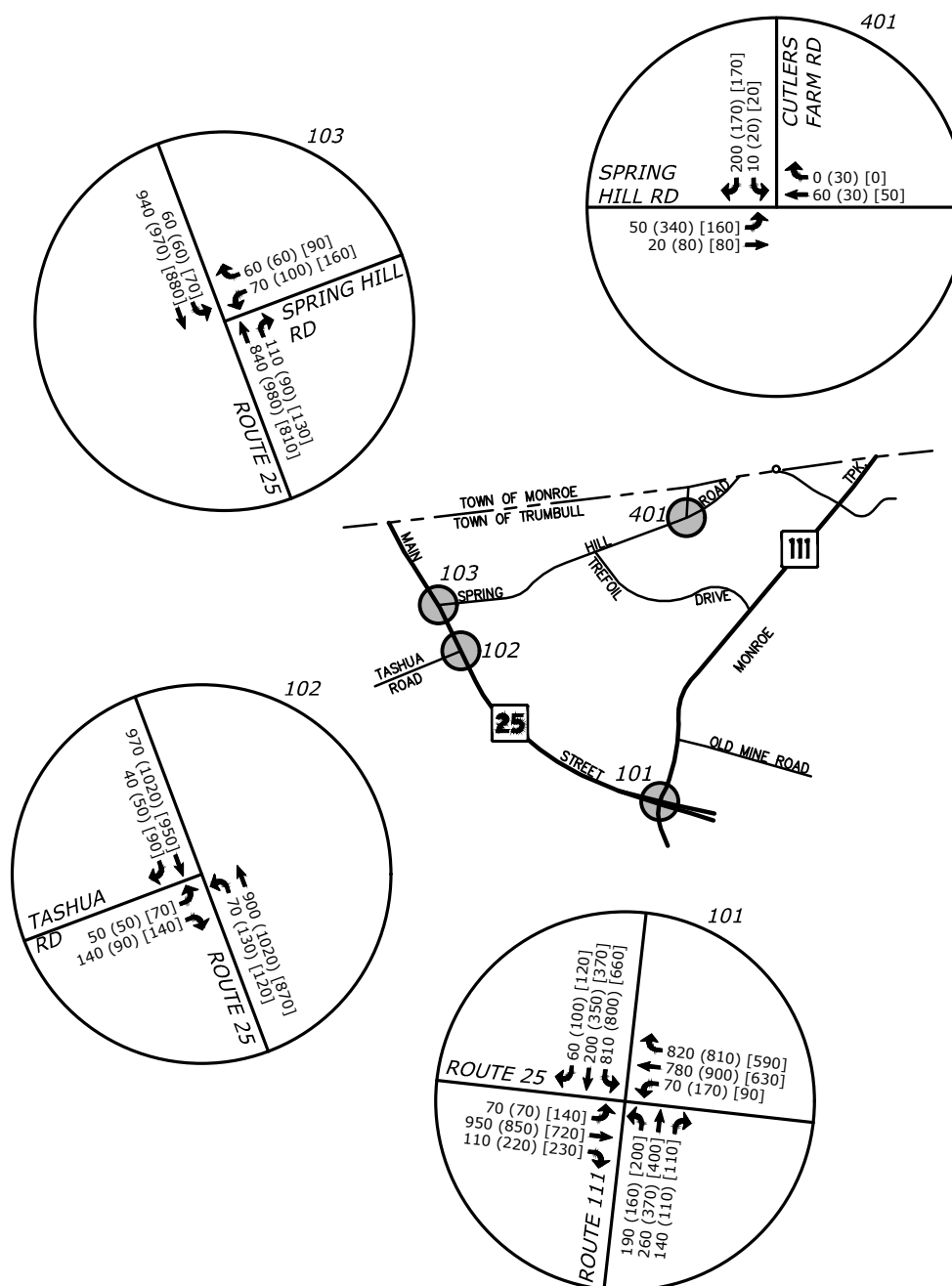
0 1,000 2,000  
Feet  
1"=2000'

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January 2017

**2016 EXISTING  
TRAFFIC VOLUMES  
ROUTE 25  
SOUTH END**

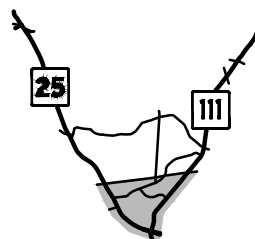
**FIGURE 2-6**





**LEGEND**

VOLUMES: AM (PM) [SAT]



**KEY PLAN**

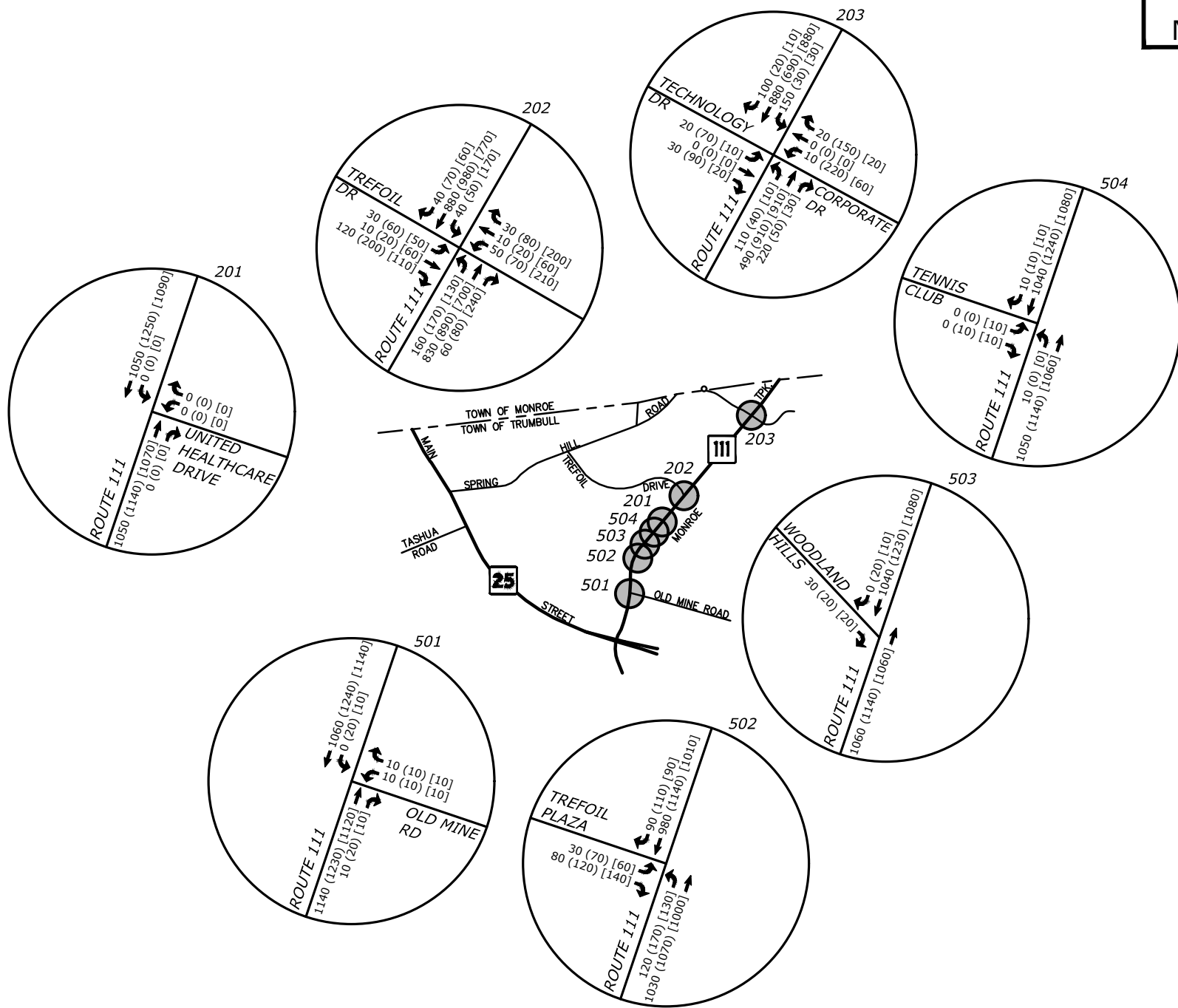
0 1,000 2,000  
Feet  
1"=2000'

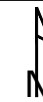
Engineering Planning Study  
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Monroe & Trumbull,  
Connecticut

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**2016 EXISTING  
TRAFFIC VOLUMES  
ROUTE 111  
SOUTH END**

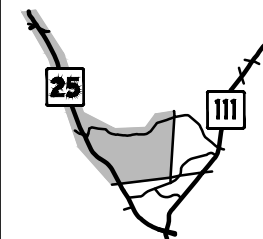
**FIGURE 2-7**



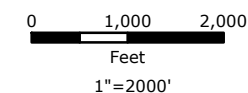


**LEGEND**

VOLUMES: AM (PM) [SAT]



**KEY PLAN**

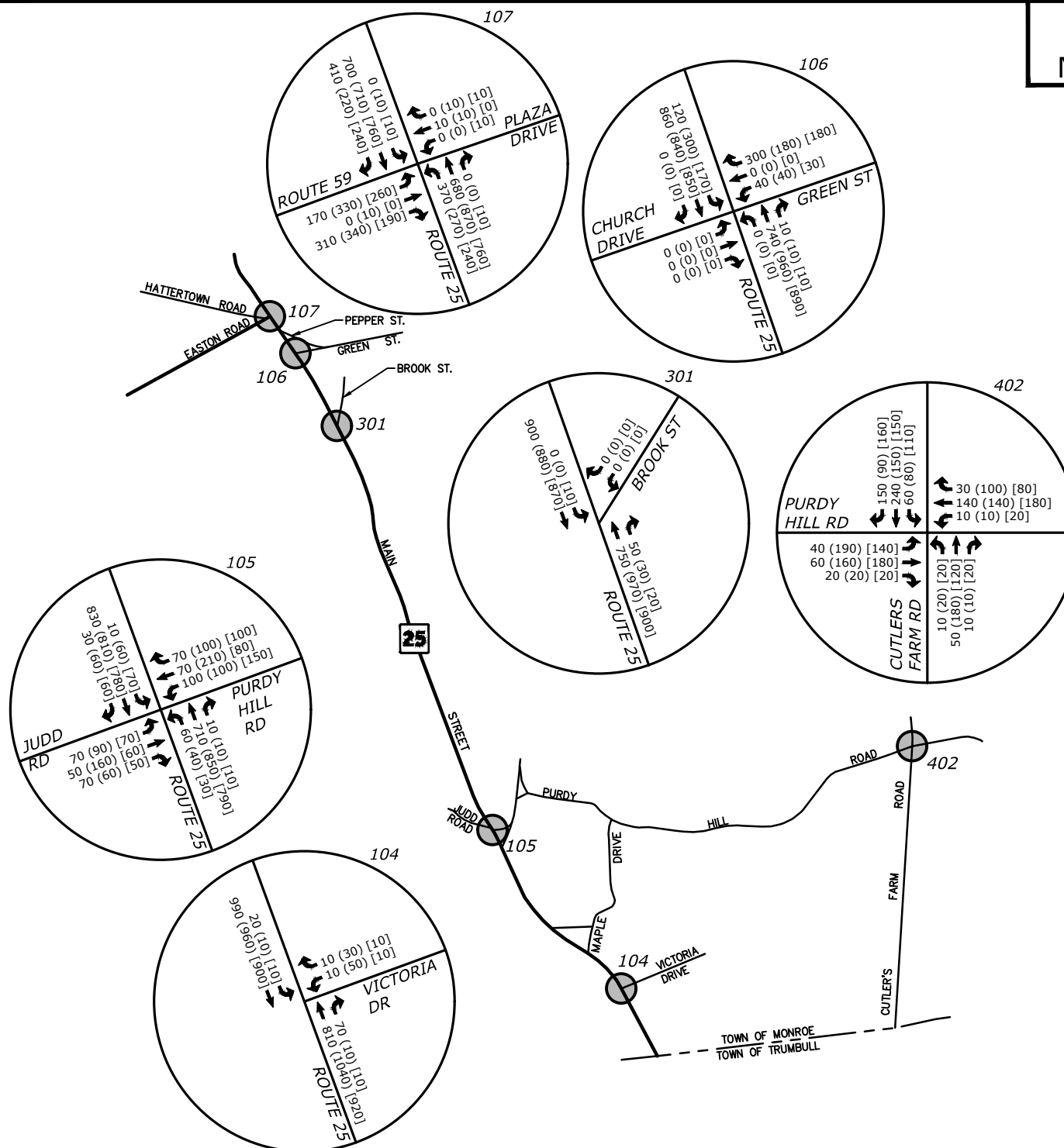


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**2016 EXISTING  
TRAFFIC VOLUMES  
ROUTE 25  
NORTHWEST END**

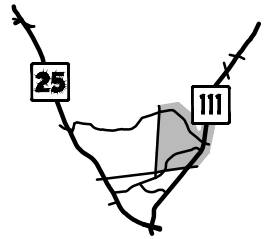
**FIGURE 2-8**



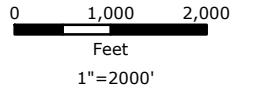


**LEGEND**

VOLUMES: AM (PM) [SAT]



**KEY PLAN**

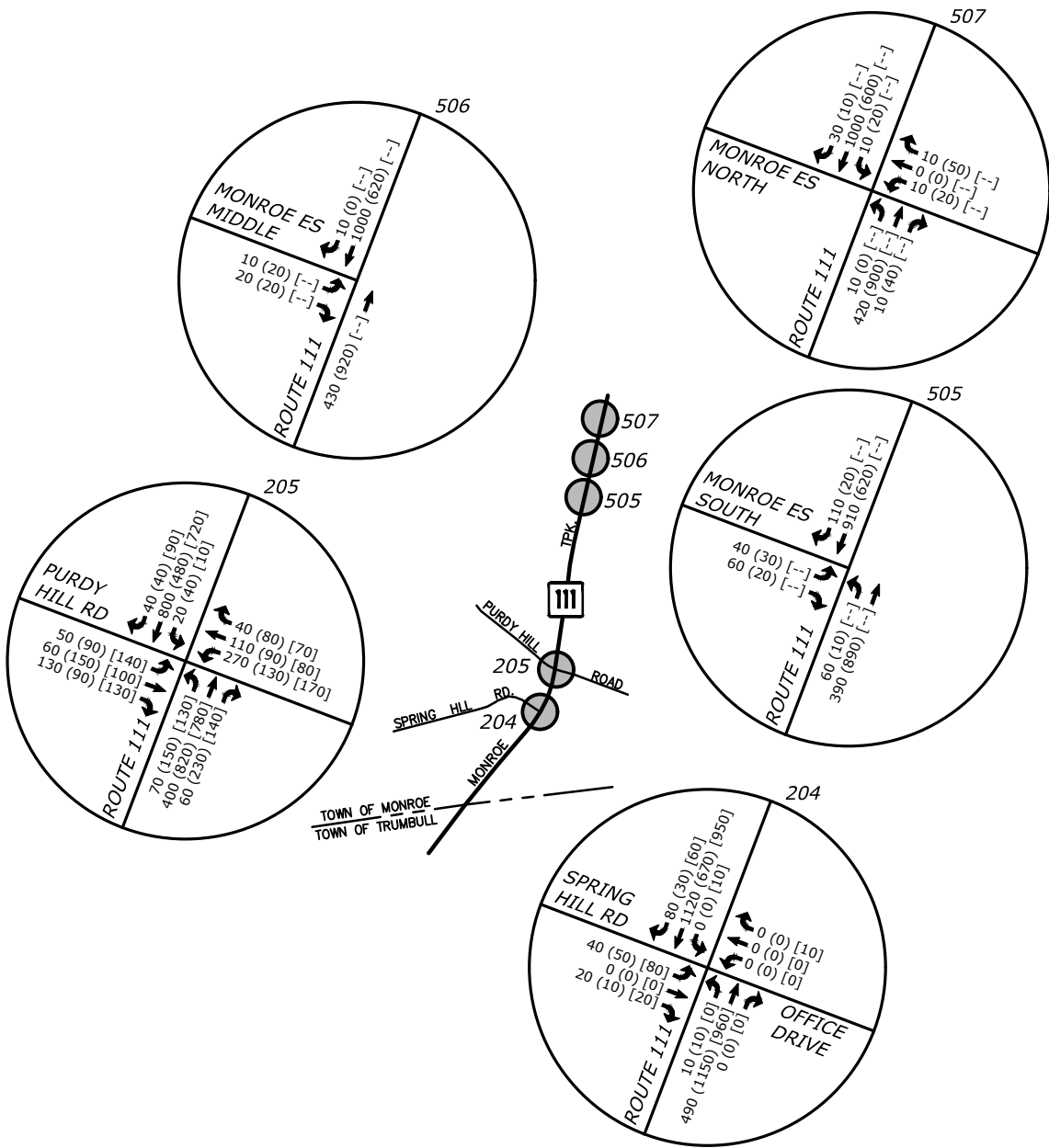


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**2016 EXISTING  
TRAFFIC VOLUMES  
ROUTE 111  
NORTHEAST END  
PART 1**

**FIGURE 2-9**

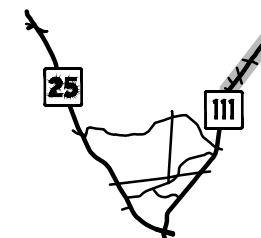


NOTE:  
COUNTS AT MONROE ELEMENTARY SCHOOL DRIVES  
TAKEN ONLY DURING AM AND PM SCHOOL PEAKS



**LEGEND**

VOLUMES: AM (PM) [SAT]



**KEY PLAN**

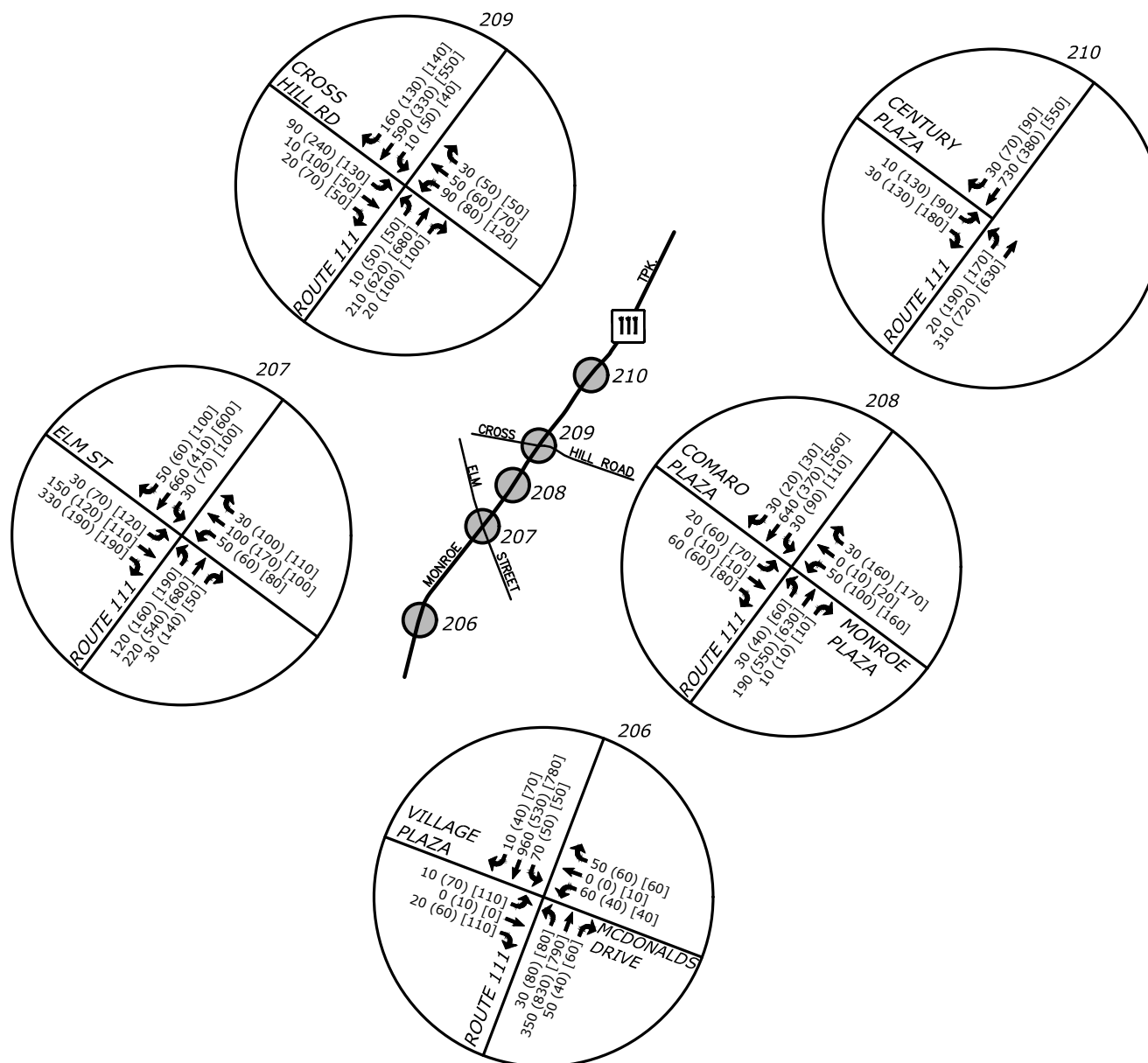
0 1,000 2,000  
Feet  
1"=2000'

Engineering Planning Study  
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Monroe & Trumbull,  
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**2016 EXISTING  
TRAFFIC VOLUMES  
ROUTE 111  
NORTHEAST END  
PART 2**

**FIGURE 2-10**



**LEGEND**

**Node Paths**

- Node 6 Paths
- Node 9 Paths
- Node 11 Paths
- Entering Node
- Exiting Node

Study Area

State Route

Local Road

Source:  
Origin-Destination Survey,  
Tighe & Bond, May 2016

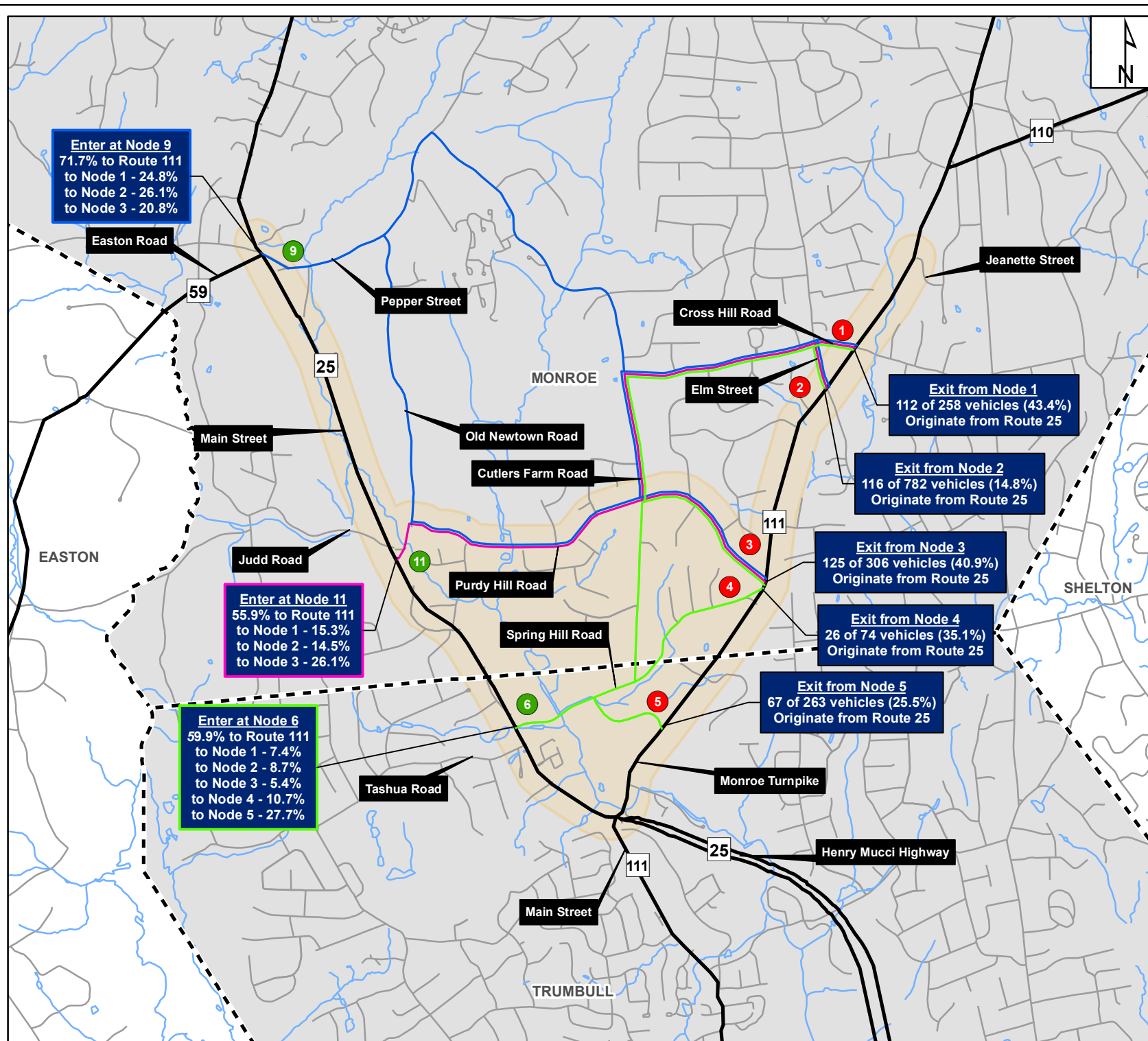
0 1,500 3,000  
Feet  
1" = 3,000'

**Regional Transportation  
and Development  
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**ORIGIN-DESTINATION  
STUDY  
MORNING PEAK HOUR  
(7:00 TO 9:00 AM)  
EASTBOUND ROUTES**

**FIGURE 2-11**



**LEGEND**

**Node Paths**

- Node 6 Paths
- Node 9 Paths
- Node 11 Paths
- Entering Node
- Exiting Node

Study Area

State Route

Local Road

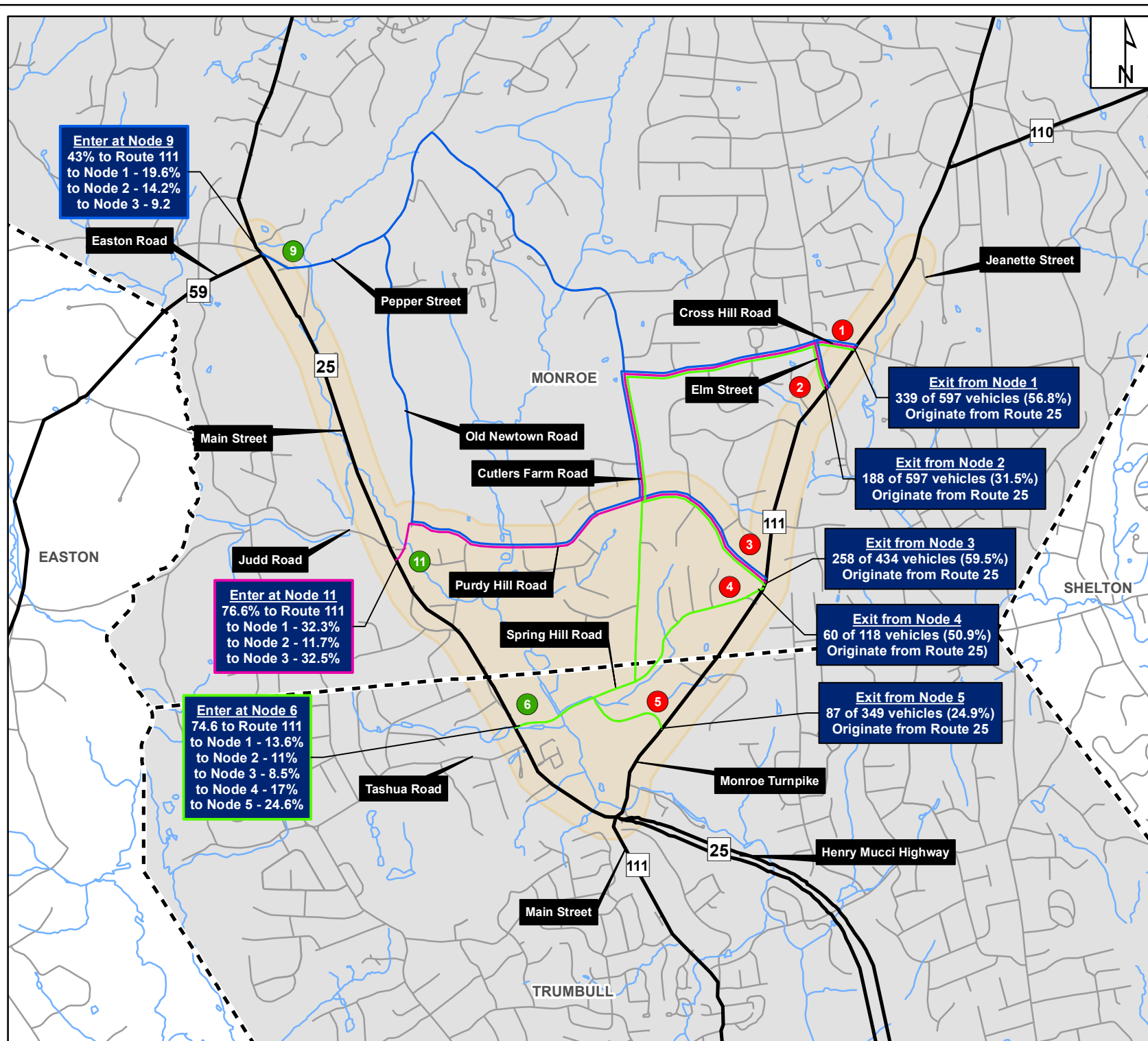
Source:  
Origin-Destination Survey,  
Tighe & Bond, May 2016

0 1,500 3,000  
Feet  
1" = 3,000'

**Regional Transportation  
and Development  
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**ORIGIN-DESTINATION  
STUDY  
AFTERNOON PEAK HOUR  
(4:00 TO 6:00 PM)  
EASTBOUND ROUTES**

**FIGURE 2-12**



**LEGEND**

**Node Paths**

- Node 1 Paths
- Node 2 Paths
- Node 3 Paths
- Node 4 Paths
- Node 5 Paths

- # Entering Node
- # Exiting Node

Study Area

State Route

Local Road

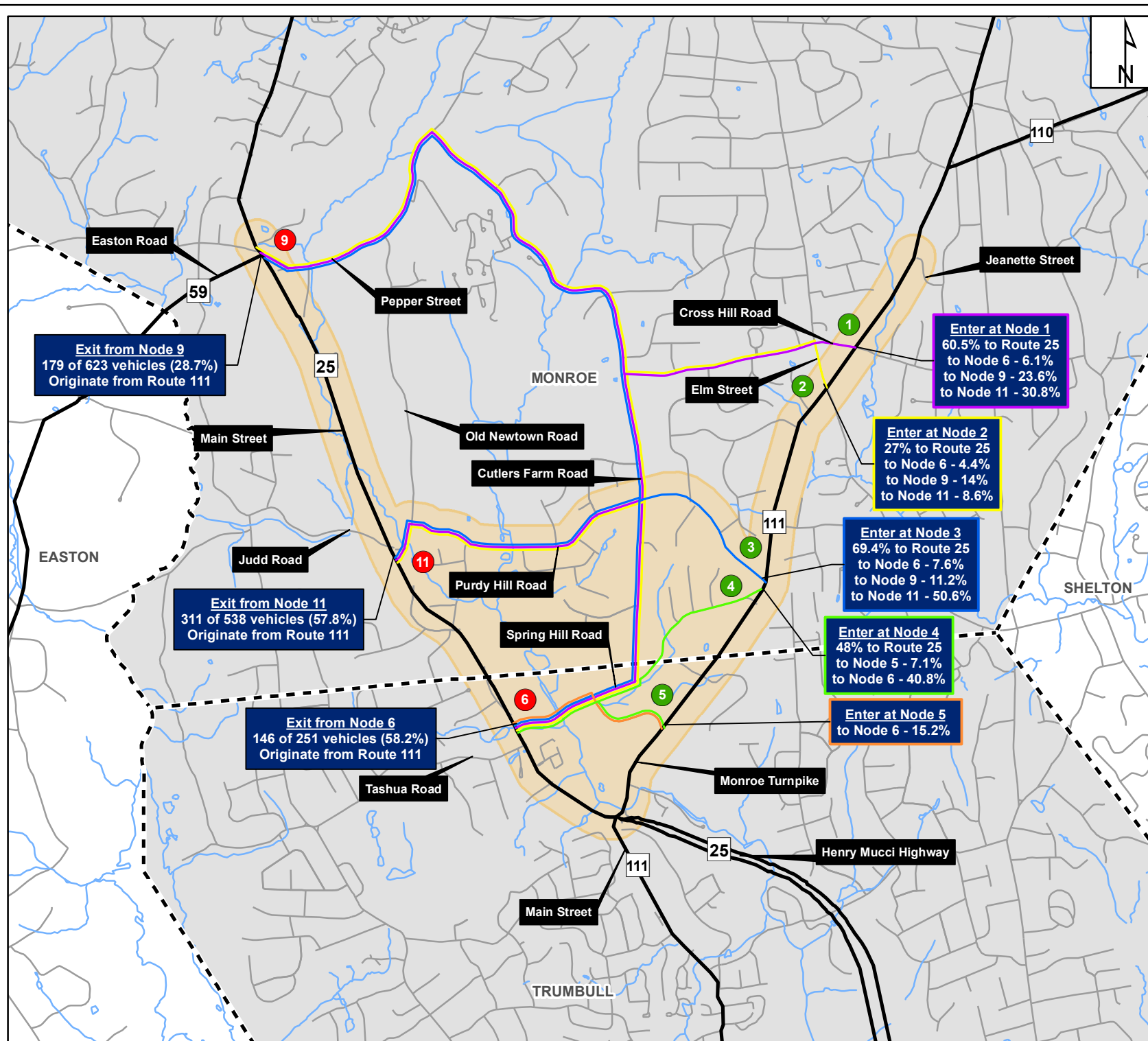
Source:  
Origin-Destination Survey,  
Tighe & Bond, May 2016

0 1,500 3,000  
Feet  
1" = 3,000'

**Regional Transportation  
and Development  
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**ORIGIN-DESTINATION  
STUDY  
MORNING PEAK HOUR  
(7:00 TO 9:00 AM)  
WESTBOUND ROUTES**

**FIGURE 2-13**



**LEGEND**

**Node Paths**

- Node 1 Paths
- Node 2 Paths
- Node 3 Paths
- Node 4 Paths
- Node 5 Paths
- # Entering Node
- # Exiting Node

- Study Area
- State Route
- Local Road

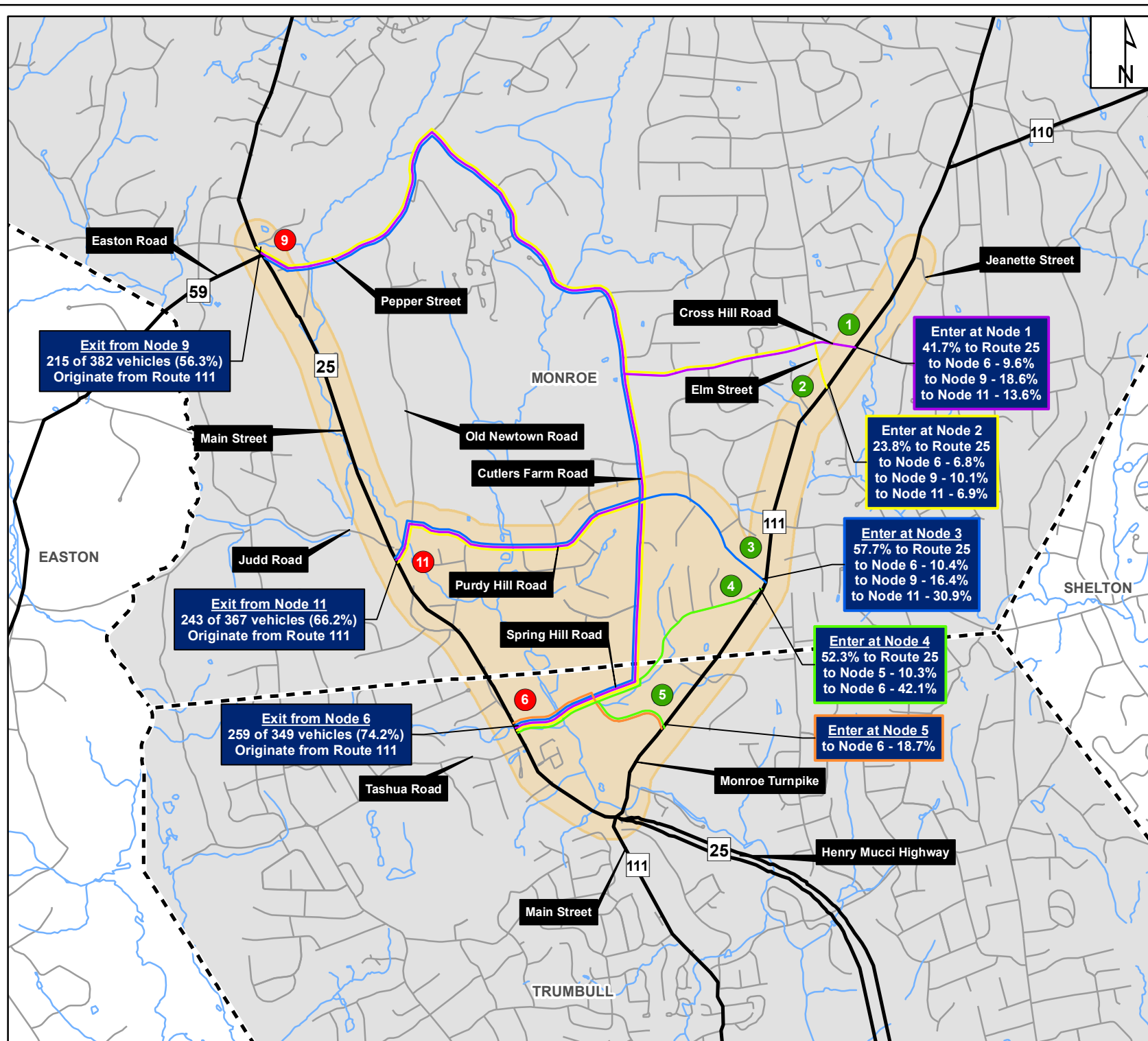
Source:  
Origin-Destination Survey,  
Tighe & Bond, May 2016

0 1,500 3,000  
Feet  
1" = 3,000'

**Regional Transportation  
and Development  
Study of Routes 25 & 111  
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Connecticut**  
October 2016

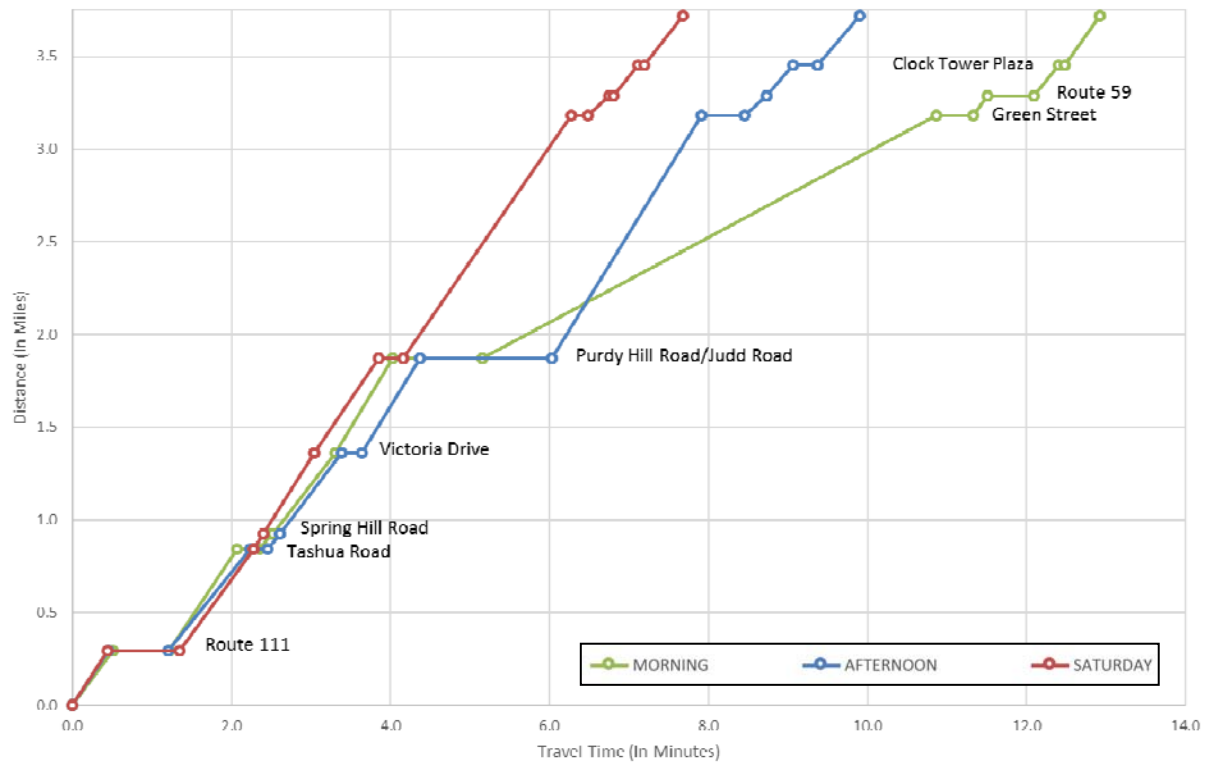
**ORIGIN-DESTINATION  
STUDY  
AFTERNOON PEAK HOUR  
(4:00 TO 6:00 PM)  
WESTBOUND ROUTES**

**FIGURE 2-14**



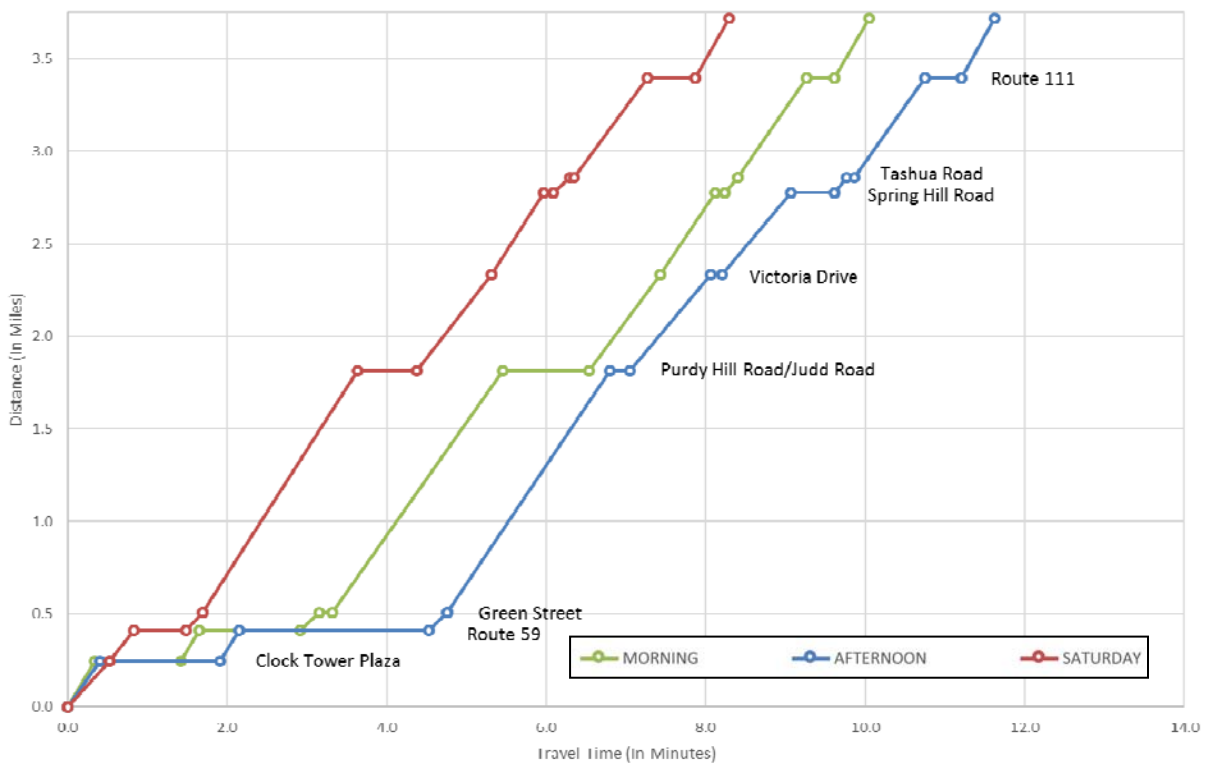
**FIGURE 2-15**

Route 25 Travel Time Study – Northbound Direction



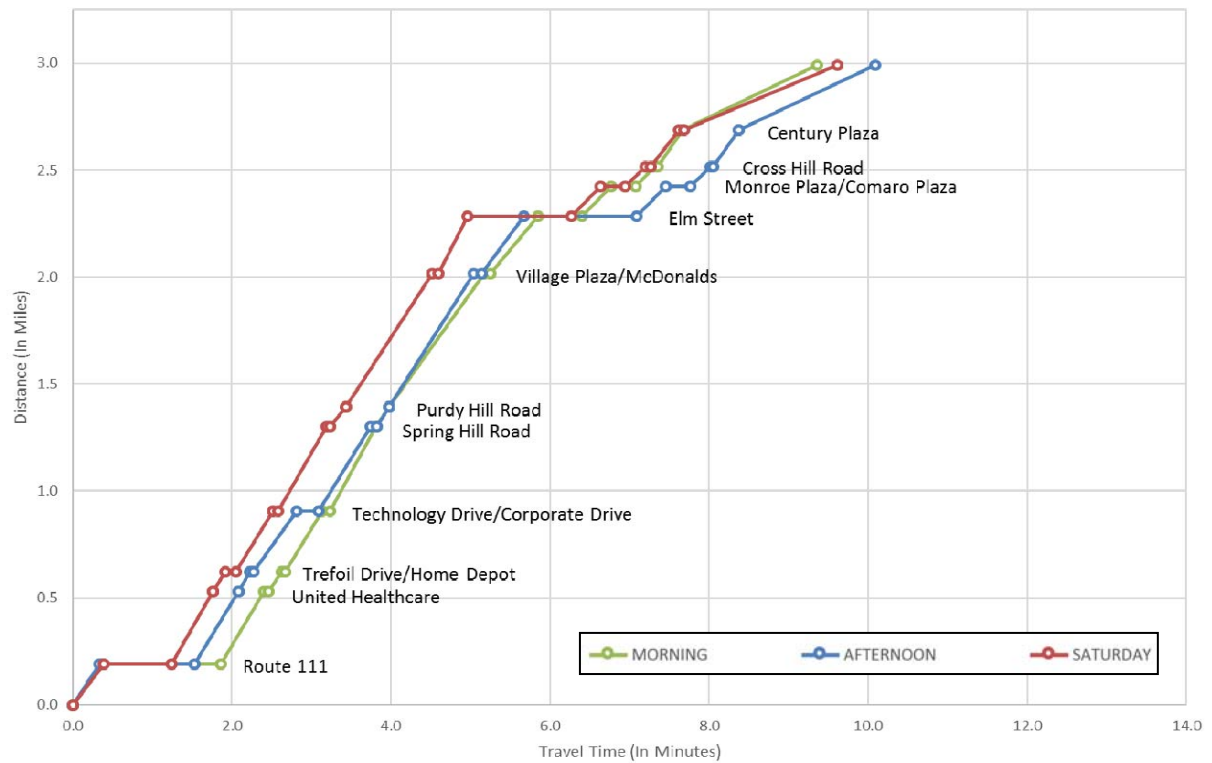
**FIGURE 2-16**

Route 25 Travel Time Study – Southbound Direction



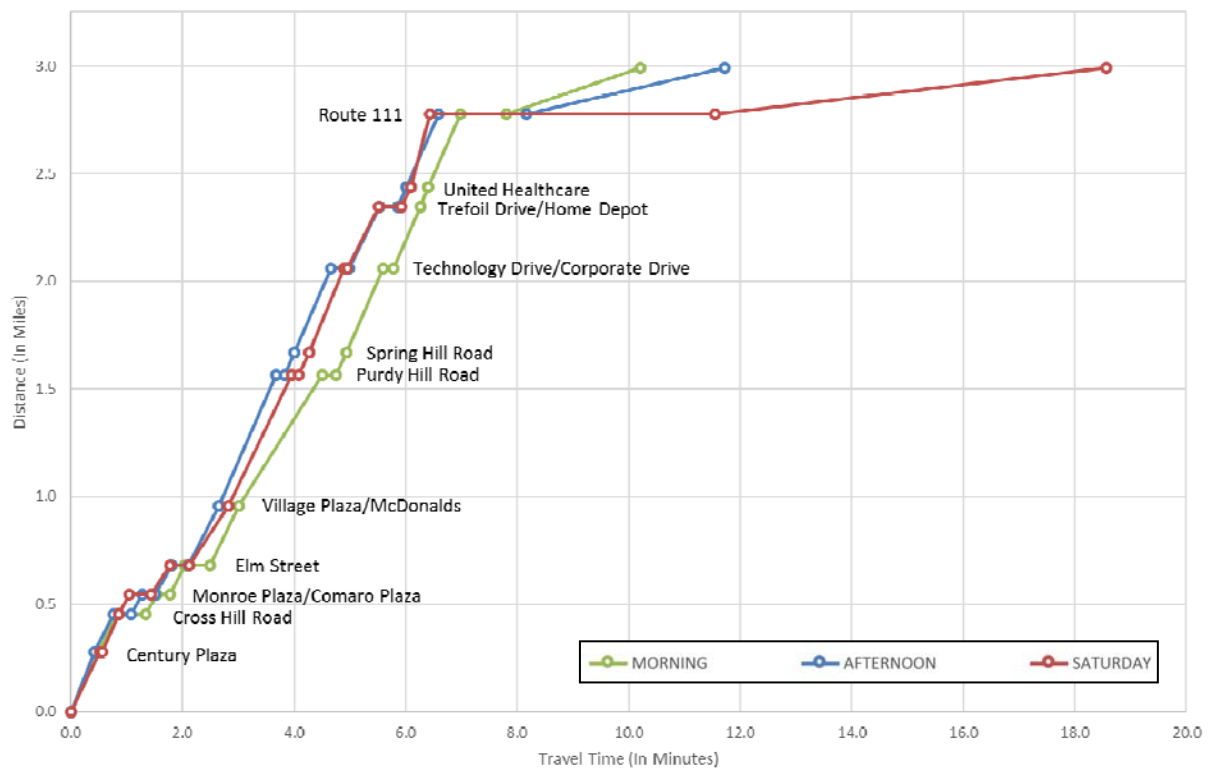
**FIGURE 2-17**

Route 111 Travel Time Study – Northbound Direction



**FIGURE 2-18**

Route 111 Travel Time Study – Southbound Direction





**LEGEND**

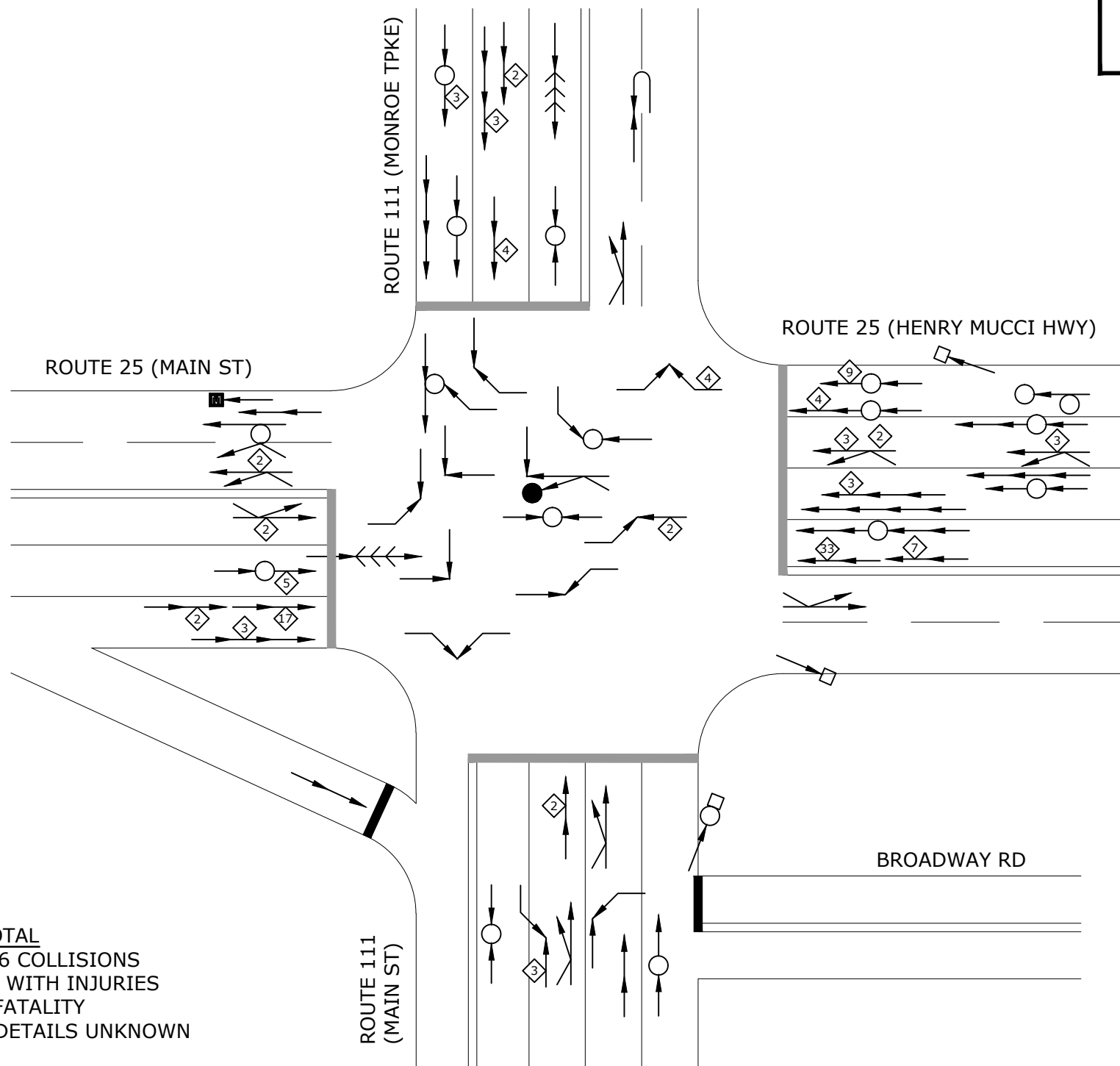
- FATAL ACCIDENT
- PERSONAL INJURY
- PROPERTY DAMAGE ONLY
- REAR END
- SIDESWIPE
- BACKING
- OUT OF CONTROL
- FIXED/MOVING OBJECT COLLISION
- OVERTURN/JACKKNIFE
- MOTOR VEHICLE
- BICYCLE
- PEDESTRIAN
- NUMBER OF COLLISIONS

Regional Transportation and  
Development Study of  
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August 2016

**VEHICLE COLLISION  
DIAGRAM:  
ROUTE 25 AT  
ROUTE 111**

**FIGURE 2-22**

**TOTAL**  
156 COLLISIONS  
35 WITH INJURIES  
1 FATALITY  
2 DETAILS UNKNOWN





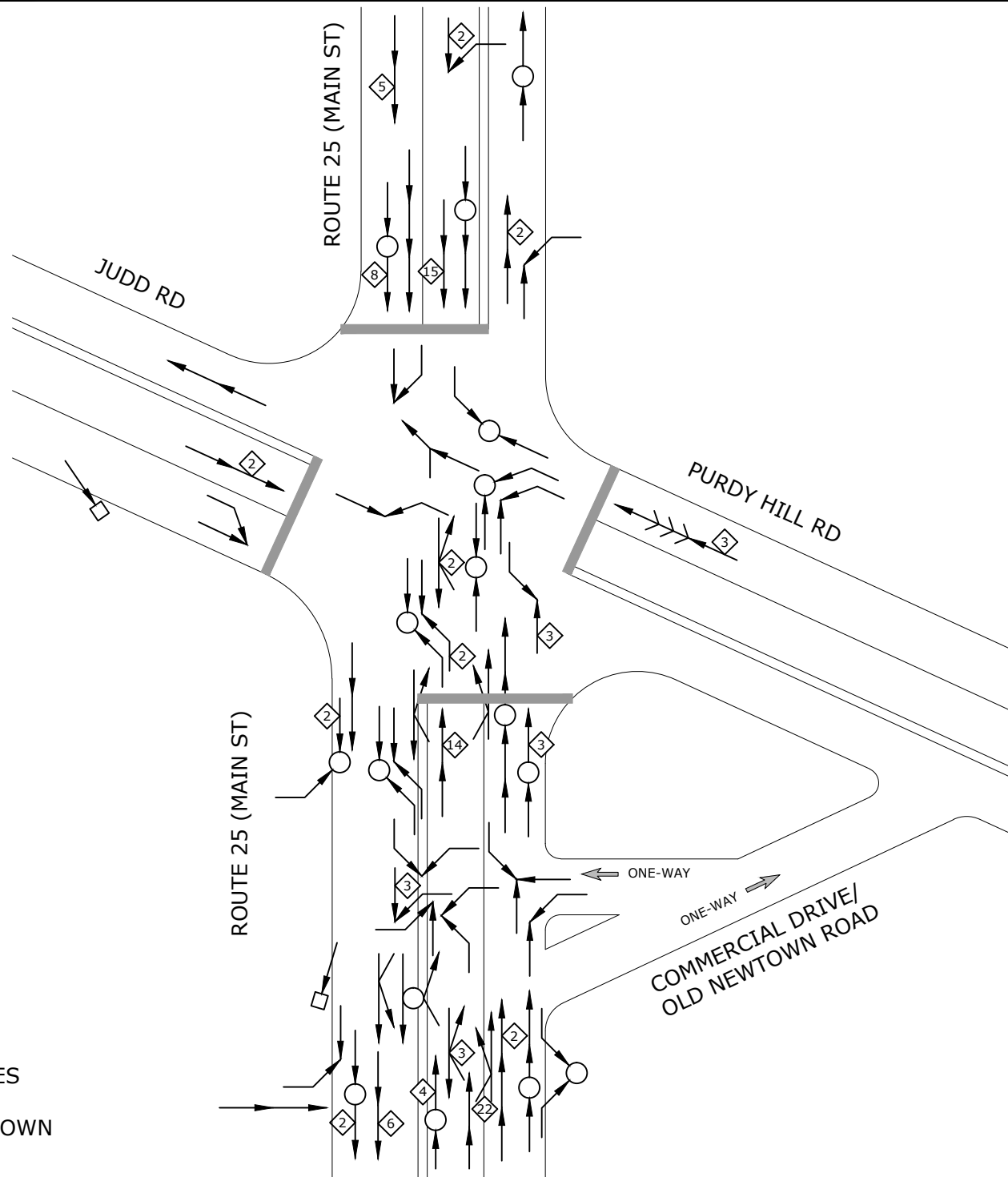
**LEGEND**

-  FATAL ACCIDENT
-  PERSONAL INJURY
-  PROPERTY DAMAGE ONLY
-  REAR END
-  SIDESWIPE
-  BACKING
-  OUT OF CONTROL
-  FIXED/MOVING OBJECT COLLISION
-  OVERTURN/JACKKNIFE
-  MOTOR VEHICLE
-  BICYCLE
-  PEDESTRIAN
-  NUMBER OF COLLISIONS

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Connecticut  
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**VEHICLE COLLISION  
DIAGRAM:  
ROUTE 25 AT  
JUDD ROAD AND  
PURDY HILL ROAD**

**FIGURE 2-23**



**TOTAL**  
140 COLLISIONS  
30 WITH INJURIES  
0 FATALITIES  
1 DETAILS UNKNOWN



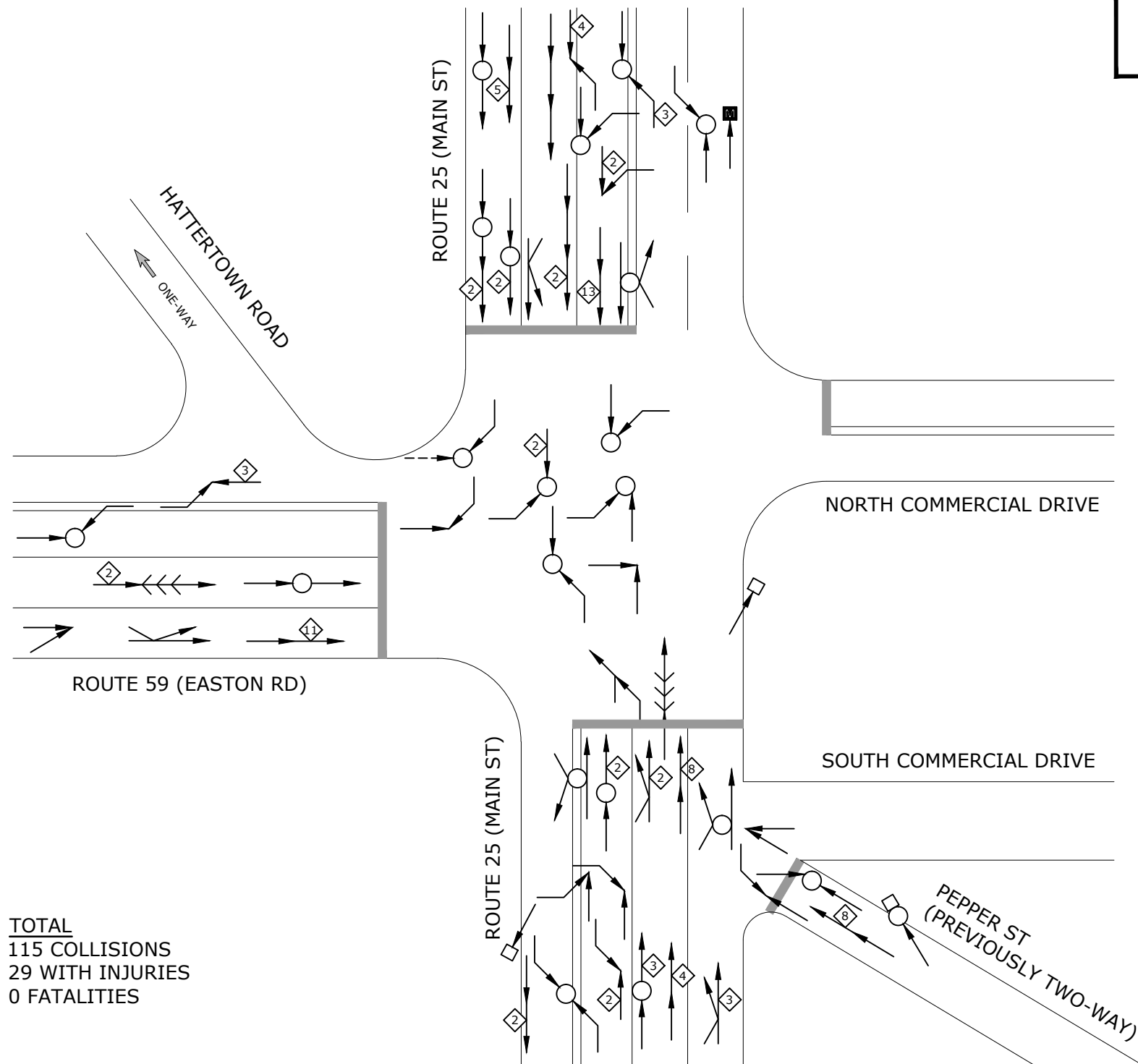
**LEGEND**

-  FATAL ACCIDENT
-  PERSONAL INJURY
-  PROPERTY DAMAGE ONLY
-  REAR END
-  SIDESWIPE
-  BACKING
-  OUT OF CONTROL
-  FIXED/MOVING OBJECT COLLISION
-  OVERTURN/JACKKNIFE
-  MOTOR VEHICLE
-  BICYCLE
-  PEDESTRIAN
-  NUMBER OF COLLISIONS

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Development Study of  
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**VEHICLE COLLISION  
DIAGRAM:  
ROUTE 25 AT  
ROUTE 59**

**FIGURE 2-24**



**TOTAL**  
115 COLLISIONS  
29 WITH INJURIES  
0 FATALITIES



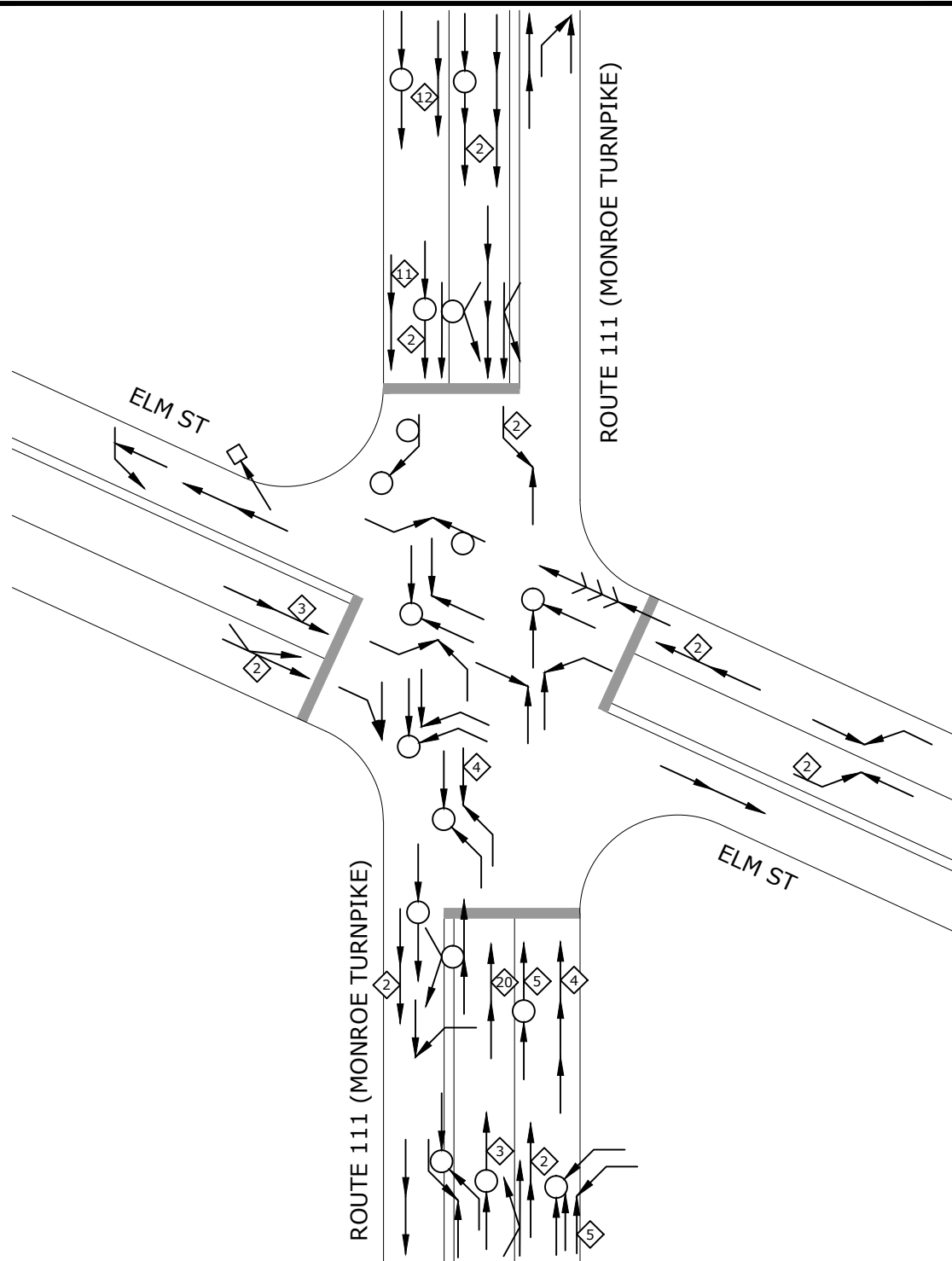
**LEGEND**

-  FATAL ACCIDENT
-  PERSONAL INJURY
-  PROPERTY DAMAGE ONLY
-  REAR END
-  SIDESWIPE
-  BACKING
-  OUT OF CONTROL
-  FIXED/MOVING OBJECT COLLISION
-  OVERTURN/JACKKNIFE
-  MOTOR VEHICLE
-  BICYCLE
-  PEDESTRIAN
-  NUMBER OF COLLISIONS

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**VEHICLE COLLISION  
DIAGRAM:  
ROUTE 111 AT  
ELM STREET**

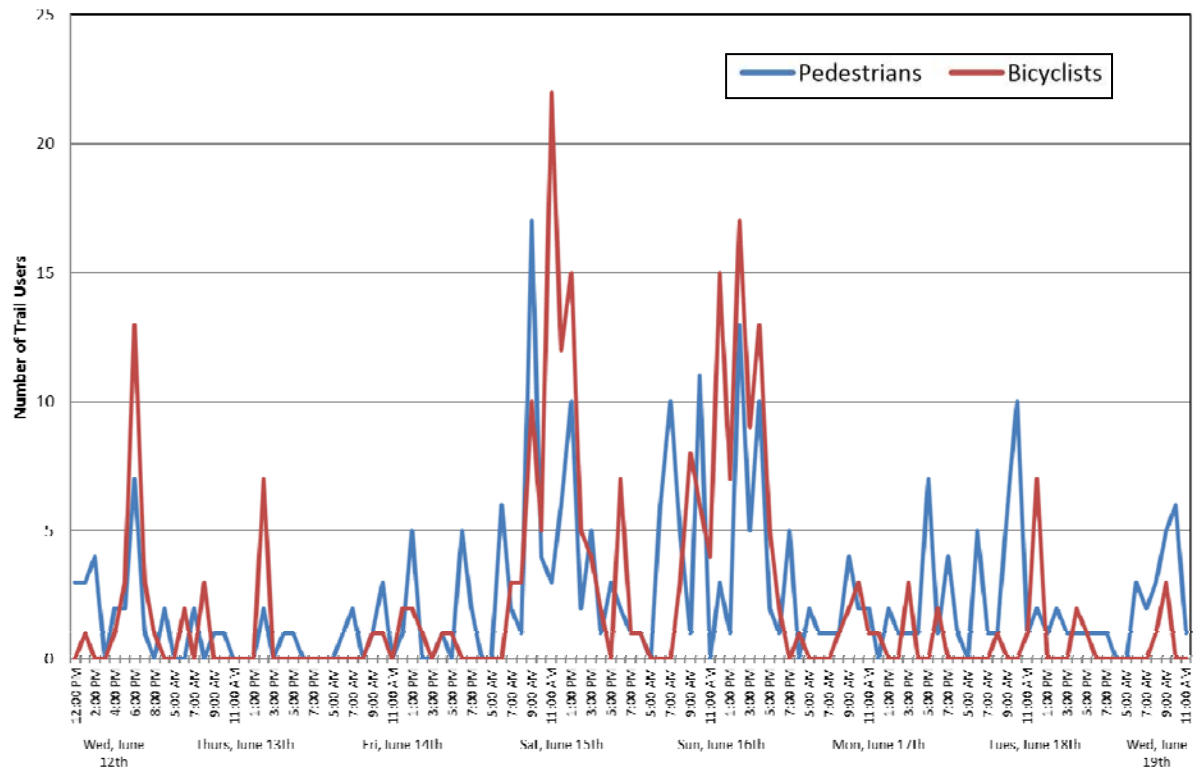
**FIGURE 2-25**

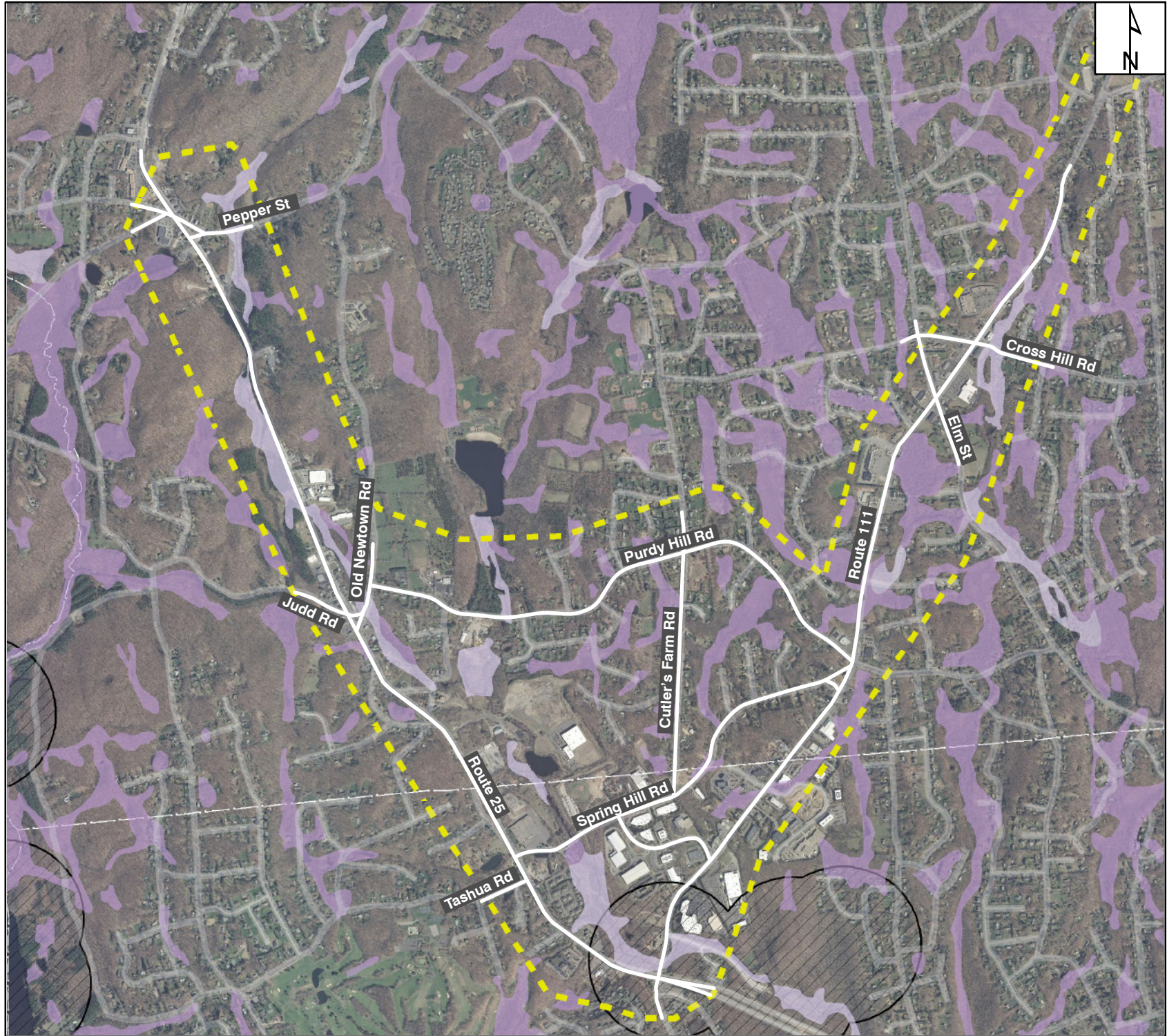


TOTAL  
116 COLLISIONS  
23 WITH INJURIES  
0 FATALITIES

**FIGURE 2-27**

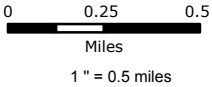
Pequonnock River Trail Counts – West of Route 111 (counts by METROCOG – June 2013)





**LEGEND**

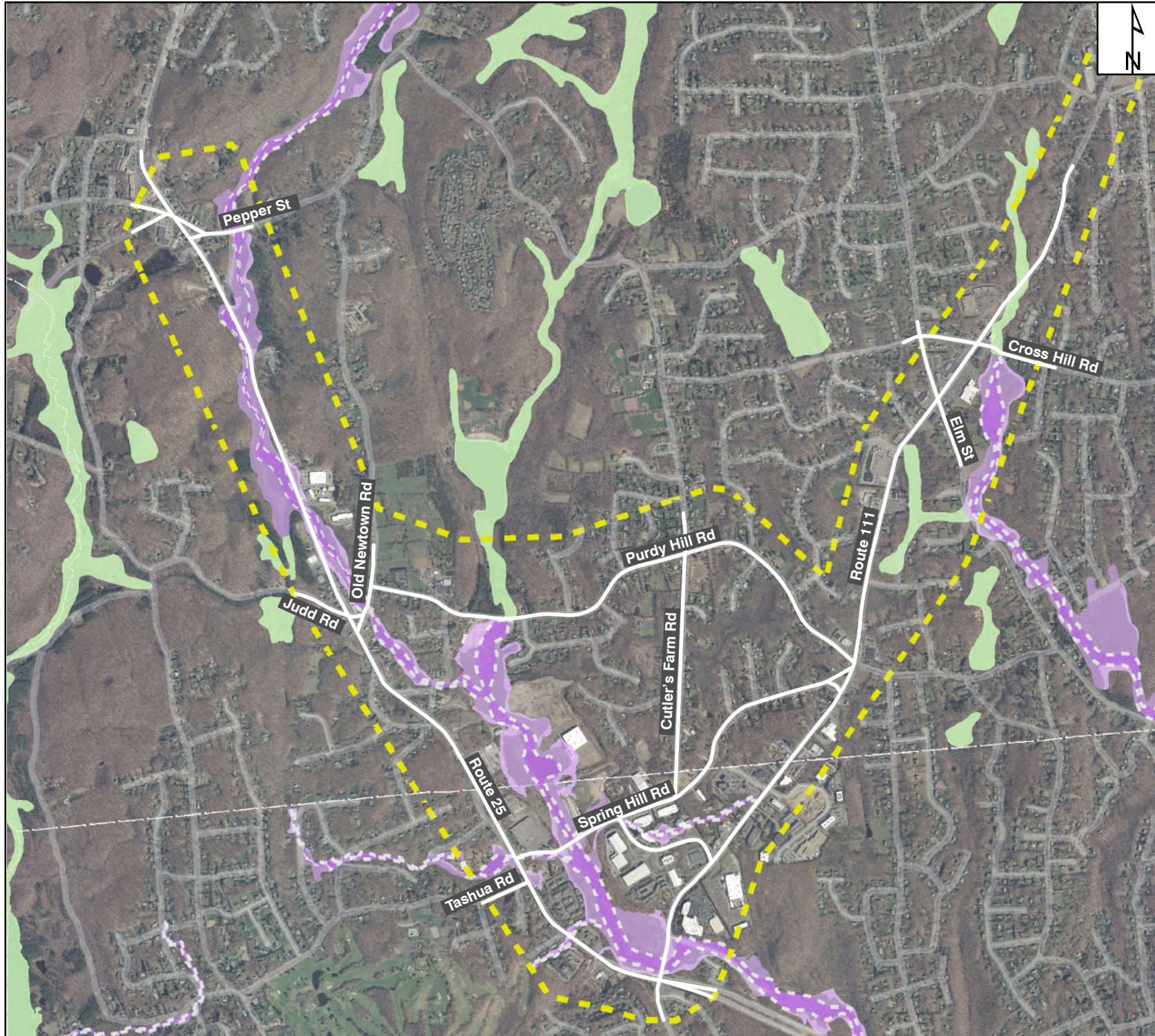
- Study Area
- Poorly & Very Poorly Drained Soils
- Alluvial and Floodplain Soils
- Natural Diversity Database Area



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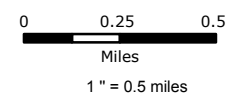
**WETLANDS  
SUMMARY**

**FIGURE 2-31**



**LEGEND**

- Study Area**
- Zone A**
- Zone X**
- Zone AE**
- Floodway in Zone AE**



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October 2016

**FLOODPLAINS  
SUMMARY**

**FIGURE 2-32**

**LEGEND**

| Zoning District |          |
|-----------------|----------|
| Monroe          | Trumbull |
| B-1             | A        |
| B-2             | AA       |
| I-1             | AAA      |
| I-2             | AREHZ    |
| I-3             | B-C      |
| LOR             | I-L      |
| RF-1            | I-L2     |
| RF-2            | PRCZ     |
| RF-3            |          |

- Study Area State Route
- Study Area Local Road
- State Route
- Local Road

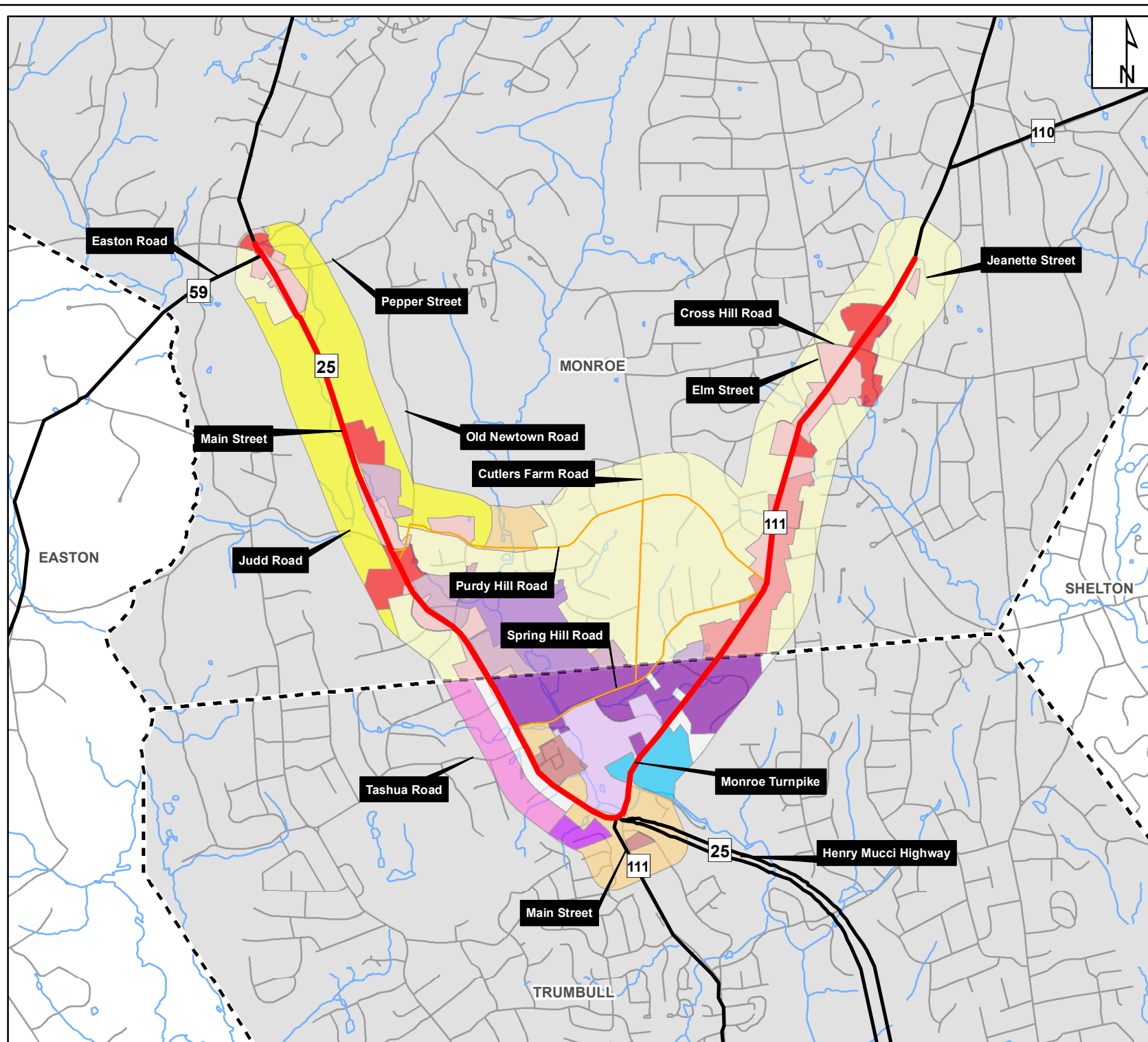
Source:  
Zoning data courtesy of  
METROCOG and the Towns  
of Monroe and Trumbull.

