



SLAM Collaborative
Central Middle School Reconstruction
Greenwich, CT

EXISTING CONDITIONS TRAFFIC IMPACT AND PARKING STUDY

SLAM Collaborative
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Tighe&Bond



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Section 1

Study Overview

This traffic and parking study evaluates the impact of the proposed Central Middle School reconstruction on the property located at 9 Indian Rock Lane in the Town of Greenwich, Connecticut (the Town). The project includes constructing a new school building north of the existing school footprint, demolition of the existing school, reconstruction of the athletic fields, and improving site driveway access, pedestrian amenities, the parking layout, and the pick-up/drop-off circulation.

In support of the project, operational improvement recommendations are made for site access, internal site circulation, and the adjacent roadway network to facilitate safe and efficient traffic operations within and around the campus. The recommendations are included in Section 4 and summarized in Section 5 of this report.

Section 2

Existing Conditions

The Greenwich Central Middle School (GCMS) campus currently contains a school building, athletic fields, two separate parking lots, and two pick-up/drop-off loops accessible via the east and west driveways on Indian Rock Lane. Both driveways operate with stop-control on the driveway approaches. The east GCMS driveway provides exiting left and right-turn lanes with a single entering lane, while the western driveway has one entering and one exiting lane. The existing school population for the 2022-2023 school year is 511 students.

The site is surrounded by Indian Rock Lane to the south, Stanwich Road to the west, Orchard Street to the east, and private residences to the north. These roadways are primarily residential, connecting to residential neighborhoods to the north and to U.S. Route 1 towards Interstate 95 to the south. Regionally, Greenwich Country Day Middle School is located to the west, Greenwich Country Club to the northwest, and Pomerance Park to the east of the GCMS site. Figure 1 shows the site location relative to the surrounding roadway network.

2.1 Roadways

The following sections provide details on the roadways fronting the GCMS site.

2.1.1 Indian Rock Lane

Indian Rock Lane is approximately 860-feet long and runs along the south frontage of the school property. It is classified as a major collector by the Connecticut Department of Transportation (CTDOT). It connects Stanwich Road in the west to Orchard Street in the east. Within the study area, the roadway cross-section includes two travel lanes approximately 11-feet in width as well as a striped curbside lane for pick-up and drop-off operations along most of the north side of the road. Additionally, sidewalk exists along the full length of north side and a crosswalk is striped at the intersection with Ponderosa Drive. Crosswalks are also provided at the intersections at both termini to connect to the sidewalk networks on Stanwich Road and Orchard Street. The speed limit is 25 miles per hour, though no regulatory speed limit signs are posted. There are 20-mile-per-hour (mph) school speed limit signs with flashers to indicate when the limit is in effect posted on both ends of the roadway. The flashers are active from 7:00 AM to 8:00 AM and 2:00 PM to 4:00 PM on school days. Land use along the roadway is mostly dedicated to GCMS, but also contains Greenwich Christian Preschool and residential properties on the south side.

2.1.2 Stanwich Road

Stanwich Road runs along the west side of the school and is classified by CTDOT as a local road north of Indian Rock Lane and as a major collector south of Indian Rock Lane. It extends from Old Post Road 6 with access to U.S. Route 1 in the south to Taconic Road in the north. The roadway has a two-lane cross-section with approximately 10-foot travel lanes and 1 to 2-foot shoulders. A sidewalk is located on the west side of the roadway between Fairfield Road and Indian Rock Lane. The posted speed limit on Stanwich Road is 30 mph within the study area. Similar to Indian Rock Lane, the limit drops to 20 mph during the arrival and dismissal timeframes, although there are no supplemental flashers. Residential properties comprise the majority of land use along

the roadway, but Greenwich Country Day High School is located approximately 1.5 miles to the north.

2.1.3 Orchard Street

Orchard Street runs along the east side of the school. CTDOT classifies it as a local road north of Indian Rock Lane and as a major collector south of Indian Rock Lane. In the south, Orchard Street connects to U.S. Route 1. It terminates at the intersection with Stanwich Road to the north. The roadway has a two-lane cross section with 10 to 12-foot travel lanes and 1 to 2-foot shoulders near the site. A speed limit of 25 mph is posted within the study area. A 20-mph reduced speed limit without supplemental flashers exists on Orchard Street during school arrival and dismissal. Land use is mostly residences, schools, and religious buildings along the roadway. Rinaldi's Deli is also located on Orchard Street on the northwest corner of the intersection with Sinawoy Road and Kent Place southeast of GCMS.

2.2 Study Area Intersections

The study area intersections were selected based on requests by GCMS, Town of Greenwich Department of Public Works staff, and the GCMS Building Committee. The following eight unsignalized intersections constitute the study area intersections:

- Stanwich Road at Fairfield Road
- Stanwich Road at Indian Rock Lane
- Indian Rock Lane at West GCMS Driveway
- Indian Rock Lane at East GCMS Driveway
- Orchard Street at Indian Rock Lane
- Orchard Street at Sinawoy Road and Kent Place
- Orchard Street at Coachlamp Lane
- Orchard Street at Stanwich Road

2.3 Traffic Volumes and Speeds

The study analyses focus on the weekday morning school arrival and commuter peak, weekday afternoon school dismissal peak, and weekday afternoon commuter peak periods when commuter and/or school traffic are at their highest levels. In order to determine the traffic impact of the proposed school reconstruction on the adjacent study area roadways, weekday morning (7:00 AM – 9:00 AM) and weekday afternoon (2:00 PM - 6:00 PM) manual intersection Turning Movement Counts (TMCs) were collected at the study area intersections on a typical school day on Wednesday March 29, 2023, when GCMS was in session. The peak hours analyzed for this study occurred from:

- 7:30 AM to 8:30 AM for the weekday morning school arrival and commuter peak
- 2:30 PM to 3:30 PM for the weekday afternoon dismissal peak
- 4:30 PM to 5:30 PM for the weekday afternoon commuter peak

The morning and afternoon commuter peak hours were selected based on when traffic volumes were at their highest levels. The afternoon dismissal peak was selected to include the timeframe leading up to and following when GCMS dismisses at 2:45 PM. The

2023 existing traffic volumes for each of the peak hours are shown in Figures 2 through 4.

In addition to the TMC data, Automatic Traffic Recorder (ATR) counts were conducted in late March through early April 2023 on Indian Rock Lane, Stanwich Road, and Orchard Street along the site frontage. The ATRs recorded hourly traffic volumes and vehicular speeds. The ATR data showed that the average daily traffic (ADT) volumes for a typical weekday were approximately:

- 4,230 vehicles (2,300 eastbound, 1,930 westbound) on Indian Rock Lane between the school driveways
- 2,775 vehicles (1,345 northbound, 1,430 southbound) on Stanwich Roach approximately 900 feet north of Indian Rock Lane
- 3,120 vehicles (1,525 northbound, 1,595 southbound) on Orchard Street south of Coachlamp Lane

The measured 85th percentile speeds, also known as the operating speeds of the roadways, were:

- 31 mph eastbound and 29 mph westbound on Indian Rock Lane
- 42 mph northbound and 39 mph southbound on Stanwich Road
- 37 mph northbound and 38 mph southbound on Orchard Street

These speeds collected throughout the weekday were 9-13 mph above the posted limits but tended to be lower during school arrival and dismissal timeframes when the reduced speed limits are in effect and more congestion is present. The raw TMC and ATR data are provided in Appendix A.

2.4 School Arrival and Dismissal Operations

GCMS starts the school day at 8:00 AM and dismisses at 2:45 PM. Morning drop-off officially begins at 7:20 AM, but activity peaks at 7:45 AM and continues until 8:05 AM just after the first bell rings. Pick-up activity begins around 2:00 PM with the peak occurring between 2:30 and 3:00 PM. The school buses are released at 2:55 PM and school traffic has mostly dissipated from the study area by 3:00 PM. Faculty parking is provided in lots accessible via both the east and west site driveways. The west lot was observed to be at full occupancy while the east lot was just under full occupancy. A bicycle rack is provided by the main school entrance and approximately ten student bicycles were seen utilizing it. In total, the school is served by eight full-sized school buses and two minibuses.

During morning arrival, most drop-offs occur in the East GCMS Driveway loop. It has two lanes, which tend to operate as one, with vehicles dropping off students along the curbline and using the adjacent lanes for bypass. In addition to those within the loop, drop-offs also occur along the north Indian Rock Lane curbline between the site driveways or east of the east driveway. Most school buses come from the southwest via Stanwich Road. The West GCMS Driveway loop serves the bus traffic and is designated for buses only during arrival and dismissal; however, the west loop is heavily used by cars for morning drop-offs as well. Many students walk or bike to school. These students use the sidewalk and crosswalk network. Much of the pedestrian and bicycle traffic comes from the south via the sidewalk on Stanwich Road or Orchard Street. A crossing guard is stationed on Orchard Street to the south at the intersection with Sinawoy Road

and Kent place. Additional pedestrian volume from surrounding neighborhoods cut through Ponderosa Drive from the south and cross at the midblock crosswalk on Indian Rock Lane. Neighborhood traffic from the north cuts through Coachlamp Lane and crosses Orchard Street to access the GCMS property from the north through the athletic fields.

During afternoon dismissal, the school buses, in addition to one Greenwich Boys and Girls Club minibus, queue in the west loop and cars do not utilize it. Buses exit in all directions, but mostly towards the southwest via Stanwich Road. Cars queue in both lanes of the east driveway loop and along the length of the Indian Rock Lane north curbline. This queue extends slightly onto Orchard Street to the north along the west curbline. A limited number of cars pick up students in non-designated locations such as the West GCMS Driveway entrance, Ponderosa Drive, or locations on Indian Rock Lane signed for no parking. Pedestrians and cyclists follow mostly the same routes as in the morning, but the pedestrian volume crossing Indian Rock Lane at Orchard Street and continuing south is higher. A large population of students walk to Rinaldi's Deli where the crossing guard is once again stationed to direct traffic at the intersection with Sinawoy Road and Kent Place.

2.5 Capacity and Queue Analyses - Existing Conditions

Capacity and queue analyses were performed for the study intersections for the Existing Condition traffic volumes during the weekday morning school arrival and commuter peak, the weekday afternoon school dismissal peak, and the weekday afternoon commuter peak hours using Trafficware Synchro Studio 11 – Traffic Analysis Software. The software conducts the analyses based on the methodology provided in the *Highway Capacity Manual (HCM), 6th Edition*. The analysis results are categorized in terms of Level of Service (LOS), which describes the qualitative intersection operational conditions based on the calculated average delay per vehicle. A summary of the HCM capacity analysis methodology and a detailed definition of LOS is provided in Appendix B. The queue analysis results are summarized based upon the length of vehicle queueing on an intersection approach. Queues are quantified for the 95th percentile lengths (design queues). Tables 1 and 2 summarize the capacity and queue analyses results, respectively. Capacity analysis worksheets with full inputs, settings, and results are provided in Appendix C.

According to the traffic model and as shown in Table 1, the afternoon commuter peak operates at LOS C or better for all locations. During the morning and afternoon dismissal peaks, the majority of the overall intersections and individual intersection movements generally operate well or acceptably at LOS D or better during the peak hours, with the following exceptions:

- **Stanwich Road at Fairfield Road:** Eastbound left-turn movement operates at LOS F during the morning and dismissal peaks
- **Stanwich Road at Indian Rock Lane:** Westbound approach operates at LOS E during the morning peak
- **Indian Rock Lane at West GCMS Driveway:** Driveway exiting movement operates at LOS E during the morning peak
- **Orchard Street at Indian Rock Lane:** Northbound approach operates at LOS E during the morning peak

A review of the queuing results in Table 2 shows that the majority of the design queues are accommodated within available storage. The following queues extend past available storage:

- **Stanwich Road at Indian Rock Lane:** Westbound approach extends beyond the West GCMS Driveway but short of the East Driveway during the morning peak
- **Indian Rock Lane at West GCMS Driveway:** Exiting queues during the morning peak exceed the limited existing available storage area

In addition to analyzing traffic with modelling software, staff from Tighe & Bond performed on-site observations during the peak hours on April 5, 2023. The traffic model supports the observations from the field. Overall, queues were processed quickly, and congestion persisted for a brief portion of the morning arrival and afternoon dismissal peak hours. Delays on Indian Rock Lane were lighter during morning arrival than during afternoon dismissal. Westbound queues on Indian Rock Lane extended from Stanwich Road up to and within the East GCMS Driveway in the morning. The intersection of Stanwich Road at Fairfield Road exhibited poor operations, particularly in the morning. Limited sight distance and heavy volumes made movements from the side street difficult. During the afternoon dismissal, arriving and departing vehicles queued on Indian Rock Lane for the majority of its length in both directions around the time of dismissal. Operations were briefly delayed at the Orchard Street intersections with Indian Rock Lane and with Sinawoy Road and Kent Place as large volumes of students crossed. No significant operational issues were observed during the afternoon commuter peak period.

2.6 Collision History and Safety

Vehicle collision history from January 2018 through December 2022 was collected from the Connecticut Crash Data Repository at the study area intersections. Table 3 provides a summary of the collisions at each of the study locations as well as the types and severity of the collisions. Appendix D includes detailed collision summaries for each of the intersections.

There were 22 reported motor vehicle collisions within the study area during the five-year period analyzed. The most frequent type of collision was angle with eight (8) collisions. The second most common crash type was rear-end with four (4). All remaining collision types accounted for three (3) or fewer total crashes. A total of three (3) collisions involved pedestrians or cyclists. Throughout the period analyzed, there were no fatalities or serious injuries reported. All collisions reported minor injuries or property damage only. As shown in Table 3, the intersection of Stanwich Road and Fairfield Road experienced the most collisions, with nine (9) total crashes. The Orchard Street at Sinawoy Road and Kent Place intersection experienced the second most with seven (7) crashes. The remaining locations accounted for no more than three (3) crashes each.

In addition to traffic and operations field observations were focused on safety within the GCMS study area and some deficiencies were identified:

- Cars do not have sufficient space to queue on campus. Vehicles currently perform drop-offs along the north curbline of Indian Rock Lane in the morning and are stored in part along Indian Rock Lane and Orchard Street during dismissal.

- School bus and car traffic mix within campus. In the morning, both buses and cars use the West GCMS Driveway. Better separation is provided in the afternoon and buses are released after most cars have dissipated.
- The East GCMS Driveway loop is two lanes, but often operates as one. This causes confusion and creates a safety risk for students being picked up or dropped off in the second lane from the curb.
- The crosswalk located midblock on Indian Rock Lane near Ponderosa Drive is not accessible and lacks enhanced visibility measures. Additionally, no amenities are provided for pedestrians crossing Orchard Street and walking along Coachlamps Lane. Pedestrian routes also lack sufficient sidewalk connectivity between the roadways and the campus.
- A large volume of pedestrians delays vehicular traffic when crossing Indian Rock Lane following dismissal at or near the intersection with Orchard Street and continue south along the sidewalk to Rinaldi's Deli. Further crossing movements occur at the adjacent intersection with Sinawoy Road and Kent Place where a crossing guard is stationed. No crossing guard is stationed at Orchard Street at Indian Rock Lane. These two intersections were the locations for all three pedestrian/cyclist crashes that occurred.
- Vehicular operating speeds are higher on Stanwich Road and Orchard Street when compared to Indian Rock Lane. Stanwich and Orchard Street also have horizontal and vertical curvature, trees, and other roadside obstructions that reduce sightlines.
- Fairfield Road provides insufficient intersection sight distance on the approach to Stanwich Road, particularly looking north (left). As noted above, this intersection has the most crashes within the study area.
- Atypical intersection geometry is present at the intersections of Stanwich Road at Fairfield Road, Orchard Street at Stanwich Road, and Orchard Street at Sinawoy Road and Kent Place. These locations have islands that split approaches and/or channelizations to bypass skewed intersection alignment. This results in awkward or confusing movements for drivers and challenging crossing maneuvers for pedestrians.

Section 3 Background Conditions

The background condition represents the projection of traffic volumes and operating conditions without the proposed GCMS reconstruction and associated traffic generation. The project is scheduled to be completed in 2026; therefore, 2026 was selected as the background condition year.

3.1 Background Traffic Volumes

To develop the traffic volumes for the 2026 Background Condition, the 2023 Existing Condition traffic volumes for non-driveway movements were grown by 0.7% per year to represent the general growth of traffic on the local roadway network. This growth rate was estimated based upon consultation with the CTDOT Bureau of Policy and Planning.

CTDOT and the Town of Greenwich Planning and Zoning Department were also contacted about other planned/approved developments in the area that may add new traffic through the study area prior to 2026, and no such developments were identified.

The resulting 2026 Background Condition traffic volumes for the weekday morning school arrival and commuter peak, weekday afternoon school dismissal peak, and weekday afternoon commuter peak hours are presented in Figures 5 through 7, respectively.

3.2 Capacity and Queue Analyses – Background Conditions

Capacity and queue analyses were conducted for the 2026 Background Condition traffic volumes for the peak hours using the methodology described in Section 2.5. Tables 1 and 2 summarize the capacity and queue results, respectively. Capacity analysis worksheets with full inputs, settings, and results are provided in Appendix C.

Under the background conditions, the study area intersections continue operating at similar LOS as in the existing conditions with minor increases in average delays and queues due to the additional background traffic growth. Delays typically increase by approximately one second and no more than four seconds, with the exception of the eastbound left-turn movement at the intersection of Stanwich Road at Fairfield Road, which already operates at a failing LOS. Similarly, design queue lengths increase by less than two car lengths and typically by less than one.

Section 4

Proposed Conditions and Recommendations

GCMS is proposed to be reconstructed within the existing 9 Indian Rock Lane parcel. The footprint of the building will be located near the northern limit of the property and the existing building will remain open during construction. The reconstructed building will have a capacity for 660 students and site parking will be reconfigured to accommodate future operations with new east and west parking lot loops in front of the school. The internal driveway will be much longer than in the existing configuration. The athletic fields will occupy the southern part of the site, including the area under the current building footprint. Site access and roadway and traffic improvement recommendations are summarized below and will be analyzed as part of the future condition analyses that will be added to this study at a later date following further project advancement. Additionally, the methodology that will be used for estimating the site-generated traffic for the future condition is described in Section 4.3. The project is expected to be completed in 2026. A conceptual site layout sketch is included in Appendix E.

4.1 Site Access and Circulation

Maintaining primary site access on Indian Rock Lane is advantageous and recommended. The proposed site driveway should be in the same approximate location as the existing East GCMS Driveway to accommodate observed design queue lengths relative to the location of the adjacent intersections. This location provides desirable sight distances due to the roadway geometry with the driveway being located at the apex of the outside of a curve. Indian Rock Lane, a major collector, is a higher functional classification roadway than Stanwich Road and Orchard Street along the site frontage, which are classified as local roadways. Therefore, it is more appropriate for Indian Rock Lane to provide primary site access. Additionally, operating speeds are lower on Indian Rock Lane compared to Stanwich Road or Orchard Street, and there are fewer sightline obstructions. Furthermore, a significant portion of the existing traffic on Indian Rock Lane would continue to use the road as a cut-through to access a new site driveway on the adjacent roadways. Moving the building footprint to the north end of the site allows for a longer internal driveway which provides queueing space for vehicles on-site rather than on Indian Rock Lane. This would alleviate congestion on the public roadway network and allow for safer pick-up and drop-off operations in designated areas.

An additional enter-only driveway on Orchard Street restricted to school buses only is recommended to access the site from the east. This would provide separation between school buses and passenger cars. In the morning, buses would have direct access to the drop-off area. In the afternoon, they would be able to get into their queued position in advance of dismissal. During either peak, they would exit following passenger cars. This imparts no additional delay for students in the morning and would match existing operations in the afternoon where buses are released following the timeframe when most cars have departed from the study area. If desired for additional safety, the driveway can be made to only allow right turns in, or bus drivers can be instructed to enter from the north. Overall, this would be a low-volume driveway. An enter-only driveway requires less sight distance than a full-access driveway, so implementation on Orchard Street is feasible. Additionally, it is not expected to have a significant adverse effect on property owners on the east side of Orchard Street. The target location for this driveway is either opposite of Coachlamp Lane or approximately 450 feet north of Indian Rock Lane.

School bus traffic is recommended to utilize the east proposed driveway loop to perform pick-ups and drop-offs. This driveway loop will also be shared by faculty parking, which largely is accessed outside of the pick-up and drop-off periods. Cars are recommended to perform pick-ups and drop-offs in the west driveway loop where additional faculty parking will also be located. Both of these loops flow counterclockwise so students can enter and exit vehicles safely on the passenger side.

To accommodate pedestrian traffic, upgrades to the midblock crosswalk on Indian Rock Lane are recommended. Accessible ramps and updated warning signage are advised at this location to increase conspicuity, and rectangular rapid-flash beacons (RRFBs) may be considered in addition. Furthermore, the installation of a new crosswalk on Orchard Street at Coachlamp Lane is also recommended. This crossing should include pavement markings, signing, and RRFBs. Some trimming of vegetation within the right-of-way may be required in order to ensure adequate sight distances to the crosswalks. These crossings should both connect to sidewalk networks internal to the GCMS site with access to the proposed building. With the new building being located on the north end of the site, the Coachlamp Lane crossing would reduce sidewalk demand along Orchard Street as pedestrians could readily access the building from the north via the new crosswalk.

Crossing guard oversight of the Orchard Street at Indian Rock Lane intersection is recommended, particularly during dismissal. There is a large volume of pedestrians crossing at the same time which impacts vehicular operations and poses safety concerns for pedestrians. The crossing guard would address the vehicle-pedestrian crash history within the study area.

4.2 Roadway and Traffic Improvements

The intersection of Stanwich Road at Fairfield Road operates with poor LOS during the morning arrival and afternoon dismissal peaks, with the heaviest delays in the morning. However, much of this traffic stream is likely not associated with GCMS operations. Sightlines on Fairfield Road are limited, particularly looking north (left). This results in safety issues, as indicated in the crash analysis. Currently, the intersection operates with stop-sign-control on the Fairfield Road approach only. It is recommended that the feasibility of converting the intersection to all-way stop-control be assessed. Based on cursory analysis, overall operations would improve, but Stanwich Road movements would incur increased delays. Southbound Stanwich Road would operate beyond the capacity threshold for failure during the school peaks, but to a much lesser degree than Fairfield Road does currently. However, safety is expected to be improved under this configuration.

The intersections of Stanwich Road at Fairfield Road, Orchard Street at Stanwich Road, and Orchard Street at Sinawoy Road and Kent Place all exhibit atypical geometry with split islands and channelizations. It is recommended that the Town of Greenwich consider the reconfiguration of these intersections to provide more standard geometry under future projects. This would include realignment and the removal of the islands and obstructions within them. These improvements are expected to reduce driver confusion, improve capacity, and increase safety at the intersections.

4.3 Trip Generation and Distribution

Site-generated traffic volumes for the proposed GCMS reconstruction will be estimated using the existing population of 511 students and factoring up school-related traffic volumes proportionally to the 660-student capacity of the proposed school. These estimates will be allocated to the surrounding roadway network in the same distribution as the existing pattern. These trips would then be added to the 2026 Background Condition traffic volumes to develop the 2026 combined condition traffic volumes which would be analyzed for capacity and queueing under the proposed study area intersection configuration improvements. This estimation methodology is conservative as it assumes that GCMS will operate at full capacity in the future condition. Currently, the school has capacity for 734 students and is not fully enrolled. The proposed school has capacity for 74 fewer enrollments, so future impacts to traffic operations may be less than what will be reported in the forthcoming analyses of future conditions.

Section 5

Summary and Conclusions

1. The existing Greenwich Central Middle School (GCMS) site on 9 Indian Rock Lane contains a school building, athletic fields, and an east and west driveway with independent parking lot and pick-up/drop-off loops. It is accessible via two unsignalized driveways on Indian Rock Lane. The school has an existing population of 511 students for the 2022-2023 school year.
2. Based on requests by GCMS, Town of Greenwich Department of Public Works staff, and the GCMS Building Committee, the following study area intersections were included in the analysis:
 - Stanwich Road at Fairfield Road
 - Stanwich Road at Indian Rock Lane
 - Indian Rock Lane at West GCMS Driveway
 - Indian Rock Lane at East GCMS Driveway
 - Orchard Street at Indian Rock Lane
 - Orchard Street at Sinawoy Road and Kent Place
 - Orchard Street at Coachlamp Lane
 - Orchard Street at Stanwich Road
3. Intersection turning movement counts were performed at the study area intersections during the peak periods and the following peak hours were analyzed:
 - 7:30 AM to 8:30 AM weekday morning school arrival and commuter peak
 - 2:30 PM to 3:30 PM weekday afternoon dismissal peak
 - 4:30 PM to 5:30 PM weekday afternoon commuter peak
4. Average daily traffic (ADT) was assessed on the roadways surrounding the GCMS campus were:
 - 4,230 vehicles (2,300 eastbound, 1,930 westbound) on Indian Rock Lane between the school driveways
 - 2,775 vehicles (1,345 northbound, 1,430 southbound) on Stanwich Roach approximately 900 feet north of Indian Rock Lane
 - 3,120 vehicles (1,525 northbound, 1,595 southbound) on Orchard Street south of Coachlamp Lane
5. The roadways surrounding the campus have a 20-mph speed limit in effect during school arrival and dismissal. The signs on Indian Rock Lane are supplemented with flashers. The regulatory speed limits and operating speeds from data collected as part of the study on the roadways are:
 - Indian Rock Lane: No posted speed, 31 mph eastbound, 29 mph westbound
 - Stanwich Road: 30 mph posted, 42 mph northbound, 39 mph southbound
 - Orchard Street: 25 mph posted, 37 mph northbound, 38 mph southbound

6. Sidewalk currently exists on the north side of Indian Rock Lane and on the west side of Stanwich Road and Orchard Street south of Indian Rock Lane. Crosswalks are provided at the intersections on both ends of Indian Rock Lane as well as at a midblock location on Indian Rock Lane near Ponderosa Drive.
7. Currently, school bus pick-up and drop-off occurs in the west driveway loop while cars use the east driveway loop and the north curbline on Indian Rock Lane. Cars were also observed using the west loop in the morning. Buses queue in the west loop ahead of dismissal in the afternoon. Pedestrians and cyclists come via the sidewalk network on Stanwich Road and Orchard Street from the south as well as through the private Ponderosa Drive and Coachlamp Lane cul-de-sacs to the south and northeast, respectively. A Bike rack is located in front of the GCMS main entrance.
8. In general, operations were overall efficient and school-related congestion was processed quickly and only lasted a short duration. The following poor operations were reported in the analysis:
 - **Stanwich Road at Fairfield Road:** Eastbound left-turn movement operates at LOS F during the morning and dismissal peaks
 - **Stanwich Road at Indian Rock Lane:** Westbound approach operates at LOS E and queues extends beyond the West GCMS Driveway but short of the East Driveway during the morning peak
 - **Indian Rock Lane at West GCMS Driveway:** Driveway exiting movement operates at LOS E and exiting queues exceed the limited existing available storage area during the morning peak
 - **Orchard Street at Indian Rock Lane:** Northbound approach operates at LOS E during the morning peak
9. There were 22 reported collisions during the five-year period analyzed from January 2018 through December 2022. No crashes resulting in serious injuries or fatalities. Three crashes involved pedestrians or cyclists.
10. The following traffic operational and safety concerns were identified via a review of the study area geometry, the crash analysis, and site observations:
 - Insufficient storage space for cars is provided on campus and queues extend along Indian Rock Lane and onto Orchard Street.
 - School bus and passenger car traffic mixes during arrival and dismissal operations.
 - The East GCMS Driveway loop exhibits a confusing two-lane configuration that is not properly utilized.
 - Insufficient pedestrian accommodations are provided at the crossing locations of Indian Rock Lane at Ponderosa Drive and Orchard Street at Coachlamp Lane.
 - A large pedestrian volume exits GCMS at dismissal and cross Indian Rock Lane at Orchard Street to walk to Rinaldi's Deli and cross at the intersection of Orchard Street at Sinawoy Road and Kent Place. No crossing guard is present at the Orchard Street at Indian Rock Lane intersection.
 - Vehicular operating speeds are higher on Stanwich Road and Orchard Street when compared to Indian Rock Lane. Additionally, these roads exhibit significant

- horizontal and vertical curvature, as well as other roadside obstructions, causing potential sightline issues.
- Fairfield Road provides insufficient intersection sight distances at the intersection with Stanwich Road. It also exhibits congested operations during school arrival and dismissal.
 - The intersections of Stanwich Road at Fairfield Road, Orchard Street at Stanwich Road, and Orchard Street at Sinawoy Road and Kent Place have atypical intersection geometry resulting in confusing or difficult maneuvers for drivers.
11. Background traffic estimates were developed by growing non-driveway related traffic volumes by 0.7% per year based on consultation with CTDOT. No other developments were identified that would contribute traffic to the study area. A background growth year of 2026 was selected when this project is expected to be completed.
12. The 2026 Background Condition traffic operations are similar to the 2023 Existing Conditions with delays and design queues that are typically no more than four seconds or two car lengths longer. The exception are movements with existing failing operations which are further exacerbated.
13. The GCMS site is proposed to be reconstructed with the new building footprint being located at the north end of the site. The existing building will remain open during construction. New athletic fields will be constructed on the south end of the site and new east and west parking lot loops will be constructed in front of the new school. The proposed school will have an enrollment capacity for 660 students.
14. This report makes the following traffic and parking recommendations:
- Primary site access should remain on Indian Rock Lane in the approximate location of the existing GCMS East Driveway.
 - An additional enter-only driveway for school buses only on Orchard Street with access to the east parking lot loop should be considered to be constructed either opposite of Coachlamp Lane or approximately 450 feet north of Indian Rock Lane to allow for separation of bus and car traffic.
 - The east driveway loop should be designated for school buses only while the west loop should be designated for cars. Faculty parking would be permitted in either location. The loops should flow counterclockwise.
 - Crosswalks with accessible ramps, pavement markings, warning signs, and RRFBs should be considered at the crossing locations of Indian Rock Lane at Ponderosa Drive and Orchard Street at Coachlamp Lane.
 - A crossing guard should oversee pedestrian crossing activity at the intersection of Orchard Street at Indian Rock Lane, particularly in the afternoon.
 - Stanwich Road at Fairfield Road should be converted to all-way stop-control.
 - The intersections of Stanwich Road at Fairfield Road, Orchard Street at Stanwich Road, and Orchard Street at Sinawoy Road and Kent Place should be reconfigured to standard intersection geometry. These projects should likely occur under future town projects as limited impact from the school traffic is expected.

15. A forthcoming analysis of the proposed conditions will include site-generated traffic volume estimates distributed on the study area network by factoring up the existing 511-student population proportionally to the 660-student capacity.

Section 6

Tables

TABLE 1

Intersection Operation Summary - Capacity

| Lane Use | Weekday Morning Peak Hour | | | | | | Weekday Dismissal Peak Hour | | | | | | Weekday PM Peak Hour | | | | | | |
|--|---------------------------|-------|-------|-----------------|-------|-------|-----------------------------|-------|-------|-----------------|-------|-------|----------------------|-------|------|-----------------|-------|------|------|
| | 2023 Existing | | | 2026 Background | | | 2023 Existing | | | 2026 Background | | | 2023 Existing | | | 2026 Background | | | |
| | LOS | Delay | V/C | LOS | Delay | V/C | LOS | Delay | V/C | LOS | Delay | V/C | LOS | Delay | V/C | LOS | Delay | V/C | |
| Unsignalized TWSC - Stanwich Road at Fairfield Road | | | | | | | | | | | | | | | | | | | |
| Stanwich Road | NBL | B | 10.3 | 0.27 | B | 10.5 | 0.28 | A | 8.6 | 0.15 | A | 8.6 | 0.16 | A | 8.0 | 0.08 | A | 8.0 | 0.08 |
| Fairfield Road | EBL | F | 374.9 | 1.68 | F | 432.1 | 1.81 | F | 163.4 | 1.22 | F | 188.5 | 1.28 | C | 23.6 | 0.64 | C | 24.9 | 0.66 |
| | EBR | B | 11.2 | 0.12 | B | 11.3 | 0.12 | B | 10.3 | 0.14 | B | 10.3 | 0.14 | A | 9.5 | 0.08 | A | 9.5 | 0.08 |
| Unsignalized AWSC - Stanwich Road at Indian Rock Lane | | | | | | | | | | | | | | | | | | | |
| Overall | D | 28.2 | 0.83 | D | 30.8 | 0.86 | B | 13.8 | 0.59 | B | 14.1 | 0.61 | B | 10.2 | 0.47 | B | 10.3 | 0.49 | |
| Stanwich Road | NB | D | 27.6 | 0.79 | D | 30.5 | 0.82 | B | 14.7 | 0.59 | C | 15.1 | 0.61 | B | 10.7 | 0.47 | B | 10.9 | 0.49 |
| SB | C | 19.0 | 0.60 | C | 20.0 | 0.62 | B | 10.6 | 0.27 | B | 10.8 | 0.28 | A | 8.8 | 0.18 | A | 8.9 | 0.18 | |
| Indian Rock Lane | WB | E | 35.4 | 0.83 | E | 38.8 | 0.86 | B | 14.3 | 0.50 | B | 14.6 | 0.52 | A | 9.8 | 0.21 | A | 9.9 | 0.22 |
| Unsignalized TWSC - Indian Rock Lane at West GCMS Driveway | | | | | | | | | | | | | | | | | | | |
| West GCMS Driveway | SB | E | 36.7 | 0.76 | E | 38.5 | 0.78 | B | 12.0 | 0.18 | B | 12.1 | 0.18 | A | 9.6 | 0.03 | A | 9.7 | 0.03 |
| Indian Rock Lane | EBL | A | 8.7 | 0.13 | A | 8.7 | 0.13 | A | 7.8 | 0.00 | A | 7.8 | 0.00 | A | 7.6 | 0.00 | A | 7.6 | 0.00 |
| Unsignalized TWSC - Indian Rock Lane at East GCMS Driveway | | | | | | | | | | | | | | | | | | | |
| East GCMS Driveway | SBL | C | 22.3 | 0.41 | C | 22.8 | 0.41 | B | 13.1 | 0.14 | B | 13.3 | 0.14 | B | 11.2 | 0.01 | B | 11.3 | 0.01 |
| SBR | B | 13.6 | 0.31 | B | 13.7 | 0.31 | A | 9.5 | 0.07 | A | 9.5 | 0.07 | A | 8.8 | 0.02 | A | 8.8 | 0.02 | |
| Indian Rock Lane | EBL | A | 8.6 | 0.04 | A | 8.6 | 0.04 | A | 7.6 | 0.02 | A | 7.6 | 0.02 | A | 7.4 | 0.00 | A | 7.4 | 0.00 |
| Unsignalized AWSC - Orchard Street at Indian Rock Lane | | | | | | | | | | | | | | | | | | | |
| Overall | C | 24.8 | 0.88 | D | 26.9 | 0.90 | B | 12.5 | 0.52 | B | 12.8 | 0.53 | B | 10.2 | 0.38 | B | 10.3 | 0.39 | |
| Orchard Street | NB | E | 35.3 | 0.88 | E | 39.0 | 0.90 | B | 13.9 | 0.52 | B | 14.3 | 0.53 | B | 10.9 | 0.37 | B | 11.0 | 0.38 |
| SB | B | 11.1 | 0.32 | B | 11.3 | 0.33 | B | 10.6 | 0.30 | B | 10.8 | 0.31 | A | 9.2 | 0.21 | A | 9.3 | 0.21 | |
| Indian Rock Lane | EB | B | 13.1 | 0.46 | B | 13.5 | 0.48 | B | 12.1 | 0.46 | B | 12.4 | 0.48 | B | 10.1 | 0.38 | B | 10.2 | 0.39 |
| Unsignalized AWSC - Orchard Street at Sinawoy Road and Kent Place | | | | | | | | | | | | | | | | | | | |
| Overall | B | 13.5 | 0.62 | B | 13.9 | 0.63 | B | 14.0 | 0.68 | B | 14.5 | 0.70 | B | 10.5 | 0.48 | B | 10.7 | 0.50 | |
| Orchard Street | NBTR | C | 15.2 | 0.62 | C | 15.7 | 0.63 | B | 10.3 | 0.32 | B | 10.5 | 0.32 | A | 9.4 | 0.28 | A | 9.5 | 0.29 |
| SB | B | 12.7 | 0.51 | B | 13.0 | 0.53 | C | 16.6 | 0.68 | C | 17.3 | 0.70 | B | 11.4 | 0.48 | B | 11.7 | 0.50 | |
| Sinawoy Road | EBLT | B | 10.4 | 0.16 | B | 10.6 | 0.17 | B | 10.5 | 0.20 | B | 10.6 | 0.21 | A | 9.4 | 0.13 | A | 9.4 | 0.13 |
| Kent Place | WB | A | 9.6 | 0.06 | A | 9.6 | 0.06 | A | 9.3 | 0.05 | A | 9.4 | 0.05 | A | 8.6 | 0.02 | A | 8.7 | 0.02 |
| Unsignalized TWSC - Orchard Street at Orchard-Sinawoy Channel | | | | | | | | | | | | | | | | | | | |
| Orchard Street | NBL | A | 8.0 | 0.04 | A | 8.0 | 0.04 | A | 8.3 | 0.04 | A | 8.4 | 0.04 | A | 8.1 | 0.03 | A | 8.1 | 0.03 |
| Channel | EBR | B | 10.1 | 0.05 | B | 10.2 | 0.05 | B | 11.6 | 0.12 | B | 11.7 | 0.13 | B | 10.7 | 0.08 | B | 10.7 | 0.09 |
| Unsignalized TWSC - Sinawoy Road at Orchard-Sinawoy Channel | | | | | | | | | | | | | | | | | | | |
| Channel | WBL | A | 9.9 | 0.06 | B | 10.0 | 0.06 | B | 10.3 | 0.07 | B | 10.4 | 0.07 | A | 9.5 | 0.04 | A | 9.6 | 0.04 |
| Unsignalized TWSC - Orchard Street at Coachclamp Lane | | | | | | | | | | | | | | | | | | | |
| Orchard Street | SBL | A | 0.0 | 0.00 | A | 0.0 | 0.00 | A | 7.5 | 0.00 | A | 7.5 | 0.00 | A | 7.5 | 0.00 | A | 7.5 | 0.00 |
| Coachclamp Lane | WB | B | 11.1 | 0.05 | B | 11.2 | 0.05 | A | 9.9 | 0.03 | B | 10.0 | 0.03 | A | 9.7 | 0.01 | A | 9.7 | 0.01 |
| Unsignalized AWSC - Orchard Street at Stanwich Road | | | | | | | | | | | | | | | | | | | |
| Overall | B | 13.4 | 0.65 | B | 13.8 | 0.67 | A | 9.8 | 0.42 | A | 9.9 | 0.43 | A | 8.7 | 0.27 | A | 8.8 | 0.28 | |
| Orchard Street | NBT | B | 10.9 | 0.36 | B | 11.2 | 0.37 | A | 8.6 | 0.15 | A | 8.6 | 0.15 | A | 8.5 | 0.18 | A | 8.5 | 0.18 |
| SB | C | 15.3 | 0.65 | C | 15.9 | 0.67 | B | 10.2 | 0.42 | B | 10.4 | 0.43 | A | 8.7 | 0.27 | A | 8.8 | 0.28 | |
| Stanwich Road | EBL | B | 11.2 | 0.27 | B | 11.3 | 0.28 | A | 9.6 | 0.22 | A | 9.7 | 0.22 | A | 8.9 | 0.16 | A | 9.0 | 0.17 |
| Unsignalized TWSC - Orchard Street at Orchard-Stanwich Channel | | | | | | | | | | | | | | | | | | | |
| Orchard Street | NBL | A | 7.8 | 0.02 | A | 7.8 | 0.02 | A | 7.6 | 0.00 | A | 7.6 | 0.00 | A | 7.5 | 0.01 | A | 7.5 | 0.01 |
| Channel | EBR | A | 9.5 | 0.01 | A | 9.5 | 0.01 | A | 9.4 | 0.02 | A | 9.4 | 0.02 | A | 9.0 | 0.01 | A | 9.0 | 0.01 |
| Unsignalized TWSC - Stanwich Road at Orchard-Stanwich Channel | | | | | | | | | | | | | | | | | | | |
| Channel | WBL | B | 11.8 | 0.04 | B | 11.9 | 0.04 | B | 10.4 | 0.01 | B | 10.4 | 0.01 | A | 9.7 | 0.01 | A | 9.8 | 0.01 |

Legend

LOS - Level of Service

Delay - average delay per vehicle in seconds

V/C - volume to capacity ratio

TABLE 2

Intersection Operation Summary - Queues (In Feet)

| Lane Use | Available Storage | Weekday Morning Peak Hour | | | | Weekday Dismissal Peak Hour | | | | Weekday Afternoon Peak Hour | | | | |
|--|-------------------|---------------------------|------------------|------------------|------------------|-----------------------------|------------------|------------------|------------------|-----------------------------|------------------|------------------|------------------|-----|
| | | 2023 Existing | | 2026 Background | | 2023 Existing | | 2026 Background | | 2023 Existing | | 2026 Background | | |
| | | 50 th | 95 th | 50 th | 95 th | 50 th | 95 th | 50 th | 95 th | 50 th | 95 th | 50 th | 95 th | |
| Unsignalized TWSC - Stanwich Road at Fairfield Road | | | | | | | | | | | | | | |
| Stanwich Road | NBL | >1000 | -- | 28 | -- | 28 | -- | 13 | -- | 15 | -- | 8 | -- | 8 |
| | EBL | >1000 | -- | 528 | -- | 570 | -- | 405 | -- | 443 | -- | 110 | -- | 120 |
| Fairfield Road | EBR | >1000 | -- | 10 | -- | 10 | -- | 13 | -- | 13 | -- | 8 | -- | 8 |
| Unsignalized AWSC - Stanwich Road at Indian Rock Lane | | | | | | | | | | | | | | |
| Stanwich Road | NB | 500 | -- | 193 | -- | 210 | -- | 100 | -- | 105 | -- | 65 | -- | 68 |
| | SB | >1000 | -- | 98 | -- | 105 | -- | 28 | -- | 28 | -- | 15 | -- | 18 |
| Indian Rock Lane | WB | 160 | -- | 225 | -- | 240 | -- | 70 | -- | 75 | -- | 20 | -- | 20 |
| Unsignalized TWSC - Indian Rock Lane at West GCMS Driveway | | | | | | | | | | | | | | |
| West GCMS Driveway | SB | 25 | -- | 160 | -- | 165 | -- | 18 | -- | 18 | -- | 3 | -- | 3 |
| Indian Rock Lane | EBL | 160 | -- | 10 | -- | 10 | -- | 0 | -- | 0 | -- | 0 | -- | 0 |
| Unsignalized TWSC - Indian Rock Lane at East GCMS Driveway | | | | | | | | | | | | | | |
| East GCMS Driveway | SBL | 100 | -- | 48 | -- | 50 | -- | 13 | -- | 13 | -- | 0 | -- | 0 |
| | SBR | 100 | -- | 33 | -- | 33 | -- | 5 | -- | 5 | -- | 3 | -- | 3 |
| Indian Rock Lane | EBL | 150 | -- | 3 | -- | 3 | -- | 3 | -- | 3 | -- | 0 | -- | 0 |
| Unsignalized AWSC - Orchard Street at Indian Rock Lane | | | | | | | | | | | | | | |
| Orchard Street | NB | >1000 | -- | 273 | -- | 295 | -- | 75 | -- | 80 | -- | 43 | -- | 45 |
| | SB | >1000 | -- | 33 | -- | 35 | -- | 33 | -- | 33 | -- | 20 | -- | 20 |
| Indian Rock Lane | EB | 440 | -- | 60 | -- | 65 | -- | 63 | -- | 65 | -- | 45 | -- | 45 |
| Unsignalized AWSC - Orchard Street at Sinawoy Road and Kent Place | | | | | | | | | | | | | | |
| Orchard Street | NBTR | >1000 | -- | 105 | -- | 110 | -- | 33 | -- | 35 | -- | 30 | -- | 30 |
| | SB | >1000 | -- | 73 | -- | 75 | -- | 135 | -- | 143 | -- | 68 | -- | 70 |
| Sinawoy Road | EBLT | >1000 | -- | 15 | -- | 15 | -- | 20 | -- | 20 | -- | 10 | -- | 10 |
| Kent Place | WB | 560 | -- | 5 | -- | 5 | -- | 3 | -- | 3 | -- | 3 | -- | 3 |
| Unsignalized TWSC - Orchard Street at Orchard-Sinawoy Channel | | | | | | | | | | | | | | |
| Orchard Street | NBL | >1000 | -- | 3 | -- | 3 | -- | 3 | -- | 3 | -- | 3 | -- | 3 |
| Channel | EBR | >1000 | -- | 3 | -- | 5 | -- | 10 | -- | 10 | -- | 8 | -- | 8 |
| Unsignalized TWSC - Sinawoy Road at Orchard-Sinawoy Channel | | | | | | | | | | | | | | |
| Channel | WBL | 60 | -- | 5 | -- | 5 | -- | 5 | -- | 5 | -- | 3 | -- | 3 |
| Unsignalized TWSC - Orchard Street at Coachlamp Lane | | | | | | | | | | | | | | |
| Orchard Street | SBL | 725 | -- | 0 | -- | 0 | -- | 0 | -- | 0 | -- | 0 | -- | 0 |
| Coachlamp Lane | WB | >1000 | -- | 3 | -- | 3 | -- | 3 | -- | 3 | -- | 0 | -- | 0 |
| Unsignalized AWSC - Orchard Street at Stanwich Road | | | | | | | | | | | | | | |
| Orchard Street | NBT | >1000 | -- | 40 | -- | 43 | -- | 13 | -- | 13 | -- | 15 | -- | 18 |
| Stanwich Road | SB | >1000 | -- | 120 | -- | 127 | -- | 53 | -- | 55 | -- | 28 | -- | 28 |
| | EBL | >1000 | -- | 28 | -- | 28 | -- | 20 | -- | 23 | -- | 15 | -- | 15 |
| Unsignalized TWSC - Orchard Street at Orchard-Stanwich Channel | | | | | | | | | | | | | | |
| Orchard Street | NBL | >1000 | -- | 0 | -- | 0 | -- | 0 | -- | 0 | -- | 0 | -- | 0 |
| Channel | EBR | >1000 | -- | 0 | -- | 0 | -- | 3 | -- | 3 | -- | 0 | -- | 0 |
| Unsignalized TWSC - Stanwich Road at Orchard-Stanwich Channel | | | | | | | | | | | | | | |
| Channel | WBL | 50 | -- | 3 | -- | 3 | -- | 0 | -- | 0 | -- | 0 | -- | 0 |

Legend

50th & 90th - 50th and 95th percentile queue lengths in feet

TABLE 3
Study Area Collision History Summary

| COLLISION TYPE | | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|---------------------------|--|-------------|-------------|-------------|-------------|-------------|--------------|----------------|
| Angle | | 0 | 1 | 0 | 2 | 5 | 8 | 36.4% |
| Rear-End | | 2 | 1 | 0 | 1 | 0 | 4 | 18.2% |
| Fixed Object | | 1 | 0 | 0 | 0 | 2 | 3 | 13.6% |
| Other/Unknown | | 0 | 1 | 1 | 1 | 0 | 3 | 13.6% |
| Pedestrian | | 1 | 0 | 0 | 1 | 0 | 2 | 9.1% |
| Bicycle | | 0 | 0 | 0 | 1 | 0 | 1 | 4.5% |
| Sideswipe, Same Direction | | 1 | 0 | 0 | 0 | 0 | 1 | 4.5% |
| TOTAL | | 5 | 3 | 1 | 6 | 7 | 22 | 100% |

| COLLISION EVENT | | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|------------------------|--|-------------|-------------|-------------|-------------|-------------|--------------|----------------|
| Motor Vehicle | | 4 | 3 | 1 | 4 | 7 | 19 | 86.4% |
| Pedestrian / Cyclist | | 1 | 0 | 0 | 2 | 0 | 3 | 13.6% |
| TOTAL | | 5 | 3 | 1 | 6 | 7 | 22 | 100% |

| SEVERITY | | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|---|--|-------------|-------------|-------------|-------------|-------------|--------------|----------------|
| Fatal | | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Serious Injury | | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Minor Injury / Property Damage Only (PDO) | | 5 | 3 | 1 | 6 | 7 | 22 | 100.0% |
| TOTAL | | 5 | 3 | 1 | 6 | 7 | 22 | 100% |

| DAY & TIME | | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|---------------------------|--|-------------|-------------|-------------|-------------|-------------|--------------|----------------|
| Weekday Off-Peak | | 2 | 1 | 0 | 2 | 5 | 10 | 45.5% |
| Weekday 6-9 A.M. | | 1 | 1 | 1 | 1 | 0 | 4 | 18.2% |
| Weekday 3-6 P.M. | | 0 | 0 | 0 | 2 | 2 | 4 | 18.2% |
| Saturday 11 A.M. - 2 P.M. | | 0 | 1 | 0 | 1 | 0 | 2 | 9.1% |
| Weekend Off-Peak | | 2 | 0 | 0 | 0 | 0 | 2 | 9.1% |
| TOTAL | | 5 | 3 | 1 | 6 | 7 | 22 | 100% |

| WEATHER | | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|----------------|--|-------------|-------------|-------------|-------------|-------------|--------------|----------------|
| Clear | | 2 | 2 | 1 | 6 | 6 | 17 | 77.3% |
| Rain | | 2 | 1 | 0 | 0 | 1 | 4 | 18.2% |
| Snow | | 1 | 0 | 0 | 0 | 0 | 1 | 4.5% |
| TOTAL | | 5 | 3 | 1 | 6 | 7 | 22 | 100% |

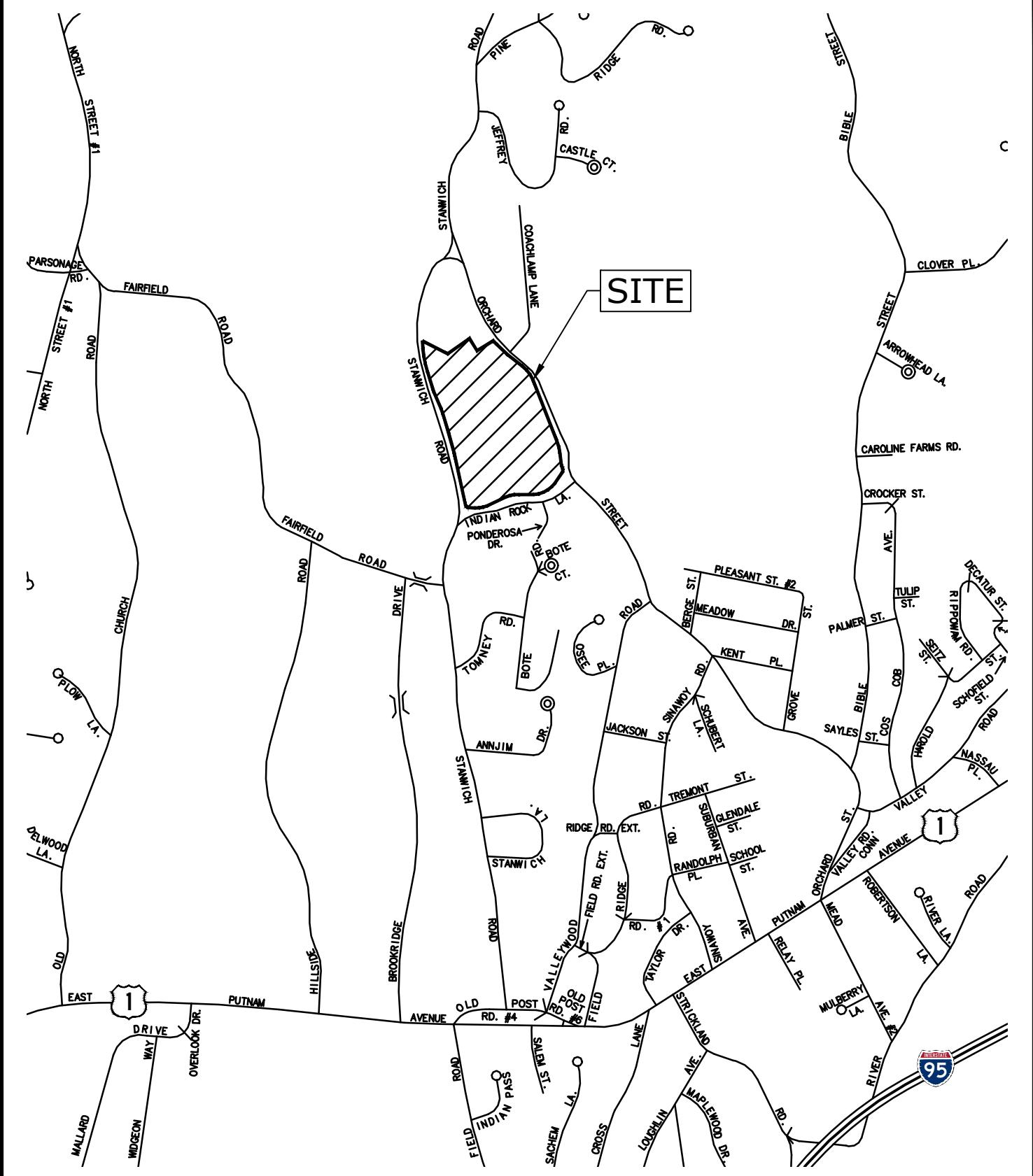
| ROAD SURFACE CONDITION | | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|-------------------------------|--|-------------|-------------|-------------|-------------|-------------|--------------|----------------|
| Dry | | 2 | 1 | 1 | 6 | 6 | 16 | 72.7% |
| Wet | | 3 | 2 | 0 | 0 | 1 | 6 | 27.3% |
| TOTAL | | 5 | 3 | 1 | 6 | 7 | 22 | 100% |

| LIGHT CONDITIONS | | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|-------------------------|--|-------------|-------------|-------------|-------------|-------------|--------------|----------------|
| Light | | 5 | 3 | 1 | 6 | 6 | 21 | 95.5% |
| Dark | | 0 | 0 | 0 | 0 | 1 | 1 | 4.5% |
| TOTAL | | 5 | 3 | 1 | 6 | 7 | 22 | 100% |

| COLLISIONS BY STUDY AREA LOCATION | | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|---|--|-------------|-------------|-------------|-------------|-------------|--------------|----------------|
| Stanwich Road at Fairfield Road | | 1 | 2 | 0 | 3 | 3 | 9 | 40.9% |
| Orchard Street at Sinawoy Road and Kent Place | | 0 | 1 | 1 | 3 | 2 | 7 | 31.8% |
| Orchard Street at Stanwich Road | | 1 | 0 | 0 | 0 | 2 | 3 | 13.6% |
| Indian Rock Lane | | 2 | 0 | 0 | 0 | 0 | 2 | 9.1% |
| Orchard Street at Indian Rock Lane | | 1 | 0 | 0 | 0 | 0 | 1 | 4.5% |
| Stanwich Road at Indian Rock Lane | | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Orchard Street at Coachlamps Lane | | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| TOTAL | | 5 | 3 | 1 | 6 | 7 | 22 | 100% |

Section 7

Figures



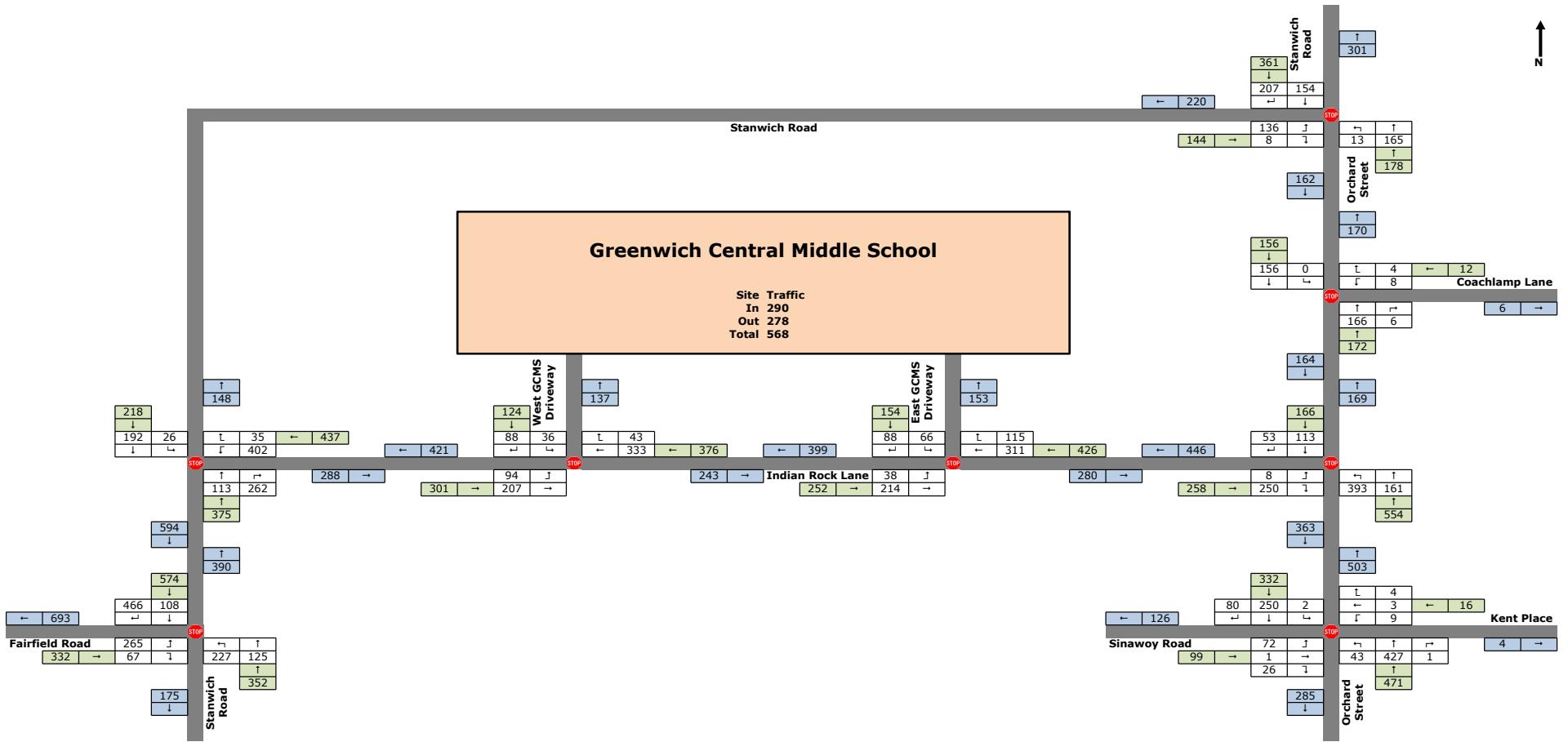
GREENWICH CENTRAL MIDDLE SCHOOL
GREENWICH, CT

SITE LOCATION MAP

0 1000' 2000'
SCALE: 1" = 1000'

NORTH
1" = 1000'
FIGURE 1

Tighe & Bond



2023 Existing Condition Traffic Volumes
Weekday Morning Peak (7:30 AM - 8:30 AM)
Greenwich Central Middle School

Figure 2

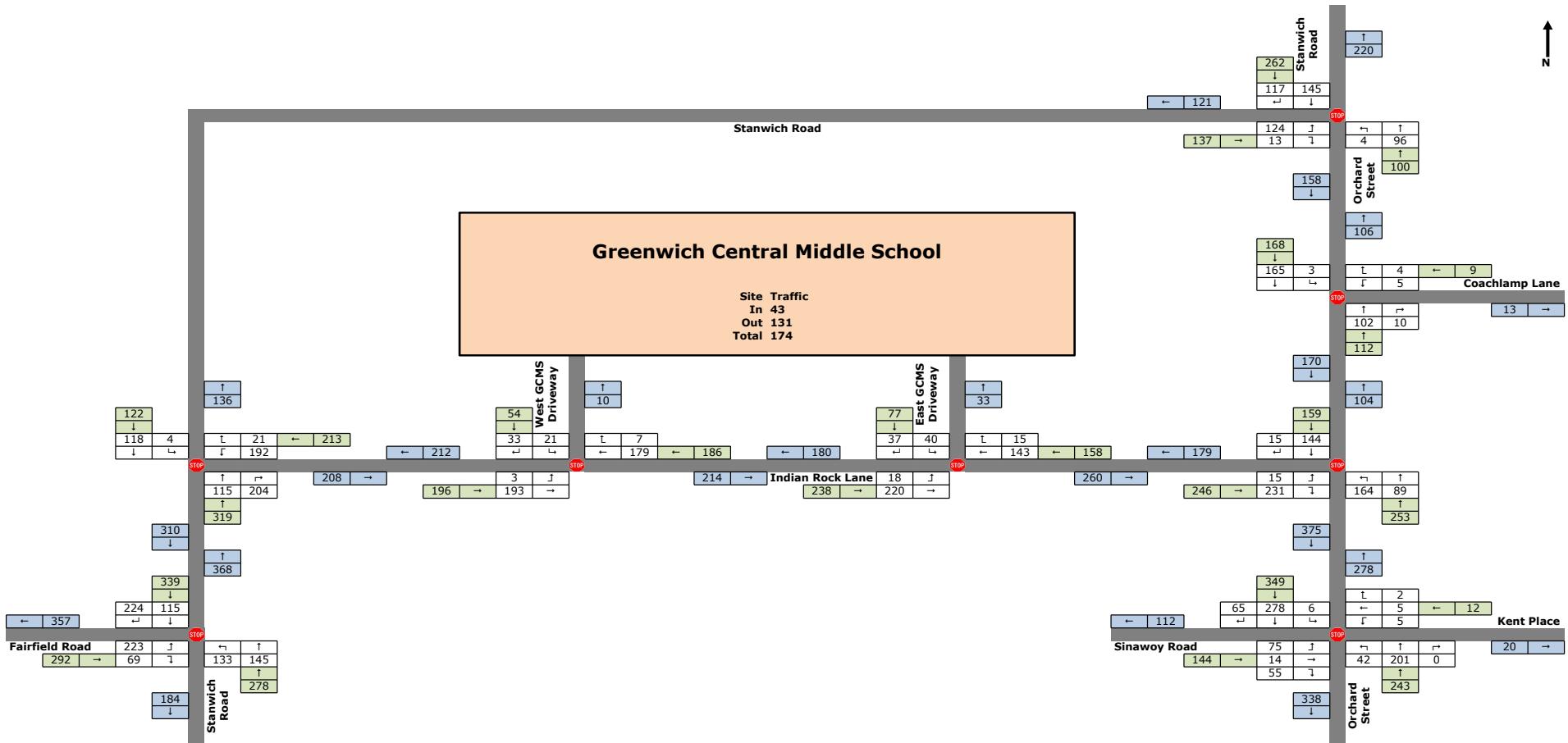
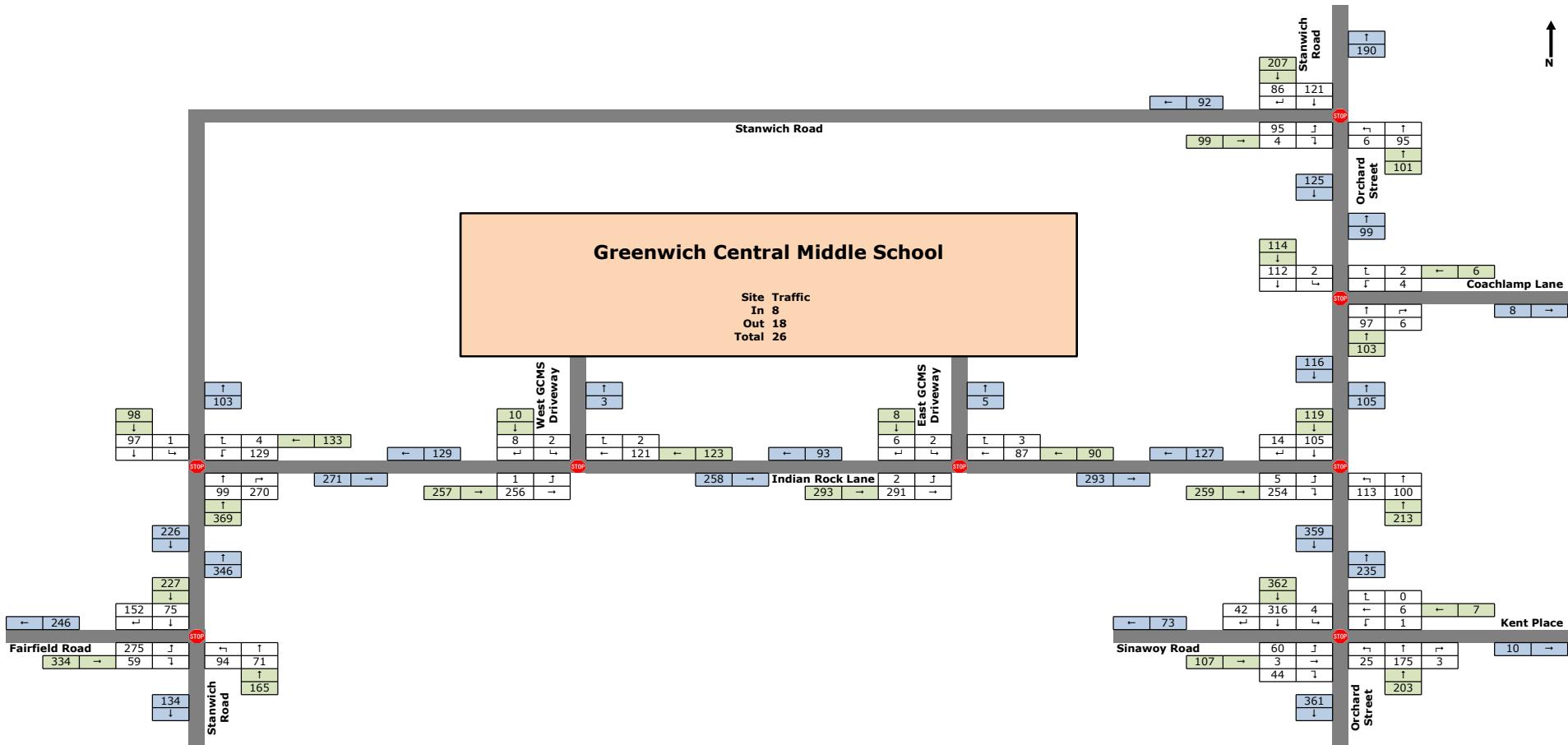
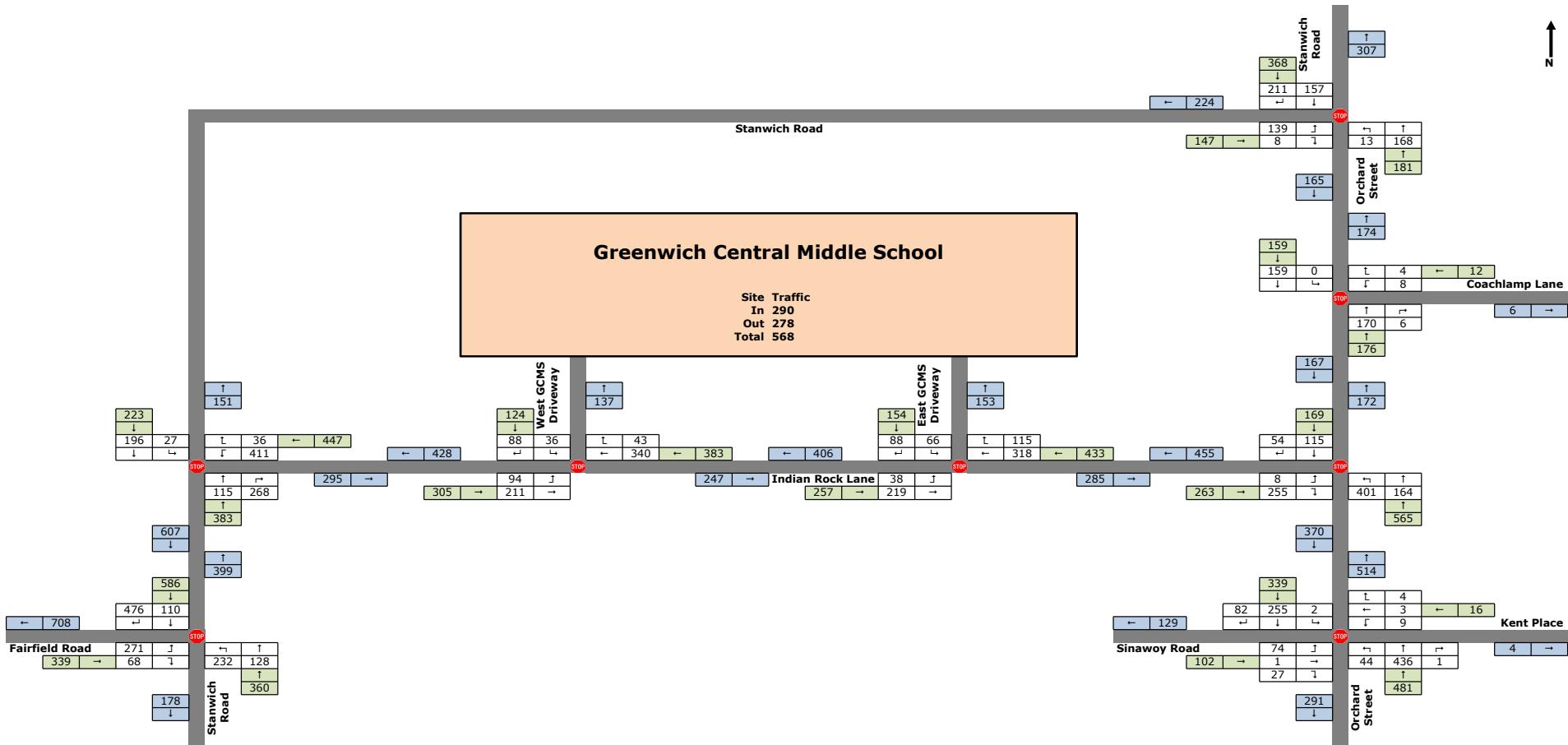


Figure 3



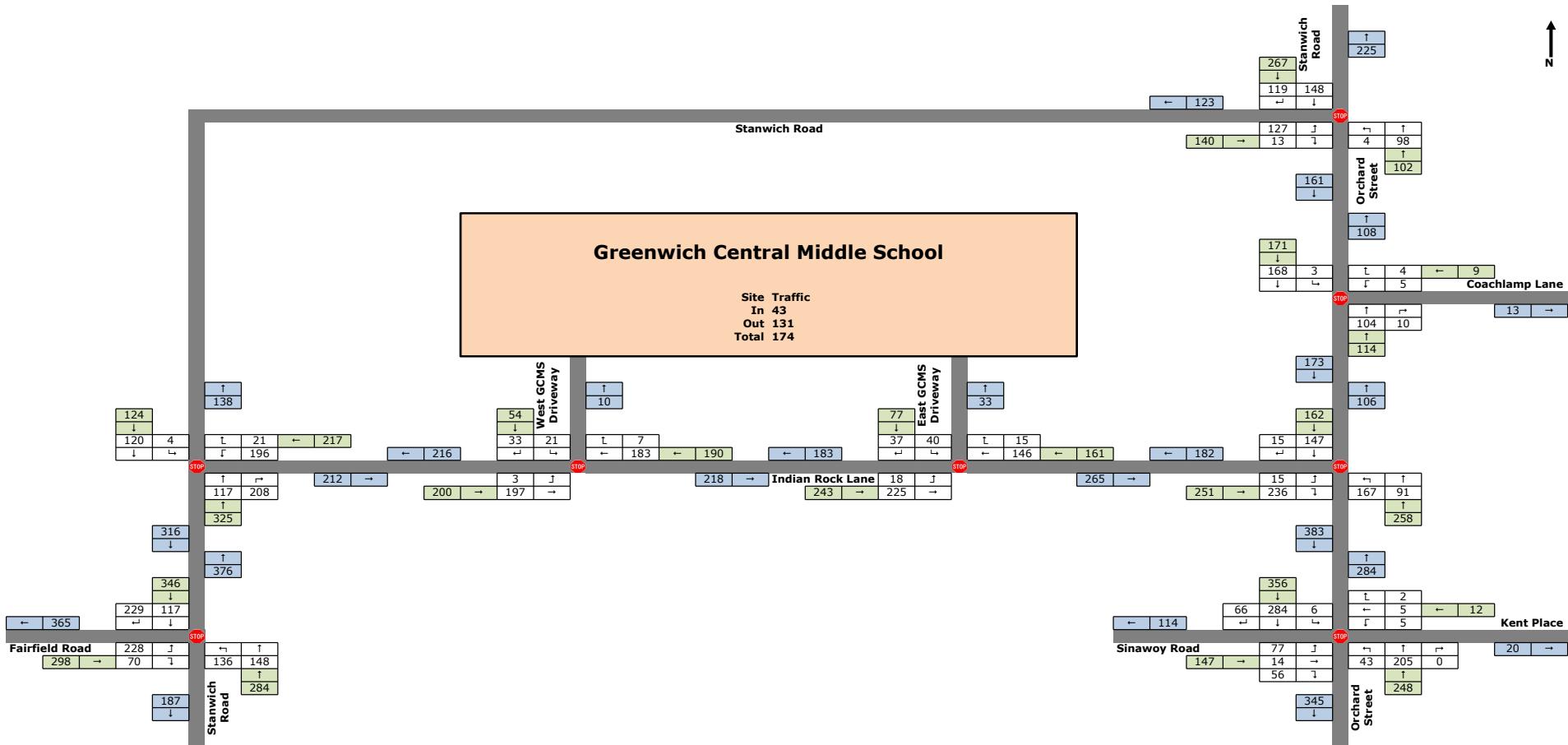
2023 Existing Condition Traffic Volumes
Weekday Afternoon Peak (4:30 PM - 5:30 PM)
Greenwich Central Middle School

Figure 4



2026 Background Condition Traffic Volumes
Weekday Morning Peak (7:30 AM - 8:30 AM)
Greenwich Central Middle School

Figure 5



2026 Background Condition Traffic Volumes
Weekday Dismissal Peak (2:30 PM - 3:30 PM)
Greenwich Central Middle School

Figure 6

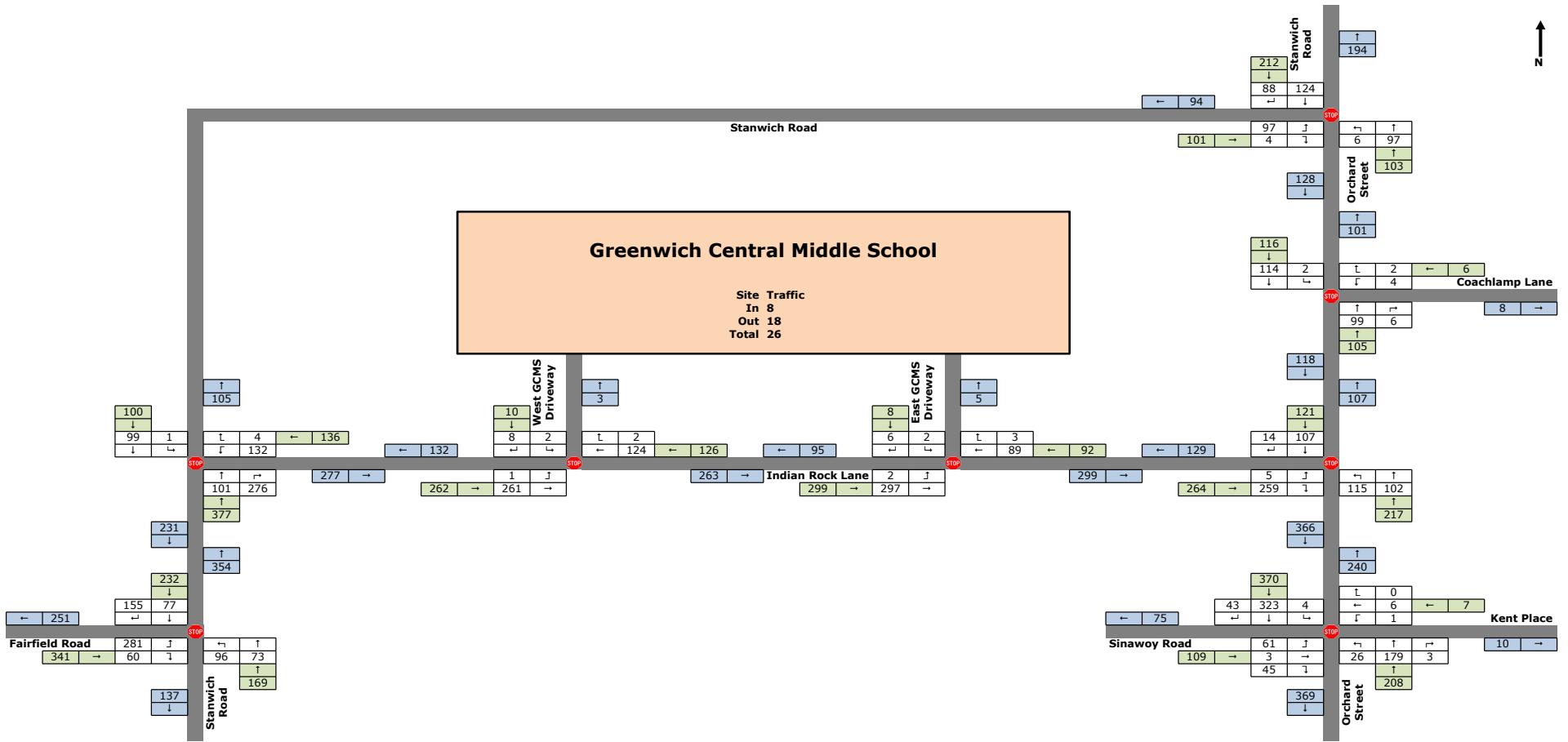


Figure 7

APPENDIX A
Traffic Count Data

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

Indian Rock Road at GCMS East Drive
 Greenwich, Connecticut

File Name : 24326
 Site Code : 24326
 Start Date : 3/29/2023
 Page No : 1

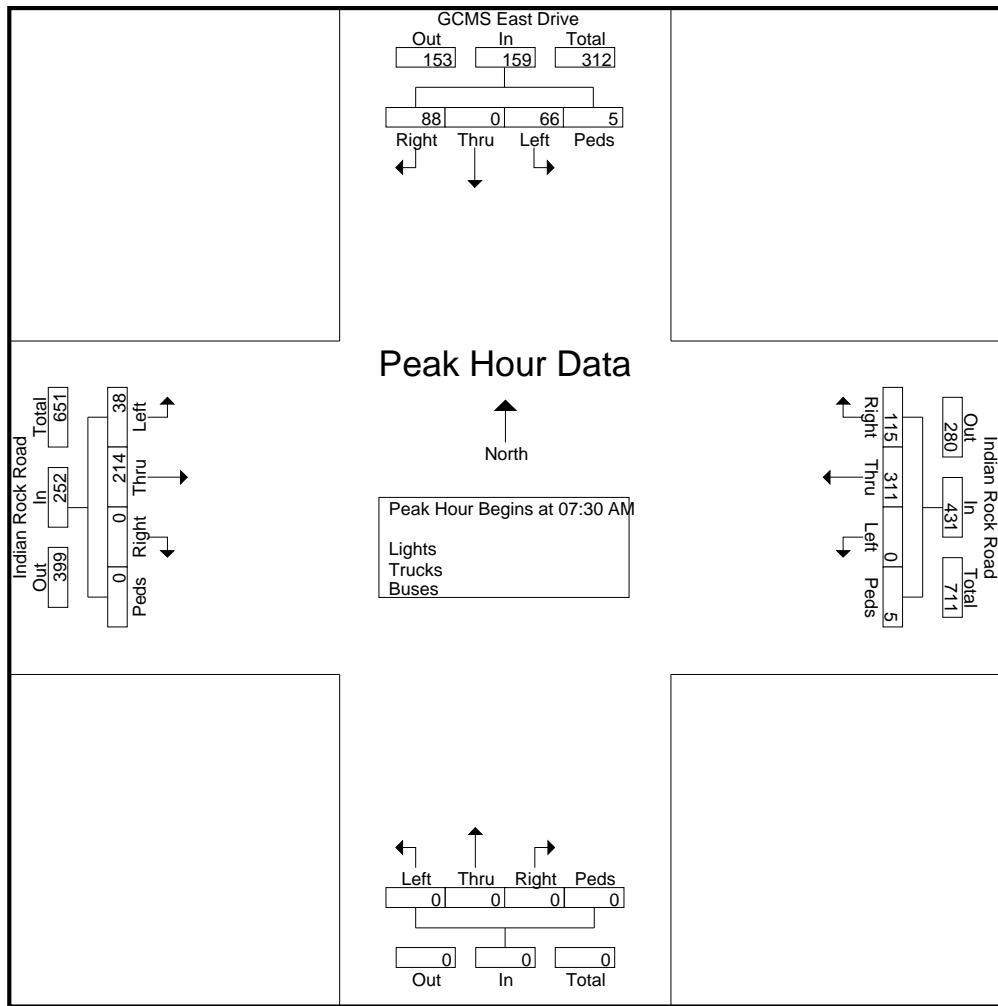
Groups Printed- Lights - Trucks - Buses

| | GCMS East Drive | | | | | Indian Rock Road | | | | | From South | | | | | Indian Rock Road | | | | | |
|-------------|-----------------|------|------|------|------------|------------------|------|------|------|------------|------------|------|------|------|------------|------------------|------|------|------|------------|------------|
| | From North | | | | App. Total | From East | | | | App. Total | From South | | | | App. Total | From West | | | | App. Total | Int. Total |
| Start Time | Right | Thru | Left | Peds | | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 0 | 0 | 5 | 5 | 0 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 11 | 43 |
| 07:15 AM | 3 | 0 | 4 | 2 | 9 | 17 | 57 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 8 | 0 | 22 | 105 |
| 07:30 AM | 45 | 0 | 19 | 2 | 66 | 50 | 72 | 0 | 4 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 18 | 0 | 56 | 248 |
| 07:45 AM | 41 | 0 | 41 | 2 | 84 | 61 | 67 | 0 | 1 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 17 | 0 | 69 | 282 |
| Total | 89 | 0 | 64 | 11 | 164 | 128 | 223 | 0 | 5 | 356 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 47 | 0 | 158 | 678 |
| 08:00 AM | 1 | 0 | 5 | 1 | 7 | 3 | 73 | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 3 | 0 | 59 | 142 |
| 08:15 AM | 1 | 0 | 1 | 0 | 2 | 1 | 99 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 68 | 170 |
| 08:30 AM | 0 | 0 | 1 | 1 | 2 | 0 | 40 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 45 | 87 |
| 08:45 AM | 0 | 0 | 1 | 1 | 2 | 3 | 61 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 1 | 0 | 41 | 107 |
| Total | 2 | 0 | 8 | 3 | 13 | 7 | 273 | 0 | 0 | 280 | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 4 | 0 | 213 | 506 |
| Grand Total | 91 | 0 | 72 | 14 | 177 | 135 | 496 | 0 | 5 | 636 | 0 | 0 | 0 | 0 | 0 | 0 | 320 | 51 | 0 | 371 | 1184 |
| Apprch % | 51.4 | 0 | 40.7 | 7.9 | | 21.2 | 78 | 0 | 0.8 | | 0 | 0 | 0 | 0 | 0 | 0 | 86.3 | 13.7 | 0 | | |
| Total % | 7.7 | 0 | 6.1 | 1.2 | 14.9 | 11.4 | 41.9 | 0 | 0.4 | 53.7 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 4.3 | 0 | 31.3 | |
| Lights | 91 | 0 | 71 | 12 | 174 | 134 | 485 | 0 | 5 | 624 | 0 | 0 | 0 | 0 | 0 | 0 | 310 | 51 | 0 | 361 | 1159 |
| % Lights | 100 | 0 | 98.6 | 85.7 | 98.3 | 99.3 | 97.8 | 0 | 100 | 98.1 | 0 | 0 | 0 | 0 | 0 | 0 | 96.9 | 100 | 0 | 97.3 | 97.9 |
| Trucks | 0 | 0 | 0 | 2 | 2 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 12 |
| % Trucks | 0 | 0 | 0 | 14.3 | 1.1 | 0 | 1.6 | 0 | 0 | 1.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6 | 0 | 0 | 0.5 | 1 |
| Buses | 0 | 0 | 1 | 0 | 1 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 13 |
| % Buses | 0 | 0 | 1.4 | 0 | 0.6 | 0.7 | 0.6 | 0 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 0 | 2.2 | 1.1 |

