APPENDIX F

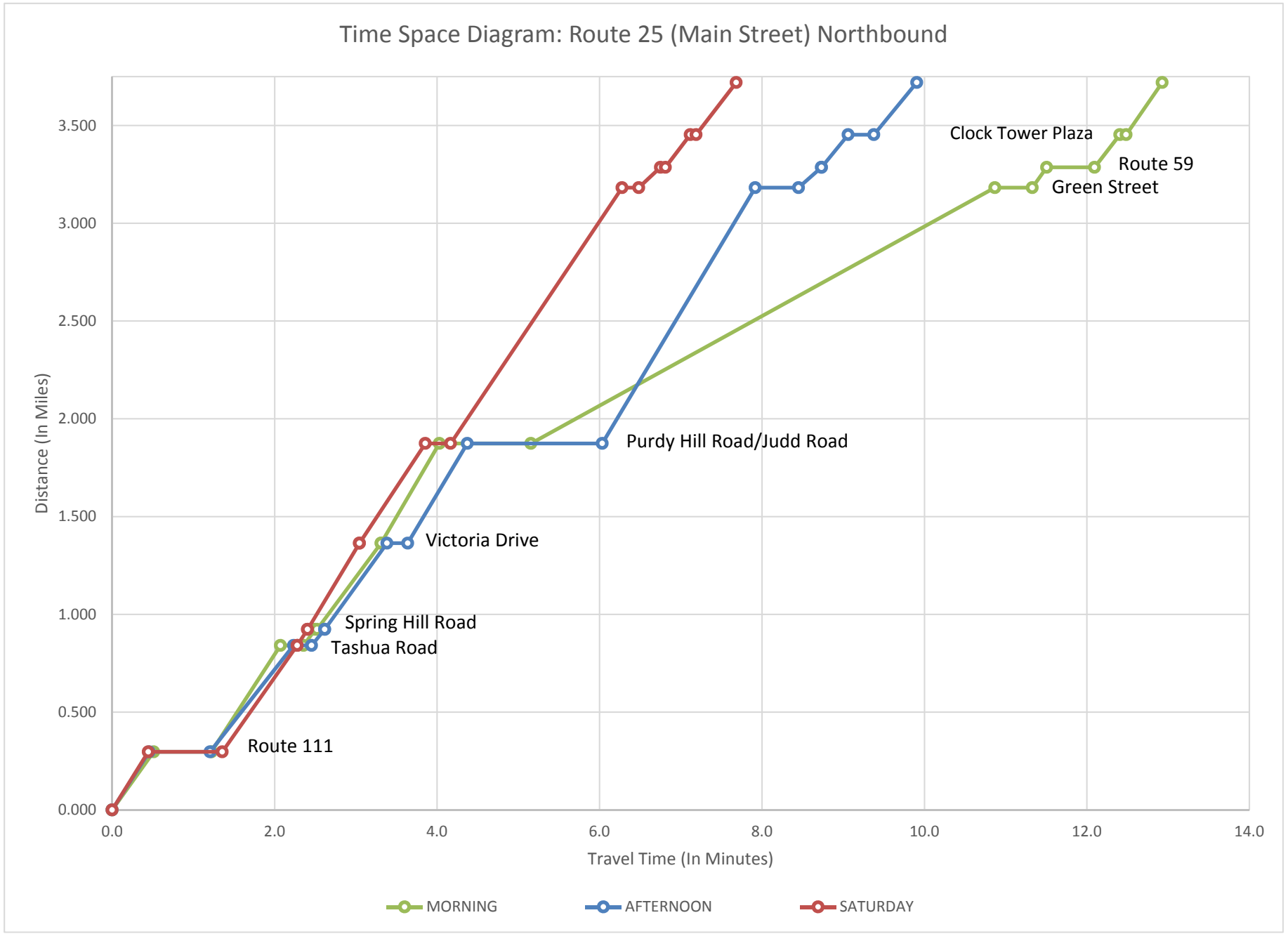
Travel Time Study Summary

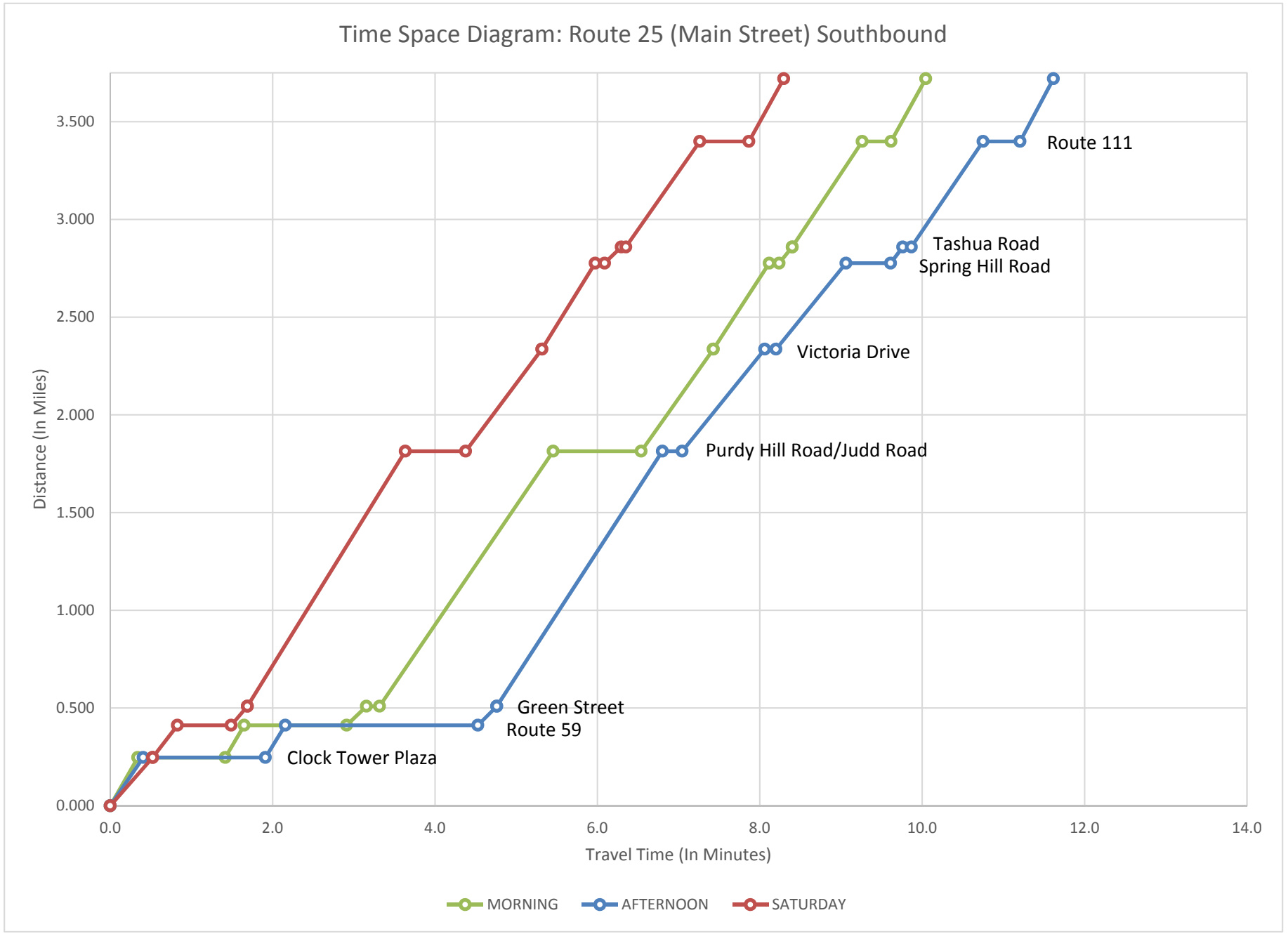
Tighe&Bond

Route 25 Speed-Delay Run Summary (minutes)

Intersection	Distance (Miles)	Weekday Morning Peak Hour Travel Time (Min)	Weekday Morning Peak Hour Signal Delay (Min)	Weekday Morning Peak Hour Travel Speed (MPH)	Weekday Afternoon Peak Hour Travel Time (Min)	Weekday Afternoon Peak Hour Signal Delay (Min)	Weekday Afternoon Peak Hour Travel Speed (MPH)	Saturday Midday Peak Hour Travel Time (Min)	Saturday Midday Peak Hour Signal Delay (Min)	Saturday Midday Peak Hour Travel Speed (MPH)
MAIN STREET (ROUTE 25) - NORTHBOUND										
Expressway Ends Reduce Speed Sign	0.00	0.0	--	--	0.0	--	--	0.0	--	--
Route 111	0.30	1.2	0.7	14.6	1.2	0.8	14.8	1.4	0.9	13.1
Tashua Road	0.54	1.1	0.3	28.8	1.3	0.2	26.1	0.9	0.0	35.4
Spring Hill Road	0.08	0.2	0.0	29.5	0.2	0.0	30.5	0.1	0.0	38.5
Victoria Drive	0.44	0.8	0.0	33.5	1.0	0.3	25.9	0.6	0.0	41.4
Purdy Hill Road/Judd Road	0.51	1.8	1.1	16.6	2.4	1.7	12.8	1.1	0.3	27.3
Green Street	1.31	6.2	0.5	12.7	2.4	0.5	32.5	2.3	0.2	33.9
Route 59	0.10	0.8	0.6	8.1	0.3	0.0	22.0	0.3	0.1	19.0
Clock Tower Plaza	0.17	0.4	0.1	25.8	0.6	0.3	15.5	0.4	0.1	26.5
Starbucks Driveway	0.27	0.4	--	36.0	0.5	--	30.4	0.5	--	32.4
OVERALL	**3.72**	**12.93**	**3.27**	**17.3**	**9.91**	**3.74**	**22.5**	**7.68**	**1.56**	**29.0**
MAIN STREET (ROUTE 25) - SOUTHBOUND										
Starbucks Driveway	0.00	0.0	--	--	0.0	--	--	0.0	--	--
Clock Tower Plaza	0.25	1.4	1.1	10.5	1.9	1.5	7.8	0.5	0.0	28.4
Route 59	0.17	1.5	1.3	6.6	2.6	2.4	3.8	1.0	0.7	10.2
Green Street	0.10	0.4	0.2	14.4	0.2	0.0	24.9	0.2	0.0	29.1
Purdy Hill Road/Judd Road	1.31	3.2	1.1	24.3	2.3	0.2	34.3	2.7	0.7	29.1
Victoria Drive	0.52	0.9	0.0	35.2	1.2	0.1	27.1	0.9	0.0	33.4
Spring Hill Road	0.44	0.8	0.1	32.5	1.4	0.6	18.7	0.8	0.1	34.2
Tashua Road	0.08	0.2	0.0	30.9	0.3	0.1	19.5	0.3	0.1	19.1
Route 111	0.54	1.2	0.4	26.6	1.3	0.5	24.2	1.5	0.6	21.4
Expressway Ends Reduce Speed Sign	0.32	0.4	--	45.0	0.4	--	46.8	0.4	--	45.0
OVERALL	**3.72**	**10.0**	**4.1**	**22.2**	**11.6**	**5.4**	**19.2**	**8.3**	**2.2**	**26.9**

Note:
Travel time includes signal delay.
Travel Speed = Distance / Travel Time


Time Space Diagram: Route 25 (Main Street) Northbound
Distance (In Miles)
3.500
3.000
2.500
2.000
1.500
1.000
0.500
0.000
0.0
2.0
4.0
6.0
8.0
10.0
12.0
14.0
Travel Time (In Minutes)
Clock Tower Plaza
Route 59
Green Street
Purdy Hill Road/Judd Road
Victoria Drive
Spring Hill Road
Tashua Road
Route 111
MORNING
AFTERNOON
SATURDAY


Time Space Diagram: Route 25 (Main Street) Southbound
Distance (In Miles)
3.500
3.000
2.500
2.000
1.500
1.000
0.500
0.000
0.0
2.0
4.0
6.0
8.0
10.0
12.0
14.0
Travel Time (In Minutes)
Route 111
Tashua Road
Spring Hill Road
Victoria Drive
Purdy Hill Road/Judd Road
Green Street
Route 59
Clock Tower Plaza
MORNING
AFTERNOON
SATURDAY

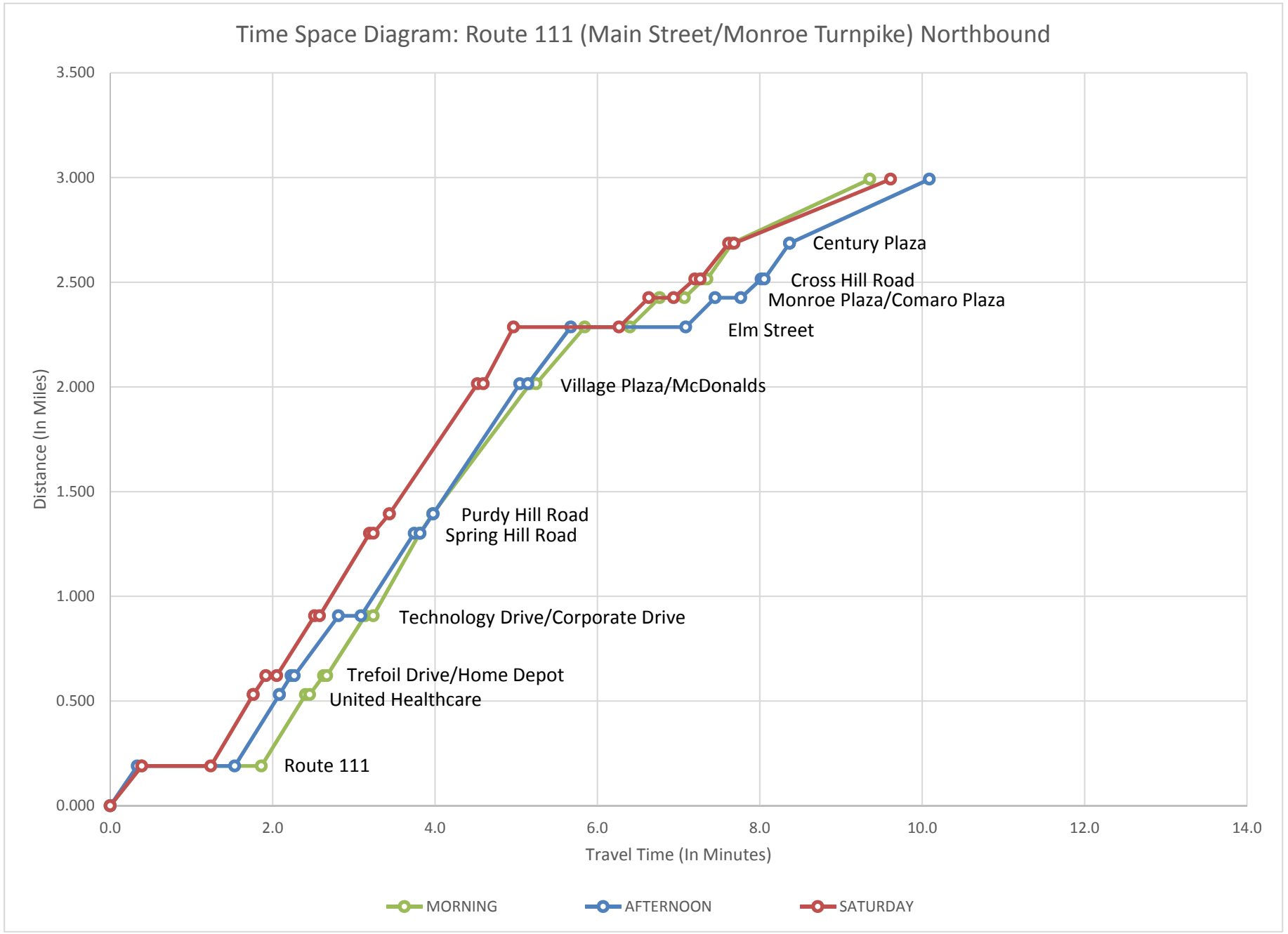
Route 111 Speed-Delay Run Summary (minutes)

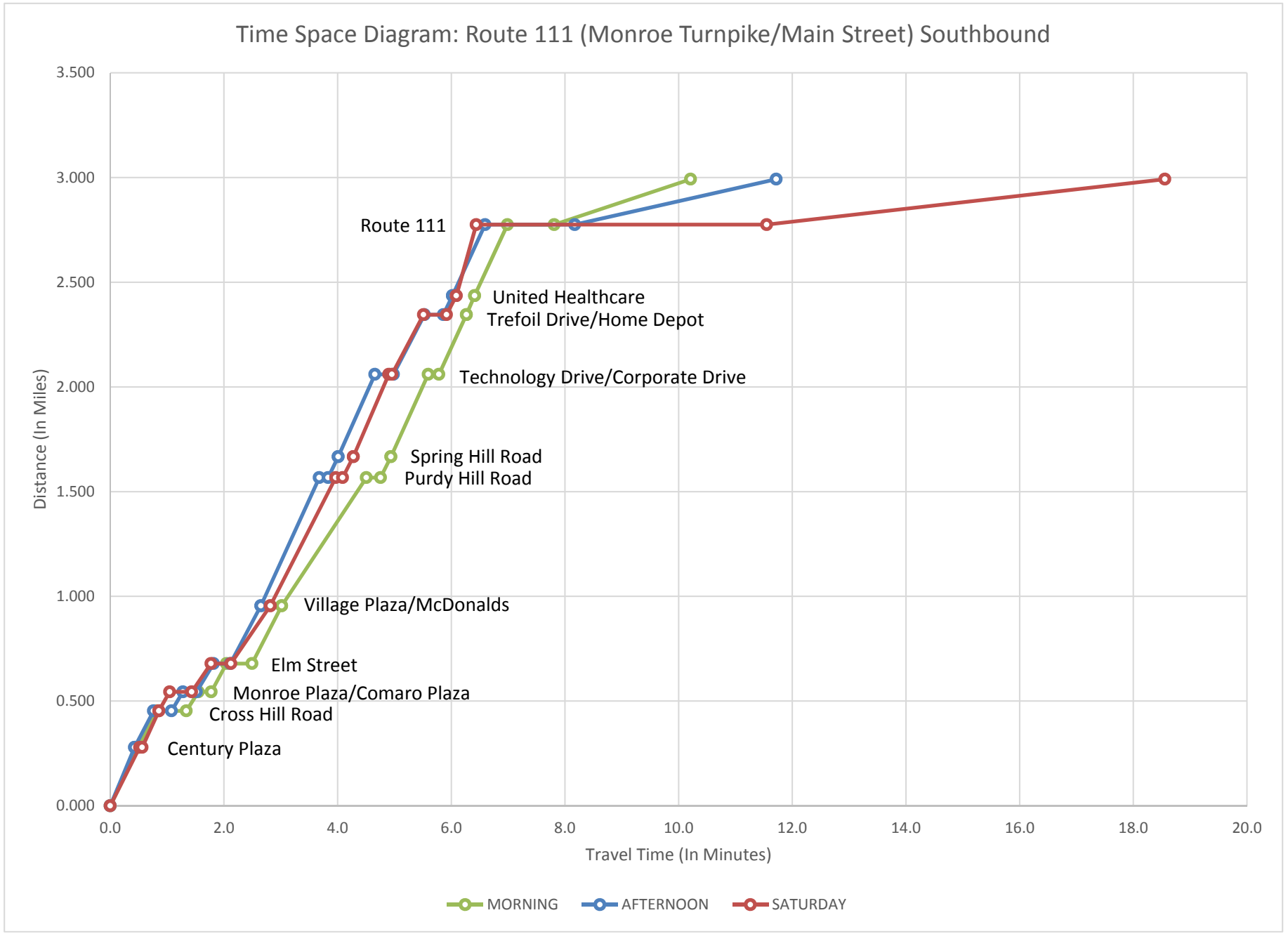
Intersection	Distance (Miles)	Weekday Morning Peak Hour Travel Time (Min)	Weekday Morning Peak Hour Signal Delay (Min)	Weekday Morning Peak Hour Travel Speed (MPH)	Weekday Afternoon Peak Hour Travel Time (Min)	Weekday Afternoon Peak Hour Signal Delay (Min)	Weekday Afternoon Peak Hour Travel Speed (MPH)	Saturday Midday Peak Hour Travel Time (Min)	Saturday Midday Peak Hour Signal Delay (Min)	Saturday Midday Peak Hour Travel Speed (MPH)
MAIN STREET (ROUTE 110) - NORTHBOUND										
Colonial Village Circle	0.00	0.0	--	--	0.0	--	--	0.0	--	--
Route 25	0.19	1.9	1.5	6.1	1.5	1.2	7.4	1.2	0.9	9.2
United Healthcare	0.34	0.6	0.1	34.4	0.6	0.0	37.2	0.5	0.0	39.2
Trefoil Drive/Home Depot	0.09	0.2	0.0	25.6	0.2	0.0	29.5	0.3	0.1	18.7
Technology Drive/Corporate Drive	0.29	0.6	0.1	30.0	0.8	0.3	20.9	0.5	0.1	32.5
Spring Hill Road	0.39	0.6	0.0	41.3	0.7	0.1	32.5	0.7	0.0	35.8
Purdy Hill Road	0.09	0.2	0.0	34.6	0.2	0.0	34.6	0.2	0.0	27.9
Village Plaza/McDonalds	0.62	1.3	0.1	29.3	1.2	0.1	31.9	1.2	0.1	32.2
Elm Street	0.27	1.2	0.6	14.1	1.9	1.4	8.4	1.7	1.3	9.7
Monroe Plaza/Camaro Plaza	0.14	0.7	0.3	12.5	0.7	0.3	12.4	0.7	0.3	12.5
Cross Hill Road	0.09	0.3	0.0	19.2	0.3	0.0	18.5	0.3	0.1	16.3
Century Plaza	0.17	0.3	0.0	33.0	0.3	0.0	33.0	0.4	0.1	24.6
Jeanette Street	0.31	1.7	--	10.8	1.7	--	10.7	1.9	--	9.5
OVERALL	**2.99**	**9.36**	**2.64**	**19.2**	**10.09**	**3.46**	**17.8**	**9.61**	**2.90**	**18.7**
MAIN STREET (ROUTE 110) - SOUTHBOUND										
Jeanette Street	0.00	0.0	--	--	0.0	--	--	0.0	--	--
Century Plaza	0.28	0.5	0.0	33.9	0.4	0.0	39.1	0.6	0.0	29.8
Cross Hill Road	0.17	0.8	0.5	12.4	0.7	0.3	16.1	0.3	0.0	35.5
Monroe Plaza/Camaro Plaza	0.09	0.4	0.2	12.4	0.4	0.2	12.4	0.6	0.4	9.5
Elm Street	0.14	0.7	0.5	11.3	0.6	0.3	13.6	0.7	0.4	11.8
Village Plaza/McDonalds	0.28	0.5	0.0	31.7	0.5	0.0	30.7	0.7	0.0	23.8
Purdy Hill Road	0.61	1.7	0.3	21.1	1.2	0.2	31.0	1.3	0.1	28.9
Spring Hill Road	0.10	0.2	0.0	32.7	0.2	0.0	33.8	0.2	0.0	31.8
Technology Drive/Corporate Drive	0.39	0.8	0.2	27.9	1.0	0.3	24.3	0.7	0.1	34.8
Trefoil Drive/Home Depot	0.29	0.5	0.0	35.4	0.9	0.3	19.5	1.0	0.4	17.8
United Healthcare	0.09	0.1	0.0	37.8	0.2	0.0	33.9	0.2	0.0	31.7
Route 25	0.34	1.4	0.8	14.5	2.2	1.6	9.5	5.5	5.1	3.7
Colonial Village Circle	0.22	2.4	--	5.4	3.5	--	3.7	7.0	--	1.9
OVERALL	**2.99**	**10.2**	**2.5**	**17.6**	**11.7**	**3.2**	**15.3**	**18.6**	**6.5**	**9.7**

Note:

Travel time includes signal delay.

Travel Speed = Distance / Travel Time


Time Space Diagram: Route 111 (Main Street/Monroe Turnpike) Northbound
Distance (In Miles)
3.500
3.000
2.500
2.000
1.500
1.000
0.500
0.000
0.0
2.0
4.0
6.0
8.0
10.0
12.0
14.0
Travel Time (In Minutes)
Century Plaza
Cross Hill Road
Monroe Plaza/Comaro Plaza
Elm Street
Village Plaza/McDonalds
Purdy Hill Road
Spring Hill Road
Technology Drive/Corporate Drive
Trefoil Drive/Home Depot
United Healthcare
Route 111
MORNING
AFTERNOON
SATURDAY


Time Space Diagram: Route 111 (Monroe Turnpike/Main Street) Southbound
Distance (In Miles)
3.500
3.000
2.500
2.000
1.500
1.000
0.500
0.000
0.0
2.0
4.0
6.0
8.0
10.0
12.0
14.0
16.0
18.0
20.0
Travel Time (In Minutes)
Route 111
United Healthcare
Trefoil Drive/Home Depot
Technology Drive/Corporate Drive
Spring Hill Road
Purdy Hill Road
Village Plaza/McDonalds
Elm Street
Monroe Plaza/Comaro Plaza
Cross Hill Road
Century Plaza
MORNING
AFTERNOON
SATURDAY

APPENDIX G1
Capacity Analyses
2016 Existing Conditions
Weekday Morning Peak Hour

Tighe&Bond

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	950	110	70	780	820	190	260	140	810	200	60
Future Volume (vph)	70	950	110	70	780	820	190	260	140	810	200	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	10	11	10	12	11	12
Storage Length (ft)	225		0	175		500	430		100	500		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	200			175			75			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	3355	1501	1678	3471	1501	1620	3355	1449	3367	1704	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1678	3355	1501	1678	3471	1501	1620	3355	1449	3367	1704	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			89			170		13	
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		877			839			636			734	
Travel Time (s)		14.9			10.4			10.8			14.3	
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	77	1044	121	72	804	845	216	295	159	844	208	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	1044	121	72	804	845	216	295	159	844	271	0
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Prot	Prot	NA	
Protected Phases	5	2	2 7	1	6	3 6	7	4	4	3	8	
Permitted Phases												
Detector Phase	5	2	2 7	1	6	3 6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		12.0	13.0	13.0	12.0	13.0	
Total Split (s)	12.0	47.0		12.0	47.0		20.0	21.0	21.0	42.0	43.0	
Total Split (%)	9.8%	38.5%		9.8%	38.5%		16.4%	17.2%	17.2%	34.4%	35.2%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None	None	None	None	
Act Effct Green (s)	6.8	38.1	58.4	6.6	38.0	77.3	15.2	13.1	13.1	32.2	30.1	
Actuated g/C Ratio	0.06	0.34	0.52	0.06	0.34	0.68	0.13	0.12	0.12	0.28	0.27	
v/c Ratio	0.77	0.93	0.15	0.73	0.69	0.80	1.00	0.76	0.50	0.88	0.59	
Control Delay	99.4	51.3	3.4	94.8	37.0	18.6	111.7	63.3	12.0	51.0	39.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	99.4	51.3	3.4	94.8	37.0	18.6	111.7	63.3	12.0	51.0	39.9	
LOS	F	D	A	F	D	B	F	E	B	D	D	
Approach Delay		49.6			30.4			66.7			48.3	
Approach LOS		D			C			E			D	

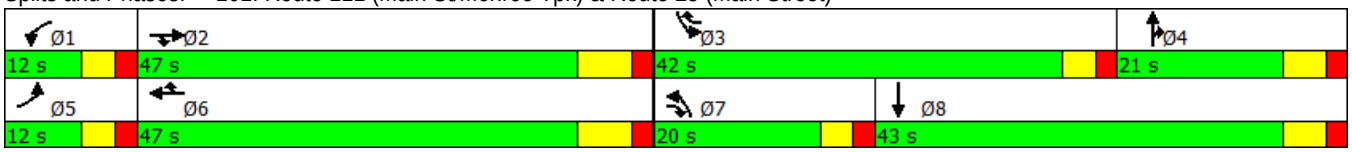
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	59	403	0	55	278	370	~181	116	0	315	168	
Queue Length 95th (ft)	#151	#561	31	#139	364	587	#337	164	51	398	255	
Internal Link Dist (ft)		797			759			556			654	
Turn Bay Length (ft)	225			175		500	430		100	500		
Base Capacity (vph)	104	1198	831	104	1240	1117	217	449	341	1112	571	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.74	0.87	0.15	0.69	0.65	0.76	1.00	0.66	0.47	0.76	0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 122			
Actuated Cycle Length: 113.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 44.8		Intersection LOS: D	
Intersection Capacity Utilization 79.9%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



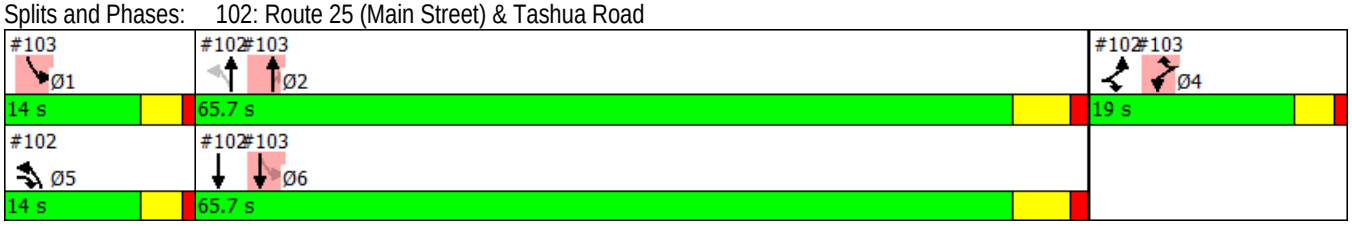
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	50	140	70	900	970	40	
Future Volume (vph)	50	140	70	900	970	40	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	12	12	
Storage Length (ft)	0	185	385			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		80				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850			0.995		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1694	1516	1694	1783	1835	0	
Flt Permitted	0.950		0.108				
Satd. Flow (perm)	1694	1516	193	1783	1835	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		124			4		
Link Speed (mph)	25			40	40		
Link Distance (ft)	661			1950	469		
Travel Time (s)	18.0			33.2	8.0		
Peak Hour Factor	0.83	0.83	0.91	0.91	0.97	0.97	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	60	169	77	989	1000	41	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	60	169	77	989	1041	0	
Turn Type	Prot	pt+ov	pm+pt	NA	NA		
Protected Phases	4	4 5	5	2	6		1
Permitted Phases			2				
Detector Phase	4	4 5	5	2	6		
Switch Phase							
Minimum Initial (s)	7.0		5.0	18.0	18.0		5.0
Minimum Split (s)	11.0		9.0	23.7	23.7		9.0
Total Split (s)	19.0		14.0	65.7	65.7		14.0
Total Split (%)	19.3%		14.2%	66.6%	66.6%		14%
Yellow Time (s)	3.0		3.0	4.3	4.3		3.0
All-Red Time (s)	1.0		1.0	1.4	1.4		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		4.0	5.7	5.7		
Lead/Lag			Lead	Lag	Lag		Lead
Lead-Lag Optimize?							
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	10.5	21.0	68.5	61.5	58.4		
Actuated g/C Ratio	0.12	0.24	0.77	0.69	0.65		
v/c Ratio	0.30	0.37	0.30	0.81	0.87		
Control Delay	41.0	11.7	5.5	18.1	12.2		
Queue Delay	0.0	0.0	0.0	0.2	0.5		
Total Delay	41.0	11.7	5.5	18.3	12.7		
LOS	D	B	A	B	B		
Approach Delay	19.4			17.3	12.7		
Approach LOS	B			B	B		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Queue Length 50th (ft)	32	21	7	362	106		
Queue Length 95th (ft)	66	59	19	#730	#247		
Internal Link Dist (ft)	581			1870	389		
Turn Bay Length (ft)		185	385				
Base Capacity (vph)	286	504	321	1228	1243		
Starvation Cap Reductn	0	0	0	0	38		
Spillback Cap Reductn	0	0	0	21	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.21	0.34	0.24	0.82	0.86		

Intersection Summary			
Area Type:	Other		
Cycle Length: 98.7			
Actuated Cycle Length: 89.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 15.5		Intersection LOS: B	
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road



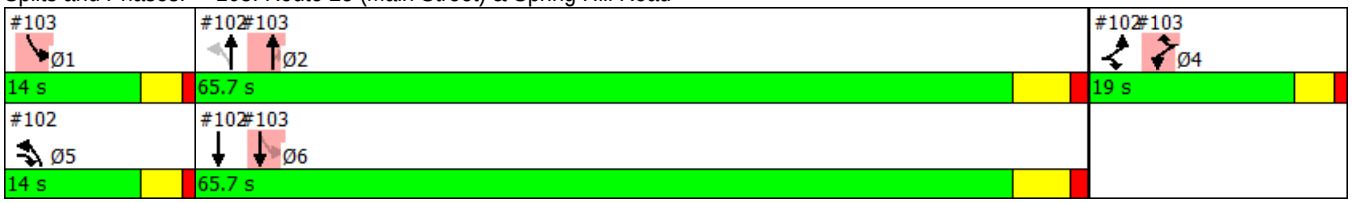
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	70	60	840	110	60	940	
Future Volume (vph)	70	60	840	110	60	940	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	11	11	
Storage Length (ft)	235	0		175	160		
Storage Lanes	1	1		1	1		
Taper Length (ft)	125				90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1620	1501	1766	1501	1678	1766	
Flt Permitted	0.950				0.191		
Satd. Flow (perm)	1620	1501	1766	1501	337	1766	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		75		98			
Link Speed (mph)	30		40			40	
Link Distance (ft)	483		469			490	
Travel Time (s)	11.0		8.0			8.4	
Peak Hour Factor	0.80	0.80	0.89	0.89	0.96	0.96	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	
Adj. Flow (vph)	88	75	944	124	63	979	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	88	75	944	124	63	979	
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA	
Protected Phases	4	4	2		1	6	5
Permitted Phases				2	6		
Detector Phase	4	4	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0	18.0	5.0
Minimum Split (s)	11.0	11.0	23.7	23.7	9.0	23.7	9.0
Total Split (s)	19.0	19.0	65.7	65.7	14.0	65.7	14.0
Total Split (%)	19.3%	19.3%	66.6%	66.6%	14.2%	66.6%	14%
Yellow Time (s)	3.0	3.0	4.3	4.3	3.0	4.3	3.0
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0	1.4	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	5.7	5.7	4.0	5.7	
Lead/Lag			Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	None	Min	Min	None	Min	None
Act Effct Green (s)	10.5	10.5	61.5	61.5	65.6	58.4	
Actuated g/C Ratio	0.12	0.12	0.69	0.69	0.74	0.65	
v/c Ratio	0.46	0.31	0.78	0.12	0.19	0.85	
Control Delay	45.8	12.8	7.8	0.9	4.0	22.0	
Queue Delay	0.0	0.0	0.5	0.0	0.0	0.0	
Total Delay	45.8	12.8	8.2	0.9	4.0	22.0	
LOS	D	B	A	A	A	C	
Approach Delay	30.6		7.4			20.9	
Approach LOS	C		A			C	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Queue Length 50th (ft)	47	0	86	0	6	361	
Queue Length 95th (ft)	86	30	138	m2	16	#821	
Internal Link Dist (ft)	403		389			410	
Turn Bay Length (ft)	235			175	160		
Base Capacity (vph)	274	316	1216	1064	414	1195	
Starvation Cap Reductn	0	0	56	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.32	0.24	0.81	0.12	0.15	0.82	

Intersection Summary			
Area Type:	Other		
Cycle Length: 98.7			
Actuated Cycle Length: 89.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 15.2		Intersection LOS: B	
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road



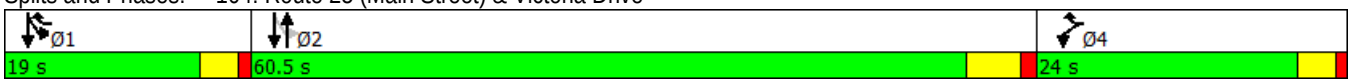
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	810	70	20	990
Future Volume (vph)	10	10	810	70	20	990
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	15	11	12	12	12
Storage Length (ft)	0	140		250	250	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.989			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1851	1708	1747	0	1736	1827
Flt Permitted	0.950				0.202	
Satd. Flow (perm)	1851	1708	1747	0	369	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		13	6			
Link Speed (mph)	25		40			40
Link Distance (ft)	515		344			502
Travel Time (s)	14.0		5.9			8.6
Peak Hour Factor	0.80	0.80	0.86	0.86	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	13	13	942	81	21	1053
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	13	1023	0	21	1053
Turn Type	Prot	pt+ov	NA		D.P+P	NA
Protected Phases	4	4 1	2		1	1 2
Permitted Phases					2	
Detector Phase	4	4 1	2		1	2
Switch Phase						
Minimum Initial (s)	9.0		15.0		5.0	
Minimum Split (s)	13.0		20.5		9.0	
Total Split (s)	24.0		60.5		19.0	
Total Split (%)	23.2%		58.5%		18.4%	
Yellow Time (s)	3.0		4.2		3.0	
All-Red Time (s)	1.0		1.3		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.0		5.5		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		Min		None	
Act Effct Green (s)	9.0	12.5	67.8		69.8	74.6
Actuated g/C Ratio	0.11	0.15	0.84		0.86	0.92
v/c Ratio	0.06	0.05	0.70		0.05	0.63
Control Delay	34.8	14.1	10.7		1.8	4.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	34.8	14.1	10.7		1.8	4.4
LOS	C	B	B		A	A
Approach Delay	24.4		10.7			4.4
Approach LOS	C		B			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	6	0	145		1	0
Queue Length 95th (ft)	20	12	#561		5	316
Internal Link Dist (ft)	435		264			422
Turn Bay Length (ft)		140			250	
Base Capacity (vph)	458	496	1461		582	1681
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.03	0.03	0.70		0.04	0.63

Intersection Summary			
Area Type:	Other		
Cycle Length: 103.5			
Actuated Cycle Length: 81.1			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 7.7		Intersection LOS: A	
Intersection Capacity Utilization 66.3%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive



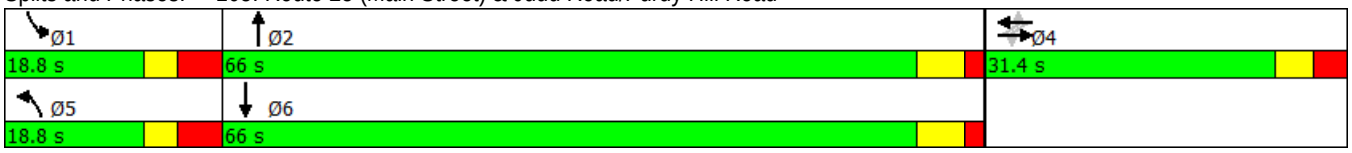
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	50	70	100	70	70	60	710	10	10	830	30
Future Volume (vph)	70	50	70	100	70	70	60	710	10	10	830	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	11	12	12	11	12	12
Storage Length (ft)	120		0	125		0	140		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.913			0.925			0.998			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	1668	0	1678	1634	0	1678	1823	0	1678	1818	0
Flt Permitted	0.611			0.625			0.950			0.950		
Satd. Flow (perm)	1079	1668	0	1104	1634	0	1678	1823	0	1678	1818	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		55						1				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		709			302			2216			820	
Travel Time (s)		19.3			8.2			37.8			14.0	
Peak Hour Factor	0.80	0.80	0.80	0.90	0.90	0.90	0.93	0.93	0.93	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	88	63	88	111	78	78	65	763	11	10	856	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	151	0	111	156	0	65	774	0	10	887	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	31.4	31.4		31.4	31.4		18.8	66.0		18.8	66.0	
Total Split (%)	27.0%	27.0%		27.0%	27.0%		16.2%	56.8%		16.2%	56.8%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	15.0	15.0		15.0	15.0		8.3	58.5		5.9	49.3	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.09	0.65		0.07	0.55	
v/c Ratio	0.49	0.46		0.60	0.57		0.42	0.65		0.09	0.89	
Control Delay	48.7	30.6		54.1	47.7		54.0	13.8		51.7	32.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	48.7	30.6		54.1	47.7		54.0	13.8		51.7	32.1	
LOS	D	C		D	D		D	B		D	C	
Approach Delay		37.3			50.4			16.9			32.3	
Approach LOS		D			D			B			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	51	55		66	92		40	199		6	436	
Queue Length 95th (ft)	94	103		133	170		91	574		26	#886	
Internal Link Dist (ft)		629			222			2136			740	
Turn Bay Length (ft)	120			125			140			75		
Base Capacity (vph)	338	561		346	512		252	1361		252	1244	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.26	0.27		0.32	0.30		0.26	0.57		0.04	0.71	

Intersection Summary			
Area Type:	Other		
Cycle Length: 116.2			
Actuated Cycle Length: 89.5			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 29.2		Intersection LOS: C	
Intersection Capacity Utilization 78.0%		ICU Level of Service D	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road

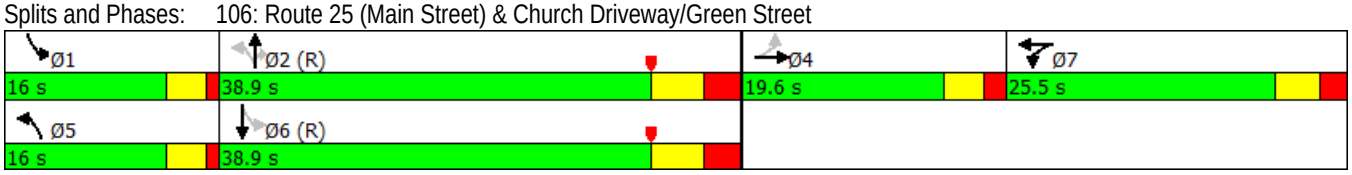


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	40	0	300	0	740	10	120	860	0
Future Volume (vph)	0	0	0	40	0	300	0	740	10	120	860	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	11	11	12	10	11	11	11	11	12
Storage Length (ft)	0		0	115		0	40		175	100		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			65			65			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1722	0	1694	1516	0	1722	1783	1516	1694	1783	0
Flt Permitted				0.950						0.242		
Satd. Flow (perm)	0	1722	0	1694	1516	0	1722	1783	1516	432	1783	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					517				121			
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		126			720			472			557	
Travel Time (s)		3.4			19.6			8.0			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.83	0.83	0.83	0.90	0.90	0.90	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	0	48	0	361	0	822	11	128	915	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	48	361	0	0	822	11	128	915	0
Turn Type				Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		7	7		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	4	4		7	7		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0	25.0	5.0	25.0	
Minimum Split (s)	9.6	9.6		10.5	10.5		9.0	31.8	31.8	9.0	31.8	
Total Split (s)	19.6	19.6		25.5	25.5		16.0	38.9	38.9	16.0	38.9	
Total Split (%)	19.6%	19.6%		25.5%	25.5%		16.0%	38.9%	38.9%	16.0%	38.9%	
Yellow Time (s)	3.0	3.0		3.3	3.3		3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	1.6	1.6		2.2	2.2		1.0	2.9	2.9	1.0	2.9	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		5.5	5.5		4.0	6.8	6.8	4.0	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)				7.2	7.2			68.9	68.9	83.3	80.5	
Actuated g/C Ratio				0.07	0.07			0.69	0.69	0.83	0.80	
v/c Ratio				0.40	0.61			0.67	0.01	0.28	0.64	
Control Delay				53.2	4.7			13.5	0.0	2.7	6.0	
Queue Delay				0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay				53.2	4.7			13.5	0.0	2.7	6.0	
LOS				D	A			B	A	A	A	
Approach Delay					10.4			13.3			5.6	
Approach LOS					B			B			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)				30	0			255	0	7	95	
Queue Length 95th (ft)				59	0			507	0	m20	282	
Internal Link Dist (ft)		46			640			392			477	
Turn Bay Length (ft)				115					175	100		
Base Capacity (vph)				338	716			1229	1082	511	1435	
Starvation Cap Reductn				0	0			0	0	0	0	
Spillback Cap Reductn				0	0			0	0	0	0	
Storage Cap Reductn				0	0			0	0	0	0	
Reduced v/c Ratio				0.14	0.50			0.67	0.01	0.25	0.64	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 9.3		Intersection LOS: A	
Intersection Capacity Utilization 81.6%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street

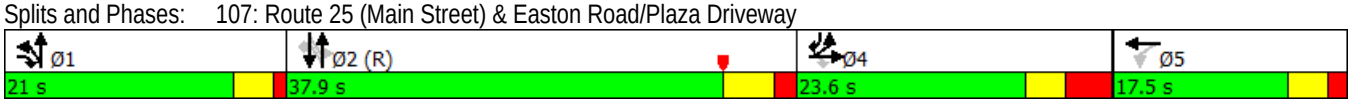


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	0	310	0	10	0	370	680	0	0	700	410
Future Volume (vph)	170	0	310	0	10	0	370	680	0	0	700	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	11	11	10	11	11
Storage Length (ft)	375		370	0		0	250		0	130		200
Storage Lanes	1		0	0		0	2		0	1		0
Taper Length (ft)	100			25			80			170		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected	0.950	0.950					0.950					
Satd. Flow (prot)	1625	1625	1531	0	1863	0	1652	3421	0	1739	1801	1531
Flt Permitted	0.950	0.950					0.125					
Satd. Flow (perm)	1625	1625	1531	0	1863	0	217	3421	0	1739	1801	1531
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			342									461
Link Speed (mph)		40			25			40			40	
Link Distance (ft)		745			139			557			391	
Travel Time (s)		12.7			3.8			9.5			6.7	
Peak Hour Factor	0.81	0.81	0.81	0.80	0.80	0.80	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	210	0	383	0	13	0	402	739	0	0	787	461
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	105	105	383	0	13	0	402	739	0	0	787	461
Turn Type	Split	NA	pm+ov		NA		D.P+P	NA		Perm	NA	pm+ov
Protected Phases	4	4	1		5		1	1 2			2	4
Permitted Phases			4	5			2			2		2
Detector Phase	4	4	1	5	5		1	2		2	2	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	5.0	5.0	5.0		5.0			20.0	20.0	10.0
Minimum Split (s)	16.6	16.6	9.0	9.5	9.5		9.0			25.5	25.5	16.6
Total Split (s)	23.6	23.6	21.0	17.5	17.5		21.0			37.9	37.9	23.6
Total Split (%)	23.6%	23.6%	21.0%	17.5%	17.5%		21.0%			37.9%	37.9%	23.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.9	3.9	3.0
All-Red Time (s)	3.6	3.6	1.0	1.5	1.5		1.0			1.6	1.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0			0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	4.0		4.5		4.0			5.5	5.5	6.6
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	None
Act Effct Green (s)	10.9	10.9	33.7		5.5		72.3	76.3			53.8	70.2
Actuated g/C Ratio	0.11	0.11	0.34		0.06		0.72	0.76			0.54	0.70
v/c Ratio	0.59	0.59	0.52		0.13		1.00	0.28			0.81	0.38
Control Delay	56.5	56.5	6.0		47.4		77.4	2.6			28.9	1.7
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay	56.5	56.5	6.0		47.4		77.4	2.6			28.9	1.7
LOS	E	E	A		D		E	A			C	A
Approach Delay		23.9			47.4			28.9			18.8	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)	69	69	18		8		186	28			360	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	109	109	43		24		#402	53			#758	34
Internal Link Dist (ft)		665			59			477			311	
Turn Bay Length (ft)	375		370				250					200
Base Capacity (vph)	276	276	742		242		400	2609			968	1277
Starvation Cap Reductn	0	0	0		0		0	0			0	0
Spillback Cap Reductn	0	0	0		0		0	0			0	0
Storage Cap Reductn	0	0	0		0		0	0			0	0
Reduced v/c Ratio	0.38	0.38	0.52		0.05		1.00	0.28			0.81	0.36

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 23.8		Intersection LOS: C	
Intersection Capacity Utilization 82.1%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1050	0	0	1050
Future Volume (vph)	0	0	1050	0	0	1050
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Storage Length (ft)	0	60		0	225	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				65	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	3539	0	1801	3539
Flt Permitted						
Satd. Flow (perm)	1863	1863	3539	0	1801	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	25		30			35
Link Distance (ft)	350		188			421
Travel Time (s)	9.5		4.3			8.2
Peak Hour Factor	0.80	0.80	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	1167	0	0	1167
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1167	0	0	1167
Turn Type	Prot	Prot	NA		Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases						
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		5.0	15.0
Minimum Split (s)	10.5	10.5	20.9		9.0	20.9
Total Split (s)	23.5	23.5	32.5		14.0	46.5
Total Split (%)	33.6%	33.6%	46.4%		20.0%	66.4%
Yellow Time (s)	3.0	3.0	4.4		3.0	4.4
All-Red Time (s)	0.5	0.5	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	3.5	5.9		4.0	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)			70.0			70.0
Actuated g/C Ratio			1.00			1.00
v/c Ratio			0.33			0.33
Control Delay			0.3			0.2
Queue Delay			0.0			0.0
Total Delay			0.3			0.2
LOS			A			A
Approach Delay			0.3			0.2
Approach LOS			A			A
Queue Length 50th (ft)			0			0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)			0			0
Internal Link Dist (ft)	270		108			341
Turn Bay Length (ft)						
Base Capacity (vph)			3539			3539
Starvation Cap Reductn			0			0
Spillback Cap Reductn			0			0
Storage Cap Reductn			0			0
Reduced v/c Ratio			0.33			0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay: 0.2		Intersection LOS: A	
Intersection Capacity Utilization 33.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	10	120	50	10	30	160	830	60	40	880	40
Future Volume (vph)	30	10	120	50	10	30	160	830	60	40	880	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	11	12	12	12	12	12
Storage Length (ft)	0		130	90		0	250		250	200		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			60			125			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.862			0.888				0.850		0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1696	0	1752	1747	0	1694	3505	1568	1752	3484	0
Flt Permitted	0.724			0.561			0.950			0.950		
Satd. Flow (perm)	1336	1696	0	1035	1747	0	1694	3505	1568	1752	3484	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		150			38				92		8	
Link Speed (mph)		25			25			35			40	
Link Distance (ft)		274			273			421			425	
Travel Time (s)		7.5			7.4			8.2			7.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	38	13	150	63	13	38	176	912	66	44	978	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	163	0	63	51	0	176	912	66	44	1022	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4					2			
Detector Phase	4	4		4	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.8	11.8		11.8	11.8		9.1	19.9	19.9	9.1	19.9	
Total Split (s)	20.8	20.8		20.8	20.8		14.1	35.1	35.1	14.1	35.1	
Total Split (%)	29.7%	29.7%		29.7%	29.7%		20.1%	50.1%	50.1%	20.1%	50.1%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4	4.4	3.0	4.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.1	0.5	0.5	1.1	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8		4.1	4.9	4.9	4.1	4.9	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	9.0	9.0		9.0	9.0		9.5	44.4	44.4	6.5	37.8	
Actuated g/C Ratio	0.13	0.13		0.13	0.13		0.14	0.63	0.63	0.09	0.54	
v/c Ratio	0.22	0.47		0.48	0.20		0.77	0.41	0.06	0.27	0.54	
Control Delay	29.5	11.0		39.8	14.2		52.1	8.5	1.5	47.3	10.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	29.5	11.0		39.8	14.2		52.1	8.5	1.5	47.3	10.7	
LOS	C	B		D	B		D	A	A	D	B	
Approach Delay		14.5			28.3			14.8			12.2	
Approach LOS		B			C			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	15	5		26	5		74	101	0	20	197	
Queue Length 95th (ft)	34	38		51	26		#164	179	11	m42	297	
Internal Link Dist (ft)		194			193			341			345	
Turn Bay Length (ft)				90			250		250	200		
Base Capacity (vph)	305	503		236	428		242	2224	1029	250	1883	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.12	0.32		0.27	0.12		0.73	0.41	0.06	0.18	0.54	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 14.3		Intersection LOS: B	
Intersection Capacity Utilization 63.7%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

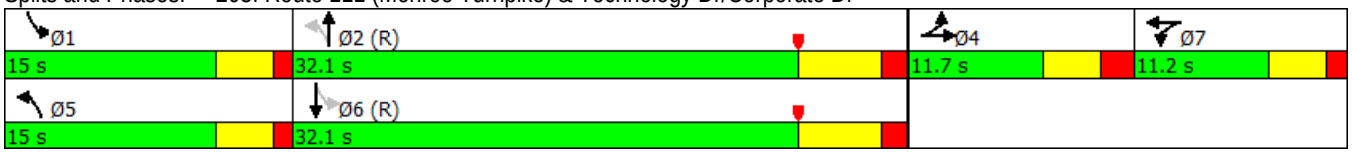
Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	30	40	0	20	110	490	220	150	880	100
Future Volume (vph)	20	0	30	40	0	20	110	490	220	150	880	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	11	10	12	11	12	12	11	12	12
Storage Length (ft)	0		115	0		125	150		0	325		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.861			0.897			0.954			0.985	
Flt Protected	0.950	0.996		0.950	0.985		0.950			0.950		
Satd. Flow (prot)	1625	1568	0	1625	1459	0	1711	3376	0	1711	3486	0
Flt Permitted	0.950	0.996		0.950	0.985		0.237			0.298		
Satd. Flow (perm)	1625	1568	0	1625	1459	0	427	3376	0	537	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		171			179			118			20	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		311			293			1088			554	
Travel Time (s)		8.5			8.0			18.5			9.4	
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.88	0.88	0.88	0.96	0.96	0.96
Adj. Flow (vph)	25	0	37	48	0	24	125	557	250	156	917	104
Shared Lane Traffic (%)	10%			22%								
Lane Group Flow (vph)	22	40	0	37	35	0	125	807	0	156	1021	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.7	9.7		9.2	9.2		9.0	20.8		9.0	20.8	
Total Split (s)	11.7	11.7		11.2	11.2		15.0	32.1		15.0	32.1	
Total Split (%)	16.7%	16.7%		16.0%	16.0%		21.4%	45.9%		21.4%	45.9%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.7	1.7		1.2	1.2		1.0	1.4		1.0	1.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.2	4.2		4.0	5.8		4.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	5.2	5.2		5.7	5.7		49.3	41.4		51.0	44.7	
Actuated g/C Ratio	0.07	0.07		0.08	0.08		0.70	0.59		0.73	0.64	
v/c Ratio	0.18	0.15		0.28	0.12		0.30	0.40		0.31	0.46	
Control Delay	33.9	1.1		35.4	0.9		4.3	6.3		5.4	8.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.9	1.1		35.4	0.9		4.3	6.3		5.4	8.3	
LOS	C	A		D	A		A	A		A	A	
Approach Delay		12.8			18.6			6.1			7.9	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	9	0		15	0		1	119		17	66	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	27	0		41	0		23	186		30	197	
Internal Link Dist (ft)		231			213			1008			474	
Turn Bay Length (ft)							150			325		
Base Capacity (vph)	162	310		162	307		526	2043		594	2235	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.13		0.23	0.11		0.24	0.40		0.26	0.46	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 32 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 7.6		Intersection LOS: A	
Intersection Capacity Utilization 53.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

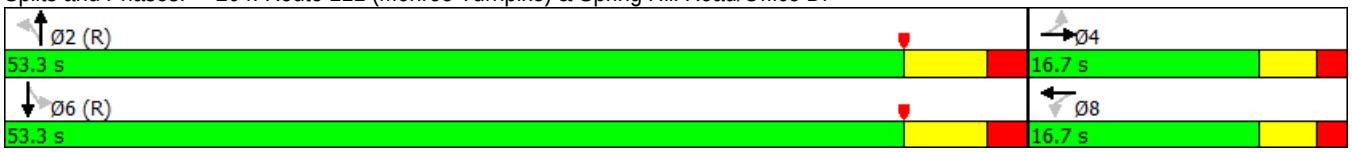


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	0	20	0	0	0	10	490	0	0	1120	80
Future Volume (vph)	40	0	20	0	0	0	10	490	0	0	1120	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.955									0.990	
Flt Protected		0.968						0.999				
Satd. Flow (prot)	0	1745	0	0	1888	0	0	3468	0	0	3436	0
Flt Permitted		0.799						0.927				
Satd. Flow (perm)	0	1440	0	0	1888	0	0	3218	0	0	3436	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55									23	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		364			150			1529			547	
Travel Time (s)		9.9			4.1			26.1			9.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.90	0.90	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	50	0	25	0	0	0	11	544	0	0	1143	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	75	0	0	0	0	0	555	0	0	1225	0
Turn Type	Perm	NA					Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		21.5	21.5		21.5	21.5	
Total Split (s)	16.7	16.7		16.7	16.7		53.3	53.3		53.3	53.3	
Total Split (%)	23.9%	23.9%		23.9%	23.9%		76.1%	76.1%		76.1%	76.1%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	1.7	1.7		1.7	1.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		7.5						54.9			54.9	
Actuated g/C Ratio		0.11						0.78			0.78	
v/c Ratio		0.37						0.22			0.45	
Control Delay		18.2						1.4			4.1	
Queue Delay		0.0						0.0			0.0	
Total Delay		18.2						1.4			4.1	
LOS		B						A			A	
Approach Delay		18.2						1.4			4.1	
Approach LOS		B						A			A	
Queue Length 50th (ft)		8						3			82	
Queue Length 95th (ft)		35						6			134	
Internal Link Dist (ft)		284			70			1449			467	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		292						2525			2701	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.26						0.22			0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 14 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 3.8		Intersection LOS: A	
Intersection Capacity Utilization 48.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr

