



April 7, 2022

Ms. Patricia C. Sullivan
Cohen and Wolf, P.C.
1115 Broad Street
Bridgeport, CT 06604

**RE: Traffic Impact Assessment
Proposed Recreational Marijuana Dispensary
25 Park Street, Vernon, CT
Project Number: 22101901**

Dear Ms. Sullivan,

Solli Engineering, LLC has prepared this assessment to provide an assessment of the potential traffic impacts associated with the proposed redevelopment located at 25 Park Street in Vernon, Connecticut. The assessment has been completed in accordance with the Town of Vernon requirements as well as standard traffic engineering methodology. Our investigation concludes that the proposed redevelopment will not have an adverse impact on the area roadway network.

Project Description:

The property is located along Park Street in Vernon, Connecticut at the intersection of Park Street and School Street. The site is currently improved with a 5,266± square-foot United Bank building with associated parking and a drive-through which has been closed since 2019. The site is currently accessed via a full movement stop-controlled driveway at the intersection of Park Street & School Street. Additional site egress is provided onto Park Street from the stop-controlled drive-through lane located along the south side of the site. The project site is bound by residential development to the north, south, and west, and Park Street to the east. The parcel is located within the Downtown Business & Residential (DBR) District and the Rockville Village District Overlay Zone within the Town of Vernon. Refer to Figure 1, Site Location Map, for additional information regarding the project location.

The redevelopment proposes the renovation of the existing two-story, 5,266± square-foot building footprint containing 6,106± square-feet of gross floor area, for use as a recreational marijuana dispensary. No modifications to the existing curb cuts onto Park Street are proposed. There is no drive-through component associated with the proposed redevelopment, however the former drive-through lane and curb cut onto Park Street is proposed to remain as secondary egress. Refer to the Site Layout Plan, Sheet 2.11, for additional information regarding the proposed site configuration.

Existing Conditions:

Park Street is a north-south roadway located east of the project site with a posted speed limit of 25 miles per hour throughout the study area. Park Street is classified as a local roadway by the Connecticut Department of Transportation (CTDOT). Throughout the study area, Park Street is a two (2) lane, bi-directional roadway that provides local access to residential, commercial, and municipal parcels. South of

**501 Main Street, Suite 2A
Monroe, CT 06468
Office: (203) 880-5455**

**11 Vanderbilt Avenue, Suite 240
Norwood, MA 02062
Office: (781) 352-8491**

the project site, Park Street has 9-foot-wide lanes with 8-foot striped parallel parking spaces along both sides of the roadway. North of the project site, Park Street has 16-foot-wide lanes with no striped parking. Sidewalks are located along the northbound and southbound sides of Park Street throughout the study area.

School Street is an east-west roadway located east of the project site with a posted speed limit of 25 miles per hour throughout the study area. School Street is classified as a local roadway by the Connecticut Department of Transportation (CTDOT). Throughout the study area, School Street is a two (2) lane, bi-directional roadway that provides local access to residential, commercial, and municipal parcels. School Street has 10-foot-wide lanes, 8-foot striped parallel parking spaces, and sidewalks along the eastbound and westbound sides of the roadway.

North Park Street is a north-south roadway located north of the project site with a posted speed limit of 25 miles per hour throughout the study area. North Park Street is classified as a local roadway by the Connecticut Department of Transportation (CTDOT). Throughout the study area, North Park Street is a two (2) lane, bi-directional roadway that provides local access to residential parcels. North Park Street has 14-foot-wide lanes with no striped parking along the roadway. Sidewalks are located along the northbound and southbound sides of North Park Street.

Mountain Street is a north-south roadway located east of the project site with a posted speed limit of 25 miles per hour throughout the study area. Mountain Street is classified as a local roadway by the Connecticut Department of Transportation (CTDOT). Throughout the study area, Mountain Street is a two (2) lane, bi-directional roadway that provides local access to residential parcels. Mountain Street has 11-foot-wide lanes and no striped parking along the roadway. Sidewalks are located along the northbound and southbound sides of the Mountain Street.

St. Bernard's Terrace is an east-west roadway located southeast of the project site with a posted speed limit of 25 miles per hour throughout the study area. St. Bernard's Terrace is classified as a local roadway by the Connecticut Department of Transportation (CTDOT). Throughout the study area, St. Bernard's Terrace is a two (2) lane, bi-directional roadway that provides local access to commercial and municipal parcels. St. Bernard's Terrace has 11-foot-wide lanes and no striped parking lanes. Sidewalks are located along the eastbound and westbound sides of the roadway for approximately 185± feet east from the intersection of Park Street & Park Place / St. Bernard's Terrace.

Park Place is an east-west roadway located south of the project site with a posted speed limit of 25 miles per hour throughout the study area. Park Place is classified as a local roadway by the Connecticut Department of Transportation (CTDOT). Throughout the study area, Park Place is a one (1) lane, one-way roadway that provides local access to commercial and municipal parcels. Park Place is 30 feet wide and has no striped parking lanes. Sidewalks are located along the north side of the roadway.

Prospect Street is an east-west roadway located north and east of the project site with a posted speed limit of 25 miles per hour throughout the study area. Prospect Street is classified as a local roadway by the Connecticut Department of Transportation (CTDOT). West of the intersection of Park Street & Prospect Street / North Park Street, Prospect Street is a two (2) lane, bi-directional roadway with 14.5-foot lane widths and no striped parking. Between the intersections of Park Street & Prospect Street / North Park Street and Prospect Street & School Street / Mountain Street, Prospect Street is a one (1) lane, one-way roadway with a 24-foot-wide lane and no striped parking. South of the intersection of Prospect Street & School Street / Mountain Street, Prospect Street is a two (2) lane, bi-directional roadway with 19-foot lane widths and no striped parking. Prospect Street provides local access to residential, commercial, and municipal parcels. Sidewalks are located along the eastbound and westbound sides of Prospect Street throughout the study area.

East/West Main Street (Route 74) is an east-west roadway located south of the project site with a posted speed limit of 30 miles per hour throughout the study area. East/West Main Street (Route 74) is classified

as a minor arterial roadway by the Connecticut Department of Transportation (CTDOT). Throughout the study area, East/West Main Street (Route 74) is a two (2) lane, bi-directional roadway with various additional turn lanes provided at the intersection of East/West Main Street (Route 74) & Park Street. Generally, East/West Main Street (Route 74) has 12-foot-wide lanes and 4-foot-wide shoulders throughout the study area. East/West Main Street (Route 74) provides local and regional access to commercial, residential, and municipal parcels. Sidewalks are located along the eastbound and westbound sides of East/West Main Street (Route 74). CTDOT count station VERN-039, located on West Main Street (Route 74) west of Park Street, reported a bi-directional ADT of 9,300 vehicles in 2017.

The most recent three years (March 1, 2019 through February 28, 2022) of accident data was obtained from the CTDOT Crash Data Repository at the study area intersections and intermediate roadway segments. There was a total of eighteen (18) crashes identified in the study area, none of which resulted in fatalities. Four (4) crashes resulted in injury and fourteen (14) crashes resulted in property damage only. For the entire study area, there were four (4) rear end crashes, five (5) angle crashes, five (5) sideswipe-same direction crashes, and four (4) crashes with other contributing factors. Sixteen (16) crashes occurred during dry roadway surface conditions while one (1) crash occurred in both wet and snow roadway surface conditions. A summary of the accident data at the study area intersections is included as a supporting document to this assessment. Overall, the safety analysis identified no intersections that require mitigation measures with regard to intersection safety.

Public transit is provided in the region by CT Transit, which provides service to various bus stops along East/West Main Street (Route 74) and the surrounding area. The nearest bus stop is located at the intersection of East/West Main Street (Route 74) & Park Street / Courthouse Plaza Driveway, approximately 0.2 miles south of the project site. Bus numbers 84 and 82-84 service this bus stop. Bus routes and time are included as a supporting document to this assessment. No credit was taken to account for the use of multimodal transit resulting in a conservative analysis of the potential vehicular impacts by the proposed redevelopment.

Turning movement count data was collected in March 2022 by Traffic Databank, LLC during the weekday PM and midday Saturday peak periods at the following intersections:

- East/West Main Street (Route 74) & Park Street / Courthouse Plaza Driveway
- Park Street & Park Place / St. Bernard's Terrace
- Park Street & School Street / Site Driveway
- Park Street & Prospect Street / North Park Street
- Prospect Street & School Street / Mountain Street

It should be noted that the intersections of East/West Main Street (Route 74) & Park Street / Courthouse Plaza Driveway and Park Street & Park Place / St. Bernard's Terrace operate as a single intersection under the existing traffic signal.

The weekday PM and Saturday midday peak hours were identified from the data collected. The 2022 traffic volumes collected on East/West Main Street (Route 74) were lower than 2017 historic data published by CTDOT at count station VERN-039. The 2017 volumes were projected to 2022 using a 0.6% growth rate provided by CTDOT, as discussed later in this report, to establish a basis of comparison. As a result of this comparison, the existing traffic volumes collected in March 2022 were increased 20% to account for change in traffic volumes associated with COVID-19. The 2022 existing traffic volumes are illustrated in Figure 2.

The turning movement data collected included traffic volumes at the existing site driveway. It is assumed that these volumes could be attributed to parking lot utilization or users accessing the existing post office mailbox or UPS drop off location on site. The existing trips at the site driveway were not removed under the build scenario to provide a conservative analysis.

Proposed Conditions:

The redevelopment proposes the renovation of a two-story, 5,266± square-foot building footprint containing 6,106± square-feet of gross floor area, for use as a recreational marijuana dispensary. No modifications to the existing curb cuts onto Park Street are proposed. There is no drive-through component associated with the proposed redevelopment, however the former drive-through lane and curb cut onto Park Street is proposed to remain as secondary egress.

The anticipated number of trips that will be generated by proposed land use was estimated using data from the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition. The trip generation was calculated for the weekday PM and Saturday midday peak hours based on the proposed Marijuana Dispensary (Land Use Code 882) land use, as these are the peak periods with the greatest potential for impact on the adjacent street traffic. While the majority of the building square footage will not be utilized as part of the retail operations, the entire gross floor area was utilized for purposes of this analysis in order to provide a conservative analysis. The trip generation rate sheets are provided as a supporting document to this assessment. Table 1 below illustrates the anticipated trips to be generated by the proposed project during the weekday PM and Saturday midday peak hours.

LAND USE	WEEKDAY PM PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Marijuana Dispensary (LUC 882) 6,106±sf	58	58	116	88	88	176
Total New Trips	58	58	116	88	88	176

The proposed redevelopment is expected to generate 116 (58 entering, 58 exiting) net new network trips during the weekday PM peak hour, and 176 (88 entering, 88 exiting) net new network trips during the Saturday midday peak hour. A detailed breakdown of the proposed trip generation calculations and trip generation rate sheets are provided as a supporting document to this assessment.

To provide a comparison of the proposed redevelopment to the existing development, the trips generated by the previous land use were estimated using data from the Institute of Transportation Engineering (ITE) Trip Generation, 11th Edition. The 6,106± square-foot existing drive-in bank development resulted in 128 new roadway network trips during the weekday PM peak hour and 161 new roadway network trips during the Saturday midday peak hour. When compared to the previous land use, the proposed redevelopment is anticipated to result in a minor decrease of 12 net new network trips during the weekday PM peak hour, and a minor increase of 15 net new network trips during the Saturday midday peak hour. To provide a conservative analysis, no credit was taken for existing trips associated with the drive-in bank. Table 2 below illustrates the comparison of the trip generation for the previous development and the proposed redevelopment. A detailed breakdown of the existing trip generation calculations is provided as a supporting document to this assessment.

TABLE 2 TRIP GENERATION COMPARISON						
LAND USE	WEEKDAY PM PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Existing Development						
Drive-In Bank (6,106± sf)	64	64	128	82	79	161
Total Existing Network Trips	64	64	128	82	79	161
Proposed Redevelopment						
Marijuana Dispensary (6,106± sf)	58	58	116	88	88	176
New Network Trips	58	58	116	88	88	176
<i>Net New Trips</i>	<i>-6</i>	<i>-6</i>	<i>-12</i>	<i>6</i>	<i>9</i>	<i>15</i>

The anticipated distribution of new traffic entering and exiting the site was developed based on area populations, existing traffic patterns, and layout of the adjacent roadway network. The following distributions were applied to the new site generated trips:

- 10% to/from the north via North Park Street
- 10% to/from the south via Prospect Street
- 10% to/from the east via Mountain Street
- 5% to/from the east via St. Bernard's Terrace
- 25% to/from the east via East Main Street (Route 74)
- 10% to/from the west via Prospect Street
- 30% from the west via West Main Street (Route 74)
 - 25% to the west via West Main Street (Route 74)
 - 5% to the west via Park Place

The anticipated percent distribution of the new site generated trips is illustrated in Figure 3. The new site generated trips were assigned to the site driveway intersection based on the anticipated percent distributions illustrated in Figure 3 and the resulting trip assignment is illustrated in Figure 4.

As the proposed redevelopment is anticipated to be opened in 2023, background traffic growth is estimated to account for any traffic increase as a result of regional population growth. Based on guidance provided by the Connecticut Department of Transportation (CTDOT), the existing traffic volumes on the study area roadway network were projected to the 2023 design year using a 0.6% per year growth factor.

The 2022 existing traffic volumes illustrated in Figure 2 were grown 0.6% per year to establish the 2023 background traffic volumes. The 2023 background traffic volumes are illustrated in Figure 5.

The trip assignment volumes illustrated in Figure 4 were combined with the 2023 background volumes in Figure 5 to develop the build traffic volumes. Figure 6 illustrates the 2023 build traffic volumes.

The Connecticut Department of Transportation was contacted to identify any ongoing or proposed projects within the study area which may impact the analysis. No projects were identified which would impact the analysis.

Capacity Analysis:

To determine the operating conditions of the site driveway after the redevelopment has been completed, the study area intersections were analyzed using the Synchro 11 capacity analysis software for the existing, background, and build peak hour conditions during the weekday PM and Saturday midday peak hours, as these are the periods which have the greatest potential for impact by the proposed redevelopment.

The results of the Synchro analysis describe the traffic impact in terms of Level of Service (LOS). LOS describes the operational condition of the signalized intersection in terms of delay (in seconds per vehicle) and is expressed on a scale of A through F with LOS A being the best and LOS F being the worst. LOS A reflects intersection operations with little to no vehicle delay (less than 10 seconds per vehicle) and LOS F reflects intersection conditions that are over capacity and experience long delays (more than 80 seconds per vehicle at signalized intersections and more than 50 seconds of delay per vehicle at unsignalized intersections). At unsignalized intersections, only the delay on the STOP-controlled approach is reported. The results of the capacity analysis are summarized in Table 3 below.

TABLE 3 PEAK HOUR LEVEL OF SERVICE SUMMARY (PM/SAT)			
INTERSECTION	2022 Existing	2023 Background	2023 Build
East/West Main Street (Route 74) & Park Street / Courthouse Plaza Driveway			
Courthouse Plaza Driveway (Northbound)	(C/25.0)/(C/31.8)	(C/25.0)/(C/31.8)	(C/25.0)/(C/32.5)
Park Street (Southbound)	(A/0.6)/(A/0.4)	(A/0.6)/(A/0.4)	(A/1.0)/(A/1.0)
West Main Street (Route 74) (Eastbound)	(B/15.2)/(B/11.9)	(B/15.20)/(B/11.9)	(B/16.9)/(B/15.9)
East Main Street (Route 74) (Westbound)	(C/25.2)/(C/22.2)	(C/25.3)/(C/22.2)	(C/27.2)/(C/28.1)
Overall	(B/18.9)/(B/17.2)	(B/18.9)/(B/17.3)	(C/20.1)/(C/20.7)
Park Street & Park Place / St. Bernard's Terrace			
Park Street (Northbound)	(A/2.8)/(A/0.5)	(A/2.8)/(A/0.5)	(A/2.7)/(A/1.0)
Park Street (Southbound)	(C/30.0)/(C/30.5)	(C/30.0)/(C/30.5)	(D/37.7)/(D/38.4)
St. Bernard's Terrace (Westbound)	(A/0.0)/(C/31.6)	(A/0.0)/(C/31.6)	(A/0.2)/(C/27.9)
Overall	(B/14.0)/(B/12.4)	(B/14.0)/(B/12.4)	(B/18.3)/(B/19.0)
Park Street & School Street / Site Driveway*			
Park Street (Northbound)**	--	--	--
Park Street (Southbound)	(A/7.5)/(A/7.5)	(A/7.5)/(A/7.4)	(A/7.7)/(A/7.9)
Site Driveway (Eastbound)	(A/7.1)/(A/7.4)	(A/7.1)/(A/7.3)	(A/7.5)/(A/7.7)
School Street (Westbound)	(A/7.3)/(A/7.2)	(A/7.3)/(A/7.1)	(A/7.7)/(A/7.7)
Park Street & Prospect Street / North Park Street*			
Park Street (Northbound)	(A/7.6)/(A/7.7)	(A/7.7)/(A/7.7)	(A/7.8)/(A/7.9)
North Park Street (Southbound)	(A/6.9)/(A/7.0)	(A/6.9)/(A/7.0)	(A/7.1)/(A/7.3)
Prospect Street (Eastbound)	(A/6.9)/(A/6.7)	(A/7.0)/(A/6.7)	(A/7.1)/(A/6.9)
Prospect Street (Westbound)	(A/7.4)/(A/7.5)	(A/7.5)/(A/7.5)	(A/7.6)/(A/7.7)
Prospect Street & School Street / Mountain Street*			
School Street (Eastbound)	(A/8.8)/(A/8.8)	(A/8.8)/(A/8.8)	(A/8.9)/(A/9.1)
Mountain Street (Westbound)	(B/10.0)/(A/9.8)	(B/10.1)/(A/9.8)	(B/10.3)/(B/10.3)

*Unsignalized Intersection

**The existing northbound approach of Park Street is free flowing. This approach was modeled as a stop-controlled approach to comply with the HCM 6th edition methodology for an All-Way Stop Controlled (AWSC) intersection.

Under the 2023 build condition, the site driveway at the intersection of Park Street & School Street / Site Driveway will operate at a LOS A with 7.5 seconds of delay during the weekday PM peak hour and a LOS A with 7.7 seconds of delay during the Saturday midday peak hour. The majority of intersection movements under the 2023 build condition will maintain background operating conditions with some exceptions. The southbound approach of Park Street & Park Place / St. Bernard's Terrace degrades from a LOS C (30.0s delay PM / 30.5s delay SAT) to a LOS D (37.7s delay PM / 38.4s delay SAT) during the weekday PM and Saturday midday peak hours when compared to background conditions. This represents a 7.7 second increase in delay at this approach during the weekday PM peak hour and a 7.9 second increase in delay during the Saturday midday peak hour. The overall intersection of East Main Street/West Main Street (Route 74) & Park Street/Courthouse Plaza Driveway degrades from a LOS B (18.9s delay PM / 17.3s delay SAT) to a LOS C (20.1s delay PM / 20.7s delay SAT) during the weekday PM and Saturday midday peak hours when compared to background conditions. This represents a 1.2 second increase in delay during the weekday PM peak hour and a 3.4 second increase in delay during the Saturday midday peak hour.

All study area intersections maintain similar queue lengths, with an increase in queue length of less than two cars when comparing background to build conditions during both the weekday PM and Saturday midday peak hours with one exception. The southbound approach at the intersection of Park Street and Park Place/St. Bernard's Terrace which is anticipated to experience an increase in queue length of 3 cars.

The traffic impact assessment indicates that the anticipated minor increase in traffic volume associated with the proposed redevelopment can be accommodated without adverse impact on the operating conditions of the adjacent roadway network. Copies of the Synchro analysis reports are provided as a supporting document to this assessment.

Post-Opening Congestion Management:

Due to the initial popularity of facilities of this nature, similar facilities which have opened in the Southern New England area have experienced peak periods of operation where parking demand may exceed parking supply. While the Town regulations require 25 parking spaces to support the proposed land use, the proposed facility includes 50 on-site parking spaces. On-street parking is also available in the immediate vicinity surrounding the project location. In the rare instance that the parking demand exceed available parking, it is recommended that the facility operator consider utilizing a variety of congestion management strategies to better control pedestrian and traffic flow during the initial opening period. These strategies may include:

- Incentivizing employees to utilize public transit to the facility. The nearest bus stop serviced by CT Transit Buses 82 and 84 at the intersection of East/West Main Street (Route 74) & Park Street / Courthouse Plaza Driveway is located 0.2 miles away from the project site.
- Including a real-time in-store "wait-time" on the website to help balance customer flow.
- Offering online pre-ordering for quicker pickup.
- Offering appointment-only pickup during projected peak hours of operation.
- Offering order delivery services (where allowable by law) to patrons of the facility.
- Providing security staff to facilitate traffic flow on-site during peak periods.
- Providing designated space on-site for pedestrian queuing while awaiting entry to the facility.

The facility operator may utilize a combination of these mitigation measures during the initial opening period in the unlikely event that the demand exceeds the available 50 parking spaces provided on-site.

Conclusion:

A traffic impact assessment of the study area intersections indicates that the proposed redevelopment can be accommodated without adverse impact on the operating conditions of the study area roadway network.

The redevelopment proposes the renovation of the existing two-story, 5,266± square-foot building footprint containing 6,106± square-feet of gross floor area, for use as a recreational marijuana dispensary. No modifications to the existing curb cuts onto Park Street are proposed. There is no drive-through component associated with the proposed change in use, however the former drive-through lane and curb cut onto Park Street is proposed to remain as secondary egress.

Based on the assessment, a total of 116 new trips (58 entering, 58 exiting) are generated during the weekday PM peak hour and 176 new trips (88 enter, 88 exit) are generated during the Saturday midday peak hour. Under the build condition in the year 2023, the site driveway is expected to operate at level of service A during both the weekday PM and Saturday midday peak hours.

It is the professional opinion of Solli Engineering that the traffic anticipated to be generated by the proposed redevelopment can be accommodated by the surrounding roadway network. There is no indication that the proposed redevelopment will have an adverse impact on the roadway network.

If you have any questions or require any additional information, please call at your convenience.

Sincerely,

Solli Engineering, LLC



Collene Byrne, RSP2I

Project Manager

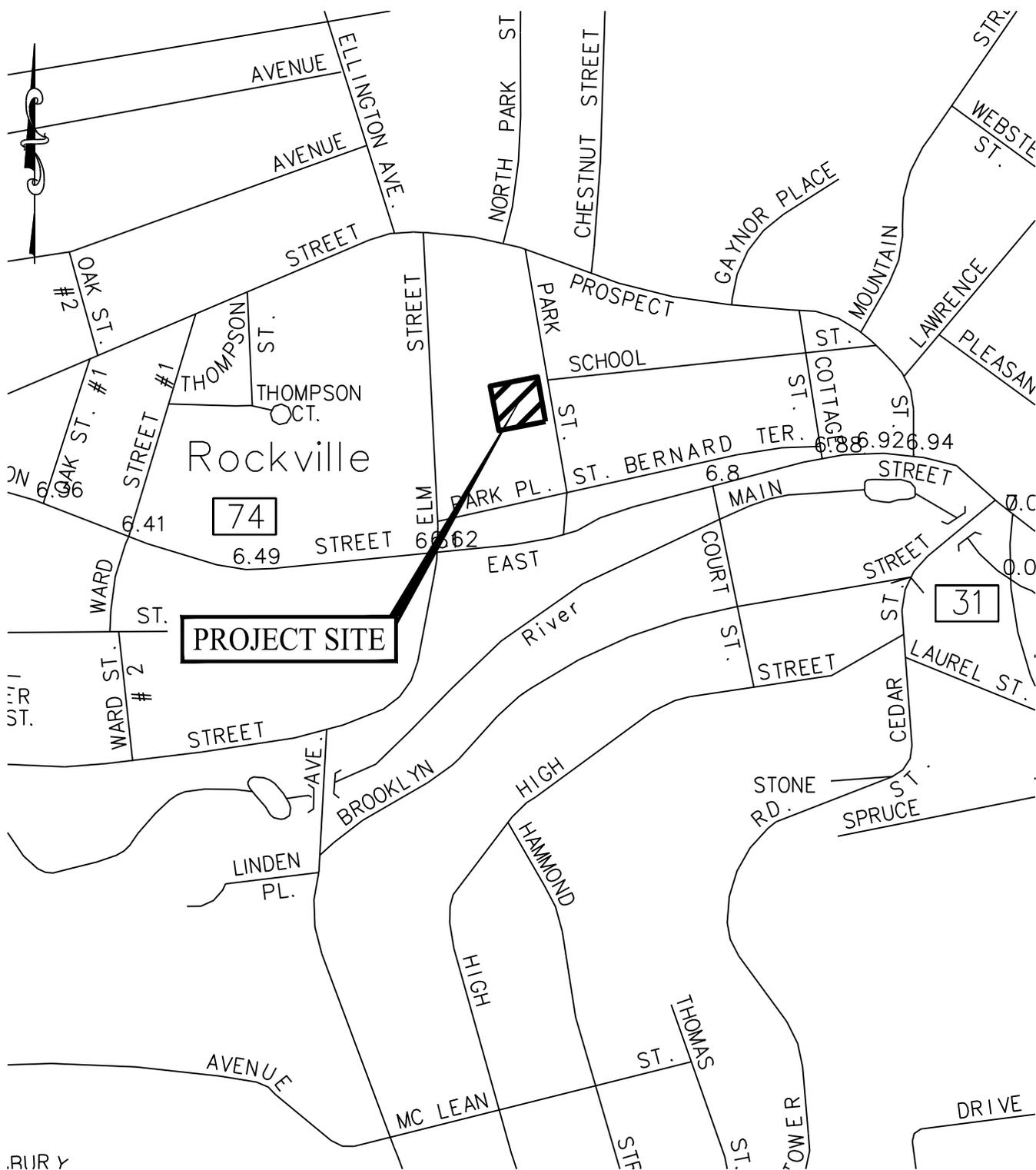


Kevin Solli, P.E., PTOE

Principal

Supporting Documents:

Site Location Map	(Figure 1)
2022 Existing Traffic Volumes	(Figure 2)
Trip Distribution	(Figure 3)
Trip Assignment	(Figure 4)
2023 Background Traffic Volumes	(Figure 5)
2023 Build Traffic Volumes	(Figure 6)
Site Layout Plan	(Sheet 2.11)
Accident Analysis Summary	
CT Transit Bus Route Map/Schedule	
Trip Generation Summary	
ITE Trip Generation Rate Sheets	
CTDOT Growth Rate Correspondence	
Synchro Analysis Reports	
Raw Turning Movement Count Data	



NOTE: BASE MAP INFORMATION TAKEN FROM
CTDOT TRU MAP NUMBER 146



SOLLI
ENGINEERING
501 Main Street, Monroe, CT 06468
T: (203) 880-5455 F: (203) 880-9695

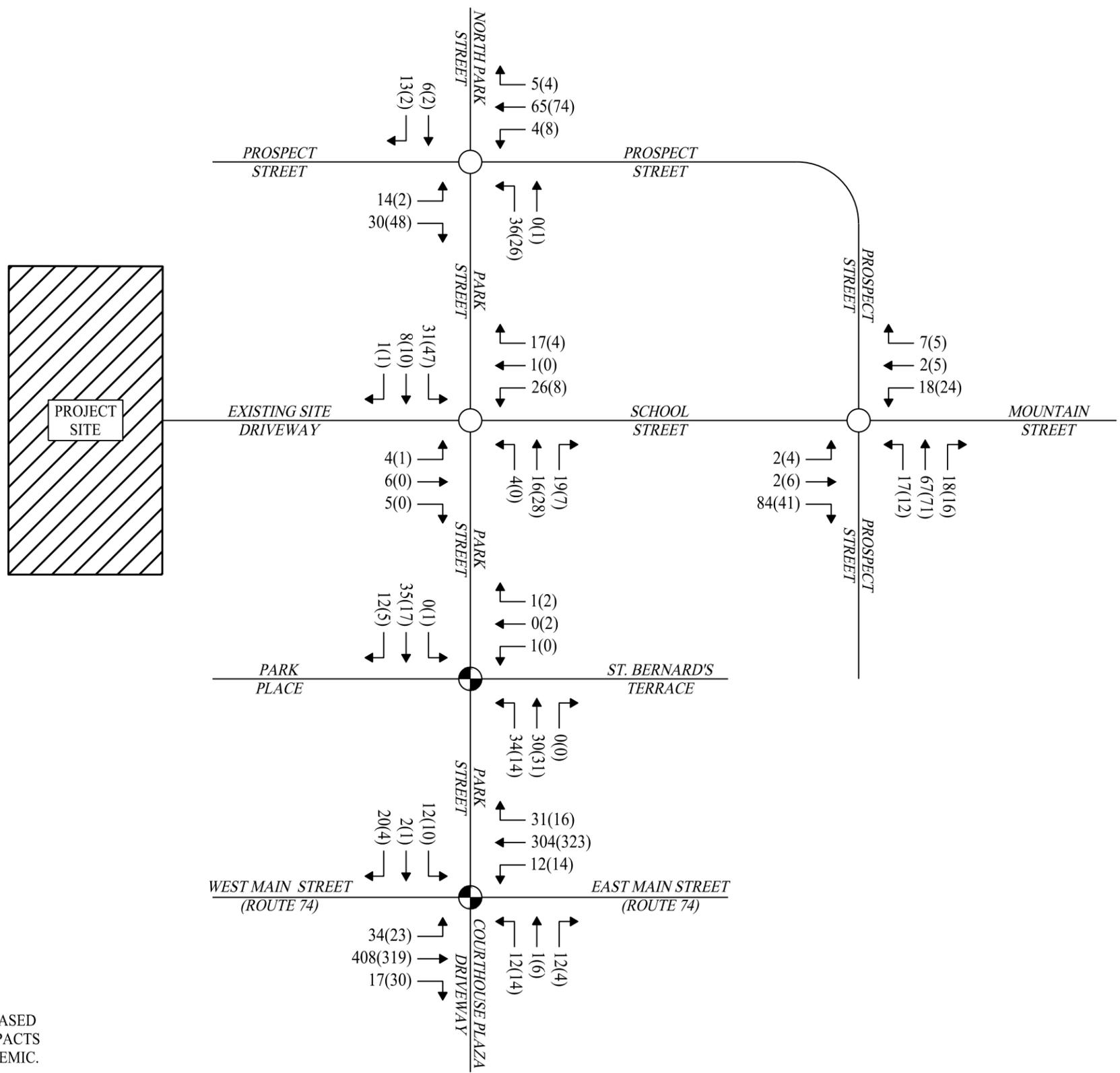
SITE LOCATION MAP
25 PARK STREET
VERNON, CONNECTICUT

Project #:	22101901
Plan Date:	04/07/22
Scale:	1" = 500'
Figure:	1



LEGEND

- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION
- EXISTING ROADWAY
- PM(SAT)



NOTE: EXISTING TRAFFIC VOLUMES COLLECTED IN MARCH 2022 AND INCREASED 20% TO ACCOUNT FOR THE TRAFFIC IMPACTS ASSOCIATED WITH THE COVID-19 PANDEMIC.

Rev. #:	Date	Description

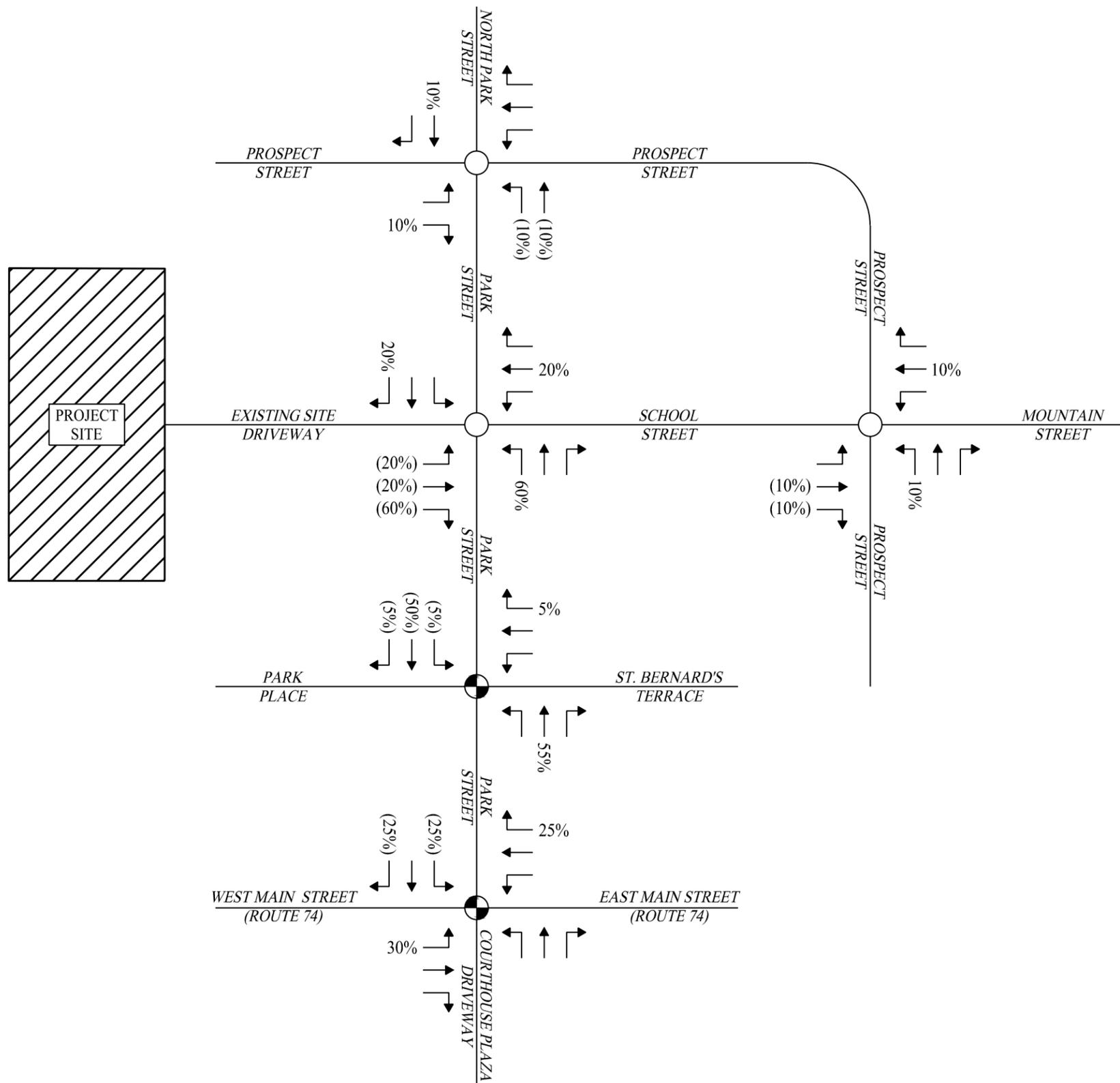
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 501 Main Street, Monroe, CT 06468
 T: (203) 880-5455 | F: (203) 880-9695

Drawn By:	ABS
Checked By:	KMS
Project #:	22101901
Plan Date:	04/07/22
Scale:	NTS

Project: **PROPOSED DEVELOPMENT**
 25 PARK STREET
 VERNON, CONNECTICUT

Sheet Title: **2022 EXISTING TRAFFIC VOLUMES**

SHEET #: **Figure 2**



LEGEND	
	SIGNALIZED INTERSECTION
	UNSIGNALIZED INTERSECTION
	EXISTING ROADWAY
	ENTER(EXIT)

Rev. #:	Date	Description

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Project #:	22101901
Plan Date:	04/07/22
Scale:	NTS

Project: **PROPOSED DEVELOPMENT**
 25 PARK STREET
 VERNON, CONNECTICUT

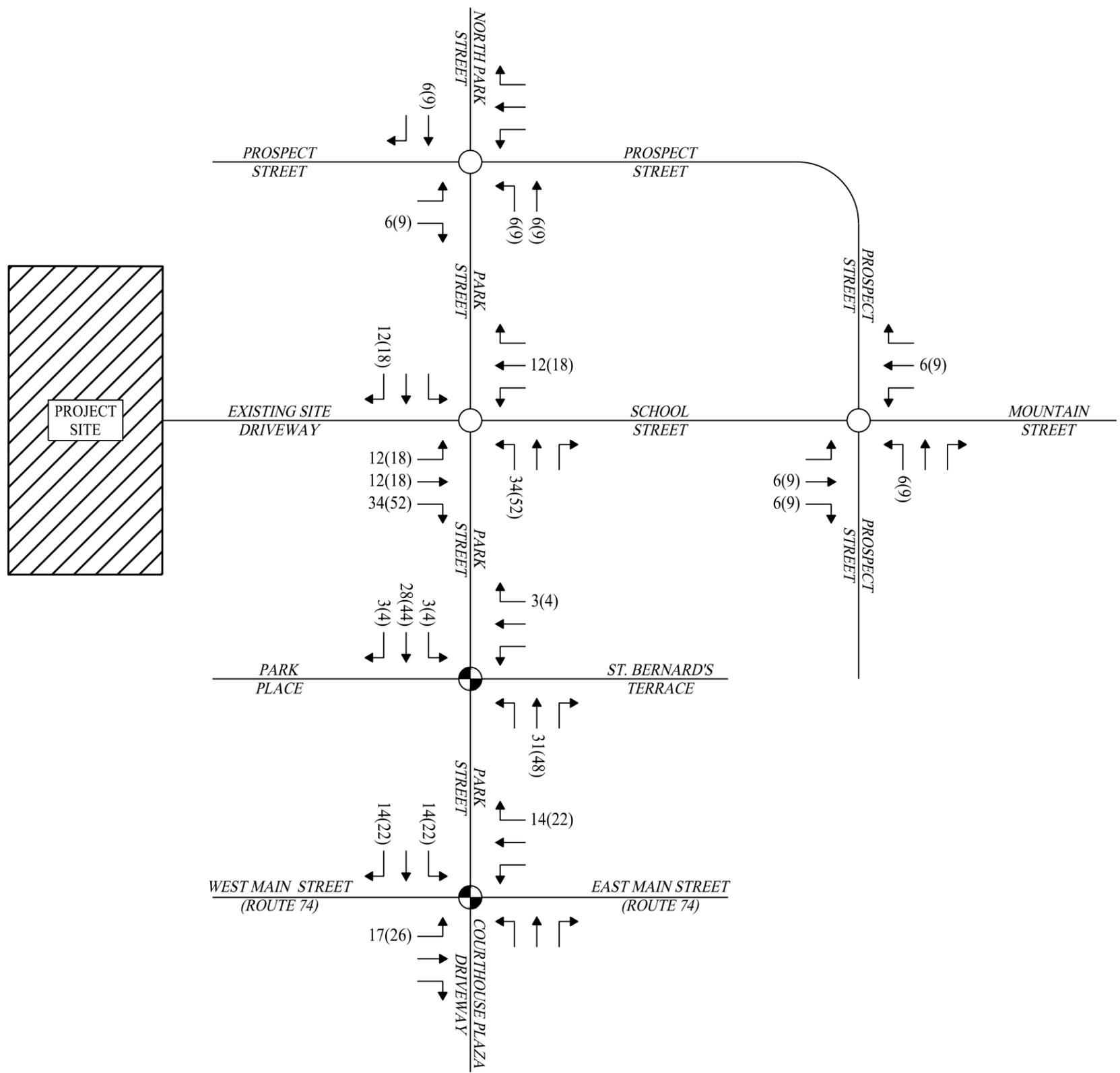
Sheet Title: **TRIP DISTRIBUTION**

SHEET #: **Figure 3**



LEGEND

-  SIGNALIZED INTERSECTION
-  UNSIGNALIZED INTERSECTION
-  EXISTING ROADWAY
-  PM(SAT)



Rev. #:	Date	Description

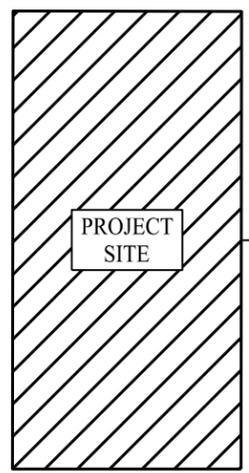
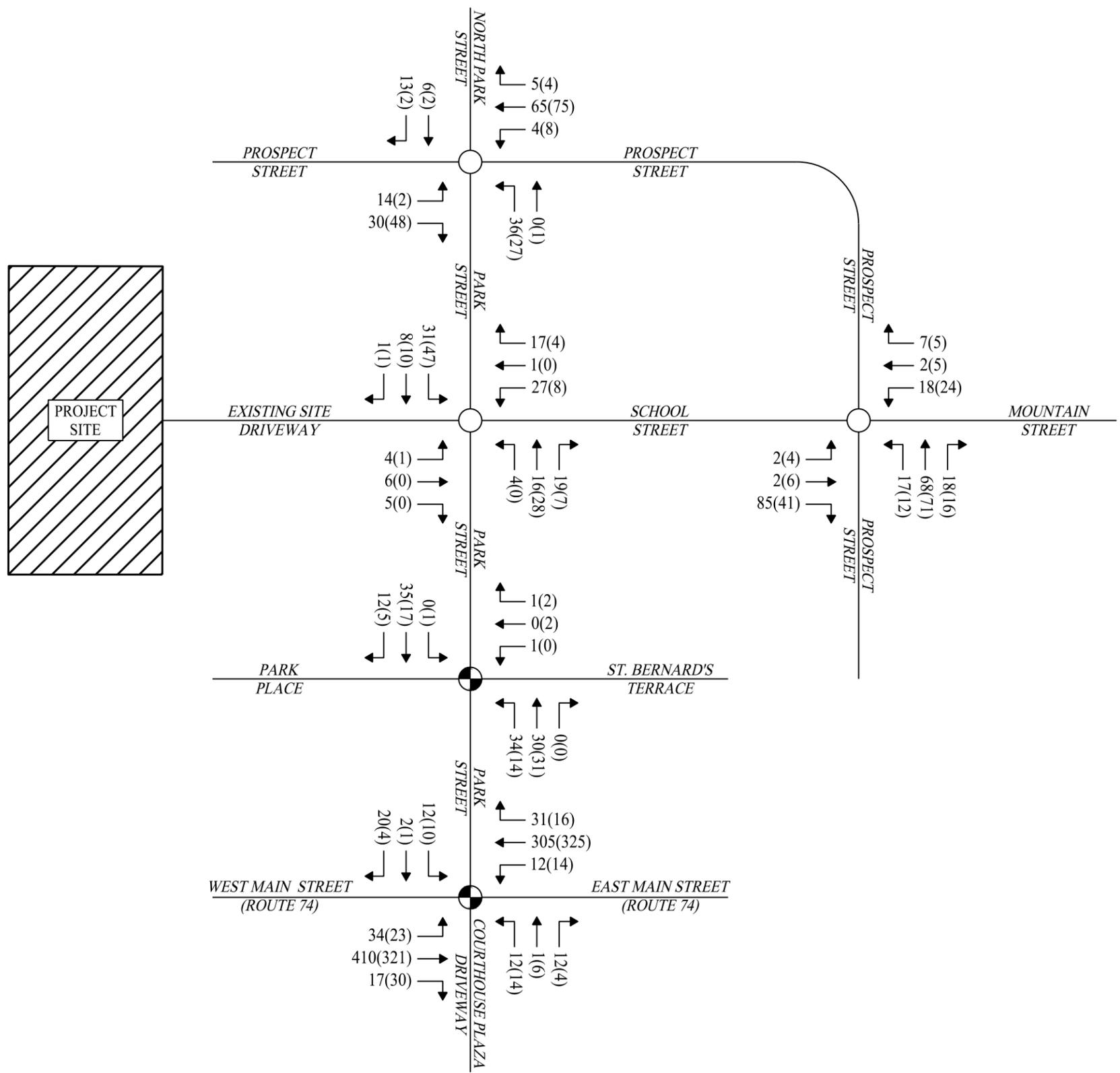
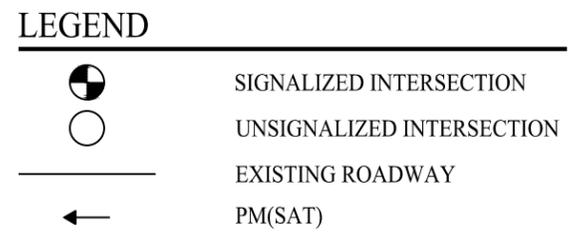
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Drawn By: ABS
 Checked By: KMS
 Project #: 22101901
 Plan Date: 04/07/22
 Scale: NTS