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

File Name : 24326
Site Code : 24326
Start Date : 3/29/2023
Page No : 2

| Start Time | GCMS East Drive From North | | | | | Indian Rock Road From East | | | | | From South | | | | | Indian Rock Road From West | | | | | |
|---|-------------------------------|------|------|------|------------|-------------------------------|------|------|------|------------|------------|------|------|------|------------|-------------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 45 | 0 | 19 | 2 | 66 | 50 | 72 | 0 | 4 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 18 | 0 | 56 | 248 |
| 07:45 AM | 41 | 0 | 41 | 2 | 84 | 61 | 67 | 0 | 1 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 17 | 0 | 69 | 282 |
| 08:00 AM | 1 | 0 | 5 | 1 | 7 | 3 | 73 | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 3 | 0 | 59 | 142 |
| 08:15 AM | 1 | 0 | 1 | 0 | 2 | 1 | 99 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 68 | 170 |
| Total Volume | 88 | 0 | 66 | 5 | 159 | 115 | 311 | 0 | 5 | 431 | 0 | 0 | 0 | 0 | 0 | 0 | 214 | 38 | 0 | 252 | 842 |
| % App. Total | 55.3 | 0 | 41.5 | 3.1 | | 26.7 | 72.2 | 0 | 1.2 | | 0 | 0 | 0 | 0 | 0 | 0 | 84.9 | 15.1 | 0 | | |
| PHF | .489 | .000 | .402 | .625 | .473 | .471 | .785 | .000 | .313 | .835 | .000 | .000 | .000 | .000 | .000 | .000 | .787 | .528 | .000 | .913 | .746 |



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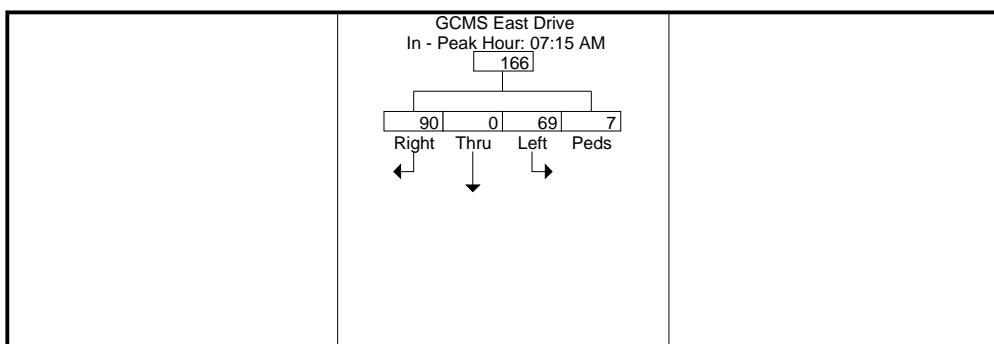
File Name : 24326
Site Code : 24326
Start Date : 3/29/2023
Page No : 3

| | GCMS East Drive From North | | | | | Indian Rock Road From East | | | | | From South | | | | | Indian Rock Road From West | | | | | |
|--|-------------------------------|-------|------|------|------|-------------------------------|-------|------|------|------|------------|-------|------|------|------|-------------------------------|-------|------|------|------|------------|
| | Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |

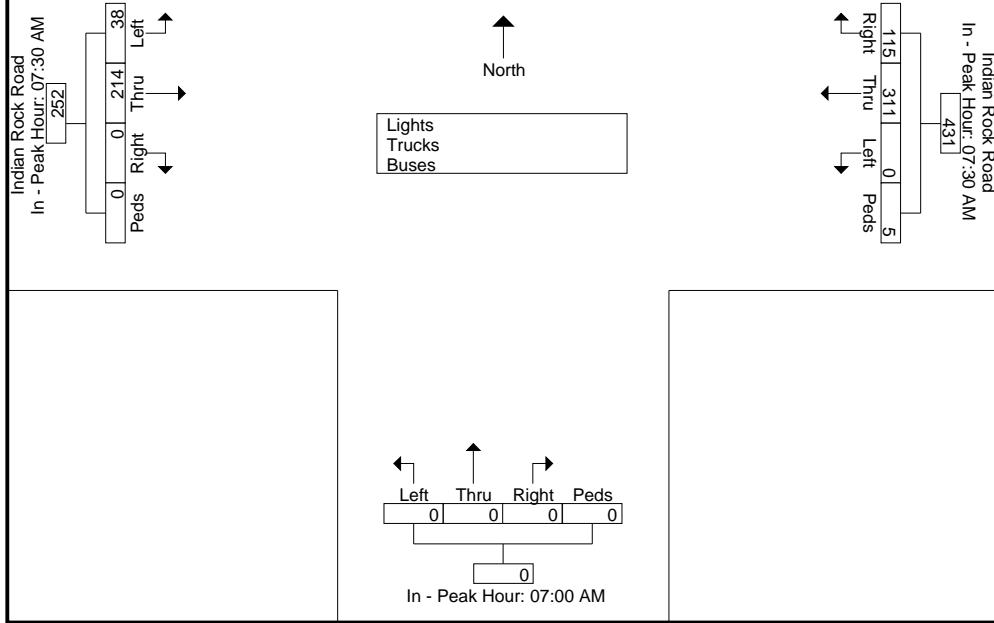
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 07:30 AM | | | | 07:00 AM | | | | 07:30 AM | | | | | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|------|------|------|------|
| +0 mins. | 3 | 0 | 4 | 2 | 9 | 50 | 72 | 0 | 4 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 18 | 0 | 56 |
| +15 mins. | 45 | 0 | 19 | 2 | 66 | 61 | 67 | 0 | 1 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 17 | 0 | 69 |
| +30 mins. | 41 | 0 | 41 | 2 | 84 | 3 | 73 | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 3 | 0 | 59 |
| +45 mins. | 1 | 0 | 5 | 1 | 7 | 1 | 99 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 68 |
| Total Volume | 90 | 0 | 69 | 7 | 166 | 115 | 311 | 0 | 5 | 431 | 0 | 0 | 0 | 0 | 0 | 0 | 214 | 38 | 0 | 252 |
| % App. Total | 54.2 | 0 | 41.6 | 4.2 | | 26.7 | 72.2 | 0 | 1.2 | | 0 | 0 | 0 | 0 | 0 | 0 | 84.9 | 15.1 | 0 | |
| PHF | .500 | .000 | .421 | .875 | .494 | .471 | .785 | .000 | .313 | .835 | .000 | .000 | .000 | .000 | .000 | .000 | .787 | .528 | .000 | .913 |



Peak Hour Data



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

Indian Rock Road at GCMS East Drive Greenwich, Connecticut

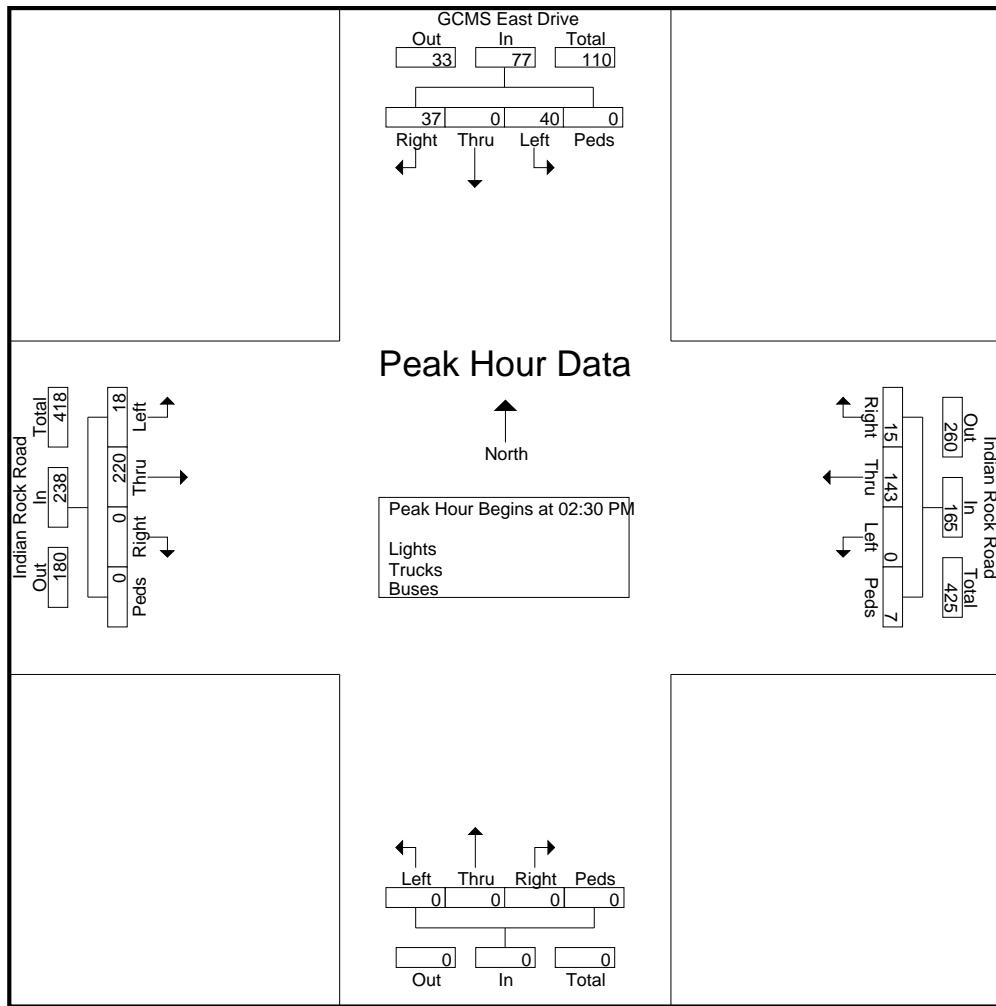
File Name : 24327
Site Code : 24327
Start Date : 3/29/2023
Page No : 1

Groups Printed- Lights - Trucks - Buses

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

File Name : 24327
Site Code : 24327
Start Date : 3/29/2023
Page No : 2

| Start Time | GCMS East Drive From North | | | | | Indian Rock Road From East | | | | | From South | | | | | Indian Rock Road From West | | | | | |
|--|-------------------------------|------|------|------|------------|-------------------------------|------|------|------|------------|------------|------|------|------|------------|-------------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 02:30 PM | 2 | 0 | 11 | 0 | 13 | 8 | 35 | 0 | 5 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 4 | 0 | 35 | 96 |
| 02:45 PM | 22 | 0 | 11 | 0 | 33 | 4 | 42 | 0 | 2 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 10 | 0 | 55 | 136 |
| 03:00 PM | 8 | 0 | 10 | 0 | 18 | 2 | 33 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 2 | 0 | 71 | 124 |
| 03:15 PM | 5 | 0 | 8 | 0 | 13 | 1 | 33 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 2 | 0 | 77 | 124 |
| Total Volume | 37 | 0 | 40 | 0 | 77 | 15 | 143 | 0 | 7 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 220 | 18 | 0 | 238 | 480 |
| % App. Total | 48.1 | 0 | 51.9 | 0 | | 9.1 | 86.7 | 0 | 4.2 | | 0 | 0 | 0 | 0 | 0 | 0 | 92.4 | 7.6 | 0 | | |
| PHF | .420 | .000 | .909 | .000 | .583 | .469 | .851 | .000 | .350 | .859 | .000 | .000 | .000 | .000 | .000 | .000 | .733 | .450 | .000 | .773 | .882 |



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Kensington, Connecticut 06037
(860) 828-1693

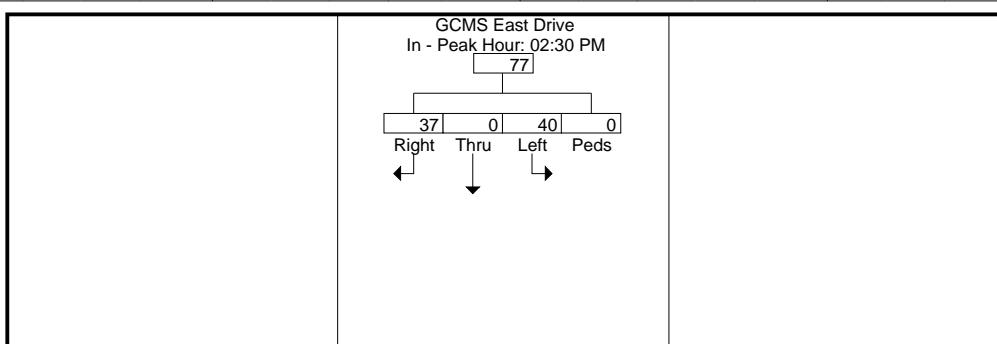
File Name : 24327
Site Code : 24327
Start Date : 3/29/2023
Page No : 3

| | GCMS East Drive From North | | | | | Indian Rock Road From East | | | | | From South | | | | | Indian Rock Road From West | | | | | |
|--|-------------------------------|-------|------|------|------|-------------------------------|-------|------|------|------|------------|-------|------|------|------|-------------------------------|-------|------|------|------|------------|
| | Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |

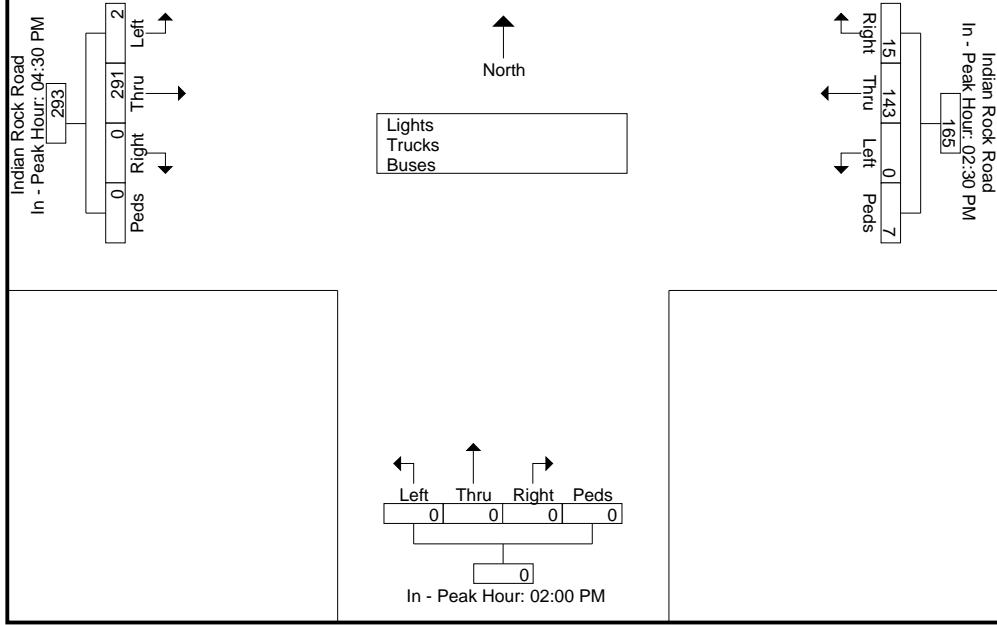
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 02:30 PM | | | | 02:30 PM | | | | 02:00 PM | | | | 04:30 PM | | | | | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|------|------|------|------|
| +0 mins. | 2 | 0 | 11 | 0 | 13 | 8 | 35 | 0 | 5 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 76 |
| +15 mins. | 22 | 0 | 11 | 0 | 33 | 4 | 42 | 0 | 2 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 1 | 0 | 60 |
| +30 mins. | 8 | 0 | 10 | 0 | 18 | 2 | 33 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 1 | 0 | 81 |
| +45 mins. | 5 | 0 | 8 | 0 | 13 | 1 | 33 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 76 |
| Total Volume | 37 | 0 | 40 | 0 | 77 | 15 | 143 | 0 | 7 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 291 | 2 | 0 | 293 |
| % App. Total | 48.1 | 0 | 51.9 | 0 | | 9.1 | 86.7 | 0 | 4.2 | | 0 | 0 | 0 | 0 | 0 | 0 | 99.3 | 0.7 | 0 | |
| PHF | .420 | .000 | .909 | .000 | .583 | .469 | .851 | .000 | .350 | .859 | .000 | .000 | .000 | .000 | .000 | .000 | .909 | .500 | .000 | .904 |



Peak Hour Data



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

INdian Rock Road at GCMS West Drive
 Greenwich, Connecticut

File Name : 24328
 Site Code : 24328
 Start Date : 3/29/2023
 Page No : 1

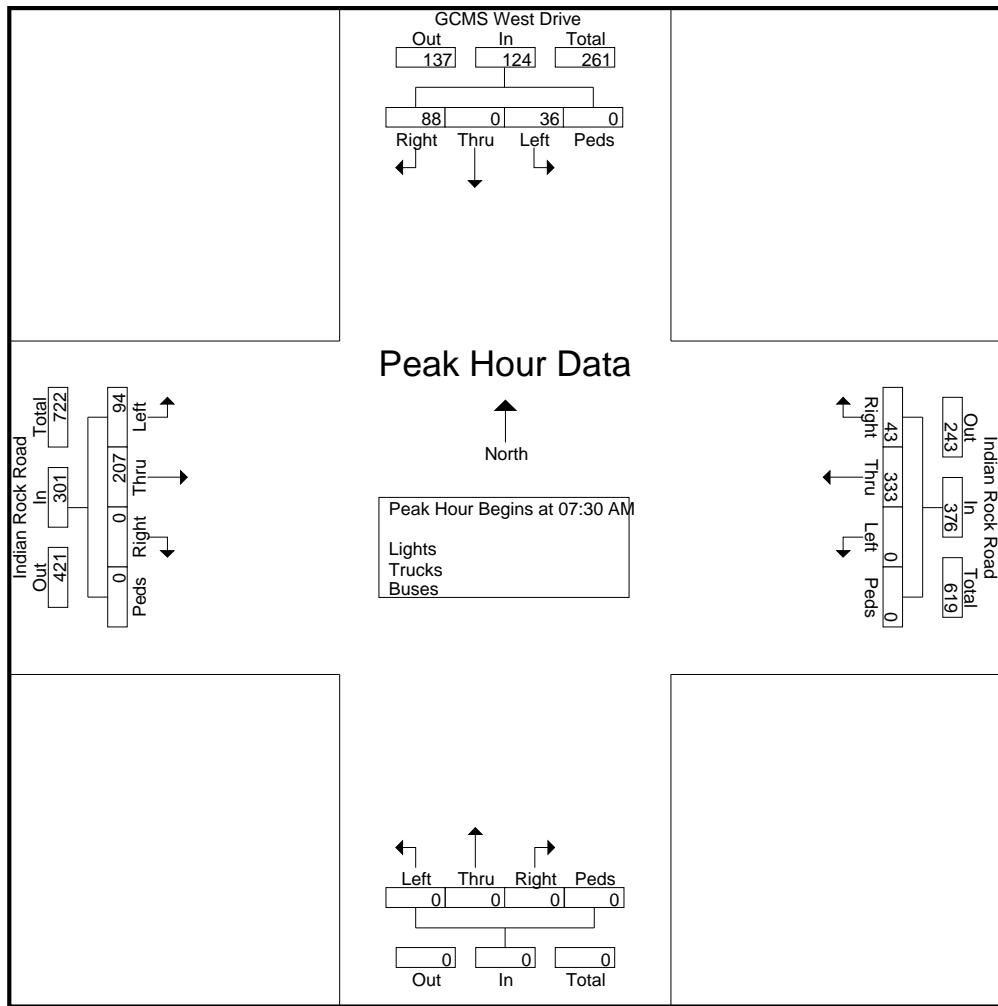
Groups Printed- Lights - Trucks - Buses

| | GCMS West Drive | | | | | Indian Rock Road | | | | | From South | | | | | Indian Rock Road | | | | | |
|-------------|-----------------|------|------|------|------------|------------------|------|------|------|------------|------------|------|------|------|------------|------------------|------|------|------|------------|------------|
| | From North | | | | App. Total | From East | | | | App. Total | From South | | | | App. Total | From West | | | | App. Total | Int. Total |
| Start Time | Right | Thru | Left | Peds | | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 3 | 0 | 0 | 4 | 7 | 5 | 33 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 6 | 0 | 24 | 69 |
| 07:15 AM | 5 | 0 | 7 | 0 | 12 | 9 | 65 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 17 | 0 | 35 | 121 |
| 07:30 AM | 8 | 0 | 9 | 0 | 17 | 15 | 92 | 0 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 13 | 0 | 64 | 188 |
| 07:45 AM | 63 | 0 | 17 | 0 | 80 | 16 | 84 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 64 | 0 | 115 | 295 |
| Total | 79 | 0 | 33 | 4 | 116 | 45 | 274 | 0 | 0 | 319 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 100 | 0 | 238 | 673 |
| 08:00 AM | 15 | 0 | 6 | 0 | 21 | 9 | 80 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 11 | 0 | 65 | 175 |
| 08:15 AM | 2 | 0 | 4 | 0 | 6 | 3 | 77 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 6 | 0 | 57 | 143 |
| 08:30 AM | 1 | 0 | 0 | 1 | 2 | 0 | 43 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 4 | 0 | 49 | 94 |
| 08:45 AM | 2 | 0 | 0 | 0 | 2 | 0 | 61 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 2 | 0 | 45 | 108 |
| Total | 20 | 0 | 10 | 1 | 31 | 12 | 261 | 0 | 0 | 273 | 0 | 0 | 0 | 0 | 0 | 0 | 193 | 23 | 0 | 216 | 520 |
| Grand Total | 99 | 0 | 43 | 5 | 147 | 57 | 535 | 0 | 0 | 592 | 0 | 0 | 0 | 0 | 0 | 0 | 331 | 123 | 0 | 454 | 1193 |
| Apprch % | 67.3 | 0 | 29.3 | 3.4 | | 9.6 | 90.4 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 72.9 | 27.1 | 0 | | |
| Total % | 8.3 | 0 | 3.6 | 0.4 | 12.3 | 4.8 | 44.8 | 0 | 0 | 49.6 | 0 | 0 | 0 | 0 | 0 | 0 | 27.7 | 10.3 | 0 | 38.1 | |
| Lights | 96 | 0 | 36 | 5 | 137 | 56 | 529 | 0 | 0 | 585 | 0 | 0 | 0 | 0 | 0 | 0 | 328 | 113 | 0 | 441 | 1163 |
| % Lights | 97 | 0 | 83.7 | 100 | 93.2 | 98.2 | 98.9 | 0 | 0 | 98.8 | 0 | 0 | 0 | 0 | 0 | 0 | 99.1 | 91.9 | 0 | 97.1 | 97.5 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0.7 | 0 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6 | 0 | 0 | 0.4 | 0.5 |
| Buses | 3 | 0 | 7 | 0 | 10 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 11 | 24 |
| % Buses | 3 | 0 | 16.3 | 0 | 6.8 | 1.8 | 0.4 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 8.1 | 0 | 2.4 | 2 |

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

File Name : 24328
Site Code : 24328
Start Date : 3/29/2023
Page No : 2

| Start Time | GCMS West Drive From North | | | | | Indian Rock Road From East | | | | | From South | | | | | Indian Rock Road From West | | | | | |
|---|-------------------------------|------|------|------|------------|-------------------------------|------|------|------|------------|------------|------|------|------|------------|-------------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 8 | 0 | 9 | 0 | 17 | 15 | 92 | 0 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 13 | 0 | 64 | 188 |
| 07:45 AM | 63 | 0 | 17 | 0 | 80 | 16 | 84 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 64 | 0 | 115 | 295 |
| 08:00 AM | 15 | 0 | 6 | 0 | 21 | 9 | 80 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 11 | 0 | 65 | 175 |
| 08:15 AM | 2 | 0 | 4 | 0 | 6 | 3 | 77 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 6 | 0 | 57 | 143 |
| Total Volume | 88 | 0 | 36 | 0 | 124 | 43 | 333 | 0 | 0 | 376 | 0 | 0 | 0 | 0 | 0 | 0 | 207 | 94 | 0 | 301 | 801 |
| % App. Total | 71 | 0 | 29 | 0 | | 11.4 | 88.6 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 68.8 | 31.2 | 0 | | |
| PHF | .349 | .000 | .529 | .000 | .388 | .672 | .905 | .000 | .000 | .879 | .000 | .000 | .000 | .000 | .000 | .000 | .958 | .367 | .000 | .654 | .679 |



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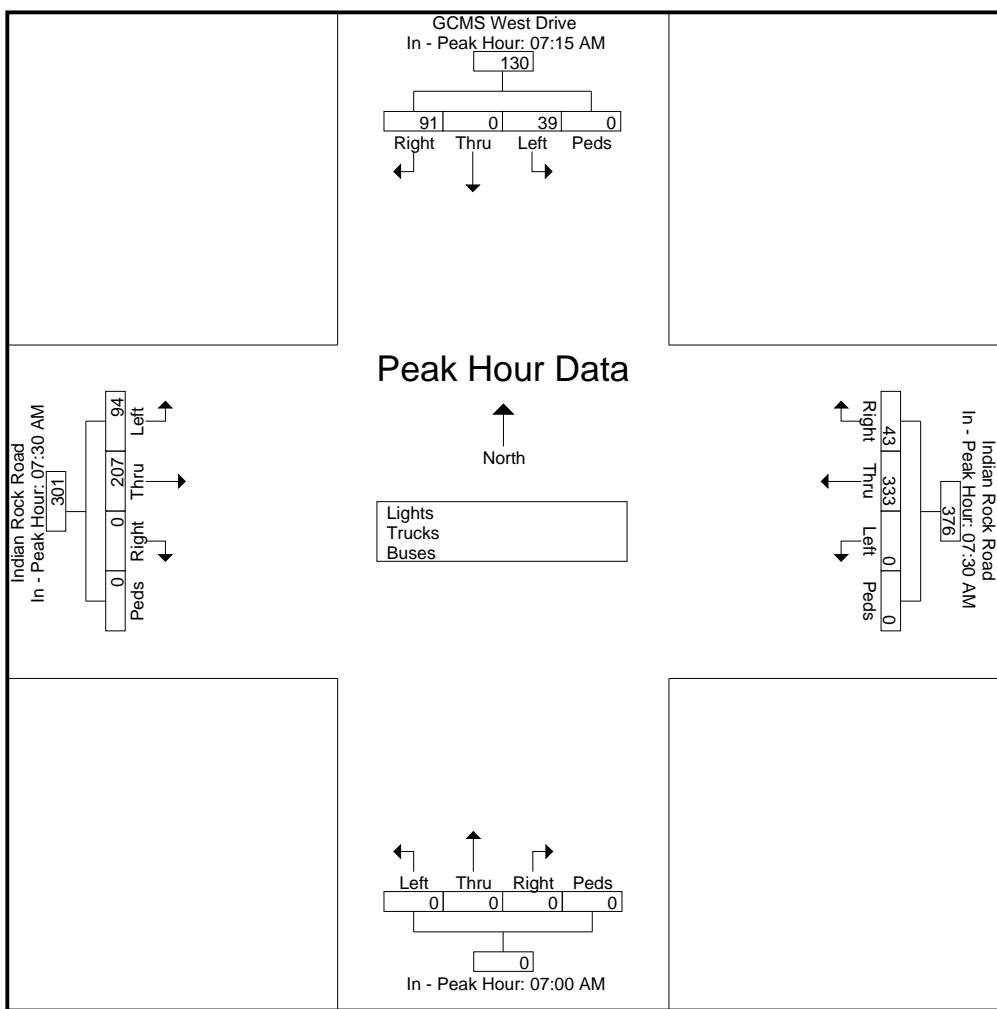
File Name : 24328
Site Code : 24328
Start Date : 3/29/2023
Page No : 3

| | GCMS West Drive From North | | | | | Indian Rock Road From East | | | | | From South | | | | | Indian Rock Road From West | | | | | |
|--|-------------------------------|-------|------|------|------|-------------------------------|-------|------|------|------|------------|-------|------|------|------|-------------------------------|-------|------|------|------|------------|
| | Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 07:30 AM | | | | 07:00 AM | | | | 07:30 AM | | | | | | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|-------|------|------|------|------------|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | App. Total |
| +0 mins. | 5 | 0 | 7 | 0 | 12 | 15 | 92 | 0 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 13 | 0 | 64 |
| +15 mins. | 8 | 0 | 9 | 0 | 17 | 16 | 84 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 64 | 0 | 115 |
| +30 mins. | 63 | 0 | 17 | 0 | 80 | 9 | 80 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 11 | 0 | 65 |
| +45 mins. | 15 | 0 | 6 | 0 | 21 | 3 | 77 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 6 | 0 | 57 |
| Total Volume | 91 | 0 | 39 | 0 | 130 | 43 | 333 | 0 | 0 | 376 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 | 94 | 0 | 301 |
| % App. Total | 70 | 0 | 30 | 0 | | 11.4 | 88.6 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68.8 | 31.2 | 0 | |
| PHF | .361 | .000 | .574 | .000 | .406 | .672 | .905 | .000 | .000 | .879 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .958 | .367 | .000 | .654 |



Connecticut Counts LLC
Kensington, Connecticut 06037
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Indian Rock Rd at GCMS West Dr
 Greenwich, Connecticut

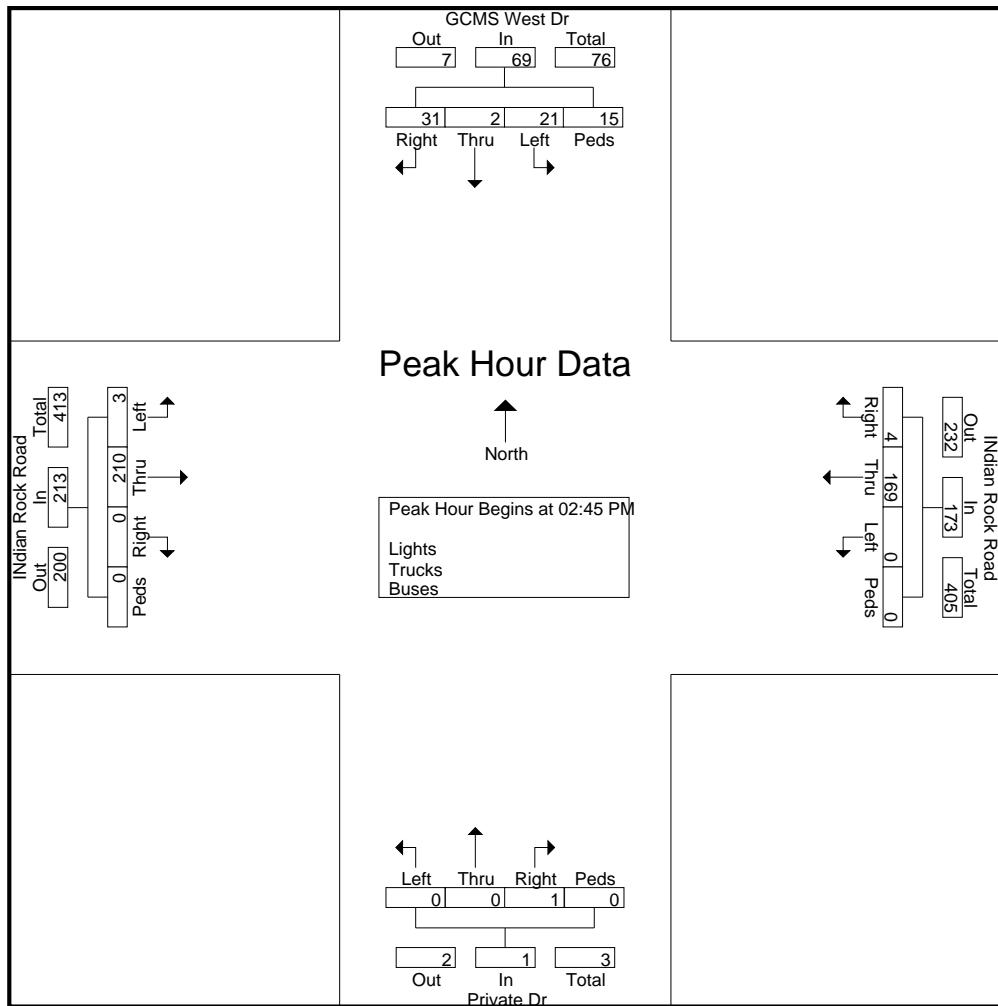
File Name : 24329
 Site Code : 24329
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| Groups Printed- Lights - Trucks - Buses | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|------|------|------|------------|-------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|-------------------------------|------|------|------|------------|------------|
| Start Time | GCMS West Dr From North | | | | | INdian Rock Road From East | | | | | Private Dr From South | | | | | INdian Rock Road From West | | | | | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 02:00 PM | 1 | 0 | 0 | 1 | 2 | 2 | 18 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 8 | 30 |
| 02:15 PM | 4 | 0 | 0 | 1 | 5 | 3 | 26 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 0 | 22 | 56 |
| 02:30 PM | 2 | 0 | 2 | 0 | 4 | 4 | 45 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 17 | 70 |
| 02:45 PM | 19 | 0 | 9 | 0 | 28 | 1 | 57 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 34 | 120 |
| Total | 26 | 0 | 11 | 2 | 39 | 10 | 146 | 0 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 3 | 0 | 81 | 276 |
| 03:00 PM | 8 | 0 | 6 | 6 | 20 | 0 | 34 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 1 | 0 | 69 | 123 |
| 03:15 PM | 4 | 0 | 4 | 6 | 14 | 2 | 43 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 1 | 0 | 76 | 135 |
| 03:30 PM | 0 | 2 | 2 | 3 | 7 | 1 | 35 | 0 | 0 | 36 | 1 | 0 | 0 | 0 | 1 | 0 | 33 | 1 | 0 | 34 | 78 |
| 03:45 PM | 1 | 0 | 1 | 0 | 2 | 3 | 42 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 47 | 94 |
| Total | 13 | 2 | 13 | 15 | 43 | 6 | 154 | 0 | 0 | 160 | 1 | 0 | 0 | 0 | 1 | 0 | 223 | 3 | 0 | 226 | 430 |
| 04:00 PM | 2 | 0 | 3 | 1 | 6 | 1 | 27 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 4 | 0 | 58 | 92 |
| 04:15 PM | 0 | 0 | 2 | 0 | 2 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 58 | 83 |
| 04:30 PM | 2 | 0 | 1 | 1 | 4 | 0 | 33 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 65 | 102 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 52 | 83 |
| Total | 4 | 0 | 6 | 2 | 12 | 1 | 114 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 229 | 4 | 0 | 233 | 360 |
| 05:00 PM | 1 | 0 | 1 | 2 | 4 | 1 | 31 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 1 | 0 | 75 | 111 |
| 05:15 PM | 5 | 0 | 0 | 7 | 12 | 1 | 26 | 0 | 0 | 27 | 1 | 0 | 0 | 0 | 1 | 0 | 65 | 0 | 0 | 65 | 105 |
| 05:30 PM | 2 | 0 | 0 | 3 | 5 | 0 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 44 | 76 |
| 05:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 28 | 0 | 0 | 28 | 1 | 2 | 0 | 0 | 3 | 0 | 50 | 1 | 0 | 51 | 83 |
| Total | 9 | 0 | 1 | 12 | 22 | 2 | 112 | 0 | 0 | 114 | 2 | 2 | 0 | 0 | 4 | 0 | 233 | 2 | 0 | 235 | 375 |
| Grand Total | 52 | 2 | 31 | 31 | 116 | 19 | 526 | 0 | 0 | 545 | 3 | 2 | 0 | 0 | 5 | 0 | 763 | 12 | 0 | 775 | 1441 |
| Apprch % | 44.8 | 1.7 | 26.7 | 26.7 | | 3.5 | 96.5 | 0 | 0 | | 60 | 40 | 0 | 0 | | 0 | 98.5 | 1.5 | 0 | | |
| Total % | 3.6 | 0.1 | 2.2 | 2.2 | 8 | 1.3 | 36.5 | 0 | 0 | 37.8 | 0.2 | 0.1 | 0 | 0 | 0.3 | 0 | 52.9 | 0.8 | 0 | 53.8 | |
| Lights | 40 | 2 | 28 | 20 | 90 | 12 | 521 | 0 | 0 | 533 | 3 | 2 | 0 | 0 | 5 | 0 | 749 | 10 | 0 | 759 | 1387 |
| % Lights | 76.9 | 100 | 90.3 | 64.5 | 77.6 | 63.2 | 99 | 0 | 0 | 97.8 | 100 | 100 | 0 | 0 | 100 | 0 | 98.2 | 83.3 | 0 | 97.9 | 96.3 |
| Trucks | 4 | 0 | 0 | 11 | 15 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 20 |
| % Trucks | 7.7 | 0 | 0 | 35.5 | 12.9 | 0 | 0.6 | 0 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 0 | 0 | 0.3 | 1.4 |
| Buses | 8 | 0 | 3 | 0 | 11 | 7 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 14 | 34 |
| % Buses | 15.4 | 0 | 9.7 | 0 | 9.5 | 36.8 | 0.4 | 0 | 0 | 1.7 | 0 | 0 | 0 | 0 | 0 | 0 | 1.6 | 16.7 | 0 | 1.8 | 2.4 |

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

File Name : 24329
 Site Code : 24329
 Start Date : 3/29/2023
 Page No : 2

| | GCMS West Dr From North | | | | | INdian Rock Road From East | | | | | Private Dr From South | | | | | INdian Rock Road From West | | | | | |
|--|----------------------------|-------|------|------|------|-------------------------------|-------|------|------|------|--------------------------|-------|------|------|------|-------------------------------|-------|------|------|------|------------|
| | Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 02:45 PM | 19 | 0 | 9 | 0 | 28 | 1 | 57 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 34 | 120 |
| 03:00 PM | 8 | 0 | 6 | 6 | 20 | 0 | 34 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 1 | 0 | 69 | 123 |
| 03:15 PM | 4 | 0 | 4 | 6 | 14 | 2 | 43 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 1 | 0 | 76 | 135 |
| 03:30 PM | 0 | 2 | 2 | 3 | 7 | 1 | 35 | 0 | 0 | 36 | 1 | 0 | 0 | 0 | 1 | 0 | 33 | 1 | 0 | 34 | 78 |
| Total Volume | 31 | 2 | 21 | 15 | 69 | 4 | 169 | 0 | 0 | 173 | 1 | 0 | 0 | 0 | 1 | 0 | 210 | 3 | 0 | 213 | 456 |
| % App. Total | 44.9 | 2.9 | 30.4 | 21.7 | | 2.3 | 97.7 | 0 | 0 | | 100 | 0 | 0 | 0 | | 0 | 98.6 | 1.4 | 0 | | |
| PHF | .408 | .250 | .583 | .625 | .616 | .500 | .741 | .000 | .000 | .746 | .250 | .000 | .000 | .000 | .250 | .000 | .700 | .750 | .000 | .701 | .844 |



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

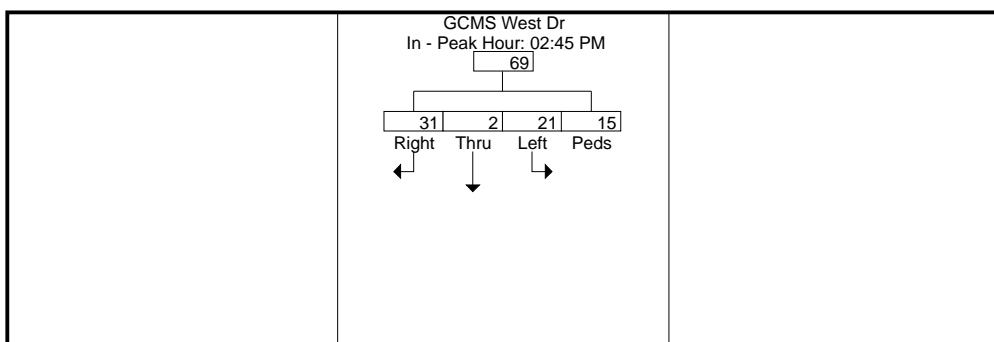
File Name : 24329
Site Code : 24329
Start Date : 3/29/2023
Page No : 3

| | GCMS West Dr From North | | | | | INdian Rock Road From East | | | | | Private Dr From South | | | | | INdian Rock Road From West | | | | | |
|--|----------------------------|-------|------|------|------|-------------------------------|-------|------|------|------|--------------------------|-------|------|------|------|-------------------------------|-------|------|------|------|------------|
| | Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |

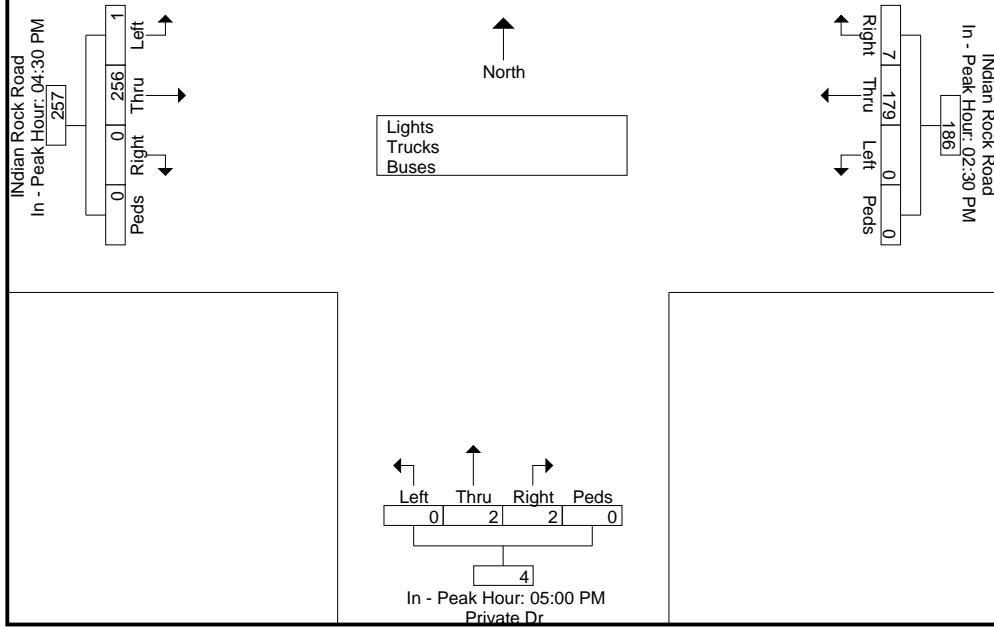
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | | 02:30 PM | | | | 05:00 PM | | | | 04:30 PM | | | | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|------|------|------|
| +0 mins. | 19 | 0 | 9 | 0 | 28 | 4 | 45 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | | |
| +15 mins. | 8 | 0 | 6 | 6 | 20 | 1 | 57 | 0 | 0 | 58 | 1 | 0 | 0 | 0 | 1 | 0 | 52 | | |
| +30 mins. | 4 | 0 | 4 | 6 | 14 | 0 | 34 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | | |
| +45 mins. | 0 | 2 | 2 | 3 | 7 | 2 | 43 | 0 | 0 | 45 | 1 | 2 | 0 | 0 | 3 | 0 | 65 | | |
| Total Volume | 31 | 2 | 21 | 15 | 69 | 7 | 179 | 0 | 0 | 186 | 2 | 2 | 0 | 0 | 4 | 0 | 256 | | |
| % App. Total | 44.9 | 2.9 | 30.4 | 21.7 | | 3.8 | 96.2 | 0 | 0 | | 50 | 50 | 0 | 0 | 0 | 0 | 99.6 | | |
| PHF | .408 | .250 | .583 | .625 | .616 | .438 | .785 | .000 | .000 | .802 | .500 | .250 | .000 | .000 | .333 | .000 | .865 | | |
| | | | | | | | | | | | | | | | | | .250 | .000 | .857 |



Peak Hour Data



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

Orchard Street at Coachlamp Lane
Greenwich, Connecticut

File Name : 24324
Site Code : 24324
Start Date : 3/29/2023
Page No : 1

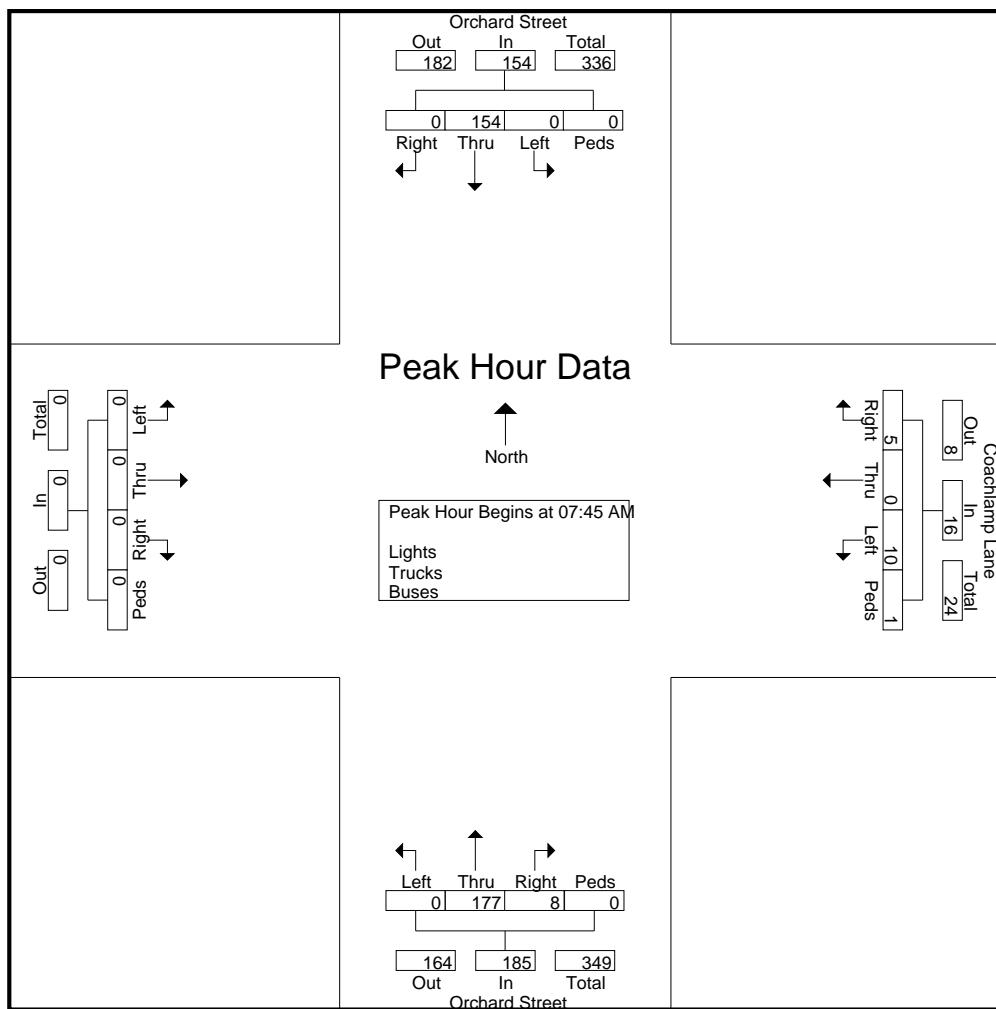
Groups Printed- Lights - Trucks - Buses

| Start Time | Orchard Street From North | | | | | Coachlamp Lane From East | | | | | Orchard Street From South | | | | | From West | | | | | Int. Total |
|-------------|------------------------------|------|------|------|------------|-----------------------------|------|------|------|------------|------------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 1 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 27 |
| 07:15 AM | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 1 | 0 | 1 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 46 |
| 07:30 AM | 0 | 38 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 57 |
| 07:45 AM | 0 | 51 | 0 | 0 | 51 | 0 | 0 | 2 | 1 | 3 | 1 | 38 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 93 |
| Total | 0 | 121 | 0 | 0 | 121 | 0 | 0 | 3 | 2 | 5 | 2 | 95 | 0 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 223 |
| 08:00 AM | 0 | 30 | 0 | 0 | 30 | 2 | 0 | 5 | 0 | 7 | 1 | 61 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 99 |
| 08:15 AM | 0 | 37 | 0 | 0 | 37 | 2 | 0 | 1 | 0 | 3 | 3 | 49 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 92 |
| 08:30 AM | 0 | 36 | 0 | 0 | 36 | 1 | 0 | 2 | 0 | 3 | 3 | 29 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 71 |
| 08:45 AM | 0 | 40 | 1 | 0 | 41 | 0 | 0 | 3 | 0 | 3 | 2 | 24 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 70 |
| Total | 0 | 143 | 1 | 0 | 144 | 5 | 0 | 11 | 0 | 16 | 9 | 163 | 0 | 0 | 172 | 0 | 0 | 0 | 0 | 0 | 332 |
| Grand Total | 0 | 264 | 1 | 0 | 265 | 5 | 0 | 14 | 2 | 21 | 11 | 258 | 0 | 0 | 269 | 0 | 0 | 0 | 0 | 0 | 555 |
| Apprch % | 0 | 99.6 | 0.4 | 0 | | 23.8 | 0 | 66.7 | 9.5 | | 4.1 | 95.9 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Total % | 0 | 47.6 | 0.2 | 0 | 47.7 | 0.9 | 0 | 2.5 | 0.4 | 3.8 | 2 | 46.5 | 0 | 0 | 48.5 | 0 | 0 | 0 | 0 | 0 | |
| Lights | 0 | 252 | 1 | 0 | 253 | 5 | 0 | 14 | 2 | 21 | 11 | 229 | 0 | 0 | 240 | 0 | 0 | 0 | 0 | 0 | 514 |
| % Lights | 0 | 95.5 | 100 | 0 | 95.5 | 100 | 0 | 100 | 100 | 100 | 100 | 88.8 | 0 | 0 | 89.2 | 0 | 0 | 0 | 0 | 0 | 92.6 |
| Trucks | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 35 |
| % Trucks | 0 | 3.8 | 0 | 0 | 3.8 | 0 | 0 | 0 | 0 | 0 | 0 | 9.7 | 0 | 0 | 9.3 | 0 | 0 | 0 | 0 | 0 | 6.3 |
| Buses | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| % Buses | 0 | 0.8 | 0 | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0 | 1.6 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 1.1 |

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

File Name : 24324
Site Code : 24324
Start Date : 3/29/2023
Page No : 2

| Start Time | Orchard Street From North | | | | | Coachlamp Lane From East | | | | | Orchard Street From South | | | | | From West | | | | | |
|---|---------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 51 | 0 | 0 | 51 | 0 | 0 | 2 | 1 | 3 | 1 | 38 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 93 |
| 08:00 AM | 0 | 30 | 0 | 0 | 30 | 2 | 0 | 5 | 0 | 7 | 1 | 61 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 99 |
| 08:15 AM | 0 | 37 | 0 | 0 | 37 | 2 | 0 | 1 | 0 | 3 | 3 | 49 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 92 |
| 08:30 AM | 0 | 36 | 0 | 0 | 36 | 1 | 0 | 2 | 0 | 3 | 3 | 29 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 71 |
| Total Volume | 0 | 154 | 0 | 0 | 154 | 5 | 0 | 10 | 1 | 16 | 8 | 177 | 0 | 0 | 185 | 0 | 0 | 0 | 0 | 0 | 355 |
| % App. Total | 0 | 100 | 0 | 0 | | 31.2 | 0 | 62.5 | 6.2 | | 4.3 | 95.7 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| PHF | .000 | .755 | .000 | .000 | .755 | .625 | .000 | .500 | .250 | .571 | .667 | .725 | .000 | .000 | .746 | .000 | .000 | .000 | .000 | .896 | |



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(860) 828-1693

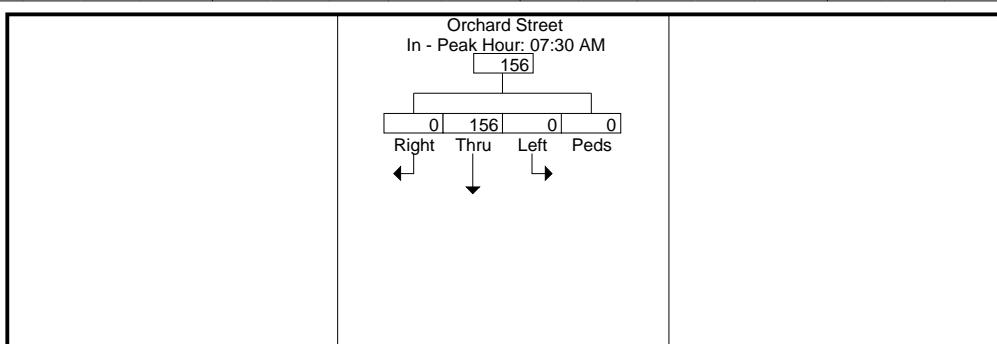
File Name : 24324
Site Code : 24324
Start Date : 3/29/2023
Page No : 3

| Start Time | Orchard Street From North | | | | Coachlamps Lane From East | | | | Orchard Street From South | | | | From West | | | | | | | |
|------------|---------------------------|------|------|------|---------------------------|-------|------|------|---------------------------|------------|-------|------|-----------|------|------------|-------|------|------|------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |

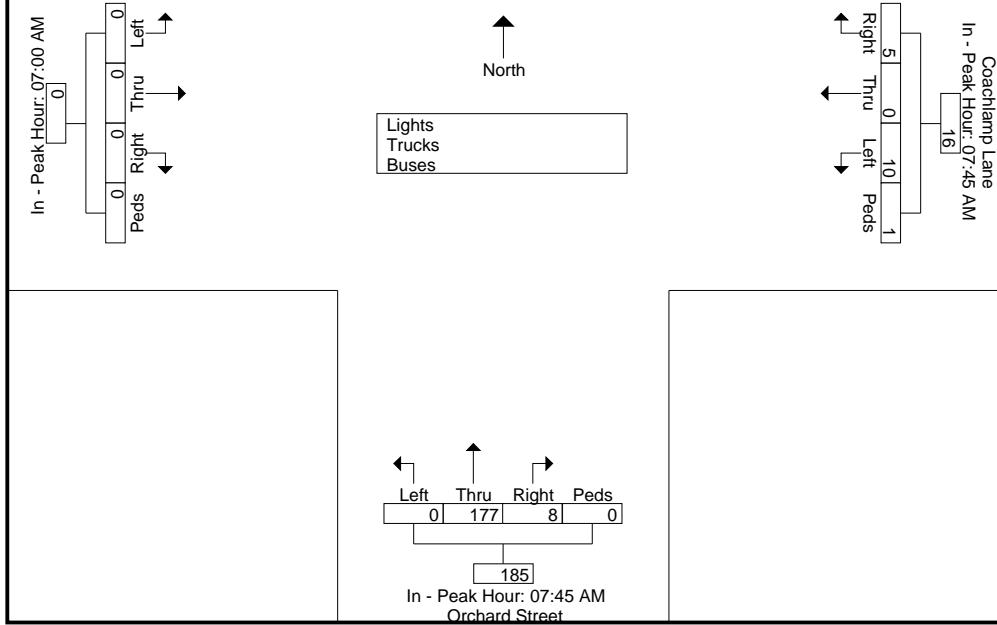
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:00 AM | | | | | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|-------|------|------|------|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds |
| +0 mins. | 0 | 38 | 0 | 0 | 38 | 0 | 0 | 2 | 1 | 3 | 1 | 38 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 51 | 0 | 0 | 51 | 2 | 0 | 5 | 0 | 7 | 1 | 61 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 30 | 0 | 0 | 30 | 2 | 0 | 1 | 0 | 3 | 3 | 49 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 37 | 0 | 0 | 37 | 1 | 0 | 2 | 0 | 3 | 3 | 29 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 156 | 0 | 0 | 156 | 5 | 0 | 10 | 1 | 16 | 8 | 177 | 0 | 0 | 185 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | 0 | | 31.2 | 0 | 62.5 | 6.2 | | 4.3 | 95.7 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| PHF | .000 | .765 | .000 | .000 | .765 | .625 | .000 | .500 | .250 | .571 | .667 | .725 | .000 | .000 | .746 | .000 | .000 | .000 | .000 | .000 |



Peak Hour Data



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

Orchard Street at Coachlamp Lane
Greenwich, Connecticut

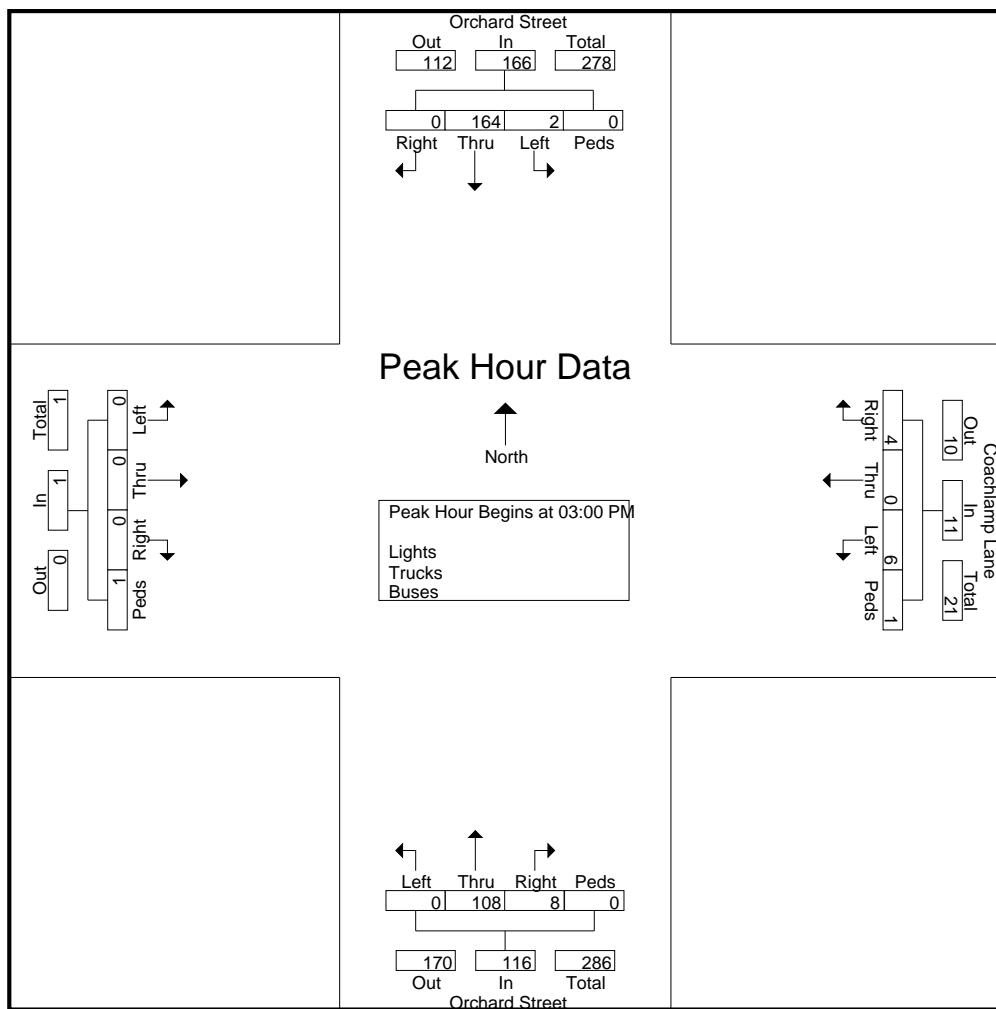
File Name : 24325
Site Code : 24325
Start Date : 3/29/2023
Page No : 1

| Groups Printed- Lights - Trucks - Buses | | | | | | | | | | | | | | | | | | | | | |
|---|------------------------------|------|------|------|------------|-----------------------------|------|------|------|------------|------------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| Start Time | Orchard Street From North | | | | | Coachlamp Lane From East | | | | | Orchard Street From South | | | | | From West | | | | | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 02:00 PM | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 49 |
| 02:15 PM | 0 | 27 | 1 | 0 | 28 | 1 | 0 | 0 | 1 | 2 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 53 |
| 02:30 PM | 0 | 39 | 0 | 0 | 39 | 0 | 0 | 2 | 0 | 2 | 1 | 19 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 61 |
| 02:45 PM | 0 | 31 | 1 | 0 | 32 | 0 | 0 | 1 | 0 | 1 | 3 | 29 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 65 |
| Total | 0 | 121 | 2 | 0 | 123 | 1 | 0 | 3 | 1 | 5 | 4 | 96 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 228 |
| 03:00 PM | 0 | 42 | 1 | 0 | 43 | 3 | 0 | 2 | 0 | 5 | 3 | 25 | 0 | 0 | 28 | 0 | 0 | 0 | 1 | 1 | 77 |
| 03:15 PM | 0 | 53 | 1 | 0 | 54 | 1 | 0 | 0 | 0 | 1 | 3 | 29 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 87 |
| 03:30 PM | 0 | 28 | 0 | 0 | 28 | 0 | 0 | 1 | 1 | 2 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 60 |
| 03:45 PM | 0 | 41 | 0 | 0 | 41 | 0 | 0 | 3 | 0 | 3 | 2 | 24 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 70 |
| Total | 0 | 164 | 2 | 0 | 166 | 4 | 0 | 6 | 1 | 11 | 8 | 108 | 0 | 0 | 116 | 0 | 0 | 0 | 1 | 1 | 294 |
| 04:00 PM | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 11 | 0 | 11 | 2 | 21 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 64 |
| 04:15 PM | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 3 | 0 | 3 | 1 | 21 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 49 |
| 04:30 PM | 0 | 27 | 2 | 0 | 29 | 1 | 0 | 1 | 0 | 2 | 2 | 25 | 0 | 1 | 28 | 0 | 0 | 0 | 0 | 0 | 59 |
| 04:45 PM | 0 | 31 | 0 | 0 | 31 | 0 | 0 | 1 | 0 | 1 | 2 | 32 | 0 | 1 | 35 | 0 | 0 | 0 | 0 | 0 | 67 |
| Total | 0 | 112 | 2 | 0 | 114 | 1 | 0 | 16 | 0 | 17 | 7 | 99 | 0 | 2 | 108 | 0 | 0 | 0 | 0 | 0 | 239 |
| 05:00 PM | 0 | 29 | 0 | 0 | 29 | 1 | 0 | 1 | 2 | 4 | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 54 |
| 05:15 PM | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 1 | 0 | 1 | 2 | 19 | 0 | 0 | 21 | 0 | 0 | 0 | 2 | 2 | 49 |
| 05:30 PM | 0 | 28 | 0 | 0 | 28 | 0 | 0 | 1 | 0 | 1 | 2 | 26 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 57 |
| 05:45 PM | 0 | 26 | 2 | 0 | 28 | 1 | 0 | 2 | 0 | 3 | 1 | 34 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 66 |
| Total | 0 | 108 | 2 | 0 | 110 | 2 | 0 | 5 | 2 | 9 | 5 | 100 | 0 | 0 | 105 | 0 | 0 | 0 | 2 | 2 | 226 |
| Grand Total | 0 | 505 | 8 | 0 | 513 | 8 | 0 | 30 | 4 | 42 | 24 | 403 | 0 | 2 | 429 | 0 | 0 | 0 | 3 | 3 | 987 |
| Apprch % | 0 | 98.4 | 1.6 | 0 | | 19 | 0 | 71.4 | 9.5 | | 5.6 | 93.9 | 0 | 0.5 | | 0 | 0 | 0 | 100 | | |
| Total % | 0 | 51.2 | 0.8 | 0 | 52 | 0.8 | 0 | 3 | 0.4 | 4.3 | 2.4 | 40.8 | 0 | 0.2 | 43.5 | 0 | 0 | 0 | 0.3 | 0.3 | |
| Lights | 0 | 489 | 8 | 0 | 497 | 8 | 0 | 29 | 1 | 38 | 24 | 395 | 0 | 2 | 421 | 0 | 0 | 0 | 1 | 1 | 957 |
| % Lights | 0 | 96.8 | 100 | 0 | 96.9 | 100 | 0 | 96.7 | 25 | 90.5 | 100 | 98 | 0 | 100 | 98.1 | 0 | 0 | 0 | 33.3 | 33.3 | 97 |
| Trucks | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 1 | 3 | 4 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 2 | 22 |
| % Trucks | 0 | 2 | 0 | 0 | 1.9 | 0 | 0 | 3.3 | 75 | 9.5 | 0 | 1.5 | 0 | 0 | 1.4 | 0 | 0 | 0 | 66.7 | 66.7 | 2.2 |
| Buses | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| % Buses | 0 | 1.2 | 0 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0.8 |

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

File Name : 24325
Site Code : 24325
Start Date : 3/29/2023
Page No : 2

| Start Time | Orchard Street From North | | | | | Coachlamp Lane From East | | | | | Orchard Street From South | | | | | From West | | | | | |
|---|---------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 42 | 1 | 0 | 43 | 3 | 0 | 2 | 0 | 5 | 3 | 25 | 0 | 0 | 28 | 0 | 0 | 0 | 1 | 1 | 77 |
| 03:15 PM | 0 | 53 | 1 | 0 | 54 | 1 | 0 | 0 | 0 | 1 | 3 | 29 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 87 |
| 03:30 PM | 0 | 28 | 0 | 0 | 28 | 0 | 0 | 1 | 1 | 2 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 60 |
| 03:45 PM | 0 | 41 | 0 | 0 | 41 | 0 | 0 | 3 | 0 | 3 | 2 | 24 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 70 |
| Total Volume | 0 | 164 | 2 | 0 | 166 | 4 | 0 | 6 | 1 | 11 | 8 | 108 | 0 | 0 | 116 | 0 | 0 | 0 | 1 | 1 | 294 |
| % App. Total | 0 | 98.8 | 1.2 | 0 | | 36.4 | 0 | 54.5 | 9.1 | | 6.9 | 93.1 | 0 | 0 | | 0 | 0 | 0 | 100 | | |
| PHF | .000 | .774 | .500 | .000 | .769 | .333 | .000 | .500 | .250 | .550 | .667 | .900 | .000 | .000 | .906 | .000 | .000 | .000 | .250 | .250 | .845 |



Connecticut Counts LLC
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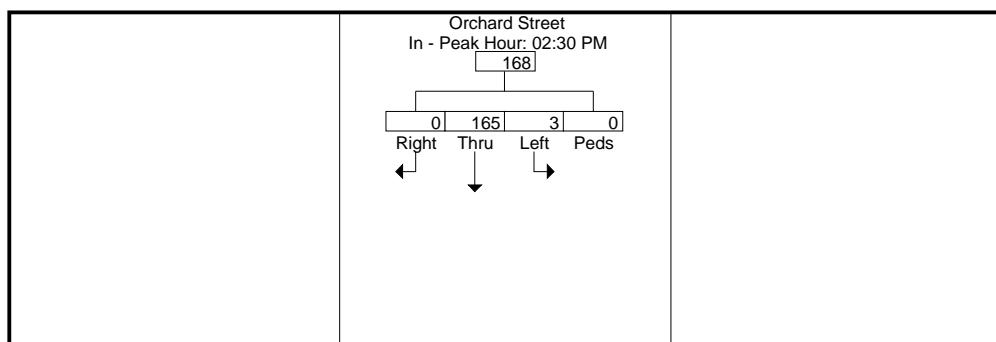
File Name : 24325
Site Code : 24325
Start Date : 3/29/2023
Page No : 3

| Start Time | Orchard Street From North | | | | Coachlamp Lane From East | | | | Orchard Street From South | | | | From West | | | | | | | |
|------------|---------------------------|------|------|------|--------------------------|-------|------|------|---------------------------|------------|-------|------|-----------|------|------------|-------|------|------|------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |

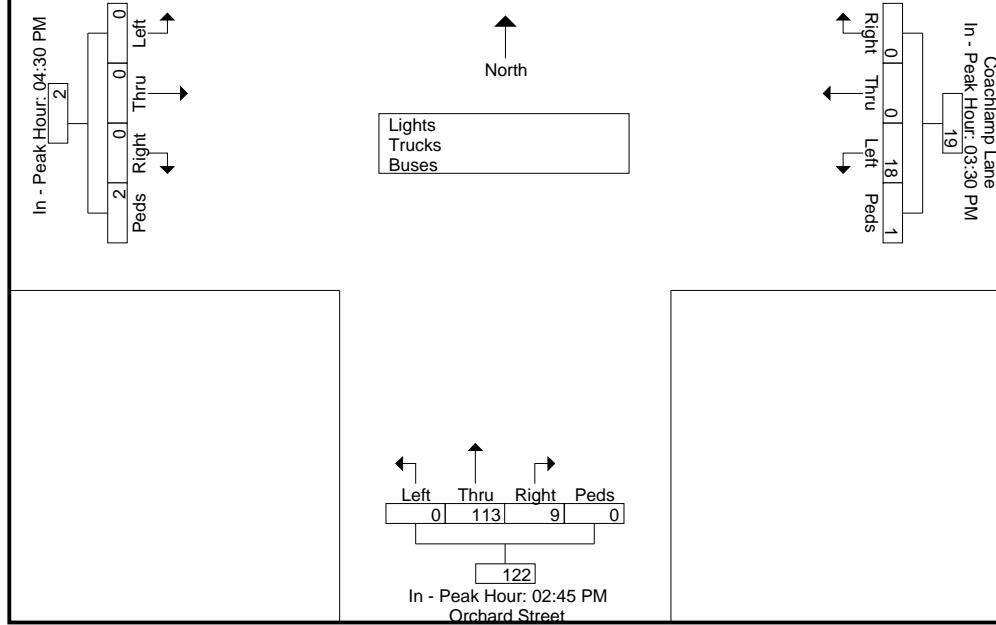
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 02:30 PM | | | | 03:30 PM | | | | 02:45 PM | | | | 04:30 PM | | | | | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|------|------|------|------|
| +0 mins. | 0 | 39 | 0 | 0 | 39 | 0 | 0 | 1 | 1 | 2 | 3 | 29 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 31 | 1 | 0 | 32 | 0 | 0 | 3 | 0 | 3 | 3 | 25 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 42 | 1 | 0 | 43 | 0 | 0 | 11 | 0 | 11 | 3 | 29 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 53 | 1 | 0 | 54 | 0 | 0 | 3 | 0 | 3 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 0 | 2 | 2 |
| Total Volume | 0 | 165 | 3 | 0 | 168 | 0 | 0 | 18 | 1 | 19 | 9 | 113 | 0 | 0 | 122 | 0 | 0 | 0 | 2 | 2 |
| % App. Total | 0 | 98.2 | 1.8 | 0 | | 0 | 0 | 94.7 | 5.3 | | 7.4 | 92.6 | 0 | 0 | | 0 | 0 | 0 | 100 | |
| PHF | .000 | .778 | .750 | .000 | .778 | .000 | .000 | .409 | .250 | .432 | .750 | .942 | .000 | .000 | .953 | .000 | .000 | .000 | .250 | .250 |



Peak Hour Data



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

Orchard Street at Indian Rock Road
 Greenwich, Connecticut

File Name : 24330
 Site Code : 24330
 Start Date : 3/29/2023
 Page No : 1

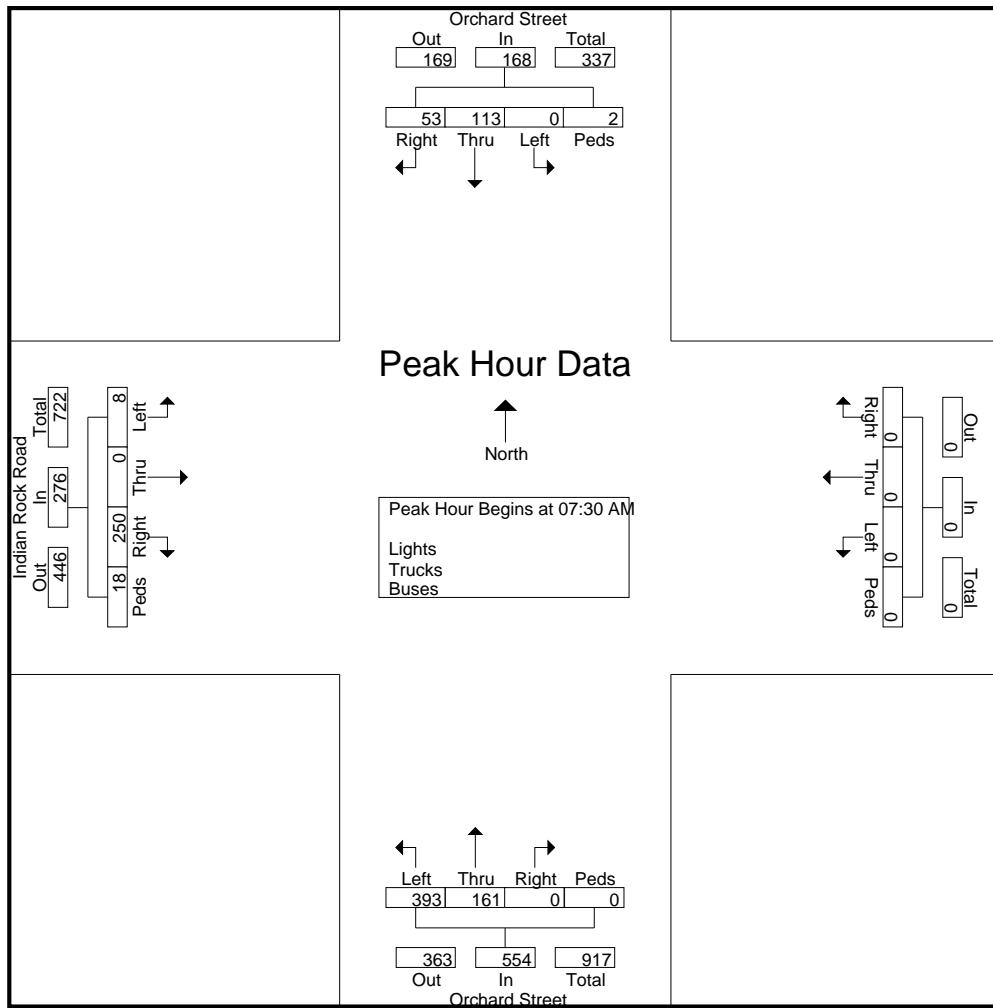
Groups Printed- Lights - Trucks - Buses

| | Orchard Street From North | | | | | From East | | | | | Orchard Street From South | | | | | Indian Rock Road From West | | | | | |
|-------------|------------------------------|------|------|------|------------|-----------|------|------|------|------------|------------------------------|------|------|------|------------|-------------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 29 | 0 | 47 | 9 | 0 | 0 | 6 | 15 | 75 |
| 07:15 AM | 2 | 12 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 62 | 0 | 85 | 13 | 0 | 0 | 3 | 16 | 115 |
| 07:30 AM | 21 | 21 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 117 | 0 | 131 | 58 | 0 | 1 | 7 | 66 | 239 |
| 07:45 AM | 29 | 22 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 117 | 0 | 150 | 72 | 0 | 4 | 9 | 85 | 286 |
| Total | 52 | 68 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 325 | 0 | 413 | 152 | 0 | 5 | 25 | 182 | 715 |
| | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 2 | 33 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 64 | 0 | 122 | 49 | 0 | 3 | 2 | 54 | 211 |
| 08:15 AM | 1 | 37 | 0 | 2 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 95 | 0 | 151 | 71 | 0 | 0 | 0 | 71 | 262 |
| 08:30 AM | 6 | 33 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 41 | 0 | 75 | 50 | 0 | 2 | 1 | 53 | 167 |
| 08:45 AM | 2 | 43 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 66 | 0 | 92 | 35 | 0 | 2 | 2 | 39 | 176 |
| Total | 11 | 146 | 0 | 2 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 174 | 266 | 0 | 440 | 205 | 0 | 7 | 5 | 217 | 816 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 63 | 214 | 0 | 2 | 279 | 0 | 0 | 0 | 0 | 0 | 0 | 262 | 591 | 0 | 853 | 357 | 0 | 12 | 30 | 399 | 1531 |
| Apprch % | 22.6 | 76.7 | 0 | 0.7 | | 0 | 0 | 0 | 0 | 0 | 0 | 30.7 | 69.3 | 0 | | 89.5 | 0 | 3 | 7.5 | | |
| Total % | 4.1 | 14 | 0 | 0.1 | 18.2 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | 38.6 | 0 | 55.7 | 23.3 | 0 | 0.8 | 2 | 26.1 | |
| Lights | 63 | 202 | 0 | 2 | 267 | 0 | 0 | 0 | 0 | 0 | 0 | 242 | 582 | 0 | 824 | 348 | 0 | 11 | 29 | 388 | 1479 |
| % Lights | 100 | 94.4 | 0 | 100 | 95.7 | 0 | 0 | 0 | 0 | 0 | 0 | 92.4 | 98.5 | 0 | 96.6 | 97.5 | 0 | 91.7 | 96.7 | 97.2 | 96.6 |
| Trucks | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 5 | 0 | 22 | 1 | 0 | 0 | 1 | 2 | 34 |
| % Trucks | 0 | 4.7 | 0 | 0 | 3.6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.5 | 0.8 | 0 | 2.6 | 0.3 | 0 | 0 | 3.3 | 0.5 | 2.2 |
| Buses | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 7 | 8 | 0 | 1 | 0 | 9 | 18 |
| % Buses | 0 | 0.9 | 0 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0 | 1.1 | 0.7 | 0 | 0.8 | 2.2 | 0 | 8.3 | 0 | 2.3 | 1.2 |

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

File Name : 24330
Site Code : 24330
Start Date : 3/29/2023
Page No : 2

| Start Time | Orchard Street From North | | | | | From East | | | | | Orchard Street From South | | | | | Indian Rock Road From West | | | | | |
|---|---------------------------|------|------|------|------------|-----------|------|------|------|------------|---------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 21 | 21 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 117 | 0 | 131 | 58 | 0 | 1 | 7 | 66 | 239 |
| 07:45 AM | 29 | 22 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 117 | 0 | 150 | 72 | 0 | 4 | 9 | 85 | 286 |
| 08:00 AM | 2 | 33 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 64 | 0 | 122 | 49 | 0 | 3 | 2 | 54 | 211 |
| 08:15 AM | 1 | 37 | 0 | 2 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 95 | 0 | 151 | 71 | 0 | 0 | 0 | 71 | 262 |
| Total Volume | 53 | 113 | 0 | 2 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 393 | 0 | 554 | 250 | 0 | 8 | 18 | 276 | 998 |
| % App. Total | 31.5 | 67.3 | 0 | 1.2 | | 0 | 0 | 0 | 0 | | 0 | 29.1 | 70.9 | 0 | | 90.6 | 0 | 2.9 | 6.5 | | |
| PHF | .457 | .764 | .000 | .250 | .824 | .000 | .000 | .000 | .000 | .000 | .000 | .694 | .840 | .000 | .917 | .868 | .000 | .500 | .500 | .812 | .872 |



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

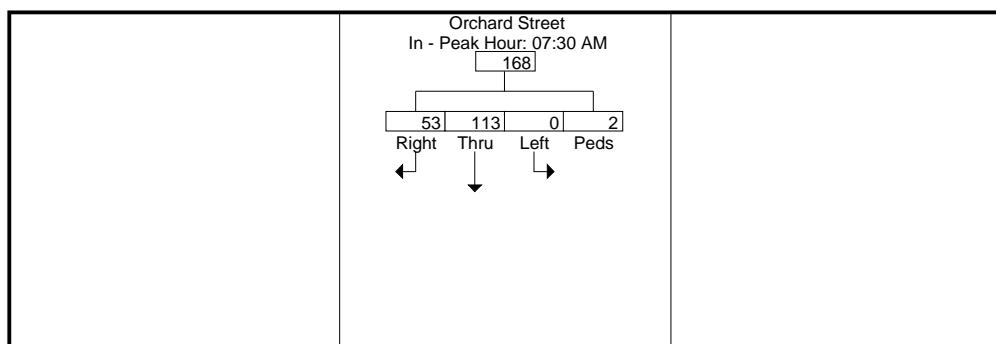
File Name : 24330
Site Code : 24330
Start Date : 3/29/2023
Page No : 3

| | Orchard Street From North | | | | | From East | | | | | Orchard Street From South | | | | | Indian Rock Road From West | | | | | |
|--|------------------------------|-------|------|------|------|------------|-------|------|------|------|------------------------------|-------|------|------|------|-------------------------------|-------|------|------|------|------------|
| | Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |