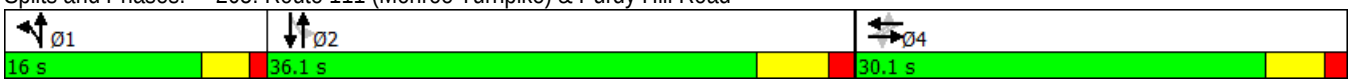


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	60	130	270	110	40	70	400	60	20	800	40
Future Volume (vph)	50	60	130	270	110	40	70	400	60	20	800	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	11	12	12
Storage Length (ft)	0		130	110		0	350		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.897			0.960			0.980			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1639	0	1736	1754	0	1678	3402	0	1678	3447	0
Flt Permitted	0.642			0.553			0.950			0.464		
Satd. Flow (perm)	1173	1639	0	1010	1754	0	1678	3402	0	819	3447	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		137			23			35			7	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		468			420			547			444	
Travel Time (s)		10.6			11.5			9.3			7.6	
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.90	0.90	0.90	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	60	72	157	303	124	45	78	444	67	22	860	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	229	0	303	169	0	78	511	0	22	903	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4			4						2		
Detector Phase	4	4		4	4		1	2		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0			15.0	15.0	
Minimum Split (s)	13.1	13.1		13.1	13.1		9.0			21.1	21.1	
Total Split (s)	30.1	30.1		30.1	30.1		16.0			36.1	36.1	
Total Split (%)	36.6%	36.6%		36.6%	36.6%		19.5%			43.9%	43.9%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0			4.4	4.4	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0			1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0			0.0	0.0	
Total Lost Time (s)	5.1	5.1		5.1	5.1		4.0			6.1	6.1	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None			Max	Max	
Act Effct Green (s)	25.1	25.1		25.1	25.1		8.2	42.4		30.2	30.2	
Actuated g/C Ratio	0.33	0.33		0.33	0.33		0.11	0.55		0.39	0.39	
v/c Ratio	0.16	0.36		0.92	0.29		0.44	0.27		0.07	0.66	
Control Delay	21.5	11.0		61.7	19.4		40.6	8.5		17.2	22.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.5	11.0		61.7	19.4		40.6	8.5		17.2	22.8	
LOS	C	B		E	B		D	A		B	C	
Approach Delay		13.2			46.6			12.8			22.7	
Approach LOS		B			D			B			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	21	32		143	53		37	56		7	187	
Queue Length 95th (ft)	48	77		#310	106		77	82		23	272	
Internal Link Dist (ft)		388			340			467			364	
Turn Bay Length (ft)				110			350			125		
Base Capacity (vph)	384	629		331	590		264	1896		322	1360	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.36		0.92	0.29		0.30	0.27		0.07	0.66	

Intersection Summary			
Area Type:	Other		
Cycle Length: 82.2			
Actuated Cycle Length: 76.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 23.9		Intersection LOS: C	
Intersection Capacity Utilization 70.6%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road

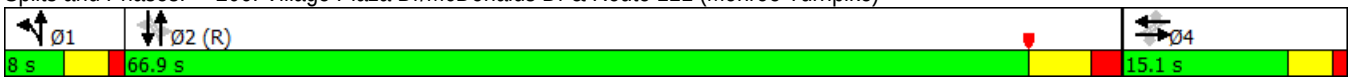


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	20	60	0	50	30	350	50	70	960	10
Future Volume (vph)	10	0	20	60	0	50	30	350	50	70	960	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	15	14	11	11	12	10	11	12
Storage Length (ft)	0		0	0		35	120		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			80			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.981			0.999	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1678	1501	0	1909	1656	1678	1732	0	1620	1764	0
Flt Permitted		0.708			0.749		0.122			0.503		
Satd. Flow (perm)	0	1250	1501	0	1505	1656	215	1732	0	858	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88			88		27			1	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		121			198			441			636	
Travel Time (s)		3.3			5.4			8.6			12.4	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.89	0.89	0.89	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	13	0	25	75	0	63	34	393	56	80	1091	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	25	0	75	63	34	449	0	80	1102	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4		4	2			2		
Detector Phase	4	4	4	4	4	4	1	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	4.0			36.0	36.0	
Minimum Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	8.0			42.3	42.3	
Total Split (s)	15.1	15.1	15.1	15.1	15.1	15.1	8.0			66.9	66.9	
Total Split (%)	16.8%	16.8%	16.8%	16.8%	16.8%	16.8%	8.9%			74.3%	74.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.2	4.2	
All-Red Time (s)	1.1	1.1	1.1	1.1	1.1	1.1	1.0			2.1	2.1	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Lost Time (s)		4.1	4.1		4.1	4.1	4.0			6.3	6.3	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max			C-Min	C-Min	
Act Effct Green (s)		9.7	9.7		9.7	9.7	70.8	75.6		64.5	64.5	
Actuated g/C Ratio		0.11	0.11		0.11	0.11	0.79	0.84		0.72	0.72	
v/c Ratio		0.10	0.10		0.46	0.25	0.15	0.31		0.13	0.87	
Control Delay		37.4	0.8		47.2	6.8	3.4	2.7		4.0	15.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		37.4	0.8		47.2	6.8	3.4	2.7		4.0	15.4	
LOS		D	A		D	A	A	A		A	B	
Approach Delay		13.4			28.8			2.7			14.6	
Approach LOS		B			C			A			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		7	0		41	0	3	43		7	626	
Queue Length 95th (ft)		21	0		73	15	8	77		m17	#839	
Internal Link Dist (ft)		41			118			361			556	
Turn Bay Length (ft)						35	120			135		
Base Capacity (vph)		152	260		183	279	233	1459		614	1264	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.09	0.10		0.41	0.23	0.15	0.31		0.13	0.87	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 61 (68%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 12.5		Intersection LOS: B	
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)

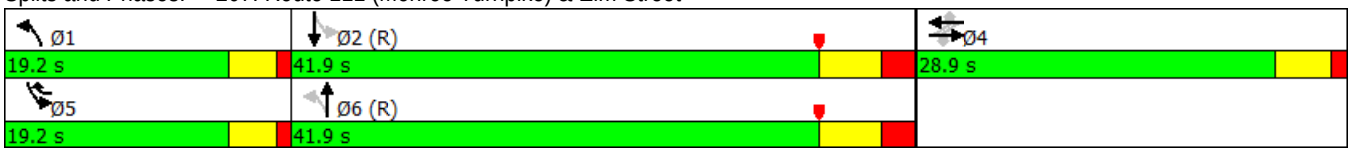


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	150	330	50	100	30	120	220	30	30	660	50
Future Volume (vph)	30	150	330	50	100	30	120	220	30	30	660	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	9	12	11	10	11	11	12	10	12	12
Storage Length (ft)	0		125	100		0	160		0	95		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			100			70			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.982			0.989	
Flt Protected		0.992			0.984		0.950			0.950		
Satd. Flow (prot)	0	1631	1398	0	1738	1449	1678	1734	0	1620	1807	0
Flt Permitted		0.913			0.635		0.204			0.574		
Satd. Flow (perm)	0	1501	1398	0	1121	1449	360	1734	0	979	1807	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			379			44		9			5	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		385			483			814			737	
Travel Time (s)		8.8			11.0			15.9			14.4	
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.82	0.82	0.82	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	34	172	379	58	116	35	146	268	37	31	680	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	206	379	0	174	35	146	305	0	31	732	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.9	9.9	9.9	9.9	9.9	9.2	9.2	21.6		9.2	21.6	
Total Split (s)	28.9	28.9	28.9	28.9	28.9	19.2	19.2	41.9		19.2	41.9	
Total Split (%)	32.1%	32.1%	32.1%	32.1%	32.1%	21.3%	21.3%	46.6%		21.3%	46.6%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.2	3.2	4.2		3.2	4.2	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.2	1.0	1.0	2.4		1.0	2.4	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.9	4.9		4.9	4.2	4.2	6.6		4.2	6.6	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		16.8	16.8		16.8	26.8	63.8	56.0		57.2	49.6	
Actuated g/C Ratio		0.19	0.19		0.19	0.30	0.71	0.62		0.64	0.55	
v/c Ratio		0.74	0.67		0.84	0.08	0.39	0.28		0.05	0.73	
Control Delay		49.6	9.5		65.4	5.1	10.1	10.5		4.1	25.1	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		49.6	9.5		65.4	5.1	10.1	10.5		4.1	25.1	
LOS		D	A		E	A	B	B		A	C	
Approach Delay		23.6			55.3			10.4			24.2	
Approach LOS		C			E			B			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		112	0		97	0	21	75		4	406	
Queue Length 95th (ft)		163	59		147	14	57	138		m8	#656	
Internal Link Dist (ft)		305			403			734			657	
Turn Bay Length (ft)			125				160			95		
Base Capacity (vph)		400	650		298	616	476	1083		800	997	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.52	0.58		0.58	0.06	0.31	0.28		0.04	0.73	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 29 (32%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 24.2		Intersection LOS: C	
Intersection Capacity Utilization 79.9%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street

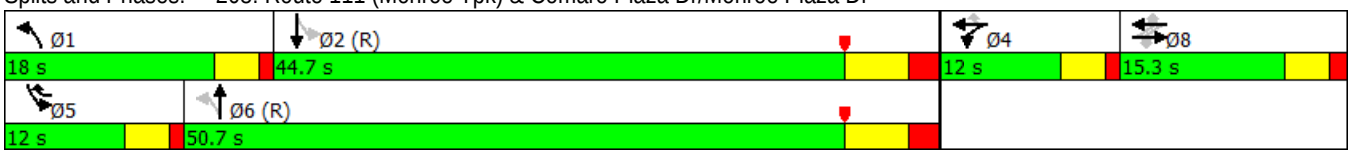


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	60	50	0	30	30	190	10	30	640	30
Future Volume (vph)	20	0	60	50	0	30	30	190	10	30	640	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	10	11	10	11	12	10	11	12
Storage Length (ft)	0		0	0		0	450		0	145		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			55			105		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.992			0.993	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1662	1538	0	1604	1487	1604	1735	0	1604	1737	0
Flt Permitted		0.727			0.741		0.293			0.600		
Satd. Flow (perm)	0	1272	1538	0	1251	1487	495	1735	0	1013	1737	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187			90		4			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		102			224			737			443	
Travel Time (s)		2.8			6.1			14.4			8.6	
Peak Hour Factor	0.80	0.80	0.80	0.83	0.83	0.83	0.85	0.85	0.85	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	25	0	75	60	0	36	35	224	12	32	681	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	75	0	60	36	35	236	0	32	713	0
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8		4	4 8	5	1	6		5	2	
Permitted Phases	8		8	8		4 8	6			2		
Detector Phase	8	8	8	4	4 8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.3	9.3	9.3	9.0		9.0	9.0	21.4		9.0	21.4	
Total Split (s)	15.3	15.3	15.3	12.0		12.0	18.0	50.7		12.0	44.7	
Total Split (%)	17.0%	17.0%	17.0%	13.3%		13.3%	20.0%	56.3%		13.3%	49.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0	4.2		3.0	4.2	
All-Red Time (s)	1.3	1.3	1.3	1.0		1.0	1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.3	4.3			4.0	4.0	6.4		4.0	6.4	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None	None	C-Min		None	C-Min	
Act Effct Green (s)		6.5	6.5		12.7	23.2	64.7	59.4		65.5	61.3	
Actuated g/C Ratio		0.07	0.07		0.14	0.26	0.72	0.66		0.73	0.68	
v/c Ratio		0.27	0.26		0.29	0.08	0.08	0.21		0.04	0.60	
Control Delay		46.1	2.2		32.9	0.3	10.0	16.3		4.4	11.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.3	
Total Delay		46.1	2.2		32.9	0.3	10.0	16.3		4.4	12.3	
LOS		D	A		C	A	B	B		A	B	
Approach Delay		13.2			20.7			15.5			11.9	
Approach LOS		B			C			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		14	0		29	0	8	80		4	228	
Queue Length 95th (ft)		34	0		55	0	m29	160		m9	347	
Internal Link Dist (ft)		22			144			657			363	
Turn Bay Length (ft)							450			145		
Base Capacity (vph)		155	352		277	494	546	1147		808	1183	
Starvation Cap Reductn		0	0		0	0	0	0		0	117	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.16	0.21		0.22	0.07	0.06	0.21		0.04	0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr

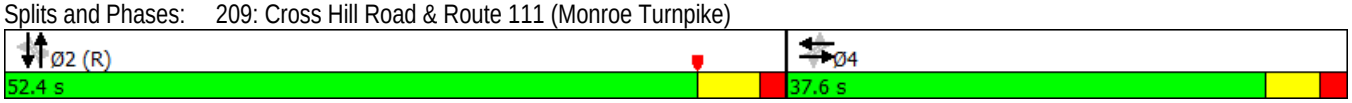


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	10	20	90	50	30	10	210	20	10	590	160
Future Volume (vph)	90	10	20	90	50	30	10	210	20	10	590	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	12	12	10	11	12	10	11	12
Storage Length (ft)	90		0	0		95	90		0	45		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			25			105			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.901			0.944			0.987			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1604	1576	0	1719	1708	0	1604	1726	0	1604	1693	0
Flt Permitted	0.692			0.732			0.285			0.600		
Satd. Flow (perm)	1169	1576	0	1325	1708	0	481	1726	0	1013	1693	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			37			8			22	
Link Speed (mph)		25			30			35			40	
Link Distance (ft)		354			360			443			949	
Travel Time (s)		9.7			8.2			8.6			16.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.89	0.89	0.89	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	113	13	25	113	63	38	11	236	22	11	621	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	38	0	113	101	0	11	258	0	11	789	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	12.6	12.6		12.6	12.6		26.0	26.0		26.0	26.0	
Total Split (s)	37.6	37.6		37.6	37.6		52.4	52.4		52.4	52.4	
Total Split (%)	41.8%	41.8%		41.8%	41.8%		58.2%	58.2%		58.2%	58.2%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.2	4.2		4.2	4.2	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	14.4	14.4		14.4	14.4		64.0	64.0		64.0	64.0	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.71	0.71		0.71	0.71	
v/c Ratio	0.61	0.14		0.54	0.33		0.03	0.21		0.02	0.65	
Control Delay	47.8	16.5		42.8	23.5		1.8	2.3		4.8	7.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.2	
Total Delay	47.8	16.5		42.8	23.5		1.8	2.3		4.8	8.0	
LOS	D	B		D	C		A	A		A	A	
Approach Delay		39.9			33.7			2.2			8.0	
Approach LOS		D			C			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	61	6		60	32		1	15		2	176	
Queue Length 95th (ft)	92	26		90	60		3	30		m3	147	
Internal Link Dist (ft)		274			280			363			869	
Turn Bay Length (ft)	90						90			45		
Base Capacity (vph)	415	576		471	631		342	1230		720	1210	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	54	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.27	0.07		0.24	0.16		0.03	0.21		0.02	0.68	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 14.1		Intersection LOS: B	
Intersection Capacity Utilization 62.1%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)

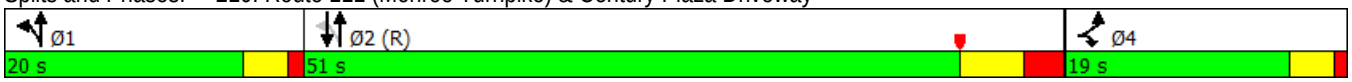


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	30	20	310	730	30
Future Volume (vph)	10	30	20	310	730	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	11	12
Storage Length (ft)	0	0	280			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		175			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.995	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1662	1538	1662	1749	1740	0
Flt Permitted	0.950		0.311			
Satd. Flow (perm)	1662	1538	544	1749	1740	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		38			3	
Link Speed (mph)	25			40	40	
Link Distance (ft)	142			949	728	
Travel Time (s)	3.9			16.2	12.4	
Peak Hour Factor	0.80	0.80	0.83	0.83	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	13	38	24	373	760	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	38	24	373	791	0
Turn Type	Prot	Prot	D.P+P	NA	NA	
Protected Phases	4	4	1	1 2	2	
Permitted Phases			2			
Detector Phase	4	4	1	2	2	
Switch Phase						
Minimum Initial (s)	9.0	9.0	3.0		15.0	
Minimum Split (s)	13.0	13.0	7.0		22.0	
Total Split (s)	19.0	19.0	20.0		51.0	
Total Split (%)	21.1%	21.1%	22.2%		56.7%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		2.8	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		7.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None		C-Max	
Act Effct Green (s)	9.0	9.0	76.6	79.8	74.8	
Actuated g/C Ratio	0.10	0.10	0.85	0.89	0.83	
v/c Ratio	0.08	0.20	0.05	0.24	0.55	
Control Delay	38.1	15.4	1.4	2.0	7.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	38.1	15.4	1.4	2.0	7.0	
LOS	D	B	A	A	A	
Approach Delay	21.2			1.9	7.0	
Approach LOS	C			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	7	0	5	85	141	
Queue Length 95th (ft)	22	24	1	6	340	
Internal Link Dist (ft)	62			869	648	
Turn Bay Length (ft)			280			
Base Capacity (vph)	277	288	671	1550	1446	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.05	0.13	0.04	0.24	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 4 (4%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 5.9		Intersection LOS: A	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	750	50	0	900
Future Volume (vph)	0	0	750	50	0	900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.992			
Flt Protected						
Satd. Flow (prot)	1722	0	1830	0	0	1845
Flt Permitted						
Satd. Flow (perm)	1722	0	1830	0	0	1845
Link Speed (mph)	30		40			40
Link Distance (ft)	316		5006			661
Travel Time (s)	7.2		85.3			11.3
Peak Hour Factor	0.80	0.80	0.86	0.86	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	872	58	0	957
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	930	0	0	957
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	750	50	0	900
Future Vol, veh/h	0	0	750	50	0	900
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	86	86	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	872	58	0	957

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1858	901	0	0	930	0
Stage 1	901	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	80	335	-	-	731	-
Stage 1	395	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	80	335	-	-	731	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	395	-	-	-	-	-
Stage 2	371	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	731	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	20	60	0	10	200
Future Volume (vph)	50	20	60	0	10	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.872	
Flt Protected		0.965			0.998	
Satd. Flow (prot)	0	1746	1749	0	1522	0
Flt Permitted		0.965			0.998	
Satd. Flow (perm)	0	1746	1749	0	1522	0
Link Speed (mph)		30	25		25	
Link Distance (ft)		1004	805		979	
Travel Time (s)		22.8	22.0		26.7	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.80	0.80
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	61	24	73	0	13	250
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	85	73	0	263	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	20	60	0	10	200
Future Vol, veh/h	50	20	60	0	10	200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	80	80
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	61	24	73	0	13	250

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	219	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1508	-	-	-	763	981
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	874	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1508	-	-	-	732	981
Mov Cap-2 Maneuver	-	-	-	-	732	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	838	-

Approach	EB	WB	SB
HCM Control Delay, s	5.3	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1508	-	-	-	965
HCM Lane V/C Ratio	0.04	-	-	-	0.272
HCM Control Delay (s)	7.5	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	60	20	10	140	30	10	50	10	60	240	150
Future Volume (vph)	40	60	20	10	140	30	10	50	10	60	240	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.978			0.980			0.955	
Flt Protected		0.983			0.997			0.993			0.993	
Satd. Flow (prot)	0	1714	0	0	1799	0	0	1675	0	0	1749	0
Flt Permitted		0.983			0.997			0.993			0.993	
Satd. Flow (perm)	0	1714	0	0	1799	0	0	1675	0	0	1749	0
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		988			775			934			884	
Travel Time (s)		22.5			17.6			25.5			24.1	
Peak Hour Factor	0.86	0.86	0.86	0.83	0.83	0.83	0.80	0.80	0.80	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	47	70	23	12	169	36	13	63	13	66	264	165
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	140	0	0	217	0	0	89	0	0	495	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	14.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	40	60	20	0	10	140	30	0	10	50	10
Future Vol, veh/h	0	40	60	20	0	10	140	30	0	10	50	10
Peak Hour Factor	0.92	0.86	0.86	0.86	0.92	0.83	0.83	0.83	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	3	3	3	2	3	3	3	2	3	3	3
Mvmt Flow	0	47	70	23	0	12	169	36	0	13	63	13
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.6	11.6	9.7
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	33%	6%	13%
Vol Thru, %	71%	50%	78%	53%
Vol Right, %	14%	17%	17%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	120	180	450
LT Vol	10	40	10	60
Through Vol	50	60	140	240
RT Vol	10	20	30	150
Lane Flow Rate	88	140	217	495
Geometry Grp	1	1	1	1
Degree of Util (X)	0.138	0.227	0.34	0.681
Departure Headway (Hd)	5.685	5.844	5.647	4.959
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	629	613	635	727
Service Time	3.738	3.894	3.692	2.994
HCM Lane V/C Ratio	0.14	0.228	0.342	0.681
HCM Control Delay	9.7	10.6	11.6	18
HCM Lane LOS	A	B	B	C
HCM 95th-tile Q	0.5	0.9	1.5	5.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	60	240	150
Future Vol, veh/h	0	60	240	150
Peak Hour Factor	0.92	0.91	0.91	0.91
Heavy Vehicles, %	2	3	3	3
Mvmt Flow	0	66	264	165
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	18
HCM LOS	C

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	1140	10	0	1060
Future Volume (vph)	10	10	1140	10	0	1060
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	10	12	12	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932		0.999			
Flt Protected	0.976					
Satd. Flow (prot)	1734	0	3268	0	0	3271
Flt Permitted	0.976					
Satd. Flow (perm)	1734	0	3268	0	0	3271
Link Speed (mph)	25		35			35
Link Distance (ft)	465		734			285
Travel Time (s)	12.7		14.3			5.6
Peak Hour Factor	0.80	0.80	0.93	0.93	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	13	13	1226	11	0	1165
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	1237	0	0	1165
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	1140	10	0	1060
Future Vol, veh/h	10	10	1140	10	0	1060
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	93	93	91	91
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	13	13	1226	11	0	1165

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1813	618	0	0	1237	0
Stage 1	1231	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	69	430	-	-	553	-
Stage 1	237	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	69	430	-	-	553	-
Mov Cap-2 Maneuver	69	-	-	-	-	-
Stage 1	237	-	-	-	-	-
Stage 2	519	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	43.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	119	553	-
HCM Lane V/C Ratio	-	-	0.21	-	-
HCM Control Delay (s)	-	-	43.1	0	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	80	120	1030	980	90
Future Volume (vph)	30	80	120	1030	980	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	11	10	12
Storage Length (ft)	0	25	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		105			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.987	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1752	1777	1636	3388	3229	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1752	1777	1636	3388	3229	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	387			285	334	
Travel Time (s)	10.6			5.6	6.5	
Peak Hour Factor	0.90	0.90	0.93	0.93	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	33	89	129	1108	1101	101
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	89	129	1108	1202	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	80	120	1030	980	90
Future Vol, veh/h	30	80	120	1030	980	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	93	93	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	33	89	129	1108	1101	101

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1964	601	1202	0	-	0
Stage 1	1152	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Critical Hdwy	7.56	6.96	4.16	-	-	-
Critical Hdwy Stg 1	6.56	-	-	-	-	-
Critical Hdwy Stg 2	6.56	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	37	441	571	-	-	-
Stage 1	209	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 31	441	571	-	-	-
Mov Cap-2 Maneuver	~ 31	-	-	-	-	-
Stage 1	162	-	-	-	-	-
Stage 2	261	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	113.5	1.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	571	-	31	441	-	-
HCM Lane V/C Ratio	0.226	-	1.075	0.202	-	-
HCM Control Delay (s)	13.1	-	$ 375.7	15.2	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.9	-	3.7	0.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	30	0	1060	1040	0
Future Volume (vph)	0	30	0	1060	1040	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1755	0	3388	3271	0
Flt Permitted						
Satd. Flow (perm)	0	1755	0	3388	3271	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	348			334	300	
Travel Time (s)	9.5			6.5	5.8	
Peak Hour Factor	0.80	0.80	0.89	0.89	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	38	0	1191	1118	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	0	1191	1118	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	0	1060	1040	0
Future Vol, veh/h	0	30	0	1060	1040	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	89	89	93	93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	38	0	1191	1118	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	559	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	470	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	470	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	470	-	-
HCM Lane V/C Ratio	-	0.08	-	-
HCM Control Delay (s)	-	13.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	10	1050	1040	10
Future Volume (vph)	0	0	10	1050	1040	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt					0.999	
Flt Protected						
Satd. Flow (prot)	1925	0	0	3539	3418	0
Flt Permitted						
Satd. Flow (perm)	1925	0	0	3539	3418	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	167			300	188	
Travel Time (s)	4.6			5.8	3.7	
Peak Hour Factor	0.80	0.80	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	11	1167	1156	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1178	1167	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	10	1050	1040	10
Future Vol, veh/h	0	0	10	1050	1040	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	11	1167	1156	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1767	583	1167	0	-	0
Stage 1	1161	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	75	456	594	-	-	-
Stage 1	260	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	71	456	594	-	-	-
Mov Cap-2 Maneuver	71	-	-	-	-	-
Stage 1	260	-	-	-	-	-
Stage 2	480	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	594	-	-	-	-
HCM Lane V/C Ratio	0.019	-	-	-	-
HCM Control Delay (s)	11.2	0.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	60	60	390	910	110
Future Volume (vph)	40	60	60	390	910	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.919				0.985	
Flt Protected	0.980			0.993		
Satd. Flow (prot)	1645	0	0	1754	1740	0
Flt Permitted	0.980			0.993		
Satd. Flow (perm)	1645	0	0	1754	1740	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	268			1631	381	
Travel Time (s)	7.3			31.8	7.4	
Peak Hour Factor	0.65	0.65	0.90	0.90	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	62	92	67	433	929	112
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	0	0	500	1041	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 83.8%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	60	60	390	910	110
Future Vol, veh/h	40	60	60	390	910	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	90	90	98	98
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	62	92	67	433	929	112

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1552	985	1041	0	-	0
Stage 1	985	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.14	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.236	-	-	-
Pot Cap-1 Maneuver	124	298	660	-	-	-
Stage 1	359	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	107	298	660	-	-	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	359	-	-	-	-	-
Stage 2	488	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	94	1.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	660	-	174	-	-
HCM Lane V/C Ratio	0.101	-	0.884	-	-
HCM Control Delay (s)	11.1	0	94	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	6.4	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	20	0	430	1000	10
Future Volume (vph)	10	20	0	430	1000	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.999	
Flt Protected	0.950					
Satd. Flow (prot)	1967	1760	0	1766	1764	0
Flt Permitted	0.950					
Satd. Flow (perm)	1967	1760	0	1766	1764	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	126			381	323	
Travel Time (s)	3.4			7.4	6.3	
Peak Hour Factor	0.65	0.65	0.90	0.90	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	15	31	0	478	1053	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	31	0	478	1064	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	20	0	430	1000	10
Future Vol, veh/h	10	20	0	430	1000	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	90	90	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	15	31	0	478	1053	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1536	1058	-	0	-	0
Stage 1	1058	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	-	-
Pot Cap-1 Maneuver	126	271	0	-	-	-
Stage 1	331	-	0	-	-	-
Stage 2	620	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	126	271	-	-	-	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	620	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.8	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	126	271	-	-
HCM Lane V/C Ratio	-	0.122	0.114	-	-
HCM Control Delay (s)	-	37.5	20	-	-
HCM Lane LOS	-	E	C	-	-
HCM 95th %tile Q(veh)	-	0.4	0.4	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	0	10	10	420	10	10	1000	30
Future Volume (vph)	0	0	0	10	0	10	10	420	10	10	1000	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	14	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.997			0.996	
Flt Protected					0.950			0.999				
Satd. Flow (prot)	0	0	0	0	1909	1656	0	1759	0	0	1759	0
Flt Permitted					0.950			0.999				
Satd. Flow (perm)	0	0	0	0	1909	1656	0	1759	0	0	1759	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		181			109			323			441	
Travel Time (s)		4.9			3.0			6.3			8.6	
Peak Hour Factor	0.65	0.65	0.65	0.80	0.80	0.80	0.84	0.84	0.84	0.91	0.91	0.91
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	13	0	13	12	500	12	11	1099	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	13	13	0	524	0	0	1143	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	10	0	10	10	420	10	10	1000	30
Future Vol, veh/h	0	0	0	10	0	10	10	420	10	10	1000	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	80	80	80	84	84	84	91	91	91
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	13	0	13	12	500	12	11	1099	33

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1667	1684	506	1132	0	0	512	0	0
Stage 1	530	530	-	-	-	-	-	-	-
Stage 2	1137	1154	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.44	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.44	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	105	93	562	610	-	-	1043	-	-
Stage 1	586	523	-	-	-	-	-	-	-
Stage 2	303	269	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	99	0	562	610	-	-	1043	-	-
Mov Cap-2 Maneuver	99	0	-	-	-	-	-	-	-
Stage 1	570	0	-	-	-	-	-	-	-
Stage 2	294	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.1	0.3	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	610	-	-	99	562	1043	-	-
HCM Lane V/C Ratio	0.02	-	-	0.126	0.022	0.011	-	-
HCM Control Delay (s)	11	0	-	46.6	11.6	8.5	0	-
HCM Lane LOS	B	A	-	E	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0	-	-

APPENDIX G2
Capacity Analyses
2016 Existing Conditions
Weekday Afternoon Peak Hour

Tighe&Bond

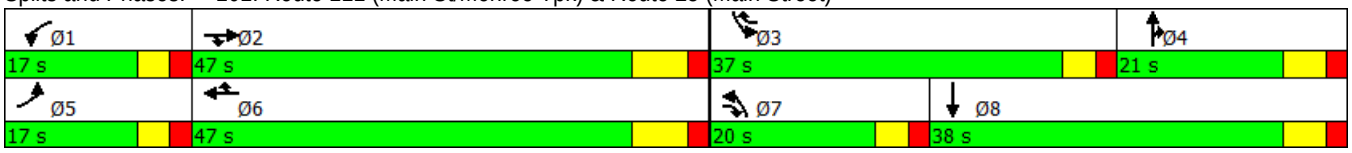
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	850	220	170	900	810	160	370	110	800	350	100
Future Volume (vph)	70	850	220	170	900	810	160	370	110	800	350	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	10	11	10	12	11	12
Storage Length (ft)	225		0	175		500	430		100	500		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	200			175			75			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1741	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1741	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			188			170		11	
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		877			839			636			734	
Travel Time (s)		14.9			10.4			10.8			14.3	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.86	0.86	0.86	0.82	0.82	0.82
Adj. Flow (vph)	74	895	232	187	989	890	186	430	128	976	427	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	895	232	187	989	890	186	430	128	976	549	0
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Prot	Prot	NA	
Protected Phases	5	2	2 7	1	6	3 6	7	4	4	3	8	
Permitted Phases												
Detector Phase	5	2	2 7	1	6	3 6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		12.0	13.0	13.0	12.0	13.0	
Total Split (s)	17.0	47.0		17.0	47.0		20.0	21.0	21.0	37.0	38.0	
Total Split (%)	13.9%	38.5%		13.9%	38.5%		16.4%	17.2%	17.2%	30.3%	31.1%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None	None	None	None	
Act Effct Green (s)	8.6	35.8	55.4	12.0	41.5	80.5	14.6	15.0	15.0	32.1	32.5	
Actuated g/C Ratio	0.07	0.30	0.47	0.10	0.35	0.68	0.12	0.13	0.13	0.27	0.28	
v/c Ratio	0.60	0.86	0.30	1.07	0.80	0.81	0.91	0.99	0.38	1.05	1.13	
Control Delay	73.4	48.2	9.9	140.1	41.1	18.4	96.0	92.4	6.1	84.6	120.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	73.4	48.2	9.9	140.1	41.1	18.4	96.0	92.4	6.1	84.6	120.0	
LOS	E	D	A	F	D	B	F	F	A	F	F	
Approach Delay		42.4			40.3			78.4			97.3	
Approach LOS		D			D			E			F	
Queue Length 50th (ft)	57	336	49	~164	364	374	144	~180	0	~432	~502	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	107	418	101	#318	469	661	#268	#275	19	#489	#636	
Internal Link Dist (ft)		797			759			556			654	
Turn Bay Length (ft)	225			175		500	430		100	500		
Base Capacity (vph)	174	1162	768	174	1243	1104	210	435	336	933	487	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.43	0.77	0.30	1.07	0.80	0.81	0.89	0.99	0.38	1.05	1.13	

Intersection Summary

Area Type: Other
Cycle Length: 122
Actuated Cycle Length: 118
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 61.6 Intersection LOS: E
Intersection Capacity Utilization 85.4% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



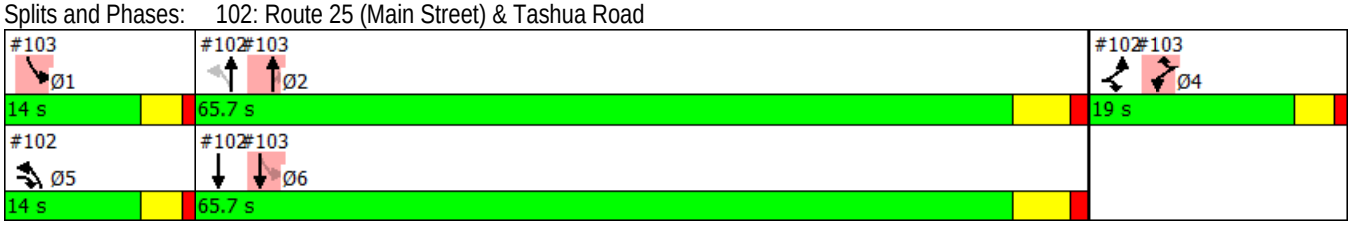
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	50	90	130	1020	1020	50	
Future Volume (vph)	50	90	130	1020	1020	50	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	12	12	
Storage Length (ft)	0	185	385			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		80				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850			0.994		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1711	1531	1711	1801	1852	0	
Flt Permitted	0.950		0.062				
Satd. Flow (perm)	1711	1531	112	1801	1852	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		97			5		
Link Speed (mph)	25			40	40		
Link Distance (ft)	661			1950	469		
Travel Time (s)	18.0			33.2	8.0		
Peak Hour Factor	0.80	0.80	0.95	0.95	0.92	0.92	
Adj. Flow (vph)	63	113	137	1074	1109	54	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	63	113	137	1074	1163	0	
Turn Type	Prot	pt+ov	pm+pt	NA	NA		
Protected Phases	4	4 5	5	2	6		1
Permitted Phases			2				
Detector Phase	4	4 5	5	2	6		
Switch Phase							
Minimum Initial (s)	7.0		5.0	18.0	18.0		5.0
Minimum Split (s)	11.0		9.0	23.7	23.7		9.0
Total Split (s)	19.0		14.0	65.7	65.7		14.0
Total Split (%)	19.3%		14.2%	66.6%	66.6%		14%
Yellow Time (s)	3.0		3.0	4.3	4.3		3.0
All-Red Time (s)	1.0		1.0	1.4	1.4		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		4.0	5.7	5.7		
Lead/Lag			Lead	Lag	Lag		Lead
Lead-Lag Optimize?							
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	12.1	23.7	72.4	64.2	60.2		
Actuated g/C Ratio	0.13	0.25	0.77	0.69	0.64		
v/c Ratio	0.29	0.25	0.63	0.87	0.98		
Control Delay	40.6	8.9	28.5	23.0	24.0		
Queue Delay	0.0	0.0	0.0	0.5	5.5		
Total Delay	40.6	8.9	28.5	23.6	29.5		
LOS	D	A	C	C	C		
Approach Delay	20.3			24.1	29.5		
Approach LOS	C			C	C		
Queue Length 50th (ft)	34	7	29	477	138		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Queue Length 95th (ft)	66	36	93	#895	m#271		
Internal Link Dist (ft)	581			1870	389		
Turn Bay Length (ft)		185	385				
Base Capacity (vph)	275	491	259	1235	1191		
Starvation Cap Reductn	0	0	0	0	32		
Spillback Cap Reductn	0	0	0	25	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.23	0.23	0.53	0.89	1.00		

Intersection Summary			
Area Type:	Other		
Cycle Length: 98.7			
Actuated Cycle Length: 93.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 26.3		Intersection LOS: C	
Intersection Capacity Utilization 81.2%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road



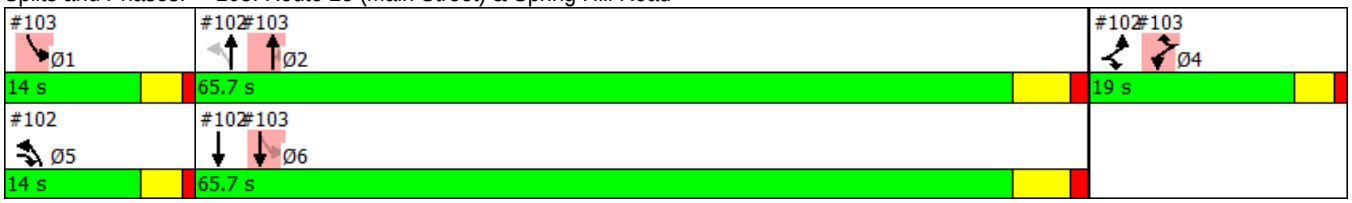
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	100	60	980	90	60	970	
Future Volume (vph)	100	60	980	90	60	970	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	11	11	
Storage Length (ft)	235	0		175	160		
Storage Lanes	1	1		1	1		
Taper Length (ft)	125				90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1636	1516	1783	1516	1694	1783	
Flt Permitted	0.950				0.164		
Satd. Flow (perm)	1636	1516	1783	1516	292	1783	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		75		68			
Link Speed (mph)	30		40			40	
Link Distance (ft)	483		469			490	
Travel Time (s)	11.0		8.0			8.4	
Peak Hour Factor	0.80	0.80	0.99	0.99	0.92	0.92	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	125	75	990	91	65	1054	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	125	75	990	91	65	1054	
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA	
Protected Phases	4	4	2		1	6	5
Permitted Phases				2	6		
Detector Phase	4	4	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0	18.0	5.0
Minimum Split (s)	11.0	11.0	23.7	23.7	9.0	23.7	9.0
Total Split (s)	19.0	19.0	65.7	65.7	14.0	65.7	14.0
Total Split (%)	19.3%	19.3%	66.6%	66.6%	14.2%	66.6%	14%
Yellow Time (s)	3.0	3.0	4.3	4.3	3.0	4.3	3.0
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0	1.4	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	5.7	5.7	4.0	5.7	
Lead/Lag			Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	None	Min	Min	None	Min	None
Act Effct Green (s)	12.1	12.1	64.2	64.2	67.4	60.2	
Actuated g/C Ratio	0.13	0.13	0.69	0.69	0.72	0.64	
v/c Ratio	0.60	0.29	0.81	0.09	0.22	0.92	
Control Delay	50.9	12.2	8.6	1.2	4.8	30.6	
Queue Delay	0.0	0.0	0.9	0.0	0.0	0.0	
Total Delay	50.9	12.2	9.6	1.2	4.8	30.6	
LOS	D	B	A	A	A	C	
Approach Delay	36.4		8.9			29.1	
Approach LOS	D		A			C	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Queue Length 50th (ft)	71	0	88	1	7	502	
Queue Length 95th (ft)	115	30	m136	m1	17	#917	
Internal Link Dist (ft)	403		389			410	
Turn Bay Length (ft)	235			175	160		
Base Capacity (vph)	262	306	1222	1061	373	1145	
Starvation Cap Reductn	0	0	71	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.48	0.25	0.86	0.09	0.17	0.92	

Intersection Summary			
Area Type:	Other		
Cycle Length: 98.7			
Actuated Cycle Length: 93.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 20.6		Intersection LOS: C	
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road



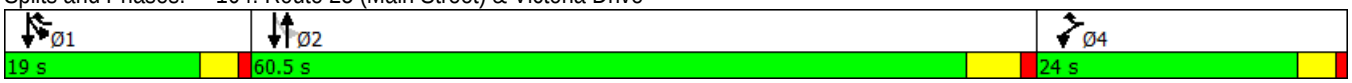
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	30	1040	10	10	960
Future Volume (vph)	50	30	1040	10	10	960
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	15	11	12	12	12
Storage Length (ft)	0	150		250	250	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.999			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1869	1725	1781	0	1752	1845
Flt Permitted	0.950				0.147	
Satd. Flow (perm)	1869	1725	1781	0	271	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		38	1			
Link Speed (mph)	25		40			40
Link Distance (ft)	515		344			502
Travel Time (s)	14.0		5.9			8.6
Peak Hour Factor	0.80	0.80	0.98	0.98	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	63	38	1061	10	11	1032
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	38	1071	0	11	1032
Turn Type	Prot	pt+ov	NA		D.P+P	NA
Protected Phases	4	4 1	2		1	1 2
Permitted Phases					2	
Detector Phase	4	4 1	2		1	2
Switch Phase						
Minimum Initial (s)	9.0		15.0		5.0	
Minimum Split (s)	13.0		20.5		9.0	
Total Split (s)	24.0		60.5		19.0	
Total Split (%)	23.2%		58.5%		18.4%	
Yellow Time (s)	3.0		4.2		3.0	
All-Red Time (s)	1.0		1.3		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.0		5.5		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		Min		None	
Act Effct Green (s)	9.1	16.2	62.4		65.7	69.0
Actuated g/C Ratio	0.11	0.20	0.76		0.80	0.84
v/c Ratio	0.31	0.10	0.79		0.04	0.67
Control Delay	38.6	9.8	15.9		2.1	6.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	38.6	9.8	15.9		2.1	6.3
LOS	D	A	B		A	A
Approach Delay	27.7		15.9			6.2
Approach LOS	C		B			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	31	0	401		1	180
Queue Length 95th (ft)	60	19	#761		3	302
Internal Link Dist (ft)	435		264			422
Turn Bay Length (ft)		150			250	
Base Capacity (vph)	455	578	1349		494	1544
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.14	0.07	0.79		0.02	0.67

Intersection Summary			
Area Type:	Other		
Cycle Length: 103.5			
Actuated Cycle Length: 82.4			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 70.8%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive



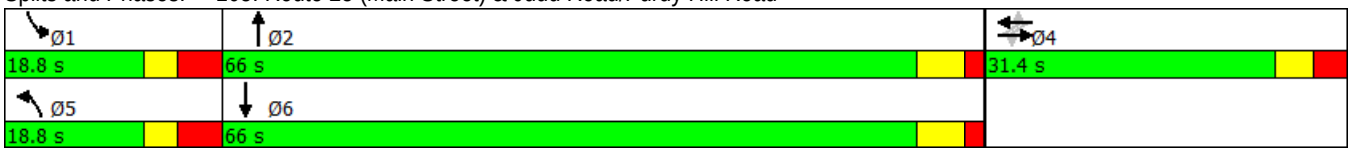
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	160	60	100	210	100	40	850	10	60	810	60
Future Volume (vph)	90	160	60	100	210	100	40	850	10	60	810	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	11	12	12	11	12	12
Storage Length (ft)	120		0	125		0	140		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.951			0.998			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	1752	0	1678	1679	0	1678	1823	0	1678	1809	0
Flt Permitted	0.297			0.453			0.950			0.950		
Satd. Flow (perm)	525	1752	0	800	1679	0	1678	1823	0	1678	1809	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		15						1				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		709			302			2216			820	
Travel Time (s)		19.3			8.2			37.8			14.0	
Peak Hour Factor	0.89	0.89	0.89	0.93	0.93	0.93	0.96	0.96	0.96	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	101	180	67	108	226	108	42	885	10	61	827	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	247	0	108	334	0	42	895	0	61	888	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	31.4	31.4		31.4	31.4		18.8	66.0		18.8	66.0	
Total Split (%)	27.0%	27.0%		27.0%	27.0%		16.2%	56.8%		16.2%	56.8%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	25.8	25.8		25.8	25.8		7.1	53.8		8.2	57.4	
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.07	0.52		0.08	0.55	
v/c Ratio	0.78	0.56		0.55	0.80		0.37	0.95		0.46	0.89	
Control Delay	81.0	41.3		51.6	56.7		59.8	44.9		61.1	34.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	81.0	41.3		51.6	56.7		59.8	44.9		61.1	34.4	
LOS	F	D		D	E		E	D		E	C	
Approach Delay		52.9			55.4			45.5			36.2	
Approach LOS		D			E			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	71	152		71	236		30	566		43	545	
Queue Length 95th (ft)	#180	245		#151	#422		67	#909		88	#878	
Internal Link Dist (ft)		629			222			2136			740	
Turn Bay Length (ft)	120			125			140			75		
Base Capacity (vph)	129	444		197	415		199	1082		199	1118	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.78	0.56		0.55	0.80		0.21	0.83		0.31	0.79	

Intersection Summary			
Area Type:	Other		
Cycle Length: 116.2			
Actuated Cycle Length: 104.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 44.8		Intersection LOS: D	
Intersection Capacity Utilization 87.7%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road



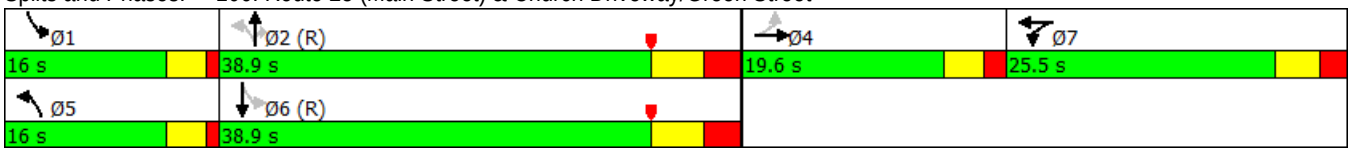
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	40	0	180	0	960	10	300	840	0
Future Volume (vph)	0	0	0	40	0	180	0	960	10	300	840	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	11	11	12	10	11	11	11	11	12
Storage Length (ft)	0		0	115		0	40		175	100		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			65			65			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1739	0	1711	1531	0	1739	1801	1531	1711	1801	0
Flt Permitted				0.950						0.097		
Satd. Flow (perm)	0	1739	0	1711	1531	0	1739	1801	1531	175	1801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					505				121			
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		126			720			472			557	
Travel Time (s)		3.4			19.6			8.0			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.93	0.93	0.93	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	43	0	194	0	1043	11	313	875	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	43	194	0	0	1043	11	313	875	0
Turn Type				Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		7	7		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	4	4		7	7		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0	25.0	5.0	25.0	
Minimum Split (s)	9.6	9.6		10.5	10.5		9.0	31.8	31.8	9.0	31.8	
Total Split (s)	19.6	19.6		25.5	25.5		16.0	38.9	38.9	16.0	38.9	
Total Split (%)	19.6%	19.6%		25.5%	25.5%		16.0%	38.9%	38.9%	16.0%	38.9%	
Yellow Time (s)	3.0	3.0		3.3	3.3		3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	1.6	1.6		2.2	2.2		1.0	2.9	2.9	1.0	2.9	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		5.5	5.5		4.0	6.8	6.8	4.0	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)				6.9	6.9			64.8	64.8	83.6	80.8	
Actuated g/C Ratio				0.07	0.07			0.65	0.65	0.84	0.81	
v/c Ratio				0.37	0.34			0.89	0.01	0.95	0.60	
Control Delay				52.7	1.6			27.1	0.0	56.7	6.9	
Queue Delay				0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay				52.7	1.6			27.1	0.0	56.7	6.9	
LOS				D	A			C	A	E	A	
Approach Delay					10.9			26.8			20.0	
Approach LOS					B			C			C	
Queue Length 50th (ft)				27	0			498	0	138	86	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)				60	0			#888	0	m#223	m278	
Internal Link Dist (ft)		46			640			392			477	
Turn Bay Length (ft)				115					175	100		
Base Capacity (vph)				342	710			1167	1035	330	1455	
Starvation Cap Reductn				0	0			0	0	0	0	
Spillback Cap Reductn				0	0			0	0	0	0	
Storage Cap Reductn				0	0			0	0	0	0	
Reduced v/c Ratio				0.13	0.27			0.89	0.01	0.95	0.60	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 22.0		Intersection LOS: C	
Intersection Capacity Utilization 91.9%		ICU Level of Service F	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



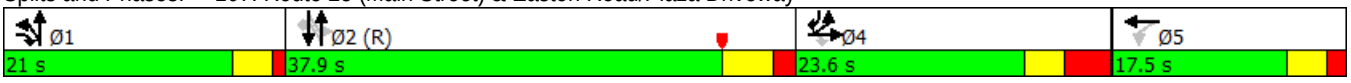
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	10	340	0	10	10	270	870	0	10	710	220
Future Volume (vph)	330	10	340	0	10	10	270	870	0	10	710	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	11	11	10	11	11
Storage Length (ft)	375		370	0		0	250		0	130		200
Storage Lanes	1		0	0		0	2		0	1		0
Taper Length (ft)	100			25			80			170		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.932							0.850
Flt Protected	0.950	0.955					0.950			0.950		
Satd. Flow (prot)	1625	1634	1531	0	1736	0	1652	3421	0	1652	1801	1531
Flt Permitted	0.950	0.955					0.092			0.299		
Satd. Flow (perm)	1625	1634	1531	0	1736	0	160	3421	0	520	1801	1531
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			343									242
Link Speed (mph)		40			25			40			40	
Link Distance (ft)		745			139			557			391	
Travel Time (s)		12.7			3.8			9.5			6.7	
Peak Hour Factor	0.92	0.92	0.92	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	359	11	370	0	13	13	297	956	0	11	780	242
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	183	187	370	0	26	0	297	956	0	11	780	242
Turn Type	Split	NA	pm+ov		NA		D.P+P	NA		Perm	NA	pm+ov
Protected Phases	4	4	1		5		1	1 2			2	4
Permitted Phases			4	5			2			2		2
Detector Phase	4	4	1	5	5		1	2		2	2	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	5.0	5.0	5.0		5.0			20.0	20.0	10.0
Minimum Split (s)	16.6	16.6	9.0	9.5	9.5		9.0			25.5	25.5	16.6
Total Split (s)	23.6	23.6	21.0	17.5	17.5		21.0			37.9	37.9	23.6
Total Split (%)	23.6%	23.6%	21.0%	17.5%	17.5%		21.0%			37.9%	37.9%	23.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.9	3.9	3.0
All-Red Time (s)	3.6	3.6	1.0	1.5	1.5		1.0			1.6	1.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0			0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	4.0		4.5		4.0			5.5	5.5	6.6
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	None
Act Effct Green (s)	13.9	13.9	34.5		6.2		66.8	70.8		49.6	49.6	68.9
Actuated g/C Ratio	0.14	0.14	0.34		0.06		0.67	0.71		0.50	0.50	0.69
v/c Ratio	0.81	0.83	0.49		0.25		0.87	0.40		0.04	0.87	0.21
Control Delay	68.3	70.0	4.6		49.7		53.9	3.8		19.3	38.2	1.6
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	68.3	70.0	4.6		49.7		53.9	3.8		19.3	38.2	1.6
LOS	E	E	A		D		D	A		B	D	A
Approach Delay		36.9			49.7			15.7			29.4	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	120	123	11		16		142	35		3	394	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#206	#212	51		38		m#172	m68		17	#819	29
Internal Link Dist (ft)		665			59			477			311	
Turn Bay Length (ft)	375		370				250			130		200
Base Capacity (vph)	276	277	768		225		361	2420		257	892	1171
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.66	0.68	0.48		0.12		0.82	0.40		0.04	0.87	0.21

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 25.8 Intersection LOS: C
Intersection Capacity Utilization 81.8% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1140	0	0	1250
Future Volume (vph)	0	0	1140	0	0	1250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Storage Length (ft)	0	60		0	225	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				65	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	3539	0	1801	3539
Flt Permitted						
Satd. Flow (perm)	1863	1863	3539	0	1801	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	25		30			35
Link Distance (ft)	350		188			421
Travel Time (s)	9.5		4.3			8.2
Peak Hour Factor	0.80	0.80	0.97	0.97	0.85	0.85
Adj. Flow (vph)	0	0	1175	0	0	1471
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1175	0	0	1471
Turn Type	Prot	Prot	NA		Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases						
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		5.0	15.0
Minimum Split (s)	10.5	10.5	20.9		9.0	20.9
Total Split (s)	23.5	23.5	32.5		14.0	46.5
Total Split (%)	33.6%	33.6%	46.4%		20.0%	66.4%
Yellow Time (s)	3.0	3.0	4.4		3.0	4.4
All-Red Time (s)	0.5	0.5	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	3.5	5.9		4.0	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)			70.0			70.0
Actuated g/C Ratio			1.00			1.00
v/c Ratio			0.33			0.42
Control Delay			0.3			0.3
Queue Delay			0.0			0.0
Total Delay			0.3			0.3
LOS			A			A
Approach Delay			0.3			0.3
Approach LOS			A			A
Queue Length 50th (ft)			0			0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)			0			0
Internal Link Dist (ft)	270		108			341
Turn Bay Length (ft)						
Base Capacity (vph)			3539			3539
Starvation Cap Reductn			0			0
Spillback Cap Reductn			0			0
Storage Cap Reductn			0			0
Reduced v/c Ratio			0.33			0.42

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay: 0.3		Intersection LOS: A	
Intersection Capacity Utilization 39.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	20	200	70	20	80	170	890	80	50	980	70
Future Volume (vph)	60	20	200	70	20	80	170	890	80	50	980	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	11	12	12	12	12	12
Storage Length (ft)	0		130	90		0	250		250	200		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			60			125			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.864			0.880				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1717	0	1770	1748	0	1711	3539	1583	1770	3504	0
Flt Permitted	0.677			0.331			0.950			0.950		
Satd. Flow (perm)	1261	1717	0	617	1748	0	1711	3539	1583	1770	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		247			100				156		13	
Link Speed (mph)		25			25			35			40	
Link Distance (ft)		274			273			421			425	
Travel Time (s)		7.5			7.4			8.2			7.2	
Peak Hour Factor	0.81	0.81	0.81	0.80	0.80	0.80	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	74	25	247	88	25	100	198	1035	93	58	1140	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	272	0	88	125	0	198	1035	93	58	1221	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4					2			
Detector Phase	4	4		4	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.8	11.8		11.8	11.8		9.1	19.9	19.9	9.1	19.9	
Total Split (s)	24.8	24.8		24.8	24.8		11.1	28.1	28.1	17.1	34.1	
Total Split (%)	35.4%	35.4%		35.4%	35.4%		15.9%	40.1%	40.1%	24.4%	48.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4	4.4	3.0	4.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.1	0.5	0.5	1.1	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8		4.1	4.9	4.9	4.1	4.9	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	12.1	12.1		12.1	12.1		7.0	40.9	40.9	7.0	37.1	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.10	0.58	0.58	0.10	0.53	
v/c Ratio	0.34	0.54		0.83	0.33		1.16	0.50	0.09	0.33	0.65	
Control Delay	28.0	8.9		78.3	9.9		150.2	12.1	0.9	41.7	14.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	28.0	8.9		78.3	9.9		150.2	12.1	0.9	41.7	14.5	
LOS	C	A		E	A		F	B	A	D	B	
Approach Delay		13.0			38.1			32.0			15.7	
Approach LOS		B			D			C			B	
Queue Length 50th (ft)	29	9		37	9		~103	140	0	27	220	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	50	44		67	35		#209	245	6	m48	342	
Internal Link Dist (ft)		194			193			341			345	
Turn Bay Length (ft)				90			250		250	200		
Base Capacity (vph)	360	667		176	570		171	2069	990	328	1865	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.21	0.41		0.50	0.22		1.16	0.50	0.09	0.18	0.65	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 23.7		Intersection LOS: C	
Intersection Capacity Utilization 73.5%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr

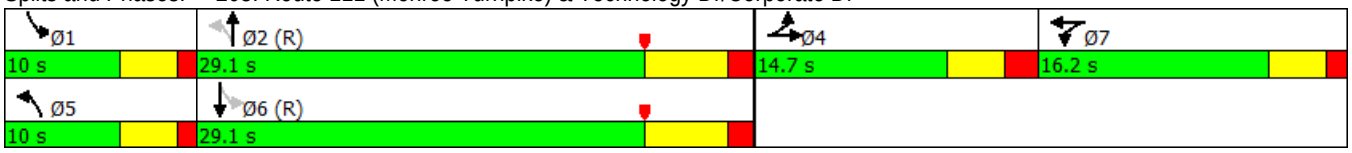
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	0	90	220	0	150	40	910	50	30	690	20
Future Volume (vph)	70	0	90	220	0	150	40	910	50	30	690	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	11	10	12	11	12	12	11	12	12
Storage Length (ft)	0		115	0		125	150		0	325		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.861			0.872			0.992			0.996	
Flt Protected	0.950	0.996		0.950	0.993		0.950			0.950		
Satd. Flow (prot)	1625	1568	0	1625	1430	0	1711	3511	0	1711	3525	0
Flt Permitted	0.950	0.996		0.950	0.993		0.273			0.180		
Satd. Flow (perm)	1625	1568	0	1625	1430	0	492	3511	0	324	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		171			188			8			4	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		311			293			1088			554	
Travel Time (s)		8.5			8.0			18.5			9.4	
Peak Hour Factor	0.81	0.81	0.81	0.80	0.80	0.80	0.91	0.91	0.91	0.90	0.90	0.90
Adj. Flow (vph)	86	0	111	275	0	188	44	1000	55	33	767	22
Shared Lane Traffic (%)	10%			12%								
Lane Group Flow (vph)	77	120	0	242	221	0	44	1055	0	33	789	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.7	9.7		9.2	9.2		9.0	20.8		9.0	20.8	
Total Split (s)	14.7	14.7		16.2	16.2		10.0	29.1		10.0	29.1	
Total Split (%)	21.0%	21.0%		23.1%	23.1%		14.3%	41.6%		14.3%	41.6%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.7	1.7		1.2	1.2		1.0	1.4		1.0	1.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.2	4.2		4.0	5.8		4.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	6.9	6.9		11.6	11.6		39.0	34.9		38.1	33.1	
Actuated g/C Ratio	0.10	0.10		0.17	0.17		0.56	0.50		0.54	0.47	
v/c Ratio	0.48	0.39		0.90	0.56		0.12	0.60		0.12	0.47	
Control Delay	39.4	5.9		66.0	12.8		3.4	13.5		12.1	19.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	39.4	5.9		66.0	12.8		3.4	13.5		12.1	19.2	
LOS	D	A		E	B		A	B		B	B	
Approach Delay		19.0			40.6			13.1			18.9	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)	33	0		108	12		2	177		3	126	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	64	12		#194	53		m3	#353		20	224	
Internal Link Dist (ft)		231			213			1008			474	
Turn Bay Length (ft)							150			325		
Base Capacity (vph)	232	370		278	400		379	1754		296	1666	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.33	0.32		0.87	0.55		0.12	0.60		0.11	0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 32 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 20.3		Intersection LOS: C	
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