Project: **PROPOSED DEVELOPMENT**
 25 PARK STREET
 VERNON, CONNECTICUT

Sheet Title: **TRIP ASSIGNMENT**

SHEET #: **Figure 4**



Rev. #:	Date	Description

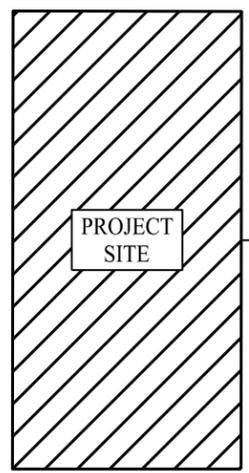
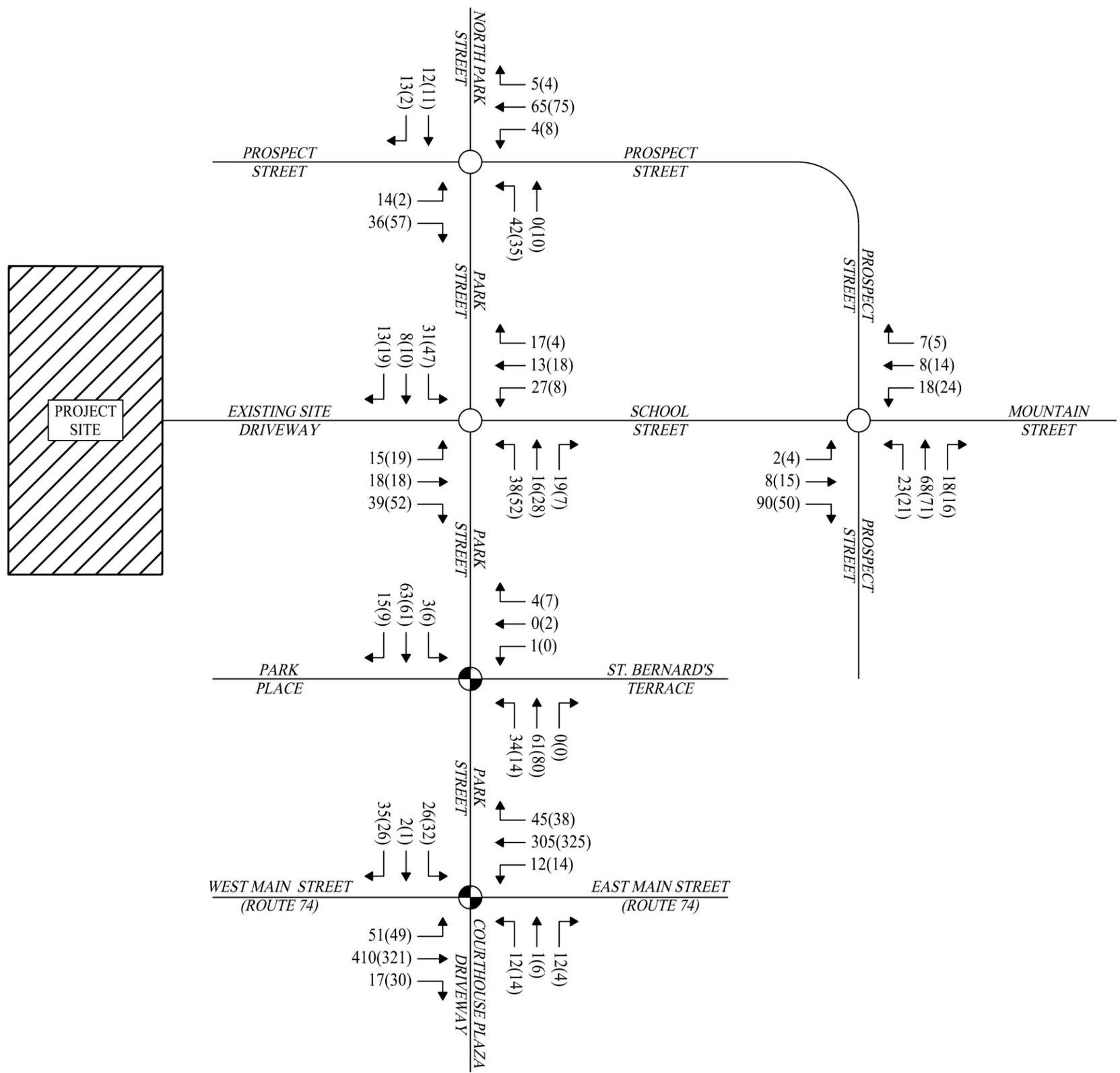
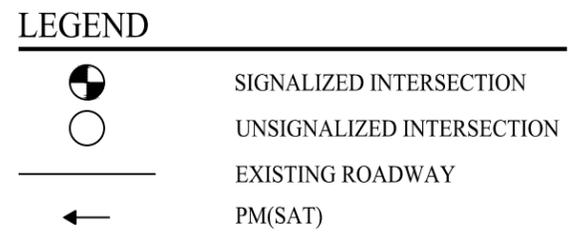
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 Project #: 22101901
 Plan Date: 04/07/22
 Scale: NTS

Project: **PROPOSED DEVELOPMENT**
 25 PARK STREET
 VERNON, CONNECTICUT

Sheet Title: **2023 BACKGROUND TRAFFIC VOLUMES**

SHEET #: **Figure 5**



Rev. #:	Date	Description

SOLLI ENGINEERING
 501 Main Street, Monroe, CT 06468
 T: (203) 880-5455 | F: (203) 880-9695

Drawn By: ABS
 Checked By: KMS
 Project #: 22101901
 Plan Date: 04/07/22
 Scale: NTS

Project: **PROPOSED DEVELOPMENT**
 25 PARK STREET
 VERNON, CONNECTICUT

Sheet Title: **2023 BUILD TRAFFIC VOLUMES**

SHEET #: **Figure 6**

SIGN LEGEND

A			B			C			D			E		
SIZES (IN)	CONN DOT #	SUPPORTS	SIZES (IN)	CONN DOT #	SUPPORTS	SIZES (IN)	CONN DOT #	SUPPORTS	SIZES (IN)	CONN DOT #	SUPPORTS	SIZES (IN)	CONN DOT #	SUPPORTS
30"	31-0552	1	12"x18"	31-0629P 31-0648	1	30"x30"	31-1119	0	12"x18"	N/A	1	12"x18"	N/A	1

ZONING COMPLIANCE TABLE

ZONING REQUIREMENT	ZONING STANDARD	EXISTING CONDITIONS
MINIMUM LOT AREA	5,000 SF	33,980-SF (0.78 ACRES)
MINIMUM LOT WIDTH	50 FT	205+ FT
MINIMUM FRONT YARD	N/A	N/A
MINIMUM SIDE YARD	5 FT	10.1+ FT
MINIMUM REAR YARD	5 FT	18.9+ FT
MINIMUM FLOOR AREA	1,000 SF	6,106 SF

PARKING SUMMARY

PROPOSED DEVELOPMENT	UNIT	REQUIREMENT	REQUIRED	PROPOSED
PROPOSED RECREATIONAL CANNABIS RETAILER	6,106 SF	1 SPACE / 250 SF FLOOR AREA*	25	50

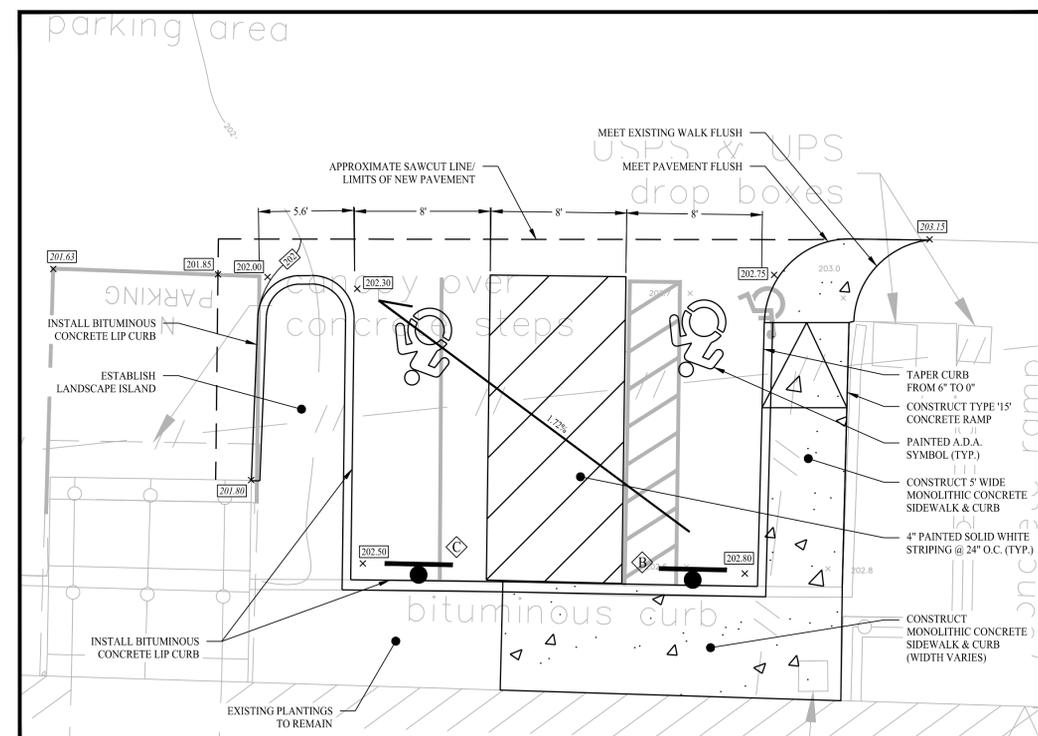
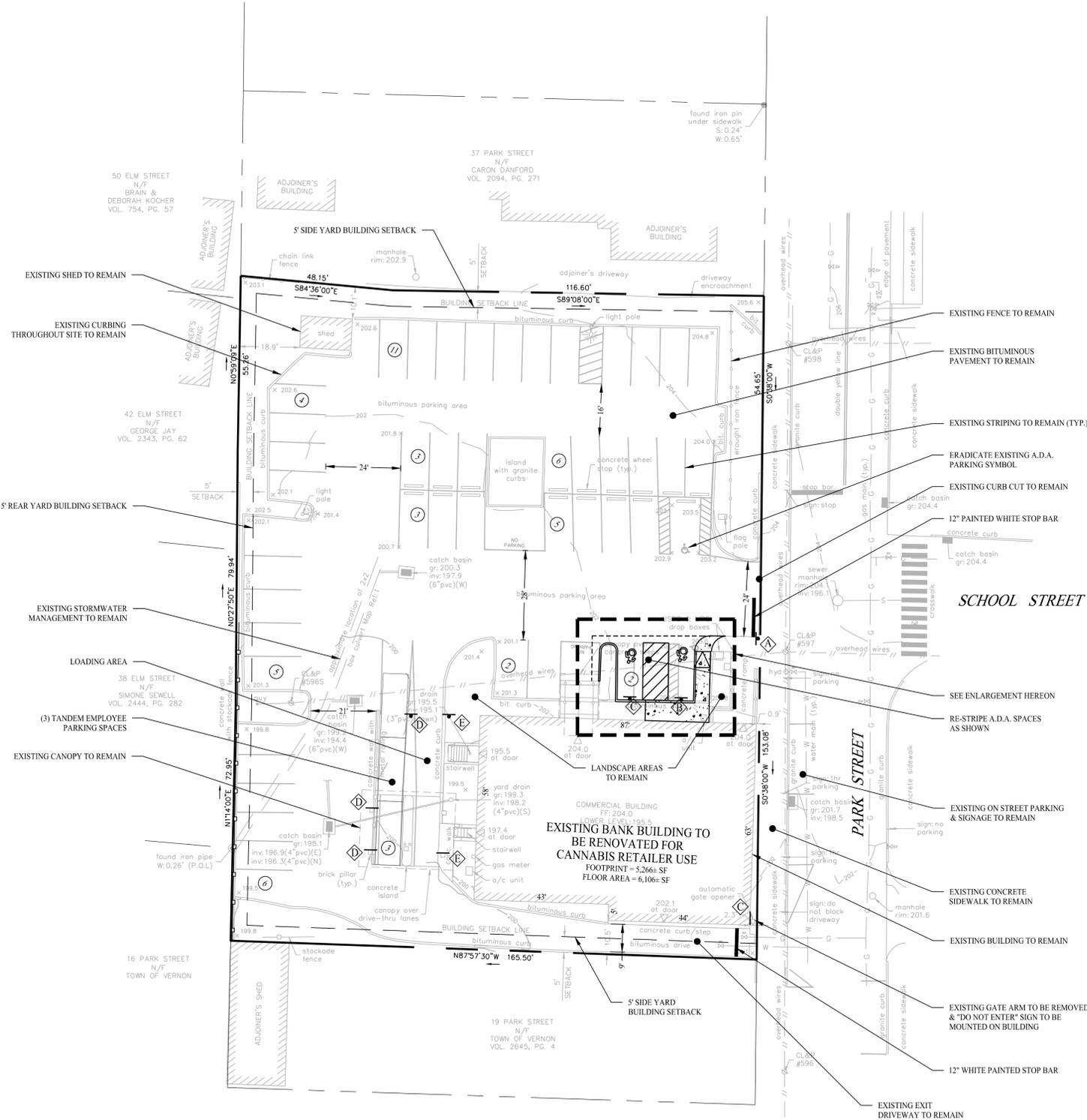
*PER ZONING REGULATIONS SECTION 12.1.20 - "OTHER USES NOT SPECIFICALLY LISTED, USE REQUIREMENT FOR MOST SIMILAR USE". MOST SIMILAR USE IS ASSUMED TO BE "RETAIL STORE"

LEGEND

	PROPERTY LINE
	BUILDING SETBACK
	EXISTING BUILDING LIMITS
	SAWCUT PAVEMENT LINE
	CONCRETE CURB
	CONCRETE SIDEWALK / PAVEMENT
	SIDEWALK LIMITS
	PAVEMENT STRIPING - WHITE STANDARD AND ADA PARKING SPACES
	PARKING SPACE COUNT
	TRAFFIC SIGN
	TRAFFIC SIGN DESIGNATION

SITE PLAN NOTES

- THESE PLANS ARE FOR PERMITTING PURPOSES ONLY AND ARE NOT FOR CONSTRUCTION. NO CONSTRUCTION OR DEMOLITION SHALL BEGIN UNTIL FINAL APPROVAL OF THIS PLAN IS GRANTED BY ALL GOVERNING AND REGULATORY AGENCIES.
- ALL PROPOSED SITE WORK IS TO BE COMPLETED IN ACCORDANCE WITH ALL PERMITS, APPROVALS, AND CONDITIONS OF APPROVALS ISSUED BY LOCAL, STATE AND/OR FEDERAL REVIEWING AGENCIES.
- EXISTING BOUNDARY AND TOPOGRAPHY IS BASED ON DRAWING TITLED "PROPERTY SURVEY OF 25 PARK STREET, VERNON, CONNECTICUT, PREPARED FOR NDT LLC", SCALE 1"=20', DATED MARCH 21, 2022, BY "ACCURATE LAND SURVEYING, LLC".
- ALL CONSTRUCTION SHALL COMPLY WITH TOWN OF VERNON STANDARDS, CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS IN THE ABOVE REFERENCED INCREASING HIERARCHY. IF SPECIFICATIONS ARE IN CONFLICT, THE MORE STRINGENT SPECIFICATION SHALL APPLY. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE OSHA, FEDERAL, STATE AND LOCAL REGULATIONS.
- THE OWNER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY ZONING PERMITS REQUIRED BY GOVERNMENT AGENCIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL OBTAIN ALL COUNTY AND TOWN CONSTRUCTION PERMITS, INCLUDING CONNECTICUT DOT PERMITS AND SEWER AND WATER CONNECTION PERMITS. THE CONTRACTOR SHALL POST ALL BONDS, PAY ALL FEES, PROVIDE PROOF OF INSURANCE AND PROVIDE TRAFFIC CONTROL NECESSARY FOR THIS WORK. REFER TO PLANS BY SOLLI ENGINEERING, LLC FOR ADDITIONAL INFORMATION. THE CONTRACTOR SHALL VERIFY ALL SITE CONDITIONS IN THE FIELD AND CONTACT THE CIVIL ENGINEER IF THERE ARE ANY QUESTIONS OR CONFLICTS REGARDING THE CONSTRUCTION DOCUMENTS AND/OR FIELD CONDITIONS SO THAT APPROPRIATE REVISIONS CAN BE MADE PRIOR TO BIDDING. ANY CONFLICT BETWEEN THE DRAWINGS SHALL BE CONFIRMED WITH THE OWNER'S CONSTRUCTION MANAGER PRIOR TO BIDDING.
- THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF ALL PRODUCTS, MATERIALS PER PLANS AND SPECIFICATIONS TO THE OWNER AND CIVIL ENGINEER FOR REVIEW AND APPROVAL PRIOR TO FABRICATION OR DELIVERY TO THE SITE. ALLOW A MINIMUM OF 5 WORKING DAYS FOR REVIEW.
- THE CONTRACTOR SHALL FOLLOW THE SEQUENCE OF CONSTRUCTION NOTES PROVIDED ON THE EROSION CONTROL PLAN.
- THE CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT DIMENSIONS AND CONSTRUCTION DETAILS OF BUILDING, RAISED CONCRETE SIDEWALKS AND RAMPS.
- SHOULD ANY UNCHARTED OR 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.
- DO NOT INTERRUPT EXISTING UTILITIES SERVICING FACILITIES OCCUPIED AND USED BY THE OWNER OR OTHERS DURING OCCUPIED HOURS EXCEPT WHEN SUCH INTERRUPTIONS HAVE BEEN AUTHORIZED IN WRITING BY THE OWNER AND THE LOCAL MUNICIPALITIES. INTERRUPTIONS SHALL ONLY OCCUR AFTER ACCEPTABLE TEMPORARY SERVICE HAS BEEN PROVIDED.
- ALL SITE DIMENSIONS ARE REFERENCED TO THE FACE OF CURBS OR EDGE OF PAVING AS APPLICABLE UNLESS OTHERWISE NOTED. ALL BUILDING DIMENSIONS ARE REFERENCED TO THE OUTSIDE FACE OF THE STRUCTURE.
- REFER TO DETAIL SHEETS FOR PAVEMENT, CURBING, AND SIDEWALK INFORMATION.
- TRAFFIC CONTROL SIGNAGE SHALL CONFORM TO THE STATE DOT STANDARD DETAIL SHEETS AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. SIGNS SHALL BE INSTALLED PLUMB WITH THE EDGE OF THE SIGN 2" OFF THE FACE OF THE CURB, AND WITH 7" VERTICAL CLEARANCE UNLESS OTHERWISE DETAILED OR NOTED.
- THE CONTRACT LIMIT IS THE PROPERTY LINE UNLESS OTHERWISE SPECIFIED OR SHOWN ON THE CONTRACT DRAWINGS.
- THE CONTRACTOR SHALL ABIDE BY ALL OSHA FEDERAL STATE AND LOCAL REGULATIONS WHEN OPERATING CRANES, BOOMS, HOISTS, ETC. IN CLOSE PROXIMITY TO OVERHEAD ELECTRIC LINES. IF CONTRACTOR MUST OPERATE EQUIPMENT CLOSE TO ELECTRIC LINES, CONTACT POWER COMPANY TO MAKE ARRANGEMENTS FOR PROPER SAFEGUARDS. ANY UTILITY COMPANY FEES SHALL BE PAID FOR BY THE CONTRACTOR.
- THE CONTRACTOR SHALL RESTORE ANY DRAINAGE STRUCTURE, PIPE, UTILITY, PAVEMENT, CURBS, SIDEWALKS, LANDSCAPED AREAS OR SIGNAGE DISTURBED DURING CONSTRUCTION TO THEIR ORIGINAL CONDITION OR BETTER, AS APPROVED BY THE CIVIL ENGINEER.
- THE CONTRACTOR SHALL PROVIDE AS-BUILT RECORDS OF ALL CONSTRUCTION (INCLUDING UNDERGROUND UTILITIES) TO THE OWNER AT THE END OF CONSTRUCTION.
- THE ARCHITECT AND ENGINEER ARE NOT RESPONSIBLE FOR SITE SAFETY MEASURES TO BE EMPLOYED DURING CONSTRUCTION. THE ARCHITECT AND ENGINEER HAVE NO CONTRACTUAL DUTY TO CONTROL THE SAFEST METHODS OR MEANS OF THE WORK, JOB SITE RESPONSIBILITIES, SUPERVISION OR TO SUPERVISE SAFETY AND DOES NOT VOLUNTARILY ASSUME ANY SUCH DUTY OR RESPONSIBILITY.
- THE CONTRACTOR SHALL COMPLY WITH CFR 29 PART 1926 FOR EXCAVATION TRENCHING AND TRENCH PROTECTION REQUIREMENTS.
- ALTERNATIVE METHODS AND PRODUCTS OTHER THAN THOSE SPECIFIED MAY BE USED IF REVIEWED AND APPROVED BY THE OWNER, CIVIL ENGINEER, AND APPROPRIATE REGULATORY AGENCY PRIOR TO INSTALLATION DURING THE BIDDING PROCESS.
- INFORMATION ON EXISTING UTILITIES AND STORM DRAINAGE SYSTEMS HAS BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING UTILITY PROVIDER AND MUNICIPAL RECORD MAPS AND/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. PRIOR TO DEMOLITION OR CONSTRUCTION, THE CONTRACTOR SHALL CONTACT "CALL BEFORE YOU DIG" 72 HOURS BEFORE COMMENCEMENT OF WORK AT (800) 922-4455" AND VERIFY ALL UTILITY AND STORM DRAINAGE SYSTEM LOCATIONS.
- THE SITE IS CURRENTLY SERVICED BY PUBLIC WATER.
- NO PART OF THE PROJECT PARCEL IS LOCATED WITHIN ANY FEMA DESIGNATED FLOOD HAZARD AREAS.
- THE CONTRACTOR SHALL PRESERVE EXISTING VEGETATION WHERE POSSIBLE AND/OR AS NOTED ON DRAWINGS. REFER TO EROSION CONTROL PLAN FOR LIMIT OF DISTURBANCE AND EROSION CONTROL NOTES.
- THE CONTRACTOR SHALL COMPACT FILL IN 12" MAXIMUM LIFTS UNDER ALL PARKING AND DRIVE AREAS TO 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D1557 (MODIFIED PROCTOR TEST), OR AS DIRECTED BY THE GEOTECHNICAL ENGINEER.
- 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 VERNON AUTHORITY.
- GRADING CONTRACTOR SHALL RESTORE TO GRADE AND COMPACT ALL AREAS DISTURBED BY CONSTRUCTION PRIOR TO BASE AND PAVING OPERATIONS COMMENCING.



ENLARGEMENT A

SCALE: 1" = 5'

Rev. #:	Date	Description
Graphic Scale: 		
SOLLI ENGINEERING		
501 Main Street, Vernon, CT 06068 T: (203) 880-5455 F: (203) 880-9695 351 Newbury Street, Boston, MA 02115 T: (617) 203-3160 F: (203) 880-9695		
Drawn By:	ARM	
Checked By:	LAM	
Approved By:	KMS	
Project #:	22101901	
Plan Date:	04/06/22	
Scale:	1" = 20'	Kevin Solli, P.E. CT 25759
Project:	25 PARK STREET VERNON, CONNECTICUT	
Sheet Title:	SITE PLAN	
Sheet #:	2.11	

INTERSECTION ACCIDENT SUMMARY - MARCH 2019 THROUGH FEBRUARY 2022
PROPOSED DEVELOPMENT - 25 PARK STREET, VERNON, CONNECTICUT

ACCIDENT TYPE AND SEVERITY	East/West Main Street (Route 74) & Park Street (Intersection 1)	Park Street & St. Bernard's Terrace / Park Place (Intersection 2)	St. Bernard's Terrace West of Intersection 2	Park Street Segment Between Intersection 2 and Intersection 3	Park Street & School Street / Site Driveway (Intersection 3)	Park Street Segment Between Intersection 3 and Intersection 4	Park Street & North Park Street / Prospect Street (Intersection 4)	Prospect Street Segment Between Intersection 4 and Intersection 5	Prospect Street & School Street / Mountain Road (Intersection 5)	School Street Between Intersection 3 and Intersection 5	TOTAL
Accident Type:											
Rear End	1	1	0	1	0	0	0	1	0	0	4
Angle	1	0	1	0	0	0	0	3	0	0	5
Sideswipe - Opposite Direction	0	0	0	0	0	0	0	0	0	0	0
Sideswipe - Same Direction	1	1	0	1	0	0	0	0	0	2	5
Fixed Object	0	0	0	0	0	0	0	0	0	0	0
Front to Front	0	0	0	0	0	0	0	0	0	0	0
Animal	0	0	0	0	0	0	0	0	0	0	0
Spinout	0	0	0	0	0	0	0	0	0	0	0
Other	1	0	0	0	1	1	0	1	0	0	4
Accident Severity:											
Fatal	0	0	0	0	0	0	0	0	0	0	0
Injury Any Type	2	0	0	0	1	0	0	1	0	0	4
Property Damage Only	2	2	1	2	0	1	0	4	0	2	14
Road Surface Condition:											
Dry	3	2	1	2	1	1	0	4	0	2	16
Wet	1	0	0	0	0	0	0	0	0	0	1
Slush	0	0	0	0	0	0	0	0	0	0	0
Snow	0	0	0	0	0	0	0	1	0	0	1
Ice/Frost	0	0	0	0	0	0	0	0	0	0	0
TOTAL NUMBER OF ACCIDENTS	4	2	1	2	1	1	0	5	0	2	18

*Source: UConn Crash Data Repository

82/84 TOLLAND STREET

82 Buckland Hills
84 Rockville

Bus Schedule Effective August 22, 2021

DOWNTOWN HARTFORD Connecting Routes

TRANSFER POLICY

Free transfers are valid for unlimited rides on local CTtransit & CTfastrak buses, going in any direction, for two hours from time issued, until printed time and date of expiration. A transfer is issued at the time the fare is paid upon boarding.

Transfer is free from an express bus to a local bus. To transfer from a local bus to an express bus, the local fare is deducted from the express cash fare.

KEY

- TICKET VENDING MACHINE
- CTtransit CUSTOMER SERVICE & SALES OUTLET
- FREE DASH SHUTTLE BUS STOP
*Tue-Thru Weekdays
- LOCAL OR EXPRESS BUS STOP
- CTfastrak BUS STOP

WHAT THE SYMBOLS ON THE MAP MEAN

- 1** Timepoints are places the bus is scheduled to reach at a specific time (listed on the schedule). The timepoints are not the only places the bus will stop along the route.
- 86** Transfer Points show connections with other bus routes. The connecting route number is in the box. This is an example of where to transfer to the "86" route.
- 82** Route terminus (end of line for route branch indicated)
- Part-time routing is shown for areas where the bus does not always travel. Refer to the schedule for trips that take the part-time route.
- P** Park & Ride Lots offer free parking.

Express Bus service to/from downtown Hartford from this Park & Ride Lot provided by the 903-MANCHESTER-VERNON EXPRESS and 913-STORRS EXPRESS.

Express Bus service to/from downtown Hartford from this Park & Ride Lot provided by the 903-MANCHESTER-VERNON EXPRESS.

Buckland Hills Retail Area

Express Bus service to/from downtown Hartford from this Park & Ride Lot provided by the 903-MANCHESTER-VERNON EXPRESS and 913-STORRS EXPRESS.

WHAT THE SYMBOLS ON THE MAP MEAN

- BUS STOPS**

For the safety of our passengers, buses will stop at marked stops only in the Buckland Hills Retail Area.

82 Buckland Hills
84 Rockville

WEEKDAY SERVICE

	Hartford ➤ Buckland Hills ➤ Rockville											
Timepoints	1	3	4	5	6	7	8	9	10	11	12	13
Route	Union Station Transit Center Union Place	Downtown Hartford Market Street	Church Corner CT Blvd & Main	Tolland & School	Tolland & Buckland	Slater Street at Melville Plaza	The Shoppes at Buckland Hills, Macy's	Target/Lowe's Plaza	Depot Square No. Main & Main St.	Vernon Super Stop & Shop	Rockville Center E. Main & Park	East & Grove
84	4:53	5:00	5:05	5:14	5:19	..	..	..	5:23	5:30	..	5:40
82	5:03	5:10	5:15	5:21	5:35	5:38	5:43	5:47	..	..	..	..
84	5:23	5:30	5:35	5:41	5:49	..	..	..	5:53	6:00	6:10	6:15
84	5:53	6:00	6:05	6:12	6:21	..	..	..	6:25	6:35	6:45	6:52
82	6:13	6:20	6:25	6:32	6:46	6:49	6:54	7:12	..	..	..	..
84	6:33	6:40	6:47	6:54	7:03	..	..	..	7:07	7:17	7:29	7:34
82	6:48	6:55	7:02	7:09	7:18	7:21	7:26	7:32	..	..	..	..
84	7:03	7:10	7:17	7:24	7:33	..	..	..	7:37	7:47	7:59	8:04
84	7:28	7:35	7:42	7:49	7:58	..	..	..	8:02	8:12	8:24	8:29
82	7:58	8:05	8:12	8:19	8:28	8:31	8:36	8:47	..	..	..	..
84	8:28	8:35	8:42	8:49	8:58	..	..	..	9:02	9:12	9:24	9:29
82	8:58	9:05	9:12	9:19	9:28	9:31	9:36	9:42	..	..	..	..
84	9:28	9:35	9:42	9:49	9:58	..	..	..	10:02	10:12	10:24	10:29
82	9:58	10:05	10:12	10:19	10:28	10:31	10:36	10:42	..	..	..	..
84	10:28	10:35	10:42	10:49	10:58	..	..	..	11:02	11:12	11:24	11:29
82	10:58	11:05	11:12	11:19	11:28	11:31	11:36	11:45	..	..	..	..
84	11:28	11:35	11:42	11:49	11:58	..	..	..	12:02	12:12	12:24	12:29
PM												
82	11:58	12:05	12:12	12:21	12:30	12:33	12:38	12:45	..	..	..	..
84	12:33	12:40	12:47	12:56	1:05	..	..	..	1:10	1:22	1:36	1:40
82	1:04	1:11	1:18	1:27	1:36	1:39	1:44	1:50	..	..	..	..
84	1:33	1:40	1:47	1:56	2:05	..	..	..	2:10	2:22	2:36	2:40
82	2:03	2:10	2:17	2:26	2:35	2:38	2:43	2:54	..	..	..	..
84	2:38	2:45	2:52	3:01	3:10	..	..	..	3:15	3:27	3:41	3:45
82	3:08	3:15	3:22	3:31	3:40	3:43	3:48	3:54	..	..	..	..
84	3:33	3:40	3:47	3:56	4:05	..	..	..	4:10	4:22	4:36	4:40
82	3:48	3:55	4:02	4:11	4:20	4:23	4:28	4:34	..	..	..	..
84	4:08	4:15	4:22	4:31	4:40	..	..	..	4:45	4:57	5:11	5:15
82	4:23	4:30	4:37	4:46	4:55	4:58	5:03	5:09	..	..	..	..
84	4:43	4:50	4:57	5:06	5:15	..	..	..	5:20	5:32	5:46	5:50
84	5:13	5:20	5:27	5:36	5:45	..	..	..	5:50	6:02	6:16	6:20
82	5:23	5:30	5:37	5:46	5:55	5:58	6:03	6:11	..	..	..	..
84	5:43	5:50	5:57	6:06	6:15	..	..	..	6:20	6:32	6:46	6:50
82	6:03	6:10	6:17	6:26	6:35	6:38	6:43	6:50	..	..	..	..
82/84	6:23	6:30	6:37	6:44	6:53	6:56	7:01	7:04	7:13	7:23	7:35	7:39
82/84	7:10	7:16	7:22	7:29	7:38	7:41	7:46	7:49	7:58	8:08	8:20	8:24
82/84	8:15	8:21	8:27	8:34	8:43	8:46	8:51	8:54	9:03	9:10	9:22	9:25
82/84	9:20	9:26	9:32	9:39	9:48	9:51	9:56	9:59	10:08	10:15	10:27	10:30
82	10:40	10:46	10:52	10:59	11:08	11:11	11:16	11:19	..	..	..	..

ROUTE

82 Buckland Hills

84 Rockville

82/84 Buckland Hills–Rockville

82 Buckland Hills
84 Rockville

WEEKDAY SERVICE

	Rockville > Buckland Hills > Hartford											
Timepoints	13	12	11	10	7	8	9	6	5	4	2	1
Route	East & Grove	Rockville Center E. Main & Park	Vernon Super Stop & Shop	Depot Square No. Main & Main St.	Slater Street at Melville Plaza	The Shoppes at Buckland Hills, Macy's	Target/Lowe's Plaza	Tolland & Buckland	Tolland & School	Church Corner CT Blvd & Main St.	Downtown Hartford Central Row North Old State House	Union Station Transit Center Union Place
82	.	.	.	.	.	4:45	4:47	4:52	5:00	5:09	5:16	5:21
84	4:48	4:53	5:06	5:18	.	.	.	5:22	5:31	5:39	5:46	5:51
82	.	.	.	.	5:38	5:45	5:47	5:52	6:00	6:09	6:17	6:22
84	5:43	5:48	6:01	6:13	.	.	.	6:17	6:25	6:34	6:42	6:47
84	6:07	6:12	6:25	6:37	.	.	.	6:42	6:50	6:59	7:07	7:12
84	6:27	6:32	6:45	6:57	.	.	.	7:02	7:10	7:19	7:27	7:32
82	.	.	.	.	6:49	7:10	7:12	7:17	7:25	7:34	7:42	7:47
84	7:02	7:07	7:20	7:32	.	.	.	7:37	7:45	7:54	8:02	8:07
82	.	.	.	.	.	7:50	7:52	7:57	8:05	8:14	8:22	8:27
84	7:42	7:47	8:00	8:12	.	.	.	8:17	8:25	8:34	8:42	8:47
84	8:11	8:16	8:29	8:41	.	.	.	8:46	8:55	9:04	9:12	9:17
82	.	.	.	.	8:31	8:44	8:47	8:52	9:01	9:10	9:18	9:23
84	8:42	8:47	9:00	9:12	.	.	.	9:17	9:26	9:35	9:43	9:48
82	.	.	.	.	9:31	9:39	9:42	9:47	9:56	10:05	10:13	10:18
84	9:42	9:47	10:00	10:12	.	.	.	10:17	10:26	10:35	10:43	10:48
82	.	.	.	.	10:31	10:39	10:42	10:47	10:56	11:05	11:13	11:18
84	10:42	10:47	11:00	11:12	.	.	.	11:17	11:26	11:35	11:43	11:48
82	.	.	.	.	11:31	11:42	11:45	11:50	12:00	12:10	12:18	12:23
PM												
84	11:45	11:50	12:03	12:15	.	.	.	12:20	12:30	12:40	12:48	12:53
82	.	.	.	.	12:33	12:42	12:45	12:50	1:00	1:10	1:18	1:23
84	12:45	12:50	1:03	1:15	.	.	.	1:20	1:30	1:40	1:48	1:53
82	.	.	.	.	1:38	1:47	1:50	1:55	2:05	2:15	2:23	2:28
84	1:50	1:55	2:08	2:20	.	.	.	2:25	2:35	2:45	2:53	2:58
82	.	.	.	.	.	.	.	.	J2:50	3:00	3:08	3:13
82	.	.	.	.	2:38	2:51	2:54	3:00	3:10	3:20	3:28	3:33
84	2:50	2:55	3:08	3:20	.	.	.	3:25	3:35	3:45	3:53	3:58
82	.	.	.	.	.	.	.	.	J3:50	4:00	4:08	4:13
82	.	.	.	.	3:43	3:51	3:54	4:00	4:10	4:20	4:28	4:33
84	3:55	4:00	4:13	4:25	.	.	.	4:30	4:40	4:50	4:58	5:03
82	.	.	.	.	4:23	4:31	4:34	4:40	4:50	5:00	5:08	5:13
82	.	.	.	.	4:58	5:06	5:09	5:15	5:25	5:35	5:43	5:48
84	4:55	5:00	5:13	5:25	.	.	.	5:30	5:40	5:50	5:58	6:03
84	5:22	5:27	5:40	5:52	.	.	.	5:57	6:06	6:15	6:23	6:28
82	.	.	.	.	5:58	6:08	6:11	6:17	6:26	6:35	6:43	6:48
84	5:57	6:02	6:15	6:27	.	.	.	6:32	6:41	6:50	6:58	7:03
82	.	.	.	.	6:38	6:47	6:50	6:56	7:04	7:10	7:18	7:23
82/84	6:30	6:35	6:47	6:59	7:04	7:09	7:12	7:17	7:26	7:35	7:43	7:48
82/84	7:00	7:05	7:17	7:29	7:34	7:39	7:42	7:47	7:56	8:05	8:13	8:18
82/84	7:50	7:55	8:07	8:19	8:24	8:29	8:32	8:37	8:46	8:55	9:03	9:08
82/84	9:16	9:21	9:33	9:45	9:50	9:55	9:57	10:02	10:11	10:20	10:25	10:30
82/84	10:16	10:21	10:33	10:45	10:50	10:55	10:57	11:02	11:11	11:20	11:25	11:30

82 Buckland Hills
84 Rockville

ROUTE

82 Downtown Hartford
84 Downtown Hartford
82/84 Downtown Hartford via Buckland Hills

NOTES

Timepoints are places the bus is scheduled to reach at a specific time.

The timepoints are not the only places the bus will stop along the route.

.. No service is provided to that timepoint.

J Trip starts at Winstanley Logistics Center (no Tolland & Buckland) at 2:40PM & 3:40PM.

P Trip operates into Winstanley Logistics Center arriving at 5:31AM & 6:42AM.

T Trip departs Central Row South Side (Travelers) one minute earlier.

Z Trip operates to East & Grove via Hartford Tpke.

SATURDAY SERVICE

	Hartford ➤ Buckland Hills ➤ Rockville											
Timepoints	1	3	4	5	6	7	8	9	10	11	12	13
Route	Union Station Transit Center Union Place	Downtown Hartford Market Street	Church Corner CT Blvd & Main	Tolland & School	Tolland & Buckland	Slater Street at Melville Plaza	The Shoppes at Buckland Hills, Macy's	Target/Lowe's Plaza	Depot Square No. Main & Main St.	Vernon Super Stop & Shop	Rockville Center E. Main & Park	East & Grove
82/84	5:58	6:05	6:11	6:18	6:27	6:30	6:35	6:38	6:49	6:59	7:11	7:16
82/84	6:58	7:05	7:11	7:18	7:27	7:30	7:35	7:38	7:49	7:59	8:11	8:16
82/84	8:08	8:15	8:22	8:29	8:38	8:41	8:46	8:49	9:00	9:10	9:22	9:27
82/84	8:58	9:05	9:12	9:19	9:28	9:31	9:36	9:39	9:50	10:00	10:12	10:17
82/84	9:58	10:05	10:12	10:19	10:28	10:31	10:36	10:39	10:50	11:00	11:12	11:17
82/84	10:58	11:05	11:12	11:19	11:28	11:31	11:36	11:39	11:50	12:00	12:12	12:17
PM												
82/84	11:58	12:05	12:12	12:19	12:28	12:31	12:36	12:39	12:50	1:00	1:14	1:19
82/84	12:58	1:05	1:12	1:19	1:28	1:31	1:36	1:39	1:50	2:00	2:14	2:19
82/84	1:58	2:05	2:12	2:19	2:28	2:31	2:36	2:39	2:50	3:00	3:14	3:19
82/84	2:58	3:05	3:12	3:19	3:28	3:31	3:36	3:39	3:50	4:00	4:14	4:19
82/84	3:58	4:05	4:12	4:19	4:28	4:31	4:36	4:39	4:50	5:00	5:14	5:19
82/84	4:58	5:05	5:12	5:19	5:28	5:31	5:36	5:39	5:50	6:00	6:14	6:19
82/84	6:10	T6:16	6:22	6:29	6:38	6:41	6:46	6:49	6:58	7:08	7:20	7:24
82/84	7:10	T7:16	7:22	7:29	7:38	7:41	7:46	7:49	7:58	8:08	8:20	8:24
82/84	8:15	T8:21	8:27	8:34	8:43	8:46	8:51	8:54	9:03	9:10	9:22	9:25
82/84	9:20	T9:26	9:32	9:39	9:48	9:51	9:56	9:59	10:08	10:15	10:27	10:30
82	10:40	T10:46	10:52	10:59	11:08	11:11	11:16	..	..	..	..	..

ROUTE

- 82 Buckland Hills
- 82/84 Buckland Hills–Rockville

82/84 TOLLAND STREET

82 Buckland Hills
84 Rockville

Bus Schedule Effective August 22, 2021

SATURDAY SERVICE

	Rockville ➤ Buckland Hills ➤ Hartford											
Timepoints	13	12	11	10	7	8	9	6	5	4	2	1
Route	East & Grove	Rockville Center E. Main & Park	Vernon Super Stop & Shop	Depot Square No. Main & Main St.	Slater Street at Melville Plaza	The Shoppes at Buckland Hills, Macy's	Target/Lowe's Plaza	Tollard & Buckland	Tollard & School	Church Corner CT Blvd & Main	Downtown Hartford Central Row North Old State House	Union Station Transit Center Union Place
82/84	5:28	5:33	5:46	5:58	6:03	6:08	6:11	6:17	6:26	6:35	6:43	6:48
82/84	6:28	6:33	6:46	6:58	7:03	7:08	7:11	7:17	7:26	7:35	7:43	7:48
82/84	7:28	7:33	7:46	7:58	8:03	8:08	8:11	8:17	8:26	8:35	8:43	8:48
82/84	8:28	8:33	8:46	8:58	9:03	9:08	9:11	9:17	9:26	9:35	9:43	9:48
82/84	9:28	9:33	9:46	9:58	10:03	10:08	10:11	10:17	10:26	10:35	10:43	10:48
82/84	10:28	10:33	10:46	10:58	11:03	11:08	11:11	11:17	11:26	11:35	11:43	11:48
PM												
82/84	11:26	11:31	11:44	11:57	12:03	12:08	12:11	12:18	12:27	12:35	12:43	12:48
82/84	12:26	12:31	12:44	12:57	1:03	1:08	1:11	1:18	1:27	1:35	1:43	1:48
82/84	1:26	1:31	1:44	1:57	2:03	2:08	2:11	2:18	2:27	2:35	2:43	2:48
82/84	2:26	2:31	2:44	2:57	3:03	3:08	3:11	3:18	3:27	3:35	3:43	3:48
82/84	3:26	3:31	3:44	3:57	4:03	4:08	4:11	4:17	4:26	4:35	4:43	4:48
82/84	4:41	4:46	4:59	5:12	5:18	5:23	5:26	5:32	5:41	5:50	5:58	6:03
82/84	5:41	5:46	5:59	6:12	6:18	6:23	6:26	6:32	6:41	6:50	6:58	7:03
82/84	6:50	6:55	7:07	7:19	7:24	7:29	7:32	7:37	7:46	7:55	8:03	8:08
82/84	7:55	8:00	8:12	8:24	8:29	8:34	8:37	8:42	8:51	9:00	9:08	9:13
82/84	9:21	9:26	9:38	9:50	9:55	10:00	10:02	10:07	10:16	10:25	10:30	10:35
82/84	10:21	10:26	10:38	10:50	10:55	11:00	11:02	11:07	11:16	11:25	11:30	11:35

ROUTE

82/84 Downtown Hartford via Buckland Hills

NOTES

Timepoints are places the bus is scheduled to reach at a specific time.

The timepoints are not the only places the bus will stop along the route.

.. No service is provided to that timepoint.

J Trip starts at Winstanley Logistics Center (no Tollard & Buckland) at 2:40PM & 3:40PM.

P Trip operates into Winstanley Logistics Center arriving at 5:31AM & 6:42AM.

T Trip departs Central Row South Side (Travelers) one minute earlier.

Z Trip operates to East & Grove via Hartford Tpk.