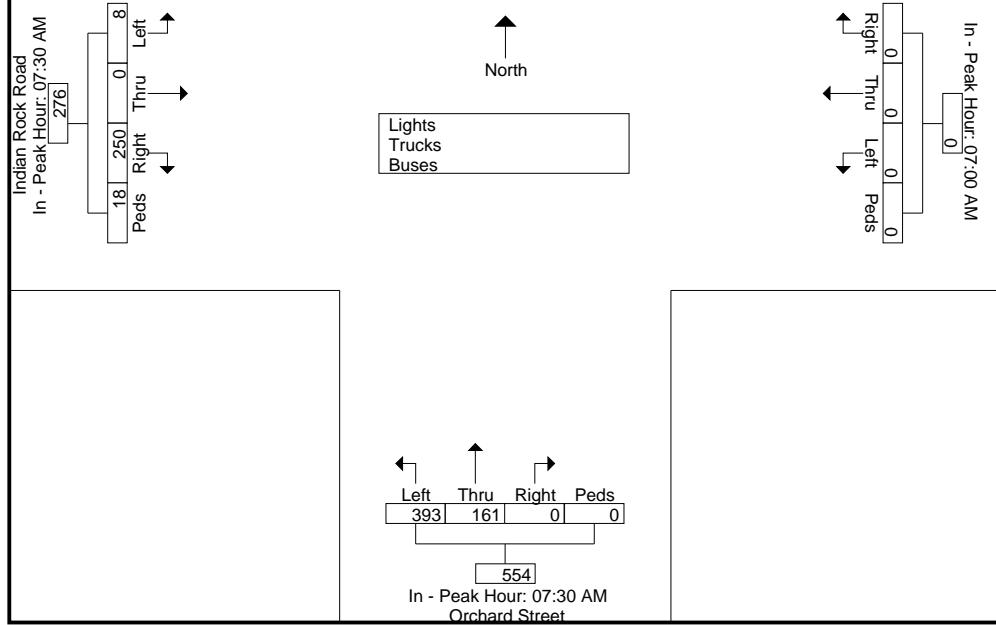
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:00 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|------------|
| | Right | Thru | Left | Peds | App. Total |
| +0 mins. | 21 | 21 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 14 | 117 | 0 | 131 | 58 | 0 | 1 | 7 | 66 | | |
| +15 mins. | 29 | 22 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 33 | 117 | 0 | 150 | 72 | 0 | 4 | 9 | 85 | | |
| +30 mins. | 2 | 33 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 58 | 64 | 0 | 122 | 49 | 0 | 3 | 2 | 54 | | |
| +45 mins. | 1 | 37 | 0 | 2 | 40 | 0 | 0 | 0 | 0 | 0 | 56 | 95 | 0 | 151 | 71 | 0 | 0 | 0 | 0 | 71 | |
| Total Volume | 53 | 113 | 0 | 2 | 168 | 0 | 0 | 0 | 0 | 0 | 161 | 393 | 0 | 554 | 250 | 0 | 8 | 18 | 276 | | |
| % App. Total | 31.5 | 67.3 | 0 | 1.2 | | 0 | 0 | 0 | 0 | 0 | 29.1 | 70.9 | 0 | | 90.6 | 0 | 2.9 | 6.5 | | | |
| PHF | .457 | .764 | .000 | .250 | .824 | .000 | .000 | .000 | .000 | .000 | .694 | .840 | .000 | .917 | .868 | .000 | .500 | .500 | .812 | | |



Peak Hour Data



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

Orchard Street at Indian Rock Road
 Greenwich, Connecticut

File Name : 24331
 Site Code : 24331
 Start Date : 3/29/2023
 Page No : 1

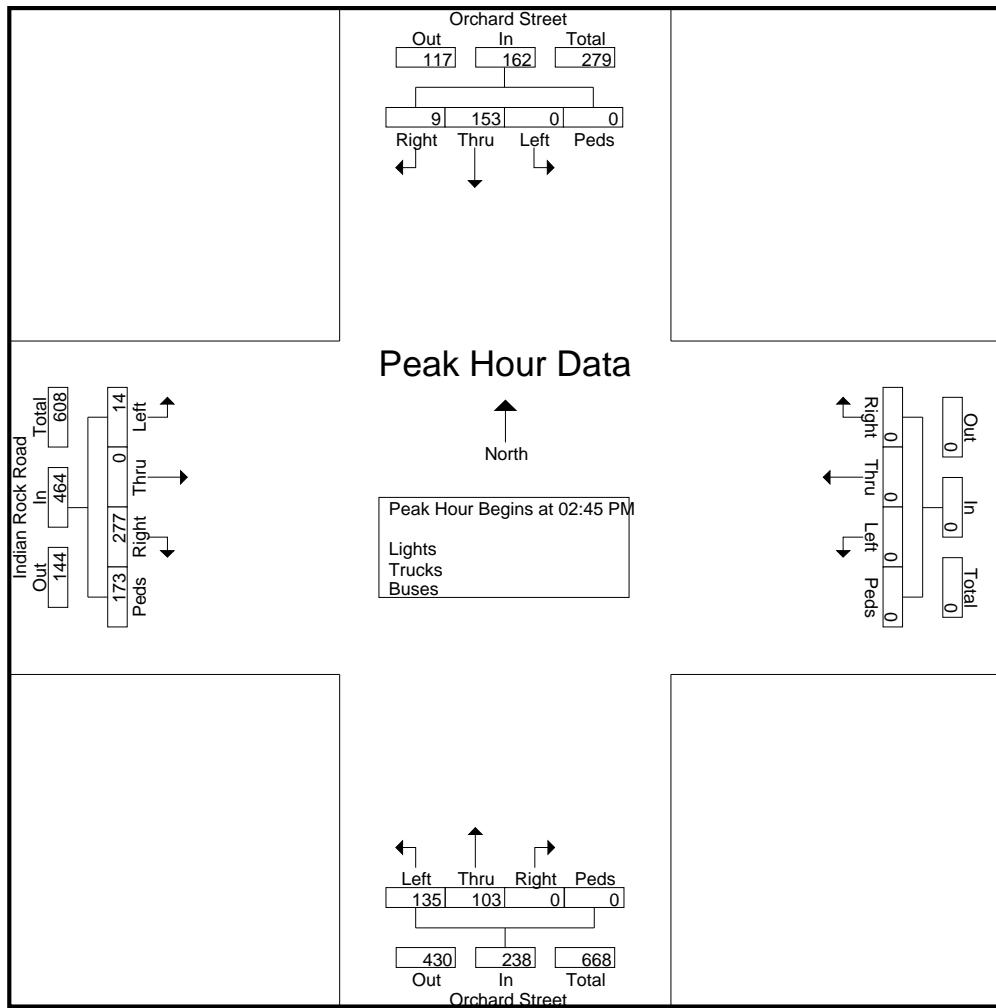
Groups Printed- Lights - Trucks - Buses

| Start Time | Orchard Street From North | | | | | From East | | | | | Orchard Street From South | | | | | Indian Rock Road From West | | | | | Int. Total |
|-------------|------------------------------|------|------|------|------------|-----------|------|------|------|------------|------------------------------|------|------|------|------------|-------------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 02:00 PM | 4 | 35 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 27 | 0 | 54 | 9 | 0 | 0 | 2 | 11 | 104 |
| 02:15 PM | 3 | 25 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 26 | 0 | 42 | 5 | 0 | 4 | 1 | 10 | 80 |
| 02:30 PM | 9 | 27 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 69 | 0 | 89 | 13 | 0 | 2 | 1 | 16 | 141 |
| 02:45 PM | 3 | 33 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 31 | 0 | 47 | 67 | 0 | 3 | 162 | 232 | 315 |
| Total | 19 | 120 | 0 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 153 | 0 | 232 | 94 | 0 | 9 | 166 | 269 | 640 |
| 03:00 PM | 2 | 34 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 30 | 0 | 59 | 84 | 0 | 3 | 9 | 96 | 191 |
| 03:15 PM | 1 | 50 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 34 | 0 | 58 | 67 | 0 | 7 | 1 | 75 | 184 |
| 03:30 PM | 3 | 36 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 40 | 0 | 74 | 59 | 0 | 1 | 1 | 61 | 174 |
| 03:45 PM | 3 | 36 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 38 | 0 | 58 | 39 | 0 | 5 | 0 | 44 | 141 |
| Total | 9 | 156 | 0 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 142 | 0 | 249 | 249 | 0 | 16 | 11 | 276 | 690 |
| 04:00 PM | 1 | 39 | 0 | 0 | 40 | 0 | 1 | 4 | 0 | 5 | 0 | 18 | 21 | 0 | 39 | 56 | 3 | 3 | 4 | 66 | 150 |
| 04:15 PM | 3 | 29 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 17 | 0 | 39 | 57 | 0 | 1 | 2 | 60 | 131 |
| 04:30 PM | 3 | 27 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 41 | 0 | 62 | 75 | 0 | 3 | 3 | 81 | 173 |
| 04:45 PM | 6 | 31 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 32 | 0 | 67 | 40 | 0 | 2 | 7 | 49 | 153 |
| Total | 13 | 126 | 0 | 0 | 139 | 0 | 1 | 4 | 0 | 5 | 0 | 96 | 111 | 0 | 207 | 228 | 3 | 9 | 16 | 256 | 607 |
| 05:00 PM | 3 | 20 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 21 | 0 | 44 | 70 | 0 | 0 | 4 | 74 | 141 |
| 05:15 PM | 2 | 27 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 19 | 0 | 40 | 69 | 0 | 0 | 13 | 82 | 151 |
| 05:30 PM | 3 | 27 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 24 | 0 | 53 | 45 | 0 | 4 | 5 | 54 | 137 |
| 05:45 PM | 5 | 30 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 20 | 0 | 48 | 51 | 0 | 1 | 4 | 56 | 139 |
| Total | 13 | 104 | 0 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 84 | 0 | 185 | 235 | 0 | 5 | 26 | 266 | 568 |
| Grand Total | 54 | 506 | 0 | 0 | 560 | 0 | 1 | 4 | 0 | 5 | 0 | 383 | 490 | 0 | 873 | 806 | 3 | 39 | 219 | 1067 | 2505 |
| Apprch % | 9.6 | 90.4 | 0 | 0 | | 0 | 20 | 80 | 0 | | 0 | 43.9 | 56.1 | 0 | | 75.5 | 0.3 | 3.7 | 20.5 | | |
| Total % | 2.2 | 20.2 | 0 | 0 | 22.4 | 0 | 0 | 0.2 | 0 | 0.2 | 0 | 15.3 | 19.6 | 0 | 34.9 | 32.2 | 0.1 | 1.6 | 8.7 | 42.6 | |
| Lights | 53 | 487 | 0 | 0 | 540 | 0 | 1 | 4 | 0 | 5 | 0 | 379 | 480 | 0 | 859 | 792 | 3 | 38 | 217 | 1050 | 2454 |
| % Lights | 98.1 | 96.2 | 0 | 0 | 96.4 | 0 | 100 | 100 | 0 | 100 | 0 | 99 | 98 | 0 | 98.4 | 98.3 | 100 | 97.4 | 99.1 | 98.4 | 98 |
| Trucks | 1 | 11 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 2 | 0 | 0 | 2 | 4 | 20 |
| % Trucks | 1.9 | 2.2 | 0 | 0 | 2.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.8 | 0.2 | 0 | 0.5 | 0.2 | 0 | 0 | 0.9 | 0.4 | 0.8 |
| Buses | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 10 | 12 | 0 | 1 | 0 | 13 | 31 |
| % Buses | 0 | 1.6 | 0 | 0 | 1.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 1.8 | 0 | 1.1 | 1.5 | 0 | 2.6 | 0 | 1.2 | 1.2 |

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

File Name : 24331
Site Code : 24331
Start Date : 3/29/2023
Page No : 2

| Start Time | Orchard Street From North | | | | | From East | | | | | Orchard Street From South | | | | | Indian Rock Road From West | | | | | |
|---|---------------------------|------|------|------|------------|-----------|------|------|------|------------|---------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 02:45 PM | 3 | 33 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 31 | 0 | 47 | 67 | 0 | 3 | 162 | 232 | 315 |
| 03:00 PM | 2 | 34 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 30 | 0 | 59 | 84 | 0 | 3 | 9 | 96 | 191 |
| 03:15 PM | 1 | 50 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 34 | 0 | 58 | 67 | 0 | 7 | 1 | 75 | 184 |
| 03:30 PM | 3 | 36 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 40 | 0 | 74 | 59 | 0 | 1 | 1 | 61 | 174 |
| Total Volume | 9 | 153 | 0 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 135 | 0 | 238 | 277 | 0 | 14 | 173 | 464 | 864 |
| % App. Total | 5.6 | 94.4 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 43.3 | 56.7 | 0 | | 59.7 | 0 | 3 | 37.3 | | |
| PHF | .750 | .765 | .000 | .000 | .794 | .000 | .000 | .000 | .000 | .000 | .000 | .757 | .844 | .000 | .804 | .824 | .000 | .500 | .267 | .500 | .686 |



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

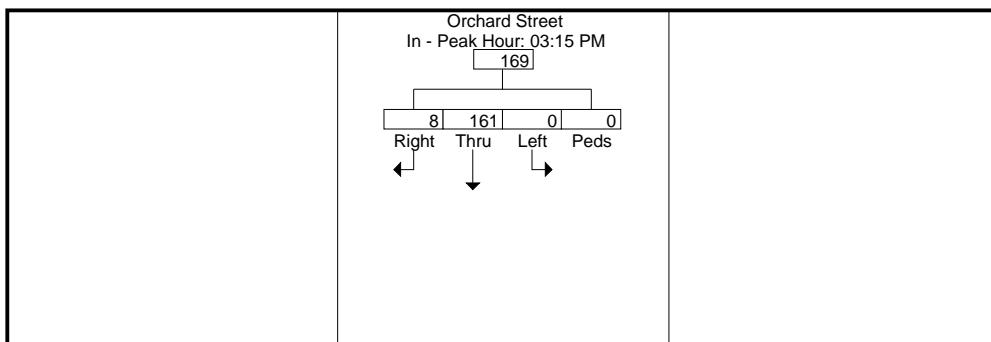
File Name : 24331
Site Code : 24331
Start Date : 3/29/2023
Page No : 3

| | Orchard Street From North | | | | | From East | | | | | Orchard Street From South | | | | | Indian Rock Road From West | | | | | |
|--|------------------------------|-------|------|------|------|------------|-------|------|------|------|------------------------------|-------|------|------|------|-------------------------------|-------|------|------|------|------------|
| | Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |

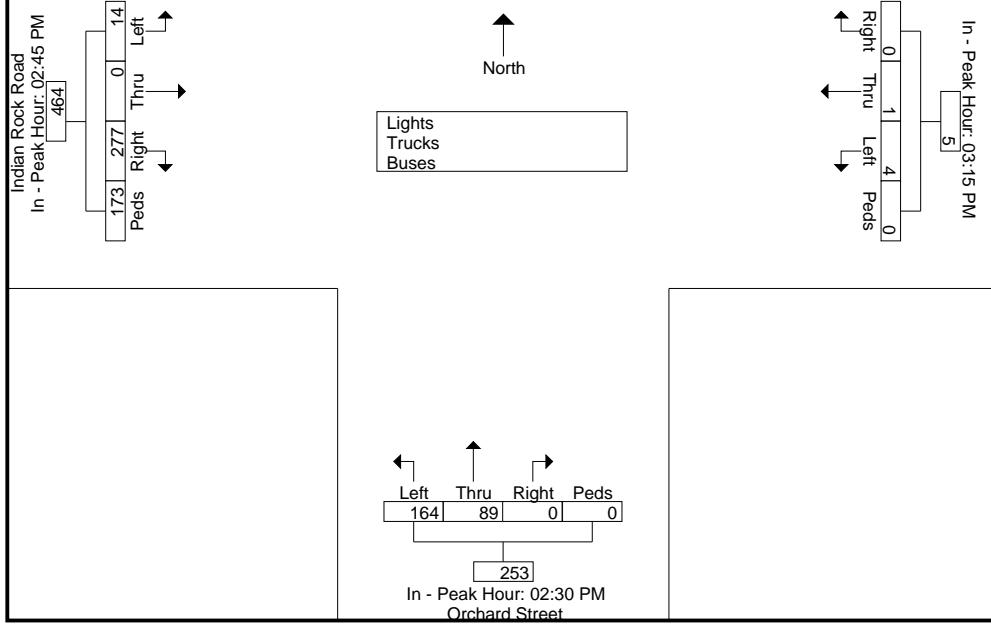
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 03:15 PM | | | | 03:15 PM | | | | 02:30 PM | | | | 02:45 PM | | | | | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|------|------|------|------|
| +0 mins. | 1 | 50 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 20 | 69 | 0 | 89 | 67 | 0 | 3 | 162 | 232 | |
| +15 mins. | 3 | 36 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 16 | 31 | 0 | 47 | 84 | 0 | 3 | 9 | 96 | |
| +30 mins. | 3 | 36 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 29 | 30 | 0 | 59 | 67 | 0 | 7 | 1 | 75 | |
| +45 mins. | 1 | 39 | 0 | 0 | 40 | 0 | 1 | 4 | 0 | 5 | 0 | 24 | 34 | 0 | 58 | 59 | 0 | 1 | 1 | 61 |
| Total Volume | 8 | 161 | 0 | 0 | 169 | 0 | 1 | 4 | 0 | 5 | 0 | 89 | 164 | 0 | 253 | 277 | 0 | 14 | 173 | 464 |
| % App. Total | 4.7 | 95.3 | 0 | 0 | | 0 | 20 | 80 | 0 | 0 | 35.2 | 64.8 | 0 | | 59.7 | 0 | 3 | 37.3 | | |
| PHF | .667 | .805 | .000 | .000 | .828 | .000 | .250 | .250 | .000 | .250 | .000 | .767 | .594 | .000 | .711 | .824 | .000 | .500 | .267 | .500 |



Peak Hour Data



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

Orchard Street at Sinawoy Rd/Kent Pl
Greenwich, Connecticut

File Name : 24336
Site Code : 24336
Start Date : 3/29/2023
Page No : 1

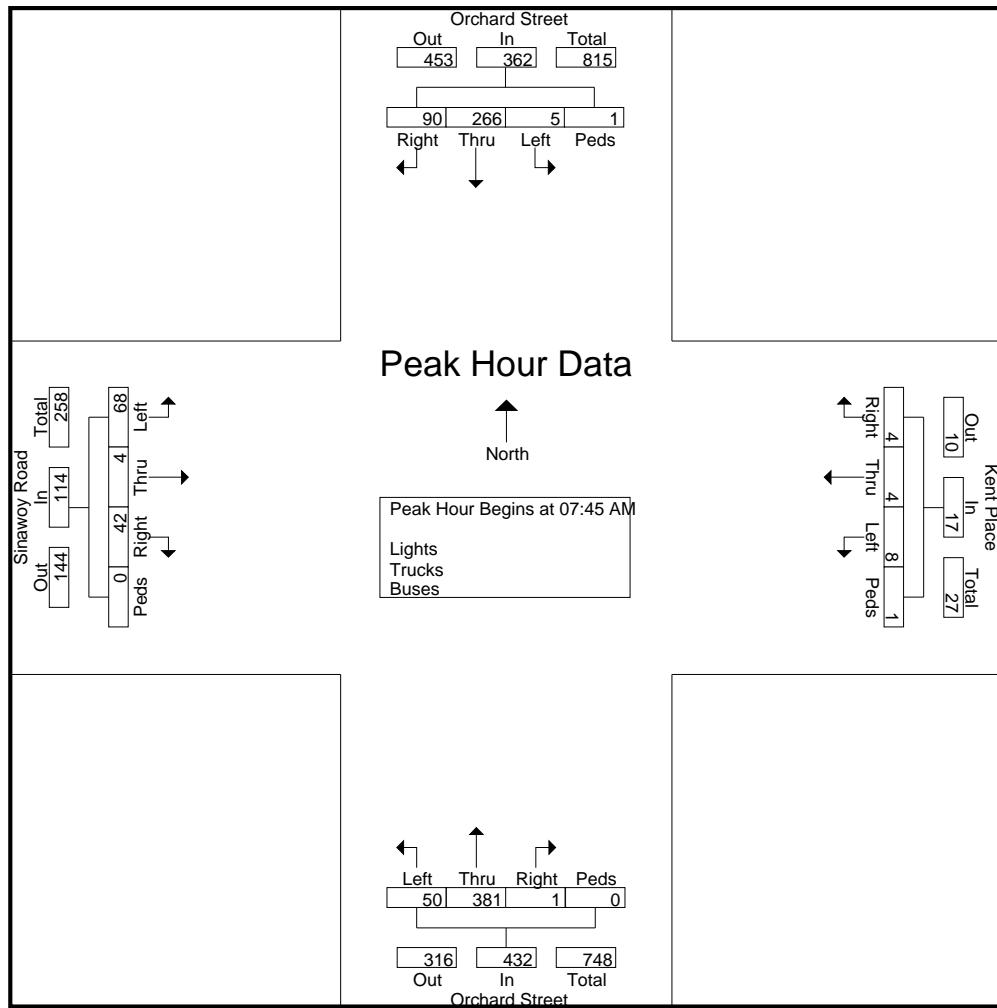
Groups Printed- Lights - Trucks - Buses

| Start Time | Orchard Street From North | | | | | Kent Place From East | | | | | Orchard Street From South | | | | | Sinawoy Road From West | | | | | |
|-------------|------------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------------------------|------|------|------|------------|---------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 3 | 14 | 1 | 2 | 20 | 0 | 3 | 0 | 1 | 4 | 0 | 47 | 3 | 0 | 50 | 4 | 1 | 8 | 0 | 13 | 87 |
| 07:15 AM | 11 | 17 | 0 | 1 | 29 | 0 | 1 | 0 | 0 | 1 | 2 | 64 | 8 | 0 | 74 | 2 | 0 | 9 | 0 | 11 | 115 |
| 07:30 AM | 11 | 50 | 0 | 4 | 65 | 1 | 2 | 1 | 0 | 4 | 1 | 102 | 10 | 0 | 113 | 3 | 1 | 14 | 0 | 18 | 200 |
| 07:45 AM | 24 | 53 | 0 | 0 | 77 | 0 | 0 | 2 | 0 | 2 | 0 | 120 | 6 | 0 | 126 | 7 | 0 | 25 | 0 | 32 | 237 |
| Total | 49 | 134 | 1 | 7 | 191 | 1 | 6 | 3 | 1 | 11 | 3 | 333 | 27 | 0 | 363 | 16 | 2 | 56 | 0 | 74 | 639 |
| 08:00 AM | 27 | 69 | 1 | 1 | 98 | 0 | 0 | 1 | 1 | 2 | 0 | 95 | 16 | 0 | 111 | 7 | 0 | 15 | 0 | 22 | 233 |
| 08:15 AM | 18 | 78 | 1 | 0 | 97 | 3 | 1 | 5 | 0 | 9 | 0 | 110 | 11 | 0 | 121 | 9 | 0 | 18 | 0 | 27 | 254 |
| 08:30 AM | 21 | 66 | 3 | 0 | 90 | 1 | 3 | 0 | 0 | 4 | 1 | 56 | 17 | 0 | 74 | 19 | 4 | 10 | 0 | 33 | 201 |
| 08:45 AM | 11 | 62 | 0 | 2 | 75 | 1 | 3 | 0 | 0 | 4 | 1 | 90 | 14 | 1 | 106 | 20 | 2 | 18 | 0 | 40 | 225 |
| Total | 77 | 275 | 5 | 3 | 360 | 5 | 7 | 6 | 1 | 19 | 2 | 351 | 58 | 1 | 412 | 55 | 6 | 61 | 0 | 122 | 913 |
| 09:00 AM | 18 | 93 | 3 | 4 | 118 | 0 | 1 | 0 | 0 | 1 | 0 | 69 | 14 | 0 | 83 | 12 | 1 | 9 | 0 | 22 | 224 |
| 09:15 AM | 23 | 83 | 2 | 2 | 110 | 0 | 0 | 0 | 0 | 0 | 1 | 80 | 13 | 0 | 94 | 13 | 0 | 22 | 0 | 35 | 239 |
| 09:30 AM | 9 | 54 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 1 | 51 | 4 | 0 | 56 | 7 | 0 | 5 | 0 | 12 | 131 |
| 09:45 AM | 10 | 49 | 2 | 3 | 64 | 0 | 3 | 0 | 0 | 3 | 2 | 26 | 9 | 0 | 37 | 6 | 1 | 7 | 0 | 14 | 118 |
| Total | 60 | 279 | 7 | 9 | 355 | 0 | 4 | 0 | 0 | 4 | 4 | 226 | 40 | 0 | 270 | 38 | 2 | 43 | 0 | 83 | 712 |
| Grand Total | 186 | 688 | 13 | 19 | 906 | 6 | 17 | 9 | 2 | 34 | 9 | 910 | 125 | 1 | 1045 | 109 | 10 | 160 | 0 | 279 | 2264 |
| Apprch % | 20.5 | 75.9 | 1.4 | 2.1 | | 17.6 | 50 | 26.5 | 5.9 | | 0.9 | 87.1 | 12 | 0.1 | | 39.1 | 3.6 | 57.3 | 0 | | |
| Total % | 8.2 | 30.4 | 0.6 | 0.8 | 40 | 0.3 | 0.8 | 0.4 | 0.1 | 1.5 | 0.4 | 40.2 | 5.5 | 0 | 46.2 | 4.8 | 0.4 | 7.1 | 0 | 12.3 | |
| Lights | 183 | 656 | 13 | 19 | 871 | 6 | 17 | 9 | 2 | 34 | 9 | 874 | 124 | 1 | 1008 | 108 | 10 | 156 | 0 | 274 | 2187 |
| % Lights | 98.4 | 95.3 | 100 | 100 | 96.1 | 100 | 100 | 100 | 100 | 100 | 100 | 96 | 99.2 | 100 | 96.5 | 99.1 | 100 | 97.5 | 0 | 98.2 | 96.6 |
| Trucks | 2 | 21 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 28 | 1 | 0 | 4 | 0 | 5 | 56 |
| % Trucks | 1.1 | 3.1 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 3.1 | 0 | 0 | 2.7 | 0.9 | 0 | 2.5 | 0 | 1.8 | 2.5 |
| Buses | 1 | 11 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 21 |
| % Buses | 0.5 | 1.6 | 0 | 0 | 1.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.9 | 0.8 | 0 | 0.9 | 0 | 0 | 0 | 0 | 0 | 0.9 |

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

File Name : 24336
Site Code : 24336
Start Date : 3/29/2023
Page No : 2

| Start Time | Orchard Street From North | | | | | Kent Place From East | | | | | Orchard Street From South | | | | | Sinawoy Road From West | | | | | |
|---|---------------------------|------|------|------|------------|----------------------|------|------|------|------------|---------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 24 | 53 | 0 | 0 | 77 | 0 | 0 | 2 | 0 | 2 | 0 | 120 | 6 | 0 | 126 | 7 | 0 | 25 | 0 | 32 | 237 |
| 08:00 AM | 27 | 69 | 1 | 1 | 98 | 0 | 0 | 1 | 1 | 2 | 0 | 95 | 16 | 0 | 111 | 7 | 0 | 15 | 0 | 22 | 233 |
| 08:15 AM | 18 | 78 | 1 | 0 | 97 | 3 | 1 | 5 | 0 | 9 | 0 | 110 | 11 | 0 | 121 | 9 | 0 | 18 | 0 | 27 | 254 |
| 08:30 AM | 21 | 66 | 3 | 0 | 90 | 1 | 3 | 0 | 0 | 4 | 1 | 56 | 17 | 0 | 74 | 19 | 4 | 10 | 0 | 33 | 201 |
| Total Volume | 90 | 266 | 5 | 1 | 362 | 4 | 4 | 8 | 1 | 17 | 1 | 381 | 50 | 0 | 432 | 42 | 4 | 68 | 0 | 114 | 925 |
| % App. Total | 24.9 | 73.5 | 1.4 | 0.3 | | 23.5 | 23.5 | 47.1 | 5.9 | | 0.2 | 88.2 | 11.6 | 0 | | 36.8 | 3.5 | 59.6 | 0 | | |
| PHF | .833 | .853 | .417 | .250 | .923 | .333 | .333 | .400 | .250 | .472 | .250 | .794 | .735 | .000 | .857 | .553 | .250 | .680 | .000 | .864 | .910 |



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

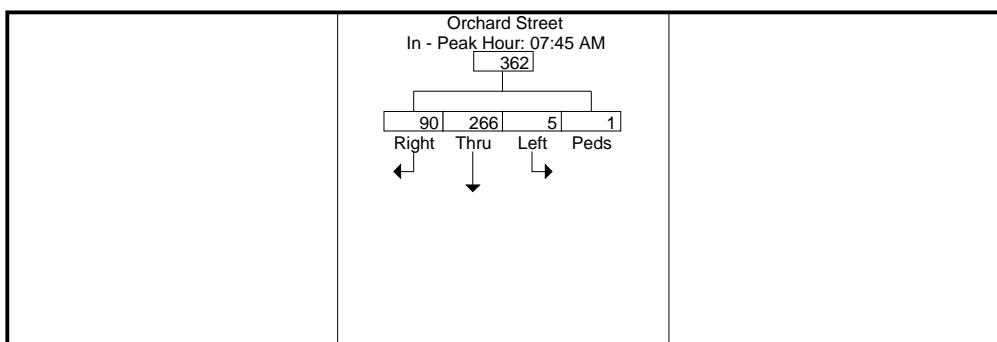
File Name : 24336
Site Code : 24336
Start Date : 3/29/2023
Page No : 3

| | Orchard Street From North | | | | | Kent Place From East | | | | | Orchard Street From South | | | | | Sinawoy Road From West | | | | | |
|--|------------------------------|-------|------|------|------|-------------------------|-------|------|------|------|------------------------------|-------|------|------|------|---------------------------|-------|------|------|------|------------|
| | Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |

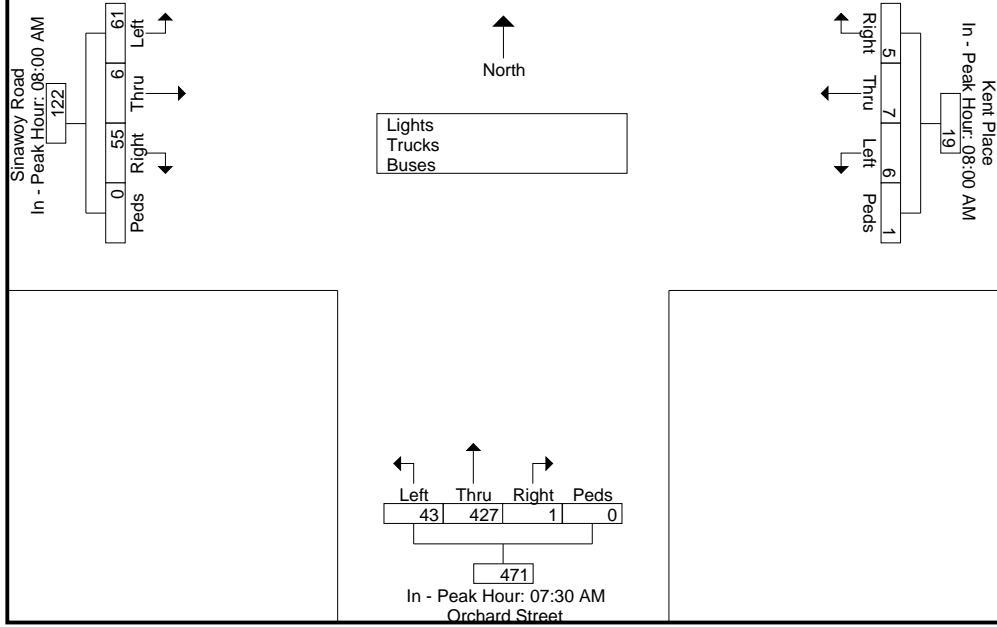
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:45 AM | | | | | 08:00 AM | | | | | 07:30 AM | | | | | 08:00 AM | | | | |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins. | 24 | 53 | 0 | 0 | 77 | 0 | 0 | 1 | 1 | 2 | 1 | 102 | 10 | 0 | 113 | 7 | 0 | 15 | 0 | 22 |
| +15 mins. | 27 | 69 | 1 | 1 | 98 | 3 | 1 | 5 | 0 | 9 | 0 | 120 | 6 | 0 | 126 | 9 | 0 | 18 | 0 | 27 |
| +30 mins. | 18 | 78 | 1 | 0 | 97 | 1 | 3 | 0 | 0 | 4 | 0 | 95 | 16 | 0 | 111 | 19 | 4 | 10 | 0 | 33 |
| +45 mins. | 21 | 66 | 3 | 0 | 90 | 1 | 3 | 0 | 0 | 4 | 0 | 110 | 11 | 0 | 121 | 20 | 2 | 18 | 0 | 40 |
| Total Volume | 90 | 266 | 5 | 1 | 362 | 5 | 7 | 6 | 1 | 19 | 1 | 427 | 43 | 0 | 471 | 55 | 6 | 61 | 0 | 122 |
| % App. Total | 24.9 | 73.5 | 1.4 | 0.3 | | 26.3 | 36.8 | 31.6 | 5.3 | | 0.2 | 90.7 | 9.1 | 0 | | 45.1 | 4.9 | 50 | 0 | |
| PHF | .833 | .853 | .417 | .250 | .923 | .417 | .583 | .300 | .250 | .528 | .250 | .890 | .672 | .000 | .935 | .688 | .375 | .847 | .000 | .763 |



Peak Hour Data



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

Orchard Street at Sinawoy Road/Kent Place
Greenwich, Connecticut

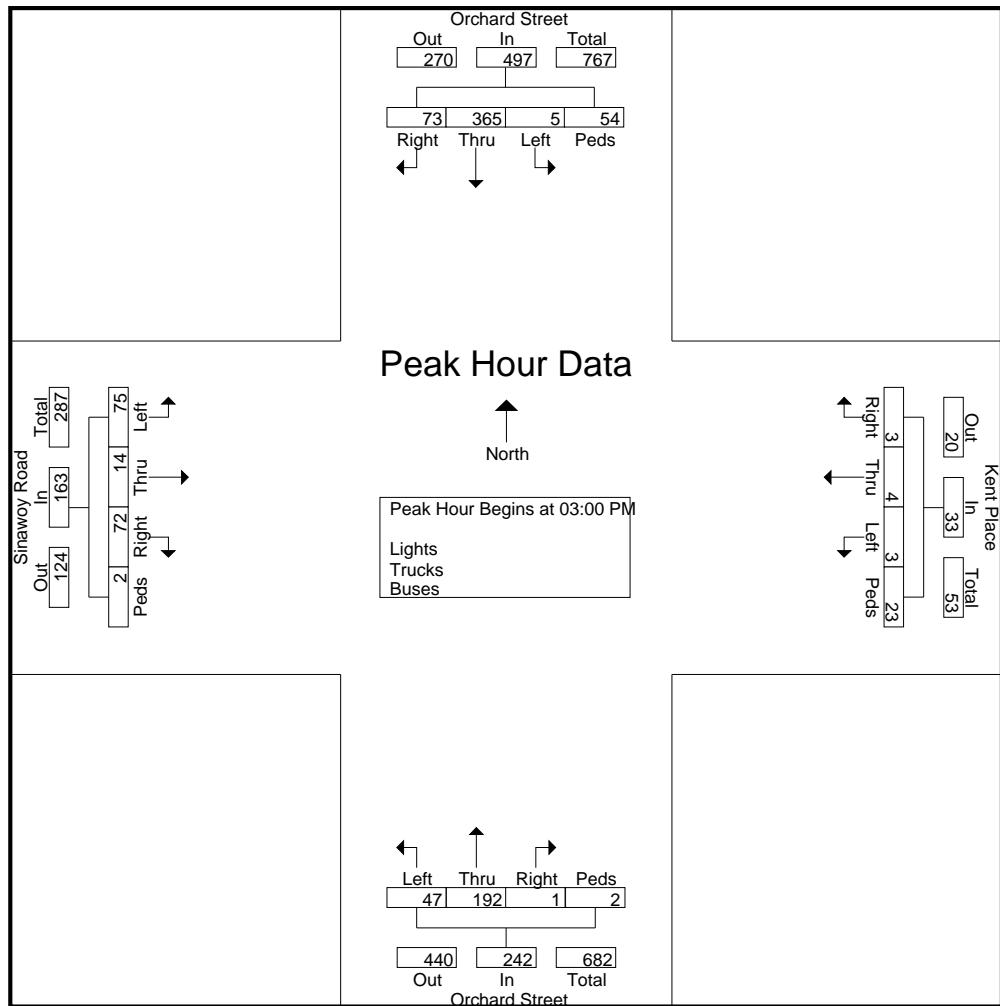
File Name : 24337
Site Code : 24337
Start Date : 3/29/2023
Page No : 1

| Groups Printed- Lights - Trucks - Buses | | | | | | | | | | | | | | | | | | | | | |
|---|------------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------------------------|------|------|------|------------|---------------------------|------|------|------|------------|------------|
| Start Time | Orchard Street From North | | | | | Kent Place From East | | | | | Orchard Street From South | | | | | Sinawoy Road From West | | | | | |
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 02:00 PM | 14 | 38 | 0 | 2 | 54 | 1 | 0 | 0 | 0 | 1 | 0 | 44 | 9 | 0 | 53 | 15 | 4 | 13 | 0 | 32 | 140 |
| 02:15 PM | 10 | 22 | 0 | 0 | 32 | 0 | 0 | 1 | 0 | 1 | 1 | 32 | 7 | 0 | 40 | 6 | 3 | 10 | 0 | 19 | 92 |
| 02:30 PM | 12 | 33 | 0 | 1 | 46 | 0 | 1 | 1 | 1 | 3 | 0 | 60 | 6 | 1 | 67 | 7 | 3 | 19 | 0 | 29 | 145 |
| 02:45 PM | 11 | 47 | 3 | 6 | 67 | 0 | 0 | 1 | 0 | 1 | 0 | 58 | 10 | 3 | 71 | 8 | 1 | 17 | 0 | 26 | 165 |
| Total | 47 | 140 | 3 | 9 | 199 | 1 | 1 | 3 | 1 | 6 | 1 | 194 | 32 | 4 | 231 | 36 | 11 | 59 | 0 | 106 | 542 |
| 03:00 PM | 24 | 109 | 1 | 51 | 185 | 1 | 3 | 3 | 22 | 29 | 0 | 54 | 13 | 2 | 69 | 12 | 8 | 20 | 1 | 41 | 324 |
| 03:15 PM | 18 | 89 | 2 | 1 | 110 | 1 | 1 | 0 | 1 | 3 | 0 | 29 | 13 | 0 | 42 | 28 | 2 | 19 | 0 | 49 | 204 |
| 03:30 PM | 20 | 97 | 1 | 2 | 120 | 1 | 0 | 0 | 0 | 1 | 0 | 49 | 12 | 0 | 61 | 23 | 2 | 23 | 0 | 48 | 230 |
| 03:45 PM | 11 | 70 | 1 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 9 | 0 | 70 | 9 | 2 | 13 | 1 | 25 | 177 |
| Total | 73 | 365 | 5 | 54 | 497 | 3 | 4 | 3 | 23 | 33 | 1 | 192 | 47 | 2 | 242 | 72 | 14 | 75 | 2 | 163 | 935 |
| 04:00 PM | 12 | 74 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 7 | 0 | 46 | 13 | 1 | 13 | 0 | 27 | 159 |
| 04:15 PM | 13 | 100 | 1 | 3 | 117 | 1 | 0 | 0 | 1 | 2 | 0 | 28 | 6 | 0 | 34 | 6 | 1 | 6 | 1 | 14 | 167 |
| 04:30 PM | 8 | 79 | 0 | 1 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 10 | 3 | 54 | 15 | 1 | 13 | 0 | 29 | 171 |
| 04:45 PM | 13 | 74 | 2 | 0 | 89 | 0 | 3 | 0 | 0 | 3 | 2 | 57 | 4 | 2 | 65 | 11 | 2 | 22 | 0 | 35 | 192 |
| Total | 46 | 327 | 3 | 4 | 380 | 1 | 3 | 0 | 1 | 5 | 2 | 165 | 27 | 5 | 199 | 45 | 5 | 54 | 1 | 105 | 689 |
| 05:00 PM | 14 | 73 | 0 | 4 | 91 | 0 | 2 | 0 | 2 | 4 | 1 | 45 | 5 | 1 | 52 | 9 | 0 | 16 | 0 | 25 | 172 |
| 05:15 PM | 7 | 90 | 2 | 1 | 100 | 0 | 1 | 1 | 3 | 5 | 0 | 32 | 6 | 1 | 39 | 9 | 0 | 9 | 0 | 18 | 162 |
| 05:30 PM | 16 | 74 | 2 | 1 | 93 | 0 | 0 | 0 | 1 | 1 | 0 | 46 | 8 | 3 | 57 | 9 | 1 | 16 | 0 | 26 | 177 |
| 05:45 PM | 9 | 59 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 3 | 44 | 6 | 0 | 53 | 10 | 5 | 8 | 0 | 23 | 144 |
| Total | 46 | 296 | 4 | 6 | 352 | 0 | 3 | 1 | 6 | 10 | 4 | 167 | 25 | 5 | 201 | 37 | 6 | 49 | 0 | 92 | 655 |
| 06:00 PM | 17 | 78 | 1 | 0 | 96 | 0 | 3 | 3 | 1 | 7 | 0 | 39 | 6 | 1 | 46 | 7 | 0 | 17 | 1 | 25 | 174 |
| 06:15 PM | 10 | 83 | 0 | 2 | 95 | 1 | 1 | 0 | 0 | 2 | 0 | 48 | 5 | 3 | 56 | 14 | 1 | 11 | 0 | 26 | 179 |
| 06:30 PM | 11 | 36 | 1 | 1 | 49 | 0 | 2 | 0 | 0 | 2 | 0 | 25 | 7 | 2 | 34 | 7 | 2 | 9 | 2 | 20 | 105 |
| 06:45 PM | 5 | 45 | 0 | 1 | 51 | 0 | 0 | 0 | 0 | 0 | 1 | 37 | 3 | 3 | 44 | 7 | 2 | 14 | 0 | 23 | 118 |
| Total | 43 | 242 | 2 | 4 | 291 | 1 | 6 | 3 | 1 | 11 | 1 | 149 | 21 | 9 | 180 | 35 | 5 | 51 | 3 | 94 | 576 |
| Grand Total | 255 | 1370 | 17 | 77 | 1719 | 6 | 17 | 10 | 32 | 65 | 9 | 867 | 152 | 25 | 1053 | 225 | 41 | 288 | 6 | 560 | 3397 |
| Apprch % | 14.8 | 79.7 | 1 | 4.5 | | 9.2 | 26.2 | 15.4 | 49.2 | | 0.9 | 82.3 | 14.4 | 2.4 | | 40.2 | 7.3 | 51.4 | 1.1 | | |
| Total % | 7.5 | 40.3 | 0.5 | 2.3 | 50.6 | 0.2 | 0.5 | 0.3 | 0.9 | 1.9 | 0.3 | 25.5 | 4.5 | 0.7 | 31 | 6.6 | 1.2 | 8.5 | 0.2 | 16.5 | |
| Lights | 253 | 1335 | | | | | | | | | | | | | | | | | | | |
| % Lights | 99.2 | 97.4 | 100 | 100 | 97.8 | 100 | 100 | 100 | 87.5 | 93.8 | 100 | 98 | 100 | 96 | 98.3 | 99.6 | 100 | 100 | 16.7 | 98.9 | 98.1 |
| Trucks | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 4 | 4 | 0 | 9 | 0 | 1 | 10 | 0 | 0 | 0 | 5 | 5 | 38 |
| % Trucks | 0 | 1.4 | 0 | 0 | 1.1 | 0 | 0 | 0 | 12.5 | 6.2 | 0 | 1 | 0 | 4 | 0.9 | 0 | 0 | 0 | 83.3 | 0.9 | 1.1 |
| Buses | 2 | 16 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 27 |
| % Buses | 0.8 | 1.2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.9 | 0 | 0 | 0.8 | 0.4 | 0 | 0 | 0 | 0.2 | 0.8 |

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

File Name : 24337
Site Code : 24337
Start Date : 3/29/2023
Page No : 2

| Start Time | Orchard Street From North | | | | | Kent Place From East | | | | | Orchard Street From South | | | | | Sinawoy Road From West | | | | | |
|---|---------------------------|------|------|------|------------|----------------------|------|------|------|------------|---------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 24 | 109 | 1 | 51 | 185 | 1 | 3 | 3 | 22 | 29 | 0 | 54 | 13 | 2 | 69 | 12 | 8 | 20 | 1 | 41 | 324 |
| 03:15 PM | 18 | 89 | 2 | 1 | 110 | 1 | 1 | 0 | 1 | 3 | 0 | 29 | 13 | 0 | 42 | 28 | 2 | 19 | 0 | 49 | 204 |
| 03:30 PM | 20 | 97 | 1 | 2 | 120 | 1 | 0 | 0 | 0 | 1 | 0 | 49 | 12 | 0 | 61 | 23 | 2 | 23 | 0 | 48 | 230 |
| 03:45 PM | 11 | 70 | 1 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 9 | 0 | 70 | 9 | 2 | 13 | 1 | 25 | 177 |
| Total Volume | 73 | 365 | 5 | 54 | 497 | 3 | 4 | 3 | 23 | 33 | 1 | 192 | 47 | 2 | 242 | 72 | 14 | 75 | 2 | 163 | 935 |
| % App. Total | 14.7 | 73.4 | 1 | 10.9 | | 9.1 | 12.1 | 9.1 | 69.7 | | 0.4 | 79.3 | 19.4 | 0.8 | | 44.2 | 8.6 | 46 | 1.2 | | |
| PHF | .760 | .837 | .625 | .265 | .672 | .750 | .333 | .250 | .261 | .284 | .250 | .800 | .904 | .250 | .864 | .643 | .438 | .815 | .500 | .832 | .721 |



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

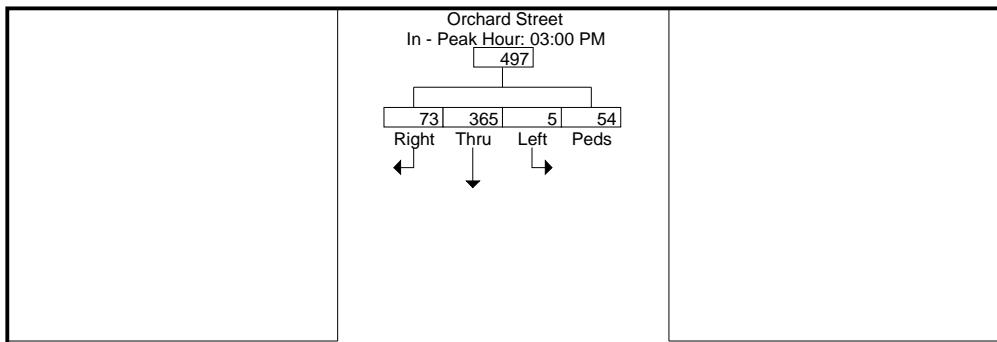
File Name : 24337
Site Code : 24337
Start Date : 3/29/2023
Page No : 3

| | Orchard Street From North | | | | | Kent Place From East | | | | | Orchard Street From South | | | | | Sinawoy Road From West | | | | | |
|--|------------------------------|-------|------|------|------|-------------------------|-------|------|------|------|------------------------------|-------|------|------|------|---------------------------|-------|------|------|------|------------|
| | Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |

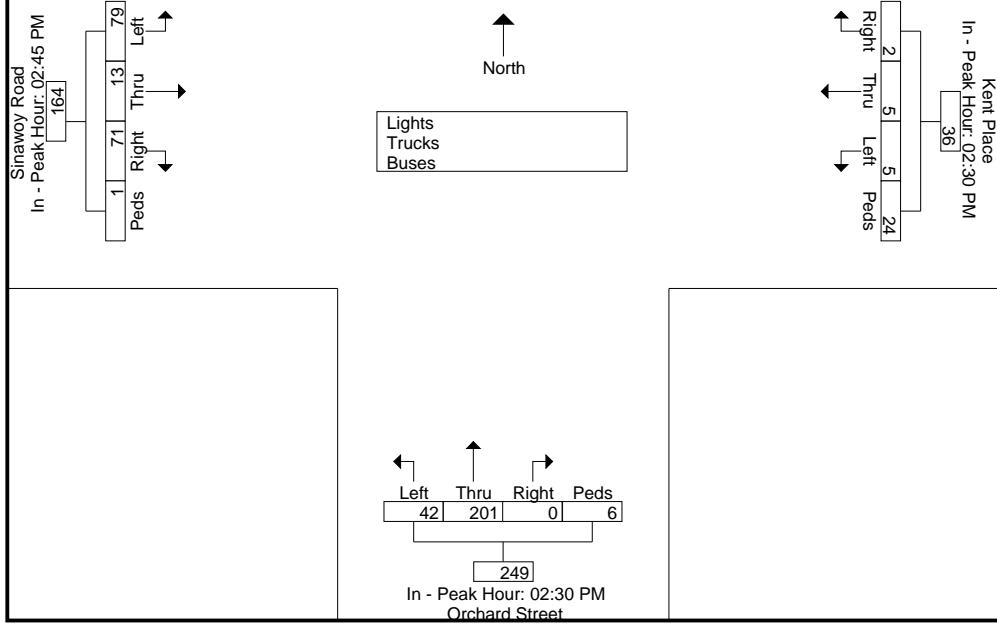
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | | | 02:30 PM | | | | | 02:30 PM | | | | | 02:45 PM | | | | |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins. | 24 | 109 | 1 | 51 | 185 | 0 | 1 | 1 | 1 | 3 | 0 | 60 | 6 | 1 | 67 | 8 | 1 | 17 | 0 | 26 |
| +15 mins. | 18 | 89 | 2 | 1 | 110 | 0 | 0 | 1 | 0 | 1 | 0 | 58 | 10 | 3 | 71 | 12 | 8 | 20 | 1 | 41 |
| +30 mins. | 20 | 97 | 1 | 2 | 120 | 1 | 3 | 3 | 22 | 29 | 0 | 54 | 13 | 2 | 69 | 28 | 2 | 19 | 0 | 49 |
| +45 mins. | 11 | 70 | 1 | 0 | 82 | 1 | 1 | 0 | 1 | 3 | 0 | 29 | 13 | 0 | 42 | 23 | 2 | 23 | 0 | 48 |
| Total Volume | 73 | 365 | 5 | 54 | 497 | 2 | 5 | 5 | 24 | 36 | 0 | 201 | 42 | 6 | 249 | 71 | 13 | 79 | 1 | 164 |
| % App. Total | 14.7 | 73.4 | 1 | 10.9 | | 5.6 | 13.9 | 13.9 | 66.7 | | 0 | 80.7 | 16.9 | 2.4 | | 43.3 | 7.9 | 48.2 | 0.6 | |
| PHF | .760 | .837 | .625 | .265 | .672 | .500 | .417 | .417 | .273 | .310 | .000 | .838 | .808 | .500 | .877 | .634 | .406 | .859 | .250 | .837 |



Peak Hour Data



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

Stanwich Road at Fairfield Road
Greenwich, Connecticut

File Name : 24334
Site Code : 24334
Start Date : 3/29/2023
Page No : 1

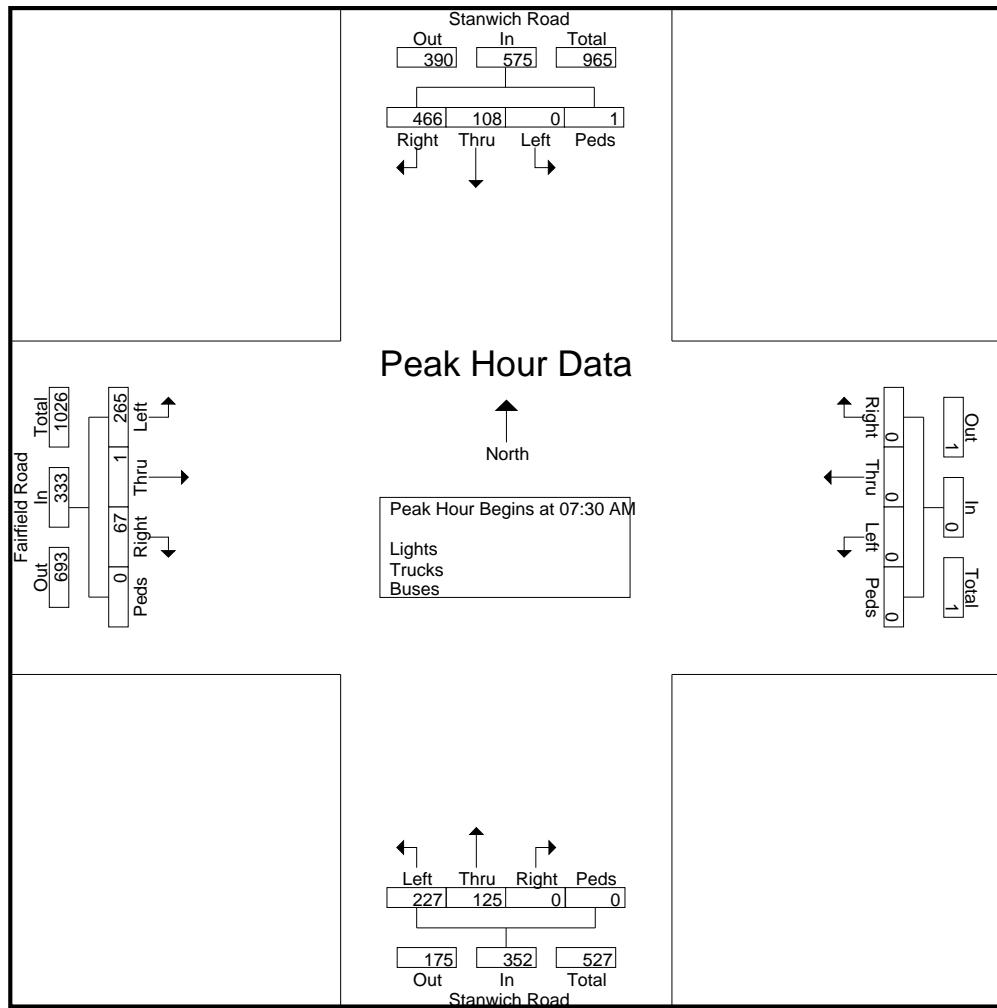
Groups Printed- Lights - Trucks - Buses

| | Stanwich Road From North | | | | | From East | | | | | Stanwich Road From South | | | | | Fairfield Road From West | | | | | |
|-------------|-----------------------------|------|------|------|------------|-----------|------|------|------|------------|-----------------------------|------|------|------|------------|-----------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 36 | 10 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 26 | 0 | 39 | 5 | 0 | 13 | 0 | 18 | 103 |
| 07:15 AM | 68 | 18 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 31 | 0 | 57 | 2 | 0 | 28 | 0 | 30 | 173 |
| 07:30 AM | 114 | 30 | 0 | 1 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 52 | 0 | 72 | 6 | 1 | 51 | 0 | 58 | 275 |
| 07:45 AM | 127 | 38 | 0 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 52 | 0 | 96 | 14 | 0 | 73 | 0 | 87 | 348 |
| Total | 345 | 96 | 0 | 1 | 442 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 161 | 0 | 264 | 27 | 1 | 165 | 0 | 193 | 899 |
| 08:00 AM | 110 | 22 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 65 | 0 | 97 | 19 | 0 | 72 | 0 | 91 | 320 |
| 08:15 AM | 115 | 18 | 0 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 58 | 0 | 87 | 28 | 0 | 69 | 0 | 97 | 317 |
| 08:30 AM | 39 | 8 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 34 | 0 | 58 | 24 | 0 | 52 | 0 | 76 | 181 |
| 08:45 AM | 57 | 29 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 26 | 0 | 51 | 25 | 0 | 41 | 0 | 66 | 203 |
| Total | 321 | 77 | 0 | 0 | 398 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 183 | 0 | 293 | 96 | 0 | 234 | 0 | 330 | 1021 |
| Grand Total | 666 | 173 | 0 | 1 | 840 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 344 | 0 | 557 | 123 | 1 | 399 | 0 | 523 | 1920 |
| Apprch % | 79.3 | 20.6 | 0 | 0.1 | | 0 | 0 | 0 | 0 | 0 | 0 | 38.2 | 61.8 | 0 | | 23.5 | 0.2 | 76.3 | 0 | | |
| Total % | 34.7 | 9 | 0 | 0.1 | 43.8 | 0 | 0 | 0 | 0 | 0 | 0 | 11.1 | 17.9 | 0 | 29 | 6.4 | 0.1 | 20.8 | 0 | 27.2 | |
| Lights | 652 | 168 | 0 | 1 | 821 | 0 | 0 | 0 | 0 | 0 | 0 | 202 | 335 | 0 | 537 | 115 | 1 | 387 | 0 | 503 | 1861 |
| % Lights | 97.9 | 97.1 | 0 | 100 | 97.7 | 0 | 0 | 0 | 0 | 0 | 0 | 94.8 | 97.4 | 0 | 96.4 | 93.5 | 100 | 97 | 0 | 96.2 | 96.9 |
| Trucks | 5 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 0 | 12 | 0 | 0 | 3 | 0 | 3 | 21 |
| % Trucks | 0.8 | 0.6 | 0 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0 | 2.3 | 2 | 0 | 2.2 | 0 | 0 | 0.8 | 0 | 0.6 | 1.1 |
| Buses | 9 | 4 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 8 | 0 | 9 | 0 | 17 | 38 |
| % Buses | 1.4 | 2.3 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 2.8 | 0.6 | 0 | 1.4 | 6.5 | 0 | 2.3 | 0 | 3.3 | 2 |

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

File Name : 24334
Site Code : 24334
Start Date : 3/29/2023
Page No : 2

| Start Time | Stanwich Road From North | | | | | From East | | | | | Stanwich Road From South | | | | | Fairfield Road From West | | | | | |
|---|--------------------------|------|------|------|------------|-----------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 114 | 30 | 0 | 1 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 52 | 0 | 72 | 6 | 1 | 51 | 0 | 58 | 275 |
| 07:45 AM | 127 | 38 | 0 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 52 | 0 | 96 | 14 | 0 | 73 | 0 | 87 | 348 |
| 08:00 AM | 110 | 22 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 65 | 0 | 97 | 19 | 0 | 72 | 0 | 91 | 320 |
| 08:15 AM | 115 | 18 | 0 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 58 | 0 | 87 | 28 | 0 | 69 | 0 | 97 | 317 |
| Total Volume | 466 | 108 | 0 | 1 | 575 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 227 | 0 | 352 | 67 | 1 | 265 | 0 | 333 | 1260 |
| % App. Total | 81 | 18.8 | 0 | 0.2 | | 0 | 0 | 0 | 0 | | 0 | 35.5 | 64.5 | 0 | | 20.1 | 0.3 | 79.6 | 0 | | |
| PHF | .917 | .711 | .000 | .250 | .871 | .000 | .000 | .000 | .000 | .000 | .000 | .710 | .873 | .000 | .907 | .598 | .250 | .908 | .000 | .858 | .905 |



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

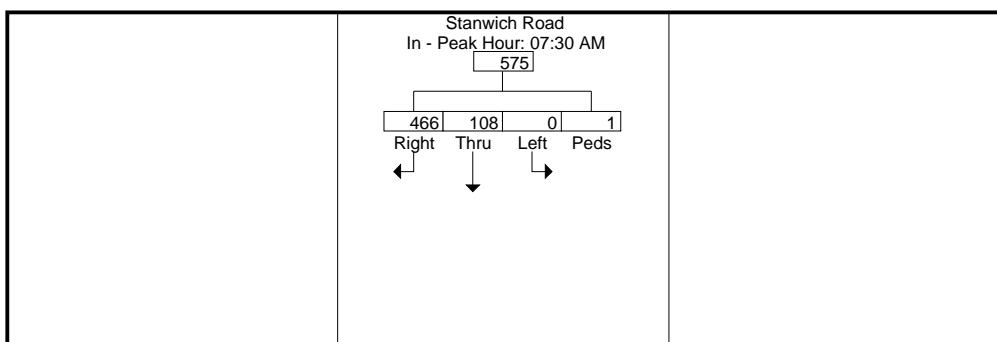
File Name : 24334
Site Code : 24334
Start Date : 3/29/2023
Page No : 3

| | Stanwich Road From North | | | | | From East | | | | | Stanwich Road From South | | | | | Fairfield Road From West | | | | | |
|--|-----------------------------|-------|------|------|------|------------|-------|------|------|------|-----------------------------|-------|------|------|------|-----------------------------|-------|------|------|------|------------|
| | Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |

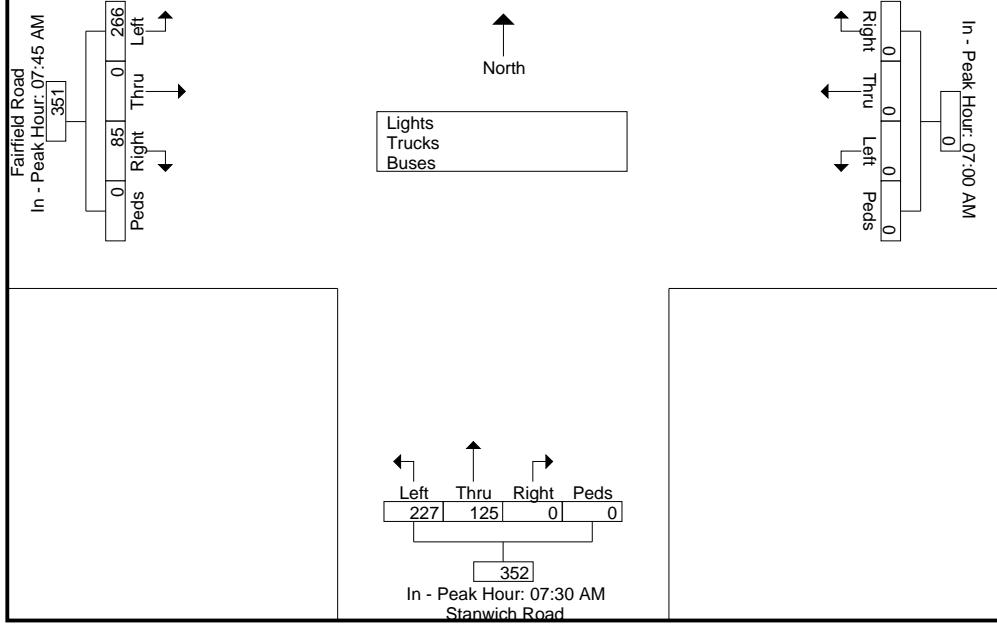
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | | 07:00 AM | | | | | 07:30 AM | | | | | 07:45 AM | | | | |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins. | 114 | 30 | 0 | 1 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 52 | 0 | 72 | 14 | 0 | 73 | 0 | 87 |
| +15 mins. | 127 | 38 | 0 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 52 | 0 | 96 | 19 | 0 | 72 | 0 | 91 |
| +30 mins. | 110 | 22 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 65 | 0 | 97 | 28 | 0 | 69 | 0 | 97 |
| +45 mins. | 115 | 18 | 0 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 58 | 0 | 87 | 24 | 0 | 52 | 0 | 76 |
| Total Volume | 466 | 108 | 0 | 1 | 575 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 227 | 0 | 352 | 85 | 0 | 266 | 0 | 351 |
| % App. Total | 81 | 18.8 | 0 | 0.2 | | 0 | 0 | 0 | 0 | 0 | 0 | 35.5 | 64.5 | 0 | | 24.2 | 0 | 75.8 | 0 | |
| PHF | .917 | .711 | .000 | .250 | .871 | .000 | .000 | .000 | .000 | .000 | .000 | .710 | .873 | .000 | .907 | .759 | .000 | .911 | .000 | .905 |



Peak Hour Data



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

Stanwich Road at Fairfield Road
Greenwich, Connecticut

File Name : 24335
Site Code : 24335
Start Date : 3/29/2023
Page No : 1

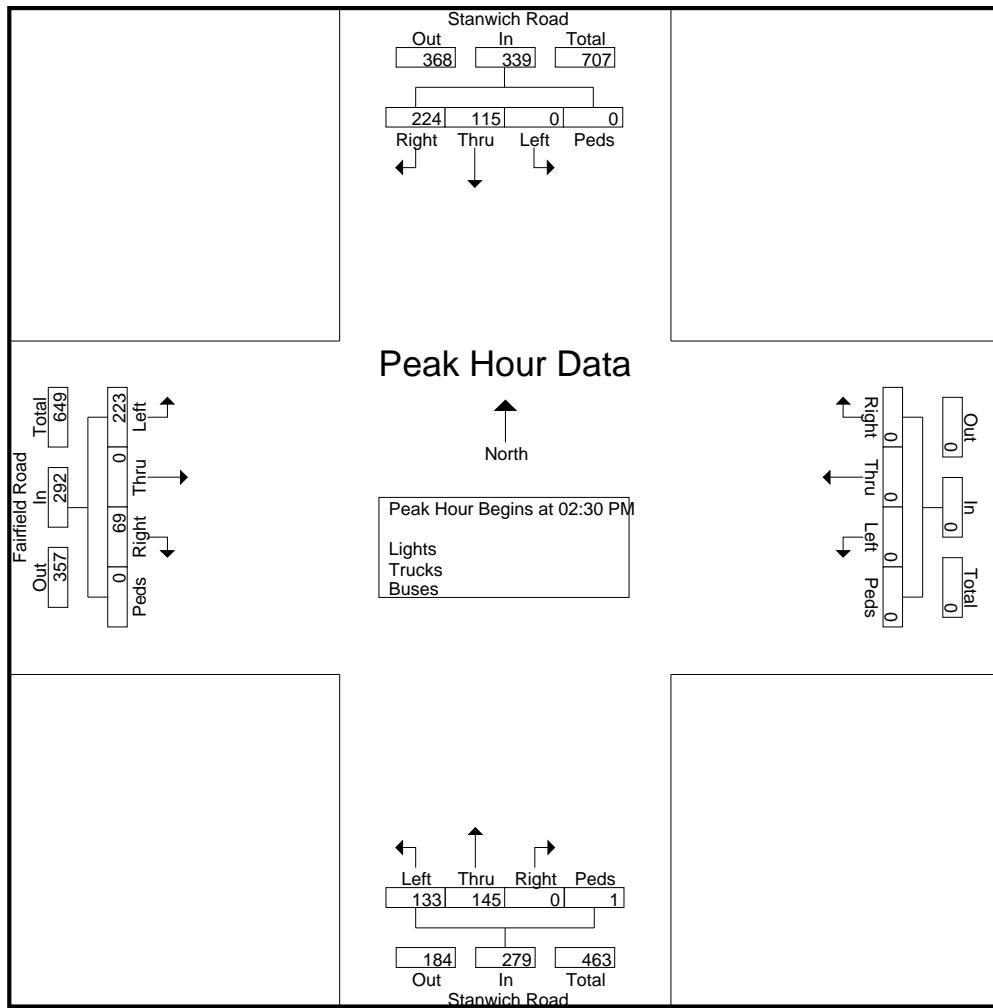
Groups Printed- Lights - Trucks - Buses

| Start Time | Stanwich Road From North | | | | | From East | | | | | Stanwich Road From South | | | | | Fairfield Road From West | | | | | Int. Total |
|-------------|-----------------------------|------|------|------|------------|-----------|------|------|------|------------|-----------------------------|------|------|------|------------|-----------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 02:00 PM | 0 | 41 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 48 | 1 | 0 | 1 | 1 | 3 | 92 |
| 02:15 PM | 0 | 62 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 125 |
| 02:30 PM | 46 | 23 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 36 | 0 | 95 | 8 | 0 | 20 | 0 | 28 | 192 |
| 02:45 PM | 61 | 29 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 34 | 0 | 77 | 8 | 0 | 33 | 0 | 41 | 208 |
| Total | 107 | 155 | 0 | 0 | 262 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 70 | 0 | 283 | 17 | 0 | 54 | 1 | 72 | 617 |
| 03:00 PM | 54 | 35 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 28 | 1 | 50 | 22 | 0 | 94 | 0 | 116 | 255 |
| 03:15 PM | 63 | 28 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 35 | 0 | 57 | 31 | 0 | 76 | 0 | 107 | 255 |
| 03:30 PM | 56 | 19 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 35 | 0 | 48 | 20 | 0 | 48 | 0 | 68 | 191 |
| 03:45 PM | 54 | 17 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 39 | 0 | 58 | 18 | 0 | 47 | 0 | 65 | 194 |
| Total | 227 | 99 | 0 | 0 | 326 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 137 | 1 | 213 | 91 | 0 | 265 | 0 | 356 | 895 |
| 04:00 PM | 44 | 18 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 37 | 0 | 59 | 34 | 0 | 96 | 0 | 130 | 251 |
| 04:15 PM | 18 | 16 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 20 | 0 | 28 | 28 | 0 | 54 | 0 | 82 | 144 |
| 04:30 PM | 45 | 21 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 26 | 0 | 45 | 21 | 0 | 74 | 0 | 95 | 206 |
| 04:45 PM | 38 | 19 | 0 | 1 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 30 | 0 | 43 | 9 | 0 | 53 | 0 | 62 | 163 |
| Total | 145 | 74 | 0 | 1 | 220 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 113 | 0 | 175 | 92 | 0 | 277 | 0 | 369 | 764 |
| 05:00 PM | 30 | 17 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 21 | 0 | 44 | 19 | 0 | 81 | 0 | 100 | 191 |
| 05:15 PM | 39 | 18 | 0 | 2 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 17 | 0 | 33 | 10 | 0 | 67 | 0 | 77 | 169 |
| 05:30 PM | 31 | 12 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 24 | 0 | 52 | 17 | 0 | 54 | 0 | 71 | 166 |
| 05:45 PM | 37 | 27 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 33 | 0 | 48 | 13 | 0 | 64 | 0 | 77 | 189 |
| Total | 137 | 74 | 0 | 2 | 213 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 95 | 0 | 177 | 59 | 0 | 266 | 0 | 325 | 715 |
| Grand Total | 616 | 402 | 0 | 3 | 1021 | 0 | 0 | 0 | 0 | 0 | 0 | 432 | 415 | 1 | 848 | 259 | 0 | 862 | 1 | 1122 | 2991 |
| Apprch % | 60.3 | 39.4 | 0 | 0.3 | | 0 | 0 | 0 | 0 | 0 | 0 | 50.9 | 48.9 | 0.1 | | 23.1 | 0 | 76.8 | 0.1 | | |
| Total % | 20.6 | 13.4 | 0 | 0.1 | 34.1 | 0 | 0 | 0 | 0 | 0 | 0 | 14.4 | 13.9 | 0 | 28.4 | 8.7 | 0 | 28.8 | 0 | 37.5 | |
| Lights | 601 | 396 | 0 | 0 | 997 | 0 | 0 | 0 | 0 | 0 | 0 | 424 | 407 | 0 | 831 | 253 | 0 | 845 | 1 | 1099 | 2927 |
| % Lights | 97.6 | 98.5 | 0 | 0 | 97.6 | 0 | 0 | 0 | 0 | 0 | 0 | 98.1 | 98.1 | 0 | 98 | 97.7 | 0 | 98 | 100 | 98 | 97.9 |
| Trucks | 3 | 1 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 6 | 3 | 0 | 2 | 0 | 5 | 18 |
| % Trucks | 0.5 | 0.2 | 0 | 100 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0.7 | 100 | 0.7 | 1.2 | 0 | 0.2 | 0 | 0.4 | 0.6 |
| Buses | 12 | 5 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 0 | 11 | 3 | 0 | 15 | 0 | 18 | 46 |
| % Buses | 1.9 | 1.2 | 0 | 0 | 1.7 | 0 | 0 | 0 | 0 | 0 | 0 | 1.4 | 1.2 | 0 | 1.3 | 1.2 | 0 | 1.7 | 0 | 1.6 | 1.5 |

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

File Name : 24335
Site Code : 24335
Start Date : 3/29/2023
Page No : 2

| Start Time | Stanwich Road From North | | | | | From East | | | | | Stanwich Road From South | | | | | Fairfield Road From West | | | | | |
|---|--------------------------|------|------|------|------------|-----------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 02:30 PM | 46 | 23 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 36 | 0 | 95 | 8 | 0 | 20 | 0 | 28 | 192 |
| 02:45 PM | 61 | 29 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 34 | 0 | 77 | 8 | 0 | 33 | 0 | 41 | 208 |
| 03:00 PM | 54 | 35 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 28 | 1 | 50 | 22 | 0 | 94 | 0 | 116 | 255 |
| 03:15 PM | 63 | 28 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 35 | 0 | 57 | 31 | 0 | 76 | 0 | 107 | 255 |
| Total Volume | 224 | 115 | 0 | 0 | 339 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 133 | 1 | 279 | 69 | 0 | 223 | 0 | 292 | 910 |
| % App. Total | 66.1 | 33.9 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 47.7 | 0.4 | | 23.6 | 0 | 76.4 | 0 | | |
| PHF | .889 | .821 | .000 | .000 | .931 | .000 | .000 | .000 | .000 | .000 | .000 | .614 | .924 | .250 | .734 | .556 | .000 | .593 | .000 | .629 | .892 |



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

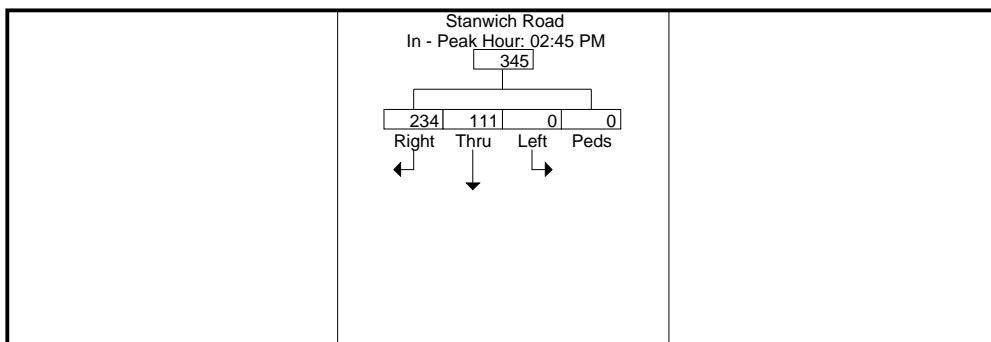
File Name : 24335
Site Code : 24335
Start Date : 3/29/2023
Page No : 3

| | Stanwich Road From North | | | | | From East | | | | | Stanwich Road From South | | | | | Fairfield Road From West | | | | | |
|--|-----------------------------|-------|------|------|------|------------|-------|------|------|------|-----------------------------|-------|------|------|------|-----------------------------|-------|------|------|------|------------|
| | Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |

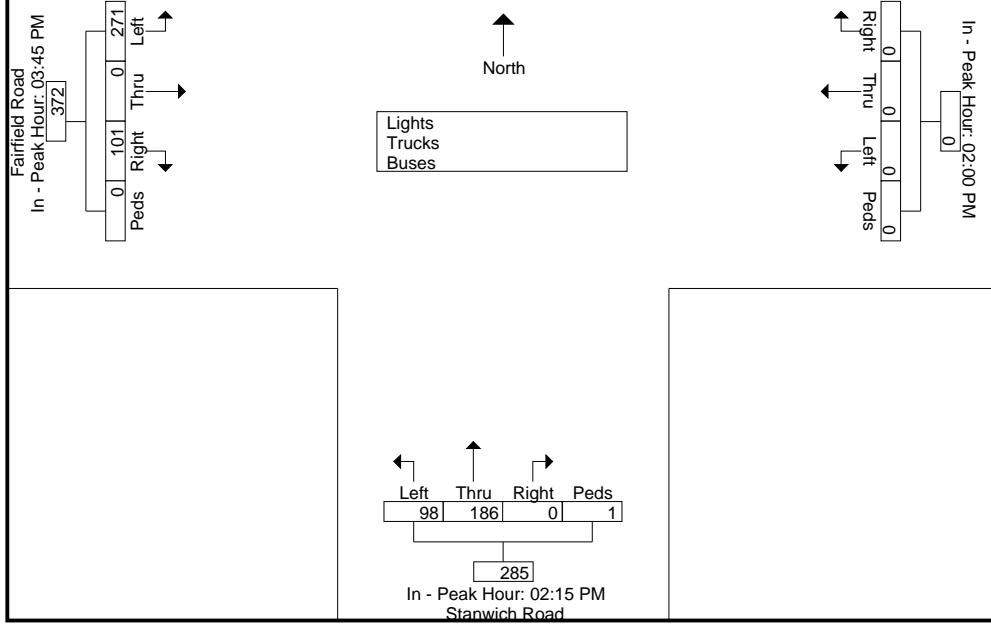
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | | 02:00 PM | | | | 02:15 PM | | | | 03:45 PM | | | | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|------|------|------|
| +0 mins. | 61 | 29 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 63 | 18 | 0 | 47 | 0 | 65 |
| +15 mins. | 54 | 35 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 59 | 36 | 0 | 95 | 34 | 0 | 96 | 0 | 130 |
| +30 mins. | 63 | 28 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 43 | 34 | 0 | 77 | 28 | 0 | 54 | 0 | 82 |
| +45 mins. | 56 | 19 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 21 | 28 | 1 | 50 | 21 | 0 | 74 | 0 | 95 |
| Total Volume | 234 | 111 | 0 | 0 | 345 | 0 | 0 | 0 | 0 | 0 | 186 | 98 | 1 | 285 | 101 | 0 | 271 | 0 | 372 |
| % App. Total | 67.8 | 32.2 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 65.3 | 34.4 | 0.4 | | 27.2 | 0 | 72.8 | 0 | |
| PHF | .929 | .793 | .000 | .000 | .948 | .000 | .000 | .000 | .000 | .000 | .738 | .681 | .250 | .750 | .743 | .000 | .706 | .000 | .715 |



Peak Hour Data



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

Stanwich Road at Indian Rock Road
 Greenwich, Connecticut

File Name : 24332
 Site Code : 24332
 Start Date : 3/29/2023
 Page No : 1

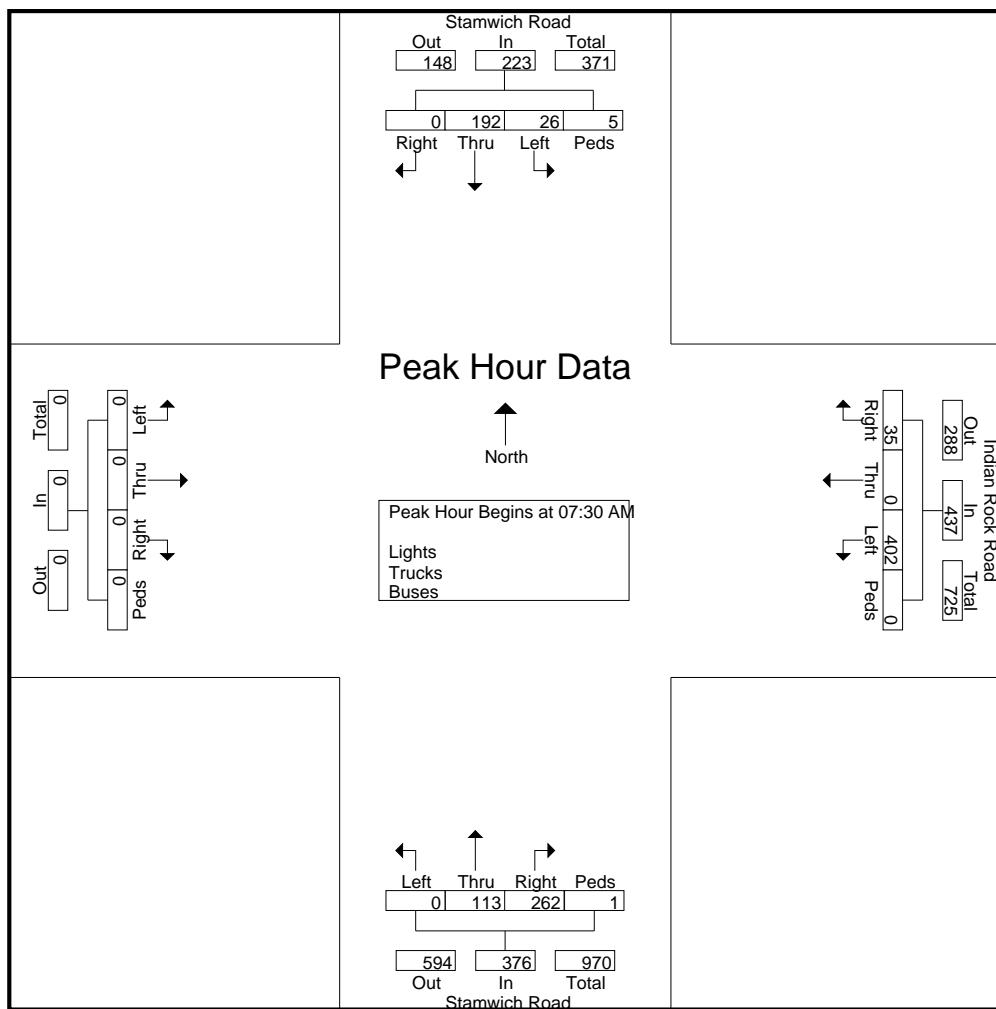
Groups Printed- Lights - Trucks - Buses

| Start Time | Stamwich Road From North | | | | | Indian Rock Road From East | | | | | Stamwich Road From South | | | | | From West | | | | | Int. Total |
|-------------|-----------------------------|------|------|------|------------|-------------------------------|------|------|------|------------|-----------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 17 | 2 | 5 | 24 | 2 | 0 | 26 | 0 | 28 | 16 | 9 | 0 | 0 | 25 | 0 | 0 | 0 | 2 | 2 | 79 |
| 07:15 AM | 0 | 21 | 2 | 1 | 24 | 0 | 0 | 44 | 0 | 44 | 20 | 8 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 96 |
| 07:30 AM | 0 | 35 | 3 | 4 | 42 | 8 | 0 | 94 | 0 | 102 | 55 | 15 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 214 |
| 07:45 AM | 0 | 65 | 17 | 1 | 83 | 12 | 0 | 106 | 0 | 118 | 73 | 26 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 300 |
| Total | 0 | 138 | 24 | 11 | 173 | 22 | 0 | 270 | 0 | 292 | 164 | 58 | 0 | 0 | 222 | 0 | 0 | 0 | 2 | 2 | 689 |
| 08:00 AM | 0 | 54 | 4 | 0 | 58 | 12 | 0 | 99 | 0 | 111 | 53 | 31 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 253 |
| 08:15 AM | 0 | 38 | 2 | 0 | 40 | 3 | 0 | 103 | 0 | 106 | 81 | 41 | 0 | 1 | 123 | 0 | 0 | 0 | 0 | 0 | 269 |
| 08:30 AM | 0 | 23 | 2 | 0 | 25 | 0 | 0 | 30 | 0 | 30 | 42 | 25 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 122 |
| 08:45 AM | 0 | 23 | 1 | 2 | 26 | 0 | 0 | 47 | 0 | 47 | 41 | 15 | 0 | 0 | 56 | 0 | 0 | 0 | 1 | 1 | 130 |
| Total | 0 | 138 | 9 | 2 | 149 | 15 | 0 | 279 | 0 | 294 | 217 | 112 | 0 | 1 | 330 | 0 | 0 | 0 | 1 | 1 | 774 |
| Grand Total | 0 | 276 | 33 | 13 | 322 | 37 | 0 | 549 | 0 | 586 | 381 | 170 | 0 | 1 | 552 | 0 | 0 | 0 | 3 | 3 | 1463 |
| Apprch % | 0 | 85.7 | 10.2 | 4 | | 6.3 | 0 | 93.7 | 0 | | 69 | 30.8 | 0 | 0.2 | | 0 | 0 | 0 | 100 | | |
| Total % | 0 | 18.9 | 2.3 | 0.9 | 22 | 2.5 | 0 | 37.5 | 0 | 40.1 | 26 | 11.6 | 0 | 0.1 | 37.7 | 0 | 0 | 0 | 0.2 | 0.2 | |
| Lights | 0 | 267 | 32 | 13 | 312 | 36 | 0 | 538 | 0 | 574 | 369 | 159 | 0 | 1 | 529 | 0 | 0 | 0 | 3 | 3 | 1418 |
| % Lights | 0 | 96.7 | 97 | 100 | 96.9 | 97.3 | 0 | 98 | 0 | 98 | 96.9 | 93.5 | 0 | 100 | 95.8 | 0 | 0 | 0 | 100 | 100 | 96.9 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 13 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.1 | 0 | 1 | 0.5 | 2.9 | 0 | 0 | 1.3 | 0 | 0 | 0 | 0 | 0 | 0.9 |
| Buses | 0 | 9 | 1 | 0 | 10 | 1 | 0 | 5 | 0 | 6 | 10 | 6 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 32 |
| % Buses | 0 | 3.3 | 3 | 0 | 3.1 | 2.7 | 0 | 0.9 | 0 | 1 | 2.6 | 3.5 | 0 | 0 | 2.9 | 0 | 0 | 0 | 0 | 0 | 2.2 |