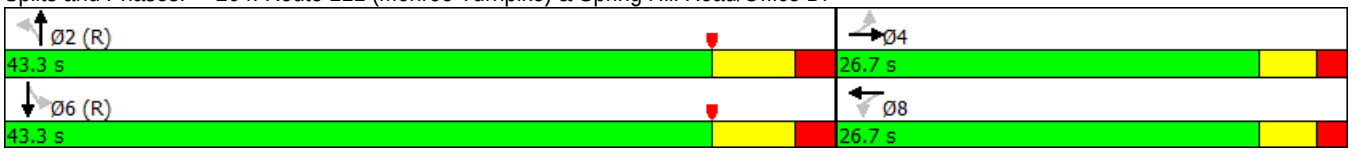


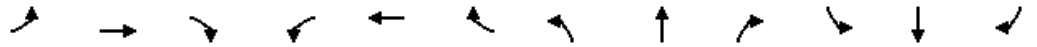
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	0	10	0	0	0	10	1150	0	0	670	30
Future Volume (vph)	50	0	10	0	0	0	10	1150	0	0	670	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.977									0.994	
Flt Protected		0.960										
Satd. Flow (prot)	0	1805	0	0	1925	0	0	3539	0	0	3518	0
Flt Permitted		0.762						0.948				
Satd. Flow (perm)	0	1433	0	0	1925	0	0	3355	0	0	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55									10	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		364			150			1529			547	
Travel Time (s)		9.9			4.1			26.1			9.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.90	0.90	0.91	0.91	0.91
Adj. Flow (vph)	63	0	13	0	0	0	11	1278	0	0	736	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	0	0	0	1289	0	0	769	0
Turn Type	Perm	NA					Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		21.5	21.5		21.5	21.5	
Total Split (s)	26.7	26.7		26.7	26.7		43.3	43.3		43.3	43.3	
Total Split (%)	38.1%	38.1%		38.1%	38.1%		61.9%	61.9%		61.9%	61.9%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	1.7	1.7		1.7	1.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		7.5						54.9			54.9	
Actuated g/C Ratio		0.11						0.78			0.78	
v/c Ratio		0.38						0.49			0.28	
Control Delay		18.4						2.7			2.2	
Queue Delay		0.0						0.0			0.0	
Total Delay		18.4						2.7			2.2	
LOS		B						A			A	
Approach Delay		18.4						2.7			2.2	
Approach LOS		B						A			A	
Queue Length 50th (ft)		8						16			37	
Queue Length 95th (ft)		36						37			47	
Internal Link Dist (ft)		284			70			1449			467	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		488						2633			2763	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.16						0.49			0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 14 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 3.1		Intersection LOS: A	
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr



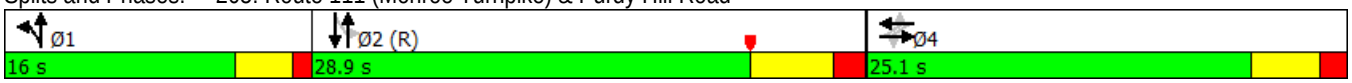


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	150	90	130	90	80	150	820	230	40	480	40
Future Volume (vph)	90	150	90	130	90	80	150	820	230	40	480	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	11	12	12
Storage Length (ft)	0		130	110		0	350		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.944			0.929			0.967			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1758	0	1770	1730	0	1711	3422	0	1711	3497	0
Flt Permitted	0.575			0.389			0.950			0.240		
Satd. Flow (perm)	1071	1758	0	725	1730	0	1711	3422	0	432	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43			64			88			13	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		468			420			547			444	
Travel Time (s)		10.6			11.5			9.3			7.6	
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.89	0.89	0.89	0.86	0.86	0.86
Adj. Flow (vph)	108	181	108	149	103	92	169	921	258	47	558	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	289	0	149	195	0	169	1179	0	47	605	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4			4						2		
Detector Phase	4	4		4	4		1	2		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0			15.0	15.0	
Minimum Split (s)	13.1	13.1		13.1	13.1		9.0			21.1	21.1	
Total Split (s)	25.1	25.1		25.1	25.1		16.0			28.9	28.9	
Total Split (%)	35.9%	35.9%		35.9%	35.9%		22.9%			41.3%	41.3%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0			4.4	4.4	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0			1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0			0.0	0.0	
Total Lost Time (s)	5.1	5.1		5.1	5.1		4.0			6.1	6.1	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None			C-Max	C-Max	
Act Effct Green (s)	15.8	15.8		15.8	15.8		10.3	45.1		28.7	28.7	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.15	0.64		0.41	0.41	
v/c Ratio	0.45	0.67		0.91	0.44		0.67	0.53		0.27	0.42	
Control Delay	28.0	28.3		78.6	17.5		52.4	2.7		22.4	17.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.0	28.3		78.6	17.5		52.4	2.7		22.4	17.1	
LOS	C	C		E	B		D	A		C	B	
Approach Delay		28.2			44.0			8.9			17.5	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)	39	94		61	46		66	22		14	98	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	72	142		#139	90		125	39		42	145	
Internal Link Dist (ft)		388			340			467			364	
Turn Bay Length (ft)				110			350			125		
Base Capacity (vph)	306	533		207	540		293	2237		177	1443	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.35	0.54		0.72	0.36		0.58	0.53		0.27	0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 7 (10%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 18.2		Intersection LOS: B	
Intersection Capacity Utilization 80.0%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



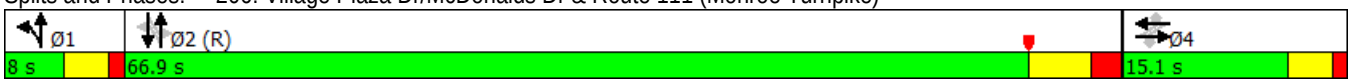
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	10	60	40	0	60	80	830	40	50	530	40
Future Volume (vph)	70	10	60	40	0	60	80	830	40	50	530	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	15	14	11	11	12	10	11	12
Storage Length (ft)	0		0	0		35	120		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			80			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.993			0.989	
Flt Protected		0.958			0.950		0.950			0.950		
Satd. Flow (prot)	0	1725	1531	0	1947	1689	1711	1788	0	1652	1781	0
Flt Permitted		0.719			0.661		0.372			0.280		
Satd. Flow (perm)	0	1295	1531	0	1354	1689	670	1788	0	487	1781	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88			88		9			9	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		121			198			441			636	
Travel Time (s)		3.3			5.4			8.6			12.4	
Peak Hour Factor	0.81	0.81	0.81	0.85	0.85	0.85	0.96	0.96	0.96	0.93	0.93	0.93
Adj. Flow (vph)	86	12	74	47	0	71	83	865	42	54	570	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	74	0	47	71	83	907	0	54	613	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4		4	2			2		
Detector Phase	4	4	4	4	4	4	1	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	4.0			36.0	36.0	
Minimum Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	8.0			42.3	42.3	
Total Split (s)	15.1	15.1	15.1	15.1	15.1	15.1	8.0			66.9	66.9	
Total Split (%)	16.8%	16.8%	16.8%	16.8%	16.8%	16.8%	8.9%			74.3%	74.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.2	4.2	
All-Red Time (s)	1.1	1.1	1.1	1.1	1.1	1.1	1.0			2.1	2.1	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Lost Time (s)		4.1	4.1		4.1	4.1	4.0			6.3	6.3	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max			C-Min	C-Min	
Act Effct Green (s)		10.3	10.3		10.3	10.3	67.6	71.6		61.3	61.3	
Actuated g/C Ratio		0.11	0.11		0.11	0.11	0.75	0.80		0.68	0.68	
v/c Ratio		0.67	0.29		0.31	0.26	0.15	0.64		0.16	0.50	
Control Delay		60.7	9.8		41.9	8.6	2.8	6.3		5.3	6.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		60.7	9.8		41.9	8.6	2.8	6.3		5.3	6.4	
LOS		E	A		D	A	A	A		A	A	
Approach Delay		38.8			21.9			6.0			6.3	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		54	0		25	0	8	165		5	65	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#100	23		55	25	16	257		m15	132	
Internal Link Dist (ft)		41			118			361			556	
Turn Bay Length (ft)						35	120			135		
Base Capacity (vph)		158	264		165	283	549	1425		331	1216	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.62	0.28		0.28	0.25	0.15	0.64		0.16	0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 61 (68%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 10.0		Intersection LOS: A	
Intersection Capacity Utilization 84.3%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



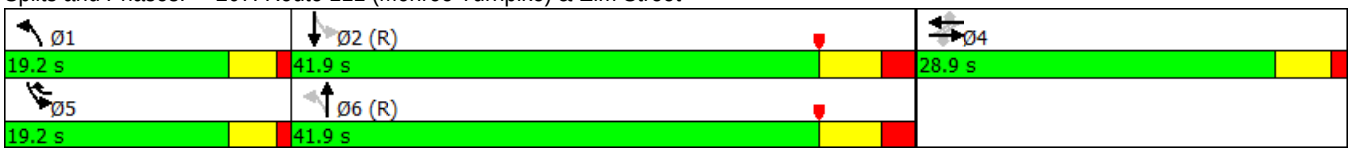
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	120	190	60	170	100	160	540	140	70	410	60
Future Volume (vph)	70	120	190	60	170	100	160	540	140	70	410	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	9	12	11	10	11	11	12	10	12	12
Storage Length (ft)	0		125	100		0	160		0	95		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			100			70			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.969			0.981	
Flt Protected		0.982			0.987		0.950			0.950		
Satd. Flow (prot)	0	1646	1425	0	1777	1478	1711	1745	0	1652	1827	0
Flt Permitted		0.581			0.720		0.324			0.181		
Satd. Flow (perm)	0	974	1425	0	1296	1478	583	1745	0	315	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			235			110		17			10	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		385			483			814			737	
Travel Time (s)		8.8			11.0			15.9			14.4	
Peak Hour Factor	0.81	0.81	0.81	0.91	0.91	0.91	0.90	0.90	0.90	0.89	0.89	0.89
Adj. Flow (vph)	86	148	235	66	187	110	178	600	156	79	461	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	234	235	0	253	110	178	756	0	79	528	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.9	9.9	9.9	9.9	9.9	9.2	9.2	21.6		9.2	21.6	
Total Split (s)	28.9	28.9	28.9	28.9	28.9	19.2	19.2	41.9		19.2	41.9	
Total Split (%)	32.1%	32.1%	32.1%	32.1%	32.1%	21.3%	21.3%	46.6%		21.3%	46.6%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.2	3.2	4.2		3.2	4.2	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.2	1.0	1.0	2.4		1.0	2.4	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.9	4.9		4.9	4.2	4.2	6.6		4.2	6.6	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		22.0	22.0		22.0	32.9	56.6	46.3		52.8	44.4	
Actuated g/C Ratio		0.24	0.24		0.24	0.37	0.63	0.51		0.59	0.49	
v/c Ratio		0.98	0.45		0.80	0.18	0.38	0.84		0.29	0.58	
Control Delay		89.9	6.7		51.2	4.4	8.8	26.2		10.8	23.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		89.9	6.7		51.2	4.4	8.8	26.2		10.8	23.4	
LOS		F	A		D	A	A	C		B	C	
Approach Delay		48.2			37.0			22.9			21.8	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)		128	0		131	0	34	235		28	306	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#225	37		#243	31	m77	#609		29	343	
Internal Link Dist (ft)		305			403			734			657	
Turn Bay Length (ft)			125				160			95		
Base Capacity (vph)		259	552		345	747	569	905		428	906	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.90	0.43		0.73	0.15	0.31	0.84		0.18	0.58	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 29 (32%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 29.8		Intersection LOS: C	
Intersection Capacity Utilization 80.7%		ICU Level of Service D	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



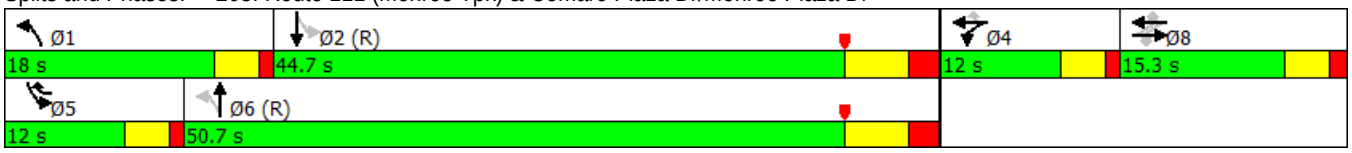
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	10	60	100	10	160	40	550	10	90	370	20
Future Volume (vph)	60	10	60	100	10	160	40	550	10	90	370	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	10	11	10	11	12	10	11	12
Storage Length (ft)	0		0	0		0	450		0	145		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			55			105		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.997			0.992	
Flt Protected		0.959			0.957		0.950			0.950		
Satd. Flow (prot)	0	1727	1583	0	1664	1531	1652	1795	0	1652	1786	0
Flt Permitted		0.677			0.692		0.476			0.294		
Satd. Flow (perm)	0	1219	1583	0	1203	1531	828	1795	0	511	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187			170		1			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		102			224			737			443	
Travel Time (s)		2.8			6.1			14.4			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.93	0.93	0.93	0.88	0.88	0.88
Adj. Flow (vph)	65	11	65	106	11	170	43	591	11	102	420	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	65	0	117	170	43	602	0	102	443	0
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8		4	4 8	5	1	6		5	2	
Permitted Phases	8		8	8		4 8	6			2		
Detector Phase	8	8	8	4	4 8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.3	9.3	9.3	9.0		9.0	9.0	21.4		9.0	21.4	
Total Split (s)	15.3	15.3	15.3	12.0		12.0	18.0	50.7		12.0	44.7	
Total Split (%)	17.0%	17.0%	17.0%	13.3%		13.3%	20.0%	56.3%		13.3%	49.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0	4.2		3.0	4.2	
All-Red Time (s)	1.3	1.3	1.3	1.0		1.0	1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.3	4.3			4.0	4.0	6.4		4.0	6.4	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None	None	C-Min		None	C-Min	
Act Effct Green (s)		9.3	9.3		16.0	29.5	57.8	50.1		61.4	54.8	
Actuated g/C Ratio		0.10	0.10		0.18	0.33	0.64	0.56		0.68	0.61	
v/c Ratio		0.61	0.20		0.46	0.28	0.07	0.60		0.24	0.41	
Control Delay		58.8	1.3		34.7	4.3	4.7	17.7		8.3	15.5	
Queue Delay		0.0	0.0		0.0	0.0	0.0	1.8		0.0	0.2	
Total Delay		58.8	1.3		34.7	4.3	4.7	19.5		8.3	15.7	
LOS		E	A		C	A	A	B		A	B	
Approach Delay		32.3			16.7			18.5			14.3	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		42	0		54	0	3	309		21	183	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#87	0		100	38	m14	m422		46	206	
Internal Link Dist (ft)		22			144			657			363	
Turn Bay Length (ft)							450			145		
Base Capacity (vph)		148	357		277	641	706	1000		453	1088	
Starvation Cap Reductn		0	0		0	0	0	0		0	164	
Spillback Cap Reductn		0	0		0	22	0	241		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.51	0.18		0.42	0.27	0.06	0.79		0.23	0.48	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 18.0		Intersection LOS: B	
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr



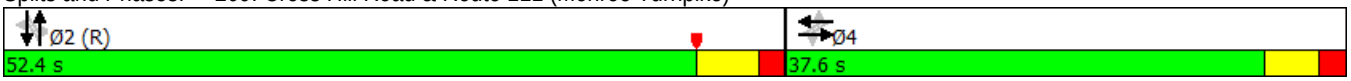
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	100	70	80	60	50	50	620	100	50	330	130
Future Volume (vph)	240	100	70	80	60	50	50	620	100	50	330	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	12	12	10	11	12	10	11	12
Storage Length (ft)	90		0	0		95	90		0	45		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			25			105			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938			0.932			0.979			0.958	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	1689	0	1770	1736	0	1652	1763	0	1652	1725	0
Flt Permitted	0.673			0.591			0.402			0.230		
Satd. Flow (perm)	1170	1689	0	1101	1736	0	699	1763	0	400	1725	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43			52			13			33	
Link Speed (mph)		25			30			35			40	
Link Distance (ft)		354			360			443			949	
Travel Time (s)		9.7			8.2			8.6			16.2	
Peak Hour Factor	0.91	0.91	0.91	0.83	0.83	0.83	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	264	110	77	96	72	60	53	653	105	55	363	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	264	187	0	96	132	0	53	758	0	55	506	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	12.6	12.6		12.6	12.6		26.0	26.0		26.0	26.0	
Total Split (s)	37.6	37.6		37.6	37.6		52.4	52.4		52.4	52.4	
Total Split (%)	41.8%	41.8%		41.8%	41.8%		58.2%	58.2%		58.2%	58.2%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.2	4.2		4.2	4.2	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	25.2	25.2		25.2	25.2		53.2	53.2		53.2	53.2	
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.59	0.59		0.59	0.59	
v/c Ratio	0.81	0.37		0.31	0.25		0.13	0.72		0.23	0.49	
Control Delay	48.2	20.5		26.4	15.0		5.9	15.4		11.4	9.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	1.7		0.0	0.0	
Total Delay	48.2	20.5		26.4	15.0		5.9	17.1		11.4	9.9	
LOS	D	C		C	B		A	B		B	A	
Approach Delay		36.7			19.8			16.4			10.0	
Approach LOS		D			B			B			B	
Queue Length 50th (ft)	136	63		42	34		9	423		11	94	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	211	109		70	62		m13	#595		28	147	
Internal Link Dist (ft)		274			280			363			869	
Turn Bay Length (ft)	90						90			45		
Base Capacity (vph)	416	628		391	650		413	1047		236	1033	
Starvation Cap Reductn	0	0		0	0		0	145		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.63	0.30		0.25	0.20		0.13	0.84		0.23	0.49	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 19.5 Intersection LOS: B
Intersection Capacity Utilization 75.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)



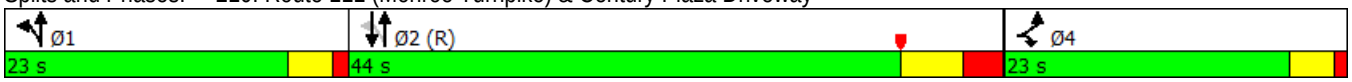
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	130	130	190	720	380	70
Future Volume (vph)	130	130	190	720	380	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	11	12
Storage Length (ft)	0	0	280			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		175			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.979	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1711	1583	1711	1801	1763	0
Flt Permitted	0.950		0.445			
Satd. Flow (perm)	1711	1583	801	1801	1763	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		163			13	
Link Speed (mph)	25			40	40	
Link Distance (ft)	142			949	728	
Travel Time (s)	3.9			16.2	12.4	
Peak Hour Factor	0.80	0.80	0.94	0.94	0.95	0.95
Adj. Flow (vph)	163	163	202	766	400	74
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	163	202	766	474	0
Turn Type	Prot	Prot	D.P+P	NA	NA	
Protected Phases	4	4	1	1 2	2	
Permitted Phases			2			
Detector Phase	4	4	1	2	2	
Switch Phase						
Minimum Initial (s)	9.0	9.0	3.0		15.0	
Minimum Split (s)	13.0	13.0	7.0		22.0	
Total Split (s)	23.0	23.0	23.0		44.0	
Total Split (%)	25.6%	25.6%	25.6%		48.9%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		2.8	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		7.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None		C-Max	
Act Effct Green (s)	13.0	13.0	65.0	69.0	55.4	
Actuated g/C Ratio	0.14	0.14	0.72	0.77	0.62	
v/c Ratio	0.66	0.44	0.31	0.56	0.43	
Control Delay	48.7	9.4	3.8	5.2	11.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.7	9.4	3.8	5.2	11.4	
LOS	D	A	A	A	B	
Approach Delay	29.1			4.9	11.4	
Approach LOS	C			A	B	
Queue Length 50th (ft)	89	0	13	95	122	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	126	36	m45	231	244	
Internal Link Dist (ft)	62			869	648	
Turn Bay Length (ft)			280			
Base Capacity (vph)	361	462	805	1379	1090	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.45	0.35	0.25	0.56	0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 4 (4%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 54.8%		ICU Level of Service A	
Analysis Period (min) 15			

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

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	970	30	0	880
Future Volume (vph)	0	0	970	30	0	880
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996			
Flt Protected						
Satd. Flow (prot)	1722	0	1837	0	0	1845
Flt Permitted						
Satd. Flow (perm)	1722	0	1837	0	0	1845
Link Speed (mph)	30		40			40
Link Distance (ft)	316		5006			661
Travel Time (s)	7.2		85.3			11.3
Peak Hour Factor	0.80	0.80	0.95	0.95	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	1021	32	0	936
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1053	0	0	936
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	970	30	0	880
Future Vol, veh/h	0	0	970	30	0	880
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	95	95	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	1021	32	0	936

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1973	1037	0	0	1053	0
Stage 1	1037	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Critical Hdwy	7.13	6.23	-	-	4.13	-
Critical Hdwy Stg 1	6.13	-	-	-	-	-
Critical Hdwy Stg 2	6.13	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	46	280	-	-	657	-
Stage 1	278	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	46	280	-	-	657	-
Mov Cap-2 Maneuver	46	-	-	-	-	-
Stage 1	278	-	-	-	-	-
Stage 2	317	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	657	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	340	80	30	30	20	170
Future Volume (vph)	340	80	30	30	20	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.932		0.879	
Flt Protected		0.961			0.995	
Satd. Flow (prot)	0	1756	1646	0	1545	0
Flt Permitted		0.961			0.995	
Satd. Flow (perm)	0	1756	1646	0	1545	0
Link Speed (mph)		30	25		25	
Link Distance (ft)		1004	805		979	
Travel Time (s)		22.8	22.0		26.7	
Peak Hour Factor	0.87	0.87	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	391	92	38	38	25	213
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	483	76	0	238	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	340	80	30	30	20	170
Future Vol, veh/h	340	80	30	30	20	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	80	80	80	80
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	391	92	38	38	25	213

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	75	0	-	0	930	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	874	-
Critical Hdwy	4.14	-	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.236	-	-	-	3.536	3.336
Pot Cap-1 Maneuver	1512	-	-	-	294	1005
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	405	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1512	-	-	-	214	1005
Mov Cap-2 Maneuver	-	-	-	-	214	-
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	294	-

Approach	EB	WB	SB
HCM Control Delay, s	6.6	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1512	-	-	-	724
HCM Lane V/C Ratio	0.258	-	-	-	0.328
HCM Control Delay (s)	8.2	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	1	-	-	-	1.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	160	20	10	140	100	20	180	10	80	150	90
Future Volume (vph)	190	160	20	10	140	100	20	180	10	80	150	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.946			0.993			0.962	
Flt Protected		0.975			0.998			0.995			0.988	
Satd. Flow (prot)	0	1743	0	0	1759	0	0	1718	0	0	1770	0
Flt Permitted		0.975			0.998			0.995			0.988	
Satd. Flow (perm)	0	1743	0	0	1759	0	0	1718	0	0	1770	0
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		988			775			934			884	
Travel Time (s)		22.5			17.6			25.5			24.1	
Peak Hour Factor	0.83	0.83	0.83	0.84	0.84	0.84	0.80	0.80	0.80	0.95	0.95	0.95
Adj. Flow (vph)	229	193	24	12	167	119	25	225	13	84	158	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	446	0	0	298	0	0	263	0	0	337	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	31.5
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	190	160	20	0	10	140	100	0	20	180	10
Future Vol, veh/h	0	190	160	20	0	10	140	100	0	20	180	10
Peak Hour Factor	0.92	0.83	0.83	0.83	0.92	0.84	0.84	0.84	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	229	193	24	0	12	167	119	0	25	225	13
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	47.9	21.9	21.1
HCM LOS	E	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	51%	4%	25%
Vol Thru, %	86%	43%	56%	47%
Vol Right, %	5%	5%	40%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	370	250	320
LT Vol	20	190	10	80
Through Vol	180	160	140	150
RT Vol	10	20	100	90
Lane Flow Rate	262	446	298	337
Geometry Grp	1	1	1	1
Degree of Util (X)	0.574	0.907	0.616	0.702
Departure Headway (Hd)	7.872	7.324	7.455	7.505
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	457	499	482	482
Service Time	5.951	5.324	5.528	5.578
HCM Lane V/C Ratio	0.573	0.894	0.618	0.699
HCM Control Delay	21.1	47.9	21.9	26.5
HCM Lane LOS	C	E	C	D
HCM 95th-tile Q	3.5	10.4	4.1	5.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	80	150	90
Future Vol, veh/h	0	80	150	90
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	84	158	95
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	26.5
HCM LOS	D

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	1230	20	20	1240
Future Volume (vph)	10	10	1230	20	20	1240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	10	12	12	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932		0.998			
Flt Protected	0.976					0.999
Satd. Flow (prot)	1751	0	3297	0	0	3300
Flt Permitted	0.976					0.999
Satd. Flow (perm)	1751	0	3297	0	0	3300
Link Speed (mph)	25		35			35
Link Distance (ft)	465		734			285
Travel Time (s)	12.7		14.3			5.6
Peak Hour Factor	0.80	0.80	0.86	0.86	0.91	0.91
Adj. Flow (vph)	13	13	1430	23	22	1363
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	1453	0	0	1385
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	1230	20	20	1240
Future Vol, veh/h	10	10	1230	20	20	1240
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	86	86	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	13	1430	23	22	1363

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2167	727	0	0	1453	0
Stage 1	1442	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	40	366	-	-	462	-
Stage 1	184	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	32	366	-	-	462	-
Mov Cap-2 Maneuver	32	-	-	-	-	-
Stage 1	184	-	-	-	-	-
Stage 2	354	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	105	0	1.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	59	462	-
HCM Lane V/C Ratio	-	-	0.424	0.048	-
HCM Control Delay (s)	-	-	105	13.2	1.3
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	1.6	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	120	170	1070	1140	110
Future Volume (vph)	70	120	170	1070	1140	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	11	10	12
Storage Length (ft)	0	25	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		105			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.987	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1794	1652	3421	3260	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1794	1652	3421	3260	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	387			285	334	
Travel Time (s)	10.6			5.6	6.5	
Peak Hour Factor	0.92	0.92	0.85	0.85	0.94	0.94
Adj. Flow (vph)	76	130	200	1259	1213	117
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	130	200	1259	1330	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	43.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	120	170	1070	1140	110
Future Vol, veh/h	70	120	170	1070	1140	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	85	85	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	130	200	1259	1213	117

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2300	665	1330	0	-	0
Stage 1	1271	-	-	-	-	-
Stage 2	1029	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 33	403	515	-	-	-
Stage 1	227	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 20	403	515	-	-	-
Mov Cap-2 Maneuver	~ 20	-	-	-	-	-
Stage 1	227	-	-	-	-	-
Stage 2	187	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 621.7	2.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	515	-	20	403	-	-
HCM Lane V/C Ratio	0.388	-	3.804	0.324	-	-
HCM Control Delay (s)	16.4	-	$ 1656.4	18.1	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	1.8	-	9.9	1.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	20	0	1140	1230	20
Future Volume (vph)	0	20	0	1140	1230	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.998	
Flt Protected						
Satd. Flow (prot)	0	1772	0	3421	3297	0
Flt Permitted						
Satd. Flow (perm)	0	1772	0	3421	3297	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	348			334	300	
Travel Time (s)	9.5			6.5	5.8	
Peak Hour Factor	0.80	0.80	0.87	0.87	0.93	0.93
Adj. Flow (vph)	0	25	0	1310	1323	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	25	0	1310	1345	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	0	1140	1230	20
Future Vol, veh/h	0	20	0	1140	1230	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	87	87	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	0	1310	1323	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	672	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	398	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	398	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	398	-	-
HCM Lane V/C Ratio	-	0.063	-	-
HCM Control Delay (s)	-	14.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	0	1140	1240	10
Future Volume (vph)	0	10	0	1140	1240	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.865				0.999	
Flt Protected						
Satd. Flow (prot)	1665	0	0	3539	3418	0
Flt Permitted						
Satd. Flow (perm)	1665	0	0	3539	3418	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	167			300	188	
Travel Time (s)	4.6			5.8	3.7	
Peak Hour Factor	0.80	0.80	0.97	0.97	0.85	0.85
Adj. Flow (vph)	0	13	0	1175	1459	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	1175	1471	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	1140	1240	10
Future Vol, veh/h	0	10	0	1140	1240	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	97	97	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	1175	1459	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2053	735	1471	0	-	0
Stage 1	1465	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	48	362	454	-	-	-
Stage 1	179	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	48	362	454	-	-	-
Mov Cap-2 Maneuver	48	-	-	-	-	-
Stage 1	179	-	-	-	-	-
Stage 2	518	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	454	-	362	-	-
HCM Lane V/C Ratio	-	-	0.035	-	-
HCM Control Delay (s)	0	-	15.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	20	10	890	620	20
Future Volume (vph)	30	20	10	890	620	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946				0.996	
Flt Protected	0.971			0.999		
Satd. Flow (prot)	1711	0	0	1799	1793	0
Flt Permitted	0.971			0.999		
Satd. Flow (perm)	1711	0	0	1799	1793	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	268			1631	381	
Travel Time (s)	7.3			31.8	7.4	
Peak Hour Factor	0.69	0.69	0.92	0.92	0.89	0.89
Adj. Flow (vph)	43	29	11	967	697	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	0	978	719	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.8%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	20	10	890	620	20
Future Vol, veh/h	30	20	10	890	620	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	92	92	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	29	11	967	697	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1697	708	719	0	-	0
Stage 1	708	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	102	435	882	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	99	435	882	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	350	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	53.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	882	-	143	-	-
HCM Lane V/C Ratio	0.012	-	0.507	-	-
HCM Control Delay (s)	9.1	0	53.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	2.4	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	20	0	920	620	0
Future Volume (vph)	20	20	0	920	620	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	2006	1794	0	1801	1801	0
Flt Permitted	0.950					
Satd. Flow (perm)	2006	1794	0	1801	1801	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	126			381	323	
Travel Time (s)	3.4			7.4	6.3	
Peak Hour Factor	0.65	0.65	0.89	0.89	0.89	0.89
Adj. Flow (vph)	31	31	0	1034	697	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	31	0	1034	697	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	20	0	920	620	0
Future Vol, veh/h	20	20	0	920	620	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	31	0	1034	697	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1731	697	-	0	-	0
Stage 1	697	-	-	-	-	-
Stage 2	1034	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	97	441	0	-	-	-
Stage 1	494	-	0	-	-	-
Stage 2	343	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	97	441	-	-	-	-
Mov Cap-2 Maneuver	97	-	-	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	343	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	36.2	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	97	441	-	-
HCM Lane V/C Ratio	-	0.317	0.07	-	-
HCM Control Delay (s)	-	58.5	13.8	-	-
HCM Lane LOS	-	F	B	-	-
HCM 95th %tile Q(veh)	-	1.2	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	20	0	50	0	900	40	20	600	10
Future Volume (vph)	0	0	0	20	0	50	0	900	40	20	600	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	14	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.994			0.998	
Flt Protected					0.950						0.998	
Satd. Flow (prot)	0	0	0	0	1947	1689	0	1790	0	0	1793	0
Flt Permitted					0.950						0.998	
Satd. Flow (perm)	0	0	0	0	1947	1689	0	1790	0	0	1793	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		181			109			323			441	
Travel Time (s)		4.9			3.0			6.3			8.6	
Peak Hour Factor	0.65	0.65	0.65	0.80	0.80	0.80	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	25	0	63	0	1034	46	22	652	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	25	63	0	1080	0	0	685	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	20	0	50	0	900	40	20	600	10
Future Vol, veh/h	0	0	0	20	0	50	0	900	40	20	600	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	80	80	80	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	25	0	63	0	1034	46	22	652	11

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1758	1764	1057	663	0	0	1080	0	0
Stage 1	1057	1057	-	-	-	-	-	-	-
Stage 2	701	707	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	93	84	273	926	-	-	646	-	-
Stage 1	334	302	-	-	-	-	-	-	-
Stage 2	492	438	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	88	0	273	926	-	-	646	-	-
Mov Cap-2 Maneuver	88	0	-	-	-	-	-	-	-
Stage 1	334	0	-	-	-	-	-	-	-
Stage 2	465	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.3	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	926	-	-	88	273	646	-	-
HCM Lane V/C Ratio	-	-	-	0.284	0.229	0.034	-	-
HCM Control Delay (s)	0	-	-	61.4	22.1	10.8	0	-
HCM Lane LOS	A	-	-	F	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.9	0.1	-	-

APPENDIX G3
Capacity Analyses
2016 Existing Conditions
Saturday Midday Peak Hour

Tighe&Bond

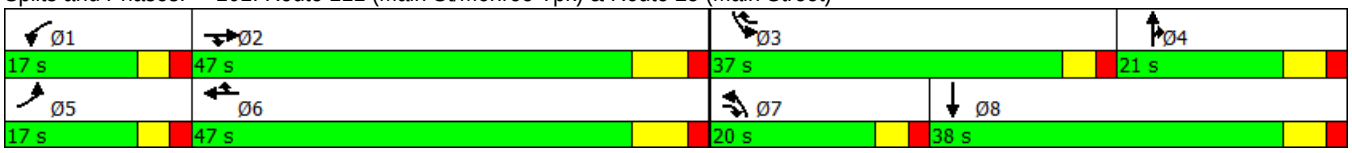
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	720	230	90	630	590	200	400	110	660	370	120
Future Volume (vph)	140	720	230	90	630	590	200	400	110	660	370	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	10	11	10	12	11	12
Storage Length (ft)	225		0	175		500	430		100	500		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	200			175			75			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1734	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	3421	1531	1711	3539	1531	1652	3421	1478	3433	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			72			170		13	
Link Speed (mph)		40			55			40			35	
Link Distance (ft)		877			839			636			734	
Travel Time (s)		14.9			10.4			10.8			14.3	
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.86	0.86	0.86
Adj. Flow (vph)	154	791	253	97	677	634	208	417	115	767	430	140
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	791	253	97	677	634	208	417	115	767	570	0
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Prot	Prot	NA	
Protected Phases	5	2	2 7	1	6	3 6	7	4	4	3	8	
Permitted Phases												
Detector Phase	5	2	2 7	1	6	3 6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		12.0	13.0	13.0	12.0	13.0	
Total Split (s)	17.0	47.0		17.0	47.0		20.0	21.0	21.0	37.0	38.0	
Total Split (%)	13.9%	38.5%		13.9%	38.5%		16.4%	17.2%	17.2%	30.3%	31.1%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.0		5.0	7.0		5.0	6.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None	None	None	None	
Act Effct Green (s)	11.7	35.6	55.6	9.3	33.2	68.5	15.1	18.9	18.9	28.2	32.1	
Actuated g/C Ratio	0.10	0.31	0.48	0.08	0.29	0.60	0.13	0.16	0.16	0.25	0.28	
v/c Ratio	0.89	0.75	0.30	0.70	0.66	0.68	0.96	0.74	0.30	0.91	1.16	
Control Delay	97.5	40.9	6.6	78.6	39.2	17.1	104.2	56.9	3.7	58.3	129.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	97.5	40.9	6.6	78.6	39.2	17.1	104.2	56.9	3.7	58.3	129.0	
LOS	F	D	A	E	D	B	F	E	A	E	F	
Approach Delay		41.0			32.0			61.9			88.4	
Approach LOS		D			C			E			F	
Queue Length 50th (ft)	116	278	29	72	232	251	158	163	0	281	~505	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#254	358	80	134	295	358	#330	#283	14	351	#720	
Internal Link Dist (ft)		797			759			556			654	
Turn Bay Length (ft)	225			175		500	430		100	500		
Base Capacity (vph)	178	1192	822	178	1234	988	216	562	384	957	493	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.87	0.66	0.31	0.54	0.55	0.64	0.96	0.74	0.30	0.80	1.16	

Intersection Summary

Area Type: Other
Cycle Length: 122
Actuated Cycle Length: 115.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 55.1 Intersection LOS: E
Intersection Capacity Utilization 82.2% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



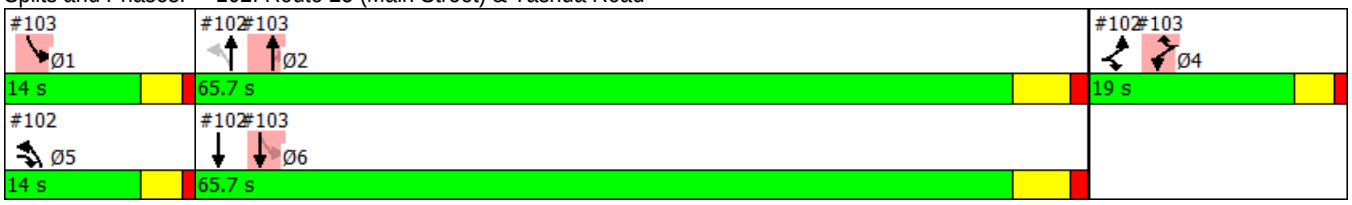
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	70	140	120	870	950	90	
Future Volume (vph)	70	140	120	870	950	90	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	12	12	
Storage Length (ft)	0	185	385			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		80				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850			0.988		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1711	1531	1711	1801	1840	0	
Flt Permitted	0.950		0.062				
Satd. Flow (perm)	1711	1531	112	1801	1840	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		112			9		
Link Speed (mph)	25			40	40		
Link Distance (ft)	661			1950	469		
Travel Time (s)	18.0			33.2	8.0		
Peak Hour Factor	0.89	0.89	0.92	0.92	0.91	0.91	
Adj. Flow (vph)	79	157	130	946	1044	99	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	79	157	130	946	1143	0	
Turn Type	Prot	pt+ov	pm+pt	NA	NA		
Protected Phases	4	4 5	5	2	6		1
Permitted Phases			2				
Detector Phase	4	4 5	5	2	6		
Switch Phase							
Minimum Initial (s)	7.0		5.0	18.0	18.0		5.0
Minimum Split (s)	11.0		9.0	23.7	23.7		9.0
Total Split (s)	19.0		14.0	65.7	65.7		14.0
Total Split (%)	19.3%		14.2%	66.6%	66.6%		14%
Yellow Time (s)	3.0		3.0	4.3	4.3		3.0
All-Red Time (s)	1.0		1.0	1.4	1.4		1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	4.0		4.0	5.7	5.7		
Lead/Lag			Lead	Lag	Lag		Lead
Lead-Lag Optimize?							
Recall Mode	None		None	Min	Min		None
Act Effct Green (s)	13.5	25.2	72.2	64.0	60.1		
Actuated g/C Ratio	0.14	0.27	0.76	0.67	0.63		
v/c Ratio	0.33	0.32	0.60	0.78	0.98		
Control Delay	40.9	11.2	26.6	17.8	28.5		
Queue Delay	0.0	0.0	0.0	0.1	1.6		
Total Delay	40.9	11.2	26.6	17.9	30.1		
LOS	D	B	C	B	C		
Approach Delay	21.2			19.0	30.1		
Approach LOS	C			B	C		
Queue Length 50th (ft)	43	21	28	393	170		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Queue Length 95th (ft)	88	67	86	614	#1002		
Internal Link Dist (ft)	581			1870	389		
Turn Bay Length (ft)		185	385				
Base Capacity (vph)	270	516	255	1213	1166		
Starvation Cap Reductn	0	0	0	0	10		
Spillback Cap Reductn	0	0	0	9	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.29	0.30	0.51	0.79	0.99		

Intersection Summary			
Area Type:	Other		
Cycle Length: 98.7			
Actuated Cycle Length: 95			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 24.4		Intersection LOS: C	
Intersection Capacity Utilization 79.4%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road



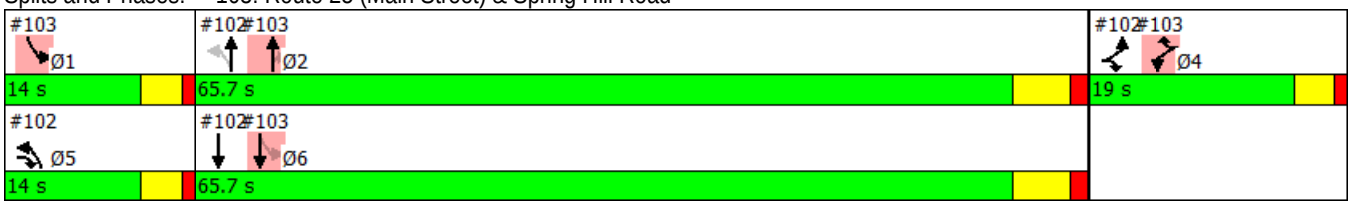
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	160	90	810	130	70	880	
Future Volume (vph)	160	90	810	130	70	880	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	11	11	
Storage Length (ft)	235	0		175	160		
Storage Lanes	1	1		1	1		
Taper Length (ft)	125				90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1652	1531	1801	1531	1711	1801	
Flt Permitted	0.950				0.218		
Satd. Flow (perm)	1652	1531	1801	1531	393	1801	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		97		119			
Link Speed (mph)	30		40			40	
Link Distance (ft)	483		469			490	
Travel Time (s)	11.0		8.0			8.4	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	172	97	880	141	76	957	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	172	97	880	141	76	957	
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA	
Protected Phases	4	4	2		1	6	5
Permitted Phases				2	6		
Detector Phase	4	4	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0	18.0	5.0
Minimum Split (s)	11.0	11.0	23.7	23.7	9.0	23.7	9.0
Total Split (s)	19.0	19.0	65.7	65.7	14.0	65.7	14.0
Total Split (%)	19.3%	19.3%	66.6%	66.6%	14.2%	66.6%	14%
Yellow Time (s)	3.0	3.0	4.3	4.3	3.0	4.3	3.0
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0	1.4	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	5.7	5.7	4.0	5.7	
Lead/Lag			Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	None	Min	Min	None	Min	None
Act Effct Green (s)	13.5	13.5	64.0	64.0	67.4	60.1	
Actuated g/C Ratio	0.14	0.14	0.67	0.67	0.71	0.63	
v/c Ratio	0.74	0.32	0.73	0.13	0.21	0.84	
Control Delay	58.5	11.1	7.1	0.9	4.5	23.3	
Queue Delay	0.0	0.0	0.5	0.0	0.0	6.1	
Total Delay	58.5	11.1	7.6	0.9	4.5	29.4	
LOS	E	B	A	A	A	C	
Approach Delay	41.4		6.7			27.6	
Approach LOS	D		A			C	
Queue Length 50th (ft)	100	0	91	1	9	426	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Queue Length 95th (ft)	#193	45	141	m2	19	#777	
Internal Link Dist (ft)	403		389			410	
Turn Bay Length (ft)	235			175	160		
Base Capacity (vph)	261	323	1213	1070	435	1138	
Starvation Cap Reductn	0	0	83	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	139	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.66	0.30	0.78	0.13	0.17	0.96	

Intersection Summary			
Area Type:	Other		
Cycle Length: 98.7			
Actuated Cycle Length: 95			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 20.0		Intersection LOS: B	
Intersection Capacity Utilization 67.1%		ICU Level of Service C	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road



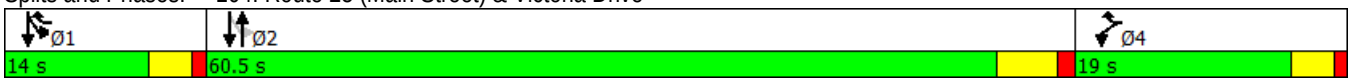
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	920	10	10	900
Future Volume (vph)	10	10	920	10	10	900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	15	11	12	12	12
Storage Length (ft)	0	140		250	250	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.999			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1888	1742	1799	0	1770	1863
Flt Permitted	0.950				0.207	
Satd. Flow (perm)	1888	1742	1799	0	386	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		12	1			
Link Speed (mph)	25		40			40
Link Distance (ft)	515		344			502
Travel Time (s)	14.0		5.9			8.6
Peak Hour Factor	0.85	0.85	0.92	0.92	0.95	0.95
Adj. Flow (vph)	12	12	1000	11	11	947
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	12	1011	0	11	947
Turn Type	Prot	pt+ov	NA		D.P+P	NA
Protected Phases	4	4 1	2		1	1 2
Permitted Phases					2	
Detector Phase	4	4 1	2		1	2
Switch Phase						
Minimum Initial (s)	9.0		15.0		5.0	
Minimum Split (s)	13.0		20.5		9.0	
Total Split (s)	19.0		60.5		14.0	
Total Split (%)	20.3%		64.7%		15.0%	
Yellow Time (s)	3.0		4.2		3.0	
All-Red Time (s)	1.0		1.3		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.0		5.5		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		Min		None	
Act Effct Green (s)	9.5	12.4	61.6		60.7	64.9
Actuated g/C Ratio	0.13	0.18	0.88		0.86	0.92
v/c Ratio	0.05	0.04	0.64		0.03	0.55
Control Delay	34.1	14.4	8.7		1.6	3.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	34.1	14.4	8.7		1.6	3.4
LOS	C	B	A		A	A
Approach Delay	24.3		8.7			3.4
Approach LOS	C		A			A
Queue Length 50th (ft)	4	0	0		0	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	21	13	#606		3	232
Internal Link Dist (ft)	435		264			422
Turn Bay Length (ft)		140			250	
Base Capacity (vph)	423	463	1547		547	1701
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.03	0.03	0.65		0.02	0.56

Intersection Summary			
Area Type:	Other		
Cycle Length: 93.5			
Actuated Cycle Length: 70.4			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 6.3		Intersection LOS: A	
Intersection Capacity Utilization 64.4%		ICU Level of Service C	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive



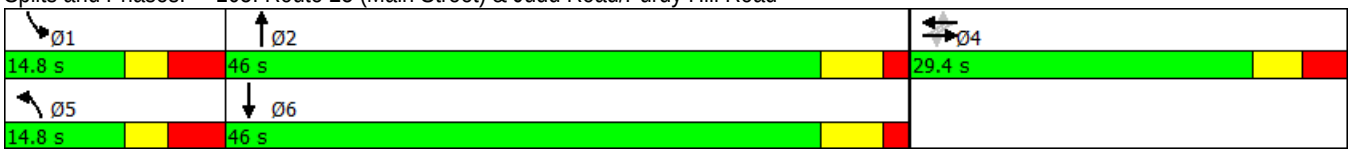
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	60	50	150	80	100	30	790	10	70	780	60
Future Volume (vph)	70	60	50	150	80	100	30	790	10	70	780	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	11	12	12	11	12	12
Storage Length (ft)	120		0	125		0	140		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.917			0.998			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1736	0	1711	1651	0	1711	1859	0	1711	1842	0
Flt Permitted	0.519			0.681			0.950			0.950		
Satd. Flow (perm)	935	1736	0	1226	1651	0	1711	1859	0	1711	1842	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		45						1				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		709			302			2216			820	
Travel Time (s)		19.3			8.2			37.8			14.0	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	76	65	54	179	95	119	32	840	11	76	848	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	119	0	179	214	0	32	851	0	76	913	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	29.4	29.4		29.4	29.4		14.8	46.0		14.8	46.0	
Total Split (%)	32.6%	32.6%		32.6%	32.6%		16.4%	51.0%		16.4%	51.0%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	15.7	15.7		15.7	15.7		6.0	40.8		7.0	44.2	
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.08	0.51		0.09	0.55	
v/c Ratio	0.42	0.32		0.74	0.66		0.25	0.90		0.51	0.90	
Control Delay	36.1	20.7		50.0	40.5		42.8	35.5		50.4	33.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.1	20.7		50.0	40.5		42.8	35.5		50.4	33.9	
LOS	D	C		D	D		D	D		D	C	
Approach Delay		26.7			44.9			35.8			35.2	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	35	33		89	104		16	409		39	445	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	76	77		145	160		46	#756		87	#833	
Internal Link Dist (ft)		629			222			2136			740	
Turn Bay Length (ft)	120			125			140			75		
Base Capacity (vph)	274	541		359	484		174	948		174	1016	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.28	0.22		0.50	0.44		0.18	0.90		0.44	0.90	

Intersection Summary

Area Type: Other
Cycle Length: 90.2
Actuated Cycle Length: 80
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 36.3 Intersection LOS: D
Intersection Capacity Utilization 84.7% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road

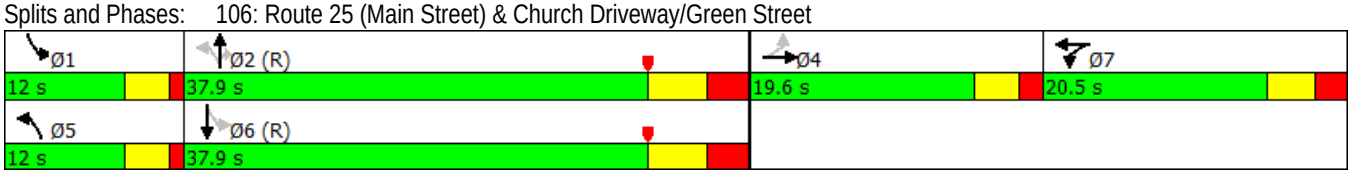


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	30	0	180	0	890	10	170	850	0
Future Volume (vph)	0	0	0	30	0	180	0	890	10	170	850	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	11	11	12	10	11	11	11	11	12
Storage Length (ft)	0		0	115		0	40		175	100		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			65			65			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1722	0	1694	1516	0	1722	1783	1516	1694	1783	0
Flt Permitted				0.950						0.170		
Satd. Flow (perm)	0	1722	0	1694	1516	0	1722	1783	1516	303	1783	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					480				135			
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		126			720			472			557	
Travel Time (s)		3.4			19.6			8.0			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.87	0.87	0.87	0.95	0.95	0.95	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	0	34	0	207	0	937	11	191	955	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	34	207	0	0	937	11	191	955	0
Turn Type				Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		7	7		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	4	4		7	7		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0	25.0	5.0	25.0	
Minimum Split (s)	9.6	9.6		10.5	10.5		9.0	31.8	31.8	9.0	31.8	
Total Split (s)	19.6	19.6		20.5	20.5		12.0	37.9	37.9	12.0	37.9	
Total Split (%)	21.8%	21.8%		22.8%	22.8%		13.3%	42.1%	42.1%	13.3%	42.1%	
Yellow Time (s)	3.0	3.0		3.3	3.3		3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	1.6	1.6		2.2	2.2		1.0	2.9	2.9	1.0	2.9	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		5.5	5.5		4.0	6.8	6.8	4.0	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)				6.2	6.2			59.9	59.9	74.3	71.5	
Actuated g/C Ratio				0.07	0.07			0.67	0.67	0.83	0.79	
v/c Ratio				0.29	0.38			0.79	0.01	0.52	0.67	
Control Delay				45.6	1.9			17.6	0.0	12.4	9.4	
Queue Delay				0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay				45.6	1.9			17.6	0.0	12.4	9.4	
LOS				D	A			B	A	B	A	
Approach Delay					8.1			17.4			9.9	
Approach LOS					A			B			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)				19	0			332	0	11	80	
Queue Length 95th (ft)				46	0			573	0	m73	m348	
Internal Link Dist (ft)		46			640			392			477	
Turn Bay Length (ft)				115					175	100		
Base Capacity (vph)				282	652			1185	1053	373	1415	
Starvation Cap Reductn				0	0			0	0	0	0	
Spillback Cap Reductn				0	0			0	0	0	0	
Storage Cap Reductn				0	0			0	0	0	0	
Reduced v/c Ratio				0.12	0.32			0.79	0.01	0.51	0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 12.8		Intersection LOS: B	
Intersection Capacity Utilization 81.0%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



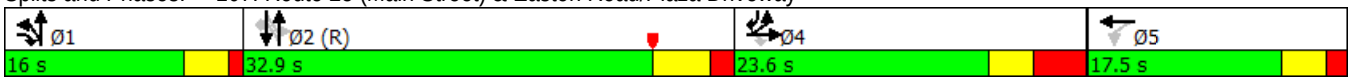
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	0	190	10	0	10	240	760	10	10	760	240
Future Volume (vph)	260	0	190	10	0	10	240	760	10	10	760	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	11	11	10	11	11
Storage Length (ft)	375		370	0		0	250		0	130		200
Storage Lanes	1		0	0		0	2		0	1		0
Taper Length (ft)	100			25			80			170		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.932			0.998				0.850
Flt Protected	0.950	0.950			0.976		0.950			0.950		
Satd. Flow (prot)	1625	1625	1531	0	1694	0	1652	3414	0	1652	1801	1531
Flt Permitted	0.950	0.950			0.968		0.093			0.357		
Satd. Flow (perm)	1625	1625	1531	0	1681	0	162	3414	0	621	1801	1531
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			213					2				255
Link Speed (mph)		40			25			40			40	
Link Distance (ft)		745			139			557			391	
Travel Time (s)		12.7			3.8			9.5			6.7	
Peak Hour Factor	0.89	0.89	0.89	0.80	0.80	0.80	0.99	0.99	0.99	0.94	0.94	0.94
Adj. Flow (vph)	292	0	213	13	0	13	242	768	10	11	809	255
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	146	146	213	0	26	0	242	778	0	11	809	255
Turn Type	Split	NA	pm+ov	Perm	NA		D.P+P	NA		Perm	NA	pm+ov
Protected Phases	4	4	1		5		1	1 2			2	4
Permitted Phases			4	5			2			2		2
Detector Phase	4	4	1	5	5		1	2		2	2	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	5.0	5.0	5.0		5.0			20.0	20.0	10.0
Minimum Split (s)	16.6	16.6	9.0	9.5	9.5		9.0			25.5	25.5	16.6
Total Split (s)	23.6	23.6	16.0	17.5	17.5		16.0			32.9	32.9	23.6
Total Split (%)	26.2%	26.2%	17.8%	19.4%	19.4%		17.8%			36.6%	36.6%	26.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.9	3.9	3.0
All-Red Time (s)	3.6	3.6	1.0	1.5	1.5		1.0			1.6	1.6	3.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0			0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	4.0		4.5		4.0			5.5	5.5	6.6
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	None
Act Effct Green (s)	11.8	11.8	27.7		6.3		58.7	62.7		46.3	46.3	63.6
Actuated g/C Ratio	0.13	0.13	0.31		0.07		0.65	0.70		0.51	0.51	0.71
v/c Ratio	0.69	0.69	0.34		0.22		0.85	0.33		0.03	0.87	0.22
Control Delay	53.7	53.7	3.6		43.3		49.7	3.6		16.7	35.2	1.5
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	53.7	53.7	3.6		43.3		49.7	3.6		16.7	35.2	1.5
LOS	D	D	A		D		D	A		B	D	A
Approach Delay		32.5			43.3			14.6			27.1	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	86	86	0		14		89	27		3	333	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	142	142	31		34		m#168	60		16	#795	28
Internal Link Dist (ft)		665			59			477			311	
Turn Bay Length (ft)	375		370				250			130		200
Base Capacity (vph)	306	306	634		242		305	2377		319	925	1229
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.48	0.48	0.34		0.11		0.79	0.33		0.03	0.87	0.21

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 23.4 Intersection LOS: C
Intersection Capacity Utilization 79.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1070	0	0	1090
Future Volume (vph)	0	0	1070	0	0	1090
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Storage Length (ft)	0	60		0	225	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				65	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	3539	0	1801	3539
Flt Permitted						
Satd. Flow (perm)	1863	1863	3539	0	1801	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	25		30			35
Link Distance (ft)	350		188			421
Travel Time (s)	9.5		4.3			8.2
Peak Hour Factor	0.80	0.80	0.88	0.88	0.92	0.92
Adj. Flow (vph)	0	0	1216	0	0	1185
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1216	0	0	1185
Turn Type	Prot	Prot	NA		Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases						
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		5.0	15.0
Minimum Split (s)	10.5	10.5	20.9		9.0	20.9
Total Split (s)	23.5	23.5	32.5		14.0	46.5
Total Split (%)	33.6%	33.6%	46.4%		20.0%	66.4%
Yellow Time (s)	3.0	3.0	4.4		3.0	4.4
All-Red Time (s)	0.5	0.5	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	3.5	5.9		4.0	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		None	C-Max
Act Effct Green (s)			70.0			70.0
Actuated g/C Ratio			1.00			1.00
v/c Ratio			0.34			0.33
Control Delay			0.3			0.2
Queue Delay			0.0			0.0
Total Delay			0.3			0.2
LOS			A			A
Approach Delay			0.3			0.2
Approach LOS			A			A
Queue Length 50th (ft)			0			0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)			0			0
Internal Link Dist (ft)	270		108			341
Turn Bay Length (ft)						
Base Capacity (vph)			3539			3539
Starvation Cap Reductn			0			0
Spillback Cap Reductn			0			0
Storage Cap Reductn			0			0
Reduced v/c Ratio			0.34			0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay: 0.2		Intersection LOS: A	
Intersection Capacity Utilization 35.0%		ICU Level of Service A	
Analysis Period (min) 15			