82/84 TOLLAND STREET

82 Buckland Hills
84 Rockville

Bus Schedule Effective August 22, 2021

SUNDAY SERVICE

	Hartford > Buckland Hills > Rockville												
Timepoints	1	2	3	4	5	6	7	8	9	10	11	12	13
Route	Union Station Transit Center Union Place	Downtown Hartford Central Row South	Downtown Hartford Market & Kinsley One Constitution Plaza	Church Corner CT Blvd & Main	Tolland & School	Tolland & Buckland	Slater Street at Melville Plaza	The Shoppes at Buckland Hills, Macy's	Target/Lowe's Plaza	Depot Square No. Main & Main St.	Vernon Super Stop & Shop	Rockville Center E. Main & Park	East & Grove
82/84	6:44	6:50	6:51	6:57	7:05	7:13	7:17	7:21	7:24	7:35	7:45	7:57	8:02
82/84	7:54	8:00	8:01	8:08	8:16	8:24	8:28	8:32	8:35	8:46	8:56	9:08	9:13
82/84	9:04	9:10	9:11	9:18	9:26	9:34	9:38	9:42	9:45	9:56	10:06	10:18	10:23
82/84	10:14	10:20	10:21	10:28	10:36	10:44	10:48	10:52	10:55	11:06	11:16	11:28	11:33
	PM												
82/84	11:24	11:30	11:31	11:38	11:46	11:54	11:58	12:02	12:05	12:16	12:26	12:38	12:43
82/84	12:34	12:40	12:41	12:48	12:56	1:04	1:08	1:12	1:15	1:26	1:36	1:48	1:53
82/84	1:44	1:50	1:51	1:58	2:06	2:14	2:18	2:22	2:25	2:36	2:46	2:58	3:03
82/84	2:54	3:00	3:01	3:08	3:16	3:24	3:28	3:32	3:35	3:46	3:56	4:08	4:13
82/84	4:04	4:10	4:11	4:18	4:26	4:34	4:38	4:42	4:45	4:56	5:06	5:18	5:23
82/84	5:14	5:20	5:21	5:28	5:36	5:44	5:48	5:52	5:55	6:06	6:16	6:28	6:33
82/84	6:25	6:30	6:31	6:38	6:46	6:54	6:58	7:02	7:05	7:16	7:26	7:38	7:43
82/84	7:35	7:40	7:41	7:47	7:55	8:03	8:07	8:11	8:14	8:25	8:35	8:47	8:52

ROUTE

82/84 Buckland Hills-Rockville

SUNDAY SERVICE

	Rockville ➤ Buckland Hills ➤ Hartford											
Timepoints	13	12	11	10	7	8	9	6	5	4	2	1
Route	East & Grove	Rockville Center E. Main & Park	Vernon Super Stop & Shop	Depot Square No. Main & Main St.	Slater Street at Melville Plaza	The Shoppes at Buckland Hills, Macy's	Target/Lowe's Plaza	Tolland & Buckland	Tolland & School	Church Corner CT Blvd & Main	Downtown Hartford Central Row North Old State House	Union Station Transit Center Union Place
82/84	6:16	6:25	6:34	6:46	6:51	6:56	6:59	7:05	7:14	7:23	7:30	7:35
82/84	7:26	7:35	7:44	7:56	8:01	8:06	8:09	8:15	8:24	8:33	8:40	8:45
82/84	8:36	8:45	8:54	9:06	9:11	9:16	9:19	9:25	9:34	9:43	9:50	9:55
82/84	9:46	9:55	10:04	10:16	10:21	10:26	10:29	10:35	10:44	10:53	11:00	11:05
82/84	10:56	11:05	11:14	11:26	11:31	11:36	11:39	11:45	11:54	12:03	12:10	12:15
PM												
82/84	12:06	12:15	12:24	12:36	12:41	12:46	12:49	12:55	1:04	1:13	1:20	1:25
82/84	1:16	1:25	1:34	1:46	1:51	1:56	1:59	2:05	2:14	2:23	2:30	2:35
82/84	2:26	2:35	2:44	2:56	3:01	3:06	3:09	3:15	3:24	3:33	3:40	3:45
82/84	3:36	3:45	3:54	4:06	4:11	4:16	4:19	4:25	4:34	4:43	4:50	4:55
82/84	4:46	4:55	5:04	5:16	5:21	5:26	5:29	5:35	5:44	5:53	6:00	6:05
82/84	5:56	6:05	6:14	6:26	6:31	6:36	6:39	6:45	6:54	7:03	7:10	7:15
82/84	7:06	7:15	7:24	7:36	7:41	7:46	7:49	7:55	8:04	8:13	8:20	8:25

ROUTE

82/84 Downtown Hartford via Buckland Hills

NOTES

- Timepoints are places the bus is scheduled to reach at a specific time.
- The timepoints are not the only places the bus will stop along the route.
- .. No service is provided to that timepoint.

Existing Peak Hour Trip Generation Summary								
Existing Development, 25 Park Street, Vernon, Connecticut								
	Variable	LUC	PM Peak Hour			SAT Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Drive-In Bank	6.11	912	64	64	128	82	79	161
Total New Trips			64	64	128	82	79	161

Source: ITE Trip Generation, 11th Edition

Land Use	Time Period	Average Rate	Entering	Exiting
LUC 912 - Drive-In Bank	PM	21.01	50%	50%
	SAT	26.35	51%	49%

Peak Hour Trip Generation Summary								
Proposed Development, 25 Park Street, Vernon Connecticut								
	Variable	LUC	PM Peak Hour			SAT Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Marijuana Dispensary	6.11	882	58	58	116	88	88	176
Total New Trips			58	58	116	88	88	176

Source: ITE Trip Generation, 11th Edition

Land Use	Time	Average Rate	Entering	Exiting
	Period			
LUC 882 - Marijuana Dispensary	PM	18.92	50%	50%
	SAT	28.85	50%	50%

Land Use: 882

Marijuana Dispensary

Description

A marijuana dispensary is a stand-alone facility where cannabis is sold to patients or retail consumers in a legal manner. Marijuana cultivation and processing facility (Land Use 190) is a related land use.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 2010s in California, Colorado, Massachusetts, and Oregon.

Source Numbers

867, 893, 919, 1041, 1059

Marijuana Dispensary (882)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

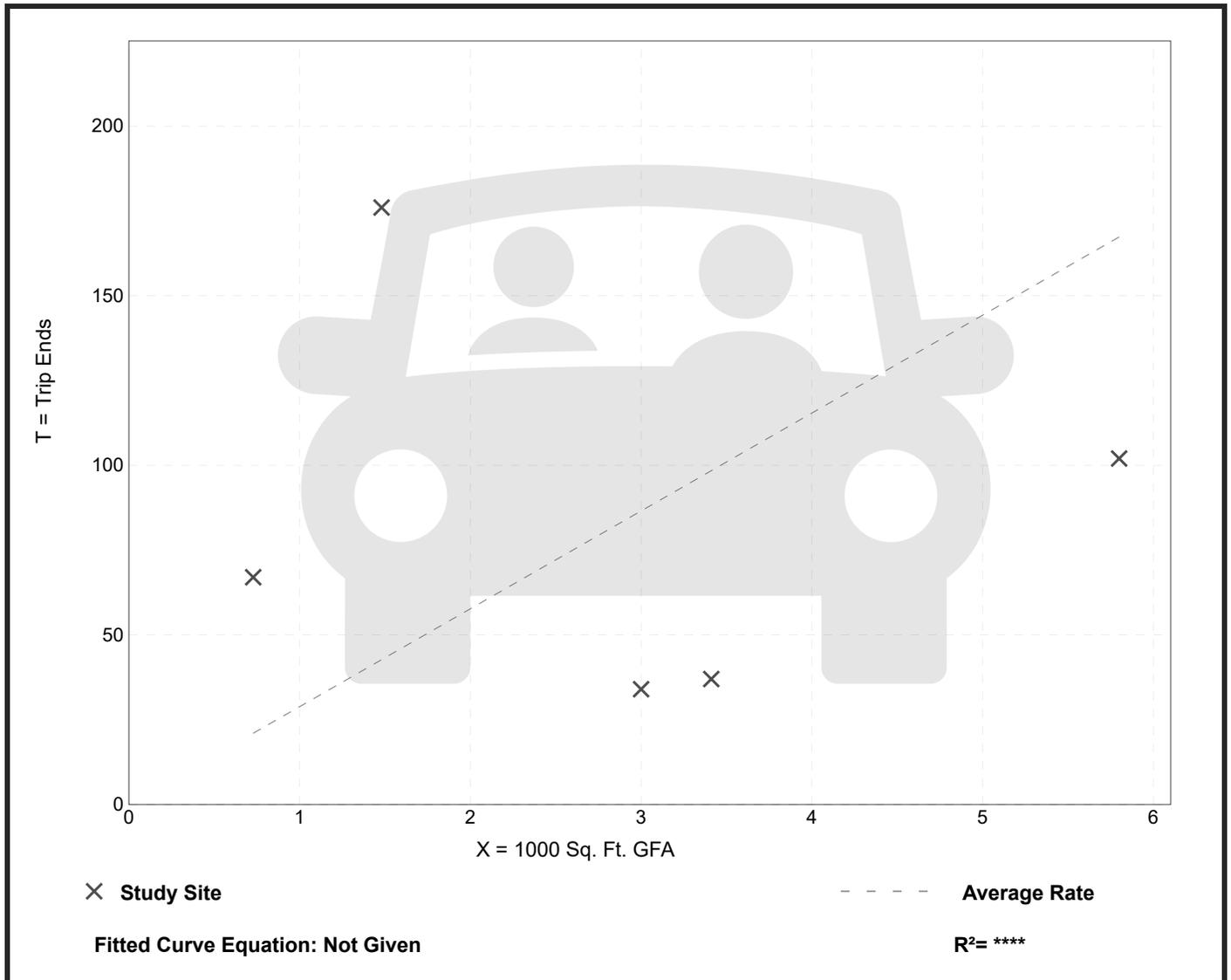
Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
28.85	10.85 - 118.92	39.14

Data Plot and Equation

Caution – Small Sample Size



Land Use: 912

Drive-in Bank

Description

A bank is a financial institution that can offer a wide variety of financial services. A drive-in bank provides banking services for a motorist through a teller station. A drive-in bank may also serve patrons who walk into the building. The drive-in lanes may or may not provide an automatic teller machine (ATM). Walk-in bank (Land Use 911) is a related use.

Additional Data

The independent variable—drive-in lanes—refers to all lanes at a banking facility used for financial transactions, including ATM-only lanes.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 2000s and the 2010s in Colorado, Kentucky, Minnesota, Nebraska, New Jersey, New York, Oregon, Pennsylvania, Texas, Vermont, Virginia, Washington, and Wisconsin.

To assist in the future analysis of this land use, it is important that Friday data be collected and reported separately from weekday data. It is also important to specify the date and month of the data collection period and the number of drive-through lanes that are open at the time of the study.

Source Numbers

535, 539, 553, 555, 573, 577, 600, 624, 626, 629, 630, 637, 656, 657, 710, 724, 728, 866, 869, 883, 884, 927, 935, 961, 1047

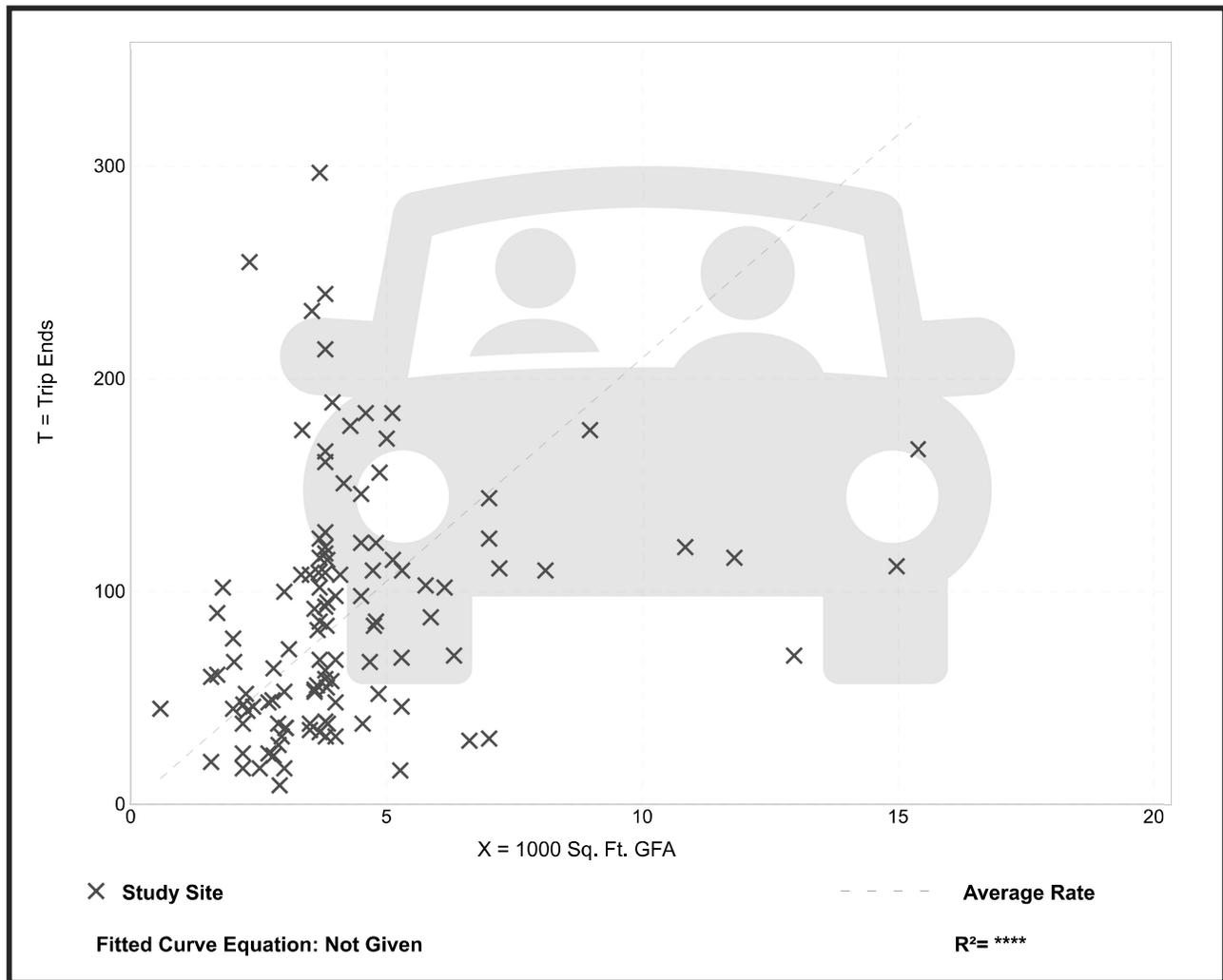
Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 114
 Avg. 1000 Sq. Ft. GFA: 4
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
21.01	3.04 - 109.91	15.13

Data Plot and Equation



Drive-in Bank (912)

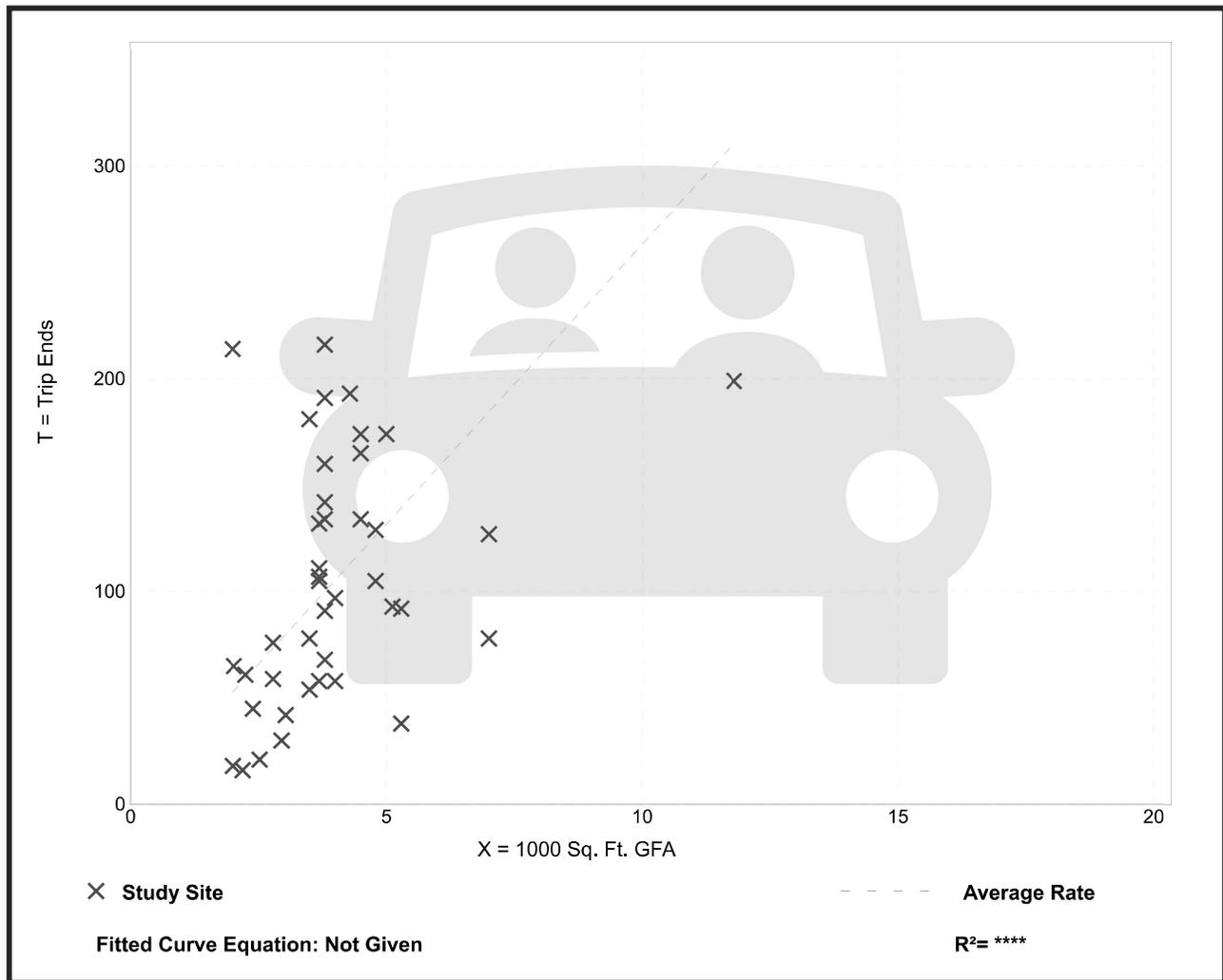
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 41
 Avg. 1000 Sq. Ft. GFA: 4
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
26.35	7.18 - 107.00	15.32

Data Plot and Equation



Collene Byrne

From: Sojka, Gary J <Gary.Sojka@ct.gov>
Sent: Wednesday, March 30, 2022 7:32 AM
To: Luke Mauro
Cc: Collene Byrne; Andrew Schroder
Subject: [EXTERNAL]RE: 25 Park Street Vernon - Background Developments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Luke,

There are no pending developments in the area, you can use a background growth rate of 0.6% per year for a maximum of 5 years.

Let us know if you have additional questions.

Thanks,

Gary J. Sojka

*Transportation Supervising Planner
Connecticut Department of Transportation
Bureau of Policy and Planning
2800 Berlin Turnpike
Newington, CT 06111
Email: gary.sojka@ct.gov
telephone: (860) 594-2025*

From: Luke Mauro <Luke@sollillc.com>
Sent: Tuesday, March 29, 2022 3:09 PM
To: Sojka, Gary J <Gary.Sojka@ct.gov>
Cc: Collene Byrne <Collene@sollillc.com>; Andrew Schroder <aschroder@sollillc.com>
Subject: 25 Park Street Vernon - Background Developments

EXTERNAL EMAIL: This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Hi Gary,

We are working on a re-tenanting project for the existing United Bank at 25 Park Street in Vernon and as part of the Special Permit submission with P&Z, we will need to submit a traffic study.

Can you tell us if there are any background developments in the vicinity that we should consider as part of our traffic analysis?

The town engineer was unaware of any developments close by, but figured we would check with you as well.

Thanks,

Luke Mauro, P.E., PTOE

Project Manager



501 Main Street, Suite 2-A

Monroe, CT 06468

Cell: (203) 927-2507

Office: (203) 880-5455

Fax: (203) 880-9695

Luke@sollillc.com

www.SolliEngineering.com

Lanes, Volumes, Timings
 1: Prospect Street & School Street/Mountain Street

25 Park Street, Vernon, CT
 2022 Existing PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	2	84	18	2	7	17	67	18	0	0	0
Future Volume (vph)	2	2	84	18	2	7	17	67	18	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	16	16	16	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		0.872			0.965			0.976				
Flt Protected		0.999			0.968			0.992				
Satd. Flow (prot)	0	1545	0	0	1716	0	0	2085	0	0	1900	0
Flt Permitted		0.999			0.968			0.992				
Satd. Flow (perm)	0	1545	0	0	1716	0	0	2085	0	0	1900	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1041			247			240			1208	
Travel Time (s)		28.4			6.7			6.5			32.9	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	3	105	23	3	9	21	84	23	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	111	0	0	35	0	0	128	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.04	1.04	1.04	0.85	0.85	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.4%
Analysis Period (min)	15
	ICU Level of Service A

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	84	18	2	7	17	67	18	0	0	0
Future Vol, veh/h	2	2	84	18	2	7	17	67	18	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	3	105	23	3	9	21	84	23	0	0	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	145	150	1	193	139	96	1	0	0	107	0	0
Stage 1	1	1	-	138	138	-	-	-	-	-	-	-
Stage 2	144	149	-	55	1	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	828	745	1090	771	756	966	1635	-	-	1497	-	-
Stage 1	1027	899	-	870	786	-	-	-	-	-	-	-
Stage 2	864	778	-	962	899	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	810	735	1090	688	745	966	1635	-	-	1497	-	-
Mov Cap-2 Maneuver	810	735	-	688	745	-	-	-	-	-	-	-
Stage 1	1013	899	-	858	775	-	-	-	-	-	-	-
Stage 2	841	767	-	867	899	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	10	1.2	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1635	-	-	1070	748	1497	-	-
HCM Lane V/C Ratio	0.013	-	-	0.103	0.045	-	-	-
HCM Control Delay (s)	7.2	0	-	8.8	10	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

Lanes, Volumes, Timings
 3: Park Street/N Park Street & Prospect Street

25 Park Street, Vernon, CT
 2022 Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	14	0	30	4	65	5	36	0	0	0	6	13
Future Volume (vph)	14	0	30	4	65	5	36	0	0	0	6	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	16	16	16	16	16	16	14	14	14
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		0.908			0.991							0.910
Flt Protected		0.984			0.997			0.950				
Satd. Flow (prot)	0	1811	0	0	2128	0	0	1986	0	0	1844	0
Flt Permitted		0.984			0.997			0.950				
Satd. Flow (perm)	0	1811	0	0	2128	0	0	1986	0	0	1844	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		234			1208			475			202	
Travel Time (s)		6.4			32.9			13.0			5.5	
Peak Hour Factor	0.80	0.80	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	18	0	38	5	76	6	45	0	0	0	8	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	56	0	0	87	0	0	45	0	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.85	0.85	0.85	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	30	4	65	5	36	0	0	0	6	13
Future Vol, veh/h	14	0	30	4	65	5	36	0	0	0	6	13
Peak Hour Factor	0.80	0.80	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	3	0	0	0	0	0
Mvmt Flow	18	0	38	5	76	6	45	0	0	0	8	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.5	7.7	6.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	32%	5%	0%
Vol Thru, %	0%	0%	88%	32%
Vol Right, %	0%	68%	7%	68%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	44	74	19
LT Vol	36	14	4	0
Through Vol	0	0	65	6
RT Vol	0	30	5	13
Lane Flow Rate	45	55	87	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.055	0.057	0.097	0.025
Departure Headway (Hd)	4.415	3.739	4.031	3.768
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	806	950	885	939
Service Time	2.472	1.794	2.076	1.836
HCM Lane V/C Ratio	0.056	0.058	0.098	0.026
HCM Control Delay	7.7	7	7.5	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.3	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↗	↗		↕			↕	
Traffic Volume (vph)	34	408	17	12	304	31	12	1	12	12	2	20
Future Volume (vph)	34	408	17	12	304	31	12	1	12	12	2	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	75		215	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		0
Taper Length (ft)	25			75			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.935			0.922	
Flt Protected		0.996		0.950				0.976			0.983	
Satd. Flow (prot)	0	3493	0	1805	1827	1495	0	1734	0	0	1722	0
Flt Permitted		0.919		0.474				0.824			0.879	
Satd. Flow (perm)	0	3223	0	901	1827	1495	0	1464	0	0	1540	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								15			25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		166			421			426			113	
Travel Time (s)		3.8			9.6			9.7			2.6	
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	4%	2%	7%	0%	4%	8%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	36	434	18	13	334	34	15	1	15	15	3	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	488	0	13	334	34	0	31	0	0	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		0	2	0	1	1		1	0	
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	266		0	266	0	20	26		20	0	
Trailing Detector (ft)	0	150		0	150	0	0	0		0	0	
Detector 1 Position(ft)	0	150		0	150	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	26		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		260			260							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA		Perm	NA	Prot	Perm	NA		D.P+P	NA	
Protected Phases	1	1 2			2	2		4		9	4 9	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3

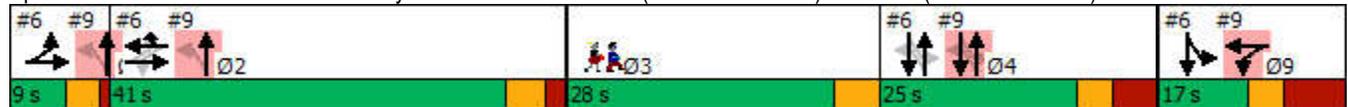


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			2			4			4		
Detector Phase	1	1 2		2	2	2	4	4		9	4 9	
Switch Phase												
Minimum Initial (s)	5.0			20.0	20.0	20.0	9.0	9.0		7.0		
Minimum Split (s)	9.0			25.6	25.6	25.6	16.2	16.2		15.9		
Total Split (s)	9.0			41.0	41.0	41.0	25.0	25.0		17.0		
Total Split (%)	7.5%			34.2%	34.2%	34.2%	20.8%	20.8%		14.2%		
Maximum Green (s)	5.0			35.4	35.4	35.4	17.8	17.8		8.1		
Yellow Time (s)	3.0			3.6	3.6	3.6	3.2	3.2		3.2		
All-Red Time (s)	1.0			2.0	2.0	2.0	4.0	4.0		5.7		
Lost Time Adjust (s)				0.0	0.0	0.0		0.0				
Total Lost Time (s)				5.6	5.6	5.6		7.2				
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag				
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2			2.5	2.5	2.5	2.0	2.0		2.0		
Recall Mode	Max			Min	Min	Min	None	None		None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	33.1			25.3	25.3	25.3		11.5		18.3		
Actuated g/C Ratio	0.49			0.37	0.37	0.37		0.17		0.27		
v/c Ratio	0.30			0.04	0.49	0.06		0.12		0.09		
Control Delay	15.1			23.5	25.6	22.6		25.0		0.5		
Queue Delay	0.0			0.0	0.0	0.0		0.0		0.1		
Total Delay	15.2			23.5	25.6	22.6		25.0		0.6		
LOS	B			C	C	C		C		A		
Approach Delay	15.2				25.2			25.0		0.6		
Approach LOS	B				C			C		A		

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	67.5
Natural Cycle:	95
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	18.9
Intersection LOS:	B
Intersection Capacity Utilization:	51.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 6: Private Driveway/Park Street & Route 74 (West Main Street)/Route 74 (East Main Street)



Lane Group	Ø3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	23%
Maximum Green (s)	24.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	17.0
Pedestrian Calls (#/hr)	8
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Queues

25 Park Street, Vernon, CT

6: Private Driveway/Park Street & Route 74 (West Main Street)/Route 74 (East Main Street) PM



Lane Group	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	488	13	334	34	31	43
v/c Ratio	0.30	0.04	0.49	0.06	0.12	0.09
Control Delay	15.1	23.5	25.6	22.6	25.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	15.2	23.5	25.6	22.6	25.0	0.6
Queue Length 50th (ft)	62	4	116	10	6	0
Queue Length 95th (ft)	182	23	319	44	35	1
Internal Link Dist (ft)	86		341		346	33
Turn Bay Length (ft)		75		215		
Base Capacity (vph)	2238	550	1115	912	463	672
Starvation Cap Reductn	0	0	0	0	0	263
Spillback Cap Reductn	26	0	0	24	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.02	0.30	0.04	0.07	0.11

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	1	0	1	34	30	0	0	35	12
Future Volume (vph)	0	0	0	1	0	1	34	30	0	0	35	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	11	11	12	12	12	9	9	9
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						0.966	
Flt Protected					0.976			0.974				
Satd. Flow (prot)	0	0	0	0	1671	0	0	1784	0	0	1652	0
Flt Permitted					0.976			0.355				
Satd. Flow (perm)	0	0	0	0	1671	0	0	650	0	0	1652	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					162						12	
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		474			226			113			368	
Travel Time (s)		12.9			6.2			2.6			10.0	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	1	0	1	43	38	0	0	44	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	2	0	0	81	0	0	59	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	1.04	1.04	1.04	1.00	1.00	1.00	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1		1	0		1	1	
Detector Template				Left			Left			Left		
Leading Detector (ft)				20	26		20	0		20	26	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	0		0	0		0	0	
Detector 1 Size(ft)				20	26		20	6		20	26	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type				Split	NA		Perm	NA			NA	
Protected Phases				9	9			1 2 4			4	
Permitted Phases							1 2 4			4		
Detector Phase				9	9		1 2 4	1 2 4		4	4	
Switch Phase												
Minimum Initial (s)				7.0	7.0					9.0	9.0	
Minimum Split (s)				15.9	15.9					16.2	16.2	
Total Split (s)				17.0	17.0					25.0	25.0	
Total Split (%)				14.2%	14.2%					20.8%	20.8%	

Lane Group	Ø1	Ø2	Ø3
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	3
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	20.0	7.0
Minimum Split (s)	9.0	25.6	28.0
Total Split (s)	9.0	41.0	28.0
Total Split (%)	8%	34%	23%

Lanes, Volumes, Timings
 9: Park Street/Park Street & Park Place/St Bernard's Terrace

25 Park Street, Vernon, CT
 2022 Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)				8.1	8.1					17.8	17.8	
Yellow Time (s)				3.2	3.2					3.2	3.2	
All-Red Time (s)				5.7	5.7					4.0	4.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					8.9						7.2	
Lead/Lag										Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)				2.0	2.0					2.0	2.0	
Recall Mode				None	None					None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)					8.2			53.6			11.5	
Actuated g/C Ratio					0.12			0.79			0.17	
v/c Ratio					0.01			0.16			0.20	
Control Delay					0.0			2.4			30.0	
Queue Delay					0.0			0.4			0.0	
Total Delay					0.0			2.8			30.0	
LOS					A			A			C	
Approach Delay								2.8			30.0	
Approach LOS								A			C	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	67.5
Natural Cycle:	95
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	14.0
Intersection LOS:	B
Intersection Capacity Utilization:	26.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 9: Park Street/Park Street & Park Place/St Bernard's Terrace



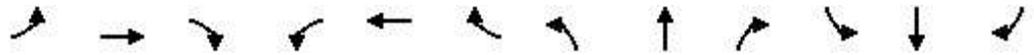
Lane Group	Ø1	Ø2	Ø3
Maximum Green (s)	5.0	35.4	24.0
Yellow Time (s)	3.0	3.6	4.0
All-Red Time (s)	1.0	2.0	0.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lead
Lead-Lag Optimize?			
Vehicle Extension (s)	0.2	2.5	3.0
Recall Mode	Max	Min	None
Walk Time (s)			7.0
Flash Dont Walk (s)			17.0
Pedestrian Calls (#/hr)			8
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			



Lane Group	WBT	NBT	SBT
Lane Group Flow (vph)	2	81	59
v/c Ratio	0.01	0.16	0.20
Control Delay	0.0	2.4	30.0
Queue Delay	0.0	0.4	0.0
Total Delay	0.0	2.8	30.0
Queue Length 50th (ft)	0	1	17
Queue Length 95th (ft)	0	4	64
Internal Link Dist (ft)	146	33	288
Turn Bay Length (ft)			
Base Capacity (vph)	374	550	519
Starvation Cap Reductn	0	226	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.01	0.25	0.11
Intersection Summary			

Lanes, Volumes, Timings
 13: Park Street & Site Driveway/School Street

25 Park Street, Vernon, CT
 2022 Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	4	6	5	26	1	17	4	16	19	31	8	1
Future Volume (vph)	4	6	5	26	1	17	4	16	19	31	8	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	10	9	9	9	16	16	16
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		0.957			0.948			0.934			0.997	
Flt Protected		0.987			0.971			0.995			0.962	
Satd. Flow (prot)	0	1795	0	0	1632	0	0	1496	0	0	2065	0
Flt Permitted		0.987			0.971			0.995			0.962	
Satd. Flow (perm)	0	1795	0	0	1632	0	0	1496	0	0	2065	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		164			1041			368			475	
Travel Time (s)		4.5			28.4			10.0			13.0	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	6%	0%	0%	0%
Adj. Flow (vph)	5	8	6	33	1	21	5	20	24	39	10	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	55	0	0	49	0	0	50	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.09	1.09	1.09	1.14	1.14	1.14	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.6%
Analysis Period (min)	15
	ICU Level of Service A

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	6	5	26	1	17	4	16	19	31	8	1
Future Vol, veh/h	4	6	5	26	1	17	4	16	19	31	8	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
Heavy Vehicles, %	0	0	0	0	0	0	0	8	6	0	0	0
Mvmt Flow	5	8	6	33	1	21	5	20	24	39	10	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.3	7	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	27%	59%	78%
Vol Thru, %	41%	40%	2%	20%
Vol Right, %	49%	33%	39%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	39	15	44	40
LT Vol	4	4	26	31
Through Vol	16	6	1	8
RT Vol	19	5	17	1
Lane Flow Rate	49	19	55	50
Geometry Grp	1	1	1	1
Degree of Util (X)	0.051	0.021	0.061	0.058
Departure Headway (Hd)	3.794	3.965	3.97	4.206
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	939	896	897	849
Service Time	1.838	2.018	2.016	2.244
HCM Lane V/C Ratio	0.052	0.021	0.061	0.059
HCM Control Delay	7	7.1	7.3	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.2	0.2

Lanes, Volumes, Timings
 1: Prospect Street & School Street/Mountain Street

25 Park Street, Vernon, CT
 2022 Existing SAT

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	6	41	24	5	5	12	71	16	0	0	0
Future Volume (vph)	4	6	41	24	5	5	12	71	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	16	16	16	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		0.892			0.981			0.978				
Flt Protected		0.996			0.966			0.994				
Satd. Flow (prot)	0	1575	0	0	1741	0	0	2093	0	0	1900	0
Flt Permitted		0.996			0.966			0.994				
Satd. Flow (perm)	0	1575	0	0	1741	0	0	2093	0	0	1900	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1041			247			240			1208	
Travel Time (s)		28.4			6.7			6.5			32.9	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.82	0.82	0.82	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	5	8	51	30	6	6	15	87	20	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	42	0	0	122	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.04	1.04	1.04	0.85	0.85	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.6%
Analysis Period (min)	15
	ICU Level of Service A

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	6	41	24	5	5	12	71	16	0	0	0
Future Vol, veh/h	4	6	41	24	5	5	12	71	16	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	82	82	82	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	8	51	30	6	6	15	87	20	0	0	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	134	138	1	158	128	97	1	0	0	107	0	0
Stage 1	1	1	-	127	127	-	-	-	-	-	-	-
Stage 2	133	137	-	31	1	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	842	757	1090	813	766	965	1635	-	-	1497	-	-
Stage 1	1027	899	-	882	795	-	-	-	-	-	-	-
Stage 2	875	787	-	991	899	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	825	749	1090	763	758	965	1635	-	-	1497	-	-
Mov Cap-2 Maneuver	825	749	-	763	758	-	-	-	-	-	-	-
Stage 1	1017	899	-	873	787	-	-	-	-	-	-	-
Stage 2	854	779	-	937	899	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.8		9.8		0.9		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1635	-	-	1010	786	1497	-	-
HCM Lane V/C Ratio	0.009	-	-	0.063	0.054	-	-	-
HCM Control Delay (s)	7.2	0	-	8.8	9.8	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Lanes, Volumes, Timings
 3: Park Street/N Park Street & Prospect Street

25 Park Street, Vernon, CT
 2022 Existing SAT



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	2	0	48	8	74	4	26	1	0	0	2	2
Future Volume (vph)	2	0	48	8	74	4	26	1	0	0	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	16	16	16	16	16	16	14	14	14
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		0.871			0.993							0.932
Flt Protected		0.998			0.996			0.954				
Satd. Flow (prot)	0	1762	0	0	2095	0	0	1959	0	0	1889	0
Flt Permitted		0.998			0.996			0.954				
Satd. Flow (perm)	0	1762	0	0	2095	0	0	1959	0	0	1889	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		234			1208			475			202	
Travel Time (s)		6.4			32.9			13.0			5.5	
Peak Hour Factor	0.80	0.80	0.80	0.86	0.86	0.86	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	33%	5%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	0	60	9	86	5	33	1	0	0	3	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	0	0	100	0	0	34	0	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.85	0.85	0.85	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	48	8	74	4	26	1	0	0	2	2
Future Vol, veh/h	2	0	48	8	74	4	26	1	0	0	2	2
Peak Hour Factor	0.80	0.80	0.80	0.86	0.86	0.86	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	33	5	0	0	0	0	0
Mvmt Flow	3	0	60	9	86	5	33	1	0	0	3	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

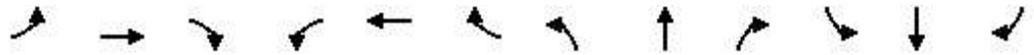
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.7	7.5	7.7	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	96%	4%	9%	0%
Vol Thru, %	4%	0%	86%	50%
Vol Right, %	0%	96%	5%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	50	86	4
LT Vol	26	2	8	0
Through Vol	1	0	74	2
RT Vol	0	48	4	2
Lane Flow Rate	34	62	100	5
Geometry Grp	1	1	1	1
Degree of Util (X)	0.042	0.06	0.111	0.005
Departure Headway (Hd)	4.463	3.473	4.005	3.907
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	798	1024	894	907
Service Time	2.514	1.518	2.034	1.968
HCM Lane V/C Ratio	0.043	0.061	0.112	0.006
HCM Control Delay	7.7	6.7	7.5	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.4	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↗	↗		↕			↕	
Traffic Volume (vph)	23	319	30	12	323	16	14	6	4	10	1	4
Future Volume (vph)	23	319	30	12	323	16	14	6	4	10	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	75		215	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		0
Taper Length (ft)	25			75			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988				0.850		0.978			0.964	
Flt Protected		0.997		0.950				0.972			0.967	
Satd. Flow (prot)	0	3536	0	1805	1863	1615	0	1726	0	0	1771	0
Flt Permitted		0.931		0.524				0.810			0.776	
Satd. Flow (perm)	0	3302	0	996	1863	1615	0	1438	0	0	1421	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								5			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		166			421			426			113	
Travel Time (s)		3.8			9.6			9.7			2.6	
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	4%	0%	4%	0%	2%	0%	8%	0%	0%	0%	0%	0%
Adj. Flow (vph)	24	329	31	13	359	18	18	8	5	13	1	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	384	0	13	359	18	0	31	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		0	2	0	1	1		1	0	
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	266		0	266	0	20	26		20	0	
Trailing Detector (ft)	0	150		0	150	0	0	0		0	0	
Detector 1 Position(ft)	0	150		0	150	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	26		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		260			260							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA		Perm	NA	Prot	Perm	NA		D.P+P	NA	
Protected Phases	1	1 2			2	2		4		9	4 9	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3

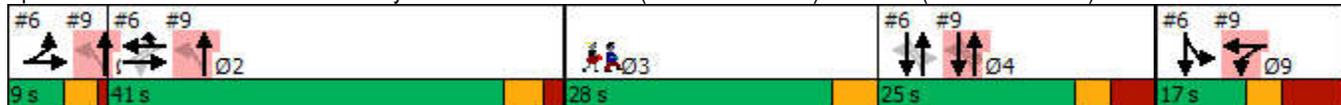


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			2			4			4		
Detector Phase	1	1 2		2	2	2	4	4		9	4 9	
Switch Phase												
Minimum Initial (s)	5.0			20.0	20.0	20.0	9.0	9.0		7.0		
Minimum Split (s)	9.0			25.6	25.6	25.6	16.2	16.2		15.9		
Total Split (s)	9.0			41.0	41.0	41.0	25.0	25.0		17.0		
Total Split (%)	7.5%			34.2%	34.2%	34.2%	20.8%	20.8%		14.2%		
Maximum Green (s)	5.0			35.4	35.4	35.4	17.8	17.8		8.1		
Yellow Time (s)	3.0			3.6	3.6	3.6	3.2	3.2		3.2		
All-Red Time (s)	1.0			2.0	2.0	2.0	4.0	4.0		5.7		
Lost Time Adjust (s)				0.0	0.0	0.0		0.0				
Total Lost Time (s)				5.6	5.6	5.6		7.2				
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag				
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2			2.5	2.5	2.5	2.0	2.0		2.0		
Recall Mode	Max			Min	Min	Min	None	None		None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	32.6			25.0	25.0	25.0		10.4		17.3		
Actuated g/C Ratio	0.52			0.40	0.40	0.40		0.17		0.28		
v/c Ratio	0.22			0.03	0.48	0.03		0.13		0.04		
Control Delay	11.9			20.5	22.3	20.1		31.8		0.3		
Queue Delay	0.0			0.0	0.0	0.0		0.0		0.1		
Total Delay	11.9			20.5	22.3	20.1		31.8		0.4		
LOS	B			C	C	C		C		A		
Approach Delay	11.9				22.2			31.8		0.4		
Approach LOS	B				C			C		A		

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	62.7
Natural Cycle:	95
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	17.2
Intersection LOS:	B
Intersection Capacity Utilization:	48.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 6: Private Driveway/Park Street & Route 74 (West Main Street)/Route 74 (East Main Street)



Lane Group	Ø3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	23%
Maximum Green (s)	24.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	17.0
Pedestrian Calls (#/hr)	8
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Queues

25 Park Street, Vernon, CT

6: Private Driveway/Park Street & Route 74 (West Main Street)/Route 74 (East Main Street) SAT



Lane Group	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	384	13	359	18	31	19
v/c Ratio	0.22	0.03	0.48	0.03	0.13	0.04
Control Delay	11.9	20.5	22.3	20.1	31.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	11.9	20.5	22.3	20.1	31.8	0.4
Queue Length 50th (ft)	22	2	77	3	7	0
Queue Length 95th (ft)	127	21	312	26	42	1
Internal Link Dist (ft)	86		341		346	33
Turn Bay Length (ft)		75		215		
Base Capacity (vph)	2438	646	1208	1047	475	680
Starvation Cap Reductn	0	0	0	0	0	316
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.02	0.30	0.02	0.07	0.05

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	0	2	2	14	31	0	1	17	5
Future Volume (vph)	0	0	0	0	2	2	14	31	0	1	17	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	11	11	12	12	12	9	9	9
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							0.971
Flt Protected								0.985			0.998	
Satd. Flow (prot)	0	0	0	0	1712	0	0	1872	0	0	1657	0
Flt Permitted								0.700			0.984	
Satd. Flow (perm)	0	0	0	0	1712	0	0	1330	0	0	1634	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3							6
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		474			226			113			368	
Travel Time (s)		12.9			6.2			2.6			10.0	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.86	0.86	0.86	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	3	3	16	36	0	1	21	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	6	0	0	52	0	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	1.04	1.04	1.04	1.00	1.00	1.00	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1		1	0		1	1	
Detector Template				Left			Left			Left		
Leading Detector (ft)				20	26		20	0		20	26	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	0		0	0		0	0	
Detector 1 Size(ft)				20	26		20	6		20	26	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type					NA		Perm	NA		Perm	NA	
Protected Phases				9	9			1 2 4				4
Permitted Phases							1 2 4			4		
Detector Phase				9	9		1 2 4	1 2 4		4	4	
Switch Phase												
Minimum Initial (s)				7.0	7.0					9.0	9.0	
Minimum Split (s)				15.9	15.9					16.2	16.2	
Total Split (s)				17.0	17.0					25.0	25.0	
Total Split (%)				14.2%	14.2%					20.8%	20.8%	