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

File Name : 24332
Site Code : 24332
Start Date : 3/29/2023
Page No : 2

| Start Time | Stamwich Road From North | | | | | Indian Rock Road From East | | | | | Stamwich Road From South | | | | | From West | | | | | |
|---|--------------------------|------|------|------|------------|----------------------------|------|------|------|------------|--------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 35 | 3 | 4 | 42 | 8 | 0 | 94 | 0 | 102 | 55 | 15 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 214 |
| 07:45 AM | 0 | 65 | 17 | 1 | 83 | 12 | 0 | 106 | 0 | 118 | 73 | 26 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 300 |
| 08:00 AM | 0 | 54 | 4 | 0 | 58 | 12 | 0 | 99 | 0 | 111 | 53 | 31 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 253 |
| 08:15 AM | 0 | 38 | 2 | 0 | 40 | 3 | 0 | 103 | 0 | 106 | 81 | 41 | 0 | 1 | 123 | 0 | 0 | 0 | 0 | 0 | 269 |
| Total Volume | 0 | 192 | 26 | 5 | 223 | 35 | 0 | 402 | 0 | 437 | 262 | 113 | 0 | 1 | 376 | 0 | 0 | 0 | 0 | 0 | 1036 |
| % App. Total | 0 | 86.1 | 11.7 | 2.2 | | 8 | 0 | 92 | 0 | | 69.7 | 30.1 | 0 | 0.3 | | 0 | 0 | 0 | 0 | 0 | |
| PHF | .000 | .738 | .382 | .313 | .672 | .729 | .000 | .948 | .000 | .926 | .809 | .689 | .000 | .250 | .764 | .000 | .000 | .000 | .000 | .000 | .863 |



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

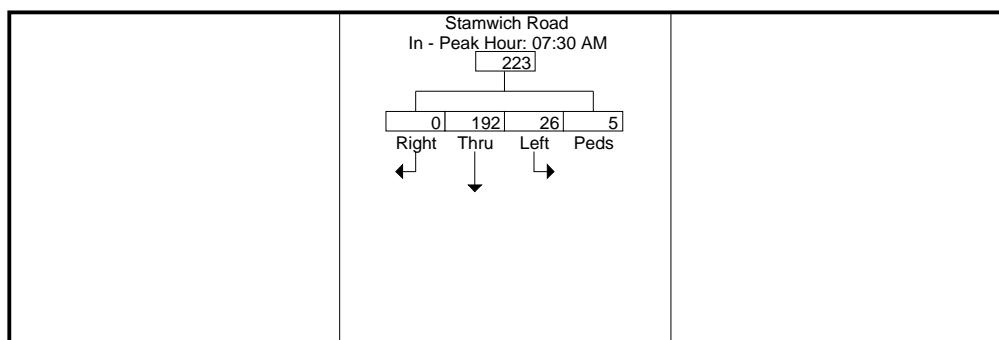
File Name : 24332
Site Code : 24332
Start Date : 3/29/2023
Page No : 3

| | Stamwich Road From North | | | | | Indian Rock Road From East | | | | | Stamwich Road From South | | | | | From West | | | | | |
|--|-----------------------------|-------|------|------|------|-------------------------------|-------|------|------|------|-----------------------------|-------|------|------|------|------------|-------|------|------|------|------------|
| | Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |

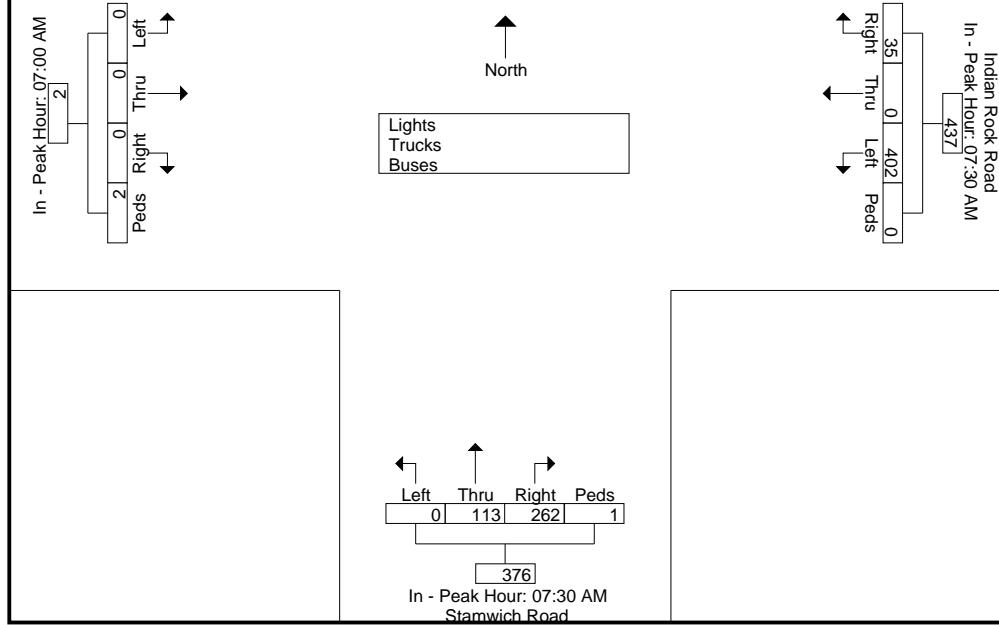
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | | 07:30 AM | | | | | 07:30 AM | | | | | 07:00 AM | | | | | |
|--------------|----------|------|------|------|------------|----------|------|------|------|------------|----------|------|------|------|------------|----------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| +0 mins. | 0 | 35 | 3 | 4 | 42 | 8 | 0 | 94 | 0 | 102 | 55 | 15 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 2 | 2 |
| +15 mins. | 0 | 65 | 17 | 1 | 83 | 12 | 0 | 106 | 0 | 118 | 73 | 26 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 54 | 4 | 0 | 58 | 12 | 0 | 99 | 0 | 111 | 53 | 31 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 38 | 2 | 0 | 40 | 3 | 0 | 103 | 0 | 106 | 81 | 41 | 0 | 1 | 123 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 192 | 26 | 5 | 223 | 35 | 0 | 402 | 0 | 437 | 262 | 113 | 0 | 1 | 376 | 0 | 0 | 0 | 2 | 2 | 2 |
| % App. Total | 0 | 86.1 | 11.7 | 2.2 | | 8 | 0 | 92 | 0 | | 69.7 | 30.1 | 0 | 0.3 | | 0 | 0 | 0 | 100 | | |
| PHF | .000 | .738 | .382 | .313 | .672 | .729 | .000 | .948 | .000 | .926 | .809 | .689 | .000 | .250 | .764 | .000 | .000 | .000 | .250 | .250 | .250 |



Peak Hour Data



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

Stanwich Road at Indian Rock Road
Greenwich, Connecticut

File Name : 24333
Site Code : 24333
Start Date : 3/29/2023
Page No : 1

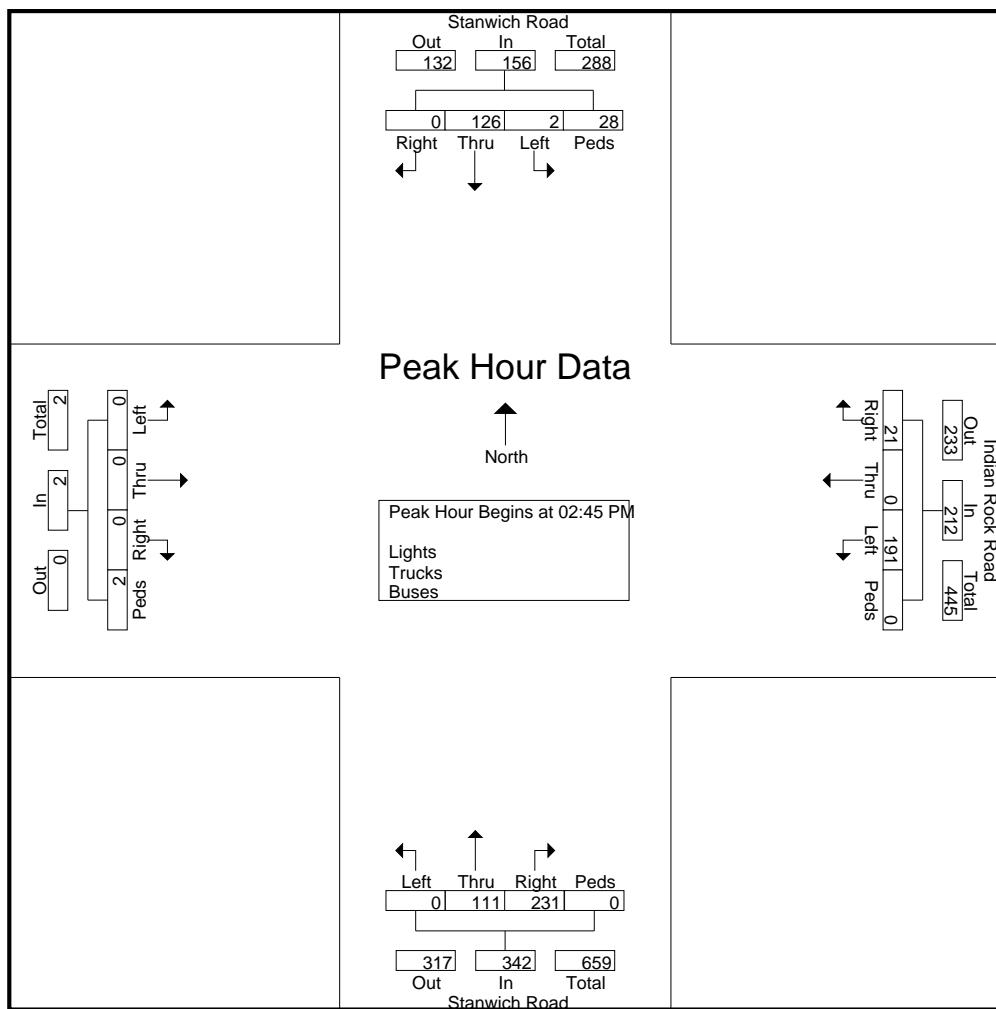
Groups Printed- Lights - Trucks - Buses

| Start Time | Stanwich Road From North | | | | | Indian Rock Road From East | | | | | Stanwich Road From South | | | | | From West | | | | | Int. Total |
|-------------|-----------------------------|------|------|------|------------|-------------------------------|------|------|------|------------|-----------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 02:00 PM | 0 | 12 | 0 | 1 | 13 | 1 | 0 | 25 | 0 | 26 | 14 | 37 | 0 | 1 | 52 | 0 | 0 | 0 | 1 | 1 | 92 |
| 02:15 PM | 0 | 33 | 3 | 2 | 38 | 2 | 0 | 37 | 1 | 40 | 28 | 37 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 143 |
| 02:30 PM | 0 | 21 | 2 | 2 | 25 | 3 | 0 | 36 | 0 | 39 | 15 | 24 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 103 |
| 02:45 PM | 0 | 17 | 0 | 12 | 29 | 10 | 0 | 71 | 0 | 81 | 46 | 31 | 0 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 187 |
| Total | 0 | 83 | 5 | 17 | 105 | 16 | 0 | 169 | 1 | 186 | 103 | 129 | 0 | 1 | 233 | 0 | 0 | 0 | 1 | 1 | 525 |
| 03:00 PM | 0 | 37 | 1 | 4 | 42 | 5 | 0 | 46 | 0 | 51 | 77 | 34 | 0 | 0 | 111 | 0 | 0 | 0 | 1 | 1 | 205 |
| 03:15 PM | 0 | 43 | 1 | 9 | 53 | 3 | 0 | 39 | 0 | 42 | 66 | 26 | 0 | 0 | 92 | 0 | 0 | 0 | 1 | 1 | 188 |
| 03:30 PM | 0 | 29 | 0 | 3 | 32 | 3 | 0 | 35 | 0 | 38 | 42 | 20 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 132 |
| 03:45 PM | 0 | 35 | 1 | 0 | 36 | 2 | 0 | 42 | 1 | 45 | 49 | 18 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 148 |
| Total | 0 | 144 | 3 | 16 | 163 | 13 | 0 | 162 | 1 | 176 | 234 | 98 | 0 | 0 | 332 | 0 | 0 | 0 | 2 | 2 | 673 |
| 04:00 PM | 0 | 30 | 2 | 1 | 33 | 1 | 0 | 32 | 0 | 33 | 61 | 31 | 0 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 158 |
| 04:15 PM | 0 | 20 | 0 | 0 | 20 | 1 | 0 | 18 | 0 | 19 | 53 | 21 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 113 |
| 04:30 PM | 0 | 27 | 0 | 1 | 28 | 1 | 0 | 35 | 0 | 36 | 66 | 28 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 158 |
| 04:45 PM | 0 | 23 | 0 | 3 | 26 | 0 | 0 | 32 | 1 | 33 | 50 | 20 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 129 |
| Total | 0 | 100 | 2 | 5 | 107 | 3 | 0 | 117 | 1 | 121 | 230 | 100 | 0 | 0 | 330 | 0 | 0 | 0 | 0 | 0 | 558 |
| 05:00 PM | 0 | 15 | 0 | 2 | 17 | 2 | 0 | 30 | 0 | 32 | 76 | 24 | 0 | 0 | 100 | 0 | 0 | 0 | 2 | 2 | 151 |
| 05:15 PM | 0 | 32 | 1 | 11 | 44 | 1 | 0 | 32 | 3 | 36 | 78 | 27 | 0 | 0 | 105 | 0 | 0 | 0 | 3 | 3 | 188 |
| 05:30 PM | 0 | 11 | 0 | 2 | 13 | 0 | 0 | 21 | 0 | 21 | 35 | 26 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 95 |
| 05:45 PM | 0 | 39 | 1 | 1 | 41 | 2 | 0 | 28 | 0 | 30 | 50 | 21 | 0 | 0 | 71 | 0 | 0 | 0 | 1 | 1 | 143 |
| Total | 0 | 97 | 2 | 16 | 115 | 5 | 0 | 111 | 3 | 119 | 239 | 98 | 0 | 0 | 337 | 0 | 0 | 0 | 6 | 6 | 577 |
| Grand Total | 0 | 424 | 12 | 54 | 490 | 37 | 0 | 559 | 6 | 602 | 806 | 425 | 0 | 1 | 1232 | 0 | 0 | 0 | 9 | 9 | 2333 |
| Apprch % | 0 | 86.5 | 2.4 | 11 | | 6.1 | 0 | 92.9 | 1 | | 65.4 | 34.5 | 0 | 0.1 | | 0 | 0 | 0 | 100 | | |
| Total % | 0 | 18.2 | 0.5 | 2.3 | 21 | 1.6 | 0 | 24 | 0.3 | 25.8 | 34.5 | 18.2 | 0 | 0 | 52.8 | 0 | 0 | 0 | 0.4 | 0.4 | |
| Lights | 0 | 415 | 12 | 35 | 462 | 35 | 0 | 549 | 2 | 586 | 791 | 413 | 0 | 1 | 1205 | 0 | 0 | 0 | 3 | 3 | 2256 |
| % Lights | 0 | 97.9 | 100 | 64.8 | 94.3 | 94.6 | 0 | 98.2 | 33.3 | 97.3 | 98.1 | 97.2 | 0 | 100 | 97.8 | 0 | 0 | 0 | 33.3 | 33.3 | 96.7 |
| Trucks | 0 | 1 | 0 | 19 | 20 | 1 | 0 | 1 | 4 | 6 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 6 | 36 |
| % Trucks | 0 | 0.2 | 0 | 35.2 | 4.1 | 2.7 | 0 | 0.2 | 66.7 | 1 | 0.2 | 0.5 | 0 | 0 | 0.3 | 0 | 0 | 0 | 66.7 | 66.7 | 1.5 |
| Buses | 0 | 8 | 0 | 0 | 8 | 1 | 0 | 9 | 0 | 10 | 13 | 10 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 41 |
| % Buses | 0 | 1.9 | 0 | 0 | 1.6 | 2.7 | 0 | 1.6 | 0 | 1.7 | 1.6 | 2.4 | 0 | 0 | 1.9 | 0 | 0 | 0 | 0 | 0 | 1.8 |

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

File Name : 24333
Site Code : 24333
Start Date : 3/29/2023
Page No : 2

| Start Time | Stanwich Road From North | | | | | Indian Rock Road From East | | | | | Stanwich Road From South | | | | | From West | | | | | |
|---|--------------------------|------|------|------|------------|----------------------------|------|------|------|------------|--------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 02:45 PM | 0 | 17 | 0 | 12 | 29 | 10 | 0 | 71 | 0 | 81 | 46 | 31 | 0 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 187 |
| 03:00 PM | 0 | 37 | 1 | 4 | 42 | 5 | 0 | 46 | 0 | 51 | 77 | 34 | 0 | 0 | 111 | 0 | 0 | 0 | 1 | 1 | 205 |
| 03:15 PM | 0 | 43 | 1 | 9 | 53 | 3 | 0 | 39 | 0 | 42 | 66 | 26 | 0 | 0 | 92 | 0 | 0 | 0 | 1 | 1 | 188 |
| 03:30 PM | 0 | 29 | 0 | 3 | 32 | 3 | 0 | 35 | 0 | 38 | 42 | 20 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 132 |
| Total Volume | 0 | 126 | 2 | 28 | 156 | 21 | 0 | 191 | 0 | 212 | 231 | 111 | 0 | 0 | 342 | 0 | 0 | 0 | 2 | 2 | 712 |
| % App. Total | 0 | 80.8 | 1.3 | 17.9 | | 9.9 | 0 | 90.1 | 0 | | 67.5 | 32.5 | 0 | 0 | | 0 | 0 | 0 | 100 | | |
| PHF | .000 | .733 | .500 | .583 | .736 | .525 | .000 | .673 | .000 | .654 | .750 | .816 | .000 | .000 | .770 | .000 | .000 | .000 | .500 | .500 | .868 |



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

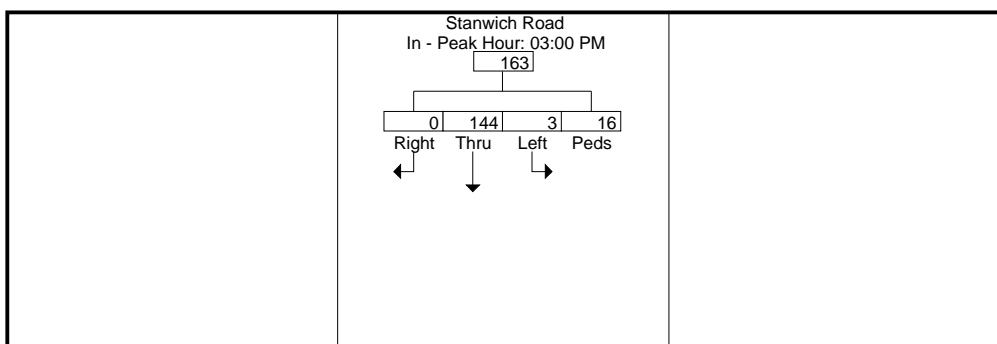
File Name : 24333
Site Code : 24333
Start Date : 3/29/2023
Page No : 3

| | Stanwich Road From North | | | | | Indian Rock Road From East | | | | | Stanwich Road From South | | | | | From West | | | | | |
|--|-----------------------------|-------|------|------|------|-------------------------------|-------|------|------|------|-----------------------------|-------|------|------|------|------------|-------|------|------|------|------------|
| | Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |

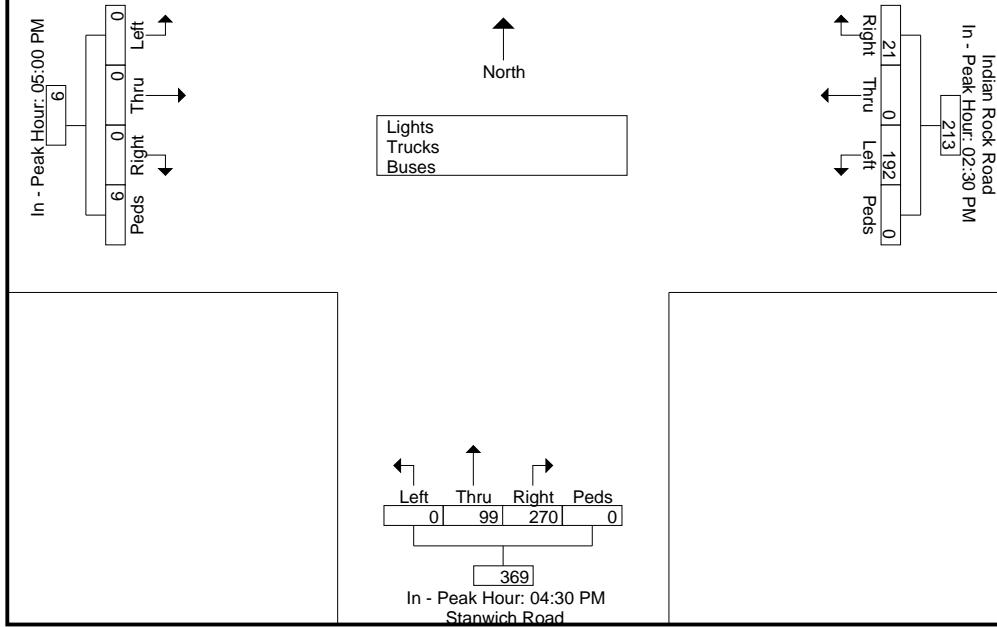
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | | | 02:30 PM | | | | | 04:30 PM | | | | | 05:00 PM | | | | |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins. | 0 | 37 | 1 | 4 | 42 | 3 | 0 | 36 | 0 | 39 | 66 | 28 | 0 | 0 | 94 | 0 | 0 | 0 | 2 | 2 |
| +15 mins. | 0 | 43 | 1 | 9 | 53 | 10 | 0 | 71 | 0 | 81 | 50 | 20 | 0 | 0 | 70 | 0 | 0 | 0 | 3 | 3 |
| +30 mins. | 0 | 29 | 0 | 3 | 32 | 5 | 0 | 46 | 0 | 51 | 76 | 24 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 35 | 1 | 0 | 36 | 3 | 0 | 39 | 0 | 42 | 78 | 27 | 0 | 0 | 105 | 0 | 0 | 0 | 1 | 1 |
| Total Volume | 0 | 144 | 3 | 16 | 163 | 21 | 0 | 192 | 0 | 213 | 270 | 99 | 0 | 0 | 369 | 0 | 0 | 0 | 6 | 6 |
| % App. Total | 0 | 88.3 | 1.8 | 9.8 | | 9.9 | 0 | 90.1 | 0 | | 73.2 | 26.8 | 0 | 0 | | 0 | 0 | 0 | 100 | |
| PHF | .000 | .837 | .750 | .444 | .769 | .525 | .000 | .676 | .000 | .657 | .865 | .884 | .000 | .000 | .879 | .000 | .000 | .000 | .500 | .500 |



Peak Hour Data



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

Stanwich Road at Orchard Street
Greenwich, Connecticut

File Name : 24322
Site Code : 24322
Start Date : 3/29/2023
Page No : 1

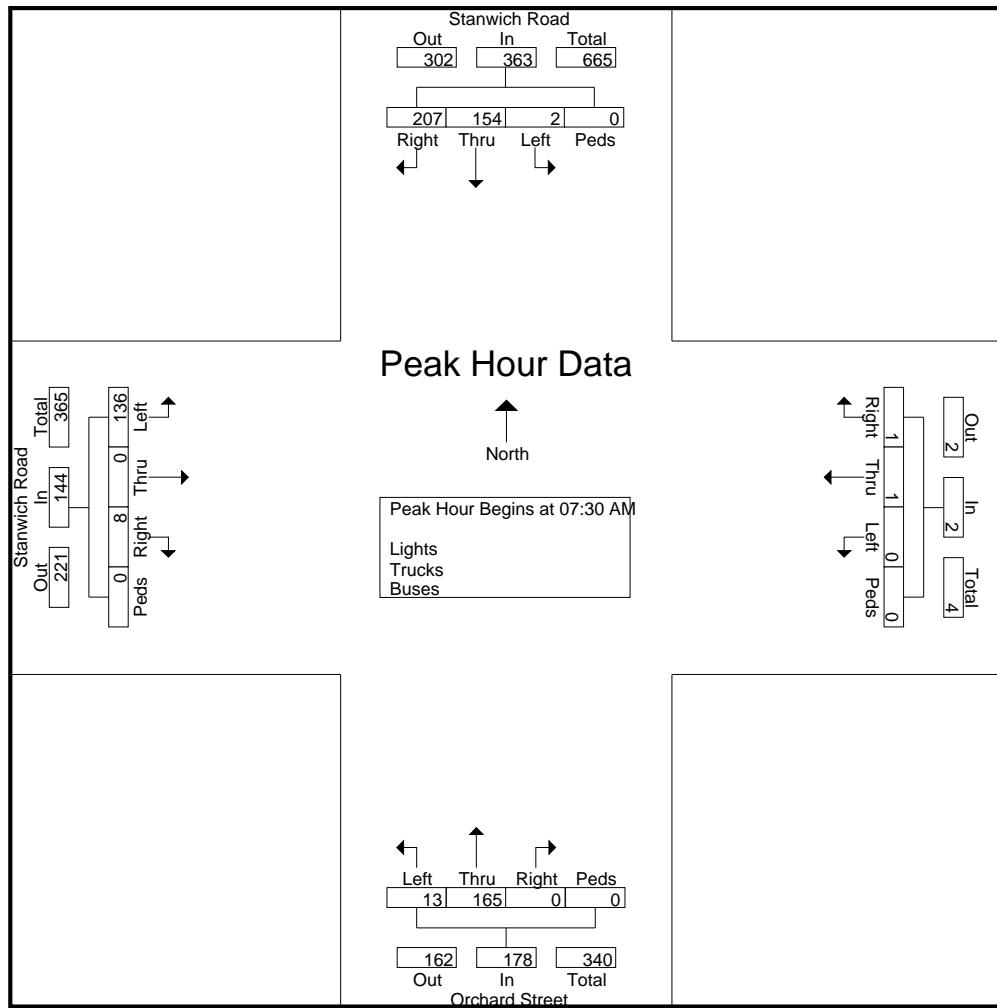
Groups Printed- Lights - Trucks - Buses

| | Stanwich Road From North | | | | | From East | | | | | Orchard Street From South | | | | | Stanwich Road From West | | | | | |
|-------------|-----------------------------|------|------|------|------------|-----------|------|------|------|------------|------------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 19 | 13 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 10 | 0 | 10 | 59 |
| 07:15 AM | 24 | 16 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 0 | 22 | 0 | 0 | 11 | 0 | 11 | 73 |
| 07:30 AM | 48 | 36 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 13 | 1 | 0 | 23 | 0 | 24 | 121 |
| 07:45 AM | 81 | 49 | 0 | 0 | 130 | 1 | 1 | 0 | 0 | 2 | 0 | 30 | 3 | 0 | 33 | 5 | 0 | 38 | 0 | 43 | 208 |
| Total | 172 | 114 | 0 | 0 | 286 | 1 | 1 | 0 | 0 | 2 | 0 | 80 | 5 | 0 | 85 | 6 | 0 | 82 | 0 | 88 | 461 |
| | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 36 | 30 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 6 | 0 | 68 | 1 | 0 | 36 | 0 | 37 | 171 |
| 08:15 AM | 42 | 39 | 2 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 3 | 0 | 64 | 1 | 0 | 39 | 0 | 40 | 187 |
| 08:30 AM | 16 | 32 | 1 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 26 | 0 | 26 | 104 |
| 08:45 AM | 29 | 39 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 17 | 0 | 17 | 90 |
| Total | 123 | 140 | 3 | 0 | 266 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 9 | 0 | 166 | 2 | 0 | 118 | 0 | 120 | 552 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 295 | 254 | 3 | 0 | 552 | 1 | 1 | 0 | 0 | 2 | 0 | 237 | 14 | 0 | 251 | 8 | 0 | 200 | 0 | 208 | 1013 |
| Apprch % | 53.4 | 46 | 0.5 | 0 | | 50 | 50 | 0 | 0 | | 0 | 94.4 | 5.6 | 0 | | 3.8 | 0 | 96.2 | 0 | | |
| Total % | 29.1 | 25.1 | 0.3 | 0 | 54.5 | 0.1 | 0.1 | 0 | 0 | 0.2 | 0 | 23.4 | 1.4 | 0 | 24.8 | 0.8 | 0 | 19.7 | 0 | 20.5 | |
| Lights | 287 | 242 | 3 | 0 | 532 | 1 | 1 | 0 | 0 | 2 | 0 | 220 | 13 | 0 | 233 | 8 | 0 | 187 | 0 | 195 | 962 |
| % Lights | 97.3 | 95.3 | 100 | 0 | 96.4 | 100 | 100 | 0 | 0 | 100 | 0 | 92.8 | 92.9 | 0 | 92.8 | 100 | 0 | 93.5 | 0 | 93.8 | 95 |
| Trucks | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 6 | 0 | 6 | 31 |
| % Trucks | 0 | 3.9 | 0 | 0 | 1.8 | 0 | 0 | 0 | 0 | 0 | 0 | 6.3 | 0 | 0 | 6 | 0 | 0 | 3 | 0 | 2.9 | 3.1 |
| Buses | 8 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 7 | 0 | 7 | 20 |
| % Buses | 2.7 | 0.8 | 0 | 0 | 1.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0.8 | 7.1 | 0 | 1.2 | 0 | 0 | 3.5 | 0 | 3.4 | 2 |

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

File Name : 24322
Site Code : 24322
Start Date : 3/29/2023
Page No : 2

| Start Time | Stanwich Road From North | | | | | From East | | | | | Orchard Street From South | | | | | Stanwich Road From West | | | | | |
|---|--------------------------|------|------|------|------------|-----------|------|------|------|------------|---------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 48 | 36 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 13 | 1 | 0 | 23 | 0 | 24 | 121 |
| 07:45 AM | 81 | 49 | 0 | 0 | 130 | 1 | 1 | 0 | 0 | 2 | 0 | 30 | 3 | 0 | 33 | 5 | 0 | 38 | 0 | 43 | 208 |
| 08:00 AM | 36 | 30 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 6 | 0 | 68 | 1 | 0 | 36 | 0 | 37 | 171 |
| 08:15 AM | 42 | 39 | 2 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 3 | 0 | 64 | 1 | 0 | 39 | 0 | 40 | 187 |
| Total Volume | 207 | 154 | 2 | 0 | 363 | 1 | 1 | 0 | 0 | 2 | 0 | 165 | 13 | 0 | 178 | 8 | 0 | 136 | 0 | 144 | 687 |
| % App. Total | 57 | 42.4 | 0.6 | 0 | | 50 | 50 | 0 | 0 | | 0 | 92.7 | 7.3 | 0 | | 5.6 | 0 | 94.4 | 0 | | |
| PHF | .639 | .786 | .250 | .000 | .698 | .250 | .250 | .000 | .000 | .250 | .000 | .665 | .542 | .000 | .654 | .400 | .000 | .872 | .000 | .837 | .826 |



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Kensington, Connecticut 06037
(860) 828-1693

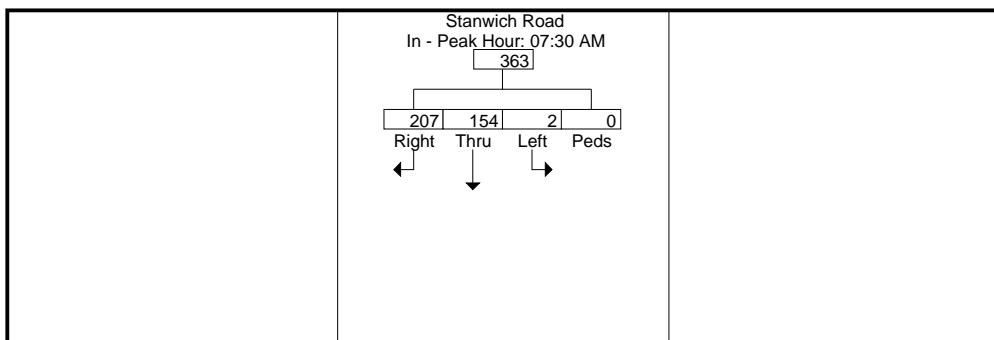
File Name : 24322
Site Code : 24322
Start Date : 3/29/2023
Page No : 3

| | Stanwich Road From North | | | | | From East | | | | | Orchard Street From South | | | | | Stanwich Road From West | | | | | |
|--|-----------------------------|-------|------|------|------|------------|-------|------|------|------|------------------------------|-------|------|------|------|----------------------------|-------|------|------|------|------------|
| | Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |

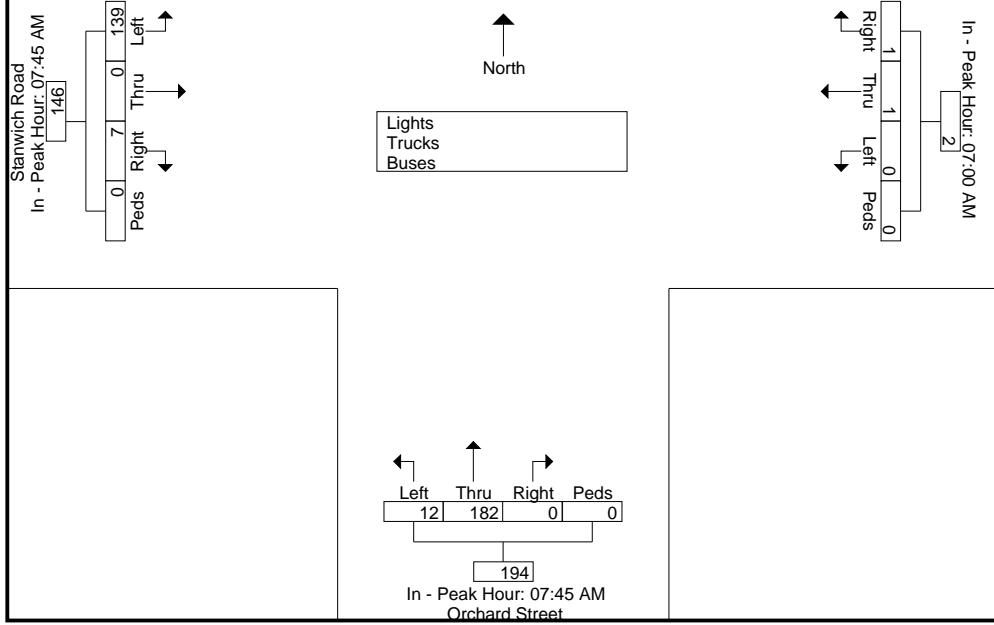
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:00 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|------------|
| | Right | Thru | Left | Peds | App. Total |
| +0 mins. | 48 | 36 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 30 | 3 | 0 | 33 | 5 | 0 | 38 | 0 | 43 | | |
| +15 mins. | 81 | 49 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 62 | 6 | 0 | 68 | 1 | 0 | 36 | 0 | 37 | | |
| +30 mins. | 36 | 30 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 61 | 3 | 0 | 64 | 1 | 0 | 39 | 0 | 40 | | |
| +45 mins. | 42 | 39 | 2 | 0 | 83 | 1 | 1 | 0 | 0 | 2 | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 26 | 0 | 26 | |
| Total Volume | 207 | 154 | 2 | 0 | 363 | 1 | 1 | 0 | 0 | 2 | 0 | 182 | 12 | 0 | 194 | 7 | 0 | 139 | 0 | 146 | |
| % App. Total | 57 | 42.4 | 0.6 | 0 | | 50 | 50 | 0 | 0 | | 0 | 93.8 | 6.2 | 0 | | 4.8 | 0 | 95.2 | 0 | | |
| PHF | .639 | .786 | .250 | .000 | .698 | .250 | .250 | .000 | .000 | .250 | .000 | .734 | .500 | .000 | .713 | .350 | .000 | .891 | .000 | .849 | |



Peak Hour Data



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

Stanwich Road at Orchard Street
Greenwich, Connecticut

File Name : 24323
Site Code : 24323
Start Date : 3/29/2023
Page No : 1

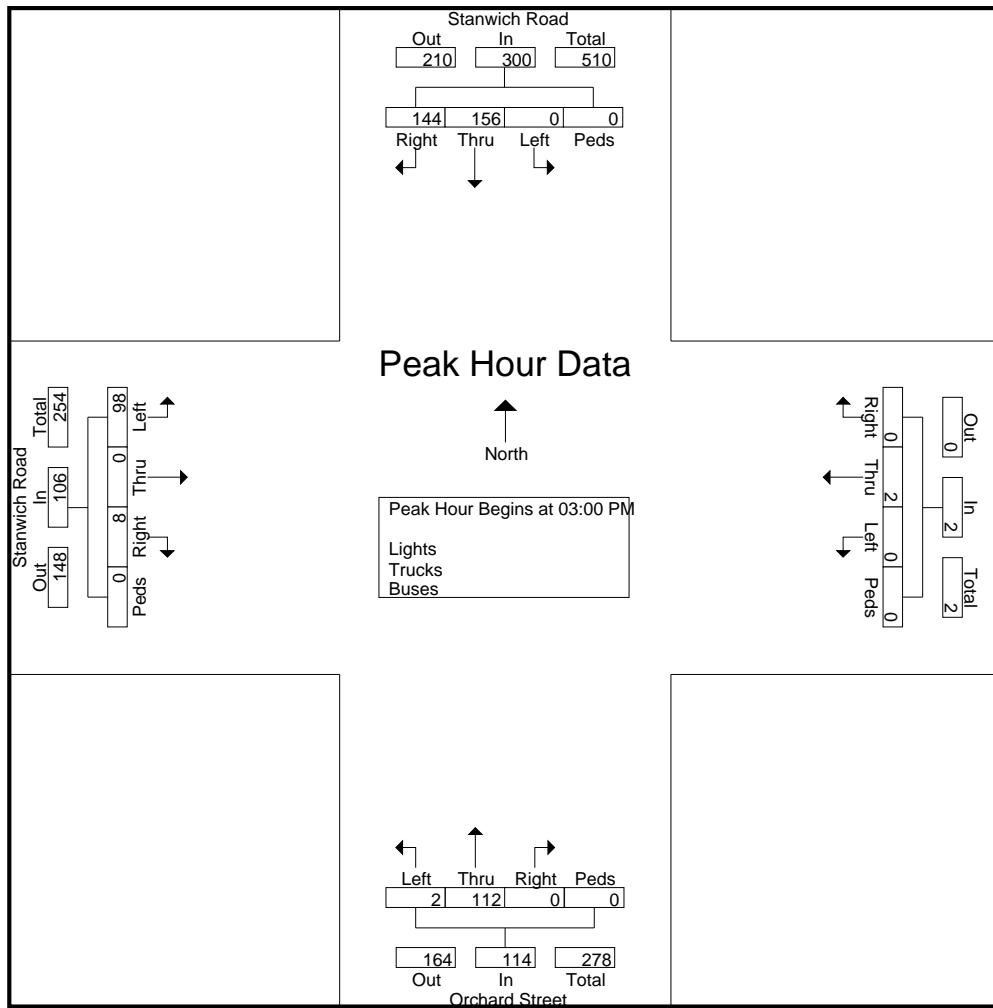
Groups Printed- Lights - Trucks - Buses

| Start Time | Stanwich Road From North | | | | | From East | | | | | Orchard Street From South | | | | | Stanwich Road From West | | | | | Int. Total |
|-------------|-----------------------------|------|------|------|------------|-----------|------|------|------|------------|------------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 02:00 PM | 15 | 25 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 2 | 0 | 35 | 0 | 37 | 101 |
| 02:15 PM | 22 | 27 | 0 | 0 | 49 | 0 | 0 | 0 | 1 | 1 | 0 | 20 | 3 | 0 | 23 | 3 | 0 | 28 | 0 | 31 | 104 |
| 02:30 PM | 24 | 31 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 20 | 4 | 0 | 29 | 0 | 33 | 108 |
| 02:45 PM | 15 | 28 | 0 | 0 | 43 | 0 | 0 | 1 | 1 | 2 | 0 | 24 | 2 | 0 | 26 | 4 | 0 | 38 | 0 | 42 | 113 |
| Total | 76 | 111 | 0 | 0 | 187 | 0 | 0 | 1 | 2 | 3 | 0 | 86 | 7 | 0 | 93 | 13 | 0 | 130 | 0 | 143 | 426 |
| 03:00 PM | 37 | 37 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 3 | 0 | 31 | 0 | 34 | 137 |
| 03:15 PM | 41 | 49 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 2 | 0 | 26 | 0 | 28 | 143 |
| 03:30 PM | 31 | 34 | 0 | 0 | 65 | 0 | 1 | 0 | 0 | 1 | 0 | 35 | 2 | 0 | 37 | 2 | 0 | 20 | 0 | 22 | 125 |
| 03:45 PM | 35 | 36 | 0 | 0 | 71 | 0 | 1 | 0 | 0 | 1 | 0 | 23 | 0 | 0 | 23 | 1 | 0 | 21 | 0 | 22 | 117 |
| Total | 144 | 156 | 0 | 0 | 300 | 0 | 2 | 0 | 0 | 2 | 0 | 112 | 2 | 0 | 114 | 8 | 0 | 98 | 0 | 106 | 522 |
| 04:00 PM | 28 | 30 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 1 | 0 | 30 | 0 | 31 | 110 |
| 04:15 PM | 20 | 22 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 2 | 0 | 23 | 0 | 25 | 88 |
| 04:30 PM | 24 | 27 | 0 | 0 | 51 | 0 | 1 | 0 | 0 | 1 | 0 | 17 | 0 | 0 | 17 | 1 | 0 | 30 | 0 | 31 | 100 |
| 04:45 PM | 20 | 38 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 4 | 0 | 38 | 2 | 0 | 18 | 0 | 20 | 116 |
| Total | 92 | 117 | 0 | 0 | 209 | 0 | 1 | 0 | 0 | 1 | 0 | 93 | 4 | 0 | 97 | 6 | 0 | 101 | 0 | 107 | 414 |
| 05:00 PM | 21 | 26 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 1 | 25 | 1 | 0 | 22 | 0 | 23 | 95 |
| 05:15 PM | 21 | 30 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 0 | 22 | 0 | 0 | 25 | 0 | 25 | 98 |
| 05:30 PM | 18 | 27 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 27 | 0 | 27 | 97 |
| 05:45 PM | 38 | 29 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 3 | 0 | 31 | 3 | 0 | 19 | 0 | 22 | 120 |
| Total | 98 | 112 | 0 | 0 | 210 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 5 | 1 | 103 | 4 | 0 | 93 | 0 | 97 | 410 |
| Grand Total | 410 | 496 | 0 | 0 | 906 | 0 | 3 | 1 | 2 | 6 | 0 | 388 | 18 | 1 | 407 | 31 | 0 | 422 | 0 | 453 | 1772 |
| Apprch % | 45.3 | 54.7 | 0 | 0 | | 0 | 50 | 16.7 | 33.3 | | 0 | 95.3 | 4.4 | 0.2 | | 6.8 | 0 | 93.2 | 0 | | |
| Total % | 23.1 | 28 | 0 | 0 | 51.1 | 0 | 0.2 | 0.1 | 0.1 | 0.3 | 0 | 21.9 | 1 | 0.1 | 23 | 1.7 | 0 | 23.8 | 0 | 25.6 | |
| Lights | 401 | 477 | 0 | 0 | 878 | 0 | 3 | 1 | 2 | 6 | 0 | 385 | 18 | 0 | 403 | 30 | 0 | 412 | 0 | 442 | 1729 |
| % Lights | 97.8 | 96.2 | 0 | 0 | 96.9 | 0 | 100 | 100 | 100 | 100 | 0 | 99.2 | 100 | 0 | 99 | 96.8 | 0 | 97.6 | 0 | 97.6 | 97.6 |
| Trucks | 1 | 13 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 2 | 18 |
| % Trucks | 0.2 | 2.6 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 0 | 100 | 0.5 | 3.2 | 0 | 0.2 | 0 | 0.4 | 1 |
| Buses | 8 | 6 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 9 | 0 | 9 | 25 |
| % Buses | 2 | 1.2 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 2.1 | 0 | 2 | 1.4 |

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

File Name : 24323
Site Code : 24323
Start Date : 3/29/2023
Page No : 2

| Start Time | Stanwich Road From North | | | | | From East | | | | | Orchard Street From South | | | | | Stanwich Road From West | | | | | |
|---|--------------------------|------|------|------|------------|-----------|------|------|------|------------|---------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 37 | 37 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 3 | 0 | 31 | 0 | 34 | 137 |
| 03:15 PM | 41 | 49 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 2 | 0 | 26 | 0 | 28 | 143 |
| 03:30 PM | 31 | 34 | 0 | 0 | 65 | 0 | 1 | 0 | 0 | 1 | 0 | 35 | 2 | 0 | 37 | 2 | 0 | 20 | 0 | 22 | 125 |
| 03:45 PM | 35 | 36 | 0 | 0 | 71 | 0 | 1 | 0 | 0 | 1 | 0 | 23 | 0 | 0 | 23 | 1 | 0 | 21 | 0 | 22 | 117 |
| Total Volume | 144 | 156 | 0 | 0 | 300 | 0 | 2 | 0 | 0 | 2 | 0 | 112 | 2 | 0 | 114 | 8 | 0 | 98 | 0 | 106 | 522 |
| % App. Total | 48 | 52 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 98.2 | 1.8 | 0 | | 7.5 | 0 | 92.5 | 0 | | |
| PHF | .878 | .796 | .000 | .000 | .833 | .000 | .500 | .000 | .000 | .500 | .000 | .800 | .250 | .000 | .770 | .667 | .000 | .790 | .000 | .779 | .913 |



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

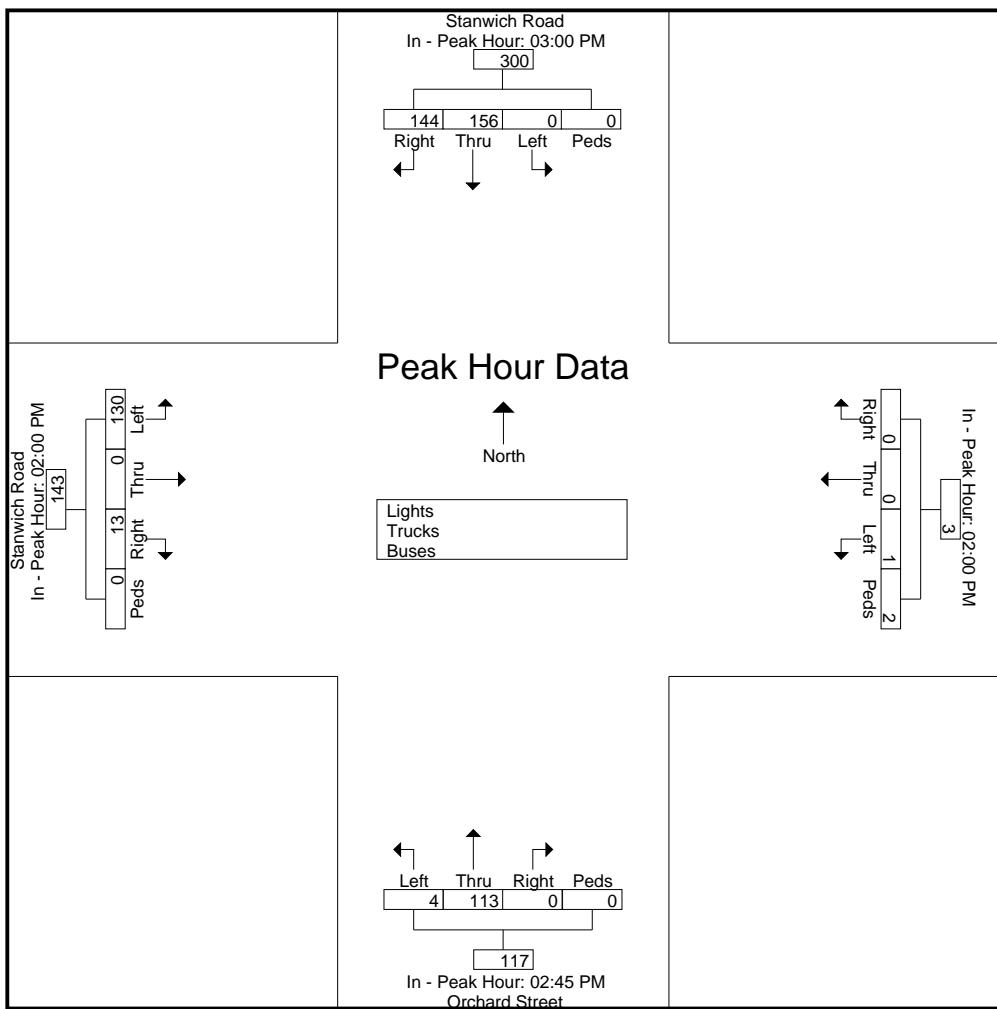
File Name : 24323
Site Code : 24323
Start Date : 3/29/2023
Page No : 3

| Start Time | Stanwich Road From North | | | | | From East | | | | | Orchard Street From South | | | | | Stanwich Road From West | | | | |
|------------|--------------------------|------|------|------|------------|-----------|------|------|------|------------|---------------------------|------|------|------|------------|-------------------------|------|------|------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total |

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

Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | | 02:00 PM | | | | 02:45 PM | | | | 02:00 PM | | | | | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|------|------|------|------|
| | Right | Thru | Left | Peds | | | | |
| +0 mins. | 37 | 37 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 24 | 2 | 0 | 26 | 2 | 0 | 35 | 0 | 37 | |
| +15 mins. | 41 | 49 | 0 | 0 | 90 | 0 | 0 | 0 | 1 | 1 | 0 | 29 | 0 | 0 | 29 | 3 | 0 | 28 | 0 | 31 |
| +30 mins. | 31 | 34 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 4 | 0 | 29 | 0 | 33 | |
| +45 mins. | 35 | 36 | 0 | 0 | 71 | 0 | 0 | 1 | 1 | 2 | 0 | 35 | 2 | 0 | 37 | 4 | 0 | 38 | 0 | 42 |
| Total Volume | 144 | 156 | 0 | 0 | 300 | 0 | 0 | 1 | 2 | 3 | 0 | 113 | 4 | 0 | 117 | 13 | 0 | 130 | 0 | 143 |
| % App. Total | 48 | 52 | 0 | 0 | | 0 | 0 | 33.3 | 66.7 | | 0 | 96.6 | 3.4 | 0 | | 9.1 | 0 | 90.9 | 0 | |
| PHF | .878 | .796 | .000 | .000 | .833 | .000 | .000 | .250 | .500 | .375 | .000 | .807 | .500 | .000 | .791 | .813 | .000 | .855 | .000 | .851 |



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

Indian Rock Ln between GCMS Drives
Greenwich, Connecticut

Site Code:
Station ID: 5826

Latitude: 0' 0.0000 Undefined

| Westbound | | | | | | | | | | | | | | | | | Pace Speed | Number in Pace |
|--------------|-----------|-----------|-----------|-----------|-----------|----------|------|------|------|------|------|------|------|------|------------|-------|------------|----------------|
| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | | | |
| 03/28/23 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 14:00 | 27 | 79 | 43 | 11 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 16-25 | 122 | |
| 15:00 | 3 | 18 | 42 | 71 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 21-30 | 113 | |
| 16:00 | 0 | 14 | 51 | 62 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 21-30 | 113 | |
| 17:00 | 1 | 11 | 22 | 67 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 21-30 | 89 | |
| 18:00 | 0 | 2 | 29 | 43 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 21-30 | 72 | |
| 19:00 | 0 | 2 | 13 | 15 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 21-30 | 28 | |
| 20:00 | 0 | 1 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 21-30 | 12 | |
| 21:00 | 0 | 0 | 7 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 21-30 | 14 | |
| 22:00 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19-28 | 3 | |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9-18 | 1 | |
| Total | 31 | 129 | 216 | 282 | 88 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 756 | | | |
| Percent | 4.1% | 17.1% | 28.6% | 37.3% | 11.6% | 1.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| AM Peak Vol. | | | | | | | | | | | | | | | | | | |
| PM Peak Vol. | 14:00 | 14:00 | 16:00 | 15:00 | 16:00 | 14:00 | | | | | | | | | 14:00 | | | |
| | 27 | 79 | 51 | 71 | 26 | 4 | | | | | | | | | 165 | | | |

Indian Rock Ln between GCMS Drives Greenwich, Connecticut

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

Site Code:
Station ID: 5826

Latitude: 0° 0.0000 Undefined

Westbound

| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
|--------------|-------------|-------------|--------------|--------------|-------------|------------|----------|------------|----------|----------|----------|----------|----------|-----------|------------|--------------|----------------|
| 03/29/23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 02:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14-23 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 04:00 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 21-30 | 4 |
| 05:00 | 0 | 1 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 21-30 | 8 |
| 06:00 | 0 | 2 | 19 | 22 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 21-30 | 41 |
| 07:00 | 43 | 98 | 94 | 61 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 298 | 16-25 | 192 |
| 08:00 | 5 | 39 | 117 | 103 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 274 | 21-30 | 220 |
| 09:00 | 4 | 4 | 35 | 42 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 21-30 | 77 |
| 10:00 | 7 | 33 | 36 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 16-25 | 69 |
| 11:00 | 2 | 12 | 43 | 43 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 21-30 | 86 |
| 12 PM | 2 | 8 | 37 | 61 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 21-30 | 98 |
| 13:00 | 3 | 12 | 50 | 37 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 21-30 | 87 |
| 14:00 | 23 | 48 | 36 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 16-25 | 84 |
| 15:00 | 2 | 14 | 49 | 75 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 21-30 | 124 |
| 16:00 | 0 | 5 | 45 | 61 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 21-30 | 106 |
| 17:00 | 2 | 8 | 34 | 40 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 21-30 | 74 |
| 18:00 | 0 | 4 | 25 | 53 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 21-30 | 78 |
| 19:00 | 2 | 10 | 16 | 35 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 21-30 | 51 |
| 20:00 | 0 | 2 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 21-30 | 12 |
| 21:00 | 0 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 21-30 | 8 |
| 22:00 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 26-35 | 4 |
| 23:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14-23 | 1 |
| Total | 95 | 301 | 655 | 680 | 130 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1868 | | |
| Percent | 5.1% | 16.1% | 35.1% | 36.4% | 7.0% | 0.3% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| AM Peak Vol. | 07:00 43 | 07:00 98 | 08:00 117 | 08:00 103 | 08:00 10 | | | 06:00 1 | | | | | | | | 07:00 298 | |
| PM Peak Vol. | 14:00 23 | 14:00 48 | 13:00 50 | 15:00 75 | 15:00 19 | 17:00 2 | | | | | | | | | | 15:00 160 | |

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

Indian Rock Ln between GCMS Drives
Greenwich, Connecticut

Site Code:
Station ID: 5826

Latitude: 0' 0.0000 Undefined

Westbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|------------|-----------|-----------|-----------|-----------|-----------|----------|------|------|------|------|------|------|------|------|------------|------------|----------------|
| 03/30/23 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 29-38 | 2 |
| 01:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14-23 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 04:00 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 19-28 | 2 |
| 05:00 | 0 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 21-30 | 8 |
| 06:00 | 0 | 1 | 19 | 17 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 21-30 | 36 |
| 07:00 | 31 | 87 | 97 | 51 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 274 | 16-25 | 184 |
| 08:00 | 18 | 38 | 84 | 95 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 243 | 21-30 | 179 |
| 09:00 | 4 | 9 | 31 | 44 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 21-30 | 75 |
| 10:00 | 1 | 5 | 27 | 47 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 21-30 | 74 |
| 11:00 | 2 | 5 | 40 | 40 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 21-30 | 80 |
| 12 PM | 0 | 9 | 36 | 62 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 21-30 | 98 |
| 13:00 | 2 | 18 | 42 | 48 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 21-30 | 90 |
| 14:00 | 32 | 48 | 61 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 16-25 | 109 |
| 15:00 | 6 | 17 | 43 | 59 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 21-30 | 102 |
| 16:00 | 7 | 22 | 46 | 61 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 21-30 | 107 |
| 17:00 | 4 | 31 | 29 | 57 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 21-30 | 86 |
| 18:00 | 4 | 5 | 28 | 48 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 21-30 | 76 |
| 19:00 | 17 | 20 | 20 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 16-25 | 40 |
| 20:00 | 2 | 11 | 5 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 21-30 | 17 |
| 21:00 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 21-30 | 7 |
| 22:00 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 19-28 | 3 |
| 23:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 24-33 | 2 |
| Total | 131 | 327 | 618 | 693 | 144 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1923 | | |
| Percent | 6.8% | 17.0% | 32.1% | 36.0% | 7.5% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak | 07:00 | 07:00 | 07:00 | 08:00 | 11:00 | 11:00 | | | | | | | | | 07:00 | | |
| Vol. | 31 | 87 | 97 | 95 | 12 | 2 | | | | | | | | | 274 | | |
| PM Peak | 14:00 | 14:00 | 14:00 | 12:00 | 17:00 | 16:00 | | | | | | | | | 14:00 | | |
| Vol. | 32 | 48 | 61 | 62 | 19 | 2 | | | | | | | | | 165 | | |

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

Indian Rock Ln between GCMS Drives
Greenwich, Connecticut

Site Code:
Station ID: 5826

Latitude: 0' 0.0000 Undefined

| Westbound | Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|-----------|------------|-----------|------------|------------|-----------|-----------|----------|----------|------|------|------|------|------|------|------|------------|------------|----------------|
| 03/31/23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| | 01:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9-18 | 1 |
| | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| | 03:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19-28 | 1 |
| | 04:00 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 20-29 | 3 |
| | 05:00 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 21-30 | 9 |
| | 06:00 | 1 | 1 | 12 | 35 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 21-30 | 47 |
| | 07:00 | 47 | 121 | 94 | 49 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 314 | 16-25 | 215 |
| | 08:00 | 11 | 46 | 134 | 82 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 21-30 | 216 |
| | 09:00 | 3 | 12 | 36 | 36 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 21-30 | 72 |
| | 10:00 | 1 | 5 | 26 | 31 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 21-30 | 57 |
| | 11:00 | 2 | 5 | 58 | 60 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 21-30 | 118 |
| | 12 PM | 1 | 6 | 48 | 54 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 21-30 | 102 |
| | 13:00 | 1 | 10 | 37 | 46 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 21-30 | 83 |
| | 14:00 | 26 | 48 | 54 | 34 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 16-25 | 102 |
| | 15:00 | 7 | 24 | 44 | 45 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 21-30 | 89 |
| | 16:00 | 10 | 39 | 36 | 42 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 21-30 | 78 |
| | 17:00 | 2 | 1 | 34 | 65 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 21-30 | 99 |
| | 18:00 | 2 | 5 | 23 | 63 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 21-30 | 86 |
| | 19:00 | 0 | 6 | 16 | 31 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 21-30 | 47 |
| | 20:00 | 0 | 3 | 13 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 21-30 | 25 |
| | 21:00 | 0 | 2 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 21-30 | 13 |
| | 22:00 | 0 | 3 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 21-30 | 9 |
| | 23:00 | 1 | 1 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 26-35 | 8 |
| Total | | 115 | 339 | 678 | 715 | 135 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1993 | | |
| Percent | 5.8% | 17.0% | 34.0% | 35.9% | 6.8% | 0.5% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| AM Peak | 07:00 | 07:00 | 08:00 | 08:00 | 11:00 | 06:00 | | | | | | | | | | 07:00 | | |
| Vol. | 47 | 121 | 134 | 82 | 20 | 1 | | | | | | | | | | 314 | | |
| PM Peak | 14:00 | 14:00 | 14:00 | 17:00 | 17:00 | 18:00 | 18:00 | | | | | | | | | 14:00 | | |
| Vol. | 26 | 48 | 54 | 65 | 16 | 3 | 1 | | | | | | | | | 165 | | |

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

Indian Rock Ln between GCMS Drives
Greenwich, Connecticut

Site Code:
Station ID: 5826

Latitude: 0' 0.0000 Undefined

| Westbound | | | | | | | | | | | | | | | | | Pace Speed | Number in Pace | |
|--------------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|-------|-------|------------|----------------|--|
| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | | | | |
| 04/01/23 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 20-29 | 4 | | |
| 01:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 20-29 | 2 | | |
| 02:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 20-29 | 2 | | |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * | | |
| 04:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19-28 | 2 | | |
| 05:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9-18 | 1 | | |
| 06:00 | 0 | 1 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 26-35 | 7 | | |
| 07:00 | 1 | 0 | 24 | 23 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 21-30 | 47 | | |
| 08:00 | 0 | 6 | 29 | 51 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 21-30 | 80 | | |
| 09:00 | 0 | 4 | 56 | 46 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 21-30 | 102 | | |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | | |
| Total | 1 | 12 | 113 | 130 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 278 | | | | |
| Percent | 0.4% | 4.3% | 40.6% | 46.8% | 7.2% | 0.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak Vol. | 07:00 | 08:00 | 09:00 | 08:00 | 07:00 | 08:00 | | | | | | | | | | 09:00 | | | |
| | 1 | 6 | 56 | 51 | 8 | 2 | | | | | | | | | | 108 | | | |
| PM Peak Vol. | | | | | | | | | | | | | | | | | | | |
| Total | 373 | 1108 | 2280 | 2500 | 517 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6818 | | |
| Percent | 5.5% | 16.3% | 33.4% | 36.7% | 7.6% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | |

15th Percentile : 17 MPH

50th Percentile : 24 MPH

85th Percentile : 29 MPH

95th Percentile : 32 MPH

| | | |
|--------------------------------|-------------------------------|-----------|
| Stats | 10 MPH Pace Speed : | 21-30 MPH |
| | Number in Pace : | 4780 |
| | Percent in Pace : | 70.1% |
| | Number of Vehicles > 25 MPH : | 3057 |
| Percent of Vehicles > 25 MPH : | | 44.8% |
| Mean Speed(Average) : | | 24 MPH |

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

Indian Rock Ln between GCMS Drives
Greenwich, Connecticut

Site Code:
Station ID: 5826

Latitude: 0' 0.0000 Undefined

| Eastbound | | | | | | | | | | | | | | | | | Pace | Number |
|--------------|-----------|-----------|-----------|------------|-----------|-----------|----------|------|------|------|------|------|------|------|-------|------------|---------|--------|
| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Speed | in Pace | |
| 03/28/23 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | 15 | 24 | 31 | 26 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 21-30 | 57 | |
| 15:00 | 3 | 11 | 58 | 122 | 56 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 252 | 21-30 | 180 |
| 16:00 | 6 | 9 | 44 | 124 | 43 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 236 | 21-30 | 168 |
| 17:00 | 2 | 1 | 37 | 119 | 72 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 | 26-35 | 191 |
| 18:00 | 0 | 2 | 18 | 73 | 41 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 26-35 | 114 |
| 19:00 | 0 | 1 | 9 | 54 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 26-35 | 83 |
| 20:00 | 0 | 1 | 6 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 21-30 | 24 |
| 21:00 | 0 | 0 | 3 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 21-30 | 10 |
| 22:00 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 20-29 | 4 |
| 23:00 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 21-30 | 4 |
| Total | 26 | 49 | 210 | 547 | 261 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1127 | | |
| Percent | 2.3% | 4.3% | 18.6% | 48.5% | 23.2% | 2.9% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak Vol. | | | | | | | | | | | | | | | | | | |
| PM Peak Vol. | 14:00 | 14:00 | 15:00 | 16:00 | 17:00 | 17:00 | 18:00 | | | | | | | | | 15:00 | | |
| | 15 | 24 | 58 | 124 | 72 | 11 | 1 | | | | | | | | | 252 | | |

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

Indian Rock Ln between GCMS Drives
Greenwich, Connecticut

Site Code:
Station ID: 5826

Latitude: 0' 0.0000 Undefined

| Eastbound | | | | | | | | | | | | | | | | | Pace Speed | Number in Pace |
|--------------|-----------|-----------|------------|------------|-----------|----------|----------|----------|------|------|------|------|------|------|------------|-------|------------|----------------|
| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | | | |
| 03/29/23 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 29-38 | 2 | |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * | |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * | |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * | |
| 04:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 20-29 | 2 | |
| 05:00 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 20-29 | 3 | |
| 06:00 | 0 | 2 | 6 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 21-30 | 12 | |
| 07:00 | 16 | 43 | 43 | 25 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 16-25 | 86 | |
| 08:00 | 1 | 4 | 54 | 110 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 201 | 21-30 | 164 | |
| 09:00 | 0 | 5 | 25 | 70 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 21-30 | 95 | |
| 10:00 | 12 | 24 | 23 | 19 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 16-25 | 47 | |
| 11:00 | 1 | 5 | 35 | 72 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 21-30 | 107 | |
| 12 PM | 0 | 4 | 27 | 69 | 36 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 26-35 | 105 | |
| 13:00 | 2 | 4 | 32 | 48 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 21-30 | 80 | |
| 14:00 | 10 | 22 | 117 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 16-25 | 139 | |
| 15:00 | 2 | 8 | 35 | 122 | 71 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 26-35 | 193 | |
| 16:00 | 1 | 4 | 31 | 125 | 82 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 247 | 26-35 | 207 | |
| 17:00 | 0 | 11 | 39 | 125 | 68 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 249 | 26-35 | 193 | |
| 18:00 | 1 | 2 | 12 | 95 | 64 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 26-35 | 159 | |
| 19:00 | 0 | 1 | 10 | 48 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 26-35 | 70 | |
| 20:00 | 0 | 1 | 15 | 39 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 21-30 | 54 | |
| 21:00 | 0 | 3 | 13 | 23 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 21-30 | 36 | |
| 22:00 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 24-33 | 3 | |
| 23:00 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 25-34 | 4 | |
| Total | 46 | 143 | 519 | 1014 | 480 | 41 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2249 | | | |
| Percent | 2.0% | 6.4% | 23.1% | 45.1% | 21.3% | 1.8% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak Vol. | 07:00 | 07:00 | 08:00 | 08:00 | 08:00 | 11:00 | | | | | | | | | 08:00 | | | |
| | 16 | 43 | 54 | 110 | 31 | 4 | | | | | | | | | 201 | | | |
| PM Peak Vol. | 14:00 | 14:00 | 14:00 | 16:00 | 16:00 | 18:00 | 12:00 | 15:00 | | | | | | | 17:00 | | | |
| | 10 | 22 | 117 | 125 | 82 | 8 | 1 | 1 | | | | | | | 249 | | | |

Indian Rock Ln between GCMS Drives
Greenwich, Connecticut

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

Site Code:
Station ID: 5826

Latitude: 0' 0.0000 Undefined

| Eastbound | Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|-----------|------------|-----------|-----------|-----------|------------|-----------|----------|----------|----------|-------|------|------|------|------|------|------------|------------|----------------|
| | 03/30/23 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 2 |
| | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| | 05:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 2 |
| | 06:00 | 0 | 1 | 8 | 14 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 21-30 | 22 |
| | 07:00 | 16 | 36 | 37 | 19 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 16-25 | 73 |
| | 08:00 | 8 | 19 | 66 | 86 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 197 | 21-30 | 152 |
| | 09:00 | 0 | 6 | 22 | 47 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 26-35 | 73 |
| | 10:00 | 1 | 1 | 11 | 42 | 21 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 26-35 | 63 |
| | 11:00 | 0 | 0 | 18 | 61 | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 26-35 | 91 |
| | 12 PM | 0 | 5 | 28 | 86 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 21-30 | 114 |
| | 13:00 | 0 | 7 | 27 | 79 | 29 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 26-35 | 108 |
| | 14:00 | 8 | 25 | 49 | 57 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 21-30 | 106 |
| | 15:00 | 3 | 18 | 61 | 120 | 68 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 274 | 26-35 | 188 |
| | 16:00 | 6 | 17 | 46 | 143 | 60 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 276 | 26-35 | 203 |
| | 17:00 | 11 | 25 | 49 | 119 | 67 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 278 | 26-35 | 186 |
| | 18:00 | 6 | 9 | 17 | 84 | 57 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 26-35 | 141 |
| | 19:00 | 14 | 11 | 18 | 43 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 21-30 | 61 |
| | 20:00 | 1 | 1 | 15 | 35 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 21-30 | 50 |
| | 21:00 | 0 | 1 | 6 | 11 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 24-33 | 18 |
| | 22:00 | 0 | 1 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 22-31 | 8 |
| | 23:00 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 25-34 | 3 |
| | Total | 74 | 183 | 484 | 1053 | 477 | 50 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2325 | | |
| | Percent | 3.2% | 7.9% | 20.8% | 45.3% | 20.5% | 2.2% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| | AM Peak | 07:00 | 07:00 | 08:00 | 08:00 | 11:00 | 10:00 | | | 07:00 | | | | | | 08:00 | | |
| | Vol. | 16 | 36 | 66 | 86 | 30 | 7 | | | 1 | | | | | | 197 | | |
| | PM Peak | 19:00 | 14:00 | 15:00 | 16:00 | 15:00 | 18:00 | 13:00 | 13:00 | | | | | | | 17:00 | | |
| | Vol. | 14 | 25 | 61 | 143 | 68 | 8 | 1 | 1 | | | | | | | 278 | | |

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

Indian Rock Ln between GCMS Drives
Greenwich, Connecticut

Site Code:
Station ID: 5826

Latitude: 0' 0.0000 Undefined

| Eastbound | | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|------------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|-------|------------|----------------|
| Start Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | | * | * | |
| 03/31/23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 01:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19-28 | 1 | |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * | |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * | |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29-38 | 1 |
| 05:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19-28 | 1 |
| 06:00 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 20-29 | 3 |
| 07:00 | 11 | 32 | 39 | 33 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 21-30 | 72 |
| 08:00 | 0 | 9 | 50 | 123 | 35 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 | 21-30 | 173 |
| 09:00 | 2 | 5 | 29 | 51 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 21-30 | 80 |
| 10:00 | 0 | 1 | 25 | 39 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 26-35 | 66 |
| 11:00 | 1 | 3 | 40 | 75 | 28 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 21-30 | 115 |
| 12 PM | 1 | 4 | 33 | 89 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 21-30 | 122 |
| 13:00 | 0 | 3 | 22 | 75 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 26-35 | 104 |
| 14:00 | 11 | 38 | 53 | 63 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 21-30 | 116 |
| 15:00 | 5 | 15 | 79 | 141 | 60 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 304 | 21-30 | 220 |
| 16:00 | 16 | 63 | 82 | 60 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 244 | 16-25 | 145 |
| 17:00 | 0 | 5 | 11 | 87 | 71 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 26-35 | 158 |
| 18:00 | 1 | 3 | 16 | 87 | 44 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 26-35 | 131 |
| 19:00 | 0 | 1 | 17 | 72 | 41 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 26-35 | 113 |
| 20:00 | 0 | 0 | 8 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 21-30 | 24 |
| 21:00 | 0 | 1 | 6 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 21-30 | 20 |
| 22:00 | 0 | 2 | 5 | 12 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 26-35 | 21 |
| 23:00 | 0 | 4 | 11 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 21-30 | 22 |
| Total | 48 | 189 | 527 | 1052 | 458 | 53 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2333 | | |
| Percent | 2.1% | 8.1% | 22.6% | 45.1% | 19.6% | 2.3% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| AM Peak | 07:00 | 07:00 | 08:00 | 08:00 | 08:00 | 11:00 | 11:00 | | | | | | | | | 08:00 | | |
| Vol. | 11 | 32 | 50 | 123 | 35 | 5 | 2 | | | | | | | | | 219 | | |
| PM Peak | 16:00 | 16:00 | 16:00 | 15:00 | 17:00 | 17:00 | 17:00 | | | | | | | | | 15:00 | | |
| Vol. | 16 | 63 | 82 | 141 | 71 | 8 | 1 | | | | | | | | | 304 | | |

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

Indian Rock Ln between GCMS Drives
Greenwich, Connecticut

Site Code:
Station ID: 5826

Latitude: 0' 0.0000 Undefined

| Eastbound | | | | | | | | | | | | | | | | | | |
|--------------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|-------|------------|----------------|--|
| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace | |
| 04/01/23 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14-23 | 1 | |
| 01:00 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 21-30 | 4 | |
| 02:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14-23 | 1 | |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 | |
| 04:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19-28 | 1 | |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * | |
| 06:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 20-29 | 2 | |
| 07:00 | 0 | 0 | 6 | 22 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 26-35 | 33 | |
| 08:00 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 24-33 | 3 | |
| 09:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19-28 | 1 | |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| Total | 0 | 0 | 8 | 32 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | | | |
| Percent | 0.0% | 0.0% | 14.8% | 59.3% | 25.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak Vol. | | | 07:00 | 07:00 | 07:00 | | | | | | | | | | | 07:00 | | |
| | | | 6 | 22 | 11 | | | | | | | | | | | 39 | | |
| PM Peak Vol. | | | | | | | | | | | | | | | | | | |
| Total | 194 | 564 | 1748 | 3698 | 1690 | 177 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8088 | | |
| Percent | 2.4% | 7.0% | 21.6% | 45.7% | 20.9% | 2.2% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |

15th Percentile : 21 MPH

50th Percentile : 27 MPH

85th Percentile : 31 MPH

95th Percentile : 34 MPH

| | | |
|--------------------------------|-------------------------------|-----------|
| Stats | 10 MPH Pace Speed : | 21-30 MPH |
| | Number in Pace : | 5446 |
| | Percent in Pace : | 67.3% |
| | Number of Vehicles > 25 MPH : | 5582 |
| Percent of Vehicles > 25 MPH : | | 69.0% |
| Mean Speed(Average) : | | 27 MPH |

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

Indian Rock Ln between GCMS Drives
Greenwich, Connecticut

Site Code:
Station ID: 5826

Latitude: 0' 0.0000 Undefined

| Start Time | 27-Mar-23 | | Tue | | Wed | | Thu | | Fri | | Weekday Average | | Sat | | Sun | |
|--------------|-----------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------|-----------|-----------|-----------|-----------|-----------|
| | Westbound | Eastbound | Westbound | Eastbound | Westbound | Eastbound | Westbound | Eastbound | Westbound | Eastbound | Westbound | Eastbound | Westbound | Eastbound | Westbound | Eastbound |
| 12:00 AM | * | * | * | * | 0 | 2 | 2 | 3 | 0 | 0 | 1 | 2 | 4 | 2 | * | * |
| 01:00 | * | * | * | * | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 4 | * | * |
| 02:00 | * | * | * | * | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | * | * |
| 03:00 | * | * | * | * | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | * | * |
| 04:00 | * | * | * | * | 4 | 2 | 3 | 0 | 4 | 1 | 4 | 1 | 2 | 1 | * | * |
| 05:00 | * | * | * | * | 10 | 4 | 9 | 2 | 9 | 1 | 9 | 2 | 2 | 0 | * | * |
| 06:00 | * | * | * | * | 48 | 18 | 45 | 29 | 62 | 4 | 52 | 17 | 9 | 2 | * | * |
| 07:00 | * | * | * | * | 298 | 133 | 274 | 118 | 314 | 126 | 295 | 126 | 56 | 39 | * | * |
| 08:00 | * | * | * | * | 274 | 201 | 243 | 197 | 282 | 219 | 266 | 206 | 93 | 3 | * | * |
| 09:00 | * | * | * | * | 94 | 125 | 93 | 105 | 93 | 109 | 93 | 113 | 108 | 1 | * | * |
| 10:00 | * | * | * | * | 96 | 92 | 91 | 83 | 77 | 95 | 88 | 90 | * | * | * | * |
| 11:00 | * | * | * | * | 109 | 137 | 101 | 114 | 145 | 154 | 118 | 135 | * | * | * | * |
| 12:00 PM | * | * | * | * | 114 | 138 | 120 | 147 | 119 | 150 | 118 | 145 | * | * | * | * |
| 01:00 | * | * | * | * | 109 | 107 | 115 | 146 | 102 | 133 | 109 | 129 | * | * | * | * |
| 02:00 | * | * | 165 | 105 | 116 | 164 | 165 | 168 | 165 | 199 | 153 | 159 | * | * | * | * |
| 03:00 | * | * | 152 | 252 | 160 | 245 | 135 | 274 | 127 | 304 | 144 | 269 | * | * | * | * |
| 04:00 | * | * | 154 | 236 | 126 | 247 | 154 | 276 | 136 | 244 | 142 | 251 | * | * | * | * |
| 05:00 | * | * | 121 | 242 | 104 | 249 | 141 | 278 | 120 | 183 | 122 | 238 | * | * | * | * |
| 06:00 | * | * | 92 | 140 | 100 | 184 | 103 | 181 | 108 | 160 | 101 | 166 | * | * | * | * |
| 07:00 | * | * | 34 | 96 | 74 | 87 | 82 | 102 | 57 | 136 | 62 | 105 | * | * | * | * |
| 08:00 | * | * | 15 | 31 | 14 | 64 | 33 | 62 | 30 | 29 | 23 | 46 | * | * | * | * |
| 09:00 | * | * | 17 | 14 | 9 | 42 | 8 | 26 | 15 | 25 | 12 | 27 | * | * | * | * |
| 10:00 | * | * | 4 | 6 | 6 | 3 | 3 | 10 | 14 | 31 | 7 | 12 | * | * | * | * |
| 11:00 | * | * | 2 | 5 | 1 | 5 | 2 | 4 | 12 | 29 | 4 | 11 | * | * | * | * |
| Total Day | 0 | 0 | 756 | 1127 | 1868 | 2249 | 1923 | 2325 | 1993 | 2333 | 1925 | 2250 | 278 | 54 | 0 | 0 |
| AM Peak Vol. | - | - | - | - | 07:00 | 08:00 | 07:00 | 08:00 | 07:00 | 08:00 | 07:00 | 08:00 | 09:00 | 07:00 | - | - |
| PM Peak Vol. | - | - | 14:00 | 15:00 | 15:00 | 17:00 | 14:00 | 17:00 | 14:00 | 15:00 | 14:00 | 15:00 | - | - | - | - |
| Comb. Total | 0 | 1883 | 4117 | 4248 | 4326 | 4326 | 4175 | 4175 | 4175 | 4175 | 332 | 332 | 0 | 0 | 0 | 0 |
| ADT | ADT 4,230 | AADT 4,230 | | | | | | | | | | | | | | |

| | | | | | | | | |
|-------------|-----------|------------|------|------|------|------|-----|---|
| Comb. Total | 0 | 1883 | 4117 | 4248 | 4326 | 4175 | 332 | 0 |
| ADT | ADT 4,230 | AADT 4,230 | | | | | | |

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

Orchard Street South of Coachlamps Lane
Greenwich, Connecticut

Site Code:
Station ID: 5828

Latitude: 0' 0.0000 Undefined

Northbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|--------------|----------|----------|----------|-----------|-----------|-----------|----------|----------|----------|------|------|------|------|------|------------|------------|----------------|
| 03/28/23 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | 4 | 4 | 3 | 23 | 35 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 26-35 | 58 |
| 15:00 | 0 | 1 | 2 | 15 | 53 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 31-40 | 72 |
| 16:00 | 1 | 2 | 4 | 12 | 52 | 26 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 31-40 | 78 |
| 17:00 | 0 | 2 | 8 | 10 | 43 | 25 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 31-40 | 68 |
| 18:00 | 0 | 1 | 3 | 8 | 31 | 24 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 74 | 31-40 | 55 |
| 19:00 | 0 | 0 | 5 | 5 | 14 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 31-40 | 23 |
| 20:00 | 0 | 2 | 1 | 6 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 31-40 | 15 |
| 21:00 | 0 | 0 | 0 | 3 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 31-40 | 7 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 31-40 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 34-43 | 2 |
| Total | 5 | 12 | 26 | 82 | 237 | 137 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 522 | | |
| Percent | 1.0% | 2.3% | 5.0% | 15.7% | 45.4% | 26.2% | 3.6% | 0.6% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak Vol. | | | | | | | | | | | | | | | | | |
| PM Peak Vol. | 14:00 | 14:00 | 17:00 | 14:00 | 15:00 | 16:00 | 17:00 | 16:00 | 18:00 | | | | | | 16:00 | | |
| | 4 | 4 | 8 | 23 | 53 | 26 | 6 | 1 | 1 | | | | | | 102 | | |