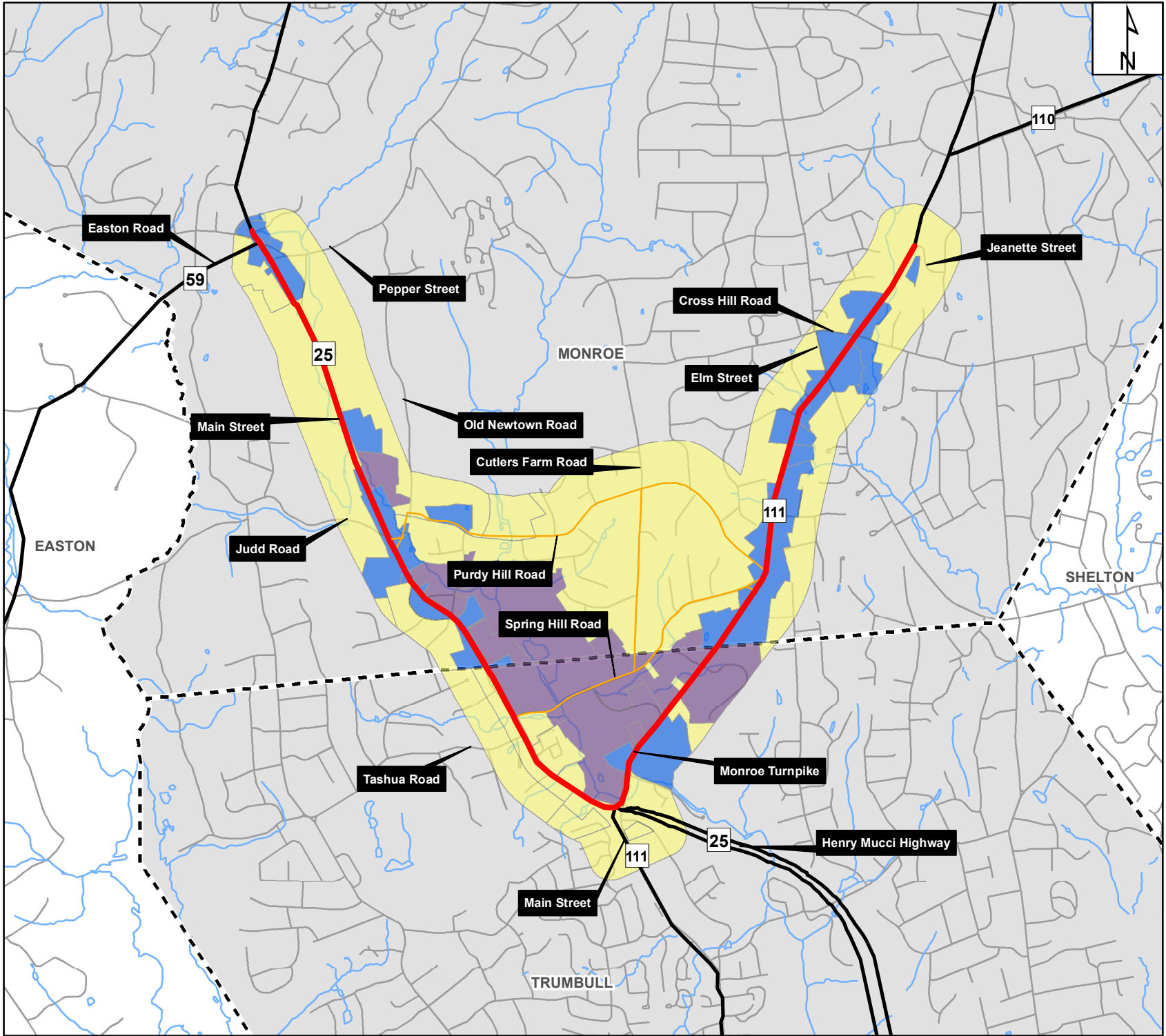
0 1,500 3,000  
Feet  
1" = 3,000'

**Regional Transportation  
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Connecticut**  
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**EXISTING  
ZONING  
DISTRICTS**

**FIGURE 2-33**





**LEGEND**

**Land Use**

- Commercial
- Industrial
- Residential

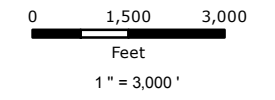
Study Area State Route

Study Area Local Road

State Route

Local Road

Source:  
Land Use data courtesy of  
METROCOG and the Towns  
of Monroe and Trumbull.



**Regional Transportation  
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**EXISTING  
LAND USE**

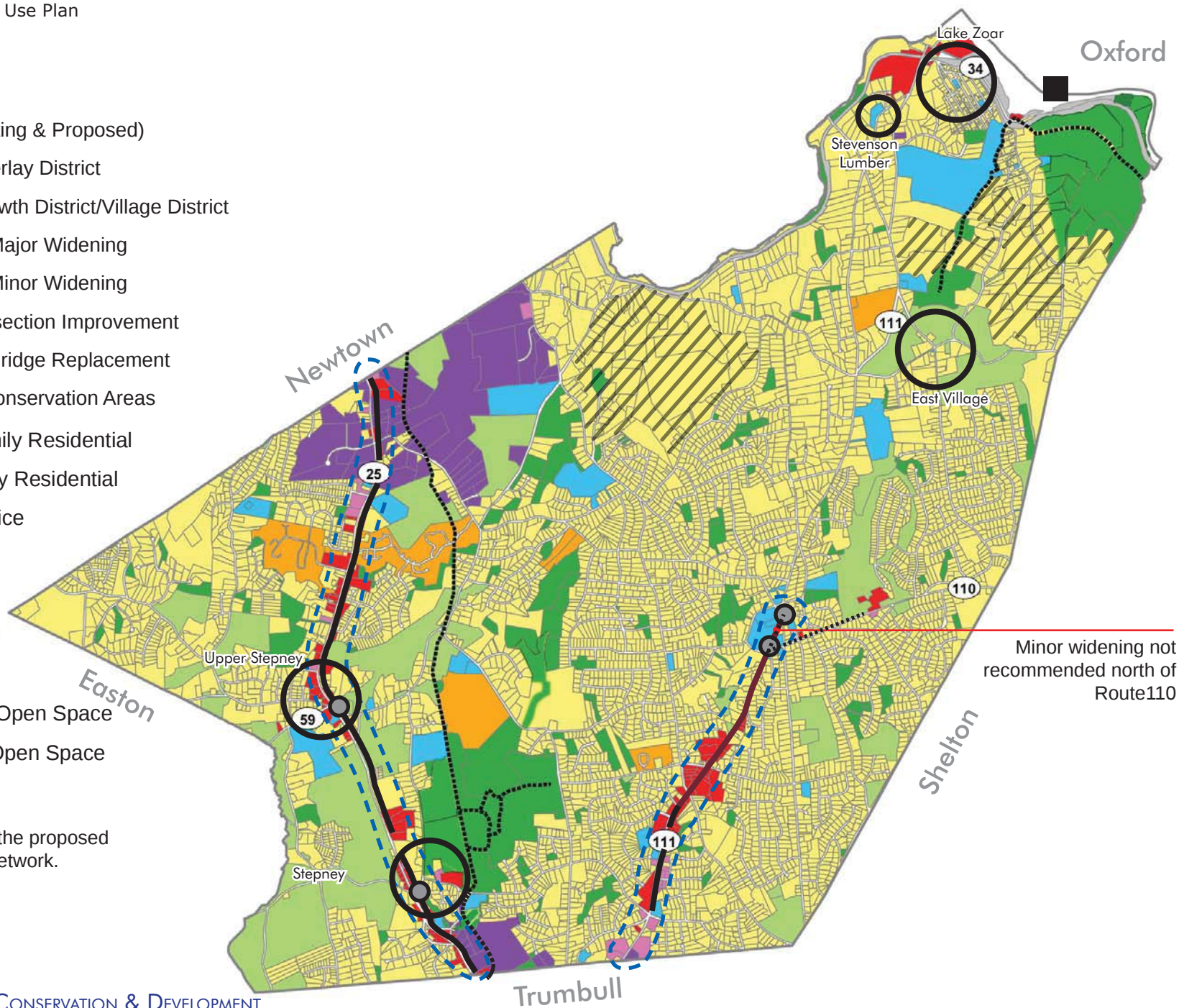
**FIGURE 2-34**

**FIGURE 2-35**  
Monroe Future Land Use Plan

## Legend

- ..... Trails (Existing & Proposed)
- Design Overlay District
- Priority Growth District/Village District
- Proposed Major Widening
- Proposed Minor Widening
- Major Intersection Improvement
- Proposed Bridge Replacement
- Potential Conservation Areas
- Single-Family Residential
- Multi-Family Residential
- Retail/Service
- Office
- Industrial
- Institutional
- Utility
- Dedicated Open Space
- Managed Open Space

See Figure 10.2 for the proposed trail and greenbelt network.



MONROE PLAN OF CONSERVATION & DEVELOPMENT

MONROE, CT

SOURCES: MONROE PLANNING & ZONING DEPARTMENT;  
MONROE ENGINEERING DEPARTMENT; CONNDOT; GBRPA

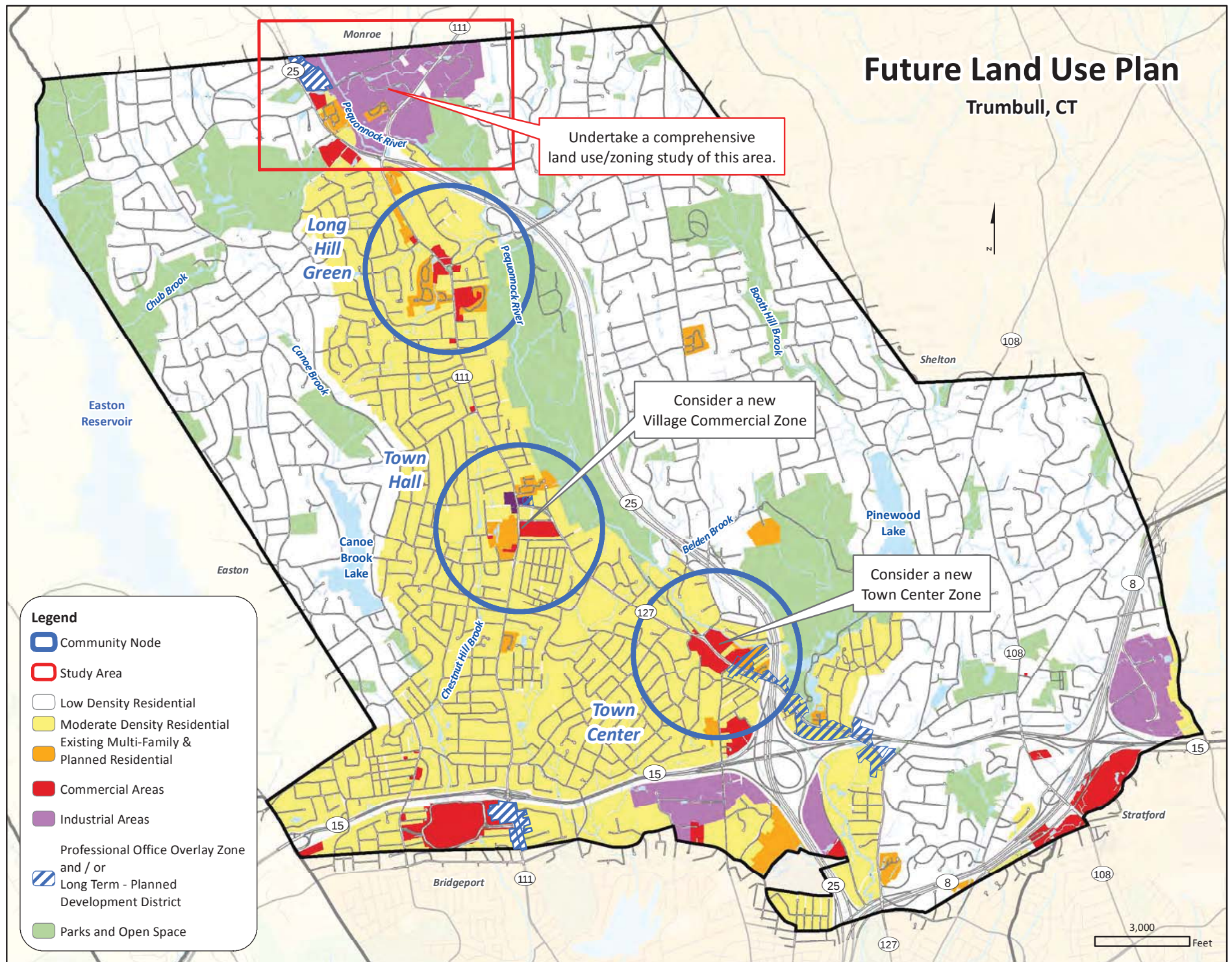


NTS

BFJ Planning 222

Note: Information shown on this map is approximate and should only be used for general planning purposes.

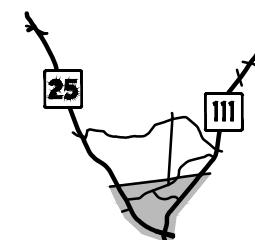
**FIGURE 2-36**  
Trumbull Future Land Use Plan



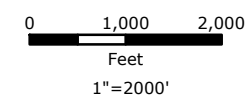


**LEGEND**

VOLUMES: AM (PM) [SAT]



**KEY PLAN**

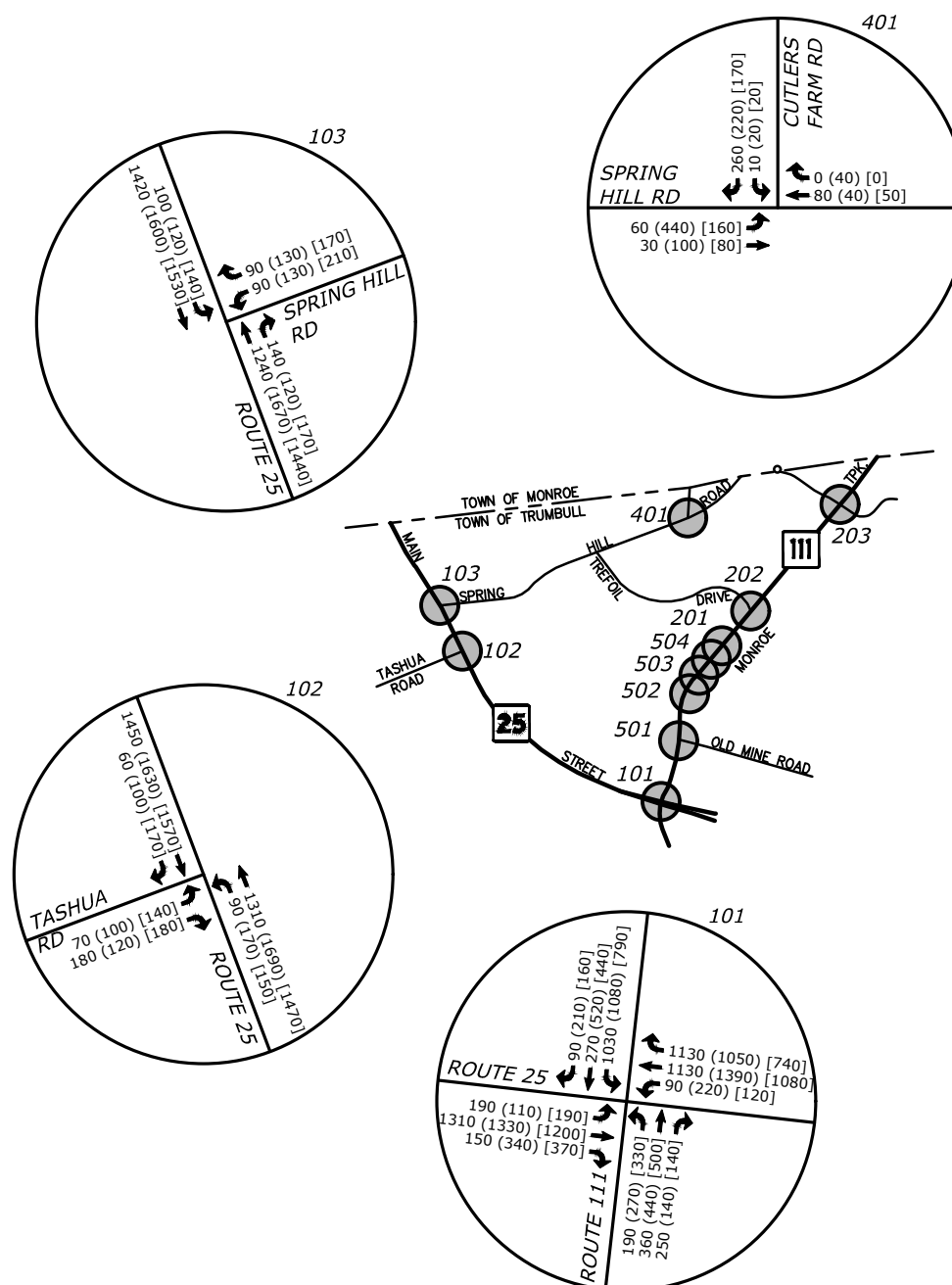


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January 2017

**2040 BACKGROUND  
TRAFFIC VOLUMES  
ROUTE 25  
SOUTH END**

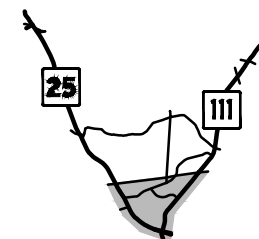
**FIGURE 3-1**



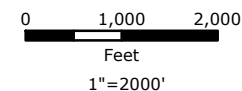


**LEGEND**

VOLUMES: AM (PM) [SAT]



**KEY PLAN**

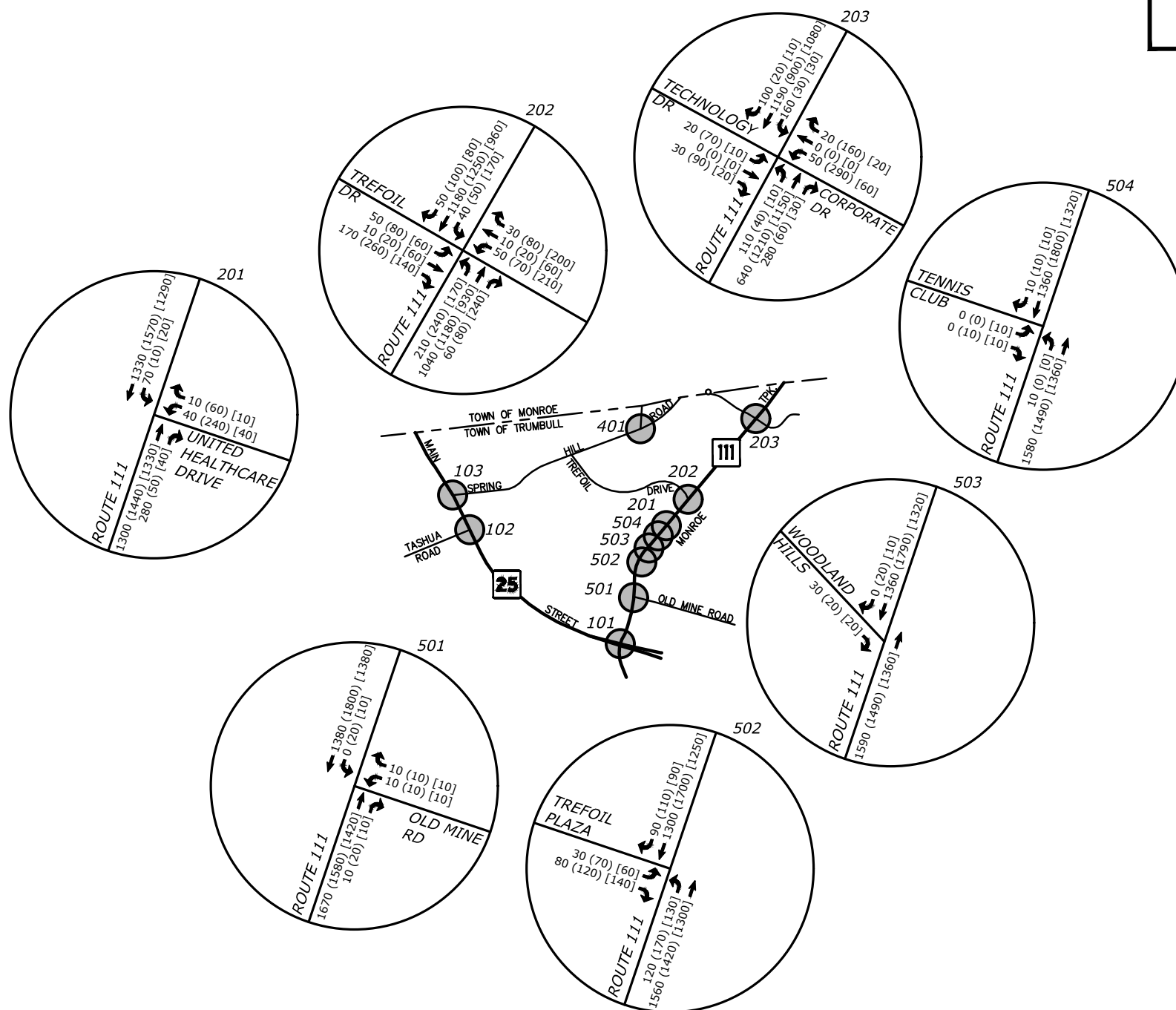


Engineering Planning Study  
for Route 25 and Route 111  
Monroe & Trumbull,  
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January 2017

**2040 BACKGROUND  
TRAFFIC VOLUMES  
ROUTE 111  
SOUTH END**

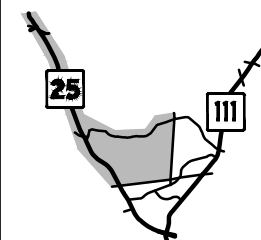
**FIGURE 3-2**



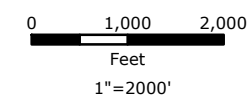


**LEGEND**

VOLUMES: AM (PM) [SAT]



**KEY PLAN**

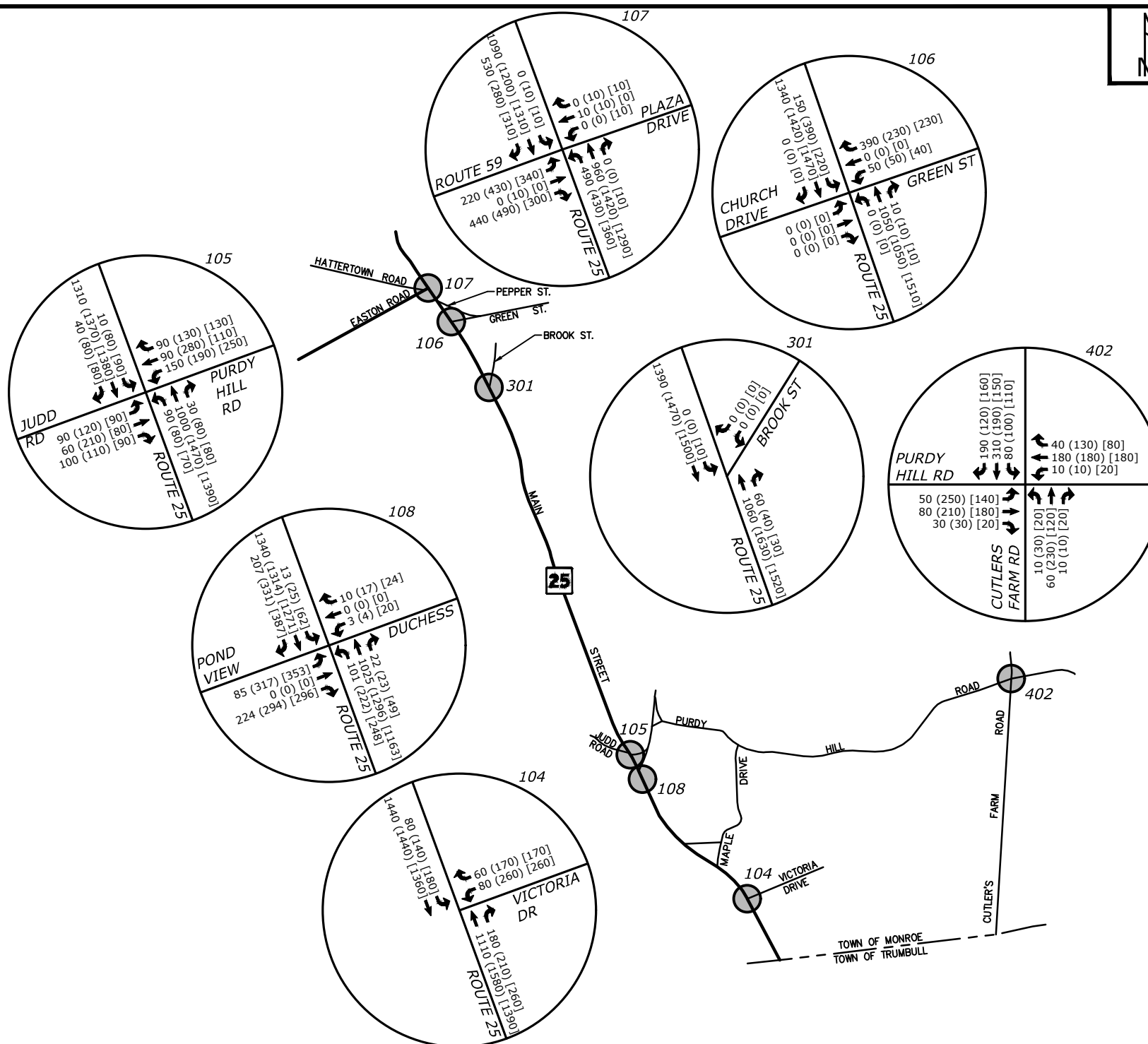


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**2040 BACKGROUND  
TRAFFIC VOLUMES  
ROUTE 25  
NORTHWEST END**

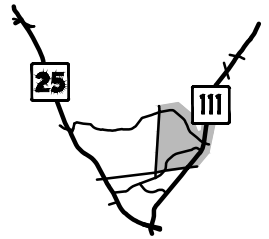
**FIGURE 3-3**



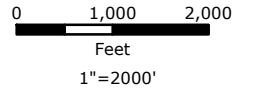


**LEGEND**

VOLUMES: AM (PM) [SAT]



**KEY PLAN**

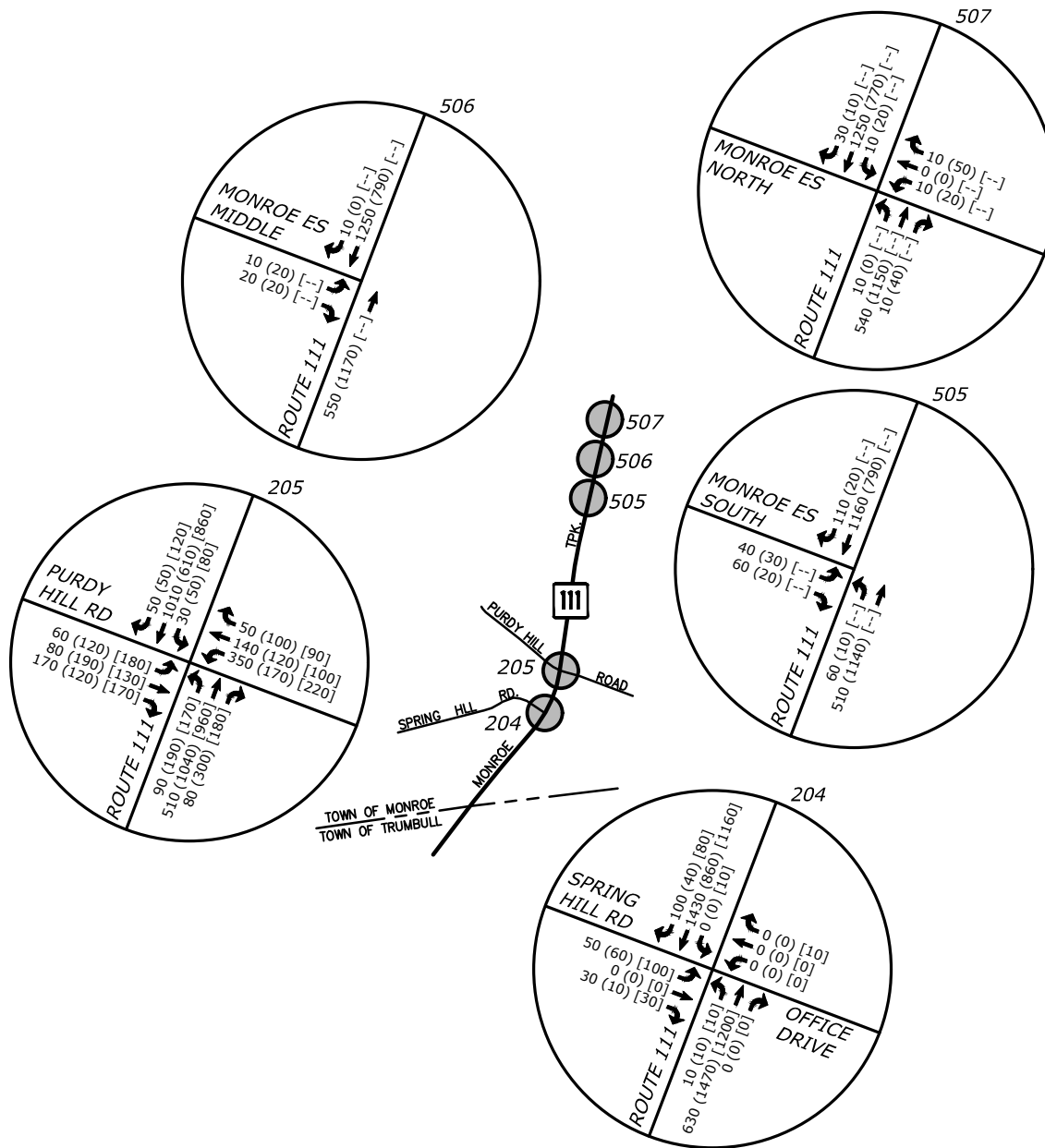


Engineering Planning Study  
for Route 25 and Route 111  
Monroe & Trumbull,  
Connecticut

January 2017

**2040 BACKGROUND  
TRAFFIC VOLUMES  
ROUTE 111  
NORTHEAST END  
PART 1**

**FIGURE 3-4**

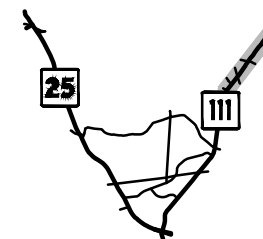


NOTE:  
COUNTS AT MONROE ELEMENTARY SCHOOL DRIVES  
TAKEN ONLY DURING AM AND PM SCHOOL PEAKS



**LEGEND**

VOLUMES: AM (PM) [SAT]



**KEY PLAN**

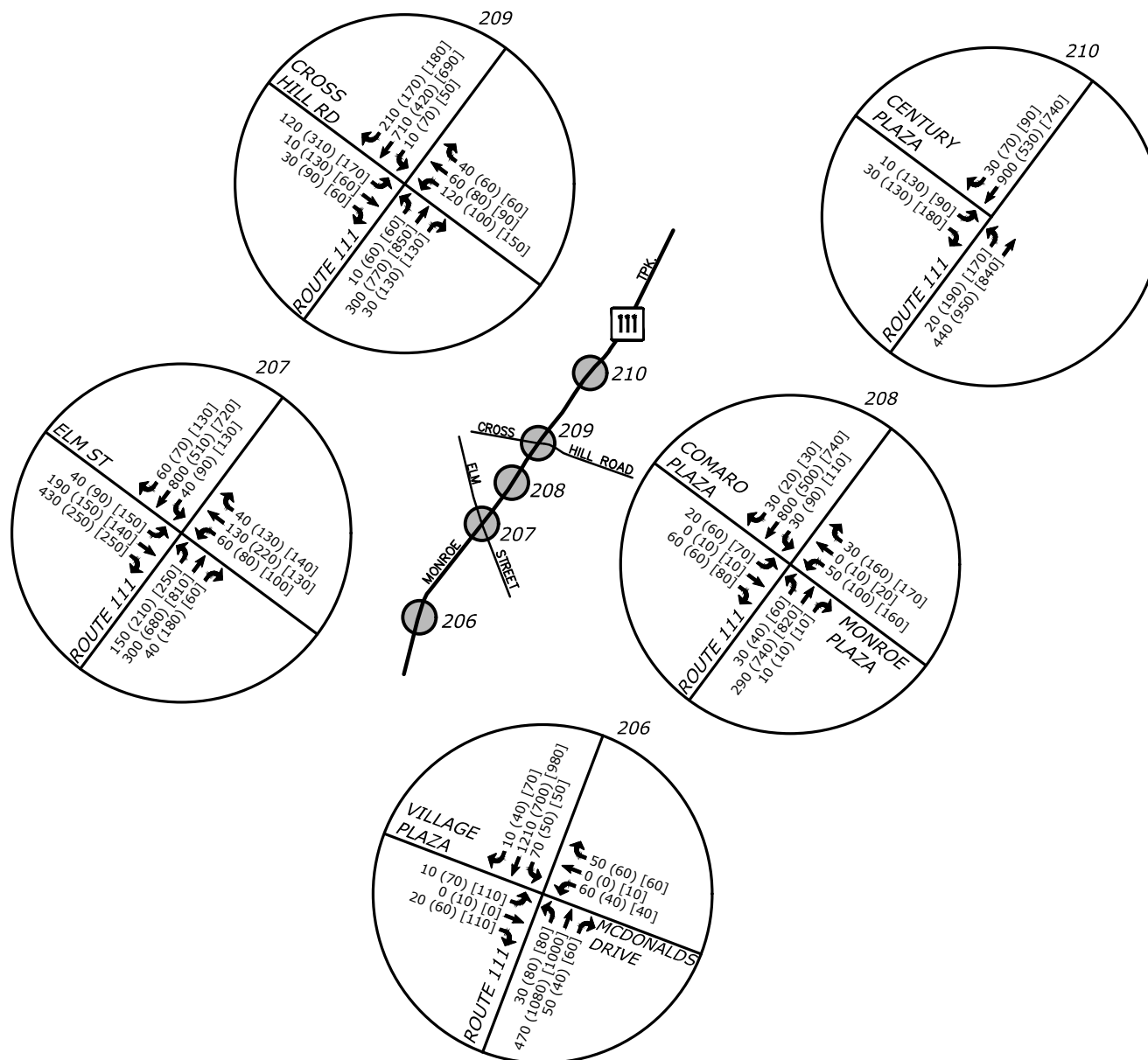
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Feet  
1"=2000'

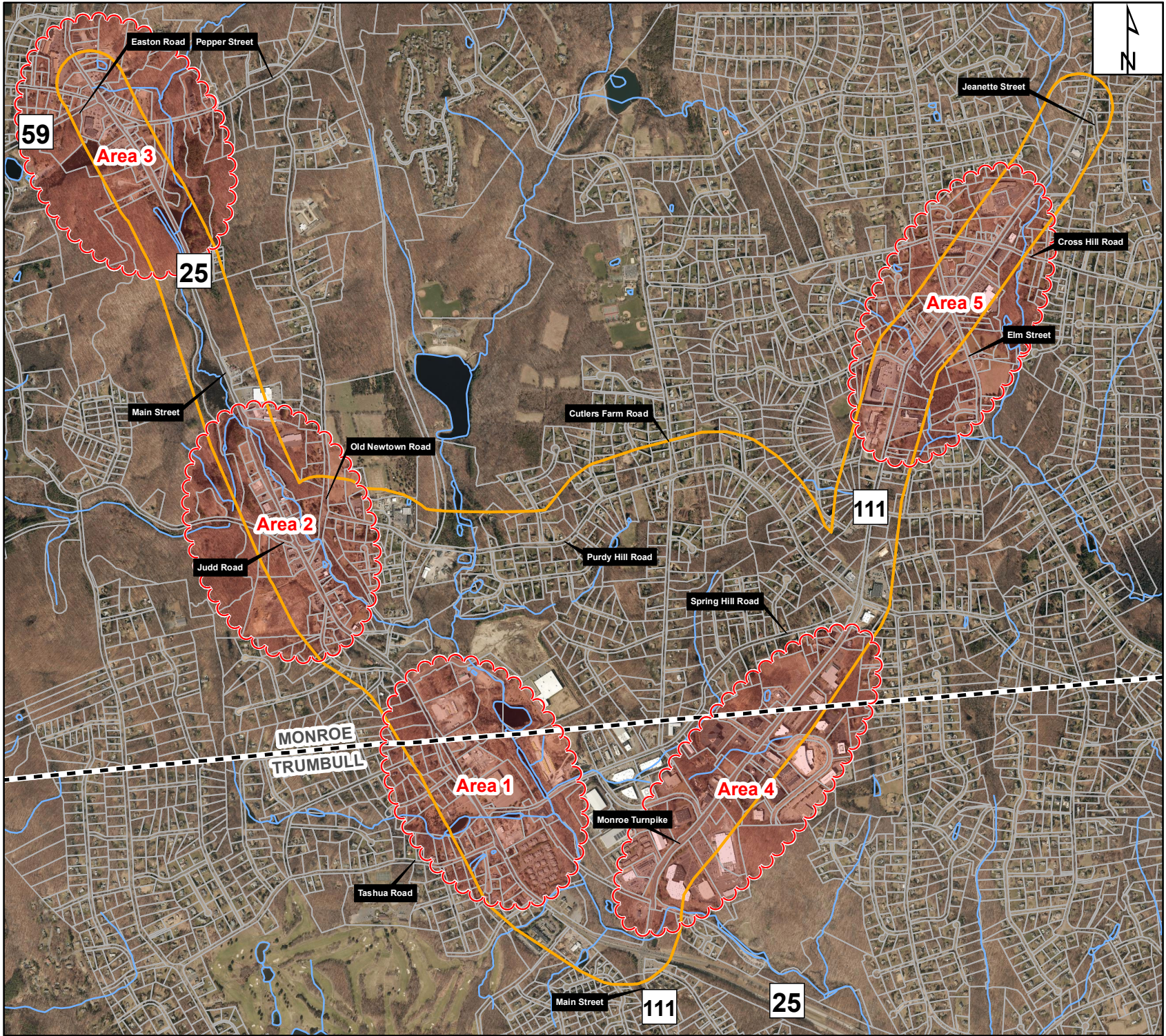
Engineering Planning Study  
for Route 25 and Route 111  
Monroe & Trumbull,  
Connecticut

January 2017

**2040 BACKGROUND  
TRAFFIC VOLUMES  
ROUTE 111  
NORTHEAST END  
PART 2**

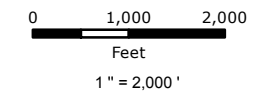
**FIGURE 3-5**





**LEGEND**

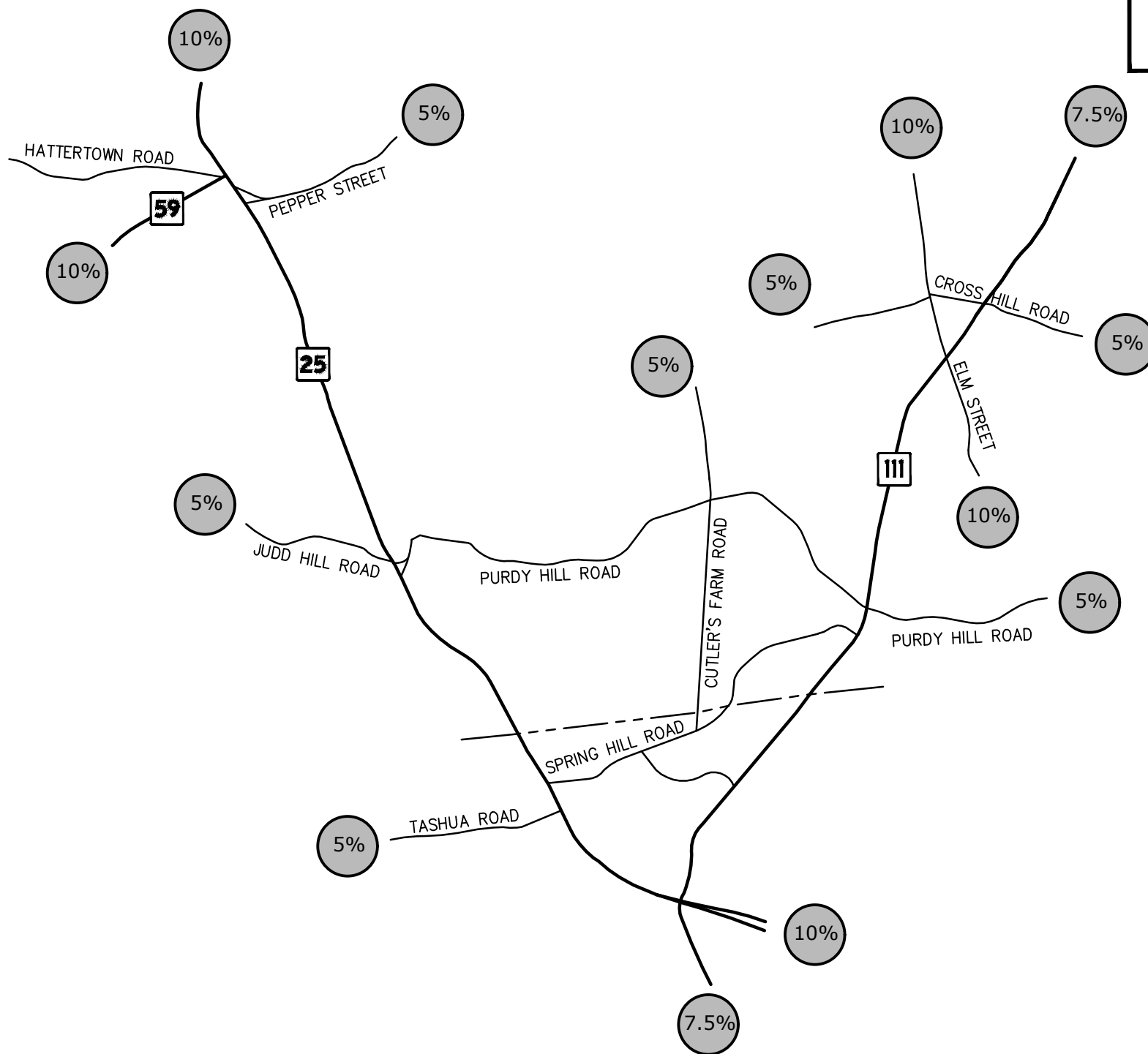
- Development Area
- Study Area
- Parcel Boundary
- Municipal Boundary



**Regional Transportation  
and Development  
Study of Routes 25 & 111  
Monroe & Trumbull,  
Connecticut**  
March 2017

**POTENTIAL  
ECONOMIC  
DEVELOPMENT  
SUMMARY**

**FIGURE 3-8**



0 1,000 2,000  
Feet  
1"=2000'

Engineering Planning Study  
for Route 25 and Route 111  
Monroe & Trumbull,  
Connecticut

January 2017

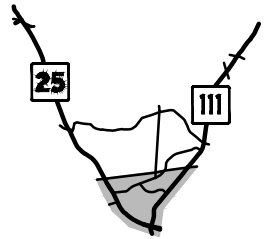
**REGIONAL  
ARRIVAL/DEPARTURE  
DISTRIBUTION**

**FIGURE 3-9**

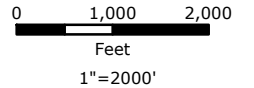


**LEGEND**

VOLUMES: AM (PM) [SAT]



**KEY PLAN**

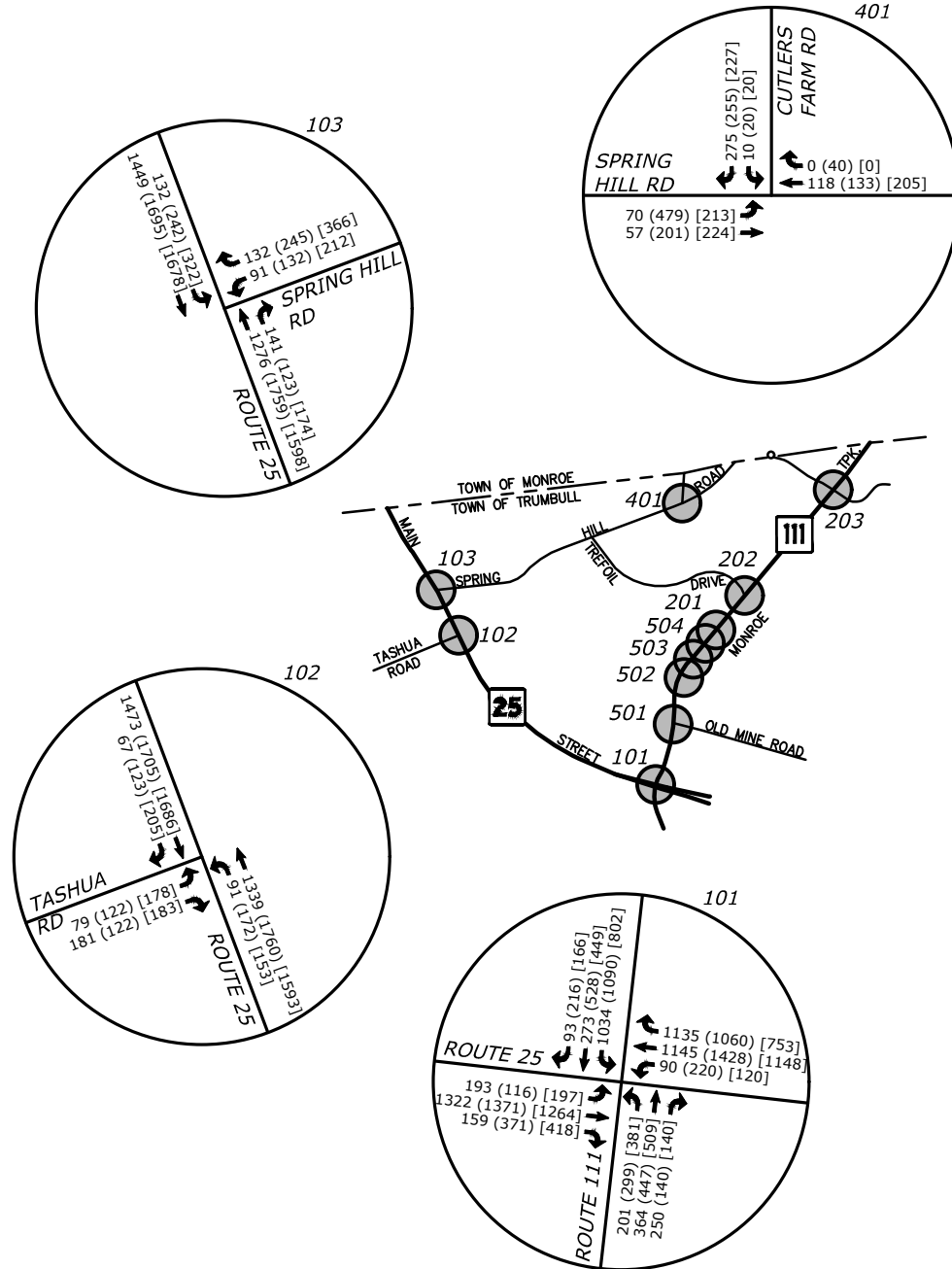


Engineering Planning Study  
for Route 25 and Route 111  
Monroe & Trumbull,  
Connecticut

January 2017

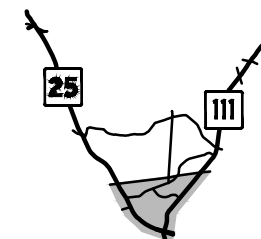
**2040 FUTURE  
TRAFFIC VOLUMES  
ROUTE 25  
SOUTH END**

**FIGURE 3-10**

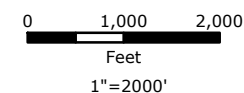


**LEGEND**

VOLUMES: AM (PM) [SAT]



**KEY PLAN**

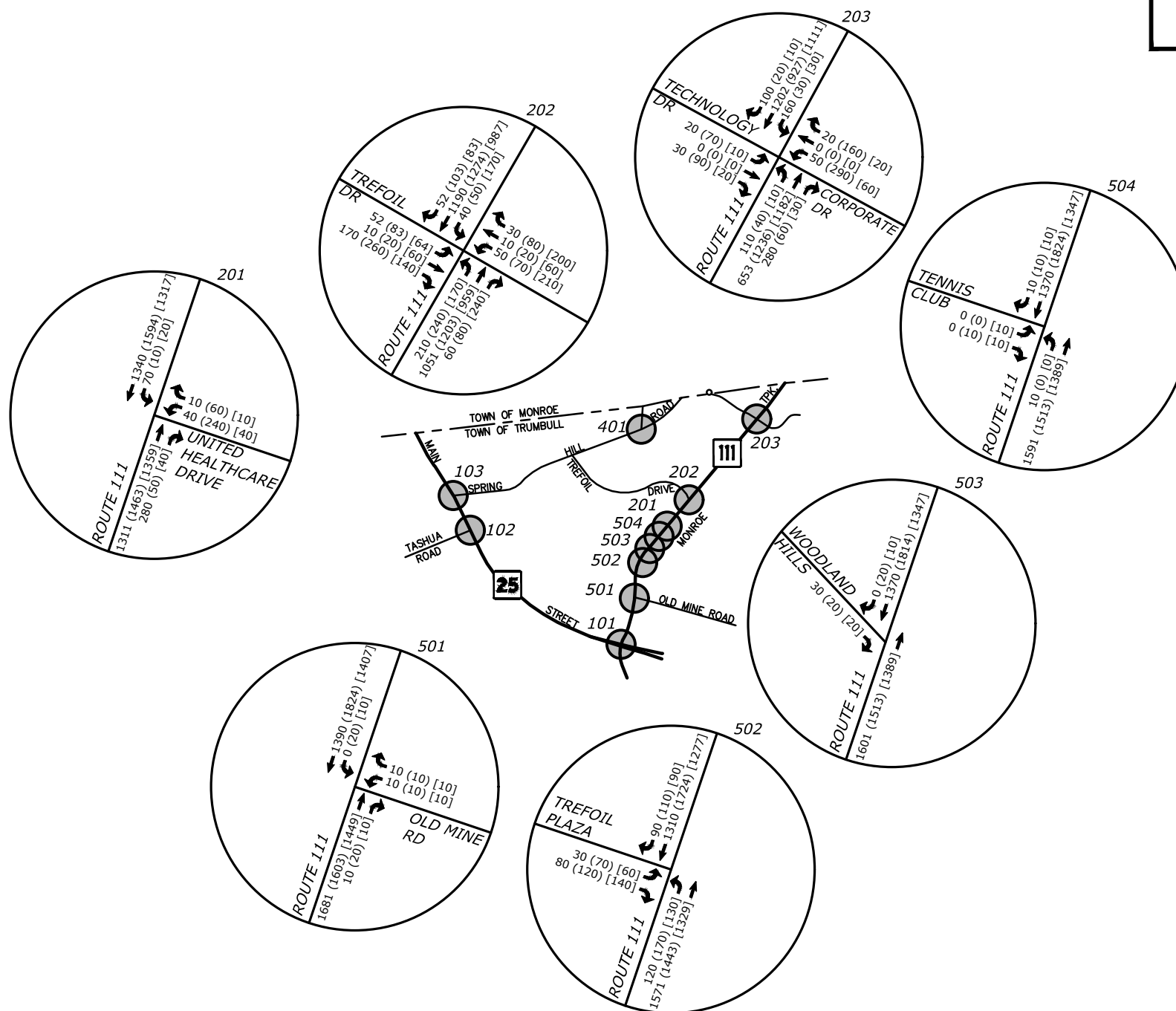


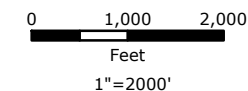
Engineering Planning Study  
for Route 25 and Route 111  
Monroe & Trumbull,  
Connecticut

January 2017

**2040 FUTURE  
TRAFFIC VOLUMES  
ROUTE 111  
SOUTH END**

**FIGURE 3-11**

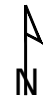




January 2017

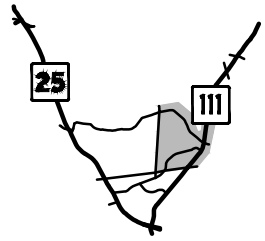
## 2040 FUTURE TRAFFIC VOLUMES ROUTE 25 NORTHWEST END

**FIGURE 3-12**

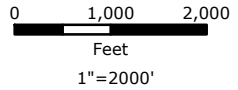


**LEGEND**

VOLUMES: AM (PM) [SAT]



**KEY PLAN**

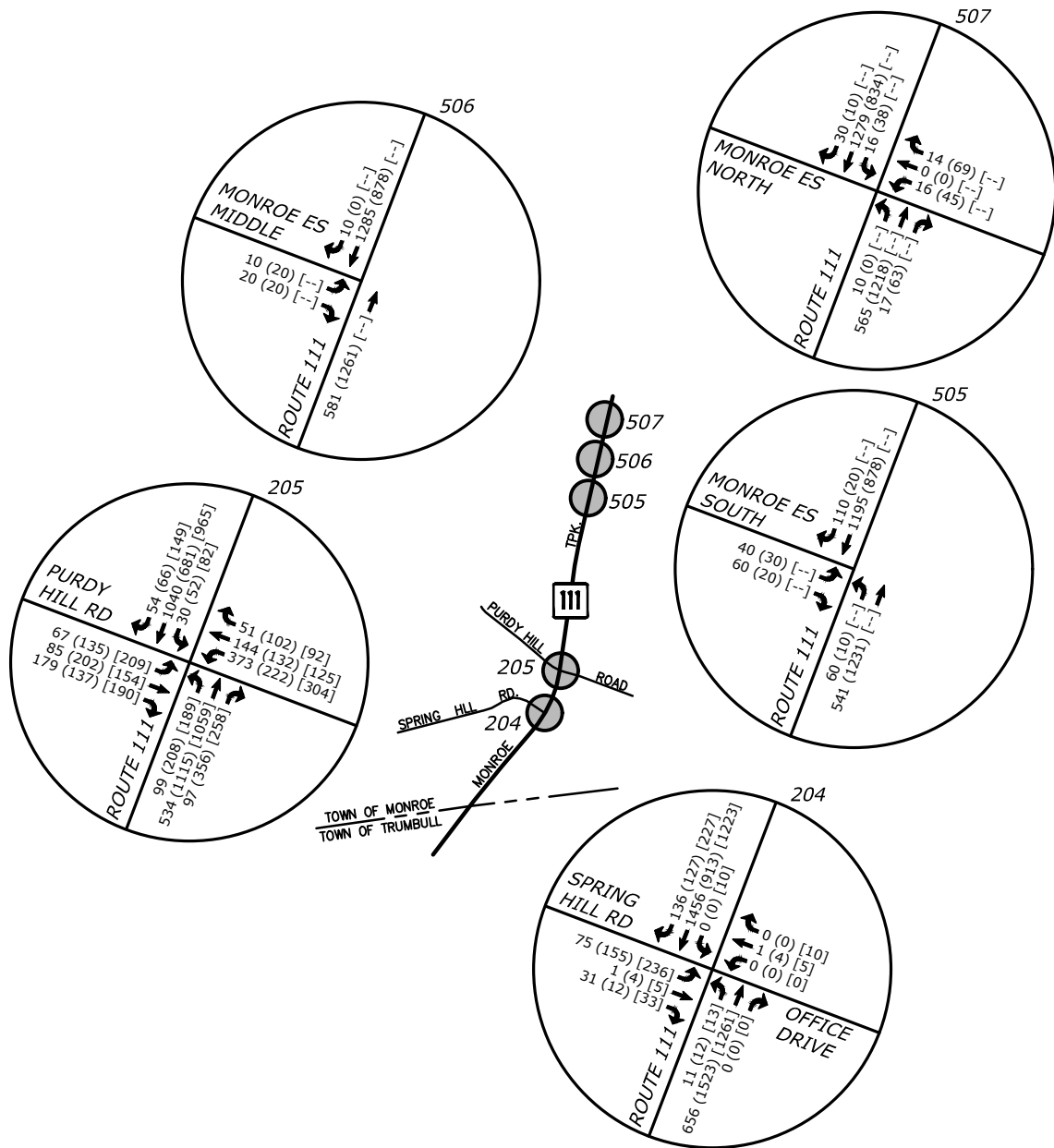


Engineering Planning Study  
for Route 25 and Route 111  
Monroe & Trumbull,  
Connecticut

January 2017

**2040 FUTURE  
TRAFFIC VOLUMES  
ROUTE 111  
NORTHEAST END  
PART 1**

**FIGURE 3-13**

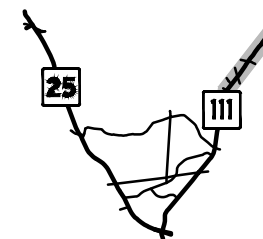


NOTE:  
COUNTS AT MONROE ELEMENTARY SCHOOL DRIVES  
TAKEN ONLY DURING AM AND PM SCHOOL PEAKS



**LEGEND**

VOLUMES: AM (PM) [SAT]



**KEY PLAN**

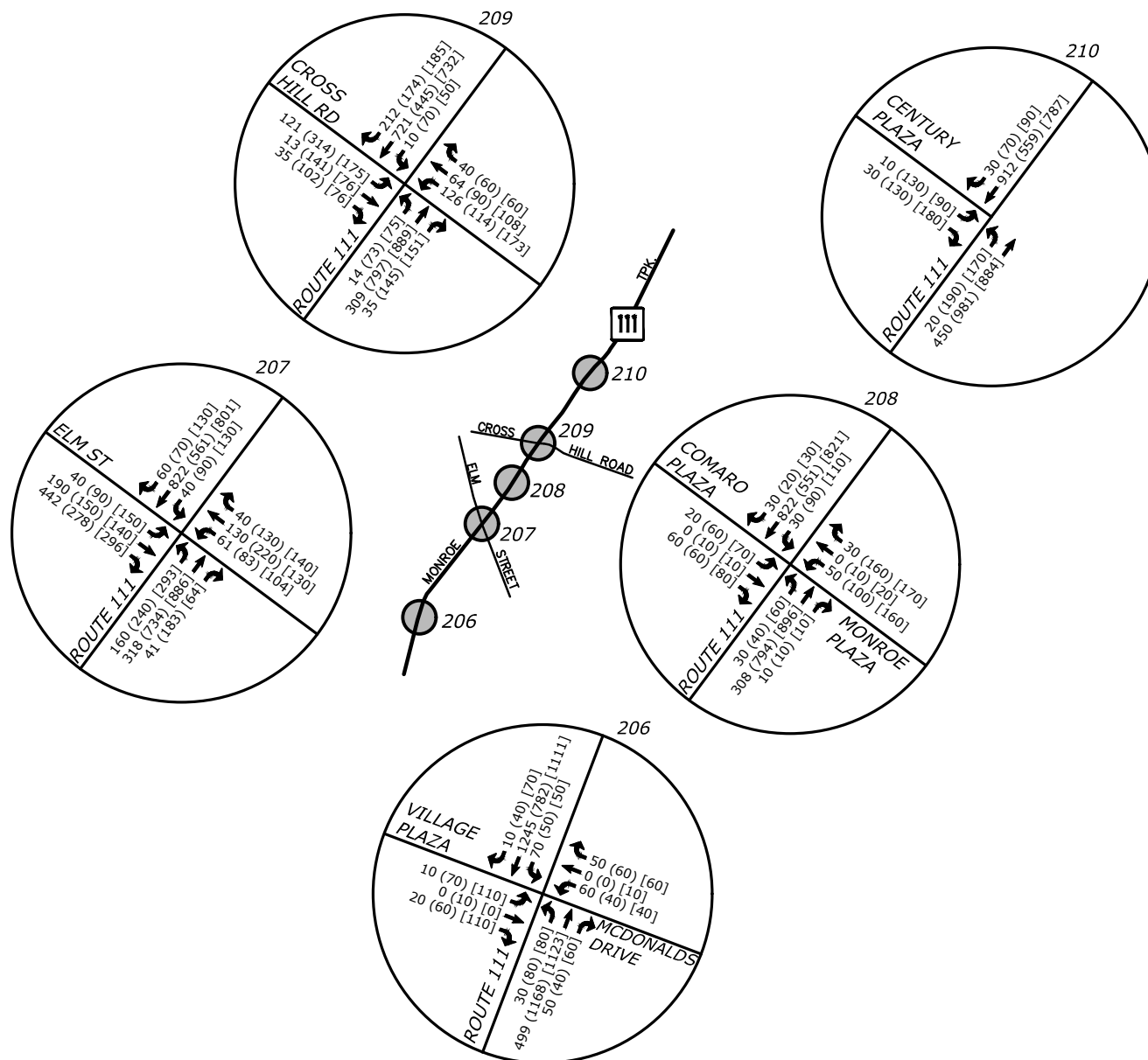
0 1,000 2,000  
Feet  
1"=2000'

Engineering Planning Study  
for Route 25 and Route 111  
Monroe & Trumbull,  
Connecticut

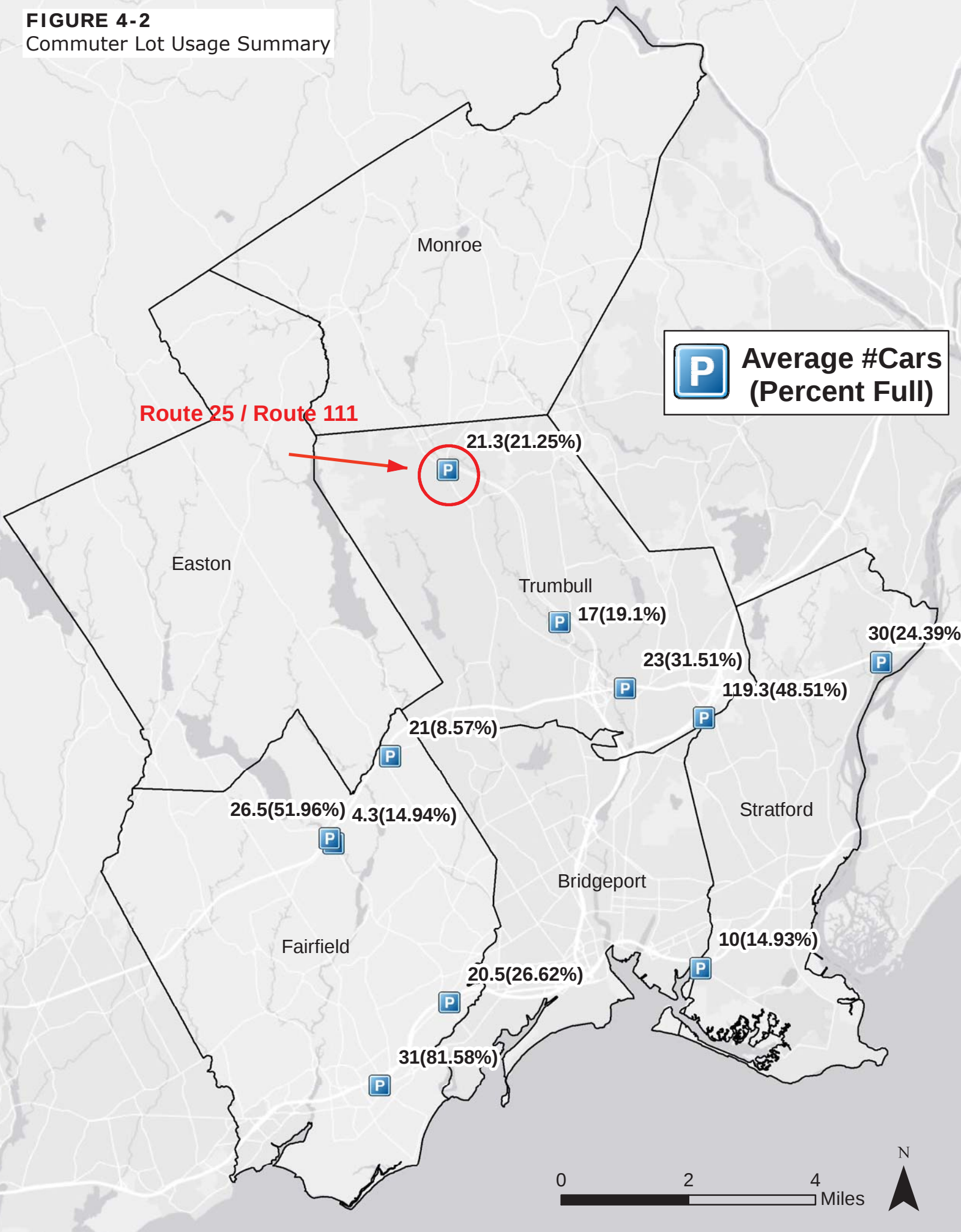
January 2017

**2040 FUTURE  
TRAFFIC VOLUMES  
ROUTE 111  
NORTHEAST END  
PART 2**

**FIGURE 3-14**



**FIGURE 4-2**  
Commuter Lot Usage Summary



**APPENDIX B**  
Tables

**TABLE 2-1**

## Study Area Intersections Traffic Control Devices

| Intersection                                                                                       | Traffic Control |
|----------------------------------------------------------------------------------------------------|-----------------|
| Route 25 (Main Street) at Route 111 (Monroe Turnpike/Main Street)                                  | Traffic Signal  |
| Route 25 (Main Street) at Tashua Road <sup>1</sup>                                                 | Traffic Signal  |
| Route 25 (Main Street) at Spring Hill Road <sup>1</sup>                                            | Traffic Signal  |
| Route 25 (Main Street) at Victoria Drive                                                           | Traffic Signal  |
| Route 25 (Main Street) at Judd Road and Purdy Hill Road                                            | Traffic Signal  |
| Route 25 (Main Street) at Brook Street                                                             | Two-Way Stop    |
| Route 25 (Main Street) at Green Street <sup>2</sup>                                                | Traffic Signal  |
| Route 25 (Main Street) at Route 59 (Easton Road) and Hattertown Road <sup>2</sup>                  | Traffic Signal  |
| Route 111 (Main Street) at Old Mine Road <sup>3</sup>                                              | Two-Way Stop    |
| Route 111 (Main Street) at Trefoil Plaza Driveway                                                  | Two-Way Stop    |
| Route 111 (Main Street) at Woodland Hills Driveway                                                 | Two-Way Stop    |
| Route 111 (Main Street) at Tennis Club of Trumbull Driveway                                        | Two-Way Stop    |
| Route 111 (Monroe Turnpike) at United Healthcare Driveway <sup>4</sup>                             | Traffic Signal  |
| Route 111 (Monroe Turnpike) at Trefoil Drive and Home Depot Driveway <sup>4</sup>                  | Traffic Signal  |
| Route 111 (Monroe Turnpike) at Technology Drive and Corporate Drive <sup>4</sup>                   | Traffic Signal  |
| Route 111 (Monroe Turnpike) at Spring Hill Road/Office Driveway <sup>4</sup>                       | Traffic Signal  |
| Route 111 (Monroe Turnpike) at Purdy Hill Road <sup>4</sup>                                        | Traffic Signal  |
| Route 111 (Main Street) at Monroe Elementary School (3 Locations)                                  | Two-Way Stop    |
| Route 111 (Monroe Turnpike) at Village Square Shopping Center / McDonalds Driveway <sup>5</sup>    | Traffic Signal  |
| Route 111 (Monroe Turnpike) at Elm Street <sup>5</sup>                                             | Traffic Signal  |
| Route 111 (Monroe Turnpike) at Monroe Plaza Driveway / Comaro Shopping Plaza Driveway <sup>5</sup> | Traffic Signal  |
| Route 111 (Monroe Turnpike) at Cross Hill Road <sup>5</sup>                                        | Traffic Signal  |
| Route 111 (Monroe Turnpike) at Century Plaza Shopping Center Driveway <sup>5</sup>                 | Traffic Signal  |
| Spring Hill Road at Cutler's Farm Road                                                             | Two-Way Stop    |
| Purdy Hill Road at Cutler's Farm Road                                                              | All-Way Stop    |

<sup>1</sup> Intersections operate under one traffic signal controller in a cluster intersection configuration<sup>2</sup> Intersections operating in a time-based coordination system on Route 25<sup>3</sup> Intersection includes pedestrian-activated flashing beacon for crosswalk<sup>4</sup> Intersections operating in a time-based coordination system on the south end of Route 111<sup>5</sup> Intersections operating in a time-based coordination system on the north end of Route 111