Lane Group	Ø1	Ø2	Ø3
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	3
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	20.0	7.0
Minimum Split (s)	9.0	25.6	28.0
Total Split (s)	9.0	41.0	28.0
Total Split (%)	8%	34%	23%



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)				8.1	8.1					17.8	17.8	
Yellow Time (s)				3.2	3.2					3.2	3.2	
All-Red Time (s)				5.7	5.7					4.0	4.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					8.9						7.2	
Lead/Lag										Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)				2.0	2.0					2.0	2.0	
Recall Mode				None	None					None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)					8.1			53.1			10.4	
Actuated g/C Ratio					0.13			0.85			0.17	
v/c Ratio					0.03			0.05			0.10	
Control Delay					31.6			0.5			30.5	
Queue Delay					0.0			0.0			0.0	
Total Delay					31.6			0.5			30.5	
LOS					C			A			C	
Approach Delay					31.6			0.5			30.5	
Approach LOS					C			A			C	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	62.7
Natural Cycle:	95
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	12.4
Intersection LOS:	B
Intersection Capacity Utilization:	26.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 9: Park Street/Park Street & Park Place/St Bernard's Terrace



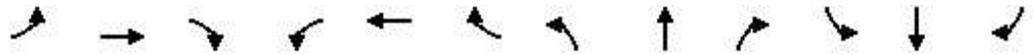
Lane Group	Ø1	Ø2	Ø3
Maximum Green (s)	5.0	35.4	24.0
Yellow Time (s)	3.0	3.6	4.0
All-Red Time (s)	1.0	2.0	0.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lead
Lead-Lag Optimize?			
Vehicle Extension (s)	0.2	2.5	3.0
Recall Mode	Max	Min	None
Walk Time (s)			7.0
Flash Dont Walk (s)			17.0
Pedestrian Calls (#/hr)			8
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			



Lane Group	WBT	NBT	SBT
Lane Group Flow (vph)	6	52	28
v/c Ratio	0.03	0.05	0.10
Control Delay	31.6	0.5	30.5
Queue Delay	0.0	0.0	0.0
Total Delay	31.6	0.5	30.5
Queue Length 50th (ft)	1	0	6
Queue Length 95th (ft)	14	2	38
Internal Link Dist (ft)	146	33	288
Turn Bay Length (ft)			
Base Capacity (vph)	258	1181	540
Starvation Cap Reductn	0	177	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.05	0.05
Intersection Summary			

Lanes, Volumes, Timings
 13: Park Street & Site Driveway/School Street

25 Park Street, Vernon, CT
 2022 Existing SAT



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	0	0	8	0	4	0	28	7	47	10	1
Future Volume (vph)	1	0	0	8	0	4	0	28	7	47	10	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	10	9	9	9	16	16	16
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					0.955			0.972				0.998
Flt Protected		0.950			0.968						0.961	
Satd. Flow (prot)	0	1805	0	0	1639	0	0	1662	0	0	2065	0
Flt Permitted		0.950			0.968						0.961	
Satd. Flow (perm)	0	1805	0	0	1639	0	0	1662	0	0	2065	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		164			1041			368			475	
Travel Time (s)		4.5			28.4			10.0			13.0	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	0	0	10	0	5	0	35	9	59	13	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	15	0	0	44	0	0	73	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.09	1.09	1.09	1.14	1.14	1.14	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	0	0	8	0	4	0	28	7	47	10	1
Future Vol, veh/h	1	0	0	8	0	4	0	28	7	47	10	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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	0	0	10	0	5	0	35	9	59	13	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.2	7.1	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	100%	67%	81%
Vol Thru, %	80%	0%	0%	17%
Vol Right, %	20%	0%	33%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	1	12	58
LT Vol	0	1	8	47
Through Vol	28	0	0	10
RT Vol	7	0	4	1
Lane Flow Rate	44	1	15	72
Geometry Grp	1	1	1	1
Degree of Util (X)	0.047	0.001	0.017	0.083
Departure Headway (Hd)	3.861	4.312	4.034	4.112
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	928	824	881	874
Service Time	1.885	2.368	2.086	2.127
HCM Lane V/C Ratio	0.047	0.001	0.017	0.082
HCM Control Delay	7.1	7.4	7.2	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.3

Lanes, Volumes, Timings
 1: Prospect Street & School Street/Mountain Street

25 Park Street, Vernon, CT
 2023 Background PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	2	85	18	2	7	17	68	18	0	0	0
Future Volume (vph)	2	2	85	18	2	7	17	68	18	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	16	16	16	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		0.872			0.965			0.976				
Flt Protected		0.999			0.968			0.992				
Satd. Flow (prot)	0	1545	0	0	1716	0	0	2085	0	0	1900	0
Flt Permitted		0.999			0.968			0.992				
Satd. Flow (perm)	0	1545	0	0	1716	0	0	2085	0	0	1900	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1041			247			240			1208	
Travel Time (s)		28.4			6.7			6.5			32.9	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	3	106	23	3	9	21	85	23	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	0	0	35	0	0	129	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.04	1.04	1.04	0.85	0.85	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.5%
Analysis Period (min)	15
	ICU Level of Service A

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	85	18	2	7	17	68	18	0	0	0
Future Vol, veh/h	2	2	85	18	2	7	17	68	18	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	3	106	23	3	9	21	85	23	0	0	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	146	151	1	195	140	97	1	0	0	108	0	0
Stage 1	1	1	-	139	139	-	-	-	-	-	-	-
Stage 2	145	150	-	56	1	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	827	744	1090	769	755	965	1635	-	-	1495	-	-
Stage 1	1027	899	-	869	785	-	-	-	-	-	-	-
Stage 2	863	777	-	961	899	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	809	734	1090	685	744	965	1635	-	-	1495	-	-
Mov Cap-2 Maneuver	809	734	-	685	744	-	-	-	-	-	-	-
Stage 1	1013	899	-	857	774	-	-	-	-	-	-	-
Stage 2	840	766	-	865	899	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.8		10.1		1.2		0	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1635	-	-	1070	745	1495	-	-
HCM Lane V/C Ratio	0.013	-	-	0.104	0.045	-	-	-
HCM Control Delay (s)	7.2	0	-	8.8	10.1	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

Lanes, Volumes, Timings
 3: Park Street/N Park Street & Prospect Street

25 Park Street, Vernon, CT
 2023 Background PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	0	30	4	65	5	36	0	0	0	6	13
Future Volume (vph)	14	0	30	4	65	5	36	0	0	0	6	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	16	16	16	16	16	16	14	14	14
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		0.908			0.991							0.910
Flt Protected		0.984			0.997			0.950				
Satd. Flow (prot)	0	1811	0	0	2128	0	0	1986	0	0	1844	0
Flt Permitted		0.984			0.997			0.950				
Satd. Flow (perm)	0	1811	0	0	2128	0	0	1986	0	0	1844	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		234			1208			475			202	
Travel Time (s)		6.4			32.9			13.0			5.5	
Peak Hour Factor	0.80	0.80	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	18	0	38	5	76	6	45	0	0	0	8	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	56	0	0	87	0	0	45	0	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.85	0.85	0.85	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	30	4	65	5	36	0	0	0	6	13
Future Vol, veh/h	14	0	30	4	65	5	36	0	0	0	6	13
Peak Hour Factor	0.80	0.80	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	3	0	0	0	0	0
Mvmt Flow	18	0	38	5	76	6	45	0	0	0	8	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.5	7.7	6.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	32%	5%	0%
Vol Thru, %	0%	0%	88%	32%
Vol Right, %	0%	68%	7%	68%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	44	74	19
LT Vol	36	14	4	0
Through Vol	0	0	65	6
RT Vol	0	30	5	13
Lane Flow Rate	45	55	87	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.055	0.057	0.097	0.025
Departure Headway (Hd)	4.415	3.739	4.031	3.768
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	806	950	885	939
Service Time	2.472	1.794	2.076	1.836
HCM Lane V/C Ratio	0.056	0.058	0.098	0.026
HCM Control Delay	7.7	7	7.5	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.3	0.1

Lanes, Volumes, Timings

25 Park Street, Vernon, CT

6: Private Driveway/Park Street & Route 74 (West Main Street)/Route 74 (East Main Street)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↗	↗		↕			↕	
Traffic Volume (vph)	34	410	17	12	305	31	12	1	12	12	2	21
Future Volume (vph)	34	410	17	12	305	31	12	1	12	12	2	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	75		215	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		0
Taper Length (ft)	25			75			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.935			0.920	
Flt Protected		0.996		0.950				0.976			0.983	
Satd. Flow (prot)	0	3493	0	1805	1827	1495	0	1734	0	0	1718	0
Flt Permitted		0.919		0.473				0.824			0.882	
Satd. Flow (perm)	0	3223	0	899	1827	1495	0	1464	0	0	1542	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								15			26	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		166			421			426			113	
Travel Time (s)		3.8			9.6			9.7			2.6	
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	4%	2%	7%	0%	4%	8%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	36	436	18	13	335	34	15	1	15	15	3	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	490	0	13	335	34	0	31	0	0	44	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		0	2	0	1	1		1	0	
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	266		0	266	0	20	26		20	0	
Trailing Detector (ft)	0	150		0	150	0	0	0		0	0	
Detector 1 Position(ft)	0	150		0	150	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	26		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		260			260							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA		Perm	NA	Prot	Perm	NA		D.P+P	NA	
Protected Phases	1	1 2			2	2		4		9	4 9	

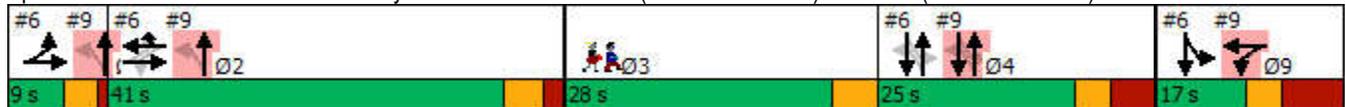
Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			2			4			4		
Detector Phase	1	1 2		2	2	2	4	4		9	4 9	
Switch Phase												
Minimum Initial (s)	5.0			20.0	20.0	20.0	9.0	9.0		7.0		
Minimum Split (s)	9.0			25.6	25.6	25.6	16.2	16.2		15.9		
Total Split (s)	9.0			41.0	41.0	41.0	25.0	25.0		17.0		
Total Split (%)	7.5%			34.2%	34.2%	34.2%	20.8%	20.8%		14.2%		
Maximum Green (s)	5.0			35.4	35.4	35.4	17.8	17.8		8.1		
Yellow Time (s)	3.0			3.6	3.6	3.6	3.2	3.2		3.2		
All-Red Time (s)	1.0			2.0	2.0	2.0	4.0	4.0		5.7		
Lost Time Adjust (s)				0.0	0.0	0.0		0.0				
Total Lost Time (s)				5.6	5.6	5.6		7.2				
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag				
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2			2.5	2.5	2.5	2.0	2.0		2.0		
Recall Mode	Max			Min	Min	Min	None	None		None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	33.1			25.3	25.3	25.3		11.5		18.3		
Actuated g/C Ratio	0.49			0.37	0.37	0.37		0.17		0.27		
v/c Ratio	0.31			0.04	0.49	0.06		0.12		0.10		
Control Delay	15.2			23.5	25.6	22.6		25.0		0.5		
Queue Delay	0.0			0.0	0.0	0.0		0.0		0.1		
Total Delay	15.2			23.5	25.6	22.6		25.0		0.6		
LOS	B			C	C	C		C		A		
Approach Delay	15.2				25.3			25.0		0.6		
Approach LOS	B				C			C		A		

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	67.5
Natural Cycle:	95
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	18.9
Intersection LOS:	B
Intersection Capacity Utilization:	51.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 6: Private Driveway/Park Street & Route 74 (West Main Street)/Route 74 (East Main Street)



Lane Group	Ø3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	23%
Maximum Green (s)	24.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	17.0
Pedestrian Calls (#/hr)	8
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Queues

25 Park Street, Vernon, CT

6: Private Driveway/Park Street & Route 74 (West Main Street)/Route 74 (East Main Street) 7:21:56 PM



Lane Group	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	490	13	335	34	31	44
v/c Ratio	0.31	0.04	0.49	0.06	0.12	0.10
Control Delay	15.2	23.5	25.6	22.6	25.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	15.2	23.5	25.6	22.6	25.0	0.6
Queue Length 50th (ft)	62	4	116	10	6	0
Queue Length 95th (ft)	183	23	320	44	35	1
Internal Link Dist (ft)	86		341		346	33
Turn Bay Length (ft)		75		215		
Base Capacity (vph)	2238	549	1115	912	463	673
Starvation Cap Reductn	0	0	0	0	0	262
Spillback Cap Reductn	26	0	0	24	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.02	0.30	0.04	0.07	0.11

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	1	0	1	34	30	0	0	35	12
Future Volume (vph)	0	0	0	1	0	1	34	30	0	0	35	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	11	11	12	12	12	9	9	9
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						0.966	
Flt Protected					0.976			0.974				
Satd. Flow (prot)	0	0	0	0	1671	0	0	1784	0	0	1652	0
Flt Permitted					0.976			0.355				
Satd. Flow (perm)	0	0	0	0	1671	0	0	650	0	0	1652	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					162						12	
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		474			226			113			368	
Travel Time (s)		12.9			6.2			2.6			10.0	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	1	0	1	43	38	0	0	44	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	2	0	0	81	0	0	59	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	1.04	1.04	1.04	1.00	1.00	1.00	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1		1	0		1	1	
Detector Template				Left			Left			Left		
Leading Detector (ft)				20	26		20	0		20	26	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	0		0	0		0	0	
Detector 1 Size(ft)				20	26		20	6		20	26	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type				Split	NA		Perm	NA			NA	
Protected Phases				9	9			1 2 4			4	
Permitted Phases							1 2 4			4		
Detector Phase				9	9		1 2 4	1 2 4		4	4	
Switch Phase												
Minimum Initial (s)				7.0	7.0					9.0	9.0	
Minimum Split (s)				15.9	15.9					16.2	16.2	
Total Split (s)				17.0	17.0					25.0	25.0	
Total Split (%)				14.2%	14.2%					20.8%	20.8%	

Lane Group	Ø1	Ø2	Ø3
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	3
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	20.0	7.0
Minimum Split (s)	9.0	25.6	28.0
Total Split (s)	9.0	41.0	28.0
Total Split (%)	8%	34%	23%



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)				8.1	8.1					17.8	17.8	
Yellow Time (s)				3.2	3.2					3.2	3.2	
All-Red Time (s)				5.7	5.7					4.0	4.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					8.9						7.2	
Lead/Lag										Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)				2.0	2.0					2.0	2.0	
Recall Mode				None	None					None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)					8.2			53.6			11.5	
Actuated g/C Ratio					0.12			0.79			0.17	
v/c Ratio					0.01			0.16			0.20	
Control Delay					0.0			2.4			30.0	
Queue Delay					0.0			0.4			0.0	
Total Delay					0.0			2.8			30.0	
LOS					A			A			C	
Approach Delay								2.8			30.0	
Approach LOS								A			C	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	67.5
Natural Cycle:	95
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	14.0
Intersection LOS:	B
Intersection Capacity Utilization:	26.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 9: Park Street/Park Street & Park Place/St Bernard's Terrace



Lane Group	Ø1	Ø2	Ø3
Maximum Green (s)	5.0	35.4	24.0
Yellow Time (s)	3.0	3.6	4.0
All-Red Time (s)	1.0	2.0	0.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lead
Lead-Lag Optimize?			
Vehicle Extension (s)	0.2	2.5	3.0
Recall Mode	Max	Min	None
Walk Time (s)			7.0
Flash Dont Walk (s)			17.0
Pedestrian Calls (#/hr)			8
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

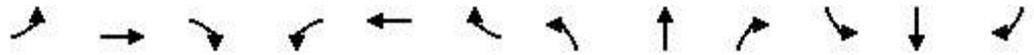


Lane Group	WBT	NBT	SBT
Lane Group Flow (vph)	2	81	59
v/c Ratio	0.01	0.16	0.20
Control Delay	0.0	2.4	30.0
Queue Delay	0.0	0.4	0.0
Total Delay	0.0	2.8	30.0
Queue Length 50th (ft)	0	1	17
Queue Length 95th (ft)	0	4	64
Internal Link Dist (ft)	146	33	288
Turn Bay Length (ft)			
Base Capacity (vph)	374	550	519
Starvation Cap Reductn	0	226	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.01	0.25	0.11

Intersection Summary

Lanes, Volumes, Timings
 13: Park Street & Site Driveway/School Street

25 Park Street, Vernon, CT
 2023 Background PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	6	5	27	1	17	4	16	19	31	8	1
Future Volume (vph)	4	6	5	27	1	17	4	16	19	31	8	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	10	9	9	9	16	16	16
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		0.957			0.949			0.934			0.997	
Flt Protected		0.987			0.971			0.995			0.962	
Satd. Flow (prot)	0	1795	0	0	1634	0	0	1496	0	0	2065	0
Flt Permitted		0.987			0.971			0.995			0.962	
Satd. Flow (perm)	0	1795	0	0	1634	0	0	1496	0	0	2065	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		164			1041			368			475	
Travel Time (s)		4.5			28.4			10.0			13.0	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	6%	0%	0%	0%
Adj. Flow (vph)	5	8	6	34	1	21	5	20	24	39	10	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	56	0	0	49	0	0	50	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.09	1.09	1.09	1.14	1.14	1.14	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.8%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	6	5	27	1	17	4	16	19	31	8	1
Future Vol, veh/h	4	6	5	27	1	17	4	16	19	31	8	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
Heavy Vehicles, %	0	0	0	0	0	0	0	8	6	0	0	0
Mvmt Flow	5	8	6	34	1	21	5	20	24	39	10	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.3	7	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	27%	60%	78%
Vol Thru, %	41%	40%	2%	20%
Vol Right, %	49%	33%	38%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	39	15	45	40
LT Vol	4	4	27	31
Through Vol	16	6	1	8
RT Vol	19	5	17	1
Lane Flow Rate	49	19	56	50
Geometry Grp	1	1	1	1
Degree of Util (X)	0.051	0.021	0.062	0.058
Departure Headway (Hd)	3.796	3.966	3.977	4.208
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	938	896	896	849
Service Time	1.84	2.019	2.023	2.246
HCM Lane V/C Ratio	0.052	0.021	0.063	0.059
HCM Control Delay	7	7.1	7.3	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.2	0.2

Lanes, Volumes, Timings
 1: Prospect Street & School Street/Mountain Street

25 Park Street, Vernon, CT
 2023 Background SAT

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	6	41	24	5	5	12	71	16	0	0	0
Future Volume (vph)	4	6	41	24	5	5	12	71	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	16	16	16	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		0.892			0.981			0.978				
Flt Protected		0.996			0.966			0.994				
Satd. Flow (prot)	0	1575	0	0	1741	0	0	2093	0	0	1900	0
Flt Permitted		0.996			0.966			0.994				
Satd. Flow (perm)	0	1575	0	0	1741	0	0	2093	0	0	1900	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1041			247			240			1208	
Travel Time (s)		28.4			6.7			6.5			32.9	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.82	0.82	0.82	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	5	8	51	30	6	6	15	87	20	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	42	0	0	122	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.04	1.04	1.04	0.85	0.85	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.6%
Analysis Period (min)	15
	ICU Level of Service A

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	6	41	24	5	5	12	71	16	0	0	0
Future Vol, veh/h	4	6	41	24	5	5	12	71	16	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	82	82	82	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	8	51	30	6	6	15	87	20	0	0	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	134	138	1	158	128	97	1	0	0	107	0	0
Stage 1	1	1	-	127	127	-	-	-	-	-	-	-
Stage 2	133	137	-	31	1	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	842	757	1090	813	766	965	1635	-	-	1497	-	-
Stage 1	1027	899	-	882	795	-	-	-	-	-	-	-
Stage 2	875	787	-	991	899	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	825	749	1090	763	758	965	1635	-	-	1497	-	-
Mov Cap-2 Maneuver	825	749	-	763	758	-	-	-	-	-	-	-
Stage 1	1017	899	-	873	787	-	-	-	-	-	-	-
Stage 2	854	779	-	937	899	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.8		9.8		0.9		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1635	-	-	1010	786	1497	-	-
HCM Lane V/C Ratio	0.009	-	-	0.063	0.054	-	-	-
HCM Control Delay (s)	7.2	0	-	8.8	9.8	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Lanes, Volumes, Timings
 3: Park Street/N Park Street & Prospect Street

25 Park Street, Vernon, CT
 2023 Background SAT



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	2	0	48	8	75	4	27	1	0	0	2	2
Future Volume (vph)	2	0	48	8	75	4	27	1	0	0	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	16	16	16	16	16	16	14	14	14
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		0.871			0.993							0.932
Flt Protected		0.998			0.996			0.954				
Satd. Flow (prot)	0	1762	0	0	2095	0	0	1959	0	0	1889	0
Flt Permitted		0.998			0.996			0.954				
Satd. Flow (perm)	0	1762	0	0	2095	0	0	1959	0	0	1889	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		234			1208			475			202	
Travel Time (s)		6.4			32.9			13.0			5.5	
Peak Hour Factor	0.80	0.80	0.80	0.86	0.86	0.86	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	33%	5%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	0	60	9	87	5	34	1	0	0	3	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	0	0	101	0	0	35	0	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.85	0.85	0.85	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

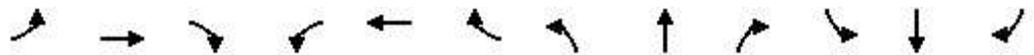
Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	48	8	75	4	27	1	0	0	2	2
Future Vol, veh/h	2	0	48	8	75	4	27	1	0	0	2	2
Peak Hour Factor	0.80	0.80	0.80	0.86	0.86	0.86	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	33	5	0	0	0	0	0
Mvmt Flow	3	0	60	9	87	5	34	1	0	0	3	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.7	7.5	7.7	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	96%	4%	9%	0%
Vol Thru, %	4%	0%	86%	50%
Vol Right, %	0%	96%	5%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	50	87	4
LT Vol	27	2	8	0
Through Vol	1	0	75	2
RT Vol	0	48	4	2
Lane Flow Rate	35	62	101	5
Geometry Grp	1	1	1	1
Degree of Util (X)	0.043	0.06	0.113	0.005
Departure Headway (Hd)	4.465	3.476	4.007	3.91
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	797	1023	893	906
Service Time	2.518	1.521	2.036	1.973
HCM Lane V/C Ratio	0.044	0.061	0.113	0.006
HCM Control Delay	7.7	6.7	7.5	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.4	0



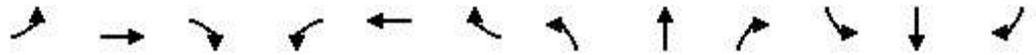
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↗	↗		↕			↕	
Traffic Volume (vph)	23	321	30	14	325	16	14	6	4	10	1	4
Future Volume (vph)	23	321	30	14	325	16	14	6	4	10	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	75		215	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		0
Taper Length (ft)	25			75			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988				0.850		0.978			0.964	
Flt Protected		0.997		0.950				0.972			0.967	
Satd. Flow (prot)	0	3536	0	1805	1863	1615	0	1726	0	0	1771	0
Flt Permitted		0.931		0.523				0.810			0.776	
Satd. Flow (perm)	0	3302	0	994	1863	1615	0	1438	0	0	1421	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								5			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		166			421			426			113	
Travel Time (s)		3.8			9.6			9.7			2.6	
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	4%	0%	4%	0%	2%	0%	8%	0%	0%	0%	0%	0%
Adj. Flow (vph)	24	331	31	16	361	18	18	8	5	13	1	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	386	0	16	361	18	0	31	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		0	2	0	1	1		1	0	
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	266		0	266	0	20	26		20	0	
Trailing Detector (ft)	0	150		0	150	0	0	0		0	0	
Detector 1 Position(ft)	0	150		0	150	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	26		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		260			260							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA		Perm	NA	Prot	Perm	NA		D.P+P	NA	
Protected Phases	1	1 2			2	2		4		9	4 9	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3

Lanes, Volumes, Timings

25 Park Street, Vernon, CT

6: Private Driveway/Park Street & Route 74 (West Main Street)/Route 74 (East Main Street) SAT

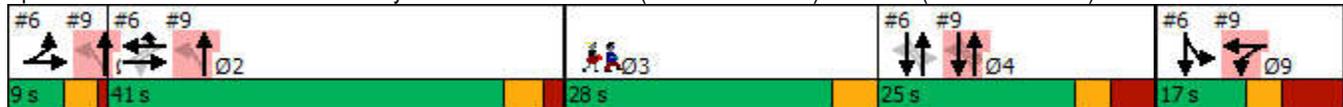


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			2			4			4		
Detector Phase	1	1 2		2	2	2	4	4		9	4 9	
Switch Phase												
Minimum Initial (s)	5.0			20.0	20.0	20.0	9.0	9.0		7.0		
Minimum Split (s)	9.0			25.6	25.6	25.6	16.2	16.2		15.9		
Total Split (s)	9.0			41.0	41.0	41.0	25.0	25.0		17.0		
Total Split (%)	7.5%			34.2%	34.2%	34.2%	20.8%	20.8%		14.2%		
Maximum Green (s)	5.0			35.4	35.4	35.4	17.8	17.8		8.1		
Yellow Time (s)	3.0			3.6	3.6	3.6	3.2	3.2		3.2		
All-Red Time (s)	1.0			2.0	2.0	2.0	4.0	4.0		5.7		
Lost Time Adjust (s)				0.0	0.0	0.0		0.0				
Total Lost Time (s)				5.6	5.6	5.6		7.2				
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag				
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2			2.5	2.5	2.5	2.0	2.0		2.0		
Recall Mode	Max			Min	Min	Min	None	None		None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	32.6			25.0	25.0	25.0		10.4		17.3		
Actuated g/C Ratio	0.52			0.40	0.40	0.40		0.17		0.28		
v/c Ratio	0.22			0.04	0.49	0.03		0.13		0.04		
Control Delay	11.9			20.5	22.4	20.1		31.8		0.3		
Queue Delay	0.0			0.0	0.0	0.0		0.0		0.1		
Total Delay	11.9			20.5	22.4	20.1		31.8		0.4		
LOS	B			C	C	C		C		A		
Approach Delay	11.9				22.2			31.8		0.4		
Approach LOS	B				C			C		A		

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	62.7
Natural Cycle:	95
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	17.3
Intersection LOS:	B
Intersection Capacity Utilization:	48.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 6: Private Driveway/Park Street & Route 74 (West Main Street)/Route 74 (East Main Street)



Lane Group	Ø3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	23%
Maximum Green (s)	24.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	17.0
Pedestrian Calls (#/hr)	8
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Queues

25 Park Street, Vernon, CT

6: Private Driveway/Park Street & Route 74 (West Main Street)/Route 74 (East Main Street) SAT



Lane Group	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	386	16	361	18	31	19
v/c Ratio	0.22	0.04	0.49	0.03	0.13	0.04
Control Delay	11.9	20.5	22.4	20.1	31.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	11.9	20.5	22.4	20.1	31.8	0.4
Queue Length 50th (ft)	22	3	77	3	7	0
Queue Length 95th (ft)	128	25	315	26	42	1
Internal Link Dist (ft)	86		341		346	33
Turn Bay Length (ft)		75		215		
Base Capacity (vph)	2438	644	1207	1047	475	680
Starvation Cap Reductn	0	0	0	0	0	316
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.02	0.30	0.02	0.07	0.05

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	0	2	2	14	31	0	1	17	5
Future Volume (vph)	0	0	0	0	2	2	14	31	0	1	17	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	11	11	12	12	12	9	9	9
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							0.971
Flt Protected								0.985			0.998	
Satd. Flow (prot)	0	0	0	0	1712	0	0	1872	0	0	1657	0
Flt Permitted								0.700			0.984	
Satd. Flow (perm)	0	0	0	0	1712	0	0	1330	0	0	1634	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3							6
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		474			226			113			368	
Travel Time (s)		12.9			6.2			2.6			10.0	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.86	0.86	0.86	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	3	3	16	36	0	1	21	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	6	0	0	52	0	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	1.04	1.04	1.04	1.00	1.00	1.00	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1		1	0		1	1	
Detector Template				Left			Left			Left		
Leading Detector (ft)				20	26		20	0		20	26	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	0		0	0		0	0	
Detector 1 Size(ft)				20	26		20	6		20	26	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type					NA		Perm	NA		Perm	NA	
Protected Phases				9	9			1 2 4			4	
Permitted Phases							1 2 4			4		
Detector Phase				9	9		1 2 4	1 2 4		4	4	
Switch Phase												
Minimum Initial (s)				7.0	7.0					9.0	9.0	
Minimum Split (s)				15.9	15.9					16.2	16.2	
Total Split (s)				17.0	17.0					25.0	25.0	
Total Split (%)				14.2%	14.2%					20.8%	20.8%	

Lane Group	Ø1	Ø2	Ø3
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	3
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	20.0	7.0
Minimum Split (s)	9.0	25.6	28.0
Total Split (s)	9.0	41.0	28.0
Total Split (%)	8%	34%	23%



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)				8.1	8.1					17.8	17.8	
Yellow Time (s)				3.2	3.2					3.2	3.2	
All-Red Time (s)				5.7	5.7					4.0	4.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					8.9						7.2	
Lead/Lag										Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)				2.0	2.0					2.0	2.0	
Recall Mode				None	None					None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)					8.1			53.1			10.4	
Actuated g/C Ratio					0.13			0.85			0.17	
v/c Ratio					0.03			0.05			0.10	
Control Delay					31.6			0.5			30.5	
Queue Delay					0.0			0.0			0.0	
Total Delay					31.6			0.5			30.5	
LOS					C			A			C	
Approach Delay					31.6			0.5			30.5	
Approach LOS					C			A			C	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	62.7
Natural Cycle:	95
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	12.4
Intersection LOS:	B
Intersection Capacity Utilization:	26.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 9: Park Street/Park Street & Park Place/St Bernard's Terrace



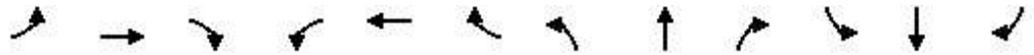
Lane Group	Ø1	Ø2	Ø3
Maximum Green (s)	5.0	35.4	24.0
Yellow Time (s)	3.0	3.6	4.0
All-Red Time (s)	1.0	2.0	0.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lead
Lead-Lag Optimize?			
Vehicle Extension (s)	0.2	2.5	3.0
Recall Mode	Max	Min	None
Walk Time (s)			7.0
Flash Dont Walk (s)			17.0
Pedestrian Calls (#/hr)			8
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			



Lane Group	WBT	NBT	SBT
Lane Group Flow (vph)	6	52	28
v/c Ratio	0.03	0.05	0.10
Control Delay	31.6	0.5	30.5
Queue Delay	0.0	0.0	0.0
Total Delay	31.6	0.5	30.5
Queue Length 50th (ft)	1	0	6
Queue Length 95th (ft)	14	2	38
Internal Link Dist (ft)	146	33	288
Turn Bay Length (ft)			
Base Capacity (vph)	258	1181	540
Starvation Cap Reductn	0	177	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.05	0.05
Intersection Summary			

Lanes, Volumes, Timings
 13: Park Street & Site Driveway/School Street

25 Park Street, Vernon, CT
 2023 Background SAT



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	0	0	8	0	4	0	28	7	47	10	1
Future Volume (vph)	1	0	0	8	0	4	0	28	7	47	10	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	10	9	9	9	16	16	16
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					0.955			0.972				0.998
Flt Protected		0.950			0.968						0.961	
Satd. Flow (prot)	0	1805	0	0	1639	0	0	1662	0	0	2065	0
Flt Permitted		0.950			0.968						0.961	
Satd. Flow (perm)	0	1805	0	0	1639	0	0	1662	0	0	2065	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		164			1041			368			475	
Travel Time (s)		4.5			28.4			10.0			13.0	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	0	0	10	0	5	0	35	9	59	13	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	15	0	0	44	0	0	73	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.09	1.09	1.09	1.14	1.14	1.14	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

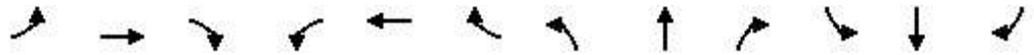
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	0	0	8	0	4	0	28	7	47	10	1
Future Vol, veh/h	1	0	0	8	0	4	0	28	7	47	10	1
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	0	0	10	0	5	0	35	9	59	13	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.2	7.1	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	100%	67%	81%
Vol Thru, %	80%	0%	0%	17%
Vol Right, %	20%	0%	33%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	1	12	58
LT Vol	0	1	8	47
Through Vol	28	0	0	10
RT Vol	7	0	4	1
Lane Flow Rate	44	1	15	72
Geometry Grp	1	1	1	1
Degree of Util (X)	0.047	0.001	0.017	0.083
Departure Headway (Hd)	3.861	4.312	4.034	4.112
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	928	824	881	874
Service Time	1.885	2.368	2.086	2.127
HCM Lane V/C Ratio	0.047	0.001	0.017	0.082
HCM Control Delay	7.1	7.4	7.2	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.3

Lanes, Volumes, Timings
 1: Prospect Street & School Street/Mountain Street

25 Park Street, Vernon, CT
 2023 Build PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	2	8	90	18	8	7	23	68	18	0	0	0
Future Volume (vph)	2	8	90	18	8	7	23	68	18	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	16	16	16	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		0.879			0.971			0.977				
Flt Protected		0.999			0.973			0.990				
Satd. Flow (prot)	0	1557	0	0	1735	0	0	2083	0	0	1900	0
Flt Permitted		0.999			0.973			0.990				
Satd. Flow (perm)	0	1557	0	0	1735	0	0	2083	0	0	1900	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1041			247			240			1208	
Travel Time (s)		28.4			6.7			6.5			32.9	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	10	113	23	10	9	29	85	23	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	126	0	0	42	0	0	137	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.04	1.04	1.04	0.85	0.85	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	21.1%
Analysis Period (min)	15
	ICU Level of Service A

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	8	90	18	8	7	23	68	18	0	0	0
Future Vol, veh/h	2	8	90	18	8	7	23	68	18	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	10	113	23	10	9	29	85	23	0	0	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	165	167	1	218	156	97	1	0	0	108	0	0
Stage 1	1	1	-	155	155	-	-	-	-	-	-	-
Stage 2	164	166	-	63	1	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	804	729	1090	743	740	965	1635	-	-	1495	-	-
Stage 1	1027	899	-	852	773	-	-	-	-	-	-	-
Stage 2	843	765	-	953	899	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	777	715	1090	649	726	965	1635	-	-	1495	-	-
Mov Cap-2 Maneuver	777	715	-	649	726	-	-	-	-	-	-	-
Stage 1	1007	899	-	836	758	-	-	-	-	-	-	-
Stage 2	809	750	-	845	899	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.9		10.3		1.5		0	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1635	-	-	1038	717	1495	-	-
HCM Lane V/C Ratio	0.018	-	-	0.12	0.058	-	-	-
HCM Control Delay (s)	7.2	0	-	8.9	10.3	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0	-	-

Lanes, Volumes, Timings
 3: Park Street/N Park Street & Prospect Street

25 Park Street, Vernon, CT
 2023 Build PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	14	0	36	4	65	5	42	6	0	0	12	13
Future Volume (vph)	14	0	36	4	65	5	42	6	0	0	12	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	16	16	16	16	16	16	14	14	14
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		0.904			0.991							0.930
Flt Protected		0.986			0.997			0.958				
Satd. Flow (prot)	0	1806	0	0	2128	0	0	2010	0	0	1885	0
Flt Permitted		0.986			0.997			0.958				
Satd. Flow (perm)	0	1806	0	0	2128	0	0	2010	0	0	1885	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		234			1208			475			202	
Travel Time (s)		6.4			32.9			13.0			5.5	
Peak Hour Factor	0.80	0.80	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	18	0	45	5	76	6	53	8	0	0	15	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	0	0	87	0	0	61	0	0	31	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.85	0.85	0.85	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	24.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	14	0	36	4	65	5	42	6	0	0	12	13
Future Vol, veh/h	14	0	36	4	65	5	42	6	0	0	12	13
Peak Hour Factor	0.80	0.80	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	3	0	0	0	0	0
Mvmt Flow	18	0	45	5	76	6	53	8	0	0	15	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.6	7.8	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	88%	28%	5%	0%
Vol Thru, %	12%	0%	88%	48%
Vol Right, %	0%	72%	7%	52%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	48	50	74	25
LT Vol	42	14	4	0
Through Vol	6	0	65	12
RT Vol	0	36	5	13
Lane Flow Rate	60	62	87	31
Geometry Grp	1	1	1	1
Degree of Util (X)	0.073	0.065	0.099	0.034
Departure Headway (Hd)	4.409	3.748	4.077	3.892
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	805	944	872	907
Service Time	2.475	1.818	2.135	1.97
HCM Lane V/C Ratio	0.075	0.066	0.1	0.034
HCM Control Delay	7.8	7.1	7.6	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.3	0.1

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	410	17	12	305	45	12	1	12	26	2	35
Future Volume (vph)	51	410	17	12	305	45	12	1	12	26	2	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	75		215	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		0
Taper Length (ft)	25			75			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995				0.850		0.935			0.926	
Flt Protected		0.995		0.950				0.976			0.980	
Satd. Flow (prot)	0	3491	0	1805	1827	1495	0	1734	0	0	1724	0
Flt Permitted		0.890		0.465				0.806			0.865	
Satd. Flow (perm)	0	3122	0	884	1827	1495	0	1432	0	0	1522	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								15			44	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		166			421			426			113	
Travel Time (s)		3.8			9.6			9.7			2.6	
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	4%	2%	7%	0%	4%	8%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	54	436	18	13	335	49	15	1	15	33	3	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	508	0	13	335	49	0	31	0	0	80	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		0	2	0	1	1		1	0	
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	266		0	266	0	20	26		20	0	
Trailing Detector (ft)	0	150		0	150	0	0	0		0	0	
Detector 1 Position(ft)	0	150		0	150	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	26		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		260			260							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA		Perm	NA	Prot	Perm	NA		D.P+P	NA	
Protected Phases	1	1 2			2	2		4		9	4 9	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3

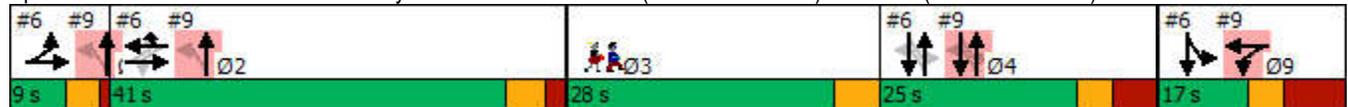


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			2			4			4		
Detector Phase	1	1 2		2	2	2	4	4		9	4 9	
Switch Phase												
Minimum Initial (s)	5.0			20.0	20.0	20.0	9.0	9.0		7.0		
Minimum Split (s)	9.0			25.6	25.6	25.6	16.2	16.2		15.9		
Total Split (s)	9.0			41.0	41.0	41.0	25.0	25.0		17.0		
Total Split (%)	7.5%			34.2%	34.2%	34.2%	20.8%	20.8%		14.2%		
Maximum Green (s)	5.0			35.4	35.4	35.4	17.8	17.8		8.1		
Yellow Time (s)	3.0			3.6	3.6	3.6	3.2	3.2		3.2		
All-Red Time (s)	1.0			2.0	2.0	2.0	4.0	4.0		5.7		
Lost Time Adjust (s)				0.0	0.0	0.0		0.0				
Total Lost Time (s)				5.6	5.6	5.6		7.2				
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag				
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2			2.5	2.5	2.5	2.0	2.0		2.0		
Recall Mode	Max			Min	Min	Min	None	None		None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	31.2			24.1	24.1	24.1		11.0		20.3		
Actuated g/C Ratio	0.42			0.32	0.32	0.32		0.15		0.27		
v/c Ratio	0.38			0.05	0.57	0.10		0.14		0.17		
Control Delay	16.9			23.7	28.5	23.0		25.0		0.8		
Queue Delay	0.0			0.0	0.0	0.0		0.0		0.2		
Total Delay	16.9			23.7	28.5	23.0		25.0		1.0		
LOS	B			C	C	C		C		A		
Approach Delay	16.9				27.7			25.0		1.0		
Approach LOS	B				C			C		A		

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	74.6
Natural Cycle:	95
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	20.1
Intersection LOS:	C
Intersection Capacity Utilization:	51.5%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 6: Private Driveway/Park Street & Route 74 (West Main Street)/Route 74 (East Main Street)



Lane Group	Ø3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	23%
Maximum Green (s)	24.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	17.0
Pedestrian Calls (#/hr)	8
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	



Lane Group	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	508	13	335	49	31	80
v/c Ratio	0.38	0.05	0.57	0.10	0.14	0.17
Control Delay	16.9	23.7	28.5	23.0	25.0	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	16.9	23.7	28.5	23.0	25.0	1.0
Queue Length 50th (ft)	65	4	116	14	6	1
Queue Length 95th (ft)	188	23	318	58	35	0
Internal Link Dist (ft)	86		341		346	33
Turn Bay Length (ft)		75		215		
Base Capacity (vph)	1921	452	934	764	379	637
Starvation Cap Reductn	0	0	0	0	0	215
Spillback Cap Reductn	20	0	0	19	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.03	0.36	0.07	0.08	0.19

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	1	0	4	34	61	0	3	63	15
Future Volume (vph)	0	0	0	1	0	4	34	61	0	3	63	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	11	11	12	12	12	9	9	9
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					0.887						0.975	
Flt Protected					0.992			0.982			0.998	
Satd. Flow (prot)	0	0	0	0	1616	0	0	1775	0	0	1664	0
Flt Permitted					0.992			0.486			0.982	
Satd. Flow (perm)	0	0	0	0	1616	0	0	879	0	0	1637	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					162						8	
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		474			226			113			368	
Travel Time (s)		12.9			6.2			2.6			10.0	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	1	0	5	43	76	0	4	79	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	6	0	0	119	0	0	102	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	1.04	1.04	1.04	1.00	1.00	1.00	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1		1	0		1	1	
Detector Template				Left			Left			Left		
Leading Detector (ft)				20	26		20	0		20	26	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	0		0	0		0	0	
Detector 1 Size(ft)				20	26		20	6		20	26	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type				Split	NA		Perm	NA		Perm	NA	
Protected Phases				9	9			1 2 4			4	
Permitted Phases							1 2 4			4		
Detector Phase				9	9		1 2 4	1 2 4		4	4	
Switch Phase												
Minimum Initial (s)				7.0	7.0					9.0	9.0	
Minimum Split (s)				15.9	15.9					16.2	16.2	
Total Split (s)				17.0	17.0					25.0	25.0	
Total Split (%)				14.2%	14.2%					20.8%	20.8%	

Lane Group	Ø1	Ø2	Ø3
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	3
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	20.0	7.0
Minimum Split (s)	9.0	25.6	28.0
Total Split (s)	9.0	41.0	28.0
Total Split (%)	8%	34%	23%



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)				8.1	8.1					17.8	17.8	
Yellow Time (s)				3.2	3.2					3.2	3.2	
All-Red Time (s)				5.7	5.7					4.0	4.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					8.9						7.2	
Lead/Lag										Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)				2.0	2.0					2.0	2.0	
Recall Mode				None	None					None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)					7.5			54.9			11.0	
Actuated g/C Ratio					0.10			0.74			0.15	
v/c Ratio					0.02			0.18			0.41	
Control Delay					0.2			2.3			37.7	
Queue Delay					0.0			0.4			0.0	
Total Delay					0.2			2.7			37.7	
LOS					A			A			D	
Approach Delay					0.2			2.7			37.7	
Approach LOS					A			A			D	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	74.6
Natural Cycle:	95
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	18.3
Intersection LOS:	B
Intersection Capacity Utilization:	28.3%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 9: Park Street/Park Street & Park Place/St Bernard's Terrace