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

Orchard Street South of Coachlamp Lane
Greenwich, Connecticut

Site Code:
Station ID: 5828

Latitude: 0' 0.0000 Undefined

Northbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|--------------|----------|----------|-----------|-----------|-----------|-----------|----------|----------|----------|------|------|------|------|------|------------|------------|----------------|
| 03/29/23 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 |
| 01:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19-28 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29-38 | 1 |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19-28 | 1 |
| 04:00 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 24-33 | 3 |
| 05:00 | 0 | 0 | 0 | 7 | 15 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 30-39 | 24 |
| 06:00 | 0 | 1 | 2 | 26 | 42 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 26-35 | 68 |
| 07:00 | 3 | 2 | 14 | 57 | 63 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 26-35 | 120 |
| 08:00 | 0 | 7 | 7 | 27 | 34 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 26-35 | 61 |
| 09:00 | 0 | 2 | 6 | 25 | 39 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 26-35 | 64 |
| 10:00 | 0 | 0 | 3 | 18 | 56 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 26-35 | 74 |
| 11:00 | 0 | 0 | 4 | 26 | 51 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 31-40 | 83 |
| 12 PM | 0 | 5 | 11 | 29 | 39 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 26-35 | 68 |
| 13:00 | 0 | 0 | 4 | 20 | 41 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 31-40 | 71 |
| 14:00 | 1 | 2 | 6 | 19 | 60 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 30-39 | 81 |
| 15:00 | 3 | 1 | 3 | 10 | 60 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 31-40 | 84 |
| 16:00 | 0 | 0 | 4 | 13 | 53 | 28 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 31-40 | 81 |
| 17:00 | 0 | 1 | 9 | 10 | 36 | 31 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 31-40 | 67 |
| 18:00 | 0 | 0 | 4 | 9 | 22 | 19 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 60 | 31-40 | 41 |
| 19:00 | 0 | 0 | 6 | 2 | 19 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 41 | 31-40 | 31 |
| 20:00 | 0 | 0 | 0 | 5 | 9 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 26-35 | 14 |
| 21:00 | 0 | 0 | 0 | 1 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 31-40 | 9 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 29-38 | 2 |
| 23:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 24-33 | 2 |
| Total | 7 | 21 | 83 | 309 | 648 | 337 | 45 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 1457 | | |
| Percent | 0.5% | 1.4% | 5.7% | 21.2% | 44.5% | 23.1% | 3.1% | 0.3% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak Vol. | 07:00 | 08:00 | 07:00 | 07:00 | 07:00 | 11:00 | 07:00 | 10:00 | | | | | | | 07:00 | | |
| | 3 | 7 | 14 | 57 | 63 | 32 | 3 | 1 | | | | | | | 171 | | |
| PM Peak Vol. | 15:00 | 12:00 | 12:00 | 12:00 | 14:00 | 17:00 | 17:00 | 16:00 | 18:00 | | | | | | 14:00 | | |
| | 3 | 5 | 11 | 29 | 60 | 31 | 7 | 1 | 1 | | | | | | 114 | | |

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

Orchard Street South of Coachlamp Lane
Greenwich, Connecticut

Site Code:
Station ID: 5828

Latitude: 0' 0.0000 Undefined

Northbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|--------------|------------|------------|-------------|-------------|-------------|-------------|------------|------------|------------|------|------|------|------|------|--------------|------------|----------------|
| 03/30/23 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19-28 | 1 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 |
| 03:00 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19-28 | 2 |
| 04:00 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 25-34 | 3 |
| 05:00 | 0 | 0 | 2 | 6 | 14 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 26-35 | 20 |
| 06:00 | 0 | 0 | 5 | 20 | 40 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 26-35 | 60 |
| 07:00 | 1 | 1 | 21 | 71 | 96 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 224 | 26-35 | 167 |
| 08:00 | 0 | 1 | 17 | 34 | 42 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 26-35 | 76 |
| 09:00 | 0 | 0 | 6 | 28 | 48 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 26-35 | 76 |
| 10:00 | 0 | 2 | 9 | 20 | 47 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 26-35 | 67 |
| 11:00 | 0 | 0 | 8 | 22 | 63 | 23 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 120 | 31-40 | 86 |
| 12 PM | 1 | 1 | 12 | 29 | 38 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 26-35 | 67 |
| 13:00 | 0 | 0 | 9 | 18 | 47 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 26-35 | 65 |
| 14:00 | 2 | 4 | 10 | 13 | 49 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 31-40 | 76 |
| 15:00 | 0 | 3 | 6 | 15 | 37 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 31-40 | 60 |
| 16:00 | 0 | 5 | 7 | 16 | 62 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 31-40 | 86 |
| 17:00 | 0 | 0 | 12 | 16 | 50 | 28 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 31-40 | 78 |
| 18:00 | 0 | 0 | 1 | 9 | 35 | 30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 31-40 | 65 |
| 19:00 | 0 | 1 | 4 | 11 | 14 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 29-38 | 26 |
| 20:00 | 0 | 0 | 2 | 3 | 9 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 31-40 | 15 |
| 21:00 | 0 | 0 | 1 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 31-40 | 7 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 29-38 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 29-38 | 2 |
| Total | 4 | 18 | 133 | 334 | 703 | 324 | 53 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1572 | | |
| Percent | 0.3% | 1.1% | 8.5% | 21.2% | 44.7% | 20.6% | 3.4% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak Vol. | 07:00 1 | 10:00 2 | 07:00 21 | 07:00 71 | 07:00 96 | 07:00 29 | 06:00 5 | | 11:00 1 | | | | | | 07:00 224 | | |
| PM Peak Vol. | 14:00 2 | 16:00 5 | 12:00 12 | 12:00 29 | 16:00 62 | 18:00 30 | 17:00 9 | 17:00 1 | | | | | | | 16:00 118 | | |

Connecticut Counts LLC
Kensington, Connecticut 06037
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Orchard Street South of Coachlamp Lane
Greenwich, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Northbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|--------------|----------|----------|-----------|-----------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|------------|----------------|
| 03/31/23 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 34-43 | 1 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 02:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 24-33 | 2 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 34-43 | 1 |
| 04:00 | 0 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 26-35 | 5 |
| 05:00 | 0 | 0 | 2 | 7 | 9 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 31-40 | 20 |
| 06:00 | 0 | 0 | 4 | 22 | 51 | 18 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 26-35 | 73 |
| 07:00 | 2 | 6 | 9 | 27 | 69 | 28 | 7 | 0 | 148 | 29-38 | 97 |
| 08:00 | 0 | 0 | 8 | 30 | 48 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 26-35 | 78 |
| 09:00 | 0 | 0 | 9 | 20 | 44 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 26-35 | 64 |
| 10:00 | 0 | 0 | 6 | 30 | 38 | 28 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 26-35 | 68 |
| 11:00 | 0 | 0 | 8 | 26 | 56 | 31 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 31-40 | 87 |
| 12 PM | 0 | 1 | 11 | 26 | 54 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 26-35 | 80 |
| 13:00 | 0 | 3 | 8 | 39 | 38 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 26-35 | 77 |
| 14:00 | 0 | 0 | 7 | 22 | 65 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 31-40 | 93 |
| 15:00 | 0 | 2 | 6 | 13 | 45 | 27 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 31-40 | 72 |
| 16:00 | 0 | 1 | 2 | 15 | 57 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 31-40 | 82 |
| 17:00 | 0 | 0 | 7 | 19 | 43 | 31 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 31-40 | 74 |
| 18:00 | 0 | 1 | 5 | 18 | 31 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 70 | 26-35 | 49 |
| 19:00 | 0 | 0 | 2 | 5 | 21 | 9 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 39 | 31-40 | 30 |
| 20:00 | 0 | 0 | 1 | 1 | 10 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 31-40 | 14 |
| 21:00 | 0 | 0 | 1 | 5 | 6 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 31-40 | 13 |
| 22:00 | 0 | 0 | 0 | 2 | 5 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 31-40 | 7 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 |
| Total | 2 | 14 | 96 | 331 | 694 | 344 | 53 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 1543 | | |
| Percent | 0.1% | 0.9% | 6.2% | 21.5% | 45.0% | 22.3% | 3.4% | 0.4% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak Vol. | 07:00 | 07:00 | 07:00 | 08:00 | 07:00 | 11:00 | 07:00 | 06:00 | | | | | | | 07:00 | | |
| | 2 | 6 | 9 | 30 | 69 | 31 | 7 | 1 | | | | | | | 148 | | |
| PM Peak Vol. | | 13:00 | 12:00 | 13:00 | 14:00 | 17:00 | 17:00 | 21:00 | 18:00 | 22:00 | | | | | 14:00 | | |
| | | 3 | 11 | 39 | 65 | 31 | 4 | 2 | 1 | 1 | | | | | 125 | | |

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Latitude: 0' 0.0000 Undefined

Northbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|-------|------------|----------------|
| 04/01/23 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 29-38 | 4 |
| 01:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25-34 | 2 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 03:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14-23 | 2 |
| 04:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14-23 | 1 |
| 05:00 | 0 | 0 | 1 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 24-33 | 4 |
| 06:00 | 0 | 0 | 0 | 5 | 10 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 30-39 | 17 |
| 07:00 | 0 | 0 | 7 | 9 | 17 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 31-40 | 31 |
| 08:00 | 0 | 1 | 3 | 7 | 36 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 31-40 | 52 |
| 09:00 | 0 | 0 | 4 | 10 | 49 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 31-40 | 65 |
| 10:00 | 0 | 1 | 4 | 17 | 29 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 26-35 | 46 |
| 11:00 | 0 | 2 | 6 | 13 | 44 | 29 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 100 | 31-40 | 73 |
| 12 PM | 0 | 2 | 6 | 16 | 32 | 36 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 101 | 31-40 | 68 |
| 13:00 | 0 | 0 | 0 | 8 | 41 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 31-40 | 68 |
| 14:00 | 0 | 0 | 5 | 7 | 34 | 31 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 31-40 | 65 |
| 15:00 | 0 | 0 | 9 | 15 | 41 | 30 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 99 | 31-40 | 71 |
| 16:00 | 0 | 0 | 2 | 13 | 36 | 18 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 76 | 31-40 | 54 |
| 17:00 | 0 | 0 | 5 | 6 | 47 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 31-40 | 61 |
| 18:00 | 1 | 0 | 4 | 15 | 27 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 26-35 | 42 |
| 19:00 | 0 | 0 | 2 | 6 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 26-35 | 19 |
| 20:00 | 0 | 1 | 3 | 1 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 31-40 | 16 |
| 21:00 | 0 | 0 | 1 | 9 | 14 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 26 | 26-35 | 23 |
| 22:00 | 0 | 0 | 1 | 4 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 26-35 | 8 |
| 23:00 | 0 | 0 | 2 | 2 | 9 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 28-37 | 11 |
| Total | 1 | 8 | 67 | 165 | 501 | 276 | 46 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 1076 | | |
| Percent | 0.1% | 0.7% | 6.2% | 15.3% | 46.6% | 25.7% | 4.3% | 0.6% | 0.5% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak Vol. | | 11:00 | 07:00 | 10:00 | 09:00 | 11:00 | 08:00 | | 11:00 | | | | | | 11:00 | | |
| PM Peak Vol. | 18:00 | 12:00 | 15:00 | 12:00 | 17:00 | 12:00 | 12:00 | 14:00 | 12:00 | 15:00 | | | | | 12:00 | | |
| | 1 | 2 | 9 | 16 | 47 | 36 | 7 | 2 | 1 | 1 | | | | | 101 | | |

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Site Code:
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Latitude: 0' 0.0000 Undefined

Northbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|-------|------------|----------------|
| 04/02/23 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 29-38 | 4 |
| 01:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19-28 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19-28 | 1 |
| 04:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 2 |
| 05:00 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 31-40 | 3 |
| 06:00 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 26-35 | 7 |
| 07:00 | 0 | 0 | 1 | 9 | 30 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 29-38 | 40 |
| 08:00 | 0 | 0 | 5 | 13 | 23 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 29-38 | 37 |
| 09:00 | 0 | 1 | 5 | 12 | 35 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 31-40 | 57 |
| 10:00 | 0 | 1 | 4 | 7 | 32 | 25 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 31-40 | 57 |
| 11:00 | 0 | 0 | 6 | 15 | 37 | 25 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 31-40 | 62 |
| 12 PM | 1 | 0 | 3 | 9 | 41 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 31-40 | 56 |
| 13:00 | 0 | 0 | 10 | 7 | 40 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 31-40 | 59 |
| 14:00 | 0 | 0 | 3 | 14 | 42 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 76 | 26-35 | 56 |
| 15:00 | 0 | 1 | 5 | 14 | 43 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 26-35 | 57 |
| 16:00 | 0 | 0 | 2 | 11 | 27 | 21 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 66 | 31-40 | 48 |
| 17:00 | 0 | 1 | 6 | 14 | 47 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 31-40 | 74 |
| 18:00 | 0 | 1 | 4 | 3 | 14 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 31-40 | 28 |
| 19:00 | 0 | 1 | 1 | 4 | 13 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 31-40 | 18 |
| 20:00 | 0 | 0 | 0 | 3 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 28-37 | 7 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25-34 | 2 |
| 22:00 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 25-34 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 34-43 | 1 |
| Total | 1 | 6 | 59 | 140 | 443 | 229 | 40 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 925 | | |
| Percent | 0.1% | 0.6% | 6.4% | 15.1% | 47.9% | 24.8% | 4.3% | 0.5% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak Vol. | | 09:00 | 11:00 | 11:00 | 11:00 | 10:00 | 10:00 | 07:00 | | | | | | | | 11:00 | |
| PM Peak Vol. | 12:00 | 15:00 | 13:00 | 14:00 | 17:00 | 17:00 | 12:00 | 13:00 | 14:00 | | | | | | 17:00 | | |
| | 1 | 1 | 10 | 14 | 47 | 27 | 4 | 1 | 1 | | | | | | 98 | | |

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

Orchard Street South of Coachlamps Lane
Greenwich, Connecticut

Site Code:
Station ID: 5828

Latitude: 0' 0.0000 Undefined

Northbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|-------|------------|----------------|
| 04/03/23 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29-38 | 1 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 02:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 24-33 | 2 |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19-28 | 1 |
| 04:00 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 19-28 | 2 |
| 05:00 | 0 | 0 | 0 | 3 | 13 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 31-40 | 19 |
| 06:00 | 0 | 0 | 3 | 24 | 42 | 17 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 26-35 | 66 |
| 07:00 | 4 | 4 | 15 | 36 | 83 | 23 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 26-35 | 119 |
| 08:00 | 0 | 1 | 8 | 26 | 53 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 26-35 | 79 |
| 09:00 | 0 | 1 | 10 | 12 | 37 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 31-40 | 50 |
| 10:00 | 0 | 2 | 9 | 21 | 50 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 26-35 | 71 |
| 11:00 | 0 | 1 | 15 | 30 | 62 | 24 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 26-35 | 92 |
| 12 PM | 0 | 0 | 3 | 14 | 45 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 31-40 | 72 |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 4 | 9 | 64 | 169 | 386 | 143 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 801 | | |
| Percent | 0.5% | 1.1% | 8.0% | 21.1% | 48.2% | 17.9% | 2.6% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| AM Peak Vol. | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 11:00 | 06:00 | 06:00 | | | | | | | | 07:00 | |
| PM Peak Vol. | | 4 | 4 | 15 | 36 | 83 | 24 | 5 | 2 | | | | | | | 168 | |
| Total | 24 | 88 | 528 | 1530 | 3612 | 1790 | 277 | 32 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 7896 | |
| Percent | 0.3% | 1.1% | 6.7% | 19.4% | 45.7% | 22.7% | 3.5% | 0.4% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

15th Percentile : 26 MPH

50th Percentile : 32 MPH

85th Percentile : 37 MPH

95th Percentile : 39 MPH

| | | |
|-------|--------------------------------|-----------|
| Stats | 10 MPH Pace Speed : | 31-40 MPH |
| | Number in Pace : | 5402 |
| | Percent in Pace : | 68.4% |
| | Number of Vehicles > 25 MPH : | 7256 |
| | Percent of Vehicles > 25 MPH : | 91.9% |
| | Mean Speed(Average) : | 33 MPH |

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

Orchard Street South of Coachlamp Lane
Greenwich, Connecticut

Site Code:
Station ID: 5828

Latitude: 0' 0.0000 Undefined

Southbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|--------------|------|----------|----------|-----------|-----------|-----------|----------|----------|----------|------|------|------|------|------|------------|------------|----------------|
| 03/28/23 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | 0 | 2 | 4 | 23 | 46 | 28 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 31-40 | 74 |
| 15:00 | 0 | 2 | 8 | 20 | 67 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 31-40 | 91 |
| 16:00 | 0 | 1 | 0 | 19 | 62 | 29 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 31-40 | 91 |
| 17:00 | 0 | 0 | 4 | 24 | 37 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 26-35 | 61 |
| 18:00 | 0 | 1 | 3 | 11 | 31 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 31-40 | 48 |
| 19:00 | 0 | 0 | 0 | 3 | 5 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 29-38 | 9 |
| 20:00 | 0 | 0 | 0 | 3 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 31-40 | 12 |
| 21:00 | 0 | 0 | 0 | 2 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 35-44 | 5 |
| 22:00 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 26-35 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| Total | 0 | 6 | 19 | 105 | 259 | 133 | 36 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 561 | | |
| Percent | 0.0% | 1.1% | 3.4% | 18.7% | 46.2% | 23.7% | 6.4% | 0.4% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak Vol. | | | | | | | | | | | | | | | | | |
| PM Peak Vol. | | 14:00 | 15:00 | 17:00 | 15:00 | 16:00 | 18:00 | 14:00 | 19:00 | | | | | | 15:00 | | |
| | | 2 | 8 | 24 | 67 | 29 | 7 | 1 | 1 | | | | | | 126 | | |

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

Orchard Street South of Coachlamp Lane
Greenwich, Connecticut

Site Code:
Station ID: 5828

Latitude: 0' 0.0000 Undefined

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

Orchard Street South of Coachlamp Lane
Greenwich, Connecticut

Page 10

Site Code:
Station ID: 5828

Latitude: 0' 0.0000 Undefined

| Southbound | | | | | | | | | | | | | | | | | |
|--------------|------------|-------------|-------------|-------------|-------------|-------------|------------|------------|------------|----------|----------|----------|----------|-----------|--------------|------------|----------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 03/30/23 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19-28 | 1 |
| 04:00 | 0 | 0 | 0 | 2 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 29-38 | 7 |
| 05:00 | 0 | 1 | 2 | 1 | 10 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 31-40 | 19 |
| 06:00 | 0 | 1 | 5 | 13 | 58 | 43 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 31-40 | 101 |
| 07:00 | 0 | 0 | 14 | 18 | 56 | 45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 31-40 | 101 |
| 08:00 | 0 | 0 | 6 | 16 | 48 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 31-40 | 72 |
| 09:00 | 0 | 0 | 13 | 25 | 38 | 27 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 31-40 | 65 |
| 10:00 | 0 | 1 | 4 | 26 | 44 | 23 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 26-35 | 70 |
| 11:00 | 0 | 0 | 6 | 24 | 53 | 33 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 31-40 | 86 |
| 12 PM | 0 | 3 | 6 | 20 | 36 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 31-40 | 70 |
| 13:00 | 0 | 0 | 10 | 22 | 49 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 31-40 | 77 |
| 14:00 | 0 | 2 | 3 | 26 | 74 | 38 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 31-40 | 112 |
| 15:00 | 0 | 2 | 6 | 26 | 49 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 31-40 | 83 |
| 16:00 | 0 | 3 | 9 | 27 | 42 | 33 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 122 | 31-40 | 75 |
| 17:00 | 0 | 0 | 4 | 11 | 51 | 28 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 31-40 | 79 |
| 18:00 | 1 | 0 | 5 | 7 | 29 | 22 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 31-40 | 51 |
| 19:00 | 0 | 0 | 0 | 7 | 12 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 26-35 | 19 |
| 20:00 | 0 | 0 | 1 | 2 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 31-40 | 10 |
| 21:00 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 36-45 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 29-38 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 30-39 | 3 |
| Total | 1 | 13 | 95 | 275 | 665 | 439 | 88 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 1589 | | |
| Percent | 0.1% | 0.8% | 6.0% | 17.3% | 41.9% | 27.6% | 5.5% | 0.8% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak Vol. | 05:00 1 | 07:00 14 | 10:00 26 | 06:00 58 | 07:00 45 | 06:00 8 | 06:00 3 | | | | | | | | 07:00 138 | | |
| PM Peak Vol. | 18:00 1 | 12:00 3 | 13:00 10 | 16:00 27 | 14:00 74 | 14:00 38 | 14:00 8 | 17:00 2 | 16:00 1 | | | | | | 14:00 152 | | |

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

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Orchard Street South of Coachlamps Lane
Greenwich, Connecticut

Site Code:
Station ID: 5828

Latitude: 0' 0.0000 Undefined

Southbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|-------|------------|----------------|
| 03/31/23 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 03:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14-23 | 1 |
| 04:00 | 0 | 0 | 0 | 1 | 4 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 31-40 | 7 |
| 05:00 | 0 | 0 | 2 | 1 | 7 | 11 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 35-44 | 20 |
| 06:00 | 0 | 0 | 4 | 10 | 54 | 44 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 31-40 | 98 |
| 07:00 | 0 | 1 | 9 | 27 | 48 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 31-40 | 85 |
| 08:00 | 0 | 1 | 4 | 11 | 42 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 31-40 | 63 |
| 09:00 | 0 | 0 | 2 | 27 | 39 | 18 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 26-35 | 66 |
| 10:00 | 0 | 1 | 6 | 20 | 55 | 21 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 31-40 | 76 |
| 11:00 | 0 | 0 | 5 | 17 | 45 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 31-40 | 79 |
| 12 PM | 1 | 0 | 2 | 22 | 43 | 36 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 31-40 | 79 |
| 13:00 | 0 | 0 | 16 | 26 | 69 | 40 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 31-40 | 109 |
| 14:00 | 0 | 3 | 16 | 28 | 74 | 43 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 31-40 | 117 |
| 15:00 | 1 | 3 | 5 | 28 | 56 | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 31-40 | 87 |
| 16:00 | 0 | 0 | 8 | 22 | 49 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 31-40 | 79 |
| 17:00 | 0 | 1 | 6 | 8 | 37 | 20 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 31-40 | 57 |
| 18:00 | 0 | 2 | 0 | 11 | 27 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 31-40 | 41 |
| 19:00 | 0 | 1 | 2 | 2 | 10 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 31-40 | 19 |
| 20:00 | 0 | 0 | 0 | 1 | 13 | 16 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 35 | 31-40 | 29 |
| 21:00 | 0 | 0 | 1 | 1 | 15 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 31-40 | 21 |
| 22:00 | 0 | 0 | 0 | 1 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 31-40 | 10 |
| 23:00 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 31-40 | 6 |
| Total | 2 | 13 | 89 | 264 | 698 | 441 | 78 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 1599 | | |
| Percent | 0.1% | 0.8% | 5.6% | 16.5% | 43.7% | 27.6% | 4.9% | 0.8% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak Vol. | | 07:00 | 07:00 | 07:00 | 10:00 | 06:00 | 05:00 | 04:00 | | | | | | | | 07:00 | |
| | 1 | 9 | 27 | 55 | 44 | 9 | 2 | | | | | | | | 125 | | |
| PM Peak Vol. | 12:00 | 14:00 | 13:00 | 14:00 | 14:00 | 14:00 | 14:00 | 17:00 | | | | | | | | 14:00 | |
| | 1 | 3 | 16 | 28 | 74 | 43 | 6 | 2 | | | | | | | 171 | | |

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

Page 12

Orchard Street South of Coachlamps Lane
Greenwich, Connecticut

Site Code:
Station ID: 5828

Latitude: 0' 0.0000 Undefined

Southbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|-------|------------|----------------|
| 04/01/23 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 02:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19-28 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 04:00 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14-23 | 2 |
| 05:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 29-38 | 3 |
| 06:00 | 0 | 1 | 2 | 6 | 10 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 29-38 | 17 |
| 07:00 | 0 | 0 | 6 | 3 | 26 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 31-40 | 40 |
| 08:00 | 0 | 1 | 5 | 13 | 30 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 31-40 | 47 |
| 09:00 | 0 | 0 | 2 | 12 | 45 | 30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 31-40 | 75 |
| 10:00 | 0 | 2 | 3 | 8 | 37 | 40 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 31-40 | 77 |
| 11:00 | 0 | 1 | 6 | 11 | 34 | 23 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 31-40 | 57 |
| 12 PM | 0 | 0 | 1 | 5 | 34 | 35 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 31-40 | 69 |
| 13:00 | 0 | 0 | 3 | 13 | 34 | 30 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 31-40 | 64 |
| 14:00 | 0 | 1 | 2 | 7 | 29 | 39 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 31-40 | 68 |
| 15:00 | 0 | 0 | 5 | 15 | 41 | 18 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 31-40 | 59 |
| 16:00 | 0 | 0 | 4 | 11 | 43 | 34 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 99 | 31-40 | 77 |
| 17:00 | 0 | 0 | 0 | 10 | 37 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 31-40 | 51 |
| 18:00 | 0 | 1 | 3 | 9 | 21 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 31-40 | 34 |
| 19:00 | 0 | 1 | 2 | 12 | 11 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 26-35 | 23 |
| 20:00 | 0 | 2 | 1 | 4 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 26-35 | 16 |
| 21:00 | 0 | 0 | 1 | 8 | 17 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 26-35 | 25 |
| 22:00 | 0 | 0 | 0 | 5 | 8 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 29-38 | 14 |
| 23:00 | 0 | 0 | 1 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 26-35 | 11 |
| Total | 0 | 11 | 48 | 155 | 481 | 339 | 67 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 1112 | | |
| Percent | 0.0% | 1.0% | 4.3% | 13.9% | 43.3% | 30.5% | 6.0% | 0.8% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| AM Peak Vol. | 10:00 | 07:00 | 08:00 | 09:00 | 10:00 | 09:00 | 10:00 | | | | | | | | 10:00 | | |
| PM Peak Vol. | 20:00 | 15:00 | 15:00 | 16:00 | 14:00 | 15:00 | 13:00 | 16:00 | | | | | | | 16:00 | | |
| | 2 | 5 | 15 | 43 | 39 | 7 | 1 | 2 | | | | | | | 99 | | |

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

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Orchard Street South of Coachlamps Lane
Greenwich, Connecticut

Site Code:
Station ID: 5828

Latitude: 0' 0.0000 Undefined

Southbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|-------|------------|----------------|
| 04/02/23 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 28-37 | 5 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 34-43 | 4 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 04:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19-28 | 1 |
| 05:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9-18 | 1 |
| 06:00 | 0 | 0 | 2 | 1 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 31-40 | 22 |
| 07:00 | 0 | 2 | 3 | 4 | 17 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 39 | 31-40 | 26 |
| 08:00 | 0 | 0 | 3 | 7 | 35 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 31-40 | 54 |
| 09:00 | 1 | 1 | 3 | 5 | 29 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 31-40 | 46 |
| 10:00 | 0 | 1 | 2 | 18 | 47 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 31-40 | 70 |
| 11:00 | 0 | 0 | 5 | 9 | 46 | 33 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 31-40 | 79 |
| 12 PM | 0 | 0 | 5 | 12 | 31 | 20 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 31-40 | 51 |
| 13:00 | 0 | 1 | 4 | 12 | 39 | 30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 31-40 | 69 |
| 14:00 | 0 | 1 | 4 | 12 | 29 | 19 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 31-40 | 48 |
| 15:00 | 0 | 0 | 0 | 10 | 25 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 31-40 | 57 |
| 16:00 | 0 | 1 | 6 | 8 | 17 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 31-40 | 31 |
| 17:00 | 0 | 0 | 3 | 9 | 18 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 31-40 | 33 |
| 18:00 | 0 | 0 | 1 | 6 | 41 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 31-40 | 68 |
| 19:00 | 0 | 0 | 1 | 3 | 9 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 31-40 | 19 |
| 20:00 | 0 | 0 | 0 | 2 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 26-35 | 5 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 30-39 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29-38 | 1 |
| Total | 1 | 8 | 42 | 121 | 407 | 284 | 53 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 921 | | |
| Percent | 0.1% | 0.9% | 4.6% | 13.1% | 44.2% | 30.8% | 5.8% | 0.4% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak Vol. | 09:00 | 07:00 | 11:00 | 10:00 | 10:00 | 11:00 | 11:00 | 09:00 | 07:00 | | | | | | 11:00 | | |
| PM Peak Vol. | | | | | | | | | | | | | | | 100 | | |
| | 13:00 | 16:00 | 12:00 | 18:00 | 15:00 | 12:00 | 14:00 | | | | | | | | 13:00 | | |
| | 1 | 6 | 12 | 41 | 32 | 11 | 1 | | | | | | | | 93 | | |

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

Page 14

Orchard Street South of Coachlamps Lane
Greenwich, Connecticut

Site Code:
Station ID: 5828

Latitude: 0' 0.0000 Undefined

Southbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|-------|------------|----------------|
| 04/03/23 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25-34 | 2 |
| 01:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9-18 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 03:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 24-33 | 2 |
| 04:00 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 36-45 | 4 |
| 05:00 | 0 | 0 | 2 | 1 | 9 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 31-40 | 17 |
| 06:00 | 0 | 1 | 2 | 20 | 50 | 42 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 31-40 | 92 |
| 07:00 | 0 | 0 | 6 | 24 | 56 | 31 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 31-40 | 87 |
| 08:00 | 0 | 2 | 10 | 28 | 49 | 21 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 114 | 26-35 | 77 |
| 09:00 | 1 | 2 | 4 | 13 | 39 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 31-40 | 66 |
| 10:00 | 0 | 1 | 7 | 13 | 48 | 31 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 31-40 | 79 |
| 11:00 | 0 | 0 | 10 | 14 | 61 | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 31-40 | 92 |
| 12 PM | 0 | 0 | 3 | 29 | 47 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 26-35 | 76 |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 1 | 7 | 44 | 144 | 362 | 216 | 48 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 824 | | |
| Percent | 0.1% | 0.8% | 5.3% | 17.5% | 43.9% | 26.2% | 5.8% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| AM Peak Vol. | 09:00 | 08:00 | 08:00 | 08:00 | 11:00 | 06:00 | 07:00 | 10:00 | 08:00 | | | | | | 07:00 | | |
| PM Peak Vol. | | 1 | 2 | 10 | 28 | 61 | 42 | 8 | 1 | 1 | | | | | 125 | | |
| Total Percent | 6 | 69 | 427 | 1373 | 3570 | 2265 | 438 | 48 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 12:00 | |
| | 0.1% | 0.8% | 5.2% | 16.7% | 43.5% | 27.6% | 5.3% | 0.6% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 111 | |

15th Percentile : 27 MPH
50th Percentile : 33 MPH
85th Percentile : 38 MPH
95th Percentile : 40 MPH

| | | |
|-------|--------------------------------|-----------|
| Stats | 10 MPH Pace Speed : | 31-40 MPH |
| | Number in Pace : | 5835 |
| | Percent in Pace : | 71.1% |
| | Number of Vehicles > 25 MPH : | 7701 |
| | Percent of Vehicles > 25 MPH : | 93.9% |
| | Mean Speed(Average) : | 34 MPH |

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

Orchard Street South of Coachlamps Lane
Greenwich, Connecticut

Site Code:
Station ID: 5828

Latitude: 0' 0.0000 Undefined

| Start Time | 27-Mar-23 | | Tue | | Wed | | Thu | | Fri | | Weekday Average | | Sat | | Sun | |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|------------|------------|------------|------------|------------|
| | Northbound | Southbound | Northbound | Southbound | Northbound | Southbound | Northbound | Southbound |
| 12:00 AM | * | * | * | * | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 4 | 6 |
| 01:00 | * | * | * | * | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 4 |
| 02:00 | * | * | * | * | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| 03:00 | * | * | * | * | 2 | 2 | 4 | 1 | 1 | 2 | 2 | 2 | 2 | 0 | 1 | 0 |
| 04:00 | * | * | * | * | 4 | 8 | 3 | 11 | 7 | 11 | 5 | 10 | 2 | 3 | 2 | 1 |
| 05:00 | * | * | * | * | 32 | 25 | 29 | 29 | 30 | 31 | 30 | 28 | 7 | 3 | 5 | 2 |
| 06:00 | * | * | * | * | 97 | 125 | 88 | 131 | 100 | 121 | 95 | 126 | 23 | 28 | 7 | 25 |
| 07:00 | * | * | * | * | 171 | 150 | 224 | 138 | 148 | 125 | 181 | 138 | 47 | 55 | 51 | 39 |
| 08:00 | * | * | * | * | 90 | 106 | 111 | 97 | 104 | 85 | 102 | 96 | 68 | 71 | 56 | 65 |
| 09:00 | * | * | * | * | 86 | 88 | 102 | 108 | 93 | 94 | 94 | 97 | 84 | 97 | 77 | 60 |
| 10:00 | * | * | * | * | 95 | 114 | 98 | 105 | 108 | 107 | 100 | 109 | 70 | 99 | 78 | 92 |
| 11:00 | * | * | * | * | 114 | 122 | 120 | 125 | 125 | 107 | 120 | 118 | 100 | 80 | 86 | 100 |
| 12:00 PM | * | * | * | * | 110 | 90 | 108 | 103 | 118 | 109 | 112 | 101 | 101 | 81 | 73 | 79 |
| 01:00 | * | * | * | * | 98 | 127 | 92 | 114 | 115 | 157 | 102 | 133 | 77 | 85 | 79 | 93 |
| 02:00 | * | * | 86 | 108 | 114 | 170 | 108 | 152 | 125 | 171 | 108 | 150 | 82 | 84 | 76 | 70 |
| 03:00 | * | * | 91 | 126 | 106 | 135 | 90 | 123 | 96 | 127 | 96 | 128 | 99 | 86 | 80 | 69 |
| 04:00 | * | * | 102 | 118 | 103 | 123 | 118 | 122 | 103 | 111 | 106 | 118 | 76 | 99 | 66 | 49 |
| 05:00 | * | * | 95 | 94 | 94 | 78 | 116 | 98 | 105 | 76 | 102 | 86 | 76 | 66 | 98 | 50 |
| 06:00 | * | * | 74 | 70 | 60 | 74 | 78 | 73 | 70 | 57 | 70 | 68 | 53 | 48 | 38 | 78 |
| 07:00 | * | * | 34 | 17 | 41 | 25 | 42 | 29 | 39 | 28 | 39 | 25 | 26 | 36 | 28 | 24 |
| 08:00 | * | * | 24 | 17 | 20 | 20 | 24 | 14 | 19 | 35 | 22 | 22 | 22 | 23 | 12 | 10 |
| 09:00 | * | * | 10 | 8 | 11 | 11 | 9 | 7 | 23 | 25 | 13 | 13 | 26 | 32 | 2 | 3 |
| 10:00 | * | * | 4 | 3 | 3 | 1 | 3 | 5 | 10 | 13 | 5 | 6 | 13 | 22 | 4 | 1 |
| 11:00 | * | * | 2 | 0 | 3 | 1 | 2 | 3 | 1 | 6 | 2 | 2 | 16 | 12 | 1 | 1 |
| Total Day | 0 | 0 | 522 | 561 | 1457 | 1597 | 1572 | 1589 | 1543 | 1599 | 1509 | 1577 | 1076 | 1112 | 925 | 921 |
| AM Peak Vol. | - | - | - | - | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 11:00 | 10:00 | 11:00 | 11:00 |
| PM Peak Vol. | - | - | 16:00 | 15:00 | 14:00 | 14:00 | 16:00 | 14:00 | 14:00 | 14:00 | 12:00 | 14:00 | 12:00 | 16:00 | 17:00 | 13:00 |
| | - | - | 102 | 126 | 114 | 170 | 118 | 152 | 125 | 171 | 112 | 150 | 101 | 99 | 98 | 93 |

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

Orchard Street South of Coachlamps Lane
Greenwich, Connecticut

Site Code:
Station ID: 5828

Latitude: 0' 0.0000 Undefined

| Start Time | 03-Apr-23 | | Tue | | Wed | | Thu | | Fri | | Weekday Average | | Sat | | Sun | |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|------------|------------|------------|------------|------------|
| | Northbound | Southbound | Northbound | Southbound | Northbound | Southbound | Northbound | Southbound |
| 12:00 AM | 1 | 2 | * | * | * | * | * | * | * | * | 1 | 2 | * | * | * | * |
| 01:00 | 0 | 1 | * | * | * | * | * | * | * | * | 0 | 1 | * | * | * | * |
| 02:00 | 3 | 0 | * | * | * | * | * | * | * | * | 3 | 0 | * | * | * | * |
| 03:00 | 2 | 2 | * | * | * | * | * | * | * | * | 2 | 2 | * | * | * | * |
| 04:00 | 3 | 5 | * | * | * | * | * | * | * | * | 3 | 5 | * | * | * | * |
| 05:00 | 23 | 25 | * | * | * | * | * | * | * | * | 23 | 25 | * | * | * | * |
| 06:00 | 93 | 121 | * | * | * | * | * | * | * | * | 93 | 121 | * | * | * | * |
| 07:00 | 168 | 125 | * | * | * | * | * | * | * | * | 168 | 125 | * | * | * | * |
| 08:00 | 99 | 114 | * | * | * | * | * | * | * | * | 99 | 114 | * | * | * | * |
| 09:00 | 74 | 92 | * | * | * | * | * | * | * | * | 74 | 92 | * | * | * | * |
| 10:00 | 104 | 107 | * | * | * | * | * | * | * | * | 104 | 107 | * | * | * | * |
| 11:00 | 136 | 119 | * | * | * | * | * | * | * | * | 136 | 119 | * | * | * | * |
| 12:00 PM | 95 | 111 | * | * | * | * | * | * | * | * | 95 | 111 | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total Day | 801 | 824 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 801 | 824 | 0 | 0 | 0 | 0 |
| AM Peak Vol. | 07:00 | 07:00 | - | - | - | - | - | - | - | - | 07:00 | 07:00 | - | - | - | - |
| PM Peak Vol. | 12:00 | 12:00 | - | - | - | - | - | - | - | - | 12:00 | 12:00 | - | - | - | - |
| Comb. Total | 1625 | | 1083 | | 3054 | | 3161 | | 3142 | | 4711 | | 2188 | | 1846 | |
| ADT | ADT 3,119 | | AADT 3,119 | | | | | | | | | | | | | |

| | | | |
|-------------|-----------|------------|------|
| Comb. Total | 1625 | 1083 | 3054 |
| ADT | ADT 3,119 | AADT 3,119 | |

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

Stanwich Road North of Indian Rock Road
Greenwich, Connecticut

Page 1

Site Code:
Station ID: 5827

Latitude: 0' 0.0000 Undefined

| Northbound | Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|--------------|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|-------|------------|----------------|
| 03/28/23 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | 0 | 1 | 2 | 8 | 4 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 25-34 | 12 | |
| 15:00 | 0 | 0 | 3 | 8 | 51 | 33 | 17 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 31-40 | 84 |
| 16:00 | 0 | 0 | 1 | 7 | 38 | 47 | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 31-40 | 85 |
| 17:00 | 0 | 0 | 0 | 6 | 25 | 44 | 19 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 31-40 | 69 |
| 18:00 | 0 | 0 | 0 | 2 | 26 | 41 | 11 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 88 | 31-40 | 67 |
| 19:00 | 0 | 0 | 1 | 3 | 14 | 35 | 15 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 72 | 36-45 | 50 |
| 20:00 | 0 | 0 | 0 | 3 | 9 | 20 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 31-40 | 29 |
| 21:00 | 0 | 0 | 0 | 1 | 6 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 31-40 | 14 |
| 22:00 | 0 | 0 | 0 | 2 | 4 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 39-48 | 8 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 36-45 | 3 |
| Total | 0 | 1 | 7 | 40 | 178 | 240 | 96 | 27 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 596 | | |
| Percent | 0.0% | 0.2% | 1.2% | 6.7% | 29.9% | 40.3% | 16.1% | 4.5% | 0.8% | 0.2% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak Vol. | | | | | | | | | | | | | | | | | | |
| PM Peak Vol. | 14:00 | 15:00 | 14:00 | 15:00 | 16:00 | 17:00 | 15:00 | 17:00 | 18:00 | 19:00 | | | | | | 15:00 | | |
| | 1 | 3 | 8 | 51 | 47 | 19 | 8 | 2 | 1 | 1 | | | | | | 120 | | |

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

Stanwich Road North of Indian Rock Road
Greenwich, Connecticut

Site Code:
Station ID: 5827

Latitude: 0' 0.0000 Undefined

Northbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|-------|------------|----------------|
| 03/29/23 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 24-33 | 2 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 34-43 | 4 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 34-43 | 2 |
| 05:00 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 24-33 | 3 |
| 06:00 | 0 | 0 | 0 | 3 | 4 | 5 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 31-40 | 9 |
| 07:00 | 0 | 1 | 1 | 12 | 35 | 31 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 89 | 31-40 | 66 |
| 08:00 | 1 | 0 | 0 | 11 | 44 | 39 | 15 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 119 | 31-40 | 83 |
| 09:00 | 0 | 0 | 0 | 8 | 22 | 23 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 31-40 | 45 |
| 10:00 | 0 | 0 | 2 | 6 | 26 | 24 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 63 | 31-40 | 50 |
| 11:00 | 0 | 0 | 0 | 7 | 23 | 24 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 71 | 31-40 | 47 |
| 12 PM | 0 | 0 | 3 | 5 | 25 | 23 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 71 | 31-40 | 48 |
| 13:00 | 0 | 0 | 0 | 7 | 17 | 29 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 31-40 | 46 |
| 14:00 | 0 | 2 | 4 | 13 | 60 | 52 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 148 | 31-40 | 112 |
| 15:00 | 1 | 0 | 0 | 13 | 34 | 38 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 31-40 | 72 |
| 16:00 | 0 | 1 | 0 | 4 | 26 | 36 | 20 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 31-40 | 62 |
| 17:00 | 0 | 0 | 3 | 3 | 24 | 49 | 18 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 103 | 31-40 | 73 |
| 18:00 | 0 | 0 | 0 | 5 | 38 | 27 | 22 | 8 | 1 | 2 | 0 | 0 | 1 | 0 | 104 | 31-40 | 65 |
| 19:00 | 0 | 1 | 0 | 2 | 16 | 37 | 14 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 73 | 31-40 | 53 |
| 20:00 | 0 | 0 | 0 | 2 | 14 | 30 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 55 | 31-40 | 44 |
| 21:00 | 0 | 0 | 0 | 4 | 12 | 8 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 31-40 | 20 |
| 22:00 | 0 | 0 | 0 | 0 | 4 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 31-40 | 9 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29-38 | 1 |
| Total | 2 | 5 | 13 | 108 | 427 | 486 | 192 | 55 | 10 | 6 | 2 | 0 | 1 | 0 | 1307 | | |
| Percent | 0.2% | 0.4% | 1.0% | 8.3% | 32.7% | 37.2% | 14.7% | 4.2% | 0.8% | 0.5% | 0.2% | 0.0% | 0.1% | 0.0% | | | |
| AM Peak Vol. | 08:00 | 07:00 | 10:00 | 07:00 | 08:00 | 08:00 | 08:00 | 08:00 | 07:00 | 06:00 | | | | | 08:00 | | |
| | 1 | 1 | 2 | 12 | 44 | 39 | 15 | 7 | 2 | 1 | | | | | 119 | | |
| PM Peak Vol. | 15:00 | 14:00 | 14:00 | 14:00 | 14:00 | 14:00 | 18:00 | 16:00 | 12:00 | 17:00 | 19:00 | | | | 18:00 | 14:00 | |
| | 1 | 2 | 4 | 13 | 60 | 52 | 22 | 9 | 1 | 2 | 1 | | | | 1 | 148 | |

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

Stanwich Road North of Indian Rock Road
Greenwich, Connecticut

Site Code:
Station ID: 5827

Latitude: 0' 0.0000 Undefined

Northbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|------------|----------------|
| 03/30/23 | 0 | 0 | 2 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 26-35 | 3 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 34-43 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 34-43 | 2 |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 30-39 | 3 |
| 06:00 | 0 | 0 | 1 | 2 | 6 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 31-40 | 13 |
| 07:00 | 0 | 0 | 5 | 13 | 38 | 29 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 94 | 31-40 | 67 |
| 08:00 | 0 | 2 | 4 | 14 | 38 | 41 | 27 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 134 | 31-40 | 79 |
| 09:00 | 0 | 0 | 0 | 4 | 28 | 37 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 85 | 31-40 | 65 |
| 10:00 | 0 | 1 | 0 | 4 | 14 | 31 | 19 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 73 | 36-45 | 50 |
| 11:00 | 1 | 3 | 2 | 7 | 26 | 19 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 31-40 | 45 |
| 12 PM | 0 | 1 | 2 | 4 | 23 | 31 | 9 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 78 | 31-40 | 54 |
| 13:00 | 1 | 0 | 0 | 3 | 17 | 17 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 36-45 | 35 |
| 14:00 | 0 | 1 | 0 | 11 | 29 | 41 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 31-40 | 70 |
| 15:00 | 0 | 0 | 2 | 8 | 53 | 39 | 19 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 129 | 31-40 | 92 |
| 16:00 | 0 | 0 | 2 | 5 | 35 | 44 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 31-40 | 79 |
| 17:00 | 0 | 1 | 2 | 3 | 40 | 42 | 27 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 123 | 31-40 | 82 |
| 18:00 | 0 | 0 | 0 | 4 | 25 | 41 | 15 | 8 | 1 | 1 | 0 | 1 | 0 | 0 | 96 | 31-40 | 66 |
| 19:00 | 0 | 0 | 0 | 3 | 13 | 29 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 31-40 | 42 |
| 20:00 | 0 | 0 | 0 | 3 | 9 | 25 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 31-40 | 34 |
| 21:00 | 0 | 0 | 0 | 0 | 7 | 16 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 34-43 | 24 |
| 22:00 | 0 | 0 | 0 | 3 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 35-44 | 9 |
| 23:00 | 0 | 0 | 0 | 1 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 35-44 | 9 |
| Total | 2 | 9 | 22 | 93 | 407 | 504 | 237 | 60 | 12 | 4 | 2 | 1 | 1 | 0 | 1354 | | |
| Percent | 0.1% | 0.7% | 1.6% | 6.9% | 30.1% | 37.2% | 17.5% | 4.4% | 0.9% | 0.3% | 0.1% | 0.1% | 0.1% | 0.0% | | | |
| AM Peak Vol. | 11:00 | 11:00 | 07:00 | 08:00 | 07:00 | 08:00 | 08:00 | 11:00 | 08:00 | 08:00 | 08:00 | 08:00 | 10:00 | | 08:00 | | |
| PM Peak Vol. | 13:00 | 12:00 | 12:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 12:00 | 12:00 | 17:00 | 17:00 | 18:00 | | 15:00 | | |
| | 1 | 3 | 5 | 14 | 38 | 41 | 27 | 7 | 2 | 1 | 1 | 1 | 1 | 1 | 134 | | |
| | 1 | 1 | 2 | 11 | 53 | 44 | 27 | 8 | 3 | 1 | 1 | 1 | 1 | 1 | 129 | | |

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

Stanwich Road North of Indian Rock Road
Greenwich, Connecticut

Site Code:
Station ID: 5827

Latitude: 0' 0.0000 Undefined

Northbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace | |
|--------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|-------|------------|----------------|----|
| 03/31/23 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 31-40 | 4 | |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 39-48 | 2 | |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 | |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * | |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * | |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 30-39 | 2 | |
| 06:00 | 0 | 0 | 0 | 0 | 3 | 8 | 7 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 22 | 36-45 | 15 | |
| 07:00 | 0 | 0 | 2 | 13 | 34 | 39 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 110 | 31-40 | 73 | |
| 08:00 | 0 | 0 | 2 | 14 | 39 | 56 | 17 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 136 | 31-40 | 95 |
| 09:00 | 0 | 0 | 3 | 5 | 22 | 38 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 86 | 31-40 | 60 | |
| 10:00 | 0 | 0 | 1 | 6 | 13 | 30 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 31-40 | 43 | |
| 11:00 | 0 | 0 | 1 | 5 | 20 | 26 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 31-40 | 46 | |
| 12 PM | 0 | 0 | 1 | 12 | 25 | 34 | 25 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 103 | 36-45 | 59 | |
| 13:00 | 0 | 0 | 0 | 9 | 23 | 37 | 14 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 89 | 31-40 | 60 | |
| 14:00 | 0 | 0 | 0 | 13 | 42 | 39 | 22 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 123 | 31-40 | 81 | |
| 15:00 | 0 | 0 | 0 | 10 | 31 | 48 | 20 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 116 | 31-40 | 79 | |
| 16:00 | 0 | 0 | 0 | 10 | 29 | 30 | 11 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 86 | 31-40 | 59 | |
| 17:00 | 0 | 0 | 0 | 2 | 30 | 27 | 19 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 31-40 | 57 | |
| 18:00 | 0 | 0 | 0 | 5 | 22 | 35 | 19 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 85 | 31-40 | 57 | |
| 19:00 | 0 | 0 | 0 | 2 | 15 | 28 | 18 | 5 | 1 | 0 | 0 | 1 | 1 | 0 | 71 | 36-45 | 46 | |
| 20:00 | 0 | 0 | 0 | 3 | 10 | 19 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 41 | 31-40 | 29 | |
| 21:00 | 0 | 0 | 0 | 4 | 12 | 17 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 44 | 31-40 | 29 | |
| 22:00 | 0 | 0 | 0 | 3 | 4 | 15 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 36-45 | 22 | |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 25-34 | 2 | |
| Total | 0 | 0 | 10 | 117 | 380 | 529 | 246 | 65 | 15 | 6 | 1 | 3 | 1 | 0 | 1373 | | | |
| Percent | 0.0% | 0.0% | 0.7% | 8.5% | 27.7% | 38.5% | 17.9% | 4.7% | 1.1% | 0.4% | 0.1% | 0.2% | 0.1% | 0.0% | | | | |
| AM Peak Vol. | | 09:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 07:00 | 06:00 | | | 08:00 | | | 08:00 | | | |
| PM Peak Vol. | | 12:00 | 14:00 | 14:00 | 15:00 | 12:00 | 17:00 | 16:00 | 13:00 | 16:00 | 18:00 | 19:00 | | | 14:00 | | | |
| | | 1 | 13 | 42 | 48 | 25 | 8 | 3 | 1 | 1 | 1 | 1 | | | 123 | | | |

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

Stanwich Road North of Indian Rock Road
Greenwich, Connecticut

Site Code:
Station ID: 5827

Latitude: 0' 0.0000 Undefined

Northbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|------|------|-------|------------|----------------|
| 04/01/23 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 51-60 | 2 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 24-33 | 1 |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19-28 | 1 |
| 04:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 29-38 | 1 |
| 06:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 30-39 | 4 |
| 07:00 | 0 | 0 | 1 | 1 | 9 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 31-40 | 13 |
| 08:00 | 0 | 0 | 0 | 1 | 9 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 26 | 31-40 | 18 |
| 09:00 | 0 | 0 | 1 | 11 | 17 | 23 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 63 | 31-40 | 40 |
| 10:00 | 0 | 0 | 2 | 12 | 21 | 29 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 74 | 31-40 | 50 |
| 11:00 | 0 | 0 | 0 | 0 | 19 | 14 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 31-40 | 33 |
| 12 PM | 0 | 0 | 0 | 4 | 16 | 24 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 31-40 | 40 |
| 13:00 | 0 | 0 | 0 | 2 | 15 | 29 | 11 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 61 | 31-40 | 44 |
| 14:00 | 0 | 0 | 1 | 5 | 23 | 26 | 17 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 83 | 31-40 | 49 |
| 15:00 | 0 | 0 | 0 | 3 | 24 | 29 | 18 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 79 | 31-40 | 53 |
| 16:00 | 0 | 0 | 0 | 4 | 21 | 22 | 17 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 68 | 31-40 | 43 |
| 17:00 | 0 | 0 | 0 | 3 | 19 | 35 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 79 | 31-40 | 54 |
| 18:00 | 0 | 0 | 0 | 2 | 17 | 26 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 58 | 31-40 | 43 |
| 19:00 | 0 | 1 | 0 | 1 | 18 | 14 | 3 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 42 | 31-40 | 32 |
| 20:00 | 0 | 0 | 3 | 5 | 11 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 31-40 | 23 |
| 21:00 | 0 | 0 | 1 | 5 | 6 | 15 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 35 | 31-40 | 21 |
| 22:00 | 0 | 1 | 0 | 1 | 9 | 9 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 28 | 31-40 | 18 |
| 23:00 | 0 | 0 | 1 | 0 | 6 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 31-40 | 14 |
| Total | 0 | 2 | 10 | 61 | 266 | 332 | 154 | 38 | 13 | 3 | 3 | 1 | 0 | 0 | 883 | | |
| Percent | 0.0% | 0.2% | 1.1% | 6.9% | 30.1% | 37.6% | 17.4% | 4.3% | 1.5% | 0.3% | 0.3% | 0.1% | 0.0% | 0.0% | | | |
| AM Peak Vol. | | 10:00 | 10:00 | 10:00 | 10:00 | 11:00 | 09:00 | 00:00 | 00:00 | | | 02:00 | | | 10:00 | | |
| PM Peak Vol. | 19:00 | 20:00 | 14:00 | 15:00 | 17:00 | 15:00 | 14:00 | 15:00 | 16:00 | 13:00 | | | | | 14:00 | | |
| | 1 | 3 | 5 | 24 | 35 | 18 | 10 | 2 | 1 | 1 | | | | | 83 | | |

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

Stanwich Road North of Indian Rock Road
Greenwich, Connecticut

Site Code:
Station ID: 5827

Latitude: 0' 0.0000 Undefined

Northbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace | |
|--------------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|-------|------------|----------------|----|
| 04/02/23 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 36-45 | 7 | |
| 01:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19-28 | 1 | |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 34-43 | 3 | |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 29-38 | 1 | |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * | |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29-38 | 1 | |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 34-43 | 1 | |
| 07:00 | 0 | 0 | 0 | 1 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 31-40 | 11 | |
| 08:00 | 0 | 0 | 0 | 4 | 14 | 13 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 31-40 | 27 | |
| 09:00 | 0 | 0 | 0 | 2 | 7 | 9 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 36-45 | 18 | |
| 10:00 | 0 | 0 | 0 | 3 | 14 | 25 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 31-40 | 39 | |
| 11:00 | 0 | 0 | 1 | 3 | 14 | 32 | 13 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 70 | 31-40 | 46 |
| 12 PM | 0 | 0 | 1 | 3 | 12 | 25 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 59 | 36-45 | 42 | |
| 13:00 | 0 | 0 | 0 | 5 | 12 | 33 | 18 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 79 | 36-45 | 51 | |
| 14:00 | 0 | 0 | 0 | 5 | 14 | 28 | 17 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 69 | 36-45 | 45 | |
| 15:00 | 0 | 0 | 0 | 5 | 19 | 29 | 16 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 72 | 31-40 | 48 | |
| 16:00 | 0 | 0 | 0 | 3 | 13 | 27 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 62 | 34-43 | 41 | |
| 17:00 | 0 | 0 | 0 | 5 | 8 | 25 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 34-43 | 34 | |
| 18:00 | 0 | 0 | 0 | 3 | 15 | 28 | 12 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 68 | 31-40 | 43 | |
| 19:00 | 0 | 0 | 0 | 4 | 15 | 14 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 31-40 | 29 | |
| 20:00 | 0 | 0 | 0 | 0 | 5 | 16 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 34 | 36-45 | 25 | |
| 21:00 | 0 | 0 | 0 | 1 | 5 | 11 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 31-40 | 16 | |
| 22:00 | 0 | 0 | 0 | 1 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 34-43 | 8 | |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 31-40 | 5 | |
| Total | 0 | 0 | 2 | 49 | 177 | 339 | 170 | 44 | 14 | 3 | 1 | 1 | 0 | 0 | 800 | | | |
| Percent | 0.0% | 0.0% | 0.3% | 6.1% | 22.1% | 42.4% | 21.3% | 5.5% | 1.8% | 0.4% | 0.1% | 0.1% | 0.0% | 0.0% | | | | |
| AM Peak Vol. | | | | 11:00 | 08:00 | 08:00 | 11:00 | 11:00 | 03:00 | | | 11:00 | | | | 11:00 | | |
| PM Peak Vol. | | | | 12:00 | 13:00 | 15:00 | 13:00 | 13:00 | 13:00 | 18:00 | 14:00 | | | | 13:00 | | | |
| | | | | 1 | 4 | 14 | 32 | 13 | 5 | 1 | | | | | 70 | | | |
| | | | | 1 | 5 | 19 | 33 | 18 | 6 | 5 | 2 | 1 | | | 79 | | | |

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

Stanwich Road North of Indian Rock Road
Greenwich, Connecticut

Site Code:
Station ID: 5827

Latitude: 0' 0.0000 Undefined

| Northbound | | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|---------------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|-------|------------|----------------|
| Start Time | | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | | | |
| 04/03/23 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 35-44 | 4 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 24-33 | 1 | |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * | |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * | |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 34-43 | 1 |
| 05:00 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 30-39 | 7 |
| 06:00 | 0 | 0 | 0 | 1 | 4 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 31-40 | 11 |
| 07:00 | 0 | 0 | 1 | 10 | 32 | 43 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 105 | 31-40 | 75 |
| 08:00 | 0 | 0 | 0 | 10 | 37 | 43 | 34 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 31-40 | 80 |
| 09:00 | 0 | 0 | 2 | 6 | 15 | 26 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 31-40 | 41 |
| 10:00 | 0 | 0 | 0 | 3 | 13 | 16 | 13 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 50 | 36-45 | 29 |
| 11:00 | 0 | 0 | 0 | 2 | 21 | 21 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 31-40 | 42 |
| 12 PM | 0 | 0 | 0 | 3 | 16 | 42 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 31-40 | 58 |
| 13:00 | 0 | 0 | 0 | 8 | 15 | 24 | 12 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 62 | 31-40 | 39 |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 0 | 0 | 3 | 43 | 159 | 226 | 105 | 30 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 576 | | |
| Percent | 0.0% | 0.0% | 0.5% | 7.5% | 27.6% | 39.2% | 18.2% | 5.2% | 1.2% | 0.3% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak Vol. | | | 09:00 | 07:00 | 08:00 | 07:00 | 08:00 | 08:00 | 08:00 | 07:00 | 10:00 | | | | | 08:00 | | |
| PM Peak Vol. | | | 2 | 10 | 37 | 43 | 34 | 7 | 2 | 1 | 1 | | | | | 133 | | |
| Total Percent | 4 | 17 | 67 | 511 | 1994 | 2656 | 1200 | 319 | 76 | 25 | 11 | 6 | 3 | 0 | 0 | 6889 | | |
| | 0.1% | 0.2% | 1.0% | 7.4% | 28.9% | 38.6% | 17.4% | 4.6% | 1.1% | 0.4% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | | | |

15th Percentile : 31 MPH
50th Percentile : 36 MPH
85th Percentile : 42 MPH
95th Percentile : 46 MPH

| | | |
|-------|--------------------------------|-----------|
| Stats | 10 MPH Pace Speed : | 31-40 MPH |
| | Number in Pace : | 4650 |
| | Percent in Pace : | 67.5% |
| | Number of Vehicles > 25 MPH : | 6801 |
| | Percent of Vehicles > 25 MPH : | 98.7% |
| | Mean Speed(Average) : | 37 MPH |

Stanwich Road North of Indian Rock Road
Greenwich, Connecticut

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

Site Code:
Station ID: 5827

Latitude: 0' 0.0000 Undefined

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

Stanwich Road North of Indian Rock Road
Greenwich, Connecticut

Site Code:
Station ID: 5827

Latitude: 0' 0.0000 Undefined

Southbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|-------|------------|----------------|
| 03/29/23 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 30-39 | 3 |
| 01:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19-28 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 04:00 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 39-48 | 3 |
| 05:00 | 0 | 0 | 0 | 1 | 8 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 31-40 | 13 |
| 06:00 | 0 | 0 | 0 | 6 | 6 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 31-40 | 19 |
| 07:00 | 1 | 3 | 10 | 29 | 88 | 41 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 | 31-40 | 129 |
| 08:00 | 0 | 1 | 0 | 8 | 63 | 54 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 31-40 | 117 |
| 09:00 | 1 | 0 | 1 | 13 | 42 | 33 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 31-40 | 75 |
| 10:00 | 0 | 0 | 1 | 4 | 21 | 27 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 65 | 31-40 | 48 |
| 11:00 | 0 | 0 | 0 | 18 | 34 | 25 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 31-40 | 59 |
| 12 PM | 0 | 0 | 2 | 17 | 27 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 31-40 | 52 |
| 13:00 | 0 | 0 | 2 | 5 | 35 | 33 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 31-40 | 68 |
| 14:00 | 3 | 2 | 4 | 18 | 33 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 31-40 | 54 |
| 15:00 | 0 | 0 | 0 | 31 | 75 | 33 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 151 | 31-40 | 108 |
| 16:00 | 0 | 0 | 2 | 6 | 47 | 36 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 31-40 | 83 |
| 17:00 | 0 | 0 | 9 | 12 | 37 | 40 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 31-40 | 77 |
| 18:00 | 0 | 1 | 0 | 9 | 24 | 24 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 31-40 | 48 |
| 19:00 | 0 | 0 | 0 | 3 | 26 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 31-40 | 40 |
| 20:00 | 1 | 0 | 0 | 3 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 31-40 | 15 |
| 21:00 | 0 | 0 | 0 | 1 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 31-40 | 11 |
| 22:00 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 29-38 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 44-53 | 1 |
| Total | 6 | 7 | 31 | 186 | 586 | 438 | 93 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 1362 | | |
| Percent | 0.4% | 0.5% | 2.3% | 13.7% | 43.0% | 32.2% | 6.8% | 0.9% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 08:00 | 10:00 | 04:00 | 10:00 | | | | | | 07:00 | | |
| Vol. | 1 | 3 | 10 | 29 | 88 | 54 | 11 | 1 | 1 | | | | | | 177 | | |
| PM Peak | 14:00 | 14:00 | 17:00 | 15:00 | 15:00 | 17:00 | 15:00 | 17:00 | 15:00 | | | | | | 15:00 | | |
| Vol. | 3 | 2 | 9 | 31 | 75 | 40 | 10 | 2 | 1 | | | | | | 151 | | |

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

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Stanwich Road North of Indian Rock Road
Greenwich, Connecticut

Site Code:
Station ID: 5827

Latitude: 0' 0.0000 Undefined

Southbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|-------|------------|----------------|
| 03/30/23 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 14-23 | 1 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 |
| 04:00 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 31-40 | 5 |
| 05:00 | 0 | 0 | 0 | 0 | 6 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 31-40 | 14 |
| 06:00 | 0 | 0 | 0 | 2 | 11 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 31-40 | 18 |
| 07:00 | 2 | 5 | 12 | 44 | 71 | 43 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 186 | 26-35 | 115 |
| 08:00 | 0 | 1 | 4 | 27 | 55 | 43 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 31-40 | 98 |
| 09:00 | 0 | 0 | 0 | 1 | 41 | 50 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 102 | 31-40 | 91 |
| 10:00 | 0 | 1 | 1 | 8 | 28 | 29 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 31-40 | 57 |
| 11:00 | 0 | 0 | 0 | 8 | 43 | 31 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 31-40 | 74 |
| 12 PM | 0 | 0 | 0 | 7 | 48 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 31-40 | 74 |
| 13:00 | 0 | 0 | 0 | 4 | 30 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 31-40 | 59 |
| 14:00 | 0 | 0 | 0 | 15 | 35 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 31-40 | 73 |
| 15:00 | 0 | 0 | 3 | 24 | 71 | 47 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 31-40 | 118 |
| 16:00 | 0 | 0 | 1 | 14 | 53 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 31-40 | 80 |
| 17:00 | 0 | 0 | 0 | 18 | 35 | 43 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 31-40 | 78 |
| 18:00 | 0 | 0 | 0 | 4 | 34 | 39 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 31-40 | 73 |
| 19:00 | 0 | 0 | 1 | 8 | 22 | 23 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 31-40 | 45 |
| 20:00 | 0 | 0 | 0 | 4 | 8 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 31-40 | 17 |
| 21:00 | 0 | 0 | 0 | 0 | 8 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 31-40 | 14 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 31-40 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 31-40 | 5 |
| Total | 2 | 7 | 23 | 190 | 603 | 511 | 103 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 1457 | | |
| Percent | 0.1% | 0.5% | 1.6% | 13.0% | 41.4% | 35.1% | 7.1% | 1.1% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| AM Peak Vol. | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 09:00 | 08:00 | 05:00 | 09:00 | 00:00 | | | | | 07:00 | | |
| PM Peak Vol. | | | | 15:00 | 15:00 | 15:00 | 17:00 | 15:00 | | | | | | | 15:00 | | |
| | | | | 3 | 24 | 71 | 47 | 9 | 3 | | | | | | 155 | | |

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

Stanwich Road North of Indian Rock Road
Greenwich, Connecticut

Site Code:
Station ID: 5827

Latitude: 0' 0.0000 Undefined

Southbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|-------|------------|----------------|
| 03/31/23 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19-28 | 1 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 34-43 | 1 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 05:00 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 31-40 | 6 |
| 06:00 | 0 | 0 | 0 | 3 | 10 | 14 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 31-40 | 24 |
| 07:00 | 0 | 0 | 0 | 17 | 90 | 44 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 31-40 | 134 |
| 08:00 | 0 | 3 | 0 | 19 | 56 | 55 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 31-40 | 111 |
| 09:00 | 0 | 0 | 3 | 18 | 31 | 35 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 31-40 | 66 |
| 10:00 | 0 | 0 | 1 | 13 | 31 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 31-40 | 57 |
| 11:00 | 0 | 0 | 1 | 17 | 39 | 32 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 31-40 | 71 |
| 12 PM | 0 | 2 | 1 | 14 | 29 | 37 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 90 | 31-40 | 66 |
| 13:00 | 0 | 0 | 0 | 8 | 42 | 29 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 31-40 | 71 |
| 14:00 | 0 | 1 | 2 | 12 | 35 | 32 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 31-40 | 67 |
| 15:00 | 0 | 0 | 2 | 9 | 73 | 73 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 31-40 | 146 |
| 16:00 | 0 | 0 | 0 | 15 | 35 | 29 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 31-40 | 64 |
| 17:00 | 0 | 0 | 3 | 9 | 50 | 47 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 31-40 | 97 |
| 18:00 | 0 | 0 | 1 | 5 | 30 | 36 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 31-40 | 66 |
| 19:00 | 0 | 0 | 0 | 2 | 17 | 22 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 47 | 31-40 | 39 |
| 20:00 | 0 | 0 | 0 | 2 | 10 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 31-40 | 20 |
| 21:00 | 0 | 0 | 0 | 1 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 31-40 | 12 |
| 22:00 | 0 | 0 | 0 | 3 | 9 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 31-40 | 22 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 31-40 | 7 |
| Total | 0 | 6 | 14 | 168 | 599 | 549 | 125 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 1472 | | |
| Percent | 0.0% | 0.4% | 1.0% | 11.4% | 40.7% | 37.3% | 8.5% | 0.6% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak Vol. | 08:00 | 09:00 | 08:00 | 07:00 | 08:00 | 08:00 | 06:00 | | | | | | | | 07:00 | | |
| | 3 | 3 | 19 | 90 | 55 | 16 | 2 | | | | | | | | 163 | | |
| PM Peak Vol. | 12:00 | 17:00 | 16:00 | 15:00 | 15:00 | 16:00 | 14:00 | 12:00 | | | | | | | 15:00 | | |
| | 2 | 3 | 15 | 73 | 73 | 14 | 1 | 1 | | | | | | | 164 | | |

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

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Stanwich Road North of Indian Rock Road
Greenwich, Connecticut

Site Code:
Station ID: 5827

Latitude: 0' 0.0000 Undefined

Southbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|-------|------------|----------------|
| 04/01/23 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 29-38 | 1 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 34-43 | 2 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 30-39 | 2 |
| 04:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 |
| 05:00 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 30-39 | 4 |
| 06:00 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 29-38 | 4 |
| 07:00 | 0 | 0 | 0 | 2 | 10 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 31-40 | 24 |
| 08:00 | 0 | 0 | 0 | 1 | 20 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 31-40 | 42 |
| 09:00 | 0 | 0 | 0 | 5 | 25 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 31-40 | 47 |
| 10:00 | 0 | 0 | 0 | 7 | 24 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 31-40 | 43 |
| 11:00 | 0 | 0 | 0 | 8 | 24 | 22 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 70 | 31-40 | 46 |
| 12 PM | 0 | 0 | 4 | 9 | 32 | 35 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 31-40 | 67 |
| 13:00 | 0 | 0 | 1 | 1 | 23 | 23 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 31-40 | 46 |
| 14:00 | 0 | 0 | 0 | 2 | 31 | 28 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 31-40 | 59 |
| 15:00 | 0 | 1 | 0 | 4 | 24 | 30 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 71 | 31-40 | 54 |
| 16:00 | 0 | 0 | 0 | 11 | 25 | 34 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 31-40 | 59 |
| 17:00 | 0 | 0 | 1 | 7 | 28 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 31-40 | 48 |
| 18:00 | 0 | 0 | 0 | 3 | 24 | 23 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 31-40 | 47 |
| 19:00 | 0 | 0 | 1 | 2 | 11 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 31-40 | 25 |
| 20:00 | 0 | 0 | 0 | 4 | 12 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 31-40 | 23 |
| 21:00 | 0 | 0 | 0 | 2 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 29-38 | 9 |
| 22:00 | 0 | 0 | 1 | 4 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 26-35 | 10 |
| 23:00 | 0 | 0 | 0 | 2 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 31-40 | 10 |
| Total | 1 | 1 | 8 | 75 | 335 | 335 | 101 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 869 | | |
| Percent | 0.1% | 0.1% | 0.9% | 8.6% | 38.6% | 38.6% | 11.6% | 1.3% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak Vol. | 05:00 | | | 11:00 | 09:00 | 08:00 | 11:00 | 11:00 | 11:00 | | | | | | 11:00 | | |
| PM Peak Vol. | | 15:00 | 12:00 | 16:00 | 12:00 | 12:00 | 14:00 | 13:00 | 15:00 | | | | | | 12:00 | | |
| | | 1 | 4 | 11 | 32 | 35 | 14 | 2 | 1 | | | | | | 87 | | |

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

Stanwich Road North of Indian Rock Road
Greenwich, Connecticut

Site Code:
Station ID: 5827

Latitude: 0' 0.0000 Undefined

Southbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|--------------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|-------|------------|----------------|
| 04/02/23 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 35-44 | 5 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 34-43 | 1 |
| 02:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14-23 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 34-43 | 1 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 |
| 06:00 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 31-40 | 4 |
| 07:00 | 0 | 0 | 0 | 2 | 8 | 5 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 19 | 31-40 | 13 |
| 08:00 | 0 | 0 | 0 | 2 | 13 | 12 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 35 | 31-40 | 25 |
| 09:00 | 0 | 0 | 0 | 1 | 20 | 30 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 62 | 31-40 | 50 |
| 10:00 | 0 | 0 | 1 | 6 | 23 | 26 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 31-40 | 49 |
| 11:00 | 0 | 0 | 3 | 3 | 26 | 26 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 31-40 | 52 |
| 12 PM | 0 | 0 | 2 | 3 | 36 | 31 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 31-40 | 67 |
| 13:00 | 0 | 1 | 1 | 3 | 33 | 29 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 31-40 | 62 |
| 14:00 | 0 | 0 | 4 | 12 | 39 | 41 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 31-40 | 80 |
| 15:00 | 0 | 1 | 0 | 4 | 21 | 31 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 31-40 | 52 |
| 16:00 | 0 | 0 | 0 | 3 | 20 | 33 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 31-40 | 53 |
| 17:00 | 0 | 0 | 1 | 6 | 22 | 21 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 31-40 | 43 |
| 18:00 | 0 | 0 | 0 | 2 | 13 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 31-40 | 29 |
| 19:00 | 0 | 0 | 0 | 3 | 13 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 31-40 | 24 |
| 20:00 | 0 | 0 | 0 | 1 | 9 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 31-40 | 18 |
| 21:00 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 31-40 | 6 |
| 22:00 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 25-34 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 29-38 | 5 |
| Total | 0 | 2 | 13 | 52 | 310 | 328 | 100 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 822 | | |
| Percent | 0.0% | 0.2% | 1.6% | 6.3% | 37.7% | 39.9% | 12.2% | 1.7% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak Vol. | | | | | 11:00 | 10:00 | 11:00 | 09:00 | 11:00 | 08:00 | 08:00 | 07:00 | | | | 11:00 | |
| | | | | | 3 | 6 | 26 | 30 | 11 | 2 | 1 | 1 | | | | 69 | |
| PM Peak Vol. | | | | | 13:00 | 14:00 | 14:00 | 14:00 | 14:00 | 12:00 | 13:00 | | | | | 14:00 | |
| | | | | | 1 | 4 | 12 | 39 | 41 | 14 | 2 | | | | | 102 | |

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

Page 14

Stanwich Road North of Indian Rock Road
Greenwich, Connecticut

Site Code:
Station ID: 5827

Latitude: 0' 0.0000 Undefined

Southbound

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace Speed | Number in Pace |
|---------------|---------|------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|-------|------------|----------------|
| 04/03/23 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 31-40 | 3 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29-38 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 04:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25-34 | 2 |
| 05:00 | 0 | 0 | 0 | 1 | 2 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 34-43 | 10 |
| 06:00 | 0 | 0 | 0 | 0 | 9 | 16 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 31-40 | 25 |
| 07:00 | 0 | 0 | 3 | 19 | 90 | 77 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 31-40 | 167 |
| 08:00 | 0 | 0 | 1 | 9 | 55 | 56 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 31-40 | 111 |
| 09:00 | 0 | 0 | 1 | 15 | 37 | 29 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 31-40 | 66 |
| 10:00 | 0 | 0 | 0 | 2 | 24 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 31-40 | 51 |
| 11:00 | 0 | 0 | 0 | 6 | 27 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 31-40 | 60 |
| 12 PM | 0 | 0 | 0 | 12 | 31 | 19 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 31-40 | 50 |
| 13:00 | 0 | 3 | 2 | 6 | 33 | 15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 31-40 | 48 |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 0 | 3 | 7 | 70 | 310 | 283 | 49 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 729 | | |
| Percent | 0.0% | 0.4% | 1.0% | 9.6% | 42.5% | 38.8% | 6.7% | 0.8% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| AM Peak Vol. | | | 07:00 | 07:00 | 07:00 | 07:00 | 08:00 | 06:00 | 00:00 | | | | | | 07:00 | | |
| PM Peak Vol. | | | 13:00 | 13:00 | 12:00 | 13:00 | 12:00 | 12:00 | 12:00 | | | | | | 199 | | |
| Total Percent | 10 | 26 | 104 | 792 | 2936 | 2635 | 620 | 76 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 12:00 | |
| | Percent | 0.1% | 0.4% | 1.4% | 11.0% | 40.7% | 36.5% | 8.6% | 1.1% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 69 | |
| | | | | | | | | | | | | | | | | 7212 | |

15th Percentile : 30 MPH
50th Percentile : 34 MPH
85th Percentile : 39 MPH
95th Percentile : 42 MPH

| | | |
|-------|--------------------------------|-----------|
| Stats | 10 MPH Pace Speed : | 31-40 MPH |
| | Number in Pace : | 5571 |
| | Percent in Pace : | 77.2% |
| | Number of Vehicles > 25 MPH : | 7072 |
| | Percent of Vehicles > 25 MPH : | 98.1% |
| | Mean Speed(Average) : | 35 MPH |

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

Stanwich Road North of Indian Rock Road
Greenwich, Connecticut

Site Code:
Station ID: 5827

Latitude: 0' 0.0000 Undefined

| Start Time | 27-Mar-23 | | Tue | | Wed | | Thu | | Fri | | Weekday Average | | Sat | | Sun | |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|------------|------------|------------|------------|------------|
| | Northbound | Southbound | Northbound | Southbound | Northbound | Southbound | Northbound | Southbound |
| 12:00 AM | * | * | * | * | 4 | 3 | 7 | 4 | 5 | 2 | 5 | 3 | 5 | 2 | 9 | 5 |
| 01:00 | * | * | * | * | 5 | 1 | 1 | 0 | 2 | 1 | 3 | 1 | 1 | 2 | 2 | 1 |
| 02:00 | * | * | * | * | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 3 | 1 |
| 03:00 | * | * | * | * | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 2 | 1 |
| 04:00 | * | * | * | * | 2 | 4 | 2 | 7 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 0 |
| 05:00 | * | * | * | * | 4 | 18 | 3 | 19 | 2 | 7 | 3 | 15 | 2 | 5 | 1 | 1 |
| 06:00 | * | * | * | * | 16 | 29 | 21 | 29 | 22 | 33 | 20 | 30 | 4 | 7 | 1 | 5 |
| 07:00 | * | * | * | * | 89 | 177 | 94 | 186 | 110 | 163 | 98 | 175 | 17 | 31 | 13 | 19 |
| 08:00 | * | * | * | * | 119 | 136 | 134 | 144 | 136 | 149 | 130 | 143 | 26 | 49 | 38 | 35 |
| 09:00 | * | * | * | * | 63 | 98 | 85 | 102 | 86 | 96 | 78 | 99 | 63 | 56 | 29 | 62 |
| 10:00 | * | * | * | * | 63 | 65 | 73 | 74 | 60 | 77 | 65 | 72 | 74 | 56 | 57 | 65 |
| 11:00 | * | * | * | * | 71 | 79 | 78 | 88 | 67 | 93 | 72 | 87 | 46 | 70 | 70 | 69 |
| 12:00 PM | * | * | * | * | 71 | 72 | 78 | 87 | 103 | 90 | 84 | 83 | 54 | 87 | 59 | 87 |
| 01:00 | * | * | * | * | 64 | 80 | 57 | 68 | 89 | 87 | 70 | 78 | 61 | 54 | 79 | 76 |
| 02:00 | * | * | 27 | 15 | 148 | 83 | 98 | 90 | 123 | 89 | 99 | 69 | 83 | 75 | 69 | 102 |
| 03:00 | * | * | 120 | 158 | 108 | 151 | 129 | 155 | 116 | 164 | 118 | 157 | 79 | 71 | 72 | 62 |
| 04:00 | * | * | 112 | 90 | 96 | 97 | 110 | 98 | 86 | 93 | 101 | 94 | 68 | 80 | 62 | 69 |
| 05:00 | * | * | 96 | 108 | 103 | 109 | 123 | 107 | 86 | 120 | 102 | 111 | 79 | 60 | 49 | 56 |
| 06:00 | * | * | 88 | 57 | 104 | 70 | 96 | 86 | 85 | 83 | 93 | 74 | 58 | 61 | 68 | 37 |
| 07:00 | * | * | 72 | 40 | 73 | 50 | 61 | 60 | 71 | 47 | 69 | 49 | 42 | 32 | 46 | 30 |
| 08:00 | * | * | 41 | 14 | 55 | 20 | 48 | 25 | 41 | 29 | 46 | 22 | 33 | 28 | 34 | 24 |
| 09:00 | * | * | 19 | 7 | 36 | 14 | 31 | 16 | 44 | 13 | 32 | 12 | 35 | 12 | 21 | 7 |
| 10:00 | * | * | 16 | 7 | 12 | 4 | 13 | 5 | 34 | 28 | 19 | 11 | 28 | 15 | 11 | 3 |
| 11:00 | * | * | 5 | 5 | 1 | 1 | 11 | 6 | 4 | 7 | 5 | 5 | 20 | 13 | 5 | 5 |
| Total Day | 0 | 0 | 596 | 501 | 1307 | 1362 | 1354 | 1457 | 1373 | 1472 | 1314 | 1395 | 883 | 869 | 800 | 822 |
| AM Peak Vol. | - | - | - | - | 08:00 | 07:00 | 08:00 | 07:00 | 08:00 | 07:00 | 08:00 | 07:00 | 10:00 | 11:00 | 11:00 | 11:00 |
| PM Peak Vol. | - | - | 15:00 | 15:00 | 14:00 | 15:00 | 15:00 | 15:00 | 14:00 | 15:00 | 15:00 | 15:00 | 14:00 | 12:00 | 13:00 | 14:00 |
| | - | - | 120 | 158 | 148 | 151 | 129 | 155 | 123 | 164 | 118 | 157 | 83 | 87 | 79 | 102 |

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

Stanwich Road North of Indian Rock Road
Greenwich, Connecticut

Page 2

Site Code:
Station ID: 5827

Latitude: 0' 0.0000 Undefined

| Start Time | 03-Apr-23 | | Tue | | Wed | | Thu | | Fri | | Weekday Average | | Sat | | Sun | |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|------------|------------|------------|------------|------------|
| | Northbound | Southbound | Northbound | Southbound | Northbound | Southbound | Northbound | Southbound |
| 12:00 AM | 6 | 4 | * | * | * | * | * | * | * | * | 6 | 4 | * | * | * | * |
| 01:00 | 2 | 1 | * | * | * | * | * | * | * | * | 2 | 1 | * | * | * | * |
| 02:00 | 0 | 0 | * | * | * | * | * | * | * | * | 0 | 0 | * | * | * | * |
| 03:00 | 0 | 0 | * | * | * | * | * | * | * | * | 0 | 0 | * | * | * | * |
| 04:00 | 1 | 2 | * | * | * | * | * | * | * | * | 1 | 2 | * | * | * | * |
| 05:00 | 7 | 13 | * | * | * | * | * | * | * | * | 7 | 13 | * | * | * | * |
| 06:00 | 16 | 31 | * | * | * | * | * | * | * | * | 16 | 31 | * | * | * | * |
| 07:00 | 105 | 199 | * | * | * | * | * | * | * | * | 105 | 199 | * | * | * | * |
| 08:00 | 133 | 134 | * | * | * | * | * | * | * | * | 133 | 134 | * | * | * | * |
| 09:00 | 65 | 87 | * | * | * | * | * | * | * | * | 65 | 87 | * | * | * | * |
| 10:00 | 50 | 56 | * | * | * | * | * | * | * | * | 50 | 56 | * | * | * | * |
| 11:00 | 54 | 69 | * | * | * | * | * | * | * | * | 54 | 69 | * | * | * | * |
| 12:00 PM | 75 | 69 | * | * | * | * | * | * | * | * | 75 | 69 | * | * | * | * |
| 01:00 | 62 | 64 | * | * | * | * | * | * | * | * | 62 | 64 | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total Day | 576 | 729 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 576 | 729 | 0 | 0 | 0 | 0 |
| AM Peak Vol. | 08:00 | 07:00 | - | - | - | - | - | - | - | - | 08:00 | 07:00 | - | - | - | - |
| PM Peak Vol. | 12:00 | 12:00 | - | - | - | - | - | - | - | - | 12:00 | 12:00 | - | - | - | - |
| Comb. Total | 1305 | | 1097 | | 2669 | | 2811 | | 2845 | | 4014 | | 1752 | | 1622 | |
| ADT | ADT 2,775 | | AADT 2,775 | | | | | | | | | | | | | |

| | | | |
|-------------|-----------|------------|------|
| Comb. Total | 1305 | 1097 | 2669 |
| ADT | ADT 2,775 | AADT 2,775 | |

APPENDIX B

Capacity Analysis Methodology

CAPACITY ANALYSIS METHODOLOGY

A primary result of capacity analysis is the assignment of levels of service to traffic facilities under various traffic flow conditions. The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM).¹ The concept of level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year. A description of the operating condition under each level of service is provided below:

- *LOS A* describes conditions with little to no delay to motorists.
- *LOS B* represents a desirable level with relatively low delay to motorists.
- *LOS C* describes conditions with average delays to motorists.
- *LOS D* describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.
- *LOS E* represents operating conditions with high delay values. This level is considered by many agencies to be the limit of acceptable delay.
- *LOS F* is considered to be unacceptable to most drivers with high delay values that often occur, when arrival flow rates exceed the capacity of the intersection.