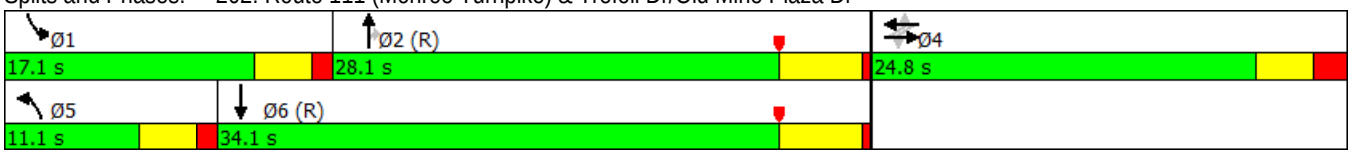
Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	60	110	210	60	200	130	700	240	170	770	60
Future Volume (vph)	50	60	110	210	60	200	130	700	240	170	770	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	11	12	12	12	12	12
Storage Length (ft)	0		130	90		0	250		250	200		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			60			125			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.903			0.885				0.850		0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1794	0	1770	1758	0	1711	3539	1583	1770	3500	0
Flt Permitted	0.429			0.545			0.950			0.950		
Satd. Flow (perm)	799	1794	0	1015	1758	0	1711	3539	1583	1770	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		132			213				253		14	
Link Speed (mph)		25			25			35			40	
Link Distance (ft)		274			273			421			425	
Travel Time (s)		7.5			7.4			8.2			7.2	
Peak Hour Factor	0.80	0.80	0.80	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94
Adj. Flow (vph)	63	75	138	223	64	213	137	737	253	181	819	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	213	0	223	277	0	137	737	253	181	883	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4					2			
Detector Phase	4	4		4	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	11.8	11.8		11.8	11.8		9.1	19.9	19.9	9.1	19.9	
Total Split (s)	24.8	24.8		24.8	24.8		11.1	28.1	28.1	17.1	34.1	
Total Split (%)	35.4%	35.4%		35.4%	35.4%		15.9%	40.1%	40.1%	24.4%	48.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4	4.4	3.0	4.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.1	0.5	0.5	1.1	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8		4.8	4.8		4.1	4.9	4.9	4.1	4.9	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	17.5	17.5		17.5	17.5		7.0	27.9	27.9	10.8	31.7	
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.10	0.40	0.40	0.15	0.45	
v/c Ratio	0.32	0.39		0.88	0.46		0.81	0.52	0.32	0.67	0.55	
Control Delay	24.8	10.6		58.8	8.5		65.5	19.0	3.9	32.7	18.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	24.8	10.6		58.8	8.5		65.5	19.0	3.9	32.7	18.0	
LOS	C	B		E	A		E	B	A	C	B	
Approach Delay		13.9			30.9			21.2			20.5	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	21	26		87	20		59	133	0	83	176	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	46	60		#196	74		#149	193	45	78	253	
Internal Link Dist (ft)		194			193			341			345	
Turn Bay Length (ft)				90			250		250	200		
Base Capacity (vph)	228	606		290	654		171	1410	782	328	1592	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.28	0.35		0.77	0.42		0.80	0.52	0.32	0.55	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 21.9		Intersection LOS: C	
Intersection Capacity Utilization 67.4%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr



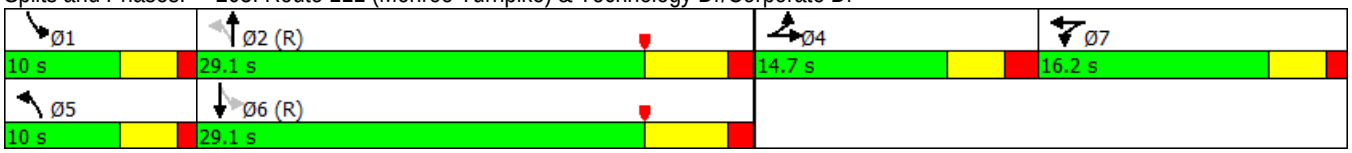
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	20	60	0	20	10	910	30	30	880	10
Future Volume (vph)	10	0	20	60	0	20	10	910	30	30	880	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	11	10	12	11	12	12	11	12	12
Storage Length (ft)	0		115	0		125	150		0	325		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.856			0.922			0.995			0.998	
Flt Protected	0.950	0.998		0.950	0.977		0.950			0.950		
Satd. Flow (prot)	1625	1562	0	1625	1488	0	1711	3522	0	1711	3532	0
Flt Permitted	0.950	0.998		0.950	0.977		0.286			0.214		
Satd. Flow (perm)	1625	1562	0	1625	1488	0	515	3522	0	385	3532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		171			179			5			2	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		311			293			1088			554	
Travel Time (s)		8.5			8.0			18.5			9.4	
Peak Hour Factor	0.80	0.80	0.80	0.87	0.87	0.87	0.88	0.88	0.88	0.97	0.97	0.97
Adj. Flow (vph)	13	0	25	69	0	23	11	1034	34	31	907	10
Shared Lane Traffic (%)	10%			31%								
Lane Group Flow (vph)	12	26	0	48	44	0	11	1068	0	31	917	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		7	7		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		7	7		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	9.7	9.7		9.2	9.2		9.0	20.8		9.0	20.8	
Total Split (s)	14.7	14.7		16.2	16.2		10.0	29.1		10.0	29.1	
Total Split (%)	21.0%	21.0%		23.1%	23.1%		14.3%	41.6%		14.3%	41.6%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.7	1.7		1.2	1.2		1.0	1.4		1.0	1.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.2	4.2		4.0	5.8		4.0	5.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	5.0	5.0		6.2	6.2		49.9	47.2		50.9	49.1	
Actuated g/C Ratio	0.07	0.07		0.09	0.09		0.71	0.67		0.73	0.70	
v/c Ratio	0.10	0.10		0.33	0.15		0.02	0.45		0.08	0.37	
Control Delay	32.5	0.7		35.7	1.1		2.8	4.9		8.9	11.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.5	0.7		35.7	1.1		2.8	4.9		8.9	11.5	
LOS	C	A		D	A		A	A		A	B	
Approach Delay		10.8			19.1			4.9			11.4	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)	5	0		21	0		1	36		6	111	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	18	0		49	0		m2	72		m17	253	
Internal Link Dist (ft)		231			213			1008			474	
Turn Bay Length (ft)							150			325		
Base Capacity (vph)	232	369		278	403		472	2377		394	2479	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.07		0.17	0.11		0.02	0.45		0.08	0.37	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 32 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 8.5		Intersection LOS: A	
Intersection Capacity Utilization 43.4%		ICU Level of Service A	
Analysis Period (min) 15			

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

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

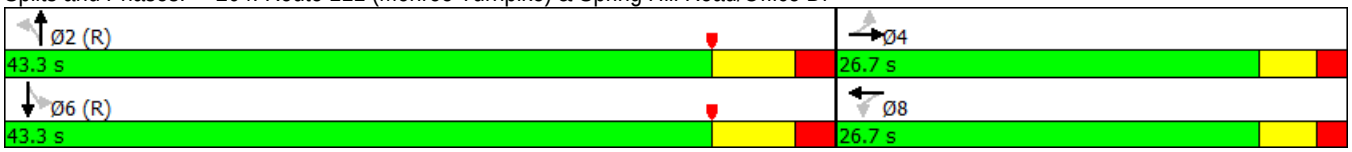


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	0	20	0	0	10	10	960	0	10	950	60
Future Volume (vph)	80	0	20	0	0	10	10	960	0	10	950	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.973			0.865						0.991	
Flt Protected		0.962						0.999				
Satd. Flow (prot)	0	1802	0	0	1665	0	0	3536	0	0	3507	0
Flt Permitted		0.760						0.941			0.942	
Satd. Flow (perm)	0	1423	0	0	1665	0	0	3330	0	0	3304	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55			59						14	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		364			150			1529			547	
Travel Time (s)		9.9			4.1			26.1			9.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.84	0.84	0.84	0.96	0.96	0.96
Adj. Flow (vph)	100	0	25	0	0	13	12	1143	0	10	990	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	0	0	13	0	0	1155	0	0	1063	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		21.5	21.5		21.5	21.5	
Total Split (s)	26.7	26.7		26.7	26.7		43.3	43.3		43.3	43.3	
Total Split (%)	38.1%	38.1%		38.1%	38.1%		61.9%	61.9%		61.9%	61.9%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.4	4.4		4.4	4.4	
All-Red Time (s)	1.7	1.7		1.7	1.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		9.1			9.1			53.4			53.4	
Actuated g/C Ratio		0.13			0.13			0.76			0.76	
v/c Ratio		0.54			0.05			0.45			0.42	
Control Delay		25.6			0.3			3.6			3.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		25.6			0.3			3.6			3.3	
LOS		C			A			A			A	
Approach Delay		25.6			0.3			3.6			3.3	
Approach LOS		C			A			A			A	
Queue Length 50th (ft)		29			0			51			60	
Queue Length 95th (ft)		60			0			8			111	
Internal Link Dist (ft)		284			70			1449			467	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		484			563			2539			2522	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.26			0.02			0.45			0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 14 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 4.6		Intersection LOS: A	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr

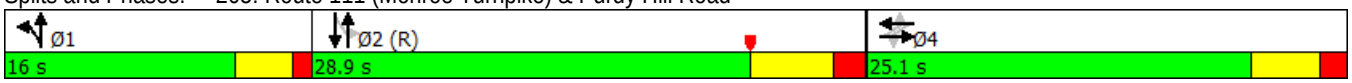


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	100	130	170	80	70	130	780	140	60	720	90
Future Volume (vph)	140	100	130	170	80	70	130	780	140	60	720	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	12	11	12	12
Storage Length (ft)	0		130	110		0	350		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.915			0.930			0.977			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1704	0	1770	1732	0	1711	3458	0	1711	3479	0
Flt Permitted	0.641			0.454			0.950			0.299		
Satd. Flow (perm)	1194	1704	0	846	1732	0	1711	3458	0	538	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		94			63			50			20	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		468			420			547			444	
Travel Time (s)		10.6			11.5			9.3			7.6	
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	163	116	151	189	89	78	135	813	146	63	750	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	267	0	189	167	0	135	959	0	63	844	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4			4						2		
Detector Phase	4	4		4	4		1	2		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0			15.0	15.0	
Minimum Split (s)	13.1	13.1		13.1	13.1		9.0			21.1	21.1	
Total Split (s)	25.1	25.1		25.1	25.1		16.0			28.9	28.9	
Total Split (%)	35.9%	35.9%		35.9%	35.9%		22.9%			41.3%	41.3%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0			4.4	4.4	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0			1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0			0.0	0.0	
Total Lost Time (s)	5.1	5.1		5.1	5.1		4.0			6.1	6.1	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None			C-Max	C-Max	
Act Effct Green (s)	17.3	17.3		17.3	17.3		9.6	43.6		29.9	29.9	
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.14	0.62		0.43	0.43	
v/c Ratio	0.55	0.54		0.90	0.35		0.58	0.44		0.28	0.56	
Control Delay	29.7	18.2		69.3	14.9		49.0	1.6		21.7	19.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	29.7	18.2		69.3	14.9		49.0	1.6		21.7	19.0	
LOS	C	B		E	B		D	A		C	B	
Approach Delay		22.6			43.8			7.5			19.2	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)	58	59		74	34		51	16		19	155	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	107	115		#179	79		111	9		55	227	
Internal Link Dist (ft)		388			340			467			364	
Turn Bay Length (ft)				110			350			125		
Base Capacity (vph)	341	554		241	539		293	2171		229	1495	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.48	0.48		0.78	0.31		0.46	0.44		0.28	0.56	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 7 (10%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 18.2		Intersection LOS: B	
Intersection Capacity Utilization 78.1%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



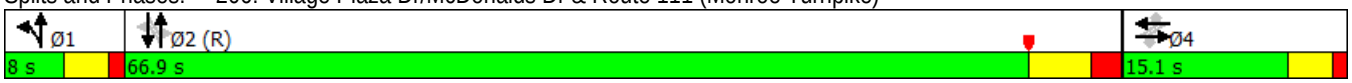
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	0	110	40	10	60	80	790	60	50	780	70
Future Volume (vph)	110	0	110	40	10	60	80	790	60	50	780	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	15	14	11	11	12	10	11	12
Storage Length (ft)	0		0	0		35	120		0	135		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			80			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.989			0.988	
Flt Protected		0.950			0.961		0.950			0.950		
Satd. Flow (prot)	0	1711	1531	0	1969	1689	1711	1781	0	1652	1779	0
Flt Permitted		0.717			0.568		0.221			0.270		
Satd. Flow (perm)	0	1291	1531	0	1164	1689	398	1781	0	469	1779	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125			88		14			11	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		121			198			441			636	
Travel Time (s)		3.3			5.4			8.6			12.4	
Peak Hour Factor	0.88	0.88	0.88	0.81	0.81	0.81	0.92	0.92	0.92	0.97	0.97	0.97
Adj. Flow (vph)	125	0	125	49	12	74	87	859	65	52	804	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	125	0	61	74	87	924	0	52	876	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4		4	2			2		
Detector Phase	4	4	4	4	4	4	1	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	4.0			36.0	36.0	
Minimum Split (s)	13.1	13.1	13.1	13.1	13.1	13.1	8.0			42.3	42.3	
Total Split (s)	15.1	15.1	15.1	15.1	15.1	15.1	8.0			66.9	66.9	
Total Split (%)	16.8%	16.8%	16.8%	16.8%	16.8%	16.8%	8.9%			74.3%	74.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.2	4.2	
All-Red Time (s)	1.1	1.1	1.1	1.1	1.1	1.1	1.0			2.1	2.1	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Lost Time (s)		4.1	4.1		4.1	4.1	4.0			6.3	6.3	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max			C-Min	C-Min	
Act Effct Green (s)		10.6	10.6		10.6	10.6	67.3	71.3		61.0	61.0	
Actuated g/C Ratio		0.12	0.12		0.12	0.12	0.75	0.79		0.68	0.68	
v/c Ratio		0.83	0.43		0.45	0.27	0.24	0.65		0.16	0.72	
Control Delay		78.9	12.1		47.8	9.2	3.9	6.7		6.3	11.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		78.9	12.1		47.8	9.2	3.9	6.7		6.3	11.4	
LOS		E	B		D	A	A	A		A	B	
Approach Delay		45.5			26.6			6.5			11.2	
Approach LOS		D			C			A			B	
Queue Length 50th (ft)		70	0		33	0	8	171		10	233	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#159	47		65	23	17	268		m11	m158	
Internal Link Dist (ft)		41			118			361			556	
Turn Bay Length (ft)						35	120			135		
Base Capacity (vph)		157	296		142	283	356	1414		317	1209	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.80	0.42		0.43	0.26	0.24	0.65		0.16	0.72	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 61 (68%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 13.7		Intersection LOS: B	
Intersection Capacity Utilization 86.0%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



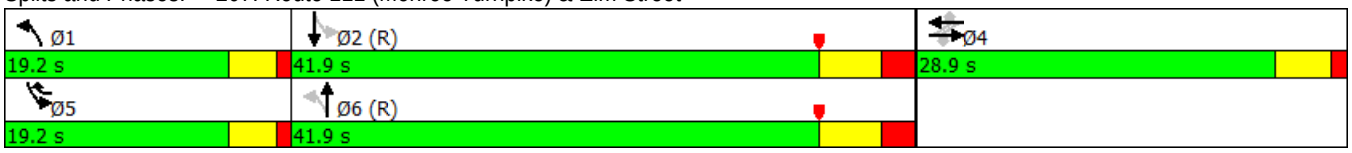
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	110	190	80	100	110	190	680	50	100	600	100
Future Volume (vph)	120	110	190	80	100	110	190	680	50	100	600	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	9	12	11	10	11	11	12	10	12	12
Storage Length (ft)	0		125	100		0	160		0	95		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			100			70			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.990			0.979	
Flt Protected		0.975			0.978		0.950			0.950		
Satd. Flow (prot)	0	1635	1425	0	1761	1478	1711	1783	0	1652	1824	0
Flt Permitted		0.585			0.566		0.122			0.157		
Satd. Flow (perm)	0	981	1425	0	1019	1478	220	1783	0	273	1824	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			211			102		5			11	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		385			483			814			737	
Travel Time (s)		8.8			11.0			15.9			14.4	
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	133	122	211	100	125	138	196	701	52	103	619	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	255	211	0	225	138	196	753	0	103	722	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			4	5	1	6		5	2	
Permitted Phases	4		4	4		4	6			2		
Detector Phase	4	4	4	4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.9	9.9	9.9	9.9	9.9	9.2	9.2	21.6		9.2	21.6	
Total Split (s)	28.9	28.9	28.9	28.9	28.9	19.2	19.2	41.9		19.2	41.9	
Total Split (%)	32.1%	32.1%	32.1%	32.1%	32.1%	21.3%	21.3%	46.6%		21.3%	46.6%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.2	3.2	4.2		3.2	4.2	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.2	1.0	1.0	2.4		1.0	2.4	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.9	4.9		4.9	4.2	4.2	6.6		4.2	6.6	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		24.0	24.0		24.0	35.7	55.5	43.5		49.5	40.3	
Actuated g/C Ratio		0.27	0.27		0.27	0.40	0.62	0.48		0.55	0.45	
v/c Ratio		0.98	0.40		0.83	0.21	0.65	0.87		0.41	0.88	
Control Delay		85.7	6.3		57.9	6.6	20.4	30.3		11.6	37.0	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		85.7	6.3		57.9	6.6	20.4	30.3		11.6	37.0	
LOS		F	A		E	A	C	C		B	D	
Approach Delay		49.8			38.4			28.2			33.8	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)		144	0		120	13	46	256		33	427	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#297	52		#202	36	m102	#628		m25	#652	
Internal Link Dist (ft)		305			403			734			657	
Turn Bay Length (ft)			125				160			95		
Base Capacity (vph)		261	534		271	773	387	865		399	822	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.98	0.40		0.83	0.18	0.51	0.87		0.26	0.88	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 29 (32%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 35.3 Intersection LOS: D
Intersection Capacity Utilization 80.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



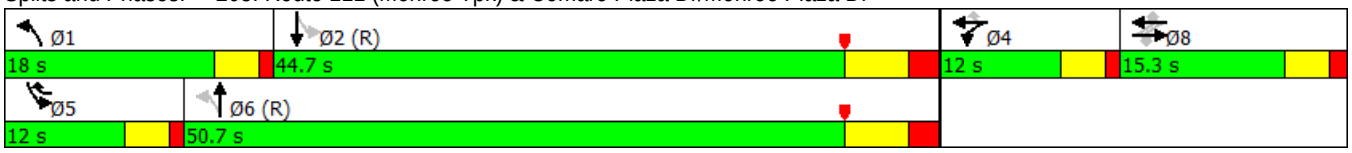
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	10	80	160	20	170	60	630	10	110	560	30
Future Volume (vph)	70	10	80	160	20	170	60	630	10	110	560	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	10	11	10	11	12	10	11	12
Storage Length (ft)	0		0	0		0	450		0	145		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			55			105		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.998			0.992	
Flt Protected		0.958			0.958		0.950			0.950		
Satd. Flow (prot)	0	1725	1583	0	1666	1531	1652	1797	0	1652	1786	0
Flt Permitted		0.625			0.689		0.309			0.233		
Satd. Flow (perm)	0	1125	1583	0	1198	1531	537	1797	0	405	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187			183		1			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		102			224			737			443	
Travel Time (s)		2.8			6.1			14.4			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	76	11	87	172	22	183	63	663	11	116	589	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	87	0	194	183	63	674	0	116	621	0
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8		4	4 8	5	1	6		5	2	
Permitted Phases	8		8	8		4 8	6			2		
Detector Phase	8	8	8	4	4 8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	9.3	9.3	9.3	9.0		9.0	9.0	21.4		9.0	21.4	
Total Split (s)	15.3	15.3	15.3	12.0		12.0	18.0	50.7		12.0	44.7	
Total Split (%)	17.0%	17.0%	17.0%	13.3%		13.3%	20.0%	56.3%		13.3%	49.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0	4.2		3.0	4.2	
All-Red Time (s)	1.3	1.3	1.3	1.0		1.0	1.0	2.2		1.0	2.2	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.3	4.3			4.0	4.0	6.4		4.0	6.4	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None	None	C-Min		None	C-Min	
Act Effct Green (s)		9.6	9.6		17.9	32.4	55.1	47.2		57.8	49.9	
Actuated g/C Ratio		0.11	0.11		0.20	0.36	0.61	0.52		0.64	0.55	
v/c Ratio		0.72	0.26		0.69	0.27	0.16	0.72		0.33	0.63	
Control Delay		71.6	1.9		43.9	4.1	5.7	22.2		8.6	18.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.3		0.0	0.7	
Total Delay		71.6	1.9		43.9	4.1	5.7	22.6		8.6	19.7	
LOS		E	A		D	A	A	C		A	B	
Approach Delay		36.7			24.6			21.1			17.9	
Approach LOS		D			C			C			B	
Queue Length 50th (ft)		48	0		93	0	10	341		20	220	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#116	0		#162	40	m17	m457		m41	285	
Internal Link Dist (ft)		22			144			657			363	
Turn Bay Length (ft)							450			145		
Base Capacity (vph)		137	357		298	690	531	942		375	992	
Starvation Cap Reductn		0	0		0	0	0	0		0	132	
Spillback Cap Reductn		0	0		0	4	0	40		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.64	0.24		0.65	0.27	0.12	0.75		0.31	0.72	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 21.9		Intersection LOS: C	
Intersection Capacity Utilization 68.4%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr



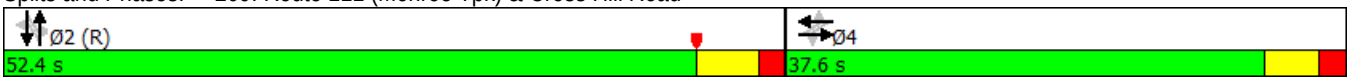
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	50	50	120	70	50	50	680	100	40	550	140
Future Volume (vph)	130	50	50	120	70	50	50	680	100	40	550	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	12	12	10	11	12	10	11	12
Storage Length (ft)	90		0	0		95	90		0	45		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			25			105			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925			0.937			0.981			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	1666	0	1770	1745	0	1652	1766	0	1652	1747	0
Flt Permitted	0.628			0.676			0.308			0.240		
Satd. Flow (perm)	1092	1666	0	1259	1745	0	535	1766	0	417	1747	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62			44			12			21	
Link Speed (mph)		25			30			35			40	
Link Distance (ft)		354			360			443			949	
Travel Time (s)		9.7			8.2			8.6			16.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.95	0.95	0.95	0.98	0.98	0.98
Adj. Flow (vph)	163	63	63	150	88	63	53	716	105	41	561	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	126	0	150	151	0	53	821	0	41	704	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	12.6	12.6		12.6	12.6		26.0	26.0		26.0	26.0	
Total Split (s)	37.6	37.6		37.6	37.6		52.4	52.4		52.4	52.4	
Total Split (%)	41.8%	41.8%		41.8%	41.8%		58.2%	58.2%		58.2%	58.2%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.2	4.2		4.2	4.2	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	18.7	18.7		18.7	18.7		59.7	59.7		59.7	59.7	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.66	0.66		0.66	0.66	
v/c Ratio	0.72	0.32		0.57	0.38		0.15	0.70		0.15	0.60	
Control Delay	49.8	16.7		39.4	22.4		4.3	7.4		9.8	10.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.8		0.0	0.1	
Total Delay	49.8	16.7		39.4	22.4		4.3	8.2		9.8	10.4	
LOS	D	B		D	C		A	A		A	B	
Approach Delay		35.4			30.9			7.9			10.4	
Approach LOS		D			C			A			B	
Queue Length 50th (ft)	87	30		78	52		5	74		6	111	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	118	56		105	78		m11	#146		m21	266	
Internal Link Dist (ft)		274			280			363			869	
Turn Bay Length (ft)	90						90			45		
Base Capacity (vph)	388	632		447	648		355	1176		276	1166	
Starvation Cap Reductn	0	0		0	0		0	132		0	0	
Spillback Cap Reductn	0	1		0	0		0	0		0	28	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.42	0.20		0.34	0.23		0.15	0.79		0.15	0.62	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 15.5 Intersection LOS: B
Intersection Capacity Utilization 65.4% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 209: Route 111 (Monroe Tpk) & Cross Hill Road



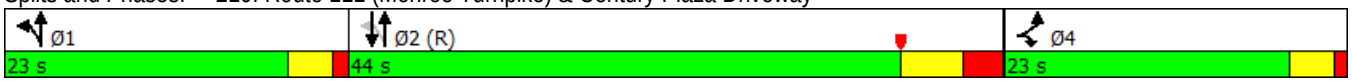
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	180	170	630	550	90
Future Volume (vph)	90	180	170	630	550	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	11	12
Storage Length (ft)	0	0	280			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		175			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.981	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1711	1583	1711	1801	1766	0
Flt Permitted	0.950		0.298			
Satd. Flow (perm)	1711	1583	537	1801	1766	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		200			11	
Link Speed (mph)	25			40	40	
Link Distance (ft)	142			949	728	
Travel Time (s)	3.9			16.2	12.4	
Peak Hour Factor	0.90	0.90	0.97	0.97	0.92	0.92
Adj. Flow (vph)	100	200	175	649	598	98
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	200	175	649	696	0
Turn Type	Prot	Prot	D.P+P	NA	NA	
Protected Phases	4	4	1	1 2	2	
Permitted Phases			2			
Detector Phase	4	4	1	2	2	
Switch Phase						
Minimum Initial (s)	9.0	9.0	3.0		15.0	
Minimum Split (s)	13.0	13.0	7.0		22.0	
Total Split (s)	23.0	23.0	23.0		44.0	
Total Split (%)	25.6%	25.6%	25.6%		48.9%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		2.8	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		7.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None		C-Max	
Act Effct Green (s)	10.5	10.5	67.5	71.5	56.3	
Actuated g/C Ratio	0.12	0.12	0.75	0.79	0.63	
v/c Ratio	0.51	0.56	0.34	0.45	0.63	
Control Delay	46.1	11.8	3.1	3.0	14.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	46.1	11.8	3.1	3.0	14.8	
LOS	D	B	A	A	B	
Approach Delay	23.2			3.0	14.8	
Approach LOS	C			A	B	
Queue Length 50th (ft)	55	0	2	8	206	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	101	59	m29	148	428	
Internal Link Dist (ft)	62			869	648	
Turn Bay Length (ft)			280			
Base Capacity (vph)	361	491	674	1431	1108	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.28	0.41	0.26	0.45	0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 4 (4%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	900	20	10	870
Future Volume (vph)	0	0	900	20	10	870
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997			
Flt Protected						0.999
Satd. Flow (prot)	1722	0	1839	0	0	1843
Flt Permitted						0.999
Satd. Flow (perm)	1722	0	1839	0	0	1843
Link Speed (mph)	30		40			40
Link Distance (ft)	316		5006			661
Travel Time (s)	7.2		85.3			11.3
Peak Hour Factor	0.80	0.80	0.94	0.94	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	957	21	11	916
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	978	0	0	927
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	900	20	10	870
Future Vol, veh/h	0	0	900	20	10	870
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	94	94	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	957	21	11	916

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1905	968	0	0	979	0
Stage 1	968	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	75	307	-	-	701	-
Stage 1	367	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	73	307	-	-	701	-
Mov Cap-2 Maneuver	73	-	-	-	-	-
Stage 1	367	-	-	-	-	-
Stage 2	368	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	701	-
HCM Lane V/C Ratio	-	-	-	0.015	-
HCM Control Delay (s)	-	-	0	10.2	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	160	80	50	0	20	170
Future Volume (vph)	160	80	50	0	20	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.879	
Flt Protected		0.968			0.995	
Satd. Flow (prot)	0	1803	1801	0	1575	0
Flt Permitted		0.968			0.995	
Satd. Flow (perm)	0	1803	1801	0	1575	0
Link Speed (mph)		30	25		25	
Link Distance (ft)		1004	805		979	
Travel Time (s)		22.8	22.0		26.7	
Peak Hour Factor	0.89	0.89	0.80	0.80	0.80	0.80
Adj. Flow (vph)	180	90	63	0	25	213
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	270	63	0	238	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	160	80	50	0	20	170
Future Vol, veh/h	160	80	50	0	20	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	180	90	63	0	25	213

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	63	0	-	0	512	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	449	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1540	-	-	-	522	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	643	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1540	-	-	-	458	1002
Mov Cap-2 Maneuver	-	-	-	-	458	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	564	-

Approach	EB	WB	SB
HCM Control Delay, s	5.1	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1540	-	-	-	891
HCM Lane V/C Ratio	0.117	-	-	-	0.267
HCM Control Delay (s)	7.6	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	180	20	20	180	80	20	120	20	110	150	160
Future Volume (vph)	140	180	20	20	180	80	20	120	20	110	150	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.961			0.983			0.949	
Flt Protected		0.980			0.996			0.994			0.987	
Satd. Flow (prot)	0	1751	0	0	1783	0	0	1699	0	0	1745	0
Flt Permitted		0.980			0.996			0.994			0.987	
Satd. Flow (perm)	0	1751	0	0	1783	0	0	1699	0	0	1745	0
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		988			775			934			884	
Travel Time (s)		22.5			17.6			25.5			24.1	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	175	225	25	25	225	100	25	150	25	138	188	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	425	0	0	350	0	0	200	0	0	526	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.6%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	63.2
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	140	180	20	0	20	180	80	0	20	120	20
Future Vol, veh/h	0	140	180	20	0	20	180	80	0	20	120	20
Peak Hour Factor	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	175	225	25	0	25	225	100	0	25	150	25
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	56.9	35	20.8
HCM LOS	F	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	41%	7%	26%
Vol Thru, %	75%	53%	64%	36%
Vol Right, %	12%	6%	29%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	340	280	420
LT Vol	20	140	20	110
Through Vol	120	180	180	150
RT Vol	20	20	80	160
Lane Flow Rate	200	425	350	525
Geometry Grp	1	1	1	1
Degree of Util (X)	0.488	0.931	0.775	1.113
Departure Headway (Hd)	9.253	8.337	8.445	7.635
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	392	438	431	473
Service Time	7.253	6.337	6.445	5.705
HCM Lane V/C Ratio	0.51	0.97	0.812	1.11
HCM Control Delay	20.8	56.9	35	103.3
HCM Lane LOS	C	F	D	F
HCM 95th-tile Q	2.6	10.6	6.6	17.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	110	150	160
Future Vol, veh/h	0	110	150	160
Peak Hour Factor	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	138	188	200
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	103.3
HCM LOS	F

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	1120	10	10	1140
Future Volume (vph)	10	10	1120	10	10	1140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	10	12	12	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932		0.999			
Flt Protected	0.976					
Satd. Flow (prot)	1751	0	3300	0	0	3303
Flt Permitted	0.976					
Satd. Flow (perm)	1751	0	3300	0	0	3303
Link Speed (mph)	25		35			35
Link Distance (ft)	465		734			285
Travel Time (s)	12.7		14.3			5.6
Peak Hour Factor	0.80	0.80	0.94	0.94	0.86	0.86
Adj. Flow (vph)	13	13	1191	11	12	1326
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	1202	0	0	1338
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	1120	10	10	1140
Future Vol, veh/h	10	10	1120	10	10	1140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	94	94	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	13	1191	11	12	1326

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1883	601	0	0	1202	0
Stage 1	1197	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	63	443	-	-	576	-
Stage 1	249	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	58	443	-	-	576	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	249	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	50.8	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	103	576	-
HCM Lane V/C Ratio	-	-	0.243	0.02	-
HCM Control Delay (s)	-	-	50.8	11.4	0.4
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	60	140	130	1000	1010	90
Future Volume (vph)	60	140	130	1000	1010	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	11	10	12
Storage Length (ft)	0	25	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		105			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.988	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1794	1652	3421	3264	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1794	1652	3421	3264	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	387			285	334	
Travel Time (s)	10.6			5.6	6.5	
Peak Hour Factor	0.80	0.80	0.92	0.92	0.94	0.94
Adj. Flow (vph)	75	175	141	1087	1074	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	175	141	1087	1170	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	17.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	140	130	1000	1010	90
Future Vol, veh/h	60	140	130	1000	1010	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	92	92	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	175	141	1087	1074	96

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1948	585	1170	0	-	0
Stage 1	1122	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 57	454	593	-	-	-
Stage 1	273	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 43	454	593	-	-	-
Mov Cap-2 Maneuver	~ 43	-	-	-	-	-
Stage 1	273	-	-	-	-	-
Stage 2	297	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	181.2	1.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	593	-	43	454	-	-
HCM Lane V/C Ratio	0.238	-	1.744	0.385	-	-
HCM Control Delay (s)	13	-	$ 562.3	17.8	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.9	-	7.7	1.8	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	20	0	1060	1080	10
Future Volume (vph)	0	20	0	1060	1080	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.999	
Flt Protected						
Satd. Flow (prot)	0	1772	0	3421	3300	0
Flt Permitted						
Satd. Flow (perm)	0	1772	0	3421	3300	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	348			334	300	
Travel Time (s)	9.5			6.5	5.8	
Peak Hour Factor	0.80	0.80	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	25	0	1116	1137	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	25	0	1116	1148	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	0	1060	1080	10
Future Vol, veh/h	0	20	0	1060	1080	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	0	1116	1137	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	574	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	462	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	462	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	462	-	-
HCM Lane V/C Ratio	-	0.054	-	-
HCM Control Delay (s)	-	13.2	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	10	0	1060	1080	10
Future Volume (vph)	10	10	0	1060	1080	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1751	0	0	3539	3418	0
Flt Permitted	0.976					
Satd. Flow (perm)	1751	0	0	3539	3418	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	167			300	188	
Travel Time (s)	4.6			5.8	3.7	
Peak Hour Factor	0.80	0.80	0.88	0.88	0.92	0.92
Adj. Flow (vph)	13	13	0	1205	1174	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	1205	1185	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	0	1060	1080	10
Future Vol, veh/h	10	10	0	1060	1080	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	88	88	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	13	0	1205	1174	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1781	592	1185	0	-	0
Stage 1	1179	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	73	449	585	-	-	-
Stage 1	254	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	73	449	585	-	-	-
Mov Cap-2 Maneuver	73	-	-	-	-	-
Stage 1	254	-	-	-	-	-
Stage 2	510	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	40.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	585	-	126	-	-
HCM Lane V/C Ratio	-	-	0.198	-	-
HCM Control Delay (s)	0	-	40.5	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1801	1801	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1801	1801	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	268			1631	381	
Travel Time (s)	7.3			31.8	7.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	12	11	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	2111	2111	0	1801	1801	0
Flt Permitted						
Satd. Flow (perm)	2111	2111	0	1801	1801	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	126			381	323	
Travel Time (s)	3.4			7.4	6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	-	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	1022	1084	0	-	-	-
Stage 1	1022	-	0	-	-	-
Stage 2	-	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	0	0	-	-
HCM Lane LOS	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	14	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	2049	1987	0	1801	0	0	1801	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	2049	1987	0	1801	0	0	1801	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		181			109			323			441	
Travel Time (s)		4.9			3.0			6.3			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1	1	0	1	0	0	0	0	0
Stage 1	0	0	-	-	-	-	-	-	-
Stage 2	1	1	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	895	-	1622	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	1022	895	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	1022	0	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	1022	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	1022	0	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

APPENDIX H1

Collision Data
Summary Route 25

Tighe&Bond

Collision History Summary (1/2009 - 12/2014)
Route 25 Corridor

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
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%**
TOTAL	**149**	**148**	**158**	**119**	**140**	**140**	**854**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
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%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**149**	**148**	**158**	**119**	**140**	**140**	**854**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
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%**
TOTAL	**149**	**148**	**158**	**119**	**140**	**140**	**854**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 25 (Main Street) @ Route 111 (Main Street/Monroe Turnpike)

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	14	18	20	15	25	17	**109**	**70%**
Sideswipe - Same Direction	4	1	5	2	3	0	**15**	**10%**
Turning - Opp. Direction	5	1	1	2	0	2	**11**	**7%**
Turning - Intersecting Paths	2	2	0	0	1	0	**5**	**3%**
Fixed Object	0	1	1	0	0	1	**3**	**2%**
Head-on	0	0	1	0	1	1	**3**	**2%**
Unknown	0	0	1	1	0	0	**2**	**1%**
Angle	1	0	0	1	0	0	**2**	**1%**
Backing	0	1	0	1	0	0	**2**	**1%**
Turning - Same Direction	1	0	1	0	0	0	**2**	**1%**
Moving Object	0	0	0	1	0	0	**1**	**1%**
Overturn	0	0	0	0	1	0	**1**	**1%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
TOTAL	**27**	**24**	**30**	**23**	**31**	**21**	**156**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	10	18	17	15	22	15	**97**	**62%**
Driver Lost Control	1	2	1	1	4	1	**10**	**6%**
Failed to Grant ROW	3	0	5	2	0	0	**10**	**6%**
Violated Traffic Control	1	3	1	0	1	1	**7**	**4%**
Speed Too Fast for Conditions	2	0	0	0	1	2	**5**	**3%**
Improper Lane Change	2	1	0	1	1	0	**5**	**3%**
Under the Influence	3	0	2	0	0	0	**5**	**3%**
Unknown	0	0	3	1	0	0	**4**	**3%**
Improper Turning Maneuver	2	0	0	1	0	0	**3**	**2%**
Unsafe Right Turn On Red	2	0	0	0	0	1	**3**	**2%**
Animal/Foreign Object in Rd	0	0	0	1	0	0	**1**	**1%**
Driver Illness	0	0	0	0	1	0	**1**	**1%**
Driver's View Obstructed	0	0	1	0	0	0	**1**	**1%**
Improper Passing Maneuver	0	0	0	0	1	0	**1**	**1%**
Defective Equipment	1	0	0	0	0	0	**1**	**1%**
Driving on Wrong Side of Rd	0	0	0	0	0	1	**1**	**1%**
Unsafe Backing	0	0	0	1	0	0	**1**	**1%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**27**	**24**	**30**	**23**	**31**	**21**	**156**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	1	0	**1**	**1%**
Injury	5	5	9	2	9	5	**35**	**22%**
Property Damage Only (PDO)	22	19	21	21	21	16	**120**	**77%**
TOTAL	**27**	**24**	**30**	**23**	**31**	**21**	**156**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 25 (Main Street) @ Tashua Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	7	4	4	4	3	8	**30**	**73%**
Turning - Opp. Direction	2	1	0	1	2	0	**6**	**15%**
Fixed Object	0	1	0	1	0	1	**3**	**7%**
Sideswipe - Same Direction	0	0	0	0	1	0	**1**	**2%**
Sideswipe - Opp. Direction	0	0	0	0	1	0	**1**	**2%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Angle	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Turning - Intersecting Paths	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**9**	**6**	**4**	**6**	**7**	**9**	**41**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	7	4	4	4	3	8	**30**	**73%**
Failed to Grant ROW	1	1	0	1	2	0	**5**	**12%**
Driver Illness	0	0	0	0	1	0	**1**	**2%**
Driver Lost Control	0	1	0	0	0	0	**1**	**2%**
Fell Asleep	0	0	0	0	0	1	**1**	**2%**
Improper Passing Maneuver	0	0	0	0	1	0	**1**	**2%**
Slippery Surface	0	0	0	1	0	0	**1**	**2%**
Unknown	1	0	0	0	0	0	**1**	**2%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
TOTAL	**9**	**6**	**4**	**6**	**7**	**9**	**41**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	2	3	2	1	4	1	**13**	**32%**
Property Damage Only (PDO)	7	3	2	5	3	8	**28**	**68%**
TOTAL	**9**	**6**	**4**	**6**	**7**	**9**	**41**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 25 (Main Street) @ Spring Hill Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	4	9	9	4	6	5	**37**	**80%**
Sideswipe - Same Direction	0	0	1	1	0	1	**3**	**7%**
Fixed Object	0	0	1	0	0	1	**2**	**4%**
Turning - Intersecting Paths	0	0	0	0	1	1	**2**	**4%**
Moving Object	0	1	0	0	0	0	**1**	**2%**
Unknown	0	0	0	0	0	1	**1**	**2%**
Angle	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
TOTAL	**4**	**10**	**11**	**5**	**7**	**9**	**46**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	4	8	9	4	5	5	**35**	**76%**
Driver Lost Control	0	1	0	0	0	2	**3**	**7%**
Failed to Grant ROW	0	0	0	0	1	1	**2**	**4%**
Fell Asleep	0	0	1	0	0	1	**2**	**4%**
Animal/Foreign Object in Rd	0	1	0	0	0	0	**1**	**2%**
Defective Equipment	0	0	0	0	1	0	**1**	**2%**
Improper Turning Maneuver	0	0	0	1	0	0	**1**	**2%**
Violated Traffic Control	0	0	1	0	0	0	**1**	**2%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**4**	**10**	**11**	**5**	**7**	**9**	**46**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	1	4	1	3	1	3	**13**	**28%**
Property Damage Only (PDO)	3	6	10	2	6	6	**33**	**72%**
TOTAL	**4**	**10**	**11**	**5**	**7**	**9**	**46**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 25 (Main Street) @ Victoria Place

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	2	1	2	4	3	2	**14**	**61%**
Moving Object	0	0	0	1	0	2	**3**	**13%**
Fixed Object	1	1	0	0	0	0	**2**	**9%**
Turning - Intersecting Paths	0	0	0	0	0	1	**1**	**4%**
Turning - Same Direction	0	0	1	0	0	0	**1**	**4%**
Backing	0	0	0	0	0	1	**1**	**4%**
Head-on	0	0	0	0	1	0	**1**	**4%**
Sideswipe - Same Direction	0	0	0	0	0	0	**0**	**0%**
Angle	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**3**	**2**	**3**	**5**	**4**	**6**	**23**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	2	1	2	4	2	2	**13**	**57%**
Animal/Foreign Object in Rd	0	0	0	1	0	2	**3**	**13%**
Speed Too Fast for Conditions	0	1	0	0	1	0	**2**	**9%**
Failed to Grant ROW	0	0	0	0	0	1	**1**	**4%**
Driver Lost Control	1	0	0	0	0	0	**1**	**4%**
Improper Turning Maneuver	0	0	1	0	0	0	**1**	**4%**
Fell Asleep	0	0	0	0	1	0	**1**	**4%**
Unsafe Backing	0	0	0	0	0	1	**1**	**4%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**3**	**2**	**3**	**5**	**4**	**6**	**23**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	2	0	1	2	2	1	**8**	**35%**
Property Damage Only (PDO)	1	2	2	3	2	5	**15**	**65%**
TOTAL	**3**	**2**	**3**	**5**	**4**	**6**	**23**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 25 (Main Street) @ Judd Road & Purdy Hill Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	13	19	15	12	16	18	**93**	**66%**
Turning - Intersecting Paths	2	4	1	2	3	2	**14**	**10%**
Turning - Opp. Direction	2	3	4	1	0	1	**11**	**8%**
Sideswipe - Opp. Direction	1	1	2	1	2	0	**7**	**5%**
Sideswipe - Same Direction	0	0	0	2	1	0	**3**	**2%**
Backing	1	0	1	0	1	0	**3**	**2%**
Turning - Same Direction	0	0	0	1	1	0	**2**	**1%**
Angle	0	0	0	1	0	1	**2**	**1%**
Fixed Object	0	0	0	1	1	0	**2**	**1%**
Head-on	0	0	0	0	0	1	**1**	**1%**
Misc - Non-Collision	0	0	0	0	1	0	**1**	**1%**
Unknown	0	0	1	0	0	0	**1**	**1%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
TOTAL	**19**	**27**	**24**	**21**	**26**	**23**	**140**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	13	17	13	13	17	18	**91**	**65%**
Failed to Grant ROW	4	6	3	3	3	2	**21**	**15%**
Driver Lost Control	1	1	2	2	2	0	**8**	**6%**
Improper Turning Maneuver	0	0	2	3	1	1	**7**	**5%**
Unknown	0	1	2	0	0	0	**3**	**2%**
Unsafe Backing	1	0	1	0	1	0	**3**	**2%**
Violated Traffic Control	0	1	0	0	1	1	**3**	**2%**
Speed Too Fast for Conditions	0	0	1	0	0	0	**1**	**1%**
Under the Influence	0	1	0	0	0	0	**1**	**1%**
Driving on Wrong Side of Rd	0	0	0	0	1	0	**1**	**1%**
Fell Asleep	0	0	0	0	0	1	**1**	**1%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**19**	**27**	**24**	**21**	**26**	**23**	**140**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	8	4	6	5	6	1	**30**	**21%**
Property Damage Only (PDO)	11	23	18	16	20	22	**110**	**79%**
TOTAL	**19**	**27**	**24**	**21**	**26**	**23**	**140**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 25 (Main Street) @ Brook Street

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	1	3	3	2	0	2	**11**	**61%**
Moving Object	0	0	0	0	0	2	**2**	**11%**
Turning - Intersecting Paths	1	0	0	0	0	0	**1**	**6%**
Fixed Object	0	0	0	1	0	0	**1**	**6%**
Sideswipe - Opp. Direction	1	0	0	0	0	0	**1**	**6%**
Sideswipe - Same Direction	0	0	0	0	0	1	**1**	**6%**
Turning - Same Direction	0	0	0	0	1	0	**1**	**6%**
Angle	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**3**	**3**	**3**	**3**	**1**	**5**	**18**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	1	3	3	1	0	2	**10**	**56%**
Animal/Foreign Object in Rd	0	0	0	0	0	2	**2**	**11%**
Improper Passing Maneuver	0	0	0	0	1	1	**2**	**11%**
Failed to Grant ROW	1	0	0	0	0	0	**1**	**6%**
Defective Equipment	0	0	0	1	0	0	**1**	**6%**
Driver Lost Control	1	0	0	0	0	0	**1**	**6%**
Speed Too Fast for Conditions	0	0	0	1	0	0	**1**	**6%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
TOTAL	**3**	**3**	**3**	**3**	**1**	**5**	**18**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	1	1	2	0	0	0	**4**	**22%**
Property Damage Only (PDO)	2	2	1	3	1	5	**14**	**78%**
TOTAL	**3**	**3**	**3**	**3**	**1**	**5**	**18**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 25 (Main Street) @ Green Street

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	4	14	7	4	3	6	**38**	**79%**
Turning - Intersecting Paths	2	1	1	1	0	0	**5**	**10%**
Overturn	1	1	0	0	0	0	**2**	**4%**
Sideswipe - Same Direction	0	1	0	0	0	0	**1**	**2%**
Turning - Opp. Direction	0	0	0	0	1	0	**1**	**2%**
Turning - Same Direction	0	0	0	0	1	0	**1**	**2%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Angle	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**7**	**17**	**8**	**5**	**5**	**6**	**48**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	4	14	7	3	3	6	**37**	**77%**
Failed to Grant ROW	0	1	1	1	0	0	**3**	**6%**
Improper Turning Maneuver	0	1	0	0	2	0	**3**	**6%**
Violated Traffic Control	2	0	0	0	0	0	**2**	**4%**
Driver Lost Control	0	1	0	0	0	0	**1**	**2%**
Speed Too Fast for Conditions	1	0	0	0	0	0	**1**	**2%**
Unknown	0	0	0	1	0	0	**1**	**2%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**7**	**17**	**8**	**5**	**5**	**6**	**48**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	2	3	2	0	1	3	**11**	**23%**
Property Damage Only (PDO)	5	14	6	5	4	3	**37**	**77%**
TOTAL	**7**	**17**	**8**	**5**	**5**	**6**	**48**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 25 (Main Street) @ Route 59 (Easton Road)

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	11	9	15	12	6	12	**65**	**57%**
Turning - Opp. Direction	1	4	5	2	1	2	**15**	**13%**
Turning - Intersecting Paths	1	2	4	2	0	3	**12**	**10%**
Sideswipe - Same Direction	3	0	1	1	0	1	**6**	**5%**
Angle	0	1	2	0	0	0	**3**	**3%**
Turning - Same Direction	1	2	0	0	0	0	**3**	**3%**
Backing	0	0	0	2	0	1	**3**	**3%**
Fixed Object	1	0	1	0	1	0	**3**	**3%**
Sideswipe - Opp. Direction	0	0	0	1	0	1	**2**	**2%**
Moving Object	0	0	1	0	0	0	**1**	**1%**
Misc - Non-Collision	0	0	0	1	0	0	**1**	**1%**
Pedestrian	0	0	0	1	0	0	**1**	**1%**
Parking	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**18**	**18**	**29**	**22**	**8**	**20**	**115**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	11	8	15	12	6	12	**64**	**56%**
Failed to Grant ROW	2	6	7	4	1	5	**25**	**22%**
Improper Turning Maneuver	1	1	2	2	0	1	**7**	**6%**
Violated Traffic Control	0	2	2	0	0	1	**5**	**4%**
Improper Lane Change	2	0	1	0	0	0	**3**	**3%**
Driver Lost Control	1	0	0	0	1	0	**2**	**2%**
Unsafe Backing	0	0	0	1	0	1	**2**	**2%**
Animal/Foreign Object in Rd	0	0	2	0	0	0	**2**	**2%**
Improper Passing Maneuver	1	0	0	0	0	0	**1**	**1%**
Under the Influence	0	0	0	1	0	0	**1**	**1%**
Fell Asleep	0	0	0	1	0	0	**1**	**1%**
Unknown	0	1	0	0	0	0	**1**	**1%**
Unsafe Use of Highway by Ped	0	0	0	1	0	0	**1**	**1%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**18**	**18**	**29**	**22**	**8**	**20**	**115**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	1	4	6	6	4	8	**29**	**25%**
Property Damage Only (PDO)	17	14	23	16	4	12	**86**	**75%**
TOTAL	**18**	**18**	**29**	**22**	**8**	**20**	**115**	**100%**

APPENDIX H2

Collision Data
Summary Route 111

Tighe&Bond

Collision History Summary (1/2009 - 12/2014)
Route 111 Corridor

COLLISION TYPE

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

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
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%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
TOTAL	**123**	**122**	**127**	**134**	**109**	**110**	**725**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
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%**
TOTAL	**123**	**122**	**127**	**134**	**109**	**110**	**725**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Route 25 (Main Street)

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	14	18	20	15	25	17	**109**	**70%**
Sideswipe - Same Direction	4	1	5	2	3	0	**15**	**10%**
Turning - Opp. Direction	5	1	1	2	0	2	**11**	**7%**
Turning - Intersecting Paths	2	2	0	0	1	0	**5**	**3%**
Head-on	0	0	1	0	1	1	**3**	**2%**
Fixed Object	0	1	1	0	0	1	**3**	**2%**
Backing	0	1	0	1	0	0	**2**	**1%**
Turning - Same Direction	1	0	1	0	0	0	**2**	**1%**
Angle	1	0	0	1	0	0	**2**	**1%**
Unknown	0	0	1	1	0	0	**2**	**1%**
Moving Object	0	0	0	1	0	0	**1**	**1%**
Overturn	0	0	0	0	1	0	**1**	**1%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
TOTAL	**27**	**24**	**30**	**23**	**31**	**21**	**156**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	10	18	17	15	22	15	**97**	**62%**
Driver Lost Control	1	2	1	1	4	1	**10**	**6%**
Failed to Grant ROW	3	0	5	2	0	0	**10**	**6%**
Violated Traffic Control	1	3	1	0	1	1	**7**	**4%**
Speed Too Fast for Conditions	2	0	0	0	1	2	**5**	**3%**
Improper Lane Change	2	1	0	1	1	0	**5**	**3%**
Under the Influence	3	0	2	0	0	0	**5**	**3%**
Unknown	0	0	3	1	0	0	**4**	**3%**
Improper Turning Maneuver	2	0	0	1	0	0	**3**	**2%**
Unsafe Right Turn On Red	2	0	0	0	0	1	**3**	**2%**
Unsafe Backing	0	0	0	1	0	0	**1**	**1%**
Defective Equipment	1	0	0	0	0	0	**1**	**1%**
Improper Passing Maneuver	0	0	0	0	1	0	**1**	**1%**
Driving on Wrong Side of Rd	0	0	0	0	0	1	**1**	**1%**
Animal/Foreign Object in Rd	0	0	0	1	0	0	**1**	**1%**
Driver Illness	0	0	0	0	1	0	**1**	**1%**
Driver's View Obstructed	0	0	1	0	0	0	**1**	**1%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**27**	**24**	**30**	**23**	**31**	**21**	**156**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	1	0	**1**	**1%**
Injury	5	5	9	2	9	5	**35**	**22%**
Property Damage Only (PDO)	22	19	21	21	21	16	**120**	**77%**
TOTAL	**27**	**24**	**30**	**23**	**31**	**21**	**156**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Old Mine Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	0	1	2	4	2	1	**10**	**33%**
Fixed Object	0	0	5	3	1	0	**9**	**30%**
Turning - Intersecting Paths	0	1	1	1	0	0	**3**	**10%**
Sideswipe - Same Direction	0	1	0	0	1	1	**3**	**10%**
Turning - Same Direction	0	0	1	0	0	1	**2**	**7%**
Turning - Opp. Direction	0	0	1	0	0	0	**1**	**3%**
Moving Object	0	0	0	0	1	0	**1**	**3%**
Unknown	0	0	1	0	0	0	**1**	**3%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Angle	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**3**	**11**	**8**	**5**	**3**	**30**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	0	1	2	4	2	1	**10**	**33%**
Driver Lost Control	0	0	3	2	1	0	**6**	**20%**
Violated Traffic Control	0	0	2	1	0	0	**3**	**10%**
Failed to Grant ROW	0	1	1	0	0	0	**2**	**7%**
Under the Influence	0	0	2	0	0	0	**2**	**7%**
Improper Passing Maneuver	0	1	0	0	0	1	**2**	**7%**
Improper Turning Maneuver	0	0	1	0	0	1	**2**	**7%**
Improper Lane Change	0	0	0	0	1	0	**1**	**3%**
Animal/Foreign Object in Rd	0	0	0	0	1	0	**1**	**3%**
Unsafe Tires	0	0	0	1	0	0	**1**	**3%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**3**	**11**	**8**	**5**	**3**	**30**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	0	2	3	1	1	1	**8**	**27%**
Property Damage Only (PDO)	0	1	8	7	4	2	**22**	**73%**
TOTAL	**0**	**3**	**11**	**8**	**5**	**3**	**30**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Trefoil Plaza

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Sideswipe - Opp. Direction	0	0	0	0	1	1	**2**	**100%**
Rear-end	0	0	0	0	0	0	**0**	**0%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Same Direction	0	0	0	0	0	0	**0**	**0%**
Angle	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Turning - Intersecting Paths	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Driving on Wrong Side of Rd	0	0	0	0	1	0	**1**	**50%**
Improper Passing Maneuver	0	0	0	0	0	1	**1**	**50%**
Following Too Closely	0	0	0	0	0	0	**0**	**0%**
Failed to Grant ROW	0	0	0	0	0	0	**0**	**0%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driver Lost Control	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	0	0	0	0	1	1	**2**	**100%**
Property Damage Only (PDO)	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Woodland Hills Drive

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	0	0	1	2	0	1	**4**	**57%**
Sideswipe - Same Direction	0	0	1	0	0	0	**1**	**14%**
Turning - Intersecting Paths	0	0	0	0	0	1	**1**	**14%**
Turning - Opp. Direction	0	0	0	0	1	0	**1**	**14%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Angle	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**0**	**2**	**2**	**1**	**2**	**7**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	0	0	1	2	0	1	**4**	**57%**
Failed to Grant ROW	0	0	0	0	1	1	**2**	**29%**
Unknown	0	0	1	0	0	0	**1**	**14%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Driver Lost Control	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**0**	**2**	**2**	**1**	**2**	**7**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	0	0	0	0	1	2	**3**	**43%**
Property Damage Only (PDO)	0	0	2	2	0	0	**4**	**57%**
TOTAL	**0**	**0**	**2**	**2**	**1**	**2**	**7**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Tennis Club of Trumbull Driveway

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	0	1	2	1	0	0	**4**	**50%**
Sideswipe - Same Direction	0	1	0	1	0	0	**2**	**25%**
Angle	0	0	0	0	0	1	**1**	**13%**
Fixed Object	0	0	0	1	0	0	**1**	**13%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Turning - Intersecting Paths	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**2**	**2**	**3**	**0**	**1**	**8**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	0	1	2	1	0	0	**4**	**50%**
Driver Lost Control	0	0	0	1	0	0	**1**	**13%**
Failed to Grant ROW	0	0	0	0	0	1	**1**	**13%**
Improper Lane Change	0	1	0	0	0	0	**1**	**13%**
Improper Passing Maneuver	0	0	0	1	0	0	**1**	**13%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**2**	**2**	**3**	**0**	**1**	**8**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	0	0	0	1	0	1	**2**	**25%**
Property Damage Only (PDO)	0	2	2	2	0	0	**6**	**75%**
TOTAL	**0**	**2**	**2**	**3**	**0**	**1**	**8**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ United Healthcare Driveway

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	4	2	2	2	1	1	**12**	**75%**
Sideswipe - Same Direction	0	0	2	1	0	0	**3**	**19%**
Turning - Intersecting Paths	0	0	0	1	0	0	**1**	**6%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Angle	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**4**	**2**	**4**	**4**	**1**	**1**	**16**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	4	2	2	2	0	1	**11**	**69%**
Speed Too Fast for Conditions	0	0	1	0	1	0	**2**	**13%**
Violated Traffic Control	0	0	0	1	0	0	**1**	**6%**
Slippery Surface	0	0	1	0	0	0	**1**	**6%**
Abnormal Road Condition	0	0	0	1	0	0	**1**	**6%**
Failed to Grant ROW	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Driver Lost Control	0	0	0	0	0	0	**0**	**0%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**4**	**2**	**4**	**4**	**1**	**1**	**16**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	2	0	1	1	1	0	**5**	**31%**
Property Damage Only (PDO)	2	2	3	3	0	1	**11**	**69%**
TOTAL	**4**	**2**	**4**	**4**	**1**	**1**	**16**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Trefoil Drive & Home Depot Driveway

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	1	4	6	6	2	4	**23**	**55%**
Sideswipe - Same Direction	1	0	1	2	2	0	**6**	**14%**
Turning - Opp. Direction	0	2	1	0	0	1	**4**	**10%**
Turning - Intersecting Paths	0	0	0	1	1	0	**2**	**5%**
Angle	0	0	1	1	0	0	**2**	**5%**
Fixed Object	0	0	1	0	1	0	**2**	**5%**
Backing	0	1	0	0	0	0	**1**	**2%**
Moving Object	0	0	1	0	0	0	**1**	**2%**
Sideswipe - Opp. Direction	0	0	0	0	0	1	**1**	**2%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**2**	**7**	**11**	**10**	**6**	**6**	**42**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	1	4	6	4	2	4	**21**	**50%**
Driver Lost Control	0	1	1	1	2	1	**6**	**14%**
Violated Traffic Control	0	0	1	2	1	1	**5**	**12%**
Improper Lane Change	1	0	0	2	0	0	**3**	**7%**
Failed to Grant ROW	0	1	1	0	0	0	**2**	**5%**
Improper Turning Maneuver	0	1	0	0	1	0	**2**	**5%**
Unknown	0	0	1	0	0	0	**1**	**2%**
Speed Too Fast for Conditions	0	0	0	1	0	0	**1**	**2%**
Animal/Foreign Object in Rd	0	0	1	0	0	0	**1**	**2%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**2**	**7**	**11**	**10**	**6**	**6**	**42**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	1	0	5	1	3	2	**12**	**29%**
Property Damage Only (PDO)	1	7	6	9	3	4	**30**	**71%**
TOTAL	**2**	**7**	**11**	**10**	**6**	**6**	**42**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Technology Drive & Corporate Drive