**TABLE 2-2**

Existing Average Daily Traffic Summary (2013 - 2016 Data)

| Location                                   | Weekday<br>ADT | Morning Peak Hour       |        |               | Afternoon Peak Hour     |        |               |
|--------------------------------------------|----------------|-------------------------|--------|---------------|-------------------------|--------|---------------|
|                                            |                | Vehicles<br>Per<br>Hour | Dist.  | “K”<br>Factor | Vehicles<br>Per<br>Hour | Dist.  | “K”<br>Factor |
| Route 25 (Main Street)                     |                |                         |        |               |                         |        |               |
| South of Route 111*                        | 37,200         | 3,513                   | 53% SB | 9.44%         | 3,337                   | 51% NB | 8.97%         |
| North of Route 111                         | 26,560         | 1,999                   | 50% NB | 7.53%         | 2,070                   | 50% NB | 7.79%         |
| North of Victoria Drive                    | 23,020         | 1,851                   | 50% SB | 8.04%         | 1,707                   | 53% NB | 7.42%         |
| South of Brook Street                      | 21,880         | 1,601                   | 54% SB | 7.32%         | 1,673                   | 53% NB | 7.65%         |
| Southeast of Green Street*                 | 18,800         | 1,575                   | 54% SB | 8.38%         | 1,663                   | 54% NB | 8.85%         |
| North of Route 59                          | 20,065         | 1,420                   | 56% SB | 7.08%         | 1,373                   | 50% NB | 6.84%         |
| Route 111 (Monroe Turnpike)                |                |                         |        |               |                         |        |               |
| South of Route 25*                         | 13,300         | 1,006                   | 60% NB | 7.56%         | 1,218                   | 56% SB | 9.16%         |
| Northeast of Route 25*                     | 25,700         | 2,229                   | 55% NB | 8.67%         | 2,425                   | 50% SB | 9.44%         |
| South of Corporate Drive                   | 20,810         | 1,531                   | 56% SB | 7.36%         | 1,647                   | 57% SB | 7.91%         |
| South of Monroe School Drives              | 18,450         | 1,317                   | 66% SB | 7.14%         | 1,486                   | 60% NB | 8.05%         |
| North of Big Y Drive                       | 14,410         | 1,035                   | 71% SB | 7.18%         | 1,255                   | 65% NB | 8.71%         |
| Side Streets between Route 25 & Route 111  |                |                         |        |               |                         |        |               |
| Spring Hill Road East of Route 25          | 4,125          | 374                     | 53% EB | 9.07%         | 360                     | 56% WB | 8.73%         |
| Purdy Hill Road East of Route 25           | 5,125          | 456                     | 73% WB | 8.90%         | 485                     | 55% EB | 9.46%         |
| Cutler's Farm Road North of Parkview Drive | 5,220          | 419                     | 69% SB | 8.03%         | 596                     | 63% NB | 11.42%        |
| Spring Hill Road West of Route 111         | 1,320          | 118                     | 53% WB | 8.94%         | 125                     | 54% EB | 9.47%         |
| Purdy Hill Road West of Route 111          | 4,545          | 361                     | 55% EB | 7.94%         | 456                     | 52% WB | 10.03%        |

Note: Dist. = Directional Distribution

\*Denotes 2013 Connecticut Department of Transportation Data

**TABLE 2-2 (Continued)**

Existing Average Daily Traffic Summary (2013 – 2016 Data)

| Location                                   | Saturday<br>ADT | Saturday Peak Hour   |        |            |
|--------------------------------------------|-----------------|----------------------|--------|------------|
|                                            |                 | Vehicles Per<br>Hour | Dist.  | “K” Factor |
| Route 25 (Main Street)                     |                 |                      |        |            |
| South of Route 111*                        | --              | --                   | --     | --         |
| North of Route 111                         | 25,620          | 1,918                | 50% SB | 7.49%      |
| North of Victoria Drive                    | 22,275          | 1,630                | 51% SB | 7.32%      |
| South of Brook Street                      | 21,005          | 1,562                | 51% NB | 7.44%      |
| Southeast of Green Street*                 | --              | --                   | --     | --         |
| North of Route 59                          | 20,895          | 1,484                | 51% SB | 7.10%      |
| Route 111 (Monroe Turnpike)                |                 |                      |        |            |
| South of Route 25*                         | --              | --                   | --     | --         |
| Northeast of Route 25*                     | --              | --                   | --     | --         |
| South of Corporate Drive                   | 17,670          | 1,544                | 54% SB | 8.74%      |
| South of Monroe School Drives              | 18,145          | 1,650                | 50% NB | 9.09%      |
| North of Big Y Drive                       | 14,595          | 1,262                | 52% NB | 8.65%      |
| Side Streets between Route 25 & Route 111  |                 |                      |        |            |
| Spring Hill Road East of Route 25          | 4,005           | 472                  | 54% WB | 11.79%     |
| Purdy Hill Road East of Route 25           | 5,280           | 506                  | 51% EB | 9.58%      |
| Cutler's Farm Road North of Parkview Drive | 5,195           | 502                  | 51% NB | 9.66%      |
| Spring Hill Road West of Route 111         | 1,355           | 143                  | 58% EB | 10.55%     |
| Purdy Hill Road West of Route 111          | 5,080           | 510                  | 54% WB | 10.04%     |

Note: Dist. = Directional Distribution

\*Denotes 2013 Connecticut Department of Transportation Data – Saturday Midday Data Not Available

**TABLE 2-3**

Travel Speed Observations (MPH)

| Location                     | Posted Limit | Average Speed |         | 85 <sup>th</sup> Percentile Speed |         |
|------------------------------|--------------|---------------|---------|-----------------------------------|---------|
|                              |              | NB / EB       | SB / WB | NB / EB                           | SB / WB |
| Route 25 (Main Street)       |              |               |         |                                   |         |
| North of Route 111           | 40           | 34            | 38      | 42                                | 44      |
| North of Victoria Drive      | 40           | 37            | 39      | 43                                | 45      |
| South of Brook Street        | 40           | 46            | 42      | 51                                | 46      |
| North of Route 59            | 40           | 34            | 31      | 41                                | 39      |
| Route 111 (Monroe Turnpike)  |              |               |         |                                   |         |
| South of Corporate Drive     | 40           | 38            | 32      | 44                                | 38      |
| South of Monroe E.S. Drives  | 35           | 35            | 41      | 42                                | 46      |
| North of Century Plaza Drive | 40           | 41            | 39      | 44                                | 44      |
| Spring Hill Road             |              |               |         |                                   |         |
| East of Route 25             | 30           | 32            | 34      | 36                                | 39      |
| West of Route 111            | 25           | 35            | 35      | 39                                | 39      |
| Purdy Hill Road              |              |               |         |                                   |         |
| East of Route 25             | 25           | 29            | 31      | 33                                | 34      |
| West of Route 111            | 30           | 34            | 37      | 38                                | 42      |
| Cutler's Farm Road           |              |               |         |                                   |         |
| North of Parkview Drive      | 25           | 39            | 37      | 43                                | 41      |

TABLE 2-4

Study Area Signalized Intersection Operational Summary - 2016 Existing - LOS

|                                                                            | Lane Use                                                | LOS | Weekday Morning Peak Hour |      | LOS | Weekday Afternoon Peak Hour |      | LOS | Saturday Midday Peak Hour |      |
|----------------------------------------------------------------------------|---------------------------------------------------------|-----|---------------------------|------|-----|-----------------------------|------|-----|---------------------------|------|
|                                                                            |                                                         |     | Avg. Delay (s/veh)        | v/c  |     | Avg. Delay (s/veh)          | v/c  |     | Avg. Delay (s/veh)        | v/c  |
| Traffic Signal - Route 25 (Main Street) at Route 111 (Main St/Monroe Tpke) |                                                         |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                    |                                                         | D   | 44.8                      | 1.00 | E   | 61.6                        | 1.13 | E   | 55.1                      | 1.16 |
| Route 25                                                                   | EBL                                                     | F   | 99.4                      | 0.77 | E   | 73.4                        | 0.60 | F   | 97.5                      | 0.89 |
|                                                                            | EBT                                                     | D   | 51.3                      | 0.93 | D   | 48.2                        | 0.86 | D   | 40.9                      | 0.75 |
|                                                                            | EBR                                                     | A   | 3.4                       | 0.15 | A   | 9.9                         | 0.30 | A   | 6.6                       | 0.30 |
|                                                                            | WBL                                                     | F   | 94.8                      | 0.73 | F   | 140.1                       | 1.07 | E   | 78.6                      | 0.70 |
|                                                                            | WBT                                                     | D   | 37.0                      | 0.69 | D   | 41.1                        | 0.80 | D   | 39.2                      | 0.66 |
|                                                                            | WBR                                                     | B   | 18.6                      | 0.80 | B   | 18.4                        | 0.81 | B   | 17.1                      | 0.68 |
|                                                                            | NBL                                                     | F   | 111.7                     | 1.00 | F   | 96.0                        | 0.91 | F   | 104.2                     | 0.96 |
| Route 111                                                                  | NBT                                                     | E   | 63.3                      | 0.76 | F   | 92.4                        | 0.99 | E   | 56.9                      | 0.74 |
|                                                                            | NBR                                                     | B   | 12.0                      | 0.50 | A   | 6.1                         | 0.38 | A   | 3.7                       | 0.30 |
|                                                                            | SBL                                                     | D   | 51.0                      | 0.88 | F   | 84.6                        | 1.05 | E   | 58.3                      | 0.91 |
|                                                                            | SBTR                                                    | D   | 39.9                      | 0.59 | F   | 120.0                       | 1.13 | F   | 129.0                     | 1.16 |
| Traffic Signal - Route 25 (Main Street) at Tashua Road                     |                                                         |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                    |                                                         | B   | 15.5                      | 0.87 | C   | 26.3                        | 0.98 | C   | 24.4                      | 0.98 |
| Tashua Road                                                                | EBL                                                     | D   | 41.0                      | 0.30 | D   | 40.6                        | 0.29 | D   | 40.9                      | 0.33 |
|                                                                            | EBR                                                     | B   | 11.7                      | 0.37 | A   | 8.9                         | 0.25 | B   | 11.2                      | 0.32 |
| Route 25                                                                   | NBL                                                     | A   | 5.5                       | 0.30 | C   | 28.5                        | 0.63 | C   | 26.6                      | 0.60 |
|                                                                            | NBT                                                     | B   | 18.3                      | 0.81 | C   | 23.6                        | 0.87 | B   | 17.9                      | 0.78 |
|                                                                            | SB                                                      | B   | 12.7                      | 0.87 | C   | 29.5                        | 0.98 | C   | 30.1                      | 0.98 |
| Traffic Signal - Route 25 (Main Street) at Spring Hill Road                |                                                         |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                    |                                                         | B   | 15.2                      | 0.85 | C   | 20.6                        | 0.92 | B   | 20.0                      | 0.84 |
| Spring Hill Road                                                           | WBL                                                     | D   | 45.8                      | 0.46 | D   | 50.9                        | 0.60 | E   | 58.5                      | 0.74 |
|                                                                            | WBR                                                     | B   | 12.8                      | 0.31 | B   | 12.2                        | 0.29 | B   | 11.1                      | 0.32 |
|                                                                            | NBT                                                     | A   | 8.2                       | 0.78 | A   | 9.6                         | 0.81 | A   | 7.6                       | 0.73 |
| Route 25                                                                   | NBR                                                     | A   | 0.9                       | 0.12 | A   | 1.2                         | 0.09 | A   | 0.9                       | 0.13 |
|                                                                            | SBL                                                     | A   | 4.0                       | 0.19 | A   | 4.8                         | 0.22 | A   | 4.5                       | 0.21 |
|                                                                            | SBT                                                     | C   | 22.0                      | 0.85 | C   | 30.6                        | 0.92 | C   | 29.4                      | 0.84 |
| Traffic Signal - Route 25 (Main Street) at Victoria Drive                  |                                                         |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                    |                                                         | A   | 7.7                       | 0.70 | B   | 11.9                        | 0.79 | A   | 6.3                       | 0.64 |
| Victoria Drive                                                             | WBL                                                     | C   | 34.8                      | 0.06 | D   | 38.6                        | 0.31 | C   | 34.1                      | 0.05 |
|                                                                            | WBR                                                     | B   | 14.1                      | 0.05 | A   | 9.8                         | 0.10 | B   | 14.4                      | 0.04 |
|                                                                            | NB                                                      | B   | 10.7                      | 0.70 | B   | 15.9                        | 0.79 | A   | 8.7                       | 0.64 |
| Route 25                                                                   | SBL                                                     | A   | 1.8                       | 0.05 | A   | 2.1                         | 0.04 | A   | 1.6                       | 0.03 |
|                                                                            | SBT                                                     | A   | 4.4                       | 0.63 | A   | 6.3                         | 0.67 | A   | 3.4                       | 0.55 |
| Traffic Signal - Route 25 (Main Street) at Judd Road/Purdy Hill Road       |                                                         |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                    |                                                         | C   | 29.2                      | 0.89 | D   | 44.8                        | 0.95 | D   | 36.3                      | 0.90 |
| Judd Road                                                                  | EBL                                                     | D   | 48.7                      | 0.49 | F   | 81.0                        | 0.78 | D   | 36.1                      | 0.42 |
|                                                                            | EBTR                                                    | C   | 30.6                      | 0.46 | D   | 41.3                        | 0.56 | C   | 20.7                      | 0.32 |
| Purdy Hill Road                                                            | WBL                                                     | D   | 54.1                      | 0.60 | D   | 51.6                        | 0.55 | D   | 50.0                      | 0.74 |
|                                                                            | WBTR                                                    | D   | 47.7                      | 0.57 | E   | 56.7                        | 0.80 | D   | 40.5                      | 0.66 |
| Route 25                                                                   | NBL                                                     | D   | 54.0                      | 0.42 | E   | 59.8                        | 0.37 | D   | 42.8                      | 0.25 |
|                                                                            | NBTR                                                    | B   | 13.8                      | 0.65 | D   | 44.9                        | 0.95 | D   | 35.5                      | 0.90 |
|                                                                            | SBL                                                     | D   | 51.7                      | 0.09 | E   | 61.1                        | 0.46 | D   | 50.4                      | 0.51 |
|                                                                            | SBTR                                                    | C   | 32.1                      | 0.89 | C   | 34.4                        | 0.89 | C   | 33.9                      | 0.90 |
|                                                                            | Traffic Signal - Route 25 (Main Street) at Green Street |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                    |                                                         | A   | 9.3                       | 0.67 | C   | 22.0                        | 0.95 | B   | 12.8                      | 0.79 |
| Church Driveway                                                            | EB                                                      | A   | 0.0                       | 0.00 | A   | 0.0                         | 0.00 | A   | 0.0                       | 0.00 |
| Green Street                                                               | WBL                                                     | D   | 53.2                      | 0.40 | D   | 52.7                        | 0.37 | D   | 45.6                      | 0.29 |
|                                                                            | WBTR                                                    | A   | 4.7                       | 0.61 | A   | 1.6                         | 0.34 | A   | 1.9                       | 0.38 |
|                                                                            | NBL                                                     | A   | 0.0                       | 0.00 | A   | 0.0                         | 0.00 | A   | 0.0                       | 0.00 |
| Route 25                                                                   | NBT                                                     | B   | 13.5                      | 0.67 | C   | 27.1                        | 0.89 | B   | 17.6                      | 0.79 |
|                                                                            | NBR                                                     | A   | 0.0                       | 0.01 | A   | 0.0                         | 0.01 | A   | 0.0                       | 0.01 |
|                                                                            | SBL                                                     | A   | 2.7                       | 0.28 | E   | 56.7                        | 0.95 | B   | 12.4                      | 0.52 |
|                                                                            | SBTR                                                    | A   | 6.0                       | 0.64 | A   | 6.9                         | 0.60 | A   | 9.4                       | 0.67 |

**TABLE 2-4 (Continued)**

Study Area Signalized Intersection Operational Summary - 2016 Existing - LOS

|                                                                                       | Lane Use                                                                              | LOS | Weekday Morning Peak Hour |      | LOS | Weekday Afternoon Peak Hour |      | LOS | Saturday Midday Peak Hour |      |
|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|-----|---------------------------|------|-----|-----------------------------|------|-----|---------------------------|------|
|                                                                                       |                                                                                       |     | Avg. Delay (s/veh)        | v/c  |     | Avg. Delay (s/veh)          | v/c  |     | Avg. Delay (s/veh)        | v/c  |
| Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)                     |                                                                                       |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                               |                                                                                       | C   | 23.8                      | 1.00 | C   | 25.8                        | 0.87 | C   | 23.4                      | 0.87 |
| Route 59                                                                              | EBL                                                                                   | E   | 56.5                      | 0.59 | E   | 68.3                        | 0.81 | D   | 53.7                      | 0.69 |
|                                                                                       | EBLT                                                                                  | E   | 56.5                      | 0.59 | E   | 70.0                        | 0.83 | D   | 53.7                      | 0.69 |
|                                                                                       | EBR                                                                                   | A   | 6.0                       | 0.52 | A   | 4.6                         | 0.49 | A   | 3.6                       | 0.34 |
| North Commercial Drive                                                                | WB                                                                                    | D   | 47.4                      | 0.13 | D   | 49.7                        | 0.25 | D   | 43.3                      | 0.22 |
|                                                                                       | NBL                                                                                   | E   | 77.4                      | 1.00 | D   | 53.9                        | 0.87 | D   | 49.7                      | 0.85 |
|                                                                                       | NBTR                                                                                  | A   | 2.6                       | 0.28 | A   | 3.8                         | 0.40 | A   | 3.6                       | 0.33 |
| Route 25                                                                              | SBL                                                                                   | A   | 0.0                       | 0.00 | B   | 19.3                        | 0.04 | B   | 16.7                      | 0.03 |
|                                                                                       | SBT                                                                                   | C   | 28.9                      | 0.81 | D   | 38.2                        | 0.87 | D   | 35.2                      | 0.87 |
|                                                                                       | SBR                                                                                   | A   | 1.7                       | 0.38 | A   | 1.6                         | 0.21 | A   | 1.5                       | 0.22 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at United Healthcare Driveway        |                                                                                       |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                               |                                                                                       | A   | 0.2                       | 0.33 | A   | 0.3                         | 0.42 | A   | 0.2                       | 0.34 |
| United Healthcare Drive                                                               | WBL                                                                                   | A   | 0.0                       | 0.00 | A   | 0.0                         | 0.00 | A   | 0.0                       | 0.00 |
|                                                                                       | WBR                                                                                   | A   | 0.0                       | 0.00 | A   | 0.0                         | 0.00 | A   | 0.0                       | 0.00 |
|                                                                                       | NBTR                                                                                  | A   | 0.3                       | 0.33 | A   | 0.3                         | 0.33 | A   | 0.3                       | 0.34 |
| Route 111                                                                             | SBL                                                                                   | A   | 0.0                       | 0.00 | A   | 0.0                         | 0.00 | A   | 0.0                       | 0.00 |
|                                                                                       | SBT                                                                                   | A   | 0.2                       | 0.33 | A   | 0.3                         | 0.42 | A   | 0.2                       | 0.33 |
|                                                                                       | Traffic Signal - Route 111 (Main St/Monroe Tpke) at Trefoil Drive/Home Depot Driveway |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                               |                                                                                       | B   | 14.3                      | 0.77 | C   | 23.7                        | 1.16 | C   | 21.9                      | 0.88 |
| Trefoil Drive                                                                         | EBL                                                                                   | C   | 29.5                      | 0.22 | C   | 28.0                        | 0.34 | C   | 24.8                      | 0.32 |
|                                                                                       | EBTR                                                                                  | B   | 11.0                      | 0.47 | A   | 8.9                         | 0.54 | B   | 10.6                      | 0.39 |
| Home Depot Driveway                                                                   | WBL                                                                                   | D   | 39.8                      | 0.48 | E   | 78.3                        | 0.83 | E   | 58.8                      | 0.88 |
|                                                                                       | WBTR                                                                                  | B   | 14.2                      | 0.20 | A   | 9.9                         | 0.33 | A   | 8.5                       | 0.46 |
|                                                                                       | NBL                                                                                   | D   | 52.1                      | 0.77 | F   | 150.2                       | 1.16 | E   | 65.5                      | 0.81 |
| Route 111                                                                             | NBT                                                                                   | A   | 8.5                       | 0.41 | B   | 12.1                        | 0.50 | B   | 19.0                      | 0.52 |
|                                                                                       | NBR                                                                                   | A   | 1.5                       | 0.06 | A   | 0.9                         | 0.09 | A   | 3.9                       | 0.32 |
|                                                                                       | SBL                                                                                   | D   | 47.3                      | 0.27 | D   | 41.7                        | 0.33 | C   | 32.7                      | 0.67 |
|                                                                                       | SBTR                                                                                  | B   | 10.7                      | 0.54 | B   | 14.5                        | 0.65 | B   | 18.0                      | 0.55 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Technology Drive/Corporate Drive  |                                                                                       |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                               |                                                                                       | A   | 7.6                       | 0.46 | C   | 20.3                        | 0.90 | A   | 8.5                       | 0.45 |
| Technology Drive                                                                      | EBL                                                                                   | C   | 33.9                      | 0.18 | D   | 39.4                        | 0.48 | C   | 32.5                      | 0.10 |
|                                                                                       | EBLTR                                                                                 | A   | 1.1                       | 0.15 | A   | 5.9                         | 0.39 | A   | 0.7                       | 0.10 |
| Corporate Drive                                                                       | WBL                                                                                   | D   | 35.4                      | 0.28 | E   | 66.0                        | 0.90 | D   | 35.7                      | 0.33 |
|                                                                                       | WBLTR                                                                                 | A   | 0.9                       | 0.12 | B   | 12.8                        | 0.56 | A   | 1.1                       | 0.15 |
|                                                                                       | NBL                                                                                   | A   | 4.3                       | 0.30 | A   | 3.4                         | 0.12 | A   | 2.8                       | 0.02 |
| Route 111                                                                             | NBTR                                                                                  | A   | 6.3                       | 0.40 | B   | 13.5                        | 0.60 | A   | 4.9                       | 0.45 |
|                                                                                       | SBL                                                                                   | A   | 5.4                       | 0.31 | B   | 12.1                        | 0.12 | A   | 8.9                       | 0.08 |
|                                                                                       | SBTR                                                                                  | A   | 8.3                       | 0.46 | B   | 19.2                        | 0.47 | B   | 11.5                      | 0.37 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Spring Hill Road/Office Driveway  |                                                                                       |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                               |                                                                                       | A   | 3.8                       | 0.45 | A   | 3.1                         | 0.49 | A   | 4.6                       | 0.54 |
| Spring Hill Road                                                                      | EB                                                                                    | B   | 18.2                      | 0.37 | B   | 18.4                        | 0.38 | C   | 25.6                      | 0.54 |
| Office Driveway                                                                       | WB                                                                                    | A   | 0.0                       | 0.00 | A   | 0.0                         | 0.00 | A   | 0.3                       | 0.05 |
| Route 111                                                                             | NB                                                                                    | A   | 1.4                       | 0.22 | A   | 2.7                         | 0.49 | A   | 3.6                       | 0.45 |
|                                                                                       | SB                                                                                    | A   | 4.1                       | 0.45 | A   | 2.2                         | 0.28 | A   | 3.3                       | 0.42 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Purdy Hill Road                   |                                                                                       |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                               |                                                                                       | C   | 23.9                      | 0.92 | B   | 18.2                        | 0.91 | B   | 18.2                      | 0.90 |
| Purdy Hill Road                                                                       | EBL                                                                                   | C   | 21.5                      | 0.16 | C   | 28.0                        | 0.45 | C   | 29.7                      | 0.55 |
|                                                                                       | EBTR                                                                                  | B   | 11.0                      | 0.36 | C   | 28.3                        | 0.67 | B   | 18.2                      | 0.54 |
|                                                                                       | WBL                                                                                   | E   | 61.7                      | 0.92 | E   | 78.6                        | 0.91 | E   | 69.3                      | 0.90 |
|                                                                                       | WBTR                                                                                  | B   | 19.4                      | 0.29 | B   | 17.5                        | 0.44 | B   | 14.9                      | 0.35 |
| Route 111                                                                             | NBL                                                                                   | D   | 40.6                      | 0.44 | D   | 52.4                        | 0.67 | D   | 49.0                      | 0.58 |
|                                                                                       | NBTR                                                                                  | A   | 8.5                       | 0.27 | A   | 2.7                         | 0.53 | A   | 1.6                       | 0.44 |
|                                                                                       | SBL                                                                                   | B   | 17.2                      | 0.07 | C   | 22.4                        | 0.27 | C   | 21.7                      | 0.28 |
|                                                                                       | SBTR                                                                                  | C   | 22.8                      | 0.66 | B   | 17.1                        | 0.42 | B   | 19.0                      | 0.56 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Village Plaza/McDonald's Driveway |                                                                                       |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                               |                                                                                       | B   | 12.5                      | 0.87 | A   | 10.0                        | 0.67 | B   | 13.7                      | 0.83 |
| Village Plaza Driveway                                                                | EBLT                                                                                  | D   | 37.4                      | 0.10 | E   | 60.7                        | 0.67 | E   | 78.9                      | 0.83 |
|                                                                                       | EBR                                                                                   | A   | 0.8                       | 0.10 | A   | 9.8                         | 0.29 | B   | 12.1                      | 0.43 |
| McDonald's Driveway                                                                   | WBLT                                                                                  | D   | 47.2                      | 0.46 | D   | 41.9                        | 0.31 | D   | 47.8                      | 0.45 |
|                                                                                       | WBR                                                                                   | A   | 6.8                       | 0.25 | A   | 8.6                         | 0.26 | A   | 9.2                       | 0.27 |
|                                                                                       | NBL                                                                                   | A   | 3.4                       | 0.15 | A   | 2.8                         | 0.15 | A   | 3.9                       | 0.24 |
| Route 111                                                                             | NBTR                                                                                  | A   | 2.7                       | 0.31 | A   | 6.3                         | 0.64 | A   | 6.7                       | 0.65 |
|                                                                                       | SBL                                                                                   | A   | 4.0                       | 0.13 | A   | 5.3                         | 0.16 | A   | 6.3                       | 0.16 |
|                                                                                       | SBTR                                                                                  | B   | 15.4                      | 0.87 | A   | 6.4                         | 0.50 | B   | 11.4                      | 0.72 |

TABLE 2-4 (Continued)

Study Area Signalized Intersection Operational Summary - 2016 Existing - LOS

|                                                                                   | Lane Use | LOS | Weekday Morning Peak Hour |      | LOS | Weekday Afternoon Peak Hour |      | LOS | Saturday Midday Peak Hour |      |
|-----------------------------------------------------------------------------------|----------|-----|---------------------------|------|-----|-----------------------------|------|-----|---------------------------|------|
|                                                                                   |          |     | Avg. Delay (s/veh)        | v/c  |     | Avg. Delay (s/veh)          | v/c  |     | Avg. Delay (s/veh)        | v/c  |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Elm Street                    |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                           |          | C   | 24.2                      | 0.84 | C   | 29.8                        | 0.98 | D   | 35.3                      | 0.98 |
| Elm Street                                                                        | EBLT     | D   | 49.6                      | 0.74 | F   | 89.9                        | 0.98 | F   | 85.7                      | 0.98 |
|                                                                                   | EBR      | A   | 9.5                       | 0.67 | A   | 6.7                         | 0.45 | A   | 6.3                       | 0.40 |
|                                                                                   | WBLT     | E   | 65.4                      | 0.84 | D   | 51.2                        | 0.80 | E   | 57.9                      | 0.83 |
|                                                                                   | WBR      | A   | 5.1                       | 0.08 | A   | 4.4                         | 0.18 | A   | 6.6                       | 0.21 |
| Route 111                                                                         | NBL      | B   | 10.1                      | 0.39 | A   | 8.8                         | 0.38 | C   | 20.4                      | 0.65 |
|                                                                                   | NBTR     | B   | 10.5                      | 0.28 | C   | 26.2                        | 0.84 | C   | 30.3                      | 0.87 |
|                                                                                   | SBL      | A   | 4.1                       | 0.05 | B   | 10.8                        | 0.29 | B   | 11.6                      | 0.41 |
|                                                                                   | SBTR     | C   | 25.1                      | 0.73 | C   | 23.4                        | 0.58 | D   | 37.0                      | 0.88 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Monroe/Comaro Plaza Driveways |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                           |          | B   | 13.5                      | 0.60 | B   | 18.0                        | 0.61 | C   | 21.9                      | 0.72 |
| Comaro Plaza Driveway                                                             | EBLT     | D   | 46.1                      | 0.27 | E   | 58.8                        | 0.61 | E   | 71.6                      | 0.72 |
|                                                                                   | EBR      | A   | 2.2                       | 0.26 | A   | 1.3                         | 0.20 | A   | 1.9                       | 0.26 |
| Monroe Plaza Driveway                                                             | WBLT     | C   | 32.9                      | 0.29 | C   | 34.7                        | 0.46 | D   | 43.9                      | 0.69 |
|                                                                                   | WBR      | A   | 0.3                       | 0.08 | A   | 4.3                         | 0.28 | A   | 4.1                       | 0.27 |
|                                                                                   | NBL      | B   | 10.0                      | 0.08 | A   | 4.7                         | 0.07 | A   | 5.7                       | 0.16 |
| Route 111                                                                         | NBTR     | B   | 16.3                      | 0.21 | B   | 19.5                        | 0.60 | C   | 22.6                      | 0.72 |
|                                                                                   | SBL      | A   | 4.4                       | 0.04 | A   | 8.3                         | 0.24 | A   | 8.6                       | 0.33 |
|                                                                                   | SBTR     | B   | 12.3                      | 0.60 | B   | 15.7                        | 0.41 | B   | 19.7                      | 0.63 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Cross Hill Road               |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                           |          | B   | 14.1                      | 0.65 | B   | 19.5                        | 0.81 | B   | 15.5                      | 0.72 |
| Cross Hill Road                                                                   | EBL      | D   | 47.8                      | 0.61 | D   | 48.2                        | 0.81 | D   | 49.8                      | 0.72 |
|                                                                                   | EBTR     | B   | 16.5                      | 0.14 | C   | 20.5                        | 0.37 | B   | 16.7                      | 0.32 |
|                                                                                   | WBL      | D   | 42.8                      | 0.54 | C   | 26.4                        | 0.31 | D   | 39.4                      | 0.57 |
|                                                                                   | WBTR     | C   | 23.5                      | 0.33 | B   | 15.0                        | 0.25 | C   | 22.4                      | 0.38 |
| Route 111                                                                         | NBL      | A   | 1.8                       | 0.03 | A   | 5.9                         | 0.13 | A   | 4.3                       | 0.15 |
|                                                                                   | NBTR     | A   | 2.3                       | 0.21 | B   | 17.1                        | 0.72 | A   | 8.2                       | 0.70 |
|                                                                                   | SBL      | A   | 4.8                       | 0.02 | B   | 11.4                        | 0.23 | A   | 9.8                       | 0.15 |
|                                                                                   | SBTR     | A   | 8.0                       | 0.65 | A   | 9.9                         | 0.49 | B   | 10.4                      | 0.60 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Century Plaza Driveway        |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                           |          | A   | 5.9                       | 0.55 | B   | 11.1                        | 0.66 | B   | 10.8                      | 0.63 |
| Century Plaza Driveway                                                            | EBL      | D   | 38.1                      | 0.08 | D   | 48.7                        | 0.66 | D   | 46.1                      | 0.51 |
|                                                                                   | EBR      | B   | 15.4                      | 0.20 | A   | 9.4                         | 0.44 | B   | 11.8                      | 0.56 |
| Route 111                                                                         | NBL      | A   | 1.4                       | 0.05 | A   | 3.8                         | 0.31 | A   | 3.1                       | 0.34 |
|                                                                                   | NBT      | A   | 2.0                       | 0.24 | A   | 5.2                         | 0.56 | A   | 3.0                       | 0.45 |
|                                                                                   | SB       | A   | 7.0                       | 0.55 | B   | 11.4                        | 0.43 | B   | 14.8                      | 0.63 |

TABLE 2-5

Study Area Unsignalized Intersection Operational Summary - 2016 Existing - LOS

|                                                                                  | Lane Use | LOS | Weekday Morning Peak Hour<br>Avg. Delay (s/veh) | v/c  | LOS | Weekday Afternoon Peak Hour<br>Avg. Delay (s/veh) | v/c  | LOS | Saturday Midday Peak Hour<br>Avg. Delay (s/veh) | v/c  |
|----------------------------------------------------------------------------------|----------|-----|-------------------------------------------------|------|-----|---------------------------------------------------|------|-----|-------------------------------------------------|------|
| Unsignalized TWSC - Route 25 (Main Street) at Brook Street                       |          |     |                                                 |      |     |                                                   |      |     |                                                 |      |
| Brook Street                                                                     | WB       | A   | 0.0                                             | 0.00 | A   | 0.0                                               | 0.00 | A   | 0.0                                             | 0.00 |
| Route 25                                                                         | SBL      | A   | 0.0                                             | 0.00 | A   | 0.0                                               | 0.00 | B   | 10.2                                            | 0.02 |
| Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road                       |          |     |                                                 |      |     |                                                   |      |     |                                                 |      |
| Spring Hill Road                                                                 | EBL      | A   | 7.5                                             | 0.04 | A   | 8.2                                               | 0.26 | A   | 7.6                                             | 0.12 |
| Cutler's Farm Road                                                               | SB       | B   | 10.1                                            | 0.27 | B   | 12.4                                              | 0.33 | B   | 10.5                                            | 0.27 |
| Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road                        |          |     |                                                 |      |     |                                                   |      |     |                                                 |      |
| Overall                                                                          |          | B   | 14.6                                            | 0.68 | D   | 31.5                                              | 0.89 | F   | 63.2                                            | 1.11 |
| Cutler's Farm Road                                                               | NB       | A   | 9.7                                             | 0.14 | C   | 21.1                                              | 0.57 | C   | 20.8                                            | 0.51 |
| Purdy Hill Road                                                                  | EB       | B   | 10.6                                            | 0.23 | E   | 47.9                                              | 0.89 | F   | 56.9                                            | 0.97 |
|                                                                                  | WB       | B   | 11.6                                            | 0.34 | C   | 21.9                                              | 0.62 | D   | 35.0                                            | 0.81 |
| Cutler's Farm Road                                                               | SB       | C   | 18.0                                            | 0.68 | D   | 26.5                                              | 0.70 | F   | 103.3                                           | 1.11 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Old Mine Road             |          |     |                                                 |      |     |                                                   |      |     |                                                 |      |
| Old Mine Road                                                                    | WB       | E   | 43.1                                            | 0.21 | F   | 105.0                                             | 0.42 | F   | 50.8                                            | 0.24 |
| Route 111                                                                        | SBL      | A   | 0.0                                             | 0.00 | B   | 13.2                                              | 0.05 | B   | 11.4                                            | 0.02 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Trefoil Plaza Driveway    |          |     |                                                 |      |     |                                                   |      |     |                                                 |      |
| Route 111                                                                        | NBL      | B   | 13.1                                            | 0.23 | C   | 16.4                                              | 0.39 | B   | 13.0                                            | 0.24 |
| Trefoil Plaza Driveway                                                           | EBL      | F   | 225.3                                           | 0.79 | F   | 1656.4                                            | 3.80 | F   | 562.3                                           | 1.74 |
|                                                                                  | EBR      | C   | 15.2                                            | 0.20 | C   | 18.1                                              | 0.32 | C   | 17.8                                            | 0.39 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Woodland Hills Drive      |          |     |                                                 |      |     |                                                   |      |     |                                                 |      |
| Woodland Hills Drive                                                             | EBR      | B   | 13.3                                            | 0.08 | B   | 14.7                                              | 0.06 | B   | 13.2                                            | 0.05 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Tennis Club Driveway      |          |     |                                                 |      |     |                                                   |      |     |                                                 |      |
| Route 111                                                                        | NBL      | B   | 11.2                                            | 0.02 | A   | 0.0                                               | 0.00 | A   | 0.0                                             | 0.00 |
| Tennis Club Driveway                                                             | EB       | A   | 0.0                                             | 0.00 | C   | 15.3                                              | 0.04 | E   | 40.5                                            | 0.20 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES South Driveway  |          |     |                                                 |      |     |                                                   |      |     |                                                 |      |
| Route 111                                                                        | NBL      | B   | 11.1                                            | 0.10 | A   | 9.1                                               | 0.01 | --  | --                                              | --   |
| Monroe ES South Drive                                                            | EB       | F   | 94.0                                            | 0.88 | F   | 53.6                                              | 0.51 | --  | --                                              | --   |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES Middle Driveway |          |     |                                                 |      |     |                                                   |      |     |                                                 |      |
| Monroe ES Middle Drive                                                           | EBL      | E   | 37.5                                            | 0.12 | F   | 58.5                                              | 0.32 | --  | --                                              | --   |
|                                                                                  | EBR      | C   | 20.0                                            | 0.11 | B   | 13.8                                              | 0.07 | --  | --                                              | --   |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES North Driveway  |          |     |                                                 |      |     |                                                   |      |     |                                                 |      |
| Route 111                                                                        | NBL      | B   | 11.0                                            | 0.02 | A   | 0.0                                               | 0.00 | --  | --                                              | --   |
| Center One Eleven Drive                                                          | WBTL     | E   | 46.6                                            | 0.13 | F   | 95.6                                              | 0.40 | --  | --                                              | --   |
|                                                                                  | WBR      | B   | 11.6                                            | 0.02 | C   | 22.1                                              | 0.23 | --  | --                                              | --   |
| Route 111                                                                        | SBL      | A   | 8.5                                             | 0.01 | B   | 10.8                                              | 0.03 | --  | --                                              | --   |

TABLE 2-6

Study Area Signalized Intersection Operational Summary - 2016 Existing Conditions - Queues

|                                                                              | Lane Use | Available Storage | Weekday Morning Peak Hour |               | Weekday Afternoon Peak Hour |               | Saturday Midday Peak Hour |               |
|------------------------------------------------------------------------------|----------|-------------------|---------------------------|---------------|-----------------------------|---------------|---------------------------|---------------|
|                                                                              |          |                   | Avg. Queues               | Design Queues | Avg. Queues                 | Design Queues | Avg. Queues               | Design Queues |
| Traffic Signal - Route 25 (Main Street) at Route 111 (Main St / Monroe Tpke) |          |                   |                           |               |                             |               |                           |               |
| Route 25                                                                     | EBL      | 225               | 59                        | 151           | 57                          | 107           | 116                       | 254           |
|                                                                              | EBT      |                   | 403                       | 561           | 336                         | 418           | 278                       | 358           |
|                                                                              | EBR      | 875               | 0                         | 31            | 49                          | 101           | 29                        | 80            |
|                                                                              | WBL      | 175               | 55                        | 139           | 164                         | 318           | 72                        | 134           |
|                                                                              | WBT      |                   | 278                       | 364           | 364                         | 469           | 232                       | 295           |
| Route 111                                                                    | WBR      | 500               | 370                       | 587           | 374                         | 661           | 251                       | 358           |
|                                                                              | NBL      | 430               | 181                       | 337           | 144                         | 268           | 158                       | 330           |
|                                                                              | NBT      |                   | 116                       | 164           | 180                         | 275           | 163                       | 283           |
|                                                                              | NBR      | 100               | 0                         | 51            | 0                           | 19            | 0                         | 14            |
|                                                                              | SBL      | 500               | 315                       | 398           | 432                         | 489           | 281                       | 351           |
|                                                                              | SBTR     |                   | 168                       | 255           | 502                         | 636           | 505                       | 720           |
| Traffic Signal - Route 25 (Main Street) at Tashua Road                       |          |                   |                           |               |                             |               |                           |               |
| Tashua Road                                                                  | EBL      |                   | 32                        | 66            | 34                          | 66            | 43                        | 88            |
| Route 25                                                                     | EBR      | 185               | 21                        | 59            | 7                           | 36            | 21                        | 67            |
|                                                                              | NBL      | 385               | 7                         | 19            | 29                          | 93            | 28                        | 86            |
|                                                                              | NBT      |                   | 362                       | 730           | 477                         | 895           | 393                       | 614           |
|                                                                              | SB       |                   | 106                       | 247           | 138                         | 271           | 170                       | 1002          |
| Traffic Signal - Route 25 (Main Street) at Spring Hill Road                  |          |                   |                           |               |                             |               |                           |               |
| Spring Hill Road                                                             | WBL      | 235               | 47                        | 86            | 71                          | 115           | 100                       | 193           |
| Route 25                                                                     | WBR      |                   | 0                         | 30            | 0                           | 30            | 0                         | 45            |
|                                                                              | NBT      |                   | 86                        | 138           | 88                          | 136           | 91                        | 141           |
|                                                                              | NBR      | 175               | 0                         | 2             | 1                           | 1             | 1                         | 2             |
|                                                                              | SBL      | 160               | 6                         | 16            | 7                           | 17            | 9                         | 19            |
|                                                                              | SBT      |                   | 361                       | 821           | 502                         | 917           | 426                       | 777           |
| Traffic Signal - Route 25 (Main Street) at Victoria Drive                    |          |                   |                           |               |                             |               |                           |               |
| Victoria Drive                                                               | WBL      |                   | 6                         | 20            | 31                          | 60            | 4                         | 21            |
| Route 25                                                                     | WBR      | 140               | 0                         | 12            | 0                           | 19            | 0                         | 13            |
|                                                                              | NB       |                   | 145                       | 561           | 401                         | 761           | 0                         | 606           |
|                                                                              | SBL      | 250               | 1                         | 5             | 1                           | 3             | 0                         | 3             |
|                                                                              | SBT      |                   | 0                         | 316           | 180                         | 302           | 0                         | 232           |
| Traffic Signal - Route 25 (Main Street) at Judd Road / Purdy Hill Road       |          |                   |                           |               |                             |               |                           |               |
| Judd Road                                                                    | EBL      | 120               | 51                        | 94            | 71                          | 180           | 35                        | 76            |
| Purdy Hill Road                                                              | EBTR     |                   | 55                        | 103           | 152                         | 245           | 33                        | 77            |
|                                                                              | WBL      | 125               | 66                        | 133           | 71                          | 151           | 89                        | 145           |
|                                                                              | WBTR     |                   | 92                        | 170           | 236                         | 422           | 104                       | 160           |
| Route 25                                                                     | NBL      | 140               | 40                        | 91            | 30                          | 67            | 16                        | 46            |
|                                                                              | NBTR     |                   | 199                       | 574           | 566                         | 909           | 409                       | 756           |
|                                                                              | SBL      | 75                | 6                         | 26            | 43                          | 88            | 39                        | 87            |
|                                                                              | SBTR     |                   | 436                       | 886           | 545                         | 878           | 445                       | 833           |
| Traffic Signal - Route 25 (Main Street) at Green Street                      |          |                   |                           |               |                             |               |                           |               |
| Church Driveway                                                              | EB       | 75                | 0                         | 0             | 0                           | 0             | 0                         | 0             |
| Green Street                                                                 | WBL      | 115               | 30                        | 59            | 27                          | 60            | 19                        | 46            |
| Route 25                                                                     | WBTR     |                   | 0                         | 0             | 0                           | 0             | 0                         | 0             |
|                                                                              | NBL      | 40                | 0                         | 0             | 0                           | 0             | 0                         | 0             |
|                                                                              | NBT      |                   | 255                       | 507           | 498                         | 888           | 332                       | 573           |
|                                                                              | NBR      | 175               | 0                         | 0             | 0                           | 0             | 0                         | 0             |
|                                                                              | SBL      | 100               | 7                         | 20            | 138                         | 223           | 11                        | 73            |
|                                                                              | SBTR     |                   | 95                        | 282           | 86                          | 278           | 80                        | 348           |

**TABLE 2-6 (Continued)**  
Study Area Signalized Intersection Operational Summary - 2016 Existing Conditions - Queues

|                                                                                       | Lane Use | Available Storage | Weekday Morning Peak Hour |               | Weekday Afternoon Peak Hour |               | Saturday Midday Peak Hour |               |
|---------------------------------------------------------------------------------------|----------|-------------------|---------------------------|---------------|-----------------------------|---------------|---------------------------|---------------|
|                                                                                       |          |                   | Avg. Queues               | Design Queues | Avg. Queues                 | Design Queues | Avg. Queues               | Design Queues |
| Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)                     |          |                   |                           |               |                             |               |                           |               |
| Route 59                                                                              | EBL      | 375               | 69                        | 109           | 120                         | 206           | 86                        | 142           |
|                                                                                       | EBLT     |                   | 69                        | 109           | 123                         | 212           | 86                        | 142           |
|                                                                                       | EBR      | 370               | 18                        | 43            | 11                          | 51            | 0                         | 31            |
| North Commercial Drive                                                                | WB       | 85                | 8                         | 24            | 16                          | 38            | 14                        | 34            |
|                                                                                       | NBL      | 250               | 186                       | 402           | 142                         | 172           | 89                        | 168           |
| Route 25                                                                              | NBTR     |                   | 28                        | 53            | 35                          | 68            | 27                        | 60            |
|                                                                                       | SBL      | 130               | 0                         | 0             | 3                           | 17            | 3                         | 16            |
|                                                                                       | SBT      |                   | 360                       | 758           | 394                         | 819           | 333                       | 795           |
|                                                                                       | SBR      | 200               | 0                         | 34            | 0                           | 29            | 0                         | 28            |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at United Healthcare Driveway        |          |                   |                           |               |                             |               |                           |               |
| United Healthcare Drive                                                               | WBL      |                   | 0                         | 0             | 0                           | 0             | 0                         | 0             |
|                                                                                       | WBR      | 60                | 0                         | 0             | 0                           | 0             | 0                         | 0             |
|                                                                                       | NBTR     |                   | 0                         | 0             | 0                           | 0             | 0                         | 0             |
| Route 111                                                                             | SBL      | 225               | 0                         | 0             | 0                           | 0             | 0                         | 0             |
|                                                                                       | SBT      |                   | 0                         | 0             | 0                           | 0             | 0                         | 0             |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Trefoil Drive/Home Depot Driveway |          |                   |                           |               |                             |               |                           |               |
| Trefoil Drive                                                                         | EBL      |                   | 15                        | 34            | 29                          | 50            | 21                        | 46            |
|                                                                                       | EBTR     | 130               | 5                         | 38            | 9                           | 44            | 26                        | 60            |
| Home Depot Driveway                                                                   | WBL      | 90                | 26                        | 51            | 37                          | 67            | 87                        | 196           |
|                                                                                       | WBTR     |                   | 5                         | 26            | 9                           | 35            | 20                        | 74            |
| Route 111                                                                             | NBL      | 250               | 74                        | 164           | 103                         | 209           | 59                        | 149           |
|                                                                                       | NBT      |                   | 101                       | 179           | 140                         | 245           | 133                       | 193           |
|                                                                                       | NBR      | 250               | 0                         | 11            | 0                           | 6             | 0                         | 45            |
|                                                                                       | SBL      | 200               | 20                        | 42            | 27                          | 48            | 83                        | 78            |
|                                                                                       | SBTR     |                   | 197                       | 297           | 220                         | 342           | 176                       | 253           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Technology Drive/Corporate Drive  |          |                   |                           |               |                             |               |                           |               |
| Technology Drive                                                                      | EBL      |                   | 9                         | 27            | 33                          | 64            | 5                         | 18            |
|                                                                                       | EBLTR    | 115               | 0                         | 0             | 0                           | 12            | 0                         | 0             |
| Corporate Drive                                                                       | WBL      |                   | 15                        | 41            | 108                         | 194           | 21                        | 49            |
|                                                                                       | WBLTR    | 125               | 0                         | 0             | 12                          | 53            | 0                         | 0             |
| Route 111                                                                             | NBL      | 150               | 1                         | 23            | 2                           | 3             | 1                         | 2             |
|                                                                                       | NBTR     |                   | 119                       | 186           | 177                         | 353           | 36                        | 72            |
|                                                                                       | SBL      | 325               | 17                        | 30            | 3                           | 20            | 6                         | 17            |
|                                                                                       | SBTR     |                   | 66                        | 197           | 126                         | 224           | 111                       | 253           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Spring Hill Road/Office Driveway  |          |                   |                           |               |                             |               |                           |               |
| Spring Hill Road                                                                      | EB       |                   | 8                         | 35            | 8                           | 36            | 29                        | 60            |
| Office Driveway                                                                       | WB       | 50                | 0                         | 0             | 0                           | 0             | 0                         | 0             |
|                                                                                       | NB       |                   | 3                         | 6             | 16                          | 37            | 51                        | 8             |
| Route 111                                                                             | SB       |                   | 82                        | 134           | 37                          | 47            | 60                        | 111           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Purdy Hill Road                   |          |                   |                           |               |                             |               |                           |               |
| Purdy Hill Road                                                                       | EBL      |                   | 21                        | 48            | 39                          | 72            | 58                        | 107           |
|                                                                                       | EBTR     | 130               | 32                        | 77            | 94                          | 142           | 59                        | 115           |
|                                                                                       | WBL      | 110               | 143                       | 310           | 61                          | 139           | 74                        | 179           |
| Route 111                                                                             | WBTR     |                   | 53                        | 106           | 46                          | 90            | 34                        | 79            |
|                                                                                       | NBL      | 350               | 37                        | 77            | 66                          | 125           | 51                        | 111           |
|                                                                                       | NBTR     |                   | 56                        | 82            | 22                          | 39            | 16                        | 9             |
|                                                                                       | SBL      | 125               | 7                         | 23            | 14                          | 42            | 19                        | 55            |
|                                                                                       | SBTR     |                   | 187                       | 272           | 98                          | 145           | 155                       | 227           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Village Plaza/McDonald's Driveway |          |                   |                           |               |                             |               |                           |               |
| Village Plaza Driveway                                                                | EBLT     | 80                | 7                         | 21            | 54                          | 100           | 70                        | 159           |
|                                                                                       | EBR      | 80                | 0                         | 0             | 0                           | 23            | 0                         | 47            |
| McDonald's Driveway                                                                   | WBLT     |                   | 41                        | 73            | 25                          | 55            | 33                        | 65            |
|                                                                                       | WBR      | 35                | 0                         | 15            | 0                           | 25            | 0                         | 23            |
| Route 111                                                                             | NBL      | 120               | 3                         | 8             | 8                           | 16            | 8                         | 17            |
|                                                                                       | NBTR     |                   | 43                        | 77            | 165                         | 257           | 171                       | 268           |
|                                                                                       | SBL      | 125               | 7                         | 17            | 5                           | 15            | 10                        | 11            |
|                                                                                       | SBTR     |                   | 626                       | 839           | 65                          | 132           | 233                       | 158           |

**TABLE 2-6 (Continued)**  
Study Area Signalized Intersection Operational Summary - 2016 Existing Conditions - Queues

|                                                                                   |             |                      | Weekday Morning<br>Peak Hour |                  | Weekday Afternoon<br>Peak Hour |                  | Saturday Midday<br>Peak Hour |                  |
|-----------------------------------------------------------------------------------|-------------|----------------------|------------------------------|------------------|--------------------------------|------------------|------------------------------|------------------|
|                                                                                   | Lane<br>Use | Available<br>Storage | Avg.<br>Queues               | Design<br>Queues | Avg.<br>Queues                 | Design<br>Queues | Avg.<br>Queues               | Design<br>Queues |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Elm Street                    |             |                      |                              |                  |                                |                  |                              |                  |
| Elm Street                                                                        | EBLT        |                      | 112                          | 163              | 128                            | 225              | 144                          | 297              |
|                                                                                   | EBR         | 125                  | 0                            | 59               | 0                              | 37               | 0                            | 52               |
|                                                                                   | WBLT        | 100                  | 97                           | 147              | 131                            | 243              | 120                          | 202              |
|                                                                                   | WBR         |                      | 0                            | 14               | 0                              | 31               | 13                           | 36               |
| Route 111                                                                         | NBL         | 160                  | 21                           | 57               | 34                             | 77               | 46                           | 102              |
|                                                                                   | NBTR        |                      | 75                           | 138              | 235                            | 609              | 256                          | 628              |
|                                                                                   | SBL         | 95                   | 4                            | 8                | 28                             | 29               | 33                           | 25               |
|                                                                                   | SBTR        |                      | 406                          | 656              | 306                            | 343              | 427                          | 652              |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Monroe/Comaro Plaza Driveways |             |                      |                              |                  |                                |                  |                              |                  |
| Comaro Plaza Driveway                                                             | EBLT        | 35                   | 14                           | 34               | 42                             | 87               | 48                           | 116              |
|                                                                                   | EBR         | 35                   | 0                            | 0                | 0                              | 0                | 0                            | 0                |
| Monroe Plaza Driveway                                                             | WBLT        | 175                  | 29                           | 55               | 54                             | 100              | 93                           | 162              |
|                                                                                   | WBR         | 175                  | 0                            | 0                | 0                              | 38               | 0                            | 40               |
|                                                                                   | NBL         | 450                  | 8                            | 29               | 3                              | 14               | 10                           | 17               |
| Route 111                                                                         | NBTR        |                      | 80                           | 160              | 309                            | 422              | 341                          | 457              |
|                                                                                   | SBL         | 145                  | 4                            | 9                | 21                             | 46               | 20                           | 41               |
|                                                                                   | SBTR        |                      | 228                          | 347              | 183                            | 206              | 220                          | 285              |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Cross Hill Road               |             |                      |                              |                  |                                |                  |                              |                  |
| Cross Hill Road                                                                   | EBL         | 90                   | 61                           | 92               | 136                            | 211              | 87                           | 118              |
|                                                                                   | EBTR        |                      | 6                            | 26               | 63                             | 109              | 30                           | 56               |
|                                                                                   | WBL         |                      | 60                           | 90               | 42                             | 70               | 78                           | 105              |
|                                                                                   | WBTR        | 95                   | 32                           | 60               | 34                             | 62               | 52                           | 78               |
| Route 111                                                                         | NBL         | 90                   | 1                            | 3                | 9                              | 13               | 5                            | 11               |
|                                                                                   | NBTR        |                      | 15                           | 30               | 423                            | 595              | 74                           | 146              |
|                                                                                   | SBL         | 45                   | 2                            | 3                | 11                             | 28               | 6                            | 21               |
|                                                                                   | SBTR        |                      | 176                          | 147              | 94                             | 147              | 111                          | 266              |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Century Plaza Driveway        |             |                      |                              |                  |                                |                  |                              |                  |
| Century Plaza Driveway                                                            | EBL         | 120                  | 7                            | 22               | 89                             | 126              | 55                           | 101              |
|                                                                                   | EBR         | 120                  | 0                            | 24               | 0                              | 36               | 0                            | 59               |
|                                                                                   | NBL         | 280                  | 5                            | 1                | 13                             | 45               | 2                            | 29               |
| Route 111                                                                         | NBT         |                      | 85                           | 6                | 95                             | 231              | 8                            | 148              |
|                                                                                   | SB          |                      | 141                          | 340              | 122                            | 244              | 206                          | 428              |

TABLE 2-7

Study Area Unsignalized Intersection Operational Summary - 2016 Existing Conditions - Queues

|                                                                                         | Lane Use | Available Storage | Weekday Morning Peak Hour Design Queues | Weekday Afternoon Design Queues | Saturday Midday Peak Hour Design Queues |
|-----------------------------------------------------------------------------------------|----------|-------------------|-----------------------------------------|---------------------------------|-----------------------------------------|
| <b>Unsignalized TWSC - Route 25 (Main Street) at Brook Street</b>                       |          |                   |                                         |                                 |                                         |
| Brook Street                                                                            | WB       |                   | 0                                       | 0                               | 0                                       |
| Route 25                                                                                | SBL      |                   | 0                                       | 0                               | 0                                       |
| <b>Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road</b>                       |          |                   |                                         |                                 |                                         |
| Spring Hill Road                                                                        | EBL      |                   | 3                                       | 25                              | 10                                      |
| Cutler's Farm Road                                                                      | SB       |                   | 28                                      | 35                              | 28                                      |
| <b>Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road</b>                        |          |                   |                                         |                                 |                                         |
| Cutler's Farm Road                                                                      | NB       |                   | 13                                      | 88                              | 65                                      |
| Purdy Hill Road                                                                         | EB       |                   | 23                                      | 260                             | 265                                     |
|                                                                                         | WB       |                   | 38                                      | 102                             | 165                                     |
| Cutler's Farm Road                                                                      | SB       |                   | 135                                     | 135                             | 440                                     |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Old Mine Road</b>             |          |                   |                                         |                                 |                                         |
| Old Mine Road                                                                           | WB       |                   | 20                                      | 40                              | 23                                      |
| Route 111                                                                               | SBL      |                   | 0                                       | 3                               | 3                                       |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Trefoil Plaza Driveway</b>    |          |                   |                                         |                                 |                                         |
| Route 111                                                                               | NBL      | 95                | 23                                      | 45                              | 23                                      |
|                                                                                         | EBL      | 145               | 75                                      | 248                             | 193                                     |
| Trefoil Plaza Driveway                                                                  | EBR      | 25                | 18                                      | 35                              | 45                                      |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Woodland Hills Drive</b>      |          |                   |                                         |                                 |                                         |
| Woodland Hills Drive                                                                    | EBR      |                   | 0                                       | 0                               | 0                                       |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Tennis Club Driveway</b>      |          |                   |                                         |                                 |                                         |
| Route 111                                                                               | NBL      |                   | 3                                       | 0                               | 0                                       |
| Tennis Club Driveway                                                                    | EB       | 100               | 0                                       | 3                               | 18                                      |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES South Driveway</b>  |          |                   |                                         |                                 |                                         |
| Route 111                                                                               | NBL      |                   | 8                                       | 0                               | --                                      |
| Monroe ES South Drive                                                                   | EB       | 200               | 160                                     | 60                              | --                                      |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES Middle Driveway</b> |          |                   |                                         |                                 |                                         |
| Monroe ES Middle Drive                                                                  | EBL      | 25                | 10                                      | 5                               | --                                      |
|                                                                                         | EBR      | 25                | 0                                       | 0                               | --                                      |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES North Driveway</b>  |          |                   |                                         |                                 |                                         |
| Route 111                                                                               | NBL      |                   | 3                                       | 0                               | --                                      |
|                                                                                         | WBTL     | 60                | 10                                      | 38                              | --                                      |
| Stop & Shop Plaza Drive                                                                 | WBR      | 60                | 3                                       | 23                              | --                                      |
| Route 111                                                                               | SBL      |                   | 0                                       | 3                               | --                                      |

**TABLE 2-8**

Route 25 Collisions – Type

| Collision Type               | Number of Collisions |            |            |            |            |            |            | % of Total Collisions |
|------------------------------|----------------------|------------|------------|------------|------------|------------|------------|-----------------------|
|                              | 2009                 | 2010       | 2011       | 2012       | 2013       | 2014       | Total      |                       |
| Rear-end                     | 90                   | 106        | 99         | 72         | 93         | 94         | 554        | 65 %                  |
| Turning - Intersecting Paths | 14                   | 13         | 8          | 7          | 11         | 9          | 62         | 7 %                   |
| Turning - Opp. Direction     | 12                   | 10         | 11         | 6          | 8          | 5          | 52         | 6 %                   |
| Fixed Object                 | 7                    | 6          | 15         | 5          | 4          | 11         | 48         | 6 %                   |
| Sideswipe - Same Direction   | 12                   | 2          | 8          | 8          | 7          | 4          | 41         | 5 %                   |
| Moving Object                | 3                    | 3          | 3          | 7          | 4          | 6          | 26         | 3 %                   |
| Sideswipe - Opp. Direction   | 5                    | 3          | 4          | 3          | 5          | 3          | 23         | 3 %                   |
| Turning - Same Direction     | 2                    | 2          | 2          | 1          | 3          | 1          | 11         | 1 %                   |
| Backing                      | 1                    | 1          | 2          | 3          | 1          | 2          | 10         | 1 %                   |
| Angle                        | 1                    | 1          | 2          | 2          | 0          | 2          | 8          | 1 %                   |
| Head-on                      | 0                    | 0          | 1          | 1          | 2          | 2          | 6          | 1 %                   |
| Unknown                      | 1                    | 0          | 2          | 1          | 0          | 1          | 5          | 1 %                   |
| Overturn                     | 1                    | 1          | 0          | 0          | 1          | 0          | 3          | 0 %                   |
| Misc - Non-Collision         | 0                    | 0          | 0          | 1          | 1          | 0          | 2          | 0 %                   |
| Jackknife                    | 0                    | 0          | 0          | 1          | 0          | 0          | 1          | 0 %                   |
| Parking                      | 0                    | 0          | 1          | 0          | 0          | 0          | 1          | 0 %                   |
| Pedestrian                   | 0                    | 0          | 0          | 1          | 0          | 0          | 1          | 0 %                   |
| <b>Total</b>                 | <b>149</b>           | <b>148</b> | <b>158</b> | <b>119</b> | <b>140</b> | <b>140</b> | <b>854</b> | <b>100 %</b>          |

**TABLE 2-9**

## Route 25 Collisions – Contributing Factors

| Contributing Factor           | Number of Collisions |            |            |            |            |            |            | % of Total Collisions |
|-------------------------------|----------------------|------------|------------|------------|------------|------------|------------|-----------------------|
|                               | 2009                 | 2010       | 2011       | 2012       | 2013       | 2014       | Total      |                       |
| Following Too Closely         | 80                   | 100        | 93         | 70         | 89         | 92         | 524        | 61 %                  |
| Failed to Grant ROW           | 19                   | 19         | 20         | 13         | 13         | 12         | 96         | 11 %                  |
| Driver Lost Control           | 10                   | 9          | 8          | 5          | 9          | 7          | 48         | 6 %                   |
| Animal/Foreign Object in Rd   | 3                    | 3          | 8          | 7          | 4          | 5          | 30         | 4 %                   |
| Speed Too Fast for Conditions | 8                    | 3          | 2          | 3          | 3          | 5          | 24         | 3 %                   |
| Improper Turning Maneuver     | 3                    | 2          | 6          | 7          | 4          | 3          | 25         | 3 %                   |
| Violated Traffic Control      | 3                    | 6          | 5          | 0          | 2          | 3          | 19         | 2 %                   |
| Unknown                       | 4                    | 2          | 5          | 2          | 1          | 0          | 14         | 2 %                   |
| Fell Asleep                   | 1                    | 1          | 4          | 1          | 1          | 5          | 13         | 2 %                   |
| Improper Passing Maneuver     | 3                    | 0          | 0          | 1          | 6          | 2          | 12         | 1 %                   |
| Under the Influence           | 4                    | 2          | 3          | 1          | 1          | 0          | 11         | 1 %                   |
| Improper Lane Change          | 5                    | 1          | 1          | 2          | 1          | 0          | 10         | 1 %                   |
| Unsafe Backing                | 1                    | 0          | 1          | 2          | 1          | 2          | 7          | 1 %                   |
| Driving on Wrong Side of Rd   | 0                    | 0          | 1          | 1          | 2          | 1          | 5          | 1 %                   |
| Defective Equipment           | 1                    | 0          | 0          | 1          | 1          | 1          | 4          | 0 %                   |
| Driver Illness                | 0                    | 0          | 0          | 1          | 2          | 0          | 3          | 0 %                   |
| Driver's View Obstructed      | 1                    | 0          | 1          | 0          | 0          | 1          | 3          | 0 %                   |
| Unsafe Right Turn On Red      | 2                    | 0          | 0          | 0          | 0          | 1          | 3          | 0 %                   |
| Slippery Surface              | 1                    | 0          | 0          | 1          | 0          | 0          | 2          | 0 %                   |
| Unsafe Use of Highway by Ped  | 0                    | 0          | 0          | 1          | 0          | 0          | 1          | 0 %                   |
| <b>Total</b>                  | <b>149</b>           | <b>148</b> | <b>158</b> | <b>119</b> | <b>140</b> | <b>140</b> | <b>854</b> | <b>100 %</b>          |

**TABLE 2-10**

Route 25 Collisions – Severity

| Severity                   | Number of Collisions |            |            |            |            |            |            | % of Total   |
|----------------------------|----------------------|------------|------------|------------|------------|------------|------------|--------------|
|                            | 2009                 | 2010       | 2011       | 2012       | 2013       | 2014       | Total      | Collisions   |
| Fatal                      | 0                    | 0          | 0          | 0          | 1          | 0          | 1          | 0 %          |
| Injury                     | 40                   | 37         | 46         | 29         | 42         | 33         | 227        | 27 %         |
| Property Damage Only (PDO) | 109                  | 111        | 112        | 90         | 97         | 107        | 626        | 73 %         |
| <b>Total</b>               | <b>149</b>           | <b>148</b> | <b>158</b> | <b>119</b> | <b>140</b> | <b>140</b> | <b>854</b> | <b>100 %</b> |

**TABLE 2-11**

Route 25 Collisions – Study Area Summary

| Intersection / Location                 | Number of Collisions |            |            |           |           |           |            | % of Total   |
|-----------------------------------------|----------------------|------------|------------|-----------|-----------|-----------|------------|--------------|
|                                         | 2009                 | 2010       | 2011       | 2012      | 2013      | 2014      | Total      | Collisions   |
| Route 111 (Main Street/Monroe Turnpike) | 27                   | 24         | 30         | 23        | 31        | 21        | 156        | 27 %         |
| Judd Road & Purdy Hill Road             | 19                   | 27         | 24         | 21        | 26        | 23        | 140        | 24 %         |
| Route 59 (Easton Road)                  | 18                   | 18         | 29         | 22        | 8         | 20        | 115        | 20 %         |
| Green Street                            | 7                    | 17         | 8          | 5         | 5         | 6         | 48         | 8 %          |
| Spring Hill Road                        | 4                    | 10         | 11         | 5         | 7         | 9         | 46         | 8 %          |
| Tashua Road                             | 9                    | 6          | 4          | 6         | 7         | 9         | 41         | 7 %          |
| Victoria Drive                          | 3                    | 2          | 3          | 5         | 4         | 6         | 23         | 4 %          |
| Brook Street                            | 3                    | 3          | 3          | 3         | 1         | 5         | 18         | 3 %          |
| <b>Total</b>                            | <b>90</b>            | <b>107</b> | <b>112</b> | <b>90</b> | <b>89</b> | <b>99</b> | <b>587</b> | <b>100 %</b> |

**TABLE 2-12**

Route 111 Collisions – Type

| Collision Type               | Number of Collisions |            |            |            |            |            |            | % of Total Collisions |
|------------------------------|----------------------|------------|------------|------------|------------|------------|------------|-----------------------|
|                              | 2009                 | 2010       | 2011       | 2012       | 2013       | 2014       | Total      |                       |
| Rear-end                     | 65                   | 72         | 73         | 77         | 69         | 65         | <b>421</b> | <b>58 %</b>           |
| Turning - Intersecting Paths | 18                   | 17         | 9          | 13         | 6          | 16         | <b>79</b>  | <b>11 %</b>           |
| Sideswipe - Same Direction   | 9                    | 4          | 15         | 12         | 8          | 7          | <b>55</b>  | <b>8 %</b>            |
| Turning - Opp. Direction     | 11                   | 12         | 6          | 10         | 2          | 4          | <b>45</b>  | <b>6 %</b>            |
| Fixed Object                 | 4                    | 6          | 7          | 8          | 4          | 4          | <b>33</b>  | <b>4 %</b>            |
| Moving Object                | 3                    | 1          | 4          | 6          | 5          | 1          | <b>20</b>  | <b>3 %</b>            |
| Angle                        | 5                    | 3          | 3          | 4          | 5          | 4          | <b>24</b>  | <b>3 %</b>            |
| Turning - Same Direction     | 4                    | 3          | 4          | 0          | 2          | 2          | <b>15</b>  | <b>2 %</b>            |
| Sideswipe - Opp. Direction   | 2                    | 1          | 2          | 0          | 3          | 4          | <b>12</b>  | <b>2 %</b>            |
| Backing                      | 1                    | 3          | 1          | 1          | 1          | 0          | <b>7</b>   | <b>1 %</b>            |
| Head-on                      | 0                    | 0          | 1          | 1          | 2          | 1          | <b>5</b>   | <b>1 %</b>            |
| Overturn                     | 1                    | 0          | 0          | 0          | 1          | 2          | <b>4</b>   | <b>1 %</b>            |
| Unknown                      | 0                    | 0          | 2          | 1          | 0          | 0          | <b>3</b>   | <b>0 %</b>            |
| Misc - Non-Collision         | 0                    | 0          | 0          | 0          | 1          | 0          | <b>1</b>   | <b>0 %</b>            |
| Pedestrian                   | 0                    | 0          | 0          | 1          | 0          | 0          | <b>1</b>   | <b>0 %</b>            |
| <b>Total</b>                 | <b>123</b>           | <b>122</b> | <b>127</b> | <b>134</b> | <b>109</b> | <b>110</b> | <b>725</b> | <b>100 %</b>          |

**TABLE 2-13**

## Route 111 Collisions – Contributing Factors

| Contributing Factor              | Number of Collisions |            |            |            |            |            |            | % of Total Collisions |
|----------------------------------|----------------------|------------|------------|------------|------------|------------|------------|-----------------------|
|                                  | 2009                 | 2010       | 2011       | 2012       | 2013       | 2014       | Total      |                       |
| Following Too Closely            | 58                   | 71         | 70         | 73         | 65         | 61         | 398        | 55 %                  |
| Failed to Grant ROW              | 19                   | 19         | 19         | 15         | 6          | 9          | 87         | 12 %                  |
| Violated Traffic Control         | 7                    | 11         | 7          | 9          | 5          | 9          | 48         | 7 %                   |
| Driver Lost Control              | 5                    | 8          | 6          | 10         | 10         | 5          | 44         | 6 %                   |
| Improper Lane Change             | 6                    | 2          | 4          | 5          | 3          | 3          | 23         | 3 %                   |
| Animal/Foreign Object in Rd      | 4                    | 1          | 4          | 5          | 7          | 1          | 22         | 3 %                   |
| Improper Passing Maneuver        | 5                    | 2          | 0          | 3          | 3          | 9          | 22         | 3 %                   |
| Improper Turning Maneuver        | 4                    | 2          | 3          | 2          | 3          | 5          | 19         | 3 %                   |
| Speed Too Fast for Conditions    | 3                    | 2          | 1          | 3          | 3          | 4          | 16         | 2 %                   |
| Unknown                          | 0                    | 0          | 5          | 3          | 1          | 0          | 9          | 1 %                   |
| Under the Influence              | 3                    | 0          | 4          | 0          | 0          | 0          | 7          | 1 %                   |
| Unsafe Backing                   | 1                    | 1          | 1          | 1          | 1          | 0          | 5          | 1 %                   |
| Defective Equipment              | 1                    | 1          | 0          | 1          | 0          | 1          | 4          | 1 %                   |
| Driving on Wrong Side of Rd      | 1                    | 0          | 0          | 0          | 1          | 1          | 3          | 0 %                   |
| Fell Asleep                      | 2                    | 0          | 1          | 0          | 0          | 0          | 3          | 0 %                   |
| Driver Illness                   | 0                    | 1          | 0          | 0          | 1          | 1          | 3          | 0 %                   |
| Unsafe Right Turn On Red         | 2                    | 0          | 0          | 0          | 0          | 1          | 3          | 0 %                   |
| Unsafe Tires                     | 1                    | 0          | 0          | 1          | 0          | 0          | 2          | 0 %                   |
| Slippery Surface                 | 0                    | 0          | 1          | 0          | 0          | 0          | 1          | 0 %                   |
| Abnormal Road Condition          | 0                    | 0          | 0          | 1          | 0          | 0          | 1          | 0 %                   |
| Roadway Width Restricted         | 0                    | 1          | 0          | 0          | 0          | 0          | 1          | 0 %                   |
| Unsafe Use of Highway by Ped     | 0                    | 0          | 0          | 1          | 0          | 0          | 1          | 0 %                   |
| Vehicle Without Lights           | 0                    | 0          | 0          | 1          | 0          | 0          | 1          | 0 %                   |
| Proper Turn Signal Not Displayed | 1                    | 0          | 0          | 0          | 0          | 0          | 1          | 0 %                   |
| Driver's View Obstructed         | 0                    | 0          | 1          | 0          | 0          | 0          | 1          | 0 %                   |
| <b>Total</b>                     | <b>123</b>           | <b>122</b> | <b>127</b> | <b>134</b> | <b>109</b> | <b>110</b> | <b>725</b> | <b>100 %</b>          |

**TABLE 2-14**

Route 111 Collisions – Severity

| Severity                   | Number of Collisions |            |            |            |            |            |            | % of Total   |
|----------------------------|----------------------|------------|------------|------------|------------|------------|------------|--------------|
|                            | 2009                 | 2010       | 2011       | 2012       | 2013       | 2014       | Total      | Collisions   |
| Fatal                      | 0                    | 0          | 0          | 0          | 2          | 0          | 2          | 0 %          |
| Injury                     | 37                   | 35         | 28         | 32         | 26         | 25         | 183        | 25 %         |
| Property Damage Only (PDO) | 86                   | 87         | 99         | 102        | 81         | 85         | 540        | 74 %         |
| <b>Total</b>               | <b>123</b>           | <b>122</b> | <b>127</b> | <b>134</b> | <b>109</b> | <b>110</b> | <b>725</b> | <b>100 %</b> |

**TABLE 2-15**

Route 111 Collisions – Study Area Summary

| Intersection / Location             | Number of Collisions |            |            |            |           |           |            | % of Total   |
|-------------------------------------|----------------------|------------|------------|------------|-----------|-----------|------------|--------------|
|                                     | 2009                 | 2010       | 2011       | 2012       | 2013      | 2014      | Total      | Collisions   |
| Route 25 (Main Street)              | 27                   | 24         | 30         | 23         | 31        | 21        | 156        | 26 %         |
| Elm Street                          | 14                   | 23         | 16         | 24         | 15        | 24        | 116        | 20 %         |
| Trefoil Drive & Home Depot Driveway | 2                    | 7          | 11         | 10         | 6         | 6         | 42         | 7 %          |
| Purdy Hill Road                     | 10                   | 10         | 6          | 7          | 1         | 5         | 39         | 7 %          |
| Cross Hill Road                     | 11                   | 5          | 3          | 9          | 4         | 4         | 36         | 6 %          |
| Village Square & McDonalds Driveway | 4                    | 4          | 8          | 9          | 4         | 4         | 33         | 6 %          |
| Monroe Plaza & Comaro Plaza         | 7                    | 5          | 1          | 8          | 7         | 4         | 32         | 5 %          |
| Old Mine Road                       | 0                    | 3          | 11         | 8          | 5         | 3         | 30         | 5 %          |
| Technology Drive & Corporate Drive  | 3                    | 3          | 3          | 6          | 4         | 7         | 26         | 4 %          |
| Century Plaza                       | 5                    | 5          | 3          | 3          | 1         | 3         | 20         | 3 %          |
| Monroe Elementary School Driveways  | 0                    | 3          | 4          | 2          | 4         | 4         | 17         | 3 %          |
| United Healthcare Driveway          | 4                    | 2          | 4          | 4          | 1         | 1         | 16         | 3 %          |
| Spring Hill Road                    | 4                    | 5          | 1          | 0          | 1         | 0         | 11         | 2 %          |
| Tennis Club Driveway                | 0                    | 2          | 2          | 3          | 0         | 1         | 8          | 1 %          |
| Woodland Hills Drive                | 0                    | 0          | 2          | 2          | 1         | 2         | 7          | 1 %          |
| Trefoil Plaza                       | 0                    | 0          | 0          | 0          | 1         | 1         | 2          | 0 %          |
| <b>Total</b>                        | <b>91</b>            | <b>101</b> | <b>105</b> | <b>118</b> | <b>86</b> | <b>90</b> | <b>591</b> | <b>100 %</b> |

**TABLE 2-16**

Local Roadway Intersection Collisions – Study Area Summary

| Intersection / Location                | Number of Collisions |      |      |      |      |      | Total |
|----------------------------------------|----------------------|------|------|------|------|------|-------|
|                                        | 2009                 | 2010 | 2011 | 2012 | 2013 | 2014 |       |
| Cutler's Farm Road at Purdy Hill Road  | 0                    | 1    | 0    | 0    | 0    | 0    | 1     |
| Cutler's Farm Road at Spring Hill Road | 0                    | 1    | 1    | 1    | 0    | 0    | 3     |

**TABLE 2-17**

Pedestrians and Bicyclists Collisions Summary

| Date      | Type                  | Location                                | Contributing Factor                 | Injury                    |
|-----------|-----------------------|-----------------------------------------|-------------------------------------|---------------------------|
| 4/30/2009 | Pedestrian (2)        | Route 25 at Victoria Place              | Driver Lost Control                 | Incapacitating Injury (2) |
| 3/19/2012 | Pedestrian            | Route 25 at Route 59                    | Unsafe Use of Highway by Pedestrian | Possible Injury           |
| 7/5/2012  | Pedestrian (Rear-End) | Route 111 at Village Square / McDonalds | Following Too Closely               | None                      |
| 12/7/2012 | Pedestrian            | Route 111 at Village Square / McDonalds | Unknown                             | Possible Injury           |