Signalized Intersections

Levels of service for signalized intersections are also calculated using the operational analysis methodology of the HCM. The methodology for signalized intersections assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on average *control* delay. Control delay is used to establish the operating characteristics for an intersection or an approach to an intersection. Volume-to-capacity (v/c) ratios are also used to help signify the utilization of a lane group's capacity at an intersection. A v/c ratio of ≥ 1.00 represents conditions when the traffic signal cycle capacity is fully utilized and indicates a capacity failure. The level-of-service criteria for signalized intersections are shown in Table A-1.

¹*Highway Capacity Manual, 6TH Edition: A Guide for Multimodal Mobility Analysis.* Washington, D.C.: Transportation Research Board, 2016.

Unsignalized Intersections

Levels of service for unsignalized intersections are calculated using the operational analysis methodology of the HCM. The procedure accounts for lane configuration on both the minor and major street approaches, conflicting traffic stream volumes, and the type of intersection control (STOP, YIELD, or all-way STOP control). The definition of level of service for unsignalized intersections is a function of average *control* delay. Control delay at an unsignalized intersection is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. This time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position.

Volume-to-capacity (v/c) ratios are also used to help signify the utilization of a movement's capacity at an intersection. A v/c ratio of ≥ 1.00 represents conditions when the movement is fully utilized and indicates a capacity failure. The capacity of the movements is based on the distribution of gaps in the major street traffic stream, the selection of gaps to complete the desired movement, and the follow-up headways for each driver in the queue. When an unsignalized intersection is located within 0.25 miles of a signalized intersection, traffic flows may not be random and some platoon structure may exist, thereby affecting the minor street operations. The level-of-service criteria for unsignalized intersections are shown in Table A-1.

TABLE A-1

Level-of-Service Criteria for Intersections

| Level of Service | Signalized Intersection Criteria | Unsignalized Intersection Criteria | V/C Ratio >1.00^a |
|-------------------------|---|---|---------------------------------------|
| | Average Control Delay (Seconds per Vehicle) | Average Control Delay (Seconds per Vehicle) | |
| A | ≤ 10 | ≤ 10 | F |
| B | >10 and ≤ 20 | >10 and ≤ 15 | F |
| C | >20 and ≤ 35 | >15 and ≤ 25 | F |
| D | >35 and ≤ 55 | >25 and ≤ 35 | F |
| E | >55 and ≤ 80 | >35 and ≤ 50 | F |
| F | >80 | >50 | F |

Note: ^aFor approach-based and intersection-wide assessments, LOS is defined solely by control delay.

Source: *Highway Capacity Manual, 6th Edition: A Guide for Multimodal Mobility Analysis*. Washington, D.C.: Transportation Research Board, 2016. Exhibit 19-8, Pg. 19-16.

For signalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to the entire intersection. For unsignalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups on the minor street approaches or to the left turns from the major street approaches.

APPENDIX C

Capacity Analysis Worksheets

201: Stanwich Road & Fairfield Road
2023 Existing Conditions Weekday AM Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|
| Lane Configurations | ↑ | ↑ | ↖ | ↖ | ↓ | ↖ |
| Traffic Volume (vph) | 265 | 67 | 227 | 125 | 108 | 466 |
| Future Volume (vph) | 265 | 67 | 227 | 125 | 108 | 466 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 15 | 12 | 10 | 10 | 12 |
| Storage Length (ft) | 0 | 25 | 0 | | | 0 |
| Storage Lanes | 1 | 1 | 0 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.890 | |
| Flt Protected | 0.950 | | | 0.969 | | |
| Satd. Flow (prot) | 1928 | 1725 | 0 | 1668 | 1532 | 0 |
| Flt Permitted | 0.950 | | | 0.969 | | |
| Satd. Flow (perm) | 1928 | 1725 | 0 | 1668 | 1532 | 0 |
| Link Speed (mph) | 25 | | | 30 | 30 | |
| Link Distance (ft) | 464 | | | 290 | 588 | |
| Travel Time (s) | 12.7 | | | 6.6 | 13.4 | |
| Confl. Peds. (#/hr) | 1 | | | | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.91 | 0.91 | 0.87 | 0.87 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 308 | 78 | 249 | 137 | 124 | 536 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 308 | 78 | 0 | 386 | 660 | 0 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 78.2% ICU Level of Service D

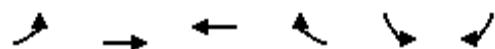
Analysis Period (min) 15

201: Stanwich Road & Fairfield Road
2023 Existing Conditions Weekday AM Peak

| Intersection | | | | | | |
|----------------------------|--------|------------------------|-------|-------------------------|------|-----------------------------|
| Int Delay, s/veh | 83.1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↑ | ↑ | ↔ | ↑ | | |
| Traffic Vol, veh/h | 265 | 67 | 227 | 125 | 108 | 466 |
| Future Vol, veh/h | 265 | 67 | 227 | 125 | 108 | 466 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Stop | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 91 | 91 | 87 | 87 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 308 | 78 | 249 | 137 | 124 | 536 |
| Major/Minor | Minor2 | Major1 | | Major2 | | |
| Conflicting Flow All | 1028 | 392 | 660 | 0 | - | 0 |
| Stage 1 | 392 | - | - | - | - | - |
| Stage 2 | 636 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | 4.13 | - | - | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | 2.227 | - | - | - |
| Pot Cap-1 Maneuver | ~ 258 | 655 | 923 | - | - | - |
| Stage 1 | 681 | - | - | - | - | - |
| Stage 2 | 526 | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | ~ 183 | 655 | 923 | - | - | - |
| Mov Cap-2 Maneuver | ~ 183 | - | - | - | - | - |
| Stage 1 | 482 | - | - | - | - | - |
| Stage 2 | 526 | - | - | - | - | - |
| Approach | EB | NB | SB | | | |
| HCM Control Delay, s\$ | 301.5 | 6.7 | 0 | | | |
| HCM LOS | F | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
| Capacity (veh/h) | 923 | - | 183 | 655 | - | - |
| HCM Lane V/C Ratio | 0.27 | - | 1.684 | 0.119 | - | - |
| HCM Control Delay (s) | 10.3 | \$ 374.9 | 11.2 | - | - | - |
| HCM Lane LOS | B | A | F | B | - | - |
| HCM 95th %tile Q(veh) | 1.1 | - | 21.1 | 0.4 | - | - |
| Notes | | | | | | |
| ~: Volume exceeds capacity | | \$: Delay exceeds 300s | +: | Computation Not Defined | * | All major volume in platoon |

202: Indian Rock Lane & West GCMS Driveway

2023 Existing Conditions Weekday AM Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|-------|------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 94 | 207 | 333 | 43 | 36 | 88 |
| Future Volume (vph) | 94 | 207 | 333 | 43 | 36 | 88 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 11 | 12 | 16 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.985 | | | 0.904 | |
| Flt Protected | | 0.985 | | | 0.986 | |
| Satd. Flow (prot) | 0 | 1938 | 1756 | 0 | 1863 | 0 |
| Flt Permitted | | 0.985 | | | 0.986 | |
| Satd. Flow (perm) | 0 | 1938 | 1756 | 0 | 1863 | 0 |
| Link Speed (mph) | | 25 | 25 | | 25 | |
| Link Distance (ft) | | 199 | 210 | | 135 | |
| Travel Time (s) | | 5.4 | 5.7 | | 3.7 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.88 | 0.88 | 0.39 | 0.39 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 145 | 318 | 378 | 49 | 92 | 226 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 463 | 427 | 0 | 318 | 0 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 53.6% ICU Level of Service A

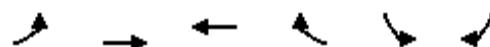
Analysis Period (min) 15

202: Indian Rock Lane & West GCMS Driveway
2023 Existing Conditions Weekday AM Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh | 10.7 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 94 | 207 | 333 | 43 | 36 | 88 |
| Future Vol, veh/h | 94 | 207 | 333 | 43 | 36 | 88 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 65 | 65 | 88 | 88 | 39 | 39 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 145 | 318 | 378 | 49 | 92 | 226 |
| Major/Minor | Major1 | Major2 | Minor2 | | | |
| Conflicting Flow All | 427 | 0 | - | 0 | 1011 | 403 |
| Stage 1 | - | - | - | - | 403 | - |
| Stage 2 | - | - | - | - | 608 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | 1127 | - | - | - | 264 | 645 |
| Stage 1 | - | - | - | - | 673 | - |
| Stage 2 | - | - | - | - | 541 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1127 | - | - | - | 223 | 645 |
| Mov Cap-2 Maneuver | - | - | - | - | 223 | - |
| Stage 1 | - | - | - | - | 568 | - |
| Stage 2 | - | - | - | - | 541 | - |
| Approach | EB | WB | SB | | | |
| HCM Control Delay, s | 2.7 | 0 | 36.7 | | | |
| HCM LOS | | | E | | | |
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | |
| Capacity (veh/h) | 1127 | - | - | - | 416 | |
| HCM Lane V/C Ratio | 0.128 | - | - | - | 0.764 | |
| HCM Control Delay (s) | 8.7 | 0 | - | - | 36.7 | |
| HCM Lane LOS | A | A | - | - | E | |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 6.4 | |

203: Indian Rock Lane & East GCMS Driveway

2023 Existing Conditions Weekday AM Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|--------------|-------|------|------|------------------------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 38 | 214 | 311 | 115 | 66 | 88 |
| Future Volume (vph) | 38 | 214 | 311 | 115 | 66 | 88 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 9 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.963 | | | 0.850 | |
| Flt Protected | | 0.992 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1786 | 1734 | 0 | 1593 | 1583 |
| Flt Permitted | | 0.992 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1786 | 1734 | 0 | 1593 | 1583 |
| Link Speed (mph) | | 25 | 25 | | 25 | |
| Link Distance (ft) | | 210 | 495 | | 162 | |
| Travel Time (s) | | 5.7 | 13.5 | | 4.4 | |
| Confl. Peds. (#/hr) | 5 | | | 5 | 5 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.83 | 0.83 | 0.47 | 0.47 |
| Adj. Flow (vph) | 42 | 235 | 375 | 139 | 140 | 187 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 277 | 514 | 0 | 140 | 187 |
| Sign Control | | Free | Free | | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 50.5% | | | | ICU Level of Service A | |
| Analysis Period (min) | 15 | | | | | |

203: Indian Rock Lane & East GCMS Driveway
2023 Existing Conditions Weekday AM Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh | 5.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 38 | 214 | 311 | 115 | 66 | 88 |
| Future Vol, veh/h | 38 | 214 | 311 | 115 | 66 | 88 |
| Conflicting Peds, #/hr | 5 | 0 | 0 | 5 | 5 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 83 | 83 | 47 | 47 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 42 | 235 | 375 | 139 | 140 | 187 |
| Major/Minor | Major1 | Major2 | Minor2 | | | |
| Conflicting Flow All | 519 | 0 | - | 0 | 774 | 450 |
| Stage 1 | - | - | - | - | 450 | - |
| Stage 2 | - | - | - | - | 324 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1047 | - | - | - | 367 | 609 |
| Stage 1 | - | - | - | - | 642 | - |
| Stage 2 | - | - | - | - | 733 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1043 | - | - | - | 347 | 607 |
| Mov Cap-2 Maneuver | - | - | - | - | 347 | - |
| Stage 1 | - | - | - | - | 610 | - |
| Stage 2 | - | - | - | - | 730 | - |
| Approach | EB | WB | SB | | | |
| HCM Control Delay, s | 1.3 | 0 | 17.3 | | | |
| HCM LOS | | | C | | | |
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
| Capacity (veh/h) | 1043 | - | - | - | 347 | 607 |
| HCM Lane V/C Ratio | 0.04 | - | - | - | 0.405 | 0.308 |
| HCM Control Delay (s) | 8.6 | 0 | - | - | 22.3 | 13.6 |
| HCM Lane LOS | A | A | - | - | C | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 1.9 | 1.3 |

204: Orchard Street & Orchard-Sinawoy Channel

2023 Existing Conditions Weekday AM Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|--------------|-------|------|------------------------|------|------|
| Lane Configurations | | ↑ | | ↑ | ↑ | |
| Traffic Volume (vph) | 0 | 26 | 43 | 428 | 259 | 0 |
| Future Volume (vph) | 0 | 26 | 43 | 428 | 259 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.865 | | | | |
| Flt Protected | | | | 0.995 | | |
| Satd. Flow (prot) | 0 | 1542 | 0 | 1835 | 1783 | 0 |
| Flt Permitted | | | | 0.995 | | |
| Satd. Flow (perm) | 0 | 1542 | 0 | 1835 | 1783 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 112 | | | 349 | 127 | |
| Travel Time (s) | 3.1 | | | 9.5 | 3.5 | |
| Peak Hour Factor | 0.77 | 0.77 | 0.93 | 0.93 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 34 | 46 | 460 | 301 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 34 | 0 | 506 | 301 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 45.2% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

204: Orchard Street & Orchard-Sinawoy Channel
2023 Existing Conditions Weekday AM Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|-------|--------|------|------|
| Int Delay, s/veh | 0.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | ↑ | | ↑ | ↑ | |
| Traffic Vol, veh/h | 0 | 26 | 43 | 428 | 259 | 0 |
| Future Vol, veh/h | 0 | 26 | 43 | 428 | 259 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 77 | 77 | 93 | 93 | 86 | 86 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 34 | 46 | 460 | 301 | 0 |
| Major/Minor | Minor2 | Major1 | | Major2 | | |
| Conflicting Flow All | - | 301 | 301 | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.23 | 4.13 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.327 | 2.227 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 736 | 1254 | - | - | 0 |
| Stage 1 | 0 | - | - | - | - | 0 |
| Stage 2 | 0 | - | - | - | - | 0 |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | 736 | 1254 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Approach | EB | NB | | SB | | |
| HCM Control Delay, s | 10.1 | 0.7 | | 0 | | |
| HCM LOS | B | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | | |
| Capacity (veh/h) | 1254 | - | 736 | - | | |
| HCM Lane V/C Ratio | 0.037 | - | 0.046 | - | | |
| HCM Control Delay (s) | 8 | 0 | 10.1 | - | | |
| HCM Lane LOS | A | A | B | - | | |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - | | |

205: Sinawoy Road & Orchard-Sinawoy Channel
2023 Existing Conditions Weekday AM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|--------------|------|-------|------------------------|------|------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↓ | ↑ |
| Traffic Volume (vph) | 43 | 0 | 73 | 26 | 0 | 83 |
| Future Volume (vph) | 43 | 0 | 73 | 26 | 0 | 83 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 12 | 12 | 11 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.964 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1694 | 0 | 1778 | 0 | 0 | 1783 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1694 | 0 | 1778 | 0 | 0 | 1783 |
| Link Speed (mph) | 25 | | 25 | | | 25 |
| Link Distance (ft) | 112 | | 184 | | | 121 |
| Travel Time (s) | 3.1 | | 5.0 | | | 3.3 |
| Peak Hour Factor | 0.93 | 0.93 | 0.77 | 0.77 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 46 | 0 | 95 | 34 | 0 | 97 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 46 | 0 | 129 | 0 | 0 | 97 |
| Sign Control | Stop | | Free | | | Free |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 15.4% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

205: Sinawoy Road & Orchard-Sinawoy Channel
2023 Existing Conditions Weekday AM Peak

| Intersection | | | | | | |
|--------------------------|--------|----------|--------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↖ | ↗ | | ↑ | | |
| Traffic Vol, veh/h | 43 | 0 | 73 | 26 | 0 | 83 |
| Future Vol, veh/h | 43 | 0 | 73 | 26 | 0 | 83 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 77 | 77 | 86 | 86 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 46 | 0 | 95 | 34 | 0 | 97 |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 209 | - | 0 | 0 | - | - |
| Stage 1 | 112 | - | - | - | - | - |
| Stage 2 | 97 | - | - | - | - | - |
| Critical Hdwy | 6.43 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 777 | 0 | - | - | 0 | - |
| Stage 1 | 910 | 0 | - | - | 0 | - |
| Stage 2 | 924 | 0 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 777 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 777 | - | - | - | - | - |
| Stage 1 | 910 | - | - | - | - | - |
| Stage 2 | 924 | - | - | - | - | - |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s | 9.9 | 0 | 0 | | | |
| HCM LOS | A | | | | | |
| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT | | | |
| Capacity (veh/h) | - | - | 777 | - | | |
| HCM Lane V/C Ratio | - | - | 0.06 | - | | |
| HCM Control Delay (s) | - | - | 9.9 | - | | |
| HCM Lane LOS | - | - | A | - | | |
| HCM 95th %tile Q(veh) | - | - | 0.2 | - | | |

206: Orchard Street & Coachlamp Lane
2023 Existing Conditions Weekday AM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|-------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 8 | 4 | 166 | 6 | 0 | 156 |
| Future Volume (vph) | 8 | 4 | 166 | 6 | 0 | 156 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 10 | 12 | 12 | 10 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.957 | | 0.995 | | | |
| Flt Protected | 0.967 | | | | | |
| Satd. Flow (prot) | 1643 | 0 | 1649 | 0 | 0 | 1657 |
| Flt Permitted | 0.967 | | | | | |
| Satd. Flow (perm) | 1643 | 0 | 1649 | 0 | 0 | 1657 |
| Link Speed (mph) | 25 | | 25 | | | 25 |
| Link Distance (ft) | 259 | | 1037 | | | 825 |
| Travel Time (s) | 7.1 | | 28.3 | | | 22.5 |
| Confl. Peds. (#/hr) | | | | 1 | 1 | |
| Peak Hour Factor | 0.43 | 0.43 | 0.69 | 0.69 | 0.76 | 0.76 |
| Heavy Vehicles (%) | 7% | 7% | 7% | 7% | 7% | 7% |
| Adj. Flow (vph) | 19 | 9 | 241 | 9 | 0 | 205 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 28 | 0 | 250 | 0 | 0 | 205 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 19.2%

ICU Level of Service A

Analysis Period (min) 15

206: Orchard Street & Coachlamp Lane
2023 Existing Conditions Weekday AM Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | B | | A | | |
| Traffic Vol, veh/h | 8 | 4 | 166 | 6 | 0 | 156 |
| Future Vol, veh/h | 8 | 4 | 166 | 6 | 0 | 156 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 1 | 1 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 43 | 43 | 69 | 69 | 76 | 76 |
| Heavy Vehicles, % | 7 | 7 | 7 | 7 | 7 | 7 |
| Mvmt Flow | 19 | 9 | 241 | 9 | 0 | 205 |
| Major/Minor | | | | | | |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 452 | 247 | 0 | 0 | 251 | 0 |
| Stage 1 | 247 | - | - | - | - | - |
| Stage 2 | 205 | - | - | - | - | - |
| Critical Hdwy | 6.47 | 6.27 | - | - | 4.17 | - |
| Critical Hdwy Stg 1 | 5.47 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.47 | - | - | - | - | - |
| Follow-up Hdwy | 3.563 | 3.363 | - | - | 2.263 | - |
| Pot Cap-1 Maneuver | 556 | 780 | - | - | 1286 | - |
| Stage 1 | 783 | - | - | - | - | - |
| Stage 2 | 818 | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 555 | 779 | - | - | 1285 | - |
| Mov Cap-2 Maneuver | 555 | - | - | - | - | - |
| Stage 1 | 782 | - | - | - | - | - |
| Stage 2 | 818 | - | - | - | - | - |
| Approach | | | | | | |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s | 11.1 | 0 | 0 | | | |
| HCM LOS | B | | | | | |
| Minor Lane/Major Mvmt | | | | | | |
| Minor Lane/Major Mvmt | NBT | NBR | WBL | Ln1 | SBL | SBT |
| Capacity (veh/h) | - | - | 614 | 1285 | - | - |
| HCM Lane V/C Ratio | - | - | 0.045 | - | - | - |
| HCM Control Delay (s) | - | - | 11.1 | 0 | - | - |
| HCM Lane LOS | - | - | B | A | - | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - | - |

207: Orchard Street & Orchard-Stanwich Channel

2023 Existing Conditions Weekday AM Peak



| Lane Group | EBL | EBC | NBL | NBT | SBT | SBR |
|-----------------------------------|--------------|-------|------|------------------------|------|------|
| Lane Configurations | | ↑ | | ↑ | ↑ | |
| Traffic Volume (vph) | 0 | 8 | 13 | 165 | 154 | 0 |
| Future Volume (vph) | 0 | 8 | 13 | 165 | 154 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 12 | 10 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.865 | | | | |
| Flt Protected | | | | 0.996 | | |
| Satd. Flow (prot) | 0 | 1617 | 0 | 1682 | 1689 | 0 |
| Flt Permitted | | | | 0.996 | | |
| Satd. Flow (perm) | 0 | 1617 | 0 | 1682 | 1689 | 0 |
| Link Speed (mph) | 30 | | | 25 | 25 | |
| Link Distance (ft) | 112 | | | 825 | 133 | |
| Travel Time (s) | 2.5 | | | 22.5 | 3.6 | |
| Peak Hour Factor | 0.84 | 0.84 | 0.65 | 0.65 | 0.69 | 0.69 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 0 | 10 | 20 | 254 | 223 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 10 | 0 | 274 | 223 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 22.7% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

207: Orchard Street & Orchard-Stanwich Channel
2023 Existing Conditions Weekday AM Peak

| Intersection | | | | | | | | |
|--------------------------|--------|--------|-------|--------|------|------|--|--|
| Int Delay, s/veh | 0.5 | | | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | |
| Lane Configurations | | ↑ | | ↑ | ↑ | | | |
| Traffic Vol, veh/h | 0 | 8 | 13 | 165 | 154 | 0 | | |
| Future Vol, veh/h | 0 | 8 | 13 | 165 | 154 | 0 | | |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Sign Control | Stop | Stop | Free | Free | Free | Free | | |
| RT Channelized | - | None | - | None | - | None | | |
| Storage Length | - | 0 | - | - | - | - | | |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - | | |
| Grade, % | 0 | - | - | 0 | 0 | - | | |
| Peak Hour Factor | 84 | 84 | 65 | 65 | 69 | 69 | | |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 | | |
| Mvmt Flow | 0 | 10 | 20 | 254 | 223 | 0 | | |
| Major/Minor | Minor2 | Major1 | | Major2 | | | | |
| Conflicting Flow All | - | 223 | 223 | 0 | - | 0 | | |
| Stage 1 | - | - | - | - | - | - | | |
| Stage 2 | - | - | - | - | - | - | | |
| Critical Hdwy | - | 6.25 | 4.15 | - | - | - | | |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | | |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | | |
| Follow-up Hdwy | - | 3.345 | 2.245 | - | - | - | | |
| Pot Cap-1 Maneuver | 0 | 809 | 1328 | - | - | 0 | | |
| Stage 1 | 0 | - | - | - | - | 0 | | |
| Stage 2 | 0 | - | - | - | - | 0 | | |
| Platoon blocked, % | - | - | - | - | - | - | | |
| Mov Cap-1 Maneuver | - | 809 | 1328 | - | - | - | | |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | | |
| Stage 1 | - | - | - | - | - | - | | |
| Stage 2 | - | - | - | - | - | - | | |
| Approach | EB | NB | SB | | | | | |
| HCM Control Delay, s | 9.5 | 0.6 | 0 | | | | | |
| HCM LOS | A | | | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | | | | |
| Capacity (veh/h) | 1328 | - | 809 | - | | | | |
| HCM Lane V/C Ratio | 0.015 | - | 0.012 | - | | | | |
| HCM Control Delay (s) | 7.8 | 0 | 9.5 | - | | | | |
| HCM Lane LOS | A | A | A | - | | | | |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | | | | |

208: Stanwich Road & Orchard-Stanwich Channel
2023 Existing Conditions Weekday AM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|--------------|------|-------|------------------------|------|------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Traffic Volume (vph) | 13 | 0 | 136 | 8 | 0 | 207 |
| Future Volume (vph) | 13 | 0 | 136 | 8 | 0 | 207 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 12 | 10 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.992 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1948 | 0 | 1675 | 0 | 0 | 1810 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1948 | 0 | 1675 | 0 | 0 | 1810 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 112 | | 2036 | | | 117 |
| Travel Time (s) | 2.5 | | 46.3 | | | 2.7 |
| Peak Hour Factor | 0.65 | 0.65 | 0.84 | 0.84 | 0.69 | 0.69 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 20 | 0 | 162 | 10 | 0 | 300 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 20 | 0 | 172 | 0 | 0 | 300 |
| Sign Control | Stop | | Free | | | Free |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 20.9% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

208: Stanwich Road & Orchard-Stanwich Channel
2023 Existing Conditions Weekday AM Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↖ | ↗ | | ↑ | | |
| Traffic Vol, veh/h | 13 | 0 | 136 | 8 | 0 | 207 |
| Future Vol, veh/h | 13 | 0 | 136 | 8 | 0 | 207 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 65 | 65 | 84 | 84 | 69 | 69 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 20 | 0 | 162 | 10 | 0 | 300 |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 467 | - | 0 | 0 | - | - |
| Stage 1 | 167 | - | - | - | - | - |
| Stage 2 | 300 | - | - | - | - | - |
| Critical Hdwy | 6.45 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.45 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.45 | - | - | - | - | - |
| Follow-up Hdwy | 3.545 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 549 | 0 | - | - | 0 | - |
| Stage 1 | 855 | 0 | - | - | 0 | - |
| Stage 2 | 745 | 0 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 549 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 549 | - | - | - | - | - |
| Stage 1 | 855 | - | - | - | - | - |
| Stage 2 | 745 | - | - | - | - | - |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s | 11.8 | 0 | 0 | | | |
| HCM LOS | B | | | | | |
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT | | |
| Capacity (veh/h) | - | - | 549 | - | | |
| HCM Lane V/C Ratio | - | - | 0.036 | - | | |
| HCM Control Delay (s) | - | - | 11.8 | - | | |
| HCM Lane LOS | - | - | B | - | | |
| HCM 95th %tile Q(veh) | - | - | 0.1 | - | | |

301: Stanwich Road & Indian Rock Lane
2023 Existing Conditions Weekday AM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|-------|------|-------|------|
| Lane Configurations | WBL | WBR | NBT | NBR | SBL | SBT |
| Traffic Volume (vph) | 402 | 35 | 113 | 262 | 26 | 192 |
| Future Volume (vph) | 402 | 35 | 113 | 262 | 26 | 192 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 12 | 10 | 12 | 12 | 11 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.989 | | 0.906 | | | |
| Flt Protected | 0.956 | | | | 0.994 | |
| Satd. Flow (prot) | 1919 | 0 | 1560 | 0 | 0 | 1772 |
| Flt Permitted | 0.956 | | | | 0.994 | |
| Satd. Flow (perm) | 1919 | 0 | 1560 | 0 | 0 | 1772 |
| Link Speed (mph) | 25 | | 30 | | 30 | |
| Link Distance (ft) | 199 | | 588 | | 2036 | |
| Travel Time (s) | 5.4 | | 13.4 | | 46.3 | |
| Confl. Peds. (#/hr) | 1 | 5 | | | | |
| Peak Hour Factor | 0.93 | 0.93 | 0.77 | 0.77 | 0.66 | 0.66 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 432 | 38 | 147 | 340 | 39 | 291 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 470 | 0 | 487 | 0 | 0 | 330 |
| Sign Control | Stop | | Stop | | | Stop |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 63.1%

ICU Level of Service B

Analysis Period (min) 15

301: Stanwich Road & Indian Rock Lane
2023 Existing Conditions Weekday AM Peak

| Intersection | | | | | | |
|----------------------------|-------|-------|-------|------|------|------|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 402 | 35 | 113 | 262 | 26 | 192 |
| Future Vol, veh/h | 402 | 35 | 113 | 262 | 26 | 192 |
| Peak Hour Factor | 0.93 | 0.93 | 0.77 | 0.77 | 0.66 | 0.66 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 432 | 38 | 147 | 340 | 39 | 291 |
| Number of Lanes | 1 | 0 | 1 | 0 | 0 | 1 |
| Approach | WB | NB | | SB | | |
| Opposing Approach | | SB | | NB | | |
| Opposing Lanes | 0 | 1 | | 1 | | |
| Conflicting Approach Left | NB | | | WB | | |
| Conflicting Lanes Left | 1 | 0 | | 1 | | |
| Conflicting Approach Right | SB | WB | | | | |
| Conflicting Lanes Right | 1 | 1 | | 0 | | |
| HCM Control Delay | 35.4 | 27.6 | | 19 | | |
| HCM LOS | E | D | | C | | |
| Lane | NBLn1 | WBLn1 | SBLn1 | | | |
| Vol Left, % | 0% | 92% | 12% | | | |
| Vol Thru, % | 30% | 0% | 88% | | | |
| Vol Right, % | 70% | 8% | 0% | | | |
| Sign Control | Stop | Stop | Stop | | | |
| Traffic Vol by Lane | 375 | 437 | 218 | | | |
| LT Vol | 0 | 402 | 26 | | | |
| Through Vol | 113 | 0 | 192 | | | |
| RT Vol | 262 | 35 | 0 | | | |
| Lane Flow Rate | 487 | 470 | 330 | | | |
| Geometry Grp | 1 | 1 | 1 | | | |
| Degree of Util (X) | 0.792 | 0.846 | 0.599 | | | |
| Departure Headway (Hd) | 5.852 | 6.483 | 6.53 | | | |
| Convergence, Y/N | Yes | Yes | Yes | | | |
| Cap | 619 | 564 | 552 | | | |
| Service Time | 3.906 | 4.483 | 4.591 | | | |
| HCM Lane V/C Ratio | 0.787 | 0.833 | 0.598 | | | |
| HCM Control Delay | 27.6 | 35.4 | 19 | | | |
| HCM Lane LOS | D | E | C | | | |
| HCM 95th-tile Q | 7.7 | 9 | 3.9 | | | |

302: Orchard Street & Indian Rock Lane
2023 Existing Conditions Weekday AM Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|------|------|-------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 8 | 250 | 393 | 161 | 113 | 53 |
| Future Volume (vph) | 8 | 250 | 393 | 161 | 113 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 11 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.869 | | | 0.957 | | |
| Flt Protected | 0.999 | | | 0.966 | | |
| Satd. Flow (prot) | 1548 | 0 | 0 | 1723 | 1648 | 0 |
| Flt Permitted | 0.999 | | | 0.966 | | |
| Satd. Flow (perm) | 1548 | 0 | 0 | 1723 | 1648 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 495 | | | 1153 | 1037 | |
| Travel Time (s) | 13.5 | | | 31.4 | 28.3 | |
| Confl. Peds. (#/hr) | 2 | | 18 | | 18 | |
| Peak Hour Factor | 0.85 | 0.85 | 0.92 | 0.92 | 0.81 | 0.81 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 9 | 294 | 427 | 175 | 140 | 65 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 303 | 0 | 0 | 602 | 205 | 0 |
| Sign Control | Stop | | | Stop | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 67.5%

ICU Level of Service C

Analysis Period (min) 15

302: Orchard Street & Indian Rock Lane
2023 Existing Conditions Weekday AM Peak

| Intersection | | | | | | |
|----------------------------|-------|-------|-------|------|------|------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 250 | 393 | 161 | 113 | 53 |
| Future Vol, veh/h | 8 | 250 | 393 | 161 | 113 | 53 |
| Peak Hour Factor | 0.85 | 0.85 | 0.92 | 0.92 | 0.81 | 0.81 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 9 | 294 | 427 | 175 | 140 | 65 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |
| Approach | EB | NB | | SB | | |
| Opposing Approach | | SB | | NB | | |
| Opposing Lanes | 0 | 1 | | 1 | | |
| Conflicting Approach Left | SB | EB | | | | |
| Conflicting Lanes Left | 1 | 1 | | 0 | | |
| Conflicting Approach Right | NB | | | EB | | |
| Conflicting Lanes Right | 1 | 0 | | 1 | | |
| HCM Control Delay | 13.1 | 35.3 | | 11.1 | | |
| HCM LOS | B | E | | B | | |
| Lane | NBLn1 | EBLn1 | SBLn1 | | | |
| Vol Left, % | 71% | 3% | 0% | | | |
| Vol Thru, % | 29% | 0% | 68% | | | |
| Vol Right, % | 0% | 97% | 32% | | | |
| Sign Control | Stop | Stop | Stop | | | |
| Traffic Vol by Lane | 554 | 258 | 166 | | | |
| LT Vol | 393 | 8 | 0 | | | |
| Through Vol | 161 | 0 | 113 | | | |
| RT Vol | 0 | 250 | 53 | | | |
| Lane Flow Rate | 602 | 304 | 205 | | | |
| Geometry Grp | 1 | 1 | 1 | | | |
| Degree of Util (X) | 0.885 | 0.461 | 0.314 | | | |
| Departure Headway (Hd) | 5.29 | 5.464 | 5.523 | | | |
| Convergence, Y/N | Yes | Yes | Yes | | | |
| Cap | 686 | 656 | 648 | | | |
| Service Time | 3.328 | 3.518 | 3.577 | | | |
| HCM Lane V/C Ratio | 0.878 | 0.463 | 0.316 | | | |
| HCM Control Delay | 35.3 | 13.1 | 11.1 | | | |
| HCM Lane LOS | E | B | B | | | |
| HCM 95th-tile Q | 10.9 | 2.4 | 1.3 | | | |

303: Orchard Street & Sinawoy Road/Kent Place

2023 Existing Conditions Weekday AM Peak

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|--------------|-------|------|------|------|-------|------|------------------------|------|------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 72 | 1 | 0 | 9 | 3 | 4 | 0 | 427 | 1 | 2 | 250 | 80 |
| Future Volume (vph) | 72 | 1 | 0 | 9 | 3 | 4 | 0 | 427 | 1 | 2 | 250 | 80 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 13 | 12 | 12 | 11 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | | | | 0.966 | | | | | 0.967 | |
| Flt Protected | | 0.953 | | | | 0.973 | | | | | | |
| Satd. Flow (prot) | 0 | 1699 | 0 | 0 | 1792 | 0 | 0 | 1783 | 0 | 0 | 1784 | 0 |
| Flt Permitted | | 0.953 | | | | 0.973 | | | | | | |
| Satd. Flow (perm) | 0 | 1699 | 0 | 0 | 1792 | 0 | 0 | 1783 | 0 | 0 | 1784 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 121 | | | 609 | | | 127 | | | 586 | |
| Travel Time (s) | | 3.3 | | | 16.6 | | | 3.5 | | | 16.0 | |
| Confl. Peds. (#/hr) | 2 | | | | 2 | | | | 1 | 1 | | |
| Peak Hour Factor | 0.77 | 0.77 | 0.77 | 0.44 | 0.44 | 0.44 | 0.93 | 0.93 | 0.93 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 94 | 1 | 0 | 20 | 7 | 9 | 0 | 459 | 1 | 2 | 291 | 93 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 95 | 0 | 0 | 36 | 0 | 0 | 460 | 0 | 0 | 386 | 0 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |
| Intersection Capacity Utilization | 35.6% | | | | | | | ICU Level of Service A | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |

303: Orchard Street & Sinawoy Road/Kent Place

2023 Existing Conditions Weekday AM Peak

Intersection

Intersection Delay, s/veh 13.5

Intersection LOS B

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 72 | 1 | 0 | 9 | 3 | 4 | 0 | 427 | 1 | 2 | 250 | 80 |
| Future Vol, veh/h | 72 | 1 | 0 | 9 | 3 | 4 | 0 | 427 | 1 | 2 | 250 | 80 |
| Peak Hour Factor | 0.77 | 0.77 | 0.77 | 0.44 | 0.44 | 0.44 | 0.93 | 0.93 | 0.93 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 94 | 1 | 0 | 20 | 7 | 9 | 0 | 459 | 1 | 2 | 291 | 93 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Approach | | | | | | | | | | | | |
| Opposing Approach | WB | | | WB | | | NB | | SB | | | |
| 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 | 10.4 | | | 9.6 | | | 15.2 | | 12.7 | | | |
| HCM LOS | B | | | A | | | C | | B | | | |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 0% | 99% | 56% | 1% |
| Vol Thru, % | 100% | 1% | 19% | 75% |
| Vol Right, % | 0% | 0% | 25% | 24% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 428 | 73 | 16 | 332 |
| LT Vol | 0 | 72 | 9 | 2 |
| Through Vol | 427 | 1 | 3 | 250 |
| RT Vol | 1 | 0 | 4 | 80 |
| Lane Flow Rate | 460 | 95 | 36 | 386 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.611 | 0.164 | 0.062 | 0.507 |
| Departure Headway (Hd) | 4.778 | 6.229 | 6.152 | 4.729 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 746 | 579 | 585 | 753 |
| Service Time | 2.863 | 4.231 | 4.157 | 2.818 |
| HCM Lane V/C Ratio | 0.617 | 0.164 | 0.062 | 0.513 |
| HCM Control Delay | 15.2 | 10.4 | 9.6 | 12.7 |
| HCM Lane LOS | C | B | A | B |
| HCM 95th-tile Q | 4.2 | 0.6 | 0.2 | 2.9 |

304: Orchard Street & Stanwich Road
2023 Existing Conditions Weekday AM Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|--------------|------|------|------------------------|------|------|
| Lane Configurations | ↑ | | | ↑ | ↔ | |
| Traffic Volume (vph) | 136 | 0 | 0 | 165 | 154 | 207 |
| Future Volume (vph) | 136 | 0 | 0 | 165 | 154 | 207 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 12 | 12 | 10 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.923 | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1891 | 0 | 0 | 1689 | 1559 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1891 | 0 | 0 | 1689 | 1559 | 0 |
| Link Speed (mph) | 30 | | | 25 | 30 | |
| Link Distance (ft) | 117 | | | 133 | 353 | |
| Travel Time (s) | 2.7 | | | 3.6 | 8.0 | |
| Peak Hour Factor | 0.84 | 0.84 | 0.65 | 0.65 | 0.69 | 0.69 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 162 | 0 | 0 | 254 | 223 | 300 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 162 | 0 | 0 | 254 | 523 | 0 |
| Sign Control | Stop | | | Stop | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 35.0% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

304: Orchard Street & Stanwich Road
2023 Existing Conditions Weekday AM Peak

| Intersection | | | | | | |
|----------------------------|-------|-------|-------|------|------|------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 136 | 0 | 0 | 165 | 154 | 207 |
| Future Vol, veh/h | 136 | 0 | 0 | 165 | 154 | 207 |
| Peak Hour Factor | 0.84 | 0.84 | 0.65 | 0.65 | 0.69 | 0.69 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 162 | 0 | 0 | 254 | 223 | 300 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |
| Approach | EB | | NB | SB | | |
| Opposing Approach | | | SB | NB | | |
| Opposing Lanes | 0 | | 1 | 1 | | |
| Conflicting Approach Left | SB | | EB | | | |
| Conflicting Lanes Left | 1 | | 1 | 0 | | |
| Conflicting Approach Right | NB | | | EB | | |
| Conflicting Lanes Right | 1 | | 0 | 1 | | |
| HCM Control Delay | 11.2 | | | 10.9 | 15.3 | |
| HCM LOS | B | | B | C | | |
| Lane | NBLn1 | EBLn1 | SBLn1 | | | |
| Vol Left, % | 0% | 100% | 0% | | | |
| Vol Thru, % | 100% | 0% | 43% | | | |
| Vol Right, % | 0% | 0% | 57% | | | |
| Sign Control | Stop | Stop | Stop | | | |
| Traffic Vol by Lane | 165 | 136 | 361 | | | |
| LT Vol | 0 | 136 | 0 | | | |
| Through Vol | 165 | 0 | 154 | | | |
| RT Vol | 0 | 0 | 207 | | | |
| Lane Flow Rate | 254 | 162 | 523 | | | |
| Geometry Grp | 1 | 1 | 1 | | | |
| Degree of Util (X) | 0.355 | 0.269 | 0.644 | | | |
| Departure Headway (Hd) | 5.034 | 5.984 | 4.433 | | | |
| Convergence, Y/N | Yes | Yes | Yes | | | |
| Cap | 706 | 604 | 806 | | | |
| Service Time | 3.127 | 3.984 | 2.505 | | | |
| HCM Lane V/C Ratio | 0.36 | 0.268 | 0.649 | | | |
| HCM Control Delay | 10.9 | 11.2 | 15.3 | | | |
| HCM Lane LOS | B | B | C | | | |
| HCM 95th-tile Q | 1.6 | 1.1 | 4.8 | | | |

201: Stanwich Road & Fairfield Road
2023 Existing Conditions Weekday Dismissal Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|
| Lane Configurations | ↑ | ↑ | ↖ | ↖ | ↓ | ↖ |
| Traffic Volume (vph) | 223 | 69 | 133 | 145 | 115 | 224 |
| Future Volume (vph) | 223 | 69 | 133 | 145 | 115 | 224 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 15 | 12 | 10 | 10 | 12 |
| Storage Length (ft) | 0 | 25 | 0 | | 0 | |
| Storage Lanes | 1 | 1 | 0 | | 0 | |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.911 | |
| Flt Protected | 0.950 | | | 0.977 | | |
| Satd. Flow (prot) | 1947 | 1742 | 0 | 1699 | 1584 | 0 |
| Flt Permitted | 0.950 | | | 0.977 | | |
| Satd. Flow (perm) | 1947 | 1742 | 0 | 1699 | 1584 | 0 |
| Link Speed (mph) | 25 | | | 30 | 30 | |
| Link Distance (ft) | 464 | | | 290 | 588 | |
| Travel Time (s) | 12.7 | | | 6.6 | 13.4 | |
| Confl. Peds. (#/hr) | | 1 | | | | |
| Peak Hour Factor | 0.63 | 0.63 | 0.73 | 0.73 | 0.93 | 0.93 |
| Adj. Flow (vph) | 354 | 110 | 182 | 199 | 124 | 241 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 354 | 110 | 0 | 381 | 365 | 0 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

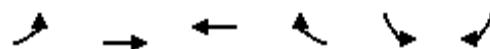
Intersection Capacity Utilization 57.2% ICU Level of Service B

Analysis Period (min) 15

201: Stanwich Road & Fairfield Road
2023 Existing Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|----------------------------|------------------------|----------------------------|--------------------------------|--------|-------|------|
| Int Delay, s/veh | 50.1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↑ | ↑ | ↔ | ↑ | | |
| Traffic Vol, veh/h | 223 | 69 | 133 | 145 | 115 | 224 |
| Future Vol, veh/h | 223 | 69 | 133 | 145 | 115 | 224 |
| Conflicting Peds, #/hr | 0 | 1 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Stop | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 63 | 63 | 73 | 73 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 354 | 110 | 182 | 199 | 124 | 241 |
| Major/Minor | | | | | | |
| Major/Minor | Minor2 | Major1 | | Major2 | | |
| Conflicting Flow All | 808 | 246 | 365 | 0 | - | 0 |
| Stage 1 | 245 | - | - | - | - | - |
| Stage 2 | 563 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | ~ 350 | 793 | 1194 | - | - | - |
| Stage 1 | 796 | - | - | - | - | - |
| Stage 2 | 570 | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | ~ 290 | 792 | 1194 | - | - | - |
| Mov Cap-2 Maneuver | ~ 290 | - | - | - | - | - |
| Stage 1 | 660 | - | - | - | - | - |
| Stage 2 | 570 | - | - | - | - | - |
| Approach | | | | | | |
| Approach | EB | NB | SB | | | |
| HCM Control Delay, s | 127.2 | 4.1 | 0 | | | |
| HCM LOS | F | | | | | |
| Minor Lane/Major Mvmt | | NBL | NBT | EBLn1 | EBLn2 | SBT |
| Capacity (veh/h) | | 1194 | - | 290 | 792 | - |
| HCM Lane V/C Ratio | | 0.153 | - | 1.221 | 0.138 | - |
| HCM Control Delay (s) | | 8.6 | 0 | 163.4 | 10.3 | - |
| HCM Lane LOS | | A | A | F | B | - |
| HCM 95th %tile Q(veh) | | 0.5 | - | 16.2 | 0.5 | - |
| Notes | | | | | | |
| ~: Volume exceeds capacity | \$: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon | | | |

202: Indian Rock Lane & West GCMS Driveway
2023 Existing Conditions Weekday Dismissal Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|------|-------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 3 | 193 | 179 | 7 | 21 | 33 |
| Future Volume (vph) | 3 | 193 | 179 | 7 | 21 | 33 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 11 | 12 | 16 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.995 | | 0.918 | |
| Flt Protected | | | 0.999 | | 0.981 | |
| Satd. Flow (prot) | 0 | 1947 | 1757 | 0 | 1865 | 0 |
| Flt Permitted | | | 0.999 | | 0.981 | |
| Satd. Flow (perm) | 0 | 1947 | 1757 | 0 | 1865 | 0 |
| Link Speed (mph) | | 25 | 25 | | 25 | |
| Link Distance (ft) | | 199 | 210 | | 135 | |
| Travel Time (s) | | 5.4 | 5.7 | | 3.7 | |
| Confl. Peds. (#/hr) | 12 | | 12 | | | |
| Peak Hour Factor | 0.64 | 0.64 | 0.80 | 0.80 | 0.48 | 0.48 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 5 | 302 | 224 | 9 | 44 | 69 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 307 | 233 | 0 | 113 | 0 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 22.6%

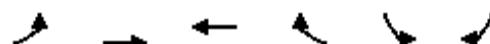
ICU Level of Service A

Analysis Period (min) 15

202: Indian Rock Lane & West GCMS Driveway
2023 Existing Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh | 2.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 193 | 179 | 7 | 21 | 33 |
| Future Vol, veh/h | 3 | 193 | 179 | 7 | 21 | 33 |
| Conflicting Peds, #/hr | 12 | 0 | 0 | 12 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 64 | 64 | 80 | 80 | 48 | 48 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 5 | 302 | 224 | 9 | 44 | 69 |
| Major/Minor | Major1 | Major2 | Minor2 | | | |
| Conflicting Flow All | 245 | 0 | - | 0 | 553 | 241 |
| Stage 1 | - | - | - | - | 241 | - |
| Stage 2 | - | - | - | - | 312 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.44 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.44 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.44 | - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.536 | 3.336 |
| Pot Cap-1 Maneuver | 1309 | - | - | - | 491 | 793 |
| Stage 1 | - | - | - | - | 794 | - |
| Stage 2 | - | - | - | - | 738 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1289 | - | - | - | 474 | 781 |
| Mov Cap-2 Maneuver | - | - | - | - | 474 | - |
| Stage 1 | - | - | - | - | 778 | - |
| Stage 2 | - | - | - | - | 727 | - |
| Approach | EB | WB | SB | | | |
| HCM Control Delay, s | 0.1 | 0 | 12 | | | |
| HCM LOS | | | B | | | |
| Minor Lane/Major Mvmt | | EBL | EBT | WBT | WBR | SBLn1 |
| Capacity (veh/h) | 1289 | - | - | - | 624 | |
| HCM Lane V/C Ratio | 0.004 | - | - | - | 0.18 | |
| HCM Control Delay (s) | 7.8 | 0 | - | - | 12 | |
| HCM Lane LOS | A | A | - | - | B | |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.7 | |

203: Indian Rock Lane & East GCMS Driveway
2023 Existing Conditions Weekday Dismissal Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|--------------|-------|------|------|------------------------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 18 | 220 | 143 | 15 | 40 | 37 |
| Future Volume (vph) | 18 | 220 | 143 | 15 | 40 | 37 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 9 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.987 | | | 0.850 | |
| Flt Protected | | 0.996 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1793 | 1777 | 0 | 1593 | 1583 |
| Flt Permitted | | 0.996 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1793 | 1777 | 0 | 1593 | 1583 |
| Link Speed (mph) | | 25 | 25 | | 25 | |
| Link Distance (ft) | | 210 | 495 | | 162 | |
| Travel Time (s) | | 5.7 | 13.5 | | 4.4 | |
| Confl. Peds. (#/hr) | | | | | 7 | |
| Peak Hour Factor | 0.77 | 0.77 | 0.86 | 0.86 | 0.58 | 0.58 |
| Adj. Flow (vph) | 23 | 286 | 166 | 17 | 69 | 64 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 309 | 183 | 0 | 69 | 64 |
| Sign Control | | Free | Free | | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 34.3% | | | | ICU Level of Service A | |
| Analysis Period (min) | 15 | | | | | |

203: Indian Rock Lane & East GCMS Driveway
2023 Existing Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh | 2.7 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 18 | 220 | 143 | 15 | 40 | 37 |
| Future Vol, veh/h | 18 | 220 | 143 | 15 | 40 | 37 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 7 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 86 | 86 | 58 | 58 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 23 | 286 | 166 | 17 | 69 | 64 |
| Major/Minor | Major1 | Major2 | Minor2 | | | |
| Conflicting Flow All | 183 | 0 | - | 0 | 514 | 175 |
| Stage 1 | - | - | - | - | 175 | - |
| Stage 2 | - | - | - | - | 339 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1392 | - | - | - | 521 | 868 |
| Stage 1 | - | - | - | - | 855 | - |
| Stage 2 | - | - | - | - | 722 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1392 | - | - | - | 511 | 868 |
| Mov Cap-2 Maneuver | - | - | - | - | 511 | - |
| Stage 1 | - | - | - | - | 838 | - |
| Stage 2 | - | - | - | - | 722 | - |
| Approach | EB | WB | SB | | | |
| HCM Control Delay, s | 0.6 | 0 | 11.4 | | | |
| HCM LOS | | | B | | | |
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
| Capacity (veh/h) | 1392 | - | - | - | 511 | 868 |
| HCM Lane V/C Ratio | 0.017 | - | - | - | 0.135 | 0.073 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 13.1 | 9.5 |
| HCM Lane LOS | A | A | - | - | B | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.5 | 0.2 |

204: Orchard Street & Orchard-Sinawoy Channel
2023 Existing Conditions Weekday Dismissal Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|------|-------|------|-------|------|------|
| Lane Configurations | | ↑ | | ↖ | ↑ | |
| Traffic Volume (vph) | 0 | 55 | 42 | 201 | 283 | 0 |
| Future Volume (vph) | 0 | 55 | 42 | 201 | 283 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.865 | | | | |
| Flt Protected | | | | 0.991 | | |
| Satd. Flow (prot) | 0 | 1558 | 0 | 1846 | 1801 | 0 |
| Flt Permitted | | | | 0.991 | | |
| Satd. Flow (perm) | 0 | 1558 | 0 | 1846 | 1801 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 112 | | | 349 | 127 | |
| Travel Time (s) | 3.1 | | | 9.5 | 3.5 | |
| Peak Hour Factor | 0.73 | 0.73 | 0.89 | 0.89 | 0.65 | 0.65 |
| Adj. Flow (vph) | 0 | 75 | 47 | 226 | 435 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 75 | 0 | 273 | 435 | 0 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 34.5% ICU Level of Service A

Analysis Period (min) 15

204: Orchard Street & Orchard-Sinawoy Channel
2023 Existing Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|-------|--------|------|------|
| Int Delay, s/veh | 1.6 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | ↑ | | ↑ | ↑ | |
| Traffic Vol, veh/h | 0 | 55 | 42 | 201 | 283 | 0 |
| Future Vol, veh/h | 0 | 55 | 42 | 201 | 283 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 73 | 73 | 89 | 89 | 65 | 65 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 75 | 47 | 226 | 435 | 0 |
| Major/Minor | Minor2 | Major1 | | Major2 | | |
| Conflicting Flow All | - | 435 | 435 | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 621 | 1125 | - | - | 0 |
| Stage 1 | 0 | - | - | - | - | 0 |
| Stage 2 | 0 | - | - | - | - | 0 |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | 621 | 1125 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Approach | EB | NB | SB | | | |
| HCM Control Delay, s | 11.6 | 1.4 | 0 | | | |
| HCM LOS | B | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | | |
| Capacity (veh/h) | 1125 | - | 621 | - | | |
| HCM Lane V/C Ratio | 0.042 | - | 0.121 | - | | |
| HCM Control Delay (s) | 8.3 | 0 | 11.6 | - | | |
| HCM Lane LOS | A | A | B | - | | |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.4 | - | | |

205: Sinawoy Road & Orchard-Sinawoy Channel
2023 Existing Conditions Weekday Dismissal Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|-------|------|------|------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↓ | ↑ |
| Traffic Volume (vph) | 42 | 0 | 89 | 55 | 0 | 70 |
| Future Volume (vph) | 42 | 0 | 89 | 55 | 0 | 70 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 12 | 12 | 11 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.949 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1711 | 0 | 1768 | 0 | 0 | 1801 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1711 | 0 | 1768 | 0 | 0 | 1801 |
| Link Speed (mph) | 25 | | 25 | | | 25 |
| Link Distance (ft) | 112 | | 184 | | | 121 |
| Travel Time (s) | 3.1 | | 5.0 | | | 3.3 |
| Peak Hour Factor | 0.89 | 0.89 | 0.73 | 0.73 | 0.65 | 0.65 |
| Adj. Flow (vph) | 47 | 0 | 122 | 75 | 0 | 108 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 47 | 0 | 197 | 0 | 0 | 108 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 18.0% ICU Level of Service A

Analysis Period (min) 15

205: Sinawoy Road & Orchard-Sinawoy Channel
2023 Existing Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|--------------------------|--------|----------|--------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↖ | ↗ | | ↑ | | |
| Traffic Vol, veh/h | 42 | 0 | 89 | 55 | 0 | 70 |
| Future Vol, veh/h | 42 | 0 | 89 | 55 | 0 | 70 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 89 | 89 | 73 | 73 | 65 | 65 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 47 | 0 | 122 | 75 | 0 | 108 |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 268 | - | 0 | 0 | - | - |
| Stage 1 | 160 | - | - | - | - | - |
| Stage 2 | 108 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 721 | 0 | - | - | 0 | - |
| Stage 1 | 869 | 0 | - | - | 0 | - |
| Stage 2 | 916 | 0 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 721 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 721 | - | - | - | - | - |
| Stage 1 | 869 | - | - | - | - | - |
| Stage 2 | 916 | - | - | - | - | - |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s | 10.3 | 0 | 0 | | | |
| HCM LOS | B | | | | | |
| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT | | | |
| Capacity (veh/h) | - | - | 721 | - | - | - |
| HCM Lane V/C Ratio | - | - | 0.065 | - | - | - |
| HCM Control Delay (s) | - | - | 10.3 | - | - | - |
| HCM Lane LOS | - | - | B | - | - | - |
| HCM 95th %tile Q(veh) | - | - | 0.2 | - | - | - |

206: Orchard Street & Coachlamp Lane
2023 Existing Conditions Weekday Dismissal Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|--------------|------|-------|------|------------------------|-------|
| Lane Configurations | Y | | B | | | C |
| Traffic Volume (vph) | 5 | 4 | 102 | 10 | 3 | 165 |
| Future Volume (vph) | 5 | 4 | 102 | 10 | 3 | 165 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 10 | 12 | 12 | 10 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.939 | | 0.988 | | | |
| Flt Protected | 0.973 | | | | | 0.999 |
| Satd. Flow (prot) | 1685 | 0 | 1701 | 0 | 0 | 1720 |
| Flt Permitted | 0.973 | | | | | 0.999 |
| Satd. Flow (perm) | 1685 | 0 | 1701 | 0 | 0 | 1720 |
| Link Speed (mph) | 25 | | 25 | | | 25 |
| Link Distance (ft) | 259 | | 1037 | | | 825 |
| Travel Time (s) | 7.1 | | 28.3 | | | 22.5 |
| Peak Hour Factor | 0.45 | 0.45 | 0.88 | 0.88 | 0.78 | 0.78 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 11 | 9 | 116 | 11 | 4 | 212 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 20 | 0 | 127 | 0 | 0 | 216 |
| Sign Control | Stop | | Free | | | Free |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 21.1% | | | | ICU Level of Service A | |
| Analysis Period (min) | 15 | | | | | |

206: Orchard Street & Coachlamp Lane
2023 Existing Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|-------|-------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | B | | A | | |
| Traffic Vol, veh/h | 5 | 4 | 102 | 10 | 3 | 165 |
| Future Vol, veh/h | 5 | 4 | 102 | 10 | 3 | 165 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 45 | 45 | 88 | 88 | 78 | 78 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 11 | 9 | 116 | 11 | 4 | 212 |
| Major/Minor | | | | | | |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 342 | 122 | 0 | 0 | 127 | 0 |
| Stage 1 | 122 | - | - | - | - | - |
| Stage 2 | 220 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 652 | 926 | - | - | 1453 | - |
| Stage 1 | 901 | - | - | - | - | - |
| Stage 2 | 814 | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 650 | 926 | - | - | 1453 | - |
| Mov Cap-2 Maneuver | 650 | - | - | - | - | - |
| Stage 1 | 901 | - | - | - | - | - |
| Stage 2 | 812 | - | - | - | - | - |
| Approach | | | | | | |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s | 9.9 | 0 | 0.1 | | | |
| HCM LOS | A | | | | | |
| Minor Lane/Major Mvmt | | | | | | |
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT | |
| Capacity (veh/h) | - | - | 749 | 1453 | - | |
| HCM Lane V/C Ratio | - | - | 0.027 | 0.003 | - | |
| HCM Control Delay (s) | - | - | 9.9 | 7.5 | 0 | |
| HCM Lane LOS | - | - | A | A | A | |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - | |

207: Orchard Street & Orchard-Stanwich Channel
2023 Existing Conditions Weekday Dismissal Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|------|-------|------|-------|------|------|
| Lane Configurations | | ↑ | | ↖ | ↑ | ↗ |
| Traffic Volume (vph) | 0 | 13 | 4 | 96 | 145 | 0 |
| Future Volume (vph) | 0 | 13 | 4 | 96 | 145 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 12 | 10 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.865 | | | | |
| Flt Protected | | | | 0.998 | | |
| Satd. Flow (prot) | 0 | 1665 | 0 | 1735 | 1739 | 0 |
| Flt Permitted | | | | 0.998 | | |
| Satd. Flow (perm) | 0 | 1665 | 0 | 1735 | 1739 | 0 |
| Link Speed (mph) | 30 | | | 25 | 25 | |
| Link Distance (ft) | 112 | | | 825 | 133 | |
| Travel Time (s) | 2.5 | | | 22.5 | 3.6 | |
| Peak Hour Factor | 0.82 | 0.82 | 0.86 | 0.86 | 0.73 | 0.73 |
| Adj. Flow (vph) | 0 | 16 | 5 | 112 | 199 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 16 | 0 | 117 | 199 | 0 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 17.6% ICU Level of Service A

Analysis Period (min) 15

207: Orchard Street & Orchard-Stanwich Channel
2023 Existing Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|-------|--------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | ↑ | | ↑ | ↑ | |
| Traffic Vol, veh/h | 0 | 13 | 4 | 96 | 145 | 0 |
| Future Vol, veh/h | 0 | 13 | 4 | 96 | 145 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 82 | 82 | 86 | 86 | 73 | 73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 16 | 5 | 112 | 199 | 0 |
| Major/Minor | | | | | | |
| Major/Minor | Minor2 | Major1 | | Major2 | | |
| Conflicting Flow All | - | 199 | 199 | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 842 | 1373 | - | - | 0 |
| Stage 1 | 0 | - | - | - | - | 0 |
| Stage 2 | 0 | - | - | - | - | 0 |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | 842 | 1373 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Approach | | | | | | |
| Approach | EB | NB | | SB | | |
| HCM Control Delay, s | 9.4 | 0.3 | | 0 | | |
| HCM LOS | A | | | | | |
| Minor Lane/Major Mvmt | | NBL | NBT | EBLn1 | SBT | |
| Capacity (veh/h) | 1373 | - | 842 | - | | |
| HCM Lane V/C Ratio | 0.003 | - | 0.019 | - | | |
| HCM Control Delay (s) | 7.6 | 0 | 9.4 | - | | |
| HCM Lane LOS | A | A | A | - | | |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | | |

208: Stanwich Road & Orchard-Stanwich Channel
2023 Existing Conditions Weekday Dismissal Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|-------|------|------|------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↓ | ↑ |
| Traffic Volume (vph) | 4 | 0 | 124 | 13 | 0 | 117 |
| Future Volume (vph) | 4 | 0 | 124 | 13 | 0 | 117 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 12 | 10 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.987 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 2006 | 0 | 1716 | 0 | 0 | 1863 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 2006 | 0 | 1716 | 0 | 0 | 1863 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 112 | | 2036 | | | 117 |
| Travel Time (s) | 2.5 | | 46.3 | | | 2.7 |
| Peak Hour Factor | 0.86 | 0.86 | 0.82 | 0.82 | 0.73 | 0.73 |
| Adj. Flow (vph) | 5 | 0 | 151 | 16 | 0 | 160 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 5 | 0 | 167 | 0 | 0 | 160 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 17.3% ICU Level of Service A

Analysis Period (min) 15

208: Stanwich Road & Orchard-Stanwich Channel
2023 Existing Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↖ | ↗ | | ↑ | | |
| Traffic Vol, veh/h | 4 | 0 | 124 | 13 | 0 | 117 |
| Future Vol, veh/h | 4 | 0 | 124 | 13 | 0 | 117 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 86 | 86 | 82 | 82 | 73 | 73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 0 | 151 | 16 | 0 | 160 |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 319 | - | 0 | 0 | - | - |
| Stage 1 | 159 | - | - | - | - | - |
| Stage 2 | 160 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 674 | 0 | - | - | 0 | - |
| Stage 1 | 870 | 0 | - | - | 0 | - |
| Stage 2 | 869 | 0 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 674 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 674 | - | - | - | - | - |
| Stage 1 | 870 | - | - | - | - | - |
| Stage 2 | 869 | - | - | - | - | - |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s | 10.4 | 0 | 0 | | | |
| HCM LOS | B | | | | | |
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT | | |
| Capacity (veh/h) | - | - | 674 | - | | |
| HCM Lane V/C Ratio | - | - | 0.007 | - | | |
| HCM Control Delay (s) | - | - | 10.4 | - | | |
| HCM Lane LOS | - | - | B | - | | |
| HCM 95th %tile Q(veh) | - | - | 0 | - | | |

301: Stanwich Road & Indian Rock Lane
2023 Existing Conditions Weekday Dismissal Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|-------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 192 | 21 | 115 | 204 | 4 | 118 |
| Future Volume (vph) | 192 | 21 | 115 | 204 | 4 | 118 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 12 | 10 | 12 | 12 | 11 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.987 | | 0.914 | | | |
| Flt Protected | 0.957 | | | | 0.998 | |
| Satd. Flow (prot) | 1917 | 0 | 1574 | 0 | 0 | 1780 |
| Flt Permitted | 0.957 | | | | 0.998 | |
| Satd. Flow (perm) | 1917 | 0 | 1574 | 0 | 0 | 1780 |
| Link Speed (mph) | 25 | | 30 | | 30 | |
| Link Distance (ft) | 199 | | 588 | | 2036 | |
| Travel Time (s) | 5.4 | | 13.4 | | 46.3 | |
| Confl. Peds. (#/hr) | | 27 | | | | |
| Peak Hour Factor | 0.66 | 0.66 | 0.72 | 0.72 | 0.69 | 0.69 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 291 | 32 | 160 | 283 | 6 | 171 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 323 | 0 | 443 | 0 | 0 | 177 |
| Sign Control | Stop | | Stop | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 38.1%

ICU Level of Service A

Analysis Period (min) 15

301: Stanwich Road & Indian Rock Lane
2023 Existing Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|----------------------------|-------|-------|-------|------|------|------|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 192 | 21 | 115 | 204 | 4 | 118 |
| Future Vol, veh/h | 192 | 21 | 115 | 204 | 4 | 118 |
| Peak Hour Factor | 0.66 | 0.66 | 0.72 | 0.72 | 0.69 | 0.69 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 291 | 32 | 160 | 283 | 6 | 171 |
| Number of Lanes | 1 | 0 | 1 | 0 | 0 | 1 |
| Approach | WB | NB | | SB | | |
| Opposing Approach | | SB | | NB | | |
| Opposing Lanes | 0 | 1 | | 1 | | |
| Conflicting Approach Left | NB | | | WB | | |
| Conflicting Lanes Left | 1 | 0 | | 1 | | |
| Conflicting Approach Right | SB | WB | | | | |
| Conflicting Lanes Right | 1 | 1 | | 0 | | |
| HCM Control Delay | 14.3 | 14.7 | | 10.6 | | |
| HCM LOS | B | B | | B | | |
| Lane | NBLn1 | WBLn1 | SBLn1 | | | |
| Vol Left, % | 0% | 90% | 3% | | | |
| Vol Thru, % | 36% | 0% | 97% | | | |
| Vol Right, % | 64% | 10% | 0% | | | |
| Sign Control | Stop | Stop | Stop | | | |
| Traffic Vol by Lane | 319 | 213 | 122 | | | |
| LT Vol | 0 | 192 | 4 | | | |
| Through Vol | 115 | 0 | 118 | | | |
| RT Vol | 204 | 21 | 0 | | | |
| Lane Flow Rate | 443 | 323 | 177 | | | |
| Geometry Grp | 1 | 1 | 1 | | | |
| Degree of Util (X) | 0.596 | 0.504 | 0.272 | | | |
| Departure Headway (Hd) | 4.842 | 5.62 | 5.533 | | | |
| Convergence, Y/N | Yes | Yes | Yes | | | |
| Cap | 749 | 642 | 649 | | | |
| Service Time | 2.842 | 3.659 | 3.577 | | | |
| HCM Lane V/C Ratio | 0.591 | 0.503 | 0.273 | | | |
| HCM Control Delay | 14.7 | 14.3 | 10.6 | | | |
| HCM Lane LOS | B | B | B | | | |
| HCM 95th-tile Q | 4 | 2.8 | 1.1 | | | |

302: Orchard Street & Indian Rock Lane
2023 Existing Conditions Weekday Dismissal Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|------|------|-------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 15 | 231 | 164 | 89 | 144 | 15 |
| Future Volume (vph) | 15 | 231 | 164 | 89 | 144 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 11 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.873 | | | 0.987 | | |
| Flt Protected | 0.997 | | | 0.969 | | |
| Satd. Flow (prot) | 1567 | 0 | 0 | 1745 | 1716 | 0 |
| Flt Permitted | 0.997 | | | 0.969 | | |
| Satd. Flow (perm) | 1567 | 0 | 0 | 1745 | 1716 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 495 | | | 1153 | 1037 | |
| Travel Time (s) | 13.5 | | | 31.4 | 28.3 | |
| Confl. Peds. (#/hr) | | | 173 | | 173 | |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.71 | 0.78 | 0.78 |
| Adj. Flow (vph) | 21 | 325 | 231 | 125 | 185 | 19 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 346 | 0 | 0 | 356 | 204 | 0 |
| Sign Control | Stop | | | Stop | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 52.2% ICU Level of Service A

Analysis Period (min) 15

302: Orchard Street & Indian Rock Lane
 2023 Existing Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|----------------------------|-------|-------|-------|------|------|------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 231 | 164 | 89 | 144 | 15 |
| Future Vol, veh/h | 15 | 231 | 164 | 89 | 144 | 15 |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.71 | 0.78 | 0.78 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 21 | 325 | 231 | 125 | 185 | 19 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |
| Approach | EB | NB | | SB | | |
| Opposing Approach | | SB | | NB | | |
| Opposing Lanes | 0 | 1 | | 1 | | |
| Conflicting Approach Left | SB | EB | | | | |
| Conflicting Lanes Left | 1 | 1 | | 0 | | |
| Conflicting Approach Right | NB | | | EB | | |
| Conflicting Lanes Right | 1 | 0 | | 1 | | |
| HCM Control Delay | 12.1 | 13.9 | | 10.6 | | |
| HCM LOS | B | B | | B | | |
| Lane | NBLn1 | EBLn1 | SBLn1 | | | |
| Vol Left, % | 65% | 6% | 0% | | | |
| Vol Thru, % | 35% | 0% | 91% | | | |
| Vol Right, % | 0% | 94% | 9% | | | |
| Sign Control | Stop | Stop | Stop | | | |
| Traffic Vol by Lane | 253 | 246 | 159 | | | |
| LT Vol | 164 | 15 | 0 | | | |
| Through Vol | 89 | 0 | 144 | | | |
| RT Vol | 0 | 231 | 15 | | | |
| Lane Flow Rate | 356 | 346 | 204 | | | |
| Geometry Grp | 1 | 1 | 1 | | | |
| Degree of Util (X) | 0.522 | 0.469 | 0.3 | | | |
| Departure Headway (Hd) | 5.27 | 4.875 | 5.306 | | | |
| Convergence, Y/N | Yes | Yes | Yes | | | |
| Cap | 684 | 745 | 677 | | | |
| Service Time | 3.3 | 2.875 | 3.341 | | | |
| HCM Lane V/C Ratio | 0.52 | 0.464 | 0.301 | | | |
| HCM Control Delay | 13.9 | 12.1 | 10.6 | | | |
| HCM Lane LOS | B | B | B | | | |
| HCM 95th-tile Q | 3 | 2.5 | 1.3 | | | |

303: Orchard Street & Sinawoy Road/Kent Place
2023 Existing Conditions Weekday Dismissal Peak

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|--------------|-------|------|------|-------|-------|------|------------------------|------|------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 75 | 14 | 0 | 5 | 5 | 2 | 0 | 201 | 0 | 6 | 278 | 65 |
| Future Volume (vph) | 75 | 14 | 0 | 5 | 5 | 2 | 0 | 201 | 0 | 6 | 278 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 13 | 12 | 12 | 11 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | | | | 0.977 | | | | | 0.975 | |
| Flt Protected | | 0.959 | | | | 0.980 | | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1727 | 0 | 0 | 1843 | 0 | 0 | 1801 | 0 | 0 | 1814 | 0 |
| Flt Permitted | | 0.959 | | | 0.980 | | | | | | 0.999 | |
| Satd. Flow (perm) | 0 | 1727 | 0 | 0 | 1843 | 0 | 0 | 1801 | 0 | 0 | 1814 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 121 | | | 609 | | | 127 | | | 586 | |
| Travel Time (s) | | 3.3 | | | 16.6 | | | 3.5 | | | 16.0 | |
| Confl. Peds. (#/hr) | 59 | | 6 | 6 | | 59 | 1 | | 24 | 24 | | 1 |
| Peak Hour Factor | 0.73 | 0.73 | 0.73 | 0.43 | 0.43 | 0.43 | 0.89 | 0.89 | 0.89 | 0.65 | 0.65 | 0.65 |
| Adj. Flow (vph) | 103 | 19 | 0 | 12 | 12 | 5 | 0 | 226 | 0 | 9 | 428 | 100 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 122 | 0 | 0 | 29 | 0 | 0 | 226 | 0 | 0 | 537 | 0 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |
| Intersection Capacity Utilization | 42.1% | | | | | | | ICU Level of Service A | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |

303: Orchard Street & Sinawoy Road/Kent Place
 2023 Existing Conditions Weekday Dismissal Peak

Intersection

Intersection Delay, s/veh 14
 Intersection LOS B

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 75 | 14 | 0 | 5 | 5 | 2 | 0 | 201 | 0 | 6 | 278 | 65 |
| Future Vol, veh/h | 75 | 14 | 0 | 5 | 5 | 2 | 0 | 201 | 0 | 6 | 278 | 65 |
| Peak Hour Factor | 0.73 | 0.73 | 0.73 | 0.43 | 0.43 | 0.43 | 0.89 | 0.89 | 0.89 | 0.65 | 0.65 | 0.65 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 103 | 19 | 0 | 12 | 12 | 5 | 0 | 226 | 0 | 9 | 428 | 100 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Approach | | | | | | | | | | | | |
| Opposing Approach | EB | | | WB | | | NB | | | SB | | |
| Opposing Lanes | WB | | | EB | | | SB | | | NB | | |
| Conflicting Approach Left | 1 | | | 1 | | | 1 | | | 1 | | |
| Conflicting Lanes Left | SB | | | NB | | | EB | | | WB | | |
| Conflicting Approach Right | 1 | | | 1 | | | 1 | | | 1 | | |
| Conflicting Lanes Right | NB | | | SB | | | WB | | | EB | | |
| HCM Control Delay | 10.5 | | | 9.3 | | | 10.3 | | | 16.6 | | |
| HCM LOS | B | | | A | | | B | | | C | | |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 0% | 84% | 42% | 2% |
| Vol Thru, % | 100% | 16% | 42% | 80% |
| Vol Right, % | 0% | 0% | 17% | 19% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 201 | 89 | 12 | 349 |
| LT Vol | 0 | 75 | 5 | 6 |
| Through Vol | 201 | 14 | 5 | 278 |
| RT Vol | 0 | 0 | 2 | 65 |
| Lane Flow Rate | 226 | 122 | 28 | 537 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.311 | 0.202 | 0.046 | 0.676 |
| Departure Headway (Hd) | 4.964 | 5.961 | 5.997 | 4.531 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 716 | 606 | 600 | 789 |
| Service Time | 3.056 | 3.963 | 4.003 | 2.6 |
| HCM Lane V/C Ratio | 0.316 | 0.201 | 0.047 | 0.681 |
| HCM Control Delay | 10.3 | 10.5 | 9.3 | 16.6 |
| HCM Lane LOS | B | B | A | C |
| HCM 95th-tile Q | 1.3 | 0.8 | 0.1 | 5.4 |

304: Orchard Street & Stanwich Road
2023 Existing Conditions Weekday Dismissal Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|------|------|-------|------|------|
| Lane Configurations | ↑ | | | ↑ | ↔ | |
| Traffic Volume (vph) | 124 | 0 | 0 | 96 | 145 | 117 |
| Future Volume (vph) | 124 | 0 | 0 | 96 | 145 | 117 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 12 | 12 | 10 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.940 | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1947 | 0 | 0 | 1739 | 1634 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1947 | 0 | 0 | 1739 | 1634 | 0 |
| Link Speed (mph) | 30 | | | 25 | 30 | |
| Link Distance (ft) | 117 | | | 133 | 353 | |
| Travel Time (s) | 2.7 | | | 3.6 | 8.0 | |
| Peak Hour Factor | 0.82 | 0.82 | 0.86 | 0.86 | 0.73 | 0.73 |
| Adj. Flow (vph) | 151 | 0 | 0 | 112 | 199 | 160 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 151 | 0 | 0 | 112 | 359 | 0 |
| Sign Control | Stop | | | Stop | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 28.3% ICU Level of Service A

Analysis Period (min) 15

304: Orchard Street & Stanwich Road
2023 Existing Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|----------------------------|-------|-------|-------|------|------|------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 124 | 0 | 0 | 96 | 145 | 117 |
| Future Vol, veh/h | 124 | 0 | 0 | 96 | 145 | 117 |
| Peak Hour Factor | 0.82 | 0.82 | 0.86 | 0.86 | 0.73 | 0.73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 151 | 0 | 0 | 112 | 199 | 160 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |
| Approach | EB | | NB | SB | | |
| Opposing Approach | | | SB | NB | | |
| Opposing Lanes | 0 | | 1 | 1 | | |
| Conflicting Approach Left | SB | | EB | | | |
| Conflicting Lanes Left | 1 | | 1 | 0 | | |
| Conflicting Approach Right | NB | | | EB | | |
| Conflicting Lanes Right | 1 | | 0 | 1 | | |
| HCM Control Delay | 9.6 | | 8.6 | 10.2 | | |
| HCM LOS | A | | A | B | | |
| Lane | NBLn1 | EBLn1 | SBLn1 | | | |
| Vol Left, % | 0% | 100% | 0% | | | |
| Vol Thru, % | 100% | 0% | 55% | | | |
| Vol Right, % | 0% | 0% | 45% | | | |
| Sign Control | Stop | Stop | Stop | | | |
| Traffic Vol by Lane | 96 | 124 | 262 | | | |
| LT Vol | 0 | 124 | 0 | | | |
| Through Vol | 96 | 0 | 145 | | | |
| RT Vol | 0 | 0 | 117 | | | |
| Lane Flow Rate | 112 | 151 | 359 | | | |
| Geometry Grp | 1 | 1 | 1 | | | |
| Degree of Util (X) | 0.146 | 0.216 | 0.419 | | | |
| Departure Headway (Hd) | 4.712 | 5.153 | 4.201 | | | |
| Convergence, Y/N | Yes | Yes | Yes | | | |
| Cap | 760 | 694 | 858 | | | |
| Service Time | 2.748 | 3.198 | 2.226 | | | |
| HCM Lane V/C Ratio | 0.147 | 0.218 | 0.418 | | | |
| HCM Control Delay | 8.6 | 9.6 | 10.2 | | | |
| HCM Lane LOS | A | A | B | | | |
| HCM 95th-tile Q | 0.5 | 0.8 | 2.1 | | | |

201: Stanwich Road & Fairfield Road
2023 Existing Conditions Weekday PM Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Traffic Volume (vph) | 275 | 59 | 94 | 71 | 75 | 152 |
| Future Volume (vph) | 275 | 59 | 94 | 71 | 75 | 152 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 15 | 12 | 10 | 10 | 12 |
| Storage Length (ft) | 0 | 25 | 0 | | 0 | |
| Storage Lanes | 1 | 1 | 0 | | 0 | |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.909 | |
| Flt Protected | 0.950 | | | 0.972 | | |
| Satd. Flow (prot) | 1947 | 1742 | 0 | 1690 | 1580 | 0 |
| Flt Permitted | 0.950 | | | 0.972 | | |
| Satd. Flow (perm) | 1947 | 1742 | 0 | 1690 | 1580 | 0 |
| Link Speed (mph) | 25 | | | 30 | 30 | |
| Link Distance (ft) | 464 | | | 290 | 588 | |
| Travel Time (s) | 12.7 | | | 6.6 | 13.4 | |
| Confl. Peds. (#/hr) | 3 | | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.92 | 0.92 | 0.86 | 0.86 |
| Adj. Flow (vph) | 327 | 70 | 102 | 77 | 87 | 177 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 327 | 70 | 0 | 179 | 264 | 0 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 47.5% ICU Level of Service A

Analysis Period (min) 15

201: Stanwich Road & Fairfield Road
2023 Existing Conditions Weekday PM Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|-------|--------|-------|------|
| Int Delay, s/veh | 11 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↑ | ↑ | ↓ | ↑ | ↑ | |
| Traffic Vol, veh/h | 275 | 59 | 94 | 71 | 75 | 152 |
| Future Vol, veh/h | 275 | 59 | 94 | 71 | 75 | 152 |
| Conflicting Peds, #/hr | 3 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Stop | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 84 | 84 | 92 | 92 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 327 | 70 | 102 | 77 | 87 | 177 |
| Major/Minor | | | | | | |
| Major/Minor | Minor2 | Major1 | | Major2 | | |
| Conflicting Flow All | 460 | 176 | 264 | 0 | - | 0 |
| Stage 1 | 176 | - | - | - | - | - |
| Stage 2 | 284 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 559 | 867 | 1300 | - | - | - |
| Stage 1 | 855 | - | - | - | - | - |
| Stage 2 | 764 | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 513 | 867 | 1300 | - | - | - |
| Mov Cap-2 Maneuver | 513 | - | - | - | - | - |
| Stage 1 | 785 | - | - | - | - | - |
| Stage 2 | 764 | - | - | - | - | - |
| Approach | | | | | | |
| Approach | EB | NB | | SB | | |
| HCM Control Delay, s | 21.1 | 4.6 | | 0 | | |
| HCM LOS | C | | | | | |
| Minor Lane/Major Mvmt | | NBL | NBT | EBLn1 | EBLn2 | SBT |
| Capacity (veh/h) | | 1300 | - | 513 | 867 | - |
| HCM Lane V/C Ratio | | 0.079 | - | 0.638 | 0.081 | - |
| HCM Control Delay (s) | | 8 | 0 | 23.6 | 9.5 | - |
| HCM Lane LOS | | A | A | C | A | - |
| HCM 95th %tile Q(veh) | | 0.3 | - | 4.4 | 0.3 | - |

202: Indian Rock Lane & West GCMS Driveway
2023 Existing Conditions Weekday PM Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|------|-------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 1 | 256 | 121 | 2 | 2 | 8 |
| Future Volume (vph) | 1 | 256 | 121 | 2 | 2 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 11 | 12 | 16 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.998 | | 0.892 | |
| Flt Protected | | | | | 0.990 | |
| Satd. Flow (prot) | 0 | 1949 | 1762 | 0 | 1828 | 0 |
| Flt Permitted | | | | | 0.990 | |
| Satd. Flow (perm) | 0 | 1949 | 1762 | 0 | 1828 | 0 |
| Link Speed (mph) | | 25 | 25 | | 25 | |
| Link Distance (ft) | | 199 | 210 | | 135 | |
| Travel Time (s) | | 5.4 | 5.7 | | 3.7 | |
| Confl. Peds. (#/hr) | 10 | | 10 | | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.93 | 0.93 | 0.50 | 0.50 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 1 | 298 | 130 | 2 | 4 | 16 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 299 | 132 | 0 | 20 | 0 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 24.3%

ICU Level of Service A

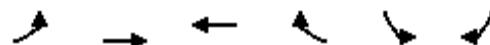
Analysis Period (min) 15

202: Indian Rock Lane & West GCMS Driveway
2023 Existing Conditions Weekday PM Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 256 | 121 | 2 | 2 | 8 |
| Future Vol, veh/h | 1 | 256 | 121 | 2 | 2 | 8 |
| Conflicting Peds, #/hr | 10 | 0 | 0 | 10 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 93 | 93 | 50 | 50 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 1 | 298 | 130 | 2 | 4 | 16 |
| Major/Minor | Major1 | Major2 | Minor2 | | | |
| Conflicting Flow All | 142 | 0 | - | 0 | 441 | 141 |
| Stage 1 | - | - | - | - | 141 | - |
| Stage 2 | - | - | - | - | 300 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.44 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.44 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.44 | - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.536 | 3.336 |
| Pot Cap-1 Maneuver | 1429 | - | - | - | 570 | 902 |
| Stage 1 | - | - | - | - | 881 | - |
| Stage 2 | - | - | - | - | 747 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1411 | - | - | - | 555 | 891 |
| Mov Cap-2 Maneuver | - | - | - | - | 555 | - |
| Stage 1 | - | - | - | - | 869 | - |
| Stage 2 | - | - | - | - | 737 | - |
| Approach | EB | WB | SB | | | |
| HCM Control Delay, s | 0 | 0 | 9.6 | | | |
| HCM LOS | | | A | | | |
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | |
| Capacity (veh/h) | 1411 | - | - | - | 795 | |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.025 | |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 9.6 | |
| HCM Lane LOS | A | A | - | - | A | |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 | |