Lane Group	Ø1	Ø2	Ø3
Maximum Green (s)	5.0	35.4	24.0
Yellow Time (s)	3.0	3.6	4.0
All-Red Time (s)	1.0	2.0	0.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lead
Lead-Lag Optimize?			
Vehicle Extension (s)	0.2	2.5	3.0
Recall Mode	Max	Min	None
Walk Time (s)			7.0
Flash Dont Walk (s)			17.0
Pedestrian Calls (#/hr)			8
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

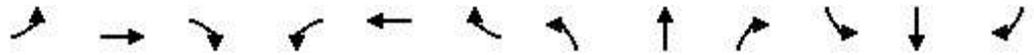


Lane Group	WBT	NBT	SBT
Lane Group Flow (vph)	6	119	102
v/c Ratio	0.02	0.18	0.41
Control Delay	0.2	2.3	37.7
Queue Delay	0.0	0.4	0.0
Total Delay	0.2	2.7	37.7
Queue Length 50th (ft)	0	1	36
Queue Length 95th (ft)	0	6	107
Internal Link Dist (ft)	146	33	288
Turn Bay Length (ft)			
Base Capacity (vph)	332	713	426
Starvation Cap Reductn	0	307	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.29	0.24

Intersection Summary

Lanes, Volumes, Timings
 13: Park Street & Site Driveway/School Street

25 Park Street, Vernon, CT
 2023 Build PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	15	18	39	27	13	17	38	16	19	31	8	13
Future Volume (vph)	15	18	39	27	13	17	38	16	19	31	8	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	10	9	9	9	16	16	16
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		0.927			0.960			0.965			0.967	
Flt Protected		0.990			0.977			0.975			0.971	
Satd. Flow (prot)	0	1744	0	0	1663	0	0	1557	0	0	2022	0
Flt Permitted		0.990			0.977			0.975			0.971	
Satd. Flow (perm)	0	1744	0	0	1663	0	0	1557	0	0	2022	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		164			1041			368			475	
Travel Time (s)		4.5			28.4			10.0			13.0	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	6%	0%	0%	0%
Adj. Flow (vph)	19	23	49	34	16	21	48	20	24	39	10	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	71	0	0	92	0	0	65	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.09	1.09	1.09	1.14	1.14	1.14	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	17.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

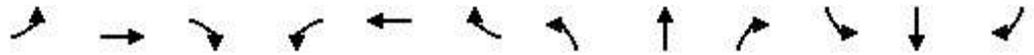
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	18	39	27	13	17	38	16	19	31	8	13
Future Vol, veh/h	15	18	39	27	13	17	38	16	19	31	8	13
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	8	6	0	0	0
Mvmt Flow	19	23	49	34	16	21	48	20	24	39	10	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.7	7.8	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	52%	21%	47%	60%
Vol Thru, %	22%	25%	23%	15%
Vol Right, %	26%	54%	30%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	72	57	52
LT Vol	38	15	27	31
Through Vol	16	18	13	8
RT Vol	19	39	17	13
Lane Flow Rate	91	90	71	65
Geometry Grp	1	1	1	1
Degree of Util (X)	0.106	0.101	0.084	0.078
Departure Headway (Hd)	4.177	4.044	4.258	4.32
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	843	891	846	834
Service Time	2.276	2.048	2.263	2.323
HCM Lane V/C Ratio	0.108	0.101	0.084	0.078
HCM Control Delay	7.8	7.5	7.7	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0.3	0.3

Lanes, Volumes, Timings
 1: Prospect Street & School Street/Mountain Street

25 Park Street, Vernon, CT
 2023 Build SAT



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	4	15	50	24	14	5	21	71	16	0	0	0
Future Volume (vph)	4	15	50	24	14	5	21	71	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	16	16	16	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		0.902			0.985			0.980				
Flt Protected		0.997			0.973			0.990				
Satd. Flow (prot)	0	1595	0	0	1760	0	0	2089	0	0	1900	0
Flt Permitted		0.997			0.973			0.990				
Satd. Flow (perm)	0	1595	0	0	1760	0	0	2089	0	0	1900	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1041			247			240			1208	
Travel Time (s)		28.4			6.7			6.5			32.9	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.82	0.82	0.82	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	5	19	63	30	18	6	26	87	20	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	0	0	54	0	0	133	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.04	1.04	1.04	0.85	0.85	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	21.6%
Analysis Period (min)	15
	ICU Level of Service A

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	15	50	24	14	5	21	71	16	0	0	0
Future Vol, veh/h	4	15	50	24	14	5	21	71	16	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	82	82	82	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	19	63	30	18	6	26	87	20	0	0	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	162	160	1	191	150	97	1	0	0	107	0	0
Stage 1	1	1	-	149	149	-	-	-	-	-	-	-
Stage 2	161	159	-	42	1	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	808	736	1090	773	745	965	1635	-	-	1497	-	-
Stage 1	1027	899	-	858	778	-	-	-	-	-	-	-
Stage 2	846	770	-	978	899	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	778	723	1090	705	732	965	1635	-	-	1497	-	-
Mov Cap-2 Maneuver	778	723	-	705	732	-	-	-	-	-	-	-
Stage 1	1010	899	-	843	765	-	-	-	-	-	-	-
Stage 2	807	757	-	903	899	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.1		10.3		1.4		0	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1635	-	-	962	737	1497	-	-
HCM Lane V/C Ratio	0.016	-	-	0.09	0.073	-	-	-
HCM Control Delay (s)	7.2	0	-	9.1	10.3	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0	-	-

Lanes, Volumes, Timings
3: Park Street/N Park Street & Prospect Street

25 Park Street, Vernon, CT
2023 Build SAT



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	57	8	75	4	35	10	0	0	11	2
Future Volume (vph)	2	0	57	8	75	4	35	10	0	0	11	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	16	16	16	16	16	16	14	14	14
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		0.870			0.993							0.976
Flt Protected		0.998			0.996			0.963				
Satd. Flow (prot)	0	1760	0	0	2095	0	0	1997	0	0	1978	0
Flt Permitted		0.998			0.996			0.963				
Satd. Flow (perm)	0	1760	0	0	2095	0	0	1997	0	0	1978	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		234			1208			475			202	
Travel Time (s)		6.4			32.9			13.0			5.5	
Peak Hour Factor	0.80	0.80	0.80	0.86	0.86	0.86	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	33%	5%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	0	71	9	87	5	44	13	0	0	14	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	0	0	101	0	0	57	0	0	17	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.85	0.85	0.85	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.5%
Analysis Period (min)	15
	ICU Level of Service A

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	57	8	75	4	35	10	0	0	11	2
Future Vol, veh/h	2	0	57	8	75	4	35	10	0	0	11	2
Peak Hour Factor	0.80	0.80	0.80	0.86	0.86	0.86	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	33	5	0	0	0	0	0
Mvmt Flow	3	0	71	9	87	5	44	13	0	0	14	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.9	7.7	7.9	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	78%	3%	9%	0%
Vol Thru, %	22%	0%	86%	85%
Vol Right, %	0%	97%	5%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	59	87	13
LT Vol	35	2	8	0
Through Vol	10	0	75	11
RT Vol	0	57	4	2
Lane Flow Rate	56	74	101	16
Geometry Grp	1	1	1	1
Degree of Util (X)	0.07	0.072	0.114	0.019
Departure Headway (Hd)	4.456	3.528	4.073	4.154
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	798	1002	874	851
Service Time	2.518	1.599	2.127	2.231
HCM Lane V/C Ratio	0.07	0.074	0.116	0.019
HCM Control Delay	7.9	6.9	7.7	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.4	0.1

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	321	30	14	325	38	14	6	4	32	1	26
Future Volume (vph)	49	321	30	14	325	38	14	6	4	32	1	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	75		215	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		0
Taper Length (ft)	25			75			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989				0.850		0.978			0.940	
Flt Protected		0.994		0.950				0.972			0.974	
Satd. Flow (prot)	0	3521	0	1805	1863	1615	0	1726	0	0	1740	0
Flt Permitted		0.869		0.510				0.779			0.818	
Satd. Flow (perm)	0	3078	0	969	1863	1615	0	1383	0	0	1461	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								5			31	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		166			421			426			113	
Travel Time (s)		3.8			9.6			9.7			2.6	
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	4%	0%	4%	0%	2%	0%	8%	0%	0%	0%	0%	0%
Adj. Flow (vph)	51	331	31	16	361	42	18	8	5	40	1	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	413	0	16	361	42	0	31	0	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		0	2	0	1	1		1	0	
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	266		0	266	0	20	26		20	0	
Trailing Detector (ft)	0	150		0	150	0	0	0		0	0	
Detector 1 Position(ft)	0	150		0	150	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	26		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		260			260							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA		Perm	NA	Prot	Perm	NA		D.P+P	NA	
Protected Phases	1	1 2			2	2		4		9	4 9	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			2			4			4		
Detector Phase	1	1 2		2	2	2	4	4		9	4 9	
Switch Phase												
Minimum Initial (s)	5.0			20.0	20.0	20.0	9.0	9.0		7.0		
Minimum Split (s)	9.0			25.6	25.6	25.6	16.2	16.2		15.9		
Total Split (s)	9.0			41.0	41.0	41.0	25.0	25.0		17.0		
Total Split (%)	7.5%			34.2%	34.2%	34.2%	20.8%	20.8%		14.2%		
Maximum Green (s)	5.0			35.4	35.4	35.4	17.8	17.8		8.1		
Yellow Time (s)	3.0			3.6	3.6	3.6	3.2	3.2		3.2		
All-Red Time (s)	1.0			2.0	2.0	2.0	4.0	4.0		5.7		
Lost Time Adjust (s)				0.0	0.0	0.0		0.0				
Total Lost Time (s)				5.6	5.6	5.6		7.2				
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag				
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2			2.5	2.5	2.5	2.0	2.0		2.0		
Recall Mode	Max			Min	Min	Min	None	None		None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		31.2		24.1	24.1	24.1		10.8			20.1	
Actuated g/C Ratio		0.42		0.32	0.32	0.32		0.15			0.27	
v/c Ratio		0.31		0.05	0.60	0.08		0.15			0.16	
Control Delay		15.9		23.2	29.0	22.5		32.5			0.8	
Queue Delay		0.0		0.0	0.0	0.0		0.0			0.2	
Total Delay		15.9		23.2	29.0	22.5		32.5			1.0	
LOS		B		C	C	C		C			A	
Approach Delay		15.9			28.1			32.5			1.0	
Approach LOS		B			C			C			A	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 74.3

Natural Cycle: 95

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 20.7

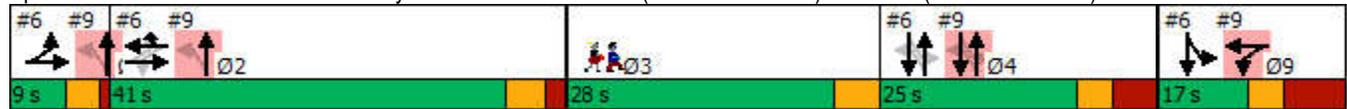
Intersection LOS: C

Intersection Capacity Utilization 49.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Private Driveway/Park Street & Route 74 (West Main Street)/Route 74 (East Main Street)



Lane Group	Ø3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	23%
Maximum Green (s)	24.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	17.0
Pedestrian Calls (#/hr)	8
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Queues

25 Park Street, Vernon, CT

6: Private Driveway/Park Street & Route 74 (West Main Street)/Route 74 (East Main Street)

						
Lane Group	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	413	16	361	42	31	74
v/c Ratio	0.31	0.05	0.60	0.08	0.15	0.16
Control Delay	15.9	23.2	29.0	22.5	32.5	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	15.9	23.2	29.0	22.5	32.5	1.0
Queue Length 50th (ft)	51	5	127	12	10	1
Queue Length 95th (ft)	150	26	340	51	42	0
Internal Link Dist (ft)	86		341		346	33
Turn Bay Length (ft)		75		215		
Base Capacity (vph)	1903	496	954	827	359	617
Starvation Cap Reductn	0	0	0	0	0	205
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.03	0.38	0.05	0.09	0.18
Intersection Summary						

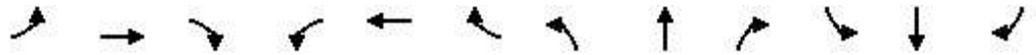


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	0	2	7	14	80	0	6	61	9
Future Volume (vph)	0	0	0	0	2	7	14	80	0	6	61	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	11	11	12	12	12	9	9	9
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					0.899						0.984	
Flt Protected								0.993			0.996	
Satd. Flow (prot)	0	0	0	0	1651	0	0	1887	0	0	1676	0
Flt Permitted								0.791			0.960	
Satd. Flow (perm)	0	0	0	0	1651	0	0	1503	0	0	1615	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9						5	
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		474			226			113			368	
Travel Time (s)		12.9			6.2			2.6			10.0	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.86	0.86	0.86	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	3	9	16	93	0	8	76	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	12	0	0	109	0	0	95	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	1.04	1.04	1.04	1.00	1.00	1.00	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1		1	0		1	1	
Detector Template				Left			Left			Left		
Leading Detector (ft)				20	26		20	0		20	26	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	0		0	0		0	0	
Detector 1 Size(ft)				20	26		20	6		20	26	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type					NA		Perm	NA		Perm	NA	
Protected Phases				9	9			1 2 4			4	
Permitted Phases							1 2 4			4		
Detector Phase				9	9		1 2 4	1 2 4		4	4	
Switch Phase												
Minimum Initial (s)				7.0	7.0					9.0	9.0	
Minimum Split (s)				15.9	15.9					16.2	16.2	
Total Split (s)				17.0	17.0					25.0	25.0	
Total Split (%)				14.2%	14.2%					20.8%	20.8%	

Lane Group	Ø1	Ø2	Ø3
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	3
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	20.0	7.0
Minimum Split (s)	9.0	25.6	28.0
Total Split (s)	9.0	41.0	28.0
Total Split (%)	8%	34%	23%

Lanes, Volumes, Timings
 9: Park Street/Park Street & Park Place/St Bernard's Terrace

25 Park Street, Vernon, CT
 2023 Build SAT



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)				8.1	8.1					17.8	17.8	
Yellow Time (s)				3.2	3.2					3.2	3.2	
All-Red Time (s)				5.7	5.7					4.0	4.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					8.9						7.2	
Lead/Lag										Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)				2.0	2.0					2.0	2.0	
Recall Mode				None	None					None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)					7.5			54.6			10.8	
Actuated g/C Ratio					0.10			0.73			0.15	
v/c Ratio					0.07			0.10			0.40	
Control Delay					27.9			0.8			38.4	
Queue Delay					0.0			0.3			0.0	
Total Delay					27.9			1.0			38.4	
LOS					C			A			D	
Approach Delay					27.9			1.0			38.4	
Approach LOS					C			A			D	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	74.3
Natural Cycle:	95
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	19.0
Intersection LOS:	B
Intersection Capacity Utilization:	26.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 9: Park Street/Park Street & Park Place/St Bernard's Terrace



Lane Group	Ø1	Ø2	Ø3
Maximum Green (s)	5.0	35.4	24.0
Yellow Time (s)	3.0	3.6	4.0
All-Red Time (s)	1.0	2.0	0.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lead
Lead-Lag Optimize?			
Vehicle Extension (s)	0.2	2.5	3.0
Recall Mode	Max	Min	None
Walk Time (s)			7.0
Flash Dont Walk (s)			17.0
Pedestrian Calls (#/hr)			8
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			



Lane Group	WBT	NBT	SBT
Lane Group Flow (vph)	12	109	95
v/c Ratio	0.07	0.10	0.40
Control Delay	27.9	0.8	38.4
Queue Delay	0.0	0.3	0.0
Total Delay	27.9	1.0	38.4
Queue Length 50th (ft)	1	1	34
Queue Length 95th (ft)	19	5	103
Internal Link Dist (ft)	146	33	288
Turn Bay Length (ft)			
Base Capacity (vph)	201	1222	419
Starvation Cap Reductn	0	718	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.06	0.22	0.23
Intersection Summary			

Lanes, Volumes, Timings
 13: Park Street & Site Driveway/School Street

25 Park Street, Vernon, CT
 2023 Build SAT



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	19	18	52	8	18	4	52	28	7	47	10	19
Future Volume (vph)	19	18	52	8	18	4	52	28	7	47	10	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	10	9	9	9	16	16	16
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		0.922			0.982			0.989			0.966	
Flt Protected		0.989			0.987			0.971			0.970	
Satd. Flow (prot)	0	1733	0	0	1719	0	0	1642	0	0	2018	0
Flt Permitted		0.989			0.987			0.971			0.970	
Satd. Flow (perm)	0	1733	0	0	1719	0	0	1642	0	0	2018	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		164			1041			368			475	
Travel Time (s)		4.5			28.4			10.0			13.0	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	24	23	65	10	23	5	65	35	9	59	13	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	0	0	38	0	0	109	0	0	96	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.09	1.09	1.09	1.14	1.14	1.14	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.7%
Analysis Period (min)	15
	ICU Level of Service A

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	19	18	52	8	18	4	52	28	7	47	10	19
Future Vol, veh/h	19	18	52	8	18	4	52	28	7	47	10	19
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	23	65	10	23	5	65	35	9	59	13	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.7	8.1	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	60%	21%	27%	62%
Vol Thru, %	32%	20%	60%	13%
Vol Right, %	8%	58%	13%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	89	30	76
LT Vol	52	19	8	47
Through Vol	28	18	18	10
RT Vol	7	52	4	19
Lane Flow Rate	109	111	38	95
Geometry Grp	1	1	1	1
Degree of Util (X)	0.133	0.127	0.046	0.114
Departure Headway (Hd)	4.411	4.096	4.453	4.317
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	818	878	806	833
Service Time	2.411	2.108	2.468	2.33
HCM Lane V/C Ratio	0.133	0.126	0.047	0.114
HCM Control Delay	8.1	7.7	7.7	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.4	0.1	0.4

1-PARK ST AT SCHOOL ST-SAT - TMC

Sat Mar 26, 2022

Full Length (11 AM-2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933425, Location: 41.868571, -72.448142



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound							PARK ST Southbound							DRIVEWAY Eastbound							SCHOOL ST Westbound							Int
	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		
2022-03-26 11:00AM	0	2	5	0	7	0		6	4	0	0	10	1		0	0	0	0	0	8		2	0	0	0	2	0		19
11:15AM	0	3	0	0	3	0		8	5	0	0	13	0		0	0	0	0	0	1		2	0	1	0	3	0		19
11:30AM	0	5	4	0	9	0		12	2	0	0	14	0		0	0	0	0	0	1		3	1	0	0	4	1		27
11:45AM	0	4	2	0	6	0		10	4	0	0	14	0		1	0	0	0	1	0		3	0	0	0	3	0		24
Hourly Total	0	14	11	0	25	0		36	15	0	0	51	1		1	0	0	0	1	10		10	1	1	0	12	1		89
12:00PM	0	6	6	0	12	0		8	0	0	0	8	1		0	0	0	0	0	3		6	0	1	0	7	0		27
12:15PM	0	5	1	0	6	0		11	2	0	0	13	0		0	0	0	0	0	2		2	0	0	0	2	0		21
12:30PM	0	4	1	0	5	0		5	3	0	0	8	0		0	0	0	0	0	1		4	0	1	0	5	1		18
12:45PM	0	10	0	0	10	0		10	1	0	0	11	0		0	0	0	0	0	3		0	0	2	0	2	0		23
Hourly Total	0	25	8	0	33	0		34	6	0	0	40	1		0	0	0	0	0	9		12	0	4	0	16	1		89
1:00PM	0	4	4	1	9	0		13	2	1	0	16	1		1	0	0	0	1	1		1	0	0	0	1	1		27
1:15PM	0	3	3	0	6	0		6	7	0	0	13	1		0	0	0	0	0	1		4	0	0	0	4	0		23
1:30PM	0	1	6	0	7	1		7	0	0	0	7	0		0	0	0	0	0	3		2	0	0	0	2	0		16
1:45PM	0	6	1	0	7	0		11	3	0	0	14	0		0	0	0	0	0	0		1	0	1	0	2	0		23
Hourly Total	0	14	14	1	29	1		37	12	1	0	50	2		1	0	0	0	1	5		8	0	1	0	9	1		89
Total	0	53	33	1	87	1		107	33	1	0	141	4		2	0	0	0	2	24		30	1	6	0	37	3		267
% Approach	0%	60.9%	37.9%	1.1%	-	-		75.9%	23.4%	0.7%	0%	-	-	100%	0%	0%	0%	-	-		81.1%	2.7%	16.2%	0%	-	-		-	
% Total	0%	19.9%	12.4%	0.4%	32.6%	-		40.1%	12.4%	0.4%	0%	52.8%	-	0.7%	0%	0%	0%	0.7%	-		11.2%	0.4%	2.2%	0%	13.9%	-		-	
Lights	0	53	33	1	87	-		107	32	1	0	140	-	2	0	0	0	2	-		30	1	6	0	37	-		266	
% Lights	0%	100%	100%	100%	100%	-		100%	97.0%	100%	0%	99.3%	-	100%	0%	0%	0%	100%	-		100%	100%	100%	0%	100%	-		99.6%	
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-		0	1	0	0	1	-	0	0	0	0	0	-		0	0	0	0	0	-		1	
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-		0%	3.0%	0%	0%	0.7%	-	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0.4%	
Buses	0	0	0	0	0	-		0	0	0	0	0	-	0	0	0	0	0	-		0	0	0	0	0	-		0	
% Buses	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	
Pedestrians	-	-	-	-	-	1		-	-	-	-	4		-	-	-	-	-	24		-	-	-	-	-	3			
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-PARK ST AT SCHOOL ST-SAT - TMC

Sat Mar 26, 2022

Full Length (11 AM-2 PM)

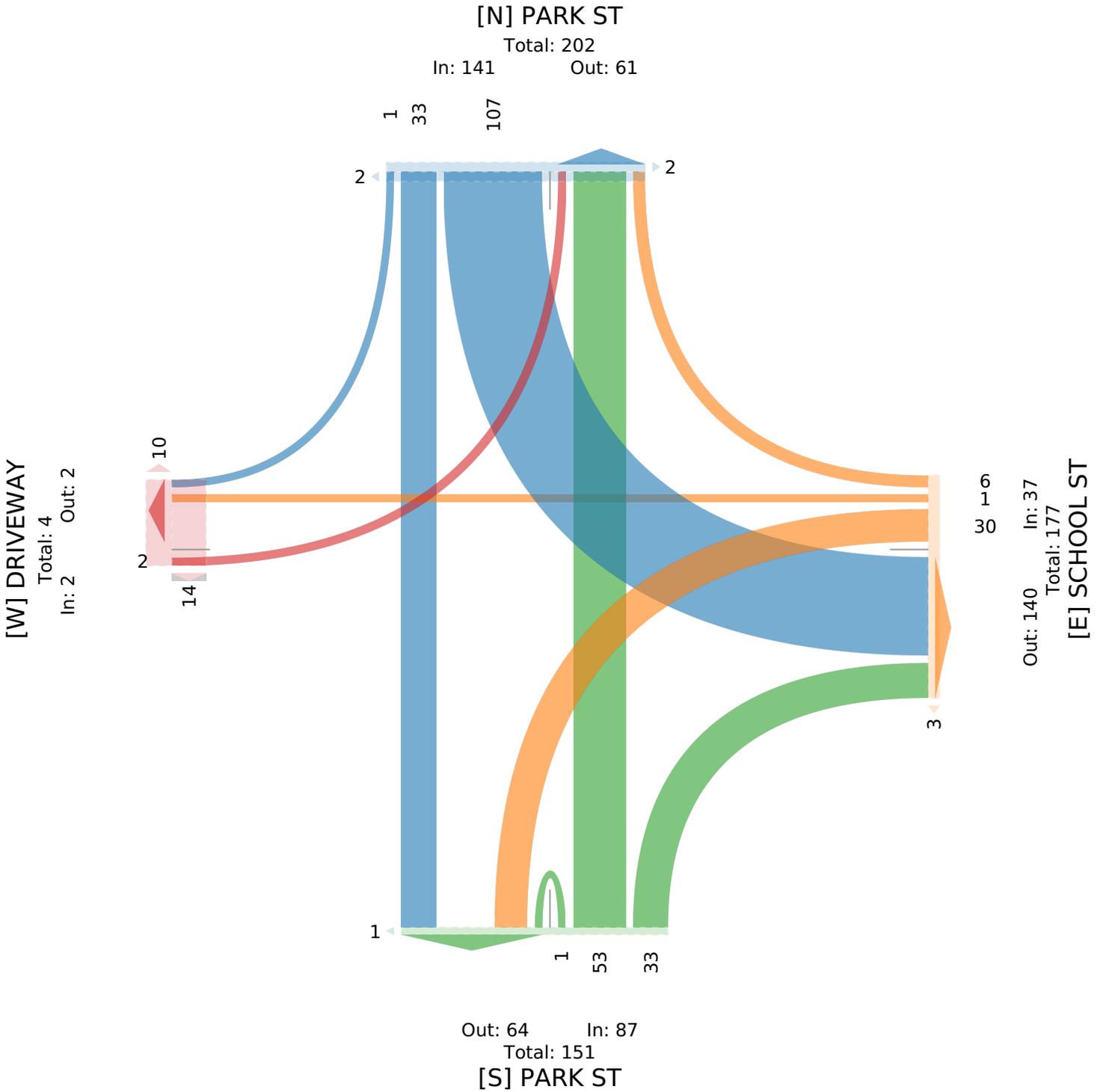
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933425, Location: 41.868571, -72.448142



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1-PARK ST AT SCHOOL ST-SAT - TMC

Sat Mar 26, 2022

Midday Peak (WKND) (11:30 AM - 12:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933425, Location: 41.868571, -72.448142



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound						PARK ST Southbound						DRIVEWAY Eastbound						SCHOOL ST Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-03-26 11:30AM	0	5	4	0	9	0	12	2	0	0	14	0	0	0	0	0	0	1	3	1	0	0	4	1	27
11:45AM	0	4	2	0	6	0	10	4	0	0	14	0	1	0	0	0	1	0	3	0	0	0	3	0	24
12:00PM	0	6	6	0	12	0	8	0	0	0	8	1	0	0	0	0	0	3	6	0	1	0	7	0	27
12:15PM	0	5	1	0	6	0	11	2	0	0	13	0	0	0	0	0	0	2	2	0	0	0	2	0	21
Total	0	20	13	0	33	0	41	8	0	0	49	1	1	0	0	0	1	6	14	1	1	0	16	1	99
% Approach	0%	60.6%	39.4%	0%	-	-	83.7%	16.3%	0%	0%	-	-	100%	0%	0%	0%	-	-	87.5%	6.3%	6.3%	0%	-	-	-
% Total	0%	20.2%	13.1%	0%	33.3%	-	41.4%	8.1%	0%	0%	49.5%	-	1.0%	0%	0%	0%	1.0%	-	14.1%	1.0%	1.0%	0%	16.2%	-	-
PHF	-	0.833	0.542	-	0.688	-	0.854	0.500	-	-	0.875	-	0.250	-	-	-	0.250	-	0.583	0.250	0.250	-	0.571	-	0.917
Lights	0	20	13	0	33	-	41	7	0	0	48	-	1	0	0	0	1	-	14	1	1	0	16	-	98
% Lights	0%	100%	100%	0%	100%	-	100%	87.5%	0%	0%	98.0%	-	100%	0%	0%	0%	100%	-	100%	100%	100%	0%	100%	-	99.0%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	12.5%	0%	0%	2.0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.0%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-100%	-	-	-	-	-	-100%	-	-	-	-	-	-	-100%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-PARK ST AT SCHOOL ST-SAT - TMC

Sat Mar 26, 2022

Midday Peak (WKND) (11:30 AM - 12:30 PM) - Overall Peak Hour

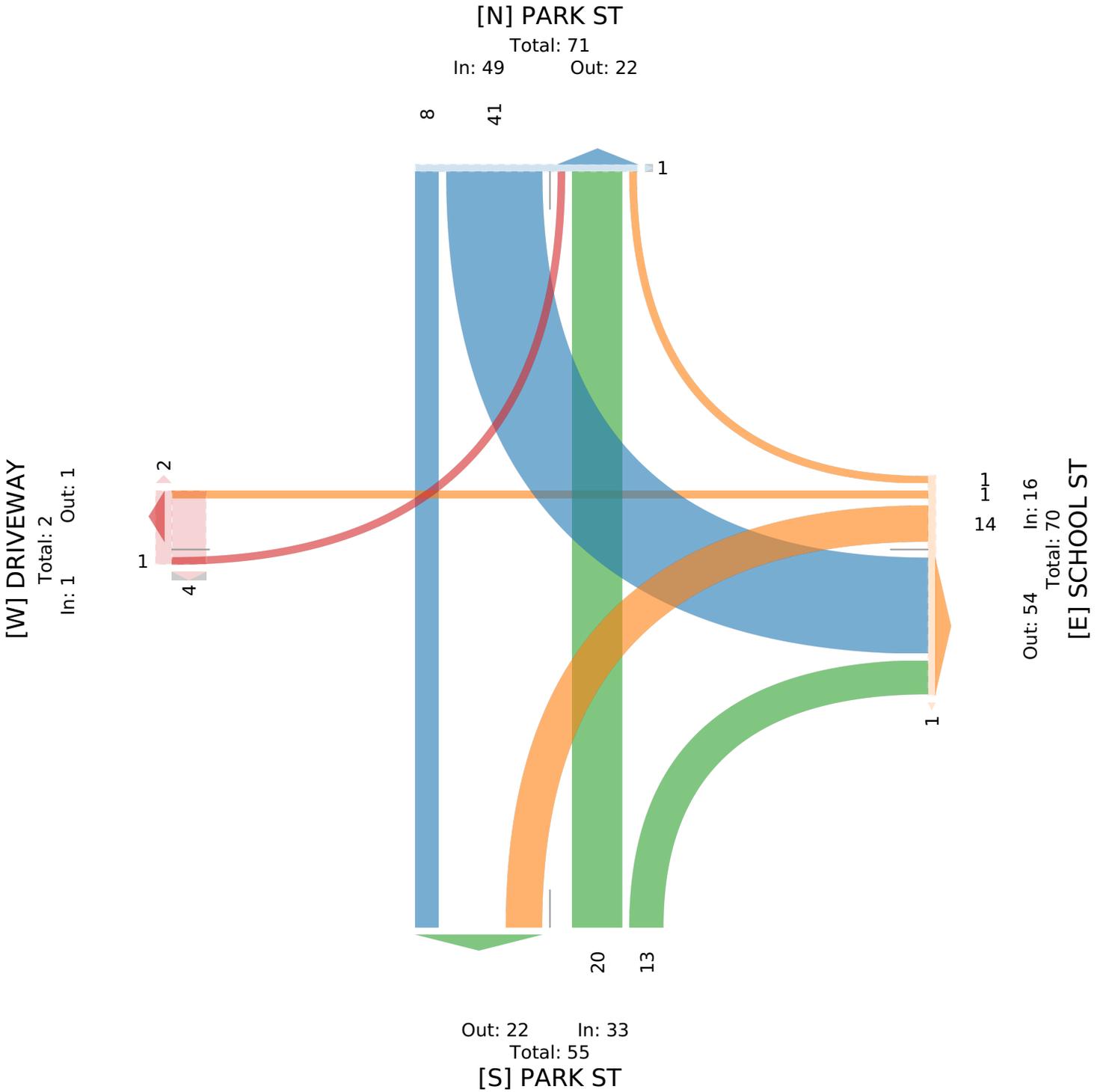
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933425, Location: 41.868571, -72.448142



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1-PARK ST AT SCHOOL ST-SAT - TMC

Sat Mar 26, 2022

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933425, Location: 41.868571, -72.448142



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound						PARK ST Southbound						DRIVEWAY Eastbound						SCHOOL ST Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-03-26 1:00PM	0	4	4	1	9	0	13	2	1	0	16	1	1	0	0	0	1	1	1	0	0	0	1	1	27
1:15PM	0	3	3	0	6	0	6	7	0	0	13	1	0	0	0	0	0	1	4	0	0	0	4	0	23
1:30PM	0	1	6	0	7	1	7	0	0	0	7	0	0	0	0	0	0	3	2	0	0	0	2	0	16
1:45PM	0	6	1	0	7	0	11	3	0	0	14	0	0	0	0	0	0	0	1	0	1	0	2	0	23
Total	0	14	14	1	29	1	37	12	1	0	50	2	1	0	0	0	1	5	8	0	1	0	9	1	89
% Approach	0%	48.3%	48.3%	3.4%	-	-	74.0%	24.0%	2.0%	0%	-	-	100%	0%	0%	0%	-	-	88.9%	0%	11.1%	0%	-	-	-
% Total	0%	15.7%	15.7%	1.1%	32.6%	-	41.6%	13.5%	1.1%	0%	56.2%	-	1.1%	0%	0%	0%	1.1%	-	9.0%	0%	1.1%	0%	10.1%	-	-
PHF	-	0.583	0.583	0.250	0.806	-	0.712	0.429	0.250	-	0.781	-	0.250	-	-	-	0.250	-	0.500	-	0.250	-	0.563	-	0.824
Lights	0	14	14	1	29	-	37	12	1	0	50	-	1	0	0	0	1	-	8	0	1	0	9	-	89
% Lights	0%	100%	100%	100%	100%	-	100%	100%	100%	0%	100%	-	100%	0%	0%	0%	100%	-	100%	0%	100%	0%	100%	-	100%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-PARK ST AT SCHOOL ST-SAT - TMC

Sat Mar 26, 2022

PM Peak (WKND) (1 PM - 2 PM)

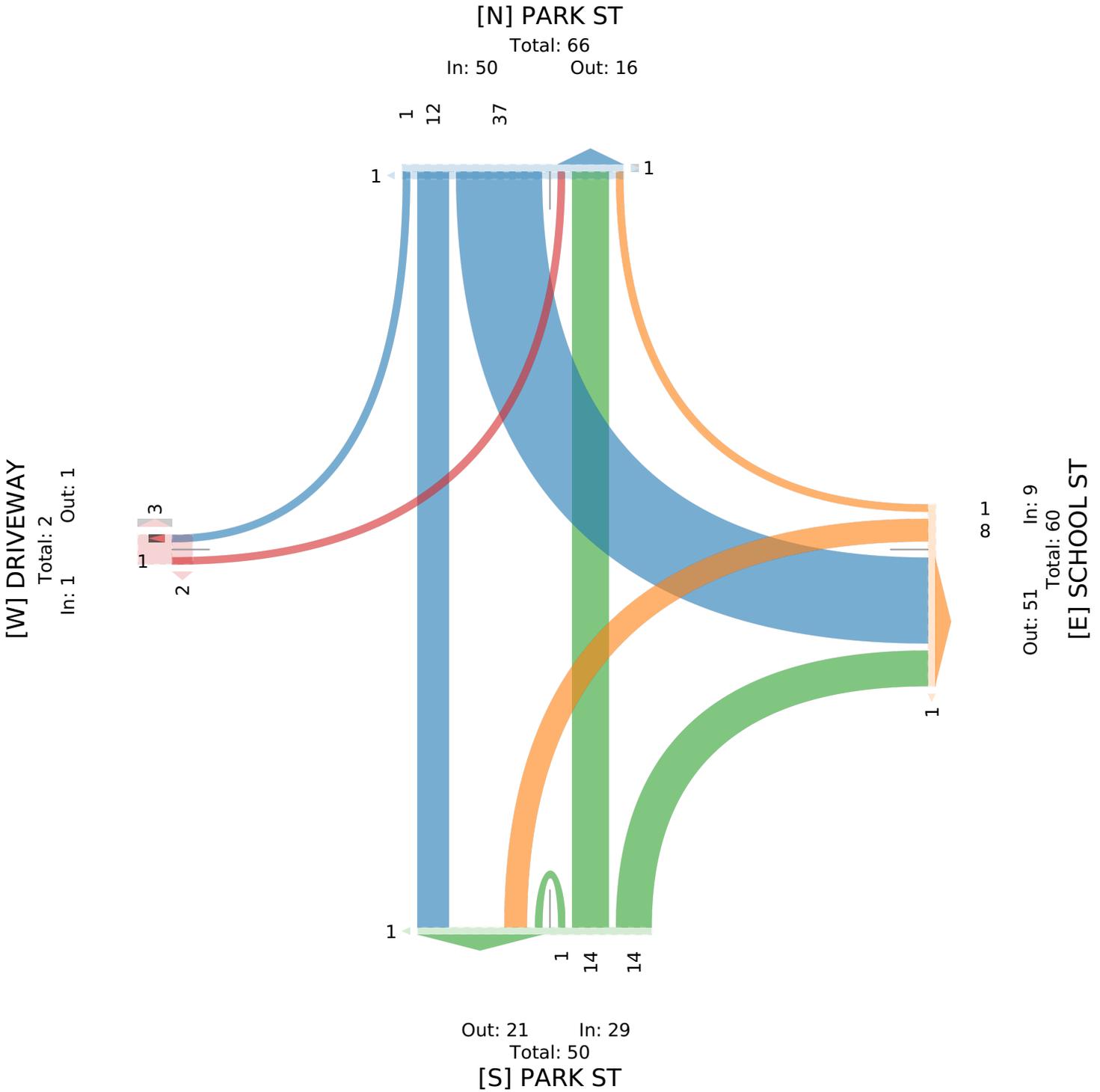
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933425, Location: 41.868571, -72.448142



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1-PARK ST AT SCHOOL ST-THUR - TMC

Thu Mar 24, 2022

Full Length (3 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933422, Location: 41.868571, -72.448142



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound							PARK ST Southbound							DRIVEWAY Eastbound							SCHOOL ST Westbound							Int
	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		
2022-03-24																													
3:00PM	0	6	5	0	11	0		10	5	0	0	15	0		0	0	1	0	1	2		3	0	2	0	5	0		32
3:15PM	0	5	2	1	8	0		5	3	0	0	8	0		0	0	1	0	1	0		1	0	2	0	3	0		20
3:30PM	1	9	3	1	14	2		8	4	0	1	13	0		0	0	0	0	0	0		2	0	2	0	4	0		31
3:45PM	0	6	5	0	11	1		6	2	0	0	8	0		1	0	0	0	1	4		3	1	0	0	4	1		24
Hourly Total	1	26	15	2	44	3		29	14	0	1	44	0		1	0	2	0	3	6		9	1	6	0	16	1		107
4:00PM	0	2	2	0	4	0		11	0	1	0	12	0		0	0	1	0	1	1		3	0	3	0	6	0		23
4:15PM	0	3	2	0	5	1		8	6	0	0	14	0		0	0	0	0	0	1		1	0	7	0	8	0		27
4:30PM	0	6	6	1	13	0		10	1	0	0	11	0		0	0	0	0	0	0		2	0	1	0	3	0		27
4:45PM	2	1	5	1	9	0		8	2	0	0	10	0		0	0	1	0	1	3		3	0	1	0	4	0		24
Hourly Total	2	12	15	2	31	1		37	9	1	0	47	0		0	0	2	0	2	5		9	0	12	0	21	0		101
5:00PM	1	3	3	0	7	4		5	3	0	0	8	0		3	5	3	0	11	8		12	1	10	1	24	0		50
5:15PM	0	3	2	0	5	0		3	1	1	0	5	1		0	0	0	0	0	0		5	0	2	0	7	0		17
5:30PM	0	6	1	0	7	0		10	6	0	0	16	0		0	0	1	0	1	2		1	0	0	0	1	0		25
5:45PM	0	6	2	0	8	0		9	2	0	0	11	0		0	0	0	0	0	0		1	0	0	0	1	0		20
Hourly Total	1	18	8	0	27	4		27	12	1	0	40	1		3	5	4	0	12	10		19	1	12	1	33	0		112
Total	4	56	38	4	102	8		93	35	2	1	131	1		4	5	8	0	17	21		37	2	30	1	70	1		320
% Approach	3.9%	54.9%	37.3%	3.9%	-	-		71.0%	26.7%	1.5%	0.8%	-		23.5%	29.4%	47.1%	0%	-	-		52.9%	2.9%	42.9%	1.4%	-	-		-	
% Total	1.3%	17.5%	11.9%	1.3%	31.9%	-		29.1%	10.9%	0.6%	0.3%	40.9%	-		1.3%	1.6%	2.5%	0%	5.3%	-		11.6%	0.6%	9.4%	0.3%	21.9%	-		-
Lights	4	55	37	4	100	-		93	34	2	1	130	-		4	5	8	0	17	-		37	2	30	1	70	-		317
% Lights	100%	98.2%	97.4%	100%	98.0%	-		100%	97.1%	100%	100%	99.2%	-		100%	100%	100%	0%	100%	-		100%	100%	100%	100%	100%	-		99.1%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-		0	1	0	0	1	-		0	0	0	0	0	-		0	0	0	0	0	-		1
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-		0%	2.9%	0%	0%	0.8%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0.3%
Buses	0	1	1	0	2	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		2
% Buses	0%	1.8%	2.6%	0%	2.0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0.6%
Pedestrians	-	-	-	-	-	8		-	-	-	-	-	1		-	-	-	-	-	21		-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	-	100%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-PARK ST AT SCHOOL ST-THUR - TMC

Thu Mar 24, 2022

Full Length (3 PM-6 PM)

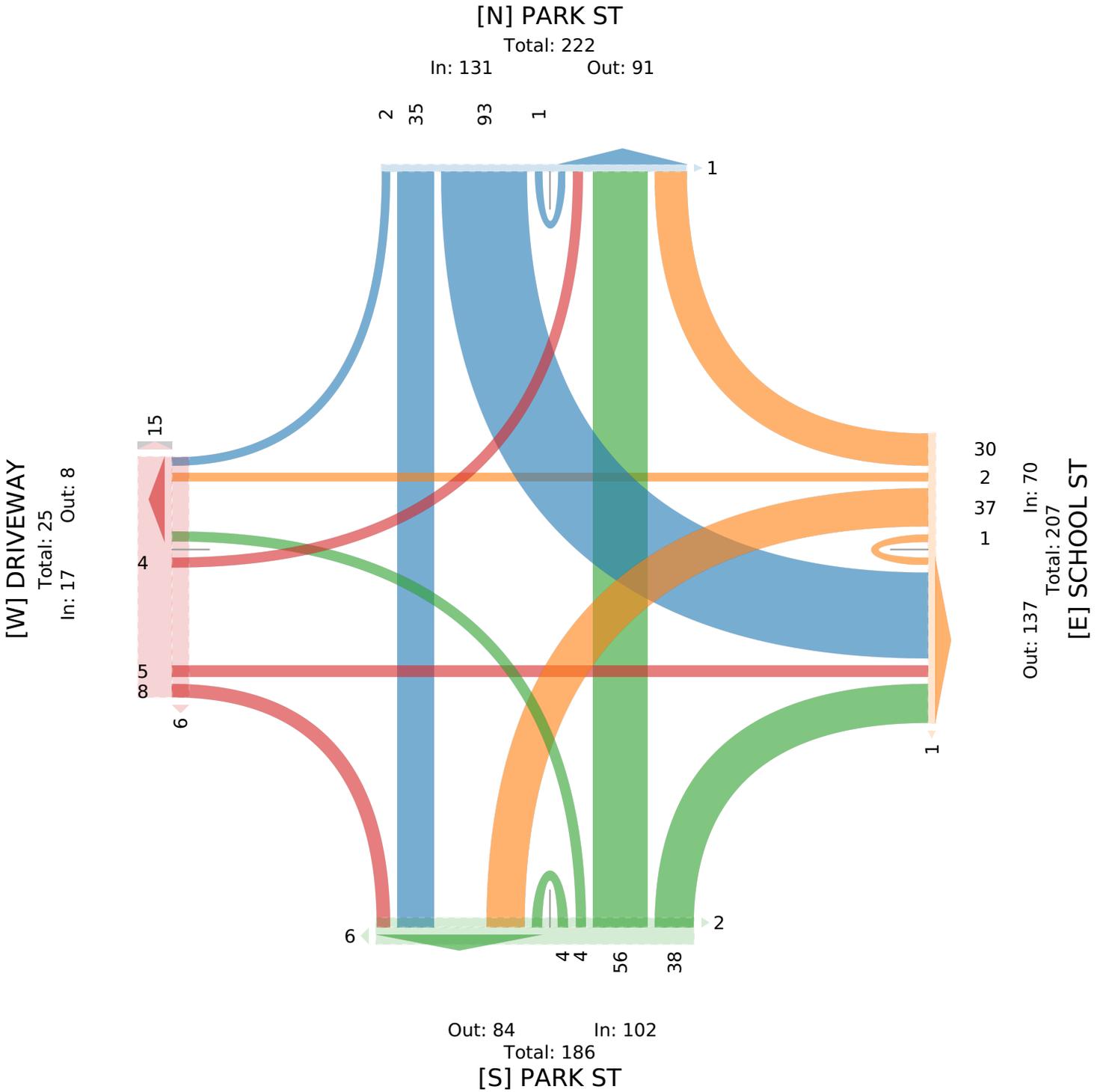
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933422, Location: 41.868571, -72.448142