**TABLE 2-18**

Collisions Caused by Vehicles Waiting for Pedestrians and Bicyclists Summary

| Date      | Type                   | Location                                  | Contributing Factor   | Injury                    |
|-----------|------------------------|-------------------------------------------|-----------------------|---------------------------|
| 6/3/2011  | Rear-End (Pedestrian)  | Route 111 at Monroe Elementary School     | Following Too Closely | None                      |
| 6/6/2011  | Rear-End (Pedestrian)  | Route 111 at Trefoil Drive / Home Depot   | Following Too Closely | None                      |
| 3/22/2012 | Rear-End (2) (Bicycle) | Route 111 at Old Mine Road (Ped Crossing) | Following Too Closely | None                      |
| 5/5/2012  | Rear-End (2) (Bicycle) | Route 111 at Old Mine Road (Ped Crossing) | Following Too Closely | None                      |
| 8/14/2013 | Rear-End (Pedestrian)  | Route 111 at Old Mine Road (Ped Crossing) | Following Too Closely | Non-Incapacitating Injury |

**TABLE 2-19**GBT Boardings and Alightings Summary (April 2<sup>nd</sup> and 27<sup>th</sup>, 2015)

| Route                | Stop                              | Boardings | Alightings | Total     |
|----------------------|-----------------------------------|-----------|------------|-----------|
| 20                   | Route 25 at Easton Road           | 9         | 2          | 11        |
| 20                   | Route 25 at Judd Road             | 2         | 0          | 2         |
| 20                   | Route 25 at Purdy Hill Road       | 0         | 4          | 4         |
| 20                   | Route 25 at Victoria Drive        | 0         | 0          | 0         |
| 20                   | Route 25 at Spring Hill Road      | 0         | 0          | 0         |
| 20                   | Trefoil Drive at Spring Hill Road | 0         | 0          | 0         |
| 20                   | Trefoil Drive at 4 Trefoil Drive  | 0         | 0          | 0         |
| 20                   | Trefoil Drive at 20 Trefoil Drive | 2         | 1          | 3         |
| 14/19x               | Route 111 at Monroe McDonald's    | 8         | 6          | 14        |
| 14/19x               | Route 111 at Purdy Hill Road      | 0         | 0          | 0         |
| 14/19x               | Route 111 at Monroe Goodwill      | 1         | 3          | 4         |
| 14/19x               | Route 111 at Spring Hill Road     | 0         | 0          | 0         |
| 14/19x               | Route 111 at 220 Monroe Turnpike  | 1         | 0          | 1         |
| 14/19x               | Route 111 at Corporate Drive      | 0         | 2          | 2         |
| 14/19x               | Route 111 at Technology Drive     | 2         | 0          | 2         |
| 14/19x               | Route 111 at 48 Monroe Turnpike   | 4         | 3          | 7         |
| 14/19x/20            | Route 111 at Old Mine Road        | 3         | 4          | 7         |
| <b>Two Day Total</b> |                                   | <b>32</b> | <b>25</b>  | <b>57</b> |

**TABLE 2-20**

Demographic Profile – Monroe, Trumbull, Fairfield County, and State of Connecticut

|                                | Town of Monroe |           |          | Town of Trumbull |           |          |
|--------------------------------|----------------|-----------|----------|------------------|-----------|----------|
|                                | 2010           | Current   | % Change | 2010             | Current   | % Change |
| <b>Residents</b>               | 19,316         | 19,744    | 2.2%     | 35,495           | 36,444    | 1.2%     |
| <b>Age</b>                     | 41.8           | 43.0      | 2.8%     | 43.4             | 43.4      | 0.0%     |
| <b>Median Household Income</b> | \$109,727      | \$108,688 | -0.9%    | \$102,059        | \$108,554 | 6.4%     |
| <b>Median Housing Price*</b>   | \$439,000      | \$390,700 | -11%     | \$468,100        | \$399,700 | -14.6%   |
| <b>Household Size*</b>         | 2.98           | 2.99      | 0.3%     | 2.98             | 3.02      | 1.3%     |

|                                | Fairfield County |           |          | State of Connecticut |           |          |
|--------------------------------|------------------|-----------|----------|----------------------|-----------|----------|
|                                | 2010             | Current   | % Change | 2010                 | Current   | % Change |
| <b>Residents</b>               | 916,829          | 926,233   | 1.0%     | 3,574,097            | 3,596,677 | 0.6%     |
| <b>Age</b>                     | 39.1             | 39.7      | 1.5%     | 40.0                 | 40.2      | 0.5%     |
| <b>Median Household Income</b> | \$81,268         | \$82,283  | 1.2%     | \$67,740             | \$69,461  | 2.5%     |
| <b>Median Housing Price*</b>   | \$477,700        | \$432,100 | -9.5%    | \$296,500            | \$278,900 | -5.9%    |
| <b>Household Size*</b>         | 2.78             | 2.82      | 1.4%     | 2.65                 | 2.68      | 1.1%     |

\* Owner-occupied units

Source: US Census Bureau; American Factfinder – Current Estimates are 2013 or 2014

**TABLE 2-21**

Zoning Districts in Route 25/111 Study Area - Monroe

| <b>Zone Designation</b>                    | <b>Acreage</b> | <b>Percent</b> | <b>Major Developments</b>                                                                                                                                                                           |
|--------------------------------------------|----------------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Business District 1 (B-1)                  | 146.69         | 9.31%          | Stepney Baptist Church<br>Stepney Crossing<br>Benedicts Home & Garden<br>Walgreens<br>Center One Eleven<br>Village Square<br>Monroe Professional Building<br>Monroe Plaza<br>Comaro Shopping Center |
| Business District 2 (B-2)                  | 79.48          | 5.04%          | Stepney Plaza<br>Maltose Express<br>Sippin Fuel<br>McDonalds<br>Century Plaza                                                                                                                       |
| Industrial District 1 (I-1)                | 66.05          | 4.19%          | 200 Main Street Plaza                                                                                                                                                                               |
| Industrial District 2 (I-2)                | 4.97           | 0.32%          | Trumbull Professional Center                                                                                                                                                                        |
| Industrial District 3 (I-3)                | 85.46          | 5.42%          | Victorinox Swiss Army<br>Walmart (Future)                                                                                                                                                           |
| Limited Office Retail (LOR)                | 71.30          | 4.52%          | Pella Window and Door<br>U.S. Post Office                                                                                                                                                           |
| Residential & Farming District 1<br>(RF-1) | 807.33         | 51.22%         | Monroe Public Works Department<br>Monroe Elementary School                                                                                                                                          |
| Residential & Farming District 2<br>(RF-2) | 289.60         | 18.37%         | Single Family Homes<br>Open Space/Farming                                                                                                                                                           |
| Residential & Farming District 3<br>(RF-3) | 25.20          | 1.60%          | William Wolfe Park                                                                                                                                                                                  |

**TABLE 2-21 (Continued)**

Zoning Districts in Route 25/111 Study Area - Trumbull

| <b>Zone Designation</b>                      | <b>Acreage</b> | <b>Percent</b> | <b>Major Developments</b>                                                                                        |
|----------------------------------------------|----------------|----------------|------------------------------------------------------------------------------------------------------------------|
| Single Family Residence Zone A (A)           | 98.18          | 19.57%         | St. Stephen's Church<br>Earth First Nursery<br>Pond Spring Nursery                                               |
| Single Family Residence Zone AA (AA)         | 45.37          | 9.04%          | Spring Meadows                                                                                                   |
| Single Family Residence Zone (AAA)           | 58.12          | 11.58%         | Single Family Homes                                                                                              |
| Age-Restricted Housing Zone (AREHZ)          | 20.16          | 4.02%          | Regency Meadows                                                                                                  |
| Commercial (B/C)                             | 39.27          | 7.83%          | Trefoil Plaza<br>United Healthcare<br>Home Depot Plaza                                                           |
| Light Industry (I-L)                         | 73.52          | 14.65%         | Woodland Hills<br>Trefoil Industrial Park                                                                        |
| Light Industry – 2 acres (I-L2)              | 153.28         | 30.55%         | Trumbull Transfer Station<br>Trefoil Industrial Park<br>Trumbull Professional Center<br>Trefoil Corporate Center |
| Planned Residential Conservation Zone (PRCZ) | 13.86          | 2.76%          | Single Family Homes                                                                                              |

**TABLE 2-22**

Land Use in Route 25/111 Study Area

| <b>Land Use<br/>Type</b> | <b>Monroe</b>   |                | <b>Trumbull</b> |                | <b>Total</b>    |                |
|--------------------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|
|                          | <b>Acreage</b>  | <b>Percent</b> | <b>Acreage</b>  | <b>Percent</b> | <b>Acreage</b>  | <b>Percent</b> |
| Commercial               | 297.46          | 18.87%         | 39.27           | 7.83%          | 336.74          | 16.21%         |
| Industrial               | 156.48          | 9.93%          | 226.80          | 45.20%         | 383.28          | 18.45%         |
| Residential              | 1,122.13        | 71.20%         | 235.69          | 46.97%         | 1,357.82        | 65.35%         |
| <b>Total</b>             | <b>1,576.07</b> |                | <b>501.76</b>   |                | <b>2,077.83</b> |                |

**TABLE 2-23**

Major Traffic Generators in Route 25/111 Study Area

| <b>Development</b>                   | <b>Land Uses</b> | <b>Size<br/>(sf / units)</b> | <b>Parking<br/>Supply</b> | <b>Status</b> |
|--------------------------------------|------------------|------------------------------|---------------------------|---------------|
| LCOR Senior Housing (Spring Meadows) | Assisted Living  | 164,460                      | 90                        | Constructed   |
| Regency Meadows at Trumbull          | Residential      | 49                           | 225                       | Constructed   |
| Victoria Place (Canterbury Square)   | Mixed Use        | 244,126                      | 459                       | Pending       |
| Pond View Shopping Center            | Shopping Center  | ~124,000<br>(TBD)            | 496<br>(TBD)              | Pending       |
| Clocktower Square                    | Shopping Center  | 75,340                       | 403                       | Constructed   |
| Riverview Office Development         | Office           | 238,496                      | 979                       | Constructed   |
| Old Mine Plaza                       | Retail           | 149,589                      | 606                       | Constructed   |
| Trefoil Park                         | Mixed Use        | 590,193                      | 1,382                     | Constructed   |
| Trefoil Corporate Center             | Office           | 467,975                      | 1,718                     | Constructed   |
|                                      | Medical          | 77,037                       |                           |               |
|                                      | Warehouse        | 68,425                       |                           |               |
|                                      | Manufacturing    | 10,216                       |                           |               |
| The Trumbull Professional Center     | Office           | 121,100                      | 524                       | Constructed   |
| Village Square                       | Shopping Center  | 51,800                       | 457                       | Constructed   |
| Monroe Plaza Expansion               | Shopping Center  | 77,912                       | 347                       | Constructed   |
| Century Plaza                        | Shopping Center  | 85,000                       | 348                       | Constructed   |

**TABLE 3-1**

## Peak Hour Traffic Volume Growth Summary

| Location                                                    | Weekday Morning Peak Volume |               |               |       | Weekday Afternoon Peak Volume |               |               |       |
|-------------------------------------------------------------|-----------------------------|---------------|---------------|-------|-------------------------------|---------------|---------------|-------|
|                                                             | 2016<br>Exist.              | 2040<br>Bkgd. | Net<br>Change | %     | 2016<br>Exist.                | 2040<br>Bkgd. | Net<br>Change | %     |
| <b>Route 25 (Main Street)</b>                               |                             |               |               |       |                               |               |               |       |
| South of Route 111                                          | 3,620                       | 4,940         | +1,320        | 36.5% | 3,640                         | 5,210         | +1,570        | 43.1% |
| From Route 111 to Tashua Road                               | 2,110                       | 3,060         | +950          | 45.0% | 2,300                         | 3,650         | +1,350        | 58.7% |
| From Tashua Road to Spring Hill Road                        | 1,960                       | 2,890         | +930          | 47.4% | 2,140                         | 3,520         | +1,380        | 64.5% |
| From Spring Hill Road to Victoria Drive                     | 1,900                       | 2,850         | +950          | 50.0% | 2,070                         | 3,520         | +1,450        | 70.0% |
| From Victoria Drive to Purdy/Judd Hill Road                 | 1,830                       | 2,690         | +860          | 47.0% | 2,040                         | 3,330         | +1,290        | 63.2% |
| From Purdy/Judd Hill Road to Green Street                   | 1,720                       | 2,540         | +820          | 47.7% | 1,970                         | 3,250         | +1,280        | 65.0% |
| From Green Street to Route 59                               | 2,060                       | 2,980         | +920          | 44.7% | 2,280                         | 3,660         | +1,380        | 60.5% |
| North of Route 59                                           | 1,960                       | 2,800         | +840          | 42.9% | 2,150                         | 3,350         | +1,200        | 55.8% |
| <b>Route 111 (Monroe Turnpike)</b>                          |                             |               |               |       |                               |               |               |       |
| South of Route 25                                           | 970                         | 1,310         | +340          | 35.1% | 1,380                         | 1,930         | +550          | 39.9% |
| From Route 25 to United Healthcare                          | 2,220                       | 3,070         | +850          | 38.3% | 2,500                         | 3,410         | +910          | 36.4% |
| From United Healthcare to Trefoil Drive/Home Depot          | 2,100                       | 2,710         | +610          | 29.0% | 2,390                         | 3,080         | +690          | 28.9% |
| From Trefoil Drive/Home Depot to Technology/Corporate Drive | 1,850                       | 2,390         | +540          | 29.2% | 2,130                         | 2,740         | +610          | 28.6% |
| From Technology/Corporate Drive to Spring Hill Road         | 1,660                       | 2,130         | +470          | 28.3% | 1,870                         | 2,390         | +520          | 27.8% |
| From Spring Hill Road to Purdy Hill Road                    | 1,730                       | 2,210         | +480          | 27.7% | 1,900                         | 2,430         | +530          | 27.9% |
| From Purdy Hill Road to Village Plaza/McDonald's            | 1,470                       | 1,840         | +370          | 25.2% | 1,580                         | 2,000         | +420          | 26.6% |
| From Village Plaza/McDonald's to Elm Street                 | 1,450                       | 1,820         | +370          | 25.5% | 1,580                         | 2,000         | +420          | 26.6% |
| From Elm Street to Monroe/Comaro Plazas                     | 1,020                       | 1,280         | +260          | 25.5% | 1,250                         | 1,570         | +320          | 25.6% |
| From Monroe/Comaro Plazas to Cross Hill Road                | 940                         | 1,200         | +260          | 27.7% | 1,250                         | 1,570         | +320          | 25.6% |
| From Cross Hill Road to Century Plaza                       | 1,090                       | 1,390         | +300          | 27.5% | 1,420                         | 1,800         | +380          | 26.8% |
| North of Century Plaza                                      | 1,080                       | 1,380         | +300          | 27.8% | 1,300                         | 1,680         | +380          | 29.2% |

**TABLE 3-1 (Continued)**

## Peak Hour Traffic Volume Growth Summary

| Location                                                    | Saturday Midday Peak Vol. |               |               |       |
|-------------------------------------------------------------|---------------------------|---------------|---------------|-------|
|                                                             | 2016<br>Exist.            | 2040<br>Bkgd. | Net<br>Change | %     |
| <b>Route 25 (Main Street)</b>                               |                           |               |               |       |
| South of Route 111                                          | 2,800                     | 4,070         | +1,270        | 45.4% |
| From Route 111 to Tashua Road                               | 2,080                     | 3,370         | +1,290        | 62.0% |
| From Tashua Road to Spring Hill Road                        | 1,980                     | 3,350         | +1,370        | 69.2% |
| From Spring Hill Road to Victoria Drive                     | 1,850                     | 3,280         | +1,430        | 77.3% |
| From Victoria Drive to Purdy/Judd Hill Road                 | 1,840                     | 3,100         | +1,260        | 68.5% |
| From Purdy/Judd Hill Road to Green Street                   | 1,870                     | 3,160         | +1,290        | 69.0% |
| From Green Street to Route 59                               | 2,090                     | 3,430         | +1,340        | 64.1% |
| North of Route 59                                           | 2,040                     | 3,270         | +1,230        | 60.3% |
| <b>Route 111 (Monroe Turnpike)</b>                          |                           |               |               |       |
| South of Route 25                                           | 1,400                     | 1,900         | +500          | 35.7% |
| From Route 25 to United Healthcare                          | 2,280                     | 2,820         | +540          | 23.7% |
| From United Healthcare to Trefoil Drive/Home Depot          | 2,160                     | 2,650         | +490          | 22.7% |
| From Trefoil Drive/Home Depot to Technology/Corporate Drive | 1,950                     | 2,400         | +450          | 23.1% |
| From Technology/Corporate Drive to Spring Hill Road         | 1,940                     | 2,400         | +460          | 23.7% |
| From Spring Hill Road to Purdy Hill Road                    | 2,070                     | 2,560         | +490          | 23.7% |
| From Purdy Hill Road to Village Plaza/McDonald's            | 1,860                     | 2,290         | +430          | 23.1% |
| From Village Plaza/McDonald's to Elm Street                 | 1,860                     | 2,270         | +410          | 22.0% |
| From Elm Street to Monroe/Comaro Plazas                     | 1,710                     | 2,080         | +370          | 21.6% |
| From Monroe/Comaro Plazas to Cross Hill Road                | 1,570                     | 1,940         | +370          | 23.6% |
| From Cross Hill Road to Century Plaza                       | 1,590                     | 2,000         | +410          | 25.8% |
| North of Century Plaza                                      | 1,360                     | 1,760         | +400          | 29.4% |

TABLE 3-2

Study Area Signalized Intersection Operational Summary - 2040 Background - LOS

|                                                                            |          | Weekday Morning |                    |      | Weekday Afternoon |                    |      | Saturday Midday |                    |      |
|----------------------------------------------------------------------------|----------|-----------------|--------------------|------|-------------------|--------------------|------|-----------------|--------------------|------|
|                                                                            | Lane Use | LOS             | Avg. Delay (s/veh) | v/c  | LOS               | Avg. Delay (s/veh) | v/c  | LOS             | Avg. Delay (s/veh) | v/c  |
| Traffic Signal - Route 25 (Main Street) at Route 111 (Main St/Monroe Tpke) |          |                 |                    |      |                   |                    |      |                 |                    |      |
| Overall                                                                    |          | F               | 116.2              | 2.18 | F                 | 194.1              | 1.92 | F               | 118.0              | 1.69 |
| Route 25                                                                   | EBL      | F               | 589.4              | 2.18 | F                 | 87.5               | 0.78 | F               | 194.9              | 1.24 |
|                                                                            | EBT      | F               | 180.5              | 1.31 | F                 | 155.4              | 1.25 | F               | 114.7              | 1.15 |
|                                                                            | EBR      | A               | 4.7                | 0.20 | B                 | 15.0               | 0.44 | B               | 16.6               | 0.49 |
|                                                                            | WBL      | F               | 141.3              | 0.97 | F                 | 267.8              | 1.44 | F               | 93.7               | 0.84 |
|                                                                            | WBT      | E               | 73.5               | 1.02 | F                 | 163.7              | 1.27 | E               | 67.8               | 1.00 |
|                                                                            | WBR      | F               | 80.7               | 1.10 | F                 | 81.9               | 1.10 | C               | 20.7               | 0.78 |
| Route 111                                                                  | NBL      | F               | 138.3              | 1.09 | F                 | 305.1              | 1.55 | F               | 366.0              | 1.69 |
|                                                                            | NBT      | F               | 96.1               | 0.99 | F                 | 163.2              | 1.22 | F               | 171.2              | 1.24 |
|                                                                            | NBR      | D               | 47.0               | 0.87 | B                 | 11.9               | 0.49 | A               | 8.9                | 0.44 |
|                                                                            | SBL      | F               | 83.8               | 1.05 | F                 | 248.6              | 1.46 | E               | 79.9               | 1.02 |
|                                                                            | SBTR     | D               | 45.1               | 0.71 | F                 | 449.7              | 1.92 | F               | 270.6              | 1.50 |
| Traffic Signal - Route 25 (Main Street) at Tashua Road                     |          |                 |                    |      |                   |                    |      |                 |                    |      |
| Overall                                                                    |          | F               | 132.7              | 1.33 | F                 | 258.3              | 1.62 | F               | 245.3              | 1.68 |
| Tashua Road                                                                | EBL      | D               | 41.4               | 0.35 | D                 | 47.1               | 0.53 | D               | 49.2               | 0.60 |
|                                                                            | EBR      | C               | 28.6               | 0.52 | C                 | 26.2               | 0.35 | C               | 28.8               | 0.45 |
|                                                                            | NBL      | B               | 19.0               | 0.49 | D                 | 42.7               | 0.77 | D               | 37.1               | 0.72 |
| Route 25                                                                   | NBT      | F               | 128.3              | 1.22 | F                 | 272.7              | 1.55 | F               | 219.6              | 1.43 |
|                                                                            | SB       | F               | 163.3              | 1.33 | F                 | 297.8              | 1.62 | F               | 323.5              | 1.68 |
| Traffic Signal - Route 25 (Main Street) at Spring Hill Road                |          |                 |                    |      |                   |                    |      |                 |                    |      |
| Overall                                                                    |          | F               | 118.8              | 1.31 | F                 | 222.8              | 1.56 | F               | 188.5              | 1.50 |
| Spring Hill Road                                                           | WBL      | D               | 45.8               | 0.50 | E                 | 58.1               | 0.72 | E               | 77.1               | 0.89 |
|                                                                            | WBR      | B               | 11.1               | 0.37 | B                 | 10.9               | 0.46 | B               | 10.2               | 0.47 |
|                                                                            | NBT      | F               | 101.8              | 1.19 | F                 | 234.0              | 1.48 | F               | 195.8              | 1.40 |
| Route 25                                                                   | NBR      | A               | 2.0                | 0.15 | A                 | 2.7                | 0.12 | A               | 2.6                | 0.19 |
|                                                                            | SBL      | C               | 21.2               | 0.53 | C                 | 28.6               | 0.62 | C               | 34.3               | 0.70 |
|                                                                            | SBT      | F               | 167.9              | 1.31 | F                 | 277.1              | 1.56 | F               | 251.1              | 1.50 |
| Traffic Signal - Route 25 (Main Street) at Victoria Drive                  |          |                 |                    |      |                   |                    |      |                 |                    |      |
| Overall                                                                    |          | C               | 29.8               | 1.04 | E                 | 78.5               | 1.22 | E               | 56.1               | 1.10 |
| Victoria Drive                                                             | WBL      | C               | 34.9               | 0.41 | D                 | 47.1               | 0.79 | D               | 46.9               | 0.77 |
|                                                                            | WBR      | B               | 15.5               | 0.18 | B                 | 20.0               | 0.34 | B               | 18.9               | 0.31 |
|                                                                            | NBTR     | B               | 11.7               | 0.67 | E                 | 55.6               | 1.04 | D               | 49.8               | 1.02 |
| Route 25                                                                   | SBL      | A               | 5.6                | 0.30 | C                 | 21.7               | 0.59 | C               | 26.8               | 0.66 |
|                                                                            | SBT      | D               | 49.3               | 1.04 | F                 | 125.8              | 1.22 | E               | 75.0               | 1.10 |
| Traffic Signal - Route 25 (Main Street) at Pond View/Duchess Driveways     |          |                 |                    |      |                   |                    |      |                 |                    |      |
|                                                                            |          | D               | 40.3               | 1.09 | F                 | 99.9               | 1.40 | F               | 140.4              | 1.57 |
| Pond View Driveway                                                         | EBLT     | F               | 124.5              | 0.88 | F                 | 227.9              | 1.36 | F               | 303.1              | 1.55 |
|                                                                            | EBR      | F               | 86.8               | 1.01 | D                 | 40.9               | 0.77 | D               | 42.9               | 0.79 |
| Duchess Driveway                                                           | WB       | A               | 1.0                | 0.09 | A                 | 3.1                | 0.09 | C               | 23.0               | 0.38 |
|                                                                            | NBL      | F               | 148.5              | 1.09 | F                 | 246.2              | 1.40 | F               | 315.0              | 1.57 |
| Route 25                                                                   | NBTR     | A               | 3.1                | 0.40 | B                 | 11.5               | 0.57 | B               | 10.1               | 0.52 |
|                                                                            | SBLT     | D               | 53.4               | 1.02 | F                 | 168.7              | 1.33 | F               | 244.1              | 1.49 |
|                                                                            | SBR      | A               | 1.6                | 0.18 | A                 | 5.2                | 0.35 | A               | 8.3                | 0.42 |
| Traffic Signal - Route 25 (Main Street) at Judd Road/Purdy Hill Road       |          |                 |                    |      |                   |                    |      |                 |                    |      |
| Overall                                                                    |          | F               | 91.4               | 1.28 | F                 | 156.7              | 1.99 | F               | 137.0              | 1.59 |
| Judd Road                                                                  | EBL      | F               | 109.7              | 0.87 | F                 | 520.3              | 1.99 | F               | 119.7              | 0.90 |
|                                                                            | EBTR     | D               | 54.5               | 0.60 | E                 | 65.3               | 0.75 | D               | 48.0               | 0.48 |
| Purdy Hill Road                                                            | WBL      | F               | 226.9              | 1.28 | F                 | 350.6              | 1.62 | F               | 328.7              | 1.59 |
|                                                                            | WBTR     | E               | 71.5               | 0.69 | F                 | 89.3               | 0.97 | E               | 76.1               | 0.82 |
|                                                                            | NBL      | F               | 233.8              | 1.26 | F                 | 230.8              | 1.26 | F               | 179.6              | 1.09 |
| Route 25                                                                   | NBTR     | B               | 11.5               | 0.47 | D                 | 41.8               | 0.90 | C               | 31.6               | 0.79 |
|                                                                            | SBL      | E               | 78.5               | 0.19 | F                 | 118.0              | 0.81 | F               | 104.5              | 0.78 |
|                                                                            | SBTR     | F               | 135.6              | 1.22 | F                 | 262.4              | 1.51 | F               | 227.4              | 1.43 |
| Traffic Signal - Route 25 (Main Street) at Green Street                    |          |                 |                    |      |                   |                    |      |                 |                    |      |
| Overall                                                                    |          | D               | 42.4               | 1.02 | E                 | 72.0               | 1.45 | F               | 130.0              | 1.36 |
| Church Driveway                                                            | EB       | A               | 0.0                | 0.00 | A                 | 0.0                | 0.00 | A               | 0.0                | 0.00 |
| Green Street                                                               | WBL      | D               | 48.5               | 0.39 | D                 | 53.6               | 0.43 | D               | 46.7               | 0.36 |
|                                                                            | WBTR     | B               | 13.4               | 0.79 | A                 | 2.4                | 0.43 | A               | 3.2                | 0.48 |
|                                                                            | NBL      | A               | 0.0                | 0.00 | A                 | 0.0                | 0.00 | A               | 0.0                | 0.00 |
| Route 25                                                                   | NBT      | D               | 54.5               | 0.99 | F                 | 81.9               | 0.99 | F               | 189.7              | 1.36 |
|                                                                            | NBR      | A               | 0.0                | 0.01 | A                 | 0.0                | 0.01 | A               | 0.0                | 0.01 |
|                                                                            | SBL      | D               | 37.8               | 0.72 | F                 | 229.6              | 1.45 | E               | 78.7               | 1.06 |
|                                                                            | SBTR     | D               | 42.7               | 1.02 | C                 | 34.0               | 1.02 | F               | 103.8              | 1.18 |

TABLE 3-2 (Continued)

Study Area Signalized Intersection Operational Summary - 2040 Background - LOS

|                                                                                       |             |     | Weekday Morning<br>Peak Hour |      |     | Weekday Afternoon<br>Peak Hour |      |     | Saturday Midday<br>Peak Hour |      |
|---------------------------------------------------------------------------------------|-------------|-----|------------------------------|------|-----|--------------------------------|------|-----|------------------------------|------|
|                                                                                       | Lane<br>Use | LOS | Avg. Delay<br>(s/veh)        | v/c  | LOS | Avg. Delay<br>(s/veh)          | v/c  | LOS | Avg. Delay<br>(s/veh)        | v/c  |
| Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)                     |             |     |                              |      |     |                                |      |     |                              |      |
| Overall                                                                               |             | D   | 41.2                         | 1.38 | F   | 106.8                          | 1.32 | E   | 73.0                         | 1.19 |
| Route 59                                                                              | EBL         | D   | 54.3                         | 0.64 | E   | 76.3                           | 0.90 | D   | 53.7                         | 0.75 |
|                                                                                       | EBLT        | D   | 54.3                         | 0.64 | E   | 76.9                           | 0.90 | D   | 53.7                         | 0.75 |
|                                                                                       | EBR         | B   | 15.6                         | 0.72 | B   | 12.7                           | 0.68 | A   | 4.2                          | 0.46 |
| North Commercial Drive                                                                | WB          | D   | 47.4                         | 0.13 | D   | 49.7                           | 0.25 | D   | 43.2                         | 0.22 |
|                                                                                       | NBL         | F   | 207.5                        | 1.38 | F   | 193.7                          | 1.32 | F   | 121.5                        | 1.19 |
| Route 25                                                                              | NBTR        | A   | 9.5                          | 0.78 | F   | 141.9                          | 1.27 | E   | 59.9                         | 1.09 |
|                                                                                       | SBLT        | C   | 22.7                         | 0.70 | F   | 108.8                          | 1.16 | F   | 111.8                        | 1.17 |
|                                                                                       | SBR         | A   | 3.5                          | 0.49 | A   | 2.2                            | 0.27 | A   | 1.8                          | 0.28 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at United Healthcare Driveway        |             |     |                              |      |     |                                |      |     |                              |      |
| Overall                                                                               |             | A   | 9.1                          | 0.73 | B   | 14.2                           | 0.81 | A   | 5.4                          | 0.56 |
| United Healthcare Drive                                                               | WBL         | C   | 32.2                         | 0.26 | D   | 37.4                           | 0.76 | C   | 32.2                         | 0.26 |
|                                                                                       | WBR         | B   | 15.8                         | 0.07 | A   | 8.9                            | 0.19 | B   | 15.8                         | 0.07 |
|                                                                                       | NBTR        | B   | 13.1                         | 0.73 | B   | 14.6                           | 0.71 | A   | 7.1                          | 0.56 |
| Route 111                                                                             | SBL         | C   | 34.0                         | 0.42 | C   | 34.8                           | 0.09 | C   | 28.2                         | 0.16 |
|                                                                                       | SBT         | A   | 2.1                          | 0.49 | B   | 10.1                           | 0.81 | A   | 2.2                          | 0.46 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Trefoil Drive/Home Depot Driveway |             |     |                              |      |     |                                |      |     |                              |      |
| Overall                                                                               |             | B   | 17.2                         | 0.95 | D   | 41.1                           | 1.63 | C   | 25.9                         | 1.05 |
| Trefoil Drive                                                                         | EBL         | C   | 30.9                         | 0.34 | C   | 27.8                           | 0.40 | C   | 25.1                         | 0.34 |
|                                                                                       | EBTR        | B   | 10.1                         | 0.54 | B   | 13.7                           | 0.65 | A   | 9.7                          | 0.42 |
| Home Depot Driveway                                                                   | WBL         | D   | 50.6                         | 0.60 | E   | 77.5                           | 0.83 | E   | 69.7                         | 0.93 |
|                                                                                       | WBTR        | B   | 13.2                         | 0.18 | A   | 8.9                            | 0.30 | A   | 8.2                          | 0.45 |
|                                                                                       | NBL         | E   | 78.0                         | 0.95 | F   | 334.2                          | 1.63 | F   | 117.1                        | 1.05 |
| Route 111                                                                             | NBT         | A   | 5.9                          | 0.52 | B   | 12.1                           | 0.69 | B   | 17.8                         | 0.72 |
|                                                                                       | NBR         | A   | 1.1                          | 0.07 | A   | 1.0                            | 0.10 | A   | 2.6                          | 0.33 |
|                                                                                       | SBL         | D   | 45.5                         | 0.27 | D   | 40.2                           | 0.33 | C   | 31.2                         | 0.67 |
|                                                                                       | SBTR        | B   | 15.3                         | 0.75 | C   | 24.1                           | 0.88 | C   | 22.2                         | 0.72 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Technology Drive/Corporate Drive  |             |     |                              |      |     |                                |      |     |                              |      |
| Overall                                                                               |             | A   | 9.1                          | 0.60 | C   | 27.7                           | 1.06 | A   | 8.9                          | 0.56 |
| Technology Drive                                                                      | EBL         | C   | 33.9                         | 0.18 | D   | 39.4                           | 0.48 | C   | 32.5                         | 0.10 |
|                                                                                       | EBLTR       | A   | 1.1                          | 0.15 | A   | 5.9                            | 0.39 | A   | 0.7                          | 0.10 |
| Corporate Drive                                                                       | WBL         | D   | 36.3                         | 0.32 | F   | 102.4                          | 1.06 | D   | 35.7                         | 0.33 |
|                                                                                       | WBLTR       | A   | 1.1                          | 0.14 | B   | 19.9                           | 0.68 | A   | 1.1                          | 0.15 |
|                                                                                       | NBL         | B   | 14.3                         | 0.42 | A   | 3.6                            | 0.16 | A   | 2.5                          | 0.03 |
| Route 111                                                                             | NBTR        | A   | 5.7                          | 0.52 | B   | 17.5                           | 0.80 | A   | 5.6                          | 0.56 |
|                                                                                       | SBL         | A   | 9.4                          | 0.42 | B   | 14.3                           | 0.14 | A   | 8.7                          | 0.11 |
|                                                                                       | SBTR        | B   | 10.4                         | 0.60 | C   | 25.3                           | 0.62 | B   | 12.0                         | 0.45 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Spring Hill Road/Office Driveway  |             |     |                              |      |     |                                |      |     |                              |      |
| Overall                                                                               |             | A   | 5.2                          | 0.59 | A   | 4.3                            | 0.63 | A   | 7.4                          | 0.63 |
| Spring Hill Road                                                                      | EB          | C   | 22.3                         | 0.46 | C   | 20.4                           | 0.42 | C   | 28.5                         | 0.62 |
| Office Driveway                                                                       | WB          | A   | 0.0                          | 0.00 | A   | 0.0                            | 0.00 | A   | 0.3                          | 0.04 |
| Route 111                                                                             | NB          | A   | 1.4                          | 0.29 | A   | 4.7                            | 0.63 | A   | 7.2                          | 0.63 |
|                                                                                       | SB          | A   | 5.9                          | 0.59 | A   | 2.2                            | 0.36 | A   | 5.1                          | 0.57 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Purdy Hill Road                   |             |     |                              |      |     |                                |      |     |                              |      |
| Overall                                                                               |             | D   | 54.4                         | 1.48 | C   | 25.0                           | 1.13 | C   | 31.4                         | 1.27 |
| Purdy Hill Road                                                                       | EBL         | C   | 22.9                         | 0.21 | C   | 29.7                           | 0.54 | D   | 35.8                         | 0.68 |
|                                                                                       | EBTR        | B   | 15.2                         | 0.48 | C   | 27.9                           | 0.70 | C   | 21.6                         | 0.63 |
|                                                                                       | WBL         | F   | 260.1                        | 1.48 | F   | 138.6                          | 1.13 | F   | 183.7                        | 1.27 |
|                                                                                       | WBTR        | C   | 21.3                         | 0.36 | B   | 18.9                           | 0.47 | B   | 16.2                         | 0.39 |
| Route 111                                                                             | NBL         | D   | 42.9                         | 0.52 | D   | 53.5                           | 0.78 | D   | 51.8                         | 0.69 |
|                                                                                       | NBTR        | A   | 9.2                          | 0.34 | A   | 6.5                            | 0.74 | A   | 3.5                          | 0.58 |
|                                                                                       | SBL         | B   | 18.4                         | 0.12 | D   | 46.0                           | 0.56 | D   | 38.2                         | 0.56 |
|                                                                                       | SBTR        | C   | 29.9                         | 0.85 | C   | 22.6                           | 0.64 | C   | 29.0                         | 0.84 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Village Plaza/McDonald's Driveway |             |     |                              |      |     |                                |      |     |                              |      |
| Overall                                                                               |             | D   | 42.4                         | 1.10 | B   | 12.0                           | 0.82 | B   | 15.5                         | 0.89 |
| Village Plaza Driveway                                                                | EBLT        | D   | 37.4                         | 0.10 | E   | 60.7                           | 0.67 | E   | 78.9                         | 0.83 |
|                                                                                       | EBR         | A   | 0.8                          | 0.10 | A   | 9.8                            | 0.29 | B   | 12.1                         | 0.43 |
| McDonald's Driveway                                                                   | WBLT        | D   | 47.2                         | 0.46 | D   | 41.9                           | 0.31 | D   | 47.8                         | 0.45 |
|                                                                                       | WBR         | A   | 6.8                          | 0.25 | A   | 8.6                            | 0.26 | A   | 9.2                          | 0.27 |
|                                                                                       | NBL         | A   | 5.4                          | 0.22 | A   | 3.3                            | 0.20 | A   | 8.3                          | 0.41 |
| Route 111                                                                             | NBTR        | A   | 3.3                          | 0.40 | B   | 11.8                           | 0.82 | B   | 11.7                         | 0.81 |
|                                                                                       | SBL         | A   | 4.5                          | 0.15 | A   | 7.6                            | 0.31 | A   | 5.3                          | 0.29 |
|                                                                                       | SBTR        | E   | 64.2                         | 1.10 | A   | 6.2                            | 0.65 | B   | 12.3                         | 0.89 |

TABLE 3-2 (Continued)

Study Area Signalized Intersection Operational Summary - 2040 Background - LOS

|                                                                                   | Lane Use | LOS | Weekday Morning Peak Hour |      | LOS | Weekday Afternoon Peak Hour |      | LOS | Saturday Midday Peak Hour |      |
|-----------------------------------------------------------------------------------|----------|-----|---------------------------|------|-----|-----------------------------|------|-----|---------------------------|------|
|                                                                                   |          |     | Avg. Delay (s/veh)        | v/c  |     | Avg. Delay (s/veh)          | v/c  |     | Avg. Delay (s/veh)        | v/c  |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Elm Street                    |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                           |          | D   | 41.9                      | 1.00 | F   | 83.0                        | 1.53 | F   | 100.1                     | 1.54 |
| Elm Street                                                                        | EBLT     | E   | 62.3                      | 0.88 | F   | 289.0                       | 1.53 | F   | 292.4                     | 1.54 |
|                                                                                   | EBR      | C   | 20.9                      | 0.82 | A   | 6.6                         | 0.51 | A   | 6.5                       | 0.48 |
|                                                                                   | WBLT     | F   | 94.4                      | 1.00 | F   | 148.4                       | 1.19 | F   | 235.4                     | 1.40 |
|                                                                                   | WBR      | A   | 6.0                       | 0.09 | A   | 8.8                         | 0.23 | B   | 11.8                      | 0.27 |
| Route 111                                                                         | NBL      | C   | 30.0                      | 0.70 | B   | 15.6                        | 0.65 | C   | 31.7                      | 0.82 |
|                                                                                   | NBTR     | B   | 15.9                      | 0.42 | F   | 90.2                        | 1.12 | E   | 70.7                      | 1.06 |
|                                                                                   | SBL      | A   | 5.4                       | 0.07 | B   | 16.9                        | 0.49 | C   | 20.1                      | 0.59 |
|                                                                                   | SBTR     | D   | 52.7                      | 0.99 | C   | 32.8                        | 0.81 | F   | 94.6                      | 1.13 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Monroe/Comaro Plaza Driveways |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                           |          | B   | 17.1                      | 0.75 | C   | 24.1                        | 0.81 | C   | 34.5                      | 0.93 |
| Comaro Plaza Driveway                                                             | EBLT     | D   | 46.1                      | 0.27 | E   | 58.6                        | 0.61 | E   | 71.4                      | 0.72 |
|                                                                                   | EBR      | A   | 2.2                       | 0.26 | A   | 1.3                         | 0.20 | A   | 1.9                       | 0.26 |
| Monroe Plaza Driveway                                                             | WBLT     | C   | 32.8                      | 0.29 | C   | 34.7                        | 0.46 | D   | 43.8                      | 0.69 |
|                                                                                   | WBR      | A   | 0.3                       | 0.08 | A   | 7.2                         | 0.29 | A   | 9.8                       | 0.30 |
| Route 111                                                                         | NBL      | A   | 9.9                       | 0.12 | A   | 6.2                         | 0.09 | A   | 6.3                       | 0.24 |
|                                                                                   | NBTR     | B   | 18.8                      | 0.31 | C   | 34.9                        | 0.81 | D   | 47.8                      | 0.93 |
|                                                                                   | SBL      | A   | 4.8                       | 0.05 | A   | 8.6                         | 0.36 | B   | 19.4                      | 0.56 |
|                                                                                   | SBTR     | B   | 17.1                      | 0.75 | B   | 14.1                        | 0.54 | C   | 27.4                      | 0.82 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Cross Hill Road               |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                           |          | B   | 19.9                      | 0.84 | D   | 35.6                        | 1.00 | C   | 27.2                      | 0.95 |
| Cross Hill Road                                                                   | EBL      | D   | 47.9                      | 0.68 | E   | 60.3                        | 0.92 | D   | 52.6                      | 0.81 |
|                                                                                   | EBTR     | B   | 12.8                      | 0.15 | C   | 20.5                        | 0.41 | B   | 15.6                      | 0.31 |
|                                                                                   | WBL      | D   | 41.4                      | 0.59 | C   | 25.6                        | 0.36 | D   | 35.6                      | 0.59 |
|                                                                                   | WBTR     | C   | 22.0                      | 0.35 | B   | 16.2                        | 0.27 | C   | 21.7                      | 0.39 |
| Route 111                                                                         | NBL      | A   | 2.1                       | 0.06 | A   | 6.8                         | 0.25 | A   | 8.7                       | 0.37 |
|                                                                                   | NBTR     | A   | 2.3                       | 0.32 | D   | 44.5                        | 1.00 | C   | 25.6                      | 0.95 |
|                                                                                   | SBL      | A   | 7.5                       | 0.02 | F   | 121.3                       | 1.00 | D   | 48.5                      | 0.66 |
|                                                                                   | SBTR     | B   | 19.5                      | 0.84 | B   | 14.9                        | 0.69 | C   | 24.4                      | 0.83 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Century Plaza Driveway        |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                           |          | A   | 7.0                       | 0.67 | B   | 12.3                        | 0.73 | B   | 14.2                      | 0.81 |
| Century Plaza Driveway                                                            | EBL      | D   | 38.1                      | 0.08 | D   | 48.7                        | 0.66 | D   | 46.1                      | 0.51 |
|                                                                                   | EBR      | B   | 15.4                      | 0.20 | A   | 9.4                         | 0.44 | B   | 11.8                      | 0.56 |
| Route 111                                                                         | NBL      | A   | 0.8                       | 0.06 | A   | 3.9                         | 0.39 | A   | 6.9                       | 0.48 |
|                                                                                   | NBT      | A   | 1.1                       | 0.34 | A   | 6.5                         | 0.73 | A   | 3.9                       | 0.61 |
|                                                                                   | SB       | A   | 9.7                       | 0.67 | B   | 15.4                        | 0.59 | C   | 22.5                      | 0.81 |

TABLE 3-3

Study Area Unsignalized Intersection Operational Summary - 2040 Background - LOS

|                                                                                  | Lane Use | LOS | Weekday Morning Peak Hour Avg. Delay (s/veh) | v/c  | LOS | Weekday Afternoon Peak Hour Avg. Delay (s/veh) | v/c   | LOS  | Saturday Midday Peak Hour Avg. Delay (s/veh) | v/c  |
|----------------------------------------------------------------------------------|----------|-----|----------------------------------------------|------|-----|------------------------------------------------|-------|------|----------------------------------------------|------|
| Unsignalized TWSC - Route 25 (Main Street) at Brook Street                       |          |     |                                              |      |     |                                                |       |      |                                              |      |
| Brook Street                                                                     | WB       | A   | 0.0                                          | 0.00 | A   | 0.0                                            | 0.00  | A    | 0.0                                          | 0.00 |
| Route 25                                                                         | SBL      | A   | 0.0                                          | 0.00 | A   | 0.0                                            | 0.00  | B    | 14.5                                         | 0.03 |
| Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road                       |          |     |                                              |      |     |                                                |       |      |                                              |      |
| Spring Hill Road                                                                 | EBL      | A   | 7.6                                          | 0.05 | A   | 8.7                                            | 0.34  | A    | 7.6                                          | 0.12 |
| Cutler's Farm Road                                                               | SB       | B   | 11.0                                         | 0.36 | C   | 15.8                                           | 0.48  | B    | 10.6                                         | 0.27 |
| Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road                        |          |     |                                              |      |     |                                                |       |      |                                              |      |
| Overall                                                                          |          | E   | 36.3                                         | 0.97 | F   | 147.2                                          | 1.56  | F    | 63.2                                         | 1.11 |
| Cutler's Farm Road                                                               | NB       | B   | 11.4                                         | 0.19 | F   | 61.6                                           | 1.05  | C    | 20.8                                         | 0.51 |
|                                                                                  | EB       | B   | 13.5                                         | 0.35 |     | F                                              | 271.9 | 1.56 | F                                            | 56.9 |
| Purdy Hill Road                                                                  | WB       | C   | 15.9                                         | 0.50 | F   | 74.2                                           | 1.14  | D    | 35.0                                         | 0.81 |
| Cutler's Farm Road                                                               | SB       | F   | 55.8                                         | 0.97 | F   | 107.8                                          | 1.25  | F    | 103.3                                        | 1.11 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Old Mine Road             |          |     |                                              |      |     |                                                |       |      |                                              |      |
| Old Mine Road                                                                    | WB       | F   | 198.6                                        | 0.64 | F   | 926.7                                          | 1.79  | F    | 183.3                                        | 0.61 |
| Route 111                                                                        | SBL      | A   | 0.0                                          | 0.00 | C   | 17.0                                           | 0.07  | B    | 13.5                                         | 0.03 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Trefoil Plaza Driveway    |          |     |                                              |      |     |                                                |       |      |                                              |      |
| Route 111                                                                        | NBL      | C   | 17.6                                         | 0.31 | E   | 37.5                                           | 0.66  | C    | 15.8                                         | 0.30 |
| Trefoil Plaza Driveway                                                           | EBL      | F   | 1182.8                                       | 2.38 | F   | 13300.4                                        | 25.36 | F    | 1632.4                                       | 3.75 |
|                                                                                  | EBR      | C   | 19.6                                         | 0.27 | D   | 32.8                                           | 0.51  | C    | 22.8                                         | 0.47 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Woodland Hills Drive      |          |     |                                              |      |     |                                                |       |      |                                              |      |
| Woodland Hills Drive                                                             | EBR      | C   | 16.1                                         | 0.10 | C   | 20.9                                           | 0.10  | C    | 15.1                                         | 0.07 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Tennis Club Driveway      |          |     |                                              |      |     |                                                |       |      |                                              |      |
| Route 111                                                                        | NBL      | B   | 13.5                                         | 0.03 | A   | 0.0                                            | 0.00  | A    | 0.0                                          | 0.00 |
| Tennis Club Driveway                                                             | EB       | A   | 0.0                                          | 0.00 | C   | 22.4                                           | 0.06  | F    | 87.7                                         | 0.37 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES South Driveway  |          |     |                                              |      |     |                                                |       |      |                                              |      |
| Route 111                                                                        | NBL      | B   | 12.8                                         | 0.13 | A   | 9.9                                            | 0.02  | --   | --                                           | --   |
| Monroe ES South Drive                                                            | EB       | F   | 340.3                                        | 1.49 | F   | 184.8                                          | 0.95  | --   | --                                           | --   |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES Middle Driveway |          |     |                                              |      |     |                                                |       |      |                                              |      |
| Monroe ES Middle Drive                                                           | EBL      | F   | 109.1                                        | 0.31 | F   | 161.4                                          | 0.63  | --   | --                                           | --   |
|                                                                                  | EBR      | D   | 27.6                                         | 0.16 | C   | 16.5                                           | 0.09  | --   | --                                           | --   |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES North Driveway  |          |     |                                              |      |     |                                                |       |      |                                              |      |
| Route 111                                                                        | NBL      | B   | 12.7                                         | 0.03 | A   | 0.0                                            | 0.00  | --   | --                                           | --   |
| Center One Eleven Drive                                                          | WBTL     | F   | 94.9                                         | 0.24 | F   | 170.0                                          | 0.58  | --   | --                                           | --   |
|                                                                                  | WBR      | B   | 12.9                                         | 0.03 | D   | 34.1                                           | 0.34  | --   | --                                           | --   |
| Route 111                                                                        | SBL      | A   | 8.9                                          | 0.01 | B   | 12.5                                           | 0.04  | --   | --                                           | --   |

**TABLE 3-4**  
Study Area Signalized Intersection Operational Summary - 2040 Background Conditions - Queues

|                                                                                   |             |                      | Weekday Morning<br>Peak Hour |                  | Weekday Afternoon<br>Peak Hour |                  | Saturday Midday<br>Peak Hour |                  |
|-----------------------------------------------------------------------------------|-------------|----------------------|------------------------------|------------------|--------------------------------|------------------|------------------------------|------------------|
|                                                                                   | Lane<br>Use | Available<br>Storage | Avg.<br>Queues               | Design<br>Queues | Avg.<br>Queues                 | Design<br>Queues | Avg.<br>Queues               | Design<br>Queues |
| <b>Traffic Signal - Route 25 (Main Street) at Route 111 (Main St/Monroe Tpke)</b> |             |                      |                              |                  |                                |                  |                              |                  |
| Route 25                                                                          | EBL         | 225                  | 264                          | 420              | 90                             | 175              | 205                          | 361              |
|                                                                                   | EBT         |                      | 767                          | 906              | 724                            | 863              | 654                          | 793              |
|                                                                                   | EBR         | 875                  | 10                           | 48               | 117                            | 195              | 148                          | 237              |
|                                                                                   | WBL         | 175                  | 75                           | 185              | 259                            | 424              | 101                          | 201              |
|                                                                                   | WBT         |                      | 514                          | 650              | 816                            | 955              | 481                          | 637              |
| Route 111                                                                         | WBR         | 500                  | 1028                         | 1292             | 1021                           | 1284             | 382                          | 575              |
|                                                                                   | NBL         | 430                  | 191                          | 337              | 348                            | 499              | 398                          | 586              |
|                                                                                   | NBT         |                      | 172                          | 270              | 260                            | 348              | 267                          | 382              |
|                                                                                   | NBR         | 100                  | 91                           | 235              | 0                              | 50               | 0                            | 43               |
|                                                                                   | SBL         | 500                  | 475                          | 607              | 732                            | 757              | 396                          | 484              |
|                                                                                   | SBTR        |                      | 253                          | 370              | 1081                           | 1179             | 761                          | 936              |
| <b>Traffic Signal - Route 25 (Main Street) at Tashua Road</b>                     |             |                      |                              |                  |                                |                  |                              |                  |
| Tashua Road                                                                       | EBL         |                      | 46                           | 86               | 73                             | 115              | 93                           | 158              |
|                                                                                   | EBR         | 185                  | 89                           | 142              | 62                             | 101              | 90                           | 155              |
| Route 25                                                                          | NBL         | 385                  | 12                           | 60               | 57                             | 158              | 46                           | 130              |
|                                                                                   | NBT         |                      | 1112                         | 1438             | 1593                           | 1883             | 1368                         | 1643             |
|                                                                                   | SB          |                      | 1243                         | 239              | 1732                           | 256              | 1776                         | 1077             |
| <b>Traffic Signal - Route 25 (Main Street) at Spring Hill Road</b>                |             |                      |                              |                  |                                |                  |                              |                  |
| Spring Hill Road                                                                  | WBL         | 235                  | 63                           | 106              | 98                             | 146              | 141                          | 280              |
|                                                                                   | WBR         |                      | 0                            | 35               | 0                              | 39               | 0                            | 59               |
|                                                                                   | NBT         |                      | 1050                         | 817              | 1475                           | 774              | 1319                         | 791              |
| Route 25                                                                          | NBR         | 175                  | 2                            | 2                | 2                              | 1                | 4                            | 2                |
|                                                                                   | SBL         | 160                  | 13                           | 63               | 28                             | 86               | 40                           | 105              |
|                                                                                   | SBT         |                      | 1179                         | 1498             | 1575                           | 1837             | 1468                         | 1729             |
| <b>Traffic Signal - Route 25 (Main Street) at Victoria Drive</b>                  |             |                      |                              |                  |                                |                  |                              |                  |
| Victoria Drive                                                                    | WBL         |                      | 43                           | 77               | 164                            | 238              | 157                          | 246              |
|                                                                                   | WBR         | 140                  | 17                           | 40               | 78                             | 113              | 70                           | 112              |
|                                                                                   | NBTR        |                      | 223                          | 335              | 580                            | 811              | 562                          | 806              |
| Route 25                                                                          | SBL         | 250                  | 7                            | 20               | 27                             | 88               | 47                           | 120              |
|                                                                                   | SBT         |                      | 808                          | 1146             | 1072                           | 1406             | 921                          | 1264             |
| <b>Traffic Signal - Route 25 (Main Street) at Pond View /Duchess Driveways</b>    |             |                      |                              |                  |                                |                  |                              |                  |
| Pond View Driveway                                                                | EBLT        |                      | 99                           | 197              | 478                            | 634              | 569                          | 725              |
|                                                                                   | EBR         |                      | 125                          | 278              | 172                            | 266              | 178                          | 272              |
| Duchess Driveway                                                                  | WB          |                      | 0                            | 0                | 0                              | 5                | 2                            | 42               |
|                                                                                   | NBL         | 150                  | 72                           | 205              | 255                            | 434              | 318                          | 507              |
| Route 25                                                                          | NBTR        |                      | 105                          | 124              | 304                            | 356              | 262                          | 307              |
|                                                                                   | SBLT        |                      | 1434                         | 271              | 1744                           | 251              | 1960                         | 1093             |
|                                                                                   | SBR         | 220                  | 4                            | 0                | 26                             | 1                | 50                           | 18               |
| <b>Traffic Signal - Route 25 (Main Street) at Judd Road /Purdy Hill Road</b>      |             |                      |                              |                  |                                |                  |                              |                  |
| Judd Road                                                                         | EBL         | 120                  | 109                          | 190              | 204                            | 344              | 94                           | 213              |
|                                                                                   | EBTR        |                      | 138                          | 192              | 310                            | 428              | 131                          | 213              |
| Purdy Hill Road                                                                   | WBL         | 125                  | 206                          | 362              | 286                            | 454              | 414                          | 554              |
|                                                                                   | WBTR        |                      | 186                          | 279              | 430                            | 652              | 270                          | 365              |
|                                                                                   | NBL         | 220                  | 119                          | 234              | 99                             | 180              | 81                           | 152              |
| Route 25                                                                          | NBTR        |                      | 247                          | 366              | 782                            | 791              | 703                          | 680              |
|                                                                                   | SBL         | 130                  | 10                           | 32               | 80                             | 176              | 95                           | 182              |
|                                                                                   | SBTR        |                      | 1670                         | 1938             | 2007                           | 2273             | 2096                         | 2360             |
| <b>Traffic Signal - Route 25 (Main Street) at Green Street</b>                    |             |                      |                              |                  |                                |                  |                              |                  |
| Church Driveway                                                                   | EB          | 75                   | 0                            | 0                | 0                              | 0                | 0                            | 0                |
| Green Street                                                                      | WBL         | 115                  | 37                           | 65               | 34                             | 71               | 25                           | 56               |
|                                                                                   | WBTR        |                      | 0                            | 37               | 0                              | 0                | 0                            | 0                |
|                                                                                   | NBL         | 40                   | 0                            | 0                | 0                              | 0                | 0                            | 0                |
| Route 25                                                                          | NBT         |                      | 628                          | 1159             | 641                            | 1036             | 1199                         | 1490             |
|                                                                                   | NBR         | 175                  | 0                            | 0                | 0                              | 0                | 0                            | 0                |
|                                                                                   | SBL         |                      | 59                           | 116              | 313                            | 320              | 118                          | 120              |
|                                                                                   | SBTR        |                      | 474                          | 1293             | 537                            | 623              | 1113                         | 782              |

**TABLE 3-4 (Continued)**  
Study Area Signalized Intersection Operational Summary - 2040 Background Conditions - Queues

|                                                                                       | Lane Use | Available Storage | Weekday Morning Peak Hour |               | Weekday Afternoon Peak Hour |               | Saturday Midday Peak Hour |               |
|---------------------------------------------------------------------------------------|----------|-------------------|---------------------------|---------------|-----------------------------|---------------|---------------------------|---------------|
|                                                                                       |          |                   | Avg. Queues               | Design Queues | Avg. Queues                 | Design Queues | Avg. Queues               | Design Queues |
| Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)                     |          |                   |                           |               |                             |               |                           |               |
| Route 59                                                                              | EBL      | 375               | 88                        | 130           | 156                         | 298           | 109                       | 178           |
|                                                                                       | EBLT     |                   | 88                        | 130           | 158                         | 302           | 109                       | 178           |
| North Commercial Drive                                                                | EBR      | 370               | 120                       | 131           | 104                         | 167           | 8                         | 43            |
|                                                                                       | WB       | 85                | 8                         | 24            | 16                          | 38            | 14                        | 34            |
| Route 25                                                                              | NBL      | 250               | 385                       | 483           | 337                         | 448           | 199                       | 146           |
|                                                                                       | NBTR     |                   | 101                       | 213           | 1206                        | 1493          | 191                       | 645           |
|                                                                                       | SBLT     |                   | 277                       | 514           | 494                         | 738           | 467                       | 735           |
|                                                                                       | SBR      | 170               | 27                        | 101           | 5                           | 42            | 2                         | 35            |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at United Healthcare Driveway        |          |                   |                           |               |                             |               |                           |               |
| United Healthcare Drive                                                               | WBL      |                   | 20                        | 43            | 120                         | 160           | 20                        | 43            |
|                                                                                       | WBR      | 60                | 0                         | 13            | 5                           | 26            | 0                         | 13            |
| Route 111                                                                             | NBTR     |                   | 281                       | 523           | 194                         | 504           | 105                       | 308           |
|                                                                                       | SBL      | 225               | 36                        | 53            | 5                           | 7             | 9                         | 14            |
|                                                                                       | SBT      |                   | 11                        | 133           | 104                         | 222           | 7                         | 135           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Trefoil Drive/Home Depot Driveway |          |                   |                           |               |                             |               |                           |               |
| Trefoil Drive                                                                         | EBL      |                   | 25                        | 48            | 38                          | 62            | 25                        | 52            |
|                                                                                       | EBTR     | 130               | 5                         | 40            | 38                          | 75            | 26                        | 62            |
| Home Depot Driveway                                                                   | WBL      | 90                | 26                        | 52            | 37                          | 70            | 90                        | 210           |
|                                                                                       | WBTR     |                   | 5                         | 25            | 9                           | 35            | 20                        | 74            |
| Route 111                                                                             | NBL      | 250               | 112                       | 191           | 187                         | 299           | 73                        | 213           |
|                                                                                       | NBT      |                   | 41                        | 90            | 66                          | 404           | 194                       | 226           |
|                                                                                       | NBR      | 250               | 0                         | 2             | 0                           | 3             | 29                        | 14            |
|                                                                                       | SBL      | 200               | 19                        | 32            | 27                          | 38            | 70                        | 96            |
|                                                                                       | SBTR     |                   | 313                       | 422           | 387                         | 491           | 248                       | 338           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Technology Drive/Corporate Drive  |          |                   |                           |               |                             |               |                           |               |
| Technology Drive                                                                      | EBL      |                   | 9                         | 27            | 33                          | 64            | 5                         | 18            |
|                                                                                       | EBLTR    | 115               | 0                         | 0             | 0                           | 12            | 0                         | 0             |
| Corporate Drive                                                                       | WBL      |                   | 18                        | 45            | 149                         | 248           | 21                        | 49            |
|                                                                                       | WBLTR    | 125               | 0                         | 0             | 35                          | 86            | 0                         | 0             |
| Route 111                                                                             | NBL      | 150               | 1                         | 44            | 1                           | 2             | 1                         | 1             |
|                                                                                       | NBTR     |                   | 0                         | 237           | 174                         | 536           | 41                        | 76            |
|                                                                                       | SBL      | 325               | 18                        | 58            | 7                           | 22            | 7                         | 12            |
|                                                                                       | SBTR     |                   | 127                       | 400           | 222                         | 313           | 157                       | 213           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Spring Hill Road/Office Driveway  |          |                   |                           |               |                             |               |                           |               |
| Spring Hill Road                                                                      | EB       |                   | 19                        | 48            | 13                          | 42            | 44                        | 77            |
| Office Driveway                                                                       | WB       | 50                | 0                         | 0             | 0                           | 0             | 0                         | 0             |
|                                                                                       | NB       |                   | 4                         | 6             | 26                          | 123           | 62                        | 396           |
| Route 111                                                                             | SB       |                   | 125                       | 231           | 38                          | 63            | 87                        | 143           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Purdy Hill Road                   |          |                   |                           |               |                             |               |                           |               |
| Purdy Hill Road                                                                       | EBL      |                   | 26                        | 56            | 52                          | 97            | 79                        | 159           |
|                                                                                       | EBTR     | 130               | 63                        | 122           | 125                         | 191           | 93                        | 164           |
| Route 111                                                                             | WBL      | 110               | 277                       | 454           | 100                         | 208           | 136                       | 265           |
|                                                                                       | WBTR     |                   | 72                        | 134           | 66                          | 124           | 49                        | 103           |
|                                                                                       | NBL      | 350               | 47                        | 94            | 78                          | 177           | 71                        | 137           |
|                                                                                       | NBTR     |                   | 77                        | 108           | 21                          | 132           | 13                        | 100           |
|                                                                                       | SBL      | 125               | 10                        | 31            | 21                          | 71            | 29                        | 93            |
|                                                                                       | SBTR     |                   | 268                       | 415           | 145                         | 191           | 210                       | 327           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Village Plaza/McDonald's Driveway |          |                   |                           |               |                             |               |                           |               |
| Village Plaza Driveway                                                                | EBLT     | 80                | 7                         | 21            | 54                          | 100           | 70                        | 159           |
|                                                                                       | EBR      | 80                | 0                         | 0             | 0                           | 23            | 0                         | 47            |
| McDonald's Driveway                                                                   | WBLT     |                   | 41                        | 73            | 25                          | 55            | 33                        | 65            |
|                                                                                       | WBR      | 35                | 0                         | 15            | 0                           | 25            | 0                         | 23            |
| Route 111                                                                             | NBL      | 120               | 3                         | 8             | 8                           | 16            | 8                         | 17            |
|                                                                                       | NBTR     |                   | 64                        | 114           | 303                         | 528           | 293                       | 506           |
|                                                                                       | SBL      | 125               | 10                        | 15            | 6                           | 13            | 6                         | 9             |
|                                                                                       | SBTR     |                   | 954                       | 1089          | 101                         | 168           | 143                       | 164           |

**TABLE 3-4 (Continued)**  
Study Area Signalized Intersection Operational Summary - 2040 Background Conditions - Queues

|                                                                                   | Lane Use | Available Storage | Weekday Morning Peak Hour |               | Weekday Afternoon Peak Hour |               | Saturday Midday Peak Hour |               |
|-----------------------------------------------------------------------------------|----------|-------------------|---------------------------|---------------|-----------------------------|---------------|---------------------------|---------------|
|                                                                                   |          |                   | Avg. Queues               | Design Queues | Avg. Queues                 | Design Queues | Avg. Queues               | Design Queues |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Elm Street                    |          |                   |                           |               |                             |               |                           |               |
| Elm Street                                                                        | EBLT     |                   | 141                       | 236           | 238                         | 344           | 260                       | 423           |
|                                                                                   | EBR      | 125               | 58                        | 169           | 0                           | 40            | 0                         | 59            |
|                                                                                   | WBLT     | 100               | 122                       | 227           | 229                         | 393           | 221                       | 321           |
|                                                                                   | WBR      |                   | 0                         | 19            | 21                          | 55            | 40                        | 64            |
| Route 111                                                                         | NBL      | 160               | 60                        | 104           | 70                          | 83            | 91                        | 128           |
|                                                                                   | NBTR     |                   | 134                       | 222           | 615                         | 896           | 551                       | 851           |
|                                                                                   | SBL      | 95                | 7                         | 9             | 23                          | 41            | 20                        | 34            |
|                                                                                   | SBTR     |                   | 568                       | 897           | 342                         | 552           | 603                       | 856           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Monroe/Comaro Plaza Driveways |          |                   |                           |               |                             |               |                           |               |
| Comaro Plaza Driveway                                                             | EBLT     | 35                | 14                        | 34            | 42                          | 87            | 48                        | 116           |
|                                                                                   | EBR      | 35                | 0                         | 0             | 0                           | 0             | 0                         | 0             |
| Monroe Plaza Driveway                                                             | WBLT     | 175               | 29                        | 55            | 54                          | 100           | 93                        | 162           |
|                                                                                   | WBR      | 175               | 0                         | 0             | 15                          | 55            | 28                        | 72            |
|                                                                                   | NBL      | 450               | 12                        | 28            | 10                          | 10            | 14                        | 13            |
| Route 111                                                                         | NBTR     |                   | 152                       | 239           | 475                         | 434           | 536                       | 498           |
|                                                                                   | SBL      | 145               | 3                         | 8             | 17                          | 33            | 24                        | 50            |
|                                                                                   | SBTR     |                   | 233                       | 693           | 158                         | 255           | 345                       | 622           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Cross Hill Road               |          |                   |                           |               |                             |               |                           |               |
| Cross Hill Road                                                                   | EBL      | 90                | 80                        | 111           | 178                         | 338           | 112                       | 148           |
|                                                                                   | EBTR     |                   | 6                         | 26            | 82                          | 146           | 39                        | 64            |
|                                                                                   | WBL      |                   | 79                        | 108           | 49                          | 87            | 93                        | 123           |
|                                                                                   | WBTR     | 95                | 41                        | 68            | 47                          | 84            | 67                        | 93            |
| Route 111                                                                         | NBL      | 90                | 1                         | 2             | 6                           | 11            | 6                         | 10            |
|                                                                                   | NBTR     |                   | 20                        | 30            | 604                         | 800           | 111                       | 796           |
|                                                                                   | SBL      | 45                | 2                         | 4             | 48                          | 116           | 9                         | 46            |
|                                                                                   | SBTR     |                   | 135                       | 780           | 111                         | 259           | 147                       | 724           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Century Plaza Driveway        |          |                   |                           |               |                             |               |                           |               |
| Century Plaza Driveway                                                            | EBL      | 120               | 7                         | 22            | 89                          | 126           | 55                        | 101           |
|                                                                                   | EBR      | 120               | 0                         | 24            | 0                           | 36            | 0                         | 59            |
|                                                                                   | NBL      | 280               | 0                         | 1             | 19                          | 31            | 12                        | 23            |
| Route 111                                                                         | NBT      |                   | 7                         | 9             | 218                         | 287           | 94                        | 167           |
|                                                                                   | SB       |                   | 211                       | 538           | 190                         | 404           | 336                       | 746           |

TABLE 3-5

Study Area Unsignalized Intersection Operational Summary - 2040 Background Conditions - Queues

|                                                                                         | Lane Use | Available Storage | Weekday Morning Peak Hour Design Queues | Weekday Afternoon Design Queues | Saturday Midday Peak Hour Design Queues |
|-----------------------------------------------------------------------------------------|----------|-------------------|-----------------------------------------|---------------------------------|-----------------------------------------|
| <b>Unsignalized TWSC - Route 25 (Main Street) at Brook Street</b>                       |          |                   |                                         |                                 |                                         |
| Brook Street                                                                            | WB       |                   | 0                                       | 0                               | 0                                       |
| Route 25                                                                                | SBL      |                   | 0                                       | 0                               | 3                                       |
| <b>Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road</b>                       |          |                   |                                         |                                 |                                         |
| Spring Hill Road                                                                        | EBL      |                   | 5                                       | 38                              | 10                                      |
| Cutler's Farm Road                                                                      | SB       |                   | 43                                      | 65                              | 28                                      |
| <b>Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road</b>                        |          |                   |                                         |                                 |                                         |
| Cutler's Farm Road                                                                      | NB       |                   | 18                                      | 208                             | 65                                      |
| Purdy Hill Road                                                                         | EB       |                   | 40                                      | 770                             | 265                                     |
|                                                                                         | WB       |                   | 70                                      | 253                             | 165                                     |
| Cutler's Farm Road                                                                      | SB       |                   | 375                                     | 345                             | 440                                     |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Old Mine Road</b>             |          |                   |                                         |                                 |                                         |
| Old Mine Road                                                                           | WB       |                   | 57                                      | 95                              | 55                                      |
| Route 111                                                                               | SBL      |                   | 0                                       | 5                               | 3                                       |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Trefoil Plaza Driveway</b>    |          |                   |                                         |                                 |                                         |
| Route 111                                                                               | NBL      | 95                | 33                                      | 110                             | 30                                      |
|                                                                                         | EBL      | 145               | 123                                     | 290                             | 245                                     |
| Trefoil Plaza Driveway                                                                  | EBR      | 25                | 25                                      | 68                              | 60                                      |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Woodland Hills Drive</b>      |          |                   |                                         |                                 |                                         |
| Woodland Hills Drive                                                                    | EBR      |                   | 0                                       | 0                               | 0                                       |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Tennis Club Driveway</b>      |          |                   |                                         |                                 |                                         |
| Route 111                                                                               | NBL      |                   | 3                                       | 0                               | 0                                       |
| Tennis Club Driveway                                                                    | EB       | 100               | 0                                       | 5                               | 35                                      |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES South Driveway</b>  |          |                   |                                         |                                 |                                         |
| Route 111                                                                               | NBL      |                   | 10                                      | 0                               | --                                      |
| Monroe ES South Drive                                                                   | EB       | 200               | 285                                     | 125                             | --                                      |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES Middle Driveway</b> |          |                   |                                         |                                 |                                         |
| Monroe ES Middle Drive                                                                  | EBL      | 25                | 15                                      | 8                               | --                                      |
|                                                                                         | EBR      | 25                | 0                                       | 0                               | --                                      |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES North Driveway</b>  |          |                   |                                         |                                 |                                         |
| Route 111                                                                               | NBL      |                   | 3                                       | 0                               | --                                      |
| Stop & Shop Plaza Drive                                                                 | WBTL     | 60                | 20                                      | 53                              | --                                      |
|                                                                                         | WBR      | 60                | 3                                       | 35                              | --                                      |
| Route 111                                                                               | SBL      |                   | 0                                       | 3                               | --                                      |

TABLE 3-6

Study Area Signalized Intersection Operational Summary - 2040 Background-Optimized - LOS

|                                                                            |          | Weekday Morning |                    |      | Weekday Afternoon |                    |      | Saturday Midday |                    |      |
|----------------------------------------------------------------------------|----------|-----------------|--------------------|------|-------------------|--------------------|------|-----------------|--------------------|------|
|                                                                            | Lane Use | LOS             | Avg. Delay (s/veh) | v/c  | LOS               | Avg. Delay (s/veh) | v/c  | LOS             | Avg. Delay (s/veh) | v/c  |
| Traffic Signal - Route 25 (Main Street) at Route 111 (Main St/Monroe Tpke) |          |                 |                    |      |                   |                    |      |                 |                    |      |
| Overall                                                                    |          | F               | 91.5               | 1.39 | F                 | 192.2              | 1.59 | F               | 111.3              | 1.36 |
| Route 25                                                                   | EBL      | F               | 177.6              | 1.17 | F                 | 238.0              | 1.27 | F               | 228.8              | 1.31 |
|                                                                            | EBT      | E               | 77.5               | 1.04 | F                 | 197.6              | 1.33 | F               | 134.7              | 1.18 |
|                                                                            | EBR      | A               | 3.6                | 0.18 | B                 | 18.5               | 0.46 | B               | 18.6               | 0.48 |
|                                                                            | WBL      | F               | 292.2              | 1.39 | F                 | 307.0              | 1.52 | F               | 229.4              | 1.26 |
|                                                                            | WBT      | E               | 67.4               | 0.97 | F                 | 158.5              | 1.25 | F               | 114.3              | 1.12 |
|                                                                            | WBR      | F               | 81.5               | 1.10 | F                 | 106.8              | 1.15 | C               | 29.4               | 0.82 |
|                                                                            | NBL      | F               | 114.3              | 0.96 | F                 | 291.7              | 1.50 | F               | 188.6              | 1.25 |
| Route 111                                                                  | NBT      | F               | 177.2              | 1.22 | E                 | 64.2               | 0.75 | E               | 71.6               | 0.83 |
|                                                                            | NBR      | E               | 63.6               | 0.94 | A                 | 7.9                | 0.37 | B               | 12.4               | 0.38 |
|                                                                            | SBL      | F               | 104.3              | 1.09 | F                 | 293.4              | 1.56 | E               | 75.5               | 0.97 |
|                                                                            | SBTR     | E               | 70.5               | 0.85 | F                 | 307.2              | 1.59 | F               | 212.0              | 1.36 |
| Traffic Signal - Route 25 (Main Street) at Tashua Road                     |          |                 |                    |      |                   |                    |      |                 |                    |      |
| Overall                                                                    |          | E               | 57.5               | 1.05 | F                 | 143.8              | 1.39 | F               | 139.7              | 1.39 |
| Tashua Road                                                                | EBL      | F               | 104.8              | 0.75 | F                 | 125.2              | 0.92 | F               | 115.9              | 0.92 |
| Route 25                                                                   | EBR      | E               | 56.4               | 0.79 | D                 | 45.8               | 0.54 | D               | 54.8               | 0.67 |
|                                                                            | NBL      | F               | 109.0              | 0.95 | F                 | 247.1              | 1.39 | F               | 251.2              | 1.39 |
|                                                                            | NBT      | E               | 55.8               | 1.00 | F                 | 134.9              | 1.24 | F               | 98.6               | 1.15 |
|                                                                            | SB       | D               | 53.3               | 1.05 | F                 | 151.5              | 1.30 | F               | 175.5              | 1.35 |
| Traffic Signal - Route 25 (Main Street) at Spring Hill Road                |          |                 |                    |      |                   |                    |      |                 |                    |      |
| Overall                                                                    |          | D               | 35.5               | 1.05 | F                 | 115.2              | 1.25 | F               | 100.1              | 1.37 |
| Spring Hill Road                                                           | WBL      | F               | 164.3              | 1.05 | F                 | 215.3              | 1.25 | F               | 248.3              | 1.37 |
|                                                                            | WBR      | C               | 21.6               | 0.55 | D                 | 46.0               | 0.75 | D               | 37.4               | 0.70 |
|                                                                            | NBT      | C               | 30.4               | 0.98 | F                 | 99.1               | 1.19 | E               | 73.0               | 1.13 |
| Route 25                                                                   | NBR      | A               | 0.5                | 0.13 | A                 | 0.9                | 0.10 | A               | 1.2                | 0.15 |
|                                                                            | SBL      | D               | 40.0               | 0.82 | F                 | 150.7              | 1.25 | F               | 185.7              | 1.30 |
|                                                                            | SBT      | C               | 34.9               | 1.04 | F                 | 133.2              | 1.25 | F               | 115.5              | 1.20 |
| Traffic Signal - Route 25 (Main Street) at Victoria Drive                  |          |                 |                    |      |                   |                    |      |                 |                    |      |
| Overall                                                                    |          | B               | 12.8               | 0.95 | D                 | 35.1               | 1.08 | C               | 20.8               | 0.99 |
| Victoria Drive                                                             | WBL      | F               | 111.8              | 0.82 | F                 | 122.1              | 1.05 | F               | 98.8               | 0.95 |
|                                                                            | WBR      | B               | 14.2               | 0.27 | D                 | 40.8               | 0.46 | C               | 35.0               | 0.39 |
|                                                                            | NBTR     | A               | 7.1                | 0.56 | A                 | 6.4                | 0.79 | A               | 7.8                | 0.81 |
| Route 25                                                                   | SBL      | A               | 1.0                | 0.30 | D                 | 38.6               | 0.84 | D               | 49.2               | 0.89 |
|                                                                            | SBT      | B               | 12.5               | 0.95 | D                 | 49.5               | 1.08 | B               | 14.6               | 0.99 |
| Traffic Signal - Route 25 (Main Street) at Pond View /Duchess Driveways    |          |                 |                    |      |                   |                    |      |                 |                    |      |
| Overall                                                                    |          | D               | 43.3               | 1.09 | F                 | 104.2              | 1.40 | F               | 144.1              | 1.57 |
| Pond View Driveway                                                         | EBLT     | F               | 124.5              | 0.88 | F                 | 227.9              | 1.36 | F               | 303.6              | 1.55 |
|                                                                            | EBR      | F               | 86.8               | 1.01 | D                 | 40.9               | 0.77 | D               | 42.9               | 0.79 |
| Duchess Driveway                                                           | WB       | A               | 1.0                | 0.09 | A                 | 3.1                | 0.09 | C               | 22.8               | 0.38 |
|                                                                            | NBL      | F               | 141.8              | 1.09 | F                 | 233.4              | 1.40 | F               | 303.4              | 1.57 |
| Route 25                                                                   | NBTR     | A               | 4.5                | 0.40 | C                 | 20.1               | 0.57 | B               | 20.0               | 0.52 |
|                                                                            | SBLT     | E               | 59.4               | 1.02 | F                 | 174.6              | 1.33 | F               | 247.2              | 1.49 |
|                                                                            | SBR      | A               | 2.9                | 0.18 | A                 | 6.2                | 0.35 | B               | 11.0               | 0.42 |
| Traffic Signal - Route 25 (Main Street) at Judd Road/Purdy Hill Road       |          |                 |                    |      |                   |                    |      |                 |                    |      |
| Overall                                                                    |          | F               | 88.7               | 1.28 | F                 | 147.1              | 1.99 | F               | 127.4              | 1.59 |
| Judd Road                                                                  | EBL      | F               | 109.7              | 0.87 | F                 | 520.3              | 1.99 | F               | 119.7              | 0.90 |
|                                                                            | EBTR     | E               | 66.9               | 0.60 | E                 | 58.6               | 0.75 | D               | 46.8               | 0.48 |
| Purdy Hill Road                                                            | WBL      | F               | 232.7              | 1.28 | F                 | 346.9              | 1.62 | F               | 324.6              | 1.59 |
|                                                                            | WBTR     | E               | 71.5               | 0.69 | F                 | 89.3               | 0.97 | E               | 76.1               | 0.82 |
|                                                                            | NBL      | F               | 235.2              | 1.26 | F                 | 238.0              | 1.26 | F               | 185.0              | 1.09 |
| Route 25                                                                   | NBTR     | B               | 14.4               | 0.47 | B                 | 18.9               | 0.90 | A               | 8.9                | 0.79 |
|                                                                            | SBL      | E               | 75.1               | 0.19 | F                 | 88.8               | 0.81 | E               | 77.3               | 0.78 |
|                                                                            | SBTR     | F               | 124.3              | 1.22 | F                 | 262.3              | 1.51 | F               | 226.7              | 1.43 |
| Traffic Signal - Route 25 (Main Street) at Green Street                    |          |                 |                    |      |                   |                    |      |                 |                    |      |
| Overall                                                                    |          | E               | 73.0               | 1.29 | C                 | 29.6               | 1.07 | F               | 93.7               | 1.34 |
| Church Driveway                                                            | EB       | A               | 0.0                | 0.00 | A                 | 0.0                | 0.00 | A               | 0.0                | 0.00 |
| Green Street                                                               | WBL      | E               | 62.6               | 0.27 | F                 | 134.2              | 0.81 | F               | 93.3               | 0.55 |
|                                                                            | WBTR     | F               | 180.9              | 1.29 | B                 | 14.0               | 0.66 | F               | 125.9              | 1.13 |
| Route 25                                                                   | NBL      | A               | 0.0                | 0.00 | A                 | 0.0                | 0.00 | A               | 0.0                | 0.00 |
|                                                                            | NBT      | C               | 33.7               | 0.92 | B                 | 17.8               | 0.94 | F               | 96.7               | 1.17 |
|                                                                            | NBR      | A               | 0.0                | 0.01 | A                 | 0.0                | 0.01 | A               | 0.0                | 0.01 |
|                                                                            | SBL      | E               | 60.2               | 0.84 | F                 | 100.4              | 1.07 | F               | 220.6              | 1.34 |
|                                                                            | SBTR     | E               | 72.1               | 1.01 | B                 | 18.2               | 0.93 | E               | 67.4               | 1.07 |