203: Indian Rock Lane & East GCMS Driveway

2023 Existing Conditions Weekday PM Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|-------|------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 2 | 291 | 87 | 3 | 2 | 6 |
| Future Volume (vph) | 2 | 291 | 87 | 3 | 2 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 9 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.996 | | | 0.850 | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1801 | 1793 | 0 | 1593 | 1583 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1801 | 1793 | 0 | 1593 | 1583 |
| Link Speed (mph) | | 25 | 25 | | 25 | |
| Link Distance (ft) | | 210 | 495 | | 162 | |
| Travel Time (s) | | 5.7 | 13.5 | | 4.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.33 | 0.33 |
| Adj. Flow (vph) | 2 | 323 | 97 | 3 | 6 | 18 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 325 | 100 | 0 | 6 | 18 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 26.9%

ICU Level of Service A

Analysis Period (min) 15

203: Indian Rock Lane & East GCMS Driveway
2023 Existing Conditions Weekday PM Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 291 | 87 | 3 | 2 | 6 |
| Future Vol, veh/h | 2 | 291 | 87 | 3 | 2 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 33 | 33 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 323 | 97 | 3 | 6 | 18 |
| Major/Minor | Major1 | Major2 | Minor2 | | | |
| Conflicting Flow All | 100 | 0 | - | 0 | 426 | 99 |
| Stage 1 | - | - | - | - | 99 | - |
| Stage 2 | - | - | - | - | 327 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1493 | - | - | - | 585 | 957 |
| Stage 1 | - | - | - | - | 925 | - |
| Stage 2 | - | - | - | - | 731 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1493 | - | - | - | 584 | 957 |
| Mov Cap-2 Maneuver | - | - | - | - | 584 | - |
| Stage 1 | - | - | - | - | 923 | - |
| Stage 2 | - | - | - | - | 731 | - |
| Approach | EB | WB | SB | | | |
| HCM Control Delay, s | 0.1 | 0 | 9.4 | | | |
| HCM LOS | | | A | | | |
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
| Capacity (veh/h) | 1493 | - | - | - | 584 | 957 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.01 | 0.019 |
| HCM Control Delay (s) | 7.4 | 0 | - | - | 11.2 | 8.8 |
| HCM Lane LOS | A | A | - | - | B | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 | 0.1 |

204: Orchard Street & Orchard-Sinawoy Channel

2023 Existing Conditions Weekday PM Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|------|-------|------|-------|------|------|
| Lane Configurations | | ↑ | | ↖ | ↑ | ↗ |
| Traffic Volume (vph) | 0 | 44 | 25 | 178 | 317 | 0 |
| Future Volume (vph) | 0 | 44 | 25 | 178 | 317 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.865 | | | | |
| Flt Protected | | | | 0.994 | | |
| Satd. Flow (prot) | 0 | 1558 | 0 | 1852 | 1801 | 0 |
| Flt Permitted | | | | 0.994 | | |
| Satd. Flow (perm) | 0 | 1558 | 0 | 1852 | 1801 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 112 | | | 349 | 127 | |
| Travel Time (s) | 3.1 | | | 9.5 | 3.5 | |
| Peak Hour Factor | 0.76 | 0.76 | 0.81 | 0.81 | 0.91 | 0.91 |
| Adj. Flow (vph) | 0 | 58 | 31 | 220 | 348 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 58 | 0 | 251 | 348 | 0 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 33.8% ICU Level of Service A

Analysis Period (min) 15

204: Orchard Street & Orchard-Sinawoy Channel
2023 Existing Conditions Weekday PM Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|-------|--------|------|------|
| Int Delay, s/veh | 1.3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | ↑ | | ↑ | ↑ | |
| Traffic Vol, veh/h | 0 | 44 | 25 | 178 | 317 | 0 |
| Future Vol, veh/h | 0 | 44 | 25 | 178 | 317 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 76 | 76 | 81 | 81 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 58 | 31 | 220 | 348 | 0 |
| Major/Minor | Minor2 | Major1 | | Major2 | | |
| Conflicting Flow All | - | 348 | 348 | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 695 | 1211 | - | - | 0 |
| Stage 1 | 0 | - | - | - | - | 0 |
| Stage 2 | 0 | - | - | - | - | 0 |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | 695 | 1211 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Approach | EB | NB | SB | | | |
| HCM Control Delay, s | 10.7 | 1 | 0 | | | |
| HCM LOS | B | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | | |
| Capacity (veh/h) | 1211 | - | 695 | - | | |
| HCM Lane V/C Ratio | 0.025 | - | 0.083 | - | | |
| HCM Control Delay (s) | 8.1 | 0 | 10.7 | - | | |
| HCM Lane LOS | A | A | B | - | | |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.3 | - | | |

205: Sinawoy Road & Orchard-Sinawoy Channel
2023 Existing Conditions Weekday PM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|-------|------|------|------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↓ | ↑ |
| Traffic Volume (vph) | 25 | 0 | 63 | 44 | 0 | 48 |
| Future Volume (vph) | 25 | 0 | 63 | 44 | 0 | 48 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 12 | 12 | 11 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.944 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1711 | 0 | 1758 | 0 | 0 | 1801 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1711 | 0 | 1758 | 0 | 0 | 1801 |
| Link Speed (mph) | 25 | | 25 | | | 25 |
| Link Distance (ft) | 112 | | 184 | | | 121 |
| Travel Time (s) | 3.1 | | 5.0 | | | 3.3 |
| Peak Hour Factor | 0.81 | 0.81 | 0.76 | 0.76 | 0.91 | 0.91 |
| Adj. Flow (vph) | 31 | 0 | 83 | 58 | 0 | 53 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 31 | 0 | 141 | 0 | 0 | 53 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 16.0% ICU Level of Service A

Analysis Period (min) 15

205: Sinawoy Road & Orchard-Sinawoy Channel
2023 Existing Conditions Weekday PM Peak

| Intersection | | | | | | |
|--------------------------|--------|----------|--------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↖ | ↗ | | ↑ | | |
| Traffic Vol, veh/h | 25 | 0 | 63 | 44 | 0 | 48 |
| Future Vol, veh/h | 25 | 0 | 63 | 44 | 0 | 48 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 81 | 81 | 76 | 76 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 31 | 0 | 83 | 58 | 0 | 53 |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 165 | - | 0 | 0 | - | - |
| Stage 1 | 112 | - | - | - | - | - |
| Stage 2 | 53 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 826 | 0 | - | - | 0 | - |
| Stage 1 | 913 | 0 | - | - | 0 | - |
| Stage 2 | 970 | 0 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 826 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 826 | - | - | - | - | - |
| Stage 1 | 913 | - | - | - | - | - |
| Stage 2 | 970 | - | - | - | - | - |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s | 9.5 | 0 | 0 | | | |
| HCM LOS | A | | | | | |
| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT | | | |
| Capacity (veh/h) | - | - | 826 | - | | |
| HCM Lane V/C Ratio | - | - | 0.037 | - | | |
| HCM Control Delay (s) | - | - | 9.5 | - | | |
| HCM Lane LOS | - | - | A | - | | |
| HCM 95th %tile Q(veh) | - | - | 0.1 | - | | |

206: Orchard Street & Coachlamp Lane
2023 Existing Conditions Weekday PM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|-------|------|-------|------|
| Lane Configurations | WBL | WBR | NBT | NBR | SBL | SBT |
| Traffic Volume (vph) | 4 | 2 | 97 | 6 | 2 | 112 |
| Future Volume (vph) | 4 | 2 | 97 | 6 | 2 | 112 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 10 | 12 | 12 | 10 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.949 | | 0.992 | | | |
| Flt Protected | 0.970 | | | | 0.999 | |
| Satd. Flow (prot) | 1698 | 0 | 1708 | 0 | 0 | 1720 |
| Flt Permitted | 0.970 | | | | 0.999 | |
| Satd. Flow (perm) | 1698 | 0 | 1708 | 0 | 0 | 1720 |
| Link Speed (mph) | 25 | | 25 | | 25 | |
| Link Distance (ft) | 259 | | 1037 | | 825 | |
| Travel Time (s) | 7.1 | | 28.3 | | 22.5 | |
| Confl. Peds. (#/hr) | 2 | | | 2 | 2 | |
| Peak Hour Factor | 0.75 | 0.75 | 0.76 | 0.76 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 5 | 3 | 128 | 8 | 2 | 122 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 8 | 0 | 136 | 0 | 0 | 124 |
| Sign Control | Stop | | Free | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 17.5%

ICU Level of Service A

Analysis Period (min) 15

206: Orchard Street & Coachlamp Lane
2023 Existing Conditions Weekday PM Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|-------|--------|-------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | B | B | | A | |
| Traffic Vol, veh/h | 4 | 2 | 97 | 6 | 2 | 112 |
| Future Vol, veh/h | 4 | 2 | 97 | 6 | 2 | 112 |
| Conflicting Peds, #/hr | 2 | 0 | 0 | 2 | 2 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 75 | 75 | 76 | 76 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 5 | 3 | 128 | 8 | 2 | 122 |
| | | | | | | |
| Major/Minor | Minor1 | Major1 | | Major2 | | |
| Conflicting Flow All | 262 | 134 | 0 | 0 | 138 | 0 |
| Stage 1 | 134 | - | - | - | - | - |
| Stage 2 | 128 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 725 | 912 | - | - | 1440 | - |
| Stage 1 | 890 | - | - | - | - | - |
| Stage 2 | 895 | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 721 | 910 | - | - | 1437 | - |
| Mov Cap-2 Maneuver | 721 | - | - | - | - | - |
| Stage 1 | 888 | - | - | - | - | - |
| Stage 2 | 892 | - | - | - | - | - |
| | | | | | | |
| Approach | WB | NB | | SB | | |
| HCM Control Delay, s | 9.7 | 0 | | 0.1 | | |
| HCM LOS | A | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT | |
| Capacity (veh/h) | - | - | 775 | 1437 | - | |
| HCM Lane V/C Ratio | - | - | 0.01 | 0.002 | - | |
| HCM Control Delay (s) | - | - | 9.7 | 7.5 | 0 | |
| HCM Lane LOS | - | - | A | A | A | |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - | |

207: Orchard Street & Orchard-Stanwich Channel

2023 Existing Conditions Weekday PM Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|--------------|-------|------|------------------------|------|------|
| Lane Configurations | | ↑ | | ↔ | ↑ | |
| Traffic Volume (vph) | 0 | 4 | 6 | 95 | 121 | 0 |
| Future Volume (vph) | 0 | 4 | 6 | 95 | 121 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 12 | 10 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.865 | | | | |
| Flt Protected | | | | 0.997 | | |
| Satd. Flow (prot) | 0 | 1665 | 0 | 1733 | 1739 | 0 |
| Flt Permitted | | | | 0.997 | | |
| Satd. Flow (perm) | 0 | 1665 | 0 | 1733 | 1739 | 0 |
| Link Speed (mph) | 30 | | | 25 | 25 | |
| Link Distance (ft) | 112 | | | 825 | 133 | |
| Travel Time (s) | 2.5 | | | 22.5 | 3.6 | |
| Confl. Peds. (#/hr) | | 1 | | | | |
| Peak Hour Factor | 0.80 | 0.80 | 0.66 | 0.66 | 0.89 | 0.89 |
| Adj. Flow (vph) | 0 | 5 | 9 | 144 | 136 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 5 | 0 | 153 | 136 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 20.2% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

207: Orchard Street & Orchard-Stanwich Channel
2023 Existing Conditions Weekday PM Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|-------|--------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | ↗ | | ↖ | ↑ | |
| Traffic Vol, veh/h | 0 | 4 | 6 | 95 | 121 | 0 |
| Future Vol, veh/h | 0 | 4 | 6 | 95 | 121 | 0 |
| Conflicting Peds, #/hr | 0 | 1 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 66 | 66 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 9 | 144 | 136 | 0 |
| Major/Minor | Minor2 | Major1 | | Major2 | | |
| Conflicting Flow All | - | 137 | 136 | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 911 | 1448 | - | - | 0 |
| Stage 1 | 0 | - | - | - | - | 0 |
| Stage 2 | 0 | - | - | - | - | 0 |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | 910 | 1448 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Approach | EB | NB | SB | | | |
| HCM Control Delay, s | 9 | 0.4 | 0 | | | |
| HCM LOS | A | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | | |
| Capacity (veh/h) | 1448 | - | 910 | - | | |
| HCM Lane V/C Ratio | 0.006 | - | 0.005 | - | | |
| HCM Control Delay (s) | 7.5 | 0 | 9 | - | | |
| HCM Lane LOS | A | A | A | - | | |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | | |

208: Stanwich Road & Orchard-Stanwich Channel
2023 Existing Conditions Weekday PM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|-------|------|------|------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↓ | ↑ |
| Traffic Volume (vph) | 6 | 0 | 95 | 4 | 0 | 86 |
| Future Volume (vph) | 6 | 0 | 95 | 4 | 0 | 86 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 12 | 10 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.995 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 2006 | 0 | 1730 | 0 | 0 | 1863 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 2006 | 0 | 1730 | 0 | 0 | 1863 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 112 | | 2036 | | | 117 |
| Travel Time (s) | 2.5 | | 46.3 | | | 2.7 |
| Peak Hour Factor | 0.66 | 0.66 | 0.80 | 0.80 | 0.89 | 0.89 |
| Adj. Flow (vph) | 9 | 0 | 119 | 5 | 0 | 97 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 9 | 0 | 124 | 0 | 0 | 97 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 15.2% ICU Level of Service A

Analysis Period (min) 15

208: Stanwich Road & Orchard-Stanwich Channel
2023 Existing Conditions Weekday PM Peak

| Intersection | | | | | | |
|--------------------------|--------|----------|--------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↖ | ↗ | | ↑ | | |
| Traffic Vol, veh/h | 6 | 0 | 95 | 4 | 0 | 86 |
| Future Vol, veh/h | 6 | 0 | 95 | 4 | 0 | 86 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 66 | 66 | 80 | 80 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 0 | 119 | 5 | 0 | 97 |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 219 | - | 0 | 0 | - | - |
| Stage 1 | 122 | - | - | - | - | - |
| Stage 2 | 97 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 769 | 0 | - | - | 0 | - |
| Stage 1 | 903 | 0 | - | - | 0 | - |
| Stage 2 | 927 | 0 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 769 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 769 | - | - | - | - | - |
| Stage 1 | 903 | - | - | - | - | - |
| Stage 2 | 927 | - | - | - | - | - |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s | 9.7 | 0 | 0 | | | |
| HCM LOS | A | | | | | |
| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT | | | |
| Capacity (veh/h) | - | - | 769 | - | | |
| HCM Lane V/C Ratio | - | - | 0.012 | - | | |
| HCM Control Delay (s) | - | - | 9.7 | - | | |
| HCM Lane LOS | - | - | A | - | | |
| HCM 95th %tile Q(veh) | - | - | 0 | - | | |

301: Stanwich Road & Indian Rock Lane
2023 Existing Conditions Weekday PM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|-------|------|------|------|
| Lane Configurations | WBL | WBR | NBT | NBR | SBL | SBT |
| Traffic Volume (vph) | 129 | 4 | 99 | 270 | 1 | 97 |
| Future Volume (vph) | 129 | 4 | 99 | 270 | 1 | 97 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 12 | 10 | 12 | 12 | 11 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.996 | | 0.901 | | | |
| Flt Protected | 0.954 | | | | | |
| Satd. Flow (prot) | 1928 | 0 | 1551 | 0 | 0 | 1783 |
| Flt Permitted | 0.954 | | | | | |
| Satd. Flow (perm) | 1928 | 0 | 1551 | 0 | 0 | 1783 |
| Link Speed (mph) | 25 | | 30 | | | 30 |
| Link Distance (ft) | 199 | | 588 | | | 2036 |
| Travel Time (s) | 5.4 | | 13.4 | | | 46.3 |
| Confl. Peds. (#/hr) | | 17 | | 4 | | 4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.88 | 0.88 | 0.74 | 0.74 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 140 | 4 | 113 | 307 | 1 | 131 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 144 | 0 | 420 | 0 | 0 | 132 |
| Sign Control | Stop | | Stop | | | Stop |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 38.8%

ICU Level of Service A

Analysis Period (min) 15

301: Stanwich Road & Indian Rock Lane
2023 Existing Conditions Weekday PM Peak

| Intersection | | | | | | |
|----------------------------|-------|-------|-------|------|------|------|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 129 | 4 | 99 | 270 | 1 | 97 |
| Future Vol, veh/h | 129 | 4 | 99 | 270 | 1 | 97 |
| Peak Hour Factor | 0.92 | 0.92 | 0.88 | 0.88 | 0.74 | 0.74 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 140 | 4 | 113 | 307 | 1 | 131 |
| Number of Lanes | 1 | 0 | 1 | 0 | 0 | 1 |
| Approach | WB | NB | | SB | | |
| Opposing Approach | | SB | | NB | | |
| Opposing Lanes | 0 | 1 | | 1 | | |
| Conflicting Approach Left | NB | | | WB | | |
| Conflicting Lanes Left | 1 | 0 | | 1 | | |
| Conflicting Approach Right | SB | WB | | | | |
| Conflicting Lanes Right | 1 | 1 | | 0 | | |
| HCM Control Delay | 9.8 | 10.7 | | 8.8 | | |
| HCM LOS | A | B | | A | | |
| Lane | NBLn1 | WBLn1 | SBLn1 | | | |
| Vol Left, % | 0% | 97% | 1% | | | |
| Vol Thru, % | 27% | 0% | 99% | | | |
| Vol Right, % | 73% | 3% | 0% | | | |
| Sign Control | Stop | Stop | Stop | | | |
| Traffic Vol by Lane | 369 | 133 | 98 | | | |
| LT Vol | 0 | 129 | 1 | | | |
| Through Vol | 99 | 0 | 97 | | | |
| RT Vol | 270 | 4 | 0 | | | |
| Lane Flow Rate | 419 | 145 | 132 | | | |
| Geometry Grp | 1 | 1 | 1 | | | |
| Degree of Util (X) | 0.473 | 0.212 | 0.175 | | | |
| Departure Headway (Hd) | 4.064 | 5.285 | 4.768 | | | |
| Convergence, Y/N | Yes | Yes | Yes | | | |
| Cap | 885 | 677 | 751 | | | |
| Service Time | 2.089 | 3.338 | 2.808 | | | |
| HCM Lane V/C Ratio | 0.473 | 0.214 | 0.176 | | | |
| HCM Control Delay | 10.7 | 9.8 | 8.8 | | | |
| HCM Lane LOS | B | A | A | | | |
| HCM 95th-tile Q | 2.6 | 0.8 | 0.6 | | | |

302: Orchard Street & Indian Rock Lane
2023 Existing Conditions Weekday PM Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|--------------|------|------|-------|------------------------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 5 | 254 | 113 | 100 | 105 | 14 |
| Future Volume (vph) | 5 | 254 | 113 | 100 | 105 | 14 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 11 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.868 | | | 0.984 | | |
| Flt Protected | 0.999 | | | 0.974 | | |
| Satd. Flow (prot) | 1561 | 0 | 0 | 1754 | 1711 | 0 |
| Flt Permitted | 0.999 | | | 0.974 | | |
| Satd. Flow (perm) | 1561 | 0 | 0 | 1754 | 1711 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 495 | | | 1153 | 1037 | |
| Travel Time (s) | 13.5 | | | 31.4 | 28.3 | |
| Confl. Peds. (#/hr) | | | 27 | | 27 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.79 | 0.79 | 0.80 | 0.80 |
| Adj. Flow (vph) | 6 | 306 | 143 | 127 | 131 | 18 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 312 | 0 | 0 | 270 | 149 | 0 |
| Sign Control | Stop | | | Stop | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 40.8% | | | | ICU Level of Service A | |
| Analysis Period (min) | 15 | | | | | |

302: Orchard Street & Indian Rock Lane
2023 Existing Conditions Weekday PM Peak

| Intersection | | | | | | |
|----------------------------|-------|-------|-------|------|------|------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 254 | 113 | 100 | 105 | 14 |
| Future Vol, veh/h | 5 | 254 | 113 | 100 | 105 | 14 |
| Peak Hour Factor | 0.83 | 0.83 | 0.79 | 0.79 | 0.80 | 0.80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 306 | 143 | 127 | 131 | 18 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |
| Approach | EB | NB | | SB | | |
| Opposing Approach | | SB | | NB | | |
| Opposing Lanes | 0 | 1 | | 1 | | |
| Conflicting Approach Left | SB | EB | | | | |
| Conflicting Lanes Left | 1 | 1 | | 0 | | |
| Conflicting Approach Right | NB | | | EB | | |
| Conflicting Lanes Right | 1 | 0 | | 1 | | |
| HCM Control Delay | 10.1 | 10.9 | | 9.2 | | |
| HCM LOS | B | B | | A | | |
| Lane | NBLn1 | EBLn1 | SBLn1 | | | |
| Vol Left, % | 53% | 2% | 0% | | | |
| Vol Thru, % | 47% | 0% | 88% | | | |
| Vol Right, % | 0% | 98% | 12% | | | |
| Sign Control | Stop | Stop | Stop | | | |
| Traffic Vol by Lane | 213 | 259 | 119 | | | |
| LT Vol | 113 | 5 | 0 | | | |
| Through Vol | 100 | 0 | 105 | | | |
| RT Vol | 0 | 254 | 14 | | | |
| Lane Flow Rate | 270 | 312 | 149 | | | |
| Geometry Grp | 1 | 1 | 1 | | | |
| Degree of Util (X) | 0.369 | 0.378 | 0.203 | | | |
| Departure Headway (Hd) | 4.922 | 4.363 | 4.902 | | | |
| Convergence, Y/N | Yes | Yes | Yes | | | |
| Cap | 725 | 821 | 726 | | | |
| Service Time | 2.989 | 2.41 | 2.975 | | | |
| HCM Lane V/C Ratio | 0.372 | 0.38 | 0.205 | | | |
| HCM Control Delay | 10.9 | 10.1 | 9.2 | | | |
| HCM Lane LOS | B | B | A | | | |
| HCM 95th-tile Q | 1.7 | 1.8 | 0.8 | | | |

303: Orchard Street & Sinawoy Road/Kent Place

2023 Existing Conditions Weekday PM Peak



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|--------------|-------|------|------|-------|------|------|-------|------|------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 3 | 0 | 1 | 6 | 0 | 0 | 175 | 3 | 4 | 316 | 42 |
| Future Volume (vph) | 60 | 3 | 0 | 1 | 6 | 0 | 0 | 175 | 3 | 4 | 316 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 13 | 12 | 12 | 11 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | | | | | | 0.998 | | | 0.984 | |
| Flt Protected | | 0.955 | | | 0.992 | | | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1720 | 0 | 0 | 1909 | 0 | 0 | 1797 | 0 | 0 | 1831 | 0 |
| Flt Permitted | | 0.955 | | | 0.992 | | | | | | 0.999 | |
| Satd. Flow (perm) | 0 | 1720 | 0 | 0 | 1909 | 0 | 0 | 1797 | 0 | 0 | 1831 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 121 | | | 609 | | | 127 | | | 586 | |
| Travel Time (s) | | 3.3 | | | 16.6 | | | 3.5 | | | 16.0 | |
| Confl. Peds. (#/hr) | 6 | | 7 | 7 | | 6 | | | 5 | 5 | | |
| Peak Hour Factor | 0.76 | 0.76 | 0.76 | 0.58 | 0.58 | 0.58 | 0.81 | 0.81 | 0.81 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 79 | 4 | 0 | 2 | 10 | 0 | 0 | 216 | 4 | 4 | 347 | 46 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 83 | 0 | 0 | 12 | 0 | 0 | 220 | 0 | 0 | 397 | 0 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |
| Intersection Capacity Utilization | 39.9% | | | | | | | | | | | |
| ICU Level of Service | A | | | | | | | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |

303: Orchard Street & Sinawoy Road/Kent Place

2023 Existing Conditions Weekday PM Peak

Intersection

Intersection Delay, s/veh 10.5

Intersection LOS B

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 60 | 3 | 0 | 1 | 6 | 0 | 0 | 175 | 3 | 4 | 316 | 42 |
| Future Vol, veh/h | 60 | 3 | 0 | 1 | 6 | 0 | 0 | 175 | 3 | 4 | 316 | 42 |
| Peak Hour Factor | 0.76 | 0.76 | 0.76 | 0.58 | 0.58 | 0.58 | 0.81 | 0.81 | 0.81 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 79 | 4 | 0 | 2 | 10 | 0 | 0 | 216 | 4 | 4 | 347 | 46 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Approach | | | | | | | | | | | | |
| Opposing Approach | WB | | | WB | | | NB | | NB | | | |
| Opposing Lanes | 1 | | | 1 | | | 1 | | 1 | | | |
| Conflicting Approach Left | SB | | | NB | | | EB | | WB | | | |
| Conflicting Lanes Left | 1 | | | 1 | | | 1 | | 1 | | | |
| Conflicting Approach Right | NB | | | SB | | | WB | | EB | | | |
| Conflicting Lanes Right | 1 | | | 1 | | | 1 | | 1 | | | |
| HCM Control Delay | 9.4 | | | 8.6 | | | 9.4 | | 11.4 | | | |
| HCM LOS | A | | | A | | | A | | B | | | |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 0% | 95% | 14% | 1% |
| Vol Thru, % | 98% | 5% | 86% | 87% |
| Vol Right, % | 2% | 0% | 0% | 12% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 178 | 63 | 7 | 362 |
| LT Vol | 0 | 60 | 1 | 4 |
| Through Vol | 175 | 3 | 6 | 316 |
| RT Vol | 3 | 0 | 0 | 42 |
| Lane Flow Rate | 220 | 83 | 12 | 398 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.281 | 0.127 | 0.018 | 0.483 |
| Departure Headway (Hd) | 4.604 | 5.498 | 5.464 | 4.371 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 780 | 649 | 651 | 823 |
| Service Time | 2.64 | 3.555 | 3.532 | 2.401 |
| HCM Lane V/C Ratio | 0.282 | 0.128 | 0.018 | 0.484 |
| HCM Control Delay | 9.4 | 9.4 | 8.6 | 11.4 |
| HCM Lane LOS | A | A | A | B |
| HCM 95th-tile Q | 1.2 | 0.4 | 0.1 | 2.7 |

304: Orchard Street & Stanwich Road
2023 Existing Conditions Weekday PM Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|------|------|-------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 95 | 0 | 0 | 95 | 121 | 86 |
| Future Volume (vph) | 95 | 0 | 0 | 95 | 121 | 86 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 12 | 12 | 10 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.944 | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1947 | 0 | 0 | 1739 | 1641 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1947 | 0 | 0 | 1739 | 1641 | 0 |
| Link Speed (mph) | 30 | | | 25 | 30 | |
| Link Distance (ft) | 117 | | | 133 | 353 | |
| Travel Time (s) | 2.7 | | | 3.6 | 8.0 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.66 | 0.66 | 0.89 | 0.89 |
| Adj. Flow (vph) | 119 | 0 | 0 | 144 | 136 | 97 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 119 | 0 | 0 | 144 | 233 | 0 |
| Sign Control | Stop | | | Stop | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 23.5%

ICU Level of Service A

Analysis Period (min) 15

304: Orchard Street & Stanwich Road
2023 Existing Conditions Weekday PM Peak

| Intersection | | | | | | |
|----------------------------|-------|-------|-------|------|------|------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | 0 | 0 | | | 86 |
| Traffic Vol, veh/h | 95 | 0 | 0 | 95 | 121 | 86 |
| Future Vol, veh/h | 95 | 0 | 0 | 95 | 121 | 86 |
| Peak Hour Factor | 0.80 | 0.80 | 0.66 | 0.66 | 0.89 | 0.89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 119 | 0 | 0 | 144 | 136 | 97 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |
| Approach | EB | | NB | | SB | |
| Opposing Approach | | | SB | | NB | |
| Opposing Lanes | 0 | | 1 | | 1 | |
| Conflicting Approach Left | SB | | EB | | | |
| Conflicting Lanes Left | 1 | | 1 | | 0 | |
| Conflicting Approach Right | NB | | | | EB | |
| Conflicting Lanes Right | 1 | | 0 | | 1 | |
| HCM Control Delay | 8.9 | | 8.5 | | 8.7 | |
| HCM LOS | A | | A | | A | |
| Lane | NBLn1 | EBLn1 | SBLn1 | | | |
| Vol Left, % | 0% | 100% | 0% | | | |
| Vol Thru, % | 100% | 0% | 58% | | | |
| Vol Right, % | 0% | 0% | 42% | | | |
| Sign Control | Stop | Stop | Stop | | | |
| Traffic Vol by Lane | 95 | 95 | 207 | | | |
| LT Vol | 0 | 95 | 0 | | | |
| Through Vol | 95 | 0 | 121 | | | |
| RT Vol | 0 | 0 | 86 | | | |
| Lane Flow Rate | 144 | 119 | 233 | | | |
| Geometry Grp | 1 | 1 | 1 | | | |
| Degree of Util (X) | 0.179 | 0.163 | 0.268 | | | |
| Departure Headway (Hd) | 4.477 | 4.949 | 4.149 | | | |
| Convergence, Y/N | Yes | Yes | Yes | | | |
| Cap | 803 | 726 | 868 | | | |
| Service Time | 2.497 | 2.976 | 2.167 | | | |
| HCM Lane V/C Ratio | 0.179 | 0.164 | 0.268 | | | |
| HCM Control Delay | 8.5 | 8.9 | 8.7 | | | |
| HCM Lane LOS | A | A | A | | | |
| HCM 95th-tile Q | 0.6 | 0.6 | 1.1 | | | |

201: Stanwich Road & Fairfield Road
2026 Background Conditions Weekday AM Peak

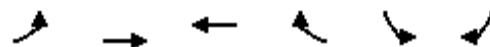


| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|--------------|-------|------|------------------------|-------|------|
| Lane Configurations | ↑ | ↓ | ↑ | ↑ | ↓ | ↑ |
| Traffic Volume (vph) | 271 | 68 | 232 | 128 | 110 | 476 |
| Future Volume (vph) | 271 | 68 | 232 | 128 | 110 | 476 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 15 | 12 | 10 | 10 | 12 |
| Storage Length (ft) | 0 | 25 | 0 | | | 0 |
| Storage Lanes | 1 | 1 | 0 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.890 | |
| Flt Protected | 0.950 | | | 0.969 | | |
| Satd. Flow (prot) | 1928 | 1725 | 0 | 1668 | 1532 | 0 |
| Flt Permitted | 0.950 | | | 0.969 | | |
| Satd. Flow (perm) | 1928 | 1725 | 0 | 1668 | 1532 | 0 |
| Link Speed (mph) | 25 | | | 30 | 30 | |
| Link Distance (ft) | 464 | | | 290 | 588 | |
| Travel Time (s) | 12.7 | | | 6.6 | 13.4 | |
| Confl. Peds. (#/hr) | 1 | | | | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.91 | 0.91 | 0.87 | 0.87 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 315 | 79 | 255 | 141 | 126 | 547 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 315 | 79 | 0 | 396 | 673 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 79.7% | | | ICU Level of Service D | | |
| Analysis Period (min) | 15 | | | | | |

201: Stanwich Road & Fairfield Road
2026 Background Conditions Weekday AM Peak

| Intersection | | | | | | |
|----------------------------|------------------------|----------------------------|---------|-----------------------------|---------|---------|
| Int Delay, s/veh | 95.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↖ ↗ ↘ ↗ | ↖ ↗ ↘ ↗ | ↖ ↗ ↘ ↗ | ↖ ↗ ↘ ↗ | ↖ ↗ ↘ ↗ | ↖ ↗ ↘ ↗ |
| Traffic Vol, veh/h | 271 | 68 | 232 | 128 | 110 | 476 |
| Future Vol, veh/h | 271 | 68 | 232 | 128 | 110 | 476 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Stop | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 91 | 91 | 87 | 87 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 315 | 79 | 255 | 141 | 126 | 547 |
| Major/Minor | | | | | | |
| Major/Minor | Minor2 | Major1 | | Major2 | | |
| Conflicting Flow All | 1052 | 400 | 673 | 0 | - | 0 |
| Stage 1 | 400 | - | - | - | - | - |
| Stage 2 | 652 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | 4.13 | - | - | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | 2.227 | - | - | - |
| Pot Cap-1 Maneuver | ~ 250 | 648 | 913 | - | - | - |
| Stage 1 | 675 | - | - | - | - | - |
| Stage 2 | 517 | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | ~ 174 | 648 | 913 | - | - | - |
| Mov Cap-2 Maneuver | ~ 174 | - | - | - | - | - |
| Stage 1 | 470 | - | - | - | - | - |
| Stage 2 | 517 | - | - | - | - | - |
| Approach | | | | | | |
| Approach | EB | NB | | SB | | |
| HCM Control Delay, s\$ | 347.7 | 6.7 | | 0 | | |
| HCM LOS | F | | | | | |
| Minor Lane/Major Mvmt | | NBL | NBT | EBLn1 | EBLn2 | SBT |
| Capacity (veh/h) | 913 | - | 174 | 648 | - | - |
| HCM Lane V/C Ratio | 0.279 | - | 1.811 | 0.122 | - | - |
| HCM Control Delay (s) | 10.5 | \$ 432.1 | 11.3 | - | - | - |
| HCM Lane LOS | B | A | F | B | - | - |
| HCM 95th %tile Q(veh) | 1.1 | - | 22.8 | 0.4 | - | - |
| Notes | | | | | | |
| ~: Volume exceeds capacity | \$: Delay exceeds 300s | +: Computation Not Defined | * | All major volume in platoon | | |

202: Indian Rock Lane & West GCMS Driveway
2026 Background Conditions Weekday AM Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|-------|------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 94 | 211 | 340 | 43 | 36 | 88 |
| Future Volume (vph) | 94 | 211 | 340 | 43 | 36 | 88 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 11 | 12 | 16 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.985 | | | 0.904 | |
| Flt Protected | | 0.985 | | | 0.986 | |
| Satd. Flow (prot) | 0 | 1938 | 1756 | 0 | 1863 | 0 |
| Flt Permitted | | 0.985 | | | 0.986 | |
| Satd. Flow (perm) | 0 | 1938 | 1756 | 0 | 1863 | 0 |
| Link Speed (mph) | | 25 | 25 | | 25 | |
| Link Distance (ft) | | 199 | 210 | | 135 | |
| Travel Time (s) | | 5.4 | 5.7 | | 3.7 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.88 | 0.88 | 0.39 | 0.39 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 145 | 325 | 386 | 49 | 92 | 226 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 470 | 435 | 0 | 318 | 0 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

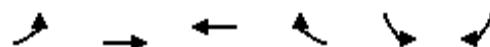
Intersection Capacity Utilization 54.2% ICU Level of Service A

Analysis Period (min) 15

202: Indian Rock Lane & West GCMS Driveway
2026 Background Conditions Weekday AM Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh | 11.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 94 | 211 | 340 | 43 | 36 | 88 |
| Future Vol, veh/h | 94 | 211 | 340 | 43 | 36 | 88 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 65 | 65 | 88 | 88 | 39 | 39 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 145 | 325 | 386 | 49 | 92 | 226 |
| Major/Minor | Major1 | Major2 | Minor2 | | | |
| Conflicting Flow All | 435 | 0 | - | 0 | 1026 | 411 |
| Stage 1 | - | - | - | - | 411 | - |
| Stage 2 | - | - | - | - | 615 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | 1119 | - | - | - | 259 | 639 |
| Stage 1 | - | - | - | - | 667 | - |
| Stage 2 | - | - | - | - | 537 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1119 | - | - | - | 218 | 639 |
| Mov Cap-2 Maneuver | - | - | - | - | 218 | - |
| Stage 1 | - | - | - | - | 562 | - |
| Stage 2 | - | - | - | - | 537 | - |
| Approach | EB | WB | SB | | | |
| HCM Control Delay, s | 2.7 | 0 | 38.5 | | | |
| HCM LOS | | | E | | | |
| Minor Lane/Major Mvmt | | EBL | EBT | WBT | WBR | SBLn1 |
| Capacity (veh/h) | 1119 | - | - | - | 409 | |
| HCM Lane V/C Ratio | 0.129 | - | - | - | 0.777 | |
| HCM Control Delay (s) | 8.7 | 0 | - | - | 38.5 | |
| HCM Lane LOS | A | A | - | - | E | |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 6.6 | |

203: Indian Rock Lane & East GCMS Driveway
2026 Background Conditions Weekday AM Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|--------------|-------|------|------|------------------------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 38 | 219 | 318 | 115 | 66 | 88 |
| Future Volume (vph) | 38 | 219 | 318 | 115 | 66 | 88 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 9 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.964 | | | 0.850 | |
| Flt Protected | | 0.993 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1788 | 1736 | 0 | 1593 | 1583 |
| Flt Permitted | | 0.993 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1788 | 1736 | 0 | 1593 | 1583 |
| Link Speed (mph) | | 25 | 25 | | 25 | |
| Link Distance (ft) | | 210 | 495 | | 162 | |
| Travel Time (s) | | 5.7 | 13.5 | | 4.4 | |
| Confl. Peds. (#/hr) | 5 | | | 5 | 5 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.83 | 0.83 | 0.47 | 0.47 |
| Adj. Flow (vph) | 42 | 241 | 383 | 139 | 140 | 187 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 283 | 522 | 0 | 140 | 187 |
| Sign Control | | Free | Free | | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 51.2% | | | | ICU Level of Service A | |
| Analysis Period (min) | 15 | | | | | |

203: Indian Rock Lane & East GCMS Driveway
2026 Background Conditions Weekday AM Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh | 5.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 38 | 219 | 318 | 115 | 66 | 88 |
| Future Vol, veh/h | 38 | 219 | 318 | 115 | 66 | 88 |
| Conflicting Peds, #/hr | 5 | 0 | 0 | 5 | 5 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 83 | 83 | 47 | 47 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 42 | 241 | 383 | 139 | 140 | 187 |
| Major/Minor | Major1 | Major2 | Minor2 | | | |
| Conflicting Flow All | 527 | 0 | - | 0 | 788 | 458 |
| Stage 1 | - | - | - | - | 458 | - |
| Stage 2 | - | - | - | - | 330 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1040 | - | - | - | 360 | 603 |
| Stage 1 | - | - | - | - | 637 | - |
| Stage 2 | - | - | - | - | 728 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1036 | - | - | - | 340 | 601 |
| Mov Cap-2 Maneuver | - | - | - | - | 340 | - |
| Stage 1 | - | - | - | - | 605 | - |
| Stage 2 | - | - | - | - | 725 | - |
| Approach | EB | WB | SB | | | |
| HCM Control Delay, s | 1.3 | 0 | 17.6 | | | |
| HCM LOS | | | C | | | |
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
| Capacity (veh/h) | 1036 | - | - | - | 340 | 601 |
| HCM Lane V/C Ratio | 0.04 | - | - | - | 0.413 | 0.312 |
| HCM Control Delay (s) | 8.6 | 0 | - | - | 22.8 | 13.7 |
| HCM Lane LOS | A | A | - | - | C | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 2 | 1.3 |

204: Orchard Street & Orchard-Sinawoy Channel
2026 Background Conditions Weekday AM Peak

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|--------------|-------|------|------------------------|------|------|
| Lane Configurations | | ↑ | | ↑ | ↑ | |
| Traffic Volume (vph) | 0 | 27 | 44 | 437 | 264 | 0 |
| Future Volume (vph) | 0 | 27 | 44 | 437 | 264 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.865 | | | | |
| Flt Protected | | | | 0.995 | | |
| Satd. Flow (prot) | 0 | 1542 | 0 | 1835 | 1783 | 0 |
| Flt Permitted | | | | 0.995 | | |
| Satd. Flow (perm) | 0 | 1542 | 0 | 1835 | 1783 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 112 | | | 349 | 127 | |
| Travel Time (s) | 3.1 | | | 9.5 | 3.5 | |
| Peak Hour Factor | 0.77 | 0.77 | 0.93 | 0.93 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 35 | 47 | 470 | 307 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 35 | 0 | 517 | 307 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 46.0% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

204: Orchard Street & Orchard-Sinawoy Channel
2026 Background Conditions Weekday AM Peak

Intersection

Int Delay, s/veh 0.8

| Movement | EBL | EBC | NBL | NBT | SBT | SBR |
|----------|-----|-----|-----|-----|-----|-----|
|----------|-----|-----|-----|-----|-----|-----|

Lane Configurations

| | | | | | | |
|--------------------|---|----|----|-----|-----|---|
| Traffic Vol, veh/h | 0 | 27 | 44 | 437 | 264 | 0 |
|--------------------|---|----|----|-----|-----|---|

| | | | | | | |
|-------------------|---|----|----|-----|-----|---|
| Future Vol, veh/h | 0 | 27 | 44 | 437 | 264 | 0 |
|-------------------|---|----|----|-----|-----|---|

| | | | | | | |
|------------------------|---|---|---|---|---|---|
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
|------------------------|---|---|---|---|---|---|

| | | | | | | |
|--------------|------|------|------|------|------|------|
| Sign Control | Stop | Stop | Free | Free | Free | Free |
|--------------|------|------|------|------|------|------|

| | | | | | | |
|----------------|---|------|---|------|---|------|
| RT Channelized | - | None | - | None | - | None |
|----------------|---|------|---|------|---|------|

| | | | | | | |
|----------------|---|---|---|---|---|---|
| Storage Length | - | 0 | - | - | - | - |
|----------------|---|---|---|---|---|---|

| | | | | | | |
|--------------------------|---|---|---|---|---|---|
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
|--------------------------|---|---|---|---|---|---|

| | | | | | | |
|----------|---|---|---|---|---|---|
| Grade, % | 0 | - | - | 0 | 0 | - |
|----------|---|---|---|---|---|---|

| | | | | | | |
|------------------|----|----|----|----|----|----|
| Peak Hour Factor | 77 | 77 | 93 | 93 | 86 | 86 |
|------------------|----|----|----|----|----|----|

| | | | | | | |
|-------------------|---|---|---|---|---|---|
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
|-------------------|---|---|---|---|---|---|

| | | | | | | |
|-----------|---|----|----|-----|-----|---|
| Mvmt Flow | 0 | 35 | 47 | 470 | 307 | 0 |
|-----------|---|----|----|-----|-----|---|

| Major/Minor | Minor2 | Major1 | Major2 |
|-------------|--------|--------|--------|
|-------------|--------|--------|--------|

| | | | | | | |
|----------------------|---|-----|-----|---|---|---|
| Conflicting Flow All | - | 307 | 307 | 0 | - | 0 |
|----------------------|---|-----|-----|---|---|---|

| | | | | | | |
|---------|---|---|---|---|---|---|
| Stage 1 | - | - | - | - | - | - |
|---------|---|---|---|---|---|---|

| | | | | | | |
|---------|---|---|---|---|---|---|
| Stage 2 | - | - | - | - | - | - |
|---------|---|---|---|---|---|---|

| | | | | | | |
|---------------|---|------|------|---|---|---|
| Critical Hdwy | - | 6.23 | 4.13 | - | - | - |
|---------------|---|------|------|---|---|---|

| | | | | | | |
|---------------------|---|---|---|---|---|---|
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
|---------------------|---|---|---|---|---|---|

| | | | | | | |
|---------------------|---|---|---|---|---|---|
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
|---------------------|---|---|---|---|---|---|

| | | | | | | |
|----------------|---|-------|-------|---|---|---|
| Follow-up Hdwy | - | 3.327 | 2.227 | - | - | - |
|----------------|---|-------|-------|---|---|---|

| | | | | | | |
|--------------------|---|-----|------|---|---|---|
| Pot Cap-1 Maneuver | 0 | 731 | 1248 | - | - | 0 |
|--------------------|---|-----|------|---|---|---|

| | | | | | | |
|---------|---|---|---|---|---|---|
| Stage 1 | 0 | - | - | - | - | 0 |
|---------|---|---|---|---|---|---|

| | | | | | | |
|---------|---|---|---|---|---|---|
| Stage 2 | 0 | - | - | - | - | 0 |
|---------|---|---|---|---|---|---|

| | | | | | | |
|--------------------|---|---|---|---|---|---|
| Platoon blocked, % | - | - | - | - | - | - |
|--------------------|---|---|---|---|---|---|

| | | | | | | |
|--------------------|---|-----|------|---|---|---|
| Mov Cap-1 Maneuver | - | 731 | 1248 | - | - | - |
|--------------------|---|-----|------|---|---|---|

| | | | | | | |
|--------------------|---|---|---|---|---|---|
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
|--------------------|---|---|---|---|---|---|

| | | | | | | |
|---------|---|---|---|---|---|---|
| Stage 1 | - | - | - | - | - | - |
|---------|---|---|---|---|---|---|

| | | | | | | |
|---------|---|---|---|---|---|---|
| Stage 2 | - | - | - | - | - | - |
|---------|---|---|---|---|---|---|

| Approach | EB | NB | SB |
|----------|----|----|----|
|----------|----|----|----|

| | | | |
|----------------------|------|-----|---|
| HCM Control Delay, s | 10.2 | 0.7 | 0 |
|----------------------|------|-----|---|

| | | | |
|---------|---|--|--|
| HCM LOS | B | | |
|---------|---|--|--|

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT |
|-----------------------|-----|-----|-------|-----|
|-----------------------|-----|-----|-------|-----|

| | | | | |
|------------------|------|---|-----|---|
| Capacity (veh/h) | 1248 | - | 731 | - |
|------------------|------|---|-----|---|

| | | | | |
|--------------------|-------|---|-------|---|
| HCM Lane V/C Ratio | 0.038 | - | 0.048 | - |
|--------------------|-------|---|-------|---|

| | | | | |
|-----------------------|---|---|------|---|
| HCM Control Delay (s) | 8 | 0 | 10.2 | - |
|-----------------------|---|---|------|---|

| | | | | |
|--------------|---|---|---|---|
| HCM Lane LOS | A | A | B | - |
|--------------|---|---|---|---|

| | | | | |
|-----------------------|-----|---|-----|---|
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - |
|-----------------------|-----|---|-----|---|

205: Sinawoy Road & Orchard-Sinawoy Channel
2026 Background Conditions Weekday AM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|--------------|------|-------|------------------------|------|------|
| Lane Configurations | ↑ ↗ | ↙ | ↑ ↘ | ↗ | ↖ | ↑ |
| Traffic Volume (vph) | 44 | 0 | 75 | 27 | 0 | 85 |
| Future Volume (vph) | 44 | 0 | 75 | 27 | 0 | 85 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 12 | 12 | 11 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.964 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1694 | 0 | 1778 | 0 | 0 | 1783 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1694 | 0 | 1778 | 0 | 0 | 1783 |
| Link Speed (mph) | 25 | | 25 | | | 25 |
| Link Distance (ft) | 112 | | 184 | | | 121 |
| Travel Time (s) | 3.1 | | 5.0 | | | 3.3 |
| Peak Hour Factor | 0.93 | 0.93 | 0.77 | 0.77 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 47 | 0 | 97 | 35 | 0 | 99 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 47 | 0 | 132 | 0 | 0 | 99 |
| Sign Control | Stop | | Free | | | Free |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 15.6% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

205: Sinawoy Road & Orchard-Sinawoy Channel
2026 Background Conditions Weekday AM Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↖ | ↗ | | ↑ | | |
| Traffic Vol, veh/h | 44 | 0 | 75 | 27 | 0 | 85 |
| Future Vol, veh/h | 44 | 0 | 75 | 27 | 0 | 85 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 77 | 77 | 86 | 86 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 47 | 0 | 97 | 35 | 0 | 99 |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 214 | - | 0 | 0 | - | - |
| Stage 1 | 115 | - | - | - | - | - |
| Stage 2 | 99 | - | - | - | - | - |
| Critical Hdwy | 6.43 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 772 | 0 | - | - | 0 | - |
| Stage 1 | 907 | 0 | - | - | 0 | - |
| Stage 2 | 922 | 0 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 772 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 772 | - | - | - | - | - |
| Stage 1 | 907 | - | - | - | - | - |
| Stage 2 | 922 | - | - | - | - | - |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s | 10 | 0 | 0 | | | |
| HCM LOS | B | | | | | |
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT | | |
| Capacity (veh/h) | - | - | 772 | - | | |
| HCM Lane V/C Ratio | - | - | 0.061 | - | | |
| HCM Control Delay (s) | - | - | 10 | - | | |
| HCM Lane LOS | - | - | B | - | | |
| HCM 95th %tile Q(veh) | - | - | 0.2 | - | | |

206: Orchard Street & Coachlamp Lane
2026 Background Conditions Weekday AM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|-------|------|------|------|
| Lane Configurations | WBL | WBR | NBT | NBR | SBL | SBT |
| Traffic Volume (vph) | 8 | 4 | 170 | 6 | 0 | 159 |
| Future Volume (vph) | 8 | 4 | 170 | 6 | 0 | 159 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 10 | 12 | 12 | 10 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.957 | | 0.995 | | | |
| Flt Protected | 0.967 | | | | | |
| Satd. Flow (prot) | 1643 | 0 | 1649 | 0 | 0 | 1657 |
| Flt Permitted | 0.967 | | | | | |
| Satd. Flow (perm) | 1643 | 0 | 1649 | 0 | 0 | 1657 |
| Link Speed (mph) | 25 | | 25 | | | 25 |
| Link Distance (ft) | 259 | | 1037 | | | 825 |
| Travel Time (s) | 7.1 | | 28.3 | | | 22.5 |
| Confl. Peds. (#/hr) | | | | 1 | 1 | |
| Peak Hour Factor | 0.43 | 0.43 | 0.69 | 0.69 | 0.76 | 0.76 |
| Heavy Vehicles (%) | 7% | 7% | 7% | 7% | 7% | 7% |
| Adj. Flow (vph) | 19 | 9 | 246 | 9 | 0 | 209 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 28 | 0 | 255 | 0 | 0 | 209 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 19.4%

ICU Level of Service A

Analysis Period (min) 15

206: Orchard Street & Coachlamp Lane
2026 Background Conditions Weekday AM Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | B | | A | | |
| Traffic Vol, veh/h | 8 | 4 | 170 | 6 | 0 | 159 |
| Future Vol, veh/h | 8 | 4 | 170 | 6 | 0 | 159 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 1 | 1 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 43 | 43 | 69 | 69 | 76 | 76 |
| Heavy Vehicles, % | 7 | 7 | 7 | 7 | 7 | 7 |
| Mvmt Flow | 19 | 9 | 246 | 9 | 0 | 209 |
| Major/Minor | | | | | | |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 461 | 252 | 0 | 0 | 256 | 0 |
| Stage 1 | 252 | - | - | - | - | - |
| Stage 2 | 209 | - | - | - | - | - |
| Critical Hdwy | 6.47 | 6.27 | - | - | 4.17 | - |
| Critical Hdwy Stg 1 | 5.47 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.47 | - | - | - | - | - |
| Follow-up Hdwy | 3.563 | 3.363 | - | - | 2.263 | - |
| Pot Cap-1 Maneuver | 550 | 775 | - | - | 1280 | - |
| Stage 1 | 778 | - | - | - | - | - |
| Stage 2 | 814 | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 549 | 774 | - | - | 1279 | - |
| Mov Cap-2 Maneuver | 549 | - | - | - | - | - |
| Stage 1 | 777 | - | - | - | - | - |
| Stage 2 | 814 | - | - | - | - | - |
| Approach | | | | | | |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s | 11.2 | 0 | 0 | | | |
| HCM LOS | B | | | | | |
| Minor Lane/Major Mvmt | | | | | | |
| Minor Lane/Major Mvmt | NBT | NBR | WBL | N1 | SBL | SBT |
| Capacity (veh/h) | - | - | 608 | 1279 | - | - |
| HCM Lane V/C Ratio | - | - | 0.046 | - | - | - |
| HCM Control Delay (s) | - | - | 11.2 | 0 | - | - |
| HCM Lane LOS | - | - | B | A | - | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - | - |

207: Orchard Street & Orchard-Stanwich Channel
2026 Background Conditions Weekday AM Peak

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|------------------------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 8 | 13 | 168 | 157 | 0 |
| Future Volume (vph) | 0 | 8 | 13 | 168 | 157 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 12 | 10 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | | | |
| Flt Protected | 0.996 | | | | | |
| Satd. Flow (prot) | 0 | 1617 | 0 | 1682 | 1689 | 0 |
| Flt Permitted | 0.996 | | | | | |
| Satd. Flow (perm) | 0 | 1617 | 0 | 1682 | 1689 | 0 |
| Link Speed (mph) | 30 | 25 | | | | |
| Link Distance (ft) | 112 | 825 | | | | |
| Travel Time (s) | 2.5 | 22.5 | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.65 | 0.65 | 0.69 | 0.69 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 0 | 10 | 20 | 258 | 228 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 10 | 0 | 278 | 228 | 0 |
| Sign Control | Stop | | | | | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization 22.9% | ICU Level of Service A | | | | | |
| Analysis Period (min) 15 | | | | | | |

207: Orchard Street & Orchard-Stanwich Channel
2026 Background Conditions Weekday AM Peak

| Intersection | | | | | | | | |
|--------------------------|--------|--------|-------|--------|------|------|--|--|
| Int Delay, s/veh | 0.5 | | | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | |
| Lane Configurations | | ↑ | | ↑ | ↑ | | | |
| Traffic Vol, veh/h | 0 | 8 | 13 | 168 | 157 | 0 | | |
| Future Vol, veh/h | 0 | 8 | 13 | 168 | 157 | 0 | | |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Sign Control | Stop | Stop | Free | Free | Free | Free | | |
| RT Channelized | - | None | - | None | - | None | | |
| Storage Length | - | 0 | - | - | - | - | | |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - | | |
| Grade, % | 0 | - | - | 0 | 0 | - | | |
| Peak Hour Factor | 84 | 84 | 65 | 65 | 69 | 69 | | |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 | | |
| Mvmt Flow | 0 | 10 | 20 | 258 | 228 | 0 | | |
| Major/Minor | Minor2 | Major1 | | Major2 | | | | |
| Conflicting Flow All | - | 228 | 228 | 0 | - | 0 | | |
| Stage 1 | - | - | - | - | - | - | | |
| Stage 2 | - | - | - | - | - | - | | |
| Critical Hdwy | - | 6.25 | 4.15 | - | - | - | | |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | | |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | | |
| Follow-up Hdwy | - | 3.345 | 2.245 | - | - | - | | |
| Pot Cap-1 Maneuver | 0 | 804 | 1323 | - | - | 0 | | |
| Stage 1 | 0 | - | - | - | - | 0 | | |
| Stage 2 | 0 | - | - | - | - | 0 | | |
| Platoon blocked, % | - | - | - | - | - | - | | |
| Mov Cap-1 Maneuver | - | 804 | 1323 | - | - | - | | |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | | |
| Stage 1 | - | - | - | - | - | - | | |
| Stage 2 | - | - | - | - | - | - | | |
| Approach | EB | NB | SB | | | | | |
| HCM Control Delay, s | 9.5 | 0.6 | 0 | | | | | |
| HCM LOS | A | | | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | | | | |
| Capacity (veh/h) | 1323 | - | 804 | - | | | | |
| HCM Lane V/C Ratio | 0.015 | - | 0.012 | - | | | | |
| HCM Control Delay (s) | 7.8 | 0 | 9.5 | - | | | | |
| HCM Lane LOS | A | A | A | - | | | | |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | | | | |

208: Stanwich Road & Orchard-Stanwich Channel
2026 Background Conditions Weekday AM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|--------------|------|-------|------------------------|------|------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↓ | ↑ |
| Traffic Volume (vph) | 13 | 0 | 139 | 8 | 0 | 211 |
| Future Volume (vph) | 13 | 0 | 139 | 8 | 0 | 211 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 12 | 10 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.992 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1948 | 0 | 1675 | 0 | 0 | 1810 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1948 | 0 | 1675 | 0 | 0 | 1810 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 112 | | 2036 | | | 117 |
| Travel Time (s) | 2.5 | | 46.3 | | | 2.7 |
| Peak Hour Factor | 0.65 | 0.65 | 0.84 | 0.84 | 0.69 | 0.69 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 20 | 0 | 165 | 10 | 0 | 306 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 20 | 0 | 175 | 0 | 0 | 306 |
| Sign Control | Stop | | Free | | | Free |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 21.1% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

208: Stanwich Road & Orchard-Stanwich Channel
 2026 Background Conditions Weekday AM Peak

| Intersection | | | | | | |
|--------------------------|--------|----------|--------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↖ | ↗ | | ↑ | | |
| Traffic Vol, veh/h | 13 | 0 | 139 | 8 | 0 | 211 |
| Future Vol, veh/h | 13 | 0 | 139 | 8 | 0 | 211 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 65 | 65 | 84 | 84 | 69 | 69 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 20 | 0 | 165 | 10 | 0 | 306 |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 476 | - | 0 | 0 | - | - |
| Stage 1 | 170 | - | - | - | - | - |
| Stage 2 | 306 | - | - | - | - | - |
| Critical Hdwy | 6.45 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.45 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.45 | - | - | - | - | - |
| Follow-up Hdwy | 3.545 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 542 | 0 | - | - | 0 | - |
| Stage 1 | 853 | 0 | - | - | 0 | - |
| Stage 2 | 740 | 0 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 542 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 542 | - | - | - | - | - |
| Stage 1 | 853 | - | - | - | - | - |
| Stage 2 | 740 | - | - | - | - | - |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s | 11.9 | 0 | 0 | | | |
| HCM LOS | B | | | | | |
| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT | | | |
| Capacity (veh/h) | - | - | 542 | - | | |
| HCM Lane V/C Ratio | - | - | 0.037 | - | | |
| HCM Control Delay (s) | - | - | 11.9 | - | | |
| HCM Lane LOS | - | - | B | - | | |
| HCM 95th %tile Q(veh) | - | - | 0.1 | - | | |

301: Stanwich Road & Indian Rock Lane
2026 Background Conditions Weekday AM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|-------|------|-------|------|
| Lane Configurations | WBL | WBR | NBT | NBR | SBL | SBT |
| Traffic Volume (vph) | 411 | 36 | 115 | 268 | 27 | 196 |
| Future Volume (vph) | 411 | 36 | 115 | 268 | 27 | 196 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 12 | 10 | 12 | 12 | 11 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.989 | | 0.905 | | | |
| Flt Protected | 0.956 | | | | 0.994 | |
| Satd. Flow (prot) | 1919 | 0 | 1558 | 0 | 0 | 1772 |
| Flt Permitted | 0.956 | | | | 0.994 | |
| Satd. Flow (perm) | 1919 | 0 | 1558 | 0 | 0 | 1772 |
| Link Speed (mph) | 25 | | 30 | | 30 | |
| Link Distance (ft) | 199 | | 588 | | 2036 | |
| Travel Time (s) | 5.4 | | 13.4 | | 46.3 | |
| Confl. Peds. (#/hr) | 1 | 5 | | | | |
| Peak Hour Factor | 0.93 | 0.93 | 0.77 | 0.77 | 0.66 | 0.66 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 442 | 39 | 149 | 348 | 41 | 297 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 481 | 0 | 497 | 0 | 0 | 338 |
| Sign Control | Stop | | Stop | | | Stop |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 64.7%

ICU Level of Service C

Analysis Period (min) 15

301: Stanwich Road & Indian Rock Lane
 2026 Background Conditions Weekday AM Peak

| Intersection | | | | | | |
|----------------------------|-------|-------|-------|------|------|------|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 411 | 36 | 115 | 268 | 27 | 196 |
| Future Vol, veh/h | 411 | 36 | 115 | 268 | 27 | 196 |
| Peak Hour Factor | 0.93 | 0.93 | 0.77 | 0.77 | 0.66 | 0.66 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 442 | 39 | 149 | 348 | 41 | 297 |
| Number of Lanes | 1 | 0 | 1 | 0 | 0 | 1 |
| Approach | WB | NB | | SB | | |
| Opposing Approach | | SB | | NB | | |
| Opposing Lanes | 0 | 1 | | 1 | | |
| Conflicting Approach Left | NB | | | WB | | |
| Conflicting Lanes Left | 1 | 0 | | 1 | | |
| Conflicting Approach Right | SB | WB | | | | |
| Conflicting Lanes Right | 1 | 1 | | 0 | | |
| HCM Control Delay | 38.8 | 30.5 | | 20 | | |
| HCM LOS | E | D | | C | | |
| Lane | NBLn1 | WBLn1 | SBLn1 | | | |
| Vol Left, % | 0% | 92% | 12% | | | |
| Vol Thru, % | 30% | 0% | 88% | | | |
| Vol Right, % | 70% | 8% | 0% | | | |
| Sign Control | Stop | Stop | Stop | | | |
| Traffic Vol by Lane | 383 | 447 | 223 | | | |
| LT Vol | 0 | 411 | 27 | | | |
| Through Vol | 115 | 0 | 196 | | | |
| RT Vol | 268 | 36 | 0 | | | |
| Lane Flow Rate | 497 | 481 | 338 | | | |
| Geometry Grp | 1 | 1 | 1 | | | |
| Degree of Util (X) | 0.82 | 0.87 | 0.622 | | | |
| Departure Headway (Hd) | 5.937 | 6.513 | 6.625 | | | |
| Convergence, Y/N | Yes | Yes | Yes | | | |
| Cap | 607 | 558 | 544 | | | |
| Service Time | 3.987 | 4.558 | 4.68 | | | |
| HCM Lane V/C Ratio | 0.819 | 0.862 | 0.621 | | | |
| HCM Control Delay | 30.5 | 38.8 | 20 | | | |
| HCM Lane LOS | D | E | C | | | |
| HCM 95th-tile Q | 8.4 | 9.6 | 4.2 | | | |

302: Orchard Street & Indian Rock Lane
2026 Background Conditions Weekday AM Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|------|------|-------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 8 | 255 | 401 | 164 | 115 | 54 |
| Future Volume (vph) | 8 | 255 | 401 | 164 | 115 | 54 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 11 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.869 | | | 0.957 | | |
| Flt Protected | 0.999 | | | 0.966 | | |
| Satd. Flow (prot) | 1548 | 0 | 0 | 1723 | 1648 | 0 |
| Flt Permitted | 0.999 | | | 0.966 | | |
| Satd. Flow (perm) | 1548 | 0 | 0 | 1723 | 1648 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 495 | | | 1153 | 1037 | |
| Travel Time (s) | 13.5 | | | 31.4 | 28.3 | |
| Confl. Peds. (#/hr) | 2 | | 18 | | 18 | |
| Peak Hour Factor | 0.85 | 0.85 | 0.92 | 0.92 | 0.81 | 0.81 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 9 | 300 | 436 | 178 | 142 | 67 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 309 | 0 | 0 | 614 | 209 | 0 |
| Sign Control | Stop | | | Stop | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 68.5%

ICU Level of Service C

Analysis Period (min) 15

302: Orchard Street & Indian Rock Lane
 2026 Background Conditions Weekday AM Peak

| Intersection | | | | | | |
|----------------------------|-------|-------|-------|------|------|------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 255 | 401 | 164 | 115 | 54 |
| Future Vol, veh/h | 8 | 255 | 401 | 164 | 115 | 54 |
| Peak Hour Factor | 0.85 | 0.85 | 0.92 | 0.92 | 0.81 | 0.81 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 9 | 300 | 436 | 178 | 142 | 67 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |
| Approach | EB | NB | | SB | | |
| Opposing Approach | | SB | | NB | | |
| Opposing Lanes | 0 | 1 | | 1 | | |
| Conflicting Approach Left | SB | EB | | | | |
| Conflicting Lanes Left | 1 | 1 | | 0 | | |
| Conflicting Approach Right | NB | | | EB | | |
| Conflicting Lanes Right | 1 | 0 | | 1 | | |
| HCM Control Delay | 13.5 | 39 | | 11.3 | | |
| HCM LOS | B | E | | B | | |
| Lane | NBLn1 | EBLn1 | SBLn1 | | | |
| Vol Left, % | 71% | 3% | 0% | | | |
| Vol Thru, % | 29% | 0% | 68% | | | |
| Vol Right, % | 0% | 97% | 32% | | | |
| Sign Control | Stop | Stop | Stop | | | |
| Traffic Vol by Lane | 565 | 263 | 169 | | | |
| LT Vol | 401 | 8 | 0 | | | |
| Through Vol | 164 | 0 | 115 | | | |
| RT Vol | 0 | 255 | 54 | | | |
| Lane Flow Rate | 614 | 309 | 209 | | | |
| Geometry Grp | 1 | 1 | 1 | | | |
| Degree of Util (X) | 0.909 | 0.474 | 0.323 | | | |
| Departure Headway (Hd) | 5.326 | 5.511 | 5.575 | | | |
| Convergence, Y/N | Yes | Yes | Yes | | | |
| Cap | 682 | 650 | 643 | | | |
| Service Time | 3.364 | 3.571 | 3.632 | | | |
| HCM Lane V/C Ratio | 0.9 | 0.475 | 0.325 | | | |
| HCM Control Delay | 39 | 13.5 | 11.3 | | | |
| HCM Lane LOS | E | B | B | | | |
| HCM 95th-tile Q | 11.8 | 2.6 | 1.4 | | | |

303: Orchard Street & Sinawoy Road/Kent Place
2026 Background Conditions Weekday AM Peak

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|--------------|-------|------|------|------|-------|------|------------------------|------|------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 74 | 1 | 0 | 9 | 3 | 4 | 0 | 436 | 1 | 2 | 255 | 82 |
| Future Volume (vph) | 74 | 1 | 0 | 9 | 3 | 4 | 0 | 436 | 1 | 2 | 255 | 82 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 13 | 12 | 12 | 11 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | | | | 0.966 | | | | | 0.967 | |
| Flt Protected | | 0.953 | | | | 0.973 | | | | | | |
| Satd. Flow (prot) | 0 | 1699 | 0 | 0 | 1792 | 0 | 0 | 1783 | 0 | 0 | 1784 | 0 |
| Flt Permitted | | 0.953 | | | | 0.973 | | | | | | |
| Satd. Flow (perm) | 0 | 1699 | 0 | 0 | 1792 | 0 | 0 | 1783 | 0 | 0 | 1784 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 121 | | | 609 | | | 127 | | | 586 | |
| Travel Time (s) | | 3.3 | | | 16.6 | | | 3.5 | | | 16.0 | |
| Confl. Peds. (#/hr) | 2 | | | | 2 | | | | 1 | 1 | | |
| Peak Hour Factor | 0.77 | 0.77 | 0.77 | 0.44 | 0.44 | 0.44 | 0.93 | 0.93 | 0.93 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 96 | 1 | 0 | 20 | 7 | 9 | 0 | 469 | 1 | 2 | 297 | 95 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 97 | 0 | 0 | 36 | 0 | 0 | 470 | 0 | 0 | 394 | 0 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |
| Intersection Capacity Utilization | 36.2% | | | | | | | ICU Level of Service A | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |

303: Orchard Street & Sinawoy Road/Kent Place
2026 Background Conditions Weekday AM Peak

Intersection

Intersection Delay, s/veh 13.9

Intersection LOS B

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 74 | 1 | 0 | 9 | 3 | 4 | 0 | 436 | 1 | 2 | 255 | 82 |
| Future Vol, veh/h | 74 | 1 | 0 | 9 | 3 | 4 | 0 | 436 | 1 | 2 | 255 | 82 |
| Peak Hour Factor | 0.77 | 0.77 | 0.77 | 0.44 | 0.44 | 0.44 | 0.93 | 0.93 | 0.93 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 96 | 1 | 0 | 20 | 7 | 9 | 0 | 469 | 1 | 2 | 297 | 95 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Approach | | | | | | | | | | | | |
| Opposing Approach | WB | | | WB | | | NB | | SB | | | |
| 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 | 10.6 | | | 9.6 | | | 15.7 | | 13 | | | |
| HCM LOS | B | | | A | | | C | | B | | | |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 0% | 99% | 56% | 1% |
| Vol Thru, % | 100% | 1% | 19% | 75% |
| Vol Right, % | 0% | 0% | 25% | 24% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 437 | 75 | 16 | 339 |
| LT Vol | 0 | 74 | 9 | 2 |
| Through Vol | 436 | 1 | 3 | 255 |
| RT Vol | 1 | 0 | 4 | 82 |
| Lane Flow Rate | 470 | 97 | 36 | 394 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.626 | 0.17 | 0.063 | 0.52 |
| Departure Headway (Hd) | 4.797 | 6.275 | 6.208 | 4.749 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 742 | 575 | 580 | 749 |
| Service Time | 2.891 | 4.278 | 4.215 | 2.847 |
| HCM Lane V/C Ratio | 0.633 | 0.169 | 0.062 | 0.526 |
| HCM Control Delay | 15.7 | 10.6 | 9.6 | 13 |
| HCM Lane LOS | C | B | A | B |
| HCM 95th-tile Q | 4.4 | 0.6 | 0.2 | 3 |

304: Orchard Street & Stanwich Road
2026 Background Conditions Weekday AM Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|--------------|------|------|------------------------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 139 | 0 | 0 | 168 | 157 | 211 |
| Future Volume (vph) | 139 | 0 | 0 | 168 | 157 | 211 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 12 | 12 | 10 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.923 | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1891 | 0 | 0 | 1689 | 1559 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1891 | 0 | 0 | 1689 | 1559 | 0 |
| Link Speed (mph) | 30 | | | 25 | 30 | |
| Link Distance (ft) | 117 | | | 133 | 353 | |
| Travel Time (s) | 2.7 | | | 3.6 | 8.0 | |
| Peak Hour Factor | 0.84 | 0.84 | 0.65 | 0.65 | 0.69 | 0.69 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 165 | 0 | 0 | 258 | 228 | 306 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 165 | 0 | 0 | 258 | 534 | 0 |
| Sign Control | Stop | | | Stop | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 35.6% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

304: Orchard Street & Stanwich Road
2026 Background Conditions Weekday AM Peak

| Intersection | | | | | | |
|----------------------------|-------|-------|-------|------|------|------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 139 | 0 | 0 | 168 | 157 | 211 |
| Future Vol, veh/h | 139 | 0 | 0 | 168 | 157 | 211 |
| Peak Hour Factor | 0.84 | 0.84 | 0.65 | 0.65 | 0.69 | 0.69 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 165 | 0 | 0 | 258 | 228 | 306 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |
| Approach | EB | | NB | SB | | |
| Opposing Approach | | | SB | NB | | |
| Opposing Lanes | 0 | | 1 | 1 | | |
| Conflicting Approach Left | SB | | EB | | | |
| Conflicting Lanes Left | 1 | | 1 | 0 | | |
| Conflicting Approach Right | NB | | | EB | | |
| Conflicting Lanes Right | 1 | | 0 | 1 | | |
| HCM Control Delay | 11.3 | | 11.2 | 15.9 | | |
| HCM LOS | B | | B | C | | |
| Lane | NBLn1 | EBLn1 | SBLn1 | | | |
| Vol Left, % | 0% | 100% | 0% | | | |
| Vol Thru, % | 100% | 0% | 43% | | | |
| Vol Right, % | 0% | 0% | 57% | | | |
| Sign Control | Stop | Stop | Stop | | | |
| Traffic Vol by Lane | 168 | 139 | 368 | | | |
| LT Vol | 0 | 139 | 0 | | | |
| Through Vol | 168 | 0 | 157 | | | |
| RT Vol | 0 | 0 | 211 | | | |
| Lane Flow Rate | 258 | 165 | 533 | | | |
| Geometry Grp | 1 | 1 | 1 | | | |
| Degree of Util (X) | 0.37 | 0.277 | 0.66 | | | |
| Departure Headway (Hd) | 5.16 | 6.024 | 4.453 | | | |
| Convergence, Y/N | Yes | Yes | Yes | | | |
| Cap | 700 | 599 | 800 | | | |
| Service Time | 3.16 | 4.034 | 2.537 | | | |
| HCM Lane V/C Ratio | 0.369 | 0.275 | 0.666 | | | |
| HCM Control Delay | 11.2 | 11.3 | 15.9 | | | |
| HCM Lane LOS | B | B | C | | | |
| HCM 95th-tile Q | 1.7 | 1.1 | 5.1 | | | |

201: Stanwich Road & Fairfield Road
2026 Background Conditions Weekday Dismissal Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↓ | ↓ |
| Traffic Volume (vph) | 228 | 70 | 136 | 148 | 117 | 229 |
| Future Volume (vph) | 228 | 70 | 136 | 148 | 117 | 229 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 15 | 12 | 10 | 10 | 12 |
| Storage Length (ft) | 0 | 25 | 0 | | 0 | |
| Storage Lanes | 1 | 1 | 0 | | 0 | |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.911 | |
| Flt Protected | 0.950 | | | 0.977 | | |
| Satd. Flow (prot) | 1947 | 1742 | 0 | 1699 | 1584 | 0 |
| Flt Permitted | 0.950 | | | 0.977 | | |
| Satd. Flow (perm) | 1947 | 1742 | 0 | 1699 | 1584 | 0 |
| Link Speed (mph) | 25 | | | 30 | 30 | |
| Link Distance (ft) | 464 | | | 290 | 588 | |
| Travel Time (s) | 12.7 | | | 6.6 | 13.4 | |
| Confl. Peds. (#/hr) | | 1 | | | | |
| Peak Hour Factor | 0.63 | 0.63 | 0.73 | 0.73 | 0.93 | 0.93 |
| Adj. Flow (vph) | 362 | 111 | 186 | 203 | 126 | 246 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 362 | 111 | 0 | 389 | 372 | 0 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 58.2% ICU Level of Service B

Analysis Period (min) 15

201: Stanwich Road & Fairfield Road
2026 Background Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|----------------------------|------------------------|--------|-------------------------|--------|-----------------------------|------|
| Int Delay, s/veh | 57.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↑ | ↑ | ↔ | ↑ | | |
| Traffic Vol, veh/h | 228 | 70 | 136 | 148 | 117 | 229 |
| Future Vol, veh/h | 228 | 70 | 136 | 148 | 117 | 229 |
| Conflicting Peds, #/hr | 0 | 1 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Stop | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 63 | 63 | 73 | 73 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 362 | 111 | 186 | 203 | 126 | 246 |
| Major/Minor | | | | | | |
| Major/Minor | Minor2 | Major1 | | Major2 | | |
| Conflicting Flow All | 824 | 250 | 372 | 0 | - | 0 |
| Stage 1 | 249 | - | - | - | - | - |
| Stage 2 | 575 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | ~ 343 | 789 | 1186 | - | - | - |
| Stage 1 | 792 | - | - | - | - | - |
| Stage 2 | 563 | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | ~ 282 | 788 | 1186 | - | - | - |
| Mov Cap-2 Maneuver | ~ 282 | - | - | - | - | - |
| Stage 1 | 652 | - | - | - | - | - |
| Stage 2 | 563 | - | - | - | - | - |
| Approach | | | | | | |
| Approach | EB | NB | SB | | | |
| HCM Control Delay, s | 146.6 | 4.1 | 0 | | | |
| HCM LOS | F | | | | | |
| Minor Lane/Major Mvmt | | NBL | NBT | EBLn1 | EBLn2 | SBT |
| Capacity (veh/h) | | 1186 | - | 282 | 788 | - |
| HCM Lane V/C Ratio | | 0.157 | - | 1.283 | 0.141 | - |
| HCM Control Delay (s) | | 8.6 | 0 | 188.5 | 10.3 | - |
| HCM Lane LOS | | A | A | F | B | - |
| HCM 95th %tile Q(veh) | | 0.6 | - | 17.7 | 0.5 | - |
| Notes | | | | | | |
| ~: Volume exceeds capacity | \$: Delay exceeds 300s | +: | Computation Not Defined | * | All major volume in platoon | |

202: Indian Rock Lane & West GCMS Driveway
2026 Background Conditions Weekday Dismissal Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|------|-------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 3 | 197 | 183 | 7 | 21 | 33 |
| Future Volume (vph) | 3 | 197 | 183 | 7 | 21 | 33 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 11 | 12 | 16 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.995 | | 0.918 | |
| Flt Protected | | | 0.999 | | 0.981 | |
| Satd. Flow (prot) | 0 | 1947 | 1757 | 0 | 1865 | 0 |
| Flt Permitted | | | 0.999 | | 0.981 | |
| Satd. Flow (perm) | 0 | 1947 | 1757 | 0 | 1865 | 0 |
| Link Speed (mph) | | 25 | 25 | | 25 | |
| Link Distance (ft) | | 199 | 210 | | 135 | |
| Travel Time (s) | | 5.4 | 5.7 | | 3.7 | |
| Confl. Peds. (#/hr) | 12 | | 12 | | | |
| Peak Hour Factor | 0.64 | 0.64 | 0.80 | 0.80 | 0.48 | 0.48 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 5 | 308 | 229 | 9 | 44 | 69 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 313 | 238 | 0 | 113 | 0 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 22.8%

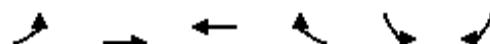
ICU Level of Service A

Analysis Period (min) 15

202: Indian Rock Lane & West GCMS Driveway
 2026 Background Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh | 2.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 197 | 183 | 7 | 21 | 33 |
| Future Vol, veh/h | 3 | 197 | 183 | 7 | 21 | 33 |
| Conflicting Peds, #/hr | 12 | 0 | 0 | 12 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 64 | 64 | 80 | 80 | 48 | 48 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 5 | 308 | 229 | 9 | 44 | 69 |
| Major/Minor | Major1 | Major2 | Minor2 | | | |
| Conflicting Flow All | 250 | 0 | - | 0 | 564 | 246 |
| Stage 1 | - | - | - | - | 246 | - |
| Stage 2 | - | - | - | - | 318 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.44 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.44 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.44 | - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.536 | 3.336 |
| Pot Cap-1 Maneuver | 1304 | - | - | - | 483 | 788 |
| Stage 1 | - | - | - | - | 790 | - |
| Stage 2 | - | - | - | - | 733 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1284 | - | - | - | 466 | 776 |
| Mov Cap-2 Maneuver | - | - | - | - | 466 | - |
| Stage 1 | - | - | - | - | 774 | - |
| Stage 2 | - | - | - | - | 722 | - |
| Approach | EB | WB | SB | | | |
| HCM Control Delay, s | 0.1 | 0 | 12.1 | | | |
| HCM LOS | | | B | | | |
| Minor Lane/Major Mvmt | | EBL | EBT | WBT | WBR | SBLn1 |
| Capacity (veh/h) | 1284 | - | - | - | 617 | |
| HCM Lane V/C Ratio | 0.004 | - | - | - | 0.182 | |
| HCM Control Delay (s) | 7.8 | 0 | - | - | 12.1 | |
| HCM Lane LOS | A | A | - | - | B | |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.7 | |

203: Indian Rock Lane & East GCMS Driveway
2026 Background Conditions Weekday Dismissal Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|-------|------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 18 | 225 | 146 | 15 | 40 | 37 |
| Future Volume (vph) | 18 | 225 | 146 | 15 | 40 | 37 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 9 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.988 | | | 0.850 | |
| Flt Protected | | 0.996 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1793 | 1779 | 0 | 1593 | 1583 |
| Flt Permitted | | 0.996 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1793 | 1779 | 0 | 1593 | 1583 |
| Link Speed (mph) | | 25 | 25 | | 25 | |
| Link Distance (ft) | | 210 | 495 | | 162 | |
| Travel Time (s) | | 5.7 | 13.5 | | 4.4 | |
| Confl. Peds. (#/hr) | | | | | 7 | |
| Peak Hour Factor | 0.77 | 0.77 | 0.86 | 0.86 | 0.58 | 0.58 |
| Adj. Flow (vph) | 23 | 292 | 170 | 17 | 69 | 64 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 315 | 187 | 0 | 69 | 64 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 34.8% ICU Level of Service A

Analysis Period (min) 15

203: Indian Rock Lane & East GCMS Driveway
 2026 Background Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------------|
| Int Delay, s/veh | 2.7 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 18 | 225 | 146 | 15 | 40 | 37 |
| Future Vol, veh/h | 18 | 225 | 146 | 15 | 40 | 37 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 7 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 86 | 86 | 58 | 58 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 23 | 292 | 170 | 17 | 69 | 64 |
| Major/Minor | Major1 | Major2 | Minor2 | | | |
| Conflicting Flow All | 187 | 0 | - | 0 | 524 | 179 |
| Stage 1 | - | - | - | - | 179 | - |
| Stage 2 | - | - | - | - | 345 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1387 | - | - | - | 514 | 864 |
| Stage 1 | - | - | - | - | 852 | - |
| Stage 2 | - | - | - | - | 717 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1387 | - | - | - | 504 | 864 |
| Mov Cap-2 Maneuver | - | - | - | - | 504 | - |
| Stage 1 | - | - | - | - | 835 | - |
| Stage 2 | - | - | - | - | 717 | - |
| Approach | EB | WB | SB | | | |
| HCM Control Delay, s | 0.6 | 0 | 11.5 | | | |
| HCM LOS | | | B | | | |
| Minor Lane/Major Mvmt | | EBL | EBT | WBT | WBR | SBLn1 SBLn2 |
| Capacity (veh/h) | 1387 | - | - | - | 504 | 864 |
| HCM Lane V/C Ratio | 0.017 | - | - | - | 0.137 | 0.074 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 13.3 | 9.5 |
| HCM Lane LOS | A | A | - | - | B | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.5 | 0.2 |

204: Orchard Street & Orchard-Sinawoy Channel
2026 Background Conditions Weekday Dismissal Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|------|-------|------|-------|------|------|
| Lane Configurations | | ↑ | | ↑ | ↑ | |
| Traffic Volume (vph) | 0 | 56 | 43 | 205 | 289 | 0 |
| Future Volume (vph) | 0 | 56 | 43 | 205 | 289 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.865 | | | | |
| Flt Protected | | | | 0.991 | | |
| Satd. Flow (prot) | 0 | 1558 | 0 | 1846 | 1801 | 0 |
| Flt Permitted | | | | 0.991 | | |
| Satd. Flow (perm) | 0 | 1558 | 0 | 1846 | 1801 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 112 | | | 349 | 127 | |
| Travel Time (s) | 3.1 | | | 9.5 | 3.5 | |
| Peak Hour Factor | 0.73 | 0.73 | 0.89 | 0.89 | 0.65 | 0.65 |
| Adj. Flow (vph) | 0 | 77 | 48 | 230 | 445 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 77 | 0 | 278 | 445 | 0 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 35.0% ICU Level of Service A