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	1	1	1	2	3	6	**14**	**54%**
Sideswipe - Same Direction	0	1	2	0	0	0	**3**	**12%**
Turning - Intersecting Paths	2	0	0	0	0	0	**2**	**8%**
Fixed Object	0	1	0	1	0	0	**2**	**8%**
Turning - Opp. Direction	0	0	0	2	0	0	**2**	**8%**
Angle	0	0	0	1	0	0	**1**	**4%**
Sideswipe - Opp. Direction	0	0	0	0	0	1	**1**	**4%**
Turning - Same Direction	0	0	0	0	1	0	**1**	**4%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**3**	**3**	**3**	**6**	**4**	**7**	**26**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	0	1	1	2	3	6	**13**	**50%**
Failed to Grant ROW	1	0	1	2	0	0	**4**	**15%**
Driver Lost Control	0	2	0	1	0	0	**3**	**12%**
Violated Traffic Control	1	0	0	1	0	1	**3**	**12%**
Improper Turning Maneuver	0	0	0	0	1	0	**1**	**4%**
Improper Lane Change	0	0	1	0	0	0	**1**	**4%**
Speed Too Fast for Conditions	1	0	0	0	0	0	**1**	**4%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**3**	**3**	**3**	**6**	**4**	**7**	**26**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	1	1	0	0	1	1	**4**	**15%**
Property Damage Only (PDO)	2	2	3	6	3	6	**22**	**85%**
TOTAL	**3**	**3**	**3**	**6**	**4**	**7**	**26**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Spring Hill Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	2	2	0	0	1	0	**5**	**45%**
Angle	0	2	0	0	0	0	**2**	**18%**
Turning - Intersecting Paths	1	1	0	0	0	0	**2**	**18%**
Sideswipe - Same Direction	1	0	0	0	0	0	**1**	**9%**
Turning - Opp. Direction	0	0	1	0	0	0	**1**	**9%**
Backing	0	0	0	0	0	0	**0**	**0%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**4**	**5**	**1**	**0**	**1**	**0**	**11**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	2	1	0	0	1	0	**4**	**36%**
Violated Traffic Control	1	3	0	0	0	0	**4**	**36%**
Improper Lane Change	1	0	0	0	0	0	**1**	**9%**
Failed to Grant ROW	0	0	1	0	0	0	**1**	**9%**
Speed Too Fast for Conditions	0	1	0	0	0	0	**1**	**9%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driver Lost Control	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**4**	**5**	**1**	**0**	**1**	**0**	**11**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	2	2	0	0	0	0	**4**	**36%**
Property Damage Only (PDO)	2	3	1	0	1	0	**7**	**64%**
TOTAL	**4**	**5**	**1**	**0**	**1**	**0**	**11**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Purdy Hill Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	3	6	3	3	0	3	**18**	**46%**
Turning - Intersecting Paths	1	3	2	2	0	0	**8**	**21%**
Sideswipe - Same Direction	1	0	1	1	1	2	**6**	**15%**
Fixed Object	1	0	0	1	0	0	**2**	**5%**
Turning - Opp. Direction	1	1	0	0	0	0	**2**	**5%**
Angle	2	0	0	0	0	0	**2**	**5%**
Turning - Same Direction	1	0	0	0	0	0	**1**	**3%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**10**	**10**	**6**	**7**	**1**	**5**	**39**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	3	6	3	3	0	3	**18**	**46%**
Violated Traffic Control	2	2	1	2	0	0	**7**	**18%**
Failed to Grant ROW	2	2	0	0	0	0	**4**	**10%**
Driver Lost Control	1	0	0	2	0	0	**3**	**8%**
Improper Lane Change	0	0	1	0	1	1	**3**	**8%**
Improper Turning Maneuver	1	0	1	0	0	0	**2**	**5%**
Improper Passing Maneuver	0	0	0	0	0	1	**1**	**3%**
Fell Asleep	1	0	0	0	0	0	**1**	**3%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**10**	**10**	**6**	**7**	**1**	**5**	**39**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	6	3	3	2	0	1	**15**	**38%**
Property Damage Only (PDO)	4	7	3	5	1	4	**24**	**62%**
TOTAL	**10**	**10**	**6**	**7**	**1**	**5**	**39**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Monroe Elementary School Driveway

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	0	1	2	2	2	3	**10**	**59%**
Turning - Intersecting Paths	0	2	2	0	0	0	**4**	**24%**
Angle	0	0	0	0	1	0	**1**	**6%**
Moving Object	0	0	0	0	1	0	**1**	**6%**
Overturn	0	0	0	0	0	1	**1**	**6%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Same Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**3**	**4**	**2**	**4**	**4**	**17**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	0	1	2	2	2	3	**10**	**59%**
Failed to Grant ROW	0	2	2	0	1	0	**5**	**29%**
Driver Lost Control	0	0	0	0	0	1	**1**	**6%**
Animal/Foreign Object in Rd	0	0	0	0	1	0	**1**	**6%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**3**	**4**	**2**	**4**	**4**	**17**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	0	2	0	0	2	2	**6**	**35%**
Property Damage Only (PDO)	0	1	4	2	2	2	**11**	**65%**
TOTAL	**0**	**3**	**4**	**2**	**4**	**4**	**17**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Village Plaza & McDonalds Driveway

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	4	1	6	7	2	3	**23**	**70%**
Turning - Opp. Direction	0	1	1	0	0	0	**2**	**6%**
Angle	0	0	1	0	0	0	**1**	**3%**
Fixed Object	0	0	0	0	0	1	**1**	**3%**
Moving Object	0	0	0	0	1	0	**1**	**3%**
Pedestrian	0	0	0	1	0	0	**1**	**3%**
Sideswipe - Opp. Direction	0	0	0	0	1	0	**1**	**3%**
Sideswipe - Same Direction	0	0	0	1	0	0	**1**	**3%**
Turning - Intersecting Paths	0	1	0	0	0	0	**1**	**3%**
Turning - Same Direction	0	1	0	0	0	0	**1**	**3%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**4**	**4**	**8**	**9**	**4**	**4**	**33**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	3	1	6	6	2	2	**20**	**61%**
Failed to Grant ROW	0	2	2	0	0	0	**4**	**12%**
Animal/Foreign Object in Rd	0	0	0	0	2	0	**2**	**6%**
Improper Lane Change	1	0	0	1	0	0	**2**	**6%**
Defective Equipment	0	0	0	0	0	1	**1**	**3%**
Improper Passing Maneuver	0	1	0	0	0	0	**1**	**3%**
Speed Too Fast for Conditions	0	0	0	0	0	1	**1**	**3%**
Unknown	0	0	0	1	0	0	**1**	**3%**
Unsafe Use of Highway by Ped	0	0	0	1	0	0	**1**	**3%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driver Lost Control	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
TOTAL	**4**	**4**	**8**	**9**	**4**	**4**	**33**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	1	1	1	5	0	0	**8**	**24%**
Property Damage Only (PDO)	3	3	7	4	4	4	**25**	**76%**
TOTAL	**4**	**4**	**8**	**9**	**4**	**4**	**33**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Elm Street

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	10	17	12	16	9	12	**76**	**66%**
Turning - Intersecting Paths	0	1	0	3	1	6	**11**	**9%**
Angle	1	1	1	1	3	2	**9**	**8%**
Turning - Opp. Direction	2	4	1	2	0	0	**9**	**8%**
Sideswipe - Same Direction	1	0	1	2	0	0	**4**	**3%**
Turning - Same Direction	0	0	1	0	0	1	**2**	**2%**
Backing	0	0	0	0	1	0	**1**	**1%**
Fixed Object	0	0	0	0	0	1	**1**	**1%**
Misc - Non-Collision	0	0	0	0	1	0	**1**	**1%**
Overturn	0	0	0	0	0	1	**1**	**1%**
Sideswipe - Opp. Direction	0	0	0	0	0	1	**1**	**1%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**14**	**23**	**16**	**24**	**15**	**24**	**116**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	10	15	12	17	9	12	**75**	**65%**
Failed to Grant ROW	2	4	2	2	1	3	**14**	**12%**
Violated Traffic Control	1	2	1	1	2	4	**11**	**9%**
Improper Passing Maneuver	0	0	0	2	0	3	**5**	**4%**
Improper Lane Change	1	0	0	1	0	0	**2**	**2%**
Driver Lost Control	0	1	0	0	0	1	**2**	**2%**
Animal/Foreign Object in Rd	0	0	0	0	1	0	**1**	**1%**
Defective Equipment	0	1	0	0	0	0	**1**	**1%**
Driver Illness	0	0	0	0	0	1	**1**	**1%**
Improper Turning Maneuver	0	0	1	0	0	0	**1**	**1%**
Unknown	0	0	0	0	1	0	**1**	**1%**
Unsafe Backing	0	0	0	0	1	0	**1**	**1%**
Vehicle Without Lights	0	0	0	1	0	0	**1**	**1%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
TOTAL	**14**	**23**	**16**	**24**	**15**	**24**	**116**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	3	6	1	7	2	4	**23**	**20%**
Property Damage Only (PDO)	11	17	15	17	13	20	**93**	**80%**
TOTAL	**14**	**23**	**16**	**24**	**15**	**24**	**116**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Monroe Plaza & Comaro Plaza

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	3	4	0	6	6	2	**21**	**66%**
Turning - Intersecting Paths	2	0	0	1	1	2	**6**	**19%**
Fixed Object	1	1	0	0	0	0	**2**	**6%**
Backing	0	0	1	0	0	0	**1**	**3%**
Moving Object	0	0	0	1	0	0	**1**	**3%**
Turning - Opp. Direction	1	0	0	0	0	0	**1**	**3%**
Sideswipe - Same Direction	0	0	0	0	0	0	**0**	**0%**
Angle	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**7**	**5**	**1**	**8**	**7**	**4**	**32**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	3	4	0	6	6	2	**21**	**66%**
Failed to Grant ROW	3	0	0	1	1	0	**5**	**16%**
Animal/Foreign Object in Rd	1	0	0	1	0	0	**2**	**6%**
Driver Lost Control	0	1	0	0	0	0	**1**	**3%**
Improper Turning Maneuver	0	0	0	0	0	1	**1**	**3%**
Unsafe Backing	0	0	1	0	0	0	**1**	**3%**
Violated Traffic Control	0	0	0	0	0	1	**1**	**3%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**7**	**5**	**1**	**8**	**7**	**4**	**32**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	1	2	0	1	1	0	**5**	**16%**
Property Damage Only (PDO)	6	3	1	7	6	4	**27**	**84%**
TOTAL	**7**	**5**	**1**	**8**	**7**	**4**	**32**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Cross Hill Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	7	3	1	5	1	3	**20**	**56%**
Turning - Intersecting Paths	1	1	1	1	0	1	**5**	**14%**
Turning - Opp. Direction	1	0	0	2	0	0	**3**	**8%**
Sideswipe - Same Direction	0	0	0	1	1	0	**2**	**6%**
Angle	1	0	0	0	1	0	**2**	**6%**
Turning - Same Direction	1	0	1	0	0	0	**2**	**6%**
Fixed Object	0	1	0	0	0	0	**1**	**3%**
Sideswipe - Opp. Direction	0	0	0	0	1	0	**1**	**3%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**11**	**5**	**3**	**9**	**4**	**4**	**36**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	7	3	1	4	1	3	**19**	**53%**
Failed to Grant ROW	3	0	1	2	0	0	**6**	**17%**
Violated Traffic Control	1	0	1	1	1	1	**5**	**14%**
Improper Turning Maneuver	0	1	0	1	0	0	**2**	**6%**
Driver Illness	0	1	0	0	0	0	**1**	**3%**
Driver Lost Control	0	0	0	1	0	0	**1**	**3%**
Improper Passing Maneuver	0	0	0	0	1	0	**1**	**3%**
Speed Too Fast for Conditions	0	0	0	0	1	0	**1**	**3%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**11**	**5**	**3**	**9**	**4**	**4**	**36**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	4	2	0	4	0	0	**10**	**28%**
Property Damage Only (PDO)	7	3	3	5	4	4	**26**	**72%**
TOTAL	**11**	**5**	**3**	**9**	**4**	**4**	**36**	**100%**

Collision History Summary (1/2009 - 12/2014)
Intersection: Route 111 @ Century Plaza

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	4	3	3	2	0	1	**13**	**65%**
Turning - Opp. Direction	0	2	0	1	0	0	**3**	**15%**
Turning - Intersecting Paths	1	0	0	0	1	0	**2**	**10%**
Sideswipe - Same Direction	0	0	0	0	0	1	**1**	**5%**
Angle	0	0	0	0	0	1	**1**	**5%**
Backing	0	0	0	0	0	0	**0**	**0%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**5**	**5**	**3**	**3**	**1**	**3**	**20**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2010	2011	2012	2013	Total	Percent
Following Too Closely	3	3	3	1	0	1	**11**	**55%**
Failed to Grant ROW	1	2	0	1	0	0	**4**	**20%**
Improper Turning Maneuver	0	0	0	0	1	1	**2**	**10%**
Driver Lost Control	1	0	0	0	0	0	**1**	**5%**
Improper Passing Maneuver	0	0	0	0	0	1	**1**	**5%**
Speed Too Fast for Conditions	0	0	0	1	0	0	**1**	**5%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Proper Turn Signal Not Displayed	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
TOTAL	**5**	**5**	**3**	**3**	**1**	**3**	**20**	**100%**

SEVERITY

	2009	2010	2010	2011	2012	2013	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	2	2	1	2	0	0	**7**	**35%**
Property Damage Only (PDO)	3	3	2	1	1	3	**13**	**65%**
TOTAL	**5**	**5**	**3**	**3**	**1**	**3**	**20**	**100%**

APPENDIX H3

Collision Data
Cutler's Farm Road

Tighe&Bond

Collision History Summary (09/2010 - 11/2012)
Cutlers Farm Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	0	1	1	0	0	0	**2**	**50%**
Turning - Intersecting Paths	0	0	0	1	0	0	**1**	**25%**
Angle	0	1	0	0	0	0	**1**	**25%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Same Direction	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**2**	**1**	**1**	**0**	**0**	**4**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	0	1	1	0	0	0	**2**	**50%**
Improper Turning Maneuver	0	0	0	1	0	0	**1**	**25%**
Violated Traffic Control	0	1	0	0	0	0	**1**	**25%**
Failed to Grant ROW	0	0	0	0	0	0	**0**	**0%**
Driver Lost Control	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**2**	**1**	**1**	**0**	**0**	**4**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	0	0	0	0	0	0	**0**	**0%**
Property Damage Only (PDO)	0	2	1	1	0	0	**4**	**100%**
TOTAL	**0**	**2**	**1**	**1**	**0**	**0**	**4**	**100%**

Collision History Summary (09/2010 - 11/2012)
Intersection: Cutler's Farm Road @ Spring Hill Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Rear-end	0	1	1	0	0	0	**2**	**67%**
Turning - Intersecting Paths	0	0	0	1	0	0	**1**	**33%**
Sideswipe - Same Direction	0	0	0	0	0	0	**0**	**0%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Angle	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**1**	**1**	**1**	**0**	**0**	**3**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Following Too Closely	0	1	1	0	0	0	**2**	**67%**
Improper Turning Maneuver	0	0	0	1	0	0	**1**	**33%**
Driver Lost Control	0	0	0	0	0	0	**0**	**0%**
Violated Traffic Control	0	0	0	0	0	0	**0**	**0%**
Failed to Grant ROW	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**1**	**1**	**1**	**0**	**0**	**3**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	0	0	0	0	0	0	**0**	**0%**
Property Damage Only (PDO)	0	1	1	1	0	0	**3**	**100%**
TOTAL	**0**	**1**	**1**	**1**	**0**	**0**	**3**	**100%**

Collision History Summary (09/2010 - 11/2012)
Intersection: Cutler's Farm Road @ Purdy Hill Road

COLLISION TYPE

	2009	2010	2011	2012	2013	2014	Total	Percent
Angle	0	1	0	0	0	0	**1**	**100%**
Turning - Intersecting Paths	0	0	0	0	0	0	**0**	**0%**
Rear-end	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Same Direction	0	0	0	0	0	0	**0**	**0%**
Fixed Object	0	0	0	0	0	0	**0**	**0%**
Turning - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Head-on	0	0	0	0	0	0	**0**	**0%**
Sideswipe - Opp. Direction	0	0	0	0	0	0	**0**	**0%**
Backing	0	0	0	0	0	0	**0**	**0%**
Jackknife	0	0	0	0	0	0	**0**	**0%**
Misc - Non-Collision	0	0	0	0	0	0	**0**	**0%**
Moving Object	0	0	0	0	0	0	**0**	**0%**
Overturn	0	0	0	0	0	0	**0**	**0%**
Parking	0	0	0	0	0	0	**0**	**0%**
Pedestrian	0	0	0	0	0	0	**0**	**0%**
Turning - Same Direction	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**100%**

CONTRIBUTION FACTORS

	2009	2010	2011	2012	2013	2014	Total	Percent
Violated Traffic Control	0	1	0	0	0	0	**1**	**100%**
Failed to Grant ROW	0	0	0	0	0	0	**0**	**0%**
Following Too Closely	0	0	0	0	0	0	**0**	**0%**
Driver Lost Control	0	0	0	0	0	0	**0**	**0%**
Improper Passing Maneuver	0	0	0	0	0	0	**0**	**0%**
Improper Lane Change	0	0	0	0	0	0	**0**	**0%**
Under the Influence	0	0	0	0	0	0	**0**	**0%**
Abnormal Road Condition	0	0	0	0	0	0	**0**	**0%**
Animal/Foreign Object in Rd	0	0	0	0	0	0	**0**	**0%**
Defective Equipment	0	0	0	0	0	0	**0**	**0%**
Disabled/Illegally Parked Veh	0	0	0	0	0	0	**0**	**0%**
Driver Illness	0	0	0	0	0	0	**0**	**0%**
Driverless Vehicle	0	0	0	0	0	0	**0**	**0%**
Driver's View Obstructed	0	0	0	0	0	0	**0**	**0%**
Driving on Wrong Side of Rd	0	0	0	0	0	0	**0**	**0%**
Entered Rdwy in Wrong Dir	0	0	0	0	0	0	**0**	**0%**
Fell Asleep	0	0	0	0	0	0	**0**	**0%**
Improper Turning Maneuver	0	0	0	0	0	0	**0**	**0%**
Insufficient Vert Clearance	0	0	0	0	0	0	**0**	**0%**
Proper Turn Sig Not Displayed	0	0	0	0	0	0	**0**	**0%**
Roadway Width Restricted	0	0	0	0	0	0	**0**	**0%**
Slippery Surface	0	0	0	0	0	0	**0**	**0%**
Speed Too Fast for Conditions	0	0	0	0	0	0	**0**	**0%**
Traffic Signal Not Operating	0	0	0	0	0	0	**0**	**0%**
Unknown	0	0	0	0	0	0	**0**	**0%**
Unsafe Backing	0	0	0	0	0	0	**0**	**0%**
Unsafe Right Turn On Red	0	0	0	0	0	0	**0**	**0%**
Unsafe Tires	0	0	0	0	0	0	**0**	**0%**
Unsafe Use of Highway by Ped	0	0	0	0	0	0	**0**	**0%**
Vehicle Involved in Emergency	0	0	0	0	0	0	**0**	**0%**
Vehicle Without Lights	0	0	0	0	0	0	**0**	**0%**
TOTAL	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**100%**

SEVERITY

	2009	2010	2011	2012	2013	2014	Total	Percent
Fatal	0	0	0	0	0	0	**0**	**0%**
Injury	0	0	0	0	0	0	**0**	**0%**
Property Damage Only (PDO)	0	1	0	0	0	0	**1**	**100%**
TOTAL	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**100%**

APPENDIX I

Major Traffic Generator Certificates

Tighe&Bond

STATE OF CONNECTICUT
STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Phone: (860) 594-3020

MEMBERS
Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

CERTIFICATE NO. 1419

STC NO. 144-9709-01

APPROVED December 16, 1997

EXPIRES December 16, 1999

ISSUED TO: LCOR, Inc.
101 Hudson Street, Suite 3606
Jersey City, NJ 07302

FOR: LCOR Senior Housing
Route 25 (Main Street)
Town of Trumbull

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised, and the Regulations of the State Traffic Commission.

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plans. Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE TWO (2) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

Joseph Santaniello

Date: 6/28/99

Joseph Santaniello, P.E.
Executive Director

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TRA-10 REV 1/97

Report By: CSB Date: 12/97 Checked By: DMF Date: 12/97 See Previous STC Report No.	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION** Town of Trumbull	STC No: 144-9709-01 Loc. No: Approved By STC Date: DEC 16 1997
Requested By: Mr. Kyle Bridgefarmer How Requested: Cert. Appli. Date: 9/25/97	Location: Route 25 (Main Street) at the Drive to LCOR Senior Housing	Joseph Santorella EXECUTIVE DIRECTOR

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission issue a certificate to Mr. Kyle Bridgefarmer for LCOR Senior Housing, a 164,460 square-foot gross floor area assisted living facility, with 90 parking spaces, located on Route 25 (Main Street) in the Town of Trumbull, stating that the operation thereof will not imperil the safety of the public.

The requirements set forth are based on and refer to the proposed improvements on the plan entitled "Site Plan," Drawing No. 20.01 for LCOR Senior Housing dated September 23, 1997, revised December 9, 1997, prepared by Langan Engineering and Environmental Services.

1. That Route 25 (Main Street) be widened in conformance with the referenced plans.

2. That the site driveway on Route 25 (Main Street) be constructed in conformance with the referenced plan.

3. That the owner provide and maintain intersection sight distances from the site driveway on Route 25 (Main Street) as shown on the referenced plan.

4. That all utility relocations in the state highway right-of-way be at no cost to the state and in accordance with "A Policy on the Accommodations of Utilities on Highway Rights-of-Way."

5. That signs and pavement markings on Route 25 (Main Street) and the site drive be installed by the applicant in conformance with the referenced plan, and in accordance with the "Manual on Uniform Traffic Control Devices."

6. That all roadway and drainage improvements within the State's Right-of-Way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.

By _____
Division of Traffic Engineering
Bureau of Engineering and Highway Operations

7. That the applicant be responsible for the installation of illumination at the site driveway's intersection with Route 25 (Main Street). The owner shall be responsible for the cost of the electricity to operate the illumination.

8. That approach grades of the driveways along Route 25 (Main Street) affected by the roadway widenings to be undertaken by the applicant, meet Department standards for intersecting streets or not be increased.

9. That prior to certificate issuance, the applicant post and maintain a bond in the amount of $25,000 to cover the costs of satisfying the conditions of this report. Upon submission of final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.

10. That within sixty (60) days of the issuance of the Certificate, a copy thereof, together with this report, be recorded on the municipal land records in accordance with the attached procedure.

11. That the State Traffic Commission reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Kyle Bridgefarmer, the applicant, concurred with the above recommendations on December 12, 1997.

Chief Theodore J. Ambrosini, representative for the Trumbull Board of Police Commissioners, concurred with the above recommendations on December 12, 1997.

Report of Findings
Town of Fairfield
LCOR Senior Housing
STC No. 144-9709-01

The site is located on the south side of Route 25 (Main Street) just west of Route 111 (Monroe Turnpike) in the Town of Trumbull.

Site Generated Traffic:

A.M. Peak Hour			
	Roadway	3 In	3 Out
	Site	26 In	4 Out
P.M. Peak Hour			
	Roadway	5 In	5 Out
	Site	15 In	26 Out

Background Traffic:

Route 25 in the vicinity of the site had a 1995 ADT of 25,000. The generated and background volumes submitted for this development have been reviewed and accepted by the Bureau of Policy and Planning.

Accident Experience:

The accident experience for the three-year period October 1, 1993 to September 30, 1996 indicated no accidents in the vicinity of this development.

Conclusion:

Due to the heavy volume of opposing through traffic, and the anticipated presence of (less aggressive) elderly drivers waiting to turn left into the site, minor widening for bypass of westbound left-turning vehicles will be provided.

The proposed development and roadway improvements are acceptable to the Town of Trumbull and the Department.

STATE OF CONNECTICUT
STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Phone: (860) 594-3020

MEMBERS
Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

CERTIFICATE NO. 1611

STC NO. 144-0401-01

APPROVED July 20, 2004

EXPIRES July 19, 2006

ISSUED TO: Toll CT II, LP
53 Church Hill Road
Newtown, CT 06470

FOR: Regency Meadows at Trumbull
Route 25
Town of Trumbull

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised, and the Regulations of the State Traffic Commission.

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan(s). Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE TWO (2) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

for James M. Gaughan
Robbin L. Cabelus
Executive Director

August 23, 2004
Date

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TRA-10 REV 1/97

Report By: AC Date: 07/04 Checked By: GMG Date: 07/04 See Previous STC Report No.	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION** **Town of Trumbull**	STC No: 144-0401-01 Loc. No: Approved By STC Date: JUL 20 2004
Requested By: Mr. Michael A. Galante Frederick P. Clark Associates, Inc. How Requested: Certificate Application Date: June 10, 2004	Location: Regency Meadows at Trumbull Route 25 (Main Street)	Robbin L. Cabelus EXECUTIVE DIRECTOR

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to Toll CT II, Limited Partnership for Regency Meadows at Trumbull, a 49 dwelling unit housing development with 225 parking spaces, located on Route 25 in the Town of Trumbull, stating that the operation thereof will not imperil the safety of the public based on the following conditions:

The requirements refer to the plans prepared by Spath-Bjorklund Associates, Inc. entitled and dated as follows:

A. "Regency Meadows at Trumbull, Site Plan, Main Street (CT Route 25), Trumbull, Connecticut" Sheet S-1, dated February 24, 2004, last revised July 12, 2004.

B. "Regency Meadows at Trumbull, Site Plan, Main Street (CT Route 25), Trumbull, Connecticut" Sheet S-2, dated June 30, 2004, last revised July 12, 2004.

C. "Regency Meadows at Trumbull, Sightline Plan, Main Street (CT Route 25), Trumbull, Connecticut" Sheet SL-1, dated May 4, 2004, last revised July 12, 2004.

1. That the existing site driveway on Route 25 reflect the geometrics and signing as shown on the referenced plans.

2. That all roadway and drainage improvements within the State's right-of-way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.

3. That signs and pavement markings on Regency Circle be installed by the applicant in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices" latest edition. The applicant will be responsible to maintain signs and pavement markings on Regency Circle.

4. That any cutting, removal or pruning of trees, shrubbery or vegetation situated partially or wholly within the limits of the State highway right-of-way be in accordance with Department of Transportation Regulations.

By _____
Division of Traffic Engineering
Bureau of Engineering and Highway Operations

5. That the owner provide and maintain intersection sight distances from the site driveway on Route 25 as shown on the referenced plans.

6. That the applicant grant an easement along the site frontage, for highway purposes, to the state, at no cost, as indicated on the referenced plans. Right-of-Way File No. 144-000-73.

7. That prior to certificate issuance, the applicant post and maintain a bond in the amount of $10,000 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.

8. That an encroachment permit be obtained from the Department of Transportation's District 3 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

9. That prior to the issuance of a Certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance.

10. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Michael A. Galante, the applicant's authorized representative, concurred with the above recommendations on July 13, 2004.

Commissioner Mary Moran, speaking on behalf of the Legal Traffic Authority for the Town of Trumbull, was not able to provide a disposition on the Traffic Investigation Report. The report is expected to be discussed at the next Board of Police Commissioners meeting scheduled for July 26, 2004.

Report of Findings
Town of Trumbull
Route 25 (Main Street)
Regency Meadows at Trumbull
Traffic Investigation Report No. 144-0401-01

Site Description:

Regency Meadows is a 37 unit, age restricted residential development located on the east side of Route 25, just south of Tashua Road. Under the encroachment permit process, a Route 25 southbound bypass area was required and constructed. The developer acquired additional property just north of the development and plans to build 12 additional units. This puts the development over the threshold of 100,000 square feet, which requires State Traffic Commission approval. Access to the site will be from the existing stop controlled drive on Route 25. The residential development will have a total of 134,000 square feet of floor area with 225 parking spaces.

The development has received planning and zoning approval from the Town of Trumbull.

Site Generated Traffic:

The entire residential development is expected to generate 11 trips (2 entering, 9 exiting) during the a.m. peak hour and 20 trips (11 entering, 9 exiting) during the p.m. peak hour.

The Department's Bureau of Policy and Planning has approved the submitted traffic volumes.

Accident Experience:

Between October 1, 2000 and September 30, 2003, five accidents occurred along the site frontage. The types of accidents included: two turning movement intersect, one moving object, one rear-end and one sideswipe opposite direction.

Proposed Projects by the Department of Transportation:

Project No. 144-181, which includes the installation of a traffic signal at Route 25 at Tashua Road and associated roadway work, is currently in the design phase. Based on present schedules, construction is expected to be completed in the Fall of 2006.

Department of Transportation's Observations and Concerns:

Additional right-of-way along the site's frontage was requested due to the roadway widening on Route 25. Due to local land density requirements by the town, the developer was unable to deed property to the State. An easement in lieu of a deed for highway purposes will be required as part of this certificate. No additional off-site improvements above and beyond what was constructed during the encroachment permit process is required to accommodate the new traffic.

TRA – 10 REV 4/15

Report by: K. Lussier Date: 11/15 Checked by: F. Kulakowski Date: 11/15 Recommended by:	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE OFFICE OF THE STATE TRAFFIC ADMINISTRATION**	OSTA No: 173-1309-01 Loc No. N/A Approved by OSTA Date: 12.22.15
See Previous Traffic Investigation Report No: 173-0512-01 and 173-0208-01	**Towns of Monroe and Trumbull**	
Requested by: Solli Engineering, LLC How Requested: Certificate Application Date: August 3, 2015	Location: Victoria Place Route 25 (Main Street)	David A. Sall Executive Director

Recommendations:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the Office of the State Traffic Administration (OSTA) issue a certificate to Kimball Land Holdings, LLC & Kimball Development, LLC and Victoria Drive Associates, LLC for the change in use of Victoria Place (formerly Canterbury Square) to 173,942 square-feet of retail space, 100,000 square-feet of warehouse space, 40,000 square-feet of office space, 12,365 square-feet of recreation space, and 10,000 square-feet of daycare space, for a total 336,307 square-foot gross floor area mixed-use development with 1,033 parking spaces, located at 2, 5, 7 and 10 Victoria Drive in the Town of Monroe stating that the operation thereof will not imperil the safety of the public based on the following conditions.

These conditions are based on and refer to the following plans prepared by Solli Engineering:

A. "OSTA Overall Site Plan," Sheet # Figure 8, dated September 10, 2013 and last revised October 30, 2015.

B. "Off-Site Improvement Plan," Sheet # 4.11, dated November 13, 2013 and last revised October 30, 2015.

1. That the site driveway on Route 25 (Main Street) be reconstructed in substantial conformance with the referenced plans.

2. That the right-turn lane on the site driveway (Victoria Drive) approach to Route 25 (Main Street) be extended in substantial conformance with the referenced plans.

3. That Route 25 (Main Street) be widened in substantial conformance with the referenced plans.

4. That approach grades of the driveways and Town roads along Route 25 (Main Street) affected by the roadway widenings noted in this report meet Department of Transportation's standards for intersecting streets or not be increased.

5. That all roadway and drainage improvements within the State highway right-of-way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.

6. That the guide rail affected by improvements noted in Condition 3 be revised in a manner satisfactory to the Department of Transportation's District 3 Office. The revisions may include, but are not limited to, the replacement and relocation of the guide rail to conform with current Department of Transportation design standards, regrading, and installation of appropriate end treatments.

7. That Route 25 (Main Street) be overlaid within the limits of the widening. The extent of the overlay is to be determined by the Department of Transportation's District 3 Office.

8. That all conflicting pavement markings in the area of roadway work be eradicated to the satisfaction of the Department of Transportation.

9. That intersection sight distances be provided and maintained from the site driveway (Victoria Drive) on Route 25 (Main Street) as shown on the referenced plans.

10. That the intersectional sight distances of the driveways and Town roads along Route 25 (Main Street) affected by the roadway widening noted in this report, meet Department of Transportation standards for intersecting streets or not be diminished.

11. That the traffic signal be revised on Route 25 (Main Street) at the site driveway (Victoria Drive).

12. That the owner of Victoria Place (Kimball Land Holdings, LLC & Kimball Development, LLC, 1428 Monroe Turnpike, Monroe, CT 06468) shall continue to be responsible for extraordinary maintenance of the existing traffic signal located on Route 25 at the site driveway (Victoria Drive). Extraordinary maintenance responsibility is considered to be major component replacement/repair due to normal wear, damage due to accidents, vandalism, or acts of nature and any other maintenance activity and/or repair costing more than $500 and shall also include maintaining the pavement on the site driveway to sufficiently support loop detection if applicable. When ordinary maintenance and/or repair costs exceed $500, the Department of Transportation shall perform the work and bill the owner of Victoria Place (Kimball Land Holdings, LLC & Kimball Development, LLC, 1428 Monroe Turnpike, Monroe, CT 06468) for all actual costs.

13. That prior to the issuance of an encroachment permit, an easement be granted to the State, at no cost, to place and maintain traffic signal appurtenances on site property at the intersection of Route 25 (Main Street) at the site driveway (Victoria Drive). Rights of Way File No. 84-000-97.

14. That the following traffic signals be revised to install emergency vehicle pre-emption:

    a. Route 25 at Spring Hill Road and Tashua Road in the Town of Trumbull
    b. Route 25 at Route 111 in the Town of Trumbull

15. That signs and pavement markings on the site driveway be installed and maintained in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

16. That all pavement markings installed on State roads be of epoxy material, or of a material as directed by the Department of Transportation.

17. That signs and pavement markings on Route 25 (Main Street) be installed in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

18. That all utility relocations in the State highway right-of-way be at no cost to the State and in accordance with the "Utility Accommodation Manual."

19. That prior to the issuance of a certificate, property be secured for highway purposes, for the State, at no cost, from the owner(s) of the 10 Main Street and 36 Main Street parcels as indicated on the referenced plans. Rights of Way File No. 84-000-98.

20. That prior to the issuance of an encroachment permit, property be deeded along the site frontage for highway purposes, to the State, at no cost, as indicated on the referenced plans. Rights of Way File No. 84-000-97.

21. That future internal connections between the site property and adjacent properties be allowed and not precluded subject to agreement between the property owners, and that no future access to the site property from any adjacent properties be established without review and/or approval of the OSTA.

22. That an encroachment permit be obtained from the Department of Transportation's District 3 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

23. That prior to the issuance of a certificate, a bond be posted and maintained in the amount of $661,000 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.

24. That prior to the issuance of a certificate, a bond be posted and maintained with the Town of Monroe to cover the costs of the work required on Victoria Drive.

25. That prior to the issuance of a certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance and prior to the issuance of an encroachment permit.

26. That an application for a certificate of occupancy for any portion of this land use change area not be submitted to the Town of Monroe until all the conditions of this report have been completed or subsequent OSTA approval allows otherwise.

27. That the OSTA reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

28. That upon satisfaction of Condition 25, construction and occupancy of the land use change on the 5 Victoria Drive parcel consisting of 12,365 square feet of recreation space be allowed without full compliance with the remainder of the conditions of this report.

Mr. Kevin M. Solli, the applicant's authorized representative, concurred with the above recommendations on December 14, 2015.

Chief John L. Salvatore, representative for the Local Traffic Authority for the Town of Monroe, concurred with the above recommendations on November 23, 2015.

Chief Michael Lombardo, representative for the Local Traffic Authority for the Town of Trumbull, was informed of the conditions of this report on November 23, 2015.

Report of Findings
Victoria Place
Towns of Monroe and Trumbull
Traffic Investigation Report No. 173-1309-01

Site Description:

Canterbury Square was initially approved by the Office of the State Traffic Administration (OSTA) on September 16, 2003 (TIR No. 173-0208-01) for 360,100 square feet of mixed use development consisting of office and retail space, a daycare and a health club with 1,405 parking spaces. The development is located on the east side of Route 25 (Main Street) in the Town of Monroe just north of the Trumbull town line. Access to the site was proposed via a signalized driveway on Route 25 south of Crescent Place with a gravel emergency access road onto East Dale Drive. Certificate No. 1601 was issued to the developer on April 23, 2004.

On March 21, 2006, Traffic Investigation Report No. 173-0512-01 was approved to revise the make-up of the development to a 355,000 square-foot mixed-use development consisting of 220,000 square feet of office space, 100,000 square feet of warehouse space, 13,000 square feet of retail space, a 10,000 square foot daycare facility, and an evergreen/plant nursery with a 12,000 square foot building and a total of 1,019 parking spaces. Certificate No. 1601-A was issued to the developer on April 17, 2006.

Currently, only 40,000 square feet of office space has been constructed along with the 100,000 square foot warehouse and 12,000 square foot nursery. The required roadway improvements have been completed.

At this time, the applicant proposes to replace 180,000 square feet of previously approved office space with 160,942 square feet of retail space. Also, the 12,000 square feet of nursery space will be replaced with 12,365 square feet of recreation space. An additional 14 parking spaces will be provided. This will bring the total square footage of the site to 173,942 square feet of retail space, 100,000 square feet of warehouse space, 40,000 square feet of office space, 12,365 square feet of recreation space, and 10,000 square feet of daycare space with 1,033 parking spaces. The new name of the development will be Victoria Place. The applicant also requested that the 12,365 square foot recreation space be allowed to open without full compliance with the conditions of this report.

Site Generated Traffic:

It is anticipated that the proposed development will generate the following new trips:

	In	Out
PM Peak Hour	190	20
SAT Peak Hour	336	323

The Bureau of Policy and Planning has reviewed and approved the submitted volumes.

Report of Findings
Victoria Place
Towns of Monroe and Trumbull
Traffic Investigation Report No. 173-1309-01

Crash History:

A review of the Department's latest available three-year crash data from January 1, 2012 to December 31, 2014 did not reveal any significant crash patterns at the signalized intersections of Route 25 at Victoria Drive and Route 25 at Spring Hill Road and Tashua Road.

Proposed improvements by the Applicant:

To offset the new trips associated with the development, the applicant proposes to widen Route 25 to provide an additional northbound Route 25 through lane at Victoria Drive with 350 feet of storage and 300 feet of carry through distance. The existing traffic signal on Route 25 at Victoria Drive will be revised to accommodate the roadway widening.

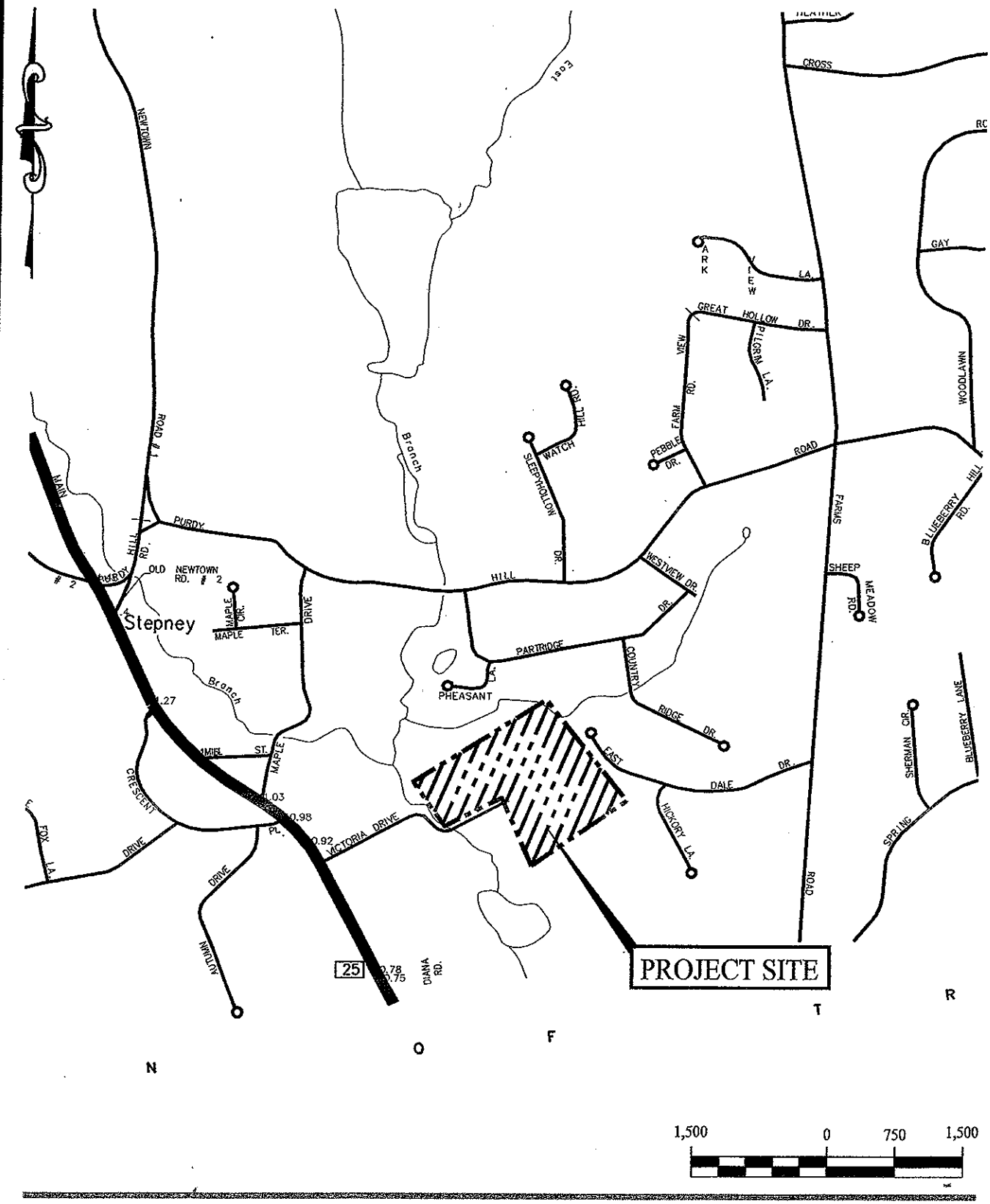
The applicant proposes to install emergency vehicle pre-emption equipment at the intersections of Route 25 at Spring Hill Road and Tashua Road, and Route 25 at Route 111 as a result of the Town of Trumbull's concern with the projected increase of traffic volumes on Route 25 associated with the proposed development.

Department of Transportation review Comments:

In an April 28, 2014 letter to OSTA, the Town of Trumbull expressed concerns regarding increasing the cycle length at the intersection of Route 25 at Spring Hill Road and Tashua Road and recommended the provision of coordinated operation with the adjacent traffic signals to the north and south. On August 18, 2015, the Department revised the traffic signal timings and phasing to help improve traffic operations at the intersection of Route 25 at Spring Hill Road and Tashua Road. Also, it is the Department's position that when traffic signals are located over ¼ mile apart, coordination is not beneficial due to the dispersement of the platoon over the distance traveled.

Conclusion:

The proposed development is acceptable to the Department local authorities and there are no unresolved issues.



SOLLI ENGINEERING
523 Pepper Street, Monroe, CT 06468
T: (203) 880-5455 F: (203) 445-9560

PROPOSED RETAIL
SITE LOCATION MAP
VICTORIA DRIVE
MONROE, CONNECTICUT

Project #:	FIGURE 1
Plan Date:	1201501
Scale:	06/18/13
Figure:	1"=1,500'

STATE OF CONNECTICUT
OFFICE OF THE STATE TRAFFIC ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Phone: (860) 594-3020

December 30, 2015

Mr. Mark Christo
Victoria Drive Associates, LLC
26 Arrowhead Drive
Monroe, CT 06468

Mr. John Kimball
Kimball Land Holdings, LLC
Kimball Development, LLC
1428 Monroe Turnpike
Monroe, CT 06468

Gentlemen:

Subject: Towns of Monroe and Trumbull
Victoria Place (Formerly Canterbury Square) Land Use Change
(Walmart and 5 Victoria Drive Parcel)

This letter is a follow up to the December 28, 2015, which did not include both owners. Enclosed is a copy of Traffic Investigation Report No. 173-1309-01, approved on December 22, 2015, detailing conditions for the issuance of a Certificate.

Except as noted in Condition 28 of the Traffic Investigation Report, a building/foundation permit cannot be obtained from the Town until a Certificate is issued.

A Certificate will not be issued by this office until:

1. The Traffic Investigation Report has been recorded on the municipal land records in accordance with Condition No. 25 **and this office has been provided with evidence of recording (i.e., copy of recorded reports);**

2. A bond, sufficient to cover the full cost of implementing the required improvements, has been posted with the Department of Transportation District 3 Office (Attn: Mr. Michael J. Kanios) at 140 Pond Lily Avenue, New Haven, CT 06515, (203) 389-3010, as noted in Condition No. 23 **and this office has been so notified, in writing, by the District Office;**

3. A bond, sufficient to cover the full cost of implementing the required improvements on Victoria Drive, has been posted with the Town of Monroe, as noted in Condition No. 24, **and this office has been so notified, in writing, by the Town;** and

4. Property has been secured for the state, for highway purposes, from the owners of the 10 Main Street and 36 Main Street parcels as noted in Condition No. 19, **and this office has been so advised, in writing, by the Department's Office of Rights of Way.**

Upon satisfaction of Condition 28, this office would have no objection to the construction and occupancy of the land use change on the 5 Victoria Drive parcel limited to the land use, square footage, and parking spaces for the parcel noted in the traffic investigation report and associated plans.

Additionally, an encroachment permit must be obtained from the District Office prior to performing any work within the state highway right-of-way. **An encroachment permit will not be issued until the certificate has been issued and filed on the municipal land records in accordance with the attached procedure, the easements/property noted in Condition Nos. 13 and 20 have been secured/granted, and detailed construction plans have been reviewed and approved by the District Office.** Enclosed is the Procedure for Transferring Property and/or Easements to the State of Connecticut to satisfy Condition Nos. 13, 19, and 20. The approval will expire on December 22, 2018, unless all the requirements are satisfied.

Sincerely,

David A. Sawicki
Executive Director
Office of the State Traffic Administration

Enclosures

Copy to: Chief John L. Salvatore – admin@monroectpolice.com
Chief Michael Lombardo – mlombardo@trumbull-ct.gov
Mr. James Sandor – jsandor@monroect.org – Please confirm Certificate issuance and/or Condition 28 completion with OSTA
Mr. Graham Bisset – gbisset@trumbull-ct.gov
Planning and Zoning – Monroe – Hard copy
Planning and Zoning – Trumbull – Hard copy
Mr. Kevin M. Solli, P.E. – kevin@sollillc.com
Ms. Collene Byrne – collene@sollillc.com
Mr. Brian Bidolli – bbidolli@gbrct.org

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

December 27, 2018

Ms. Collene Byrne
Solli Engineering
501 Main Street, Suite 2A
Monroe, CT 06468

OSTA #173-1808-01

Dear Ms. Byrne:

Subject: Town of MonroeTrumbull
Previously Issued: Certificate 1601 Series
Current Proposal: Victoria Place-Land Use Change (Pozzotive Manufacturing Facility)
Street Address: 10 Victoria Drive
Current Owner: Kimball Land Holdings, LLC
Administrative Decision No. 569

A review of your August 15, 2018 request for an Administrative Decision regarding the subject land use change not previously considered under the Certificate 1601 series, including the latest follow-up information received on December 11, 2018, has been completed.

It was determined that the proposed change in use from 173,942 square feet of retail space to 68,761 square feet of manufacturing space with a reduction of 574 parking spaces will not substantially affect state highway traffic operations in the area. Chief John L. Salvatore, the Local Traffic Authority representative for the Town of Monroe, concurred with these findings on October 17, 2018. Consequently, on December 27, 2018, an Administrative Decision was rendered that formal action by the Office of the State Traffic Administration under Section 14-311 of the General Statutes of Connecticut regarding the proposed land use change is not required. The decision was based, in part, on the enclosed plans prepared by Solli Engineering, LLC titled and dated as follows:

A. "OSTA Certifiable Area Map", subtitled "Pozzotive Manufacturing Facility; 10 Victoria Drive; Monroe, Connecticut", Sheet # Figure 7, dated November 5, 2018.
B. "Roadway Improvement Plan", subtitled "Pozzotive Manufacturing Facility; 10 Victoria Drive; Monroe, Connecticut", Sheet # 4.11, dated November 5, 2018 and revised November 30, 2018.

The decision shall not be effective unless/until:

1. **A copy of this letter has been filed on the municipal land records, in accordance with the enclosed procedures, and this office has received a copy of the recorded letter, and**
2. **An encroachment permit bond in the amount of $10,000 is posted and maintained with the Department's District 3 Office at 140 Pond Lily Avenue, New Haven, CT 06515 (Attn: Mr. Paul Holmes, (203) 389-3010), for the Victoria Drive radius revisions in substantial conformance with the enclosed plans, and this office has been so notified, in writing, by the District Office. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.**

Upon satisfaction of the above, this office would have no objection to the issuance of any building or foundation permits associated with the land use change. **However, by copy of this letter, the Town of Monroe is being advised that unless this office allows otherwise, a certificate of occupancy for the land use change shall not be allowed until the encroachment permit work associated with the Victoria Drive radius revisions has been completed. The decision shall supersede/nullify Certificate 1601-B (Traffic Investigation Report No. 171-1309-01) issued for a different development plan on the same parcel.**

Subsequent to the land use change, the allowable overall development within the OSTA certifiable area will consist of 40,000 square feet of office building space, 13,000 square feet of retail building space, 10,000 square feet of day care building space, 12,365 square feet of recreation space, 100,000 square feet of warehouse building space, and 68,761 square feet of manufacturing space for a total development of 244,126 square feet of mixed-use building space with 459 parking spaces. Any future expansion or proposed land use changes shall only be allowed subject to review by this office and, if necessary, formal OSTA action.

Sincerely,

James M. Gurcynski

for David A. Sawicki
Executive Director
Office of the State Traffic Administration

Enclosures

Copy to: Chief John L. Salvatore – admin@monroectpolice.com - plan attached
James Sandor – jsandor@monroect.org - plan attached
Mr. John Kimball – john@kimballllc.com – plan attached
Ms. Collene Byrne – collene@sollillc.com – original to be mailed

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

CERTIFICATE NO. 832 A

STC NO. 084 0807 01

APPROVED 10/21/2008

EXPIRES 10/20/2010

ISSUED TO: Tartaglia-Salce, LLC #1
477 Main Street
Monroe, CT 06468

FOR: Clocktower Square Expansion
Route 25
Town of Monroe

Pursuant to Section 14-311 of the General Statutes
of Connecticut, as revised, and the Regulations
of the State Traffic Commission.

The property owner(s) and such owner's/owners' heirs, successors in interest or assigns are hereby ordered to comply with the conditions and requirements as set forth in the attached report(s) and plan(s), which are incorporated herein. Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

OPERATION OF THE DEVELOPMENT OR ANY PORTION THEREOF SHALL NOT BE ALLOWED UNTIL SUCH TIME AS THE PROPERTY OWNER(S) AND SUCH OWNER'S/OWNERS' HEIRS, SUCCESSORS IN INTEREST OR ASSIGNS HAS/HAVE COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE TWO (2) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

David A. Sawicki
Acting Executive Director

Date: June 23, 2009

TRA – 10 REV 1/08

Report by: ELB Date: 10/08 Checked by: FLK Date: 10/08 Recommended by:	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION**	STC No: 084-0807-01 Loc No. 084-212 Approved by STC
See Previous Traffic Investigation Report No: 084-8801-02 and 084-8904-01		Date: OCT 2 1 2008
Requested by: Mr. Michael A. Galante How Requested: Certificate Application Date: August 28, 2008	**Town of Monroe** Location: Clocktower Square Expansion Route 25 (Main Street)	Robbin L. Cabelus EXECUTIVE DIRECTOR

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to Tartaglia – Salce LLC #1 for the 2,574 square-foot expansion of Clocktower Square, for a total 75,340 square-foot gross floor area mixed use development consisting of 43,848 square feet of general retail, 13,633 square feet of office space, 5,995 square feet of restaurant, a 9,290 square foot daycare center and a 2,574 square foot bank with 403 parking spaces, located on the west side of Route 25 (Main Street) in the Town of Monroe, stating that the operation thereof will not imperil the safety of the public based on the following conditions.

This recommendation is referenced to the plan prepared by Spath-Bjorklund Associates, Inc entitled: "Clocktower Square, Layout Plan prepared for Tartaglia/Salce LLC 1, Main Street (CT Route 25) & Stanley Road, Monroe, Connecticut," Sheet 1/1, dated July 21, 2008 and last revised October 8, 2008.

1. That Condition Nos. 2 and 7 of Traffic Investigation Report (TIR) No. 084-8801-02 be rescinded. All of the other conditions of TIR No. 084-8801-02 remain in effect.

2. That the site driveway on Stanley Road be reconstructed in substantial conformance with the referenced plan.

3. That all work on roadways that are owned and maintained by the Town of Monroe be performed in conformance with the standards and specifications of the Town.

4. That the intersection sight distance be provided and maintained from the site driveway on Stanley Road as shown on the referenced plan.

5. That intersection sight distances be maintained from the site driveway on Route 25 as shown on the referenced plan.

6. That signs on Route 25 be installed in substantial conformance with the referenced plan, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

7. That signs and pavement markings on the site drives be installed and maintained in substantial conformance with the referenced plan, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

8. That an encroachment permit be obtained from the Department of Transportation's District 3 Office prior to performing any work within the State highway right-of-way. The permits forms must include the applicable detailed construction plans.

9. That prior to the issuance of a Certificate, a bond be posted and maintained in the amount of $10,000.00 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.

10. That prior to the issuance of a Certificate, a copy of this report, together with Certificate No. 832 previously issued May 17, 1988 with Traffic Investigation Report No. 084-8801-02, be recorded on the municipal land records in accordance with the attached procedure. A copy of the new Certificate shall be recorded on the land records upon issuance.

11. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Michael A. Galante, the applicant's authorized representative, concurred with the above recommendations on October 14, 2008.

Chief John L. Salvatore, representative for the Local Traffic Authority for the Town of Monroe, concurred with the above recommendations on October 14, 2008.

Report of Findings
Town of Monroe
Clocktower Square Expansion
Route 25 (Main Street)
Traffic Investigation Report No. 084-0807-01

Site Description:

Clocktower Square (formerly named Stepney Shopping Center) is located on the west side of Route 25 (Main Street) just south of Stanley Road. On May 17, 1988, Certificate No. 832 was issued for a 69,500 square-foot shopping center with 55,000 square feet of retail space, 13,600 square feet of office space and a 1,200 square foot restaurant with 542 parking spaces. Currently, the shopping center consists of 43,848 square feet of retail space, 13,633 square feet of office space, 5,995 square feet of restaurant and a 9,290 square foot daycare center totaling 72,766 square feet. The developer has received local approval to construct a bank which will add 2,574 square feet to the shopping center for an overall total of 75,340 square feet with 403 parking spaces.

There are two existing site drives for Clocktower Square. The main full access drive, which is signalized, is located on Route 25. It is proposed that the unsignalized Stanley Road site drive be reconstructed to allow right-turn only egress. This site drive is located within the section of Stanley Road between Freedman Lane and Route 25 which provides a one-lane, one-way eastbound roadway to Route 25.