TABLE 3-6 (Continued)

Study Area Signalized Intersection Operational Summary - 2040 Background-Optimized - LOS

|                                                                   | Lane Use | LOS | Weekday Morning Peak Hour |      | LOS | Weekday Afternoon Peak Hour |      | LOS | Saturday Midday Peak Hour |      |
|-------------------------------------------------------------------|----------|-----|---------------------------|------|-----|-----------------------------|------|-----|---------------------------|------|
|                                                                   |          |     | Avg. Delay (s/veh)        | v/c  |     | Avg. Delay (s/veh)          | v/c  |     | Avg. Delay (s/veh)        | v/c  |
| Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road) |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                           |          | D   | 41.8                      | 0.93 | F   | 87.5                        | 1.31 | E   | 57.4                      | 1.19 |
| Route 59                                                          | EBL      | F   | 98.9                      | 0.81 | F   | 180.3                       | 1.20 | F   | 131.0                     | 1.01 |
|                                                                   | EBLT     | F   | 98.9                      | 0.81 | F   | 181.5                       | 1.20 | F   | 131.0                     | 1.01 |
|                                                                   | EBR      | C   | 33.1                      | 0.74 | F   | 104.4                       | 1.02 | E   | 59.6                      | 0.77 |
| North Commercial Drive                                            | WB       | E   | 78.6                      | 0.21 | F   | 95.8                        | 0.46 | F   | 120.6                     | 0.60 |
|                                                                   | NBL      | D   | 51.2                      | 0.93 | F   | 188.0                       | 1.31 | F   | 121.9                     | 1.19 |
| Route 25                                                          | NBTR     | D   | 42.4                      | 0.72 | F   | 81.4                        | 1.13 | E   | 59.8                      | 0.96 |
|                                                                   | SBLT     | D   | 40.8                      | 0.78 | D   | 37.9                        | 0.91 | C   | 30.1                      | 0.84 |
|                                                                   | SBR      | B   | 15.6                      | 0.60 | A   | 3.2                         | 0.26 | A   | 1.1                       | 0.26 |

|                                                                                       |      |          |            |             |          |             |             |          |            |             |
|---------------------------------------------------------------------------------------|------|----------|------------|-------------|----------|-------------|-------------|----------|------------|-------------|
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at United Healthcare Driveway</b> |      |          |            |             |          |             |             |          |            |             |
| <b>Overall</b>                                                                        |      | <b>A</b> | <b>8.3</b> | <b>0.66</b> | <b>B</b> | <b>12.7</b> | <b>0.82</b> | <b>A</b> | <b>4.2</b> | <b>0.53</b> |
| United Healthcare Drive                                                               | WBL  | E        | 57.0       | 0.41        | E        | 57.5        | 0.82        | D        | 43.0       | 0.34        |
|                                                                                       | WBR  | C        | 23.8       | 0.11        | B        | 18.9        | 0.21        | B        | 19.6       | 0.09        |
|                                                                                       | NBTR | A        | 8.8        | 0.66        | B        | 12.1        | 0.64        | A        | 4.9        | 0.53        |
| Route 111                                                                             | SBL  | D        | 47.2       | 0.57        | E        | 57.6        | 0.15        | D        | 37.0       | 0.22        |
|                                                                                       | SBT  | A        | 3.8        | 0.48        | A        | 5.4         | 0.74        | A        | 1.4        | 0.45        |

|                                                                                              |      |          |             |             |          |             |             |          |             |             |
|----------------------------------------------------------------------------------------------|------|----------|-------------|-------------|----------|-------------|-------------|----------|-------------|-------------|
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Trefoil Drive/Home Depot Driveway</b> |      |          |             |             |          |             |             |          |             |             |
| <b>Overall</b>                                                                               |      | <b>B</b> | <b>14.3</b> | <b>0.90</b> | <b>C</b> | <b>27.4</b> | <b>1.04</b> | <b>C</b> | <b>27.0</b> | <b>0.94</b> |
| Trefoil Drive                                                                                | EBL  | D        | 45.9        | 0.36        | D        | 39.0        | 0.38        | C        | 28.5        | 0.35        |
|                                                                                              | EBTR | B        | 12.2        | 0.56        | B        | 13.4        | 0.59        | B        | 12.5        | 0.43        |
| Home Depot Driveway                                                                          | WBL  | F        | 127.8       | 0.90        | F        | 150.9       | 1.04        | E        | 77.7        | 0.94        |
|                                                                                              | WBTR | B        | 18.2        | 0.20        | B        | 11.5        | 0.27        | A        | 9.2         | 0.44        |
|                                                                                              | NBL  | E        | 65.2        | 0.80        | F        | 88.4        | 0.93        | E        | 61.7        | 0.78        |
| Route 111                                                                                    | NBT  | A        | 2.2         | 0.46        | B        | 10.7        | 0.65        | B        | 18.1        | 0.64        |
|                                                                                              | NBR  | A        | 0.3         | 0.06        | A        | 1.4         | 0.10        | A        | 2.4         | 0.31        |
|                                                                                              | SBL  | E        | 57.8        | 0.41        | E        | 63.0        | 0.46        | D        | 54.7        | 0.77        |
|                                                                                              | SBTR | A        | 8.6         | 0.69        | C        | 28.0        | 0.95        | C        | 27.9        | 0.73        |

|                                                                                             |       |          |            |             |          |             |             |          |            |             |
|---------------------------------------------------------------------------------------------|-------|----------|------------|-------------|----------|-------------|-------------|----------|------------|-------------|
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Technology Drive/Corporate Drive</b> |       |          |            |             |          |             |             |          |            |             |
| <b>Overall</b>                                                                              |       | <b>A</b> | <b>6.8</b> | <b>0.56</b> | <b>C</b> | <b>24.1</b> | <b>0.88</b> | <b>A</b> | <b>3.7</b> | <b>0.53</b> |
| Technology Drive                                                                            | EBL   | E        | 55.1       | 0.26        | E        | 76.7        | 0.68        | D        | 40.8       | 0.12        |
|                                                                                             | EBLTR | A        | 2.5        | 0.21        | C        | 20.6        | 0.56        | A        | 1.0        | 0.12        |
| Corporate Drive                                                                             | WBL   | E        | 60.6       | 0.43        | E        | 67.1        | 0.88        | D        | 47.0       | 0.40        |
|                                                                                             | WBLTR | A        | 2.3        | 0.20        | C        | 27.7        | 0.67        | A        | 1.6        | 0.18        |
|                                                                                             | NBL   | B        | 12.2       | 0.42        | B        | 12.7        | 0.16        | A        | 1.2        | 0.03        |
| Route 111                                                                                   | NBTR  | A        | 6.9        | 0.45        | B        | 19.5        | 0.74        | A        | 3.1        | 0.53        |
|                                                                                             | SBL   | A        | 4.0        | 0.41        | A        | 9.5         | 0.20        | A        | 1.5        | 0.11        |
|                                                                                             | SBTR  | A        | 4.4        | 0.56        | B        | 14.6        | 0.54        | A        | 2.3        | 0.42        |

|                                                                                             |    |          |            |             |          |            |             |          |            |             |
|---------------------------------------------------------------------------------------------|----|----------|------------|-------------|----------|------------|-------------|----------|------------|-------------|
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Spring Hill Road/Office Driveway</b> |    |          |            |             |          |            |             |          |            |             |
| <b>Overall</b>                                                                              |    | <b>A</b> | <b>5.0</b> | <b>0.59</b> | <b>A</b> | <b>4.3</b> | <b>0.59</b> | <b>A</b> | <b>6.3</b> | <b>0.68</b> |
| Spring Hill Road                                                                            | EB | D        | 43.9       | 0.59        | D        | 41.4       | 0.55        | D        | 39.1       | 0.68        |
| Office Driveway                                                                             | WB | A        | 0.0        | 0.00        | A        | 0.0        | 0.00        | A        | 0.3        | 0.05        |
| Route 111                                                                                   | NB | A        | 4.1        | 0.28        | A        | 2.9        | 0.59        | A        | 4.3        | 0.60        |
|                                                                                             | SB | A        | 2.9        | 0.57        | A        | 3.3        | 0.34        | A        | 4.4        | 0.54        |

|                                                                            |      |          |             |             |          |             |             |          |             |             |
|----------------------------------------------------------------------------|------|----------|-------------|-------------|----------|-------------|-------------|----------|-------------|-------------|
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Purdy Hill Road</b> |      |          |             |             |          |             |             |          |             |             |
| <b>Overall</b>                                                             |      | <b>C</b> | <b>33.0</b> | <b>0.98</b> | <b>C</b> | <b>26.2</b> | <b>1.01</b> | <b>C</b> | <b>26.6</b> | <b>0.98</b> |
| Purdy Hill Road                                                            | EBL  | B        | 18.4        | 0.15        | C        | 34.7        | 0.50        | C        | 29.2        | 0.57        |
|                                                                            | EBTR | B        | 11.9        | 0.38        | C        | 32.6        | 0.64        | B        | 19.7        | 0.55        |
|                                                                            | WBL  | E        | 72.4        | 0.98        | F        | 103.9       | 1.01        | F        | 80.7        | 0.98        |
|                                                                            | WBTR | B        | 17.5        | 0.27        | C        | 24.9        | 0.43        | B        | 15.6        | 0.33        |
|                                                                            | NBL  | F        | 122.6       | 0.90        | F        | 93.2        | 0.93        | F        | 102.2       | 0.98        |
| Route 111                                                                  | NBTR | A        | 7.3         | 0.41        | A        | 6.5         | 0.74        | A        | 4.3         | 0.62        |
|                                                                            | SBL  | B        | 17.0        | 0.13        | E        | 61.4        | 0.69        | D        | 45.9        | 0.61        |
|                                                                            | SBTR | D        | 36.3        | 0.95        | B        | 19.3        | 0.55        | C        | 29.0        | 0.78        |

|                                                                                              |      |          |             |             |          |             |             |          |             |             |
|----------------------------------------------------------------------------------------------|------|----------|-------------|-------------|----------|-------------|-------------|----------|-------------|-------------|
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Village Plaza/McDonald's Driveway</b> |      |          |             |             |          |             |             |          |             |             |
| <b>Overall</b>                                                                               |      | <b>C</b> | <b>25.5</b> | <b>1.03</b> | <b>B</b> | <b>10.4</b> | <b>0.80</b> | <b>B</b> | <b>15.1</b> | <b>0.90</b> |
| Village Plaza Driveway                                                                       | EBLT | D        | 47.3        | 0.12        | E        | 66.9        | 0.67        | F        | 82.2        | 0.85        |
|                                                                                              | EBR  | A        | 1.3         | 0.13        | B        | 13.0        | 0.31        | B        | 12.2        | 0.44        |
| McDonald's Driveway                                                                          | WBLT | E        | 64.6        | 0.58        | D        | 48.6        | 0.33        | D        | 46.6        | 0.45        |
|                                                                                              | WBR  | B        | 11.8        | 0.30        | B        | 11.7        | 0.28        | A        | 8.0         | 0.27        |
|                                                                                              | NBL  | B        | 10.8        | 0.26        | A        | 2.4         | 0.19        | A        | 8.6         | 0.42        |
| Route 111                                                                                    | NBTR | A        | 2.7         | 0.39        | A        | 8.3         | 0.80        | B        | 11.5        | 0.81        |
|                                                                                              | SBL  | A        | 3.5         | 0.14        | A        | 5.6         | 0.28        | A        | 4.5         | 0.30        |
|                                                                                              | SBTR | D        | 35.5        | 1.03        | A        | 5.1         | 0.63        | B        | 11.3        | 0.90        |

TABLE 3-6 (Continued)

Study Area Signalized Intersection Operational Summary - 2040 Background-Optimized - LOS

|                                                                                   | Lane Use | LOS | Weekday Morning Peak Hour |      | LOS | Weekday Afternoon Peak Hour |      | LOS | Saturday Midday Peak Hour |      |
|-----------------------------------------------------------------------------------|----------|-----|---------------------------|------|-----|-----------------------------|------|-----|---------------------------|------|
|                                                                                   |          |     | Avg. Delay (s/veh)        | v/c  |     | Avg. Delay (s/veh)          | v/c  |     | Avg. Delay (s/veh)        | v/c  |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Elm Street                    |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                           |          | D   | 41.5                      | 0.97 | E   | 58.1                        | 1.11 | F   | 84.6                      | 1.20 |
| Elm Street                                                                        | EBLT     | D   | 48.0                      | 0.73 | F   | 123.0                       | 1.11 | F   | 148.6                     | 1.20 |
|                                                                                   | EBR      | E   | 55.5                      | 0.97 | A   | 6.5                         | 0.47 | A   | 8.6                       | 0.47 |
|                                                                                   | WBLT     | E   | 56.7                      | 0.79 | E   | 63.3                        | 0.90 | F   | 101.7                     | 1.05 |
|                                                                                   | WBR      | A   | 6.8                       | 0.09 | A   | 4.3                         | 0.21 | A   | 8.9                       | 0.26 |
| Route 111                                                                         | NBL      | D   | 54.1                      | 0.88 | C   | 25.0                        | 0.77 | E   | 76.9                      | 1.04 |
|                                                                                   | NBTR     | B   | 15.8                      | 0.42 | F   | 91.2                        | 1.11 | F   | 89.2                      | 1.12 |
|                                                                                   | SBL      | A   | 8.0                       | 0.08 | D   | 42.1                        | 0.68 | C   | 32.4                      | 0.73 |
|                                                                                   | SBTR     | D   | 40.8                      | 0.96 | C   | 28.3                        | 0.80 | F   | 100.2                     | 1.15 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Monroe/Comaro Plaza Driveways |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                           |          | B   | 10.7                      | 0.68 | B   | 15.1                        | 0.74 | C   | 22.4                      | 0.88 |
| Comaro Plaza Driveway                                                             | EBLT     | E   | 57.6                      | 0.31 | E   | 74.6                        | 0.68 | F   | 80.5                      | 0.78 |
|                                                                                   | EBR      | A   | 8.2                       | 0.38 | A   | 3.5                         | 0.26 | A   | 4.2                       | 0.30 |
| Monroe Plaza Driveway                                                             | WBLT     | D   | 49.2                      | 0.41 | D   | 45.2                        | 0.52 | E   | 70.8                      | 0.88 |
|                                                                                   | WBR      | B   | 11.1                      | 0.11 | A   | 5.6                         | 0.30 | A   | 8.0                       | 0.32 |
| Route 111                                                                         | NBL      | A   | 2.0                       | 0.10 | A   | 3.1                         | 0.09 | A   | 3.3                       | 0.21 |
|                                                                                   | NBTR     | A   | 3.7                       | 0.28 | B   | 12.4                        | 0.74 | B   | 17.3                      | 0.86 |
|                                                                                   | SBL      | A   | 2.6                       | 0.04 | A   | 6.9                         | 0.32 | A   | 9.0                       | 0.49 |
|                                                                                   | SBTR     | B   | 10.5                      | 0.68 | B   | 11.3                        | 0.51 | B   | 18.5                      | 0.77 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Cross Hill Road               |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                           |          | B   | 19.5                      | 0.81 | C   | 33.5                        | 1.00 | C   | 22.1                      | 0.93 |
| Cross Hill Road                                                                   | EBL      | E   | 71.7                      | 0.81 | F   | 86.9                        | 1.00 | E   | 77.0                      | 0.93 |
|                                                                                   | EBTR     | B   | 16.7                      | 0.17 | C   | 26.9                        | 0.43 | B   | 19.4                      | 0.35 |
|                                                                                   | WBL      | D   | 54.9                      | 0.67 | C   | 32.9                        | 0.40 | D   | 42.8                      | 0.67 |
|                                                                                   | WBTR     | C   | 32.2                      | 0.40 | C   | 22.2                        | 0.29 | C   | 25.5                      | 0.43 |
| Route 111                                                                         | NBL      | A   | 3.0                       | 0.05 | A   | 9.9                         | 0.22 | A   | 6.5                       | 0.32 |
|                                                                                   | NBTR     | A   | 3.1                       | 0.30 | C   | 29.8                        | 0.94 | B   | 18.3                      | 0.92 |
|                                                                                   | SBL      | A   | 1.4                       | 0.02 | F   | 97.0                        | 0.93 | B   | 15.6                      | 0.49 |
|                                                                                   | SBTR     | B   | 11.0                      | 0.79 | B   | 11.2                        | 0.65 | B   | 10.2                      | 0.80 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Century Plaza Driveway        |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                           |          | A   | 6.2                       | 0.65 | B   | 12.3                        | 0.72 | B   | 12.4                      | 0.77 |
| Century Plaza Driveway                                                            | EBL      | D   | 45.9                      | 0.09 | E   | 61.3                        | 0.72 | D   | 48.5                      | 0.55 |
|                                                                                   | EBR      | B   | 18.0                      | 0.23 | B   | 10.8                        | 0.47 | B   | 12.9                      | 0.58 |
| Route 111                                                                         | NBL      | A   | 1.5                       | 0.06 | A   | 3.5                         | 0.37 | A   | 5.0                       | 0.50 |
|                                                                                   | NBT      | A   | 1.7                       | 0.34 | A   | 6.4                         | 0.71 | A   | 5.5                       | 0.60 |
|                                                                                   | SB       | A   | 7.8                       | 0.65 | B   | 12.2                        | 0.54 | B   | 16.4                      | 0.77 |

TABLE 3-7

Study Area Unsignalized Intersection Operational Summary - 2040 Background-Optimized - LOS

|                                                                                  | Lane Use | LOS | Weekday Morning Peak Hour<br>Avg. Delay (s/veh) | v/c  | LOS | Weekday Afternoon Peak Hour<br>Avg. Delay (s/veh) | v/c   | LOS | Saturday Midday Peak Hour<br>Avg. Delay (s/veh) | v/c  |
|----------------------------------------------------------------------------------|----------|-----|-------------------------------------------------|------|-----|---------------------------------------------------|-------|-----|-------------------------------------------------|------|
| Unsignalized TWSC - Route 25 (Main Street) at Brook Street                       |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
| Brook Street                                                                     | WB       | A   | 0.0                                             | 0.00 | A   | 0.0                                               | 0.00  | A   | 0.0                                             | 0.00 |
| Route 25                                                                         | SBL      | A   | 0.0                                             | 0.00 | A   | 0.0                                               | 0.00  | B   | 14.5                                            | 0.03 |
| Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road                       |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
| Spring Hill Road                                                                 | EBL      | A   | 7.6                                             | 0.05 | A   | 8.7                                               | 0.34  | A   | 7.6                                             | 0.12 |
| Cutler's Farm Road                                                               | SB       | B   | 11.0                                            | 0.36 | C   | 15.8                                              | 0.48  | B   | 10.5                                            | 0.27 |
| Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road                        |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
| Overall                                                                          |          | E   | 36.3                                            | 0.97 | F   | 147.2                                             | 1.56  | F   | 63.2                                            | 1.11 |
| Cutler's Farm Road                                                               | NB       | B   | 11.4                                            | 0.19 | F   | 61.6                                              | 1.05  | C   | 20.8                                            | 0.51 |
|                                                                                  | EB       | B   | 13.5                                            | 0.35 | F   | 271.9                                             | 1.56  | F   | 56.9                                            | 0.97 |
| Purdy Hill Road                                                                  | WB       | C   | 15.9                                            | 0.50 | F   | 74.2                                              | 1.14  | D   | 35.0                                            | 0.81 |
| Cutler's Farm Road                                                               | SB       | F   | 55.8                                            | 0.97 | F   | 107.8                                             | 1.25  | F   | 103.3                                           | 1.11 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Old Mine Road             |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
| Old Mine Road                                                                    | WB       | F   | 198.6                                           | 0.64 | F   | 403.6                                             | 1.00  | F   | 183.3                                           | 0.61 |
| Route 111                                                                        | SBL      | A   | 0.0                                             | 0.00 | C   | 17.0                                              | 0.07  | B   | 13.5                                            | 0.03 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Trefoil Plaza Driveway    |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
| Route 111                                                                        | NBL      | C   | 17.6                                            | 0.31 | E   | 37.5                                              | 0.66  | C   | 15.8                                            | 0.30 |
|                                                                                  | EBL      | F   | 1182.8                                          | 2.38 | F   | 13300.4                                           | 25.36 | F   | 1632.4                                          | 3.75 |
| Trefoil Plaza Driveway                                                           | EBR      | C   | 19.6                                            | 0.27 | D   | 32.8                                              | 0.51  | C   | 22.8                                            | 0.47 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Woodland Hills Drive      |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
| Woodland Hills Drive                                                             | EBR      | C   | 16.1                                            | 0.10 | C   | 20.9                                              | 0.10  | C   | 15.1                                            | 0.07 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Tennis Club Driveway      |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
| Route 111                                                                        | NBL      | B   | 13.5                                            | 0.03 | A   | 0.0                                               | 0.00  | A   | 0.0                                             | 0.00 |
| Tennis Club Driveway                                                             | EB       | A   | 0.0                                             | 0.00 | C   | 22.4                                              | 0.06  | F   | 87.7                                            | 0.37 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES South Driveway  |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
| Route 111                                                                        | NBL      | B   | 12.8                                            | 0.13 | A   | 9.9                                               | 0.02  | --  | --                                              | --   |
| Monroe ES South Drive                                                            | EB       | F   | 340.3                                           | 1.49 | F   | 184.8                                             | 0.95  | --  | --                                              | --   |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES Middle Driveway |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
|                                                                                  | EBL      | F   | 68.1                                            | 0.21 | F   | 161.4                                             | 0.63  | --  | --                                              | --   |
| Monroe ES Middle Drive                                                           | EBR      | D   | 27.6                                            | 0.16 | C   | 16.5                                              | 0.09  | --  | --                                              | --   |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES North Driveway  |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
| Route 111                                                                        | NBL      | B   | 12.7                                            | 0.03 | A   | 0.0                                               | 0.00  | --  | --                                              | --   |
|                                                                                  | WBTL     | F   | 94.9                                            | 0.24 | F   | 170.0                                             | 0.58  | --  | --                                              | --   |
| Center One Eleven Drive                                                          | WBR      | B   | 12.9                                            | 0.03 | D   | 34.1                                              | 0.34  | --  | --                                              | --   |
| Route 111                                                                        | SBL      | A   | 8.9                                             | 0.01 | B   | 12.5                                              | 0.04  | --  | --                                              | --   |

TABLE 3-8

Study Area Signalized Intersection Operational Summary - 2040 Background-Optimized Conditions - Queues

|                                                                            |             |                      | Weekday Morning<br>Peak Hour |                  | Weekday Afternoon<br>Peak Hour |                  | Saturday Midday<br>Peak Hour |                  |
|----------------------------------------------------------------------------|-------------|----------------------|------------------------------|------------------|--------------------------------|------------------|------------------------------|------------------|
|                                                                            | Lane<br>Use | Available<br>Storage | Avg.<br>Queues               | Design<br>Queues | Avg.<br>Queues                 | Design<br>Queues | Avg.<br>Queues               | Design<br>Queues |
| Traffic Signal - Route 25 (Main Street) at Route 111 (Main St/Monroe Tpke) |             |                      |                              |                  |                                |                  |                              |                  |
| Route 25                                                                   | EBL         | 225                  | 242                          | 413              | 143                            | 279              | 262                          | 361              |
|                                                                            | EBT         |                      | 797                          | 936              | 934                            | 1075             | 811                          | 793              |
|                                                                            | EBR         | 875                  | 10                           | 43               | 145                            | 233              | 184                          | 237              |
|                                                                            | WBL         | 175                  | 121                          | 244              | 329                            | 507              | 158                          | 201              |
|                                                                            | WBT         |                      | 590                          | 741              | 975                            | 1115             | 685                          | 637              |
| Route 111                                                                  | WBR         | 500                  | 1259                         | 1529             | 1308                           | 1578             | 540                          | 575              |
|                                                                            | NBL         | 430                  | 213                          | 366              | 425                            | 585              | 419                          | 586              |
|                                                                            | NBT         |                      | 257                          | 357              | 251                            | 301              | 262                          | 382              |
|                                                                            | NBR         | 100                  | 113                          | 282              | 0                              | 44               | 7                            | 43               |
|                                                                            | SBL         | 500                  | 605                          | 741              | 934                            | 936              | 458                          | 484              |
|                                                                            | SBTR        |                      | 343                          | 517              | 1236                           | 1312             | 889                          | 936              |
| Traffic Signal - Route 25 (Main Street) at Tashua Road                     |             |                      |                              |                  |                                |                  |                              |                  |
| Tashua Road                                                                | EBL         |                      | 82                           | 151              | 124                            | 210              | 155                          | 158              |
|                                                                            | EBR         | 185                  | 120                          | 203              | 89                             | 140              | 138                          | 155              |
|                                                                            | NBL         | 385                  | 48                           | 171              | 182                            | 345              | 161                          | 130              |
| Route 25                                                                   | NBT         |                      | 1183                         | 1724             | 2156                           | 2416             | 1837                         | 1643             |
|                                                                            | SB          |                      | 290                          | 116              | 2356                           | 288              | 2447                         | 1077             |
| Traffic Signal - Route 25 (Main Street) at Spring Hill Road                |             |                      |                              |                  |                                |                  |                              |                  |
| Spring Hill Road                                                           | WBL         | 235                  | 120                          | 213              | 198                            | 299              | 291                          | 280              |
|                                                                            | WBR         |                      | 0                            | 44               | 54                             | 109              | 56                           | 59               |
|                                                                            | NBT         |                      | 193                          | 234              | 1986                           | 331              | 1771                         | 791              |
| Route 25                                                                   | NBR         | 175                  | 1                            | 1                | 2                              | 1                | 7                            | 2                |
|                                                                            | SBL         | 160                  | 32                           | 37               | 108                            | 91               | 138                          | 105              |
|                                                                            | SBT         |                      | 1551                         | 1711             | 2121                           | 1889             | 1977                         | 1729             |
| Traffic Signal - Route 25 (Main Street) at Victoria Drive                  |             |                      |                              |                  |                                |                  |                              |                  |
| Victoria Drive                                                             | WBL         |                      | 98                           | 169              | 343                            | 447              | 299                          | 246              |
|                                                                            | WBR         | 140                  | 0                            | 36               | 139                            | 189              | 118                          | 112              |
|                                                                            | NBTR        |                      | 317                          | 331              | 347                            | 252              | 404                          | 806              |
| Route 25                                                                   | SBL         | 250                  | 4                            | 4                | 53                             | 32               | 96                           | 120              |
|                                                                            | SBT         |                      | 1461                         | 1438             | 1715                           | 712              | 1357                         | 1264             |
| Traffic Signal - Route 25 (Main Street) at Pond View /Duchess Driveways    |             |                      |                              |                  |                                |                  |                              |                  |
| Pond View Driveway                                                         | EBLT        |                      | 99                           | 197              | 478                            | 634              | 569                          | 725              |
|                                                                            | EBR         |                      | 125                          | 278              | 172                            | 266              | 178                          | 272              |
| Duchess Driveway                                                           | WB          |                      | 0                            | 0                | 0                              | 5                | 2                            | 42               |
|                                                                            | NBL         | 150                  | 75                           | 209              | 255                            | 364              | 318                          | 507              |
| Route 25                                                                   | NBTR        |                      | 132                          | 187              | 536                            | 634              | 514                          | 307              |
|                                                                            | SBLT        |                      | 1434                         | 499              | 1769                           | 887              | 1982                         | 1093             |
|                                                                            | SBR         | 220                  | 14                           | 8                | 47                             | 23               | 100                          | 18               |
| Traffic Signal - Route 25 (Main Street) at Judd Road /Purdy Hill Road      |             |                      |                              |                  |                                |                  |                              |                  |
| Judd Road                                                                  | EBL         | 120                  | 109                          | 190              | 204                            | 344              | 94                           | 213              |
|                                                                            | EBTR        |                      | 138                          | 192              | 310                            | 428              | 131                          | 213              |
| Purdy Hill Road                                                            | WBL         | 125                  | 206                          | 362              | 286                            | 454              | 414                          | 554              |
|                                                                            | WBTR        |                      | 186                          | 279              | 430                            | 652              | 270                          | 365              |
|                                                                            | NBL         | 220                  | 118                          | 236              | 101                            | 182              | 83                           | 152              |
| Route 25                                                                   | NBTR        |                      | 253                          | 443              | 264                            | 285              | 174                          | 680              |
|                                                                            | SBL         | 130                  | 10                           | 10               | 80                             | 89               | 94                           | 182              |
|                                                                            | SBTR        |                      | 1671                         | 1640             | 2028                           | 2234             | 2107                         | 2360             |
| Traffic Signal - Route 25 (Main Street) at Green Street                    |             |                      |                              |                  |                                |                  |                              |                  |
| Church Driveway                                                            | EB          | 75                   | 0                            | 0                | 0                              | 0                | 0                            | 0                |
|                                                                            | WBL         | 115                  | 54                           | 93               | 53                             | 139              | 45                           | 56               |
| Green Street                                                               | WBTR        |                      | 413                          | 547              | 0                              | 12               | 135                          | 0                |
|                                                                            | NBL         | 40                   | 0                            | 0                | 0                              | 0                | 0                            | 0                |
|                                                                            | NBT         |                      | 531                          | 931              | 1142                           | 1244             | 1863                         | 1490             |
| Route 25                                                                   | NBR         | 175                  | 0                            | 0                | 0                              | 0                | 0                            | 0                |
|                                                                            | SBL         |                      | 56                           | 136              | 364                            | 426              | 270                          | 120              |
|                                                                            | SBTR        |                      | 1475                         | 1776             | 207                            | 303              | 1793                         | 782              |

TABLE 3-8 (Continued)

Study Area Signalized Intersection Operational Summary - 2040 Background-Optimized Conditions - Queues

|                                                                                       | Lane Use | Available Storage | Weekday Morning Peak Hour |               | Weekday Afternoon Peak Hour |               | Saturday Midday Peak Hour |               |
|---------------------------------------------------------------------------------------|----------|-------------------|---------------------------|---------------|-----------------------------|---------------|---------------------------|---------------|
|                                                                                       |          |                   | Avg. Queues               | Design Queues | Avg. Queues                 | Design Queues | Avg. Queues               | Design Queues |
| Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)                     |          |                   |                           |               |                             |               |                           |               |
| Route 59                                                                              | EBL      | 375               | 137                       | 194           | 295                         | 483           | 200                       | 178           |
|                                                                                       | EBLT     |                   | 137                       | 194           | 298                         | 488           | 200                       | 178           |
| North Commercial Drive                                                                | EBR      | 370               | 343                       | 348           | 441                         | 501           | 211                       | 43            |
|                                                                                       | WB       | 85                | 13                        | 33            | 26                          | 54            | 26                        | 34            |
| Route 25                                                                              | NBL      | 250               | 430                       | 426           | 479                         | 615           | 307                       | 146           |
|                                                                                       | NBTR     |                   | 456                       | 650           | 1801                        | 2026          | 503                       | 645           |
|                                                                                       | SBLT     |                   | 518                       | 677           | 618                         | 810           | 567                       | 735           |
|                                                                                       | SBR      | 170               | 221                       | 385           | 36                          | 67            | 3                         | 35            |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at United Healthcare Driveway        |          |                   |                           |               |                             |               |                           |               |
| United Healthcare Drive                                                               | WBL      |                   | 33                        | 63            | 193                         | 235           | 26                        | 43            |
|                                                                                       | WBR      | 60                | 0                         | 16            | 20                          | 46            | 0                         | 13            |
| Route 111                                                                             | NBTR     |                   | 303                       | 390           | 254                         | 491           | 105                       | 308           |
|                                                                                       | SBL      | 225               | 55                        | 81            | 9                           | 10            | 12                        | 14            |
|                                                                                       | SBT      |                   | 137                       | 200           | 92                          | 122           | 54                        | 135           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Trefoil Drive/Home Depot Driveway |          |                   |                           |               |                             |               |                           |               |
| Trefoil Drive                                                                         | EBL      |                   | 39                        | 67            | 56                          | 95            | 31                        | 52            |
|                                                                                       | EBTR     | 130               | 8                         | 49            | 43                          | 94            | 42                        | 62            |
| Home Depot Driveway                                                                   | WBL      | 90                | 42                        | 86            | 59                          | 137           | 111                       | 210           |
|                                                                                       | WBTR     |                   | 8                         | 33            | 13                          | 47            | 28                        | 74            |
| Route 111                                                                             | NBL      | 250               | 134                       | 207           | 182                         | 326           | 76                        | 213           |
|                                                                                       | NBT      |                   | 10                        | 74            | 153                         | 155           | 227                       | 226           |
|                                                                                       | NBR      | 250               | 0                         | 2             | 0                           | 9             | 28                        | 14            |
|                                                                                       | SBL      | 200               | 32                        | 59            | 41                          | 72            | 76                        | 96            |
|                                                                                       | SBTR     |                   | 100                       | 137           | 236                         | 624           | 323                       | 338           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Technology Drive/Corporate Drive  |          |                   |                           |               |                             |               |                           |               |
| Technology Drive                                                                      | EBL      |                   | 15                        | 37            | 53                          | 96            | 6                         | 18            |
|                                                                                       | EBLTR    | 115               | 0                         | 0             | 4                           | 48            | 0                         | 0             |
| Corporate Drive                                                                       | WBL      |                   | 29                        | 63            | 198                         | 256           | 26                        | 49            |
|                                                                                       | WBLTR    | 125               | 0                         | 0             | 87                          | 143           | 0                         | 0             |
| Route 111                                                                             | NBL      | 150               | 16                        | 64            | 10                          | 25            | 1                         | 1             |
|                                                                                       | NBTR     |                   | 92                        | 133           | 186                         | 350           | 35                        | 76            |
|                                                                                       | SBL      | 325               | 7                         | 12            | 7                           | 18            | 0                         | 12            |
|                                                                                       | SBTR     |                   | 110                       | 128           | 235                         | 383           | 23                        | 213           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Spring Hill Road/Office Driveway  |          |                   |                           |               |                             |               |                           |               |
| Spring Hill Road                                                                      | EB       |                   | 42                        | 78            | 34                          | 68            | 60                        | 77            |
| Office Driveway                                                                       | WB       | 50                | 0                         | 0             | 0                           | 0             | 0                         | 0             |
|                                                                                       | NB       |                   | 75                        | 98            | 10                          | 23            | 8                         | 396           |
| Route 111                                                                             | SB       |                   | 76                        | 110           | 79                          | 113           | 90                        | 143           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Purdy Hill Road                   |          |                   |                           |               |                             |               |                           |               |
| Purdy Hill Road                                                                       | EBL      |                   | 28                        | 53            | 76                          | 125           | 87                        | 159           |
|                                                                                       | EBTR     | 130               | 68                        | 114           | 188                         | 256           | 106                       | 164           |
| Route 111                                                                             | WBL      | 110               | 252                       | 447           | 127                         | 258           | 122                       | 265           |
|                                                                                       | WBTR     |                   | 78                        | 128           | 106                         | 168           | 55                        | 103           |
|                                                                                       | NBL      | 350               | 58                        | 177           | 129                         | 279           | 83                        | 137           |
|                                                                                       | NBTR     |                   | 38                        | 55            | 56                          | 76            | 29                        | 100           |
| Route 111                                                                             | SBL      | 125               | 12                        | 15            | 32                          | 80            | 37                        | 93            |
|                                                                                       | SBTR     |                   | 374                       | 374           | 188                         | 227           | 253                       | 327           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Village Plaza/McDonald's Driveway |          |                   |                           |               |                             |               |                           |               |
| Village Plaza Driveway                                                                | EBLT     | 80                | 8                         | 24            | 64                          | 105           | 67                        | 159           |
|                                                                                       | EBR      | 80                | 0                         | 0             | 0                           | 31            | 0                         | 47            |
| McDonald's Driveway                                                                   | WBLT     |                   | 49                        | 86            | 29                          | 61            | 31                        | 65            |
|                                                                                       | WBR      | 35                | 0                         | 22            | 0                           | 32            | 0                         | 23            |
| Route 111                                                                             | NBL      | 120               | 2                         | 21            | 4                           | 11            | 8                         | 17            |
|                                                                                       | NBTR     |                   | 44                        | 102           | 165                         | 185           | 268                       | 506           |
|                                                                                       | SBL      | 125               | 13                        | 13            | 7                           | 8             | 5                         | 9             |
|                                                                                       | SBTR     |                   | 1024                      | 1143          | 110                         | 101           | 100                       | 164           |

**TABLE 3-8 (Continued)**

Study Area Signalized Intersection Operational Summary - 2040 Background-Optimized Conditions - Queues

|                                                                                   | Lane Use | Available Storage | Weekday Morning Peak Hour |               | Weekday Afternoon Peak Hour |               | Saturday Midday Peak Hour |               |
|-----------------------------------------------------------------------------------|----------|-------------------|---------------------------|---------------|-----------------------------|---------------|---------------------------|---------------|
|                                                                                   |          |                   | Avg. Queues               | Design Queues | Avg. Queues                 | Design Queues | Avg. Queues               | Design Queues |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Elm Street                    |          |                   |                           |               |                             |               |                           |               |
| Elm Street                                                                        | EBLT     | 125               | 159                       | 242           | 228                         | 338           | 212                       | 423           |
|                                                                                   | EBR      |                   | 205                       | 386           | 6                           | 45            | 20                        | 59            |
|                                                                                   | WBLT     |                   | 135                       | 230           | 211                         | 381           | 170                       | 321           |
|                                                                                   | WBR      |                   | 0                         | 22            | 1                           | 38            | 26                        | 64            |
| Route 111                                                                         | NBL      | 160               | 81                        | 159           | 71                          | 108           | 99                        | 128           |
|                                                                                   | NBTR     | 95                | 202                       | 249           | 745                         | 980           | 557                       | 851           |
|                                                                                   | SBL      |                   | 5                         | 20            | 24                          | 92            | 34                        | 34            |
|                                                                                   | SBTR     |                   | 514                       | 846           | 317                         | 341           | 537                       | 856           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Monroe/Comaro Plaza Driveways |          |                   |                           |               |                             |               |                           |               |
| Comaro Plaza Driveway                                                             | EBLT     | 35                | 16                        | 39            | 50                          | 107           | 46                        | 116           |
|                                                                                   | EBR      | 35                | 0                         | 5             | 0                           | 7             | 0                         | 0             |
| Monroe Plaza Driveway                                                             | WBLT     | 175               | 36                        | 69            | 67                          | 119           | 93                        | 162           |
|                                                                                   | WBR      | 175               | 0                         | 22            | 0                           | 47            | 15                        | 72            |
|                                                                                   | NBL      | 450               | 2                         | 5             | 5                           | 4             | 6                         | 13            |
| Route 111                                                                         | NBTR     | 145               | 34                        | 41            | 187                         | 129           | 173                       | 498           |
|                                                                                   | SBL      |                   | 3                         | 5             | 16                          | 36            | 10                        | 50            |
|                                                                                   | SBTR     |                   | 216                       | 412           | 179                         | 297           | 195                       | 622           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Cross Hill Road               |          |                   |                           |               |                             |               |                           |               |
| Cross Hill Road                                                                   | EBL      | 90                | 96                        | 144           | 228                         | 416           | 110                       | 148           |
|                                                                                   | EBTR     | 95                | 7                         | 33            | 108                         | 181           | 41                        | 64            |
|                                                                                   | WBL      |                   | 93                        | 138           | 63                          | 107           | 91                        | 123           |
|                                                                                   | WBTR     |                   | 56                        | 94            | 64                          | 107           | 67                        | 93            |
| NBL                                                                               | 90       |                   | 1                         | 4             | 6                           | 26            | 6                         | 10            |
| Route 111                                                                         | NBTR     | 45                | 22                        | 57            | 285                         | 850           | 97                        | 796           |
|                                                                                   | SBL      |                   | 1                         | 0             | 44                          | 145           | 2                         | 46            |
|                                                                                   | SBTR     |                   | 108                       | 323           | 98                          | 155           | 33                        | 724           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Century Plaza Driveway        |          |                   |                           |               |                             |               |                           |               |
| Century Plaza Driveway                                                            | EBL      | 120               | 8                         | 24            | 106                         | 149           | 52                        | 101           |
|                                                                                   | EBR      | 120               | 0                         | 26            | 0                           | 39            | 0                         | 59            |
|                                                                                   | NBL      | 280               | 2                         | 4             | 18                          | 30            | 19                        | 23            |
| Route 111                                                                         | NBT      | SB                | 41                        | 54            | 198                         | 334           | 175                       | 167           |
|                                                                                   | 211      |                   | 482                       | 197           | 351                         | 293           | 746                       |               |

TABLE 3-9

Study Area Unsignalized Intersection Operational Summary - 2040 Background-Optimized Conditions - Queues

|                                                                                         | Lane Use | Available Storage | Weekday Morning Peak Hour Design Queues | Weekday Afternoon Design Queues | Saturday Midday Peak Hour Design Queues |
|-----------------------------------------------------------------------------------------|----------|-------------------|-----------------------------------------|---------------------------------|-----------------------------------------|
| <b>Unsignalized TWSC - Route 25 (Main Street) at Brook Street</b>                       |          |                   |                                         |                                 |                                         |
| Brook Street                                                                            | WB       |                   | 0                                       | 0                               | 0                                       |
| Route 25                                                                                | SBL      |                   | 0                                       | 0                               | 3                                       |
| <b>Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road</b>                       |          |                   |                                         |                                 |                                         |
| Spring Hill Road                                                                        | EBL      |                   | 5                                       | 38                              | 10                                      |
| Cutler's Farm Road                                                                      | SB       |                   | 43                                      | 65                              | 28                                      |
| <b>Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road</b>                        |          |                   |                                         |                                 |                                         |
| Cutler's Farm Road                                                                      | NB       |                   | 18                                      | 208                             | 65                                      |
| Purdy Hill Road                                                                         | EB       |                   | 40                                      | 770                             | 265                                     |
|                                                                                         | WB       |                   | 70                                      | 253                             | 165                                     |
| Cutler's Farm Road                                                                      | SB       |                   | 375                                     | 345                             | 440                                     |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Old Mine Road</b>             |          |                   |                                         |                                 |                                         |
| Old Mine Road                                                                           | WB       |                   | 57                                      | 78                              | 55                                      |
| Route 111                                                                               | SBL      |                   | 0                                       | 5                               | 3                                       |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Trefoil Plaza Driveway</b>    |          |                   |                                         |                                 |                                         |
| Route 111                                                                               | NBL      | 95                | 33                                      | 110                             | 30                                      |
|                                                                                         | EBL      | 145               | 123                                     | 290                             | 245                                     |
| Trefoil Plaza Driveway                                                                  | EBR      | 25                | 25                                      | 68                              | 60                                      |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Woodland Hills Drive</b>      |          |                   |                                         |                                 |                                         |
| Woodland Hills Drive                                                                    | EBR      |                   | 0                                       | 0                               | 0                                       |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Tennis Club Driveway</b>      |          |                   |                                         |                                 |                                         |
| Route 111                                                                               | NBL      |                   | 3                                       | 0                               | 0                                       |
| Tennis Club Driveway                                                                    | EB       | 100               | 0                                       | 5                               | 35                                      |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES South Driveway</b>  |          |                   |                                         |                                 |                                         |
| Route 111                                                                               | NBL      |                   | 10                                      | 0                               | --                                      |
| Monroe ES South Drive                                                                   | EB       | 200               | 285                                     | 125                             | --                                      |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES Middle Driveway</b> |          |                   |                                         |                                 |                                         |
| Monroe ES Middle Drive                                                                  | EBL      | 25                | 15                                      | 8                               | --                                      |
|                                                                                         | EBR      | 25                | 0                                       | 0                               | --                                      |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES North Driveway</b>  |          |                   |                                         |                                 |                                         |
| Route 111                                                                               | NBL      |                   | 3                                       | 0                               | --                                      |
| Stop & Shop Plaza Drive                                                                 | WBTL     | 60                | 20                                      | 53                              | --                                      |
|                                                                                         | WBR      | 60                | 3                                       | 35                              | --                                      |
| Route 111                                                                               | SBL      |                   | 0                                       | 3                               | --                                      |

TABLE 3-10

Study Area Signalized Intersection Operational Summary - 2040 Future - LOS

|                                                                                   |          | Weekday Morning<br>Peak Hour |                       |      | Weekday Afternoon<br>Peak Hour |                       |      | Saturday Midday<br>Peak Hour |                       |      |
|-----------------------------------------------------------------------------------|----------|------------------------------|-----------------------|------|--------------------------------|-----------------------|------|------------------------------|-----------------------|------|
|                                                                                   | Lane Use | LOS                          | Avg. Delay<br>(s/veh) | v/c  | LOS                            | Avg. Delay<br>(s/veh) | v/c  | LOS                          | Avg. Delay<br>(s/veh) | v/c  |
| <b>Traffic Signal - Route 25 (Main Street) at Route 111 (Main St/Monroe Tpke)</b> |          |                              |                       |      |                                |                       |      |                              |                       |      |
| Overall                                                                           |          | F                            | 93.8                  | 1.39 | F                              | 211.1                 | 1.65 | F                            | 128.0                 | 1.45 |
| Route 25                                                                          | EBL      | F                            | 182.9                 | 1.19 | F                              | 260.3                 | 1.34 | F                            | 244.7                 | 1.36 |
|                                                                                   | EBT      | F                            | 80.3                  | 1.05 | F                              | 227.6                 | 1.41 | F                            | 159.4                 | 1.24 |
|                                                                                   | EBR      | A                            | 3.4                   | 0.18 | B                              | 19.7                  | 0.49 | B                            | 19.6                  | 0.53 |
|                                                                                   | WBL      | F                            | 292.2                 | 1.39 | F                              | 307.0                 | 1.52 | F                            | 229.4                 | 1.26 |
|                                                                                   | WBT      | E                            | 69.9                  | 0.98 | F                              | 182.9                 | 1.30 | F                            | 140.2                 | 1.19 |
|                                                                                   | WBR      | F                            | 83.3                  | 1.10 | F                              | 121.4                 | 1.19 | C                            | 30.3                  | 0.84 |
|                                                                                   | NBL      | F                            | 112.7                 | 0.97 | F                              | 290.9                 | 1.51 | F                            | 218.2                 | 1.34 |
| Route 111                                                                         | NBT      | F                            | 182.4                 | 1.24 | E                              | 61.0                  | 0.71 | E                            | 73.7                  | 0.85 |
|                                                                                   | NBR      | E                            | 63.6                  | 0.94 | A                              | 7.5                   | 0.36 | B                            | 12.4                  | 0.38 |
|                                                                                   | SBL      | F                            | 105.6                 | 1.09 | F                              | 318.3                 | 1.61 | E                            | 76.9                  | 0.98 |
|                                                                                   | SBTR     | E                            | 76.4                  | 0.89 | F                              | 334.2                 | 1.65 | F                            | 252.9                 | 1.45 |
| <b>Traffic Signal - Route 25 (Main Street) at Tashua Road</b>                     |          |                              |                       |      |                                |                       |      |                              |                       |      |
| Overall                                                                           |          | E                            | 66.4                  | 1.09 | F                              | 189.0                 | 1.40 | F                            | 211.7                 | 1.48 |
| Tashua Road                                                                       | EBL      | F                            | 113.3                 | 0.85 | F                              | 147.6                 | 1.03 | F                            | 155.0                 | 1.10 |
|                                                                                   | EBR      | D                            | 54.6                  | 0.79 | D                              | 48.9                  | 0.54 | E                            | 59.3                  | 0.69 |
| Route 25                                                                          | NBL      | E                            | 78.8                  | 0.85 | F                              | 253.6                 | 1.40 | F                            | 267.5                 | 1.43 |
|                                                                                   | NBT      | E                            | 74.8                  | 1.05 | F                              | 195.8                 | 1.37 | F                            | 202.4                 | 1.38 |
|                                                                                   | SB       | E                            | 56.7                  | 1.09 | F                              | 190.7                 | 1.39 | F                            | 235.6                 | 1.48 |
| <b>Traffic Signal - Route 25 (Main Street) at Spring Hill Road</b>                |          |                              |                       |      |                                |                       |      |                              |                       |      |
| Overall                                                                           |          | D                            | 52.9                  | 1.09 | F                              | 174.3                 | 1.53 | F                            | 185.0                 | 1.52 |
| Spring Hill Road                                                                  | WBL      | F                            | 161.1                 | 1.06 | F                              | 185.4                 | 1.17 | F                            | 219.5                 | 1.30 |
|                                                                                   | WBR      | C                            | 31.1                  | 0.71 | F                              | 211.9                 | 1.34 | F                            | 206.1                 | 1.34 |
|                                                                                   | NBT      | D                            | 48.8                  | 1.03 | F                              | 166.1                 | 1.33 | F                            | 193.0                 | 1.39 |
| Route 25                                                                          | NBR      | A                            | 0.6                   | 0.13 | A                              | 1.7                   | 0.11 | A                            | 3.0                   | 0.17 |
|                                                                                   | SBL      | F                            | 83.9                  | 1.09 | F                              | 273.6                 | 1.53 | F                            | 268.2                 | 1.52 |
|                                                                                   | SBT      | D                            | 53.5                  | 1.08 | F                              | 172.3                 | 1.33 | F                            | 171.5                 | 1.33 |
| <b>Traffic Signal - Route 25 (Main Street) at Victoria Drive</b>                  |          |                              |                       |      |                                |                       |      |                              |                       |      |
| Overall                                                                           |          | B                            | 18.3                  | 1.01 | D                              | 53.1                  | 1.15 | F                            | 83.4                  | 1.27 |
| Victoria Drive                                                                    | WBL      | F                            | 127.6                 | 0.96 | F                              | 145.1                 | 1.13 | F                            | 176.2                 | 1.23 |
|                                                                                   | WBR      | B                            | 12.3                  | 0.36 | D                              | 45.9                  | 0.55 | D                            | 43.3                  | 0.62 |
|                                                                                   | NBTR     | A                            | 0.8                   | 0.59 | B                              | 11.5                  | 0.89 | D                            | 38.0                  | 1.04 |
| Route 25                                                                          | SBL      | A                            | 2.2                   | 0.42 | F                              | 120.9                 | 1.15 | F                            | 168.5                 | 1.27 |
|                                                                                   | SBT      | C                            | 27.9                  | 1.01 | E                              | 75.7                  | 1.14 | F                            | 105.6                 | 1.19 |
| <b>Traffic Signal - Route 25 (Main Street) at Pond View /Duchess Driveways</b>    |          |                              |                       |      |                                |                       |      |                              |                       |      |
| Overall                                                                           |          | D                            | 41.8                  | 1.07 | F                              | 122.5                 | 1.50 | F                            | 179.7                 | 1.72 |
| Pond View Driveway                                                                | EBLT     | F                            | 124.8                 | 0.91 | F                              | 268.1                 | 1.45 | F                            | 352.9                 | 1.66 |
|                                                                                   | EBR      | F                            | 96.1                  | 1.04 | D                              | 51.2                  | 0.84 | D                            | 53.3                  | 0.85 |
| Duchess Driveway                                                                  | WB       | A                            | 1.0                   | 0.09 | A                              | 3.6                   | 0.10 | C                            | 26.3                  | 0.41 |
|                                                                                   | NBL      | F                            | 107.0                 | 0.98 | F                              | 269.9                 | 1.50 | F                            | 298.9                 | 1.57 |
| Route 25                                                                          | NBTR     | A                            | 4.5                   | 0.42 | B                              | 18.4                  | 0.62 | A                            | 8.9                   | 0.61 |
|                                                                                   | SBLT     | E                            | 58.1                  | 1.07 | F                              | 213.3                 | 1.42 | F                            | 348.6                 | 1.72 |
|                                                                                   | SBR      | A                            | 1.5                   | 0.18 | A                              | 6.3                   | 0.34 | B                            | 10.8                  | 0.41 |
| <b>Traffic Signal - Route 25 (Main Street) at Judd Road/Purdy Hill Road</b>       |          |                              |                       |      |                                |                       |      |                              |                       |      |
| Overall                                                                           |          | F                            | 100.9                 | 1.43 | F                              | 193.8                 | 2.42 | F                            | 191.2                 | 1.88 |
| Judd Road                                                                         | EBL      | F                            | 120.5                 | 0.93 | F                              | 713.1                 | 2.42 | F                            | 150.8                 | 1.02 |
|                                                                                   | EBTR     | D                            | 47.2                  | 0.63 | E                              | 57.6                  | 0.76 | D                            | 44.1                  | 0.51 |
| Purdy Hill Road                                                                   | WBL      | F                            | 272.2                 | 1.43 | F                              | 425.0                 | 1.81 | F                            | 446.3                 | 1.88 |
|                                                                                   | WBTR     | E                            | 70.4                  | 0.75 | F                              | 97.0                  | 1.01 | E                            | 79.5                  | 0.88 |
|                                                                                   | NBL      | F                            | 219.9                 | 1.20 | F                              | 333.2                 | 1.55 | F                            | 245.4                 | 1.33 |
| Route 25                                                                          | NBTR     | A                            | 5.3                   | 0.50 | E                              | 57.0                  | 1.00 | D                            | 40.6                  | 0.96 |
|                                                                                   | SBL      | E                            | 57.9                  | 0.28 | F                              | 137.1                 | 1.10 | F                            | 83.4                  | 0.98 |
|                                                                                   | SBTR     | F                            | 159.7                 | 1.29 | F                              | 323.4                 | 1.65 | F                            | 338.8                 | 1.69 |
| <b>Traffic Signal - Route 25 (Main Street) at Green Street</b>                    |          |                              |                       |      |                                |                       |      |                              |                       |      |
| Overall                                                                           |          | E                            | 73.5                  | 1.32 | D                              | 51.1                  | 1.26 | F                            | 133.9                 | 1.52 |
| Church Driveway                                                                   | EB       | A                            | 0.0                   | 0.00 | A                              | 0.0                   | 0.00 | A                            | 0.0                   | 0.00 |
| Green Street                                                                      | WBL      | E                            | 58.5                  | 0.30 | F                              | 192.3                 | 1.02 | F                            | 91.8                  | 0.57 |
|                                                                                   | WBTR     | F                            | 193.0                 | 1.32 | E                              | 76.7                  | 0.75 | F                            | 160.3                 | 1.22 |
|                                                                                   | NBL      | A                            | 0.0                   | 0.00 | A                              | 0.0                   | 0.00 | A                            | 0.0                   | 0.00 |
| Route 25                                                                          | NBT      | C                            | 32.4                  | 0.95 | B                              | 18.2                  | 0.99 | F                            | 142.1                 | 1.27 |
|                                                                                   | NBR      | A                            | 0.0                   | 0.01 | A                              | 0.0                   | 0.01 | A                            | 0.0                   | 0.01 |
|                                                                                   | SBL      | F                            | 91.7                  | 1.00 | F                              | 169.2                 | 1.26 | F                            | 282.4                 | 1.52 |
|                                                                                   | SBTR     | E                            | 68.1                  | 1.05 | D                              | 38.0                  | 0.99 | F                            | 104.7                 | 1.19 |

TABLE 3-10 (Continued)

Study Area Signalized Intersection Operational Summary - 2040 Future - LOS

|                                                                   | Lane Use | LOS | Weekday Morning Peak Hour |      | LOS | Weekday Afternoon Peak Hour |      | LOS | Saturday Midday Peak Hour |      |
|-------------------------------------------------------------------|----------|-----|---------------------------|------|-----|-----------------------------|------|-----|---------------------------|------|
|                                                                   |          |     | Avg. Delay (s/veh)        | v/c  |     | Avg. Delay (s/veh)          | v/c  |     | Avg. Delay (s/veh)        | v/c  |
| Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road) |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                           |          | D   | 39.2                      | 0.98 | F   | 102.3                       | 1.40 | E   | 79.9                      | 1.29 |
| Route 59                                                          | EBL      | F   | 97.8                      | 0.84 | F   | 180.3                       | 1.20 | F   | 150.6                     | 1.08 |
|                                                                   | EBLT     | F   | 97.8                      | 0.84 | F   | 181.5                       | 1.20 | F   | 150.6                     | 1.08 |
|                                                                   | EBR      | C   | 32.6                      | 0.77 | F   | 109.0                       | 1.06 | F   | 109.9                     | 0.88 |
| North Commercial Drive                                            | WB       | E   | 69.5                      | 0.19 | F   | 95.8                        | 0.46 | F   | 120.6                     | 0.60 |
|                                                                   | NBL      | D   | 44.4                      | 0.98 | F   | 225.5                       | 1.40 | F   | 172.6                     | 1.29 |
| Route 25                                                          | NBTR     | D   | 37.7                      | 0.74 | F   | 97.5                        | 1.16 | E   | 56.3                      | 1.00 |
|                                                                   | SBLT     | D   | 39.6                      | 0.81 | D   | 52.7                        | 0.98 | E   | 64.2                      | 1.03 |
|                                                                   | SBR      | B   | 15.3                      | 0.61 | A   | 4.4                         | 0.27 | A   | 2.5                       | 0.28 |

|                                                                                       |      |          |            |             |          |             |             |          |            |             |
|---------------------------------------------------------------------------------------|------|----------|------------|-------------|----------|-------------|-------------|----------|------------|-------------|
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at United Healthcare Driveway</b> |      |          |            |             |          |             |             |          |            |             |
| <b>Overall</b>                                                                        |      | <b>A</b> | <b>8.8</b> | <b>0.66</b> | <b>B</b> | <b>13.1</b> | <b>0.83</b> | <b>A</b> | <b>5.0</b> | <b>0.55</b> |
| United Healthcare Drive                                                               | WBL  | E        | 57.4       | 0.39        | E        | 60.2        | 0.83        | D        | 54.0       | 0.37        |
|                                                                                       | WBR  | C        | 23.8       | 0.10        | C        | 20.2        | 0.21        | C        | 22.8       | 0.10        |
|                                                                                       | NBTR | A        | 9.1        | 0.66        | B        | 12.3        | 0.64        | A        | 5.5        | 0.55        |
| Route 111                                                                             | SBL  | D        | 49.5       | 0.59        | E        | 59.9        | 0.16        | D        | 44.6       | 0.23        |
|                                                                                       | SBT  | A        | 4.4        | 0.48        | A        | 5.7         | 0.75        | A        | 2.0        | 0.47        |

|                                                                                              |      |          |             |             |          |             |             |          |             |             |
|----------------------------------------------------------------------------------------------|------|----------|-------------|-------------|----------|-------------|-------------|----------|-------------|-------------|
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Trefoil Drive/Home Depot Driveway</b> |      |          |             |             |          |             |             |          |             |             |
| <b>Overall</b>                                                                               |      | <b>B</b> | <b>14.5</b> | <b>0.94</b> | <b>C</b> | <b>27.3</b> | <b>0.99</b> | <b>C</b> | <b>29.2</b> | <b>0.97</b> |
| Trefoil Drive                                                                                | EBL  | D        | 48.2        | 0.38        | D        | 40.7        | 0.38        | C        | 34.8        | 0.39        |
|                                                                                              | EBTR | B        | 12.4        | 0.56        | B        | 13.9        | 0.58        | B        | 17.2        | 0.43        |
| Home Depot Driveway                                                                          | WBL  | F        | 142.2       | 0.94        | F        | 136.8       | 0.99        | F        | 90.2        | 0.97        |
|                                                                                              | WBTR | B        | 18.7        | 0.20        | B        | 11.9        | 0.26        | B        | 13.6        | 0.46        |
|                                                                                              | NBL  | E        | 66.0        | 0.81        | F        | 89.9        | 0.93        | E        | 69.2        | 0.80        |
| Route 111                                                                                    | NBT  | A        | 2.5         | 0.47        | B        | 10.5        | 0.66        | C        | 20.0        | 0.61        |
|                                                                                              | NBR  | A        | 0.5         | 0.06        | A        | 0.9         | 0.09        | A        | 3.4         | 0.29        |
|                                                                                              | SBL  | E        | 62.8        | 0.43        | E        | 66.5        | 0.48        | E        | 77.2        | 0.79        |
|                                                                                              | SBTR | A        | 7.7         | 0.69        | C        | 28.3        | 0.97        | C        | 23.1        | 0.70        |

|                                                                                             |       |          |            |             |          |             |             |          |            |             |
|---------------------------------------------------------------------------------------------|-------|----------|------------|-------------|----------|-------------|-------------|----------|------------|-------------|
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Technology Drive/Corporate Drive</b> |       |          |            |             |          |             |             |          |            |             |
| <b>Overall</b>                                                                              |       | <b>A</b> | <b>7.1</b> | <b>0.55</b> | <b>C</b> | <b>25.1</b> | <b>0.89</b> | <b>A</b> | <b>5.6</b> | <b>0.52</b> |
| Technology Drive                                                                            | EBL   | E        | 58.3       | 0.27        | F        | 83.2        | 0.71        | D        | 52.1       | 0.15        |
|                                                                                             | EBLTR | A        | 2.8        | 0.22        | C        | 22.7        | 0.58        | A        | 1.6        | 0.14        |
| Corporate Drive                                                                             | WBL   | E        | 64.5       | 0.45        | E        | 69.9        | 0.89        | E        | 59.0       | 0.44        |
|                                                                                             | WBLTR | A        | 2.5        | 0.21        | C        | 30.2        | 0.68        | A        | 2.2        | 0.21        |
|                                                                                             | NBL   | B        | 12.0       | 0.42        | B        | 12.7        | 0.17        | A        | 2.8        | 0.03        |
| Route 111                                                                                   | NBTR  | A        | 6.3        | 0.45        | B        | 19.5        | 0.74        | A        | 5.1        | 0.52        |
|                                                                                             | SBL   | A        | 3.9        | 0.41        | B        | 10.5        | 0.20        | A        | 1.6        | 0.11        |
|                                                                                             | SBTR  | A        | 5.3        | 0.55        | B        | 15.9        | 0.56        | A        | 3.8        | 0.41        |

|                                                                                             |    |          |            |             |          |             |             |          |             |             |
|---------------------------------------------------------------------------------------------|----|----------|------------|-------------|----------|-------------|-------------|----------|-------------|-------------|
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Spring Hill Road/Office Driveway</b> |    |          |            |             |          |             |             |          |             |             |
| <b>Overall</b>                                                                              |    | <b>A</b> | <b>7.2</b> | <b>0.70</b> | <b>B</b> | <b>10.9</b> | <b>0.82</b> | <b>B</b> | <b>14.5</b> | <b>0.89</b> |
| Spring Hill Road                                                                            | EB | E        | 58.8       | 0.70        | E        | 65.8        | 0.82        | E        | 60.0        | 0.89        |
| Office Driveway                                                                             | WB | D        | 38.0       | 0.00        | C        | 33.5        | 0.01        | B        | 14.9        | 0.04        |
| Route 111                                                                                   | NB | A        | 4.9        | 0.30        | A        | 7.7         | 0.72        | A        | 9.1         | 0.75        |
|                                                                                             | SB | A        | 4.0        | 0.61        | A        | 5.3         | 0.46        | A        | 9.7         | 0.75        |

|                                                                            |      |          |             |             |          |             |             |          |             |             |
|----------------------------------------------------------------------------|------|----------|-------------|-------------|----------|-------------|-------------|----------|-------------|-------------|
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Purdy Hill Road</b> |      |          |             |             |          |             |             |          |             |             |
| <b>Overall</b>                                                             |      | <b>D</b> | <b>39.7</b> | <b>1.06</b> | <b>C</b> | <b>34.8</b> | <b>1.00</b> | <b>D</b> | <b>50.5</b> | <b>1.31</b> |
| Purdy Hill Road                                                            | EBL  | B        | 19.0        | 0.17        | C        | 28.8        | 0.44        | C        | 34.4        | 0.62        |
|                                                                            | EBTR | B        | 13.1        | 0.39        | C        | 27.1        | 0.57        | C        | 24.2        | 0.57        |
|                                                                            | WBL  | F        | 92.4        | 1.06        | F        | 88.0        | 0.99        | F        | 194.4       | 1.31        |
|                                                                            | WBTR | B        | 17.9        | 0.27        | C        | 21.4        | 0.38        | C        | 20.2        | 0.34        |
|                                                                            | NBL  | F        | 153.9       | 1.04        | F        | 102.1       | 1.00        | F        | 177.6       | 1.22        |
| Route 111                                                                  | NBTR | A        | 7.3         | 0.44        | C        | 23.0        | 0.92        | B        | 12.2        | 0.75        |
|                                                                            | SBL  | B        | 18.2        | 0.14        | F        | 118.3       | 0.92        | F        | 185.5       | 1.15        |
|                                                                            | SBTR | D        | 42.8        | 0.99        | C        | 26.9        | 0.75        | D        | 41.0        | 0.90        |

|                                                                                              |      |          |             |             |          |             |             |          |             |             |
|----------------------------------------------------------------------------------------------|------|----------|-------------|-------------|----------|-------------|-------------|----------|-------------|-------------|
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Village Plaza/McDonald's Driveway</b> |      |          |             |             |          |             |             |          |             |             |
| <b>Overall</b>                                                                               |      | <b>C</b> | <b>28.6</b> | <b>1.04</b> | <b>B</b> | <b>11.3</b> | <b>0.86</b> | <b>B</b> | <b>17.9</b> | <b>0.95</b> |
| Village Plaza Driveway                                                                       | EBLT | D        | 50.2        | 0.13        | E        | 74.8        | 0.71        | F        | 96.9        | 0.88        |
|                                                                                              | EBR  | A        | 1.4         | 0.13        | B        | 14.4        | 0.32        | B        | 13.3        | 0.45        |
| McDonald's Driveway                                                                          | WBLT | E        | 70.0        | 0.60        | D        | 53.2        | 0.36        | E        | 61.3        | 0.53        |
|                                                                                              | WBR  | B        | 13.6        | 0.31        | B        | 13.6        | 0.29        | B        | 12.9        | 0.29        |
|                                                                                              | NBL  | B        | 13.6        | 0.27        | A        | 2.0         | 0.22        | C        | 26.0        | 0.59        |
| Route 111                                                                                    | NBTR | A        | 2.4         | 0.40        | B        | 10.0        | 0.86        | B        | 16.2        | 0.89        |
|                                                                                              | SBL  | A        | 2.8         | 0.14        | A        | 6.8         | 0.36        | A        | 4.8         | 0.42        |
|                                                                                              | SBTR | D        | 40.4        | 1.04        | A        | 4.7         | 0.68        | B        | 10.2        | 0.95        |

TABLE 3-10 (Continued)

Study Area Signalized Intersection Operational Summary - 2040 Future - LOS

|                                                                                   | Lane Use | LOS | Weekday Morning Peak Hour |      | LOS | Weekday Afternoon Peak Hour |      | LOS | Saturday Midday Peak Hour |      |
|-----------------------------------------------------------------------------------|----------|-----|---------------------------|------|-----|-----------------------------|------|-----|---------------------------|------|
|                                                                                   |          |     | Avg. Delay (s/veh)        | v/c  |     | Avg. Delay (s/veh)          | v/c  |     | Avg. Delay (s/veh)        | v/c  |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Elm Street                    |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                           |          | D   | 45.6                      | 0.99 | E   | 71.2                        | 1.18 | F   | 101.4                     | 1.29 |
| Elm Street                                                                        | EBLT     | D   | 49.5                      | 0.72 | F   | 149.6                       | 1.18 | F   | 188.5                     | 1.29 |
|                                                                                   | EBR      | E   | 60.3                      | 0.98 | A   | 7.4                         | 0.52 | B   | 14.6                      | 0.56 |
|                                                                                   | WBLT     | E   | 58.2                      | 0.78 | E   | 78.5                        | 0.96 | F   | 137.8                     | 1.15 |
|                                                                                   | WBR      | A   | 2.2                       | 0.08 | A   | 5.8                         | 0.21 | B   | 11.0                      | 0.27 |
| Route 111                                                                         | NBL      | E   | 71.3                      | 0.91 | D   | 45.6                        | 0.91 | F   | 142.7                     | 1.22 |
|                                                                                   | NBTR     | A   | 9.7                       | 0.44 | F   | 108.1                       | 1.15 | F   | 84.9                      | 1.10 |
|                                                                                   | SBL      | A   | 7.4                       | 0.08 | D   | 46.0                        | 0.72 | E   | 61.8                      | 0.91 |
|                                                                                   | SBTR     | D   | 49.0                      | 0.99 | D   | 39.5                        | 0.91 | F   | 116.7                     | 1.18 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Monroe/Comaro Plaza Driveways |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                           |          | B   | 11.2                      | 0.68 | B   | 15.6                        | 0.77 | C   | 26.9                      | 0.87 |
| Comaro Plaza Driveway                                                             | EBLT     | E   | 61.8                      | 0.33 | E   | 79.7                        | 0.70 | F   | 94.8                      | 0.81 |
|                                                                                   | EBR      | A   | 9.5                       | 0.39 | A   | 4.1                         | 0.27 | A   | 7.4                       | 0.34 |
| Monroe Plaza Driveway                                                             | WBLT     | D   | 53.2                      | 0.44 | D   | 48.8                        | 0.54 | E   | 75.8                      | 0.87 |
|                                                                                   | WBR      | B   | 11.9                      | 0.12 | A   | 6.1                         | 0.31 | B   | 10.2                      | 0.34 |
| Route 111                                                                         | NBL      | A   | 2.5                       | 0.10 | A   | 2.9                         | 0.09 | A   | 3.6                       | 0.24 |
|                                                                                   | NBTR     | A   | 4.4                       | 0.29 | B   | 12.2                        | 0.77 | C   | 21.8                      | 0.87 |
|                                                                                   | SBL      | A   | 2.6                       | 0.04 | A   | 7.2                         | 0.35 | B   | 10.6                      | 0.55 |
|                                                                                   | SBTR     | B   | 10.6                      | 0.68 | B   | 12.2                        | 0.54 | C   | 24.3                      | 0.79 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Cross Hill Road               |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                           |          | C   | 20.7                      | 0.83 | D   | 39.8                        | 1.11 | C   | 34.6                      | 0.98 |
| Cross Hill Road                                                                   | EBL      | E   | 77.2                      | 0.83 | F   | 122.1                       | 1.11 | F   | 91.0                      | 0.96 |
|                                                                                   | EBTR     | B   | 16.9                      | 0.20 | C   | 31.0                        | 0.50 | C   | 27.6                      | 0.41 |
|                                                                                   | WBL      | E   | 58.9                      | 0.70 | D   | 40.8                        | 0.53 | E   | 63.3                      | 0.82 |
|                                                                                   | WBTR     | D   | 35.1                      | 0.41 | C   | 26.2                        | 0.33 | C   | 32.2                      | 0.45 |
| Route 111                                                                         | NBL      | A   | 3.1                       | 0.07 | A   | 10.0                        | 0.28 | B   | 11.6                      | 0.48 |
|                                                                                   | NBTR     | A   | 3.6                       | 0.31 | C   | 31.4                        | 0.95 | C   | 32.8                      | 0.98 |
|                                                                                   | SBL      | A   | 1.7                       | 0.02 | F   | 123.9                       | 1.01 | E   | 62.6                      | 0.78 |
|                                                                                   | SBTR     | B   | 11.3                      | 0.80 | B   | 10.8                        | 0.66 | B   | 19.3                      | 0.84 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Century Plaza Driveway        |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                           |          | A   | 6.3                       | 0.66 | B   | 12.6                        | 0.73 | B   | 12.7                      | 0.76 |
| Century Plaza Driveway                                                            | EBL      | D   | 48.6                      | 0.10 | E   | 64.4                        | 0.73 | E   | 59.4                      | 0.59 |
|                                                                                   | EBR      | B   | 18.9                      | 0.24 | B   | 11.0                        | 0.47 | B   | 14.0                      | 0.59 |
| Route 111                                                                         | NBL      | A   | 0.8                       | 0.06 | A   | 3.4                         | 0.38 | A   | 4.3                       | 0.50 |
|                                                                                   | NBT      | A   | 0.9                       | 0.34 | A   | 6.5                         | 0.73 | A   | 5.4                       | 0.61 |
|                                                                                   | SB       | A   | 8.4                       | 0.66 | B   | 12.5                        | 0.55 | B   | 16.0                      | 0.76 |