Analysis Period (min) 15

204: Orchard Street & Orchard-Sinawoy Channel
 2026 Background Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|-------|--------|------|------|
| Int Delay, s/veh | 1.6 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | ↑ | | ↑ | ↑ | |
| Traffic Vol, veh/h | 0 | 56 | 43 | 205 | 289 | 0 |
| Future Vol, veh/h | 0 | 56 | 43 | 205 | 289 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 73 | 73 | 89 | 89 | 65 | 65 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 77 | 48 | 230 | 445 | 0 |
| Major/Minor | Minor2 | Major1 | | Major2 | | |
| Conflicting Flow All | - | 445 | 445 | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 613 | 1115 | - | - | 0 |
| Stage 1 | 0 | - | - | - | - | 0 |
| Stage 2 | 0 | - | - | - | - | 0 |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | 613 | 1115 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Approach | EB | NB | SB | | | |
| HCM Control Delay, s | 11.7 | 1.5 | 0 | | | |
| HCM LOS | B | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | | |
| Capacity (veh/h) | 1115 | - | 613 | - | | |
| HCM Lane V/C Ratio | 0.043 | - | 0.125 | - | | |
| HCM Control Delay (s) | 8.4 | 0 | 11.7 | - | | |
| HCM Lane LOS | A | A | B | - | | |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.4 | - | | |

205: Sinawoy Road & Orchard-Sinawoy Channel
2026 Background Conditions Weekday Dismissal Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|-------|------|------|------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↓ | ↑ |
| Traffic Volume (vph) | 43 | 0 | 91 | 56 | 0 | 71 |
| Future Volume (vph) | 43 | 0 | 91 | 56 | 0 | 71 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 12 | 12 | 11 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.949 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1711 | 0 | 1768 | 0 | 0 | 1801 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1711 | 0 | 1768 | 0 | 0 | 1801 |
| Link Speed (mph) | 25 | | 25 | | | 25 |
| Link Distance (ft) | 112 | | 184 | | | 121 |
| Travel Time (s) | 3.1 | | 5.0 | | | 3.3 |
| Peak Hour Factor | 0.89 | 0.89 | 0.73 | 0.73 | 0.65 | 0.65 |
| Adj. Flow (vph) | 48 | 0 | 125 | 77 | 0 | 109 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 48 | 0 | 202 | 0 | 0 | 109 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 18.2% ICU Level of Service A

Analysis Period (min) 15

205: Sinawoy Road & Orchard-Sinawoy Channel
 2026 Background Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|--------------------------|--------|----------|--------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↖ | ↗ | | ↑ | | |
| Traffic Vol, veh/h | 43 | 0 | 91 | 56 | 0 | 71 |
| Future Vol, veh/h | 43 | 0 | 91 | 56 | 0 | 71 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 89 | 89 | 73 | 73 | 65 | 65 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 48 | 0 | 125 | 77 | 0 | 109 |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 273 | - | 0 | 0 | - | - |
| Stage 1 | 164 | - | - | - | - | - |
| Stage 2 | 109 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 716 | 0 | - | - | 0 | - |
| Stage 1 | 865 | 0 | - | - | 0 | - |
| Stage 2 | 916 | 0 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 716 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 716 | - | - | - | - | - |
| Stage 1 | 865 | - | - | - | - | - |
| Stage 2 | 916 | - | - | - | - | - |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s | 10.4 | 0 | 0 | | | |
| HCM LOS | B | | | | | |
| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT | | | |
| Capacity (veh/h) | - | - | 716 | - | | |
| HCM Lane V/C Ratio | - | - | 0.067 | - | | |
| HCM Control Delay (s) | - | - | 10.4 | - | | |
| HCM Lane LOS | - | - | B | - | | |
| HCM 95th %tile Q(veh) | - | - | 0.2 | - | | |

206: Orchard Street & Coachlamp Lane
2026 Background Conditions Weekday Dismissal Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|--------------|------|-------|------|------------------------|-------|
| Lane Configurations | WBL | WBR | NBT | NBR | SBL | SBT |
| Traffic Volume (vph) | 5 | 4 | 104 | 10 | 3 | 168 |
| Future Volume (vph) | 5 | 4 | 104 | 10 | 3 | 168 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 10 | 12 | 12 | 10 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.939 | | 0.988 | | | |
| Flt Protected | 0.973 | | | | | 0.999 |
| Satd. Flow (prot) | 1685 | 0 | 1701 | 0 | 0 | 1720 |
| Flt Permitted | 0.973 | | | | | 0.999 |
| Satd. Flow (perm) | 1685 | 0 | 1701 | 0 | 0 | 1720 |
| Link Speed (mph) | 25 | | 25 | | | 25 |
| Link Distance (ft) | 259 | | 1037 | | | 825 |
| Travel Time (s) | 7.1 | | 28.3 | | | 22.5 |
| Peak Hour Factor | 0.45 | 0.45 | 0.88 | 0.88 | 0.78 | 0.78 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 11 | 9 | 118 | 11 | 4 | 215 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 20 | 0 | 129 | 0 | 0 | 219 |
| Sign Control | Stop | | Free | | | Free |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 21.2% | | | | ICU Level of Service A | |
| Analysis Period (min) | 15 | | | | | |

206: Orchard Street & Coachlamp Lane
2026 Background Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|-------|-------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | B | | A | | |
| Traffic Vol, veh/h | 5 | 4 | 104 | 10 | 3 | 168 |
| Future Vol, veh/h | 5 | 4 | 104 | 10 | 3 | 168 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 45 | 45 | 88 | 88 | 78 | 78 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 11 | 9 | 118 | 11 | 4 | 215 |
| Major/Minor | | | | | | |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 347 | 124 | 0 | 0 | 129 | 0 |
| Stage 1 | 124 | - | - | - | - | - |
| Stage 2 | 223 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 648 | 924 | - | - | 1451 | - |
| Stage 1 | 899 | - | - | - | - | - |
| Stage 2 | 812 | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 646 | 924 | - | - | 1451 | - |
| Mov Cap-2 Maneuver | 646 | - | - | - | - | - |
| Stage 1 | 899 | - | - | - | - | - |
| Stage 2 | 810 | - | - | - | - | - |
| Approach | | | | | | |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s | 10 | 0 | 0.1 | | | |
| HCM LOS | B | | | | | |
| Minor Lane/Major Mvmt | | | | | | |
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT | |
| Capacity (veh/h) | - | - | 746 | 1451 | - | |
| HCM Lane V/C Ratio | - | - | 0.027 | 0.003 | - | |
| HCM Control Delay (s) | - | - | 10 | 7.5 | 0 | |
| HCM Lane LOS | - | - | B | A | A | |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - | |

207: Orchard Street & Orchard-Stanwich Channel
2026 Background Conditions Weekday Dismissal Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|------|-------|------|-------|------|------|
| Lane Configurations | | ↑ | | ↖ | ↑ | ↗ |
| Traffic Volume (vph) | 0 | 13 | 4 | 98 | 148 | 0 |
| Future Volume (vph) | 0 | 13 | 4 | 98 | 148 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 12 | 10 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.865 | | | | |
| Flt Protected | | | | 0.998 | | |
| Satd. Flow (prot) | 0 | 1665 | 0 | 1735 | 1739 | 0 |
| Flt Permitted | | | | 0.998 | | |
| Satd. Flow (perm) | 0 | 1665 | 0 | 1735 | 1739 | 0 |
| Link Speed (mph) | 30 | | | 25 | 25 | |
| Link Distance (ft) | 112 | | | 825 | 133 | |
| Travel Time (s) | 2.5 | | | 22.5 | 3.6 | |
| Peak Hour Factor | 0.82 | 0.82 | 0.86 | 0.86 | 0.73 | 0.73 |
| Adj. Flow (vph) | 0 | 16 | 5 | 114 | 203 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 16 | 0 | 119 | 203 | 0 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 17.8% ICU Level of Service A

Analysis Period (min) 15

207: Orchard Street & Orchard-Stanwich Channel
2026 Background Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|-------|--------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | ↑ | | ↑ | ↑ | |
| Traffic Vol, veh/h | 0 | 13 | 4 | 98 | 148 | 0 |
| Future Vol, veh/h | 0 | 13 | 4 | 98 | 148 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 82 | 82 | 86 | 86 | 73 | 73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 16 | 5 | 114 | 203 | 0 |
| Major/Minor | | | | | | |
| Major/Minor | Minor2 | Major1 | | Major2 | | |
| Conflicting Flow All | - | 203 | 203 | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 838 | 1369 | - | - | 0 |
| Stage 1 | 0 | - | - | - | - | 0 |
| Stage 2 | 0 | - | - | - | - | 0 |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | 838 | 1369 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Approach | | | | | | |
| Approach | EB | NB | | SB | | |
| HCM Control Delay, s | 9.4 | 0.3 | | 0 | | |
| HCM LOS | A | | | | | |
| Minor Lane/Major Mvmt | | NBL | NBT | EBLn1 | SBT | |
| Capacity (veh/h) | 1369 | - | 838 | - | | |
| HCM Lane V/C Ratio | 0.003 | - | 0.019 | - | | |
| HCM Control Delay (s) | 7.6 | 0 | 9.4 | - | | |
| HCM Lane LOS | A | A | A | - | | |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | | |

208: Stanwich Road & Orchard-Stanwich Channel
2026 Background Conditions Weekday Dismissal Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|-------|------|------|------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↓ | ↑ |
| Traffic Volume (vph) | 4 | 0 | 127 | 13 | 0 | 119 |
| Future Volume (vph) | 4 | 0 | 127 | 13 | 0 | 119 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 12 | 10 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.987 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 2006 | 0 | 1716 | 0 | 0 | 1863 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 2006 | 0 | 1716 | 0 | 0 | 1863 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 112 | | 2036 | | | 117 |
| Travel Time (s) | 2.5 | | 46.3 | | | 2.7 |
| Peak Hour Factor | 0.86 | 0.86 | 0.82 | 0.82 | 0.73 | 0.73 |
| Adj. Flow (vph) | 5 | 0 | 155 | 16 | 0 | 163 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 5 | 0 | 171 | 0 | 0 | 163 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 17.5% ICU Level of Service A

Analysis Period (min) 15

208: Stanwich Road & Orchard-Stanwich Channel
 2026 Background Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|--------------------------|--------|----------|--------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↖ | ↗ | | ↑ | | |
| Traffic Vol, veh/h | 4 | 0 | 127 | 13 | 0 | 119 |
| Future Vol, veh/h | 4 | 0 | 127 | 13 | 0 | 119 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 86 | 86 | 82 | 82 | 73 | 73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 0 | 155 | 16 | 0 | 163 |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 326 | - | 0 | 0 | - | - |
| Stage 1 | 163 | - | - | - | - | - |
| Stage 2 | 163 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 668 | 0 | - | - | 0 | - |
| Stage 1 | 866 | 0 | - | - | 0 | - |
| Stage 2 | 866 | 0 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 668 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 668 | - | - | - | - | - |
| Stage 1 | 866 | - | - | - | - | - |
| Stage 2 | 866 | - | - | - | - | - |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s | 10.4 | 0 | 0 | | | |
| HCM LOS | B | | | | | |
| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT | | | |
| Capacity (veh/h) | - | - | 668 | - | | |
| HCM Lane V/C Ratio | - | - | 0.007 | - | | |
| HCM Control Delay (s) | - | - | 10.4 | - | | |
| HCM Lane LOS | - | - | B | - | | |
| HCM 95th %tile Q(veh) | - | - | 0 | - | | |

301: Stanwich Road & Indian Rock Lane
2026 Background Conditions Weekday Dismissal Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|-------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 196 | 21 | 117 | 208 | 4 | 120 |
| Future Volume (vph) | 196 | 21 | 117 | 208 | 4 | 120 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 12 | 10 | 12 | 12 | 11 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.987 | | 0.914 | | | |
| Flt Protected | 0.957 | | | | 0.998 | |
| Satd. Flow (prot) | 1917 | 0 | 1574 | 0 | 0 | 1780 |
| Flt Permitted | 0.957 | | | | 0.998 | |
| Satd. Flow (perm) | 1917 | 0 | 1574 | 0 | 0 | 1780 |
| Link Speed (mph) | 25 | | 30 | | 30 | |
| Link Distance (ft) | 199 | | 588 | | 2036 | |
| Travel Time (s) | 5.4 | | 13.4 | | 46.3 | |
| Confl. Peds. (#/hr) | | 27 | | | | |
| Peak Hour Factor | 0.66 | 0.66 | 0.72 | 0.72 | 0.69 | 0.69 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 297 | 32 | 163 | 289 | 6 | 174 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 329 | 0 | 452 | 0 | 0 | 180 |
| Sign Control | Stop | | Stop | | | Stop |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 38.5%

ICU Level of Service A

Analysis Period (min) 15

301: Stanwich Road & Indian Rock Lane
 2026 Background Conditions Weekday Dismissal Peak

Intersection

Intersection Delay, s/veh 14.1

Intersection LOS B

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|----------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 196 | 21 | 117 | 208 | 4 | 120 |
| Future Vol, veh/h | 196 | 21 | 117 | 208 | 4 | 120 |
| Peak Hour Factor | 0.66 | 0.66 | 0.72 | 0.72 | 0.69 | 0.69 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 297 | 32 | 163 | 289 | 6 | 174 |
| Number of Lanes | 1 | 0 | 1 | 0 | 0 | 1 |
| Approach | WB | | NB | | SB | |
| Opposing Approach | | | SB | | NB | |
| Opposing Lanes | 0 | | 1 | | 1 | |
| Conflicting Approach Left | NB | | | | WB | |
| Conflicting Lanes Left | 1 | | 0 | | 1 | |
| Conflicting Approach Right | SB | | WB | | | |
| Conflicting Lanes Right | 1 | | 1 | | 0 | |
| HCM Control Delay | 14.6 | | 15.1 | | 10.8 | |
| HCM LOS | B | | C | | B | |

| Lane | NBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 0% | 90% | 3% |
| Vol Thru, % | 36% | 0% | 97% |
| Vol Right, % | 64% | 10% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 325 | 217 | 124 |
| LT Vol | 0 | 196 | 4 |
| Through Vol | 117 | 0 | 120 |
| RT Vol | 208 | 21 | 0 |
| Lane Flow Rate | 451 | 329 | 180 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.607 | 0.516 | 0.278 |
| Departure Headway (Hd) | 4.841 | 5.655 | 5.575 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 745 | 638 | 643 |
| Service Time | 2.873 | 3.689 | 3.615 |
| HCM Lane V/C Ratio | 0.605 | 0.516 | 0.28 |
| HCM Control Delay | 15.1 | 14.6 | 10.8 |
| HCM Lane LOS | C | B | B |
| HCM 95th-tile Q | 4.2 | 3 | 1.1 |

302: Orchard Street & Indian Rock Lane
2026 Background Conditions Weekday Dismissal Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|------|------|-------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 15 | 236 | 167 | 91 | 147 | 15 |
| Future Volume (vph) | 15 | 236 | 167 | 91 | 147 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 11 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.873 | | | 0.988 | | |
| Flt Protected | 0.997 | | | 0.969 | | |
| Satd. Flow (prot) | 1567 | 0 | 0 | 1745 | 1718 | 0 |
| Flt Permitted | 0.997 | | | 0.969 | | |
| Satd. Flow (perm) | 1567 | 0 | 0 | 1745 | 1718 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 495 | | | 1153 | 1037 | |
| Travel Time (s) | 13.5 | | | 31.4 | 28.3 | |
| Confl. Peds. (#/hr) | | | 173 | | 173 | |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.71 | 0.78 | 0.78 |
| Adj. Flow (vph) | 21 | 332 | 235 | 128 | 188 | 19 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 353 | 0 | 0 | 363 | 207 | 0 |
| Sign Control | Stop | | | Stop | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 52.8% ICU Level of Service A

Analysis Period (min) 15

302: Orchard Street & Indian Rock Lane
 2026 Background Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|----------------------------|-------|-------|-------|------|------|------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 236 | 167 | 91 | 147 | 15 |
| Future Vol, veh/h | 15 | 236 | 167 | 91 | 147 | 15 |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.71 | 0.78 | 0.78 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 21 | 332 | 235 | 128 | 188 | 19 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |
| Approach | EB | NB | | SB | | |
| Opposing Approach | | SB | | NB | | |
| Opposing Lanes | 0 | 1 | | 1 | | |
| Conflicting Approach Left | SB | EB | | | | |
| Conflicting Lanes Left | 1 | 1 | | 0 | | |
| Conflicting Approach Right | NB | | | EB | | |
| Conflicting Lanes Right | 1 | 0 | | 1 | | |
| HCM Control Delay | 12.4 | 14.3 | | 10.8 | | |
| HCM LOS | B | B | | B | | |
| Lane | NBLn1 | EBLn1 | SBLn1 | | | |
| Vol Left, % | 65% | 6% | 0% | | | |
| Vol Thru, % | 35% | 0% | 91% | | | |
| Vol Right, % | 0% | 94% | 9% | | | |
| Sign Control | Stop | Stop | Stop | | | |
| Traffic Vol by Lane | 258 | 251 | 162 | | | |
| LT Vol | 167 | 15 | 0 | | | |
| Through Vol | 91 | 0 | 147 | | | |
| RT Vol | 0 | 236 | 15 | | | |
| Lane Flow Rate | 363 | 354 | 208 | | | |
| Geometry Grp | 1 | 1 | 1 | | | |
| Degree of Util (X) | 0.535 | 0.482 | 0.308 | | | |
| Departure Headway (Hd) | 5.303 | 4.909 | 5.345 | | | |
| Convergence, Y/N | Yes | Yes | Yes | | | |
| Cap | 680 | 739 | 671 | | | |
| Service Time | 3.336 | 2.909 | 3.384 | | | |
| HCM Lane V/C Ratio | 0.534 | 0.479 | 0.31 | | | |
| HCM Control Delay | 14.3 | 12.4 | 10.8 | | | |
| HCM Lane LOS | B | B | B | | | |
| HCM 95th-tile Q | 3.2 | 2.6 | 1.3 | | | |

303: Orchard Street & Sinawoy Road/Kent Place
2026 Background Conditions Weekday Dismissal Peak

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|--------------|-------|------|------|-------|-------|------|------------------------|------|------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 77 | 14 | 0 | 5 | 5 | 2 | 0 | 205 | 0 | 6 | 284 | 66 |
| Future Volume (vph) | 77 | 14 | 0 | 5 | 5 | 2 | 0 | 205 | 0 | 6 | 284 | 66 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 13 | 12 | 12 | 11 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | | | | 0.977 | | | | | 0.975 | |
| Flt Protected | | 0.959 | | | | 0.980 | | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1727 | 0 | 0 | 1843 | 0 | 0 | 1801 | 0 | 0 | 1814 | 0 |
| Flt Permitted | | 0.959 | | | 0.980 | | | | | | 0.999 | |
| Satd. Flow (perm) | 0 | 1727 | 0 | 0 | 1843 | 0 | 0 | 1801 | 0 | 0 | 1814 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 121 | | | 609 | | | 127 | | | 586 | |
| Travel Time (s) | | 3.3 | | | 16.6 | | | 3.5 | | | 16.0 | |
| Confl. Peds. (#/hr) | 59 | | 6 | 6 | | 59 | 1 | | 24 | 24 | | 1 |
| Peak Hour Factor | 0.73 | 0.73 | 0.73 | 0.43 | 0.43 | 0.43 | 0.89 | 0.89 | 0.89 | 0.65 | 0.65 | 0.65 |
| Adj. Flow (vph) | 105 | 19 | 0 | 12 | 12 | 5 | 0 | 230 | 0 | 9 | 437 | 102 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 124 | 0 | 0 | 29 | 0 | 0 | 230 | 0 | 0 | 548 | 0 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |
| Intersection Capacity Utilization | 42.5% | | | | | | | ICU Level of Service A | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |

303: Orchard Street & Sinawoy Road/Kent Place
 2026 Background Conditions Weekday Dismissal Peak

| Intersection | | | | | | | | | | | | |
|----------------------------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↖ | | | ↗ | | | ↑ | | | ↗ | |
| Traffic Vol, veh/h | 77 | 14 | 0 | 5 | 5 | 2 | 0 | 205 | 0 | 6 | 284 | 66 |
| Future Vol, veh/h | 77 | 14 | 0 | 5 | 5 | 2 | 0 | 205 | 0 | 6 | 284 | 66 |
| Peak Hour Factor | 0.73 | 0.73 | 0.73 | 0.43 | 0.43 | 0.43 | 0.89 | 0.89 | 0.89 | 0.65 | 0.65 | 0.65 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 105 | 19 | 0 | 12 | 12 | 5 | 0 | 230 | 0 | 9 | 437 | 102 |
| 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 | 10.6 | | 9.4 | | | | 10.5 | | 17.3 | | | |
| HCM LOS | B | | A | | | | B | | C | | | |
| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 | | | | | | | | |
| Vol Left, % | 0% | 85% | 42% | 2% | | | | | | | | |
| Vol Thru, % | 100% | 15% | 42% | 80% | | | | | | | | |
| Vol Right, % | 0% | 0% | 17% | 19% | | | | | | | | |
| Sign Control | Stop | Stop | Stop | Stop | | | | | | | | |
| Traffic Vol by Lane | 205 | 91 | 12 | 356 | | | | | | | | |
| LT Vol | 0 | 77 | 5 | 6 | | | | | | | | |
| Through Vol | 205 | 14 | 5 | 284 | | | | | | | | |
| RT Vol | 0 | 0 | 2 | 66 | | | | | | | | |
| Lane Flow Rate | 230 | 125 | 28 | 548 | | | | | | | | |
| Geometry Grp | 1 | 1 | 1 | 1 | | | | | | | | |
| Degree of Util (X) | 0.319 | 0.208 | 0.047 | 0.692 | | | | | | | | |
| Departure Headway (Hd) | 4.989 | 6.004 | 6.05 | 4.547 | | | | | | | | |
| Convergence, Y/N | Yes | Yes | Yes | Yes | | | | | | | | |
| Cap | 712 | 601 | 595 | 789 | | | | | | | | |
| Service Time | 3.087 | 4.006 | 4.056 | 2.623 | | | | | | | | |
| HCM Lane V/C Ratio | 0.323 | 0.208 | 0.047 | 0.695 | | | | | | | | |
| HCM Control Delay | 10.5 | 10.6 | 9.4 | 17.3 | | | | | | | | |
| HCM Lane LOS | B | B | A | C | | | | | | | | |
| HCM 95th-tile Q | 1.4 | 0.8 | 0.1 | 5.7 | | | | | | | | |

304: Orchard Street & Stanwich Road
2026 Background Conditions Weekday Dismissal Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|------|------|-------|------|------|
| Lane Configurations | ↑ | | | ↑ | ↔ | |
| Traffic Volume (vph) | 127 | 0 | 0 | 98 | 148 | 119 |
| Future Volume (vph) | 127 | 0 | 0 | 98 | 148 | 119 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 12 | 12 | 10 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.940 | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1947 | 0 | 0 | 1739 | 1634 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1947 | 0 | 0 | 1739 | 1634 | 0 |
| Link Speed (mph) | 30 | | | 25 | 30 | |
| Link Distance (ft) | 117 | | | 133 | 353 | |
| Travel Time (s) | 2.7 | | | 3.6 | 8.0 | |
| Peak Hour Factor | 0.82 | 0.82 | 0.86 | 0.86 | 0.73 | 0.73 |
| Adj. Flow (vph) | 155 | 0 | 0 | 114 | 203 | 163 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 155 | 0 | 0 | 114 | 366 | 0 |
| Sign Control | Stop | | | Stop | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 28.8% ICU Level of Service A

Analysis Period (min) 15

304: Orchard Street & Stanwich Road
2026 Background Conditions Weekday Dismissal Peak

| Intersection | | | | | | |
|----------------------------|-------|-------|-------|------|------|------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 127 | 0 | 0 | 98 | 148 | 119 |
| Future Vol, veh/h | 127 | 0 | 0 | 98 | 148 | 119 |
| Peak Hour Factor | 0.82 | 0.82 | 0.86 | 0.86 | 0.73 | 0.73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 155 | 0 | 0 | 114 | 203 | 163 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |
| Approach | EB | | NB | SB | | |
| Opposing Approach | | | SB | NB | | |
| Opposing Lanes | 0 | | 1 | 1 | | |
| Conflicting Approach Left | SB | | EB | | | |
| Conflicting Lanes Left | 1 | | 1 | 0 | | |
| Conflicting Approach Right | NB | | | EB | | |
| Conflicting Lanes Right | 1 | | 0 | 1 | | |
| HCM Control Delay | 9.7 | | 8.6 | 10.4 | | |
| HCM LOS | A | | A | B | | |
| Lane | NBLn1 | EBLn1 | SBLn1 | | | |
| Vol Left, % | 0% | 100% | 0% | | | |
| Vol Thru, % | 100% | 0% | 55% | | | |
| Vol Right, % | 0% | 0% | 45% | | | |
| Sign Control | Stop | Stop | Stop | | | |
| Traffic Vol by Lane | 98 | 127 | 267 | | | |
| LT Vol | 0 | 127 | 0 | | | |
| Through Vol | 98 | 0 | 148 | | | |
| RT Vol | 0 | 0 | 119 | | | |
| Lane Flow Rate | 114 | 155 | 366 | | | |
| Geometry Grp | 1 | 1 | 1 | | | |
| Degree of Util (X) | 0.15 | 0.223 | 0.428 | | | |
| Departure Headway (Hd) | 4.732 | 5.172 | 4.217 | | | |
| Convergence, Y/N | Yes | Yes | Yes | | | |
| Cap | 757 | 692 | 852 | | | |
| Service Time | 2.771 | 3.221 | 2.244 | | | |
| HCM Lane V/C Ratio | 0.151 | 0.224 | 0.43 | | | |
| HCM Control Delay | 8.6 | 9.7 | 10.4 | | | |
| HCM Lane LOS | A | A | B | | | |
| HCM 95th-tile Q | 0.5 | 0.9 | 2.2 | | | |

201: Stanwich Road & Fairfield Road
2026 Background Conditions Weekday PM Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|
| Lane Configurations | ↑ | ↑ | ↖ | ↖ | ↓ | ↖ |
| Traffic Volume (vph) | 281 | 60 | 96 | 73 | 77 | 155 |
| Future Volume (vph) | 281 | 60 | 96 | 73 | 77 | 155 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 15 | 12 | 10 | 10 | 12 |
| Storage Length (ft) | 0 | 25 | 0 | | | 0 |
| Storage Lanes | 1 | 1 | 0 | | | 0 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.910 | |
| Flt Protected | 0.950 | | | 0.972 | | |
| Satd. Flow (prot) | 1947 | 1742 | 0 | 1690 | 1582 | 0 |
| Flt Permitted | 0.950 | | | 0.972 | | |
| Satd. Flow (perm) | 1947 | 1742 | 0 | 1690 | 1582 | 0 |
| Link Speed (mph) | 25 | | | 30 | 30 | |
| Link Distance (ft) | 464 | | | 290 | 588 | |
| Travel Time (s) | 12.7 | | | 6.6 | 13.4 | |
| Confl. Peds. (#/hr) | 3 | | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.92 | 0.92 | 0.86 | 0.86 |
| Adj. Flow (vph) | 335 | 71 | 104 | 79 | 90 | 180 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 335 | 71 | 0 | 183 | 270 | 0 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 48.3% ICU Level of Service A

Analysis Period (min) 15

201: Stanwich Road & Fairfield Road
2026 Background Conditions Weekday PM Peak

| Intersection | | | | | | |
|--------------------------|-------------|--------|-------|--------|-------|------|
| Int Delay, s/veh | 11.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↖ ↗ ↘ ↙ ↖ ↗ | | | | | |
| Traffic Vol, veh/h | 281 | 60 | 96 | 73 | 77 | 155 |
| Future Vol, veh/h | 281 | 60 | 96 | 73 | 77 | 155 |
| Conflicting Peds, #/hr | 3 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Stop | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 84 | 84 | 92 | 92 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 335 | 71 | 104 | 79 | 90 | 180 |
| Major/Minor | | | | | | |
| Major/Minor | Minor2 | Major1 | | Major2 | | |
| Conflicting Flow All | 470 | 180 | 270 | 0 | - | 0 |
| Stage 1 | 180 | - | - | - | - | - |
| Stage 2 | 290 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 552 | 863 | 1293 | - | - | - |
| Stage 1 | 851 | - | - | - | - | - |
| Stage 2 | 759 | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 506 | 863 | 1293 | - | - | - |
| Mov Cap-2 Maneuver | 506 | - | - | - | - | - |
| Stage 1 | 780 | - | - | - | - | - |
| Stage 2 | 759 | - | - | - | - | - |
| Approach | | | | | | |
| Approach | EB | NB | | SB | | |
| HCM Control Delay, s | 22.2 | 4.6 | | 0 | | |
| HCM LOS | C | | | | | |
| Minor Lane/Major Mvmt | | NBL | NBT | EBLn1 | EBLn2 | SBT |
| Capacity (veh/h) | | 1293 | - | 506 | 863 | - |
| HCM Lane V/C Ratio | | 0.081 | - | 0.661 | 0.083 | - |
| HCM Control Delay (s) | | 8 | 0 | 24.9 | 9.5 | - |
| HCM Lane LOS | | A | A | C | A | - |
| HCM 95th %tile Q(veh) | | 0.3 | - | 4.8 | 0.3 | - |

202: Indian Rock Lane & West GCMS Driveway
2026 Background Conditions Weekday PM Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|------|-------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 1 | 261 | 124 | 2 | 2 | 8 |
| Future Volume (vph) | 1 | 261 | 124 | 2 | 2 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 11 | 12 | 16 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.998 | | 0.892 | |
| Flt Protected | | | | | 0.990 | |
| Satd. Flow (prot) | 0 | 1949 | 1762 | 0 | 1828 | 0 |
| Flt Permitted | | | | | 0.990 | |
| Satd. Flow (perm) | 0 | 1949 | 1762 | 0 | 1828 | 0 |
| Link Speed (mph) | | 25 | 25 | | 25 | |
| Link Distance (ft) | | 199 | 210 | | 135 | |
| Travel Time (s) | | 5.4 | 5.7 | | 3.7 | |
| Confl. Peds. (#/hr) | 10 | | 10 | | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.93 | 0.93 | 0.50 | 0.50 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 1 | 303 | 133 | 2 | 4 | 16 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 304 | 135 | 0 | 20 | 0 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 24.5%

ICU Level of Service A

Analysis Period (min) 15

202: Indian Rock Lane & West GCMS Driveway
2026 Background Conditions Weekday PM Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 261 | 124 | 2 | 2 | 8 |
| Future Vol, veh/h | 1 | 261 | 124 | 2 | 2 | 8 |
| Conflicting Peds, #/hr | 10 | 0 | 0 | 10 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 93 | 93 | 50 | 50 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 1 | 303 | 133 | 2 | 4 | 16 |
| Major/Minor | Major1 | Major2 | Minor2 | | | |
| Conflicting Flow All | 145 | 0 | - | 0 | 449 | 144 |
| Stage 1 | - | - | - | - | 144 | - |
| Stage 2 | - | - | - | - | 305 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.44 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.44 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.44 | - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.536 | 3.336 |
| Pot Cap-1 Maneuver | 1425 | - | - | - | 564 | 898 |
| Stage 1 | - | - | - | - | 878 | - |
| Stage 2 | - | - | - | - | 743 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1407 | - | - | - | 549 | 887 |
| Mov Cap-2 Maneuver | - | - | - | - | 549 | - |
| Stage 1 | - | - | - | - | 866 | - |
| Stage 2 | - | - | - | - | 733 | - |
| Approach | EB | WB | SB | | | |
| HCM Control Delay, s | 0 | 0 | 9.7 | | | |
| HCM LOS | | | A | | | |
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | |
| Capacity (veh/h) | 1407 | - | - | - | 790 | |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.025 | |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 9.7 | |
| HCM Lane LOS | A | A | - | - | A | |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 | |

203: Indian Rock Lane & East GCMS Driveway
2026 Background Conditions Weekday PM Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|-------|------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 2 | 297 | 89 | 3 | 2 | 6 |
| Future Volume (vph) | 2 | 297 | 89 | 3 | 2 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 9 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.996 | | | 0.850 | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1801 | 1793 | 0 | 1593 | 1583 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1801 | 1793 | 0 | 1593 | 1583 |
| Link Speed (mph) | | 25 | 25 | | 25 | |
| Link Distance (ft) | | 210 | 495 | | 162 | |
| Travel Time (s) | | 5.7 | 13.5 | | 4.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.33 | 0.33 |
| Adj. Flow (vph) | 2 | 330 | 99 | 3 | 6 | 18 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 332 | 102 | 0 | 6 | 18 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 27.2% ICU Level of Service A

Analysis Period (min) 15

203: Indian Rock Lane & East GCMS Driveway
2026 Background Conditions Weekday PM Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↖ ↗ | | ↗ ↖ | | ↗ ↖ |
| Traffic Vol, veh/h | 2 | 297 | 89 | 3 | 2 | 6 |
| Future Vol, veh/h | 2 | 297 | 89 | 3 | 2 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 33 | 33 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 330 | 99 | 3 | 6 | 18 |
| Major/Minor | Major1 | Major2 | Minor2 | | | |
| Conflicting Flow All | 102 | 0 | - | 0 | 435 | 101 |
| Stage 1 | - | - | - | - | 101 | - |
| Stage 2 | - | - | - | - | 334 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1490 | - | - | - | 578 | 954 |
| Stage 1 | - | - | - | - | 923 | - |
| Stage 2 | - | - | - | - | 725 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1490 | - | - | - | 577 | 954 |
| Mov Cap-2 Maneuver | - | - | - | - | 577 | - |
| Stage 1 | - | - | - | - | 921 | - |
| Stage 2 | - | - | - | - | 725 | - |
| Approach | EB | WB | SB | | | |
| HCM Control Delay, s | 0 | 0 | 9.4 | | | |
| HCM LOS | | | A | | | |
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
| Capacity (veh/h) | 1490 | - | - | - | 577 | 954 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.011 | 0.019 |
| HCM Control Delay (s) | 7.4 | 0 | - | - | 11.3 | 8.8 |
| HCM Lane LOS | A | A | - | - | B | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 | 0.1 |

204: Orchard Street & Orchard-Sinawoy Channel
2026 Background Conditions Weekday PM Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|------|-------|------|-------|------|------|
| Lane Configurations | | ↑ | | ↖ | ↑ | |
| Traffic Volume (vph) | 0 | 45 | 26 | 182 | 324 | 0 |
| Future Volume (vph) | 0 | 45 | 26 | 182 | 324 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.865 | | | | |
| Flt Protected | | | | 0.994 | | |
| Satd. Flow (prot) | 0 | 1558 | 0 | 1852 | 1801 | 0 |
| Flt Permitted | | | | 0.994 | | |
| Satd. Flow (perm) | 0 | 1558 | 0 | 1852 | 1801 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 112 | | | 349 | 127 | |
| Travel Time (s) | 3.1 | | | 9.5 | 3.5 | |
| Peak Hour Factor | 0.76 | 0.76 | 0.81 | 0.81 | 0.91 | 0.91 |
| Adj. Flow (vph) | 0 | 59 | 32 | 225 | 356 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 59 | 0 | 257 | 356 | 0 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 34.7% ICU Level of Service A

Analysis Period (min) 15

204: Orchard Street & Orchard-Sinawoy Channel
2026 Background Conditions Weekday PM Peak

Intersection

Int Delay, s/veh 1.3

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|----------|-----|-----|-----|-----|-----|-----|
|----------|-----|-----|-----|-----|-----|-----|

Lane Configurations

| | | | | | | |
|--------------------|---|----|----|-----|-----|---|
| Traffic Vol, veh/h | 0 | 45 | 26 | 182 | 324 | 0 |
|--------------------|---|----|----|-----|-----|---|

| | | | | | | |
|-------------------|---|----|----|-----|-----|---|
| Future Vol, veh/h | 0 | 45 | 26 | 182 | 324 | 0 |
|-------------------|---|----|----|-----|-----|---|

| | | | | | | |
|------------------------|---|---|---|---|---|---|
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
|------------------------|---|---|---|---|---|---|

| | | | | | | |
|--------------|------|------|------|------|------|------|
| Sign Control | Stop | Stop | Free | Free | Free | Free |
|--------------|------|------|------|------|------|------|

| | | | | | | |
|----------------|---|------|---|------|---|------|
| RT Channelized | - | None | - | None | - | None |
|----------------|---|------|---|------|---|------|

| | | | | | | |
|----------------|---|---|---|---|---|---|
| Storage Length | - | 0 | - | - | - | - |
|----------------|---|---|---|---|---|---|

| | | | | | | |
|--------------------------|---|---|---|---|---|---|
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
|--------------------------|---|---|---|---|---|---|

| | | | | | | |
|----------|---|---|---|---|---|---|
| Grade, % | 0 | - | - | 0 | 0 | - |
|----------|---|---|---|---|---|---|

| | | | | | | |
|------------------|----|----|----|----|----|----|
| Peak Hour Factor | 76 | 76 | 81 | 81 | 91 | 91 |
|------------------|----|----|----|----|----|----|

| | | | | | | |
|-------------------|---|---|---|---|---|---|
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
|-------------------|---|---|---|---|---|---|

| | | | | | | |
|-----------|---|----|----|-----|-----|---|
| Mvmt Flow | 0 | 59 | 32 | 225 | 356 | 0 |
|-----------|---|----|----|-----|-----|---|

| Major/Minor | Minor2 | Major1 | Major2 |
|-------------|--------|--------|--------|
|-------------|--------|--------|--------|

| | | | | | | |
|----------------------|---|-----|-----|---|---|---|
| Conflicting Flow All | - | 356 | 356 | 0 | - | 0 |
|----------------------|---|-----|-----|---|---|---|

| | | | | | | |
|---------|---|---|---|---|---|---|
| Stage 1 | - | - | - | - | - | - |
|---------|---|---|---|---|---|---|

| | | | | | | |
|---------|---|---|---|---|---|---|
| Stage 2 | - | - | - | - | - | - |
|---------|---|---|---|---|---|---|

| | | | | | | |
|---------------|---|------|------|---|---|---|
| Critical Hdwy | - | 6.22 | 4.12 | - | - | - |
|---------------|---|------|------|---|---|---|

| | | | | | | |
|---------------------|---|---|---|---|---|---|
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
|---------------------|---|---|---|---|---|---|

| | | | | | | |
|---------------------|---|---|---|---|---|---|
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
|---------------------|---|---|---|---|---|---|

| | | | | | | |
|----------------|---|-------|-------|---|---|---|
| Follow-up Hdwy | - | 3.318 | 2.218 | - | - | - |
|----------------|---|-------|-------|---|---|---|

| | | | | | | |
|--------------------|---|-----|------|---|---|---|
| Pot Cap-1 Maneuver | 0 | 688 | 1203 | - | - | 0 |
|--------------------|---|-----|------|---|---|---|

| | | | | | | |
|---------|---|---|---|---|---|---|
| Stage 1 | 0 | - | - | - | - | 0 |
|---------|---|---|---|---|---|---|

| | | | | | | |
|---------|---|---|---|---|---|---|
| Stage 2 | 0 | - | - | - | - | 0 |
|---------|---|---|---|---|---|---|

| | | | | | | |
|--------------------|---|---|---|---|---|---|
| Platoon blocked, % | - | - | - | - | - | - |
|--------------------|---|---|---|---|---|---|

| | | | | | | |
|--------------------|---|-----|------|---|---|---|
| Mov Cap-1 Maneuver | - | 688 | 1203 | - | - | - |
|--------------------|---|-----|------|---|---|---|

| | | | | | | |
|--------------------|---|---|---|---|---|---|
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
|--------------------|---|---|---|---|---|---|

| | | | | | | |
|---------|---|---|---|---|---|---|
| Stage 1 | - | - | - | - | - | - |
|---------|---|---|---|---|---|---|

| | | | | | | |
|---------|---|---|---|---|---|---|
| Stage 2 | - | - | - | - | - | - |
|---------|---|---|---|---|---|---|

| Approach | EB | NB | SB |
|----------|----|----|----|
|----------|----|----|----|

| | | | |
|----------------------|------|---|---|
| HCM Control Delay, s | 10.7 | 1 | 0 |
|----------------------|------|---|---|

| | | | |
|---------|---|--|--|
| HCM LOS | B | | |
|---------|---|--|--|

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT |
|-----------------------|-----|-----|-------|-----|
|-----------------------|-----|-----|-------|-----|

| | | | | |
|------------------|------|---|-----|---|
| Capacity (veh/h) | 1203 | - | 688 | - |
|------------------|------|---|-----|---|

| | | | | |
|--------------------|-------|---|-------|---|
| HCM Lane V/C Ratio | 0.027 | - | 0.086 | - |
|--------------------|-------|---|-------|---|

| | | | | |
|-----------------------|-----|---|------|---|
| HCM Control Delay (s) | 8.1 | 0 | 10.7 | - |
|-----------------------|-----|---|------|---|

| | | | | |
|--------------|---|---|---|---|
| HCM Lane LOS | A | A | B | - |
|--------------|---|---|---|---|

| | | | | |
|-----------------------|-----|---|-----|---|
| HCM 95th %tile Q(veh) | 0.1 | - | 0.3 | - |
|-----------------------|-----|---|-----|---|

205: Sinawoy Road & Orchard-Sinawoy Channel
2026 Background Conditions Weekday PM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|-------|------|------|------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↓ | ↑ |
| Traffic Volume (vph) | 26 | 0 | 64 | 45 | 0 | 49 |
| Future Volume (vph) | 26 | 0 | 64 | 45 | 0 | 49 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 12 | 12 | 11 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.944 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1711 | 0 | 1758 | 0 | 0 | 1801 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1711 | 0 | 1758 | 0 | 0 | 1801 |
| Link Speed (mph) | 25 | | 25 | | | 25 |
| Link Distance (ft) | 112 | | 184 | | | 121 |
| Travel Time (s) | 3.1 | | 5.0 | | | 3.3 |
| Peak Hour Factor | 0.81 | 0.81 | 0.76 | 0.76 | 0.91 | 0.91 |
| Adj. Flow (vph) | 32 | 0 | 84 | 59 | 0 | 54 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 32 | 0 | 143 | 0 | 0 | 54 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 16.1% ICU Level of Service A

Analysis Period (min) 15

205: Sinawoy Road & Orchard-Sinawoy Channel
2026 Background Conditions Weekday PM Peak

| Intersection | | | | | | |
|--------------------------|--------|----------|--------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↖ | ↗ | | ↑ | | |
| Traffic Vol, veh/h | 26 | 0 | 64 | 45 | 0 | 49 |
| Future Vol, veh/h | 26 | 0 | 64 | 45 | 0 | 49 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 81 | 81 | 76 | 76 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 32 | 0 | 84 | 59 | 0 | 54 |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 168 | - | 0 | 0 | - | - |
| Stage 1 | 114 | - | - | - | - | - |
| Stage 2 | 54 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 822 | 0 | - | - | 0 | - |
| Stage 1 | 911 | 0 | - | - | 0 | - |
| Stage 2 | 969 | 0 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 822 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 822 | - | - | - | - | - |
| Stage 1 | 911 | - | - | - | - | - |
| Stage 2 | 969 | - | - | - | - | - |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s | 9.6 | 0 | 0 | | | |
| HCM LOS | A | | | | | |
| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT | | | |
| Capacity (veh/h) | - | - | 822 | - | | |
| HCM Lane V/C Ratio | - | - | 0.039 | - | | |
| HCM Control Delay (s) | - | - | 9.6 | - | | |
| HCM Lane LOS | - | - | A | - | | |
| HCM 95th %tile Q(veh) | - | - | 0.1 | - | | |

206: Orchard Street & Coachlamp Lane
2026 Background Conditions Weekday PM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|-------|------|------|-------|
| Lane Configurations | Y | | B | | | C |
| Traffic Volume (vph) | 4 | 2 | 99 | 6 | 2 | 114 |
| Future Volume (vph) | 4 | 2 | 99 | 6 | 2 | 114 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 10 | 12 | 12 | 10 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.949 | | 0.992 | | | |
| Flt Protected | 0.970 | | | | | 0.999 |
| Satd. Flow (prot) | 1698 | 0 | 1708 | 0 | 0 | 1720 |
| Flt Permitted | 0.970 | | | | | 0.999 |
| Satd. Flow (perm) | 1698 | 0 | 1708 | 0 | 0 | 1720 |
| Link Speed (mph) | 25 | | 25 | | | 25 |
| Link Distance (ft) | 259 | | 1037 | | | 825 |
| Travel Time (s) | 7.1 | | 28.3 | | | 22.5 |
| Confl. Peds. (#/hr) | 2 | | | 2 | 2 | |
| Peak Hour Factor | 0.75 | 0.75 | 0.76 | 0.76 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 5 | 3 | 130 | 8 | 2 | 124 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 8 | 0 | 138 | 0 | 0 | 126 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 17.6%

ICU Level of Service A

Analysis Period (min) 15

206: Orchard Street & Coachlamp Lane
2026 Background Conditions Weekday PM Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|-------|-------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | B | B | A | A | A |
| Traffic Vol, veh/h | 4 | 2 | 99 | 6 | 2 | 114 |
| Future Vol, veh/h | 4 | 2 | 99 | 6 | 2 | 114 |
| Conflicting Peds, #/hr | 2 | 0 | 0 | 2 | 2 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 75 | 75 | 76 | 76 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 5 | 3 | 130 | 8 | 2 | 124 |
| Major/Minor | | | | | | |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 266 | 136 | 0 | 0 | 140 | 0 |
| Stage 1 | 136 | - | - | - | - | - |
| Stage 2 | 130 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 721 | 910 | - | - | 1437 | - |
| Stage 1 | 888 | - | - | - | - | - |
| Stage 2 | 894 | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 717 | 908 | - | - | 1434 | - |
| Mov Cap-2 Maneuver | 717 | - | - | - | - | - |
| Stage 1 | 886 | - | - | - | - | - |
| Stage 2 | 891 | - | - | - | - | - |
| Approach | | | | | | |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s | 9.7 | 0 | 0.1 | | | |
| HCM LOS | A | | | | | |
| Minor Lane/Major Mvmt | | | | | | |
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT | |
| Capacity (veh/h) | - | - | 771 | 1434 | - | |
| HCM Lane V/C Ratio | - | - | 0.01 | 0.002 | - | |
| HCM Control Delay (s) | - | - | 9.7 | 7.5 | 0 | |
| HCM Lane LOS | - | - | A | A | A | |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - | |

207: Orchard Street & Orchard-Stanwich Channel
2026 Background Conditions Weekday PM Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|--------------|-------|------|-------|------------------------|------|
| Lane Configurations | | ↑ | | ↔ | ↑ | |
| Traffic Volume (vph) | 0 | 4 | 6 | 97 | 124 | 0 |
| Future Volume (vph) | 0 | 4 | 6 | 97 | 124 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 12 | 10 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.865 | | | | |
| Flt Protected | | | | 0.997 | | |
| Satd. Flow (prot) | 0 | 1665 | 0 | 1733 | 1739 | 0 |
| Flt Permitted | | | | 0.997 | | |
| Satd. Flow (perm) | 0 | 1665 | 0 | 1733 | 1739 | 0 |
| Link Speed (mph) | 30 | | | 25 | 25 | |
| Link Distance (ft) | 112 | | | 825 | 133 | |
| Travel Time (s) | 2.5 | | | 22.5 | 3.6 | |
| Confl. Peds. (#/hr) | | 1 | | | | |
| Peak Hour Factor | 0.80 | 0.80 | 0.66 | 0.66 | 0.89 | 0.89 |
| Adj. Flow (vph) | 0 | 5 | 9 | 147 | 139 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 5 | 0 | 156 | 139 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 20.3% | | | | ICU Level of Service A | |
| Analysis Period (min) | 15 | | | | | |

207: Orchard Street & Orchard-Stanwich Channel
2026 Background Conditions Weekday PM Peak

| Intersection | | | | | | |
|--------------------------|--------|--------|-------|--------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | ↑ | | ↑ | ↑ | |
| Traffic Vol, veh/h | 0 | 4 | 6 | 97 | 124 | 0 |
| Future Vol, veh/h | 0 | 4 | 6 | 97 | 124 | 0 |
| Conflicting Peds, #/hr | 0 | 1 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 66 | 66 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 9 | 147 | 139 | 0 |
| Major/Minor | Minor2 | Major1 | | Major2 | | |
| Conflicting Flow All | - | 140 | 139 | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 908 | 1445 | - | - | 0 |
| Stage 1 | 0 | - | - | - | - | 0 |
| Stage 2 | 0 | - | - | - | - | 0 |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | 907 | 1445 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Approach | EB | NB | SB | | | |
| HCM Control Delay, s | 9 | 0.4 | 0 | | | |
| HCM LOS | A | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | | |
| Capacity (veh/h) | 1445 | - | 907 | - | | |
| HCM Lane V/C Ratio | 0.006 | - | 0.006 | - | | |
| HCM Control Delay (s) | 7.5 | 0 | 9 | - | | |
| HCM Lane LOS | A | A | A | - | | |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | | |

208: Stanwich Road & Orchard-Stanwich Channel
2026 Background Conditions Weekday PM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|-------|------|------|------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↓ | ↑ |
| Traffic Volume (vph) | 6 | 0 | 97 | 4 | 0 | 88 |
| Future Volume (vph) | 6 | 0 | 97 | 4 | 0 | 88 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 12 | 10 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.995 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 2006 | 0 | 1730 | 0 | 0 | 1863 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 2006 | 0 | 1730 | 0 | 0 | 1863 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 112 | | 2036 | | | 117 |
| Travel Time (s) | 2.5 | | 46.3 | | | 2.7 |
| Peak Hour Factor | 0.66 | 0.66 | 0.80 | 0.80 | 0.89 | 0.89 |
| Adj. Flow (vph) | 9 | 0 | 121 | 5 | 0 | 99 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 9 | 0 | 126 | 0 | 0 | 99 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 15.3% ICU Level of Service A

Analysis Period (min) 15

208: Stanwich Road & Orchard-Stanwich Channel
 2026 Background Conditions Weekday PM Peak

| Intersection | | | | | | |
|--------------------------|--------|----------|--------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↑ | ↓ | | ↑ | | |
| Traffic Vol, veh/h | 6 | 0 | 97 | 4 | 0 | 88 |
| Future Vol, veh/h | 6 | 0 | 97 | 4 | 0 | 88 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 66 | 66 | 80 | 80 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 0 | 121 | 5 | 0 | 99 |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 223 | - | 0 | 0 | - | - |
| Stage 1 | 124 | - | - | - | - | - |
| Stage 2 | 99 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 765 | 0 | - | - | 0 | - |
| Stage 1 | 902 | 0 | - | - | 0 | - |
| Stage 2 | 925 | 0 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 765 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 765 | - | - | - | - | - |
| Stage 1 | 902 | - | - | - | - | - |
| Stage 2 | 925 | - | - | - | - | - |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s | 9.8 | 0 | 0 | | | |
| HCM LOS | A | | | | | |
| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT | | | |
| Capacity (veh/h) | - | - | 765 | - | | |
| HCM Lane V/C Ratio | - | - | 0.012 | - | | |
| HCM Control Delay (s) | - | - | 9.8 | - | | |
| HCM Lane LOS | - | - | A | - | | |
| HCM 95th %tile Q(veh) | - | - | 0 | - | | |

301: Stanwich Road & Indian Rock Lane
2026 Background Conditions Weekday PM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|-------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 132 | 4 | 101 | 276 | 1 | 99 |
| Future Volume (vph) | 132 | 4 | 101 | 276 | 1 | 99 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 12 | 10 | 12 | 12 | 11 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.996 | | 0.901 | | | |
| Flt Protected | 0.954 | | | | | |
| Satd. Flow (prot) | 1928 | 0 | 1551 | 0 | 0 | 1783 |
| Flt Permitted | 0.954 | | | | | |
| Satd. Flow (perm) | 1928 | 0 | 1551 | 0 | 0 | 1783 |
| Link Speed (mph) | 25 | | 30 | | | 30 |
| Link Distance (ft) | 199 | | 588 | | | 2036 |
| Travel Time (s) | 5.4 | | 13.4 | | | 46.3 |
| Confl. Peds. (#/hr) | | 17 | | 4 | 4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.88 | 0.88 | 0.74 | 0.74 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 143 | 4 | 115 | 314 | 1 | 134 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 147 | 0 | 429 | 0 | 0 | 135 |
| Sign Control | Stop | | Stop | | | Stop |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 39.4%

ICU Level of Service A

Analysis Period (min) 15

301: Stanwich Road & Indian Rock Lane
 2026 Background Conditions Weekday PM Peak

| Intersection | | | | | | |
|----------------------------|-------|-------|-------|------|------|------|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 132 | 4 | 101 | 276 | 1 | 99 |
| Future Vol, veh/h | 132 | 4 | 101 | 276 | 1 | 99 |
| Peak Hour Factor | 0.92 | 0.92 | 0.88 | 0.88 | 0.74 | 0.74 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 143 | 4 | 115 | 314 | 1 | 134 |
| Number of Lanes | 1 | 0 | 1 | 0 | 0 | 1 |
| Approach | WB | NB | | SB | | |
| Opposing Approach | | SB | | NB | | |
| Opposing Lanes | 0 | 1 | | 1 | | |
| Conflicting Approach Left | NB | | | WB | | |
| Conflicting Lanes Left | 1 | 0 | | 1 | | |
| Conflicting Approach Right | SB | WB | | | | |
| Conflicting Lanes Right | 1 | 1 | | 0 | | |
| HCM Control Delay | 9.9 | 10.9 | | 8.9 | | |
| HCM LOS | A | B | | A | | |
| Lane | NBLn1 | WBLn1 | SBLn1 | | | |
| Vol Left, % | 0% | 97% | 1% | | | |
| Vol Thru, % | 27% | 0% | 99% | | | |
| Vol Right, % | 73% | 3% | 0% | | | |
| Sign Control | Stop | Stop | Stop | | | |
| Traffic Vol by Lane | 377 | 136 | 100 | | | |
| LT Vol | 0 | 132 | 1 | | | |
| Through Vol | 101 | 0 | 99 | | | |
| RT Vol | 276 | 4 | 0 | | | |
| Lane Flow Rate | 428 | 148 | 135 | | | |
| Geometry Grp | 1 | 1 | 1 | | | |
| Degree of Util (X) | 0.485 | 0.218 | 0.18 | | | |
| Departure Headway (Hd) | 4.077 | 5.31 | 4.788 | | | |
| Convergence, Y/N | Yes | Yes | Yes | | | |
| Cap | 883 | 673 | 747 | | | |
| Service Time | 2.106 | 3.369 | 2.832 | | | |
| HCM Lane V/C Ratio | 0.485 | 0.22 | 0.181 | | | |
| HCM Control Delay | 10.9 | 9.9 | 8.9 | | | |
| HCM Lane LOS | B | A | A | | | |
| HCM 95th-tile Q | 2.7 | 0.8 | 0.7 | | | |

302: Orchard Street & Indian Rock Lane
2026 Background Conditions Weekday PM Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|------|------|-------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 5 | 259 | 115 | 102 | 107 | 14 |
| Future Volume (vph) | 5 | 259 | 115 | 102 | 107 | 14 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 11 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.868 | | | 0.984 | | |
| Flt Protected | 0.999 | | | 0.974 | | |
| Satd. Flow (prot) | 1561 | 0 | 0 | 1754 | 1711 | 0 |
| Flt Permitted | 0.999 | | | 0.974 | | |
| Satd. Flow (perm) | 1561 | 0 | 0 | 1754 | 1711 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 495 | | | 1153 | 1037 | |
| Travel Time (s) | 13.5 | | | 31.4 | 28.3 | |
| Confl. Peds. (#/hr) | | | 27 | | 27 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.79 | 0.79 | 0.80 | 0.80 |
| Adj. Flow (vph) | 6 | 312 | 146 | 129 | 134 | 18 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 318 | 0 | 0 | 275 | 152 | 0 |
| Sign Control | Stop | | | Stop | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 48.7% ICU Level of Service A

Analysis Period (min) 15

302: Orchard Street & Indian Rock Lane
 2026 Background Conditions Weekday PM Peak

| Intersection | | | | | | |
|----------------------------|---|-------|---|------|---|------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations |  | |  | |  | |
| Traffic Vol, veh/h | 5 | 259 | 115 | 102 | 107 | 14 |
| Future Vol, veh/h | 5 | 259 | 115 | 102 | 107 | 14 |
| Peak Hour Factor | 0.83 | 0.83 | 0.79 | 0.79 | 0.80 | 0.80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 312 | 146 | 129 | 134 | 18 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |
| Approach | EB | NB | | SB | | |
| Opposing Approach | | SB | | NB | | |
| Opposing Lanes | 0 | 1 | | 1 | | |
| Conflicting Approach Left | SB | EB | | | | |
| Conflicting Lanes Left | 1 | 1 | | 0 | | |
| Conflicting Approach Right | NB | | | EB | | |
| Conflicting Lanes Right | 1 | 0 | | 1 | | |
| HCM Control Delay | 10.2 | 11 | | 9.3 | | |
| HCM LOS | B | B | | A | | |
| Lane | NBLn1 | EBLn1 | SBLn1 | | | |
| Vol Left, % | 53% | 2% | 0% | | | |
| Vol Thru, % | 47% | 0% | 88% | | | |
| Vol Right, % | 0% | 98% | 12% | | | |
| Sign Control | Stop | Stop | Stop | | | |
| Traffic Vol by Lane | 217 | 264 | 121 | | | |
| LT Vol | 115 | 5 | 0 | | | |
| Through Vol | 102 | 0 | 107 | | | |
| RT Vol | 0 | 259 | 14 | | | |
| Lane Flow Rate | 275 | 318 | 151 | | | |
| Geometry Grp | 1 | 1 | 1 | | | |
| Degree of Util (X) | 0.377 | 0.387 | 0.207 | | | |
| Departure Headway (Hd) | 4.942 | 4.384 | 4.928 | | | |
| Convergence, Y/N | Yes | Yes | Yes | | | |
| Cap | 722 | 817 | 721 | | | |
| Service Time | 3.011 | 2.431 | 3.004 | | | |
| HCM Lane V/C Ratio | 0.381 | 0.389 | 0.209 | | | |
| HCM Control Delay | 11 | 10.2 | 9.3 | | | |
| HCM Lane LOS | B | B | A | | | |
| HCM 95th-tile Q | 1.8 | 1.8 | 0.8 | | | |

303: Orchard Street & Sinawoy Road/Kent Place
2026 Background Conditions Weekday PM Peak

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|--------------|-------|------|------|-------|-------|------------------------|-------|------|------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 61 | 3 | 0 | 1 | 6 | 0 | 0 | 179 | 3 | 4 | 323 | 43 |
| Future Volume (vph) | 61 | 3 | 0 | 1 | 6 | 0 | 0 | 179 | 3 | 4 | 323 | 43 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 13 | 12 | 12 | 11 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | | | | | | 0.998 | | | 0.984 | |
| Flt Protected | | 0.955 | | | | 0.992 | | | | | | |
| Satd. Flow (prot) | 0 | 1720 | 0 | 0 | 1909 | 0 | 0 | 1797 | 0 | 0 | 1833 | 0 |
| Flt Permitted | | 0.955 | | | 0.992 | | | | | | | |
| Satd. Flow (perm) | 0 | 1720 | 0 | 0 | 1909 | 0 | 0 | 1797 | 0 | 0 | 1833 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 121 | | | 609 | | | 127 | | | 586 | |
| Travel Time (s) | | 3.3 | | | 16.6 | | | 3.5 | | | 16.0 | |
| Confl. Peds. (#/hr) | 6 | | 7 | 7 | | 6 | | | 5 | 5 | | |
| Peak Hour Factor | 0.76 | 0.76 | 0.76 | 0.58 | 0.58 | 0.58 | 0.81 | 0.81 | 0.81 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 80 | 4 | 0 | 2 | 10 | 0 | 0 | 221 | 4 | 4 | 355 | 47 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 84 | 0 | 0 | 12 | 0 | 0 | 225 | 0 | 0 | 406 | 0 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |
| Intersection Capacity Utilization | 40.4% | | | | | | ICU Level of Service A | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |

303: Orchard Street & Sinawoy Road/Kent Place
 2026 Background Conditions Weekday PM Peak

Intersection

Intersection Delay, s/veh 10.7
 Intersection LOS B

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 61 | 3 | 0 | 1 | 6 | 0 | 0 | 179 | 3 | 4 | 323 | 43 |
| Future Vol, veh/h | 61 | 3 | 0 | 1 | 6 | 0 | 0 | 179 | 3 | 4 | 323 | 43 |
| Peak Hour Factor | 0.76 | 0.76 | 0.76 | 0.58 | 0.58 | 0.58 | 0.81 | 0.81 | 0.81 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 80 | 4 | 0 | 2 | 10 | 0 | 0 | 221 | 4 | 4 | 355 | 47 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Approach | | | | | | | | | | | | |
| Opposing Approach | WB | | | WB | | | NB | | NB | | | |
| Opposing Lanes | 1 | | | 1 | | | 1 | | 1 | | | |
| Conflicting Approach Left | SB | | | NB | | | EB | | WB | | | |
| Conflicting Lanes Left | 1 | | | 1 | | | 1 | | 1 | | | |
| Conflicting Approach Right | NB | | | SB | | | WB | | EB | | | |
| Conflicting Lanes Right | 1 | | | 1 | | | 1 | | 1 | | | |
| HCM Control Delay | 9.4 | | | 8.7 | | | 9.5 | | 11.7 | | | |
| HCM LOS | A | | | A | | | A | | B | | | |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 0% | 95% | 14% | 1% |
| Vol Thru, % | 98% | 5% | 86% | 87% |
| Vol Right, % | 2% | 0% | 0% | 12% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 182 | 64 | 7 | 370 |
| LT Vol | 0 | 61 | 1 | 4 |
| Through Vol | 179 | 3 | 6 | 323 |
| RT Vol | 3 | 0 | 0 | 43 |
| Lane Flow Rate | 225 | 84 | 12 | 407 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.288 | 0.129 | 0.018 | 0.495 |
| Departure Headway (Hd) | 4.618 | 5.529 | 5.499 | 4.381 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 777 | 646 | 647 | 821 |
| Service Time | 2.656 | 3.588 | 3.569 | 2.412 |
| HCM Lane V/C Ratio | 0.29 | 0.13 | 0.019 | 0.496 |
| HCM Control Delay | 9.5 | 9.4 | 8.7 | 11.7 |
| HCM Lane LOS | A | A | A | B |
| HCM 95th-tile Q | 1.2 | 0.4 | 0.1 | 2.8 |

304: Orchard Street & Stanwich Road
2026 Background Conditions Weekday PM Peak



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|------|------|-------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 97 | 0 | 0 | 97 | 124 | 88 |
| Future Volume (vph) | 97 | 0 | 0 | 97 | 124 | 88 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 12 | 12 | 10 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.944 | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1947 | 0 | 0 | 1739 | 1641 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1947 | 0 | 0 | 1739 | 1641 | 0 |
| Link Speed (mph) | 30 | | | 25 | 30 | |
| Link Distance (ft) | 117 | | | 133 | 353 | |
| Travel Time (s) | 2.7 | | | 3.6 | 8.0 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.66 | 0.66 | 0.89 | 0.89 |
| Adj. Flow (vph) | 121 | 0 | 0 | 147 | 139 | 99 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 121 | 0 | 0 | 147 | 238 | 0 |
| Sign Control | Stop | | | Stop | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 23.9% ICU Level of Service A

Analysis Period (min) 15

304: Orchard Street & Stanwich Road
2026 Background Conditions Weekday PM Peak

| Intersection | | | | | | |
|----------------------------|-------|-------|-------|------|------|------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | 0 | 0 | | | 88 |
| Traffic Vol, veh/h | 97 | 0 | 0 | 97 | 124 | 88 |
| Future Vol, veh/h | 97 | 0 | 0 | 97 | 124 | 88 |
| Peak Hour Factor | 0.80 | 0.80 | 0.66 | 0.66 | 0.89 | 0.89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 121 | 0 | 0 | 147 | 139 | 99 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |
| Approach | EB | | NB | | SB | |
| Opposing Approach | | | SB | | NB | |
| Opposing Lanes | 0 | | 1 | | 1 | |
| Conflicting Approach Left | SB | | EB | | | |
| Conflicting Lanes Left | 1 | | 1 | | 0 | |
| Conflicting Approach Right | NB | | | | EB | |
| Conflicting Lanes Right | 1 | | 0 | | 1 | |
| HCM Control Delay | 9 | | 8.5 | | 8.8 | |
| HCM LOS | A | | A | | A | |
| Lane | NBLn1 | EBLn1 | SBLn1 | | | |
| Vol Left, % | 0% | 100% | 0% | | | |
| Vol Thru, % | 100% | 0% | 58% | | | |
| Vol Right, % | 0% | 0% | 42% | | | |
| Sign Control | Stop | Stop | Stop | | | |
| Traffic Vol by Lane | 97 | 97 | 212 | | | |
| LT Vol | 0 | 97 | 0 | | | |
| Through Vol | 97 | 0 | 124 | | | |
| RT Vol | 0 | 0 | 88 | | | |
| Lane Flow Rate | 147 | 121 | 238 | | | |
| Geometry Grp | 1 | 1 | 1 | | | |
| Degree of Util (X) | 0.183 | 0.167 | 0.275 | | | |
| Departure Headway (Hd) | 4.491 | 4.967 | 4.161 | | | |
| Convergence, Y/N | Yes | Yes | Yes | | | |
| Cap | 800 | 723 | 865 | | | |
| Service Time | 2.512 | 2.996 | 2.179 | | | |
| HCM Lane V/C Ratio | 0.184 | 0.167 | 0.275 | | | |
| HCM Control Delay | 8.5 | 9 | 8.8 | | | |
| HCM Lane LOS | A | A | A | | | |
| HCM 95th-tile Q | 0.7 | 0.6 | 1.1 | | | |

APPENDIX D
Collision History Summary

TABLE 3-1
Intersection Collision History Summary

Intersection: Stanwich Road at Fairfield Road

COLLISION TYPE

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|--------------|----------|----------|----------|----------|----------|----------|-------------|
| Angle | 0 | 1 | 0 | 2 | 2 | 5 | 55.6% |
| Rear-End | 1 | 1 | 0 | 1 | 0 | 3 | 33.3% |
| Fixed Object | 0 | 0 | 0 | 0 | 1 | 1 | 11.1% |
| TOTAL | 1 | 2 | 0 | 3 | 3 | 9 | 100% |

COLLISION EVENT

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|----------------------|----------|----------|----------|----------|----------|----------|-------------|
| Motor Vehicle | 1 | 2 | 0 | 3 | 3 | 9 | 100.0% |
| Pedestrian / Cyclist | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| TOTAL | 1 | 2 | 0 | 3 | 3 | 9 | 100% |

SEVERITY

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|---|----------|----------|----------|----------|----------|----------|-------------|
| Fatal | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Serious Injury | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Minor Injury / Property Damage Only (PDO) | 1 | 2 | 0 | 3 | 3 | 9 | 100.0% |
| TOTAL | 1 | 2 | 0 | 3 | 3 | 9 | 100% |

DAY & TIME

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|------------------|----------|----------|----------|----------|----------|----------|-------------|
| Weekday Off-Peak | 0 | 1 | 0 | 1 | 2 | 4 | 44.4% |
| Weekday 6-9 A.M. | 1 | 1 | 0 | 1 | 0 | 3 | 33.3% |
| Weekday 3-6 P.M. | 0 | 0 | 0 | 1 | 1 | 2 | 22.2% |
| TOTAL | 1 | 2 | 0 | 3 | 3 | 9 | 100% |

WEATHER

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|--------------|----------|----------|----------|----------|----------|----------|-------------|
| Clear | 0 | 1 | 0 | 3 | 3 | 7 | 77.8% |
| Rain | 0 | 1 | 0 | 0 | 0 | 1 | 11.1% |
| Snow | 1 | 0 | 0 | 0 | 0 | 1 | 11.1% |
| TOTAL | 1 | 2 | 0 | 3 | 3 | 9 | 100% |

ROAD SURFACE CONDITION

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|--------------|----------|----------|----------|----------|----------|----------|-------------|
| Dry | 0 | 0 | 0 | 3 | 3 | 6 | 66.7% |
| Wet | 1 | 2 | 0 | 0 | 0 | 3 | 33.3% |
| TOTAL | 1 | 2 | 0 | 3 | 3 | 9 | 100% |

LIGHT CONDITIONS

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|--------------|----------|----------|----------|----------|----------|----------|-------------|
| Light | 1 | 2 | 0 | 3 | 2 | 8 | 88.9% |
| Dark | 0 | 0 | 0 | 0 | 1 | 1 | 11.1% |
| TOTAL | 1 | 2 | 0 | 3 | 3 | 9 | 100% |

TABLE 3-2
Intersection Collision History Summary

Intersection: Orchard Street at Sinawoy Road and Kent Place

COLLISION TYPE

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|---------------|----------|----------|----------|----------|----------|----------|--------------|
| Other/Unknown | 0 | 1 | 1 | 1 | 0 | 3 | 42.9% |
| Angle | 0 | 0 | 0 | 0 | 2 | 2 | 28.6% |
| Bicycle | 0 | 0 | 0 | 1 | 0 | 1 | 14.3% |
| Pedestrian | 0 | 0 | 0 | 1 | 0 | 1 | 14.3% |
| TOTAL | 0 | 1 | 1 | 3 | 2 | 7 | 100% |

COLLISION EVENT

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|----------------------|----------|----------|----------|----------|----------|----------|-------------|
| Motor Vehicle | 0 | 1 | 1 | 1 | 2 | 5 | 71.4% |
| Pedestrian / Cyclist | 0 | 0 | 0 | 2 | 0 | 2 | 28.6% |
| TOTAL | 0 | 1 | 1 | 3 | 2 | 7 | 100% |

SEVERITY

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|---|----------|----------|----------|----------|----------|----------|---------------|
| Fatal | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Serious Injury | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Minor Injury / Property Damage Only (PDO) | 0 | 1 | 1 | 3 | 2 | 7 | 100.0% |
| TOTAL | 0 | 1 | 1 | 3 | 2 | 7 | 100% |

DAY & TIME

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|---------------------------|-------------|-------------|-------------|-------------|-------------|--------------|----------------|
| Weekday Off-Peak | 0 | 0 | 0 | 1 | 2 | 3 | 42.9% |
| Saturday 11 A.M. - 2 P.M. | 0 | 1 | 0 | 1 | 0 | 2 | 28.6% |
| Weekday 6-9 A.M. | 0 | 0 | 1 | 0 | 0 | 1 | 14.3% |
| Weekday 3-6 P.M. | 0 | 0 | 0 | 1 | 0 | 1 | 14.3% |
| TOTAL | 0 | 1 | 1 | 3 | 2 | 7 | 100% |

WEATHER

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|--------------|----------|----------|----------|----------|----------|----------|-------------|
| Clear | 0 | 1 | 1 | 3 | 2 | 7 | 100.0% |
| TOTAL | 0 | 1 | 1 | 3 | 2 | 7 | 100% |

ROAD SURFACE CONDITION

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|--------------|-------------|-------------|-------------|-------------|-------------|--------------|----------------|
| Dry | 0 | 1 | 1 | 3 | 2 | 7 | 100.0% |
| TOTAL | 0 | 1 | 1 | 3 | 2 | 7 | 100% |

LIGHT CONDITIONS

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|--------------|----------|----------|----------|----------|----------|----------|-------------|
| Light | 0 | 1 | 1 | 3 | 2 | 7 | 100.0% |
| TOTAL | 0 | 1 | 1 | 3 | 2 | 7 | 100% |

TABLE 3-3
Intersection Collision History Summary

Intersection: Orchard Street at Indian Rock Lane

COLLISION TYPE

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|--------------|----------|----------|----------|----------|----------|----------|-------------|
| Pedestrian | 1 | 0 | 0 | 0 | 0 | 1 | 100.0% |
| TOTAL | 1 | 0 | 0 | 0 | 0 | 1 | 100% |

COLLISION EVENT

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|----------------------|----------|----------|----------|----------|----------|----------|-------------|
| Motor Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Pedestrian / Cyclist | 1 | 0 | 0 | 0 | 0 | 1 | 100.0% |
| TOTAL | 1 | 0 | 0 | 0 | 0 | 1 | 100% |

SEVERITY

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|---|----------|----------|----------|----------|----------|----------|-------------|
| Fatal | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Serious Injury | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Minor Injury / Property Damage Only (PDO) | 1 | 0 | 0 | 0 | 0 | 1 | 100.0% |
| TOTAL | 1 | 0 | 0 | 0 | 0 | 1 | 100% |

DAY & TIME

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|------------------|----------|----------|----------|----------|----------|----------|-------------|
| Weekday Off-Peak | 1 | 0 | 0 | 0 | 0 | 1 | 100.0% |
| TOTAL | 1 | 0 | 0 | 0 | 0 | 1 | 100% |

WEATHER

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|--------------|----------|----------|----------|----------|----------|----------|-------------|
| Clear | 1 | 0 | 0 | 0 | 0 | 1 | 100.0% |
| TOTAL | 1 | 0 | 0 | 0 | 0 | 1 | 100% |

ROAD SURFACE CONDITION

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|--------------|----------|----------|----------|----------|----------|----------|-------------|
| Dry | 1 | 0 | 0 | 0 | 0 | 1 | 100.0% |
| TOTAL | 1 | 0 | 0 | 0 | 0 | 1 | 100% |

LIGHT CONDITIONS

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|--------------|----------|----------|----------|----------|----------|----------|-------------|
| Light | 1 | 0 | 0 | 0 | 0 | 1 | 100.0% |
| TOTAL | 1 | 0 | 0 | 0 | 0 | 1 | 100% |

TABLE 3-4
Intersection Collision History Summary

Intersection: Orchard Street at Stanwich Road

COLLISION TYPE

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|--------------|----------|----------|----------|----------|----------|----------|-------------|
| Fixed Object | 1 | 0 | 0 | 0 | 1 | 2 | 66.7% |
| Angle | 0 | 0 | 0 | 0 | 1 | 1 | 33.3% |
| TOTAL | 1 | 0 | 0 | 0 | 2 | 3 | 100% |

COLLISION EVENT

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|----------------------|----------|----------|----------|----------|----------|----------|-------------|
| Motor Vehicle | 1 | 0 | 0 | 0 | 2 | 3 | 100.0% |
| Pedestrian / Cyclist | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| TOTAL | 1 | 0 | 0 | 0 | 2 | 3 | 100% |

SEVERITY

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|---|----------|----------|----------|----------|----------|----------|-------------|
| Fatal | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Serious Injury | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Minor Injury / Property Damage Only (PDO) | 1 | 0 | 0 | 0 | 2 | 3 | 100.0% |
| TOTAL | 1 | 0 | 0 | 0 | 2 | 3 | 100% |

DAY & TIME

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|------------------|----------|----------|----------|----------|----------|----------|-------------|
| Weekday 3-6 P.M. | 0 | 0 | 0 | 0 | 1 | 1 | 33.3% |
| Weekday Off-Peak | 0 | 0 | 0 | 0 | 1 | 1 | 33.3% |
| Weekend Off-Peak | 1 | 0 | 0 | 0 | 0 | 1 | 33.3% |
| TOTAL | 1 | 0 | 0 | 0 | 2 | 3 | 100% |

WEATHER

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|--------------|----------|----------|----------|----------|----------|----------|-------------|
| Rain | 1 | 0 | 0 | 0 | 1 | 2 | 66.7% |
| Clear | 0 | 0 | 0 | 0 | 1 | 1 | 33.3% |
| TOTAL | 1 | 0 | 0 | 0 | 2 | 3 | 100% |

ROAD SURFACE CONDITION

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|--------------|----------|----------|----------|----------|----------|----------|-------------|
| Wet | 1 | 0 | 0 | 0 | 1 | 2 | 66.7% |
| Dry | 0 | 0 | 0 | 0 | 1 | 1 | 33.3% |
| TOTAL | 1 | 0 | 0 | 0 | 2 | 3 | 100% |

LIGHT CONDITIONS

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|--------------|----------|----------|----------|----------|----------|----------|-------------|
| Light | 1 | 0 | 0 | 0 | 2 | 3 | 100.0% |
| TOTAL | 1 | 0 | 0 | 0 | 2 | 3 | 100% |

TABLE 3-5
Segment Collision History Summary

Segment: Indian Rock Lane

COLLISION TYPE

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|---------------------------|----------|----------|----------|----------|----------|----------|-------------|
| Rear-End | 1 | 0 | 0 | 0 | 0 | 1 | 50.0% |
| Sideswipe, Same Direction | 1 | 0 | 0 | 0 | 0 | 1 | 50.0% |
| TOTAL | 2 | 0 | 0 | 0 | 0 | 2 | 100% |

COLLISION EVENT

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|----------------------|----------|----------|----------|----------|----------|----------|-------------|
| Motor Vehicle | 2 | 0 | 0 | 0 | 0 | 2 | 100.0% |
| Pedestrian / Cyclist | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| TOTAL | 2 | 0 | 0 | 0 | 0 | 2 | 100% |

SEVERITY

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|---|----------|----------|----------|----------|----------|----------|-------------|
| Fatal | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Serious Injury | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Minor Injury / Property Damage Only (PDO) | 2 | 0 | 0 | 0 | 0 | 2 | 100.0% |
| TOTAL | 2 | 0 | 0 | 0 | 0 | 2 | 100% |

DAY & TIME

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|------------------|----------|----------|----------|----------|----------|----------|-------------|
| Weekday Off-Peak | 1 | 0 | 0 | 0 | 0 | 1 | 50.0% |
| Weekend Off-Peak | 1 | 0 | 0 | 0 | 0 | 1 | 50.0% |
| TOTAL | 2 | 0 | 0 | 0 | 0 | 2 | 100% |

WEATHER

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|--------------|----------|----------|----------|----------|----------|----------|-------------|
| Clear | 1 | 0 | 0 | 0 | 0 | 1 | 50.0% |
| Rain | 1 | 0 | 0 | 0 | 0 | 1 | 50.0% |
| TOTAL | 2 | 0 | 0 | 0 | 0 | 2 | 100% |

ROAD SURFACE CONDITION

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|--------------|----------|----------|----------|----------|----------|----------|-------------|
| Dry | 1 | 0 | 0 | 0 | 0 | 1 | 50.0% |
| Wet | 1 | 0 | 0 | 0 | 0 | 1 | 50.0% |
| TOTAL | 2 | 0 | 0 | 0 | 0 | 2 | 100% |

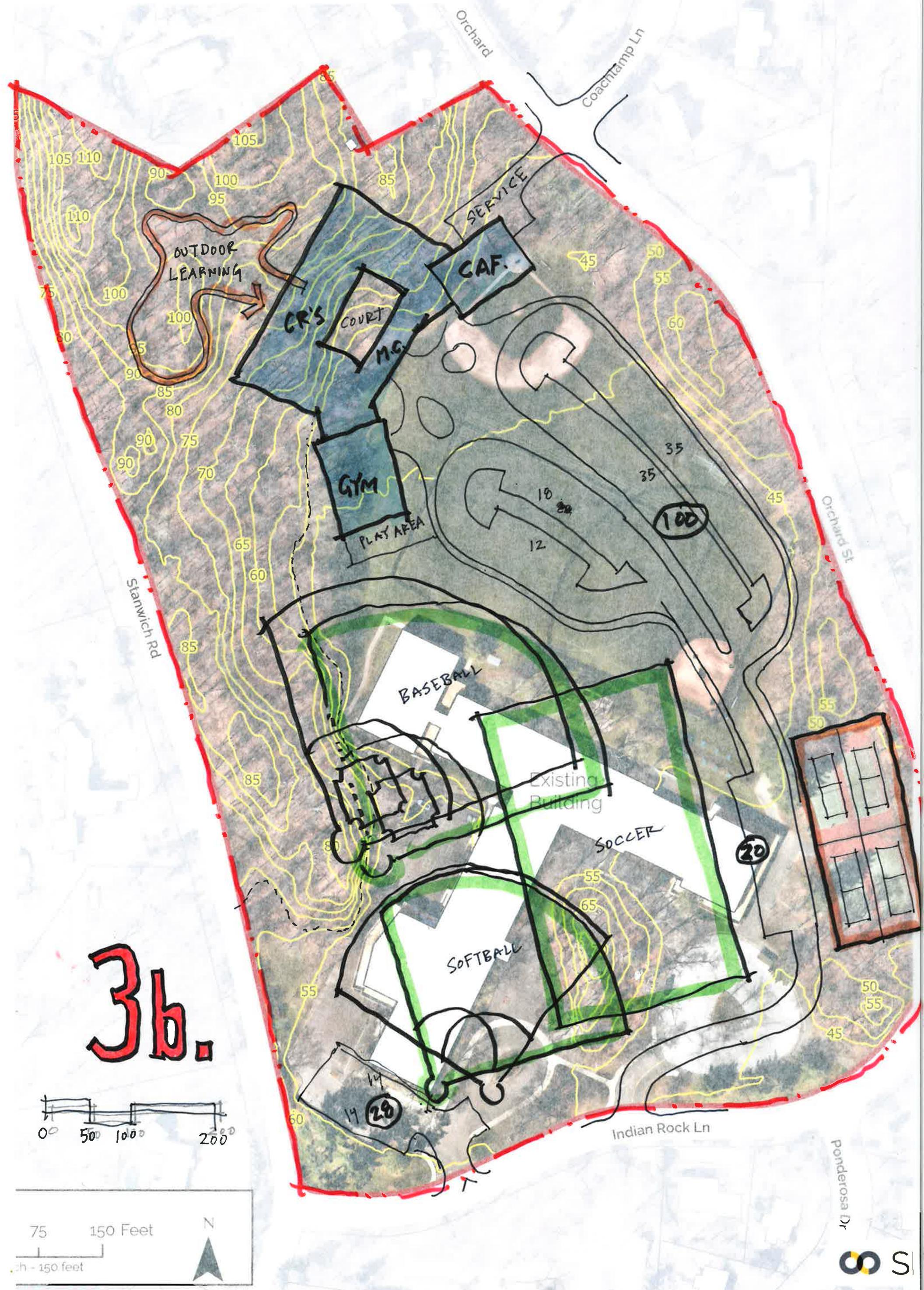
LIGHT CONDITIONS

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|--------------|----------|----------|----------|----------|----------|----------|-------------|
| Light | 2 | 0 | 0 | 0 | 0 | 2 | 100.0% |
| TOTAL | 2 | 0 | 0 | 0 | 0 | 2 | 100% |

APPENDIX E

Conceptual Site Layout Sketch

Central Middle School Site



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100% Recyclable 