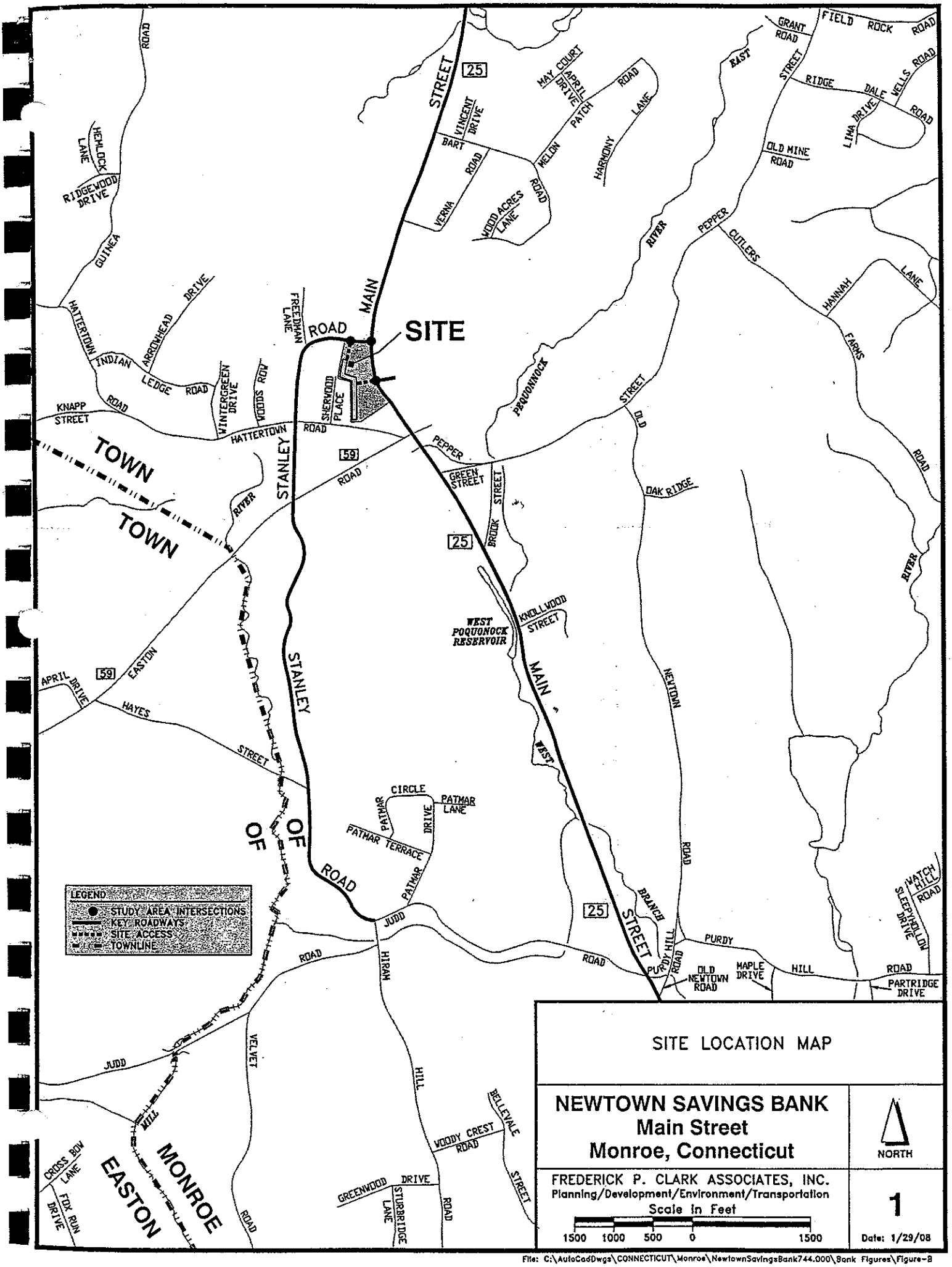
It is recommended that condition Nos. 2 and 7 from Traffic Investigation Report No. 084-8801-02 be rescinded. Condition No. 2 referred to intersection sight distance requirements which have since been superseded based on the current Department's Highway Design Manual. Condition No. 7 referred to the Stanley Road site driveway allowing two-way movements. This report will provide for one-way egress movement onto Stanley Road.

Site Generated Traffic:

The 2007 ADT along Route 25 north and south of the development was 23,000 and 20,600 vehicles, respectively. The proposed expansion is expected to generate 25 trips (14 entering, 11 exiting) during the morning peak hour, 95 trips (48 entering, 47 exiting) during the afternoon peak hour and 77 trips (39 entering, 38 exiting) during the Saturday midday peak hour. The entire development is expected to generate 146 trips (91 entering, 55 exiting) during the morning peak hour, 296 trips (152 entering, 144 exiting) during the afternoon peak hour, and 355 trips (189 entering, 166 exiting) during the Saturday midday peak hour. The volumes submitted for the proposed development have been reviewed and approved by the Bureau of Policy and Planning.

Conclusion:

The proposed development is acceptable to the Town of Monroe and the Department. The proposed development's generated traffic is not anticipated to have a significant impact on the highway system.



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* see letter from Kasper 5/9/85.

STATE OF CONNECTICUT

TRAFFIC COMMISSION
Department of Transportation
24 Wolcott Hill Road • P.O. Drawer A
Wethersfield, Connecticut 06109

MEMBERS
Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

ISSUED July 24, 1984

CERTIFICATE NO. 462

ISSUED TO Robert ~~Mitchell J~~. Rosenfeld*
P.O. Box 409
877 Post Road East
Westport, CT 06880

FOR Riverview Office Development
Monroe Turnpike (Route 111)
Trumbull, CT
pursuant to Section 14-311 of the General Statutes of Connecticut, as revised and the Regulations of the State Traffic Commission

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan. Failure to comply with all conditions and the requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE SHALL EXPIRE ONE (1) YEAR FROM THE DATE ISSUED UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

J.WILLIAM BURNS
CHAIRMAN

William W. Stoeckert
Executive Secretary

TRA-10 REV 2 82

Report By DSN Date 7/84 Checked By RJH Date 7/84 -Completion Dates- Signals _____ Signs _____ Markings _____ S.T.C. Notified _____ Memo No. _____ See Previous S.T.C. Report No. _____	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION** TOWN Trumbull LOCATION Riverview Office Development Route 111 (Monroe Tnpke) REQUESTED BY Kasper Associates HOW REQUESTED Cert. App. DATE _____	S.T.C. No. 144-8308-01 Loc. No. _____ Date to S.T.C. _____ Received By S.T.C. Date JUL 23 1984 Approved By S.T.C. Date JUL 24 1984 William Atherton Executive Secretary

Recommendations

In accordance with Section 14-311 of the General Statutes of the State of Connecticut as revised and as directed by the State Traffic Commission (STC), it is recommended that a certificate be issued to Mitchell J. Rosenfeld for the Riverview Office Development located on Route 111 (Monroe Turnpike) stating that the operation thereof will not imperil the safety of the public based on the following conditions:

1. That the access drive be located and constructed as shown on the developer's plans by Kasper Associates, entitled "Riverview Office Development - Roadway Construction Plan", sheets 1 and 2 of 15 revised February 16, 1984 and "Traffic Plan", sheets 4 and 5 of 15 revised February 16, 1984.

2. That the sightlines from the drive be provided and maintained as shown on the "Traffic Plan" sheets 4 and 5 of 15 revised February 16, 1984.

3. That Route 111 in the vicinity of the site drive be widened and constructed as shown on the developer's "Roadway Construction Plan" sheets 1 and 2 of 15 revised February 16, 1984 and the developer's "Traffic Plan" sheets 4 and 5 of 15 revised February 16, 1984.

BY _____

DIVISION OF TRAFFIC
BUREAU OF HIGHWAYS

4. That the intersection of Route 111 and Route 25 be widened and constructed as shown on the developer's "Roadway Construction Plan" sheet 3 of 15 revised February 16, 1984 and the "Traffic Plan" sheet 6 of 15 revised February 16, 1984; also, that a radius improvement be provided in the northeast quadrant of this intersection so as to accommodate a WB-50 design vehicle. A minor widening is also to be accomplished in the southwest quadrant of the intersection so as to provide proper alignment of southbound Route 111 through traffic. Plans are to be submitted to the Division of Traffic depicting these items for approval prior to application for a permit.

5. That Route 111 will be reconstructed by lowering the vertical crest in the area north of the site drive in order to provide a minimum sight distance of 475' to a stopped vehicle. This distance is to be measured at driver's height of eye to the roof of a stopped vehicle.

6. That the intersection of Route 111 and the site drive be signalized. A subsequent STC report will be prepared for the signal.

7. That a traffic signal actuated flashing sign "When Flashing Stop Ahead" be provided for southbound Route 111 traffic in advance of the site drive. The location of the sign is to be shown on the traffic signal plan for the intersection of Route 111 and the site drive.

8. That roadway illumination be provided for Route 111 in the area of the vertical crest north of the site. The illumination is to include the intersection of the site drive and extended northerly along Route 111 to approximately Sta. 16+0.

9. That the traffic signal at the intersection of Route 111 and Route 25 be revised to accommodate the proposed lane arrangement and sequence and timing, including a northbound Route 25 right-turn overlap during the Route 111 left-turn phase.

10. That all utility pole relocations be accomplished in accordance with DOT standards.

11. Prior to issuance of a permit by the DOT's District III office, all drainage requirements are to be met to the satisfaction of the DOT.

12. That signs and pavement markings be installed similar in concept to that shown on the "Traffic Plans", Sheets 4, 5, 6 of 15 revised February 16, 1984. Minor revisions to these plans will be submitted to the Division of Traffic prior to application for a permit.

13. That all signs and pavement markings conform to the MUTCD, latest edition.

14. That the State Traffic Commission reserves the right to implement additional traffic controls in the future. The cost of any additional controls shall be borne by the owners of the development.

When contacted on July 19, 1984, Mr. James Carr of Kasper Associates, the developer's representative concurred with the above recommendations and conditions with the exception of Condition #5 pertaining to lowering of the Route 111 vertical crest.

Police Chief Norman W. Porteous, representative of the Trumbull Legal Traffic Authority, agreed to the above conditions on July 19, 1984.

Condition #5
Revised

REPORT OF FINDINGS
RIVERVIEW OFFICE BUILDING
ROUTE 111 - TRUMBULL

Site Description

The proposed Riverview Office Complex is to be located in the Town of Trumbull on Route 111. The facility will be situated on a 17.7± acre site east of Route 111 and approximately 1750 ft. northeast of the Route 25 expressway terminus. The proposed Riverview Office Building is a two-story structure having a gross floor area of 238,496 sq. ft. Parking facilities will provide for 979 vehicles, 432 spaces in a parking garage and 547 spaces in a surface parking lot.

Access to the site is proposed from Route 111 by a 40 ft. wide drive having two 12 ft. exit lanes and a 16 ft. entrance lane. It is proposed to signalize the intersection of Route 111 and the access drive.

The attached roadway data form outlines additional specific details pertaining to the site.

Volume Information

The ADT for Route 111 (Monroe Turnpike) in this area is 11,000 (1983). Volumes submitted by the developer's engineer indicate generated volumes of approximately 2,950 vehicles daily with 555 during the a.m. peak hour and 525 during the p.m. peak hour.

The developer's engineer has projected volumes at the site drive to the year 1985, the proposed opening date. Those volumes are listed below:

	a.m. peak hour	p.m. peak hour
Route 111 (north of site drive)	1175	1330
Route 111 (south of site drive)	1510	1645
Site Drive (inbound)	500	55
Site Drive (outbound)	55	470
	555	525

These volumes have been approved by the Department of Transportation's Bureau of Planning.

Additional volume data and distribution information may be found in the developer's Traffic Impact Analysis entitled "Proposed Office Development, Monroe Turnpike (Route 111), Trumbull, Connecticut," prepared by Kasper Associates, Inc.

Accident History

The latest three-year accident experience January 1, 1980 to December 1982 indicates a total of three accidents (two fixed-object and one rear-end) in the vicinity of the proposed site drive.

Department of Transportation Projects in the Area

Presently there are no proposed projects slated for Route 111 or Route 25 in this area.

Proposed Improvements by Developer

1. The developer has proposed to widen the Route 111 southbound approach to the Route 25 intersection. The roadway will be widened six feet from the present 44 ft. width to 50 ft. to provide for three southbound traffic lanes (two left-turn lanes, and a combination right and thru lane) and one northbound lane. The traffic signal will be revised to reflect this lane arrangement.

2. The developer has proposed to widen Route 111 on the easterly side for a distance of approximately 600 ft. south of the proposed site drive to approximately 500 ft. north of the drive. The roadway will be widened from its present width of 30 ft.± to 48 ft. This will provide for a southbound left-turn lane at the site drive and a 22 ft. wide northbound travel lane which will allow northbound traffic to bypass slow moving or turning vehicles.

3. The developer has proposed to signalize the intersection of Route 111 and the proposed site drive.

4. The developer proposes to provide and maintain intersection sight distances of 575 ft. from the site drive to Route 111 in both directions. This distance is adequate to provide an 8 sec. gap for speeds of 50 mph.

5. The developer has proposed to install an actuated warning sign with flashing signals for southbound Route 111 traffic indicating WHEN FLASHING STOP AHEAD. This sign is proposed due to the marginal stopping sight distance available for southbound traffic due to the existing vertical geometry.

6. The developer has proposed to provide the signs and markings and maintain those on his drive as shown on Sheet 11 of his Traffic Plan entitled, "Riverview Office Developemnt" by Kasper Associates revised February 16, 1984.

Department of Transportation Review Comments

I. Division of Design

A. Geometric Comments:

1. The 19 ft. pavement width (Sta. 14) is not acceptable to accommodate a bypass area on a state highway. The pavement width should be a minimum of 24 ft.

The centerline in this area should be aligned for the through movements of the southbound vehicles. Widening on the west side of Conn 111 may be necessary.

2. Cross sections should be submitted from the Conn 25/Conn 111 intersection northerly to the limits of construction indicating the proposed cross slopes and sufficient berm area to reset the guide rail if required.

3. An overlay is recommended to conceal the interface between the existing edge of pavement and the new construction. The extent of new pavement construction may be considerably more than that shown when existing unsuitable shoulder pavement is removed.

4. Permanent pavement markings are recommended for the direction markings used at the Con 25/Conn 111 intersection.

   Revise the painted island to permit turns into and out of Old Mine Road.

5. A cross section should be provided at Sta. 14+05 right (Wood Road). It is not clear whether this is a road or a driveway.

6. The proposed painted island will affect the legal access to the properties left of Stations 4 through 9. The parcel left of Station 6+50 has a fruit stand located on it and the parcel left of Station 5 has a package store.

7. The plans indicate which utility poles are being relocated but do not indicate where they are being relocated. They should be relocated in compliance with department policy. As a result of the widening, it appears that SNET #753 should be relocated and SNET #754 and the unidentified SNET pole (30 ft. from #754) may have to be relocated to comply with department policy. Department policy requires utility poles to be located 12 ft. off the travelway, 8 ft. off the edge of pavement or as close to the right-of-way as possible.

8. At Sta. 9+40 the dimension for the island and lane width are shown incorrectly.

B. Hydraulic and Drainage Comments:

1. A review of the computations show that the existing 18 in. RCP at Station 7+0 is inadequate. The pipe will have to be relaid and inlet invert should be lowered to elevation 320.8. If discharge rights exist for the outlet, then written concurrence must be obtained by the developer in the name of the State. Also provide riprap protection at this outlet within the existing right-of-way.

The following geometric comments refer to revised plans dated February 16, 1984:

A. Geometric Comments:

1. Lane widths on state routes should be 12 ft. A minimum width of 2 ft. should be provided for a gutter strip.

2. The stopping sight distance should be at least 475 ft. for a 6% downgrade. Assuming that under wet conditions vehicles travel at 44 mph (for 50 mph design speed) then 430 ft. would be adequate. Studies, however, show that speeds do not significantly decrease with wet conditions and, therefore, it is not desirable to use the lower value given for stopping sight distance. The 85% percentile speeds at this location have been indicated to be 50 mph southbound on the downgrade and 47 mph northbound.

3. From the driveway profile the elevation of the eye for intersectional sight distance should be approximately 345.6 ft. This is about 1 ft. less than that indicated on sheet 10 of the submitted plans. Appropriate changes should be made to the sight line profiles and to the cross sections to assure adequate sight distance.

4. The proposed lane for slow moving traffic may alleviate the problem of traffic backing-up at the proposed signal, i.e., vehicles in queue will be able to pass the slower moving vehicles and will not be delayed by an additional cycle length.

   However, ending the climbing lane as proposed creates a hazardous condition where slow moving vehicles are merging with vehicles traveling much faster and could result in rear end collisions. This situation will exist if the lane is ended at any location along the incline.

   The best solution would be to end the climbing lane beyond the intersection of Connecticut Route 111 with Spring Hill Road and Purdy Hill Road. If the developer does not provide the full length of climbing lane needed, his engineers should provide documentation to the department indicating why the level of service which will result without a climbing lane should be accepted.

   As part of this analysis, consideration may be made for the lane to end about 900 ft. north of Trefoil Drive. At this location the design vehicle used for determining the length of climbing lanes will reach a respectable speed and a safer maneuver may be attempted. Also, the merge at this location should be clearly visible.

5. The desirable end treatment for the guide rail to the right of Station 12 would be a Type 1 end anchor or to bury the rail in the backslope. These treatments will require the guide rail to be lengthened.

6. Comments 2, 3 and 7 of our previous review (September 26, 1983) have not been addressed.

7. Regardless of the above discussions, it is recognized by AASHTO (Blue Book pg. 391) that grades in excess of 3% should be avoided on intersecting highways. Where conditions make such designs unduly expensive, grades should not exceed about 6%, with a corresponding adjustment in design factors. This concern is being carried through into the new publication by AASHTO which supersedes the existing Red and Blue Books.

II. Engineering Services:

A. Utility Section

All utility relocations to be done at no expense to the state.

B. Soils & Fondations

No comments.

III. Maintenance:

A. Drainage Comments

1. The proposed headwall extension at Station 12+0 right on Route 111 should be changed to a flared end with modified rip-rap.

2. Since Old Mine Road is a town road, the drainage easement between UI Pole 4159 and 4160 should be deeded to the Town of Trumbull and not to the State of Connecticut.

B. Traffic Comments

1. Two proposed painted islands should be done in plastic with double solid centerline around the perimeter excluding any interior markings.

2. Two proposed signs SIGNAL AHEAD should be changed to 41-0434 WHEN FLASHING STOP AHEAD with attached flashing lights.

3. The centerline of the Route 111 southbound approach roadway should not be relocated easterly. To provide a 14 ft. northbound lane would create a conflict with the extreme left turning southbound lane. It is recommended that the southbound portion of the roadway approaching the Route 25 intersection be moved as far westerly as possible abutting the bridge parapet for the Pequonnock River.

IV. Planning:

Traffic volumes are acceptable.

V. Rights of Way:

No comments.

VI. Traffic: (These comments relate to developers plans revised 2/16/84.)

Route 25 at Route 111

1. A minor geometric improvement is needed at the southwest corner for proper alignment of thru traffic on Route 111 southbound.

2. A radius improvement is required at the northeast corner to accommodate a moving WB50 (60'R) from northbound Route 25 to northbound Route 111.

3. Storage - to be calculated for both peak conditions after determination of realistic cycle lengths (chart 18C for lane length.)

4. A right-turn overlap for Route 25 northbound should be provided during the Route 111 left-turn phases.

5. The lane-use sign for southbound Route 111 at Route 25 should be spanmounted.

Route 111 at the Site Drive

1. The proposed traffic signal at the site drive should be fully actuated.

2. Pedestrian pushbuttons should be provided at the traffic signal.

3. Shoulder lines should be provided on the west edge of Route 111 near the intersection of the site drive.

4. Illumination should be provided at the intersection of Route 111 and the site drive.

5. The crest vertical curve on Route 111 should be lowered between stations 12+0 and 18+0 to acquire the necessary stopping sight distance for southbound Route 111 traffic.

These comments relate to condition #12 of the STC report mentioning minor revisions to the signs and markings:

a. Delete sign E "Slower Traffic Keep Right" as shown on the Traffic Sheet 4 of 15, Revised February 16, 1984.

b. That a pavement edgeline be painted on the west edge of Route 111, between Sta. 3+50 and 17+0.

c. That the southbound Route 111 left-turn lane at the site drive as shown on the "Traffic Plan", Sheets 4 and 5 of 15, Revised February 6, 1984 be lengthened to 200'± by shortening the approach taper length to 50'±.

d. That the southbound Route 111 left-turn lanes be lengthed to approximately 415 feet by shortening the approach taper length to 100'±.

e. The signing shown on the "Traffic Plan" Page 6 of 15, Revised February 16, 1984 should show a span mounted lane-use sign for southbound Route 111 at Route 25.

Development Layout Conclusions

Departmental review comments have been resolved by revised plans dated 2/16/84 or will be resolved as follows:

1. Plans and cross sections will be submitted during the permit stage for all areas of roadway reconstruction or widening.

2. All affected utility poles will be relocated in conformance with DOT policy.

3. The Division of Traffic feels the benefits in the added capacity and reduced delays of the by-pass-climbing area exceed the problems that may be encountered with the merge. It has been determined that there will be no signing nor striping for a climbing lane as such.

4. Hydraulics and Drainage comments presented by the Division of Design and the Office of Maintenance can be resolved under the permit process.

5. The references to a sign indicating "When Flashing Stop Ahead" has been resolved. The sign will be installed for southbound Route 111 in advance of the intersection of Route 111 and the site drive. The loction to be determined and shown on the traffic signal plan.

6. Traffic comments regarding minor geometric and signal revisions can be addressed during the signal review and shown on the revised signal and construction plans.

7. The crest vertical curve will be lowered so as to provide adequate sight distance to a stopped vehicle at the site drive.

8. The need for an overlay and limits of it will be addressed during the permit review.

9. At a 7/18/84 meeting the developer's representatives indicated the plans would be revised to correct the elevation error on the sightline profile.

TRA-10 REV. 2/82

R. M. Salonen 2/85
Report By _____ Date _____
R. Howard 2/85
Checked By _____ Date _____

-Completion Dates-

Signals _____ Signs _____

Markings _____

S.T.C. Notified _____

Memo No. _____

See Previous S.T.C. Report No. _____

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION

TOWN Trumbull

LOCATION - Route 111 (Monroe Turnpike at Riverview Office Development

REQUESTED BY
Barkan & Mess Associates, Inc.

HOW REQUESTED Letter

DATE 12/3/84

S.T.C. No. 144-8412-01

Loc. No. _____

Date to S.T.C. MAR 5 1985

Received By S.T.C.
Date MAR - 6 1985

Approved By S.T.C.
Date MAR 19 1985

William D. Tolcott
Executive Secretary

Recommendations

In accordance with Section 14 -311a of the Connecticut General Statutes, as revised, and as directed by the State Traffic Commission (STC), it is recommended that Certificate No. 462 issued for the Riverview Office Development on July 24, 1984 (STC Report No. 144-8303-01) be revised as follows: (The condition set forth is based on the attached developer's plan, "Profile Along Roadway Centerline Monroe Turnpike (Route 111), Riverview Office Development," dated December 1984, prepared by Barkan and Mess Associates, Inc.

1. That Condition No. 5 be revised to read: That Route 111 will be reconstructed by raising the roadway grade in order to provide a minimum sight distance of 475' to a stopped vehicle as shown on the attached plan. This distance is to be measured at driver's height of eye to the roof of a stopped vehicle.

It is recommended that Condition No. 7 of the Certificate be retained. This stipulation required the installation of a cantilevered "When Flashing Stop Ahead" sign in conjunction with the signal installation at the intersection of the development's drive with Route 111.

Chief Norman W. Porteous, the representative of the Trumbull Legal Traffic Authority, agreed to the above on February 8, 1985.

Mr. Henry M. Ditman of Barkan and Mess Associates, the developer's authorized representative, agreed to the above on February 8, 1985.

BY _____

DIVISION OF TRAFFIC
BUREAU OF HIGHWAYS

REPORT OF FINDINGS

TOWN OF TRUMBULL

RIVERVIEW OFFICE BUILDING

Certificate No. 462 was issued to Riverview Office Development for a 238,496 sq. ft., two-story office building with a total of 979 on-site parking spaces in 1984.

Access to the site has been approved for a 40' wide drive having two 12' exit lanes and a 16' entrance lane from Route 111. Widening of Route 111 to provide a southbound left-turn storage lane and signalization of the access drive remains unchanged. Due to the existing vertical geometry (-8% grade) and the marginal stopping sight distance available, an actuated overhead warning sign with flashing signals indicating "When Flashing Stop Ahead" was proposed for southbound Route 111 vehicles.

The developer now proposes to reconstruct Route 111 to provide a minimum sight distance of 475' by raising the roadway grade rather than lowering the vertical crest. This alternate proposal has been reviewed and approved by the Division of Design and the Division of Soils and Foundations subject to the attached requirements.

Also, the developer has questioned the need for the cantilever "When Flashing Stop Ahead" sign and proposes instead that a "Signal Ahead" sign with flashers be erected at Trefoil Drive. Since the problem of a marginal stopping sight distance will exist and development traffic will require frequent stops for southbound Route 111 vehicles, it is felt that a more dynamic device is necessary. Therefore, no change in Condition No. 7 is recommended.

STATE OF CONNECTICUT
STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Phone: (860) 594-3020
Fax: (860) 594-2377

MEMBERS

Commissioner of Transportation

Commissioner of Public Safety

Commissioner of Motor Vehicles

CERTIFICATE NO. 942-B

STC NO. 144-0711-03

APPROVED June 17, 2008

EXPIRES June 16, 2010

ISSUED TO: Old Mine Associates, LLC
323 North Avenue
Bridgeport, CT 06606

FOR: Old Mine Plaza (Home Depot)
Route 111
Town of Trumbull

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised, and the Regulations of the State Traffic Commission.

The property owner(s) and such owner's/owners' heirs, successors in interest or assigns is/are hereby ordered to comply with the conditions and requirements as set forth in the attached report(s) and plan(s), which are incorporated herein. Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

OPERATION OF THE DEVELOPMENT OR ANY PORTION THEREOF SHALL NOT BE ALLOWED UNTIL SUCH TIME AS THE PROPERTY OWNER(S) AND SUCH OWNER'S/OWNERS' HEIRS, SUCCESSORS IN INTEREST OR ASSIGNS HAS/HAVE COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE TWO (2) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

David A. Sawicki
Acting Executive Director

April 21, 2009
Date

TRA – 10 REV 1/08

Report by: ELB Date: 6/08 Checked by: FLK Date: 6/08 Recommended by: See Previous Traffic Investigation Report No: 144-8810-04 and 144-9308-01	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION**	STC No: 144-0711-03 Loc No. 144-238 Approved by STC Date: JUN 17 2008 Robbin L. Cabelus EXECUTIVE DIRECTOR
Requested by: Mr. Henry M. Ditman How Requested: Certificate Application Date: November 21, 2007	**Town of Trumbull** Location: Old Mine Plaza (Home Depot) Route 111 (Monroe Turnpike)	

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to Old Mine Associates, LLC for Old Mine Plaza, a 149,589 square-foot retail development consisting of a 132,789 square foot Home Depot store and 16,800 square feet of retail space with a total of 606 parking spaces, located on the east side of Route 111 (Monroe Turnpike) opposite Trefoil Drive in the Town of Trumbull, stating that the operation thereof will not imperil the safety of the public based on the following conditions.

The conditions are referenced to the following plan prepared by Rotondo Engineering, LLC :

A. "Site Plan, Old Mine Plaza, 80 & 90 Monroe Tpke., S.R. 111,Trumbull, Connecticut, Prepared for Old Mine Associates, L.L.C., 323 North Avenue, Bridgeport, Connecticut," Drawing No. SP-2, dated April 1, 2008 and revised May 15, 2008.

The conditions are also referenced to the following plans prepared by Milone & MacBroom entitled:

B. "Pavement Marking & Signing Plan, Off-Site Roadway Improvements, Old Mine Plaza, Route 111, Trumbull, Connecticut," Sheet No. PMS-1, dated November 12, 2007 and revised May 15, 2008.

C. "Pavement Marking & Signing Plan, Off-Site Roadway Improvements, Old Mine Plaza, Route 111, Trumbull, Connecticut," Sheet No. PMS-2, dated November 12, 2007 and revised June 6, 2008.

D. "Pavement Marking & Signing Plan, Off-Site Roadway Improvements, Old Mine Plaza, Route 111, Trumbull, Connecticut," Sheet No. PMS-3, dated November 12, 2007 and revised June 6, 2008.

1. That TIR Nos. 144-8810-04 and 144-9308-01 be rescinded.

2. That the site driveway on Route 111 be constructed in substantial conformance with referenced plan "D."

3. That intersection sight distances be provided and maintained from the site driveway on Route 111 as shown on referenced plan "D."

4. That the traffic signal be revised on Route 111 at Trefoil Drive to accommodate the site driveway.

5. That an easement be granted to the State, at no cost, to place and maintain traffic signal appurtenances on site property at the intersection of Route 111 at Trefoil Drive and the site driveway prior to the issuance of an encroachment permit. Right of Way File No. 144-000-080.

6. That ADA accessible bus stop pads be provided on Route 111 at the site driveway in substantial conformance with referenced plan "D."

7. That signs and pavement markings on the site driveway be installed and maintained in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

8. That the existing stone wall located within the State highway right-of-way on the northeast corner of Route 111 at the site driveway be relocated or removed in substantial conformance with the referenced plans.

9. That an easement be granted, for highway purposes, to the State, at no cost, as indicated on the referenced plans prior to the issuance of an encroachment permit. Right of Way File No. 144-000-080.

10. That Route 111 be widened in substantial conformance with the referenced plans.

11. That Route 111 be overlaid within the limits of the widening. The extent of the overlay is to be determined by the Department of Transportation's District 3 Office.

12. That signs and pavement markings on Route 111 and Trefoil Drive be installed/revised in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

13. That all pavement markings installed on State roads be epoxy material, or of a material as directed by the Department of Transportation.

14. That all conflicting pavement markings in the area of roadway work be eradicated to the satisfaction of the Department of Transportation.

15. That the guide rail affected by improvements noted in Condition No. 10 be revised in a manner satisfactory to the Department of Transportation's District 3 Office. The revisions may include, but are not limited to, the replacement and relocation of the guide rail to conform with current Department design standards, regrading, and installation of appropriate end treatments.

16. That the traffic signal be revised on Route 111 at Route 25 to accommodate the proposed widening at this intersection.

17. That the driveway to the Department of Transportation's maintenance facility on the west side of Route 111, south of Old Mine Road, be relocated as shown on referenced plan "C."

18. That the pedestrian crossing signals and the associated equipment to be installed under State Project 144-169 be revised to accommodate the proposed widening on Route 111.

19. That all utility relocations in the State highway right-of-way be at no cost to the State and in accordance with "A Policy on the Accommodations of Utilities on Highway Rights-of Way."

20. That all roadway and drainage improvements within the State highway right-of-way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.

21. That an encroachment permit be obtained from the Department of Transportation's District 3 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

22. That prior to the issuance of a Certificate, a bond be posted and maintained in the amount of $820,000.00 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.

23. That prior to the issuance of a Certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance.

24. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Henry M. Ditman, the applicant's authorized representative, concurred with the above recommendations on June 13, 2008.

Chief Thomas Kiely, representative for the Local Traffic Authority for the Town of Trumbull, concurred with the above recommendations on June 16, 2008.

Report of Findings
Town of Trumbull
Old Mine Plaza (Home Depot)
Route 111 (Monroe Turnpike)
Traffic Investigation Report (TIR) No. 144-0711-03

Site Description:

The proposed site is located on the east side of Route 111 (Monroe Turnpike), approximately 0.6 mile north of the intersection of Route 25 and Route 111. It will consist of a 132,789 square foot Home Depot store with a 16,800 square foot retail building. Parking will be provided for 606 vehicles.

Certificate No. 942-A was previously issued on February 15, 1994 for a 150,000 square foot shopping center with 776 parking spaces, however, this development was never constructed. In 1989, Certificate No. 942 was issued for an 113,870 square foot office building with 483 parking spaces. This development was also not constructed.

Access to Old Mine Plaza (Home Depot) will be provided by a single bidirectional median divided driveway which will be aligned opposite Trefoil Drive to form a four-way intersection with Route 111. Currently, the intersection of Route 111 and Trefoil Drive is signalized. The applicant is proposing to provide a northbound right-turn lane and a southbound left-turn lane on Route 111 at the site driveway via pavement marking changes. The site driveway will provide an exclusive left-turn lane and a combination through-right turn lane for exiting movements. A condition of local planning and zoning approval requires the applicant to install a concrete sidewalk along the egress side of the site. To mitigate the site traffic impact on Route 111, the applicant will also widen the northbound approach of Route 111 at Route 25 to provide an exclusive right-turn lane.

Area Projects:

Under Project No. 144-169, the Pequonnock Valley Rails-to-Trails project is proposed to accommodate a raised median island on Route 111 immediately south of Old Mine Road. Since this would reduce the travel lanes along Route 111 northbound from two lanes to one lane in this area, the applicant is proposing to widen Route 111 to maintain two northbound lanes. In addition, the applicant is proposing to remove an existing driveway on the west side of Route 111 and construct a new driveway approximately 80 feet south of the existing driveway. This is due to the proximity of the existing driveway to the proposed median island.

Under Project No. 144-181, Route 25 will be reconstructed to improve safety and capacity. This includes widening Route 25 to provide a southbound channelized right-turn lane at Route 111 and revising the traffic control signal to accommodate the new geometry. Additional improvements include the installation of a new traffic control signal at the intersections of Route 25 with Tashua Road and Spring Hill Road. An exclusive left-turn lane will be provided for the northbound approach of Route 25 at Tashua Road. At the intersection of Route 25 and Spring

Hill Road, an exclusive left-turn lane will be provided on Route 25 southbound and an exclusive right-turn lane will be provided on Route 25 northbound.

Division of Traffic Engineering Comments:

In a May 4, 2007 letter to the State Traffic Commission, Trumbull's First Selectman Raymond G. Baldwin, Jr. requested that the issuance of approval by the State Traffic Commission be based upon the applicant completing roadway improvements at the intersection of Route 111 and Route 25 in two phases. The first phase, which the applicant has agreed to do, includes widening Route 111 northbound at Route 25 for an exclusive right-turn lane. The second phase, which the applicant is not proposing, includes widening Route 111 southbound at Route 25 for an exclusive right-turn lane. Capacity analyses revealed that during the afternoon peak hour, the intersection of Route 111 and Route 25 (without the second phase widening) would operate at or near capacity on all of the approaches. Additional capacity analyses conducted of the intersection revealed that the roadway widening for the second phase would not have a significant impact on traffic operations. Based on this review, the Department is not requiring the applicant to widen Route 111 southbound at Route 25.

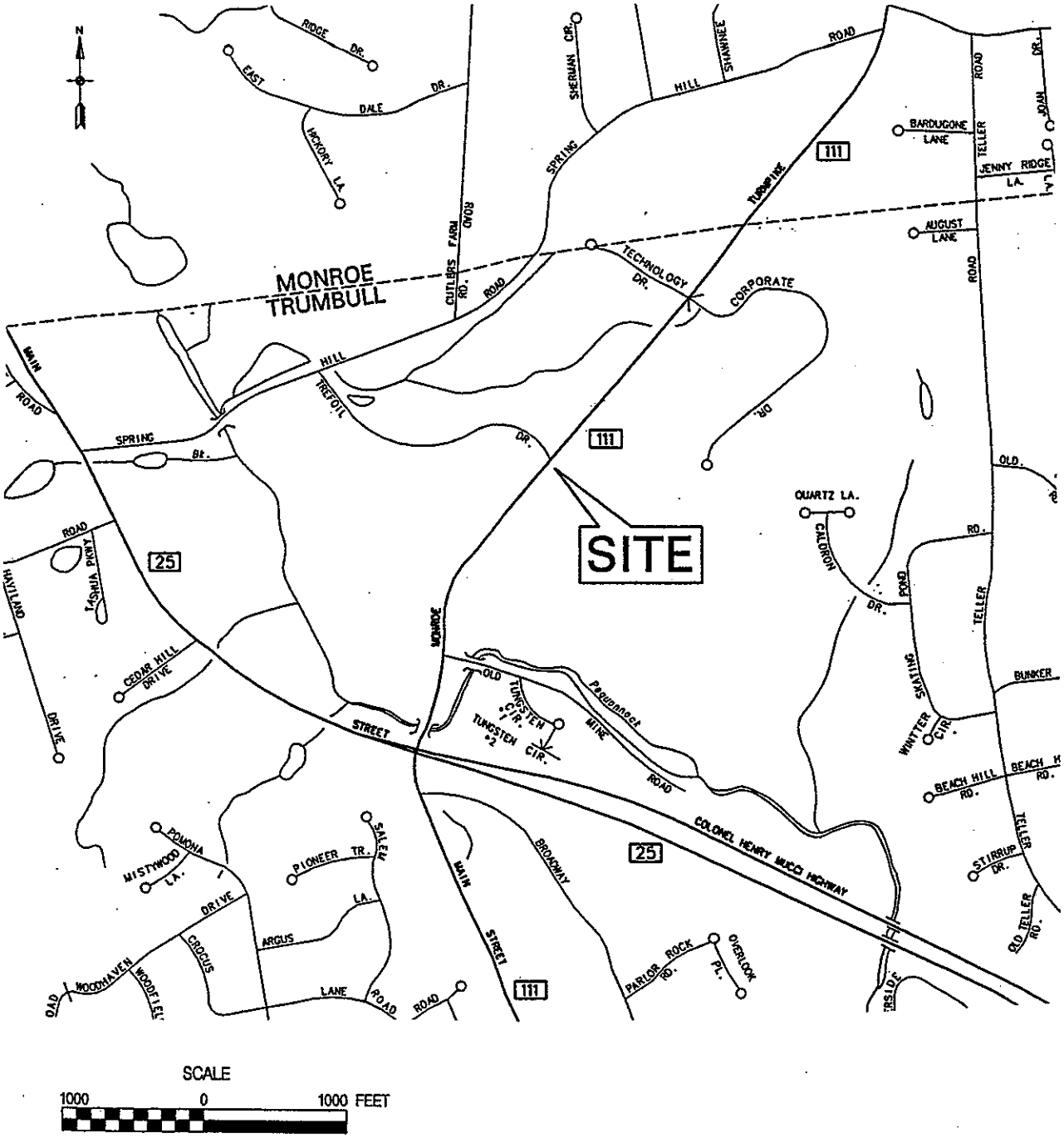
Site Generated Traffic:

The 2006 ADT along Route 111 north and south of the proposed development was 18,600 and 23,300 vehicles, respectively. The proposed development is expected to generate 720 trips (355 entering, 365 exiting) during the afternoon peak hour and 1,165 trips (595 entering, 570 exiting) during the Saturday midday peak hour. The volumes submitted for the proposed development have been reviewed and accepted by the Bureau of Policy and Planning.

Conclusion:

The Department is requiring that the applicant post and maintain a bond in the amount of $820,000.00 to cover the cost of improvements. The bond will cover the costs of roadway improvements, traffic signal work, removal/relocation of a stone wall and the closing and reconstruction of a drive opposite Old Mine Road.

The proposed development is acceptable to the Town of Trumbull and the Department.



SITE LOCATION

The Home Depot
Trumbull, Connecticut

STATE OF CONNECTICUT

STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Phone: (860) 594-3020
Fax: (860) 594-2377

MEMBERS

Commissioner of Transportation

Commissioner of Public Safety

Commissioner of Motor Vehicles

CERTIFICATE NO. 1801

STC NO. 144-0805-01

APPROVED October 21, 2008

EXPIRES October 20, 2010

ISSUED TO: Woodland Hills, LLC
60 Old New Milford Road
Brookfield, CT 06804

Norwalk-Ep, LLC
310 Ely Avenue, LLC
HD Mosaic Realty, LLC
PAPP Equities, LLC
10 Wall Street
Norwalk, CT 06850

41 Monroe Turnpike, LLC
43 Monroe Turnpike, LLC
Sound Trefoil, LLC
Interlude Realty, LLC
5520 Park Avenue, Suite 201
Trumbull, CT 06611

FOR: Trefoil Park Expansion (Woodland Hills Condos, Bank, Restaurant, Assisted Living)
Route 111
Town of Trumbull

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised, and the Regulations of the State Traffic Commission.

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan(s). Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE TWO (2) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

Robbin L. Cabelus
Executive Director

October 29, 2008
Date

TRA – 10 REV 1/08

Report by: ELB Date: 10/08 Checked by: FLK Date: 10/08 Recommended by: Mark Michaud for BBR See Previous Traffic Investigation Report No: 144-8509-01	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION**	STC No: 144-0805-01 Loc No. Approved by STC Date: OCT 21 2008
Requested by: Mr. Joseph C. Balskus How Requested: Certificate Application Date: May 23, 2008	**Town of Trumbull** Location: Trefoil Park Expansion Route 111 (Monroe Turnpike)	Robbin L. Cabelus EXECUTIVE DIRECTOR

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to Sound Trefoil, LLC, 41 Monroe Turnpike, LLC, 43 Monroe Turnpike, LLC, Woodland Hills, LLC, Interlude Realty, LLC and Norwalk-EP, LLC, 310 Ely Avenue, LLC, HD Mosaic Realty, LLC and Papp Equities, LLC for a 176,400 square-foot expansion of Trefoil Park for a bank, a restaurant, condominiums (60 units), an assisted living facility (84 units) and establishment of land use change for a total of 621,578 square feet of mixed-use developments consisting of 186,602 square feet of office space, 107,298 square foot arenas, 99,000 square feet of condominiums (60 units), an 89,856 square-foot commercial warehouse, a 68,400 square-foot assisted living facility (84 units), 33,569 square feet of industrial space, a 27,853 square-foot gymnasium, a 5,000 square-foot restaurant and a 4,000 square-foot bank with a total of 1,225 parking spaces, located on the west side of Route 111 (Monroe Turnpike), along Trefoil Drive and Spring Hill Road in the Town of Trumbull, stating that the operation thereof will not imperil the safety of the public based on the following conditions.

The conditions are referenced to the following plans entitled:

A. "Proposed Mixed-Use Development Plans, Overall Site Plan STC Application, For Properties Located at 41, 43, 49, & 53 Monroe Turnpike (CT. Route 111) and 19 Trefoil Drive, Trumbull, Connecticut," Sheet 1 of 5, prepared by Pereira Engineering, LLC, dated May 23, 2008 and last revised September 25, 2008.

B. "Roadway Improvement Concept Plan, Trefoil Expansion, Mixed-Use Development On Route 111, Trumbull, Connecticut," Sheet RW-01, prepared by Tighe & Bond, dated June 20, 2008 and last revised October 14, 2008.

C. "Roadway Improvement Concept Plan – Partial Opening, Trefoil Expansion, Mixed-Use Development On Route 111, Trumbull, Connecticut," Sheet RW-02, prepared by Tighe & Bond, dated October, 2008.

1. That all conditions of Certificate No. 599 remain in effect.

2. That the site driveways on Trefoil Drive and Spring Hill Road be located in substantial conformance with the referenced plans, that intersection sight distances be maintained from these site driveways in accordance with town standards, and that signs and pavement markings on these site driveways be in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

3. That the northern site driveway on Route 111 for the condominiums be constructed in substantial conformance with referenced plan "C."

4. That signs and pavement markings on the northern site driveway be installed and maintained in substantial conformance with referenced plan "C," and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

5. That "No Left Turn" signs be installed on Route 111 in substantial conformance with referenced plan "C," and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

6. That Condition Nos. 3, 4, 5, 19, 20, 21, 22 and 23 of this report be completed or satisfied prior to the occupancy of up to 30 of the 60 proposed condominium units.

7. That the center and southern site driveways on Route 111 for the restaurant/bank and the assisted living facility be constructed in substantial conformance with referenced plan "B."

8. That Route 111 be widened and raised median islands constructed along Route 111 in substantial conformance with referenced plan "B."

9. That the approach grades of the site driveways along Route 111 affected by the roadway widening noted in this report meet Department of Transportation's standards for intersecting streets or not be increased.

10. That signs and pavement markings on the center and southern site driveway be installed and maintained in substantial conformance with referenced plan "B," and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

11. That signs and pavement markings on Route 111 be installed in substantial conformance with the referenced plan "B," and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

12. That Condition Nos. 15, 16, 17 and 18 of Traffic Investigation Report No. 144-0711-03 for Old Mine Plaza (Home Depot) be completed prior to the opening of the development, beyond that allowed in Condition No. 6 of this report.

13. That Route 111 be overlaid within the limits of the widening. The extent of the overlay is to be determined by the Department of Transportation's District 3 Office.

14. That illumination be installed on Route 111 at the site driveways. The driveway owners shall be responsible for the cost of electricity to operate the illumination.

15. That the guide rail affected by improvements noted in Condition No. 10 be revised in a manner satisfactory to the Department of Transportation's District 3 Office. The revisions may include, but are not limited to, the replacement and relocation of the guide rail to conform with current Department design standards, regrading, and installation of appropriate end treatments.

16. That all pavement markings installed on State roads be epoxy material, or of a material as directed by the Department of Transportation.

17. That all conflicting pavement markings in the area of roadway work be eradicated to the satisfaction of the Department of Transportation.

18. That all utility relocations in the State highway right-of-way be at no cost to the State and in accordance with "A Policy on the Accommodations of Utilities on Highway Rights-of Way."

19. That all roadway and drainage improvements within the State highway right-of-way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.

20. That an encroachment permit be obtained from the Department of Transportation's District 3 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

21. That prior to the issuance of a Certificate, a bond be posted and maintained in the amount of $800,000.00 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.

22. That prior to the issuance of a Certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance.

23. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Joseph C. Balskus, the applicant's authorized representative, concurred with the above recommendations on October 17, 2008.

Chief Thomas Kiely, representative for the Local Traffic Authority for the Town of Trumbull, concurred with the above recommendations on October 20, 2008.

Report of Findings
Town of Trumbull
Trefoil Park Expansion
Route 111 (Monroe Turnpike)
Traffic Investigation Report (TIR) No. 144-0805-01

Site Description:

The State Traffic Commission issued Certificate 599 to Mr. James D. Moore on May 22, 1986 for two separate developments called Trefoil Industrial Park and Trefoil Park North. With Trefoil Park North being located on the east side of Route 111, approximately 1,500 feet north of Trefoil Industrial Park, the State Traffic Commission will henceforth consider them as independent developments.

The proposed site is located on the west side of Route 111 (Monroe Turnpike) between Old Mine Road and Trefoil Drive. Three separate developments are proposed on parcels abutting the existing Trefoil Industrial Park. The three developments include 60 residential condominiums (99,000 square feet), 84 assisted living units (68,400 square feet) and a 4,000 square foot bank along with a 5,000 square foot restaurant. There will be 172 parking spaces provided for the condominium, 46 spaces for the assisted living facility and 120 spaces for the bank and the restaurant.

Access to the three developments proposed on Route 111 will be via three separate driveways on Route 111. The northern driveway for the condominiums will be restricted to right-in/right-out. The middle driveway for the bank/restaurant will be full access. The southern driveway for the assisted living facility will be restricted to right-in/right-out. Raised median islands will be constructed along Route 111 to enforce the turn restrictions at the northern and southern site drives. An existing internal driveway connection located between the condominium property and Lot No. 3 will be converted into an emergency access driveway.

Area Projects:

On June 17, 2008, the State Traffic Commission (STC) approved Traffic Investigation Report No. 144-0711-03 for a 149,589 square-foot retail development (Old Mine Plaza – Home Depot) with 606 parking spaces. The site of the proposed development is located on the east side of Route 111 opposite Trefoil Drive. To mitigate the traffic impact on Route 111, the developer for this plaza is proposing to widen the northbound approach of Route 111 at Route 25 to provide an exclusive right-turn lane.

Under Project No. 144-169, the Pequonnock Valley Rails-to-Trails project is to construct a raised median island on Route 111 immediately south of Old Mine Road. Since this would reduce the travel lanes along Route 111 northbound from two lanes to one lane in this area, the developer for Old Mine Plaza – Home Depot is proposing to widen Route 111 to maintain two northbound lanes. In addition, the developer for Old Mine Plaza – Home Depot is proposing to remove an existing driveway on the west side of Route 111 and construct a new driveway

approximately 80 feet south of the existing driveway. This is due to the proximity of the existing driveway to the proposed median island.

Under Project No. 144-181, Route 25 was recently reconstructed to improve safety and capacity. This includes widening Route 25 to provide a southbound channelized right-turn lane at Route 111 and revising the traffic control signal to accommodate the new geometry. Additional improvements include the installation of a new traffic control signal at the intersections of Route 25 with Tashua Road and Spring Hill Road. An exclusive left-turn lane will be provided for the northbound approach of Route 25 at Tashua Road. At the intersection of Route 25 and Spring Hill Road, an exclusive left-turn lane will be provided on Route 25 southbound and an exclusive right-turn lane will be provided on Route 25 northbound. This work is expected to be completed this construction season.

Site Generated Traffic:

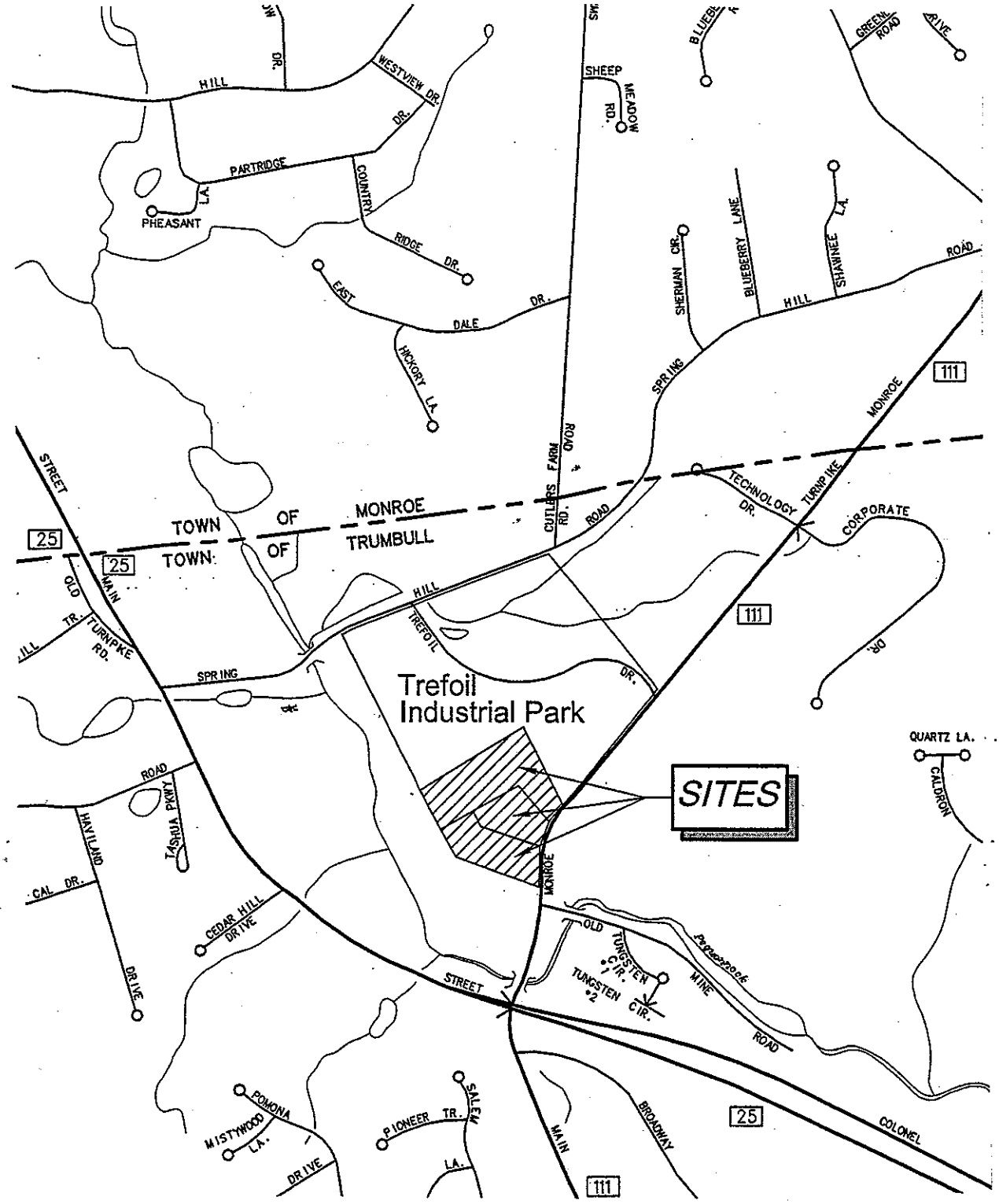
The 2007 ADT along Route 111 north and south of the proposed development was 20,600 and 23,500 vehicles, respectively. The proposed condominium is expected to generate 35 trips (7 entering, 28 exiting) during the morning peak hour, 40 trips (26 entering, 14 exiting) during the afternoon peak hour and 60 trips (32 entering, 28 exiting) during the Saturday midday peak hour. The proposed bank and restaurant is expected to generate 53 trips (29 entering, 24 exiting) during the morning peak hour, 220 trips (117 entering, 103 exiting) during the afternoon peak hour and 202 trips (107 entering, 95 exiting) during the Saturday midday peak hour. The proposed assisted living facility is expected to generate 12 trips (8 entering, 4 exiting) during the morning peak hour, 19 trips (8 entering, 11 exiting) during the afternoon peak hour and 29 trips (14 entering, 15 exiting) during the Saturday midday peak hour. The volumes submitted for the proposed development have been reviewed and accepted by the Bureau of Policy and Planning.

Due to the downturn in the residential market potentially impacting the financial feasibility of the proposed condominium units, the developer of the condominium units has requested that 30 of the proposed 60 units be allowed to open prior to the completion of the proposed off-site improvements. Based on the anticipated site traffic generated by the condominiums, which is not expected to have a significant impact on the state highway system, the Department is recommending a partial opening of the condominium development of up to 30 units. Conditions of this report to allow the partial opening require that the northern site driveway be constructed to prohibit left turns.

Conclusion:

The Department is requiring that the applicant post and maintain a bond in the amount of $800,000.00 to cover the cost of roadway improvements.

The proposed development is acceptable to the Town of Trumbull and the Department.



Site Location Map

Proposed Mixed-Use Developments on
Monroe Turnpike (Route 111)
Trumbull, Connecticut

TRA – 10 REV 1/08

Report by: ELB Date: 12/08 Checked by: FLK Date: 12/08 Recommended by: See Previous Traffic Investigation Report No: 144-0805-01	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION**	STC No: 144-0811-02 Loc No. Approved by STC Date: DEC 1 6 2008
Requested by: Mr. Joseph C. Balskus How Requested: Letter Date: November 21, 2008	**Town of Trumbull** Location: Trefoil Park Expansion Route 111 (Monroe Turnpike)	ACT. EXECUTIVE DIRECTOR

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the conditions of State Traffic Commission (STC) Certificate 1801, Traffic Investigation Report (TIR) No. 144-0805-01 approved on October 21, 2008 be revised as indicated below.

1. That the previously approved referenced plan "C" be replaced with the following plan:

   "Construction Plan, Trefoil Expansion, Partial Opening Plan, Woodland Hills, Trumbull, Connecticut," Sheet C-1, prepared by Tighe & Bond, dated October, 2008 and last revised December 8, 2008.

2. That this revision shall not become effective until a copy of this report has been recorded on the municipal land records in accordance with the attached procedure.

3. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Joseph C. Balskus, the applicant's authorized representative, concurred with the above recommendations on December 12, 2008.

Chief Thomas Kiely, representative for the Local Traffic Authority for the Town of Trumbull, concurred with the above recommendations on December 5, 2008.

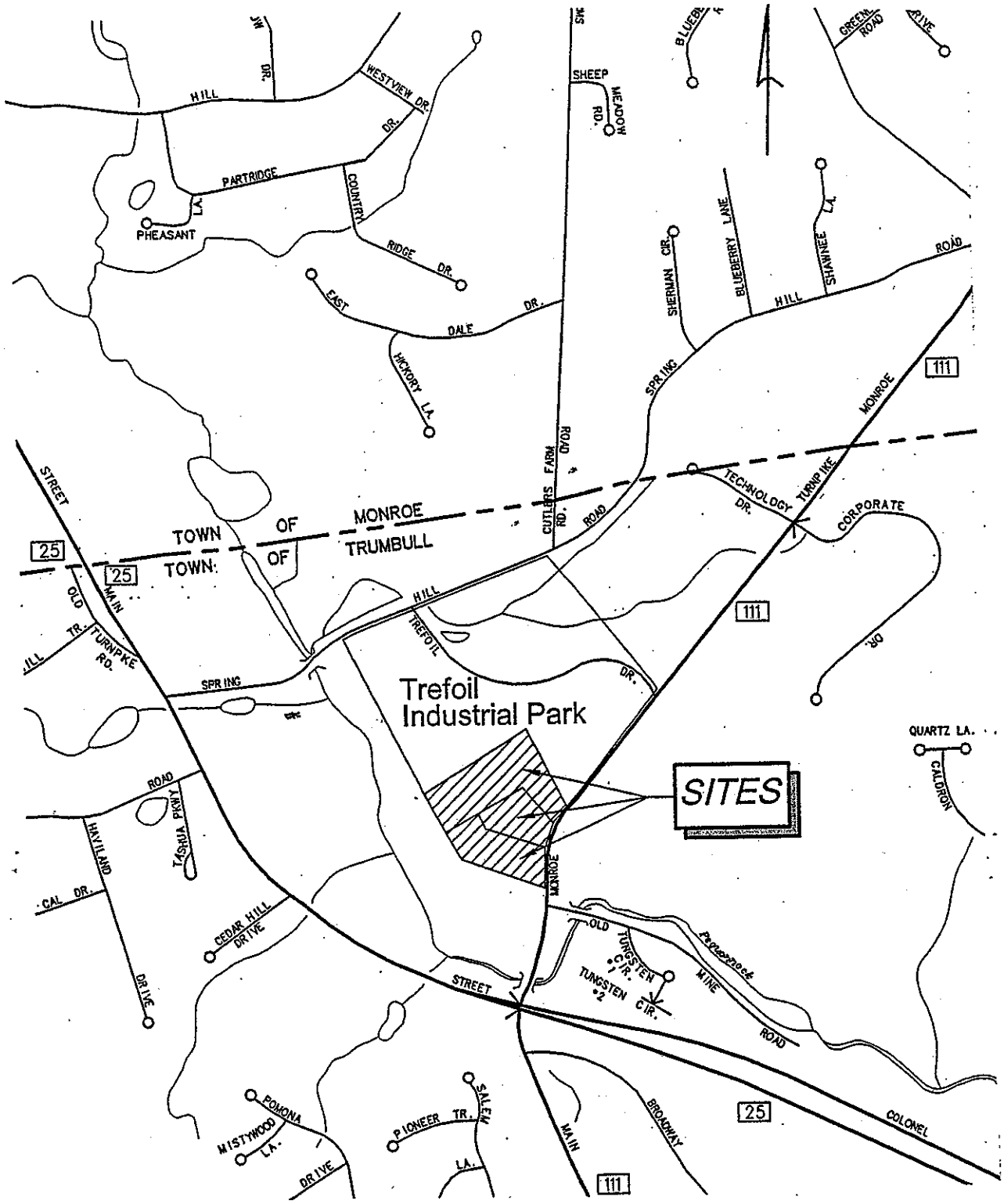
Report of Findings
Town of Trumbull
Trefoil Park Expansion
Route 111 (Monroe Turnpike)
Traffic Investigation Report No. 144-0811-02

On October 21, 2008, the State Traffic Commission approved Traffic Investigation Report (TIR) No. 144-0805-01 for the Trefoil Park Expansion. Subsequently, Certificate No. 1801 was issued. Condition No. 3 of TIR No. 144-0805-01 required that the northern site driveway proposed for the new condominiums on Route 111 be constructed in substantial conformance with the referenced plan which restricts movements at the driveway to right-in/right-out. The intent of the restriction was to minimize the amount of conflicting vehicular movements in the area due to the proximity of adjacent driveways and to minimize any adverse impacts to traffic operations.