TABLE 3-11

Study Area Unsignalized Intersection Operational Summary - 2040 Future - LOS

|                                                                                  | Lane Use | LOS | Weekday Morning Peak Hour<br>Avg. Delay (s/veh) | v/c  | LOS | Weekday Afternoon Peak Hour<br>Avg. Delay (s/veh) | v/c   | LOS | Saturday Midday Peak Hour<br>Avg. Delay (s/veh) | v/c  |
|----------------------------------------------------------------------------------|----------|-----|-------------------------------------------------|------|-----|---------------------------------------------------|-------|-----|-------------------------------------------------|------|
| Unsignalized TWSC - Route 25 (Main Street) at Brook Street                       |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
| Brook Street                                                                     | WB       | F   | 221.3                                           | 0.13 | F   | 1198.7                                            | 1.43  | --  | --                                              | 0.00 |
| Route 25                                                                         | SBL      | A   | 0.0                                             | 0.00 | A   | 0.0                                               | 0.00  | C   | 16.2                                            | 0.03 |
| Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road                       |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
| Spring Hill Road                                                                 | EBL      | A   | 7.7                                             | 0.06 | A   | 9.5                                               | 0.41  | A   | 8.4                                             | 0.18 |
| Cutler's Farm Road                                                               | SB       | B   | 11.9                                            | 0.41 | D   | 32.2                                              | 0.74  | C   | 15.6                                            | 0.48 |
| Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road                        |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
| Overall                                                                          |          | F   | 50.5                                            | 1.08 | F   | 241.9                                             | 2.08  | F   | 228.7                                           | 1.92 |
| Cutler's Farm Road                                                               | NB       | B   | 12.2                                            | 0.22 | F   | 106.0                                             | 1.47  | E   | 44.3                                            | 1.00 |
|                                                                                  | EB       | C   | 15.2                                            | 0.44 | F   | 405.1                                             | 2.08  | F   | 247.1                                           | 1.75 |
| Purdy Hill Road                                                                  | WB       | C   | 17.9                                            | 0.57 | F   | 134.6                                             | 1.57  | F   | 110.1                                           | 1.45 |
| Cutler's Farm Road                                                               | SB       | F   | 82.7                                            | 1.08 | F   | 221.7                                             | 1.75  | F   | 356.8                                           | 1.92 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Old Mine Road             |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
| Old Mine Road                                                                    | WB       | F   | 198.6                                           | 0.64 | F   | 458.5                                             | 1.09  | F   | 225.9                                           | 0.69 |
| Route 111                                                                        | SBL      | A   | 0.0                                             | 0.00 | C   | 17.4                                              | 0.07  | B   | 13.8                                            | 0.03 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Trefoil Plaza Driveway    |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
| Route 111                                                                        | NBL      | C   | 17.8                                            | 0.32 | E   | 39.2                                              | 0.68  | C   | 16.2                                            | 0.31 |
| Trefoil Plaza Driveway                                                           | EBL      | F   | 1299.7                                          | 2.56 | F   | 13300.4                                           | 25.36 | F   | 1738.7                                          | 3.95 |
|                                                                                  | EBR      | C   | 19.8                                            | 0.27 | D   | 33.9                                              | 0.52  | C   | 23.5                                            | 0.48 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Woodland Hills Drive      |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
| Woodland Hills Drive                                                             | EBR      | C   | 16.2                                            | 0.10 | C   | 21.2                                              | 0.10  | C   | 15.3                                            | 0.07 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Tennis Club Driveway      |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
| Route 111                                                                        | NBL      | B   | 13.6                                            | 0.03 | A   | 0.0                                               | 0.00  | A   | 0.0                                             | 0.00 |
| Tennis Club Driveway                                                             | EB       | A   | 0.0                                             | 0.00 | C   | 22.9                                              | 0.06  | F   | 93.5                                            | 0.39 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES South Driveway  |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
| Route 111                                                                        | NBL      | B   | 13.1                                            | 0.13 | B   | 10.3                                              | 0.02  | --  | --                                              | --   |
| Monroe ES South Drive                                                            | EB       | F   | 424.1                                           | 1.67 | F   | 328.8                                             | 1.27  | --  | --                                              | --   |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES Middle Driveway |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
| Monroe ES Middle Drive                                                           | EBL      | F   | 76.8                                            | 0.24 | F   | 258.9                                             | 0.83  | --  | --                                              | --   |
|                                                                                  | EBR      | D   | 29.1                                            | 0.17 | C   | 18.4                                              | 0.10  | --  | --                                              | --   |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES North Driveway  |          |     |                                                 |      |     |                                                   |       |     |                                                 |      |
| Route 111                                                                        | NBL      | B   | 12.9                                            | 0.03 | A   | 0.0                                               | 0.00  | --  | --                                              | --   |
| Center One Eleven Drive                                                          | WBTL     | F   | 142.4                                           | 0.46 | F   | 731.8                                             | 1.94  | --  | --                                              | --   |
|                                                                                  | WBR      | B   | 13.4                                            | 0.04 | E   | 49.0                                              | 0.53  | --  | --                                              | --   |
| Route 111                                                                        | SBL      | A   | 9.1                                             | 0.02 | B   | 13.6                                              | 0.09  | --  | --                                              | --   |

TABLE 3-12

Study Area Signalized Intersection Operational Summary - 2040 Future Conditions - Queues

|                                                                            | Lane Use | Available Storage | Weekday Morning Peak Hour |               | Weekday Afternoon Peak Hour |               | Saturday Midday Peak Hour |               |
|----------------------------------------------------------------------------|----------|-------------------|---------------------------|---------------|-----------------------------|---------------|---------------------------|---------------|
|                                                                            |          |                   | Avg. Queues               | Design Queues | Avg. Queues                 | Design Queues | Avg. Queues               | Design Queues |
| Traffic Signal - Route 25 (Main Street) at Route 111 (Main St/Monroe Tpke) |          |                   |                           |               |                             |               |                           |               |
| Route 25                                                                   | EBL      | 225               | 249                       | 419           | 155                         | 293           | 276                       | 432           |
|                                                                            | EBT      |                   | 811                       | 951           | 992                         | 1132          | 886                       | 952           |
|                                                                            | EBR      | 875               | 10                        | 43            | 170                         | 265           | 222                       | 275           |
|                                                                            | WBL      | 175               | 121                       | 244           | 329                         | 507           | 158                       | 300           |
|                                                                            | WBT      |                   | 601                       | 757           | 1032                        | 1171          | 763                       | 825           |
| Route 111                                                                  | WBR      | 500               | 1270                      | 1539          | 1351                        | 1620          | 561                       | 762           |
|                                                                            | NBL      | 430               | 225                       | 384           | 471                         | 634           | 504                       | 621           |
|                                                                            | NBT      |                   | 263                       | 364           | 251                         | 301           | 268                       | 349           |
|                                                                            | NBR      | 100               | 113                       | 282           | 0                           | 44            | 7                         | 71            |
|                                                                            | SBL      | 500               | 609                       | 745           | 958                         | 960           | 468                       | 543           |
|                                                                            | SBTR     |                   | 354                       | 541           | 1282                        | 1356          | 948                       | 1064          |
| Traffic Signal - Route 25 (Main Street) at Tashua Road                     |          |                   |                           |               |                             |               |                           |               |
| Tashua Road                                                                | EBL      |                   | 84                        | 167           | 160                         | 259           | 221                       | 293           |
|                                                                            | EBR      | 185               | 115                       | 197           | 99                          | 150           | 154                       | 228           |
|                                                                            | NBL      | 385               | 37                        | 148           | 186                         | 348           | 170                       | 318           |
| Route 25                                                                   | NBT      |                   | 1400                      | 1666          | 2391                        | 2649          | 2243                      | 2101          |
|                                                                            | SB       |                   | 329                       | 116           | 2585                        | 286           | 2801                      | 1753          |
| Traffic Signal - Route 25 (Main Street) at Spring Hill Road                |          |                   |                           |               |                             |               |                           |               |
| Spring Hill Road                                                           | WBL      | 235               | 109                       | 200           | 191                         | 292           | 284                       | 465           |
|                                                                            | WBR      |                   | 19                        | 68            | 291                         | 397           | 368                       | 145           |
|                                                                            | NBT      |                   | 1341                      | 219           | 2256                        | 465           | 2256                      | 721           |
| Route 25                                                                   | NBR      | 175               | 1                         | 1             | 5                           | 2             | 14                        | 4             |
|                                                                            | SBL      | 160               | 86                        | 86            | 280                         | 257           | 427                       | 151           |
|                                                                            | SBT      |                   | 1470                      | 1462          | 2346                        | 1925          | 2321                      | 2048          |
| Traffic Signal - Route 25 (Main Street) at Victoria Drive                  |          |                   |                           |               |                             |               |                           |               |
| Victoria Drive                                                             | WBL      |                   | 117                       | 207           | 414                         | 515           | 523                       | 439           |
|                                                                            | WBR      | 140               | 2                         | 43            | 204                         | 258           | 296                       | 179           |
|                                                                            | NBTR     |                   | 18                        | 34            | 570                         | 258           | 1122                      | 333           |
| Route 25                                                                   | SBL      | 250               | 12                        | 11            | 187                         | 118           | 392                       | 60            |
|                                                                            | SBT      |                   | 1503                      | 1391          | 1897                        | 186           | 2012                      | 110           |
| Traffic Signal - Route 25 (Main Street) at Pond View /Duchess Driveways    |          |                   |                           |               |                             |               |                           |               |
| Pond View Driveway                                                         | EBLT     |                   | 88                        | 185           | 496                         | 652           | 587                       | 725           |
|                                                                            | EBR      |                   | 131                       | 275           | 198                         | 314           | 202                       | 272           |
| Duchess Driveway                                                           | WB       |                   | 0                         | 0             | 0                           | 5             | 2                         | 42            |
|                                                                            | NBL      | 150               | 48                        | 176           | 266                         | 337           | 315                       | 452           |
| Route 25                                                                   | NBTR     |                   | 148                       | 193           | 572                         | 641           | 390                       | 610           |
|                                                                            | SBLT     |                   | 1428                      | 173           | 2011                        | 884           | 2442                      | 1110          |
|                                                                            | SBR      | 220               | 2                         | 0             | 43                          | 18            | 67                        | 44            |
| Traffic Signal - Route 25 (Main Street) at Judd Road /Purdy Hill Road      |          |                   |                           |               |                             |               |                           |               |
| Judd Road                                                                  | EBL      | 120               | 100                       | 187           | 222                         | 312           | 103                       | 213           |
|                                                                            | EBTR     |                   | 128                       | 182           | 327                         | 450           | 152                       | 213           |
| Purdy Hill Road                                                            | WBL      | 125               | 209                       | 362           | 334                         | 511           | 537                       | 554           |
|                                                                            | WBTR     |                   | 180                       | 295           | 482                         | 718           | 327                       | 365           |
|                                                                            | NBL      | 220               | 110                       | 228           | 140                         | 232           | 133                       | 156           |
| Route 25                                                                   | NBTR     |                   | 43                        | 347           | 910                         | 731           | 828                       | 207           |
|                                                                            | SBL      | 130               | 16                        | 16            | 124                         | 130           | 139                       | 94            |
|                                                                            | SBTR     |                   | 1600                      | 1505          | 2247                        | 2290          | 2540                      | 1945          |
| Traffic Signal - Route 25 (Main Street) at Green Street                    |          |                   |                           |               |                             |               |                           |               |
| Church Driveway                                                            | EB       | 75                | 0                         | 0             | 0                           | 0             | 0                         | 0             |
|                                                                            | WBL      | 115               | 51                        | 90            | 60                          | 159           | 52                        | 93            |
| Green Street                                                               | WBTR     |                   | 375                       | 510           | 0                           | 56            | 182                       | 300           |
|                                                                            | NBL      | 40                | 0                         | 0             | 0                           | 0             | 0                         | 0             |
|                                                                            | NBT      |                   | 899                       | 735           | 199                         | 186           | 2171                      | 2136          |
| Route 25                                                                   | NBR      | 175               | 0                         | 0             | 0                           | 0             | 0                         | 0             |
|                                                                            | SBL      |                   | 72                        | 142           | 449                         | 447           | 294                       | 382           |
|                                                                            | SBTR     |                   | 1402                      | 1707          | 318                         | 293           | 2202                      | 2031          |

TABLE 3-12 (Continued)

Study Area Signalized Intersection Operational Summary - 2040 Future Conditions - Queues

|                                                                                       | Lane Use | Available Storage | Weekday Morning Peak Hour |               | Weekday Afternoon Peak Hour |               | Saturday Midday Peak Hour |               |
|---------------------------------------------------------------------------------------|----------|-------------------|---------------------------|---------------|-----------------------------|---------------|---------------------------|---------------|
|                                                                                       |          |                   | Avg. Queues               | Design Queues | Avg. Queues                 | Design Queues | Avg. Queues               | Design Queues |
| Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)                     |          |                   |                           |               |                             |               |                           |               |
| Route 59                                                                              | EBL      | 375               | 124                       | 197           | 295                         | 483           | 217                       | 370           |
|                                                                                       | EBLT     |                   | 124                       | 197           | 298                         | 488           | 217                       | 370           |
| North Commercial Drive                                                                | EBR      | 370               | 334                       | 341           | 538                         | 823           | 304                       | 317           |
|                                                                                       | WB       | 85                | 11                        | 31            | 26                          | 54            | 26                        | 66            |
| Route 25                                                                              | NBL      | 250               | 403                       | 429           | 605                         | 709           | 464                       | 223           |
|                                                                                       | NBTR     |                   | 410                       | 543           | 1907                        | 2037          | 1070                      | 427           |
|                                                                                       | SBLT     |                   | 468                       | 635           | 756                         | 895           | 834                       | 690           |
|                                                                                       | SBR      | 170               | 199                       | 364           | 48                          | 86            | 23                        | 25            |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at United Healthcare Driveway        |          |                   |                           |               |                             |               |                           |               |
| United Healthcare Drive                                                               | WBL      |                   | 34                        | 65            | 203                         | 245           | 33                        | 53            |
|                                                                                       | WBR      | 60                | 0                         | 17            | 21                          | 48            | 0                         | 15            |
| Route 111                                                                             | NBTR     |                   | 314                       | 425           | 270                         | 512           | 114                       | 248           |
|                                                                                       | SBL      | 225               | 56                        | 86            | 9                           | 11            | 15                        | 18            |
|                                                                                       | SBT      |                   | 159                       | 240           | 101                         | 140           | 73                        | 74            |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Trefoil Drive/Home Depot Driveway |          |                   |                           |               |                             |               |                           |               |
| Trefoil Drive                                                                         | EBL      |                   | 42                        | 72            | 61                          | 101           | 42                        | 59            |
|                                                                                       | EBTR     | 130               | 8                         | 50            | 47                          | 99            | 66                        | 78            |
| Home Depot Driveway                                                                   | WBL      | 90                | 45                        | 92            | 62                          | 141           | 143                       | 236           |
|                                                                                       | WBTR     |                   | 8                         | 34            | 14                          | 48            | 54                        | 86            |
| Route 111                                                                             | NBL      | 250               | 132                       | 218           | 185                         | 338           | 114                       | 179           |
|                                                                                       | NBT      |                   | 30                        | 102           | 217                         | 141           | 278                       | 287           |
|                                                                                       | NBR      | 250               | 0                         | 3             | 0                           | 7             | 29                        | 20            |
|                                                                                       | SBL      | 200               | 33                        | 61            | 41                          | 71            | 131                       | 181           |
|                                                                                       | SBTR     |                   | 93                        | 125           | 221                         | 664           | 168                       | 390           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Technology Drive/Corporate Drive  |          |                   |                           |               |                             |               |                           |               |
| Technology Drive                                                                      | EBL      |                   | 15                        | 38            | 56                          | 106           | 8                         | 21            |
|                                                                                       | EBLTR    | 115               | 0                         | 0             | 6                           | 51            | 0                         | 0             |
| Corporate Drive                                                                       | WBL      |                   | 31                        | 65            | 209                         | 268           | 33                        | 58            |
|                                                                                       | WBLTR    | 125               | 0                         | 0             | 97                          | 152           | 0                         | 0             |
| Route 111                                                                             | NBL      | 150               | 16                        | 58            | 10                          | 26            | 1                         | 1             |
|                                                                                       | NBTR     |                   | 105                       | 124           | 201                         | 357           | 110                       | 48            |
|                                                                                       | SBL      | 325               | 10                        | 10            | 9                           | 21            | 2                         | 1             |
|                                                                                       | SBTR     |                   | 136                       | 165           | 159                         | 299           | 116                       | 161           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Spring Hill Road/Office Driveway  |          |                   |                           |               |                             |               |                           |               |
| Spring Hill Road                                                                      | EB       |                   | 80                        | 119           | 143                         | 189           | 212                       | 98            |
| Office Driveway                                                                       | WB       | 50                | 1                         | 5             | 3                           | 12            | 3                         | 0             |
| Route 111                                                                             | NB       |                   | 74                        | 95            | 41                          | 695           | 155                       | 12            |
|                                                                                       | SB       |                   | 102                       | 155           | 114                         | 157           | 200                       | 159           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Purdy Hill Road                   |          |                   |                           |               |                             |               |                           |               |
| Purdy Hill Road                                                                       | EBL      |                   | 33                        | 60            | 82                          | 131           | 130                       | 148           |
|                                                                                       | EBTR     | 130               | 83                        | 130           | 200                         | 266           | 171                       | 173           |
| Route 111                                                                             | WBL      | 110               | 325                       | 510           | 175                         | 327           | 293                       | 267           |
|                                                                                       | WBTR     |                   | 84                        | 136           | 110                         | 170           | 92                        | 108           |
|                                                                                       | NBL      | 350               | 67                        | 200           | 163                         | 309           | 162                       | 218           |
|                                                                                       | NBTR     |                   | 42                        | 52            | 85                          | 155           | 108                       | 50            |
| Route 111                                                                             | SBL      | 125               | 13                        | 16            | 37                          | 92            | 67                        | 111           |
|                                                                                       | SBTR     |                   | 412                       | 405           | 237                         | 303           | 375                       | 334           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Village Plaza/McDonald's Driveway |          |                   |                           |               |                             |               |                           |               |
| Village Plaza Driveway                                                                | EBLT     | 80                | 9                         | 26            | 67                          | 113           | 84                        | 159           |
|                                                                                       | EBR      | 80                | 0                         | 0             | 0                           | 34            | 0                         | 46            |
| McDonald's Driveway                                                                   | WBLT     |                   | 52                        | 90            | 31                          | 65            | 39                        | 62            |
|                                                                                       | WBR      | 35                | 0                         | 26            | 0                           | 37            | 0                         | 20            |
| Route 111                                                                             | NBL      | 120               | 2                         | 20            | 3                           | 7             | 9                         | 16            |
|                                                                                       | NBTR     |                   | 55                        | 57            | 78                          | 121           | 444                       | 477           |
|                                                                                       | SBL      | 125               | 7                         | 9             | 5                           | 7             | 5                         | 6             |
|                                                                                       | SBTR     |                   | 1121                      | 1186          | 92                          | 97            | 128                       | 104           |

**TABLE 3-12 (Continued)**

Study Area Signalized Intersection Operational Summary - 2040 Future Conditions - Queues

|                                                                                   |             |                      | Weekday Morning<br>Peak Hour |                  | Weekday Afternoon<br>Peak Hour |                  | Saturday Midday<br>Peak Hour |                  |
|-----------------------------------------------------------------------------------|-------------|----------------------|------------------------------|------------------|--------------------------------|------------------|------------------------------|------------------|
|                                                                                   | Lane<br>Use | Available<br>Storage | Avg.<br>Queues               | Design<br>Queues | Avg.<br>Queues                 | Design<br>Queues | Avg.<br>Queues               | Design<br>Queues |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Elm Street                    |             |                      |                              |                  |                                |                  |                              |                  |
| Elm Street                                                                        | EBLT        |                      | 169                          | 254              | 251                            | 361              | 277                          | 370              |
|                                                                                   | EBR         | 125                  | 232                          | 423              | 12                             | 52               | 57                           | 82               |
|                                                                                   | WBLT        | 100                  | 145                          | 246              | 230                            | 415              | 232                          | 269              |
|                                                                                   | WBR         |                      | 0                            | 9                | 7                              | 46               | 34                           | 54               |
| Route 111                                                                         | NBL         | 160                  | 66                           | 179              | 118                            | 188              | 201                          | 169              |
|                                                                                   | NBTR        |                      | 204                          | 183              | 845                            | 1094             | 745                          | 787              |
|                                                                                   | SBL         | 95                   | 4                            | 19               | 26                             | 103              | 46                           | 56               |
|                                                                                   | SBTR        |                      | 557                          | 902              | 397                            | 678              | 775                          | 760              |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Monroe/Comaro Plaza Driveways |             |                      |                              |                  |                                |                  |                              |                  |
| Comaro Plaza Driveway                                                             | EBLT        | 35                   | 17                           | 41               | 52                             | 114              | 58                           | 124              |
|                                                                                   | EBR         | 35                   | 0                            | 8                | 0                              | 9                | 0                            | 11               |
| Monroe Plaza Driveway                                                             | WBLT        | 175                  | 38                           | 72               | 71                             | 126              | 117                          | 221              |
|                                                                                   | WBR         | 175                  | 0                            | 23               | 0                              | 49               | 21                           | 61               |
|                                                                                   | NBL         | 450                  | 4                            | 4                | 6                              | 4                | 8                            | 6                |
| Route 111                                                                         | NBTR        |                      | 63                           | 45               | 201                            | 119              | 212                          | 151              |
|                                                                                   | SBL         | 145                  | 3                            | 5                | 16                             | 39               | 16                           | 21               |
|                                                                                   | SBTR        |                      | 244                          | 436              | 214                            | 365              | 294                          | 452              |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Cross Hill Road               |             |                      |                              |                  |                                |                  |                              |                  |
| Cross Hill Road                                                                   | EBL         | 90                   | 102                          | 153              | 280                            | 461              | 145                          | 197              |
|                                                                                   | EBTR        |                      | 9                            | 37               | 134                            | 217              | 79                           | 77               |
|                                                                                   | WBL         |                      | 103                          | 151              | 80                             | 133              | 137                          | 140              |
|                                                                                   | WBTR        | 95                   | 64                           | 103              | 80                             | 126              | 104                          | 109              |
| Route 111                                                                         | NBL         | 90                   | 1                            | 5                | 7                              | 32               | 8                            | 11               |
|                                                                                   | NBTR        |                      | 23                           | 50               | 296                            | 924              | 369                          | 721              |
|                                                                                   | SBL         | 45                   | 1                            | 0                | 57                             | 152              | 19                           | 5                |
|                                                                                   | SBTR        |                      | 112                          | 516              | 98                             | 155              | 440                          | 160              |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Century Plaza Driveway        |             |                      |                              |                  |                                |                  |                              |                  |
| Century Plaza Driveway                                                            | EBL         | 120                  | 9                            | 26               | 112                            | 154              | 65                           | 107              |
|                                                                                   | EBR         | 120                  | 0                            | 26               | 0                              | 39               | 0                            | 61               |
|                                                                                   | NBL         | 280                  | 1                            | 2                | 19                             | 30               | 21                           | 22               |
| Route 111                                                                         | NBT         |                      | 14                           | 23               | 233                            | 363              | 215                          | 236              |
|                                                                                   | SB          |                      | 327                          | 490              | 217                            | 385              | 349                          | 494              |

TABLE 3-13

Study Area Unsignalized Intersection Operational Summary - 2040 Future Conditions - Queues

|                                                                                         | Lane Use | Available Storage | Weekday Morning Peak Hour Design Queues | Weekday Afternoon Design Queues | Saturday Midday Peak Hour Design Queues |
|-----------------------------------------------------------------------------------------|----------|-------------------|-----------------------------------------|---------------------------------|-----------------------------------------|
| <b>Unsignalized TWSC - Route 25 (Main Street) at Brook Street</b>                       |          |                   |                                         |                                 |                                         |
| Brook Street                                                                            | WB       |                   | 0                                       | 53                              | 0                                       |
| Route 25                                                                                | SBL      |                   | 0                                       | 0                               | 3                                       |
| <b>Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road</b>                       |          |                   |                                         |                                 |                                         |
| Spring Hill Road                                                                        | EBL      |                   | 5                                       | 38                              | 10                                      |
| Cutler's Farm Road                                                                      | SB       |                   | 43                                      | 65                              | 28                                      |
| <b>Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road</b>                        |          |                   |                                         |                                 |                                         |
| Cutler's Farm Road                                                                      | NB       |                   | 18                                      | 208                             | 65                                      |
| Purdy Hill Road                                                                         | EB       |                   | 40                                      | 770                             | 265                                     |
|                                                                                         | WB       |                   | 70                                      | 253                             | 165                                     |
| Cutler's Farm Road                                                                      | SB       |                   | 375                                     | 345                             | 440                                     |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Old Mine Road</b>             |          |                   |                                         |                                 |                                         |
| Old Mine Road                                                                           | WB       |                   | 57                                      | 78                              | 55                                      |
| Route 111                                                                               | SBL      |                   | 0                                       | 5                               | 3                                       |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Trefoil Plaza Driveway</b>    |          |                   |                                         |                                 |                                         |
| Route 111                                                                               | NBL      | 95                | 33                                      | 110                             | 30                                      |
|                                                                                         | EBL      | 145               | 123                                     | 290                             | 245                                     |
| Trefoil Plaza Driveway                                                                  | EBR      | 25                | 25                                      | 68                              | 60                                      |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Woodland Hills Drive</b>      |          |                   |                                         |                                 |                                         |
| Woodland Hills Drive                                                                    | EBR      |                   | 0                                       | 0                               | 0                                       |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Tennis Club Driveway</b>      |          |                   |                                         |                                 |                                         |
| Route 111                                                                               | NBL      |                   | 3                                       | 0                               | 0                                       |
| Tennis Club Driveway                                                                    | EB       | 100               | 0                                       | 5                               | 35                                      |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES South Driveway</b>  |          |                   |                                         |                                 |                                         |
| Route 111                                                                               | NBL      |                   | 10                                      | 0                               | --                                      |
| Monroe ES South Drive                                                                   | EB       | 200               | 285                                     | 125                             | --                                      |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES Middle Driveway</b> |          |                   |                                         |                                 |                                         |
| Monroe ES Middle Drive                                                                  | EBL      | 25                | 15                                      | 8                               | --                                      |
|                                                                                         | EBR      | 25                | 0                                       | 0                               | --                                      |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES North Driveway</b>  |          |                   |                                         |                                 |                                         |
| Route 111                                                                               | NBL      |                   | 3                                       | 0                               | --                                      |
| Stop & Shop Plaza Drive                                                                 | WBTL     | 60                | 20                                      | 53                              | --                                      |
|                                                                                         | WBR      | 60                | 3                                       | 35                              | --                                      |
| Route 111                                                                               | SBL      |                   | 0                                       | 3                               | --                                      |

TABLE 4-1

Study Area Signalized Intersection Operational Summary - 2040 Improved - LOS

|                                                                                                 | Lane Use | LOS | Weekday Morning Peak Hour |      | LOS | Weekday Afternoon Peak Hour |      | LOS | Saturday Midday Peak Hour |      |
|-------------------------------------------------------------------------------------------------|----------|-----|---------------------------|------|-----|-----------------------------|------|-----|---------------------------|------|
|                                                                                                 |          |     | Avg. Delay (s/veh)        | v/c  |     | Avg. Delay (s/veh)          | v/c  |     | Avg. Delay (s/veh)        | v/c  |
| Traffic Signal - Quadrant - Route 25 (Main Street) at Route 111 (Monroe Turnpike)               |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                                         |          | B   | 14.7                      | 0.90 | C   | 29.1                        | 1.03 | B   | 13.3                      | 0.84 |
| Route 25                                                                                        | EB       | A   | 4.0                       | 0.75 | A   | 4.2                         | 0.82 | A   | 4.7                       | 0.68 |
|                                                                                                 | WBT      | B   | 12.8                      | 0.66 | D   | 49.8                        | 1.03 | B   | 15.2                      | 0.73 |
|                                                                                                 | WBR      | B   | 16.7                      | 0.78 | C   | 23.9                        | 0.85 | B   | 12.9                      | 0.57 |
| Route 111                                                                                       | NBT      | B   | 17.7                      | 0.60 | B   | 13.7                        | 0.49 | B   | 14.7                      | 0.61 |
|                                                                                                 | NBR      | C   | 20.7                      | 0.61 | B   | 12.3                        | 0.28 | B   | 11.8                      | 0.28 |
|                                                                                                 | SBT      | C   | 31.9                      | 0.90 | D   | 53.6                        | 1.03 | C   | 23.9                      | 0.84 |
|                                                                                                 | SBR      | B   | 18.1                      | 0.20 | B   | 19.4                        | 0.44 | B   | 17.0                      | 0.35 |
| Traffic Signal - Quadrant - Route 111 (Monroe Turnpike) at Quadrant Roadway/Broadway            |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                                         |          | A   | 8.6                       | 0.63 | B   | 11.1                        | 1.01 | B   | 12.2                      | 0.96 |
| Quadrant Roadway                                                                                | EBTL     | C   | 34.8                      | 0.63 | C   | 20.6                        | 0.29 | C   | 31.0                      | 0.61 |
|                                                                                                 | EBR      | B   | 16.8                      | 0.44 | B   | 14.9                        | 0.69 | B   | 11.0                      | 0.59 |
| Broadway                                                                                        | WBTL     | A   | 0.0                       | 0.00 | A   | 0.0                         | 0.00 | A   | 0.0                       | 0.00 |
|                                                                                                 | WBR      | A   | 0.0                       | 0.00 | A   | 0.0                         | 0.00 | A   | 0.0                       | 0.00 |
|                                                                                                 | NBL      | A   | 5.1                       | 0.29 | B   | 11.2                        | 0.51 | A   | 9.2                       | 0.53 |
| Route 111                                                                                       | NBTR     | A   | 8.4                       | 0.55 | A   | 9.8                         | 0.54 | A   | 8.6                       | 0.58 |
|                                                                                                 | SBL      | A   | 0.0                       | 0.00 | A   | 0.0                         | 0.00 | A   | 0.0                       | 0.00 |
|                                                                                                 | SBT      | A   | 1.0                       | 0.35 | C   | 23.8                        | 1.01 | C   | 32.6                      | 0.96 |
|                                                                                                 | SBR      | A   | 4.6                       | 0.41 | A   | 2.8                         | 0.42 | A   | 1.1                       | 0.31 |
| Traffic Signal - Quadrant - Route 25 (Main Street) at Quadrant Roadway                          |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                                         |          | A   | 8.9                       | 0.74 | B   | 14.5                        | 0.84 | B   | 12.8                      | 0.83 |
| Route 25                                                                                        | EBT      | B   | 14.9                      | 0.74 | C   | 21.6                        | 0.84 | B   | 19.6                      | 0.79 |
|                                                                                                 | EBR      | A   | 0.7                       | 0.27 | A   | 2.6                         | 0.39 | A   | 0.9                       | 0.30 |
|                                                                                                 | WBL      | B   | 14.8                      | 0.38 | C   | 28.9                        | 0.80 | B   | 16.2                      | 0.47 |
|                                                                                                 | WBT      | A   | 7.7                       | 0.57 | B   | 14.3                        | 0.76 | A   | 9.4                       | 0.71 |
| Quadrant Roadway                                                                                | NBL      | C   | 33.3                      | 0.68 | D   | 45.7                        | 0.80 | D   | 43.4                      | 0.83 |
|                                                                                                 | NBR      | A   | 0.4                       | 0.41 | A   | 0.4                         | 0.42 | A   | 0.3                       | 0.31 |
| Traffic Signal - Single Point Urban Interchange - Route 111 (Monroe Turnpike) at Route 25 Ramps |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                                         |          | C   | 30.4                      | 0.74 | C   | 34.8                        | 0.92 | C   | 33.6                      | 0.93 |
| Route 111                                                                                       | NBL      | D   | 45.0                      | 0.60 | D   | 47.7                        | 0.73 | D   | 35.5                      | 0.69 |
|                                                                                                 | NBT      | D   | 43.0                      | 0.72 | D   | 48.7                        | 0.83 | C   | 31.5                      | 0.71 |
|                                                                                                 | NBR      | A   | 0.3                       | 0.19 | A   | 0.1                         | 0.11 | A   | 0.1                       | 0.10 |
|                                                                                                 | SBL      | C   | 24.1                      | 0.74 | C   | 34.7                        | 0.92 | D   | 41.8                      | 0.93 |
|                                                                                                 | SBT      | B   | 14.3                      | 0.32 | C   | 24.4                        | 0.73 | C   | 31.4                      | 0.79 |
|                                                                                                 | SBR      | A   | 0.1                       | 0.06 | A   | 0.2                         | 0.17 | A   | 0.2                       | 0.12 |
| Route 25 Southbound Off-Ramp                                                                    | EBL      | D   | 46.6                      | 0.61 | D   | 40.3                        | 0.33 | C   | 32.2                      | 0.47 |
|                                                                                                 | EBR      | A   | 3.0                       | 0.40 | C   | 27.2                        | 0.82 | B   | 17.0                      | 0.77 |
| Route 25 Northbound Off-Ramp                                                                    | WBL      | D   | 39.7                      | 0.27 | D   | 50.0                        | 0.69 | C   | 29.6                      | 0.29 |
|                                                                                                 | WBR      | D   | 42.9                      | 0.96 | D   | 42.3                        | 0.96 | D   | 49.4                      | 0.96 |

TABLE 4-1 (Continued)

Study Area Signalized Intersection Operational Summary - 2040 Improved - LOS

|                                                                         | Lane Use | LOS | Weekday Morning Peak Hour |      | LOS | Weekday Afternoon Peak Hour |      | LOS | Saturday Midday Peak Hour |      |
|-------------------------------------------------------------------------|----------|-----|---------------------------|------|-----|-----------------------------|------|-----|---------------------------|------|
|                                                                         |          |     | Avg. Delay (s/veh)        | v/c  |     | Avg. Delay (s/veh)          | v/c  |     | Avg. Delay (s/veh)        | v/c  |
| Traffic Signal - Route 25 (Main Street) at Tashua Road                  |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                 |          | B   | 10.2                      | 0.70 | B   | 14.6                        | 0.87 | B   | 19.9                      | 0.91 |
| Tashua Road                                                             | EBL      | D   | 37.2                      | 0.36 | D   | 40.0                        | 0.52 | D   | 42.6                      | 0.49 |
|                                                                         | EBR      | C   | 26.7                      | 0.53 | C   | 23.0                        | 0.36 | C   | 28.6                      | 0.43 |
|                                                                         | NBL      | B   | 10.7                      | 0.43 | D   | 42.9                        | 0.81 | D   | 50.2                      | 0.80 |
| Route 25                                                                | NBT      | B   | 11.8                      | 0.65 | B   | 16.4                        | 0.83 | B   | 19.8                      | 0.77 |
|                                                                         | SBTR     | A   | 4.9                       | 0.70 | A   | 7.9                         | 0.87 | B   | 14.7                      | 0.91 |
| Traffic Signal - Route 25 (Main Street) at Spring Hill Road             |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                 |          | A   | 8.0                       | 0.72 | B   | 13.6                        | 0.86 | B   | 16.6                      | 0.86 |
| Spring Hill Road                                                        | WBL      | D   | 41.7                      | 0.50 | D   | 50.9                        | 0.71 | D   | 53.8                      | 0.73 |
|                                                                         | WBR      | B   | 10.5                      | 0.37 | B   | 15.9                        | 0.51 | B   | 10.4                      | 0.43 |
|                                                                         | NBTR     | A   | 5.4                       | 0.72 | A   | 8.1                         | 0.86 | B   | 11.0                      | 0.86 |
| Route 25                                                                | SBL      | B   | 11.1                      | 0.43 | C   | 29.4                        | 0.66 | D   | 47.8                      | 0.76 |
|                                                                         | SBT      | A   | 7.7                       | 0.70 | B   | 14.4                        | 0.84 | B   | 15.3                      | 0.80 |
| Traffic Signal - Route 25 (Main Street) at Victoria Drive               |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                 |          | A   | 4.1                       | 0.74 | B   | 10.6                        | 0.92 | B   | 10.7                      | 0.87 |
| Victoria Drive                                                          | WBL      | D   | 40.2                      | 0.34 | D   | 50.9                        | 0.80 | D   | 54.0                      | 0.71 |
|                                                                         | WBR      | A   | 9.8                       | 0.15 | C   | 22.8                        | 0.41 | C   | 25.2                      | 0.36 |
|                                                                         | NBTR     | A   | 4.2                       | 0.74 | A   | 8.9                         | 0.92 | A   | 6.9                       | 0.87 |
| Route 25                                                                | SBL      | A   | 4.7                       | 0.20 | C   | 21.4                        | 0.48 | C   | 32.2                      | 0.58 |
|                                                                         | SBT      | A   | 1.2                       | 0.51 | A   | 1.3                         | 0.56 | A   | 1.4                       | 0.50 |
| Traffic Signal - Route 25 (Main Street) at Pond View /Duchess Driveways |          |     |                           |      |     |                             |      |     |                           |      |
|                                                                         |          | A   | 7.0                       | 0.77 | C   | 32.7                        | 1.02 | D   | 50.3                      | 1.17 |
| Pond View Driveway                                                      | EBLT     | D   | 42.0                      | 0.52 | E   | 76.0                        | 0.99 | F   | 102.1                     | 1.07 |
|                                                                         | EBR      | C   | 31.6                      | 0.77 | B   | 15.8                        | 0.61 | B   | 18.7                      | 0.61 |
| Duchess Driveway                                                        | WB       | A   | 0.4                       | 0.05 | A   | 0.2                         | 0.05 | A   | 5.2                       | 0.15 |
|                                                                         | NBL      | A   | 9.9                       | 0.44 | E   | 71.8                        | 1.00 | F   | 126.3                     | 1.17 |
| Route 25                                                                | NBTR     | A   | 1.1                       | 0.46 | A   | 8.6                         | 0.70 | B   | 13.2                      | 0.61 |
|                                                                         | SBLT     | A   | 5.6                       | 0.68 | D   | 50.6                        | 1.02 | E   | 77.8                      | 1.12 |
|                                                                         | SBR      | A   | 0.3                       | 0.21 | A   | 2.8                         | 0.41 | A   | 1.8                       | 0.45 |
| Traffic Signal - Route 25 (Main Street) at Judd Road/Purdy Hill Road    |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                 |          | B   | 16.7                      | 0.80 | D   | 45.9                        | 1.02 | D   | 45.2                      | 0.96 |
| Judd Road                                                               | EBL      | D   | 40.1                      | 0.53 | E   | 62.0                        | 0.80 | C   | 34.8                      | 0.32 |
|                                                                         | EBT      | C   | 30.4                      | 0.23 | C   | 31.2                        | 0.54 | C   | 31.4                      | 0.19 |
|                                                                         | EBR      | A   | 1.9                       | 0.29 | A   | 5.9                         | 0.27 | A   | 7.0                       | 0.21 |
| Purdy Hill Road                                                         | WBL      | D   | 55.0                      | 0.76 | E   | 75.9                        | 0.92 | E   | 76.4                      | 0.94 |
|                                                                         | WBT      | C   | 32.2                      | 0.32 | D   | 37.8                        | 0.71 | C   | 33.2                      | 0.29 |
|                                                                         | WBR      | D   | 35.2                      | 0.40 | C   | 29.4                        | 0.40 | D   | 36.6                      | 0.40 |
|                                                                         | NBL      | E   | 60.9                      | 0.57 | D   | 52.1                        | 0.57 | E   | 74.3                      | 0.64 |
| Route 25                                                                | NBTR     | A   | 4.1                       | 0.51 | D   | 48.9                        | 1.02 | D   | 39.3                      | 0.96 |
|                                                                         | SBL      | D   | 46.7                      | 0.11 | E   | 69.3                        | 0.68 | E   | 62.8                      | 0.70 |
|                                                                         | SBTR     | B   | 15.1                      | 0.80 | D   | 44.2                        | 0.97 | D   | 48.3                      | 0.90 |
| Traffic Signal - Route 25 (Main Street) at Green Street                 |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                 |          | B   | 15.0                      | 0.97 | A   | 8.2                         | 0.78 | B   | 11.9                      | 0.80 |
| Church Driveway                                                         | EB       | A   | 0.0                       | 0.00 | A   | 0.0                         | 0.00 | A   | 0.0                       | 0.00 |
| Green Street                                                            | WBL      | C   | 30.9                      | 0.20 | D   | 51.2                        | 0.48 | D   | 53.7                      | 0.37 |
|                                                                         | WBTR     | D   | 52.0                      | 0.97 | A   | 3.9                         | 0.51 | C   | 28.0                      | 0.80 |
|                                                                         | NBL      | A   | 0.0                       | 0.00 | A   | 0.0                         | 0.00 | A   | 0.0                       | 0.00 |
| Route 25                                                                | NBT      | B   | 12.8                      | 0.63 | A   | 6.1                         | 0.64 | A   | 5.3                       | 0.73 |
|                                                                         | SBL      | B   | 14.2                      | 0.52 | C   | 29.8                        | 0.78 | C   | 31.5                      | 0.77 |
|                                                                         | SBTR     | A   | 4.1                       | 0.62 | A   | 3.1                         | 0.55 | B   | 11.5                      | 0.60 |

TABLE 4-1 (Continued)

Study Area Signalized Intersection Operational Summary - 2040 Improved - LOS

|                                                                                        | Lane Use | LOS | Weekday Morning Peak Hour |      | LOS | Weekday Afternoon Peak Hour |      | LOS | Saturday Midday Peak Hour |      |
|----------------------------------------------------------------------------------------|----------|-----|---------------------------|------|-----|-----------------------------|------|-----|---------------------------|------|
|                                                                                        |          |     | Avg. Delay (s/veh)        | v/c  |     | Avg. Delay (s/veh)          | v/c  |     | Avg. Delay (s/veh)        | v/c  |
| Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)                      |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                                |          | C   | 22.5                      | 0.90 | C   | 30.1                        | 0.97 | C   | 24.0                      | 0.86 |
| Route 59                                                                               | EBL      | D   | 43.4                      | 0.57 | D   | 53.0                        | 0.81 | D   | 55.0                      | 0.71 |
|                                                                                        | EBLT     | D   | 43.4                      | 0.57 | D   | 53.2                        | 0.81 | D   | 55.0                      | 0.71 |
|                                                                                        | EBR      | C   | 24.4                      | 0.88 | B   | 15.1                        | 0.80 | A   | 9.6                       | 0.63 |
| North Commercial Drive                                                                 | WB       | D   | 40.5                      | 0.12 | D   | 41.4                        | 0.24 | E   | 58.8                      | 0.32 |
|                                                                                        | NBL      | D   | 52.3                      | 0.90 | D   | 52.6                        | 0.87 | D   | 54.7                      | 0.75 |
| Route 25                                                                               | NBTR     | A   | 5.5                       | 0.43 | B   | 13.8                        | 0.71 | A   | 4.1                       | 0.57 |
|                                                                                        | SBL      | A   | 0.0                       | 0.00 | C   | 23.7                        | 0.12 | C   | 23.3                      | 0.06 |
|                                                                                        | SBT      | C   | 25.9                      | 0.78 | D   | 45.3                        | 0.97 | C   | 34.1                      | 0.86 |
|                                                                                        | SBR      | A   | 7.2                       | 0.55 | A   | 2.8                         | 0.29 | A   | 2.2                       | 0.29 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at United Healthcare Driveway         |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                                |          | A   | 7.2                       | 0.66 | B   | 11.1                        | 0.82 | A   | 3.9                       | 0.52 |
| United Healthcare Drive                                                                | WBL      | E   | 57.4                      | 0.39 | E   | 55.8                        | 0.82 | D   | 45.2                      | 0.34 |
|                                                                                        | WBR      | C   | 23.8                      | 0.10 | B   | 17.7                        | 0.21 | C   | 20.2                      | 0.09 |
| Route 111                                                                              | NBTR     | A   | 6.8                       | 0.66 | A   | 9.6                         | 0.64 | A   | 4.0                       | 0.52 |
|                                                                                        | SBL      | D   | 51.5                      | 0.59 | E   | 58.7                        | 0.14 | D   | 41.0                      | 0.23 |
|                                                                                        | SBT      | A   | 3.5                       | 0.48 | A   | 4.5                         | 0.75 | A   | 1.5                       | 0.45 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Trefoil Drive /Home Depot Driveway |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                                |          | B   | 12.8                      | 0.79 | C   | 21.7                        | 0.85 | C   | 27.0                      | 0.87 |
| Trefoil Drive                                                                          | EBLT     | E   | 61.9                      | 0.55 | E   | 79.5                        | 0.82 | D   | 49.6                      | 0.71 |
|                                                                                        | EBR      | B   | 14.5                      | 0.62 | B   | 15.5                        | 0.70 | A   | 6.4                       | 0.36 |
| Home Depot Driveway                                                                    | WBL      | E   | 60.0                      | 0.50 | E   | 60.1                        | 0.62 | E   | 64.2                      | 0.87 |
|                                                                                        | WBTR     | C   | 22.0                      | 0.25 | B   | 15.9                        | 0.40 | B   | 13.8                      | 0.52 |
| Route 111                                                                              | NBL      | E   | 68.5                      | 0.79 | E   | 71.2                        | 0.85 | E   | 58.2                      | 0.74 |
|                                                                                        | NBT      | A   | 1.4                       | 0.44 | A   | 6.8                         | 0.57 | B   | 14.6                      | 0.57 |
|                                                                                        | NBR      | A   | 0.1                       | 0.06 | A   | 1.4                         | 0.08 | A   | 2.1                       | 0.28 |
|                                                                                        | SBL      | E   | 58.9                      | 0.43 | D   | 51.6                        | 0.44 | D   | 45.8                      | 0.73 |
|                                                                                        | SBTR     | A   | 6.7                       | 0.65 | C   | 21.1                        | 0.83 | C   | 31.4                      | 0.66 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Technology Drive /Corporate Drive  |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                                |          | A   | 7.1                       | 0.55 | C   | 24.4                        | 0.88 | A   | 4.0                       | 0.52 |
| Technology Drive                                                                       | EBL      | E   | 58.3                      | 0.27 | E   | 73.6                        | 0.68 | D   | 43.7                      | 0.13 |
|                                                                                        | EBLTR    | A   | 2.8                       | 0.22 | B   | 18.0                        | 0.54 | A   | 1.2                       | 0.12 |
| Corporate Drive                                                                        | WBL      | E   | 62.7                      | 0.43 | E   | 65.2                        | 0.88 | D   | 50.8                      | 0.42 |
|                                                                                        | WBLTR    | A   | 2.4                       | 0.21 | C   | 25.6                        | 0.66 | A   | 1.8                       | 0.19 |
| Route 111                                                                              | NBL      | A   | 9.4                       | 0.42 | B   | 13.9                        | 0.16 | A   | 2.7                       | 0.03 |
|                                                                                        | NBTR     | A   | 6.7                       | 0.44 | C   | 24.5                        | 0.76 | A   | 4.2                       | 0.52 |
|                                                                                        | SBL      | A   | 3.7                       | 0.41 | A   | 8.8                         | 0.20 | A   | 1.3                       | 0.11 |
|                                                                                        | SBTR     | A   | 5.3                       | 0.55 | B   | 10.2                        | 0.55 | A   | 1.6                       | 0.41 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Spring Hill Road /Office Driveway  |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                                |          | A   | 6.1                       | 0.61 | A   | 3.6                         | 0.59 | A   | 6.9                       | 0.70 |
| Spring Hill Road                                                                       | EB       | D   | 46.8                      | 0.61 | D   | 38.3                        | 0.54 | D   | 42.4                      | 0.70 |
| Office Driveway                                                                        | WB       | A   | 0.0                       | 0.00 | A   | 0.0                         | 0.00 | A   | 0.3                       | 0.05 |
| Route 111                                                                              | NB       | A   | 4.9                       | 0.28 | A   | 3.0                         | 0.59 | A   | 4.8                       | 0.59 |
|                                                                                        | SB       | A   | 4.0                       | 0.56 | A   | 1.5                         | 0.34 | A   | 4.7                       | 0.54 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Purdy Hill Road                    |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                                |          | C   | 27.2                      | 0.82 | C   | 33.6                        | 0.90 | C   | 23.5                      | 0.77 |
| Purdy Hill Road                                                                        | EBL      | C   | 23.0                      | 0.18 | D   | 54.4                        | 0.74 | D   | 40.8                      | 0.72 |
|                                                                                        | EBT      | D   | 46.5                      | 0.37 | E   | 62.5                        | 0.81 | D   | 46.1                      | 0.59 |
|                                                                                        | EBR      | B   | 14.0                      | 0.54 | A   | 9.8                         | 0.40 | B   | 10.3                      | 0.51 |
|                                                                                        | WBL      | D   | 39.7                      | 0.77 | E   | 75.0                        | 0.90 | D   | 38.3                      | 0.71 |
|                                                                                        | WBTR     | E   | 67.6                      | 0.82 | E   | 62.2                        | 0.86 | D   | 48.9                      | 0.77 |
| Route 111                                                                              | NBL      | C   | 21.7                      | 0.50 | B   | 11.8                        | 0.51 | C   | 20.2                      | 0.58 |
|                                                                                        | NBTR     | B   | 12.5                      | 0.45 | C   | 34.3                        | 0.85 | B   | 14.4                      | 0.77 |
|                                                                                        | SBL      | A   | 8.3                       | 0.09 | A   | 8.7                         | 0.29 | B   | 11.5                      | 0.32 |
|                                                                                        | SBTR     | C   | 25.8                      | 0.77 | B   | 11.9                        | 0.43 | C   | 22.6                      | 0.66 |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Village Plaza /McDonald's Driveway |          |     |                           |      |     |                             |      |     |                           |      |
| Overall                                                                                |          | C   | 29.5                      | 1.04 | C   | 27.8                        | 0.90 | C   | 29.9                      | 1.04 |
| Village Plaza Driveway                                                                 | EBLT     | D   | 50.4                      | 0.13 | F   | 96.5                        | 0.84 | F   | 112.9                     | 0.96 |
|                                                                                        | EBR      | A   | 1.4                       | 0.13 | B   | 14.0                        | 0.35 | B   | 13.7                      | 0.47 |
| McDonald's Driveway                                                                    | WBLT     | E   | 70.3                      | 0.61 | E   | 55.4                        | 0.42 | E   | 58.4                      | 0.55 |
|                                                                                        | WBR      | B   | 13.7                      | 0.31 | B   | 12.6                        | 0.32 | B   | 10.2                      | 0.30 |
| Route 111                                                                              | NBL      | B   | 12.6                      | 0.21 | A   | 3.3                         | 0.15 | A   | 6.7                       | 0.25 |
|                                                                                        | NBTR     | A   | 3.0                       | 0.38 | B   | 18.1                        | 0.79 | A   | 9.9                       | 0.80 |
|                                                                                        | SBL      | A   | 2.8                       | 0.14 | B   | 18.3                        | 0.25 | A   | 8.1                       | 0.26 |
|                                                                                        | SBTR     | D   | 41.5                      | 1.04 | D   | 37.7                        | 0.90 | D   | 46.2                      | 1.04 |

TABLE 4-1 (Continued)

Study Area Signalized Intersection Operational Summary - 2040 Improved - LOS

|                                                                                          |          | Weekday Morning<br>Peak Hour |                       |      | Weekday Afternoon<br>Peak Hour |                       |      | Saturday Midday<br>Peak Hour |                       |       |
|------------------------------------------------------------------------------------------|----------|------------------------------|-----------------------|------|--------------------------------|-----------------------|------|------------------------------|-----------------------|-------|
|                                                                                          | Lane Use | LOS                          | Avg. Delay<br>(s/veh) | v/c  | LOS                            | Avg. Delay<br>(s/veh) | v/c  | LOS                          | Avg. Delay<br>(s/veh) | v/c   |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Elm Street</b>                    |          |                              |                       |      |                                |                       |      |                              |                       |       |
| Overall                                                                                  |          | D                            | 37.7                  | 0.97 | C                              | 28.7                  | 0.97 | C                            | 30.5                  | 0.94  |
| Elm Street                                                                               | EBL      | C                            | 33.1                  | 0.17 | F                              | 116.7                 | 0.97 | F                            | 92.0                  | 0.94  |
|                                                                                          | EBT      | D                            | 40.5                  | 0.53 | D                              | 44.9                  | 0.63 | D                            | 41.2                  | 0.54  |
|                                                                                          | EBR      | E                            | 56.4                  | 0.97 | A                              | 9.9                   | 0.61 | A                            | 9.7                   | 0.58  |
|                                                                                          | WBL      | D                            | 37.5                  | 0.32 | D                              | 47.7                  | 0.55 | D                            | 54.8                  | 0.68  |
|                                                                                          | WBT      | D                            | 35.7                  | 0.34 | D                              | 52.8                  | 0.77 | D                            | 40.2                  | 0.52  |
|                                                                                          | WBR      | A                            | 2.2                   | 0.09 | A                              | 5.8                   | 0.27 | A                            | 6.5                   | 0.32  |
| Route 111                                                                                | NBL      | E                            | 70.9                  | 0.85 | A                              | 8.3                   | 0.51 | C                            | 32.9                  | 0.83  |
|                                                                                          | NBTR     | A                            | 6.6                   | 0.41 | C                              | 31.6                  | 0.92 | C                            | 25.5                  | 0.85  |
|                                                                                          | SBL      | A                            | 6.5                   | 0.08 | B                              | 13.5                  | 0.48 | B                            | 11.9                  | 0.52  |
|                                                                                          | SBTR     | D                            | 38.2                  | 0.94 | B                              | 16.7                  | 0.63 | C                            | 30.3                  | 0.91  |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Monroe/Comaro Plaza Driveways</b> |          |                              |                       |      |                                |                       |      |                              |                       |       |
| Overall                                                                                  |          | B                            | 10.6                  | 0.67 | B                              | 18.8                  | 0.75 | C                            | 23.4                  | 0.85  |
| Comaro Plaza Driveway                                                                    | EBLT     | E                            | 61.8                  | 0.33 | E                              | 72.8                  | 0.68 | F                            | 80.9                  | 0.78  |
|                                                                                          | EBR      | A                            | 9.5                   | 0.39 | A                              | 2.7                   | 0.25 | A                            | 4.9                   | 0.31  |
| Monroe Plaza Driveway                                                                    | WBLT     | D                            | 53.2                  | 0.44 | D                              | 42.6                  | 0.51 | E                            | 61.9                  | 0.83  |
|                                                                                          | WBR      | B                            | 11.9                  | 0.12 | A                              | 5.6                   | 0.30 | A                            | 8.0                   | 0.31  |
|                                                                                          | NBL      | A                            | 2.4                   | 0.09 | A                              | 5.1                   | 0.09 | A                            | 4.6                   | 0.21  |
| Route 111                                                                                | NBTR     | A                            | 4.3                   | 0.27 | C                              | 23.0                  | 0.75 | C                            | 20.3                  | 0.85  |
|                                                                                          | SBL      | A                            | 2.1                   | 0.04 | A                              | 6.5                   | 0.34 | A                            | 9.4                   | 0.49  |
|                                                                                          | SBTR     | A                            | 9.4                   | 0.67 | B                              | 10.0                  | 0.52 | C                            | 20.2                  | 0.77  |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Cross Hill Road</b>               |          |                              |                       |      |                                |                       |      |                              |                       |       |
| Overall                                                                                  |          | B                            | 18.6                  | 0.81 | C                              | 32.2                  | 1.00 | C                            | 21.2                  | 0.92  |
| Cross Hill Road                                                                          | EBL      | E                            | 73.4                  | 0.81 | F                              | 85.7                  | 1.00 | E                            | 75.9                  | 0.91  |
|                                                                                          | EBTR     | B                            | 16.8                  | 0.17 | C                              | 25.8                  | 0.43 | C                            | 20.3                  | 0.35  |
|                                                                                          | WBL      | E                            | 55.9                  | 0.66 | C                              | 31.8                  | 0.40 | D                            | 43.4                  | 0.67  |
|                                                                                          | WBTR     | C                            | 33.5                  | 0.39 | C                              | 21.2                  | 0.29 | C                            | 26.5                  | 0.43  |
| Route 111                                                                                | NBL      | A                            | 4.1                   | 0.05 | A                              | 8.9                   | 0.22 | A                            | 7.0                   | 0.32  |
|                                                                                          | NBTR     | A                            | 4.8                   | 0.30 | C                              | 31.2                  | 0.94 | B                            | 18.3                  | 0.92  |
|                                                                                          | SBL      | A                            | 1.3                   | 0.02 | F                              | 92.7                  | 0.95 | B                            | 11.4                  | 0.48  |
|                                                                                          | SBTR     | A                            | 8.1                   | 0.79 | A                              | 6.0                   | 0.65 | A                            | 7.2                   | 0.79  |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Century Plaza Driveway</b>        |          |                              |                       |      |                                |                       |      |                              |                       |       |
| Overall                                                                                  |          | A                            | 9.9                   | 0.73 | B                              | 19.2                  | 0.80 | B                            | 18.8                  | 0.90  |
| Century Plaza Driveway                                                                   | EBL      | D                            | 48.6                  | 0.10 | E                              | 70.3                  | 0.80 | D                            | 53.6                  | 0.58  |
|                                                                                          | EBR      | B                            | 18.9                  | 0.24 | B                              | 11.9                  | 0.49 | B                            | 13.8                  | 0.59  |
|                                                                                          | NBL      | A                            | 1.4                   | 0.06 | A                              | 4.0                   | 0.31 | A                            | 6.7                   | 0.42  |
| Route 111                                                                                | NBT      | A                            | 1.5                   | 0.33 | A                              | 8.8                   | 0.70 | A                            | 5.2                   | 0.59  |
|                                                                                          | SB       | B                            | 13.8                  | 0.73 | C                              | 29.5                  | 0.75 | C                            | 31.4                  | 0.90  |
| <b>Traffic Signal - Purdy Hill Road at Cutler's Farm Road</b>                            |          |                              |                       |      |                                |                       |      |                              |                       |       |
| Overall                                                                                  |          | C                            | 20.4                  | 0.81 | C                              | 24.5                  | 0.83 | C                            | 20.9                  | 20.90 |
| Purdy Hill Road                                                                          | EBL      | B                            | 13.4                  | 0.16 | C                              | 26.8                  | 0.74 | B                            | 16.5                  | 0.47  |
|                                                                                          | EBTR     | B                            | 11.3                  | 0.22 | B                              | 12.8                  | 0.36 | B                            | 13.4                  | 0.36  |
|                                                                                          | WB       | C                            | 28.9                  | 0.65 | D                              | 37.6                  | 0.83 | C                            | 30.4                  | 0.74  |
| Cutler's Farm Road                                                                       | NB       | A                            | 8.1                   | 0.14 | B                              | 18.3                  | 0.57 | B                            | 12.0                  | 0.31  |
|                                                                                          | SB       | C                            | 21.1                  | 0.81 | C                              | 23.9                  | 0.76 | C                            | 23.0                  | 0.79  |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Trefoil Plaza Driveway</b>        |          |                              |                       |      |                                |                       |      |                              |                       |       |
| Overall                                                                                  |          | A                            | 5.3                   | 0.64 | B                              | 11.2                  | 0.89 | A                            | 6.9                   | 0.67  |
| Trefoil Plaza Driveway                                                                   | EBL      | D                            | 51.3                  | 0.23 | D                              | 52.6                  | 0.46 | D                            | 42.5                  | 0.38  |
|                                                                                          | EBR      | B                            | 15.3                  | 0.39 | B                              | 13.4                  | 0.46 | B                            | 11.0                  | 0.49  |
|                                                                                          | NBL      | A                            | 7.7                   | 0.47 | D                              | 47.8                  | 0.81 | A                            | 9.0                   | 0.48  |
| Route 111                                                                                | NBT      | A                            | 3.8                   | 0.58 | A                              | 4.8                   | 0.61 | A                            | 4.8                   | 0.53  |
|                                                                                          | SB       | A                            | 5.1                   | 0.64 | B                              | 11.2                  | 0.89 | A                            | 6.4                   | 0.67  |

TABLE 4-2

Study Area Unsignalized Intersection Operational Summary - 2040 Improved - LOS

|                                                                                  | Lane Use | LOS | Weekday Morning Peak Hour |      | LOS | Weekday Afternoon Peak Hour |      | LOS | Saturday Midday Peak Hour |      |
|----------------------------------------------------------------------------------|----------|-----|---------------------------|------|-----|-----------------------------|------|-----|---------------------------|------|
|                                                                                  |          |     | Avg. Delay (s/veh)        | v/c  |     | Avg. Delay (s/veh)          | v/c  |     | Avg. Delay (s/veh)        | v/c  |
| Unsignalized TWSC - Route 25 (Main Street) at Brook Street                       |          |     |                           |      |     |                             |      |     |                           |      |
| Brook Street                                                                     | WB       | A   | 0.0                       | 0.00 | A   | 0.0                         | 0.00 | A   | 0.0                       | 0.00 |
| Route 25                                                                         | SBL      | A   | 0.0                       | 0.00 | A   | 0.0                         | 0.00 | B   | 14.5                      | 0.03 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Old Mine Road             |          |     |                           |      |     |                             |      |     |                           |      |
| Old Mine Road                                                                    | WB       | F   | 198.6                     | 0.64 | F   | 403.6                       | 1.00 | F   | 183.3                     | 0.61 |
| Route 111                                                                        | SBL      | A   | 0.0                       | 0.00 | C   | 17.0                        | 0.07 | B   | 13.5                      | 0.03 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Woodland Hills Drive      |          |     |                           |      |     |                             |      |     |                           |      |
| Woodland Hills Drive                                                             | EBR      | C   | 16.1                      | 0.10 | C   | 20.9                        | 0.10 | C   | 15.1                      | 0.07 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Tennis Club Driveway      |          |     |                           |      |     |                             |      |     |                           |      |
| Route 111                                                                        | NBL      | B   | 13.5                      | 0.03 | A   | 0.0                         | 0.00 | A   | 0.0                       | 0.00 |
| Tennis Club Driveway                                                             | EB       | A   | 0.0                       | 0.00 | C   | 22.4                        | 0.06 | F   | 87.7                      | 0.37 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES South Driveway  |          |     |                           |      |     |                             |      |     |                           |      |
| Route 111                                                                        | NBL      | B   | 12.8                      | 0.13 | A   | 9.9                         | 0.02 | --  | --                        | --   |
| Monroe ES South Drive                                                            | EB       | F   | 340.3                     | 1.49 | F   | 184.8                       | 0.95 | --  | --                        | --   |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES Middle Driveway |          |     |                           |      |     |                             |      |     |                           |      |
| Monroe ES Middle Drive                                                           | EBL      | F   | 68.1                      | 0.21 | F   | 161.4                       | 0.63 | --  | --                        | --   |
|                                                                                  | EBR      | D   | 27.6                      | 0.16 | C   | 16.5                        | 0.09 | --  | --                        | --   |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES North Driveway  |          |     |                           |      |     |                             |      |     |                           |      |
| Route 111                                                                        | NBL      | B   | 12.7                      | 0.03 | A   | 0.0                         | 0.00 | --  | --                        | --   |
| Center One Eleven Drive                                                          | WBTL     | F   | 94.9                      | 0.24 | F   | 170.0                       | 0.58 | --  | --                        | --   |
|                                                                                  | WBR      | B   | 12.9                      | 0.03 | D   | 34.1                        | 0.34 | --  | --                        | --   |
| Route 111                                                                        | SBL      | A   | 8.9                       | 0.01 | B   | 12.5                        | 0.04 | --  | --                        | --   |

TABLE 4-3

Study Area Signalized Intersection Operational Summary - 2040 Improved - Queues

|                                                                                                 | Lane Use | Available Storage | Weekday Morning Peak Hour |               | Weekday Afternoon Peak Hour |               | Saturday Midday Peak Hour |               |
|-------------------------------------------------------------------------------------------------|----------|-------------------|---------------------------|---------------|-----------------------------|---------------|---------------------------|---------------|
|                                                                                                 |          |                   | Avg. Queues               | Design Queues | Avg. Queues                 | Design Queues | Avg. Queues               | Design Queues |
| Traffic Signal - Quadrant - Route 25 (Main Street) at Route 111 (Monroe Turnpike)               |          |                   |                           |               |                             |               |                           |               |
| Route 25                                                                                        | EB       | 380               | 18                        | 47            | 15                          | 53            | 29                        | 70            |
|                                                                                                 | WBT      | 500+              | 173                       | 237           | 410                         | 569           | 185                       | 259           |
|                                                                                                 | WBR      | 500+              | 192                       | 282           | 233                         | 376           | 109                       | 164           |
| Route 111                                                                                       | NBT      | 140               | 94                        | 120           | 73                          | 96            | 86                        | 121           |
|                                                                                                 | NBR      | 140               | 82                        | 133           | 28                          | 53            | 25                        | 46            |
|                                                                                                 | SBT      | 370               | 184                       | 265           | 338                         | 363           | 167                       | 204           |
|                                                                                                 | SBR      | 370               | 27                        | 59            | 81                          | 125           | 48                        | 88            |
| Traffic Signal - Quadrant - Route 111 (Monroe Turnpike) at Quadrant Roadway/Broadway            |          |                   |                           |               |                             |               |                           |               |
| Quadrant Roadway                                                                                | EBTL     | 200               | 79                        | 166           | 40                          | 67            | 65                        | 143           |
|                                                                                                 | EBR      | 200               | 76                        | 131           | 200                         | 299           | 112                       | 181           |
| Broadway                                                                                        | WBTL     | 145               | 0                         | 0             | 0                           | 0             | 0                         | 0             |
|                                                                                                 | WBR      | 145               | 0                         | 0             | 0                           | 0             | 0                         | 0             |
|                                                                                                 | NBL      | 220               | 26                        | 42            | 46                          | 115           | 44                        | 111           |
| Route 111                                                                                       | NBTR     | 220               | 125                       | 183           | 136                         | 215           | 120                       | 200           |
|                                                                                                 | SBL      | 280               | 0                         | 0             | 0                           | 0             | 0                         | 0             |
|                                                                                                 | SBT      | 280               | 2                         | 3             | 6                           | 3             | 1                         | 243           |
|                                                                                                 | SBR      | 500+              | 97                        | 102           | 34                          | 23            | 11                        | 17            |
| Traffic Signal - Quadrant - Route 25 (Main Street) at Quadrant Roadway                          |          |                   |                           |               |                             |               |                           |               |
| Route 25                                                                                        | EBT      | 400               | 225                       | 310           | 273                         | 372           | 215                       | 342           |
|                                                                                                 | EBR      | 400               | 0                         | 10            | 28                          | 51            | 2                         | 14            |
|                                                                                                 | WBL      | 255               | 16                        | 39            | 82                          | 86            | 20                        | 44            |
|                                                                                                 | WBT      | 255               | 84                        | 174           | 255                         | 254           | 114                       | 193           |
| Quadrant Roadway                                                                                | NBL      | 500+              | 93                        | 161           | 143                         | 243           | 137                       | 247           |
|                                                                                                 | NBR      | 500+              | 0                         | 0             | 0                           | 0             | 0                         | 0             |
| Traffic Signal - Single Point Urban Interchange - Route 111 (Monroe Turnpike) at Route 25 Ramps |          |                   |                           |               |                             |               |                           |               |
| Route 111                                                                                       | NBL      | 220               | 61                        | 94            | 89                          | 124           | 73                        | 111           |
|                                                                                                 | NBT      | 220               | 117                       | 164           | 149                         | 212           | 110                       | 161           |
|                                                                                                 | NBR      | 220               | 0                         | 0             | 0                           | 0             | 0                         | 0             |
|                                                                                                 | SBL      | 390               | 246                       | 322           | 343                         | 376           | 195                       | 284           |
|                                                                                                 | SBT      | 390               | 87                        | 145           | 271                         | 354           | 192                       | 331           |
|                                                                                                 | SBR      | 390               | 0                         | 0             | 0                           | 0             | 0                         | 0             |
| Route 25 Southbound Off-Ramp                                                                    | EBL      | 200               | 59                        | 95            | 32                          | 58            | 43                        | 74            |
|                                                                                                 | EBR      | 200               | 0                         | 1             | 48                          | 183           | 25                        | 141           |
| Route 25 Northbound Off-Ramp                                                                    | WBL      | 400               | 25                        | 49            | 70                          | 118           | 26                        | 50            |
|                                                                                                 | WBR      | 500+              | 344                       | 506           | 342                         | 500           | 189                       | 311           |

**TABLE 4-3 (Continued)**

Study Area Signalized Intersection Operational Summary - 2040 Improved - Queues

|                                                                         | Lane Use | Available Storage | Weekday Morning Peak Hour |               | Weekday Afternoon Peak Hour |               | Saturday Midday Peak Hour |               |
|-------------------------------------------------------------------------|----------|-------------------|---------------------------|---------------|-----------------------------|---------------|---------------------------|---------------|
|                                                                         |          |                   | Avg. Queues               | Design Queues | Avg. Queues                 | Design Queues | Avg. Queues               | Design Queues |
| Traffic Signal - Route 25 (Main Street) at Tashua Road                  |          |                   |                           |               |                             |               |                           |               |
| Tashua Road                                                             | EBL      | 185               | 41                        | 76            | 58                          | 96            | 94                        | 150           |
|                                                                         | EBR      |                   | 78                        | 130           | 51                          | 87            | 97                        | 153           |
| Route 25                                                                | NBL      | 450               | 11                        | 32            | 37                          | 145           | 58                        | 167           |
|                                                                         | NBT      |                   | 243                       | 330           | 335                         | 446           | 408                       | 555           |
|                                                                         | SBTR     |                   | 66                        | 71            | 62                          | 147           | 138                       | 815           |
| Traffic Signal - Route 25 (Main Street) at Spring Hill Road             |          |                   |                           |               |                             |               |                           |               |
| Spring Hill Road                                                        | WBL      | 235               | 56                        | 94            | 78                          | 123           | 143                       | 218           |
|                                                                         | WBR      |                   | 0                         | 33            | 16                          | 55            | 9                         | 66            |
| Route 25                                                                | NBLT     |                   | 68                        | 77            | 82                          | 128           | 104                       | 179           |
|                                                                         | SBL      | 565               | 7                         | 41            | 21                          | 83            | 44                        | 141           |
|                                                                         | SBT      |                   | 107                       | 206           | 250                         | 565           | 430                       | 538           |
| Traffic Signal - Route 25 (Main Street) at Victoria Drive               |          |                   |                           |               |                             |               |                           |               |
| Victoria Drive                                                          | WBL      | 140               | 26                        | 44            | 82                          | 113           | 102                       | 139           |
|                                                                         | WBR      |                   | 8                         | 31            | 74                          | 115           | 83                        | 136           |
| Route 25                                                                | NBTR     |                   | 18                        | 30            | 30                          | 580           | 35                        | 58            |
|                                                                         | SBL      | 150               | 1                         | 9             | 32                          | 41            | 89                        | 93            |
|                                                                         | SBT      |                   | 21                        | 51            | 32                          | 51            | 53                        | 55            |
| Traffic Signal - Route 25 (Main Street) at Pond View /Duchess Driveways |          |                   |                           |               |                             |               |                           |               |
| Pond View Driveway                                                      | EBLT     |                   | 50                        | 88            | 185                         | 327           | 309                       | 455           |
|                                                                         | EBR      |                   | 61                        | 126           | 60                          | 130           | 83                        | 160           |
| Duchess Driveway                                                        | WB       | 400               | 0                         | 0             | 0                           | 0             | 0                         | 16            |
|                                                                         | NBL      |                   | 2                         | 9             | 77                          | 113           | 160                       | 228           |
| Route 25                                                                | NBTR     |                   | 5                         | 7             | 71                          | 105           | 371                       | 388           |
|                                                                         | SBLT     |                   | 55                        | 86            | 163                         | 418           | 581                       | 697           |
|                                                                         | SBR      | 220               | 0                         | 0             | 9                           | 11            | 0                         | 0             |
| Traffic Signal - Route 25 (Main Street) at Judd Road /Purdy Hill Road   |          |                   |                           |               |                             |               |                           |               |
| Judd Road                                                               | EBL      | 200               | 55                        | 90            | 62                          | 151           | 53                        | 101           |
|                                                                         | EBT      |                   | 34                        | 61            | 101                         | 167           | 45                        | 86            |
| Purdy Hill Road                                                         | EBR      | 200               | 0                         | 0             | 0                           | 34            | 0                         | 38            |
|                                                                         | WBL      | 315               | 85                        | 149           | 97                          | 219           | 194                       | 315           |
|                                                                         | WBT      |                   | 47                        | 87            | 135                         | 219           | 70                        | 113           |
| Route 25                                                                | WBR      | 220               | 48                        | 90            | 58                          | 109           | 87                        | 136           |
|                                                                         | NBL      | 220               | 56                        | 99            | 42                          | 57            | 49                        | 74            |
|                                                                         | NBTR     |                   | 44                        | 117           | 500                         | 608           | 574                       | 678           |
|                                                                         | SBL      | 700               | 5                         | 9             | 44                          | 95            | 59                        | 108           |
|                                                                         | SBTR     |                   | 371                       | 531           | 469                         | 568           | 595                       | 700           |
| Traffic Signal - Route 25 (Main Street) at Green Street                 |          |                   |                           |               |                             |               |                           |               |
| Church Driveway                                                         | EB       | 75                | 0                         | 0             | 0                           | 0             | 0                         | 0             |
| Green Street                                                            | WBL      | 225               | 27                        | 56            | 27                          | 69            | 30                        | 63            |
|                                                                         | WBTR     |                   | 119                       | 257           | 0                           | 0             | 20                        | 98            |
| Route 25                                                                | NBL      | 40                | 0                         | 0             | 0                           | 0             | 0                         | 0             |
|                                                                         | NBTR     |                   | 264                       | 320           | 52                          | 52            | 10                        | 358           |
|                                                                         | SBL      | 170               | 10                        | 37            | 128                         | 168           | 123                       | 169           |
|                                                                         | SBTR     |                   | 57                        | 82            | 33                          | 57            | 262                       | 438           |

**TABLE 4-3 (Continued)**

Study Area Signalized Intersection Operational Summary - 2040 Improved - Queues

|                                                                                       | Lane Use | Available Storage | Weekday Morning Peak Hour |               | Weekday Afternoon Peak Hour |               | Saturday Midday Peak Hour |               |
|---------------------------------------------------------------------------------------|----------|-------------------|---------------------------|---------------|-----------------------------|---------------|---------------------------|---------------|
|                                                                                       |          |                   | Avg. Queues               | Design Queues | Avg. Queues                 | Design Queues | Avg. Queues               | Design Queues |
| Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)                     |          |                   |                           |               |                             |               |                           |               |
| Route 59                                                                              | EBL      | 375               | 70                        | 114           | 117                         | 228           | 128                       | 189           |
|                                                                                       | EBLT     |                   | 70                        | 114           | 120                         | 231           | 128                       | 189           |
| North Commercial Drive                                                                | EBR      | 370               | 40                        | 116           | 23                          | 174           | 0                         | 68            |
|                                                                                       | WB       | 85                | 7                         | 22            | 13                          | 33            | 17                        | 41            |
| Route 25                                                                              | NBL      | 315               | 145                       | 217           | 128                         | 203           | 105                       | 152           |
|                                                                                       | NBTR     |                   | 57                        | 162           | 211                         | 297           | 84                        | 177           |
|                                                                                       | SBL      | 200               | 0                         | 0             | 3                           | 18            | 4                         | 19            |
|                                                                                       | SBT      |                   | 280                       | 493           | 314                         | 569           | 461                       | 740           |
|                                                                                       | SBR      | 225               | 75                        | 212           | 9                           | 48            | 10                        | 44            |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at United Healthcare Driveway        |          |                   |                           |               |                             |               |                           |               |
| United Healthcare Drive                                                               | WBL      |                   | 34                        | 65            | 182                         | 228           | 28                        | 55            |
|                                                                                       | WBR      | 60                | 0                         | 17            | 18                          | 44            | 0                         | 15            |
| Route 111                                                                             | NBTR     |                   | 214                       | 237           | 177                         | 206           | 96                        | 197           |
|                                                                                       | SBL      | 225               | 56                        | 87            | 8                           | 10            | 12                        | 21            |
|                                                                                       | SBT      |                   | 121                       | 192           | 78                          | 110           | 46                        | 76            |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Trefoil Drive/Home Depot Driveway |          |                   |                           |               |                             |               |                           |               |
| Trefoil Drive                                                                         | EBLT     |                   | 52                        | 85            | 76                          | 138           | 77                        | 121           |
|                                                                                       | EBR      | 130               | 0                         | 43            | 15                          | 65            | 0                         | 33            |
| Home Depot Driveway                                                                   | WBL      | 90                | 43                        | 74            | 53                          | 92            | 120                       | 223           |
|                                                                                       | WBTR     |                   | 9                         | 36            | 14                          | 51            | 43                        | 111           |
| Route 111                                                                             | NBL      | 250               | 152                       | 205           | 191                         | 275           | 78                        | 159           |
|                                                                                       | NBT      |                   | 8                         | 10            | 100                         | 153           | 182                       | 238           |
|                                                                                       | NBR      | 250               | 0                         | 0             | 0                           | 10            | 16                        | 17            |
|                                                                                       | SBL      | 200               | 32                        | 61            | 39                          | 67            | 104                       | 179           |
|                                                                                       | SBTR     |                   | 77                        | 136           | 326                         | 365           | 262                       | 406           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Technology Drive/Corporate Drive  |          |                   |                           |               |                             |               |                           |               |
| Technology Drive                                                                      | EBL      |                   | 15                        | 38            | 50                          | 96            | 7                         | 22            |
|                                                                                       | EBLTR    | 115               | 0                         | 0             | 0                           | 43            | 0                         | 0             |
| Corporate Drive                                                                       | WBL      |                   | 31                        | 65            | 188                         | 247           | 28                        | 62            |
|                                                                                       | WBLTR    | 125               | 0                         | 0             | 77                          | 133           | 0                         | 0             |
| Route 111                                                                             | NBL      | 150               | 16                        | 49            | 12                          | 27            | 1                         | 2             |
|                                                                                       | NBTR     |                   | 91                        | 136           | 334                         | 486           | 76                        | 98            |
|                                                                                       | SBL      | 325               | 10                        | 10            | 6                           | 17            | 0                         | 1             |
|                                                                                       | SBTR     |                   | 137                       | 182           | 137                         | 183           | 10                        | 124           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Spring Hill Road/Office Driveway  |          |                   |                           |               |                             |               |                           |               |
| Spring Hill Road                                                                      | EB       |                   | 45                        | 83            | 31                          | 65            | 66                        | 104           |
| Office Driveway                                                                       | WB       | 50                | 0                         | 0             | 0                           | 0             | 0                         | 0             |
| Route 111                                                                             | NB       |                   | 75                        | 111           | 15                          | 41            | 93                        | 117           |
|                                                                                       | SB       |                   | 120                       | 174           | 27                          | 44            | 81                        | 126           |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Purdy Hill Road                   |          |                   |                           |               |                             |               |                           |               |
| Purdy Hill Road                                                                       | EBL      | 150               | 32                        | 58            | 72                          | 126           | 92                        | 145           |
|                                                                                       | EBT      |                   | 61                        | 103           | 140                         | 205           | 80                        | 133           |
|                                                                                       | EBR      | 150               | 12                        | 62            | 0                           | 42            | 0                         | 51            |
|                                                                                       | WBL      | 110               | 216                       | 311           | 100                         | 207           | 110                       | 176           |
| Route 111                                                                             | WBTR     |                   | 136                       | 239           | 135                         | 243           | 92                        | 182           |
|                                                                                       | NBL      | 350               | 7                         | 47            | 51                          | 80            | 14                        | 92            |
|                                                                                       | NBTR     |                   | 168                       | 203           | 509                         | 596           | 74                        | 246           |
|                                                                                       | SBL      | 125               | 8                         | 10            | 6                           | 7             | 19                        | 38            |
|                                                                                       | SBTR     |                   | 381                       | 383           | 173                         | 172           | 238                       | 318           |
|                                                                                       |          |                   |                           |               |                             |               |                           |               |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Village Plaza/McDonald's Driveway |          |                   |                           |               |                             |               |                           |               |
| Village Plaza Driveway                                                                | EBLT     | 80                | 9                         | 26            | 63                          | 134           | 72                        | 175           |
|                                                                                       | EBR      | 80                | 0                         | 0             | 0                           | 30            | 0                         | 48            |
| McDonald's Driveway                                                                   | WBLT     |                   | 52                        | 91            | 29                          | 63            | 34                        | 69            |
|                                                                                       | WBR      | 35                | 0                         | 26            | 0                           | 31            | 0                         | 24            |
| Route 111                                                                             | NBL      | 120               | 3                         | 24            | 12                          | 14            | 7                         | 32            |
|                                                                                       | NBTR     |                   | 36                        | 48            | 590                         | 792           | 249                       | 432           |
|                                                                                       | SBL      | 125               | 7                         | 9             | 19                          | 48            | 7                         | 11            |
|                                                                                       | SBTR     |                   | 1092                      | 1239          | 441                         | 699           | 661                       | 828           |