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1-PARK ST AT SCHOOL ST-THUR - TMC

Thu Mar 24, 2022

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933422, Location: 41.868571, -72.448142



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound							PARK ST Southbound							DRIVEWAY Eastbound							SCHOOL ST Westbound							Int	
	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*			
2022-03-24 4:15PM	0	3	2	0	5	1		8	6	0	0	14	0		0	0	0	0	0	0	1		1	0	7	0	8	0		27
4:30PM	0	6	6	1	13	0		10	1	0	0	11	0		0	0	0	0	0	0	0		2	0	1	0	3	0		27
4:45PM	2	1	5	1	9	0		8	2	0	0	10	0		0	0	1	0	1	3		3	0	1	0	4	0		24	
5:00PM	1	3	3	0	7	4		5	3	0	0	8	0		3	5	3	0	11	8		12	1	10	1	24	0		50	
Total	3	13	16	2	34	5		31	12	0	0	43	0		3	5	4	0	12	12		18	1	19	1	39	0		128	
% Approach	8.8%	38.2%	47.1%	5.9%	-	-		72.1%	27.9%	0%	0%	-	-	25.0%	41.7%	33.3%	0%	-	-	46.2%	2.6%	48.7%	2.6%	-	-		-			
% Total	2.3%	10.2%	12.5%	1.6%	26.6%	-		24.2%	9.4%	0%	0%	33.6%	-	2.3%	3.9%	3.1%	0%	9.4%	-	14.1%	0.8%	14.8%	0.8%	30.5%	-		-			
PHF	0.375	0.542	0.667	0.500	0.654	-		0.775	0.500	-	-	0.768	-	0.250	0.250	0.333	-	0.273	-	0.375	0.250	0.475	0.250	0.406	-		0.640			
Lights	3	12	15	2	32	-		31	12	0	0	43	-	3	5	4	0	12	-	18	1	19	1	39	-		126			
% Lights	100%	92.3%	93.8%	100%	94.1%	-		100%	100%	0%	0%	100%	-	100%	100%	100%	0%	100%	-	100%	100%	100%	100%	100%	-		98.4%			
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-		0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-		0			
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-		0%			
Buses	0	1	1	0	2	-		0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-		2			
% Buses	0%	7.7%	6.3%	0%	5.9%	-		0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-		1.6%			
Pedestrians	-	-	-	-	-	5		-	-	-	-	0		-	-	-	-	-	12		-	-	-	-	-	0				
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-		-	-	-	-	-	100%		-	-	-	-	-	-		-		

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-PARK ST AT SCHOOL ST-THUR - TMC

Thu Mar 24, 2022

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

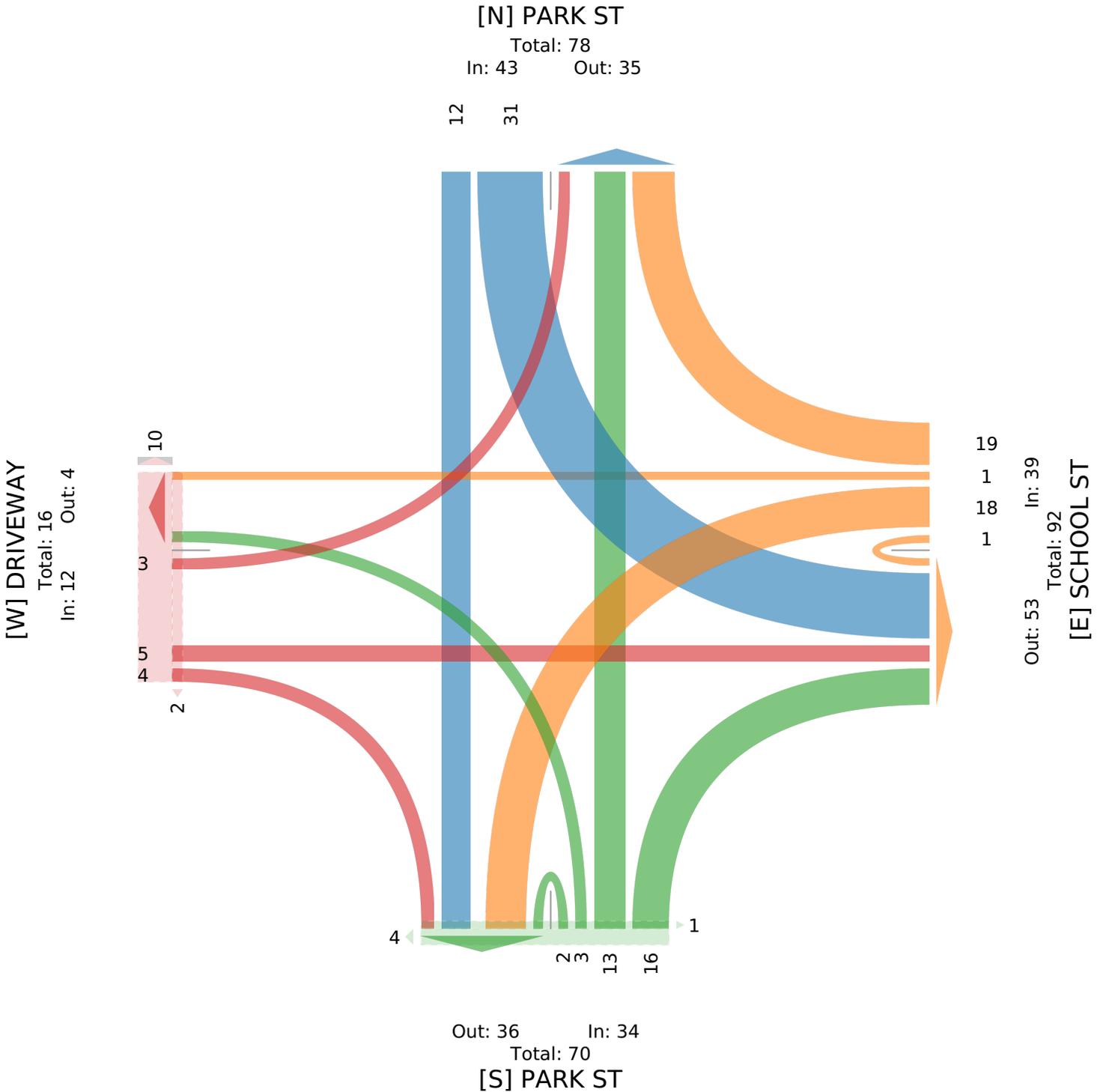
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933422, Location: 41.868571, -72.448142



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-PARK ST AT ST BERNARDS TER-SAT - TMC

Sat Mar 26, 2022

Full Length (11 AM-2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933427, Location: 41.867551, -72.447884



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound							PARK ST Southbound							PARK PL Eastbound							ST BERNARDS TERR Westbound									
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-03-26 11:00AM	1	9	1	0	11	0	0	5	0	0	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	16
11:15AM	0	4	1	1	6	0	0	5	2	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13
11:30AM	3	7	0	0	10	2	0	4	2	0	6	1	0	0	0	0	0	2	0	1	1	0	2	0	0	1	1	0	2	0	18
11:45AM	4	9	0	0	13	0	0	4	2	0	6	0	0	0	0	0	0	0	2	1	0	0	3	1	2	1	0	0	3	1	22
Hourly Total	8	29	2	1	40	2	0	18	6	0	24	3	0	0	0	0	0	9	2	2	1	0	5	2	2	2	1	0	5	2	69
12:00PM	2	9	0	0	11	1	0	4	2	0	6	1	0	0	0	0	0	2	2	1	1	0	4	0	2	1	1	0	4	0	21
12:15PM	6	5	0	0	11	0	0	2	3	0	5	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	17
12:30PM	3	4	0	0	7	0	1	5	0	0	6	0	0	0	0	0	0	1	0	0	1	0	1	1	0	0	1	0	1	1	14
12:45PM	0	10	0	0	10	0	0	2	0	0	2	0	0	0	0	0	0	3	0	1	1	0	2	0	0	1	1	0	2	0	14
Hourly Total	11	28	0	0	39	1	1	13	5	0	19	1	0	0	0	0	0	7	2	3	3	0	8	1	2	3	3	0	8	1	66
1:00PM	3	7	0	0	10	0	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
1:15PM	4	7	0	0	11	2	0	10	1	0	11	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	1	0	23
1:30PM	2	7	1	0	10	1	0	1	1	0	2	0	0	0	0	0	0	3	0	1	0	0	1	0	0	1	0	0	1	0	13
1:45PM	4	5	0	0	9	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	13	26	1	0	40	3	0	20	3	0	23	0	0	0	0	0	0	4	0	1	1	0	2	0	0	1	1	0	2	0	65
Total	32	83	3	1	119	6	1	51	14	0	66	4	0	0	0	0	0	20	4	6	5	0	15	3	4	6	5	0	15	3	200
% Approach	26.9%	69.7%	2.5%	0.8%	-	-	1.5%	77.3%	21.2%	0%	-	-	0%	0%	0%	0%	-	-	26.7%	40.0%	33.3%	0%	-	-	26.7%	40.0%	33.3%	0%	-	-	-
% Total	16.0%	41.5%	1.5%	0.5%	59.5%	-	0.5%	25.5%	7.0%	0%	33.0%	-	0%	0%	0%	0%	0%	-	2.0%	3.0%	2.5%	0%	7.5%	-	2.0%	3.0%	2.5%	0%	7.5%	-	-
Lights	32	83	3	1	119	-	1	51	13	0	65	-	0	0	0	0	0	-	4	6	5	0	15	-	4	6	5	0	15	-	199
% Lights	100%	100%	100%	100%	100%	-	100%	100%	92.9%	0%	98.5%	-	0%	0%	0%	0%	-	-	100%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	99.5%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	0	1	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	7.1%	0%	1.5%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.5%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	4	-	-	-	-	20	-	-	-	-	-	3	-	-	-	-	-	3		
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%		

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2-PARK ST AT ST BERNARDS TER-SAT - TMC

Sat Mar 26, 2022

Full Length (11 AM-2 PM)

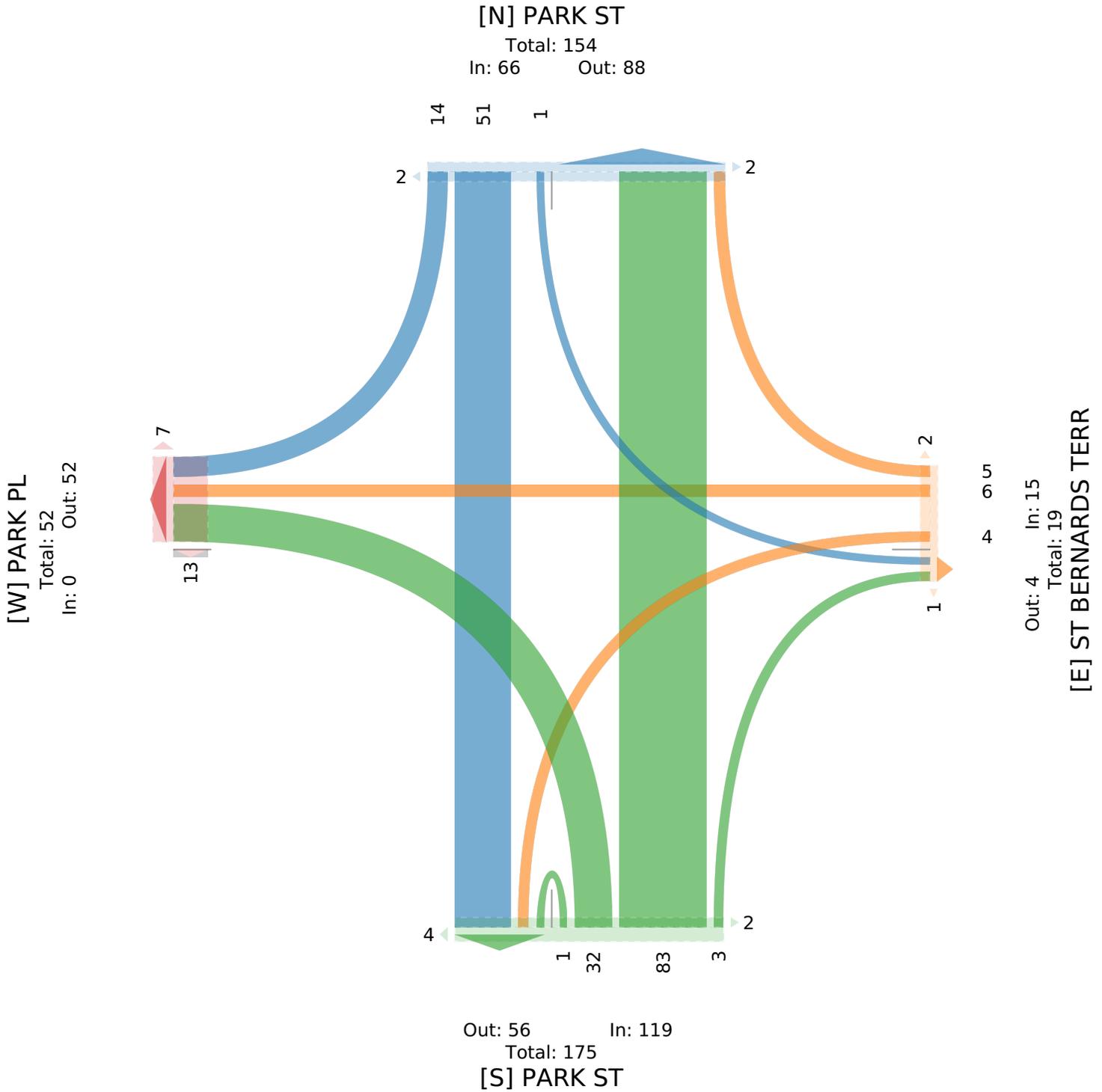
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933427, Location: 41.867551, -72.447884



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-PARK ST AT ST BERNARDS TER-SAT - TMC

Sat Mar 26, 2022

Midday Peak (WKND) (11:30 AM - 12:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933427, Location: 41.867551, -72.447884



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound						PARK ST Southbound						PARK PL Eastbound						ST BERNARDS TERR Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-03-26 11:30AM	3	7	0	0	10	2	0	4	2	0	6	1	0	0	0	0	0	2	0	1	1	0	2	0	18
11:45AM	4	9	0	0	13	0	0	4	2	0	6	0	0	0	0	0	0	0	2	1	0	0	3	1	22
12:00PM	2	9	0	0	11	1	0	4	2	0	6	1	0	0	0	0	0	2	2	1	1	0	4	0	21
12:15PM	6	5	0	0	11	0	0	2	3	0	5	0	0	0	0	0	0	1	0	1	0	0	1	0	17
Total	15	30	0	0	45	3	0	14	9	0	23	2	0	0	0	0	0	5	4	4	2	0	10	1	78
% Approach	33.3%	66.7%	0%	0%	-	-	0%	60.9%	39.1%	0%	-	-	0%	0%	0%	0%	-	-	40.0%	40.0%	20.0%	0%	-	-	-
% Total	19.2%	38.5%	0%	0%	57.7%	-	0%	17.9%	11.5%	0%	29.5%	-	0%	0%	0%	0%	0%	-	5.1%	5.1%	2.6%	0%	12.8%	-	-
PHF	0.625	0.833	-	-	0.865	-	-	0.875	0.750	-	0.958	-	-	-	-	-	-	-	0.500	1.000	0.500	-	0.625	-	0.886
Lights	15	30	0	0	45	-	0	14	8	0	22	-	0	0	0	0	0	-	4	4	2	0	10	-	77
% Lights	100%	100%	0%	0%	100%	-	0%	100%	88.9%	0%	95.7%	-	0%	0%	0%	0%	-	-	100%	100%	100%	0%	100%	-	98.7%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	0	1	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	11.1%	0%	4.3%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	1.3%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2-PARK ST AT ST BERNARDS TER-SAT - TMC

Sat Mar 26, 2022

Midday Peak (WKND) (11:30 AM - 12:30 PM) - Overall Peak Hour

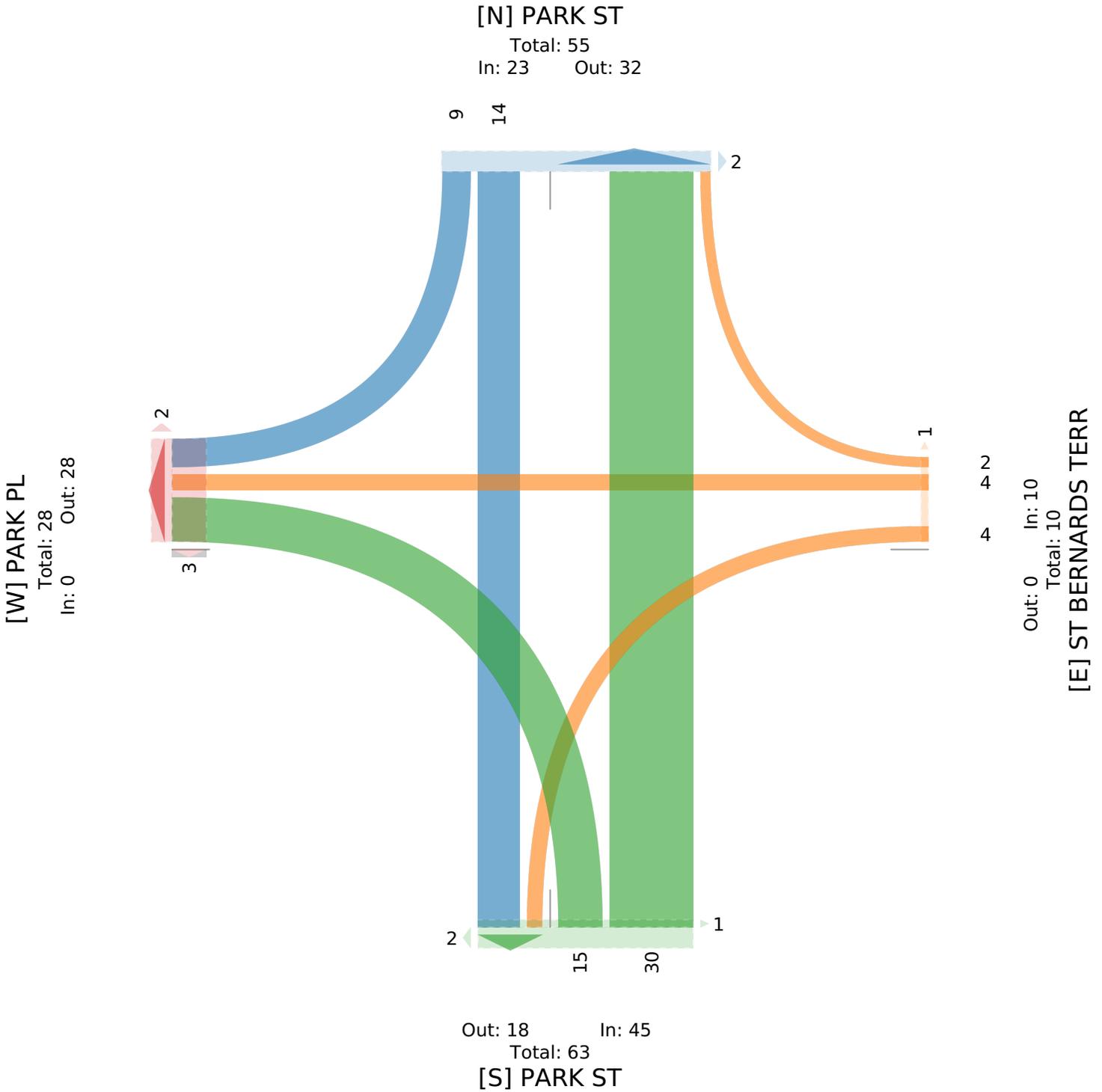
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933427, Location: 41.867551, -72.447884



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-PARK ST AT ST BERNARDS TER-SAT - TMC

Sat Mar 26, 2022

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933427, Location: 41.867551, -72.447884



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound						PARK ST Southbound						PARK PL Eastbound						ST BERNARDS TERR Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-03-26 1:00PM	3	7	0	0	10	0	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	16
1:15PM	4	7	0	0	11	2	0	10	1	0	11	0	0	0	0	0	0	1	0	0	1	0	1	0	23
1:30PM	2	7	1	0	10	1	0	1	1	0	2	0	0	0	0	0	0	3	0	1	0	0	1	0	13
1:45PM	4	5	0	0	9	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Total	13	26	1	0	40	3	0	20	3	0	23	0	0	0	0	0	0	4	0	1	1	0	2	0	65
% Approach	32.5%	65.0%	2.5%	0%	-	-	0%	87.0%	13.0%	0%	-	-	0%	0%	0%	0%	-	-	0%	50.0%	50.0%	0%	-	-	-
% Total	20.0%	40.0%	1.5%	0%	61.5%	-	0%	30.8%	4.6%	0%	35.4%	-	0%	0%	0%	0%	0%	-	0%	1.5%	1.5%	0%	3.1%	-	-
PHF	0.813	0.929	0.250	-	0.909	-	-	0.500	0.750	-	0.523	-	-	-	-	-	-	-	-	0.250	0.250	-	0.500	-	0.707
Lights	13	26	1	0	40	-	0	20	3	0	23	-	0	0	0	0	0	-	0	1	1	0	2	-	65
% Lights	100%	100%	100%	0%	100%	-	0%	100%	100%	0%	100%	-	0%	0%	0%	0%	-	-	0%	100%	100%	0%	100%	-	100%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2-PARK ST AT ST BERNARDS TER-SAT - TMC

Sat Mar 26, 2022

PM Peak (WKND) (1 PM - 2 PM)

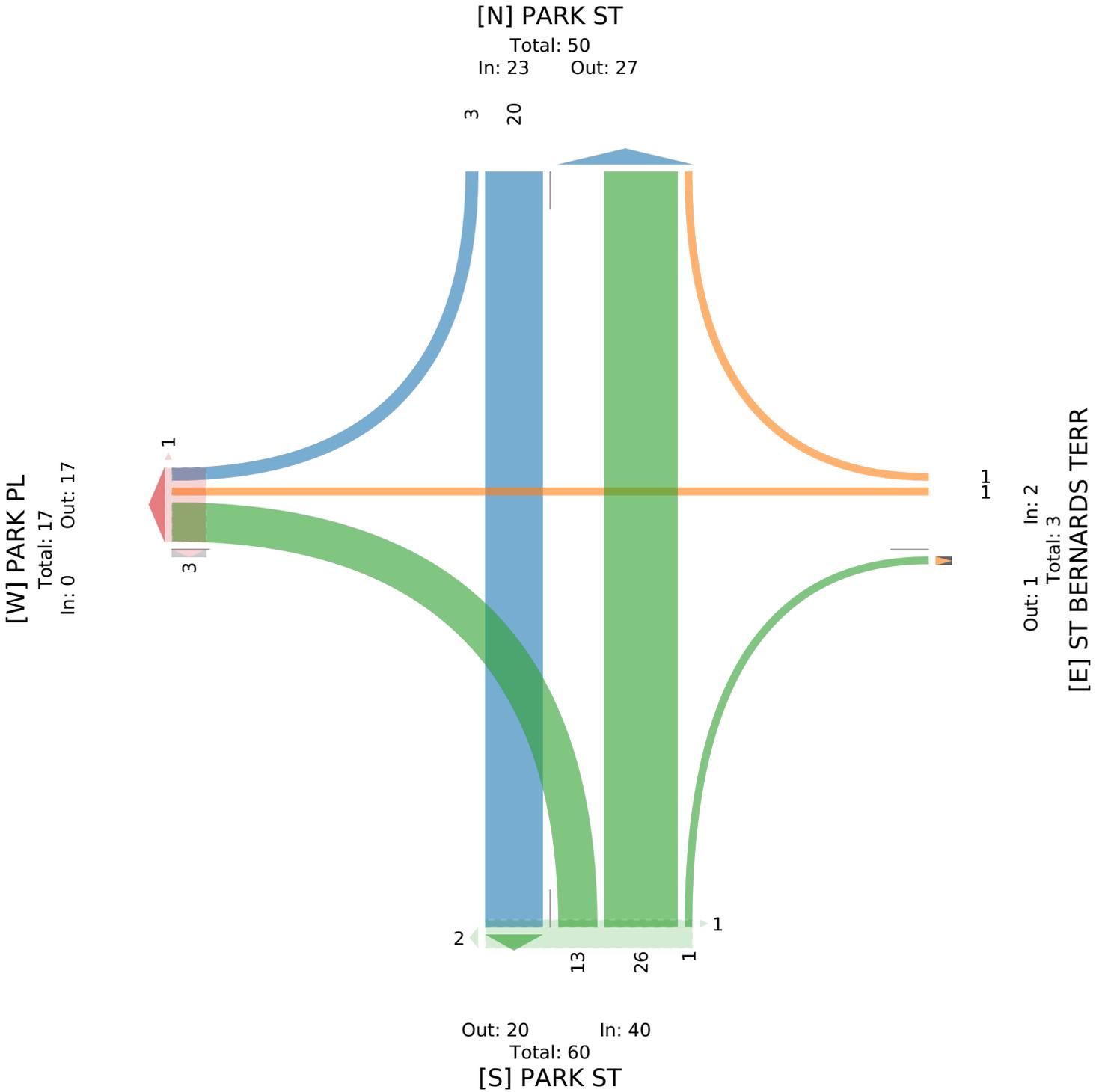
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933427, Location: 41.867551, -72.447884



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-PARK ST AT ST BERNARDS TER-THUR - TMC

Thu Mar 24, 2022

Full Length (3 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933426, Location: 41.86756, -72.447888



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound						PARK ST Southbound						PARK PL Eastbound						ST BERNARDS TERR Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-03-24 3:00PM	6	10	0	0	16	0	0	9	0	0	9	2	0	0	0	0	0	2	0	0	0	0	0	0	25
3:15PM	7	16	0	0	23	0	0	9	1	0	10	3	0	0	0	0	0	1	1	0	0	0	1	1	34
3:30PM	6	8	0	0	14	0	0	6	1	0	7	0	0	0	0	0	0	1	0	0	1	0	1	0	22
3:45PM	5	7	1	0	13	0	0	4	4	0	8	0	0	0	0	0	0	1	0	0	1	0	1	3	22
Hourly Total	24	41	1	0	66	0	0	28	6	0	34	5	0	0	0	0	0	5	1	0	2	0	3	4	103
4:00PM	5	4	0	0	9	2	0	3	2	0	5	1	0	0	0	0	0	2	0	0	0	0	0	0	14
4:15PM	3	5	1	0	9	0	0	5	3	0	8	2	0	0	0	0	0	2	0	0	0	0	0	0	17
4:30PM	11	10	0	0	21	0	0	2	3	0	5	0	0	0	0	0	0	2	0	0	0	0	0	0	26
4:45PM	6	8	0	0	14	0	0	8	2	0	10	1	0	0	0	0	0	1	0	0	0	0	0	0	24
Hourly Total	25	27	1	0	53	2	0	18	10	0	28	4	0	0	0	0	0	7	0	0	0	0	0	0	81
5:00PM	7	4	0	0	11	0	0	11	5	0	16	1	0	0	0	0	0	1	0	0	0	0	0	0	27
5:15PM	4	3	0	0	7	1	0	8	0	0	8	0	1	0	0	0	1	0	1	0	1	0	2	0	18
5:30PM	7	6	2	0	15	1	1	5	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	22
5:45PM	5	8	0	0	13	2	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	23	21	2	0	46	4	1	27	8	0	36	1	1	0	0	0	1	1	1	0	1	0	2	1	85
Total	72	89	4	0	165	6	1	73	24	0	98	10	1	0	0	0	1	13	2	0	3	0	5	5	269
% Approach	43.6%	53.9%	2.4%	0%	-	-	1.0%	74.5%	24.5%	0%	-	-	100%	0%	0%	0%	-	-	40.0%	0%	60.0%	0%	-	-	-
% Total	26.8%	33.1%	1.5%	0%	61.3%	-	0.4%	27.1%	8.9%	0%	36.4%	-	0.4%	0%	0%	0%	0.4%	-	0.7%	0%	1.1%	0%	1.9%	-	-
Lights	72	87	4	0	163	-	1	72	24	0	97	-	1	0	0	0	1	-	2	0	3	0	5	-	266
% Lights	100%	97.8%	100%	0%	98.8%	-	100%	98.6%	100%	0%	99.0%	-	100%	0%	0%	0%	100%	-	100%	0%	100%	0%	100%	-	98.9%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	1.4%	0%	0%	1.0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.4%
Buses	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Buses	0%	2.2%	0%	0%	1.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.7%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	10	-	-	-	-	-	13	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2-PARK ST AT ST BERNARDS TER-THUR - TMC

Thu Mar 24, 2022

Full Length (3 PM-6 PM)

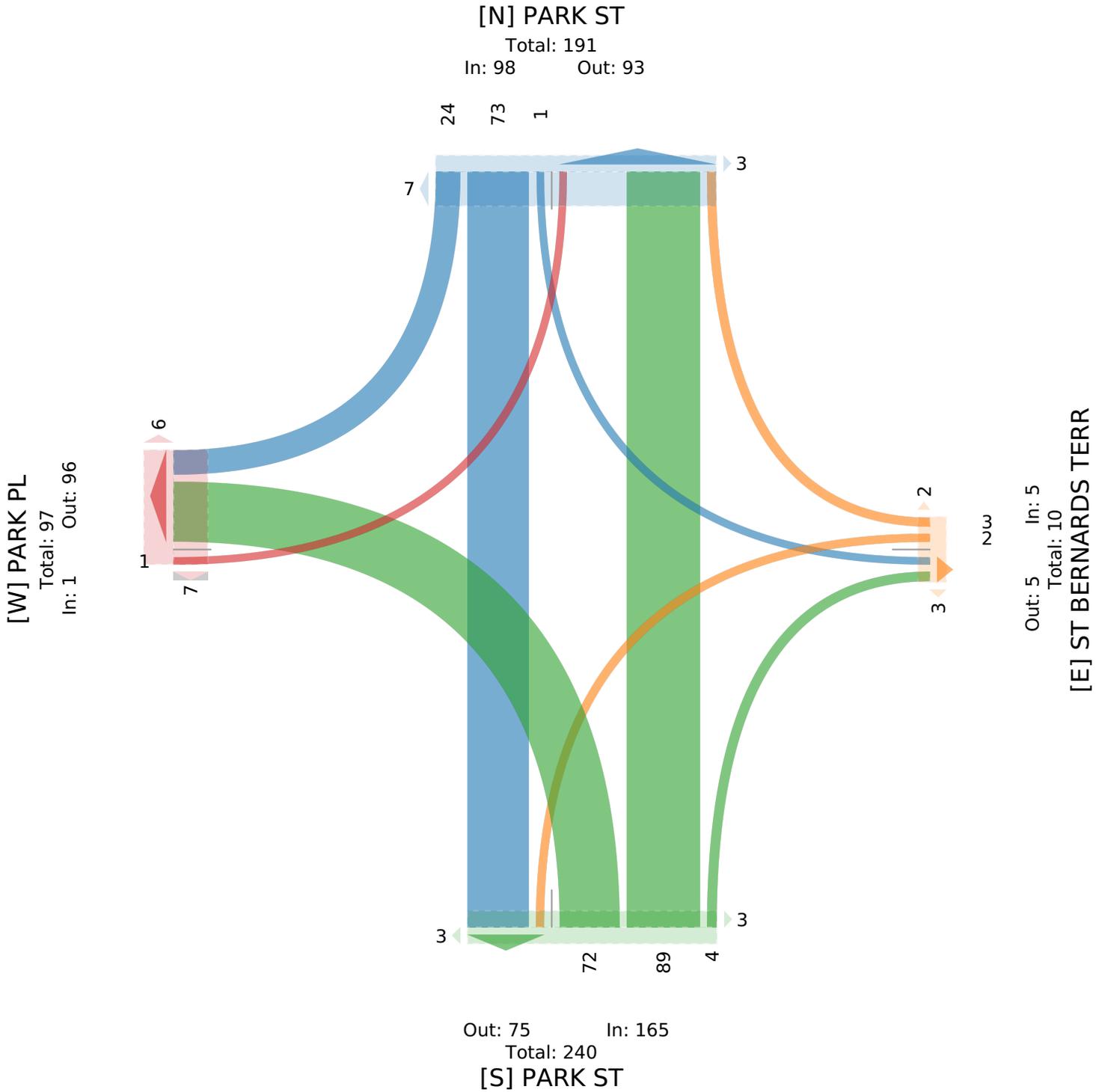
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933426, Location: 41.86756, -72.447888



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-PARK ST AT ST BERNARDS TER-THUR - TMC

Thu Mar 24, 2022

PM Peak (3 PM - 4 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933426, Location: 41.86756, -72.447888



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound						PARK ST Southbound						PARK PL Eastbound						ST BERNARDS TERR Westbound						Int			
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*				
2022-03-24 3:00PM	6	10	0	0	16	0	0	9	0	0	9	2	0	0	0	0	0	2	0	0	0	0	0	0	25			
3:15PM	7	16	0	0	23	0	0	9	1	0	10	3	0	0	0	0	0	1	1	0	0	0	1	1	34			
3:30PM	6	8	0	0	14	0	0	6	1	0	7	0	0	0	0	0	0	1	0	0	1	0	1	0	22			
3:45PM	5	7	1	0	13	0	0	4	4	0	8	0	0	0	0	0	0	1	0	0	1	0	1	3	22			
Total	24	41	1	0	66	0	0	28	6	0	34	5	0	0	0	0	0	5	1	0	2	0	3	4	103			
% Approach	36.4%	62.1%	1.5%	0%	-	-	0% 82.4%	17.6%	0%	-	-	0% 0% 0% 0%	-	-	33.3%	0%	66.7%	0%	-	-	-	-	-	-	-	-	-	
% Total	23.3%	39.8%	1.0%	0%	64.1%	-	0% 27.2%	5.8%	0%	33.0%	-	0% 0% 0% 0%	0%	-	1.0%	0%	1.9%	0%	2.9%	-	-	-	-	-	-	-	-	
PHF	0.857	0.641	0.250	-	0.717	-	-	0.778	0.375	-	0.850	-	-	-	-	-	-	-	0.250	-	0.500	-	0.750	-	0.757			
Lights	24	41	1	0	66	-	0	27	6	0	33	-	0	0	0	0	0	-	1	0	2	0	3	-	102			
% Lights	100%	100%	100%	0%	100%	-	0% 96.4%	100%	0%	97.1%	-	0% 0% 0% 0%	-	-	100%	0%	100%	0%	100%	-	-	99.0%	-	-	-	-	-	
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1			
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0% 3.6%	0%	0%	2.9%	-	0% 0% 0% 0%	-	-	0%	0%	0%	0%	0%	-	-	0%	-	1.0%	-	-	-	
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0			
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0% 0% 0% 0%	-	-	0%	0%	0%	0%	0%	-	-	0%	-	0%	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	4	4			
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	100%			

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2-PARK ST AT ST BERNARDS TER-THUR - TMC

Thu Mar 24, 2022

PM Peak (3 PM - 4 PM) - Overall Peak Hour

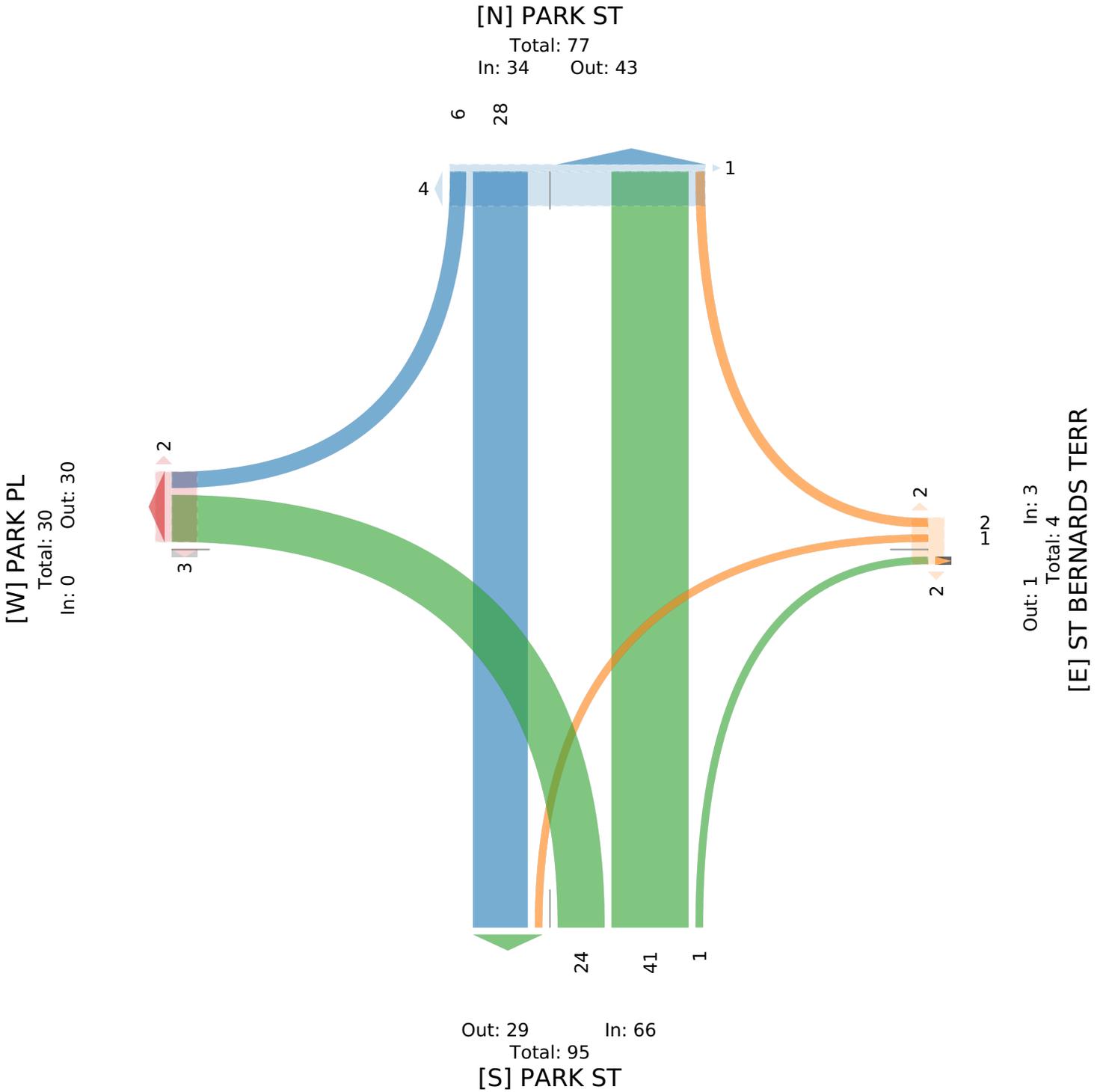
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933426, Location: 41.86756, -72.447888



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



3-PARK ST AT E MAIN ST-SATSOL - TMC

Sat Mar 26, 2022

Full Length (11 AM-2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933430, Location: 41.867314, -72.447793



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound						PARK ST Southbound						E MAIN ST Eastbound						E MAIN ST Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-03-26 11:00AM	1	1	0	0	2	1	3	0	3	0	6	0	4	49	2	0	55	8	2	68	6	0	76	0	139
11:15AM	1	1	1	0	3	1	5	1	0	0	6	0	3	80	0	0	83	1	1	56	1	2	60	1	152
11:30AM	1	1	1	0	3	1	1	1	2	0	4	0	7	72	2	0	81	2	1	68	3	0	72	0	160
11:45AM	1	1	1	0	3	10	2	1	4	0	7	0	8	71	3	0	82	0	3	65	3	0	71	0	163
Hourly Total	4	4	3	0	11	13	11	3	9	0	23	0	22	272	7	0	301	11	7	257	13	2	279	1	614
12:00PM	1	1	0	0	2	9	2	0	4	0	6	1	6	75	1	0	82	3	1	55	4	0	60	0	150
12:15PM	2	2	0	0	4	9	2	0	0	0	2	0	6	67	7	0	80	2	4	61	3	0	68	0	154
12:30PM	2	0	1	0	3	10	3	1	1	0	5	0	4	71	3	0	78	3	3	75	3	0	81	0	167
12:45PM	5	2	1	0	8	5	2	0	0	0	2	0	3	65	9	0	77	3	2	67	5	0	74	0	161
Hourly Total	10	5	2	0	17	33	9	1	5	0	15	1	19	278	20	0	317	11	10	258	15	0	283	0	632
1:00PM	3	1	1	0	5	7	1	0	2	0	3	0	6	63	6	0	75	3	3	66	2	0	71	1	154
1:15PM	2	1	2	0	5	9	9	1	2	0	12	2	5	62	2	0	69	1	1	54	3	2	60	1	146
1:30PM	2	2	2	0	6	0	0	0	1	0	1	1	7	72	6	0	85	5	0	66	2	0	68	1	160
1:45PM	3	1	3	0	7	4	2	2	0	0	4	0	6	66	4	0	76	5	1	72	1	1	75	2	162
Hourly Total	10	5	8	0	23	20	12	3	5	0	20	3	24	263	18	0	305	14	5	258	8	3	274	5	622
Total	24	14	13	0	51	66	32	7	19	0	58	4	65	813	45	0	923	36	22	773	36	5	836	6	1868
% Approach	47.1%	27.5%	25.5%	0%	-	-	55.2%	12.1%	32.8%	0%	-	-	7.0%	88.1%	4.9%	0%	-	-	2.6%	92.5%	4.3%	0.6%	-	-	-
% Total	1.3%	0.7%	0.7%	0%	2.7%	-	1.7%	0.4%	1.0%	0%	3.1%	-	3.5%	43.5%	2.4%	0%	49.4%	-	1.2%	41.4%	1.9%	0.3%	44.8%	-	-
Lights	23	14	13	0	50	-	32	7	19	0	58	-	65	803	44	0	912	-	22	759	36	5	822	-	1842
% Lights	95.8%	100%	100%	0%	98.0%	-	100%	100%	100%	0%	100%	-	100%	98.8%	97.8%	0%	98.8%	-	100%	98.2%	100%	100%	98.3%	-	98.6%
Articulated Trucks and Single-Unit Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	8	1	0	9	-	0	11	0	0	11	-	21
% Articulated Trucks and Single-Unit Trucks	4.2%	0%	0%	0%	2.0%	-	0%	0%	0%	0%	0%	-	0%	1.0%	2.2%	0%	1.0%	-	0%	1.4%	0%	0%	1.3%	-	1.1%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	0	3	0	0	3	-	5
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0.4%	0%	0%	0.4%	-	0.3%
Pedestrians	-	-	-	-	-	66	-	-	-	-	-	4	-	-	-	-	-	36	-	-	-	-	-	6	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3-PARK ST AT E MAIN ST-SATSOL - TMC

Sat Mar 26, 2022

Full Length (11 AM-2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933430, Location: 41.867314, -72.447793