Due to the concern regarding the ability of emergency vehicles accessing the condominium driveway when traveling northbound on Route 111, the Town of Trumbull Fire Department requested that the northern site driveway be revised to permit emergency vehicles to turn left into the driveway. It is recommended that the revised plan "C" submitted, which provides for modification to the northerly site drive median to allow northbound left-turns for emergency vehicles be approved. Additional signs will be installed prohibiting left turns for non-emergency vehicles.

Plans "C" referenced in TIR No. 144-0805-01 was approved (on a temporary basis) to allow up to 30 condominium units to be occupied. The remaining two plans, Plan "A" and Plan "B" represented off-site improvements to accommodate the remainder of the Trefoil Park Expansion. The latter two plans provide for a median on Route 111 which will prohibit left-turns at the northerly driveway. It is understood that if the town or applicant desire to allow northbound left-turns into the northerly driveway under the full build Trefoil Park Expansion (more than 30 condominium units occupied), a separate request to modify the conditions or plans in the previous TIR will be required.

The proposed revision to the northern site driveway is acceptable to the Town of Trumbull and the Department.



Site Location Map

Proposed Mixed-Use Developments on
Monroe Turnpike (Route 111)
Trumbull, Connecticut

TRA – 10 REV 1/08

Report by: DJV Date: 03/12 Checked by: FLK Date: 03/12 Recommended by:	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION**	STC No: 144-1202-01 Loc No. Approved by STC Date: MAR 20 2012
See Previous Traffic Investigation Report No: 144-0805-01 and 144-0811-02	**Town of Trumbull**	
Requested by: Mr. Joseph C. Balskus How Requested: Certificate Application Date: February 14, 2012	Location: Trefoil Park Expansion Route 111	David A. Sawyer Executive Director

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the conditions of State Traffic Commission (STC) Certificate 1801 (Traffic Investigation Report Numbers 144-0805-01 and 144-0811-02) approved October 21, 2008 and December 12, 2008 be revised as indicated below.

1. That previously approved referenced plan entitled:

   "Proposed Mixed-Use Development Plans, Overall Site Plan STC Application, For Properties Located at 41, 43, 49, & 53 Monroe Turnpike (CT. Route 111) and 19 Trefoil Drive, Trumbull, Connecticut," Sheet 1 of 5, prepared by Pereira Engineering, LLC, dated May 23, 2008 and last revised October 14, 2008.

   Be replaced with the plan entitled:

   "Proposed Site Development Plan, Overall Site Plan, STC Revision, for Properties Located at 41, 43, 49, & 53 Monroe Turnpike (CT. Route 111) and 19 Trefoil Drive, Trumbull, Connecticut," Sheet 1 of 1, prepared by Pereira Engineering, LLC, dated February 29, 2012 and last revised March 10, 2012.

2. That previously approved referenced plan entitled:

   "Roadway Improvement Concept Plan, Trefoil Expansion, Mixed-Use Development on Route 111, Trumbull, Connecticut," Sheet RW-01, prepared by Tighe and Bond, dated October, 2008.

   Be replaced with the plan entitled:

   "Roadway Improvement Concept Plan, Trefoil Expansion, Sound Development, Trumbull, Connecticut," Sheet RW-01, prepared by Tighe and Bond, dated February, 2012 and last revised March 9, 2012.

3. That the previously approved 176,400 square foot expansion of Trefoil Park (TIR No. 144-0805-01) be reduced to a 144,985 square foot expansion consisting of 99,000 square feet (60 Units) of condominiums, a 25,000 square foot fitness center, a 8,225 square foot automobile care center, 8,560 square feet of general retail and a 4,200 square foot sit-down restaurant.

4. That the total number of parking spaces be revised from 1,225 to 1,382.

5. That all conditions of Traffic Investigation Report No. 144-0805-01 remain in effect, except conditions 7, 8, 10, 11 and 15.

6. That the site drive on Route 111 be constructed in substantial conformance with the referenced plans.

7. That Route 111 be widened in substantial conformance with the referenced plans.

8. That the guide rail affected by improvements noted in Condition 5 be revised in a manner satisfactory to the Department of Transportation's (Department) District 3 Office. The revisions may include, but are not limited to, the replacement and relocation of the guide rail to conform with current Department design standards, re-grading, and installation of appropriate end treatments.

9. That intersection sight distances be provided and maintained from the site driveway on Route 111 (Monroe Turnpike) as shown on the referenced plans.

10. That signs and pavement markings on the proposed site drive be installed and maintained in substantial conformance with the referenced plans and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

11. That signs and pavement markings on Route 111 be installed in substantial conformance with the referenced plans and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

12. That these revisions shall not become effective until a copy of this report has been recorded on the municipal land records in accordance with the attached procedure.

13. That an application for a certificate of occupancy for any portion of this development not be submitted to the Town of Trumbull until all the conditions of this report have been completed or subsequent STC approval allows otherwise.

14. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Joseph C. Balskus, the applicant's authorized representative, concurred with the above recommendations on March 14, 2012.

Chief Thomas Kiely, representative for the Local Traffic Authority for the Town of Trumbull, concurred with the above recommendations on March 16, 2012.

Report of Findings
Trefoil Park Expansion
Route 111
Town of Trumbull
Traffic Investigation Report No. 144-1202-01

Site Description:

On October 21, 2008, the State Traffic Commission (STC) approved Traffic Investigation Report (TIR) No. 144-0805-01 (Certificate No. 1801) for Trefoil Park Expansion, a 176,400 square foot mixed-use development expansion for a bank, restaurant, condominiums (60 units), and an assisted living facility (84 units) for a total 621,578 square foot mixed use development with 1,225 parking spaces, located along Route 111 in the Town of Trumbull. A partial opening was approved on September 11, 2009 (TIR No. 144-0906-01), which allowed the developer to operate up to 60 condominium units without full compliance with the conditions of State Traffic Commission Certificate No. 1801. The 60 condominium units are occupied.

In a February 14, 2012 letter to the STC, the applicant's engineer requested a revision to the certificate for the proposed Trefoil Park Expansion. The applicant reduced the building program to 144,985 square feet which includes a 25,000 square foot fitness center, an 8,225 square foot automobile care center, an 8,560 square foot general retail facility, and a 4,200 square foot sit-down restaurant. The total number of parking spaces for the overall certified area will be revised from 1,225 to 1,382 and the total square footage will be reduced from 621,578 to 590,193. Local Planning and Zoning approval was received on November 16, 2011. None of the buildings have been constructed.

New trips to be generated by the revised expansion area (less the 60 condominium units) includes 105 trips in the morning peak hour, 179 trips in the afternoon peak hour, and 184 trips during the Saturday midday peak hour. Additional off-site mitigation will include the widening of Route 111 to accommodate an unsignalized northbound left turn lane at the proposed site drive.

Site Generated Traffic:

The total peak hour site generated volumes submitted by the applicant's consultant for the revised development are as follows:

AM Peak	56 In	49 Out	105 Total
PM Peak	102 In	77 Out	179 Total
Saturday Midday	94 In	90 Out	184 Total

The traffic volumes have been reviewed and approved by the Department's Bureau of Policy and Planning.

Improvements:

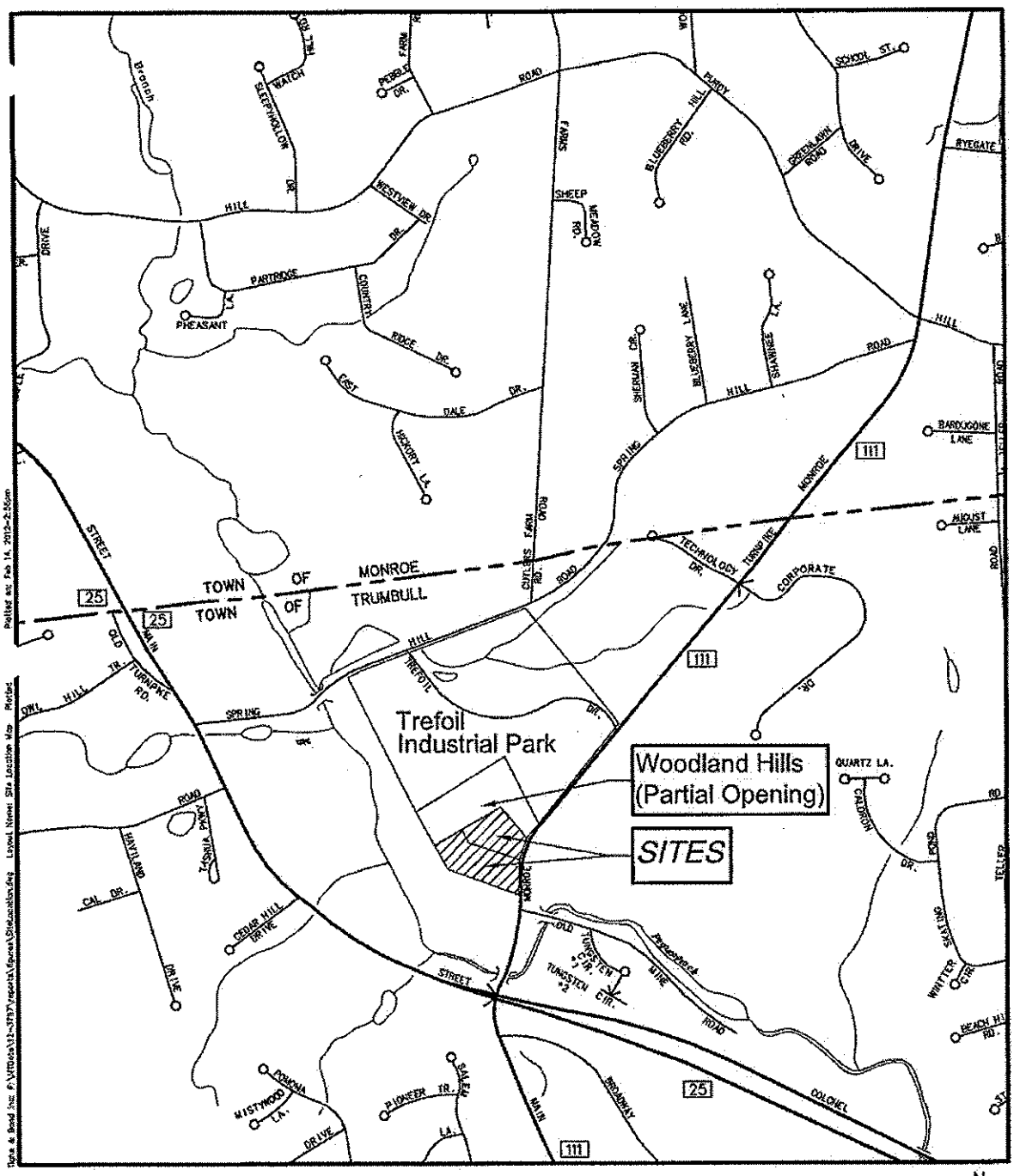
Three separate unsignalized driveways on Route 111 were originally proposed for the Trefoil Park Expansion. The northerly driveway, which serves only the 60 condominium units, has been constructed. The applicant is now combining the two remaining proposed site drives to one. Route 111 will be widened to accommodate a northbound left-turn lane and a painted center median. The proposed driveway will provide for a two lane, stop sign controlled egress and single lane ingress.

Condition Nos. 7, 8, 10, 11 and 15 from TIR No. 144-0805-01 will be rescinded since they reference a building plan to be superseded by plan "B" referenced in this report.

Conclusion:

The proposed improvements to Route 111 are sufficient to mitigate the site generated traffic. The proposed development is acceptable to Town of Trumbull and the Department.

A bond is currently being held by the Department to cover the costs of satisfying the conditions of this report.



Site Location Map

Proposed Site Development -
41 & 51 Monroe Turnpike (Route 111)
Trumbull, Connecticut

Figure 1

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

August 3, 2015

Mr. David G. Sullivan, P.E.
Milone & MacBroom, Inc.
99 Realty Drive
Cheshire, CT 06410

OSTA #144-1504-01

Dear Mr. Sullivan:

Subject: Town of Trumbull
Previously Issued: Certificate 599 Series and Administrative Decision Nos. 207 and 150
Current Proposal: Trefoil Corporate Center North Expansion (50 and 95 Corporate Drive)
Street Address: Route 111 & Corporate Drive
Current Owner: R.D. Scinto, Inc.
Administrative Decision No. 321

A review of your April 2, 2015 request for an Administrative Decision regarding the subject expansion not previously considered under the Certificate 599 series and associated Administrative Decisions has been completed.

It was determined that the proposed expansion consisting of a change in use from 93,046 square feet of industrial building space to 20,000 square feet of office space and 60,400 square feet of warehouse space and an expansion of 10,216 square feet of manufacturing space and 8,025 square feet of warehouse space with an overall reduction of 206 parking, will not substantially affect state highway traffic operations in the area. The Trumbull Police Commission, the Local Traffic Authority for the Town of Trumbull, concurred with these findings on May 14, 2015. Consequently, on August 3, 2015 an Administrative Decision was rendered that formal action by the Office of the State Traffic Administration (OSTA) under Section 14-311 of the General Statutes of Connecticut regarding the proposed expansion is not required. The decision was based, in part, on the enclosed plan prepared by Milone & MacBroom entitled "Overall OSTA Site Plan," subtitled "Trefoil Corporate Center Modifications; Route 111 & Corporate Drive; Trumbull, Connecticut," Sheet Number 1 of 1, dated June 3, 2015.

The decision shall not be effective until a copy of this letter has been filed on the municipal land records, in accordance with the enclosed procedures, and this office has received a copy of the recorded letter. Upon filing of the letter, this office would have no objection to the issuance of any building or foundation permits associated with the expansion. **The decision shall supersede/nullify Administrative Decision No. 150 approved on March 26, 2013 for a different development plan on the 50 Corporate Drive parcel.**

Subsequent to the expansion, the allowable overall development within the OSTA certifiable area will consist of 467,975 square feet of office space; 77,037 square feet of medical office space; 68,425 square feet of warehouse space; and 10,216 square feet of manufacturing space for a total development of 623,653 square feet of mixed-use building space with 1,718 parking spaces. Any future expansion or proposed land use changes shall only be allowed subject to review by this office and, if necessary, formal OSTA action.

Sincerely,

for David A. Sawicki
Executive Director
Office of the State Traffic Administration

Enclosures

Copy to: Mr. Jack Testani – jacktestani@gmail.com – plan attached
Mr. Graham Bisset – gbisset@trumbull-ct.gov – plan attached
Mr. Mark Fasano – mark@scinto.com – plan attached
Mr. David G. Sullivan, P.E. – daves@miloneandmacbroom.com – original to be mailed

STATE OF CONNECTICUT
STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Phone: (860)594-3020

MEMBERS
Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

CERTIFICATE NO. 1617

STC NO. 144-0402-01

APPROVED August 17, 2004

EXPIRES August 16, 2006

ISSUED TO: ElDorado Holdings, LLC
100 Technology Drive
Trumbull, CT 06611

FOR: The Trumbull Professional Center
115 Technology Drive
Town of Trumbull

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised, and the Regulations of the State Traffic Commission.

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan(s). Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE TWO (2) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

Robbin L. Cabelus
Executive Director

October 8, 2004
Date

An Equal Opportunity Employer
Printed on recycled or recovered paper

TRA-10 REV 1/97

Report By: AC Date: 07/04 Checked By: GMG Date: 07/04 See Previous STC Report No.	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION** **Town of Trumbull**	STC No: 144-0402-01 Loc. No: Approved By STC Date: AUG 17 2004
Requested By: Mr. Manuel J. Silva Rose-Tiso and Co, LLC How Requested: Certificate Application Date: May 27, 2004	Location: Trumbull Professional Center Route 111	Robbin L. Cabelus EXECUTIVE DIRECTOR

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to ElDorado Holdings, LLC for Trumbull Professional Center, a 121,100 square foot office development with 524 parking spaces, located on Technology Drive in the Town of Trumbull, stating that the operation thereof will not imperil the safety of the public based on the following conditions:

The requirements refer to the plans prepared by Rose-Tiso and Co. LLC. entitled and dated as follows:

A. "Site Distance Map, Lots 1, 2, & 3, "Cyber Park" Technology Drive, Trumbull, Connecticut and Spring Hill Road, Monroe, Connecticut" dated March 8, 2004.

B. "Off Site Improvements" Sheet No. OS-2, dated July 7, 2004.

1. That the site driveways on Technology Drive be located and constructed in substantial conformance with the referenced plans.

2. That the owner provide and maintain intersection sight distances from the site driveways on Technology Drive as shown on the referenced plans.

3. That Route 111 be widened in substantial conformance with the referenced plans.

4. That the applicant revise the guide rail affected by improvements noted in Condition 3 in a manner satisfactory to the Department's District 3 Permits Office. The revisions may include, but are not limited to, the replacement and relocation of the guide rail to conform with current Department design standards, regrading, and installation of appropriate end treatments.

5. That signs and pavement markings on Route 111 be installed by the applicant in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices" latest edition. The applicant will be responsible to maintain signs and pavement markings on the site drives.

6. That all pavement markings installed by the applicant on State roads be of epoxy material, or of a material as directed by the Department of Transportation.

By _____
Division of Traffic Engineering
Bureau of Engineering and Highway Operations

7. That all conflicting pavement markings in the area of roadway work be eradicated to the satisfaction of the Department of Transportation.

8. That the applicant revise the traffic signal phasing and equipment on Route 111 at Technology Drive. The applicant will be responsible for all costs associated with the signal revision.

9. That all work on roadways that are owned and maintained by the Town of Trumbull be performed in conformance with the standards and specifications of the Town.

10. That prior to certificate issuance, the applicant post and maintain a bond in the amount of $150,000 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.

11. That an encroachment permit be obtained from the Department of Transportation's District 3 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

12. That all roadway and drainage improvements within the State's right-of-way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.

13. That prior to the issuance of a Certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance.

14. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Manuel J. Silva, the applicant's authorized representative, concurred with the above recommendations on August 02, 2004.

Police Chief Thomas Kiely, representative for the Legal Traffic Authority for the Town of Trumbull, concurred with the above recommendations on August 11, 2004.

Police Chief John L. Salvatore, representative for the Legal Traffic Authority for the Town of Monroe, concurred with the above recommendations on August 10, 2004.

Report of Findings
Town of Trumbull
Route 111
Trumbull Professional Center
Traffic Investigation Report No. 144-0402-01

Site Description:

The Trumbull Professional Center currently consists of a 33,000 square foot office building named PC Net, located on the north side of Technology Drive (a Town road), which was previously approved under the encroachment permit process. The developer now plans to build an 88,100 square foot medical office building on the south side of Technology Drive. The size of the total development will exceed the threshold of 100,000 square feet, therefore requiring State Traffic Commission approval. Access to the site will be from four stop-controlled drives on Technology Drive which is signalized at the intersection with Route 111. The development will have a total of 121,100 square feet of floor area with 524 parking spaces.

The development has received planning and zoning approval from the Town of Trumbull.

Site Generated Traffic:

The entire development is expected to generate 249 trips (203 entering, 46 exiting) during the a.m. peak hour and 369 trips (98 entering, 271 exiting) during the p.m. peak hour.

The Department's Bureau of Policy and Planning has approved the submitted traffic volumes.

Accident Experience:

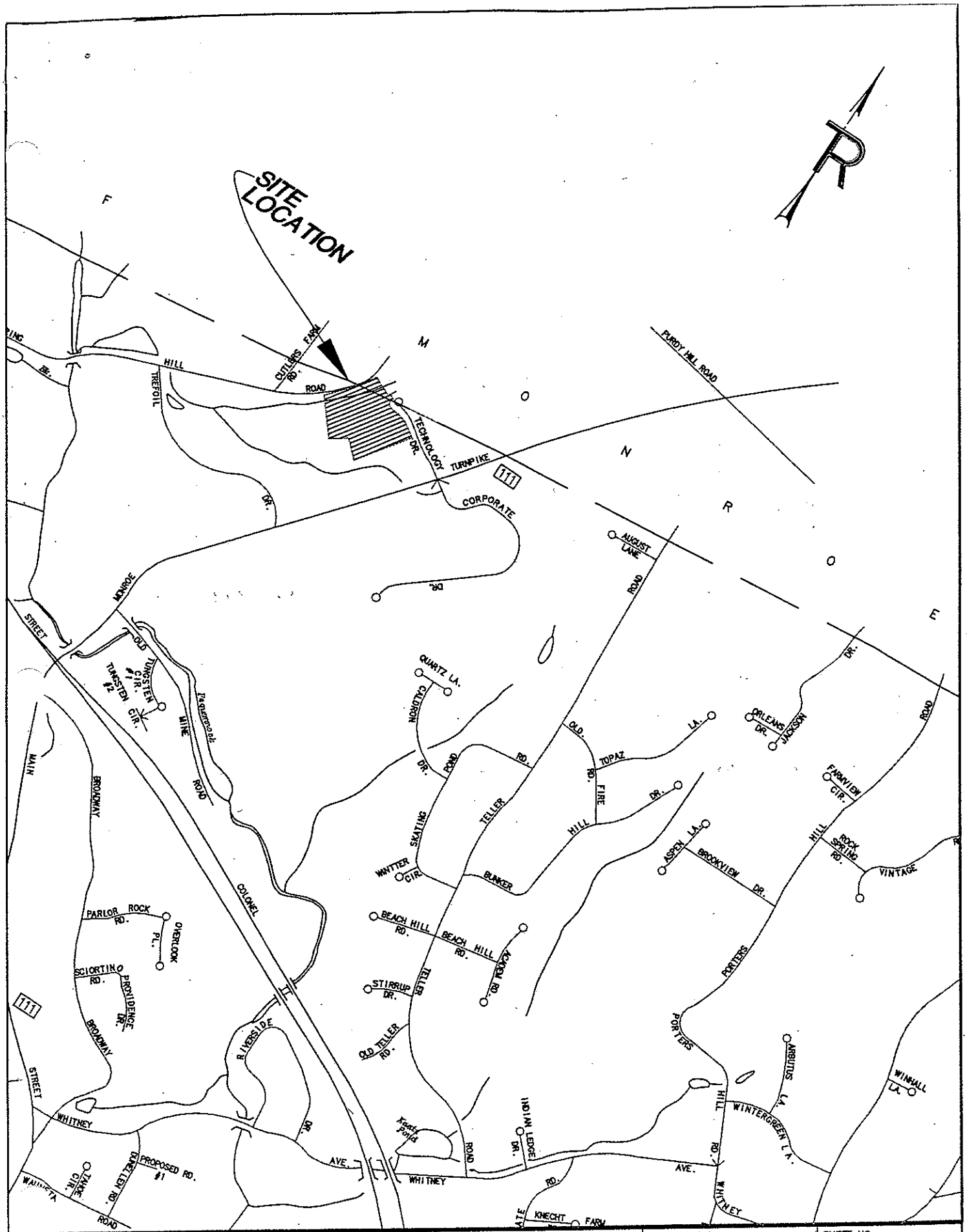
Between January 1, 2001 and December 31, 2003, eight accidents were reported at the intersection of Route 111 at Technology Drive. The types of accidents included: three rear ends, two turning movement intersect, one fixed object, one moving object and one sideswipe opposite direction.

Proposed Projects by the Department of Transportation:

None.

Department of Transportation's Observations and Concerns:

Due to the increase in left turning traffic onto Technology Drive from Route 111, the developer is required to widen Route 111 to provide an exclusive northbound left-turn lane. Also, the applicant will be required to revise the traffic signal sequence to provide Ax/Ay phasing. It is likely that a new controller and foundation will be necessary to accommodate the phasing. Some new traffic signal heads and new loop detectors will be required for the exclusive northbound left turn lane.



ROSE •TISO & CO. LLC.
ARCHITECTS • SURVEYORS • ENGINEERS

WWW.ROSETISO.COM
418 MEADOW STREET, SUITE 302, FAIRFIELD, CT 06824
TEL: (203)610-6262 • FAX: (203)610-6404

LOCATION MAP
115 Technology Drive
TRUMBULL, CT

DRAWN BY: MJS	SHEET NO.
CHECKED BY: DPL	
CAD FILE: VMAP.DWG	FIG A
DESIGN BY: MJS	
SCALE: NONE	
DATE: 11-25-02	

STATE OF CONNECTICUT

TRAFFIC COMMISSION
Department of Transportation
24 Wolcott Hill Road • P.O. Drawer A
Wethersfield, Connecticut 06109

MEMBERS
Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

ISSUED September 16, 1986

CERTIFICATE NO. 627

ISSUED TO Village Square, Inc.
c/o Steiwer, Inc.
Parklawn Drive
Bethel, Ct. 06801

FOR Village Square Shopping Center
Route 111 @ Gay Bower Road
Town of Monroe

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised and the Regulations of the State Traffic Commission

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan. Failure to comply with all conditions and the requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE SHALL EXPIRE ONE (1) YEAR FROM THE DATE ISSUED UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

J. WILLIAM BURNS
CHAIRMAN

William W. Stoeckert

William W. Stoeckert
Executive Secretary

TRA-10 REV. 2/82

Norman N. Fierravanti
Report By _____ Date 9/86
John F. Carey
Checked By _____ Date 9/86

-Completion Dates-

Signals _____ Signs _____

Markings _____

S.T.C. Notified _____

Memo No. _____

See Previous S.T.C. Report No. _____

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION

TOWN Monroe

LOCATION Route 111 at Village Square Shopping Center

REQUESTED BY
Highway Traffic Consultants

HOW REQUESTED Certificate Application

DATE 2/11/86

S.T.C. No. 084 - 8602 - 01

Loc. No. _____

Date to S.T.C. _____

Received By S.T.C.
Date SEP 15 1986

Approved By S.T.C.
Date SEP 16 1986

William W. Stoeckert
Executive Secretary

Recommendations

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, and as directed by the State Traffic Commission (STC), it is recommended that the STC issue a certificate to Village Square, Inc. for the Village Square Shopping Center stating that the operation thereof will not imperil the safety of the public based on the following requirements:

The requirements refer to the attached developer's plan, "As-Built Plan & Profile, Monroe Turnpike, Conn. Route 111, Monroe, Connecticut, Prepared for Village Square Inc.," sheet 1 of 2 dated 7-2-85. The plan was prepared by Spath-Bjorklund Associates, Inc. and revised by Highway Traffic Consultants, 11 August 1986.

1. That the driveway and associated radii be constructed as shown on the attached plan.

2. That the existing driveways on Route 111 be closed as shown on the attached plan.

3. That curbing be installed around the existing service station on the northeast corner of the site to preclude direct access to the Village Square Shopping Center from the service station as shown on the attached plan.

4. That Route 111 be widened to provide a 22' wide northbound bypass area and 14' wide southbound lane as shown on the attached plan.

BY _____

DIVISION OF TRAFFIC
BUREAU OF HIGHWAYS

5. That the turning radii for Gay Bower Road at Route 111 be increased to 50' as shown on the attached plan.

6. That an easement for highway purposes for an area 15' off the new westerly curb line along the developer's entire Route 111 frontage be granted to the Department of Transportation at no cost to the State.

7. That sight distances of at least 630' to the south and 560' to the north be provided and maintained from the Village Square driveway by the owner of the development as shown on the attached plan.

8. That sight distances of at least 630' to the north and south from Gay Bower Road along Route 111 be provided by the developer as shown on the attached plan.

9. That the compound radii for the horizontal curve on Route 111 at Gay Bower Road not exceed a ratio of 1.5 to 1 in conjunction with the proposed roadway widening.

10. That a traffic signal be installed on Route 111 at the Village Square driveway. A subsequent STC Report will be written for the signal installation.

11. That an egress lane line, Stop bar and Keep Right signs be installed and maintained by the owner of the development on the Village Square driveway at Route 111.

12. That all signs and pavement markings installed in conjunction with the conditions of this report be in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

13. That all roadway improvements within the State highway right-of-way be subject to review by the Department of Transportation and all their requirements be satisfied prior to the issuance of a permit by the Department's District III Office. Detailed plans of the proposed Route 111 widening satisfying Conditions 4, 5 and 9 of this report which address, but are not limited to, design requirements for tapers, cross slopes and/or super elevation shall be prepared and submitted for this review.

14. That all drainage requirements be satisfied prior to the issuance of a permit by the Department of Transportation's District III Office.

15. That upon renegotiation and/or termination of the lease for the gas station on the northeast corner of the site at the intersection of Route 111 and Gay Bower Road, the developer grant an easement at no cost to the State which extends the 15' easement required by Condition #6 to Gay Bower Road.

16. That all utility relocations be at no cost to the State and in accordance with current Department of Transportation policies.

17. That the STC reserves the right to require additional traffic improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements shall be borne by the owner of the development.

Mr. Harvey B. Boutwell, the developer's representative, was informed of the above requirements on September 5, 1986 and concurred.

Chief Robert J. Wesche, of the Monroe Police Department, representative of the Legal Traffic Authority was informed of the above requirements on September 12, 1986 and concurred.

REPORT OF FINDINGS
TOWN OF MONROE
Village Square

Site Description

The site is located on the west side of Route 111 approximately 2.5 miles north of its intersection with the terminus of the Route 25 expressway.

The existing shopping center contains 16,800 square feet. The proposed expansion will add 31,800 square feet and a 3200 square foot free standing restaurant and provide a total of 457 parking spaces.

The shopping center will have a single channelized access driveway on Route 111 and close two existing driveways. The development will also have access to Gay Bower Road, a town road which intersects Route 111.

Generated Site Traffic

When completed Village Square is anticipated to generate 5700 vehicle trips on an average weekday and 7000 trips on a typical Saturday. It is predicted that 54% of the site generated traffic would be orientated to and from the north and 45% to and from the south on Route 111, with 1% to and from the west on Gay Bower Road.

The peak hour generated volumes are as follows:

Weekday - a.m. Peak - 249 VPH in, 191 VPH out
p.m. Peak - 207 VPH in, 254 VPH out

Saturday Peak Hour - 325 VPH in, 321 VPH out

Background Traffic

Route 111 in the vicinity of the development had a 1985 ADT of 11,600. The peak hour flows are directional with the higher volumes southbound in the morning peak hour and northbound in the evening hours. The volumes are approximately 50% higher in the predominant direction.

The generated and background volumes submitted for this development have been reviewed and accepted by the Bureau of Planning.

Accident History

The latest three-year accident experience for Route 111 in the vicinity of the development covering the period from July 1, 1982 to June 30, 1985 was reveiwed.

Twenty-three accidents occurred in the 0.4 mile study area. The predominant accident types were rear-end and turning-intersecting paths. Three out of six (50%) of the rear-end accidents involved northbound left turning vehicles entering Village Square. Three of the six (50%) turning-intersecting path accidents involved vehicles exiting Village Square. The proposed northbound by-pass area should alleviate the rear accidents involving left turning vehicles. The combination of the consolidated driveways and proposed traffic signal should reduce the number of turning-intersecting path accidents.

Department of Transportation Projects in the Area

Project 144-154 - Reconstruction and widening of Route 111 from the vicinity of Route 25 in Trumbull to approximately 500 feet north of Purdy Hill Road in Monroe. Will provide four 12-foot lanes with turning lanes at intersections with improved signalization. This improvement ends approximately 4000 feet south of Village Square on Route 111.

Improvements by the Developer

The developer proposes to widen Route 111 to provide a northbound by-pass area at the main access drive, install a traffic signal at the main access drive, and improve the curb returns for Gay Bower Road.

Department of Transportation Review Comments and (Resolutions)

A. Division of Traffic

The proposed widening of Route 111 and signalization of the main access driveway will address the immediate needs and impact of the development's traffic working within the confines of the existing right-of-way.

The signalized intersections of Route 111 and Purdy Hill Road to the south of the site and with Elm Street and also Cross Hill Road to the north were considered during this investigation. The previously mentioned State Project 144-154 will address concerns for traffic operations at the Purdy Hill Road intersection. The section of Route 111 from the terminus of Project 144-154 north to Route 110 has a demonstrated need for widening to a four lane section to accommodate increased traffic resultant from development and completion of the Route 25 expressway. It was determined that the generated traffic from the 32,000 square foot addition to the existing 16,000 square foot Village Square facility would not substantially worsen existing conditions along the corridor. Improvements to the intersections of Route 111 with Elm Street and Cross Hill Road which could be directly attributable to the development's increased traffic were not identified.

An impact study of the Route 25 expressway prepared by the Greater Bridgeport Regional Planning Agency in March of 1983 addressed conditions along Route 111 through Monroe and outlined recommended actions for improvements. It was felt that the developer of Village Square should not be responsible for correcting the existing deficiencies of the Route 111 corridor.

B. For a listing of the review comments provided by the Division of Design, Office of Maintenance, Bureau of Planning, Office of Rights-of-Way, and the Office of Research and Materials concerning the subject development please see the attached "Major Traffic Generator Review" sheets submitted by the respective units. All the listed comments have been either addressed by this report or incorporated into the development's plans.

Development Layout Conclusions

The proposed development is acceptable to the Town of Monroe and the Department.

STATE OF CONNECTICUT
STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Phone: (860) 594-3020
Fax: (860) 594-2377

MEMBERS

Commissioner of Transportation

Commissioner of Public Safety

Commissioner of Motor Vehicles

CERTIFICATE NO. 94-A

STC NO. 084-0707-01

APPROVED September 25, 2007

EXPIRES September 24, 2009

ISSUED TO: Maril, LLC
477 Main Street, Suite 212
Monroe, CT 06468

Mr. Joseph DeLucia
47 Milford Point Road
Milford, CT 06460

FOR: Monroe Plaza Expansion
Route 111
Town of Monroe

pursuant to Section 14-311 of the General Statutes
of Connecticut, as revised, and the Regulations
of the State Traffic Commission.

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan(s). Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE TWO (2) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

David A. Sawicki

December 8, 2008
Date

TRA – 10 REV 12/06

Report By: JYP Date: 7/07 Checked By: GMG Date: 7/07 Recommended By: See Previous Traffic Investigation Report No: 084-0601-01 & 18063 Requested By: J. A. Koolis PB Americas, INC. How Requested: Certificate Application Date: July 23, 2007	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION** **Town of Monroe** Location: Monroe Plaza Route 111 (Monroe Turnpike)	STC No: 084-0707-01 Loc. No: Approved by STC Date: SEP 2 5 2007 Robbin L. Cabelus EXECUTIVE DIRECTOR

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to Maril, LLC and Mr. Joseph DeLucia for the 37,912 square-foot expansion of the Monroe Plaza, for a total 77,912 square-foot gross floor area mixed use development with 347 parking spaces, located on Route 111 (Monroe Turnpike) in the Town of Monroe stating that the operation thereof will not imperil the safety of the public based on the following conditions.

The following conditions refer to the applicant's plans entitled:

A. "Site Plan," Drawing No. 20.01, dated July 26, 2005, last revised August 27, 2007, prepared by Langan Engineering.

B. "Proposed Roadway Improvements," Drawing No. Sheet 1 of 2, dated May 16, 2006, last revised February 15, 2007, prepared by Parsons Brinckerhoff.

C. "Proposed Roadway Improvements," Drawing No. Sheet 2 of 2, dated May 16, 2006, last revised February 15, 2007, prepared by Parsons Brinckerhoff.

1. That Traffic Investigation Report No. 084-0601-01 approved on February 27, 2007 be rescinded.
2. That Route 111 (Monroe Turnpike) be widened in substantial conformance with the referenced plans.
3. That Elm Street be widened in substantial conformance with the referenced plans.
4. That Cross Hill Road be widened in substantial conformance with the referenced plans.
5. That the existing site drives on Route 111 be eliminated as shown on the referenced plans.
6. That the site driveways on Route 111 be constructed in substantial conformance with the referenced plans.

7. That approach grades of the driveways along Route 111, Elm Street and Cross Hill Road affected by the roadway widening noted in this report meet Department of Transportation's standards for intersecting streets or not be increased.

8. That intersection sight distances be provided and maintained from the north site driveway on Route 111 as shown on the referenced plans.

9. That the intersectional sight distances of the driveways and town roads along Route 111 affected by the roadway widening noted in this report, meet Department standards for intersecting streets or not be diminished.

10. That a traffic signal be installed on Route 111 at the north site drive. Upon completion of the installation of the signal, the Department of Transportation will review the installation and upon acceptance, assume ownership and ordinary maintenance such as cleaning and minor electrical repair. Major component replacement, repair or damage due to accident, vandalism, or nature and replacement due to normal wear shall be the responsibility of the owners of Monroe Plaza. When the maintenance and/or repair costs exceed $500.00, the Department of Transportation shall perform this work and bill the owner of Monroe Plaza for all the actual costs. The owners of Monroe Plaza will pay for the electricity to operate the signal.

11. That the applicant revise the traffic signals at the following intersections:

    - Route 111 at Elm Street
    - Route 111 at Cross Hill Road

    The applicant will be responsible for all costs associated with the signal revisions.

12. That the following traffic signals be coordinated using time base coordination (TBC). The applicant will be responsible for all costs associated with the traffic signal interconnection:

    - Route 111 at Elm Street
    - Route 111 at north site driveway
    - Route 111 at Cross Hill Road

13. That an easement be granted to the State, at no cost, to place and maintain traffic signal appurtenances on site property at the intersection of Route 111 and the north site driveway prior to the issuance of an encroachment permit. Right of Way File No. 084-000-078.

14. That an easement be secured for the State, at no cost, to place and maintain traffic signal appurtenances on private property at the Reda Shopping Center driveway prior to the issuance of an encroachment permit. Right of Way File No .084-000-079.

15. That an easement be secured for the State, at no cost, to place and maintain traffic signal appurtenances on private property at the Comaro Shopping Center driveway prior to the issuance of an encroachment permit. Right of Way File No. 084-000-080.

16. That property be deeded for highway purposes at southeast corner of Route 111 at Cross Hill Road, to the State, at no cost, as indicated on the referenced plans prior to the issuance of a certificate. Right of Way File No.084-000-081.

17. That signs and pavement markings on Route 111, Elm Street and Cross Hill Road be installed and maintained in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

18. That all roadway and drainage improvements within the State highway right-of-way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.

19. That Route 111 be overlaid within the limits of the widening. The extent of the overlay is to be determined by the Department of Transportation's District 3 Office.

20. That all conflicting pavement markings in the area of roadway work be eradicated to the satisfaction of the Department of Transportation.

21. That all pavement markings installed on State roads be of epoxy material, or of a material as directed by the Department of Transportation.

22. That all work on roadways that are owned and maintained by the Town of Monroe be performed in conformance with the standards and specifications of the Town.

23. That all utility relocations in the State highway right-of-way be at no cost to the State and in accordance with "A Policy on the Accommodations of Utilities on Highway Rights-of-Way."

24. That an encroachment permit be obtained from the Department of Transportation's District 3 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

25. That prior to the issuance of a Certificate, a bond be posted and maintained in the amount of $ 1,400,000 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.

26. That prior to the issuance of a Certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance.

27. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Chief John L. Salvatore, representative for the Legal Traffic Authority for the Town of Monroe, concurred with the above recommendations on September 17, 2007.

Mr. J. A. Koolis, Jr., the applicant's authorized representative, concurred with all recommendations except for Condition No. 16 on September 17, 2007. Mr. J. A. Koolis, Jr. feels that concurring with Condition No. 16 will significantly delay the proposed project and add significant expense to it.

Report of Findings
Town of Monroe
Monroe Plaza Expansion
STC Report No. 084-0707-01

Site:

Monroe Plaza is an existing 42,000 square foot mixed-use development, which is located on the east side of Route 111 (Monroe Turnpike) between Elm Street and Cross Hill Road in the Town of Monroe. STC Certificate No. 94 (Traffic Investigation Report No. 18063) was issued May 16, 1972 for a 40,000 square foot mixed use shopping center.

Traffic Investigation Report No. 084-0601-01 was prepared for a 43,626 square-foot expansion of Monroe Plaza (a total of 83,626 square feet gross floor area shopping center with 342 parking spaces). The report was approved by the State Traffic Commission on February 27, 2007. However, a State Traffic Commission certificate was never issued.

Subsequent to the February 2007 approval, the applicant has proposed to modify the site plan to reduce the total square footage by 5,714 square foot to 77,912 square foot, and increase the numbers of parking space by 5 to 347 parking spaces.

The applicant is proposing to redevelop and expand the site by acquiring the adjacent office building. The existing 20,000 square foot supermarket, 26,071 square foot retail space and adjacent office building will be demolished and replaced with a new retail development which includes a 58,627 square foot supermarket (Stop & Shop), 17,485 square foot of retail space and a 1,800 square foot restaurant. Upon completion, a total of 77,912 square foot gross floor area and 347 parking spaces will be provided on the site.

Access to the site will be by a right-turn ingress only driveway and a signalized, full access driveway (north drive) on Route 111.

The proposed development has received planning and zoning approval from the Town of Monroe.

Route 111 in the vicinity of the site is a 28-30 foot wide, two lane, bi-directional, north/south roadway with a 4.5 percent grade northbound. The posted speed limit is 35 mph and the 85th percentile speed is approximately 40 mph in both directions. Elm Street, a town road, intersects Route 111 approximately 200 feet south of the right-turn ingress only site driveway. Cross Hill Road, another town road, intersects Route 111 approximately 400 feet north of the proposed signalized site driveway.

Site Traffic:

The entire development is expected to generate 793 vehicles (396 entering and 397 exiting) during the Friday p.m. peak hour, and 855 vehicles (436 entering and 419 exiting) during Saturday peak hour. The Bureau of Policy and Planning has reviewed and approved the traffic volumes.

Accident Experience

The accident history on Route 111 in the vicinity of the site frontage was reviewed. The predominant accident type observed was the rear-end type. It appears that some of these accidents are related to the existing traffic signals on Route 111 north and south of the site. The provision of left-turn lanes and coordination of traffic signals, as required by the conditions of this report, are measures which can promote a reduction in rear-end type accidents.

Department Projects in the Area:

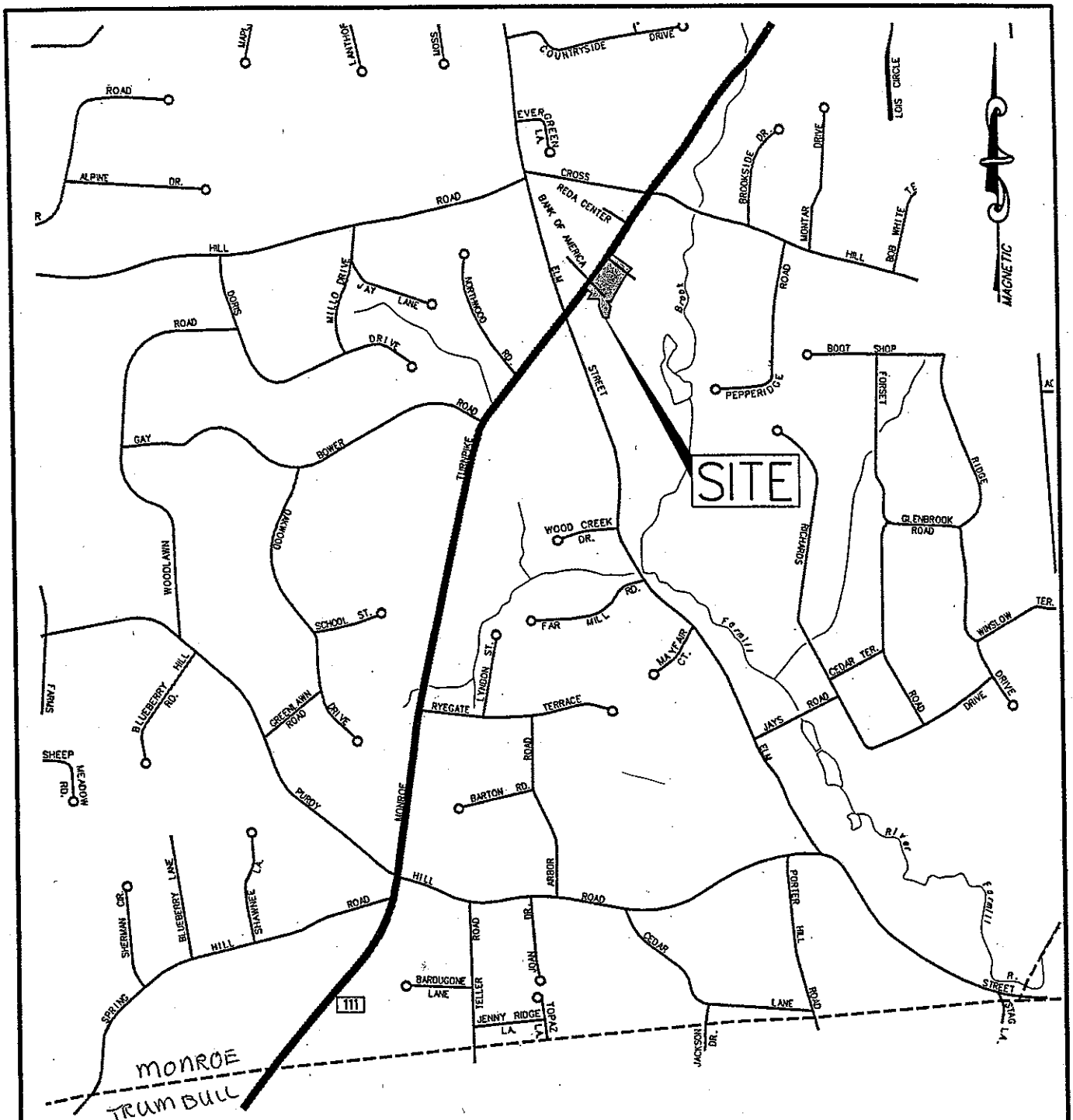
None.

Division of Traffic Engineering Comments:

The proposed traffic signal at the site driveway on Route 111 is warranted based on traffic volume information and analysis thereof. The proximity of the signalized site driveway to the existing signals at the intersection of Cross Hill Road and Route 111 (400 feet) and the intersection of Elm Street and Route 111 (650 feet) necessitate interconnection. The turning lane on Route 111, Elm Street and Cross Hill Road in the vicinity of the site is based on the capacity analysis.

Conclusion:

The proposed development is acceptable to the Town of Monroe and the Department of Transportation. There are no unresolved concerns.



SITE LOCATION MAP

STOP & SHOP SUPERMARKET
MONROE PLAZA
MONROE, CONNECTICUT
N.T.S.

SEPTEMBER, 2005 FIG. 1

TRA – 10 REV 1/08

Report by: MLW Date: 9/08 Checked by: BMS Date: 9/08 Recommended by:	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION**	STC No: 084-0809-01 Loc No. Approved by STC SEP 16 2008 Date:
See Previous Traffic Investigation Report No: 084-0707-01	**Town of Monroe**	
Requested by: State Traffic Commission How Requested: Verbal Date: August 2008	Location: Monroe Plaza Expansion Route 111 (Monroe Turnpike)	Robbin L. Cabelus EXECUTIVE DIRECTOR

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the conditions of Traffic Investigation Report Number 084-0707-01 approved September 25, 2007 be revised as indicated below.

1. That Condition No. 15, which stipulated that an easement be secured for the State, at no cost, to place and maintain traffic signal appurtenances on private property at the Comaro Shopping Center driveway prior to the issuance of an encroachment permit, be rescinded.

2. That all other conditions of the report remain in effect.

3. That prior to the issuance of a Certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure.

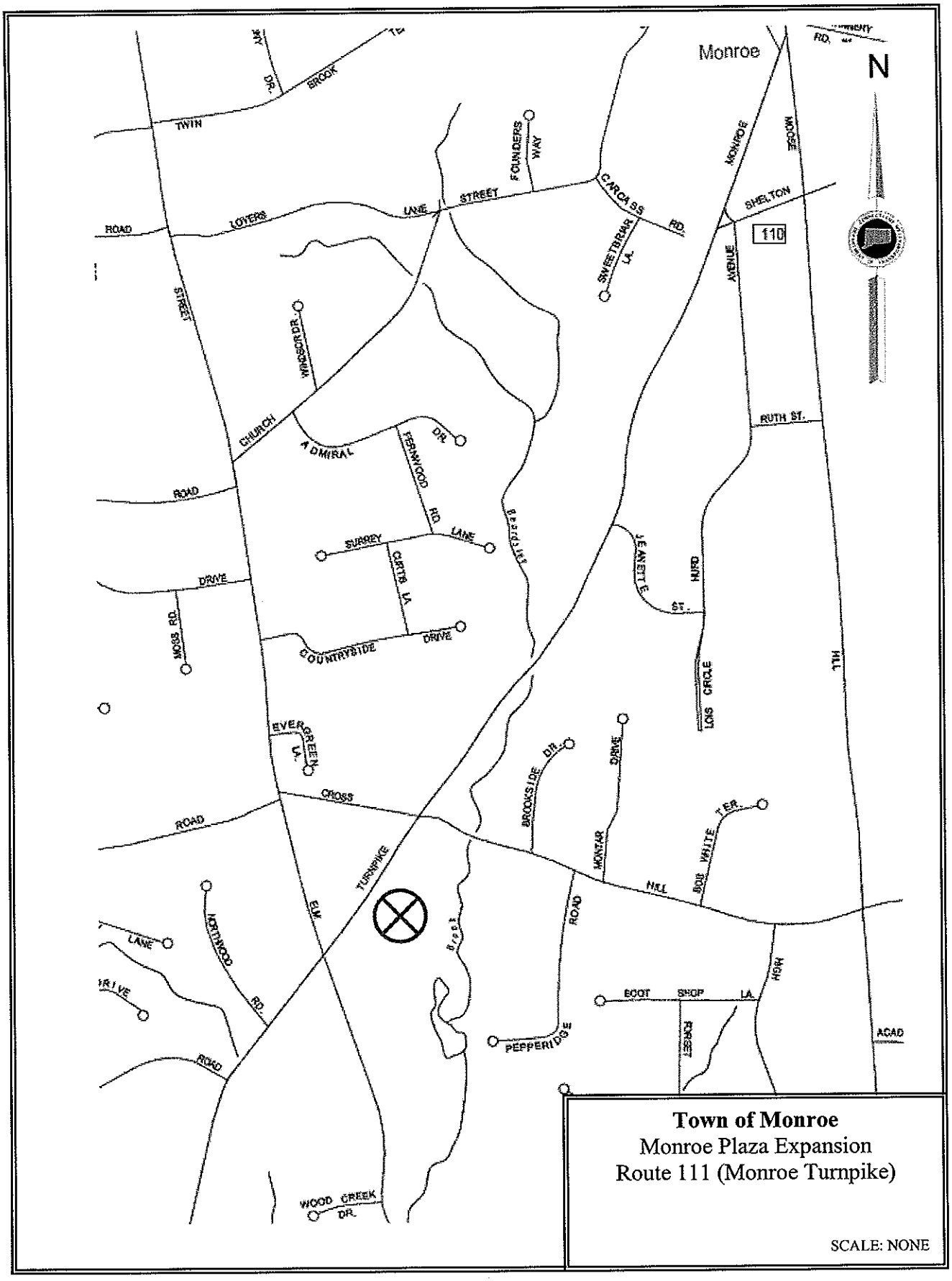
4. That the State Traffic Commission reserves the right to require improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. John D. Plante, speaking on behalf of the applicant, concurred with the above on September 9, 2008.

Mr. John L. Salvatore, the representative for the Local Traffic Authority for the Town on Monroe, concurred with the above on September 9, 2008.

Report of Findings
Town of Monroe
Monroe Plaza Expansion
Traffic Investigation Report No. 084-0809-01

Under Traffic Investigation Report 084-0707-01, an easement was to be secured for the State to place and maintain traffic signal appurtenances on the Comaro Shopping Center private property opposite the northern site drive of the Monroe Plaza. This requirement was based on a conceptual box-span signal design for the proposed signal at the Monroe Plaza north site drive. At this time, the signal design has progressed and it has been determined that an existing utility pole within the State ROW can be utilized for the box-span signal design. Therefore, the easement area described in Condition Number 15 of TIR 084-0707-01 is no longer needed and the condition can be rescinded. All other conditions of the report will remain in effect.



Town of Monroe
Monroe Plaza Expansion
Route 111 (Monroe Turnpike)

SCALE: NONE

STATE OF CONNECTICUT

TRAFFIC COMMISSION

Department of Transportation

2800 Berlin Turnpike - P.O. Box 317546
Newington, CT 06131-7546
Telephone: 594-3025

MEMBERS

Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

ISSUED November 16, 1993

CERTIFICATE NO. 1193

ISSUED TO: D.M.G. Enterprises
234 Main Street
Monroe, CT 06468

FOR: Century Plaza
Monroe Turnpike
Monroe, CT 06468

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised, and the Regulations of the State Traffic Commission.

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plans. Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE ONE (1) YEAR FROM THE DATE ISSUED UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FORM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

Richard J. Howard

Richard J. Howard, P.E.
Executive Director

An Equal Opportunity Employer
Printed on recycled or recovered paper

Report By: ELB Date 11/93 Checked By: WJA Date 11/93 Completion Dates Signals Signs Markings S.T.C. Notified Memo No. See Previous STC Report No.	State of Connecticut Department of Transportation **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION** TOWN Monroe LOCATION Century Plaza on Route 111 (Monroe Turnpike) REQUESTED BY Mrs. Eve Barakos-Landino Barakos-Landino, Inc. HOW REQUESTED Application for Certification DATE June 29, 1993	STC No. 084-9307-01 Loc. No. Date to STC NOV 12 1993 Received By S.T.C. Date NOV 15 1993 Approved By S.T.C. Date NOV 16 1993 Richard J. Howard Executive Director

RECOMMENDATIONS:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to DMG Enterprises for construction of a shopping center on the west side of Route 111 in Monroe, stating that the operation thereof will not imperil the safety of the public based on the following requirements.

The following conditions are referenced to Sheet No. T-1 of Project No. 8863 entitled "Traffic Control Plan, Century Plaza, Monroe, Connecticut" dated February 20, 1990, revised October 12, 1993. The plan was prepared by Barakos-Landino, Inc.

1. That the Century Plaza drive at Route 111 be constructed, as shown on the above-referenced plan.

2. That the applicant provide and maintain sight lines for the proposed site drive along Route 111, as shown on the above-referenced plan.

3. That the applicant install and maintain lane lines, stop line, pavement markings arrows, "Keep Right" signs and lane use signs for the site drive, as shown on the above-referenced plan and in accordance with the "Manual on Uniform Traffic Control Devices."

4. That the applicant install a luminaire at the intersection of Route 111 and the site drive and be responsible for the electricity needed to operate the luminaire.

BY: Joseph Santonella

DIVISION OF TRAFFIC ENGINEERING
BUREAU OF ENGINEERING
AND HIGHWAY OPERATIONS

5. That Route 111, in the vicinity of the site drive, be widened and have pavement markings and signs installed designating the lane use as shown on the above referenced plan and in accordance with the "Manual on Uniform Traffic Control Devices."

   The actual design to be subject to Department review.

   A subsequent STC report will be prepared for the lane-use controls on Route 111.

6. That the site drive be signalized and the traffic control signal be interconnected with the signal at Route 111 and Cross Hill Road.

   The Department of Transportation will be responsible for the ordinary maintenance of the traffic control signal and the owner of the development will pay for the electricity to operate the signal.

   A subsequent STC report will be prepared for the signal installation.

7. That all utility relocations within the State highway right-of-way be at no cost to the State and in accordance with "A Policy on the Accommodations of Utilities on Highway Right-of-Way."

8. That the developer revise the Route 111 at Cross Hill Road traffic control signal to accommodate the revised lane arrangement, as shown on the above referenced plan and in accordance with the Manual on Uniform Traffic Control Devices." This revision will include revising the traffic signal head alignment and adding left-turn signals and vehicle detection for the left-turn lanes.

   A subsequent STC report will be prepared for the lane-use control.

9. That all roadway and drainage improvements within the State's right-of-way be subject to review by the Department of Transportation and all their requirements be satisfied prior to the issuance of a permit for work within the highway right-of-way.

10. That the State Traffic Commission reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

11. That within sixty days of the issuance of the Certificate, a copy thereof together with this report be recorded on the municipal land records in accordance with the attached procedure.

Mrs. Eve Barakos Landino, the applicant's authorized representative, was contacted and concurred with the above on November 1, 1993.

Chief Robert J. Wesche, the Legal Traffic Authority for the Town of Monroe, was contacted and concurred with the Department's finding on November 10, 1993.

REPORT OF FINDINGS
Town of Monroe
Century Plaza

Site Description:

The site is located on the west side of Route 111 (Monroe Turnpike) about 960 feet north of Cross Hill Road and 3740 feet south of Route 110 in Monroe. Vehicle movement out of the site drive will be controlled by a new traffic control signal. The proposed development of an 85,000 square foot shopping center will include a super grocery store of approximately 53,110 square feet, and retail space of approximately 31,890 square feet. A total of 348 parking spaces will be provided.

The development was approved by the Monroe Planning and Zoning Commission on June 10, 1993.

Background and Site Generated Traffic:

Route 111 in the vicinity of the site has a 1990 ADT of 12,600 vehicles.

The anticipated site traffic generation will result in 455 inbound and 455 outbound trips during a p.m. peak hour on Friday and 555 inbound and 555 outbound trips during a Saturday midday peak hour.

The traffic projections have been approved by the Bureau of Policy and Planning.

During the Friday and Saturday peak hours, the signalized intersections of Route 111 at Elm Street and Route 111 at Cross Hill Road are anticipated to operate acceptably (LOS B or C) with the "Full Development" traffic volumes.