**TABLE 4-3 (Continued)**

Study Area Signalized Intersection Operational Summary - 2040 Improved - Queues

|                                                                                   |             |                      | Weekday Morning<br>Peak Hour |                  | Weekday Afternoon<br>Peak Hour |                  | Saturday Midday<br>Peak Hour |                  |
|-----------------------------------------------------------------------------------|-------------|----------------------|------------------------------|------------------|--------------------------------|------------------|------------------------------|------------------|
|                                                                                   | Lane<br>Use | Available<br>Storage | Avg.<br>Queues               | Design<br>Queues | Avg.<br>Queues                 | Design<br>Queues | Avg.<br>Queues               | Design<br>Queues |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Elm Street                    |             |                      |                              |                  |                                |                  |                              |                  |
| Elm Street                                                                        | EBL         | 400                  | 25                           | 55               | 63                             | 144              | 94                           | 214              |
|                                                                                   | EBT         |                      | 131                          | 199              | 98                             | 148              | 81                           | 143              |
|                                                                                   | EBR         | 400                  | 212                          | 395              | 0                              | 45               | 0                            | 68               |
|                                                                                   | WBL         | 250                  | 40                           | 78               | 46                             | 98               | 67                           | 114              |
|                                                                                   | WBT         |                      | 86                           | 138              | 132                            | 243              | 85                           | 129              |
| Route 111                                                                         | WBR         | 250                  | 0                            | 9                | 0                              | 42               | 4                            | 36               |
|                                                                                   | NBL         | 160                  | 85                           | 168              | 36                             | 60               | 86                           | 129              |
|                                                                                   | NBTR        |                      | 63                           | 74               | 444                            | 753              | 378                          | 660              |
|                                                                                   | SBL         | 95                   | 3                            | 15               | 14                             | 32               | 21                           | 39               |
|                                                                                   | SBTR        |                      | 511                          | 865              | 233                            | 350              | 273                          | 697              |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Monroe/Comaro Plaza Driveways |             |                      |                              |                  |                                |                  |                              |                  |
| Comaro Plaza Driveway                                                             | EBLT        | 35                   | 17                           | 41               | 47                             | 108              | 49                           | 126              |
|                                                                                   | EBR         | 35                   | 0                            | 8                | 0                              | 4                | 0                            | 15               |
| Monroe Plaza Driveway                                                             | WBLT        | 175                  | 38                           | 72               | 63                             | 115              | 98                           | 209              |
|                                                                                   | WBR         | 175                  | 0                            | 23               | 0                              | 46               | 15                           | 62               |
| Route 111                                                                         | NBL         | 450                  | 2                            | 7                | 7                              | 17               | 8                            | 11               |
|                                                                                   | NBTR        |                      | 58                           | 50               | 360                            | 527              | 269                          | 469              |
|                                                                                   | SBL         | 145                  | 3                            | 5                | 10                             | 33               | 17                           | 25               |
|                                                                                   | SBTR        |                      | 196                          | 377              | 143                            | 264              | 241                          | 469              |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Cross Hill Road               |             |                      |                              |                  |                                |                  |                              |                  |
| Cross Hill Road                                                                   | EBL         | 90                   | 101                          | 148              | 217                            | 401              | 116                          | 202              |
|                                                                                   | EBTR        |                      | 8                            | 33               | 103                            | 174              | 44                           | 81               |
|                                                                                   | WBL         |                      | 98                           | 142              | 60                             | 102              | 96                           | 146              |
|                                                                                   | WBTR        | 95                   | 60                           | 97               | 61                             | 103              | 72                           | 114              |
|                                                                                   | NBL         | 90                   | 1                            | 5                | 6                              | 24               | 6                            | 13               |
| Route 111                                                                         | NBTR        |                      | 29                           | 89               | 539                            | 817              | 106                          | 775              |
|                                                                                   | SBL         | 45                   | 1                            | 0                | 52                             | 96               | 2                            | 5                |
|                                                                                   | SBTR        |                      | 123                          | 19               | 34                             | 33               | 34                           | 71               |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Century Plaza Driveway        |             |                      |                              |                  |                                |                  |                              |                  |
| Century Plaza Driveway                                                            | EBL         | 120                  | 9                            | 26               | 101                            | 160              | 55                           | 118              |
|                                                                                   | EBR         | 120                  | 0                            | 26               | 0                              | 40               | 0                            | 63               |
|                                                                                   | NBL         | 280                  | 1                            | 4                | 31                             | 31               | 23                           | 28               |
| Route 111                                                                         | NBT         |                      | 23                           | 58               | 340                            | 364              | 192                          | 246              |
|                                                                                   | SB          |                      | 423                          | 634              | 343                            | 543              | 428                          | 714              |
| Traffic Signal - Purdy Hill Road at Cutler's Farm Road                            |             |                      |                              |                  |                                |                  |                              |                  |
| Purdy Hill Road                                                                   | EBL         | 140                  | 13                           | 32               | 66                             | 137              | 39                           | 66               |
|                                                                                   | EBTR        |                      | 21                           | 52               | 62                             | 115              | 58                           | 91               |
|                                                                                   | WB          |                      | 85                           | 169              | 113                            | 242              | 107                          | 171              |
| Cutler's Farm Road                                                                | NB          |                      | 16                           | 33               | 91                             | 134              | 42                           | 70               |
|                                                                                   | SB          |                      | 160                          | 337              | 117                            | 212              | 133                          | 196              |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Trefoil Plaza Driveway        |             |                      |                              |                  |                                |                  |                              |                  |
| Trefoil Plaza Driveway                                                            | EBL         |                      | 22                           | 54               | 47                             | 93               | 41                           | 71               |
|                                                                                   | EBR         |                      | 0                            | 49               | 0                              | 55               | 0                            | 39               |
|                                                                                   | NBL         | 180                  | 11                           | 24               | 75                             | 160              | 13                           | 40               |
|                                                                                   | NBT         |                      | 158                          | 203              | 161                            | 180              | 115                          | 186              |
| Route 111                                                                         | SBTR        |                      | 141                          | 227              | 192                            | 246              | 112                          | 148              |

TABLE 4-4

Study Area Unsignalized Intersection Operational Summary - 2040 Improved - Queues

|                                                                                         | Lane Use | Available Storage | Weekday Morning Peak Hour Design Queues | Weekday Afternoon Design Queues | Saturday Midday Peak Hour Design Queues |
|-----------------------------------------------------------------------------------------|----------|-------------------|-----------------------------------------|---------------------------------|-----------------------------------------|
| <b>Unsignalized TWSC - Route 25 (Main Street) at Brook Street</b>                       |          |                   |                                         |                                 |                                         |
| Brook Street                                                                            | WB       |                   | 0                                       | 0                               | 0                                       |
| Route 25                                                                                | SBL      |                   | 0                                       | 0                               | 3                                       |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Old Mine Road</b>             |          |                   |                                         |                                 |                                         |
| Old Mine Road                                                                           | WB       |                   | 57                                      | 78                              | 55                                      |
| Route 111                                                                               | SBL      |                   | 0                                       | 5                               | 3                                       |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Woodland Hills Drive</b>      |          |                   |                                         |                                 |                                         |
| Woodland Hills Drive                                                                    | EBR      |                   | 0                                       | 0                               | 0                                       |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Tennis Club Driveway</b>      |          |                   |                                         |                                 |                                         |
| Route 111                                                                               | NBL      |                   | 3                                       | 0                               | 0                                       |
| Tennis Club Driveway                                                                    | EB       | 100               | 0                                       | 5                               | 35                                      |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES South Driveway</b>  |          |                   |                                         |                                 |                                         |
| Route 111                                                                               | NBL      |                   | 10                                      | 0                               | --                                      |
| Monroe ES South Drive                                                                   | EB       | 200               | 285                                     | 125                             | --                                      |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES Middle Driveway</b> |          |                   |                                         |                                 |                                         |
| Monroe ES Middle Drive                                                                  | EBL      | 25                | 15                                      | 8                               | --                                      |
|                                                                                         | EBR      | 25                | 0                                       | 0                               | --                                      |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES North Driveway</b>  |          |                   |                                         |                                 |                                         |
| Route 111                                                                               | NBL      |                   | 3                                       | 0                               | --                                      |
| Stop & Shop Plaza Drive                                                                 | WBTL     | 60                | 20                                      | 53                              | --                                      |
|                                                                                         | WBR      | 60                | 3                                       | 35                              | --                                      |
| Route 111                                                                               | SBL      |                   | 0                                       | 3                               | --                                      |

**TABLE 4-5**  
Intersection Operation Summary - Vehicular Levels of Service / Average Delay (sec/veh)

|                                                                            |                    | Weekday Morning Peak Hour |                 |                |             |               | Weekday Afternoon Peak Hour |                 |                |             |               | Saturday Midday Peak Hour |                 |                |             |               |           |
|----------------------------------------------------------------------------|--------------------|---------------------------|-----------------|----------------|-------------|---------------|-----------------------------|-----------------|----------------|-------------|---------------|---------------------------|-----------------|----------------|-------------|---------------|-----------|
|                                                                            | Lane Use           | 2016 Existing             | 2040 Background | 2040 Optimized | 2040 Future | 2040 Improved | 2016 Existing               | 2040 Background | 2040 Optimized | 2040 Future | 2040 Improved | 2016 Existing             | 2040 Background | 2040 Optimized | 2040 Future | 2040 Improved |           |
| Traffic Signal - Route 25 (Main Street) at Route 111 (Main St/Monroe Tpke) |                    |                           |                 |                |             |               |                             |                 |                |             |               |                           |                 |                |             |               |           |
| Overall                                                                    |                    | D / 44.8                  | F / 116.2       | F / 91.5       | F / 93.8    |               | E / 61.6                    | F / 194.1       | F / 192.2      | F / 211.1   |               | E / 55.1                  | F / 118.0       | F / 111.3      | F / 128.0   |               |           |
|                                                                            | EBL                | F / 99.4                  | F / 589.4       | F / 177.6      | F / 182.9   |               | E / 73.4                    | F / 87.5        | F / 238.0      | F / 260.3   |               | F / 97.5                  | F / 194.9       | F / 228.8      | F / 244.7   |               |           |
|                                                                            | EBT                | D / 51.3                  | F / 180.5       | E / 77.5       | F / 80.3    |               | D / 48.2                    | F / 155.4       | F / 197.6      | F / 227.6   |               | D / 40.9                  | F / 114.7       | F / 134.7      | F / 159.4   |               |           |
|                                                                            | EBR                | A / 3.4                   | A / 3.6         | A / 3.4        |             |               | A / 9.9                     | B / 15.0        | B / 18.5       | B / 19.7    |               | A / 6.6                   | B / 16.6        | B / 18.6       | B / 19.6    |               |           |
|                                                                            | WBL                | F / 94.8                  | F / 141.3       | F / 292.2      | F / 292.2   |               | F / 140.1                   | F / 267.8       | F / 307.0      | F / 307.0   |               | E / 78.6                  | F / 93.7        | F / 229.4      | F / 229.4   |               |           |
| Route 25                                                                   | WBT                | D / 37.0                  | E / 73.5        | E / 67.4       | E / 69.9    |               | D / 41.1                    | F / 163.7       | F / 158.5      | F / 182.9   |               | D / 39.2                  | E / 67.8        | F / 114.3      | F / 140.2   |               |           |
|                                                                            | WBR                | B / 18.6                  | F / 80.7        | F / 81.5       | F / 83.3    |               | B / 18.4                    | F / 81.9        | F / 106.8      | F / 121.4   |               | B / 17.1                  | C / 20.7        | C / 29.4       | C / 30.3    |               |           |
|                                                                            | NBL                | F / 111.7                 | F / 138.3       | F / 114.3      | F / 112.7   |               | F / 96.0                    | F / 305.1       | F / 291.7      | F / 290.9   |               | F / 104.2                 | F / 366.0       | F / 188.6      | F / 218.2   |               |           |
|                                                                            | NBT                | E / 63.3                  | F / 96.1        | F / 177.2      | F / 182.4   |               | F / 92.4                    | F / 163.2       | E / 64.2       | E / 61.0    |               | E / 56.9                  | F / 171.2       | E / 71.6       | E / 73.7    |               |           |
|                                                                            | NBR                | B / 12.0                  | D / 47.0        | E / 63.6       | E / 63.6    |               | A / 6.1                     | B / 11.9        | A / 7.9        | A / 7.5     |               | A / 3.7                   | A / 8.9         | B / 12.4       | B / 12.4    |               |           |
| Route 111                                                                  | SBL                | D / 51.0                  | F / 83.8        | F / 104.3      | F / 105.6   |               | F / 84.6                    | F / 248.6       | F / 293.4      | F / 318.3   |               | E / 58.3                  | E / 79.9        | E / 75.5       | E / 76.9    |               |           |
|                                                                            | SBTR               | D / 39.9                  | D / 45.1        | E / 70.5       | E / 76.4    |               | F / 120.0                   | F / 449.7       | F / 307.2      | F / 334.2   |               | F / 129.0                 | F / 270.6       | F / 212.0      | F / 252.9   |               |           |
| Traffic Signal - Route 25 (Main Street) at Tashua Road                     |                    |                           |                 |                |             |               |                             |                 |                |             |               |                           |                 |                |             |               |           |
| Overall                                                                    |                    | B / 15.5                  | F / 132.7       | E / 57.5       | E / 66.4    | B / 10.2      | C / 26.3                    | F / 258.3       | F / 143.8      | F / 189.0   | B / 14.6      | C / 24.4                  | F / 245.3       | F / 139.7      | F / 211.7   | B / 19.9      |           |
|                                                                            | Tashua Road        | EBL                       | D / 41.0        | D / 41.4       | F / 104.8   | F / 113.3     | D / 37.2                    | D / 40.6        | D / 47.1       | F / 125.2   | F / 147.6     | D / 40.0                  | D / 40.9        | D / 49.2       | F / 115.9   | F / 155.0     | D / 42.6  |
|                                                                            | EBR                | B / 11.7                  | C / 28.6        | E / 56.4       | D / 54.6    | C / 26.7      | A / 8.9                     | C / 26.2        | D / 45.8       | D / 48.9    | C / 23.0      | B / 11.2                  | C / 28.8        | D / 54.8       | E / 59.3    | C / 28.6      |           |
|                                                                            | NBL                | A / 5.5                   | B / 19.0        | F / 109.0      | E / 78.8    | B / 10.7      | C / 28.5                    | D / 42.7        | F / 247.1      | F / 253.6   | D / 42.9      | C / 26.6                  | D / 37.1        | F / 251.2      | F / 267.5   | D / 50.2      |           |
|                                                                            | NBT                | B / 18.3                  | F / 128.3       | E / 55.8       | E / 74.8    | B / 11.8      | C / 23.6                    | F / 272.7       | F / 134.9      | F / 195.8   | B / 16.4      | B / 17.9                  | F / 219.6       | F / 98.6       | F / 202.4   | B / 19.8      |           |
| Route 25                                                                   | SBTR               | B / 12.7                  | F / 163.3       | D / 53.3       | E / 56.7    | A / 4.9       | C / 29.5                    | F / 297.8       | F / 151.5      | F / 190.7   | A / 7.9       | C / 30.1                  | F / 323.5       | F / 175.5      | F / 235.6   | B / 14.7      |           |
| Traffic Signal - Route 25 (Main Street) at Spring Hill Road                |                    |                           |                 |                |             |               |                             |                 |                |             |               |                           |                 |                |             |               |           |
| Overall                                                                    |                    | B / 15.2                  | F / 118.8       | D / 35.5       | D / 52.9    | A / 8.0       | C / 20.6                    | F / 222.8       | F / 115.2      | F / 174.3   | B / 13.6      | B / 20.0                  | F / 188.5       | F / 100.1      | F / 185.0   | B / 16.6      |           |
|                                                                            | Spring Hill Road   | WBL                       | D / 45.8        | D / 45.8       | F / 164.3   | F / 161.1     | D / 41.7                    | D / 50.9        | E / 58.1       | F / 215.3   | F / 185.4     | D / 50.9                  | E / 58.5        | E / 77.1       | F / 248.3   | F / 219.5     | D / 53.8  |
|                                                                            | WBR                | B / 12.8                  | B / 11.1        | C / 21.6       | C / 31.1    | B / 10.5      | B / 12.2                    | B / 10.9        | D / 46.0       | F / 211.9   | B / 15.9      | B / 11.1                  | B / 10.2        | D / 37.4       | F / 206.1   | B / 10.4      |           |
|                                                                            | NBT                | A / 8.2                   | F / 101.8       | C / 30.4       | D / 48.8    | A / 5.4       | A / 9.6                     | F / 234.0       | F / 99.1       | F / 166.1   | A / 8.1       | A / 7.6                   | F / 195.8       | E / 73.0       | F / 193.0   | B / 11.0      |           |
|                                                                            | NBR                | A / 0.9                   | A / 2.0         | A / 0.5        | A / 0.6     | --            | A / 1.2                     | A / 2.7         | A / 0.9        | A / 1.7     | --            | A / 0.9                   | A / 2.6         | A / 1.2        | A / 3.0     | --            |           |
| Route 25                                                                   | SBL                | A / 4.0                   | C / 21.2        | D / 40.0       | F / 83.9    | B / 11.1      | A / 4.8                     | C / 28.6        | F / 150.7      | F / 273.6   | C / 29.4      | A / 4.5                   | C / 34.3        | F / 185.7      | F / 268.2   | D / 47.8      |           |
|                                                                            | SBT                | C / 22.0                  | F / 167.9       | C / 34.9       | D / 53.5    | A / 7.7       | C / 30.6                    | F / 277.1       | F / 133.2      | F / 172.3   | B / 14.4      | C / 29.4                  | F / 251.1       | F / 115.5      | F / 171.5   | B / 15.3      |           |
| Traffic Signal - Route 25 (Main Street) at Victoria Drive                  |                    |                           |                 |                |             |               |                             |                 |                |             |               |                           |                 |                |             |               |           |
| Overall                                                                    |                    | A / 7.7                   | C / 29.8        | B / 12.8       | B / 18.3    | A / 4.1       | B / 11.9                    | E / 78.5        | D / 35.1       | D / 53.1    | B / 10.6      | A / 6.3                   | E / 56.1        | C / 20.8       | F / 83.4    | B / 10.7      |           |
|                                                                            | Victoria Drive     | WBL                       | C / 34.8        | C / 34.9       | F / 111.8   | F / 127.6     | D / 40.2                    | D / 38.6        | D / 47.1       | F / 122.1   | F / 145.1     | D / 50.9                  | C / 34.1        | D / 46.9       | F / 98.8    | F / 176.2     | D / 54.0  |
|                                                                            | WBR                | B / 14.1                  | B / 15.5        | B / 14.2       | B / 12.3    | A / 9.8       | A / 9.8                     | B / 20.0        | D / 40.8       | D / 45.9    | C / 22.8      | B / 14.4                  | B / 18.9        | C / 35.0       | D / 43.3    | C / 25.2      |           |
|                                                                            | NBTR               | B / 10.7                  | B / 11.7        | A / 7.1        | A / 0.8     | A / 4.2       | B / 15.9                    | E / 55.6        | A / 6.4        | B / 11.5    | A / 8.9       | A / 8.7                   | D / 49.8        | A / 7.8        | D / 38.0    | A / 6.9       |           |
|                                                                            | SBL                | A / 1.8                   | A / 5.6         | A / 1.0        | A / 2.2     | A / 4.7       | A / 2.1                     | C / 21.7        | D / 38.6       | F / 120.9   | C / 21.4      | A / 1.6                   | C / 26.8        | D / 49.2       | F / 168.5   | C / 32.2      |           |
| Route 25                                                                   | SBT                | A / 4.4                   | D / 49.3        | B / 12.5       | C / 27.9    | A / 1.2       | A / 6.3                     | F / 125.8       | D / 49.5       | E / 75.7    | A / 1.3       | A / 3.4                   | E / 75.0        | B / 14.6       | F / 105.6   | A / 1.4       |           |
| Traffic Signal - Route 25 (Main Street) at Pond View/Duchess Driveways     |                    |                           |                 |                |             |               |                             |                 |                |             |               |                           |                 |                |             |               |           |
| Overall                                                                    | --                 | D / 40.3                  | D / 43.3        | D / 41.8       | A / 7.0     | --            | --                          | F / 99.9        | F / 104.2      | F / 122.5   | C / 32.7      | --                        | F / 140.4       | F / 144.1      | F / 179.7   | D / 50.3      |           |
|                                                                            | Pond View Driveway | EBLT                      | --              | F / 124.5      | F / 124.5   | F / 124.8     | D / 42.0                    | --              | F / 227.9      | F / 227.9   | F / 268.1     | E / 76.0                  | --              | F / 303.1      | F / 303.6   | F / 352.9     | F / 102.1 |
|                                                                            | EBR                | --                        | F / 86.8        | F / 86.8       | F / 96.1    | C / 31.6      | --                          | D / 40.9        | D / 40.9       | D / 51.2    | B / 15.8      | --                        | D / 42.9        | D / 42.9       | D / 53.3    | B / 18.7      |           |
|                                                                            | Duchess Driveway   | WB                        | --              | A / 1.0        | A / 1.0     | A / 1.0       | A / 0.4                     | --              | A / 3.1        | A / 3.1     | A / 3.6       | A / 0.2                   | --              | C / 23.0       | C / 22.8    | C / 26.3      | A / 5.2   |
|                                                                            | NBL                | --                        | F / 148.5       | F / 141.8      | F / 107.0   | A / 9.9       | --                          | F / 246.2       | F / 233.4      | F / 269.9   | E / 71.8      | --                        | F / 315.0       | F / 303.4      | F / 298.9   | F / 126.3     |           |
| Route 25                                                                   | NBTR               | --                        | A / 3.1         | A / 4.5        | A / 4.5     | A / 1.1       | --                          | B / 11.5        | C / 20.1       | B / 18.4    | A / 8.6       | --                        | B / 10.1        | B / 20.0       | A / 8.9     | B / 13.2      |           |
|                                                                            | SBTL               | --                        | D / 53.4        | E / 59.4       | E / 58.1    | A / 5.6       | --                          | F / 168.7       | F / 174.6      | F / 213.3   | D / 50.6      | --                        | F / 244.1       | F / 247.2      | F / 348.6   | E / 77.8      |           |
|                                                                            | SBR                | --                        | A / 1.6         | A / 2.9        | A / 1.5     | A / 0.3       | --                          | A / 5.2         | A / 6.2        | A / 6.3     | A / 2.8       | --                        | A / 8.3         | B / 11.0       | B / 10.8    | A / 1.8       |           |
| Traffic Signal - Route 25 (Main Street) at Judd Road/Purdy Hill Road       |                    |                           |                 |                |             |               |                             |                 |                |             |               |                           |                 |                |             |               |           |
| Overall                                                                    |                    | C / 29.2                  | F / 91.4        | F / 88.7       | F / 100.9   | B / 16.7      | D / 44.8                    | F / 156.7       | F / 147.1      | F / 193.8   | D / 45.9      | D / 36.3                  | F / 137.0       | F / 127.4      | F / 191.2   | D / 45.2      |           |
|                                                                            | Judd Road          | EBL                       | D / 48.7        | F / 109.7      | F / 109.7   | F / 120.5     | D / 40.1                    | F / 81.0        | F / 520.3      | F / 520.3   | F / 713.1     | E / 62.0                  | D / 36.1        | F / 119.7      | F / 119.7   | F / 150.8     | C / 34.8  |
|                                                                            | EBT                | C / 30.6                  | D / 54.5        | E / 66.9       | D / 47.2    | C / 30.4      | D / 41.3                    | E / 65.3        | E / 58.6       | E / 57.6    | C / 31.2      | C / 20.7                  | D / 48.0        | D / 46.8       | D / 44.1    | C / 31.4      |           |
|                                                                            | EBR                | --                        | --              | --             | --          | A / 1.9       | --                          | --              | --             | --          | A / 5.9       | --                        | --              | --             | --          | A / 7.0       |           |
|                                                                            | WBL                | D / 54.1                  | F / 226.9       | F / 232.7      | F / 272.2   | D / 55.0      | D / 51.6                    | F / 350.6       | F / 346.9      | F / 425.0   | E / 75.9      | D / 50.0                  | F / 328.7       | F / 324.6      | F / 446.3   | E / 76.4      |           |
| Purdy Hill Road                                                            | WBT                | D / 47.7                  | E / 71.5        | E / 71.5       | E / 70.4    | C / 32.2      | E / 56.7                    | F / 89.3        | F / 89.3       | F / 97.0    | D / 37.8      | D / 40.5                  | E / 76.1        | E / 76.1       | E / 79.5    | C / 33.2      |           |
|                                                                            | WBR                | --                        | --              | --             | --          | D / 35.2      | --                          | --              | --             | --          | C / 29.4      | --                        | --              | --             | --          | D / 36.6      |           |
|                                                                            | NBL                | D / 54.0                  | F / 233.8       | F / 235.2      | F / 219.9   | E / 60.9      | E / 59.8                    | F / 230.8       | F / 238.0      | F / 333.2   | D / 52.1      | D / 42.8                  | F / 179.6       | F / 185.0      | F / 245.4   | E / 74.3      |           |
|                                                                            | NBTR               | B / 13.8                  | B / 11.5        | B / 14.4       | A / 5.3     | A / 4.1       | D / 44.9                    | D / 41.8        | B / 18.9       | E / 57.0    | D / 48.9      | D / 35.5                  | C / 31.6        | A / 8.9        | D / 40.6    | D / 39.3      |           |
|                                                                            | SBL                | D / 51.7                  | E / 78.5        | E / 75.1       | E / 57.9    | D / 46.7      | E / 61.1                    | F / 118.0       | F / 88.8       | F / 137.1   | E / 69.3      | D / 50.4                  | F / 104.5       | E / 77.3       | F / 83.4    | E / 62.8      |           |
| Route 25                                                                   | SBTR               | C / 32.1                  | F / 135.6       | F / 124.3      | F / 159.7   | B / 15.1      | C / 34.4                    | F / 262.4       | F / 262.3      | F / 323.4   | D / 44.2      | C / 33.9                  | F / 227.4       | F / 226.7      | F / 338.8   | D / 48.3      |           |
| Traffic Signal - Route 25 (Main Street) at Green Street                    |                    |                           |                 |                |             |               |                             |                 |                |             |               |                           |                 |                |             |               |           |
| Overall                                                                    |                    | A / 9.3                   | D / 42.4        | E / 73.0       | E / 73.5    | B / 15.0      | C / 22.0                    | E / 72.0        | C / 29.6       | D / 51.1    | A / 8.2       | B / 12.8                  | F / 130.0       | F / 93.7       | F / 133.9   | B / 11.9      |           |
|                                                                            | Church Driveway    | EB                        | A / 0.0         | A / 0.0        | A / 0.0     | A / 0.0       | A / 0.0                     | A / 0.0         | A / 0.0        | A / 0.0     | A / 0.0       | A / 0.0                   | A / 0.0         | A / 0.0        | A / 0.0     | A / 0.0       |           |
|                                                                            | WBL                | D / 53.2                  | D / 48.5        | E / 62.6       | E / 58.5    | C / 30.9      | D / 52.7                    | D / 53.6        | F / 134.2      | F / 192.3   | D / 51.2      | D / 45.6                  | D / 46.7        | F / 93.3       | F / 91.8    | D / 53.7      |           |
|                                                                            | WBTR               | A / 4.7                   | B / 13.4        | F / 180.9      | F / 193.0   | D / 52.0      | A / 1.6                     | A / 2.4         | B / 14.0       | E / 76.7    | A / 3.9       | A / 1.9                   | A / 3.2         | F / 125.9      | F / 160.3   | C / 28.0      |           |
|                                                                            | NBL                | A / 0.0                   | A / 0.0         | A / 0.0        | A / 0.0     | A / 0.0       | A / 0.0                     | A / 0.0         | A / 0.0        | A / 0.0     | A / 0.0       | A / 0.0                   | A / 0.0         | A / 0.0        | A / 0.0     | A / 0.0       |           |
| Route 25                                                                   | NBT                | B / 13.5                  | D / 54.5        | C / 33.7       | C / 32.4    | B / 12.8      | C / 27.1                    | F / 81.9        | B / 17.8       | B / 18.2    | A / 6.1       | B / 17.6                  | F / 189.7       | F / 96.7       | F / 142.1   | A / 5.3       |           |
|                                                                            | NBR                | A / 0.0                   | A / 0.0         | A / 0.0        | A / 0.0     | --            | A / 0.0                     | A / 0.0         | A / 0.0        | A / 0.0     | --            | A / 0.0                   | A / 0.0         | A / 0.0        | A / 0.0     | --            |           |
|                                                                            | SBL                | A / 2.7                   | D / 37.8        | E / 60.2       | F / 91.7    | B / 14.2      | E / 56.7                    | F / 229.6       | F / 100.4      | F / 169.2   | C / 29.8      | B / 12.4                  | E / 78.7        | F / 220.6      | F / 282.4   | C / 31.5      |           |
|                                                                            | SBTR               | A / 6.0                   | D / 42.7        | E / 72.1       | E / 68.1    | A / 4.1       | A / 6.9                     | C / 34.0        | B / 18.2       | D / 38.0    | A / 3.1       | A / 9.4                   | F / 103.8       | E / 67.4       | F / 104.7   | B / 11.5      |           |

**TABLE 4-5 (Continued)**  
Intersection Operation Summary - Vehicular Levels of Service / Average Delay (sec/veh)

|                                                                                       |          | Weekday Morning Peak Hour |                 |                |             |               | Weekday Afternoon Peak Hour |                 |                |             |               | Saturday Midday Peak Hour |                 |                |             |               |
|---------------------------------------------------------------------------------------|----------|---------------------------|-----------------|----------------|-------------|---------------|-----------------------------|-----------------|----------------|-------------|---------------|---------------------------|-----------------|----------------|-------------|---------------|
|                                                                                       | Lane Use | 2016 Existing             | 2040 Background | 2040 Optimized | 2040 Future | 2040 Improved | 2016 Existing               | 2040 Background | 2040 Optimized | 2040 Future | 2040 Improved | 2016 Existing             | 2040 Background | 2040 Optimized | 2040 Future | 2040 Improved |
| Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)                     |          |                           |                 |                |             |               |                             |                 |                |             |               |                           |                 |                |             |               |
| Overall                                                                               |          | C / 23.8                  | D / 41.2        | D / 41.8       | D / 39.2    | C / 22.5      | C / 25.8                    | F / 106.8       | F / 87.5       | F / 102.3   | C / 30.1      | C / 23.4                  | E / 73.0        | E / 57.4       | E / 79.9    | C / 24.0      |
| Route 59                                                                              | EBL      | E / 56.5                  | D / 54.3        | F / 98.9       | F / 97.8    | D / 43.4      | E / 68.3                    | E / 76.3        | F / 180.3      | F / 180.3   | D / 53.0      | D / 53.7                  | D / 53.7        | F / 131.0      | F / 150.6   | D / 55.0      |
|                                                                                       | EBLT     | E / 56.5                  | D / 54.3        | F / 98.9       | F / 97.8    | D / 43.4      | E / 70.0                    | E / 76.9        | F / 181.5      | F / 181.5   | D / 53.2      | D / 53.7                  | D / 53.7        | F / 131.0      | F / 150.6   | D / 55.0      |
|                                                                                       | EBR      | A / 6.0                   | B / 15.6        | C / 33.1       | C / 32.6    | C / 24.4      | A / 4.6                     | B / 12.7        | F / 104.4      | F / 109.0   | B / 15.1      | A / 3.6                   | A / 4.2         | E / 59.6       | F / 109.9   | A / 9.6       |
|                                                                                       | WB       | D / 47.4                  | D / 47.4        | E / 78.6       | E / 69.5    | D / 40.5      | D / 49.7                    | D / 49.7        | F / 95.8       | F / 95.8    | D / 41.4      | D / 43.3                  | D / 43.2        | F / 120.6      | F / 120.6   | E / 58.8      |
| North Commercial Drive                                                                | NBL      | E / 77.4                  | F / 207.5       | D / 51.2       | D / 44.4    | D / 52.3      | D / 53.9                    | F / 193.7       | F / 188.0      | F / 225.5   | D / 52.6      | D / 49.7                  | F / 121.5       | F / 121.9      | F / 172.6   | D / 54.7      |
|                                                                                       | NBTR     | A / 2.6                   | A / 9.5         | D / 42.4       | D / 37.7    | A / 5.5       | A / 3.8                     | F / 141.9       | F / 81.4       | F / 97.5    | B / 13.8      | A / 3.6                   | E / 59.9        | E / 59.8       | E / 56.3    | A / 4.1       |
|                                                                                       | SBL      | A / 0.0                   | --              | --             | --          | A / 0.0       | B / 19.3                    | --              | --             | --          | C / 23.7      | B / 16.7                  | --              | --             | --          | C / 23.3      |
|                                                                                       | SBT      | C / 28.9                  | C / 22.7        | D / 40.8       | D / 39.6    | C / 25.9      | D / 38.2                    | F / 108.8       | D / 37.9       | D / 52.7    | D / 45.3      | D / 35.2                  | F / 111.8       | C / 30.1       | E / 64.2    | C / 34.1      |
|                                                                                       | SBR      | A / 1.7                   | A / 3.5         | B / 15.6       | B / 15.3    | A / 7.2       | A / 1.6                     | A / 2.2         | A / 3.2        | A / 4.4     | A / 2.8       | A / 1.5                   | A / 1.8         | A / 1.1        | A / 2.5     | A / 2.2       |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at United Healthcare Driveway        |          |                           |                 |                |             |               |                             |                 |                |             |               |                           |                 |                |             |               |
| Overall                                                                               |          | A / 0.2                   | A / 9.1         | A / 8.3        | A / 8.8     | A / 7.2       | A / 0.3                     | B / 14.2        | B / 12.7       | B / 13.1    | B / 11.1      | A / 0.2                   | A / 5.4         | A / 4.2        | A / 5.0     | A / 3.9       |
| United Healthcare Drive                                                               | WBL      | A / 0.0                   | C / 32.2        | E / 57.0       | E / 57.4    | E / 57.4      | A / 0.0                     | D / 37.4        | E / 57.5       | E / 60.2    | E / 55.8      | A / 0.0                   | C / 32.2        | D / 43.0       | D / 54.0    | D / 45.2      |
|                                                                                       | WBR      | A / 0.0                   | B / 15.8        | C / 23.8       | C / 23.8    | C / 23.8      | A / 0.0                     | A / 8.9         | B / 18.9       | C / 20.2    | B / 17.7      | A / 0.0                   | B / 15.8        | B / 19.6       | C / 22.8    | C / 20.2      |
| Route 111                                                                             | NBTR     | A / 0.3                   | B / 13.1        | A / 8.8        | A / 9.1     | A / 6.8       | A / 0.3                     | B / 14.6        | B / 12.1       | B / 12.3    | A / 9.6       | A / 0.3                   | A / 7.1         | A / 4.9        | A / 5.5     | A / 4.0       |
|                                                                                       | SBL      | A / 0.0                   | C / 34.0        | D / 47.2       | D / 49.5    | D / 51.5      | A / 0.0                     | C / 34.8        | E / 57.6       | E / 59.9    | E / 58.7      | A / 0.0                   | C / 28.2        | D / 37.0       | D / 44.6    | D / 41.0      |
|                                                                                       | SBT      | A / 0.2                   | A / 2.1         | A / 3.8        | A / 4.4     | A / 3.5       | A / 0.3                     | B / 10.1        | A / 5.4        | A / 5.7     | A / 4.5       | A / 0.2                   | A / 2.2         | A / 1.4        | A / 2.0     | A / 1.5       |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Trefoil Drive/Home Depot Driveway |          |                           |                 |                |             |               |                             |                 |                |             |               |                           |                 |                |             |               |
| Overall                                                                               |          | B / 14.3                  | B / 17.2        | B / 14.3       | B / 14.5    | B / 12.8      | C / 23.7                    | D / 41.1        | C / 27.4       | C / 27.3    | C / 21.7      | C / 21.9                  | C / 25.9        | C / 27.0       | C / 29.2    | C / 27.0      |
| Trefoil Drive                                                                         | EBL      | C / 29.5                  | C / 30.9        | D / 45.9       | D / 48.2    | -- / --       | C / 28.0                    | C / 27.8        | D / 39.0       | D / 40.7    | -- / --       | C / 24.8                  | C / 25.1        | C / 28.5       | C / 34.8    | -- / --       |
|                                                                                       | EBT      | B / 11.0                  | B / 10.1        | B / 12.2       | B / 12.4    | E / 61.9      | A / 8.9                     | B / 13.7        | B / 13.4       | B / 13.9    | E / 79.5      | B / 10.6                  | A / 9.7         | B / 12.5       | B / 17.2    | D / 49.6      |
| Home Depot Driveway                                                                   | EBR      | --                        | --              | --             | --          | B / 14.5      | --                          | --              | --             | --          | B / 15.5      | --                        | --              | --             | --          | A / 6.4       |
|                                                                                       | WBL      | D / 39.8                  | D / 50.6        | F / 127.8      | F / 142.2   | E / 60.0      | E / 78.3                    | E / 77.5        | F / 150.9      | F / 136.8   | E / 60.1      | E / 58.8                  | E / 69.7        | E / 77.7       | F / 90.2    | E / 64.2      |
|                                                                                       | WBTR     | B / 14.2                  | B / 13.2        | B / 18.2       | B / 18.7    | C / 22.0      | A / 9.9                     | A / 8.9         | B / 11.5       | B / 11.9    | B / 15.9      | A / 8.5                   | A / 8.2         | A / 9.2        | B / 13.6    | B / 13.8      |
|                                                                                       | NBL      | D / 52.1                  | E / 78.0        | E / 65.2       | E / 66.0    | E / 68.5      | F / 150.2                   | F / 334.2       | F / 88.4       | F / 89.9    | E / 71.2      | E / 65.5                  | F / 117.1       | E / 61.7       | E / 69.2    | E / 58.2      |
| Route 111                                                                             | NBT      | A / 8.5                   | A / 5.9         | A / 2.2        | A / 2.5     | A / 1.4       | B / 12.1                    | B / 12.1        | B / 10.7       | B / 10.5    | A / 6.8       | B / 19.0                  | B / 17.8        | B / 18.1       | C / 20.0    | B / 14.6      |
|                                                                                       | NBR      | A / 1.5                   | A / 1.1         | A / 0.3        | A / 0.5     | A / 0.1       | A / 0.9                     | A / 1.0         | A / 1.4        | A / 0.9     | A / 1.4       | A / 3.9                   | A / 2.6         | A / 2.4        | A / 3.4     | A / 2.1       |
|                                                                                       | SBL      | D / 47.3                  | D / 45.5        | E / 57.8       | E / 62.8    | E / 58.9      | D / 41.7                    | D / 40.2        | E / 63.0       | E / 66.5    | D / 51.6      | C / 32.7                  | C / 31.2        | D / 54.7       | E / 77.2    | D / 45.8      |
|                                                                                       | SBTR     | B / 10.7                  | B / 15.3        | A / 8.6        | A / 7.7     | A / 6.7       | B / 14.5                    | C / 24.1        | C / 28.0       | C / 28.3    | C / 21.1      | B / 18.0                  | C / 22.2        | C / 27.9       | C / 23.1    | C / 31.4      |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Technology Drive/Corporate Drive  |          |                           |                 |                |             |               |                             |                 |                |             |               |                           |                 |                |             |               |
| Overall                                                                               |          | A / 7.6                   | A / 9.1         | A / 6.8        | A / 7.1     | A / 7.1       | C / 20.3                    | C / 27.7        | C / 24.1       | C / 25.1    | C / 24.4      | A / 8.5                   | A / 8.9         | A / 3.7        | A / 5.6     | A / 4.0       |
| Technology Drive                                                                      | EBL      | C / 33.9                  | C / 33.9        | E / 55.1       | E / 58.3    | E / 58.3      | D / 39.4                    | D / 39.4        | E / 76.7       | F / 83.2    | E / 73.6      | C / 32.5                  | C / 32.5        | D / 40.8       | D / 52.1    | D / 43.7      |
|                                                                                       | EBLTR    | A / 1.1                   | A / 1.1         | A / 2.5        | A / 2.8     | A / 2.8       | A / 5.9                     | A / 5.9         | C / 20.6       | C / 22.7    | B / 18.0      | A / 0.7                   | A / 0.7         | A / 1.0        | A / 1.6     | A / 1.2       |
| Corporate Drive                                                                       | WBL      | D / 35.4                  | D / 36.3        | E / 60.6       | E / 64.5    | E / 62.7      | E / 66.0                    | F / 102.4       | E / 67.1       | E / 69.9    | E / 65.2      | D / 35.7                  | D / 35.7        | D / 47.0       | E / 59.0    | D / 50.8      |
|                                                                                       | WBLTR    | A / 0.9                   | A / 1.1         | A / 2.3        | A / 2.5     | A / 2.4       | B / 12.8                    | B / 19.9        | C / 27.7       | C / 30.2    | C / 25.6      | A / 1.1                   | A / 1.1         | A / 1.6        | A / 2.2     | A / 1.8       |
| Route 111                                                                             | NBL      | A / 4.3                   | B / 14.3        | B / 12.2       | B / 12.0    | A / 9.4       | A / 3.4                     | A / 3.6         | B / 12.7       | B / 12.7    | B / 13.9      | A / 2.8                   | A / 2.5         | A / 1.2        | A / 2.8     | A / 2.7       |
|                                                                                       | NBTR     | A / 6.3                   | A / 5.7         | A / 6.9        | A / 6.3     | A / 6.7       | B / 13.5                    | B / 17.5        | B / 19.5       | B / 19.5    | C / 24.5      | A / 4.9                   | A / 5.6         | A / 3.1        | A / 5.1     | A / 4.2       |
|                                                                                       | SBL      | A / 5.4                   | A / 9.4         | A / 4.0        | A / 3.9     | A / 3.7       | B / 12.1                    | B / 14.3        | A / 9.5        | B / 10.5    | A / 8.8       | A / 8.9                   | A / 8.7         | A / 1.5        | A / 1.6     | A / 1.3       |
|                                                                                       | SBTR     | A / 8.3                   | B / 10.4        | A / 4.4        | A / 5.3     | A / 5.3       | B / 19.2                    | C / 25.3        | B / 14.6       | B / 15.9    | B / 10.2      | B / 11.5                  | B / 12.0        | A / 2.3        | A / 3.8     | A / 1.6       |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Spring Hill Road/Office Driveway  |          |                           |                 |                |             |               |                             |                 |                |             |               |                           |                 |                |             |               |
| Overall                                                                               |          | A / 3.8                   | A / 5.2         | A / 5.0        | A / 7.2     | A / 6.1       | A / 3.1                     | A / 4.3         | A / 4.3        | B / 10.9    | A / 3.6       | A / 4.6                   | A / 7.4         | A / 6.3        | B / 14.5    | A / 6.9       |
| Spring Hill Road                                                                      | EB       | B / 18.2                  | C / 22.3        | D / 43.9       | E / 58.8    | D / 46.8      | B / 18.4                    | C / 20.4        | D / 41.4       | E / 65.8    | D / 38.3      | C / 25.6                  | C / 28.5        | D / 39.1       | E / 60.0    | D / 42.4      |
|                                                                                       | WB       | A / 0.0                   | A / 0.0         | A / 0.0        | D / 38.0    | A / 0.0       | A / 0.0                     | A / 0.0         | A / 0.0        | C / 33.5    | A / 0.0       | A / 0.3                   | A / 0.3         | A / 0.3        | B / 14.9    | A / 0.3       |
| Route 111                                                                             | NB       | A / 1.4                   | A / 1.4         | A / 4.1        | A / 4.0     | A / 4.9       | A / 2.7                     | A / 4.7         | A / 2.9        | A / 7.7     | A / 3.0       | A / 3.6                   | A / 7.2         | A / 4.3        | A / 9.1     | A / 4.8       |
|                                                                                       | SB       | A / 4.1                   | A / 5.9         | A / 2.9        | A / 4.0     | A / 4.0       | A / 2.2                     | A / 2.2         | A / 3.3        | A / 5.3     | A / 1.5       | A / 3.3                   | A / 5.1         | A / 4.4        | A / 9.7     | A / 4.7       |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Purdy Hill Road                   |          |                           |                 |                |             |               |                             |                 |                |             |               |                           |                 |                |             |               |
| Overall                                                                               |          | C / 23.9                  | D / 54.4        | C / 33.0       | D / 39.7    | C / 27.2      | B / 18.2                    | C / 25.0        | C / 26.2       | C / 34.8    | C / 33.6      | B / 18.2                  | C / 31.4        | C / 26.6       | D / 50.5    | C / 23.5      |
| Purdy Hill Road                                                                       | EBL      | C / 21.5                  | C / 22.9        | B / 18.4       | B / 19.0    | C / 23.0      | C / 28.0                    | C / 29.7        | C / 34.7       | C / 28.8    | D / 54.4      | C / 29.7                  | D / 35.8        | C / 29.2       | C / 34.4    | D / 40.8      |
|                                                                                       | EBT      | B / 11.0                  | B / 15.2        | B / 11.9       | B / 13.1    | D / 46.5      | C / 28.3                    | C / 27.9        | C / 32.6       | C / 27.1    | E / 62.5      | B / 18.2                  | C / 21.6        | B / 19.7       | C / 24.2    | D / 46.1      |
|                                                                                       | EBR      | --                        | --              | --             | --          | B / 14.0      | --                          | --              | --             | --          | A / 9.8       | --                        | --              | --             | --          | B / 10.3      |
|                                                                                       | WBL      | E / 61.7                  | F / 260.1       | E / 72.4       | F / 92.4    | D / 39.7      | E / 78.6                    | F / 138.6       | F / 103.9      | F / 88.0    | E / 75.0      | E / 69.3                  | F / 183.7       | F / 80.7       | F / 194.4   | D / 38.3      |
| Route 111                                                                             | WBTR     | B / 19.4                  | C / 21.3        | B / 17.5       | B / 17.9    | E / 67.6      | B / 17.5                    | B / 18.9        | C / 24.9       | C / 21.4    | E / 62.2      | B / 14.9                  | B / 16.2        | B / 15.6       | C / 20.2    | D / 48.9      |
|                                                                                       | NBL      | D / 40.6                  | D / 42.9        | F / 122.6      | F / 153.9   | C / 21.7      | D / 52.4                    | D / 53.5        | F / 93.2       | F / 102.1   | B / 11.8      | D / 49.0                  | D / 51.8        | F / 102.2      | F / 177.6   | C / 20.2      |
|                                                                                       | NBTR     | A / 8.5                   | A / 9.2         | A / 7.3        | A / 7.3     | B / 12.5      | A / 2.7                     | A / 6.5         | A / 6.5        | C / 23.0    | C / 34.3      | A / 1.6                   | A / 3.5         | A / 4.3        | B / 12.2    | B / 14.4      |
|                                                                                       | SBL      | B / 17.2                  | B / 18.4        | B / 17.0       | B / 18.2    | A / 8.3       | C / 22.4                    | D / 46.0        | E / 61.4       | F / 118.3   | A / 8.7       | C / 21.7                  | D / 38.2        | D / 45.9       | F / 185.5   | B / 11.5      |
|                                                                                       | SBTR     | C / 22.8                  | C / 29.9        | D / 36.3       | D / 42.8    | C / 25.8      | B / 17.1                    | C / 22.6        | B / 19.3       | C / 26.9    | B / 11.9      | B / 19.0                  | C / 29.0        | C / 29.0       | D / 41.0    | C / 22.6      |
| Traffic Signal - Route 111 (Main St/Monroe Tpke) at Village Plaza/McDonald's Driveway |          |                           |                 |                |             |               |                             |                 |                |             |               |                           |                 |                |             |               |
| Overall                                                                               |          | B / 12.5                  | D / 42.4        | C / 25.5       | C / 28.6    | C / 29.5      | A / 10.0                    | B / 12.0        | B / 10.4       | B / 11.3    | C / 27.8      | B / 13.7                  | B / 15.5        | B / 15.1       | B / 17.9    | C / 29.9      |
| Village Plaza Driveway                                                                | EBLT     | D / 37.4                  | D / 37.4        | D / 47.3       | D / 50.2    | D / 50.4      | E / 60.7                    | E / 60.7        | E / 66.9       | E / 74.8    | F / 96.5      | E / 78.9                  | E / 78.9        | F / 82.2       | F / 96.9    | F / 112.9     |
|                                                                                       | EBR      | A / 0.8                   | A / 0.8         | A / 1.3        | A / 1.4     | A / 1.4       | A / 9.8                     | A / 9.8         | B / 13.0       | B / 14.4    | B / 14.0      | B / 12.1                  | B / 12.1        | B / 12.2       | B / 13.3    | B / 13.7      |
| McDonald's Driveway                                                                   | WBLT     | D / 47.2                  | D / 47.2        | E / 64.6       | E / 70.0    | E / 70.3      | D / 41.9                    | D / 41.9        | D / 48.6       | D / 53.2    | E / 55.4      | D / 47.8                  | D / 47.8        | D / 46.6       | E / 61.3    | E / 58.4      |
|                                                                                       | WBR      | A / 6.8                   | A / 6.8         | B / 11.8       | B / 13.6    | B / 13.7      | A / 8.6                     | A / 8.6         | B / 11.7       | B / 13.6    | B / 12.6      | A / 9.2                   | A / 9.2         | A / 8.0        | B / 12.9    | B / 10.2      |
| Route 111                                                                             | NBL      | A / 3.4                   | A / 5.4         | B / 10.8       | B / 13.6    | B / 12.6      | A / 2.8                     | A / 3.3         | A / 2.4        | A / 2.0     | A / 3.3       | A / 3.9                   | A / 8.3         | A / 8.6        | C / 26.0    | A / 6.7       |
|                                                                                       | NBTR     | A / 2.7                   | A / 3.3         | A / 2.7        | A / 2.4     | A / 3.0       | A / 6.3                     | B / 11.8        | A / 8.3        | B / 10.0    | B / 18.1      | A / 6.7                   | B / 11.7        | B / 11.5       | B / 16.2    | A / 9.9       |
|                                                                                       | SBL      | A / 4.0                   | A / 4.5         | A / 3.5        | A / 2.8     | A / 2.8       | A / 5.3                     | A / 7.6         | A / 5.6        | A / 6.8     | B / 18.3      | A / 6.3                   | A / 5.3         | A / 4.5        | A / 4.8     | A / 8.1       |
|                                                                                       | SBTR     | B / 15.4                  | E / 64.2        | D / 35.5       | D / 40.4    | D / 41.5      | A / 6.4                     | A / 6.2         | A / 5.1        | A / 4.7     | D / 37.7      | B / 11.4                  | B / 12.3        | B / 11.3       | B / 10.2    | D / 46.2      |

TABLE 4-5 (Continued)

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

|                                                                                          |               | Weekday Morning Peak Hour |                |             |               |          | Weekday Afternoon Peak Hour |                 |                |             |               | Saturday Midday Peak Hour |                 |                |             |               |
|------------------------------------------------------------------------------------------|---------------|---------------------------|----------------|-------------|---------------|----------|-----------------------------|-----------------|----------------|-------------|---------------|---------------------------|-----------------|----------------|-------------|---------------|
| Lane Use                                                                                 | 2016 Existing | 2040 Background           | 2040 Optimized | 2040 Future | 2040 Improved |          | 2016 Existing               | 2040 Background | 2040 Optimized | 2040 Future | 2040 Improved | 2016 Existing             | 2040 Background | 2040 Optimized | 2040 Future | 2040 Improved |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Elm Street</b>                    |               |                           |                |             |               |          |                             |                 |                |             |               |                           |                 |                |             |               |
| Overall                                                                                  | C / 24.2      | D / 41.9                  | D / 41.5       | D / 45.6    | D / 37.7      |          | C / 29.8                    | F / 83.0        | E / 58.1       | E / 71.2    | C / 28.7      | D / 35.3                  | F / 100.1       | F / 84.6       | F / 101.4   | C / 30.5      |
| Elm Street                                                                               | EBL           | --                        | --             | --          | --            | C / 33.1 | --                          | --              | --             | --          | F / 116.7     | --                        | --              | --             | --          | F / 92.0      |
|                                                                                          | EBT           | D / 49.6                  | E / 62.3       | D / 48.0    | D / 49.5      | D / 40.5 | F / 89.9                    | F / 289.0       | F / 123.0      | F / 149.6   | D / 44.9      | F / 85.7                  | F / 292.4       | F / 148.6      | F / 188.5   | D / 41.2      |
|                                                                                          | EBR           | A / 9.5                   | C / 20.9       | E / 55.5    | E / 60.3      | E / 56.4 | A / 6.7                     | A / 6.6         | A / 6.5        | A / 7.4     | A / 9.9       | A / 6.3                   | A / 6.5         | A / 8.6        | B / 14.6    | A / 9.7       |
|                                                                                          | WBL           | --                        | --             | --          | --            | D / 37.5 | --                          | --              | --             | --          | D / 47.7      | --                        | --              | --             | --          | D / 54.8      |
|                                                                                          | WBT           | E / 65.4                  | F / 94.4       | E / 56.7    | E / 58.2      | D / 35.7 | D / 51.2                    | F / 148.4       | E / 63.3       | E / 78.5    | D / 52.3      | E / 57.9                  | F / 235.4       | F / 101.7      | F / 137.8   | D / 40.2      |
| Route 111                                                                                | WBR           | A / 5.1                   | A / 6.0        | A / 6.8     | A / 2.2       | A / 2.2  | A / 4.4                     | A / 8.8         | A / 4.3        | A / 5.8     | A / 5.8       | A / 6.6                   | B / 11.8        | A / 8.9        | B / 11.0    | A / 6.5       |
|                                                                                          | NBL           | B / 10.1                  | C / 30.0       | D / 54.1    | E / 71.3      | E / 70.9 | A / 8.8                     | B / 15.6        | C / 25.0       | D / 45.6    | A / 8.3       | C / 20.4                  | C / 31.7        | E / 76.9       | F / 142.7   | C / 32.9      |
|                                                                                          | NBTR          | B / 10.5                  | B / 15.9       | B / 15.8    | A / 9.7       | A / 6.6  | C / 26.2                    | F / 90.2        | F / 91.2       | F / 108.1   | C / 31.6      | C / 30.3                  | E / 70.7        | F / 89.2       | F / 84.9    | C / 25.5      |
|                                                                                          | SBL           | A / 4.1                   | A / 5.4        | A / 8.0     | A / 7.4       | A / 6.5  | B / 10.8                    | B / 16.9        | D / 42.1       | D / 46.0    | B / 13.5      | B / 11.6                  | C / 20.1        | C / 32.4       | E / 61.8    | B / 11.9      |
|                                                                                          | SBTR          | C / 25.1                  | D / 52.7       | D / 40.8    | D / 49.0      | D / 38.2 | C / 23.4                    | C / 32.8        | C / 28.3       | D / 39.5    | B / 16.7      | D / 37.0                  | F / 94.6        | F / 100.2      | F / 116.7   | C / 30.3      |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Monroe/Comaro Plaza Driveways</b> |               |                           |                |             |               |          |                             |                 |                |             |               |                           |                 |                |             |               |
| Overall                                                                                  | B / 13.5      | B / 17.1                  | B / 10.7       | B / 11.2    | B / 10.6      |          | B / 18.0                    | C / 24.1        | B / 15.1       | B / 15.6    | B / 18.8      | C / 21.9                  | C / 34.5        | C / 22.4       | C / 26.9    | C / 23.4      |
| Comaro Plaza Driveway                                                                    | EBLT          | D / 46.1                  | D / 46.1       | E / 57.6    | E / 61.8      | E / 61.8 | E / 58.8                    | E / 58.6        | E / 74.6       | E / 79.7    | E / 72.8      | E / 71.6                  | E / 71.4        | F / 80.5       | F / 94.8    | F / 80.9      |
| Monroe Plaza Driveway                                                                    | EBR           | A / 2.2                   | A / 2.2        | A / 8.2     | A / 9.5       | A / 9.5  | A / 1.3                     | A / 1.3         | A / 3.5        | A / 4.1     | A / 2.7       | A / 1.9                   | A / 1.9         | A / 4.2        | A / 7.4     | A / 4.9       |
|                                                                                          | WBLT          | C / 32.9                  | C / 32.8       | D / 49.2    | D / 53.2      | D / 53.2 | C / 34.7                    | C / 34.7        | D / 45.2       | D / 48.8    | D / 42.6      | D / 43.9                  | D / 43.8        | E / 70.8       | E / 75.8    | E / 61.9      |
|                                                                                          | WBR           | A / 0.3                   | A / 0.3        | B / 11.1    | B / 11.9      | B / 11.9 | A / 4.3                     | A / 7.2         | A / 5.6        | A / 6.1     | A / 5.6       | A / 4.1                   | A / 9.8         | A / 8.0        | B / 10.2    | A / 8.0       |
|                                                                                          | NBL           | B / 10.0                  | A / 9.9        | A / 2.0     | A / 2.5       | A / 2.4  | A / 4.7                     | A / 6.2         | A / 3.1        | A / 2.9     | A / 5.1       | A / 5.7                   | A / 6.3         | A / 3.3        | A / 3.6     | A / 4.6       |
|                                                                                          | NBTR          | B / 16.3                  | B / 18.8       | A / 3.7     | A / 4.4       | A / 4.3  | B / 19.5                    | C / 34.9        | B / 12.4       | B / 12.2    | C / 23.0      | C / 22.6                  | D / 47.8        | B / 17.3       | C / 21.8    | C / 20.3      |
| Route 111                                                                                | SBL           | A / 4.4                   | A / 4.8        | A / 2.6     | A / 2.6       | A / 2.1  | A / 8.3                     | A / 8.6         | A / 6.9        | A / 7.2     | A / 6.5       | A / 8.6                   | B / 19.4        | A / 9.0        | B / 10.6    | A / 9.4       |
|                                                                                          | SBTR          | B / 12.3                  | B / 17.1       | B / 10.5    | B / 10.6      | A / 9.4  | B / 15.7                    | B / 14.1        | B / 11.3       | B / 12.2    | B / 10.0      | B / 19.7                  | C / 27.4        | B / 18.5       | C / 24.3    | C / 20.2      |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Cross Hill Road</b>               |               |                           |                |             |               |          |                             |                 |                |             |               |                           |                 |                |             |               |
| Overall                                                                                  | B / 14.1      | B / 19.9                  | B / 19.5       | C / 20.7    | B / 18.6      |          | B / 19.5                    | D / 35.6        | C / 33.5       | D / 39.8    | C / 32.2      | B / 15.5                  | C / 27.2        | C / 22.1       | C / 34.6    | C / 21.2      |
| Cross Hill Road                                                                          | EBL           | D / 47.8                  | D / 47.9       | E / 71.7    | E / 77.2      | E / 73.4 | D / 48.2                    | E / 60.3        | F / 86.9       | F / 122.1   | F / 85.7      | D / 49.8                  | D / 52.6        | E / 77.0       | F / 91.0    | E / 75.9      |
|                                                                                          | EBTR          | B / 16.5                  | B / 12.8       | B / 16.7    | B / 16.9      | B / 16.8 | C / 20.5                    | C / 20.5        | C / 26.9       | C / 31.0    | C / 25.8      | B / 16.7                  | B / 15.6        | B / 19.4       | C / 27.6    | C / 20.3      |
|                                                                                          | WBL           | D / 42.8                  | D / 41.4       | D / 54.9    | E / 58.9      | E / 55.9 | C / 26.4                    | C / 25.6        | C / 32.9       | D / 40.8    | C / 31.8      | D / 39.4                  | D / 35.6        | D / 42.8       | E / 63.3    | D / 43.4      |
|                                                                                          | WBTR          | C / 23.5                  | C / 22.0       | C / 32.2    | D / 35.1      | C / 33.5 | B / 15.0                    | B / 16.2        | C / 22.2       | C / 26.2    | C / 21.2      | C / 22.4                  | C / 21.7        | C / 25.5       | C / 32.2    | C / 26.5      |
|                                                                                          | NBL           | A / 1.8                   | A / 2.1        | A / 3.0     | A / 3.1       | A / 4.1  | A / 5.9                     | A / 6.8         | A / 9.9        | A / 10.0    | A / 8.9       | A / 4.3                   | A / 8.7         | A / 6.5        | B / 11.6    | A / 7.0       |
| Route 111                                                                                | NBTR          | A / 2.3                   | A / 2.3        | A / 3.1     | A / 3.6       | A / 4.8  | B / 17.1                    | D / 44.5        | C / 29.8       | C / 31.4    | C / 31.2      | A / 8.2                   | C / 25.6        | B / 18.3       | C / 32.8    | B / 18.3      |
|                                                                                          | SBL           | A / 4.8                   | A / 7.5        | A / 1.4     | A / 1.7       | A / 1.3  | B / 11.4                    | F / 121.3       | F / 97.0       | F / 123.9   | F / 92.7      | A / 9.8                   | D / 48.5        | B / 15.6       | E / 62.6    | B / 11.4      |
|                                                                                          | SBTR          | A / 8.0                   | B / 19.5       | B / 11.0    | B / 11.3      | A / 8.1  | A / 9.9                     | B / 14.9        | B / 11.2       | B / 10.8    | A / 6.0       | B / 10.4                  | C / 24.4        | B / 10.2       | B / 19.3    | A / 7.2       |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Century Plaza Driveway</b>        |               |                           |                |             |               |          |                             |                 |                |             |               |                           |                 |                |             |               |
| Overall                                                                                  | A / 5.9       | A / 7.0                   | A / 6.2        | A / 6.3     | A / 9.9       |          | B / 11.1                    | B / 12.3        | B / 12.3       | B / 12.6    | B / 19.2      | B / 10.8                  | B / 14.2        | B / 12.4       | B / 12.7    | B / 18.8      |
| Century Plaza Driveway                                                                   | EBL           | D / 38.1                  | D / 38.1       | D / 45.9    | D / 48.6      | D / 48.6 | D / 48.7                    | D / 48.7        | E / 61.3       | E / 64.4    | E / 70.3      | D / 46.1                  | D / 46.1        | D / 48.5       | E / 59.4    | D / 53.6      |
| Route 111                                                                                | EBR           | B / 15.4                  | B / 15.4       | B / 18.0    | B / 18.9      | B / 18.9 | A / 9.4                     | A / 9.4         | B / 10.8       | B / 11.0    | B / 11.9      | B / 11.8                  | B / 11.8        | B / 12.9       | B / 14.0    | B / 13.8      |
|                                                                                          | NBL           | A / 1.4                   | A / 0.8        | A / 1.5     | A / 0.8       | A / 1.4  | A / 3.8                     | A / 3.9         | A / 3.5        | A / 3.4     | A / 4.0       | A / 3.1                   | A / 6.9         | A / 5.0        | A / 4.3     | A / 6.7       |
|                                                                                          | NBT           | A / 2.0                   | A / 1.1        | A / 1.7     | A / 0.9       | A / 1.5  | A / 5.2                     | A / 6.5         | A / 6.4        | A / 6.5     | A / 8.8       | A / 3.0                   | A / 3.9         | A / 5.5        | A / 5.4     | A / 5.2       |
|                                                                                          | SB            | A / 7.0                   | A / 9.7        | A / 7.8     | A / 8.4       | B / 13.8 | B / 11.4                    | B / 15.4        | B / 12.2       | B / 12.5    | C / 29.5      | B / 14.8                  | C / 22.5        | B / 16.4       | B / 16.0    | C / 31.4      |
|                                                                                          |               |                           |                |             |               |          |                             |                 |                |             |               |                           |                 |                |             |               |
| <b>Traffic Signal - Purdy Hill Road at Cutler's Farm Road</b>                            |               |                           |                |             |               |          |                             |                 |                |             |               |                           |                 |                |             |               |
| Overall                                                                                  | --            | --                        | --             | --          | --            | C / 20.4 | --                          | --              | --             | --          | C / 24.5      | --                        | --              | --             | --          | C / 20.9      |
| Purdy Hill Road                                                                          | EBL           | --                        | --             | --          | --            | B / 13.4 | --                          | --              | --             | --          | C / 26.8      | --                        | --              | --             | --          | B / 16.5      |
|                                                                                          | EBTR          | --                        | --             | --          | --            | B / 11.3 | --                          | --              | --             | --          | B / 12.8      | --                        | --              | --             | --          | B / 13.4      |
|                                                                                          | WB            | --                        | --             | --          | --            | C / 28.9 | --                          | --              | --             | --          | D / 37.6      | --                        | --              | --             | --          | C / 30.4      |
| Cutler's Farm Road                                                                       | NB            | --                        | --             | --          | --            | A / 8.1  | --                          | --              | --             | --          | B / 18.3      | --                        | --              | --             | --          | B / 12.0      |
|                                                                                          | SB            | --                        | --             | --          | --            | C / 21.1 | --                          | --              | --             | --          | C / 23.9      | --                        | --              | --             | --          | C / 23.0      |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Trefoil Plaza Driveway</b>        |               |                           |                |             |               |          |                             |                 |                |             |               |                           |                 |                |             |               |
| Overall                                                                                  | --            | --                        | --             | --          | --            | A / 5.3  | --                          | --              | --             | --          | B / 11.2      | --                        | --              | --             | --          | A / 6.9       |
| Trefoil Plaza Driveway                                                                   | EBL           | --                        | --             | --          | --            | D / 51.3 | --                          | --              | --             | --          | D / 52.6      | --                        | --              | --             | --          | D / 42.5      |
| Route 111                                                                                | EBR           | --                        | --             | --          | --            | B / 15.3 | --                          | --              | --             | --          | B / 13.4      | --                        | --              | --             | --          | B / 11.0      |
|                                                                                          | NBL           | --                        | --             | --          | --            | A / 7.7  | --                          | --              | --             | --          | D / 47.8      | --                        | --              | --             | --          | A / 9.0       |
|                                                                                          | NBT           | --                        | --             | --          | --            | A / 3.8  | --                          | --              | --             | --          | A / 4.8       | --                        | --              | --             | --          | A / 4.8       |
|                                                                                          | SB            | --                        | --             | --          | --            | A / 5.1  | --                          | --              | --             | --          | B / 11.2      | --                        | --              | --             | --          | A / 6.4       |

TABLE 4-5 (Continued)

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

|                                                                                  |          | Weekday Morning Peak Hour |                 |                |             |                    | Weekday Afternoon Peak Hour |                 |                |             |                    | Saturday Midday Peak Hour |                 |                |             |                    |
|----------------------------------------------------------------------------------|----------|---------------------------|-----------------|----------------|-------------|--------------------|-----------------------------|-----------------|----------------|-------------|--------------------|---------------------------|-----------------|----------------|-------------|--------------------|
|                                                                                  | Lane Use | 2016 Existing             | 2040 Background | 2040 Optimized | 2040 Future | 2040 Improved      | 2016 Existing               | 2040 Background | 2040 Optimized | 2040 Future | 2040 Improved      | 2016 Existing             | 2040 Background | 2040 Optimized | 2040 Future | 2040 Improved      |
| Unsignalized TWSC - Route 25 (Main Street) at Brook Street                       |          |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Brook Street                                                                     | WB       | A / 0.0                   | A / 0.0         | A / 0.0        | F / 221.3   | A / 0.0            | A / 0.0                     | A / 0.0         | A / 0.0        | F / 1198.7  | A / 0.0            | A / 0.0                   | A / 0.0         | A / 0.0        | F / 2500+   | A / 0.0            |
| Route 25                                                                         | SBL      | A / 0.0                   | A / 0.0         | A / 0.0        | A / 0.0     | A / 0.0            | A / 0.0                     | A / 0.0         | A / 0.0        | A / 0.0     | A / 0.0            | B / 10.2                  | B / 14.5        | B / 14.5       | C / 16.2    | B / 14.5           |
| Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road                       |          |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Spring Hill Road                                                                 | EBL      | A / 7.5                   | A / 7.6         | A / 7.6        | A / 7.7     | --                 | A / 8.2                     | A / 8.7         | A / 8.7        | A / 9.5     | --                 | A / 7.6                   | A / 7.6         | A / 7.6        | A / 8.4     | --                 |
| Cutler's Farm Road                                                               | SB       | B / 10.1                  | B / 11.0        | B / 11.0       | B / 11.9    | --                 | B / 12.4                    | C / 15.8        | C / 15.8       | D / 32.2    | --                 | B / 10.5                  | B / 10.6        | B / 10.5       | C / 15.6    | --                 |
| Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road                        |          |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Overall                                                                          |          | B / 14.6                  | E / 36.3        | E / 36.3       | F / 50.5    | See Previous Page  | D / 31.5                    | F / 147.2       | F / 147.2      | F / 241.9   | See Previous Page  | F / 63.2                  | F / 63.2        | F / 63.2       | F / 228.7   | See Previous Page  |
| Cutler's Farm Road                                                               | NB       | A / 9.7                   | B / 11.4        | B / 11.4       | B / 12.2    |                    | C / 21.1                    | F / 61.6        | F / 61.6       | F / 106.0   |                    | C / 20.8                  | C / 20.8        | C / 20.8       | E / 44.3    |                    |
| Purdy Hill Road                                                                  | EB       | B / 10.6                  | B / 13.5        | B / 13.5       | C / 15.2    |                    | E / 47.9                    | F / 271.9       | F / 271.9      | F / 405.1   |                    | F / 56.9                  | F / 56.9        | F / 56.9       | F / 247.1   |                    |
| Cutler's Farm Road                                                               | WB       | B / 11.6                  | C / 15.9        | C / 15.9       | C / 17.9    |                    | C / 21.9                    | F / 74.2        | F / 74.2       | F / 134.6   |                    | D / 35.0                  | D / 35.0        | D / 35.0       | F / 110.1   |                    |
| Purdy Hill Road                                                                  | SB       | C / 18.0                  | F / 55.8        | F / 55.8       | F / 82.7    |                    | D / 26.5                    | F / 107.8       | F / 107.8      | F / 221.7   |                    | F / 103.3                 | F / 103.3       | F / 103.3      | F / 356.8   |                    |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Old Mine Road             |          |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Old Mine Road                                                                    | WB       | E / 43.1                  | F / 198.6       | F / 198.6      | F / 198.6   | F / 198.6          | F / 105.0                   | F / 926.7       | F / 403.6      | F / 458.5   | F / 403.6          | F / 50.8                  | F / 183.3       | F / 183.3      | F / 225.9   | F / 183.3          |
| Route 111                                                                        | SBL      | A / 0.0                   | A / 0.0         | A / 0.0        | A / 0.0     | A / 0.0            | B / 13.2                    | C / 17.0        | C / 17.0       | C / 17.4    | C / 17.0           | B / 11.4                  | B / 13.5        | B / 13.5       | B / 13.8    | B / 13.5           |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Trefoil Plaza Driveway    |          |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Route 111                                                                        | NBL      | B / 13.1                  | C / 17.6        | C / 17.6       | C / 17.8    | See Pre-vious Page | C / 16.4                    | E / 37.5        | E / 37.5       | E / 39.2    | See Pre-vious Page | B / 13.0                  | C / 15.8        | C / 15.8       | C / 16.2    | See Pre-vious Page |
| Trefoil Plaza                                                                    | EBL      | F / 225.3                 | F / 1182.8      | F / 1182.8     | F / 1299.7  |                    | F / 1656.4                  | F / 13300.4     | F / 13300.4    | F / 13300.4 |                    | F / 562.3                 | F / 1632.4      | F / 1632.4     | F / 1738.7  |                    |
|                                                                                  | EBR      | C / 15.2                  | C / 19.6        | C / 19.6       | C / 19.8    |                    | C / 18.1                    | D / 32.8        | D / 32.8       | D / 33.9    |                    | C / 17.8                  | C / 22.8        | C / 22.8       | C / 23.5    |                    |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Woodland Hills Drive      |          |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Woodland Hills Drive                                                             | EBR      | B / 13.3                  | C / 16.1        | C / 16.1       | C / 16.2    | C / 16.1           | B / 14.7                    | C / 20.9        | C / 20.9       | C / 21.2    | C / 20.9           | B / 13.2                  | C / 15.1        | C / 15.1       | C / 15.3    | C / 15.1           |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Tennis Club Driveway      |          |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Route 111                                                                        | NBL      | B / 11.2                  | B / 13.5        | B / 13.5       | B / 13.6    | B / 13.5           | A / 0.0                     | A / 0.0         | A / 0.0        | A / 0.0     | A / 0.0            | A / 0.0                   | A / 0.0         | A / 0.0        | A / 0.0     | A / 0.0            |
| Tennis Club Driveway                                                             | EB       | A / 0.0                   | A / 0.0         | A / 0.0        | A / 0.0     | A / 0.0            | C / 15.3                    | C / 22.4        | C / 22.4       | C / 22.9    | C / 22.4           | E / 40.5                  | F / 87.7        | F / 87.7       | F / 93.5    | F / 87.7           |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES South Driveway  |          |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Route 111                                                                        | NBL      | B / 11.1                  | B / 12.8        | B / 12.8       | B / 13.1    | B / 12.8           | A / 9.1                     | A / 9.9         | A / 9.9        | B / 10.3    | A / 9.9            | --                        | --              | --             | --          | --                 |
| Monroe ES South Drive                                                            | EB       | F / 94.0                  | F / 340.3       | F / 340.3      | F / 424.1   | F / 340.3          | F / 53.6                    | F / 184.8       | F / 184.8      | F / 328.8   | F / 184.8          | --                        | --              | --             | --          | --                 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES Middle Driveway |          |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Monroe ES South Drive                                                            | EBL      | E / 37.5                  | F / 109.1       | F / 68.1       | F / 76.8    | F / 68.1           | F / 58.5                    | F / 161.4       | F / 161.4      | F / 258.9   | F / 161.4          | --                        | --              | --             | --          | --                 |
|                                                                                  | EBR      | C / 20.0                  | D / 27.6        | D / 27.6       | D / 29.1    | D / 27.6           | B / 13.8                    | C / 16.5        | C / 16.5       | C / 18.4    | C / 16.5           | --                        | --              | --             | --          | --                 |
| Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES North Driveway  |          |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Route 111                                                                        | NBL      | B / 11.0                  | B / 12.7        | B / 12.7       | B / 12.9    | B / 12.7           | A / 0.0                     | A / 0.0         | A / 0.0        | A / 0.0     | A / 0.0            | --                        | --              | --             | --          | --                 |
| Center One Eleven Drive                                                          | WBTL     | E / 46.6                  | F / 94.9        | F / 94.9       | F / 142.4   | F / 94.9           | F / 95.6                    | F / 170.0       | F / 170.0      | F / 731.8   | F / 170.0          | --                        | --              | --             | --          | --                 |
|                                                                                  | WBR      | B / 11.6                  | B / 12.9        | B / 12.9       | B / 13.4    | B / 12.9           | C / 22.1                    | D / 34.1        | D / 34.1       | E / 49.0    | D / 34.1           | --                        | --              | --             | --          | --                 |
| Route 111                                                                        | SBL      | A / 8.5                   | A / 8.9         | A / 8.9        | A / 9.1     | A / 8.9            | B / 10.8                    | B / 12.5        | B / 12.5       | B / 13.6    | B / 12.5           | --                        | --              | --             | --          | --                 |