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

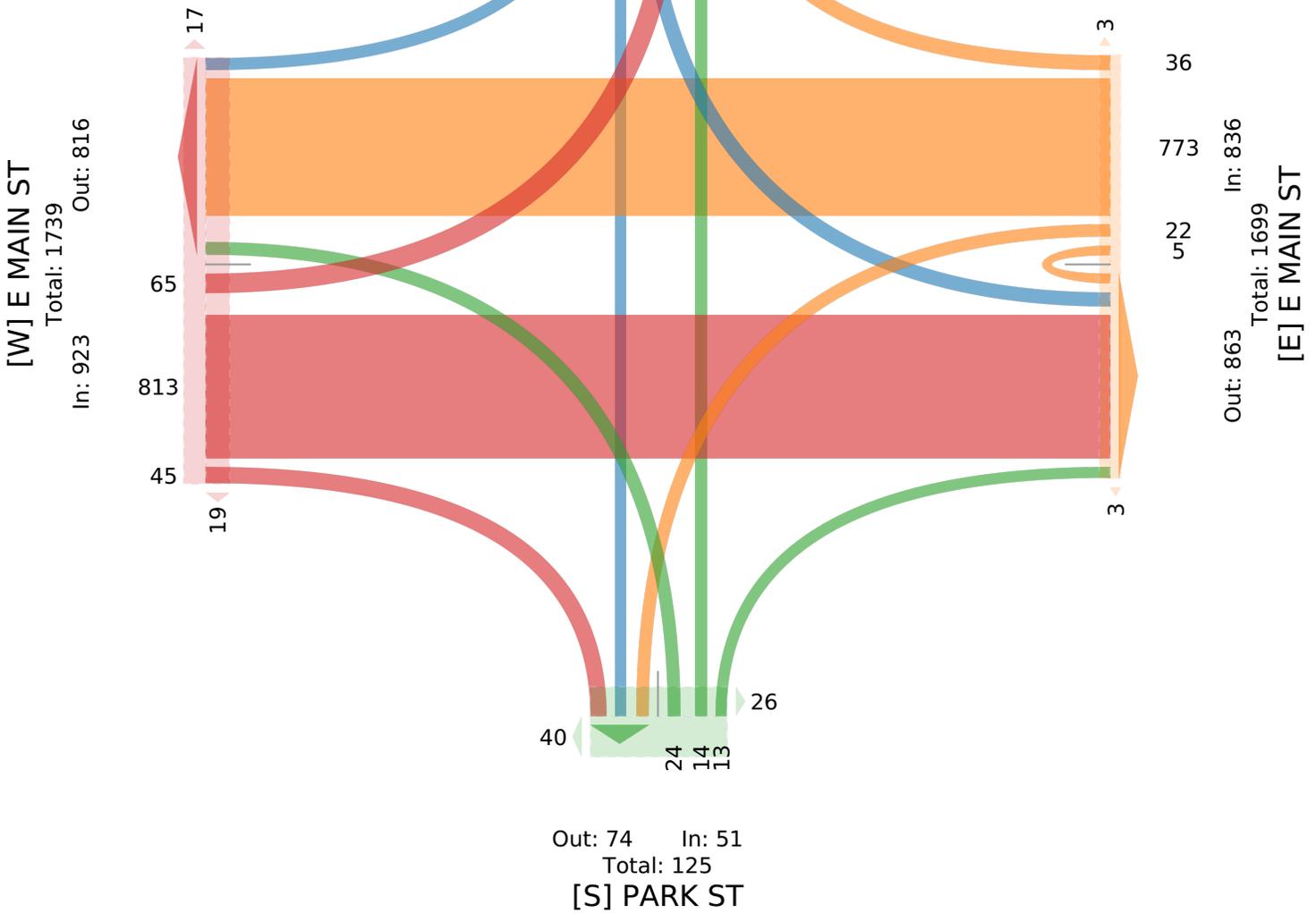
[N] PARK ST

Total: 173

In: 58 Out: 115

19
7
32

2 2



3-PARK ST AT E MAIN ST-SATSOL - TMC

Sat Mar 26, 2022

Midday Peak (WKND) (12:15 PM - 1:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933430, Location: 41.867314, -72.447793



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound						PARK ST Southbound						E MAIN ST Eastbound						E MAIN ST Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-03-26																									
12:15PM	2	2	0	0	4	9	2	0	0	0	2	0	6	67	7	0	80	2	4	61	3	0	68	0	154
12:30PM	2	0	1	0	3	10	3	1	1	0	5	0	4	71	3	0	78	3	3	75	3	0	81	0	167
12:45PM	5	2	1	0	8	5	2	0	0	0	2	0	3	65	9	0	77	3	2	67	5	0	74	0	161
1:00PM	3	1	1	0	5	7	1	0	2	0	3	0	6	63	6	0	75	3	3	66	2	0	71	1	154
Total	12	5	3	0	20	31	8	1	3	0	12	0	19	266	25	0	310	11	12	269	13	0	294	1	636
% Approach	60.0%	25.0%	15.0%	0%	-	-	66.7%	8.3%	25.0%	0%	-	-	6.1%	85.8%	8.1%	0%	-	-	4.1%	91.5%	4.4%	0%	-	-	-
% Total	1.9%	0.8%	0.5%	0%	3.1%	-	1.3%	0.2%	0.5%	0%	1.9%	-	3.0%	41.8%	3.9%	0%	48.7%	-	1.9%	42.3%	2.0%	0%	46.2%	-	-
PHF	0.600	0.625	0.750	-	0.625	-	0.667	0.250	0.375	-	0.600	-	0.792	0.937	0.694	-	0.969	-	0.750	0.897	0.650	-	0.907	-	0.952
Lights	11	5	3	0	19	-	8	1	3	0	12	-	19	265	24	0	308	-	12	263	13	0	288	-	627
% Lights	91.7%	100%	100%	0%	95.0%	-	100%	100%	100%	0%	100%	-	100%	99.6%	96.0%	0%	99.4%	-	100%	97.8%	100%	0%	98.0%	-	98.6%
Articulated Trucks and Single-Unit Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	1	1	0	2	-	0	5	0	0	5	-	8
% Articulated Trucks and Single-Unit Trucks	8.3%	0%	0%	0%	5.0%	-	0%	0%	0%	0%	0%	-	0%	0.4%	4.0%	0%	0.6%	-	0%	1.9%	0%	0%	1.7%	-	1.3%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	1
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0.2%
Pedestrians	-	-	-	-	-	31	-	-	-	-	-	0	-	-	-	-	-	11	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3-PARK ST AT E MAIN ST-SATSOL - TMC

Sat Mar 26, 2022

Midday Peak (WKND) (12:15 PM - 1:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933430, Location: 41.867314, -72.447793



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

[N] PARK ST

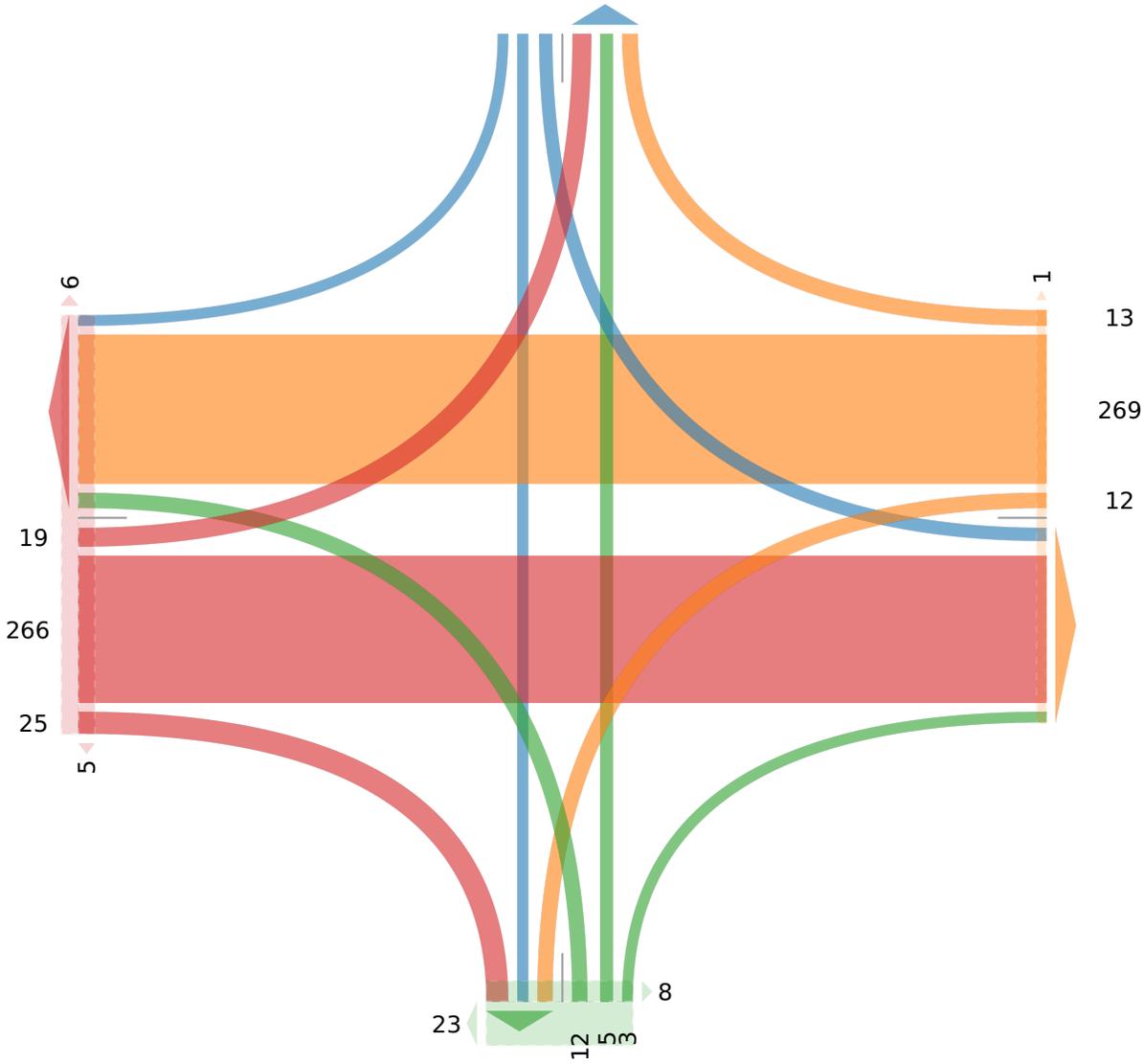
Total: 49

In: 12 Out: 37

3-18

[W] E MAIN ST
Total: 594
In: 310 Out: 284

[E] E MAIN ST
Total: 571
In: 294 Out: 277



Out: 38 In: 20
Total: 58
[S] PARK ST

3-PARK ST AT E MAIN ST-SATSOL - TMC

Sat Mar 26, 2022

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933430, Location: 41.867314, -72.447793



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound						PARK ST Southbound						E MAIN ST Eastbound						E MAIN ST Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-03-26																									
1:00PM	3	1	1	0	5	7	1	0	2	0	3	0	6	63	6	0	75	3	3	66	2	0	71	1	154
1:15PM	2	1	2	0	5	9	9	1	2	0	12	2	5	62	2	0	69	1	1	54	3	2	60	1	146
1:30PM	2	2	2	0	6	0	0	0	1	0	1	1	7	72	6	0	85	5	0	66	2	0	68	1	160
1:45PM	3	1	3	0	7	4	2	2	0	0	4	0	6	66	4	0	76	5	1	72	1	1	75	2	162
Total	10	5	8	0	23	20	12	3	5	0	20	3	24	263	18	0	305	14	5	258	8	3	274	5	622
% Approach	43.5%	21.7%	34.8%	0%	-	-	60.0%	15.0%	25.0%	0%	-	-	7.9%	86.2%	5.9%	0%	-	-	1.8%	94.2%	2.9%	1.1%	-	-	-
% Total	1.6%	0.8%	1.3%	0%	3.7%	-	1.9%	0.5%	0.8%	0%	3.2%	-	3.9%	42.3%	2.9%	0%	49.0%	-	0.8%	41.5%	1.3%	0.5%	44.1%	-	-
PHF	0.833	0.625	0.667	-	0.821	-	0.333	0.375	0.625	-	0.417	-	0.857	0.913	0.750	-	0.897	-	0.417	0.896	0.667	0.375	0.913	-	0.960
Lights	10	5	8	0	23	-	12	3	5	0	20	-	24	261	18	0	303	-	5	254	8	3	270	-	616
% Lights	100%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	100%	99.2%	100%	0%	99.3%	-	100%	98.4%	100%	100%	98.5%	-	99.0%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	3	0	0	3	-	4
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0%	1.2%	0%	0%	1.1%	-	0.6%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	1	0	0	1	-	2
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0%	0.4%	0%	0%	0.4%	-	0.3%
Pedestrians	-	-	-	-	-	20	-	-	-	-	-	3	-	-	-	-	-	14	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3-PARK ST AT E MAIN ST-SATSOL - TMC

Sat Mar 26, 2022

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933430, Location: 41.867314, -72.447793



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

[N] PARK ST

Total: 57

In: 20 Out: 37

5m, 12

2 1

[W] E MAIN ST

Total: 578

In: 305 Out: 273

24

263

18

7

7

8
258

305

In: 274

Total: 560

[E] E MAIN ST

Out: 286

8

10

5

12

Out: 26

In: 23

Total: 49

[S] PARK ST

3-PARK ST AT E MAIN ST-THUR - TMC

Thu Mar 24, 2022

Full Length (3 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933428, Location: 41.867314, -72.447793



Provided by: Traffic Databank LLC

716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound						PARK ST Southbound						E MAIN ST Eastbound						E MAIN ST Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-03-24																									
3:00PM	5	1	2	1	9	4	7	1	1	0	9	0	10	54	6	2	72	2	2	66	4	1	73	0	163
3:15PM	0	1	2	0	3	3	5	1	5	0	11	0	8	75	1	2	86	2	0	54	10	0	64	1	164
3:30PM	2	3	2	0	7	5	3	0	3	0	6	0	6	84	1	0	91	0	3	63	5	1	72	0	176
3:45PM	3	0	0	0	3	8	3	0	1	0	4	2	8	79	2	1	90	2	1	56	5	1	63	4	160
Hourly Total	10	5	6	1	22	20	18	2	10	0	30	2	32	292	10	5	339	6	6	239	24	3	272	5	663
4:00PM	2	0	1	1	4	4	0	0	3	0	3	0	5	70	6	2	83	3	1	68	1	1	71	0	161
4:15PM	0	0	2	0	2	4	3	0	1	0	4	0	7	75	3	1	86	0	1	67	3	0	71	0	163
4:30PM	0	0	1	0	1	3	1	0	2	0	3	0	11	86	3	3	103	4	2	68	10	0	80	0	187
4:45PM	3	0	3	0	6	3	2	0	2	0	4	1	10	71	4	1	86	4	4	65	5	1	75	0	171
Hourly Total	5	0	7	1	13	14	6	0	8	0	14	1	33	302	16	7	358	11	8	268	19	2	297	0	682
5:00PM	3	0	3	0	6	2	7	0	8	0	15	0	4	90	4	0	98	1	1	72	6	0	79	0	198
5:15PM	4	1	3	2	10	5	0	2	5	0	7	1	3	93	3	0	99	0	3	48	5	0	56	1	172
5:30PM	1	2	2	1	6	4	5	0	2	0	7	1	1	74	7	5	87	1	0	56	7	0	63	1	163
5:45PM	1	0	2	0	3	4	0	1	1	0	2	2	5	74	0	1	80	2	0	63	6	0	69	0	154
Hourly Total	9	3	10	3	25	15	12	3	16	0	31	4	13	331	14	6	364	4	4	239	24	0	267	2	687
Total	24	8	23	5	60	49	36	5	34	0	75	7	78	925	40	18	1061	21	18	746	67	5	836	7	2032
% Approach	40.0%	13.3%	38.3%	8.3%	-	-	48.0%	6.7%	45.3%	0%	-	-	7.4%	87.2%	3.8%	1.7%	-	-	2.2%	89.2%	8.0%	0.6%	-	-	-
% Total	1.2%	0.4%	1.1%	0.2%	3.0%	-	1.8%	0.2%	1.7%	0%	3.7%	-	3.8%	45.5%	2.0%	0.9%	52.2%	-	0.9%	36.7%	3.3%	0.2%	41.1%	-	-
Lights	24	8	23	5	60	-	35	5	34	0	74	-	77	892	39	18	1026	-	18	715	65	5	803	-	1963
% Lights	100%	100%	100%	100%	100%	-	97.2%	100%	100%	0%	98.7%	-	98.7%	96.4%	97.5%	100%	96.7%	-	100%	95.8%	97.0%	100%	96.1%	-	96.6%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	1	0	0	0	1	-	0	22	1	0	23	-	0	22	1	0	23	-	47
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	2.8%	0%	0%	0%	1.3%	-	0%	2.4%	2.5%	0%	2.2%	-	0%	2.9%	1.5%	0%	2.8%	-	2.3%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	1	11	0	0	12	-	0	9	1	0	10	-	22
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.3%	1.2%	0%	0%	1.1%	-	0%	1.2%	1.5%	0%	1.2%	-	1.1%
Pedestrians	-	-	-	-	-	49	-	-	-	-	-	7	-	-	-	-	-	21	-	-	-	-	-	7	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3-PARK ST AT E MAIN ST-THUR - TMC

Thu Mar 24, 2022

Full Length (3 PM-6 PM)

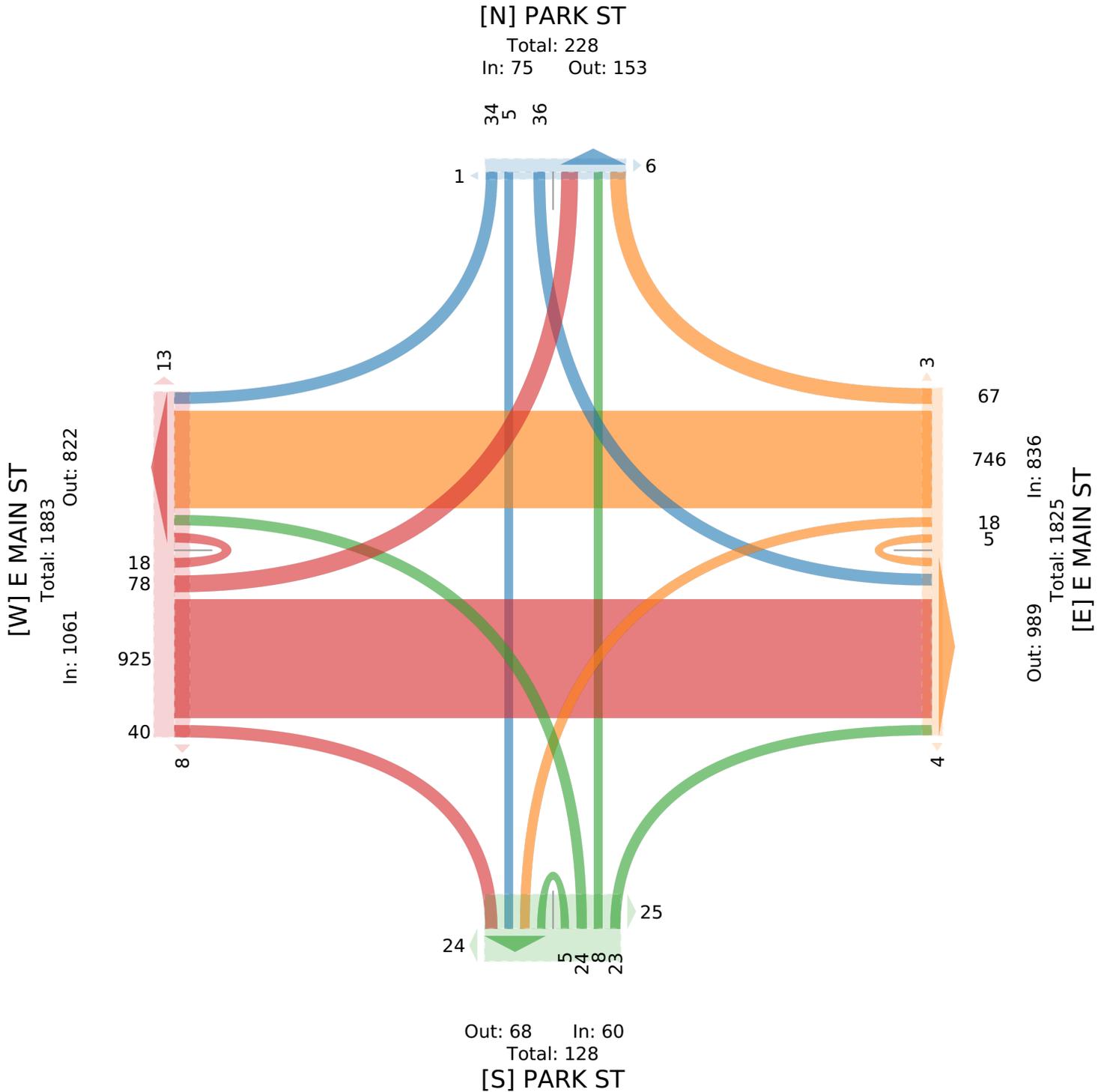
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933428, Location: 41.867314, -72.447793



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



3-PARK ST AT E MAIN ST-THUR - TMC

Thu Mar 24, 2022

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933428, Location: 41.867314, -72.447793



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound							PARK ST Southbound							E MAIN ST Eastbound							E MAIN ST Westbound							Int
	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		
2022-03-24																													
4:30PM	0	0	1	0	1	3	1	0	2	0	3	0	11	86	3	3	103	4	2	68	10	0	80	0	187				
4:45PM	3	0	3	0	6	3	2	0	2	0	4	1	10	71	4	1	86	4	4	65	5	1	75	0	171				
5:00PM	3	0	3	0	6	2	7	0	8	0	15	0	4	90	4	0	98	1	1	72	6	0	79	0	198				
5:15PM	4	1	3	2	10	5	0	2	5	0	7	1	3	93	3	0	99	0	3	48	5	0	56	1	172				
Total	10	1	10	2	23	13	10	2	17	0	29	2	28	340	14	4	386	9	10	253	26	1	290	1	728				
% Approach	43.5%	4.3%	43.5%	8.7%	-	-	34.5%	6.9%	58.6%	0%	-	-	7.3%	88.1%	3.6%	1.0%	-	-	3.4%	87.2%	9.0%	0.3%	-	-	-				
% Total	1.4%	0.1%	1.4%	0.3%	3.2%	-	1.4%	0.3%	2.3%	0%	4.0%	-	3.8%	46.7%	1.9%	0.5%	53.0%	-	1.4%	34.8%	3.6%	0.1%	39.8%	-	-				
PHF	0.625	0.250	0.833	0.250	0.575	-	0.357	0.250	0.531	-	0.483	-	0.636	0.914	0.875	0.333	0.937	-	0.625	0.878	0.650	0.250	0.906	-	0.919				
Lights	10	1	10	2	23	-	10	2	17	0	29	-	27	334	13	4	378	-	10	244	24	1	279	-	709				
% Lights	100%	100%	100%	100%	100%	-	100%	100%	100%	0%	100%	-	96.4%	98.2%	92.9%	100%	97.9%	-	100%	96.4%	92.3%	100%	96.2%	-	97.4%				
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	4	1	0	5	-	0	6	1	0	7	-	12				
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	1.2%	7.1%	0%	1.3%	-	0%	2.4%	3.8%	0%	2.4%	-	1.6%				
Buses	0	0	0	0	0	-	0	0	0	0	0	-	1	2	0	0	3	-	0	3	1	0	4	-	7				
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	3.6%	0.6%	0%	0%	0.8%	-	0%	1.2%	3.8%	0%	1.4%	-	1.0%				
Pedestrians	-	-	-	-	-	13	-	-	-	-	-	2	-	-	-	-	-	9	-	-	-	-	-	1	-				
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-				

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3-PARK ST AT E MAIN ST-THUR - TMC

Thu Mar 24, 2022

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

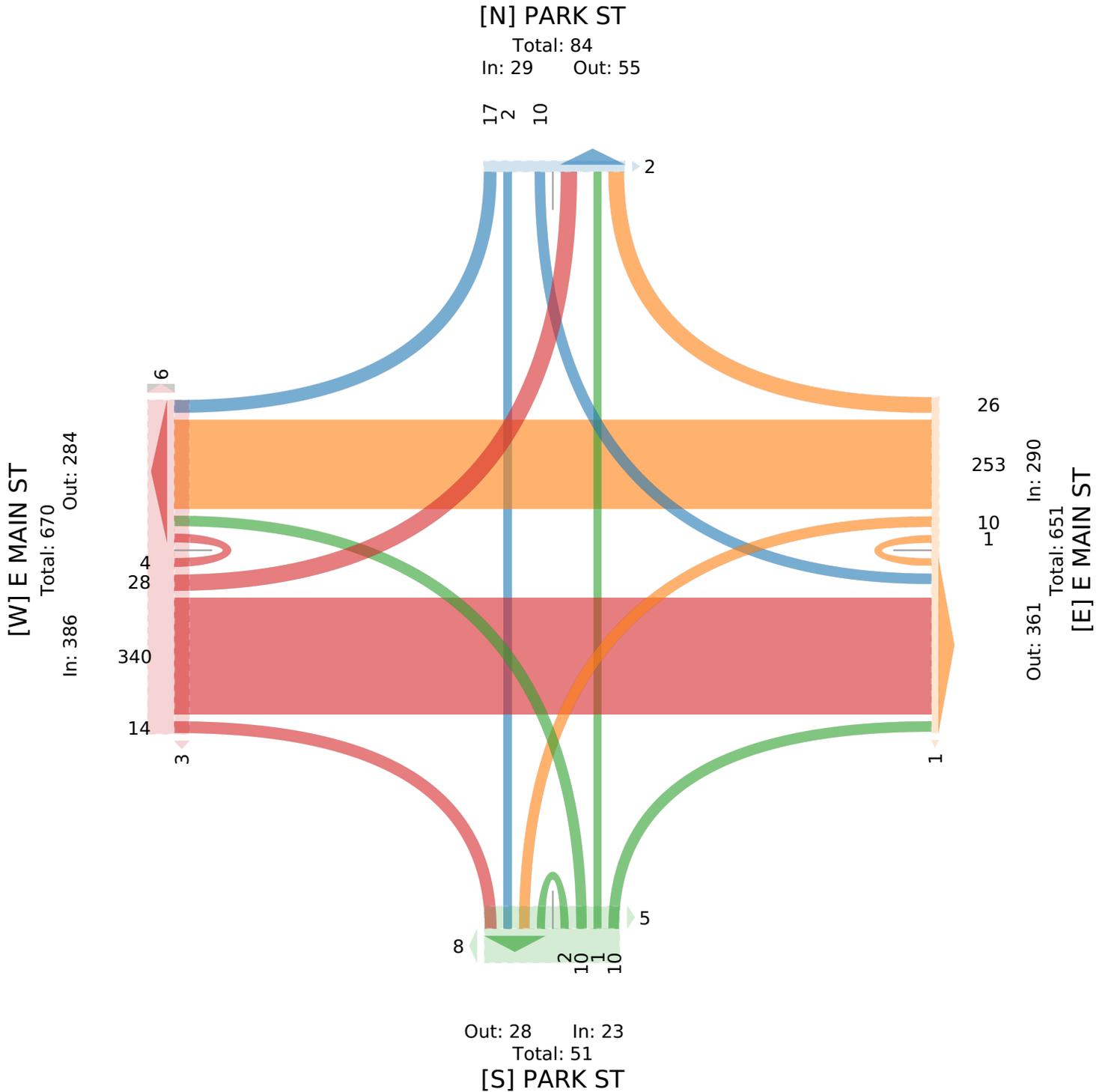
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933428, Location: 41.867314, -72.447793



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4-PARK ST AT PROSPECT ST-SAT - TMC

Sat Mar 26, 2022

Full Length (11 AM-2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933435, Location: 41.869948, -72.448596



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound						N PARK ST Southbound						PROSPECT ST Eastbound						PROSPECT ST Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-03-26 11:00AM	1	1	0	0	2	0	0	1	2	0	3	1	4	0	5	0	9	1	2	12	0	0	14	0	28
11:15AM	4	0	0	0	4	3	0	1	2	0	3	0	0	0	10	0	10	0	2	11	2	0	15	0	32
11:30AM	3	0	0	0	3	0	0	2	3	0	5	0	1	0	12	0	13	0	1	16	0	0	17	1	38
11:45AM	5	1	0	0	6	0	0	0	2	0	2	2	3	0	12	0	15	0	2	7	0	0	9	0	32
Hourly Total	13	2	0	0	15	3	0	4	9	0	13	3	8	0	39	0	47	1	7	46	2	0	55	1	130
12:00PM	7	0	0	0	7	0	0	0	2	0	2	1	1	0	6	0	7	1	0	16	3	0	19	0	35
12:15PM	4	1	0	0	5	0	0	0	0	0	0	0	1	0	14	0	15	1	0	13	0	0	13	0	33
12:30PM	3	0	0	0	3	0	0	0	2	0	2	0	1	0	6	0	7	0	1	20	0	0	21	1	33
12:45PM	10	0	0	0	10	0	0	1	0	0	1	0	0	0	7	0	7	0	3	15	1	0	19	0	37
Hourly Total	24	1	0	0	25	0	0	1	4	0	5	1	3	0	33	0	36	2	4	64	4	0	72	1	138
1:00PM	5	0	0	0	5	1	0	1	0	0	1	0	0	0	13	0	13	0	3	14	2	0	19	0	38
1:15PM	3	0	0	0	3	0	0	0	1	0	1	0	1	0	5	0	6	1	5	15	2	0	22	0	32
1:30PM	3	0	0	0	3	1	0	3	2	0	5	0	1	0	6	0	7	1	3	12	1	0	16	0	31
1:45PM	3	0	1	0	4	0	0	1	3	0	4	0	2	0	10	0	12	0	1	11	0	0	12	0	32
Hourly Total	14	0	1	0	15	2	0	5	6	0	11	0	4	0	34	0	38	2	12	52	5	0	69	0	133
Total	51	3	1	0	55	5	0	10	19	0	29	4	15	0	106	0	121	5	23	162	11	0	196	2	401
% Approach	92.7%	5.5%	1.8%	0%	-	-	0%	34.5%	65.5%	0%	-	-	12.4%	0%	87.6%	0%	-	-	11.7%	82.7%	5.6%	0%	-	-	-
% Total	12.7%	0.7%	0.2%	0%	13.7%	-	0%	2.5%	4.7%	0%	7.2%	-	3.7%	0%	26.4%	0%	30.2%	-	5.7%	40.4%	2.7%	0%	48.9%	-	-
Lights	50	3	1	0	54	-	0	10	19	0	29	-	15	0	106	0	121	-	22	162	10	0	194	-	398
% Lights	98.0%	100%	100%	0%	98.2%	-	0%	100%	100%	0%	100%	-	100%	0%	100%	0%	100%	-	95.7%	100%	90.9%	0%	99.0%	-	99.3%
Articulated Trucks and Single-Unit Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1	0	1	0	2	-	3
% Articulated Trucks and Single-Unit Trucks	2.0%	0%	0%	0%	1.8%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	4.3%	0%	9.1%	0%	1.0%	-	0.7%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4-PARK ST AT PROSPECT ST-SAT - TMC

Sat Mar 26, 2022

Full Length (11 AM-2 PM)

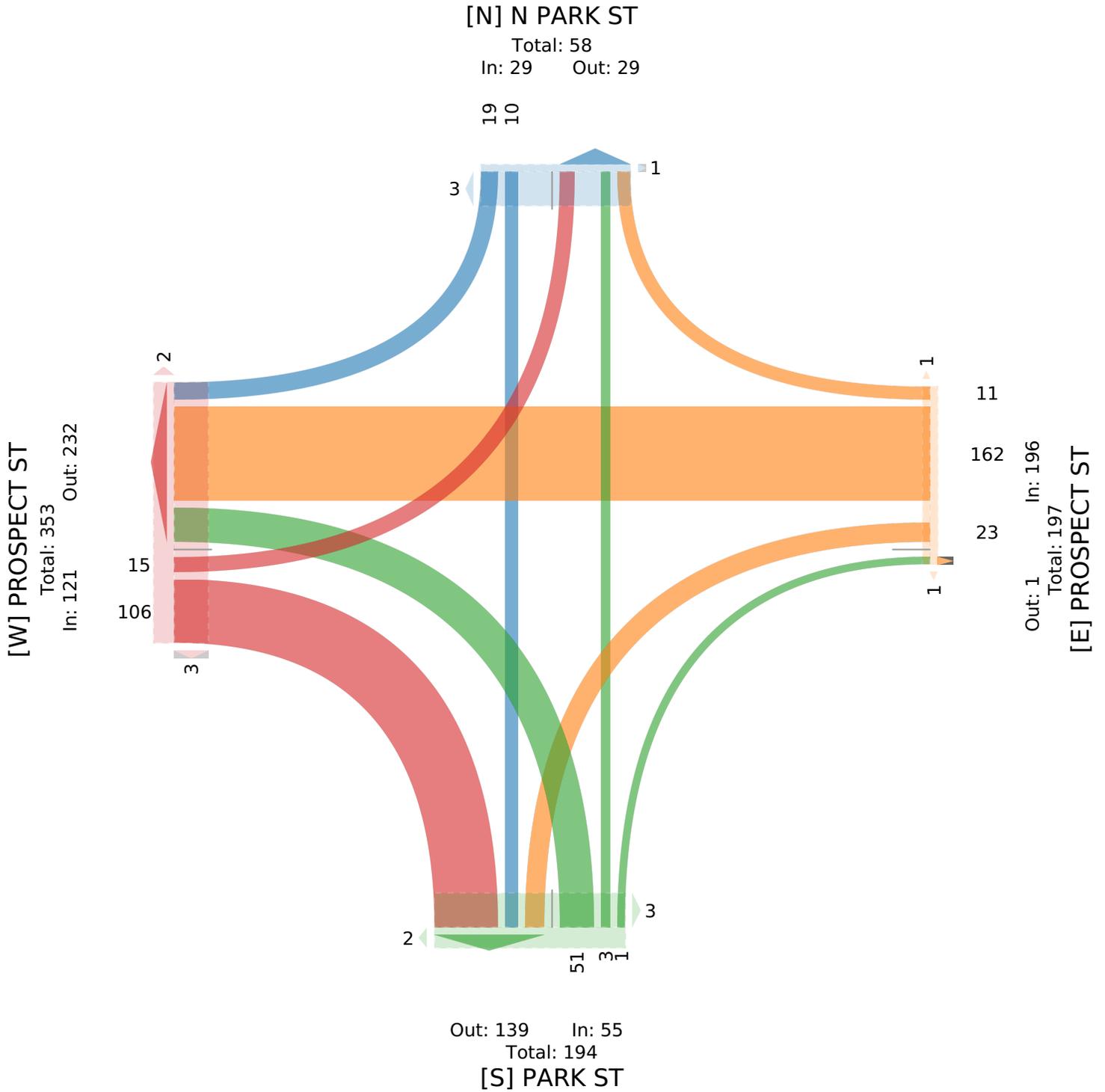
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933435, Location: 41.869948, -72.448596



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4-PARK ST AT PROSPECT ST-SAT - TMC

Sat Mar 26, 2022

Midday Peak (WKND) (12:15 PM - 1:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933435, Location: 41.869948, -72.448596



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound						N PARK ST Southbound						PROSPECT ST Eastbound						PROSPECT ST Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-03-26 12:15PM	4	1	0	0	5	0	0	0	0	0	0	0	1	0	14	0	15	1	0	13	0	0	13	0	33
12:30PM	3	0	0	0	3	0	0	0	2	0	2	0	1	0	6	0	7	0	1	20	0	0	21	1	33
12:45PM	10	0	0	0	10	0	0	1	0	0	1	0	0	0	7	0	7	0	3	15	1	0	19	0	37
1:00PM	5	0	0	0	5	1	0	1	0	0	1	0	0	0	13	0	13	0	3	14	2	0	19	0	38
Total	22	1	0	0	23	1	0	2	2	0	4	0	2	0	40	0	42	1	7	62	3	0	72	1	141
% Approach	95.7%	4.3%	0%	0%	-	-	0%	50.0%	50.0%	0%	-	-	4.8%	0%	95.2%	0%	-	-	9.7%	86.1%	4.2%	0%	-	-	-
% Total	15.6%	0.7%	0%	0%	16.3%	-	0%	1.4%	1.4%	0%	2.8%	-	1.4%	0%	28.4%	0%	29.8%	-	5.0%	44.0%	2.1%	0%	51.1%	-	-
PHF	0.550	0.250	-	-	0.575	-	-	0.500	0.250	-	0.500	-	0.500	-	0.714	-	0.700	-	0.583	0.775	0.375	-	0.857	-	0.928
Lights	21	1	0	0	22	-	0	2	2	0	4	-	2	0	40	0	42	-	7	62	2	0	71	-	139
% Lights	95.5%	100%	0%	0%	95.7%	-	0%	100%	100%	0%	100%	-	100%	0%	100%	0%	100%	-	100%	100%	66.7%	0%	98.6%	-	98.6%
Articulated Trucks and Single-Unit Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	1	-	2
% Articulated Trucks and Single-Unit Trucks	4.5%	0%	0%	0%	4.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	33.3%	0%	1.4%	-	1.4%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	1
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4-PARK ST AT PROSPECT ST-SAT - TMC

Sat Mar 26, 2022

Midday Peak (WKND) (12:15 PM - 1:15 PM) - Overall Peak Hour

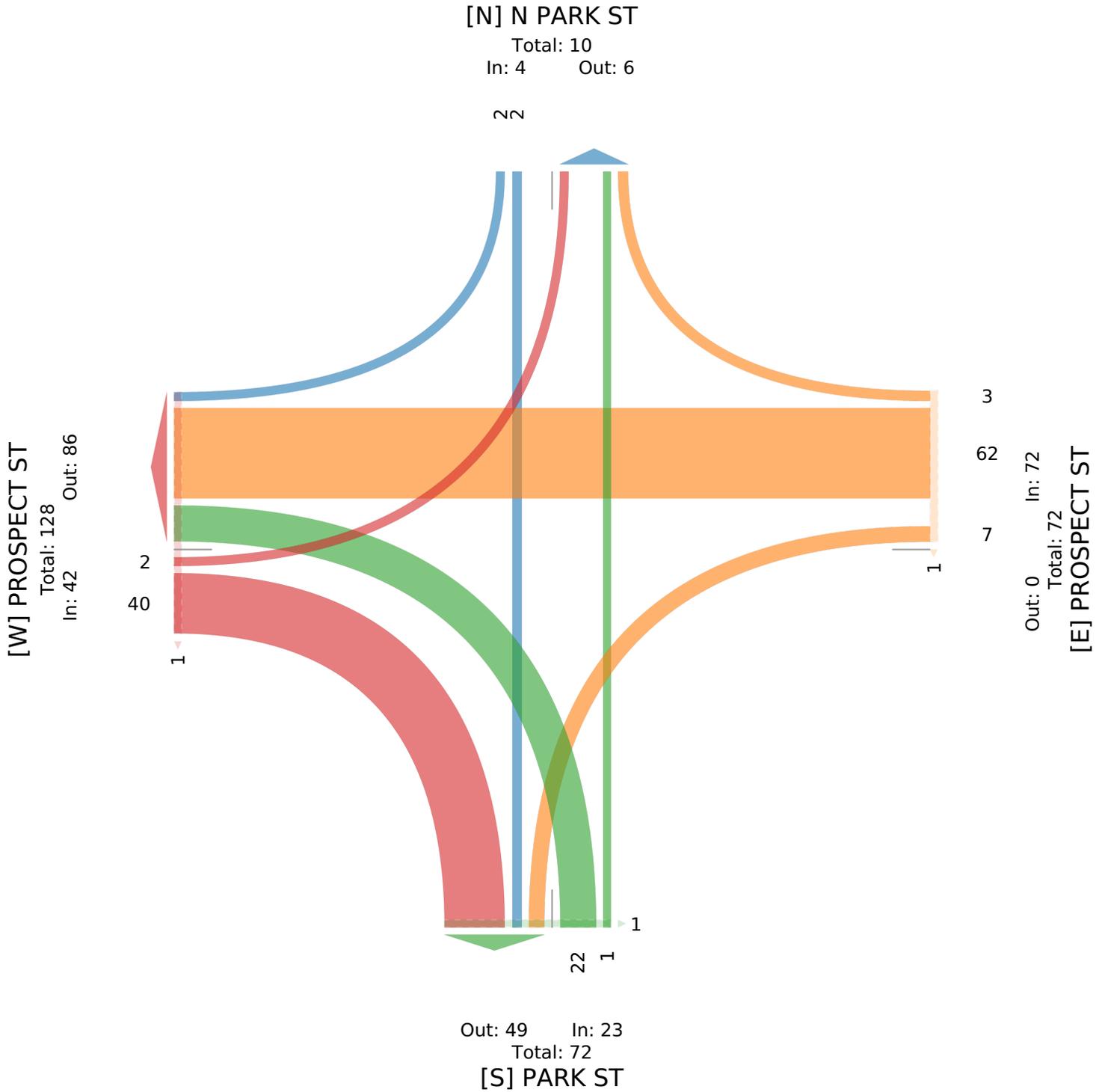
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933435, Location: 41.869948, -72.448596



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4-PARK ST AT PROSPECT ST-SAT - TMC

Sat Mar 26, 2022

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933435, Location: 41.869948, -72.448596



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound						N PARK ST Southbound						PROSPECT ST Eastbound						PROSPECT ST Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-03-26 1:00PM	5	0	0	0	5	1	0	1	0	0	1	0	0	0	13	0	13	0	3	14	2	0	19	0	38
1:15PM	3	0	0	0	3	0	0	0	1	0	1	0	1	0	5	0	6	1	5	15	2	0	22	0	32
1:30PM	3	0	0	0	3	1	0	3	2	0	5	0	1	0	6	0	7	1	3	12	1	0	16	0	31
1:45PM	3	0	1	0	4	0	0	1	3	0	4	0	2	0	10	0	12	0	1	11	0	0	12	0	32
Total	14	0	1	0	15	2	0	5	6	0	11	0	4	0	34	0	38	2	12	52	5	0	69	0	133
% Approach	93.3%	0%	6.7%	0%	-	-	0%	45.5%	54.5%	0%	-	-	10.5%	0%	89.5%	0%	-	-	17.4%	75.4%	7.2%	0%	-	-	-
% Total	10.5%	0%	0.8%	0%	11.3%	-	0%	3.8%	4.5%	0%	8.3%	-	3.0%	0%	25.6%	0%	28.6%	-	9.0%	39.1%	3.8%	0%	51.9%	-	-
PHF	0.700	-	0.250	-	0.750	-	-	0.417	0.500	-	0.550	-	0.500	-	0.654	-	0.731	-	0.600	0.867	0.625	-	0.784	-	0.875
Lights	14	0	1	0	15	-	0	5	6	0	11	-	4	0	34	0	38	-	12	52	5	0	69	-	133
% Lights	100%	0%	100%	0%	100%	-	0%	100%	100%	0%	100%	-	100%	0%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	100%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4-PARK ST AT PROSPECT ST-SAT - TMC

Sat Mar 26, 2022

PM Peak (WKND) (1 PM - 2 PM)