With the unsignalized intersection of Route 111 at Route 110 operating poorly with or without the additional traffic generated by the site, the developer is not being asked to make improvements at this intersection. However, an encroachment permit is in the review stage for a development by the Heritage Health Group, Inc., which proposes installing a traffic signal at the intersection that will also service the development.

Accident Experience:

Review of the accident experience for the period from January 1, 1990 to December 31, 1992 indicated nine accidents on Route 111 along the site's 480' frontage adjacent to Route 111. The accident types included three moving objects, two rear-ends, two sideswipes and two head-ons. There were no reported injuries resulting from the accidents and it does not appear that the accident experience is a factor in this area.

Proposed Improvements by Developer:

The developer has proposed widening Route 111 at the site drive to provide a northbound left-turn lane into the site. In addition, a traffic signal is proposed for the intersection of Route 111 and the site drive. Widening is also proposed along Route 111 for the intersection of Route 111 and Cross Hill Road to accommodate exclusive northbound and southbound left-turn lanes. The traffic control signal at this intersection will be revised to accommodate the left-turn lane.

Department of Transportation Review Comments
Division of Traffic Engineering:

1. The site drive as proposed will place queues in front of the gas station drives which will make it difficult for motorists to make left turns into these drives. As a result of this, stoppage will occur on Route 111 due to a lack of bypass capabilities.

   Resolution: The developer's authorized representative responded that widening on the west side of Route 111 to provide bypass for left-turning vehicles would necessitate impacting the existing wetlands. It was also mentioned that the gas station does not generate a high traffic volume. Based on Condition No. 5, the actual design of the pavement markings will be further reviewed by this department. At that time, it will be proposed by this department that the stop bar for Route 111 northbound approach be moved back to just south of the northerly drive for the gas station. This should assist motorists in making left turns into the gas station.

Division of Consultant Design:

The proposed work in the wetlands adjacent to Route 111 will conflict with future widening under Project 84-90, which is scheduled for advertising in November of 1995. Wetland creations, drainage facilities, parking areas, etc., should be constructed at least 70' from the existing highway line of Route 111 to insure that it will not conflict with the project cross section.

Resolution: Spath Bjorklund Associates, Inc., the site engineers, wrote in their October 7, 1993 letter to this department that their proposed wetland filling and bermed detention basin would be difficult to relocate. After further review, this department requested that the proposed berm be moved 25' to the north, and the twin 30" RCP under the site drive be located more to the north as well in order to minimize the wetland and drainage facility impacts we will incur in the near future during the reconstruction. In their November 9, 1993 letter to Barakos-Landino, the owners of the development, Sippin Bros. Oil Co. Inc., agreed to these changes.

Computations for the sedimentation basin should be forwarded to the Hydraulics and Drainage section for review.

Development Layout Conclusion:

The proposed development is acceptable to the Town of Monroe and the Department.

Report By: ELB Date 9/94 Checked By: WJA Date 9/94 Completion Dates Signals ____ Signs ____ Markings ____ S.T.C. Notified ____ Memo No. ____ See Previous STC Report No. ____	State of Connecticut Department of Transportation TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION TOWN Monroe LOCATION Century Plaza on Route 111 (Monroe Turnpike) REQUESTED BY Mrs. Eve Barakos-Landino Barakos-Landino Design Group HOW REQUESTED Letter DATE Aug. 11, 1994	STC No. 084-9408-01 Loc. No. 84-216 Date to STC ____ Received By S.T.C. Date ____ Approved By S.T.C. Date SEP 2 0 1994 Richard J. Howard Executive Director

RECOMMENDATIONS: It is recommended that the conditions of Certificate No. 1193 issued on November 16, 1993 for Century Plaza be revised to refer to the applicant's latest plan entitled "Traffic Control Plan, Century Plaza, Monroe, Connecticut" (Sheet No. TC-2 of Project No. 93011, dated September 19, 1994) and include the following revisions.

The plan was prepared by Barakos-Landino Design Group.

1. That Condition No. 8 be rescinded.
2. That all remaining conditions refer to the latest traffic control plan (Sheet No. TC-2).
3. That the State Traffic Commission reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.
4. That within sixty days of the issuance of this report, a copy thereof, be recorded on the municipal land records in accordance with the attached procedure.

Mrs. Eve Barakos-Landino, the applicant's authorized representative, was contacted and concurred with the above on September 19, 1994.

Chief Robert J. Wesche, the Legal Traffic Authority for the Town of Monroe, was contacted and concurred with the above on September 19, 1994.

BY Joseph Santomello

DIVISION OF TRAFFIC ENGINEERING
BUREAU OF ENGINEERING
AND HIGHWAY OPERATIONS

REPORT OF FINDINGS
CENTURY PLAZA
ROUTE 111
TOWN OF MONROE

Background:

Mrs. Eve Barakos-Landino, of Barakos-Landino Design Group, wrote to the State Traffic Commission (STC) on August 11, 1994 requesting a revision to State Traffic Commission Certificate No. 1193 to remove the condition for revising the traffic control signal at the intersection of Route 111 and Cross Hill Road. The condition had been included to accommodate the widening that Monroe Planning and Zoning Commission required for Route 111 at Cross Hill Road to provide exclusive left-turn lanes on both approaches of Route 111. Due to a future project (Project No. 84-90) the department is working on to widen Route 111 at this location, the Planning and Zoning Commission agreed to conditionally relieve the developer of Century Plaza, DMG Enterprises, of widening Route 111 at Cross Hill Road. The Planning and Zoning Commission will only have the developer proceed with widening Route 111 at Cross Hill Road for exclusive left-turn lanes if nothing becomes of the project.

The latest plan submitted as the Traffic Control Plan for Century Plaza (Sheet No. TC-2 of Project No. 93011) will supersede the plan approved in STC Report No. 084-9307-01 (Sheet No. T-1 of Project No. 8863) as the reference plan.

TRA-10 REV 11/87

Report By ELB

Date 12/94

Checked By WJA

Date 12/94

S.M. No. _____

See Previous S.T.C. Report No. 084-9307-01, 084-9406-01 084-9408-01

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION

TOWN Monroe

LOCATION
Century Plaza on Rte 111
(Monroe Turnpike)

REQUESTED BY
Mr. Robert V. Baltramaitis
Barakos-Landino Design Gr.

HOW REQUESTED Letter

DATE 12/8/94

S.T.C. No. 084-9412-01

Loc. No. 084-216

Date to S.T.C. DEC 9 1994

Received By S.T.C.

Date DEC 9 1994

Approved By S.T.C.

Date DEC 14 1994

Richard J. Howard

Executive Director

Recommendations

It is recommended that the developers of Century Plaza be permitted to open without full compliance with Condition No. 5 of Certificate No. 1193. The following conditions are referenced to Sheet No. TPM-1 of Project No. 93011 entitled "Temporary Traffic Control Plan, Century Plaza, Monroe, Connecticut" dated December 13, 1994. The plan was prepared by Barakos-Landino Design Group.

1. That all conditions except Condition No. 5 of Certificate No. 1193 be completed prior to the opening of Century Plaza.

2. That Condition #5 required by Certificate No. 1193 be completed by January 17, 1995.

3. That Route 111, in the vicinity of the site drive, have temporary pavement markings as shown on the above referenced plan until the existing poles on Route 111 have been removed.

4. That the applicant hire Town of Monroe police officers to monitor traffic and insure safe operation at the intersection of Route 111 and the site drive Monday thru Friday from 7:00 a.m. to 9:00 p.m., and Saturday from 8:00 a.m. to noontime, initially, and more or less hours upon subsequent requests to and by the Monroe Police Department or the State Traffic Commission until all conditions of Certificate No. 1193 have been completed.

5. That within sixty (60) days of the issuance of the Certificate, a copy thereof, together with this report be recorded on the municipal land records in accordance with the attached procedure.

6. That the State Traffic Commission reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

By _____
Division of Traffic Engineering
Bureau of Engineering and
Highway Operations

Mrs. Eve Barakos Landino, the applicant's authorized representative, was contacted and concurred with the above on December 13, 1994.

Chief Robert J. Wesche, the Legal Traffic Authority for the Town of Monroe, was contacted and concurred with the Department's findings on December 14, 1994.

EXISTING CONDITIONS:

Mr. Robert V. Baltramaitis in a December 8, 1994 letter to the State Traffic Commission requested that the owner of Century Plaza be granted permission to open without full compliance with Condition No. 5 of Certificate No. 1193 which was issued by the State Traffic Commission on November 16, 1993.

CL&P has yet to relocate their power lines to the relocated poles and remove the existing poles. This work is anticipated to be completed on or about the first of January 1995. It is also anticipated that all other required off-site improvements inclusive of roadway widening and traffic signal installation be completed by the December 15, 1994 scheduled opening date. However, roadway striping cannot be installed as depicted on the previously approved STC plans until the existing utility poles are removed.

Report By: ELB Date 1/95 Checked By: WJA Date 1/95 Completion Dates Signals ____ Signs ____ Markings ____ S.T.C. Notified ____ Memo No. ____ See Previous STC Report No. 084-9412-01	State of Connecticut Department of Transportation **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION** TOWN Monroe LOCATION Century Plaza on Route 111 (Monroe Turnpike) REQUESTED BY Mr. Bernard Sippin HOW REQUESTED Letter DATE Jan. 6, 1995	STC No. 084-9501-01 Loc. No. 084-216 Date to STC 1/13/95 Received By S.T.C. Date JAN 13 1995 Approved By S.T.C. Date JAN 17 1995 JAN. 17 1995 Executive Director

RECOMMENDATIONS:

It is recommended that the developers of Century Plaza be permitted to open without full compliance with Condition No. 5 of Certificate No. 1193. The following conditions are referenced to Sheet No. TPM-1 of Project No. 93011 entitled: "Temporary Traffic Control Plan, Century Plaza, Monroe, Connecticut" dated December 13, 1994. The plan was prepared by Barakos-Landino Design Group.

1. Rescind STC Report No. 084-9412-01.
2. That all conditions except Condition No. 5 of Certificate No. 1193 be completed prior to the opening of Century Plaza.
3. That Condition No. 5 by Certificate No. 1193 be completed by April 18, 1995.
4. That Route 111, in the vicinity of the site drive, have temporary pavement markings as shown on the above referenced plan until all conditions of Certificate No. 1193 have been completed.
5. That the applicant hire Town of Monroe police officers to monitor traffic and insure safe operation at the intersection of Route 111 and the site drive Monday thru Friday from 7:00 a.m. to 9:00 p.m., and Saturday from 8:00 a.m. to noontime, initially, and more or less hours upon subsequent requests to and by the Monroe Police Department or the State Traffic Commission until all conditions of Certificate No. 1193 have been completed.

BY: _____
DIVISION OF TRAFFIC ENGINEERING
BUREAU OF ENGINEERING
AND HIGHWAY OPERATIONS

6. That within sixty (60) days of the approval of the report, a copy thereof, be recorded on the municipal land records in accordance with the attached procedure.

7. That the State Traffic Commission reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mrs. Eve Barakos-Landino, the applicant's authorized representative, was contacted and concurred with the above on January 10, 1995.

Chief Robert J. Wesche, the Legal Traffic Authority for the Town of Monroe, could not be reached for concurrence at this time.

EXISTING CONDITIONS:

Mr. Bernard Sippin, owner of Century Plaza, requested in a January 6, 1995 letter to the State Traffic Commission (STC) that the development be granted an extension to remain open without full compliance with Condition No. 5 of Certificate No. 1193 which was issued by the State Traffic Commission on November 16, 1993. Condition No. 5 required that Route 111, in the vicinity of the site drive, be widened and have pavement markings and signs installed designating a northbound left-turn lane into the site. In STC Report No. 084-9412-01 (approved by STC on December 14, 1994), all conditions except Condition No. 5 were to be completed prior to the opening of Century Plaza on December 16, 1994. Condition No. 5 was to be completed by January 17, 1995, and until it was completed, temporary pavement markings were to be used. Because it is too cold for the paving company to finish the asphalt work, Mr. Sippin has requested that the January 17, 1995 deadline for the completion of Condition No. 5 be extended.

Police Chief Robert J. Wesche has indicated the signal operation after the December holiday shopping period, under temporary lane arrangement, is acceptable.

It is recommended by this Department that Condition No. 5 be completed and the temporary pavement markings be removed by April 18, 1995 instead of January 17, 1995 (approved in STC Report No. 084-9412-01).

APPENDIX J

Planned Study Area Intersection
and Roadway Improvements

Tighe&Bond

MOVEMENT DIAGRAM

NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
NONE	5 ↓ 1 → 2	3 ↓ 3 ← 1 → 2		5 4					

		FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
FACE #	1	Y	← G	←Y G	G	G	Y	R				R	R	R												
	2	Y	G	G	G	G	Y	R				R	R	R												
	3	Y	R	R	R	G	Y	R				R	R	R												
	4	R	R	R	R	R	R	R				G	Y	R												
	5	R	R →	R →Y	R	R	R	R				G	①Y →	②R →												
	6	R	R	R	R	R	R	R				G	Y	R												

INTERVALS	MIN GRN	5			18						7															
	WALK										17															
	PED CLR										1															
	VEH EXT	2			2.5						3															
	MAX 1	15			45						22															
	MAX 2	15			45						22															
	YELLOW		3.0			4.2						3.0														
	RED			1.0			1.3						1.0													
	ADD INIT																									
	MAX INIT																									
	TBR																									
	TTR																									
	MIN GAP																									
MODE		NON-LOCK			MIN RECALL			OFF			NON-LOCK			OFF			OFF			OFF			OFF			
INIT START		THIS PHASE																								

DETECTORS				SYSTEM LOC	COORDINATION TYPE: NONE					
IDENT	SIZE (WXL)	TYPE	MODE	MASTER	PROGRAM FUNCTION	TIME	DAYS	CYCLE	OFFSET SEC	OFFSET %
D1	6'X35'	VIDEO	PRESENCE		FLASH	NONE	DAILY			
D2	18'X6'	VIDEO	PRESENCE		MAX 1	ALL TIMES	DAILY			
D2A	18'X6'	VIDEO	PRESENCE		MAX 2	FUTURE				
D2B	6'X6'	VIDEO	PRESENCE							
D2C	6'X6'	VIDEO	PRESENCE							
D4	6'X35'	VIDEO	PRESENCE							
D4A	6'X35'	VIDEO	PRESENCE							

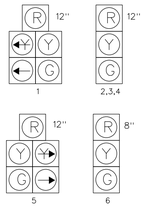
TECHNICAL NOTES

STANDARD SKIP OVERLAP SKIP FEATURES APPLY
PHASE 2 TO OMIT PHASE 1.
① TO BE "Y" IF PHASE 2 IS NEXT.
② TO BE "R" IF PHASE 2 IS NEXT.

OFFICE RECORD

REV #	TIR #	SM #	SIGNAL REVISED:
			WIDENED ROUTE 25; REPLACED SPAN POLES IN NE & SE CORNERS; REPLACED SPAN WIRE AND SIGNAL HEADS; REPLACED CABINET; ADDED PEDESTAL AND HEAD 6 IN NW CORNER; AND INSTALLED VIDEO DETECTION; REMOVED FLASHING OPERATION.

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.

ALL INDICATIONS HAVE TUNNEL VISORS.

ALL OVERHEAD SIGNAL FACES TO HAVE BACKPLATES WITH RETROREFLECTIVE YELLOW BORDERS.

SIGN LEGEND

(A)	41-4441	
(B)	31-0222	ONLY
(C)	31-0290Z	ONLY ONLY
(D)	31-1526Z	
(E)	SPAN MTD. 31-0135	ONLY
(F)	31-0219	
(G)	31-0552	STOP

NOTES:

SEE SEPARATE PLAN FOR SIGNS AND PAVEMENT MARKINGS EXCEPT SPAN MOUNTED SIGNS.

STATE TO MAINTAIN ALL SIGNS AND PAVMENT MARKINGS ON ROUTE 25, AND ALL STOP BARS.

TOWN OF MONROE TO MAINTAIN ALL OTHER SIGNS AND PAVMENT MARKINGS ON MAPLE AVE AND CRESCENT PL.

SIGNS AND PAVMENT MARKINGS ON VICTORIA PLACE TO BE MAINTAINED BY OTHERS.

CONSTRUCTION NOTES

ALL MATERIAL AND CONSTRUCTION METHODS SHALL CONFORM TO THE FOLLOWING CURRENT D.O.T. DOCUMENTS WHICH CAN BE ACCESSED ON THE D.O.T. WEBSITE:

- STANDARD SPECIFICATIONS FOR ROADS, BRIDGES AND INCIDENTAL CONSTRUCTION.
- SUPPLEMENTAL SPECIFICATIONS TO THE STANDARD SPECIFICATIONS.
- SPECIAL PROVISIONS TO THE STANDARD SPECIFICATIONS.
- STANDARD INSTALLATION AND GUIDE DETAIL SHEETS.

ALL TRAFFIC SIGNAL EQUIPMENT IS NEW EXCEPT AS NOTED.

ANY PROPOSED REVISIONS TO THE LOCATION OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE DIVISION OF TRAFFIC ENGINEERING PRIOR TO INSTALLATION.

REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT INCLUDING, BUT NOT LIMITED TO CONDUIT AND CABLE.

CLEAN EXISTING HANDHOLES AND CONDUIT WHERE REQUIRED

THE LOCATION OF TRAFFIC SIGNAL FOUNDATIONS WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE VERIFIED PRIOR TO INSTALLATION TO PROVIDE A FREE PATH OF NOT LESS THAN 4 FEET. IF A MINIMUM 4 FOOT FREE PATH IS UNAVAILABLE NOTIFY THE ENGINEER AND CONTACT THE DIVISION OF TRAFFIC ENGINEERING.

INSTALL RISER ON SNET # 615 UTILITY POLE.

COORDINATE WITH UTILITY COMPANY REPRESENTATIVES LISTED IN THE SPECIAL PROVISION, 1.07 – LEGAL RELATIONS AND RESPONSIBILITIES.

COORDINATE AND SCHEDULE THE FOLLOWING WORK BY: AUGUST 2017

ESTIMATED LOAD ON UTILITY POLES: SNET # 4040: 510 lbs., SNET #371: 1,049 lbs.

SPAN ATTACHMENT ON SNET #4040 AND SNET #371 TO HAVE A MINIMUM CLEARANCE OF 12" BELOW SECONDARY & 40" ABOVE HIGHEST COMMUNICATIONS.

VIDEO DECTECTOR NOTES:

VIDEO DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE MANUFACTURER OR HIS DESIGNATED REPRESENTATIVE. DETECTOR CABLES ARE TO BE INSTALLED CONTINOUS BETWEEN EACH DETECTOR AND THE CONTROLLER CABINET.

INSTALL VIDEO DETECTION PROCESSOR IN THE CONTROLLER CABINET

(K) INSTALL VIDEO DETECTOR ON 20' PEDESTAL TO DETECT ZONE D2 AND ZONE D2A BY A STANDARD VIDEO CAMARA.

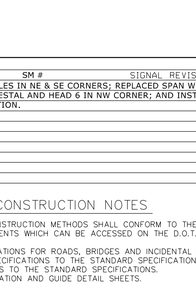
(L) INSTALL 20' ALUMINUM PEDESTAL, PUSH BUTTON, SIGNAL HEAD 6, AND VIDEO DETECTOR CAMERAS TO DETECT ZONES D1, D4, D4A BY A STANDARD VIDEO CAMARA ADJACENT TO PROPOSED HANDICAP RAMP AND WITHIN R.O.W. AS SHOWN.

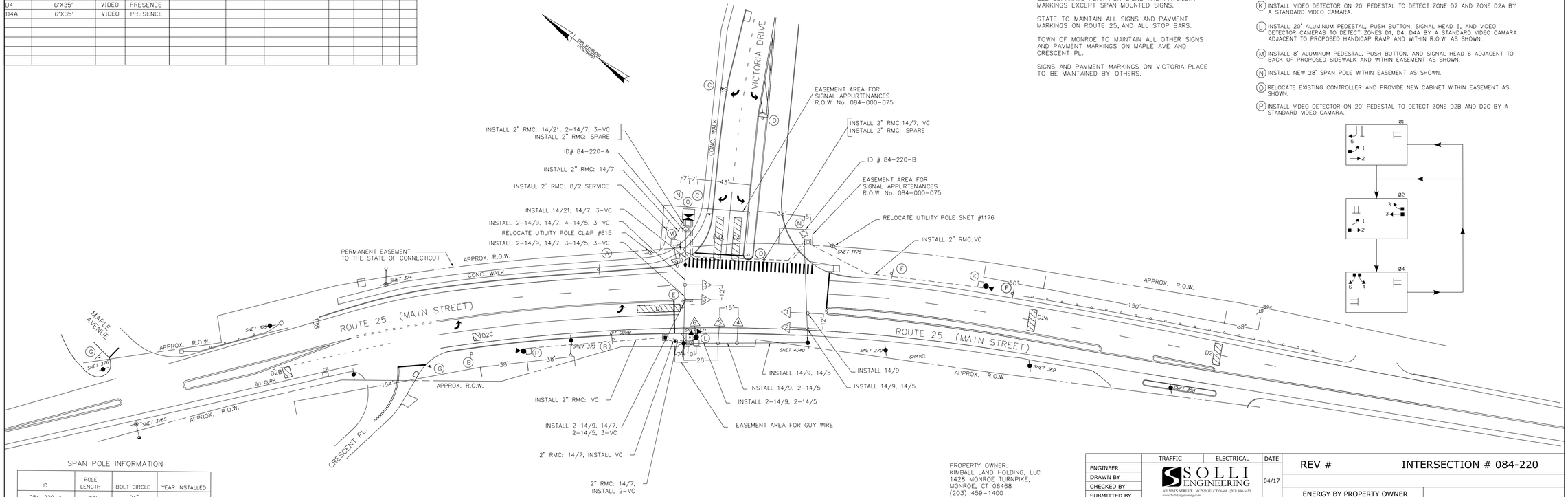
(M) INSTALL 8' ALUMINUM PEDESTAL, PUSH BUTTON, AND SIGNAL HEAD 6 ADJACENT TO BACK OF PROPOSED SIDEWALK AND WITHIN EASEMENT AS SHOWN.

(N) INSTALL NEW 28' SPAN POLE WITHIN EASEMENT AS SHOWN.

(O) RELOCATE EXISTING CONTROLLER AND PROVIDE NEW CABINET WITHIN EASEMENT AS SHOWN.

(P) INSTALL VIDEO DETECTOR ON 20' PEDESTAL TO DETECT ZONE D2B AND D2C BY A STANDARD VIDEO CAMARA.





SPAN POLE INFORMATION

ID	POLE LENGTH	BOLT CIRCLE	YEAR INSTALLED
084-220-A	28'	24"	
084-220-B	28'	24"	

PROPERTY OWNER:
KIMBALL LAND HOLDING, LLC
1428 MONROE TURNPIKE,
MONROE, CT 06468
(203) 459-1400
PROPERTY OWNER RESPONSIBLE FOR MAJOR COMPONENT REPLACEMENT

	TRAFFIC	ELECTRICAL	DATE
ENGINEER	SOLLI ENGINEERING		04/17
DRAWN BY	565 SILAS STREET MONROE, CT 06468 (203) 880-5455 www.SolliEngineering.com		
CHECKED BY			
SUBMITTED BY			
APPROVED BY			
APPROVED DATE			

REV # INTERSECTION # 084-220

ENERGY BY PROPERTY OWNER

MAINT LEVEL 5 | SERVICE POLE CL&P #615

UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R, Y, G RED, YEL, GRN
◄R RED ARROW
◄Y YELLOW ARROW
◄G GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

○ PROPOSED WOOD SPAN POLE
● EXISTING WOOD SPAN POLE
□ PROPOSED STEEL SPAN POLE
● EXISTING STEEL SPAN POLE
◇ PROPOSED UTILITY POLE
● EXISTING UTILITY POLE
□ PEDESTAL MOUNTING
⊡ PEDESTRIAN PUSH BUTTON & SIGN
⊡► DIRECTIONAL ARW. FOR PUSH BUTTON

◄ TRAFFIC SIGNAL FACE
□ PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTION ZONE

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
VC VIDEO CABLE
MAGNETIC DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

SIDEWALK RAMP
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSCEIVER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

DATE PLOTTED : $DATE$ $FILE$

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 25 (MAIN STREET)
AT
VICTORIA DRIVE

SCALE 1" = 40'

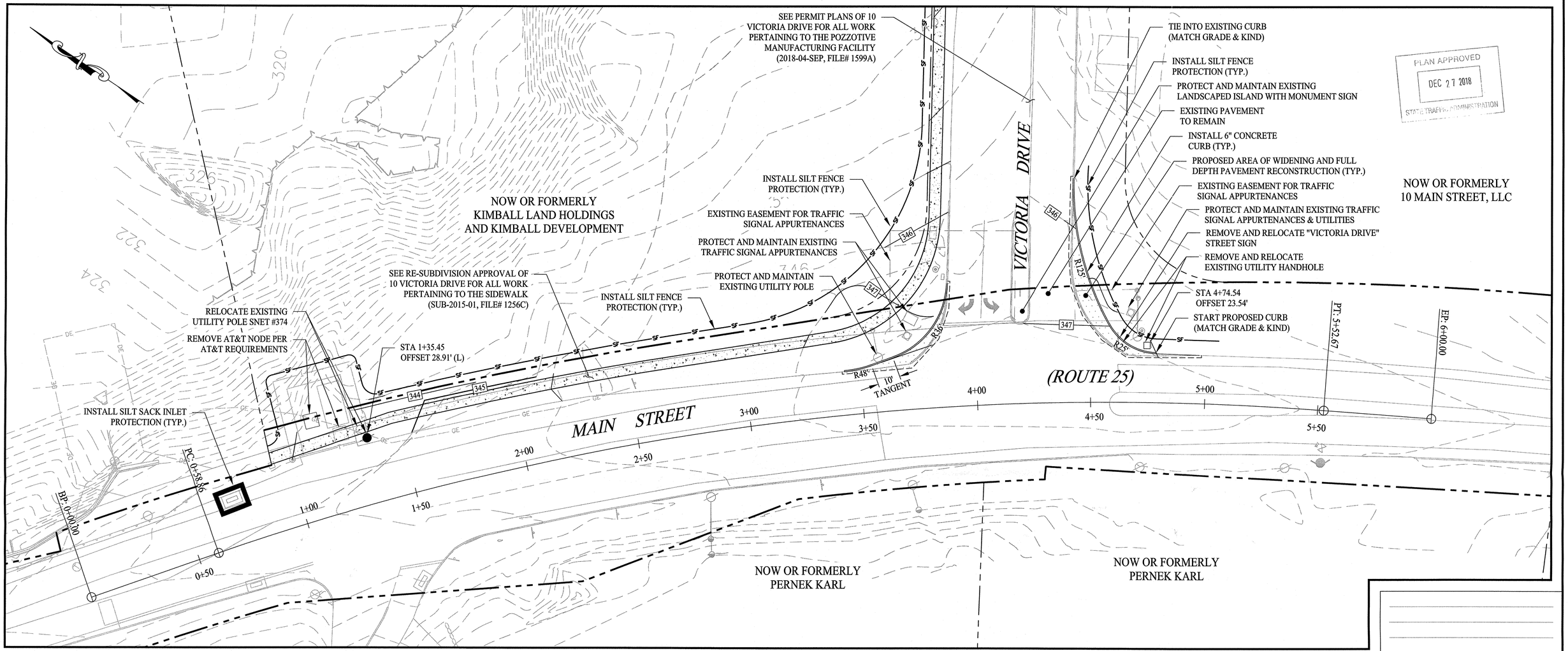
TOWN: **MONROE**

PROJECT NO.

DRAWING NO. TCS-##

SHEET NO.

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**



ROADWAY IMPROVEMENTS NOTES

1. ROADWAY SURVEY CONDUCTED BY ACCURATE LAND SURVEYING, LLC ON OCTOBER 31, 2012.
2. UTILITY RELOCATIONS SUBJECT TO UTILITY COMPANY REVIEW AND APPROVAL.
3. THE PROPOSED ROADWORK ON VICTORIA DRIVE SHALL INCLUDE A 2 INCH MILL AND OVERLAY WITHIN THE LIMITS OF CONSTRUCTION IN ACCORDANCE WITH CONNDOT STANDARDS AND SPECIFICATIONS.
4. FINAL PAVEMENT MARKING AND ROADWAY WIDENING SUBJECT TO CONNDOT REVIEW AND APPROVAL.
5. REFERENCE IS HEREBY MADE TO THE CORRESPONDING SPECIAL EXCEPTION PERMIT APPROVAL AS ISSUED BY THE MONROE PLANNING AND ZONING COMMISSION (SEP-2018-04, FILE #1599A).
6. REFERENCE IS HEREBY MADE TO THE CORRESPONDING RESUBDIVISION APPROVAL AS ISSUED BY THE MONROE PLANNING AND ZONING COMMISSION (SUB-2015-01, FILE #1256C).
7. REFER TO SHEET 5.01 FOR CONSTRUCTION DETAILS.
8. DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN OVER SCALED DIMENSIONS.
9. ALL NOTES AND DIMENSIONS DESIGNATED "TYP." APPLY TO ALL LIKE OR SIMILAR CONDITIONS THROUGHOUT THE PROJECT.
10. ALL SITE DIMENSIONS ARE REFERENCED TO THE FACE OF CURBS OR EDGE OF PAVING AS APPLICABLE UNLESS OTHERWISE NOTED.
11. THESE PLANS ARE FOR PERMITTING PURPOSES ONLY AND ARE NOT FOR CONSTRUCTION. NO CONSTRUCTION OR DEMOLITION SHALL BEGIN UNTIL APPROVAL OF THE FINAL PLANS IS GRANTED BY ALL GOVERNING AND REGULATORY AGENCIES.
12. CONTACT MR. VINCENT HANCHURUCK, DISTRICT 3 SURVEY SECTION, AT (203)389-3112 PRIOR TO CONSTRUCTION FOR REVIEW. THE PERMITEE/CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ENGINEERING COSTS ASSOCIATED WITH ANY DISTURBANCE OR DAMAGE TO THE SURVEY MARKERS.
13. FINAL LIMITS OF MILLING AND PAVING WILL BE DETERMINED BY CONNDOT PRIOR TO FINAL RESTORATION.
14. THE CONTRACTOR SHALL PRESERVE EXISTING VEGETATION WHERE POSSIBLE AND/OR AS NOTED ON DRAWINGS. REFER TO THE ROADWAY IMPROVEMENT PLAN (SHEET 4.11) FOR LIMIT OF DISTURBANCE AND THE ROADWAY IMPROVEMENT DETAILS (SHEET 5.01) FOR SOIL EROSION AND SEDIMENT CONTROL NOTES.
15. REFER TO SHEET 5.01 FOR SOIL EROSION & SEDIMENT CONTROL NOTES AND DETAILS.
16. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSTRUCTION PERMITS REQUIRED BY GOVERNMENT AND LOCAL AGENCIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY CONSTRUCTION PERMITS FROM THE CONNECTICUT DOT REQUIRED TO PERFORM ALL REQUIRED WORK, INCLUDING FOR STREET CUTS AND CONNECTIONS TO EXISTING UTILITIES. THE CONTRACTOR SHALL POST ALL BONDS, EXCEPT CONNECTICUT DOT ENCROACHMENT PERMIT BOND, PAY ALL FEES, PROVIDE PROOF OF INSURANCE AND PROVIDE TRAFFIC CONTROL NECESSARY FOR THIS WORK.
17. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TRAFFIC DEVICES FOR PROTECTION OF VEHICLES AND PEDESTRIANS CONSISTING OF DRUMS, BARRIERS, SIGNS, LIGHTS, FENCES AND UNIFORMED TRAFFIC CONTROLLERS AS REQUIRED, ORDERED BY THE ENGINEER OR REQUIRED BY THE STATE AND LOCAL GOVERNING AUTHORITIES.
18. ALL DISTURBANCE INCURRED TO TOWN, OR STATE PROPERTY DUE TO CONSTRUCTION SHALL BE RESTORED TO ITS PREVIOUS CONDITION OR BETTER, TO THE SATISFACTION OF THE TOWN OF MONROE AND STATE OF CONNECTICUT.
19. ALL CONSTRUCTION SHALL COMPLY WITH THE LOCAL MUNICIPALITY'S STANDARDS AND STATE DOT SPECIFICATIONS AS APPLICABLE FOR THE LOCATION OF THE WORK. ALL CONSTRUCTION WITHIN A CONNDOT RIGHT OF WAY SHALL COMPLY WITH ALL DEPARTMENT OF TRANSPORTATION STANDARDS. WHERE SPECIFICATIONS OR STANDARDS ARE IN CONFLICT, THE MORE STRINGENT SPECIFICATION OR STANDARD SHALL BE SUPERIOR.
20. IF IMPACTED OR CONTAMINATED SOIL IS ENCOUNTERED BY THE CONTRACTOR, THE CONTRACTOR SHALL SUSPEND EXCAVATION WORK OF IMPACTED SOIL AND NOTIFY THE OWNER AND/OR OWNER'S ENVIRONMENTAL CONSULTANT PRIOR TO PROCEEDING WITH FURTHER WORK IN THE IMPACTED SOIL LOCATION UNTIL FURTHER INSTRUCTED BY THE OWNER AND/OR OWNER'S ENVIRONMENTAL CONSULTANT.
21. SHOULD ANY UNCHARTEDOR INCORRECTLY CHARTED, EXISTING PIPING OR OTHER UTILITY BE UNCOVERED DURING EXCAVATION, CONSULT THE CIVIL ENGINEER IMMEDIATELY FOR DIRECTIONS BEFORE PROCEEDING FURTHER WITH WORK IN THIS AREA.
22. THE CONTRACTOR SHALL COMPLY WITH CFR 29 PART 1926 FOR EXCAVATION TRENCHING AND TRENCH IROTECTION REQUIREMENTS.
23. INFORMATION ON EXISTING UTILITIES AND STORM DRAINAGE SYSTEMS HAS BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING UTILITY PROVIDER AND MUNICIPAL RECORD MAPSAND/OR FIELD SURVEY AND IS NOT GUARANTEED CORRECT OR COMPLETE. UTILITIES AND STORM DRAINAGE SYSTEMS ARE SHOWN TO ALERT THE CONTRACTOR TO THEIR PRESENCE AND THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES AND STORM DRAINAGE SYSTEMS INCLUDING SERVICES.
24. UTILITY POLE RELOCATION SHALL BE PERFORMED IN ACCORDANCE WITH THE APPLICABLE UTILITY COMPANY STANDARDS AND REQUIREMENTS. CONTRACTOR TO COORDINATE WITH APPLICABLE UTILITY COMPANIES PRIOR TO SITE WORK.

817 CONSTRUCTION NOTES

1. ALL WORK WITHIN THE STATE RIGHT-OF-WAY WILL COMPLY WITH FORM 817, "THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS, BRIDGES AND INCIDENTAL CONSTRUCTION " WITH THE LATEST SPECIAL PROVISIONS AND TYPICAL STATE STANDARD DETAILS. IN ANY CASE WHERE THE CONSTRUCTION IS NOT SPECIFICALLY DETAILED IN THE FORM 817, THE WORK WILL BE COMPLETED AS DIRECTED BY THE ENGINEER OR DISTRICT PERMIT SECTION REPRESENTATIVE.
2. REMOVAL OF PAVEMENT MARKINGS ALONG STATE ROADWAYS SHALL BE COMPLETED BY A NON-DESTRUCTIVE METHOD IN COMPLIANCE WITH THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD, BRIDGES, AND INCIDENTAL CONSTRUCTION FORM 817 SECTION 12.11 AS REVISED.
3. NEW PAVEMENT MARKINGS SHALL BE PAINTED WITH EPOXY RESIN PAINT IN COMPLIANCE WITH THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, AND INCIDENTAL CONSTRUCTION FORM 817 SECTION 12.10 AS REVISED.
4. NEW SIGN MATERIAL AND SHEETING SHALL BE MADE OF REFLECTIVE MATERIAL IN COMPLIANCE WITH STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, AND INCIDENTAL CONSTRUCTION FORM 817 SECTION 12.08 AS REVISED. TYPE 1 REFLECTIVE SHEETING SHALL BE USED FOR SIGNS WITH WHITE BACKGROUND , TYPE 3 REFLECTIVE SHEETING SHALL BE USED FOR SIGNS WITH COLORED BACKGROUND EXCEPT FOR SIGNS WITH RED BACKGROUND THAT SHALL BE TYPE 8 OR 9 REFLECTIVE SHEETING.
5. ALL SIGNS AND PAVEMENT MARKINGS INSTALLED WITHIN THE STATE RIGHT OF WAY MUST CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND THE LATEST STATE OF CONNECTICUT CATALOG OF SIGNS AS REVISED.
6. ANY DAMAGE TO THE EXISTING CURB, SIDEWALK OR ANY OTHER HIGHWAY APPURTENANCES DURING THE DEVELOPMENT OF THE PERMITTED SITE WILL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE DISTRICT 3 PERMIT SECTION AT NO COST TO THE STATE.

BASELINE INFORMATION

STATION	BEARING	DISTANCE
BP STA. 00+00	S52°32'13.25"E	58.858'
PC STA. 00+58.86	R=1,200', L=493.814' CB=S40°44'53.07"E 490.337' Δ=23°34'40.44"	-
PT STA. 05+52.67	S28°57'32.89"E	47.328'
EP STA. 6+00	-	-

GENERAL TRAFFIC NOTES

1. DURING THE PROGRESS OF WORK, ALL ROADS SHALL REMAIN OPEN FOR THE PASSAGE OF TRAFFIC AND PEDESTRIANS AND SHALL NOT BE UNNECESSARILY OBSTRUCTED UNLESS AUTHORIZED BY THE AUTHORITY HAVING JURISDICTION OVER SAME. THE CONTRACTOR SHALL NOTIFY THE DEPARTMENT OF TRANSPORTATION (D.O.T.), TOWN PUBLIC WORKS DEPARTMENT, LOCAL POLICE AND STATE POLICE AS REQUIRED.
2. WARNING SIGNS SHALL BE PROVIDED ALONG ALL ROADS WHERE WORK IS IN PROGRESS. THE CONTRACTOR SHALL NOTIFY AND MAKE ALL ARRANGEMENTS WITH THE D.O.T., TOWN PUBLIC WORKS DEPARTMENT, LOCAL POLICE AND STATE POLICE FOR DIRECTION OF TRAFFIC PAST THE EQUIPMENT, MACHINERY, OR CONSTRUCTION OPERATIONS. BARRICADES AND LIGHTS SHALL BE PROVIDED TO PROTECT TRAFFIC. WHERE TRENCHES HAVE BEEN CUT IN ROAD SHOULDERS, WARNING SIGNS SHALL BE PLACED AT FREQUENT INTERVALS AND MAINTAINED UNTIL THE SHOULDER IS SAFE TO TRAVEL. ALL SUCH WORK AND OPERATIONS SHALL BE IN ACCORDANCE WITH THE REQUIREMENT OF THE D.O.T., PUBLIC WORKS DEPARTMENT, LOCAL POLICE AND STATE POLICE.

LEGEND

- PROPERTY LINE/SUBDIVISION
- EXISTING RIGHT-OF-WAY LINE
- BITUMINOUS CONCRETE CURB
- SAWCUT PAVEMENT LINE
- SIDEWALK
- FULL DEPTH PAVEMENT
- 520 MAJOR CONTOURS
- 522 MINOR CONTOURS
- 520 EXISTING MAJOR CONTOURS
- 522 EXISTING MINOR CONTOURS
- SF SILT FENCE

RECEIVED
DEC 11 2018
STATE TRAFFIC ADMINISTRATION

Rev. #:	Date	Description
1	11/30/18	Revised Per CT DOT Comments

Graphic Scale: 20 0 20 40

SOLLI ENGINEERING
501 Main Street, Monroe, CT 06468 T: (203) 880-5455 | F: (203) 880-9695

Drawn By:	RAS
Checked By:	CAB
Approved By:	KMS
Project #:	1800101
Plan Date:	11/05/18
Scale:	1" = 20'

STATE OF CONNECTICUT KEVIN A. SOLLI 25759 LICENSED PROFESSIONAL ENGINEER
Kevin Solli, P.E.
CT 25759

Project:
POZZOTIVE MANUFACTURING FACILITY
10 VICTORIA DRIVE
MONROE, CONNECTICUT

Sheet Title: ROADWAY IMPROVEMENT PLAN

Sheet #: 4.11

LIMIT OF ROADWAY IMPROVEMENTS

4" WHITE EPOXY RESIN PAVEMENT MARKING (TYP.)

4" DOUBLE YELLOW EPOXY RESIN PAVEMENT MARKING (TYP.)

EPOXY RESIN PAVEMENT MARKINGS, SYMBOLS, AND LEGENDS (TYP.)

4" WHITE EPOXY RESIN PAVEMENT MARKING (2' LINE, 6' SPACE)

4" WHITE EPOXY RESIN PAVEMENT MARKING (10' LINE, 30' SPACE)

EPOXY RESIN PAVEMENT MARKINGS, SYMBOLS, AND LEGENDS (TYP.) (12" STOP BAR)

RELOCATE UTILITY POLE (TYP.)

REMOVE SECTION OF STONE WALL

REMOVE SECTION OF STONE WALL

MAIN STREET (ROUTE 25)

TO TRUMBULL

TO NEWTOWN

SITE DRIVEWAY

OLD NEWTOWN ROAD

495' TAPER

105 MAIN STREET N/F DAVID A. & BARBARA A. LEWIS

TWO STORY WOOD FRAMED DWELLING

115 MAIN STREET N/F JOHN & NANCI KALAS

135 MAIN STREET N/F POND VIEW, LLC

CRESCENT PLACE

104 MAIN STREET N/F CMS RENT ALL LLC

110 MAIN STREET N/F SOUTH MAIN ST NEWTOWN ASSOC. LLC

110 MAIN STREET N/F DUANE R. NOLL

118 MAIN STREET N/F ONE EIGHTEEN MAIN ST ASSOCIATES, LLC

122 MAIN STREET N/F RONALD P. & JOY E. REHO

126 MAIN STREET N/F LAKEVIEW PROPERTIES II LLC

134 MAIN STREET N/F LOUIS BERKOWITZ

ONE STORY WOOD FRAMED BUILDING SIII 334.7

covered storage shed

BUILDING

CONC. PAD

CURB

STOP SIGN

MATCH LINE - SEE BELOW

MATCH LINE - SEE CON-03

RECONSTRUCT EXISTING LANDSCAPE ISLAND

RECONSTRUCT EXISTING LANDSCAPE ISLAND

RELOCATE SECTION OF STONE WALL

PROPOSED TAKING

RELOCATE TRAFFIC SIGNAL APPURTENANCES

RELOCATE UTILITY POLE (TYP.)

JUDD ROAD

TWO STORY BRICK MASONRY BANK

TWO STORY COMMERCIAL BUILDING SIII: 335.2

MAIN STREET (ROUTE 25)

LIMIT OF ROADWAY IMPROVEMENTS

REMOVE SECTION OF STONE WALL

ONE STORY WOOD FRAMED BUILDING

PURDY HILL ROAD

360'

130'

515' TAPER

EPOXY RESIN PAVEMENT MARKINGS, SYMBOLS, AND LEGENDS (TYP.)

EPOXY RESIN PAVEMENT MARKINGS, SYMBOLS, AND LEGENDS (TYP.) (12" STOP BAR)

4" WHITE EPOXY RESIN PAVEMENT MARKING (10' LINE, 30' SPACE)

4" DOUBLE YELLOW EPOXY RESIN PAVEMENT MARKING (TYP.)

4" WHITE EPOXY RESIN PAVEMENT MARKING (TYP.)

150 MAIN STREET N/F CHUCKS CORNER, LLC

160 MAIN STREET N/F CHUCKTA S. & SON, LLC

166 MAIN STREET N/F CORNELL MARY E

171 MAIN STREET N/F FRANK J. & DEAN V. PELLIGRA

172 MAIN STREET N/F PAR 18 ASSOCIATES, LLC

176 MAIN STREET N/F ONE SEVENTY SIX MAIN ST – MONROE, LLC

179 MAIN STREET N/F SAGE L. REGA GENA R. NEWMAN

covered gas pumps

MATCH LINE - SEE ABOVE

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER
1.			XX/XX	XX

SEAL

SEAL

SCALE:
HORZ.: 1" = 30'
VERT.:
DATUM:
HORZ.:
VERT.:
30 15 0 30
GRAPHIC SCALE

FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

POND VIEW, LLC.

ROADWAY IMPROVEMENT PLAN

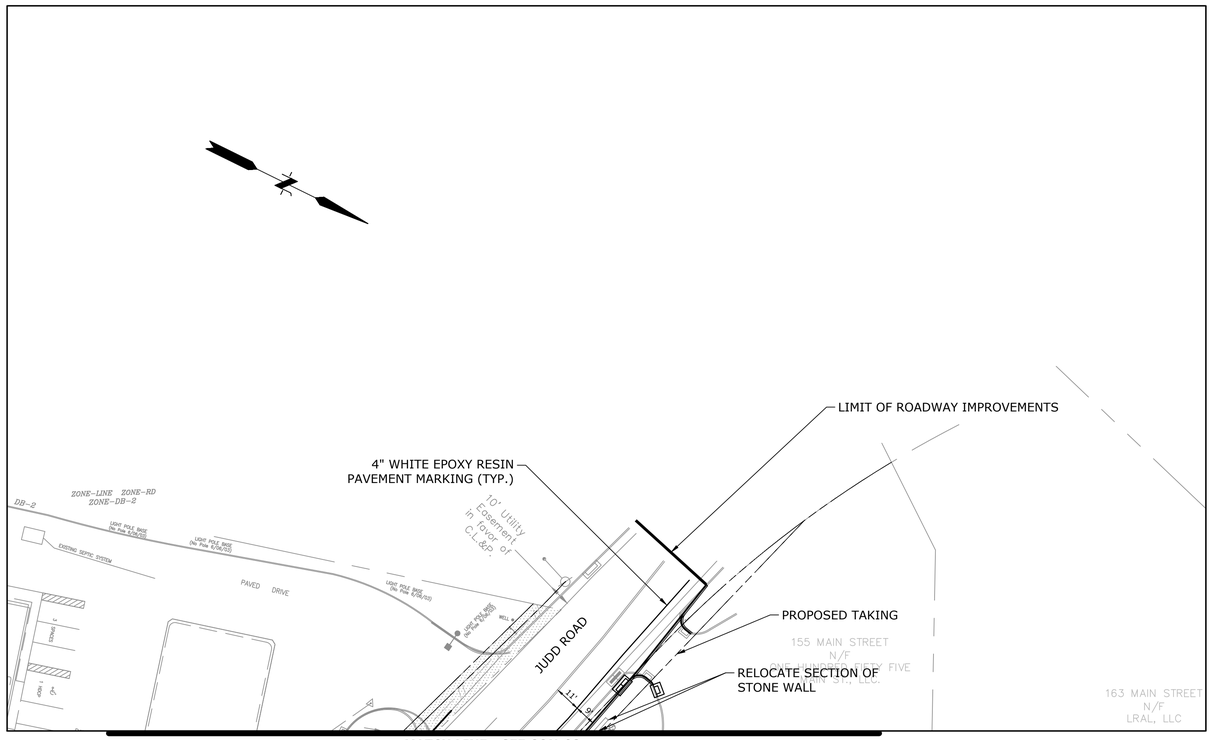
MAIN STREET (ROUTE 25)

MONROE CONNECTICUT

PROJ. No.: 2003500.A80
DATE: MARCH 2017

CON-02

File Path: J:\DWG\P2003500\A80\Civil\Concept\2003500A80_CON02.dwg Layout: CON02 Plotted: Thu, March 16, 2017 - 4:25 PM User: jguzze
Plotter: DWG TO PDF.PC3 CTB File: FO.STB
LAYER STATE:
MS VIEW:



MATCH LINE - SEE CON-02

File Path: J:\DWG\P2003500\A80\Civil\Concept\2003500A80_CON02.dwg Layout: CON03 Plotted: Thu, March 16, 2017 - 4:25 PM User: jguzze
Plotter: DWG TO PDF.PC3 CTB File: FO.STB
LAYER STATE:
MS VIEW:

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER
1.			XX/XX	XX

SEAL

SEAL

SCALE:
HORZ.: 1" = 30'
VERT.:
DATUM:
HORZ.:
VERT.:
30 15 0 30
GRAPHIC SCALE

FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
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www.fando.com

POND VIEW, LLC.

ROADWAY IMPROVEMENT PLAN

MAIN STREET (ROUTE 25)

MONROE CONNECTICUT

PROJ. No.: 2003500.A80
DATE: MARCH 2017

CON-03

MOVEMENT DIAGRAM

	NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
		7, 1, 6	5, 1, 6, 2		7, 4, 5	9, 8				
	FLASH	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL
1	Y	◄G ◄Y G	G Y R		R R R	R R R				
2	Y	R R R	G Y R		R R R	R R R				
3	R	R R R	R R R		R R R	G Y R				
4	R	R R R	R R R		◄G Y R	R R R				
5	Y	R R R	G Y R		R ► R Y ► ③ R ③	R R R				
6	Y	G G G	G Y R		R R R	R R R				
7	R	R ► R Y ► R	R R R		G Y ① R ②	R R R				
8	R	R R R	R R R		R R R	G Y R				
9	R	R R R	R R R		R R R	◄G Y R				
10	R	R R R	R R R		R R R	G Y R				
			◄ YIELD PT.							
MIN GRN		5	15		10	5				
WALK						20				
PED CLR						1				
VEH EXT		2	2.5		2	2				
MAX 1		12	20		17	13				
MAX 2		17	25		17	13				
YELLOW		3.0	3.9		3.0	3.0				
RED		1.0	1.6		3.6	1.5				
ADD INIT			1.0							
MAX INIT			25							
TBR										
TTR										
MIN GAP			2.5							
MODE		NON-LOCK	MIN RECALL	OFF	NON-LOCK	NON-LOCK	OFF	OFF	OFF	
INT START			THIS PHASE							

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 6'	3	PRESENCE
D2	12' x 6'	4	PRESENCE
D2A,D2B	6' x 6'	4	PRESENCE
D4,D4A	6' x 6'	3	PRESENCE
D4B	6' x 6'	3	8" DELAY
D5	6' x 12'	3	PRESENCE
D6	6' x 6'	4	PRESENCE
D6A,D6B	6' x 6'	4	PRESENCE

SYSTEM LOC
MASTER 084-201
084-218

COORDINATION TYPE: TC/TBC

PROGRAM FUNCTION	PROGRAM TIME	PROGRAM DAYS	CYCLE	OFFSET SEC	OFFSET %
FLASH	FUTURE				
MAX 1	ALL OTHER TIMES				
MAX 2	0600-0900, 1500-1800	M - F			
FREE	2300 - 0500	DAILY			
PATTERN 1	ALL OTHER TIMES		90"	0	0
PATTERN 2	0600 - 0900	M - F	100	0	0
	1500 - 1800				

SIGN LEGEND

- (A) RELOCATE SPAN MTD. 31-0135 (ONLY)
- (B) EXIST. 31-1109Z (DO NOT ENTER)
- (C) EXIST. 31-1188 (ONE WAY)
- (D) EXIST. 31-1177 (ONE WAY)
- (E) EXIST. SPAN MTD. 31-0138 (ONLY)
- (F) REPLACE EXIST. 31-0307 (ONLY) WITH 31-0282 (ONLY)
- (G) EXIST. 31-0337 (ONLY ONLY)
- (H) REPLACE EXIST. 31-0302 (ONLY ONLY) WITH 31-03XX (ONLY)
- (I) INSTALL 31-03XX (ONLY)
- (J) EXIST. SPAN MTD. 31-0823 (NTOR)
- (K) EXIST. 31-0536Z (STOP)
- (L) EXIST. 31-0153 (RIGHT TURN ONLY)
- (M) EXIST. 31-0802 (STOP HERE ON RED)
- (N) REMOVE EXIST. SPAN MTD. 31-0135 (ONLY)
- (O) EXIST. 41-4442 ( )
- (P) INSTALL 31-0282 (ONLY)

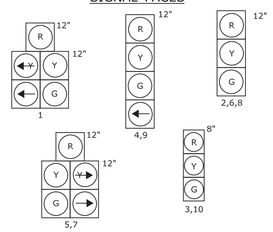
TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
ARTERY DETECTORS TO BE NON-ACTUATING DURING COORDINATION
① TO BE " Y ►"IF PHASE 1 IS NEXT.
② TO BE " R ►"IF PHASE 1 IS NEXT.
③ TO BE " R ►"IF PHASE 2 IS NEXT.
PEDESTRIAN ACTUATION MAY CAUSE THE SIGNAL TO DOUBLE CYCLE.

OFFICE RECORD

REV # | TIR # N/A | SM # | SIGNAL REVISED:
REVISED PAVEMENT MARKINGS AND DETECTION ON ROUTE 25; SHIFTED HEADS 1 & 6; REVISED TIMINGS. TRAFFIC DES: LBP | ELECT. DES:

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS
SIGNAL HEAD #1,3,7 HAVE TUNNEL VISORS

SIGNAL HEAD #10 HAS STRAIGHT VANE LOUVERS.

CONSTRUCTION NOTES FOR SM XXXXXX

- (P) RELOCATE TRAFFIC SIGNAL HEADS No. 1 AND 6 AS SHOWN.
- (A) RELOCATE SPAN MTD. 31-0135 FOR NB ROUTE 25 AS SHOWN.
- (N) REMOVE SPAN MTD. 31-0135 FOR SB ROUTE 25.
- (Q) DISCONNECT EXISTING D1 LOOP DETECTORS AND INSTALL NEW D1 LOOPS AS SHOWN.
- (R) DISCONNECT EXISTING LOOP DETECTOR IN THE SB ROUTE 25 RIGHT TURN LANE AND INSTALL NEW LOOP IN THE SB ROUTE 25 LEFT LANE AS SHOWN.
- (U) REVISE EXISTING D2 LOOP DETECTOR D2 FROM 12'X 6'TO 6'X 6'AS SHOWN.
- (X) DISCONNECT EXISTING LOOP DETECTOR IN THE NB ROUTE 25 MIDDLE LANE AS SHOWN.

REVISE TIMINGS AS SHOWN.

PAVEMENT MARKING NOTES:

ERADICATE EXISTING DOTTED LANE LINES FOR THE SB ROUTE 25 LEFT-TURN LANE AND INSTALL 4" BROKEN LANE LINES AS SHOWN.

(A) REVISE LEFT-TURN PAVEMENT MARKING ARROW TO DOUBLE LEFT-TURN PAVEMENT MARKING ARROW AS SHOWN.

ERADICATE THE EXISTING SOLID LANE LINE, LEFT-TURN PAVEMENT MARKING ARROWS, BROKEN LANE LINES, AND STOP BAR FOR THE NB ROUTE 25 LEFT TURN LANE AS SHOWN.

ERADICATE THE EXISTING DYCL ON ROUTE 25 FROM GREEN STREET TO ROUTE 59.

ERADICATE THE EXISTING SHOULDER LINE ON THE EAST SIDE OF ROUTE 25 BETWEEN GREEN STREET AND THE NORTH CURB LINE OF PENNY LANE AND INSTALL NEW 4" SHOULDER LINE (SWL) AS SHOWN.

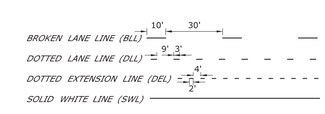
ERADICATE THE EXISTING BROKEN LANE LINE IN THE SB ROUTE 25 LEFT-TURN LANE AT GREEN STREET.

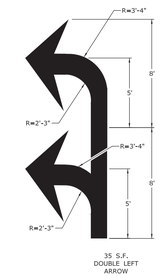
INSTALL 4" DYCL ON ROUTE 25 BETWEEN GREEN STREET AND ROUTE 59 AS SHOWN.

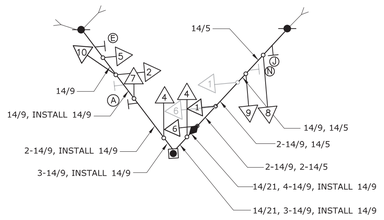
INSTALL 4" SOLID LANE LINE (SWL) OVER THE EXISTING BROKEN LANE LINES ON NB ROUTE 25 AND INSTALL 4" DOTTED EXTENSION LINES AS SHOWN.

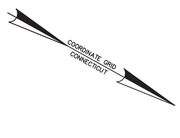
(B) INSTALL LEFT-TURN PAVEMENT MARKING ARROWS IN ROUTE 25 LEFT-TURN LANES AS SHOWN.

INSTALL 8" DOTTED LANE LINES ON SB ROUTE 25 BETWEEN ROUTE 59 AND GREEN STREET AS SHOWN.









SPAN POLE DATA

LENGTH	LOAD AT YIELD 18" FROM TOP	BOLT CIRCLE	YEAR INSTALLED
30'	7,800 lbs.	20"	2012

(W) 30" X 30" HANDHOLE

SEE SEPARATE SHEET FOR PAVEMENT MARKINGS AND SIGNS.

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY	MILONE & MACBROOM		MILONE & MACBROOM	
APPROVED DATE	4/26/10		4/26/10	

REV # | INTERSECTION # 084-201

ENERGY BY - STATE | METER # -
MAINT LEVEL 2 | SERVICE POLE - SNET #455
UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R RED
Y YELLOW
G GREEN
◄R RED ARROW
◄Y YELLOW ARROW
◄ GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTION ZONE

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
MAGNETIC DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

SIDEWALK RAMP
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

DATE PLOTTED : 4/4/2017 D:\Users\plttmanlb\Documents\Towns\Monroe-084 T\Route 25 at Route 59 complaint\January 22 2017\TR_TCS_084_201_19pendlng.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 25 (MAIN ST.) AT
ROUTE 59 (STEPNEY RD.)

SCALE 1" = 40'

TOWN: **MONROE**

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

PROJECT NO.
DRAWING NO.
SHEET NO.