**TABLE 4-5 (Continued)**

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

|                                                                                       |      | Weekday Morning Peak Hour | Weekday Afternoon Peak Hour | Saturday Midday Peak Hour |
|---------------------------------------------------------------------------------------|------|---------------------------|-----------------------------|---------------------------|
| Lane Use                                                                              |      | 2040 Improved             | 2040 Improved               | 2040 Improved             |
| <b>Quadrant - Route 25 (Main Street) at Route 111 (Monroe Turnpike)</b>               |      |                           |                             |                           |
| <b>Overall</b>                                                                        |      | <b>B / 14.7</b>           | <b>C / 29.1</b>             | <b>B / 13.3</b>           |
| Route 25                                                                              | EB   | A / 4.0                   | A / 4.2                     | A / 4.7                   |
|                                                                                       | WBT  | B / 12.8                  | D / 49.8                    | B / 15.2                  |
|                                                                                       | WBR  | B / 16.7                  | C / 23.9                    | B / 12.9                  |
| Route 111                                                                             | NBT  | B / 17.7                  | B / 13.7                    | B / 14.7                  |
|                                                                                       | NBR  | C / 20.7                  | B / 12.3                    | B / 11.8                  |
|                                                                                       | SBT  | C / 31.9                  | D / 53.6                    | C / 23.9                  |
|                                                                                       | SBR  | B / 18.1                  | B / 19.4                    | B / 17.0                  |
| <b>Quadrant - Route 111 (Monroe Turnpike) at Quadrant Roadway/Broadway</b>            |      |                           |                             |                           |
| <b>Overall</b>                                                                        |      | <b>A / 8.6</b>            | <b>B / 11.1</b>             | <b>B / 12.2</b>           |
| Quadrant Roadway                                                                      | EBTL | C / 34.8                  | C / 20.6                    | C / 31.0                  |
|                                                                                       | EBR  | B / 16.8                  | B / 14.9                    | B / 11.0                  |
| Broadway                                                                              | WBTL | A / 0.0                   | A / 0.0                     | A / 0.0                   |
|                                                                                       | WBR  | A / 0.0                   | A / 0.0                     | A / 0.0                   |
|                                                                                       | NBL  | A / 5.1                   | B / 11.2                    | A / 9.2                   |
| Route 111                                                                             | NBTR | A / 8.4                   | A / 9.8                     | A / 8.6                   |
|                                                                                       | SBL  | A / 0.0                   | A / 0.0                     | A / 0.0                   |
|                                                                                       | SBT  | A / 1.0                   | C / 23.8                    | C / 32.6                  |
|                                                                                       | SBR  | A / 4.6                   | A / 2.8                     | A / 1.1                   |
| <b>Quadrant - Route 25 (Main Street) at Quadrant Roadway</b>                          |      |                           |                             |                           |
| <b>Overall</b>                                                                        |      | <b>A / 8.9</b>            | <b>B / 14.5</b>             | <b>B / 12.8</b>           |
| Route 25                                                                              | EBT  | B / 14.9                  | C / 21.6                    | B / 19.6                  |
|                                                                                       | EBR  | A / 0.7                   | A / 2.6                     | A / 0.9                   |
|                                                                                       | WBL  | B / 14.8                  | C / 28.9                    | B / 16.2                  |
|                                                                                       | WBT  | A / 7.7                   | B / 14.3                    | A / 9.4                   |
| Quadrant Roadway                                                                      | NBL  | C / 33.3                  | D / 45.7                    | D / 43.4                  |
|                                                                                       | NBR  | A / 0.4                   | A / 0.4                     | A / 0.3                   |
| <b>Single Point Urban Interchange - Route 111 (Monroe Turnpike) at Route 25 Ramps</b> |      |                           |                             |                           |
| <b>Overall</b>                                                                        |      | <b>C / 30.4</b>           | <b>C / 34.8</b>             | <b>C / 33.6</b>           |
| Route 111                                                                             | NBL  | D / 45.0                  | D / 47.7                    | D / 35.5                  |
|                                                                                       | NBT  | D / 43.0                  | D / 48.7                    | C / 31.5                  |
|                                                                                       | NBR  | A / 0.3                   | A / 0.1                     | A / 0.1                   |
|                                                                                       | SBL  | C / 24.1                  | C / 34.7                    | D / 41.8                  |
|                                                                                       | SBT  | B / 14.3                  | C / 24.4                    | C / 31.4                  |
|                                                                                       | SBR  | A / 0.1                   | A / 0.2                     | A / 0.2                   |
| Route 25 Southbound Off-Ramp                                                          | EBL  | D / 46.6                  | D / 40.3                    | C / 32.2                  |
| Route 25 Northbound Off-Ramp                                                          | EBR  | A / 3.0                   | C / 27.2                    | B / 17.0                  |
| Route 25 Northbound Off-Ramp                                                          | WBL  | D / 39.7                  | D / 50.0                    | C / 29.6                  |
| Route 25 Northbound Off-Ramp                                                          | WBR  | D / 42.9                  | D / 42.3                    | D / 49.4                  |

**TABLE 4-6**  
Intersection Operation Summary - Vehicular 50<sup>th</sup> / 95<sup>th</sup> Percentile Queue (In Feet)

| Weekday Morning Peak Hour                                                  |          |                   |               |                 |                |             |               |               |                 | Weekday Afternoon Peak Hour |             |               |               |                 |                | Saturday Midday Peak Hour |               |  |  |  |  |
|----------------------------------------------------------------------------|----------|-------------------|---------------|-----------------|----------------|-------------|---------------|---------------|-----------------|-----------------------------|-------------|---------------|---------------|-----------------|----------------|---------------------------|---------------|--|--|--|--|
|                                                                            | Lane Use | Available Storage | 2016 Existing | 2040 Background | 2040 Optimized | 2040 Future | 2040 Improved | 2016 Existing | 2040 Background | 2040 Optimized              | 2040 Future | 2040 Improved | 2016 Existing | 2040 Background | 2040 Optimized | 2040 Future               | 2040 Improved |  |  |  |  |
| Traffic Signal - Route 25 (Main Street) at Route 111 (Main St/Monroe Turn) |          |                   |               |                 |                |             |               |               |                 |                             |             |               |               |                 |                |                           |               |  |  |  |  |
| Route 25                                                                   | EBL      | 225               | 59 / 151      | 264 / 420       | 242 / 413      | 249 / 419   |               | 57 / 107      | 90 / 175        | 143 / 279                   | 155 / 293   |               | 116 / 254     | 205 / 361       | 262 / 432      | 276 / 449                 |               |  |  |  |  |
|                                                                            | EBT      |                   | 403 / 561     | 767 / 906       | 797 / 926      | 811 / 951   |               | 336 / 418     | 587 / 892       | 913 / 1052                  | 985 / 1051  |               | 278 / 358     | 654 / 738       | 786 / 852      | 816 / 1051                |               |  |  |  |  |
|                                                                            | EBR      | 875               | 0 / 31        | 10 / 48         | 10 / 43        | 10 / 43     |               | 49 / 101      | 117 / 195       | 145 / 233                   | 170 / 265   |               | 29 / 80       | 148 / 237       | 184 / 275      | 222 / 324                 |               |  |  |  |  |
|                                                                            | WBL      | 175               | 55 / 139      | 75 / 185        | 121 / 244      | 121 / 244   |               | 164 / 318     | 259 / 424       | 329 / 507                   | 329 / 507   |               | 72 / 134      | 101 / 201       | 158 / 300      | 158 / 300                 |               |  |  |  |  |
|                                                                            | WBT      |                   | 278 / 364     | 514 / 650       | 590 / 741      | 601 / 757   |               | 364 / 469     | 816 / 955       | 975 / 1115                  | 1032 / 1171 |               | 232 / 295     | 481 / 637       | 685 / 825      | 763 / 903                 |               |  |  |  |  |
| Route 111                                                                  | WBR      | 500               | 370 / 587     | 1028 / 1292     | 1259 / 1529    | 1270 / 1539 |               | 374 / 661     | 1021 / 1284     | 1308 / 1578                 | 1351 / 1620 |               | 251 / 358     | 382 / 575       | 540 / 762      | 561 / 792                 |               |  |  |  |  |
|                                                                            | NBL      | 430               | 181 / 337     | 191 / 337       | 213 / 366      | 225 / 384   |               | 144 / 268     | 349 / 499       | 425 / 585                   | 471 / 634   |               | 158 / 330     | 398 / 586       | 419 / 621      | 504 / 717                 |               |  |  |  |  |
|                                                                            | NBT      |                   | 116 / 164     | 172 / 270       | 257 / 357      | 263 / 364   |               | 180 / 275     | 260 / 348       | 251 / 301                   | 251 / 301   |               | 163 / 283     | 267 / 382       | 267 / 382      | 268 / 338                 |               |  |  |  |  |
|                                                                            | NBR      | 100               | 91 / 151      | 91 / 151        | 113 / 235      | 113 / 235   |               | 0 / 19        | 0 / 39          | 0 / 44                      | 0 / 44      |               | 0 / 19        | 0 / 39          | 0 / 44         | 0 / 44                    |               |  |  |  |  |
|                                                                            | SBL      | 500               | 315 / 398     | 475 / 607       | 605 / 741      | 609 / 745   |               | 432 / 489     | 732 / 157       | 934 / 936                   | 958 / 960   |               | 281 / 351     | 396 / 484       | 458 / 543      | 468 / 557                 |               |  |  |  |  |
|                                                                            | SBTR     |                   | 168 / 255     | 253 / 370       | 343 / 517      | 354 / 541   |               | 502 / 636     | 1081 / 1179     | 1236 / 1312                 | 1282 / 1356 |               | 505 / 720     | 761 / 936       | 889 / 1064     | 948 / 1122                |               |  |  |  |  |
| Traffic Signal - Route 25 (Main Street) at Tashua Road                     |          |                   |               |                 |                |             |               |               |                 |                             |             |               |               |                 |                |                           |               |  |  |  |  |
| Tashua Road                                                                | EBL      |                   | 32 / 66       | 46 / 86         | 82 / 151       | 84 / 167    | 41 / 76       | 34 / 66       | 73 / 115        | 124 / 210                   | 160 / 259   | 58 / 96       | 43 / 88       | 93 / 158        | 155 / 293      | 221 / 381                 | 94 / 150      |  |  |  |  |
|                                                                            | EBR      | 185               | 21 / 59       | 89 / 142        | 120 / 203      | 115 / 197   | 78 / 130      | 7 / 36        | 62 / 101        | 89 / 140                    | 99 / 150    | 51 / 87       | 21 / 67       | 90 / 155        | 138 / 228      | 154 / 246                 | 97 / 153      |  |  |  |  |
| Route 25                                                                   | NBL      |                   | 7 / 19        | 12 / 60         | 37 / 148       | 11 / 32     | 29 / 93       | 57 / 158      | 87 / 245        | 98 / 268                    | 108 / 268   | 37 / 145      | 28 / 86       | 65 / 130        | 118 / 228      | 58 / 167                  |               |  |  |  |  |
|                                                                            | NBT      |                   | 362 / 730     | 1112 / 1438     | 1283 / 1724    | 1400 / 1666 | 243 / 330     | 477 / 895     | 1593 / 1883     | 2156 / 2416                 | 2391 / 2649 | 335 / 446     | 393 / 614     | 1368 / 1643     | 1837 / 2101    | 2243 / 2503               | 408 / 555     |  |  |  |  |
|                                                                            | SBTR     |                   | 106 / 247     | 1243 / 239      | 290 / 116      | 329 / 116   | 66 / 71       | 138 / 271     | 1732 / 256      | 2356 / 288                  | 2585 / 286  | 62 / 147      | 170 / 1002    | 1776 / 1077     | 2447 / 1753    | 2801 / 1772               | 138 / 815     |  |  |  |  |
| Traffic Signal - Route 25 (Main Street) at Spring Hill Road                |          |                   |               |                 |                |             |               |               |                 |                             |             |               |               |                 |                |                           |               |  |  |  |  |
| Spring Hill Road                                                           | WBL      | 235               | 47 / 86       | 63 / 106        | 120 / 213      | 109 / 200   | 56 / 94       | 71 / 115      | 98 / 146        | 198 / 299                   | 191 / 292   | 78 / 123      | 100 / 193     | 141 / 280       | 291 / 465      | 284 / 460                 | 143 / 218     |  |  |  |  |
|                                                                            | WBR      |                   | 0 / 30        | 0 / 35          | 0 / 44         | 19 / 68     | 0 / 33        | 0 / 30        | 0 / 39          | 54 / 109                    | 291 / 397   | 16 / 55       | 0 / 45        | 0 / 59          | 56 / 145       | 368 / 584                 | 9 / 66        |  |  |  |  |
| Route 25                                                                   | NBL      |                   | 138 / 138     | 1059 / 817      | 193 / 234      | 1341 / 219  | 68 / 77       | 88 / 136      | 1475 / 774      | 1986 / 331                  | 2256 / 465  | 82 / 128      | 91 / 141      | 1319 / 791      | 1771 / 721     | 2256 / 1338               | 104 / 179     |  |  |  |  |
|                                                                            | NBR      | 175               | 0 / 2         | 2 / 1           | 1 / 1          | 1 / 1       |               | 1 / 1         | 1 / 1           |                             |             |               |               |                 |                |                           |               |  |  |  |  |
|                                                                            | SBL      | 160               | 6 / 16        | 13 / 63         | 32 / 37        | 86 / 86     | 7 / 41        | 7 / 17        | 28 / 86         | 108 / 91                    | 280 / 257   | 21 / 83       | 9 / 19        | 40 / 105        | 138 / 151      | 427 / 317                 | 44 / 141      |  |  |  |  |
|                                                                            | SBTR     |                   | 361 / 821     | 1179 / 1498     | 1551 / 1711    | 1470 / 1462 | 107 / 206     | 502 / 917     | 1575 / 1837     | 2121 / 1889                 | 2346 / 1925 | 250 / 565     | 426 / 777     | 1468 / 1279     | 1977 / 2048    | 2321 / 1715               | 430 / 538     |  |  |  |  |
| Traffic Signal - Route 25 (Main Street) at Victoria Drive                  |          |                   |               |                 |                |             |               |               |                 |                             |             |               |               |                 |                |                           |               |  |  |  |  |
| Victoria Drive                                                             | WBL      |                   | 6 / 20        | 43 / 77         | 98 / 169       | 117 / 207   | 26 / 44       | 0 / 19        | 164 / 238       | 343 / 447                   | 414 / 515   | 82 / 113      | 4 / 21        | 157 / 246       | 299 / 439      | 523 / 681                 | 102 / 139     |  |  |  |  |
|                                                                            | NBL      | 140               | 0 / 13        | 7 / 40          | 0 / 36         | 2 / 43      | 8 / 31        | 38 / 60       | 113 / 139       | 189 / 204                   | 204 / 258   | 74 / 115      | 0 / 13        | 70 / 112        | 118 / 179      | 286 / 381                 | 83 / 136      |  |  |  |  |
| Route 25                                                                   | NBTR     |                   | 145 / 561     | 223 / 335       | 317 / 331      | 18 / 34     | 18 / 30       | 401 / 761     | 580 / 811       | 347 / 252                   | 580 / 818   | 30 / 580      | 0 / 606       | 562 / 806       | 404 / 333      | 112 / 167                 |               |  |  |  |  |
|                                                                            | SBL      | 250               | 1 / 5         | 7 / 20          | 4 / 4          | 12 / 11     | 1 / 9         | 1 / 3         | 27 / 88         | 53 / 32                     | 187 / 118   | 32 / 41       | 0 / 23        | 47 / 120        | 96 / 60        | 392 / 193                 | 89 / 93       |  |  |  |  |
|                                                                            | SBTR     |                   | 0 / 316       | 808 / 1146      | 1461 / 1438    | 1503 / 1391 | 21 / 51       | 180 / 302     | 1072 / 1406     | 1715 / 712                  | 1897 / 186  | 32 / 51       | 0 / 322       | 921 / 1264      | 1357 / 110     | 2012 / 507                | 53 / 55       |  |  |  |  |
| Traffic Signal - Route 25 (Main Street) at Pond View/Duchess Driveways     |          |                   |               |                 |                |             |               |               |                 |                             |             |               |               |                 |                |                           |               |  |  |  |  |
| Pond View Driveway                                                         | EBLT     |                   | --            | 99 / 197        | 99 / 197       | 88 / 185    | 50 / 88       | --            | 478 / 634       | 478 / 634                   | 496 / 652   | 185 / 327     | --            | 569 / 725       | 569 / 725      | 587 / 744                 | 309 / 455     |  |  |  |  |
|                                                                            | EBR      |                   | --            | 125 / 278       | 125 / 278      | 131 / 275   | 61 / 126      | --            | 172 / 266       | 172 / 266                   | 198 / 314   | 60 / 130      | --            | 178 / 272       | 178 / 272      | 202 / 320                 | 83 / 160      |  |  |  |  |
| Duchess Driveway                                                           | NBL      |                   | 0 / 0         | 0 / 0           | 0 / 0          | 0 / 0       | 0 / 0         | --            | 2 / 2           | 2 / 2                       | 2 / 2       | 2 / 2         | --            | 2 / 2           | 2 / 2          | 2 / 2                     | 2 / 2         |  |  |  |  |
|                                                                            | NBL      | 150               | --            | 72 / 205        | 75 / 209       | 48 / 176    | 5 / 9         | --            | 255 / 434       | 255 / 364                   | 266 / 337   | 77 / 113      | --            | 318 / 507       | 318 / 452      | 315 / 335                 | 160 / 228     |  |  |  |  |
|                                                                            | NBTR     |                   | --            | 105 / 124       | 132 / 187      | 148 / 193   | 5 / 7         | --            | 304 / 356       | 356 / 634                   | 572 / 641   | 71 / 105      | --            | 262 / 307       | 514 / 610      | 390 / 374                 | 371 / 388     |  |  |  |  |
| Route 25                                                                   | SBLT     |                   | --            | 1434 / 271      | 1434 / 499     | 1428 / 173  | 55 / 86       | --            | 1744 / 251      | 1769 / 887                  | 2011 / 184  | 163 / 148     | --            | 1960 / 1093     | 1982 / 1110    | 2442 / 1103               | 581 / 697     |  |  |  |  |
|                                                                            | SBR      | 220               | --            | 4 / 0           | 14 / 8         | 2 / 0       | 0 / 0         | --            | 26 / 1          | 47 / 23                     | 43 / 18     | 9 / 11        | --            | 50 / 18         | 100 / 44       | 67 / 24                   | 0 / 0         |  |  |  |  |
| Traffic Signal - Route 25 (Main Street) at Judd Road/Purdy Hill Road       |          |                   |               |                 |                |             |               |               |                 |                             |             |               |               |                 |                |                           |               |  |  |  |  |
| Judd Road                                                                  | EBL      | 120               | 51 / 94       | 109 / 196       | 109 / 190      | 100 / 187   | 55 / 90       | 71 / 180      | 204 / 344       | 204 / 344                   | 222 / 312   | 62 / 151      | 35 / 76       | 94 / 213        | 94 / 213       | 103 / 233                 | 53 / 101      |  |  |  |  |
|                                                                            | EBT      |                   | 55 / 103      | 138 / 192       | 138 / 192      | 128 / 182   | 34 / 61       | 152 / 245     | 310 / 428       | 310 / 428                   | 327 / 450   | 101 / 167     | 33 / 77       | 131 / 213       | 131 / 213      | 152 / 240                 | 45 / 86       |  |  |  |  |
| Purdy Hill Road                                                            | EBR      |                   | --            | --              | --             | --          | --            | --            | --              | --                          | --          | 0 / 34        | --            | --              | --             | --                        | 0 / 38        |  |  |  |  |
|                                                                            | WBL      | 125               | 66 / 133      | 206 / 362       | 206 / 362      | 209 / 362   | 85 / 149      | 71 / 151      | 286 / 454       | 286 / 454                   | 334 / 511   | 97 / 219      | 89 / 145      | 414 / 554       | 414 / 554      | 537 / 681                 | 194 / 315     |  |  |  |  |
|                                                                            | WBT      |                   | 92 / 170      | 186 / 279       | 186 / 279      | 180 / 295   | 47 / 87       | 236 / 422     | 430 / 652       | 430 / 652                   | 482 / 718   | 135 / 219     | 104 / 160     | 270 / 365       | 270 / 365      | 327 / 443                 | 70 / 113      |  |  |  |  |
| Route 25                                                                   | WBR      |                   | --            | --              | --             | --          | 48 / 90       | --            | --              | --                          | --          | 58 / 109      | --            | --              | --             | --                        | 87 / 136      |  |  |  |  |
|                                                                            | NBL      | 220               | 40 / 81       | 119 / 234       | 118 / 236      | 110 / 228   | 56 / 99       | 30 / 67       | 99 / 180        | 101 / 182                   | 140 / 232   | 42 / 57       | 16 / 46       | 81 / 152        | 83 / 156       | 133 / 219                 | 49 / 74       |  |  |  |  |
|                                                                            | NBTR     |                   | 199 / 574     | 247 / 365       | 253 / 343      | 43 / 34     | 44 / 17       | 566 / 909     | 782 / 791       | 264 / 202                   | 264 / 202   | 590 / 508     | 408 / 756     | 703 / 680       | 174 / 207      | 838 / 511                 | 574 / 678     |  |  |  |  |
|                                                                            | SBL      | 130               | 6 / 26        | 10 / 32         | 10 / 10        | 16 / 16     | 5 / 9         | 43 / 88       | 80 / 176        | 80 / 89                     | 124 / 130   | 44 / 95       | 39 / 87       | 95 / 182        | 94 / 94        | 139 / 126                 | 59 / 108      |  |  |  |  |
|                                                                            | SBTR     |                   | 436 / 886     | 1670 / 1938     | 1671 / 1640    | 1600 / 1505 | 371 / 531     | 545 / 878     | 2007 / 2273     | 2028 / 2234                 | 2247 / 2290 | 469 / 568     | 445 / 833     | 2096 / 2360     | 2107 / 1945    | 2540 / 2055               | 595 / 700     |  |  |  |  |
| Traffic Signal - Route 25 (Main Street) at Green Street                    |          |                   |               |                 |                |             |               |               |                 |                             |             |               |               |                 |                |                           |               |  |  |  |  |
| Church Driveway                                                            | EB       | 75                | 0 / 0         | 0 / 0           | 0 / 0          | 0 / 0       | 0 / 0         | 0 / 0         | 0 / 0           | 0 / 0                       | 0 / 0       | 0 / 0         | 0 / 0         | 0 / 0           | 0 / 0          | 0 / 0                     | 0 / 0         |  |  |  |  |
|                                                                            | WBL      | 115               | 30 / 59       | 37 / 65         | 54 / 93        | 51 / 90     | 27 / 56       | 27 / 60       | 34 / 71         | 53 / 139                    | 60 / 159    | 27 / 69       | 19 / 46       | 25 / 56         | 45 / 93        | 52 / 101                  | 30 / 63       |  |  |  |  |
| Route 25                                                                   | NBL      |                   | 0 / 0         | 0 / 37          | 0 / 45         | 0 / 54      | 119 / 257     | --            | 0 / 12          | 0 / 12                      | 0 / 12      | 0 / 56        | 0 / 0         | 0 / 0           | 0 / 0          | 0 / 0                     | 0 / 0         |  |  |  |  |
|                                                                            | NBL      | 40                | 0 / 0         | 0 / 0           | 0 / 0          | 0 / 0       | 0 / 0         | --            | 0 / 0           | 0 / 0                       | 0 / 0       | 0 / 0         | 0 / 0         | 0 / 0           | 0 / 0          | 0 / 0                     | 0 / 0         |  |  |  |  |
|                                                                            | NBT      |                   | 255 / 507     | 628 / 1159      | 531 / 931      | 899 / 735   | 264 / 320     | 498 / 888     | 641 / 1036      | 1142 / 1244                 | 199 / 186   | 52 / 52       | 332 / 573     | 1199 / 1490     | 1863 / 2136    | 2171 / 2325               | 10 / 358      |  |  |  |  |
|                                                                            | NBR      | 175               | 0 / 0         | 0 / 0           | 0 / 0          | 0 / 0       | --            | 0 / 0         | 0 / 0           | 0 / 0                       | 0 / 0       | --            | 0 / 0         | 0 / 0           | 0 / 0          | 0 / 0                     | --            |  |  |  |  |
|                                                                            | SBL      |                   | 7 / 20        | 59 / 116        | 56 / 136       | 72 / 142    | 10 / 37       | 138 / 223     | 313 / 320       | 364 / 426                   | 449 / 447   | 128 / 168     | 11 / 73       | 118 / 120       | 270 / 382      | 294 / 310                 | 123 / 169     |  |  |  |  |
|                                                                            | SBTR     |                   | 95 / 282      | 474 / 1293      | 1475 / 1776    | 1402 / 1707 | 57 / 82       | 86 / 278      | 537 / 623       | 207 / 303                   | 318 / 293   | 37 / 57       | 80 / 348      | 1113 / 782      | 1793 / 2031    | 2202 / 2186               | 262 / 438     |  |  |  |  |
| Traffic Signal - Route 25 (Main Street) at Route 59 (Easton Road)          |          |                   |               |                 |                |             |               |               |                 |                             |             |               |               |                 |                |                           |               |  |  |  |  |
| Route 59                                                                   | EBL      | 375               | 69 / 109      | 88 / 130        | 137 / 194      | 124 / 197   | 70 / 114      | 120 / 206     | 156 / 298       | 295 / 483                   | 295 / 483   | 117 / 228     | 86 / 142      | 109 / 178       | 200 / 370      | 217 / 384                 | 128 / 189     |  |  |  |  |
|                                                                            | EBLT     |                   | 69 / 109      | 88 / 130        | 137 / 194      | 124 / 197   | 70 / 114      | 123 / 212     | 158 / 302       | 298 / 488                   | 298 / 488   | 120 / 231     | 86 / 142      | 109 / 178       | 200 / 370      | 217 / 384                 | 128 / 189     |  |  |  |  |
| North Commercial Drive                                                     | EBR      | 370               | 18 / 43       | 120 / 131       | 343 / 348      | 334 / 341   | 40 / 116      | 11 / 51       | 104 / 167       | 441 / 501                   | 538 / 823   | 23 / 174      | 0 / 31        | 8 / 43          | 211 / 317      | 304 / 516                 | 0 / 68        |  |  |  |  |
|                                                                            | WB       | 85                | 8 / 24        | 8 / 24          | 13 / 33        | 11 / 31     | 7 / 22        | 16 / 38       | 16 / 38         | 26 / 54                     | 26 / 54     | 13 / 33       | 14 / 34       | 14 / 34         | 26 / 66        | 26 / 66                   | 17 / 41       |  |  |  |  |
|                                                                            | NBL      | 250               | 186 / 402     | 385 / 483       | 430 / 426      | 403 / 429   | 145 / 217     | 142 / 172     | 337 / 448       | 479 / 615                   | 605 / 709   | 128 / 203     | 89 / 168      | 199 / 146       | 307 / 223      | 464 / 272                 | 105 / 152     |  |  |  |  |
| Route 25                                                                   | NBTR     |                   | 28 / 53       | 101 / 213       | 456 / 650      | 410 / 543   | 57 / 162      | 35 / 68       | 1206 / 1493     | 1801 / 2026                 | 1907 / 2037 | 31 / 297      | 27 / 60       | 191 / 465       | 503 / 427      | 1070 / 285                | 84 / 177      |  |  |  |  |
|                                                                            | SBL      |                   | --            | --              | --             | --          | --            | --            | --              | --                          | --          | --            | --            | --              | --             | --                        | --            |  |  |  |  |
|                                                                            | SBR      | 130               | 360 / 758     | 277 / 514       | 518 / 677      | 468 / 635   | 280 / 493     | 394 / 819     | 494 / 738       | 618 / 810                   | 756 / 895   | 314 / 569     | 333 / 795     | 467 / 735       | 567 / 690      | 834 / 974                 | 461 / 740     |  |  |  |  |
|                                                                            | SBT      |                   | 0 / 34        | 27 / 21         | 201 / 385      | 199 / 364   | 75 / 212      | 0 / 29        | 5 / 42          | 36 / 67                     | 48 / 86     | 9 / 48        | 0 / 28        | 2 / 35          | 3 / 25         | 23 / 53                   | 10 / 44       |  |  |  |  |
|                                                                            | SBTR     | 170               |               |                 |                |             |               |               |                 |                             |             |               |               |                 |                |                           |               |  |  |  |  |

**TABLE 4-6 (Continued)**  
Intersection Operation Summary - Vehicular 50<sup>th</sup> / 95<sup>th</sup> Percentile Queue (In Feet)

|                                                                                              |          | Weekday Morning Peak Hour |               |                 |                |             | Weekday Afternoon Peak Hour |                 |                |             |               | Saturday Midday Peak Hour |                 |                |             |               |
|----------------------------------------------------------------------------------------------|----------|---------------------------|---------------|-----------------|----------------|-------------|-----------------------------|-----------------|----------------|-------------|---------------|---------------------------|-----------------|----------------|-------------|---------------|
|                                                                                              | Lane Use | Available Storage         | 2016 Existing | 2040 Background | 2040 Optimized | 2040 Future | 2016 Existing               | 2040 Background | 2040 Optimized | 2040 Future | 2040 Improved | 2016 Existing             | 2040 Background | 2040 Optimized | 2040 Future | 2040 Improved |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at United Healthcare Driveway</b>        |          |                           |               |                 |                |             |                             |                 |                |             |               |                           |                 |                |             |               |
| United Healthcare Drive                                                                      | WBL      | 60                        | 0 / 0         | 20 / 43         | 33 / 63        | 34 / 65     | 0 / 0                       | 120 / 160       | 193 / 235      | 203 / 245   | 182 / 228     | 0 / 0                     | 20 / 43         | 26 / 53        | 33 / 62     | 28 / 55       |
|                                                                                              | WBR      |                           | 0 / 0         | 0 / 13          | 0 / 16         | 0 / 17      | 0 / 0                       | 5 / 26          | 20 / 46        | 21 / 48     | 18 / 44       | 0 / 0                     | 0 / 13          | 0 / 15         | 0 / 16      | 0 / 15        |
| Route 111                                                                                    | NBTR     |                           | 0 / 0         | 281 / 523       | 303 / 390      | 314 / 425   | 0 / 0                       | 194 / 504       | 254 / 491      | 270 / 512   | 177 / 206     | 0 / 0                     | 105 / 308       | 105 / 248      | 114 / 297   | 96 / 197      |
|                                                                                              | SBL      | 225                       | 0 / 0         | 36 / 53         | 55 / 81        | 56 / 86     | 0 / 0                       | 5 / 7           | 9 / 10         | 9 / 11      | 8 / 10        | 0 / 0                     | 9 / 14          | 12 / 18        | 15 / 23     | 12 / 21       |
|                                                                                              | SBT      |                           | 0 / 0         | 11 / 133        | 137 / 200      | 159 / 240   | 0 / 0                       | 104 / 222       | 92 / 122       | 101 / 140   | 78 / 110      | 0 / 0                     | 7 / 135         | 54 / 74        | 73 / 98     | 46 / 76       |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Trefoil Drive/Home Depot Driveway</b> |          |                           |               |                 |                |             |                             |                 |                |             |               |                           |                 |                |             |               |
| Trefoil Drive                                                                                | EBL      | 130                       | 15 / 34       | 25 / 48         | 39 / 67        | 42 / 72     | --                          | 29 / 50         | 38 / 62        | 56 / 95     | 61 / 101      | --                        | 21 / 46         | 25 / 52        | 31 / 59     | 42 / 73       |
|                                                                                              | EBT      |                           | 5 / 38        | 5 / 40          | 8 / 49         | 8 / 50      | 52 / 85                     | 9 / 44          | 38 / 75        | 43 / 94     | 47 / 99       | 76 / 138                  | 26 / 60         | 26 / 62        | 42 / 78     | 66 / 106      |
| Home Depot Driveway                                                                          | EBR      |                           | --            | --              | --             | --          | 0 / 43                      | --              | --             | --          | --            | 15 / 65                   | --              | --             | --          | 0 / 33        |
|                                                                                              | WBL      | 90                        | 26 / 51       | 26 / 52         | 42 / 86        | 45 / 92     | 43 / 74                     | 37 / 67         | 37 / 70        | 59 / 137    | 62 / 141      | 53 / 92                   | 87 / 196        | 90 / 210       | 111 / 236   | 143 / 272     |
| Route 111                                                                                    | WBTR     | 250                       | 5 / 26        | 5 / 25          | 8 / 33         | 8 / 34      | 9 / 36                      | 9 / 35          | 9 / 35         | 13 / 47     | 14 / 48       | 14 / 51                   | 20 / 74         | 20 / 74        | 28 / 86     | 54 / 121      |
|                                                                                              | NBL      |                           | 74 / 164      | 112 / 191       | 134 / 207      | 132 / 218   | 152 / 205                   | 103 / 209       | 187 / 299      | 182 / 326   | 185 / 338     | 191 / 275                 | 59 / 149        | 73 / 213       | 76 / 179    | 114 / 208     |
|                                                                                              | NBT      |                           | 101 / 179     | 41 / 90         | 10 / 74        | 30 / 102    | 8 / 10                      | 140 / 245       | 66 / 404       | 153 / 155   | 217 / 141     | 100 / 153                 | 133 / 193       | 194 / 226      | 227 / 287   | 278 / 370     |
|                                                                                              | NBR      | 250                       | 0 / 11        | 0 / 2           | 0 / 2          | 0 / 3       | 0 / 0                       | 0 / 6           | 0 / 3          | 0 / 9       | 0 / 7         | 0 / 10                    | 0 / 45          | 29 / 14        | 28 / 20     | 29 / 48       |
|                                                                                              | SBL      | 200                       | 20 / 42       | 19 / 32         | 32 / 59        | 33 / 61     | 32 / 61                     | 27 / 48         | 27 / 38        | 41 / 72     | 41 / 71       | 39 / 67                   | 83 / 78         | 70 / 96        | 76 / 181    | 131 / 222     |
|                                                                                              | SBTR     |                           | 197 / 297     | 313 / 422       | 100 / 137      | 93 / 125    | 77 / 136                    | 220 / 342       | 387 / 491      | 236 / 624   | 221 / 664     | 326 / 365                 | 176 / 253       | 248 / 338      | 323 / 390   | 168 / 281     |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Technology Drive/Corporate Drive</b>  |          |                           |               |                 |                |             |                             |                 |                |             |               |                           |                 |                |             |               |
| Technology Drive                                                                             | EBL      | 115                       | 9 / 27        | 9 / 27          | 15 / 37        | 15 / 38     | 15 / 38                     | 33 / 64         | 33 / 64        | 53 / 96     | 56 / 106      | 50 / 96                   | 5 / 18          | 5 / 18         | 6 / 21      | 8 / 25        |
|                                                                                              | EBLTR    |                           | 0 / 0         | 0 / 0           | 0 / 0          | 0 / 0       | 0 / 0                       | 0 / 12          | 0 / 12         | 4 / 48      | 6 / 51        | 0 / 43                    | 0 / 0           | 0 / 0          | 0 / 0       | 0 / 0         |
| Corporate Drive                                                                              | WBL      |                           | 15 / 41       | 18 / 45         | 29 / 63        | 31 / 65     | 31 / 65                     | 108 / 194       | 149 / 248      | 198 / 256   | 209 / 268     | 188 / 247                 | 21 / 49         | 21 / 49        | 26 / 58     | 33 / 69       |
|                                                                                              | WBLTR    | 125                       | 0 / 0         | 0 / 0           | 0 / 0          | 0 / 0       | 0 / 0                       | 12 / 53         | 35 / 86        | 87 / 143    | 97 / 152      | 77 / 133                  | 0 / 0           | 0 / 0          | 0 / 0       | 0 / 0         |
| Route 111                                                                                    | NBL      | 150                       | 1 / 23        | 1 / 44          | 16 / 64        | 16 / 58     | 16 / 49                     | 2 / 3           | 1 / 2          | 10 / 25     | 10 / 26       | 12 / 27                   | 1 / 2           | 1 / 1          | 1 / 1       | 1 / 2         |
|                                                                                              | NBTR     |                           | 119 / 186     | 0 / 237         | 92 / 133       | 105 / 124   | 91 / 136                    | 177 / 353       | 174 / 536      | 186 / 350   | 201 / 357     | 334 / 486                 | 36 / 72         | 41 / 76        | 35 / 48     | 110 / 138     |
|                                                                                              | SBL      | 325                       | 17 / 30       | 18 / 58         | 7 / 12         | 10 / 10     | 10 / 10                     | 3 / 20          | 7 / 22         | 7 / 18      | 9 / 21        | 6 / 17                    | 6 / 17          | 7 / 12         | 0 / 1       | 2 / 3         |
|                                                                                              | SBTR     |                           | 66 / 197      | 127 / 400       | 110 / 128      | 136 / 165   | 137 / 182                   | 126 / 224       | 222 / 313      | 235 / 383   | 159 / 299     | 137 / 183                 | 111 / 253       | 157 / 213      | 23 / 161    | 116 / 310     |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Spring Hill Road/Office Driveway</b>  |          |                           |               |                 |                |             |                             |                 |                |             |               |                           |                 |                |             |               |
| Spring Hill Road                                                                             | EB       | 50                        | 8 / 35        | 19 / 48         | 42 / 78        | 80 / 119    | 45 / 83                     | 8 / 36          | 13 / 42        | 34 / 68     | 143 / 189     | 31 / 65                   | 29 / 60         | 44 / 77        | 60 / 98     | 212 / 265     |
|                                                                                              | WB       |                           | 0 / 0         | 0 / 0           | 0 / 0          | 1 / 5       | 0 / 0                       | 0 / 0           | 0 / 0          | 0 / 0       | 3 / 12        | 0 / 0                     | 0 / 0           | 0 / 0          | 0 / 0       | 3 / 17        |
| Office Driveway                                                                              | NB       |                           | 3 / 6         | 4 / 6           | 75 / 98        | 74 / 95     | 75 / 111                    | 16 / 37         | 26 / 123       | 10 / 23     | 41 / 695      | 15 / 41                   | 51 / 8          | 62 / 396       | 8 / 12      | 155 / 176     |
|                                                                                              | SB       |                           | 82 / 134      | 125 / 231       | 76 / 110       | 102 / 155   | 120 / 174                   | 37 / 47         | 38 / 63        | 79 / 113    | 114 / 157     | 27 / 44                   | 60 / 111        | 87 / 143       | 90 / 159    | 200 / 213     |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Purdy Hill Road</b>                   |          |                           |               |                 |                |             |                             |                 |                |             |               |                           |                 |                |             |               |
| Purdy Hill Road                                                                              | EBL      | 130                       | 21 / 48       | 26 / 56         | 28 / 53        | 33 / 60     | 32 / 58                     | 39 / 72         | 52 / 97        | 76 / 125    | 82 / 131      | 72 / 126                  | 58 / 107        | 79 / 159       | 87 / 148    | 130 / 206     |
|                                                                                              | EBT      |                           | 32 / 77       | 63 / 122        | 68 / 114       | 83 / 130    | 61 / 103                    | 94 / 142        | 125 / 191      | 188 / 256   | 200 / 266     | 140 / 205                 | 59 / 115        | 93 / 164       | 106 / 173   | 171 / 250     |
|                                                                                              | EBR      |                           | --            | --              | --             | --          | 12 / 62                     | --              | --             | --          | --            | 0 / 42                    | --              | --             | --          | 0 / 51        |
|                                                                                              | WBL      | 110                       | 143 / 310     | 277 / 454       | 252 / 447      | 325 / 510   | 216 / 311                   | 61 / 139        | 100 / 208      | 127 / 258   | 175 / 327     | 100 / 207                 | 74 / 179        | 136 / 265      | 122 / 267   | 293 / 470     |
| Route 111                                                                                    | WBTR     | 350                       | 53 / 106      | 72 / 134        | 78 / 128       | 84 / 136    | 136 / 239                   | 46 / 90         | 66 / 124       | 106 / 168   | 110 / 170     | 135 / 243                 | 34 / 79         | 49 / 103       | 55 / 108    | 92 / 155      |
|                                                                                              | NBL      |                           | 37 / 77       | 47 / 94         | 58 / 177       | 67 / 200    | 7 / 47                      | 66 / 125        | 78 / 177       | 129 / 279   | 163 / 309     | 51 / 80                   | 51 / 111        | 71 / 137       | 83 / 218    | 162 / 267     |
|                                                                                              | NBTR     |                           | 56 / 82       | 77 / 108        | 38 / 55        | 42 / 52     | 168 / 203                   | 22 / 39         | 21 / 132       | 56 / 76     | 85 / 155      | 509 / 596                 | 16 / 9          | 13 / 100       | 29 / 50     | 108 / 208     |
|                                                                                              | SBL      | 125                       | 7 / 23        | 10 / 31         | 12 / 15        | 13 / 16     | 8 / 10                      | 14 / 42         | 21 / 71        | 32 / 80     | 37 / 92       | 6 / 7                     | 19 / 55         | 29 / 93        | 37 / 111    | 67 / 168      |
|                                                                                              | SBTR     |                           | 187 / 272     | 268 / 415       | 374 / 374      | 412 / 405   | 381 / 383                   | 98 / 145        | 145 / 191      | 188 / 227   | 237 / 303     | 173 / 172                 | 155 / 227       | 210 / 327      | 253 / 334   | 375 / 506     |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Village Plaza/McDonald's Driveway</b> |          |                           |               |                 |                |             |                             |                 |                |             |               |                           |                 |                |             |               |
| Village Plaza Driveway                                                                       | EBLT     | 80                        | 7 / 21        | 7 / 21          | 8 / 24         | 9 / 26      | 9 / 26                      | 54 / 100        | 54 / 100       | 64 / 105    | 67 / 113      | 63 / 134                  | 70 / 159        | 70 / 159       | 67 / 159    | 84 / 185      |
|                                                                                              | EBR      | 80                        | 0 / 0         | 0 / 0           | 0 / 0          | 0 / 0       | 0 / 0                       | 0 / 23          | 0 / 23         | 0 / 31      | 0 / 34        | 0 / 30                    | 0 / 47          | 0 / 47         | 0 / 46      | 0 / 51        |
| McDonald's Driveway                                                                          | WBLT     | 35                        | 41 / 73       | 41 / 73         | 49 / 86        | 52 / 90     | 52 / 91                     | 25 / 55         | 25 / 55        | 29 / 61     | 31 / 65       | 29 / 63                   | 33 / 65         | 33 / 65        | 31 / 62     | 39 / 74       |
|                                                                                              | WBR      |                           | 0 / 15        | 0 / 15          | 0 / 22         | 0 / 26      | 0 / 26                      | 0 / 25          | 0 / 25         | 0 / 32      | 0 / 37        | 0 / 31                    | 0 / 23          | 0 / 23         | 0 / 20      | 0 / 32        |
| Route 111                                                                                    | NBL      | 120                       | 3 / 8         | 3 / 8           | 2 / 21         | 2 / 20      | 3 / 24                      | 8 / 16          | 8 / 16         | 4 / 11      | 3 / 7         | 12 / 14                   | 8 / 17          | 8 / 17         | 8 / 16      | 9 / 60        |
|                                                                                              | NBTR     |                           | 43 / 77       | 64 / 114        | 44 / 102       | 55 / 57     | 36 / 48                     | 165 / 257       | 303 / 528      | 165 / 185   | 78 / 121      | 590 / 792                 | 171 / 268       | 293 / 506      | 268 / 477   | 444 / 879     |
|                                                                                              | SBL      | 125                       | 7 / 17        | 10 / 15         | 13 / 13        | 7 / 9       | 7 / 9                       | 5 / 15          | 6 / 13         | 7 / 8       | 5 / 7         | 19 / 48                   | 10 / 11         | 6 / 9          | 5 / 6       | 5 / 7         |
|                                                                                              | SBTR     |                           | 626 / 839     | 954 / 1089      | 1024 / 1143    | 1121 / 1186 | 1092 / 1239                 | 65 / 132        | 101 / 168      | 110 / 101   | 92 / 97       | 441 / 699                 | 233 / 158       | 143 / 164      | 100 / 104   | 128 / 152     |

**TABLE 4-6 (Continued)**  
Intersection Operation Summary - Vehicular 50<sup>th</sup> / 95<sup>th</sup> Percentile Queue (In Feet)

|                                                                                          |          | Weekday Morning Peak Hour |               |                 |                |             | Weekday Afternoon Peak Hour |                 |                |             |               | Saturday Midday Peak Hour |                 |                |             |               |
|------------------------------------------------------------------------------------------|----------|---------------------------|---------------|-----------------|----------------|-------------|-----------------------------|-----------------|----------------|-------------|---------------|---------------------------|-----------------|----------------|-------------|---------------|
|                                                                                          | Lane Use | Available Storage         | 2016 Existing | 2040 Background | 2040 Optimized | 2040 Future | 2016 Existing               | 2040 Background | 2040 Optimized | 2040 Future | 2040 Improved | 2016 Existing             | 2040 Background | 2040 Optimized | 2040 Future | 2040 Improved |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Elm Street</b>                    |          |                           |               |                 |                |             |                             |                 |                |             |               |                           |                 |                |             |               |
| Elm Street                                                                               | EBL      | --                        | --            | --              | --             | 25 / 55     | --                          | --              | --             | --          | 63 / 144      | --                        | --              | --             | --          | 94 / 214      |
|                                                                                          | EBT      | 125                       | 112 / 163     | 141 / 236       | 159 / 242      | 169 / 254   | 128 / 225                   | 238 / 344       | 228 / 338      | 251 / 361   | 98 / 148      | 144 / 297                 | 260 / 423       | 212 / 370      | 277 / 449   | 81 / 143      |
|                                                                                          | EBR      |                           | 0 / 59        | 58 / 169        | 205 / 386      | 232 / 423   | 0 / 37                      | 0 / 40          | 6 / 45         | 12 / 52     | 0 / 45        | 0 / 52                    | 0 / 59          | 20 / 82        | 57 / 149    | 0 / 68        |
|                                                                                          | WBL      |                           | --            | --              | --             | --          | --                          | --              | --             | --          | 46 / 98       | --                        | --              | --             | --          | 67 / 114      |
|                                                                                          | WBT      | 100                       | 97 / 147      | 122 / 227       | 135 / 230      | 145 / 246   | 131 / 243                   | 229 / 393       | 211 / 381      | 230 / 415   | 132 / 243     | 120 / 202                 | 221 / 321       | 170 / 269      | 232 / 334   | 85 / 129      |
| Route 111                                                                                | WBR      |                           | 0 / 14        | 0 / 19          | 0 / 22         | 0 / 9       | 0 / 31                      | 21 / 55         | 1 / 38         | 7 / 46      | 0 / 42        | 13 / 36                   | 40 / 64         | 26 / 54        | 34 / 65     | 4 / 36        |
|                                                                                          | NBL      | 160                       | 21 / 57       | 60 / 104        | 81 / 159       | 66 / 179    | 85 / 168                    | 34 / 77         | 70 / 83        | 71 / 108    | 118 / 188     | 36 / 60                   | 46 / 102        | 91 / 128       | 99 / 169    | 201 / 263     |
|                                                                                          | NBTR     |                           | 75 / 138      | 134 / 222       | 202 / 249      | 204 / 183   | 63 / 74                     | 235 / 609       | 615 / 896      | 745 / 980   | 845 / 1094    | 444 / 753                 | 256 / 628       | 551 / 851      | 557 / 787   | 745 / 941     |
|                                                                                          | SBL      | 95                        | 4 / 8         | 7 / 9           | 5 / 20         | 4 / 19      | 3 / 15                      | 28 / 29         | 23 / 41        | 24 / 92     | 26 / 103      | 14 / 32                   | 33 / 25         | 20 / 34        | 34 / 56     | 46 / 85       |
|                                                                                          | SBTR     |                           | 406 / 656     | 568 / 897       | 514 / 846      | 557 / 902   | 511 / 865                   | 306 / 343       | 342 / 552      | 317 / 341   | 397 / 678     | 233 / 350                 | 427 / 652       | 603 / 856      | 537 / 760   | 775 / 1016    |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Monroe/Comaro Plaza Driveways</b> |          |                           |               |                 |                |             |                             |                 |                |             |               |                           |                 |                |             |               |
| Comaro Plaza Driveway                                                                    | EBLT     | 35                        | 14 / 34       | 14 / 34         | 16 / 39        | 17 / 41     | 42 / 87                     | 42 / 87         | 50 / 107       | 52 / 114    | 47 / 108      | 48 / 116                  | 48 / 116        | 46 / 124       | 58 / 143    | 49 / 126      |
|                                                                                          | EBR      | 35                        | 0 / 0         | 0 / 0           | 0 / 5          | 0 / 8       | 0 / 0                       | 0 / 0           | 0 / 7          | 0 / 9       | 0 / 4         | 0 / 0                     | 0 / 0           | 0 / 11         | 0 / 26      | 0 / 15        |
|                                                                                          | WBLT     | 175                       | 29 / 55       | 29 / 55         | 36 / 69        | 38 / 72     | 54 / 100                    | 54 / 100        | 67 / 119       | 71 / 126    | 63 / 115      | 93 / 162                  | 93 / 162        | 93 / 221       | 117 / 246   | 98 / 209      |
|                                                                                          | WBR      | 175                       | 0 / 0         | 0 / 0           | 0 / 22         | 0 / 23      | 0 / 38                      | 15 / 55         | 0 / 47         | 0 / 49      | 0 / 46        | 0 / 40                    | 28 / 72         | 15 / 61        | 21 / 75     | 15 / 62       |
|                                                                                          | NBL      | 450                       | 8 / 29        | 12 / 28         | 2 / 5          | 4 / 4       | 2 / 7                       | 3 / 14          | 10 / 10        | 5 / 4       | 6 / 4         | 7 / 17                    | 10 / 17         | 14 / 13        | 6 / 6       | 8 / 8         |
| Route 111                                                                                | NBTR     |                           | 80 / 160      | 152 / 239       | 34 / 41        | 63 / 45     | 58 / 50                     | 309 / 422       | 475 / 434      | 187 / 129   | 201 / 119     | 360 / 527                 | 341 / 457       | 536 / 498      | 173 / 151   | 212 / 164     |
|                                                                                          | SBL      | 145                       | 4 / 9         | 3 / 8           | 3 / 5          | 3 / 5       | 21 / 46                     | 17 / 33         | 16 / 36        | 16 / 39     | 10 / 33       | 20 / 41                   | 24 / 50         | 10 / 21        | 16 / 25     | 17 / 25       |
|                                                                                          | SBTR     |                           | 228 / 347     | 233 / 693       | 216 / 412      | 244 / 436   | 196 / 377                   | 183 / 206       | 158 / 255      | 179 / 297   | 214 / 365     | 143 / 264                 | 220 / 285       | 345 / 622      | 195 / 452   | 294 / 602     |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Cross Hill Road</b>               |          |                           |               |                 |                |             |                             |                 |                |             |               |                           |                 |                |             |               |
| Cross Hill Road                                                                          | EBL      | 90                        | 61 / 92       | 80 / 111        | 96 / 144       | 102 / 153   | 101 / 148                   | 136 / 211       | 178 / 338      | 228 / 416   | 280 / 461     | 217 / 401                 | 87 / 118        | 112 / 148      | 110 / 197   | 145 / 246     |
|                                                                                          | EBTR     |                           | 6 / 26        | 6 / 26          | 7 / 33         | 9 / 37      | 8 / 33                      | 63 / 109        | 82 / 146       | 108 / 181   | 134 / 217     | 103 / 174                 | 30 / 56         | 39 / 64        | 41 / 77     | 79 / 124      |
|                                                                                          | WBL      |                           | 60 / 90       | 79 / 108        | 93 / 138       | 103 / 151   | 98 / 142                    | 42 / 70         | 49 / 87        | 63 / 107    | 80 / 133      | 60 / 102                  | 78 / 105        | 93 / 123       | 91 / 140    | 137 / 217     |
|                                                                                          | WBTR     | 95                        | 32 / 60       | 41 / 68         | 56 / 94        | 64 / 103    | 60 / 97                     | 34 / 62         | 47 / 84        | 64 / 107    | 80 / 126      | 61 / 103                  | 52 / 78         | 67 / 93        | 67 / 109    | 104 / 150     |
|                                                                                          | NBL      | 90                        | 1 / 3         | 1 / 2           | 1 / 4          | 1 / 5       | 1 / 5                       | 9 / 13          | 6 / 11         | 6 / 26      | 7 / 32        | 6 / 24                    | 5 / 11          | 6 / 10         | 6 / 11      | 8 / 17        |
| Route 111                                                                                | NBTR     |                           | 15 / 30       | 20 / 30         | 22 / 57        | 23 / 50     | 29 / 89                     | 423 / 595       | 604 / 800      | 285 / 850   | 296 / 924     | 539 / 817                 | 74 / 146        | 111 / 796      | 97 / 721    | 369 / 977     |
|                                                                                          | SBL      | 45                        | 2 / 3         | 2 / 4           | 1 / 0          | 1 / 0       | 1 / 0                       | 11 / 28         | 48 / 116       | 44 / 145    | 57 / 152      | 52 / 96                   | 6 / 21          | 9 / 46         | 2 / 5       | 19 / 53       |
|                                                                                          | SBTR     |                           | 176 / 147     | 135 / 780       | 108 / 323      | 112 / 516   | 123 / 19                    | 94 / 147        | 111 / 259      | 98 / 155    | 98 / 155      | 34 / 33                   | 111 / 266       | 147 / 724      | 33 / 160    | 440 / 339     |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Century Plaza Driveway</b>        |          |                           |               |                 |                |             |                             |                 |                |             |               |                           |                 |                |             |               |
| Century Plaza Driveway                                                                   | EBL      | 120                       | 7 / 22        | 7 / 22          | 8 / 24         | 9 / 26      | 9 / 26                      | 89 / 126        | 89 / 126       | 106 / 149   | 112 / 154     | 101 / 160                 | 55 / 101        | 55 / 101       | 52 / 107    | 65 / 118      |
|                                                                                          | EBR      | 120                       | 0 / 24        | 0 / 24          | 0 / 26         | 0 / 26      | 0 / 36                      | 0 / 36          | 0 / 39         | 0 / 39      | 0 / 40        | 0 / 59                    | 0 / 59          | 0 / 61         | 0 / 66      | 0 / 63        |
|                                                                                          | NBL      | 280                       | 5 / 1         | 0 / 1           | 2 / 4          | 1 / 2       | 1 / 4                       | 13 / 45         | 19 / 31        | 18 / 30     | 19 / 30       | 31 / 31                   | 2 / 29          | 12 / 23        | 19 / 22     | 21 / 25       |
|                                                                                          | NBT      |                           | 85 / 6        | 7 / 9           | 41 / 54        | 14 / 23     | 23 / 58                     | 95 / 231        | 218 / 287      | 198 / 334   | 233 / 363     | 340 / 364                 | 8 / 148         | 94 / 167       | 175 / 236   | 215 / 231     |
|                                                                                          | SB       |                           | 141 / 340     | 211 / 538       | 211 / 482      | 327 / 490   | 423 / 634                   | 122 / 244       | 190 / 404      | 197 / 351   | 217 / 385     | 343 / 543                 | 206 / 428       | 336 / 746      | 293 / 494   | 349 / 627     |
| <b>Traffic Signal - Purdy Hill Road at Cutler's Farm Road</b>                            |          |                           |               |                 |                |             |                             |                 |                |             |               |                           |                 |                |             |               |
| Purdy Hill Road                                                                          | EBL      | --                        | --            | --              | --             | 13 / 32     | --                          | --              | --             | --          | 66 / 137      | --                        | --              | --             | --          | 39 / 66       |
|                                                                                          | EBTR     |                           | --            | --              | --             | 21 / 52     | --                          | --              | --             | --          | 62 / 115      | --                        | --              | --             | --          | 58 / 91       |
|                                                                                          | WB       |                           | --            | --              | --             | 85 / 169    | --                          | --              | --             | --          | 113 / 242     | --                        | --              | --             | --          | 107 / 171     |
|                                                                                          | NB       |                           | --            | --              | --             | 16 / 33     | --                          | --              | --             | --          | 91 / 134      | --                        | --              | --             | --          | 42 / 70       |
|                                                                                          | SB       |                           | --            | --              | --             | 160 / 337   | --                          | --              | --             | --          | 117 / 212     | --                        | --              | --             | --          | 133 / 196     |
| <b>Traffic Signal - Route 111 (Main St/Monroe Tpke) at Trefoil Plaza Driveway</b>        |          |                           |               |                 |                |             |                             |                 |                |             |               |                           |                 |                |             |               |
| Trefoil Plaza Driveway                                                                   | EBL      | --                        | --            | --              | --             | 22 / 54     | --                          | --              | --             | --          | 47 / 93       | --                        | --              | --             | --          | 41 / 71       |
|                                                                                          | EBR      | --                        | --            | --              | --             | 0 / 49      | --                          | --              | --             | --          | 0 / 55        | --                        | --              | --             | --          | 0 / 39        |
|                                                                                          | NBL      | --                        | --            | --              | --             | 11 / 24     | --                          | --              | --             | --          | 75 / 160      | --                        | --              | --             | --          | 13 / 40       |
|                                                                                          | NBT      | --                        | --            | --              | --             | 158 / 203   | --                          | --              | --             | --          | 161 / 180     | --                        | --              | --             | --          | 115 / 186     |
|                                                                                          | SBTR     | --                        | --            | --              | --             | 141 / 227   | --                          | --              | --             | --          | 192 / 246     | --                        | --              | --             | --          | 112 / 148     |

TABLE 4-6 (Continued)

Intersection Operation Summary - Vehicular 50<sup>th</sup> / 95<sup>th</sup> Percentile Queue (In Feet)

|                                                                                         |                   | Weekday Morning Peak Hour |                 |                |             |                    | Weekday Afternoon Peak Hour |                 |                |             |                    | Saturday Midday Peak Hour |                 |                |             |                    |
|-----------------------------------------------------------------------------------------|-------------------|---------------------------|-----------------|----------------|-------------|--------------------|-----------------------------|-----------------|----------------|-------------|--------------------|---------------------------|-----------------|----------------|-------------|--------------------|
| Lane Use                                                                                | Available Storage | 2016 Existing             | 2040 Background | 2040 Optimized | 2040 Future | 2040 Improved      | 2016 Existing               | 2040 Background | 2040 Optimized | 2040 Future | 2040 Improved      | 2016 Existing             | 2040 Background | 2040 Optimized | 2040 Future | 2040 Improved      |
| <b>Unsignalized TWSC - Route 25 (Main Street) at Brook Street</b>                       |                   |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Brook Street                                                                            | WB                | 0                         | 0               | 0              | 10          | 0                  | 0                           | 0               | 0              | 53          | 0                  | 0                         | 0               | 0              | 0           | 0                  |
| Route 25                                                                                | SBL               | 0                         | 0               | 0              | 0           | 0                  | 0                           | 0               | 0              | 0           | 0                  | 0                         | 3               | 3              | 3           | 3                  |
| <b>Unsignalized TWSC - Spring Hill Road at Cutler's Farm Road</b>                       |                   |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Spring Hill Road                                                                        | EBL               | 3                         | 5               | 5              | 5           | --                 | 25                          | 38              | 38             | 50          | --                 | 10                        | 10              | 10             | 18          | --                 |
| Cutler's Farm Road                                                                      | SB                | 28                        | 43              | 43             | 50          | --                 | 35                          | 65              | 65             | 155         | --                 | 28                        | 28              | 28             | 65          | --                 |
| <b>Unsignalized AWSC - Purdy Hill Road at Cutler's Farm Road</b>                        |                   |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Cutler's Farm Road                                                                      | NB                | 13                        | 18              | 18             | 20          | See Pre-vious Page | 88                          | 208             | 208            | 265         | See Pre-vious Page | 65                        | 65              | 65             | 123         | See Pre-vious Page |
| Purdy Hill Road                                                                         | EB                | 23                        | 40              | 40             | 50          |                    | 260                         | 770             | 770            | 943         |                    | 265                       | 265             | 265            | 625         |                    |
| Cutler's Farm Road                                                                      | WB                | 38                        | 70              | 70             | 83          |                    | 102                         | 253             | 253            | 330         |                    | 165                       | 165             | 165            | 310         |                    |
| Purdy Hill Road                                                                         | SB                | 135                       | 375             | 375            | 480         |                    | 135                         | 345             | 345            | 523         |                    | 440                       | 440             | 440            | 953         |                    |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Old Mine Road</b>             |                   |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Old Mine Road                                                                           | WB                | 20                        | 57              | 57             | 57          | 57                 | 40                          | 95              | 78             | 80          | 78                 | 23                        | 55              | 55             | 63          | 55                 |
| Route 111                                                                               | SBL               | 0                         | 0               | 0              | 0           | 0                  | 3                           | 5               | 5              | 5           | 5                  | 3                         | 3               | 3              | 3           | 3                  |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Trefoil Plaza Driveway</b>    |                   |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Route 111                                                                               | NBL               | 23                        | 33              | 33             | 33          | See Pre-vious Page | 45                          | 110             | 110            | 113         | See Pre-vious Page | 23                        | 30              | 30             | 33          | See Pre-vious Page |
| Trefoil Plaza                                                                           | EBL               | 75                        | 123             | 123            | 125         |                    | 248                         | 290             | 290            | 290         |                    | 193                       | 245             | 245            | 248         |                    |
|                                                                                         | EBR               | 18                        | 25              | 25             | 28          |                    | 35                          | 68              | 68             | 68          |                    | 45                        | 60              | 60             | 63          |                    |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Woodland Hills Drive</b>      |                   |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Woodland Hills Drive                                                                    | EBR               | 8                         | 8               | 8              | 8           | 8                  | 5                           | 8               | 8              | 8           | 8                  | 5                         | 5               | 5              | 5           | 5                  |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Tennis Club Driveway</b>      |                   |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Route 111                                                                               | NBL               | 3                         | 3               | 3              | 3           | 3                  | 0                           | 0               | 0              | 0           | 0                  | 0                         | 0               | 0              | 0           | 0                  |
| Tennis Club Driveway                                                                    | EB                | 0                         | 0               | 0              | 0           | 0                  | 3                           | 5               | 5              | 5           | 5                  | 18                        | 35              | 35             | 38          | 35                 |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES South Driveway</b>  |                   |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Route 111                                                                               | NBL               | 8                         | 10              | 10             | 10          | 10                 | 0                           | 0               | 0              | 0           | 0                  | --                        | --              | --             | --          | --                 |
| Monroe ES South Drive                                                                   | EB                | 160                       | 285             | 285            | 310         | 285                | 60                          | 125             | 125            | 158         | 125                | --                        | --              | --             | --          | --                 |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES Middle Driveway</b> |                   |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Monroe ES South Drive                                                                   | EBL               | 10                        | 28              | 18             | 20          | 18                 | 30                          | 60              | 60             | 75          | 60                 | --                        | --              | --             | --          | --                 |
|                                                                                         | EBR               | 10                        | 15              | 15             | 15          | 15                 | 5                           | 8               | 8              | 8           | 8                  | --                        | --              | --             | --          | --                 |
| <b>Unsignalized TWSC - Route 111 (Main St/Monroe Tpke) at Monroe ES North Driveway</b>  |                   |                           |                 |                |             |                    |                             |                 |                |             |                    |                           |                 |                |             |                    |
| Route 111                                                                               | NBL               | 3                         | 3               | 3              | 3           | 3                  | 0                           | 0               | 0              | 0           | 0                  | --                        | --              | --             | --          | --                 |
| Center One Eleven Drive                                                                 | WBTL              | 10                        | 20              | 20             | 40          | 20                 | 38                          | 53              | 53             | 165         | 53                 | --                        | --              | --             | --          | --                 |
| Route 111                                                                               | WBR               | 3                         | 3               | 3              | 3           | 3                  | 23                          | 35              | 35             | 65          | 35                 | --                        | --              | --             | --          | --                 |
|                                                                                         | SBL               | 0                         | 0               | 0              | 3           | 0                  | 3                           | 3               | 3              | 8           | 3                  | --                        | --              | --             | --          | --                 |

**TABLE 4-6 (Continued)**Intersection Operation Summary - Vehicular 50<sup>th</sup> / 95<sup>th</sup> Percentile Queue (In Feet)

|                                                                                       |          | Weekday Morning Peak Hour |               | Weekday Afternoon Peak Hour | Saturday Midday Peak Hour |
|---------------------------------------------------------------------------------------|----------|---------------------------|---------------|-----------------------------|---------------------------|
|                                                                                       | Lane Use | Available Storage         | 2040 Improved | 2040 Improved               | 2040 Improved             |
| <b>Quadrant - Route 25 (Main Street) at Route 111 (Monroe Turnpike)</b>               |          |                           |               |                             |                           |
| Route 25                                                                              | EB       | 380                       | 18 / 47       | 15 / 53                     | 29 / 70                   |
|                                                                                       | WBT      | 500+                      | 173 / 237     | 410 / 569                   | 185 / 259                 |
|                                                                                       | WBR      | 500+                      | 192 / 282     | 233 / 376                   | 109 / 164                 |
| Route 111                                                                             | NBT      | 140                       | 94 / 120      | 73 / 96                     | 86 / 121                  |
|                                                                                       | NBR      | 140                       | 82 / 133      | 28 / 53                     | 25 / 46                   |
|                                                                                       | SBT      | 370                       | 184 / 265     | 338 / 363                   | 167 / 204                 |
|                                                                                       | SBR      | 370                       | 27 / 59       | 81 / 125                    | 48 / 88                   |
| <b>Quadrant - Route 111 (Monroe Turnpike) at Quadrant Roadway/Broadway</b>            |          |                           |               |                             |                           |
| Quadrant Roadway                                                                      | EBTL     | 200                       | 79 / 166      | 40 / 67                     | 65 / 143                  |
|                                                                                       | EBR      | 200                       | 76 / 131      | 200 / 299                   | 112 / 181                 |
| Broadway                                                                              | WBTL     | 145                       | 0 / 0         | 0 / 0                       | 0 / 0                     |
|                                                                                       | WBR      | 145                       | 0 / 0         | 0 / 0                       | 0 / 0                     |
|                                                                                       | NBL      | 220                       | 26 / 42       | 46 / 115                    | 44 / 111                  |
| Route 111                                                                             | NBTR     | 220                       | 125 / 183     | 136 / 215                   | 120 / 200                 |
|                                                                                       | SBL      | 280                       | 0 / 0         | 0 / 0                       | 0 / 0                     |
|                                                                                       | SBT      | 280                       | 2 / 3         | 6 / 3                       | 1 / 243                   |
|                                                                                       | SBR      | 500+                      | 97 / 102      | 34 / 23                     | 11 / 17                   |
| <b>Quadrant - Route 25 (Main Street) at Quadrant Roadway</b>                          |          |                           |               |                             |                           |
| Route 25                                                                              | EBT      | 400                       | 225 / 310     | 273 / 372                   | 215 / 342                 |
|                                                                                       | EBR      | 400                       | 0 / 10        | 28 / 51                     | 2 / 14                    |
|                                                                                       | WBL      | 255                       | 16 / 39       | 82 / 86                     | 20 / 44                   |
|                                                                                       | WBT      | 255                       | 84 / 174      | 255 / 254                   | 114 / 193                 |
| Quadrant Roadway                                                                      | NBL      | 500+                      | 93 / 161      | 143 / 243                   | 137 / 247                 |
|                                                                                       | NBR      | 500+                      | 0 / 0         | 0 / 0                       | 0 / 0                     |
| <b>Single Point Urban Interchange - Route 111 (Monroe Turnpike) at Route 25 Ramps</b> |          |                           |               |                             |                           |
| Route 111                                                                             | NBL      | 220                       | 61 / 94       | 89 / 124                    | 73 / 111                  |
|                                                                                       | NBT      | 220                       | 117 / 164     | 149 / 212                   | 110 / 161                 |
|                                                                                       | NBR      | 220                       | 0 / 0         | 0 / 0                       | 0 / 0                     |
|                                                                                       | SBL      | 390                       | 246 / 322     | 343 / 376                   | 195 / 284                 |
|                                                                                       | SBT      | 390                       | 87 / 145      | 271 / 354                   | 192 / 331                 |
| Route 25 Southbound                                                                   | SBR      | 390                       | 0 / 0         | 0 / 0                       | 0 / 0                     |
|                                                                                       | EBL      | 200                       | 59 / 95       | 32 / 58                     | 43 / 74                   |
| Off-Ramp                                                                              | EBR      | 200                       | 0 / 1         | 48 / 183                    | 25 / 141                  |
| Route 25 Northbound                                                                   | WBL      | 400                       | 25 / 49       | 70 / 118                    | 26 / 50                   |
| Off-Ramp                                                                              | WBR      | 500+                      | 344 / 506     | 342 / 500                   | 189 / 311                 |

Table 4-7

## Commuter Lot Usage Summary

| Town      | Commuter Lot                | Count Method            | Count              | Capacity   | Percent Full | Date             |
|-----------|-----------------------------|-------------------------|--------------------|------------|--------------|------------------|
| Trumbull  | Route 25 @ Route 111        | Historic Aerial Imagery | 20                 | 100        | 20.00        | 12/20/2006       |
| Trumbull  | Route 25 @ Route 111        | Historic Aerial Imagery | 20                 | 100        | 20.00        | 4/1/2013         |
| Trumbull  | Route 25 @ Route 111        | Historic Aerial Imagery | 24                 | 100        | 24.00        | 4/2/2013         |
| Trumbull  | Route 25 @ Route 111        | Historic Aerial Imagery | 21                 | 100        | 21.00        | 4/6/2015         |
|           | <b>Average</b>              |                         | <b>21.25</b>       | <b>100</b> | <b>21.25</b> |                  |
| Trumbull  | Route 15 @ Route 127        | Historic Aerial Imagery | 23                 | 73         | 31.51        | 4/2/2013         |
|           | <b>Average</b>              |                         | <b>23</b>          | <b>73</b>  | <b>31.51</b> |                  |
| Trumbull  | Route 25 @ Daniels Farm Rd. | Historic Aerial Imagery | 11                 | 89         | 12.36        | 12/13/2006       |
|           | Route 25 @ Daniels Farm Rd. | Historic Aerial Imagery | 13                 | 89         | 14.61        | 12/20/2013       |
|           | Route 25 @ Daniels Farm Rd. | Historic Aerial Imagery | 13                 | 89         | 14.61        | 4/2/2013         |
|           | Route 25 @ Daniels Farm Rd. | Historic Aerial Imagery | 34                 | 89         | 38.20        | 4/6/2015         |
|           | Route 25 @ Daniels Farm Rd. | Historic Aerial Imagery | 14                 | 89         | 15.73        | 4/22/2015        |
|           | <b>Average</b>              |                         | <b>17</b>          | <b>89</b>  | <b>19.10</b> |                  |
| Trumbull  | Rt. 8 @ Rt. 108, Penny Ln   | Historic Aerial Imagery | 155                | 246        | 63.01        | 12/6/2006        |
| Trumbull  | Rt. 8 @ Rt. 108, Penny Ln   | Historic Aerial Imagery | 96                 | 246        | 39.02        | 12/7/2006        |
| Trumbull  | Rt. 8 @ Rt. 108, Penny Ln   | Historic Aerial Imagery | 107                | 246        | 43.50        | 4/1/2013         |
|           | <b>Average</b>              |                         | <b>119.3333333</b> | <b>246</b> | <b>48.51</b> |                  |
| Fairfield | I-95 @ Johnson Dr           | Historic Aerial Imagery | 16                 | 77         | 20.78        | 12/11/2006       |
| Fairfield | I-95 @ Johnson Dr           | Historic Aerial Imagery | 17                 | 77         | 22.08        | 4/1/2013         |
| Fairfield | I-95 @ Johnson Dr           | Historic Aerial Imagery | 20                 | 77         | 25.97        | 4/6/2015         |
| Fairfield | I-95 @ Johnson Dr           | In-Field Inspection     | 29                 | 77         | 37.66        | 9/28/16 11:24 AM |
|           | <b>Average</b>              |                         | <b>20.5</b>        | <b>77</b>  | <b>26.62</b> |                  |
| Fairfield | I95 @ Roundhill Rd          | Historic Aerial Imagery | 25                 | 38         | 65.79        | 4/6/2015         |
| Fairfield | I-95 @ Roundhill Rd         | Historic Aerial Imagery | 36                 | 38         | 94.74        | 12/7/2006        |
| Fairfield | I-95 @ Roundhill Rd         | Historic Aerial Imagery | 36                 | 38         | 94.74        | 4/2/2013         |
| Fairfield | I-95 @ Roundhill Rd         | In-Field Inspection     | 27                 | 38         | 71.05        | 9/28/16 11:34 AM |
|           | <b>Average</b>              |                         | <b>31</b>          | <b>38</b>  | <b>81.58</b> |                  |
| Fairfield | Routes 15 & 58 E. Lot       | Historic Aerial Imagery | 24                 | 51         | 47.06        | 12/19/2006       |
| Fairfield | Routes 15 & 58 E. Lot       | Historic Aerial Imagery | 24                 | 51         | 47.06        | 4/2/2013         |
| Fairfield | Routes 15 & 58 E. Lot       | Historic Aerial Imagery | 32                 | 51         | 62.75        | 4/6/2015         |
| Fairfield | Routes 15 & 58 E. Lot       | In-Field Inspection     | 26                 | 51         | 50.98        | 9/28/16 11:37 AM |
|           | <b>Average</b>              |                         | <b>26.5</b>        | <b>51</b>  | <b>51.96</b> |                  |
| Fairfield | Routes 15 & 58 W. Lot       | Historic Aerial Imagery | 6                  | 29         | 20.69        | 12/20/2006       |
| Fairfield | Routes 15 & 58 W. Lot       | Historic Aerial Imagery | 5                  | 29         | 17.24        | 4/1/2013         |
| Fairfield | Routes 15 & 58 W. Lot       | In-Field Inspection     | 2                  | 29         | 6.90         | 9/28/16 11:31 AM |
|           | <b>Average</b>              |                         | <b>4.333333333</b> | <b>29</b>  | <b>14.94</b> |                  |
| Fairfield | Routes 15 & 59              | Historic Aerial Imagery | 20                 | 257        | 7.78         | 4/20/2006        |
| Fairfield | Routes 15 & 59              | Historic Aerial Imagery | 26                 | 257        | 10.12        | 4/1/2013         |
| Fairfield | Routes 15 & 59              | In-Field Inspection     | 17                 | 257        | 6.61         | 9/28/16 11:31 AM |
|           | <b>Average</b>              |                         | <b>21</b>          | <b>257</b> | <b>8.17</b>  |                  |
| Stratford | I-95 @ Route 113            | Historic Aerial Imagery | 15                 | 67         | 22.39        | 12/11/2006       |
| Stratford | I-95 @ Route 113            | Historic Aerial Imagery | 11                 | 67         | 16.42        | 4/1/2013         |
| Stratford | I-95 @ Route 113            | Historic Aerial Imagery | 4                  | 67         | 5.97         | 4/6/2015         |
|           | <b>Average</b>              |                         | <b>10</b>          | <b>67</b>  | <b>14.93</b> |                  |
| Stratford | Route 15 @ Route 110        | Historic Aerial Imagery | 30                 | 123        | 24.39        | 12/11/2006       |
| Stratford | Route 15 @ Route 110        | Historic Aerial Imagery | 30                 | 123        | 24.39        | 4/1/2013         |
|           | <b>Average</b>              |                         | <b>30</b>          | <b>123</b> | <b>24.39</b> |                  |