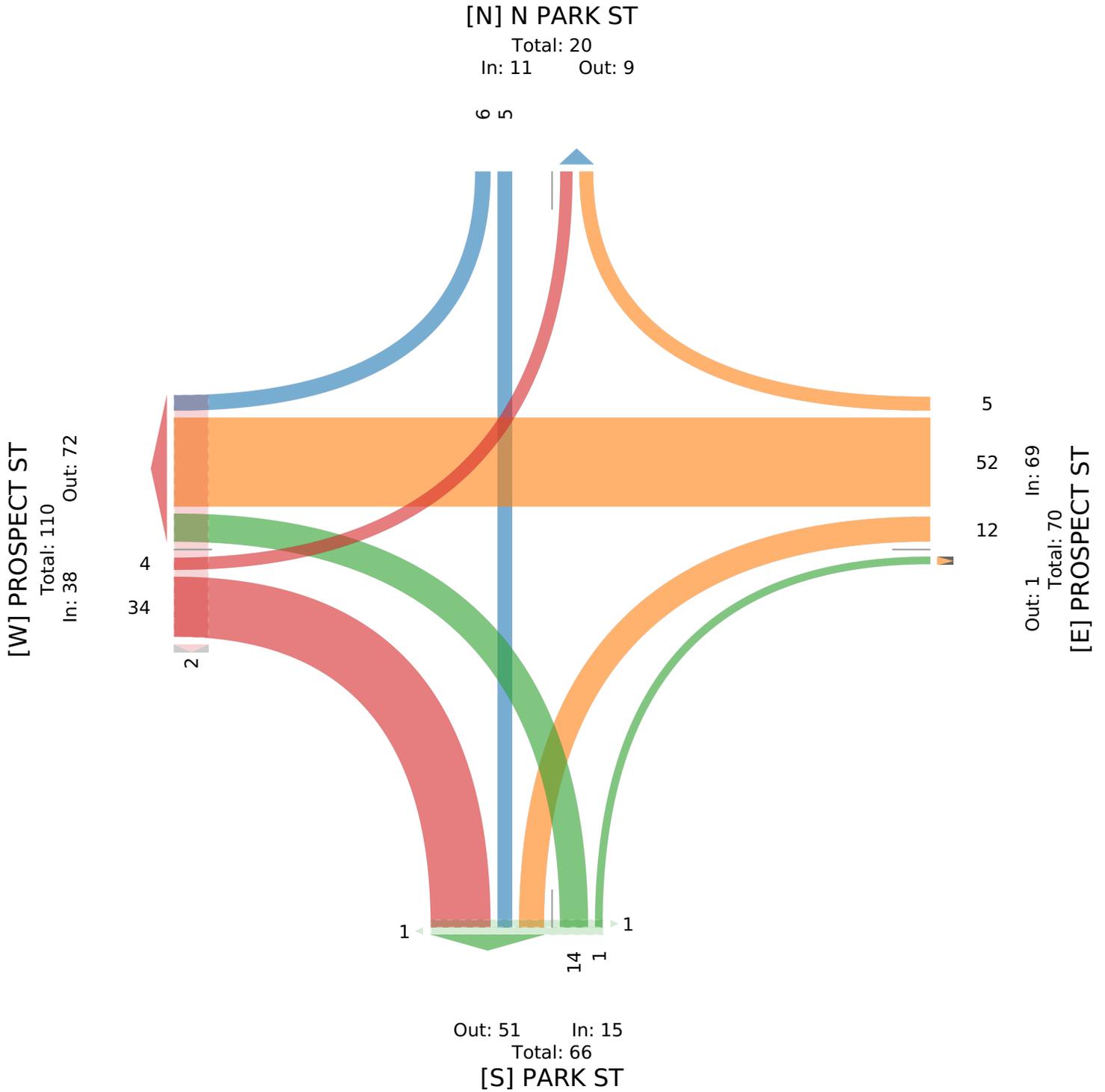
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933435, Location: 41.869948, -72.448596



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4-PARK ST AT PROSPECT ST-THUR - TMC

Thu Mar 24, 2022

Full Length (3 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933434, Location: 41.869948, -72.448596



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound						N PARK ST Southbound						PROSPECT ST Eastbound						PROSPECT ST Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-03-24 3:00PM	8	0	0	0	8	0	0	0	1	0	1	2	3	0	14	0	17	0	1	13	3	0	17	0	43
3:15PM	9	0	0	0	9	0	0	1	1	0	2	0	2	0	5	0	7	0	2	20	0	0	22	0	40
3:30PM	9	1	0	0	10	0	0	1	2	0	3	0	1	0	11	0	12	0	0	13	1	0	14	0	39
3:45PM	6	0	0	0	6	0	0	2	1	0	3	0	1	0	9	0	10	1	0	15	3	0	18	0	37
Hourly Total	32	1	0	0	33	0	0	4	5	0	9	2	7	0	39	0	46	1	3	61	7	0	71	0	159
4:00PM	4	0	0	0	4	0	0	0	4	0	4	0	1	0	11	0	12	0	0	10	0	0	10	0	30
4:15PM	6	0	0	0	6	0	0	0	3	0	3	1	5	0	14	0	19	0	1	18	2	0	21	0	49
4:30PM	8	0	0	0	8	1	0	1	2	0	3	0	3	0	10	0	13	0	2	11	1	0	14	0	38
4:45PM	2	0	0	0	2	0	0	2	2	0	4	0	3	0	6	0	9	0	0	18	0	0	18	0	33
Hourly Total	20	0	0	0	20	1	0	3	11	0	14	1	12	0	41	0	53	0	3	57	3	0	63	0	150
5:00PM	14	0	0	0	14	0	0	0	2	0	2	1	2	0	7	0	9	0	1	13	1	0	15	0	40
5:15PM	6	0	0	0	6	0	0	2	5	0	7	0	4	0	2	0	6	0	0	12	2	0	14	0	33
5:30PM	5	0	0	0	5	0	0	3	2	0	5	0	3	0	11	0	14	0	2	7	0	0	9	0	33
5:45PM	5	0	0	0	5	4	0	1	4	0	5	1	3	0	11	0	14	0	0	19	1	0	20	0	44
Hourly Total	30	0	0	0	30	4	0	6	13	0	19	2	12	0	31	0	43	0	3	51	4	0	58	0	150
Total	82	1	0	0	83	5	0	13	29	0	42	5	31	0	111	0	142	1	9	169	14	0	192	0	459
% Approach	98.8%	1.2%	0%	0%	-	-	0%	31.0%	69.0%	0%	-	-	21.8%	0%	78.2%	0%	-	-	4.7%	88.0%	7.3%	0%	-	-	-
% Total	17.9%	0.2%	0%	0%	18.1%	-	0%	2.8%	6.3%	0%	9.2%	-	6.8%	0%	24.2%	0%	30.9%	-	2.0%	36.8%	3.1%	0%	41.8%	-	-
Lights	81	1	0	0	82	-	0	12	29	0	41	-	30	0	111	0	141	-	9	169	14	0	192	-	456
% Lights	98.8%	100%	0%	0%	98.8%	-	0%	92.3%	100%	0%	97.6%	-	96.8%	0%	100%	0%	99.3%	-	100%	100%	100%	0%	100%	-	99.3%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	1	0	0	1	-	1	0	0	0	1	-	0	0	0	0	0	-	2
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	7.7%	0%	0%	2.4%	-	3.2%	0%	0%	0%	0.7%	-	0%	0%	0%	0%	0%	-	0.4%
Buses	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Buses	1.2%	0%	0%	0%	1.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4-PARK ST AT PROSPECT ST-THUR - TMC

Thu Mar 24, 2022

Full Length (3 PM-6 PM)

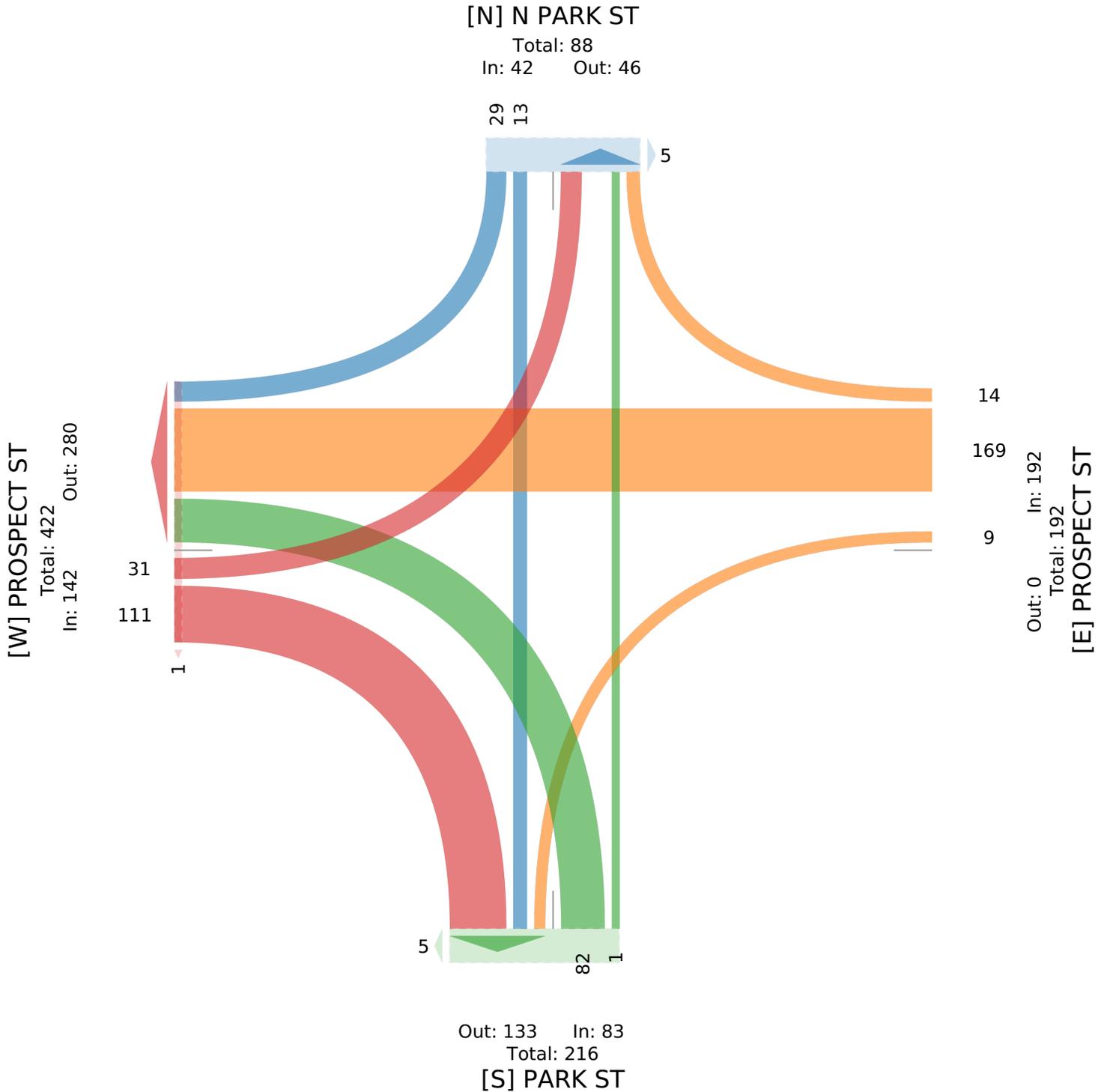
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933434, Location: 41.869948, -72.448596



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4-PARK ST AT PROSPECT ST-THUR - TMC

Thu Mar 24, 2022

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933434, Location: 41.869948, -72.448596



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PARK ST Northbound						N PARK ST Southbound						PROSPECT ST Eastbound						PROSPECT ST Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-03-24 4:15PM	6	0	0	0	6	0	0	0	3	0	3	1	5	0	14	0	19	0	1	18	2	0	21	0	49
4:30PM	8	0	0	0	8	1	0	1	2	0	3	0	3	0	10	0	13	0	2	11	1	0	14	0	38
4:45PM	2	0	0	0	2	0	0	2	2	0	4	0	3	0	6	0	9	0	0	18	0	0	18	0	33
5:00PM	14	0	0	0	14	0	0	0	2	0	2	1	2	0	7	0	9	0	1	13	1	0	15	0	40
Total	30	0	0	0	30	1	0	3	9	0	12	2	13	0	37	0	50	0	4	60	4	0	68	0	160
% Approach	100%	0%	0%	0%	-	-	0%	25.0%	75.0%	0%	-	-	26.0%	0%	74.0%	0%	-	-	5.9%	88.2%	5.9%	0%	-	-	-
% Total	18.8%	0%	0%	0%	18.8%	-	0%	1.9%	5.6%	0%	7.5%	-	8.1%	0%	23.1%	0%	31.3%	-	2.5%	37.5%	2.5%	0%	42.5%	-	-
PHF	0.536	-	-	-	0.536	-	-	0.375	0.750	-	0.750	-	0.650	-	0.661	-	0.658	-	0.500	0.833	0.500	-	0.810	-	0.816
Lights	29	0	0	0	29	-	0	3	9	0	12	-	13	0	37	0	50	-	4	60	4	0	68	-	159
% Lights	96.7%	0%	0%	0%	96.7%	-	0%	100%	100%	0%	100%	-	100%	0%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	99.4%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Buses	3.3%	0%	0%	0%	3.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.6%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4-PARK ST AT PROSPECT ST-THUR - TMC

Thu Mar 24, 2022

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

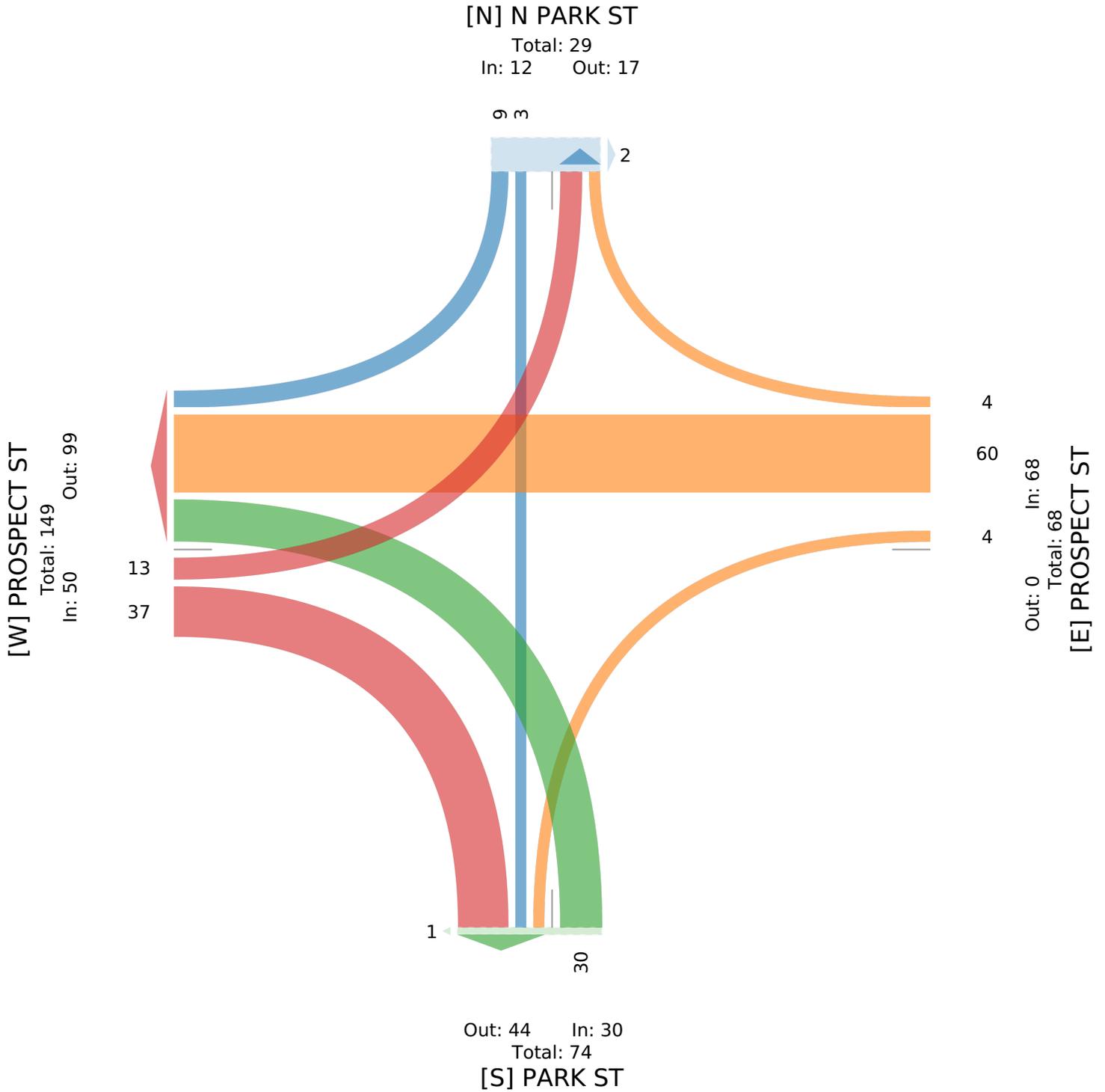
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933434, Location: 41.869948, -72.448596



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



5-PROSPECT ST AT SCHOOL ST-SAT - TMC

Sat Mar 26, 2022

Full Length (11 AM-2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933440, Location: 41.869161, -72.444276



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PROSPECT ST Northbound							PROSPECT ST Southbound							SCHOOL ST Eastbound							MOUNTAIN ST Westbound							Int
	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		
2022-03-26 11:00AM	2	8	6	0	16	1		0	0	0	0	0	0		2	1	8	0	11	0		9	1	2	0	12	0		39
11:15AM	1	15	4	0	20	0		0	0	0	0	0	1		0	0	9	0	9	0		2	1	2	0	5	1		34
11:30AM	2	11	3	0	16	1		0	0	0	0	0	1		2	0	12	0	14	0		9	0	1	0	10	3		40
11:45AM	0	6	4	0	10	0		0	0	0	0	0	1		0	1	10	0	11	3		2	0	0	0	2	3		23
Hourly Total	5	40	17	0	62	2		0	0	0	0	0	3		4	2	39	0	45	3		22	2	5	0	29	7		136
12:00PM	3	20	3	0	26	0		0	0	0	0	0	2		3	1	4	0	8	6		2	1	6	0	9	0		43
12:15PM	4	11	0	0	15	0		0	0	0	0	0	2		1	3	12	0	16	0		3	1	1	0	5	1		36
12:30PM	4	17	4	0	25	1		0	0	0	0	0	3		0	0	3	0	3	4		6	0	1	0	7	3		35
12:45PM	2	16	4	0	22	0		0	0	0	0	0	1		1	0	8	0	9	3		4	1	0	0	5	1		36
Hourly Total	13	64	11	0	88	1		0	0	0	0	0	8		5	4	27	0	36	13		15	3	8	0	26	5		150
1:00PM	0	15	5	0	20	1		0	1	0	0	1	1		1	2	11	0	14	1		7	2	2	0	11	0		46
1:15PM	5	11	4	0	20	0		0	0	0	0	0	0		1	3	6	0	10	0		4	1	4	0	9	0		39
1:30PM	2	9	9	0	20	0		0	0	0	0	0	0		0	1	10	0	11	0		6	2	2	0	10	0		41
1:45PM	1	10	4	1	16	0		0	0	0	0	0	1		3	0	8	0	11	0		2	0	1	0	3	0		30
Hourly Total	8	45	22	1	76	1		0	1	0	0	1	2		5	6	35	0	46	1		19	5	9	0	33	0		156
Total	26	149	50	1	226	4		0	1	0	0	1	13		14	12	101	0	127	17		56	10	22	0	88	12		442
% Approach	11.5%	65.9%	22.1%	0.4%	-	-		0%	100%	0%	0%	-	-		11.0%	9.4%	79.5%	0%	-	-		63.6%	11.4%	25.0%	0%	-	-		-
% Total	5.9%	33.7%	11.3%	0.2%	51.1%	-		0%	0.2%	0%	0%	0.2%	-		3.2%	2.7%	22.9%	0%	28.7%	-		12.7%	2.3%	5.0%	0%	19.9%	-		-
Lights	26	148	50	1	225	-		0	1	0	0	1	-		14	12	101	0	127	-		56	10	22	0	88	-		441
% Lights	100%	99.3%	100%	100%	99.6%	-		0%	100%	0%	0%	100%	-		100%	100%	100%	0%	100%	-		100%	100%	100%	0%	100%	-		99.8%
Articulated Trucks and Single-Unit Trucks	0	1	0	0	1	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		1
% Articulated Trucks and Single-Unit Trucks	0%	0.7%	0%	0%	0.4%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0.2%
Buses	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0
% Buses	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Pedestrians	-	-	-	-	-	4		-	-	-	-	13		-	-	-	-	-	17		-	-	-	-	-	12			
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-PROSPECT ST AT SCHOOL ST-SAT - TMC

Sat Mar 26, 2022

Full Length (11 AM-2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933440, Location: 41.869161, -72.444276



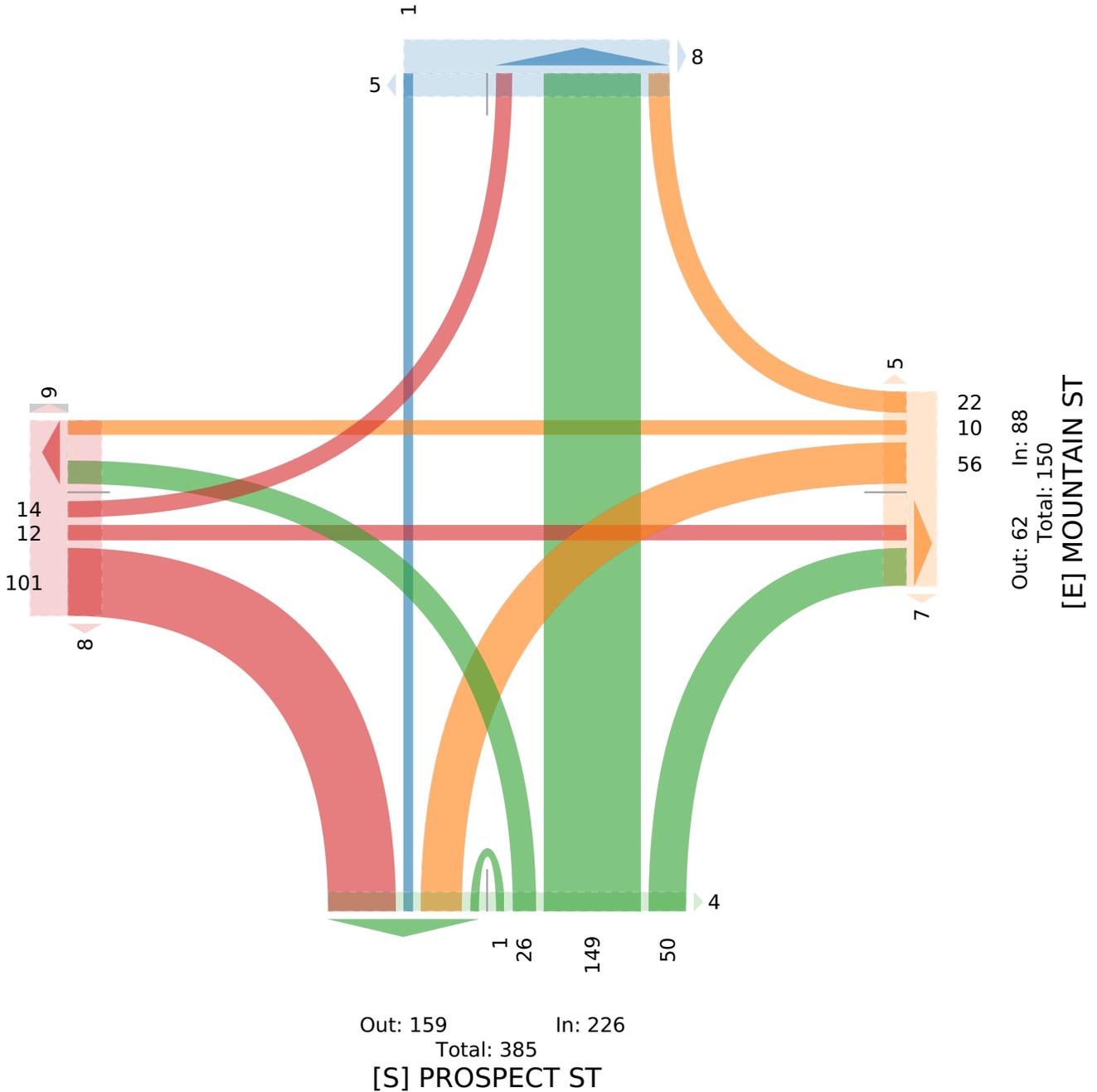
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

[N] PROSPECT ST

Total: 186
In: 1 Out: 185

[W] SCHOOL ST

Total: 163
In: 127 Out: 36



5-PROSPECT ST AT SCHOOL ST-SAT - TMC

Sat Mar 26, 2022

Midday Peak (WKND) (12:45 PM - 1:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933440, Location: 41.869161, -72.444276



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PROSPECT ST Northbound						PROSPECT ST Southbound						SCHOOL ST Eastbound						MOUNTAIN ST Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-03-26 12:45PM	2	16	4	0	22	0	0	0	0	0	0	1	1	0	8	0	9	3	4	1	0	0	5	1	36
1:00PM	0	15	5	0	20	1	0	1	0	0	1	1	1	2	11	0	14	1	7	2	2	0	11	0	46
1:15PM	5	11	4	0	20	0	0	0	0	0	0	0	1	3	6	0	10	0	4	1	4	0	9	0	39
1:30PM	2	9	9	0	20	0	0	0	0	0	0	0	0	1	10	0	11	0	6	2	2	0	10	0	41
Total	9	51	22	0	82	1	0	1	0	0	1	2	3	6	35	0	44	4	21	6	8	0	35	1	162
% Approach	11.0%	62.2%	26.8%	0%	-	-	0%	100%	0%	0%	-	-	6.8%	13.6%	79.5%	0%	-	-	60.0%	17.1%	22.9%	0%	-	-	-
% Total	5.6%	31.5%	13.6%	0%	50.6%	-	0%	0.6%	0%	0%	0.6%	-	1.9%	3.7%	21.6%	0%	27.2%	-	13.0%	3.7%	4.9%	0%	21.6%	-	-
PHF	0.450	0.797	0.611	-	0.932	-	-	0.250	-	-	0.250	-	0.750	0.500	0.795	-	0.786	-	0.750	0.750	0.500	-	0.795	-	0.880
Lights	9	51	22	0	82	-	0	1	0	0	1	-	3	6	35	0	44	-	21	6	8	0	35	-	162
% Lights	100%	100%	100%	0%	100%	-	0%	100%	0%	0%	100%	-	100%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	100%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-PROSPECT ST AT SCHOOL ST-SAT - TMC

Sat Mar 26, 2022

Midday Peak (WKND) (12:45 PM - 1:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933440, Location: 41.869161, -72.444276



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

[N] PROSPECT ST

Total: 63

In: 1 Out: 62

1

2

[W] SCHOOL ST

Total: 59
In: 44 Out: 15

1
3
6
35

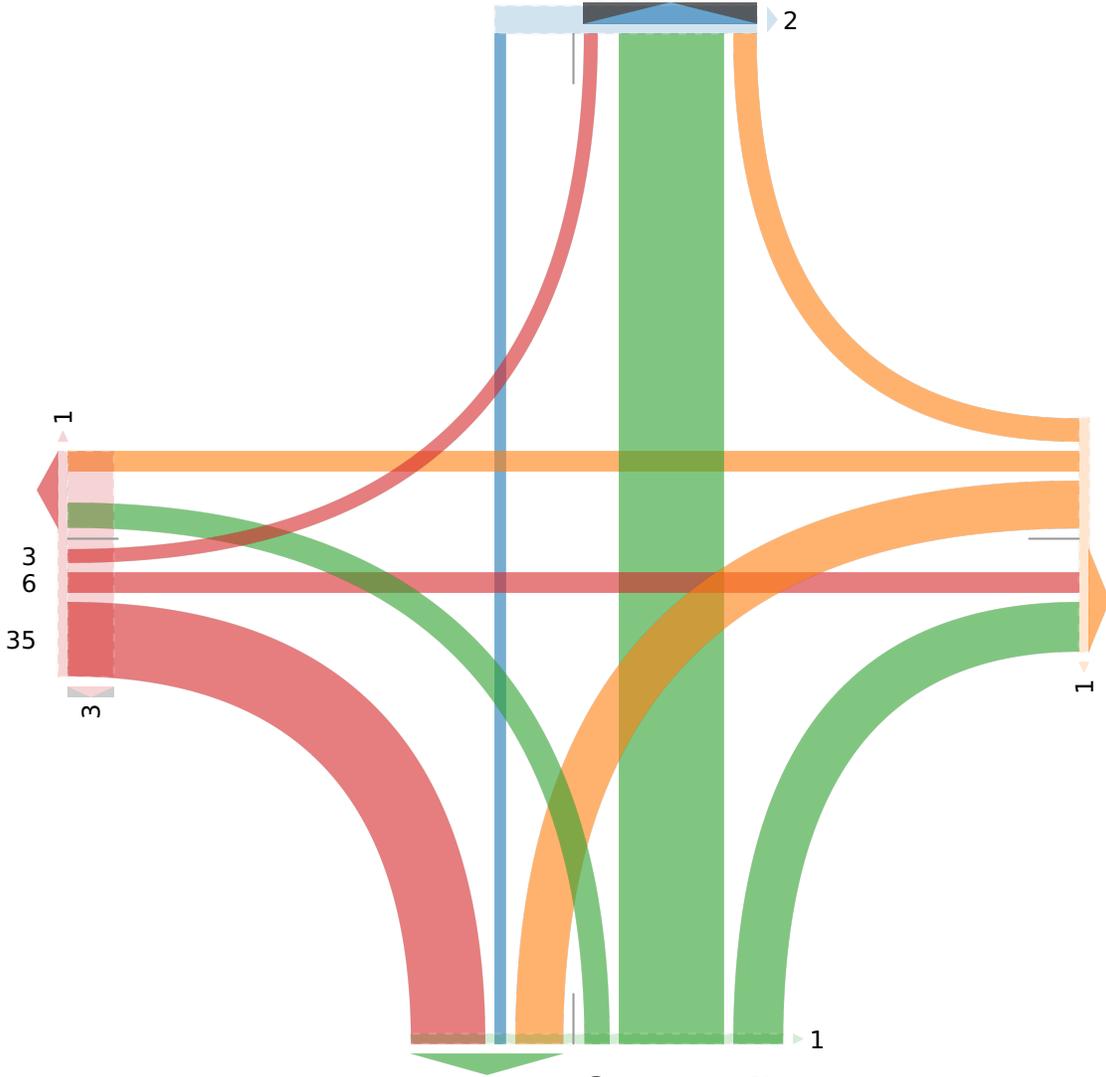
21
6
8
Out: 28 In: 35
Total: 63

[E] MOUNTAIN ST

Out: 57 In: 82
Total: 139
[S] PROSPECT ST

9
51
22

1



5-PROSPECT ST AT SCHOOL ST-SAT - TMC

Sat Mar 26, 2022

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933440, Location: 41.869161, -72.444276



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PROSPECT ST Northbound							PROSPECT ST Southbound							SCHOOL ST Eastbound							MOUNTAIN ST Westbound							
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int				
2022-03-26 1:00PM	0	15	5	0	20	1	0	1	0	0	1	1	1	2	11	0	14	1	7	2	2	0	11	0	46				
1:15PM	5	11	4	0	20	0	0	0	0	0	0	0	1	3	6	0	10	0	4	1	4	0	9	0	39				
1:30PM	2	9	9	0	20	0	0	0	0	0	0	0	0	1	10	0	11	0	6	2	2	0	10	0	41				
1:45PM	1	10	4	1	16	0	0	0	0	0	0	1	3	0	8	0	11	0	2	0	1	0	3	0	30				
Total	8	45	22	1	76	1	0	1	0	0	1	2	5	6	35	0	46	1	19	5	9	0	33	0	156				
% Approach	10.5%	59.2%	28.9%	1.3%	-	-	0%	100%	0%	0%	-	-	10.9%	13.0%	76.1%	0%	-	-	57.6%	15.2%	27.3%	0%	-	-	-				
% Total	5.1%	28.8%	14.1%	0.6%	48.7%	-	0%	0.6%	0%	0%	0.6%	-	3.2%	3.8%	22.4%	0%	29.5%	-	12.2%	3.2%	5.8%	0%	21.2%	-	-				
PHF	0.400	0.750	0.611	0.250	0.950	-	-	0.250	-	-	0.250	-	0.417	0.500	0.795	-	0.821	-	0.679	0.625	0.563	-	0.750	-	0.848				
Lights	8	45	22	1	76	-	0	1	0	0	1	-	5	6	35	0	46	-	19	5	9	0	33	-	156				
% Lights	100%	100%	100%	100%	100%	-	0%	100%	0%	0%	100%	-	100%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	100%				
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0				
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%				
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0				
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%				
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-				
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-				

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-PROSPECT ST AT SCHOOL ST-SAT - TMC

Sat Mar 26, 2022

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933440, Location: 41.869161, -72.444276



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

[N] PROSPECT ST

Total: 60

In: 1 Out: 59



[W] SCHOOL ST

Total: 59
In: 46 Out: 13

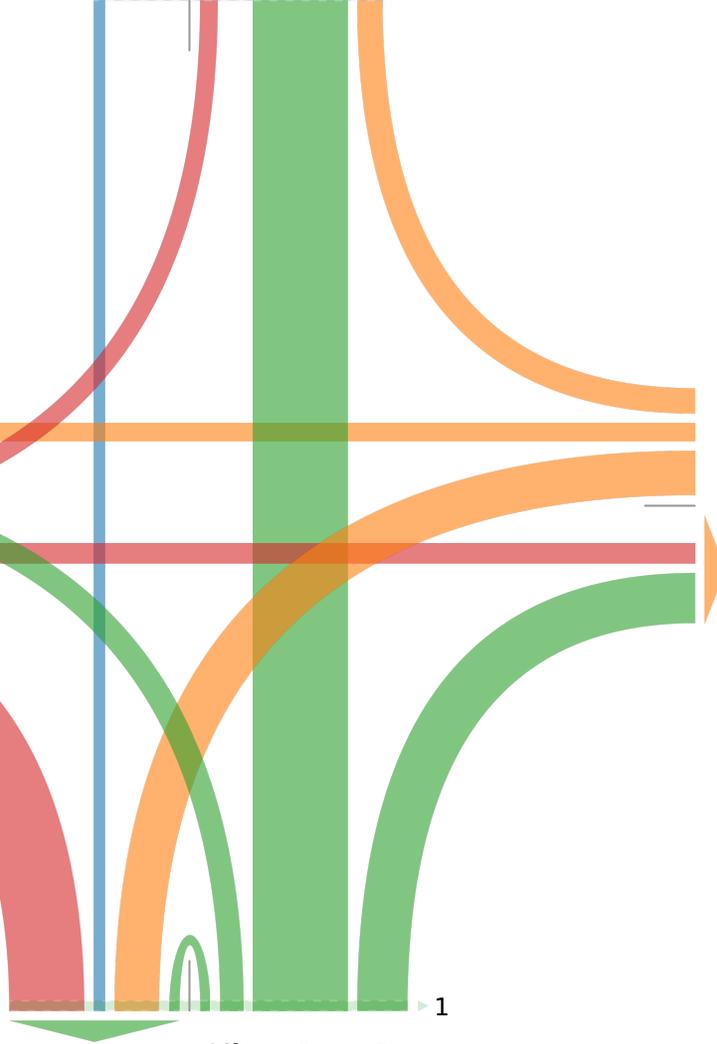
5
6
35

1

9
5
19

Out: 28 In: 33
Total: 61

[E] MOUNTAIN ST



1 8 45 22

Out: 56 In: 76
Total: 132

[S] PROSPECT ST

5-PROSPECT ST AT SCHOOL ST-THUR - TMC

Thu Mar 24, 2022

Full Length (3 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933437, Location: 41.869161, -72.444276



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PROSPECT ST Northbound						PROSPECT ST Southbound						SCHOOL ST Eastbound						MOUNTAIN ST Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-03-24																									
3:00PM	3	17	2	0	22	1	0	0	0	0	0	0	1	3	10	0	14	0	2	0	1	0	3	0	39
3:15PM	3	21	6	0	30	0	0	0	0	0	0	0	2	1	8	0	11	0	4	1	2	0	7	0	48
3:30PM	3	14	7	0	24	1	0	0	0	0	0	1	0	0	9	0	9	2	3	0	1	0	4	1	37
3:45PM	4	20	4	0	28	1	0	0	0	0	0	1	0	2	11	0	13	0	1	1	4	0	6	0	47
Hourly Total	13	72	19	0	104	3	0	0	0	0	0	2	3	6	38	0	47	2	10	2	8	0	20	1	171
4:00PM	5	10	5	0	20	0	0	0	0	0	0	3	0	2	20	0	22	5	3	1	2	0	6	0	48
4:15PM	4	16	3	0	23	0	0	0	0	0	0	1	2	2	11	1	16	3	1	0	0	0	1	0	40
4:30PM	3	14	5	0	22	2	0	0	0	0	0	4	1	1	18	1	21	9	4	1	0	0	5	0	48
4:45PM	6	20	2	1	29	2	0	0	0	0	0	0	0	0	16	1	17	0	2	0	0	0	2	0	48
Hourly Total	18	60	15	1	94	4	0	0	0	0	0	8	3	5	65	3	76	17	10	2	2	0	14	0	184
5:00PM	3	12	2	0	17	0	0	0	0	0	0	0	1	0	25	0	26	1	7	1	3	0	11	0	54
5:15PM	2	10	6	1	19	1	0	0	0	0	0	2	0	1	11	0	12	1	2	0	3	0	5	1	36
5:30PM	1	7	2	0	10	0	0	0	0	0	0	1	0	1	16	0	17	0	2	0	0	0	2	0	29
5:45PM	2	16	4	0	22	2	0	0	0	0	0	6	1	0	9	0	10	6	6	0	1	0	7	0	39
Hourly Total	8	45	14	1	68	3	0	0	0	0	0	9	2	2	61	0	65	8	17	1	7	0	25	1	158
Total	39	177	48	2	266	10	0	0	0	0	0	19	8	13	164	3	188	27	37	5	17	0	59	2	513
% Approach	14.7%	66.5%	18.0%	0.8%	-	-	0%	0%	0%	0%	-	-	4.3%	6.9%	87.2%	1.6%	-	-	62.7%	8.5%	28.8%	0%	-	-	-
% Total	7.6%	34.5%	9.4%	0.4%	51.9%	-	0%	0%	0%	0%	0%	-	1.6%	2.5%	32.0%	0.6%	36.6%	-	7.2%	1.0%	3.3%	0%	11.5%	-	-
Lights	39	177	48	2	266	-	0	0	0	0	0	-	8	13	164	3	188	-	36	5	17	0	58	-	512
% Lights	100%	100%	100%	100%	100%	-	0%	0%	0%	0%	-	-	100%	100%	100%	100%	100%	-	97.3%	100%	100%	0%	98.3%	-	99.8%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1	0	0	0	1	-	1
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	2.7%	0%	0%	0%	1.7%	-	0.2%
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	19	-	-	-	-	-	27	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-PROSPECT ST AT SCHOOL ST-THUR - TMC

Thu Mar 24, 2022

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933437, Location: 41.869161, -72.444276



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg Direction	PROSPECT ST Northbound							PROSPECT ST Southbound							SCHOOL ST Eastbound							MOUNTAIN ST Westbound							
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int				
2022-03-24 4:15PM	4	16	3	0	23	0	0	0	0	0	0	1	2	2	11	1	16	3	1	0	0	0	1	0	40				
4:30PM	3	14	5	0	22	2	0	0	0	0	0	4	1	1	18	1	21	9	4	1	0	0	5	0	48				
4:45PM	6	20	2	1	29	2	0	0	0	0	0	0	0	0	16	1	17	0	2	0	0	0	2	0	48				
5:00PM	3	12	2	0	17	0	0	0	0	0	0	0	1	0	25	0	26	1	7	1	3	0	11	0	54				
Total	16	62	12	1	91	4	0	0	0	0	0	5	4	3	70	3	80	13	14	2	3	0	19	0	190				
% Approach	17.6%	68.1%	13.2%	1.1%	-	-	0%	0%	0%	0%	-	-	5.0%	3.8%	87.5%	3.8%	-	-	73.7%	10.5%	15.8%	0%	-	-	-				
% Total	8.4%	32.6%	6.3%	0.5%	47.9%	-	0%	0%	0%	0%	0%	-	2.1%	1.6%	36.8%	1.6%	42.1%	-	7.4%	1.1%	1.6%	0%	10.0%	-	-				
PHF	0.667	0.775	0.600	0.250	0.784	-	-	-	-	-	-	-	0.500	0.375	0.700	0.750	0.769	-	0.500	0.500	0.250	-	0.432	-	0.880				
Lights	16	62	12	1	91	-	0	0	0	0	0	-	4	3	70	3	80	-	14	2	3	0	19	-	190				
% Lights	100%	100%	100%	100%	100%	-	0%	0%	0%	0%	-	-	100%	100%	100%	100%	100%	-	100%	100%	100%	0%	100%	-	100%				
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0				
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%				
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0				
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%				
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	13	-	-	-	-	-	0					
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-					

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-PROSPECT ST AT SCHOOL ST-THUR - TMC

Thu Mar 24, 2022

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)

All Movements

ID: 933437, Location: 41.869161, -72.444276

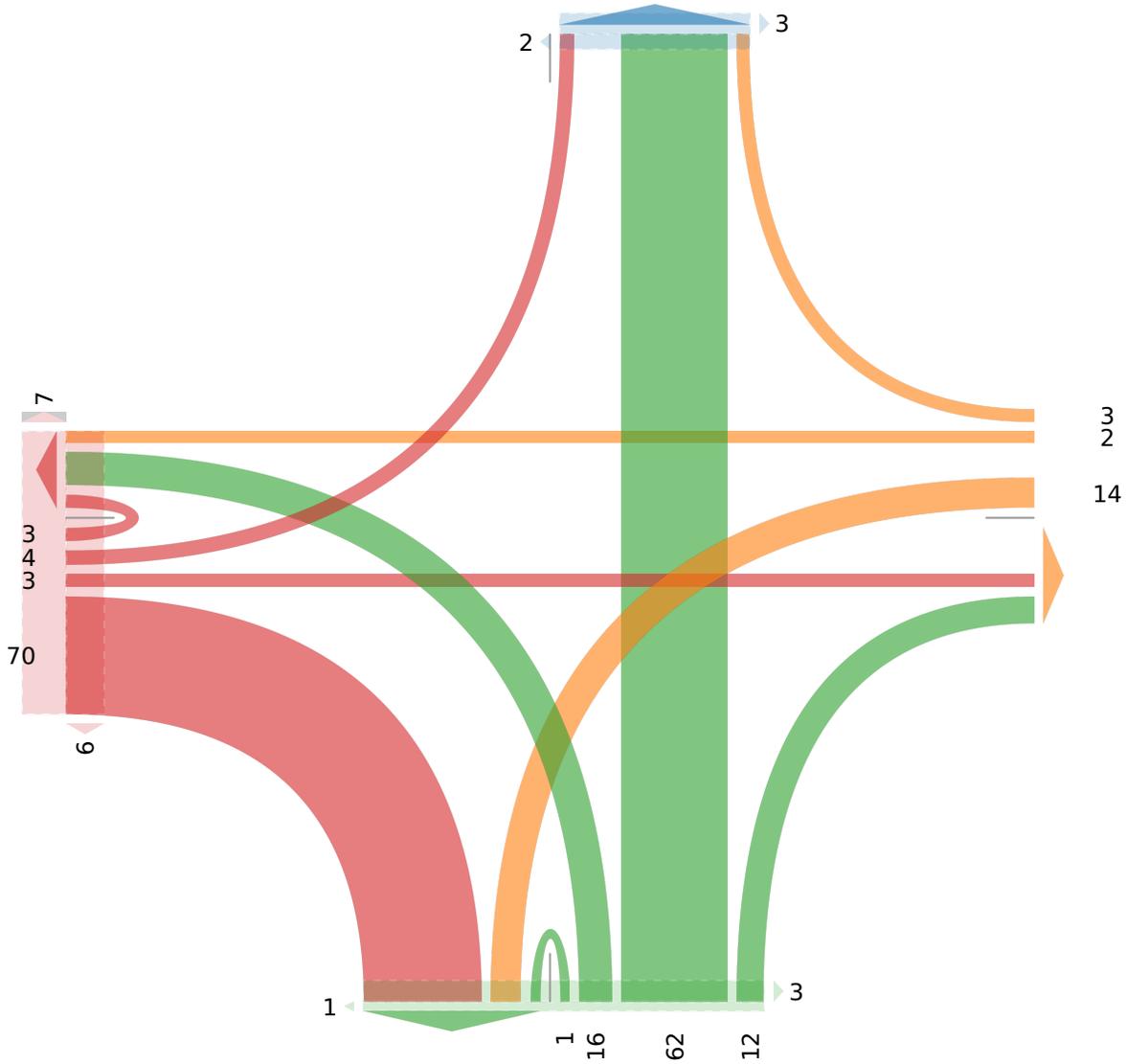


Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

[N] PROSPECT ST

Total: 69
In: 0 Out: 69

[W] SCHOOL ST
Total: 101
In: 80 Out: 21



[E] MOUNTAIN ST
Out: 15 In: 19
Total: 34

Out: 85 In: 91
Total: 176
[S] PROSPECT ST